

**COMPREHENSIVE PLAN  
FOR THE  
BOROUGH OF MORTON**

**JANUARY 15, 2003**

**Prepared for the citizens of the Borough of Morton**

**by the**

**Delaware County Planning Department**

**This project was financed in part with funding from the Community Development Block Grant Program under Title 1 of the Housing and Community Development Act of 1974, P.L. 93-383 (as amended).**

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## **ACKNOWLEDGEMENTS**

The Delaware County Planning Department greatly appreciates the assistance given by the Morton Borough Comprehensive Plan Task Force in the preparation of this document.

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The Delaware County Planning Department also thanks all of the other Borough officials and residents who rendered their assistance through surveys and participation during meetings held for the preparation of this comprehensive plan.

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**BOROUGH OF MORTON  
DELAWARE COUNTY PENNSYLVANIA**

**RESOLUTION NO. 03-01**

**WHEREAS**, the Borough of Morton deemed it in the best interest of the Borough to update the Comprehensive Plan; and

**WHEREAS**, a Comprehensive Plan, including maps, charts, and text, has been prepared by the Delaware County Planning Department, working with a task force of elected and appointed officials and citizens of the Borough, indicating recommendations for the future development of the Borough; and

**WHEREAS**, a public meeting of the Planning Commission was held on December 4, 2002 and a public hearing was held on December 11, 2002 pursuant to public notice, and no substantial revisions in the proposed Comprehensive Plan resulted therefrom.

**NOW, THEREFORE, BE IT RESOLVED** that the Morton Borough Council does hereby approve and adopt the Comprehensive Plan for the Borough of Morton dated December 11, 2002 and that this plan shall henceforth constitute the Comprehensive Plan of the Borough of Morton under and in accordance with Article III, of the Pennsylvania Municipalities Planning Code, Act 247 of 1968, as amended.

RESOLVED this 15<sup>th</sup> day of January 2003.


COUNCIL OF THE  
BOROUGH OF MORTON

BY: 

Carl Spatocco  
President of Council

Attest 

Martha Preston  
Borough Secretary



Philip Kosta  
Mayor



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# **CHAPTER 1**

## **INTRODUCTION**

### **NATURE OF THE COMPREHENSIVE PLAN**

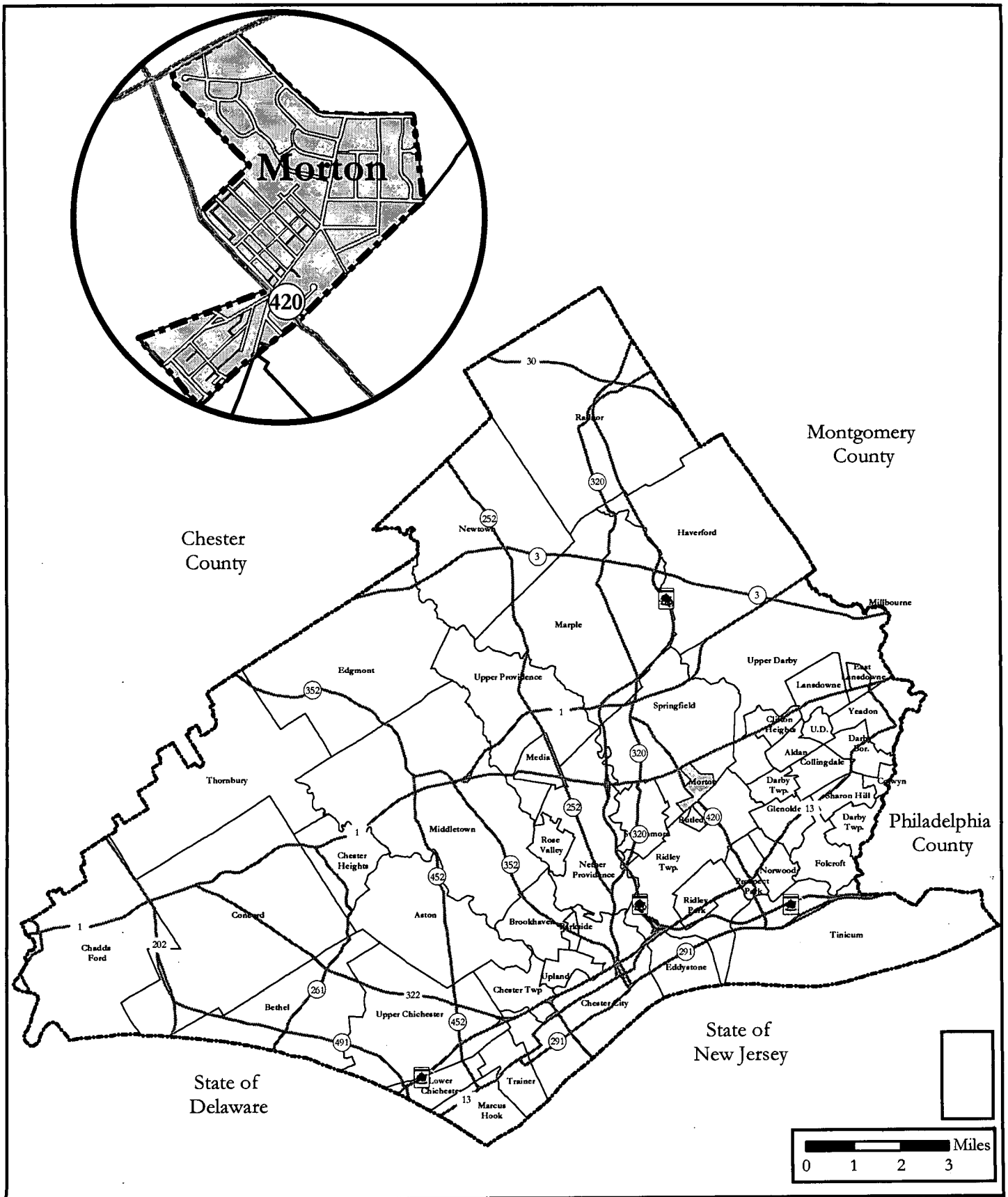
Comprehensive plans express a community's vision of its future. They articulate this vision, suggest realistic recommendations, and, in this plan, identify sources of funding to implement the proposed activities. These recommendations concern to what uses land in the community should be put, how the movement of people and goods should take place, how housing should be provided and maintained, how the community should provide services to its citizens, and how the community should interact with adjacent communities. Comprehensive plans also outline the steps that are necessary to move from present conditions to the envisioned future. Once adopted by Borough Council, the plan should serve as a guide for future decisions concerning development and redevelopment, as well as a guide for implementing ordinances and programs. Typically, the purpose behind the comprehensive plan is to shape and guide the future of the community by retaining its best features or attributes and, where possible, enhancing those positive characteristics. At the same time, the plan should recommend methods to minimize or remove its shortcomings.

The Pennsylvania Municipalities Planning Code (MPC, Act 247) requires comprehensive plans to include a statement of the community's development goals and objectives, as well as plans for functional areas such as land use, transportation, community facilities, housing, etc. In addition to these required plan elements, this plan contains sections about the Borough's demographic characteristics, its vision for the future, and funding and technical assistance sources to accomplish the plan's objectives.

### **REGIONAL SETTING**

Morton Borough is located in the center of southeastern Delaware County, bounded by Springfield Township to the north, east, and west, Ridley Township to the south, and a very small portion of Rutledge Borough at Morton Avenue. To the south and east begin the very dense "first-ring" suburbs that grew out of West Philadelphia, comprised almost entirely of boroughs of similar size to Morton. The Borough has an area of 0.36 square mile, with almost 70% of the land devoted to residential uses. See Map 1-1.

PA Route 420 consists of Woodland Avenue north of the Southeastern Pennsylvania Transportation Authority (SEPTA) R3 Elwyn regional rail line and Kedron Avenue to the south. The Woodland Avenue segment forms part of Morton Borough's western boundary with Springfield Township. Route 420 forms a major north-south corridor through the Borough and the County. Baltimore Pike, which forms the northern boundary with Springfield, is a major east-west commercial thoroughfare through the



Morton Borough

Regional Location  
Map 1-1

NOTES:  
1. U.S. Department of Commerce, Bureau of the Census,  
TigerLine Files, 2000 - Major Roads  
2. USGS - County and Municipal Boundaries  
3. Delaware County Board of Assessments - Roads

Disclaimer  
This map is for analytical  
purposes only. The reliability  
of this map depends on the  
accuracy of the underlying  
data sources which have not  
been verified.



Prepared by  
Delaware County  
Planning Department  
2002

entire eastern portion of the County. The Borough is served by the SEPTA R3 regional rail line, which connects Elwyn in the west with 30<sup>th</sup> Street station in Philadelphia.

## MORTON BOROUGH PLANNING HISTORY

Before the adoption of this plan, the Borough used a comprehensive plan created in 1973. At the time, that document met the requirements of the MPC, but today it is extremely out of date and does not comply with either the revised MPC or the draft Delaware County Comprehensive Plan, which is expected to be adopted in 2005. In the year 2000, Borough Council began sketching out ideas on how to better organize Borough operations, with the goal of creating a Capital Improvements Program in order to plan for and prioritize needed improvements. In seeking a Community Development Block Grant (CDBG) for that project, the County Office of Housing and Community Development (OHCD) indicated that funds would be better spent on the production of a revised comprehensive plan. In the summer of 2001, the Delaware County Planning Department (DCPD) was contracted to complete this effort.

The 1973 comprehensive plan had many good suggestions that still apply, and it predicted events and situations that did indeed come to fruition. It is noteworthy that the 1973 Future Land Use Plan looks very similar to the 2002 Existing Land Use Map (Map 5-1), with the principal exception being the large industrial uses that developed along the railroad right-of-way east of Amosland Road. This area had been proposed for low-density residential uses in the 1973 plan. Today, the Borough is nearly completely built out with a very small amount of acreage remaining for new future development. For this reason, the idea of "reuse" gains particular importance. Chapter 5 – Land Use contains recommendations designating the most appropriate future uses for the redevelopment of existing structures as well as new construction.

Some of the main points and conclusions of the 1973 comprehensive plan were:

- The Borough should "prevent the further unplanned scattering of varied uses." Today, the planned mix of compatible uses in compact urban and suburban communities is seen as desirable, bringing the built environment back to the pedestrian and away from the automobile. The Borough is blessed by being a generally compact community having different types of **compatible** uses near one another. It is the mixture of **incompatible** uses that should be avoided.
- Conversions of single-family dwellings to apartments and rooming houses were addressed and can be seen today throughout the Borough. The same need for safe and appropriate building standards and their enforcement exists today.
- An underpass for Woodland/Kedron Avenue at the SEPTA R3 Elwyn regional rail line was stated as being "entirely conjectural but is considered to be a number of years in the future." This road improvement was never completed but was put on the Delaware Valley Regional Planning Commission (DVRPC) 2025 Transportation Plan in 2001.

- Because of the age of the sanitary sewer system, the “possibility of some repairs should be anticipated.” In 2002, it is well known that there are infiltration and inflow (I&I) problems throughout the system and in many other old sewer systems in eastern Delaware County. DCPD and the Delaware County Regional Water Quality Control Authority (DELCORA) have completed a study of the existing condition of this infrastructure. See Chapter 4 – Environment for details.
- Stormwater runoff and its direct correlation with development upstream was diagnosed in 1973. This problem still plagues the Borough. The state mandated Act 167 Stormwater Management Study completed by the Borough Engineer in January of 2001 identified a number of stormwater management problems.
- Public recreational facilities (and open space) were identified as being deficient for all age groups. This is still the case, with just one park and a few small stands of trees following the East Branch of Stony Creek.
- There is a need for a Capital Improvements Program to plan the development and construction of all necessary capital improvements.

## PLANNING PROCESS

This plan is the result of an extensive effort by many people. The DCPD staff performed much of the research and drafted the text in coordination with a Task Force appointed by Borough Council. This Task Force and DCPD staff met regularly to exchange information and review the work performed by DCPD staff.

This document contains significant data describing conditions in the Borough as they were in 2001-2002. Much of the information was obtained from an analysis of U.S. Census documents, Zoning Hearing Board records, and County documents such as subdivision reviews, parcel records, and maps. Information concerning the Borough’s existing development was obtained from land use surveys conducted by DCPD staff in 2001. As previously mentioned, this project was financed by CDBG funds from the U.S. Department of Housing and Urban Development (HUD).

## PROBLEM AREAS

During months of discussion with the members of the Comprehensive Plan Task Force, certain issues, land uses, and deficiencies within the Borough were repeatedly mentioned to the point where they became termed “problem areas.” This section will clearly define, locate where applicable (see Map 1-2), and make reference to fuller descriptions of them elsewhere in this plan.



ROADS

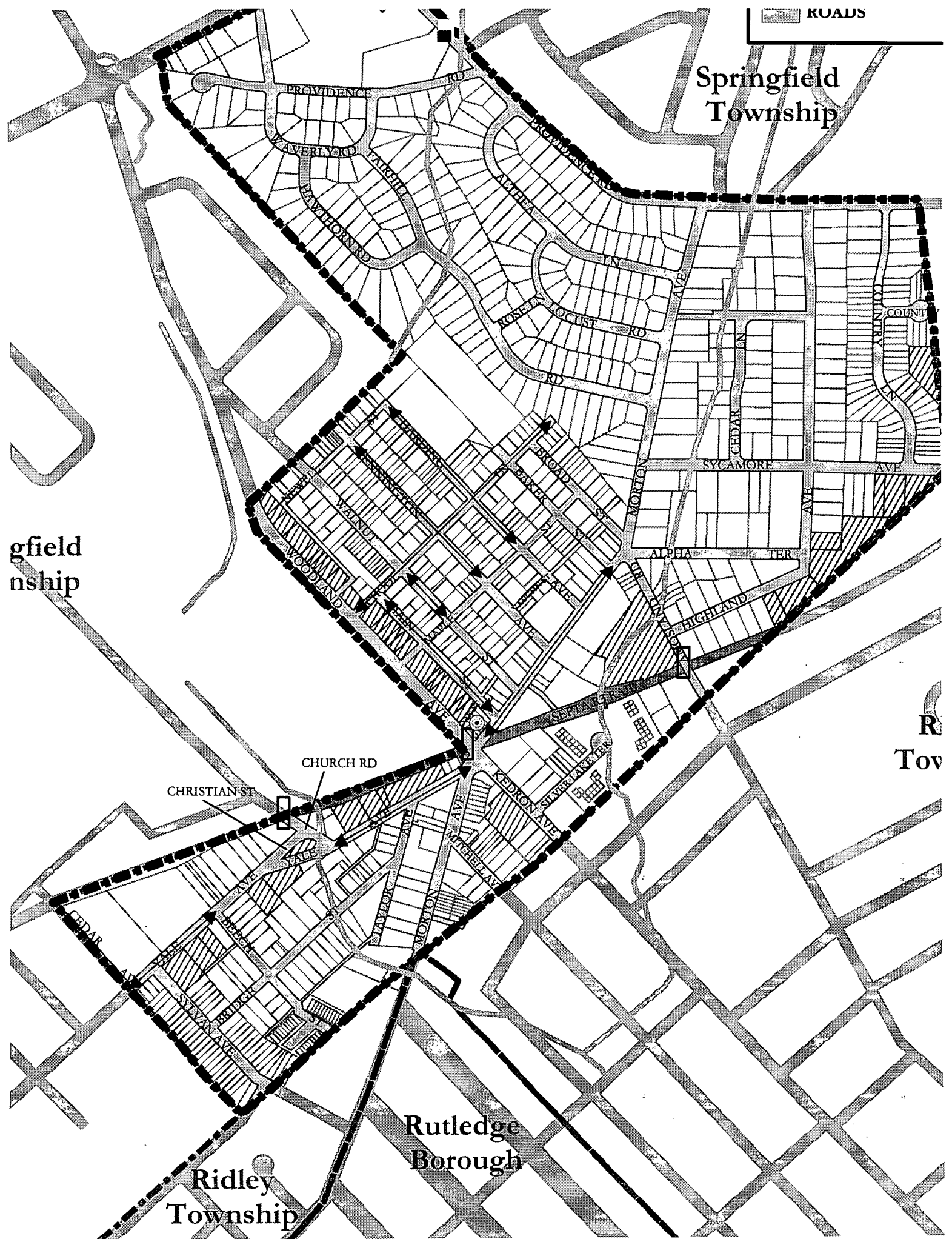
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Township



## Flooding

Stormwater management is an ever-present problem for many Borough residents, but especially those who live near the lower reaches of the East Branch of Stony Creek. The main stem of the creek, as it passes through South Morton, is channelized and causes flooding due to overflows. Street flooding occurs due to insufficient storm sewers and inadequately sized or clogged sewers. See Map 1-2.

As it flows unencumbered through backyards, paralleling North Morton Avenue to the west, the East Branch of Stony Creek passes under Sycamore Avenue, Alpha Terrace, and Amosland Road before reaching the Springview Apartments. The stream runs just feet from an apartment building which contains basement/first floor units that are partially underground and appear to be at or slightly below the level of the streambed. This proximity to the stream – clearly in the floodplain – has caused frequent flooding in the past to the point where these first floor units are uninhabitable. An undersized culvert running under the SEPTA R3 Elwyn regional rail line near the rear of the apartment complex causes backups which exacerbate the flooding problem. See Chapter 4 – Environment and Map 4 -1 for more on this issue.

## Sidewalks

Most of Morton Borough has adequate sidewalks, a condition that enhances its “livable and walkable” character. One area that the Task Force mentioned as being in great need of a sidewalk was along Leamy Avenue between Providence Road and Baltimore Pike. For students who walk to schools in Springfield and other pedestrians, this stretch of road offers no protection from vehicles. See Map 1-2 and the Pedestrian and Bicycle Facilities section in Chapter 6 – Transportation for a full listing of road sections where sidewalks should be considered.

## Street Surfaces

The Task Force identified eight portions of roadways as being in a prioritized state for resurfacing. The Borough should contact the Pennsylvania Department of Transportation (PennDOT) and the DCPD Transportation section to seek funding if these repairs cannot be paid for with local funds. See Chapter 6 – Transportation for a list of these streets and Map 1-2 for their location.

## Railroad Crossings

The issue surrounding the functioning of the crossing gates at the SEPTA R3 Elwyn regional rail line and motorists illegally driving around them surfaced at multiple Task Force meetings. This situation affects not only Borough residents but all north-south commuters in the area and is fully detailed in Chapter 6 – Transportation.

## Redevelopment Area

This block, located at North Morton and Woodland Avenues and described in the Future Land Use section of Chapter 5, is both an opportunity and a problem area, but recognition of the problem aspect is the first step toward improvement. The prime location of the site makes it ideal for adding some greenery, "Welcome" signage, and commercial parking in the Borough's central business area. However, its small size makes new physical structures and required parking nearly impossible.

## Traffic

Like stormwater, traffic is primarily an external problem that plagues Morton Borough. Route 420 acts as a crucial north-south corridor, mainly delivering traffic to and from the I-95 interchange in Tinicum. Congestion occurs due to its insufficient capacity (two driving lanes plus some turning lanes) and the aforementioned rail crossing. Local residents have devised alternate paths through residential areas to avoid Route 420.

The Wawa convenience store experiences and creates congestion primarily during the morning "rush hour" because it generates a high volume and turnover of customers and has a small parking lot. Large trucks and tractor-trailers often stop on the side of the road in front of the store along Kedron Avenue because there simply is nowhere else to park.

The Providence Road, Stoney Brook Drive (Springfield), Morton Avenue intersection is a problem because of its irregular design. The centerlines of Stoney Brook Drive and Morton Avenue are offset by about 75 feet instead of being directly opposite one another. The resulting "jog" creates a hazardous turning movement which conflicts with Providence Road traffic. This condition leads to uncertainty for drivers, creates backups during peak hours, and occasionally causes accidents.

An almost identical situation occurs where Morton Avenue meets Broad Street, Alpha Terrace, and Amosland Road. Although visibility is better at this "five-point" intersection than at the Stoney Brook Drive intersection, its size and the time that it takes for a vehicle to cross the intersection results in minor backups as well. Fortunately, Morton Avenue carries a lower volume of mostly local traffic.

The last area, Yale Avenue between Church Road and Sylvan Avenue, suffers from chronic speeding. Although posted with a 25 miles-per-hour (mph) speed limit, cars heading in both directions often exceed 40 mph. Because this road segment is wider than the portion of Yale Avenue closer to the train station and has a more "open feel" to it, it tends to promote higher speeds. Traffic calming through the use of a mini-circle, larger planted areas between the sidewalk and curb, or trees planted in the existing side medians would work to slow traffic.

### Problematic Land Uses

This is simply a compilation of existing land uses that the Task Force noted as problematic during its many meetings. Most of them are detailed in Chapter 5 – Land Use, with the others briefly explained here.

- Stormwater detention basin – The Borough owns the detention basin located behind Country Lane and Country Circle and is burdened by its upkeep and liability. Once deeded to the Borough, no other entity is likely to take over ownership, as there is no benefit to owning it.
- Highland and Sycamore Avenues industrial parcels – see Chapter 5.
- Springview Apartments – see the Floodplains and Stormwater Problem Areas sections of Chapter 4.
- Porreca Auto Body, Kedron Avenue – While a desirable business in the Borough, its location in the heart of the central business area is not ideal. This auto-oriented use would be much better suited outside of the central business area, which is and should be more pedestrian oriented.
- SEPTA train station and parking facilities – These parcels present a somewhat unsightly face to the Borough and have vast opportunities for improvement. See the Historic Preservation section of Chapter 3 and the Parking section of Chapter 6.
- Woodland Avenue Corridor – This narrow strip lies on the east side of Woodland Avenue, between Springfield Township and the SEPTA R3 rail line. It is characterized by incompatible uses, some of which are in poor condition and have a negative impact on the area. This condition is especially troublesome because the area is a gateway into the Borough. This area could be improved by declaring portions “redevelopment areas” and changing zoning to prohibit new, small lots and require screening and landscaping along the corridor properties.
- Yale Avenue/Church Road “island” – The business operating there is designated on Map 5-1 as industrial. This unique piece of land could be much better used as a central “green” or passive park, which would create a much different feel to this odd-shaped intersection.
- Yale Avenue “industrial parcels” – Like the island above, these parcels are exerting industrial effects upon the neighboring residences even though some of them may technically be commercial uses. See the Major Future Land Use Recommendations section in Chapter 5.

The issues below are not represented on Map 1-2 but were recurring issues of concern to the Task Force.

### Long-range Plan

As part of the impetus that led to this comprehensive plan, the Borough identified a list of topics for what was to be its "Long-range Plan" at a meeting held on March 28, 2001. Many of these points, concerning such issues as buildings, fire, highways, ordinances, parks and recreation, police, planning, and sewers, are directly dealt with in this plan. The following are issues that the local governing body, boards, or special committees could focus on and for which they should make improvements. For all of these, the Pennsylvania State Association of Boroughs (PSAB) could be a great resource of technical assistance and advice. See the Additional Resources section in Chapter 11.

### Communications

With regard to many of the problems and suggestions made during the meetings, the Task Force expressed concern about how to "spread the word" to citizens about opportunities for residents to participate in local activities. Possibilities included design of a website, cable TV, direct mailing of newsletters, newspaper releases, and free yearly calendars that contain event dates and basic information about Borough activities.

### Finance

The Borough, like most eastern Delaware County municipalities, suffers from a dwindling tax revenue base. The money necessary to maintain and expand services is very limited. In order to accomplish most of the recommendations in this plan, creative means of financing, primarily through grant funding and possibly joint municipal ventures, must be carried out by the municipal staff, Council, and Mayor.

### Personnel

The existing Borough staff is quite small, and for a Borough of Morton's size, often one employee can "wear many hats." Clear and concise job descriptions, however, must be in place to assign and delegate responsibilities and to assure that they are carried out in a timely and orderly fashion.

### Code Enforcement

Code enforcement, which surfaced as a major issue, is central to a municipality being proactive. DCPD submitted a critique of the Borough's existing enforcement procedures and provided the Task Force with sample letters, forms, and citations for most permit and enforcement matters. See the Code Enforcement section of Chapter 5.

## PLAN ORGANIZATION

Following this Introduction, the plan identifies the direction and ideals for Morton Borough in Chapter 2 – Vision Statement, Goals, Objectives, and Policies. Chapter 3 – Community Profile addresses the historic and demographic characteristics of the Borough.

The features of the natural environment are reviewed in Chapter 4. Chapter 5 – Land Use is the heart of the plan, delineating the existing uses of land and those that the Borough desires in the future. Chapter 6 tackles the transportation issues and is strongly related to Chapter 5. The state of the Borough's housing conditions is covered in Chapter 7, while Chapter 8 explores the level and adequacy of community facilities and services available to residents. Chapter 9 – Implementation sets forth the steps and tools for implementing the recommendations of the plan. The plan then addresses in Chapter 10 – Three-year Action Plan the recommendations that the Borough should accomplish within the first three years after plan adoption, and it concludes with sources of funding and technical assistance in Chapter 11.

## HOW TO USE THIS COMPREHENSIVE PLAN

This plan has been written in a consistent and straightforward manner, intended to be read both from cover to cover **and** consulted as needed as a reference. The reader can flip to any chapter, read the existing conditions for the topic discussed, and continue to the recommendations designed to alleviate any deficiencies or shortcomings. A funding source and/or technical assistance identification follows each recommendation, where applicable, and directs the reader to Chapter 11, which provides a description of the applicable funding programs, sources of technical assistance, and specific contact persons. The sources of funding and technical assistance are referenced chronologically as they appear in the plan. Where a particular funding entity has multiple programs, they are sub-referenced.

Morton Borough Council should always turn to this plan when considering policy matters. Members should consult this report to see the basic direction the plan sets forth and the more specific objectives it outlines for the various areas such as land use, transportation, recreation, etc.

Similarly, when Council or other local boards or officials are considering specific matters, they should consult the goals, objectives, and policies as well as the specific chapter that addresses the topic in question to see if it provides guidance and direction through its recommendations. The goals, objectives, policies, and recommendations outlined in the report are based on the combined input from local residents, staff, and elected and appointed officials, as well as that of DCPD. In many cases, municipalities ignore their own comprehensive plan which contains valuable information on how to approach, treat, and make decisions on the very topics with which they are having difficulty. Therefore, the plan should be used as a reference guide in providing guidance on a wide variety of issues, problems, and challenges facing the community.

## **CHAPTER 2**

### **VISION STATEMENT, GOALS, OBJECTIVES, AND POLICIES**

#### **VISION STATEMENT**

Visioning is a commonly used tool in developing the goals, objectives, and policies of a comprehensive plan. A vision statement describes in general terms the residents' overall opinion of and commitment to their ideal community. Therefore, it identifies the community's ultimate long-range goal.

The vision of the Borough is to create a community that cherishes its heritage, fosters socially and economically healthy environments, encourages safe human-scale development, and efficiently uses land, infrastructure, and public facilities and services.

While this vision statement provides the broad concept of the community's long-term vision, some elaboration is necessary to provide a clearer picture of this idealistic society. The statements below are designed to portray this long-term vision.

The Borough is striving toward a community that:

1. Maintains and encourages stable, blight-free neighborhoods where homeowners and residents can invest with reasonable assurance that their investment is secure;
2. Preserves the layout of the Borough, ensuring compatible, neatly spaced residences along streets that are pedestrian oriented and discourage high volumes of vehicular traffic and speeds;
3. Encourages diversity in land uses, economic development, housing opportunities, and social and cultural activities;
4. Encourages and supports businesses, government, and citizens to work together to attain common goals and fully capitalize on the community's resources;
5. Supports planned and designed public spaces and facilities that promote the maximum opportunity for social interaction and engagement;
6. Promotes the conservation of open spaces and the provision of parks and public recreational facilities designed for all members of the community, regardless of age, interest, or physical ability;

7. Provides and supports pedestrian-oriented, human-scale streetscapes and urban design that foster a sense of place, pride of place, belonging, and accessibility for all members of the community;
8. Provides a setting that encourages people to stay or move back to Morton Borough out of choice because the community offers a healthy and enriching environment in which to raise their families;
9. Preserves its cultural resources by supporting the rehabilitation of historically or architecturally significant structures and sites;
10. Provides and maintains attractively landscaped entranceways and streetscapes containing shade trees along clean, well-maintained streets.

## GOALS, OBJECTIVES, AND POLICIES

In order to attain or at least come close to the generalized ends expressed in its vision statement, a comprehensive plan must contain a clear statement of goals and objectives. This statement should be a reflection of the needs and desires of the community as well as an indication of the actions required to achieve the envisioned future.

As used in this chapter, the term "goals" is an expression of the generalized end-points or ultimate purposes that the community strives to achieve. Objectives, on the other hand, are more specific and measurable actions necessary to move towards these goals. In most cases, several objectives must be achieved or nearly achieved before the goal is reached. Policies are the very specific actions or directions that must be taken and effectively carried out so that a given objective is attained. In general, objectives can be reached only by carrying out several policies.

The goals, objectives, and policies identified in comprehensive plans typically contain highly interrelated statements. For example, goals/objectives stated in terms of land use issues are frequently strongly related to those framed as transportation issues. Whenever this occurs, it is important to assure that these statements are reasonably consistent with one another.

One of the most critical elements of well-crafted goals and objectives is that they reflect the needs and desires of the community. Accordingly, it is necessary to elicit the views and opinions of local officials and residents to prepare useful statements of goals and objectives.

## HISTORIC PRESERVATION GOAL

Identify and preserve the significant historic resources in Morton Borough in order to promote community character, conserve its neighborhoods and commercial areas, and offer a framework for appropriate community revitalization.



### Objective 1

To develop and employ a range of preservation and adaptive reuse techniques for historically significant sites.

#### Policies:

- a. Adopt the historic resources survey as developed by DCPD.
- b. Encourage and support property owners to seek placement on the National Register of Historic Places for eligible structures.
- c. Develop an historic conservation district or overlay for those areas to be preserved from demolition or uncharacteristic modification.

### ENVIRONMENTAL GOAL

Protect the natural environment and support efforts to improve and enhance the environmental quality of the Borough.

### Objective 1

To protect the existing natural resources and environmentally sensitive areas from inappropriate land uses and development.

#### Policies:

- a. Discourage new development in floodplains, wetlands, and on inappropriate soils.
- b. Amend zoning district provisions as needed to limit inappropriate development in flood-prone areas.
- c. Support riparian buffer and stream bank stabilization programs along Stony Creek in cooperation with other municipalities in the watershed to protect the integrity of the creek and adjacent floodplain areas.
- d. Establish an Environmental Advisory Council (EAC) to deal with issues concerning the preservation of natural resources.

### Objective 2

To implement a local stormwater management program.

Policies:

- a. Cooperate with the EAC in establishing and promoting storm drain stenciling and other public outreach programs.
- b. Follow directives contained in the Act 167 plan for the Darby Creek watershed when completed.
- c. Develop and implement a Borough-wide stormwater management plan.
- d. Acquire property to enhance the stormwater management program.

Objective 3

To eliminate existing problems in the sanitary sewer system as outlined in the *Delaware County Act 537 Sewage Facilities Plan Update, Eastern Plan of Study*.

Policies:

- a. Augment the sewer fund with loans or grants to perform large-scale repairs.
- b. Maintain cyclical cleaning of the system.

RESIDENTIAL LAND USE GOAL

Maintain distinct and well-maintained residential neighborhoods and functional rental units in both apartment complex and mixed use settings.

Objective 1

To improve and maintain the condition of existing dwellings and properties to prevent deterioration of structures and decline of neighborhoods by the establishment **and implementation** of thorough inspection and enforcement procedures.

Policies:

- a. Consult this plan and the MPC for improved inspection and code enforcement methods and procedures.
- b. Adopt ordinances, including a property maintenance code, amendments to the zoning ordinance, or freestanding ordinances to implement upgraded inspection and code enforcement efforts.

- c. Review personnel performing enforcement and inspection and, if necessary, make changes in job descriptions and in personnel in order to ensure effective enforcement of codes and ordinances.
- d. Protect residential properties and neighborhoods from impacts of nearby nonresidential uses by adopting stronger screening and buffering requirements as part of a revised zoning ordinance.

## Objective 2

To maintain distinct and livable residential neighborhoods designed to promote interaction among residents and easy access to important destinations.

### Policies:

- a. Encourage maintenance and improvement of front porches and alleys, which provide opportunities for mobility and interaction among neighbors.
- b. Promote neighborhood-based activities such as block parties, holiday celebrations, and maintenance and repair activities.

## Objective 3

To replace underutilized and poorly utilized parcels, including nonresidential uses, in residential districts with residential infill development at the same approximate densities as the existing lots.

### Policies:

- a. Enter into partnership with volunteer organizations such as Habitat for Humanity as a means to construct new housing in the Borough.
- b. Use CDBG funds for infrastructure work to underwrite the cost of new housing.
- c. Encourage public and private developers to acquire local properties in the worst condition, rehabilitate them, and sell them to buyers who agree to live in them for a certain minimum period of time.

## Objective 4

To increase the percentage of homeowner-occupied units in Morton.

Policies:

- a. Publicize the County's Homeownership First Program, with particular emphasis on targeting existing renters to purchase the properties that they are presently renting. Marketing efforts (attractive and livable community) could include a mailing of the Homeownership First Program brochures to all renters in the Borough.
- b. Continue and intensify efforts to promote itself as an attractive community for first-time home buyers.
- c. Use HUD's \$1 Home Program as a means to return vacant/deteriorated properties to good use.
- d. Encourage resident neighborhood associations that address neighborhood scale issues, such as homeownership, crime, maintenance, and neighborhood beautification.
- e. Use owner-held mortgages as a means to encourage existing renters to purchase units.

Objective 5

To maintain the existing condition of sound housing and improve the condition of deteriorating, substandard, or neglected structures.

Policies:

- a. Appoint a citizen housing committee made up of homeowners and renters to develop a program with the Borough to address the housing needs of residents.
- b. Institute the vigilant regulation and inspection of rental and nonrental units in the Borough by strict enforcement of the Pennsylvania Uniform Construction Code and any other appropriate local ordinances.
- c. Partner with a local lending institution to offer a low-interest revolving loan program that can finance improvements on rental properties.
- d. Facilitate/partner with a local lending institution to offer a low-interest home equity loan program to rehabilitate owner-occupied properties whose owners have incomes greater than 80% of the median family income (MFI) that would allow existing owners to add amenities not present.

- e. Pursue marketing efforts to increase the use of the County's Owner-occupied Rehabilitation, Home Improvement Loan, PA Access, and Weatherization Programs for income-eligible households.
- f. Consider allowing property tax relief on the value of the improvements for the property owners who rehabilitate their properties.
- g. Develop a home improvement educational program for its residents.
- h. Conduct periodic clean-up, spruce-up, or fix-up drives in targeted blocks and vacant lots to perform minor repairs in order to improve and maintain the appearance of residential areas.
- i. Create a Vacant Property Review Committee that would have the ability to declare properties blighted so as to allow redevelopment on the site once acquisition occurs.

#### NONRESIDENTIAL LAND USE GOAL

Strengthen nonresidential areas through new construction, the rehabilitation and reuse of deteriorating structures, zoning modifications, and the introduction of mixed use developments and improvements to the central business area.

##### Objective 1

To support highway-oriented commercial development at the Baltimore Pike frontage and along the Route 420 corridor.

##### Policies:

- a. Revise the zoning ordinance to prohibit future uses not appropriate to highway locations.
- b. Encourage developers to provide common features such as plazas, signage, benches, and other pedestrian amenities.

##### Objective 2

To further identify the Morton and Kedron Avenues intersection as the central business area.

##### Policies:

- a. Perform a study to provide common signage, lighting fixtures, paving materials, and other accessories to beautify and lend unity to the area.

- b. Develop activities and amenities to attract and serve users of the central business area.

### Objective 3

To revise the existing zoning ordinance to achieve consistency with the recommendations of this plan.

#### Policies:

- a. Generally revise the zoning ordinance to reflect the desired nonresidential land use types in the areas indicated on Map 5-2.
- b. Adopt strong performance standards as part of a new or revised zoning ordinance to limit impacts of signs, noise, smoke, air pollution, glare, and vibration.

### TRANSPORTATION GOAL

Provide and maintain a transportation, circulation, and infrastructure system that ensures convenient, efficient, and safe travel to points within and outside of the Borough.

### Objective 1

To alleviate vehicular congestion points throughout the Borough.

#### Policies:

- a. Encourage/petition SEPTA to engage grade-crossing warning arms as needed, rather than all at once, when trains pass through the Borough.
- b. Utilize and implement any suggestions for relief found in previous PennDOT studies of the Route 420 grade-crossing intersection, if available.

### Objective 2

To address the "causes and effects" of roadway deterioration within the Borough.

#### Policies:

- a. Investigate a cheaper and more efficient alternative resurfacing method that mills, mixes, and resurfaces roadways in one process, alleviating the "spidering" affect of the roadway surface without performing a complete repaving job.

- b. Investigate methods to limit heavy truck traffic through residential streets, particularly those where truck traffic is creating significant damage.

### Objective 3

To promote Morton as a unique, attractive, and walkable community in southeastern Delaware County.

#### Policies:

- a. Develop an attractive entranceway plan that coordinates aesthetic improvements and signage.
- b. Where possible, provide well-maintained planted areas along arterial and collector roads.
- c. Retain short-term metered street parking in the central business area to provide easy access to these businesses.
- d. Monitor the condition of sidewalks and construct new sidewalks and trails to encourage pedestrian movement and easy access to local destinations.

### Objective 4

To increase safety on roadways in the Borough through the use of "traffic calming" measures.

#### Policies:

- a. Request that the municipal Engineer, Borough police, or PennDOT study accident data and posted speed limits to determine what streets are considered dangerous and in need of traffic calming.
- b. Consult with the DCPD Transportation section about options for instituting traffic calming devices such as mini-circles, speed humps, one-way streets, narrower cartways, and trees.

### Objective 5

To properly control the use of commercial signage in the Borough.

#### Policies:

- a. Perform an inventory of existing signage to determine what the Borough does and does not like in order to create appropriate provisions in the zoning ordinance to control negative sign proliferation in the future.

- b. Implement revised sign regulations as part of the zoning ordinance after the Borough performs an inventory of existing signs.

## COMMUNITY FACILITIES GOAL

Provide reliable and cost-effective private and public services and facilities at reasonable costs.

### Objective 1

To maintain or improve the level of emergency services (police, fire, ambulance) in order to meet or exceed state standards.

#### Policies:

- a. Support the continued standard training programs for Borough fire, police, and ambulance personnel.
- b. Work with the fire companies to recruit volunteers, using all incentives and means possible, such as open houses, promotions, and other methods.
- c. Encourage the County Emergency Services Department (911) to implement any and all technological upgrades and systems revisions available, including that of a geographic information system (GIS).
- d. Establish an Emergency Plan to properly identify and establish snow routes.

### Objective 2

To provide more effective and efficient police service by expanding existing services and introducing new methods.

#### Policies:

- a. Expand patrolling methods, such as walking and bicycle beats, which improve interaction with residents.
- b. Develop a community-oriented town watch program that focuses on preventive methods.
- c. Investigate purchase of retrofitted police vehicles outfitted with the latest technological advances at about one half the cost of new vehicles to reduce capital expenditures.



### Objective 3

To more fully develop and maintain the recreational facilities and sites in the Borough.

#### Policies:

- a. Organize the maintenance schedule and track donation/funding efforts toward existing park(s). Be proactive in seeking improvements.
- b. Develop a walking/biking trail throughout the Borough on existing sidewalks and residential streets. Coordinate with directional and informational signage and ground painting.
- c. Identify lots to be rezoned as park or open space areas so that if and when they become available, the Borough may acquire and develop them in order to increase recreational areas and facilities.

### Objective 4

To provide or support recreational programs for all ages both within the Borough and with neighboring municipalities.

#### Policy:

- a. Encourage/sponsor recreational programs for specific age groups depending on residents' demand.

### Objective 5

To facilitate the effective and efficient delivery of service by all Borough departments and programs.

#### Policies:

- a. Ensure that there are proper facilities and equipment for use by all Borough employees in the delivery of services.
- b. Employ technology upgrades that will streamline and empower daily operations and ultimately provide better service to residents.
- c. Operate and maintain an internet homepage and public cable channel so that the public can access information concerning the Borough, including current activities, publicity, and municipal ordinances.
- d. Encourage volunteerism.

### Objective 6

To further develop the Borough's Community Center complex as the center of community activity.

#### Policies:

- a. Study the feasibility of developing a passive recreational walking trail through the wooded lot along Sycamore Avenue.
- b. Investigate the purchase of properties near the Community Center for future expansion of Borough facilities.
- c. Study the current use of facilities (multi-purpose room, ball fields, parking lots) and determine what the real demands are. Place large improvement projects in the Borough's Capital Improvements Program budget.

### INTERMUNICIPAL RELATIONSHIPS GOAL

Provide greater services to Borough residents by capitalizing on efficiencies gained by working with neighboring municipalities on common issues.

### Objective 1

To create alliances and arrangements with organizations and municipalities to improve the Borough.

#### Policies:

- a. Propose the formation of a Council of Governments (COG) based on municipalities in the Stony Creek watershed.
- b. Offer proposals to Springfield Township, Ridley Township, Rutledge Borough, and/or Swarthmore Borough for sharing of resources or services, such as fire and police departments, road crews, street sweepers, etc.
- c. Offer proposals to the above municipalities, as well as to DCPD and OHCD, concerning Morton Borough's desire to act in a more "regional" manner for mutual benefit of all participants.

## CHAPTER 3

### COMMUNITY PROFILE

#### INTRODUCTION

This chapter describes Morton Borough in the context of past, present, and future generations. It identifies the historical events that shaped the Borough and describes the community in terms of current population and housing characteristics. The knowledge of the past will assist in charting a course for the future.

Chapter 11 lists the funding programs and sources of technical assistance noted after each recommendation.

#### EARLY REGIONAL HISTORY

##### Native American Occupation

Lenni Lenape or "Delaware Indians" inhabited the Delaware River region several centuries before the arrival of European explorers and traders. The Okehocking Tribe of the Lenni Lenape Nation established small permanent villages along the river and its main tributaries. Land adjacent to Stony Creek in Ridley Township has been identified as a Native American town site. Historians also believe that additional villages may have existed at other locations along Stony Creek and possibly Little Crum Creek.

Native Americans significantly influenced the built environment through their network of paths laid out for travel and communication purposes. Once simple footpaths through the densely forested countryside, the paths grew into the first roads of the area. Woodland Avenue is a good example of the transformation from Native American footpath into European roadway.

##### Early European Exploration and Settlement

In 1609, British explorer Henry Hudson became the first European to visit the Delaware Valley. However, he and another British explorer, Samuel Argall, failed to establish a hold on the region. Taking advantage of Britain's missed opportunity, the Dutch set up small fur trading posts throughout the area from 1620 to 1624. These posts are considered to be the first European colonies of the Delaware Valley.

Friendly relations between the Dutch and the Okehocking Tribe steadily deteriorated over the next several years, forcing the Dutch to abandon their permanent trading posts by 1638. In May of that year, Swedish merchants officially claimed the Delaware River for the Swedish crown and aggressively established its first settlement of "New Sweden." The Dutch reestablished their claim by conquering New Sweden and held the region until the English defeated them in 1664.

## English Settlement

By the 1670s, alcoholism, smallpox, and other European diseases had nearly wiped out the Lenni Lenape. These afflictions weakened Native American threats to the Europeans, and river settlements flourished. By 1679, a small community of English Quakers intermingled with Swedes settled along the western bank (Pennsylvania side) of the Delaware River. Mimicking the Okehockings, they continued to hunt, fish, and farm in clearings along the creeks of the region.

On March 14, 1681, King Charles II of England granted the province of Pennsylvania to William Penn. Penn recruited thousands of settlers, most of whom were Quakers, to the region by promising religious freedom, free speech, right of petition, trial by jury, and a popularly elected assembly. The province consisted of six counties with the area that today is Morton Borough and Delaware County being part of Chester County.

## LOCAL BOROUGH HISTORY

Before incorporation as a Borough in 1898, the land that is now Morton Borough was part of both present-day Ridley and Springfield Townships. Most sources indicate that the area was settled around 1866. Originally, Morton Borough was called Newtown, after Isaac Newtown, a farm owner who later became the first Secretary of the Department of Agriculture under President Lincoln.

### 17<sup>th</sup> Century

The land that is now Morton Borough was originally part of an area known as Woodland County, purchased by William Penn from two Indian leaders, Secane and Icqouqueham. In 1684, Ridley Township was founded, and it included present-day Morton Borough. Springfield Township was reportedly settled in 1682 and incorporated as a township in 1686, having been part of the Ridley Township landholding. Farming and cattle grazing were the primary occupations in the region.

### 18<sup>th</sup> Century

In the 18<sup>th</sup> century, present-day Morton Borough and the surrounding area were still primarily agricultural. The Edwards-Smedley Farm was located in the vicinity of Morton and Sycamore Avenues and was later the site of a home, built around 1740, by the Yarnell family. Later the Edwards family bought the site and was succeeded by the Smedley family. It is now the site of Lansdowne Steel Company on Franklin Street (south of the Borough line is Ridley Township).

### 19<sup>th</sup> Century

The native Lenni Lenape Indian tribes are reported to have left the area by 1810. It was during this century that the Morton name surfaced. John Morton, born of Swedish descent in 1725, was a delegate to the first and second Continental Congresses and a

signer of the Declaration of Independence (he is said to have cast the deciding vote for independence). John Morton's grandson, John S., moved his family to the area of present-day Morton Borough in 1820, purchasing a farm from the Thompson estate and constructing a home in 1834. This house was later demolished, and the site is presently occupied by the Morton Manor Apartments.

John S. Morton's son, Judge Sketchley Morton, Jr. (1810-1878), was a farmer, store owner, and school director. He is credited with founding the village of Morton, establishing the train station and post office, and, as postmaster, naming the town after himself. The Morton Homestead stood where the Wawa convenience store is on Woodland Avenue at Silver Lake Terrace.

In 1855, the rail line between Philadelphia and West Chester was established, with a stop in Morton (called Newtown at the time). Afterwards, this rural area began to develop. The Kedron Methodist Episcopal Church, the first church in town, was built between 1860 and 1862. The area then consisted of the railway station, a country store, the church, and four farms. Soon after, Sketchley Morton, Jr. began subdividing his land. By 1875, there were approximately 20 houses.

By the 1880s, Morton was described as "a thriving village" with "handsome houses, a hotel, public hall, stores, and a newspaper" (Ashmead, 1885). Morton Schoolhouse was built in 1875, and the Village Mall, a semi-circular Tudor Revival block of stores which became the center of the business district, in 1880. That year, the first issue of the *Morton Chronicle* was published by Sketchley Morton, Jr. By 1882, there were approximately 90 buildings in the village, including some large estates. The main streets were Morton, Yale, Sylvan, and Cedar Avenues, Christian Street, and Amosland and Providence Roads. On June 6, 1898, Morton was incorporated as a borough.

### 20<sup>th</sup> Century

The Borough continued to grow during the early 20<sup>th</sup> century, with approximately 200 buildings by 1909. Several new residential land developments were laid out in parcels but not yet built. There were at least four churches, a school, library, fire station, and many large estates. Later residential development included the plat bordered by Providence Road and Morton, Highland, and Sycamore Avenues in the 1920s and the Sylvan Avenue development planned in the 1940s. The Central Morton neighborhood was mostly developed before World War II and was followed by the neighborhood of northwest Morton, completing the residential housing development on a major scale. The Borough had developed into a suburban village with a population of over 1,000 residents.

By the 1970s, the population of Morton Borough had exceeded 2,500, and the business district was still the major focal point of the community. In 1978, a fire destroyed part of the Village Mall, which housed many stores. It was rebuilt and is still the center of the central business area today.

## HISTORIC PRESERVATION

The Borough will benefit in many ways from preserving its significant historic resources. Economic benefits can be gained by rehabilitating older sections of a community, as property values often rise in historic neighborhoods. Municipalities who value their roots foster a stronger sense of community identity. A community that pays attention to the variety of styles and ages of buildings has a more visually interesting place in which to live, work, and attract visitors. Morton Borough should continue to value its heritage and work to promote interest in it for future generations' appreciation and enjoyment.

Like many municipalities in Delaware County, Morton Borough began as a small agricultural community, evolving from scattered farmsteads to a commuter suburb with the development of the railroad and trolley car in the mid 19<sup>th</sup> century. Agricultural hamlets like Morton Borough proliferated as wealthy Philadelphians built summer homes in and around these former hinterlands. At the same time, many single and twin homes of more modest proportions were built as part of Morton Borough's early land subdivisions.

Morton Borough developed into one of the villages in Delaware County that was part of an interconnected system of trolley and railway lines, making it possible to work and live in different locations and for people to travel farther to shop and visit. Communities could now sustain neighborhoods, hotels, theatres, and commercial districts as the number of visitors and residents increased. This commuter suburb context gave rise to many patterns and features that are still present in the historic fabric of the community. These patterns contribute to the contemporary image and identity of the Borough and serve as model patterns for guiding revitalization or new development.

### Neighborhood/Streetscape Patterns

#### Historic Central Morton Neighborhood

One of Morton Borough's oldest neighborhoods, "Central Morton" as it has historically been called, dates from the mid to late 19<sup>th</sup> century. It is bordered by Woodland Avenue, Morton Avenue, Broad Street, and Newell Street and is located at Morton's main intersection of Morton and Woodland Avenues and the present SEPTA R3 Elwyn regional rail line. This area has a distinct neighborhood character with mixed housing types, mostly small singles and twins, that are located close together, face the street, and share similarly sized small front yards. A typical grid street pattern exists, with intimate blocks, sidewalks, and narrow cross streets that feel more like alleys.

#### Northeast Morton Neighborhood

The principal streets in this late 19<sup>th</sup> - early 20<sup>th</sup> century neighborhood are Amosland Road, Alpha Terrace, Cedar Lane, and Highland and Sycamore Avenues. The neighborhood is characterized by a variety of architectural styles popular at the turn of the last century, such as Queen Anne, Victorian vernacular, Dutch Colonial, and

Bungalow style. The block and home sizes are generally larger than those found in the Central Morton neighborhood. The East Branch of Stony Creek runs through this neighborhood, and the Community Center complex and portions of industrial land uses are also located here.

### South Morton Neighborhood

Dating to the mid to late 19<sup>th</sup> century, this neighborhood lies between the SEPTA R3 Elwyn regional rail line and Morton Avenue, south of the central business area. Many homes on Beech and Bridge Streets and Yale and Sylvan Avenues date from the mid 19<sup>th</sup> century to the 1920s. The range of housing types includes singles, twins, a triple row, and workers' housing from a former mill or factory. Architectural styles include Bungalows, Dutch Colonials, American 4-Square, and Victorian vernacular.

### Northwest Morton Neighborhood

Built north and west of Morton Avenue and south and west of Providence Road, this later neighborhood is a typical example of post World War II, 1950-60s site design and architectural style. Streets in this area – Fairhill, Locust, and Hawthorn Roads and Althea Lane – have a different neighborhood character, being longer and curved without the grid patterns of the other earlier neighborhoods in Morton Borough. Houses are singles, sharing similar setbacks, frontage, and designs, built in the architectural styles of the Cape Cod, Colonial Revival, and Split-level that were popular at the time.

In summation, Morton Borough's neighborhoods were developed in layers over time, each with its own weave of street design and architectural building type. Though there have been intrusions to these once intact neighborhoods, they still remain geographically and visually distinct. Each shares a common architectural character which enhances its identity.

Maintaining the homes in these neighborhoods, especially the ones with historic character and features, makes sound economic sense. Neighborhoods with strong visual interest and historic character will be more attractive to potential buyers and have been known to help raise property values. People who are proud of their neighborhood will also be more inclined to be more committed to community issues.

### Recommendation

The Borough should:

- 3-1 Consider neighborhood conservation policies that work towards maintaining the existing historic and architectural character of the neighborhoods. Primary attention should be paid to the Central Morton neighborhood as it is crucial to the Borough's history, and many of its homes are in need of maintenance and repair, which makes it more vulnerable to change and even demolition by neglect.

Funding: CDBG  
Delaware County Housing Development Fund  
HOME Investment Partnership Program

### Nonresidential Landmarks

Morton Borough also has nonresidential local landmarks that are historically meaningful with architectural features of local and in some cases national significance. These include the neighborhood churches and the Morton train station. A local landmark like the train station, if rehabilitated, has the potential to act as a catalyst for other economic development in the commercial district.

#### Recommendation

The Borough should:

- 3-2 Use examples from Morton Borough's heritage as part of a revitalization/community identity campaign. Examples may be to create entrance gateway signage, banners for the business district, Borough letterhead with images of the train station as a symbol of an early commuter suburb, or a Tudor Revival commercial block.

Funding: Federal Transportation Equity Act (TEA-21) –  
Transportation Enhancements Program

### Central Commercial Pattern

This central core of commercial and other vital services centered at the intersection of the railroad tracks and Woodland and Morton Avenues has been a key asset of Morton Borough since its inception. Nearby, gaslights were installed on some of the new streets, and in 1880, the Village Mall was built, expanding the business center with a Tudor Revival styled curved row of storefronts with apartments above. A fire in 1978 destroyed a portion of the Village Mall, but it was rebuilt and still acts as the center of commerce.

Morton Borough's history is based on this central business area having resulted from the commuter rail line being developed. Having a continuous transit-oriented village center for almost 140 years is an historic development pattern that should be primary to any future planning in the Borough.

#### Recommendation

The Borough should:

- 3-3 Consider measures to revitalize the historic commercial core of the Borough, including actions to:



- a) Cooperate with SEPTA to restore the train station.
- b) Perform streetscape improvements to include period streetlights, street trees, and sidewalks.
- c) Initiate façade improvement programs.

Funding: CDBG  
 Department of Community and Economic  
 Development (DCED)  
 TEA-21 – Transportation Enhancements Program  
 Keystone Historic Preservation Grant Program

Technical Assistance: Pennsylvania Historical and Museum Commission  
 (PHMC)

### Historic Inventory

Appendix A contains a preliminary inventory of Morton Borough's historic resources. This inventory is a listing of historic resources considered significant to the community, its history, and its unique character. This inventory should be used to create an historic resources survey, which is a comprehensive compilation of information on each of the resources listed in the inventory. Often included are sections on the history of the municipality and analysis of the significance of each resource. It may also include recommendations and supplemental materials.

### Recommendation

The Borough should:

- 3-4 Conduct an historic resources survey based on the preliminary historic inventory in Appendix A.

Funding: PHMC

Technical Assistance: DCPD

### DEMOGRAPHICS

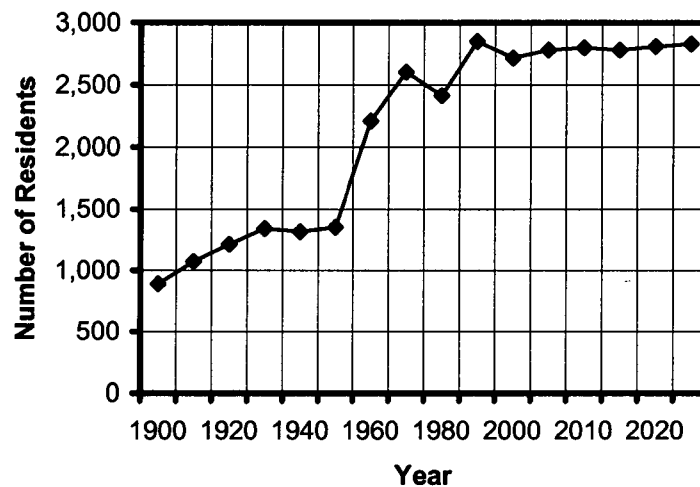
The analysis of local demographic trends is important for a broad understanding of the community and for anticipating its future needs. In order to plan for a desired community, knowledge of past populations, the current community, and population forecasts is required. Demographic forecasts will influence the level and type of facilities required to meet future needs.

## Population

Similar to Delaware County as a whole, the Borough saw rapid growth in the 20<sup>th</sup> century, increasing 205.4%. But in the more recent past, from 1990 to 2000, the Borough's population dipped 4.8%, a loss of 136 people (see Figure 3-1). Even with this recent decrease, local population is predicted to rise slightly during the first quarter of the 21<sup>st</sup> century. The County's population is forecast to remain relatively stable for the next 25 years, decreasing only slightly (-1.9%), while the Borough should grow 4.1% (115 people) by the year 2025 to 2,830. If this holds true, then the Borough might have seen its peak in 1990 with 2,851 residents. Figure 3 -1 includes these forecasts of DVRPC.

**FIGURE 3-1**

**POPULATION TRENDS  
AND FORECASTS, 1900 TO 2025**



Sources: U.S. Department of Commerce, Bureau of the Census, 1900 to 2000; DVRPC, 1997 Population Forecasts, 2005 to 2025

## Households

Household characteristics for Morton Borough remained essentially the same during the 1990s. The number of households decreased by only 10 during this decade, a loss of 0.9%. Similar to the County, the number of family households is decreasing while the number of nonfamily households is increasing (see Table 3-1). During the past decade, residents living alone increased by 13.1% (19.4% for those over the age of 65). This trend of single-person households, especially among seniors, is one possible explanation for the Borough's shift from a growing to a stabilizing population.

Despite this trend, there was one noticeable change, as the number of family households with children under 18 increased 31.7% during this time. If this should continue, it could explain the predicted slight population increase from 2000 to 2025. However, during the 1990s, the average household size decreased from 2.5 to 2.4

(-4.5%). This decrease and the lack of available land for new housing construction indicate that it may be difficult for the Borough to realize the anticipated growth.

**TABLE 3-1**  
**HOUSEHOLD CHARACTERISTICS, 1990 AND 2000**

	1990 Census	2000 Census	Percent Change
Total households	1,155	1,145	-0.9%
Family households	734	687	-6.4%
With children under 18	240	316	31.7%
Female householder, no husband present, with children under 18	84	87	3.6%
Nonfamily households	421	458	8.8%
Householder living alone	350	396	13.1%
Householder 65 years and over living alone	108	129	19.4%

Source: U.S. Department of Commerce, Bureau of the Census, 1990 and 2000

#### Housing Occupancy

Table 3-2 shows the distribution of owner-occupied, renter-occupied, and vacant units in Morton and Delaware County for 1990 and 2000. In contrast to the County, Morton did not have a high percentage of owner-occupied units in either decade. Also, the fact that there was no increase in owner occupancy indicates that the Borough should initiate efforts to increase housing ownership. See Chapter 7, Housing Conditions.

#### Age

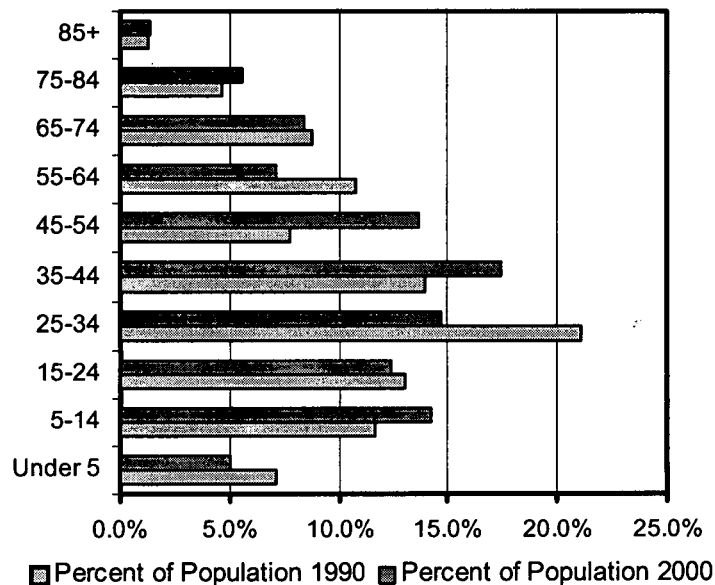
As portrayed in Figure 3-2, the population of Morton Borough is getting increasingly older. Most of the young age groups experienced a percentage loss in population in the past decade. The combination of those outside childbearing age (35+ age groups) increasing and the drastic decrease of those in childbearing age (25 to 34 age group) since 1990 could be the reason why the young age groups have experienced declines. Despite this "aging" population, the 55 - 64 range decreased at a significant rate, possibly attributable to people in this age group moving to smaller homes or out of the municipality altogether as they progress toward retirement age and become "empty nesters." In this decade, the 45 - 54 category saw the biggest increase as a percentage of total municipal population (7.8% to 13.7%, a 68.3% increase). The age group with the largest percentage of the population was the 35 - 44 category with 17.4% of the population in 2000.

**TABLE 3-2**  
**HOUSING OCCUPANCY, 1990 AND 2000**

Housing Units 1990	Borough	%	County	%
Total	1219	100	211,024	100.0
Occupied	1155	94.7	201,374	95.4
Owner-occupied	637	55.2	146,281	72.6
Renter-occupied	518	44.8	55,093	27.4
Vacant	64	5.3	9,650	4.6
2000	Borough	%	County	%
Total	1209	100	216,978	100.0
Occupied	1145	94.7	206,320	95.1
Owner-occupied	630	55.0	148,384	71.9
Renter-occupied	515	45.0	57,936	28.1
Vacant	64	5.3	10,658	4.9

Source: U.S. Department of Commerce, Bureau of the Census, 1990 and 2000

**FIGURE 3-2**  
**AGE DISTRIBUTION, 1990 AND 2000**



Source: U.S. Department of Commerce, Bureau of the Census, 1990 and 2000

In the future, there are two directions that the age distribution could take. If the "aging" trend that occurred between 1990 and 2000 continues, as the 35 - 54 sector moves into the next age group and continues the out-migration, then the pattern will stay relatively the same, and the total population will remain stable. But if that same age group, as it ages, does not migrate out of the Borough, then the total population will

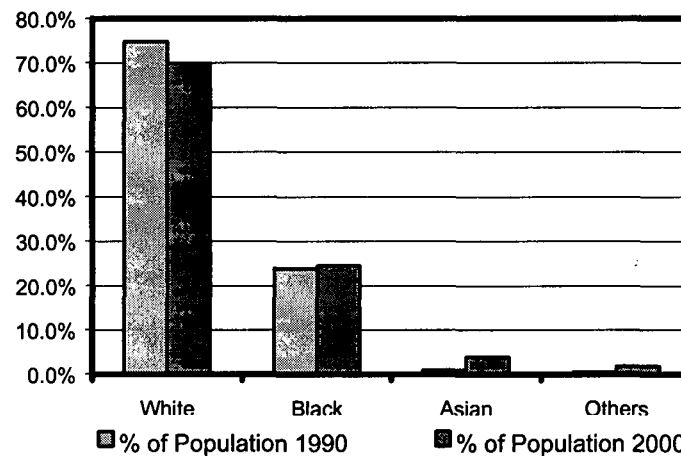
increase overall and become increasingly elder-dominant, as the previous forecasts indicated.

### Race and Ethnicity

Similar to the County and the municipalities surrounding it, Morton Borough is becoming more multi-racial, as seen in Figure 3-3. While still predominantly White, minority populations such as Black and Asian have become a greater percentage of the population since 1990. While the percentage of the total Asian population is not high when compared to the White majority (69.9% in 2000), its 307% increase (1990 - 2000) brought it to 3.9% of the total population.

**FIGURE 3-3**

#### **RACIAL BREAKDOWN, 1990 AND 2000**



Source: U.S. Department of Commerce, Bureau of the Census, 1990 and 2000

### Income and Educational Attainment

Educational attainment is directly linked to income. From 1990 to 2000, the Borough saw an increase in the number of residents graduating from high school and college, as well as those receiving their graduate degrees. As more residents obtain diplomas and move on to higher education, their income earning potential improves. As a result, median household income increased by 39.1% and median family income by 59.5% during this period. These increases subsequently caused the number of people in poverty to decrease – a positive inverse relationship. See Table 3-3.

**TABLE 3-3**  
**INCOME, 1990 AND 2000**

	1990		2000	
	Borough	County	Borough	County
Median household income	\$33,600	\$37,337	\$46,731	\$50,092
Median family income	\$40,303	\$44,323	\$64,271	\$61,590
% Persons below poverty level	6.6%	6.8%	6.4%	8.0%
% Female householder / no husband present / children under age 18 below poverty level	6.3%	7.1%	5.1%	7.4%
% 65 years and over below poverty level	1.1%	1.1%	5.1%	1.0%
% High school graduate or higher	31.1%	26.7%	37.3%	33.1%
% Bachelors degree or higher	9.6%	11.5%	19.4%	18.2%

Source: U.S. Department of Commerce, Bureau of the Census, 1990 and 2000

## CHAPTER 4

### ENVIRONMENT

#### INTRODUCTION

Although Morton Borough is almost completely developed, the natural environment is an important consideration in the comprehensive planning process since it can directly affect the type, location, and intensity of land use. This chapter focuses on soils, topography, wetlands, floodplains, stormwater, and water quality.

Chapter 11 lists the funding programs and sources of technical assistance noted after each recommendation.

#### NATURAL FEATURES

##### Soils and Topography

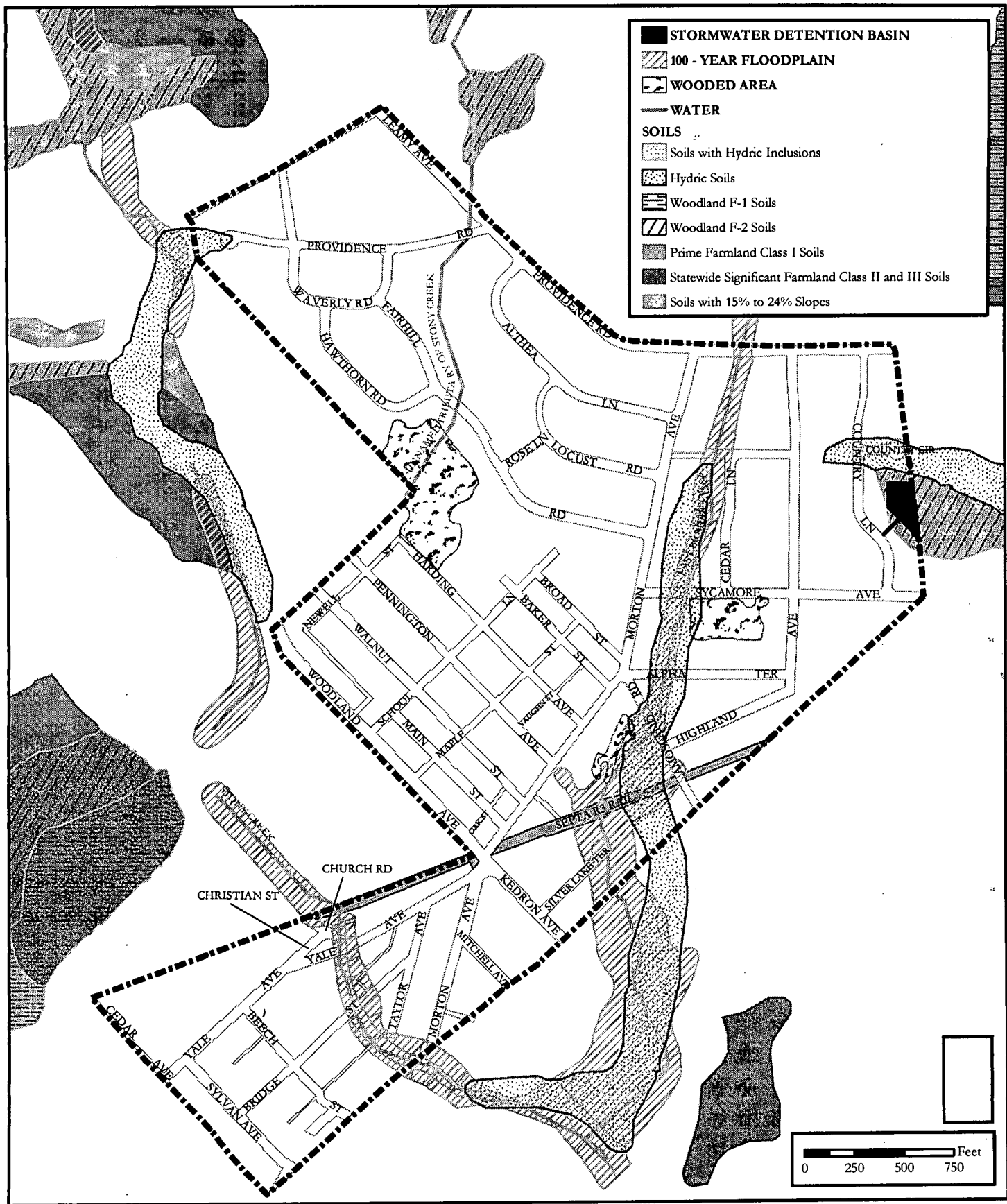
Most of the soils in Morton Borough consist of a soil group called Made Land, which refers to the type of soil mixture present after grading or filling by earthmoving equipment during the construction of buildings or other improvements. Made Land soils can be composed of many different native soils in almost any combination and typically display few of the characteristics of the original native soils.

Topography is analyzed by examining the nature and severity of slopes in a given area. According to the *Soil Survey of Chester and Delaware Counties, Pennsylvania*, Morton Borough does not contain any steep slopes (15% to 25%). See Map 4-1.

##### Agriculture and Woodlands

As noted above, the Borough is highly urbanized and nearly built out. Soils are important indicators of the potential for agricultural and forestry uses, and even though the Borough's primary soil type falls within the Made Land category and is not particularly suitable for such uses, they must be addressed nonetheless. A small stand of woods lies behind the Community Center building along Sycamore Avenue, and another lies within Jacob's Park. Both of these are municipally owned.

The Pennsylvania MPC states in Section 603(f) that a municipal zoning ordinance may not unreasonably restrict forestry activities. It further states in Section 604(3) that a zoning ordinance should be designed to "preserve prime agriculture and farmland considering topography, soil type and classification, and present use." Since one of the main themes of the MPC is the requirement that zoning ordinances be generally consistent with the comprehensive plan, it is important that this plan does not designate future development in the areas that could be considered for forestry activities. Any revision to the zoning ordinance needs to take this into consideration.



Morton Borough

# Natural Features Map 4-1

**NOTES:**

1. USGS - Municipal Boundary and Water
2. FEMA - Floodplain
3. NRCS - Soils
4. Delaware County Board of Assessments - Roads

**Disclaimer**  
This map is for analytical purposes only. The reliability of this map depends on the accuracy of the underlying data sources which have not been verified.



Prepared by  
Delaware County  
Planning Department  
2002



## Recommendations

### The Borough should:

- 4-1 Preserve the integrity of the existing woodlands through minimal disturbance practices. Not only will this help to prevent additional stormwater runoff from reaching the lower end of the East Branch of Stony Creek, it could provide passive recreational opportunities, particularly in the form of a nature trail near the Community Center.

Funding: CDBG  
Community Conservation Partnership Program  
Delaware County Conservation District

- 4-2 Closely follow the consistency requirement in Section 603 of the MPC when revising the zoning ordinance.

### Wetlands

Wetlands play a crucial role in the function of natural systems, including the ability to stabilize the water regime, improve water quality, and provide habitat for plants and animals. In addition, due to their aesthetic value and species diversity, wetlands offer opportunities for passive recreation and education. The only wetland areas, as identified in the National Wetlands Inventory (NWI - 1991), lie within the Borough's exposed streams. The stormwater detention basin behind the homes on Country Lane acts as a man-made wetland area, evidenced by its cattails and thick vegetation.

## Recommendations

### The Borough should:

- 4-3 Assure that stream corridors and wetland areas are not paved, channelized, or filled.
- 4-4 Through zoning, require buffering and other protective activities to enhance the integrity of these wetlands.

Funding: Community Conservation Partnership Program  
Delaware County Conservation District  
Growing Greener Program

Technical Assistance: Department of Environmental Protection (DEP)  
DCPD

## Floodplains

When rainstorms or snowmelt generate more runoff than watercourses can accommodate, streams overflow their banks and drain to adjacent low-lying areas. This condition is known as flooding. When this process occurs repeatedly over time, it creates a natural overflow area called a floodplain. Floodplains play an important role in maintaining water quality and supply. They can act as overflow areas for floodwaters, serve as wildlife habitat areas, and support vegetation. Any alteration of the floodplain, such as damming, stream diversion, or development, will disrupt natural flow and drainage patterns, which is likely to increase the level of flooding and, thus, threaten the health and safety of residents.

Floodplains are the most common natural feature regulated by municipalities. In 1968, the National Flood Insurance Act was passed by Congress, providing federally subsidized flood insurance for structures which are within floodplains. This was followed by Act 166, enacted by the State General Assembly in 1978. It requires flood-prone communities to regulate uses and activities in the floodplain through local ordinances meant to prevent loss of life and property.

The Pennsylvania DCED defines the following flood-related terms that are graphically represented in Figure 4-1:

- 100-year Floodplain – The floodway and the maximum area of land that is likely to be flooded by the 100-year flood as shown on the floodplain maps provided by the Federal Emergency Management Agency (FEMA) to the municipalities.
- Floodway – The portion of the 100-year floodplain, including the watercourse itself and any adjacent land area, that must be kept open in order to carry the water of a 100-year flood.
- Flood-fringe – The portion of the 100-year floodplain outside of the floodway.

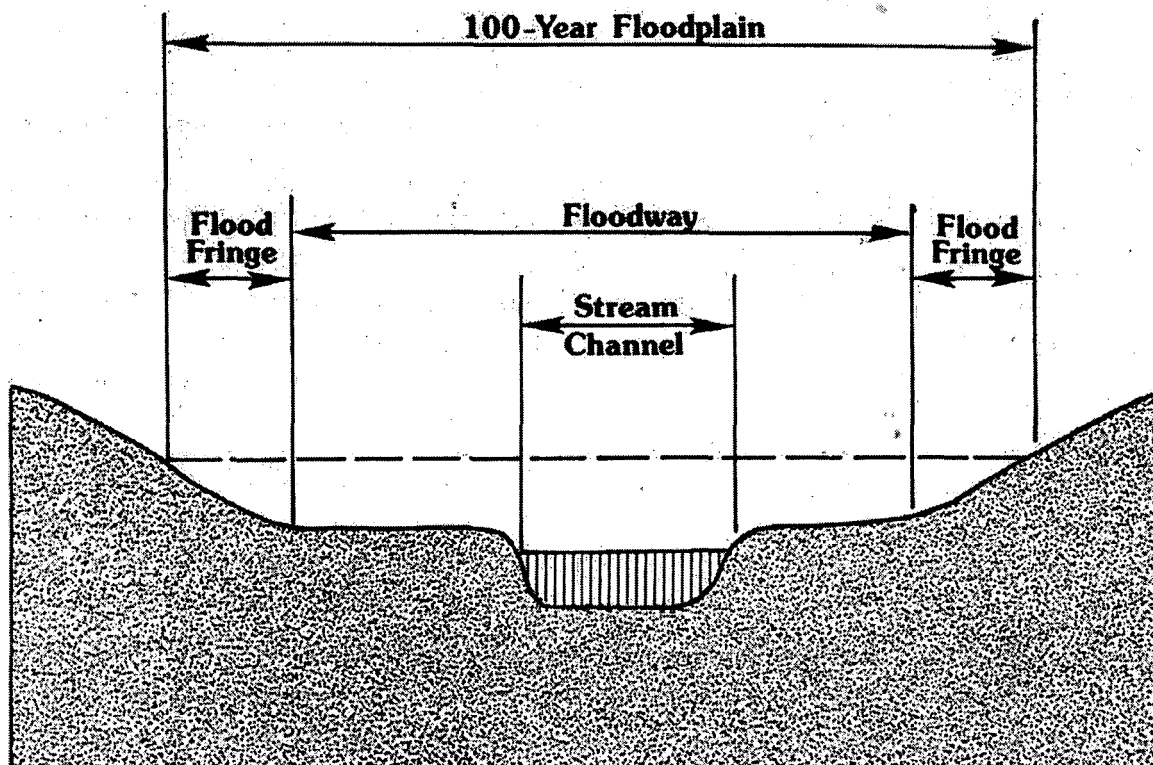
Floodplain development in Morton Borough is regulated by Ordinance 623, which conforms to federal and state floodplain management requirements. Therefore, the Borough is in compliance with state regulations and is eligible to participate in the National Flood Insurance Program (NFIP), which allows property owners in the floodplain to purchase federally backed flood insurance. See Map 4-1.

Most of the Borough is located in the Stony Creek watershed, which is part of the much larger Darby Creek watershed. A very small portion of the southwest corner of the Borough also lies within the Crum Creek watershed. Streams located within the Borough include the main stem and East Branch of Stony Creek and an unnamed tributary of Stony Creek.

The Borough has a number of identified floodplain problem areas, particularly along the lower East Branch at the Springview Apartments and Silver Lake Apartments and Condominiums. In particular, the Springview complex has been frequently inundated by floodwaters during storm events, making the lower floors adjacent to the stream uninhabitable. The culvert under the SEPTA R3 Elwyn regional rail line appears to be acting as an obstruction behind which excess stormwater is stored. The flooding of existing development located in the stream's 100-year floodplain is believed to have been compounded over the years by additional stormwater runoff from upstream areas, both in and out of the Borough. See the Stormwater Management section in this chapter.

**FIGURE 4-1**

**FLOODWAY SCHEMATIC**



Source: DCPD

Several areas along the unnamed tributary of Stony Creek are still exposed but appear to be in poor condition, while much of Stony Creek in the southern end of the Borough has been channelized. Much of the floodplain at the northern end of the East Branch of Stony Creek (behind Morton Avenue) is in a natural state, while at the lower end there are numerous encroachments posed by apartments and condominiums. The integrity of the stream channel and bank of the East Branch near Silver Lake Condominiums is severely compromised through erosion and paving. While there is little opportunity for stream restoration in the channelized lower end of the Stony Creek main

stem, there is opportunity to undertake stream stabilization/restoration projects on the remaining open stream segments on the main stem, East Branch, and unnamed tributary of Stony Creek. It is important to note that in 2001, the Borough applied for a "Growing Greener" grant for stream restoration along Stony Creek.

#### Recommendations

The Borough should:

- 4-5 Closely enforce its ordinances dealing with floodplain development, including prohibition of structures such as sheds or storage of loose or floatable items, and enact any amendments necessary as new Flood Insurance Rate Maps become available or regulations change.

Funding: DCED – Floodplain Land Use Assistance Program  
DCED – Land Use Planning and Technical Assistance Program (LUPTAP)  
Growing Greener Program

Technical Assistance: DEP

- 4-6 Consider adopting slightly more stringent management standards that entirely prohibit certain types of development in flood-fringe and floodway areas.

Funding: DCED – Floodplain Land Use Assistance Program  
DCED – LUPTAP  
Growing Greener Program

Technical Assistance: DEP

- 4-7 Establish a regular maintenance/clean-out program for all streams, particularly in channelized areas, to remove debris and other potential obstructions that could create blockages during storm events.

Funding: Growing Greener Program

Technical Assistance: Delaware County Conservation District  
DEP

- 4-8 Protect the riparian buffer and floodplain area along the unnamed tributary of Stony Creek, as well as the East Branch of Stony Creek. Such protection can be accomplished through stream restoration projects, possibly in conjunction with an open space/park initiative. An additional method of protecting the floodplain is a "no-mow" ordinance requiring residents to maintain a vegetated buffer along the rear of their properties adjacent to the stream.

Funding: CDBG  
Delaware County Conservation District  
Growing Greener Program

Technical Assistance: DEP

## ENVIRONMENTAL ISSUES

### Water Quality

Water quality is important from the viewpoint of maintaining the health of humans, flora, and fauna and contributes to a healthy quality of life. Sources of water pollution are usually described as either "point" or "nonpoint." Point sources are identifiable and confined, such as discharges into waterways from municipal and industrial sewage treatment plants and factories. Nonpoint sources are diffuse and unconfined, resulting when rain washes oil, litter, fertilizers, or animal wastes from streets, parking lots, lawns, and farmlands to streams and rivers. Since there are no identified point source discharges to Stony Creek (except the storm sewer outlets that discharge nonpoint stormwater), water quality of the stream is most impacted by the land use activities and associated nonpoint pollution contributions taking place within the watershed.

The most effective way to manage water quality is through a watershed-based approach. Since the activities of one municipality will affect the water quality of others downstream, it is imperative that each municipality does its part.

Preliminary results (1999) of DEP's "Unassessed Waters Program" indicate that Stony Creek is "impaired" with respect to its warm water fishery and migratory fishery designations. Potential causes of impairment range from stormwater to habitat modifications. As a result of this impairment, DEP will develop plans (in the form of a Total Maximum Daily Load allocation) to improve water quality to ensure that it meets its designation.

### Recommendations

The Borough should:

- 4-9 Partner with other municipalities located in the Darby/Stony Creek sub-watershed to consider the most effective courses of action to protect the stream from the impacts of stormwater (see below) and to enhance the health of the stream for public enjoyment. These municipalities include Springfield Township upstream and Rutledge and Ridley Park Boroughs and Ridley Township downstream.
- 4-10 Identify inlets leading to streams through stenciling of brief messages on the inlet noting that items dropped there will end up in streams. Although Borough Ordinance 621 currently prohibits wastewater, oil, or trash from being deposited

on the ground, it does not address all potential forms of nonpoint source pollution that can find its way into a stream.

Funding: Delaware County Conservation District

- 4-11 Establish an EAC to advise the Borough on various environmental problems and issues. This group could spearhead both the storm drain stenciling project and an accompanying public education program for residents and businesses. This program should highlight how activities such as over-fertilization of lawns, dumping of motor oil, and failure to clean up after pets contribute to the level of water pollution.

### Stormwater Management

#### Stormwater Management Act (Act 167)

Stormwater, as defined by the Stormwater Management Act of 1978 (PA Act 167), is "drainage runoff from the surface of the land resulting from precipitation, including snow or ice melt." Although stormwater runoff occurs naturally, the quality, quantity, and velocity of stormwater can be influenced by construction and other development activities. Typically, the more impervious surface within a watershed, the less precipitation is able to percolate into the ground, resulting in stormwater runoff flowing directly into streams. This stormwater, which picks up oil and gasoline deposits from parking lots and driveways and road salts and other chemicals from streets and lawns, is believed to be a primary source of nonpoint source pollution in waterways.

A major objective of Act 167 is to assure that the maximum rate of stormwater runoff is no greater after development than before. The Act also seeks to manage the quantity, velocity, and direction of stormwater runoff in a manner that protects health and property. Recent guidance from DEP requires stormwater management plans to also address the issues of stream bank erosion, infiltration (groundwater recharge), water quality, overbank flooding, and extreme event management.

The Act requires Pennsylvania's counties to prepare stormwater management plans for each state-designated watershed within their boundaries and municipalities within these watersheds to adopt stormwater management regulations consistent with the watershed plan. To date, Delaware County has adopted two Act 167 watershed management plans (for Ridley and Chester Creeks). Plans for two other watersheds are currently underway (Darby and Cobbs Creeks watershed and the Crum Creek watershed). Because the Borough lies within both of these (but primarily in the Darby/Cobbs), it will be required by Act 167 to adopt and enforce ordinance provisions consistent with each of the plans upon their respective adoptions. Specific requirements of stormwater management plans include quantity control of runoff generated from new development and redevelopment, infiltration of runoff, and water quality controls through the use of best management practices (BMPs).

## Stormwater Problem Areas

An Act 167 stormwater management survey completed by the Borough Engineer in January of 2001 identified a number of stormwater management problems, many of which are directly attributable to the frequent flooding and stream erosion experienced along Borough streams. Causes of these problems include the limited number of storm sewer inlets and stormwater volume and velocity; however, several areas containing obstructions were also identified. In particular, the railroad culvert separating the Springview and Silverlake Apartment complexes appears to be undersized, thus allowing stormwater/floodwater to back up behind the culvert. However, it would appear that the undersized railroad culvert, while apparently contributing to the flooding of the Springview Apartments, might actually be detaining the flows from above, thus protecting downstream areas. See the Floodplains section for more information.

## NPDES II Requirements for Municipal Separate Storm Sewer Systems

Recent revisions (2001) to the federal Clean Water Act's Water Pollution Control Program require small urbanized municipalities, such as Morton Borough, to obtain permits under the Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) Program for their storm sewer systems by March 2003. This program will also require municipalities to adopt a local stormwater management program designed to reduce stormwater pollutants transported through the system. Required elements of this program include public education and outreach, public involvement, illicit discharge detection and elimination, construction site stormwater runoff control facilities, post-construction stormwater management for new developments, and pollution prevention/good housekeeping.

As mandated by Act 167, the Borough will be required to adopt regulations that address how stormwater quantity and quality are managed from new construction and redevelopment. The respective watershed plans affecting the Borough will contain model ordinance provisions that must be adopted by the Borough. However, the Borough may amend the model provisions to provide for specific local conditions. Adoption of the required water quality provisions included in the model will also help to satisfy the post-construction stormwater management for new developments as required under the NPDES II Program. The adoption of such ordinance provisions, particularly if accompanied by the development of a public outreach strategy and a program to map, maintain, and enforce regulations governing discharges, should help the Borough to comply with the upcoming NPDES Phase II requirements.

## Recommendations

The Borough should:

- 4-12 Work with DCPD and DEP to develop local stormwater management regulations governing both quantity and quality of stormwater in accordance with the Darby and Cobbs Creeks and Crum Creek Act 167 stormwater management plans.

Funding: DEP-Act 167 Chapter 111 Funding  
CDBG  
Local

Technical Assistance: DCPD  
DEP

- 4-13 Consider acquisition of the Springview Apartment property for stormwater management and/or public open space use to prevent potential damage on site or on adjacent lands.
- 4-14 Pursue funding for installation, expansion, repair, and replacement of storm sewer system components as the need arises.

Funding: DCED  
Pennsylvania Infrastructure Investment Authority (PENNVEST)

- 4-15 Develop a program, possibly in coordination with the EAC, to address public education concerning nonpoint sources of pollution from stormwater runoff.
- 4-16 Coordinate NPDES II permitting activities with DEP and adjoining municipalities.

#### Solid Waste Management and Recycling

While municipal solid waste disposal is a service provided at no charge by the County to all municipalities, the various methods and associated local costs for its collection can differ. The Borough currently contracts with Waste Management for twice-weekly collection of residential waste. The cost to the Borough for this service is \$40,000/year. In turn, the Borough bills homeowners \$100/year. Bulk waste collection as well as commercial collection is privately contracted. All residential and commercial waste is taken to a County transfer station for subsequent transport to the American Refuel plant in the City of Chester, where it is incinerated. The incinerator ash is subsequently transported to a County-owned landfill in Berks County.

Disposal of waste requiring special handling, including infectious, pathological, and chemotherapeutic waste, is not the responsibility of either the Borough or the County. Each producer or processor of such waste is responsible for the storage, transport, and disposal of these materials in accordance with their respective operating permits, as issued by DEP.

The Borough's 2000 population of 2,715 people is well below the 5,000 resident threshold of PA Act 101 (Municipal Waste Planning, Recycling, and Waste Reduction Act of 1988), which requires municipal curbside source separation and collection. However, the County collects clear, brown, and green glass and maintains igloos at the Borough Community Center building for residential drop-off of these items. There is



presently no igloo for aluminum, but the Solid Waste Authority could provide one, given a week's notice. Independent contractors could be retained for collection of additional recyclable items.

The Delaware County Solid Waste Authority reports that for the year 2000, the Borough delivered 1,452.7 tons of solid waste to the County's transfer station and recycled 438.9 tons of waste, a recycling rate of 23%. The sum of these two tonnages equals the total municipal solid waste for the Borough, 1,891.6 tons. County recycling records indicate that 3.5 tons of glass were recycled from Borough igloos. Recycling from commercial establishments resulted in the diversion of an additional 37.8 tons of various metals, 378.9 tons of cardboard, 7.0 tons of office paper, 2.3 tons of mixed plastics, and 10.4 tons of wood waste.

The County currently conducts a regular household hazardous waste collection program, which permits drop-off of designated items several times a year at various County facilities.

#### Recommendations

The Borough should:

- 4-17 Continue to pursue its practice of competitively bidding its twice-weekly collection service when its current contract with Waste Management expires.
- 4-18 Consider working with the County Recycling Coordinator to arrange for the collection of aluminum at the Borough's igloo drop-off center or with private collection firms for additional recyclable materials.

Technical Assistance: Delaware County Solid Waste Authority

#### ENVIRONMENTAL PROGRAMS

##### Watershed Protection Coordination

There are currently several watershed-based initiatives underway that involve Morton Borough. These include Act 167 stormwater management plans being prepared by DCPD for both Darby and Crum Creeks and a River Conservation Plan (of which the Borough is a partner) being prepared by the Darby Creek Valley Association for Darby Creek. There are also two much broader efforts on the part of the Darby-Cobbs Watershed Partnership and the Crum Creek Watershed Partnership. Both of these organizations exist for the purpose of sharing information and coordination of efforts.

## Recommendations

The Borough should:

- 4-19 Participate in both the Darby-Cobbs and the Crum Creek Watershed Partnerships and coordinate municipal watershed activities with some of the existing programs and activities.

Technical Assistance:      Darby-Cobbs Watershed Partnership  
   Crum Creek Watershed Partnership

- 4-20 Adopt the River Conservation Plan prepared for Darby Creek when it is completed. Adoption of this plan will enable the Borough to access state funding for stream corridor-related activities and programs cited in the plan.

### Environmental Advisory Councils

In December 1973, the Pennsylvania General Assembly adopted Act 148, the Environmental Advisory Council Law, which empowers the governing bodies of all municipalities to establish an EAC. The principal purpose of an EAC is to advise other branches of local government on issues concerning the conservation of natural resources. An EAC is empowered to:

1. Maintain records that define the boundaries and the character of sensitive environmental areas (e.g., open space, floodplains, woodlands, natural animal habitats, bodies of water, etc.).
2. Identify problems related to air, water, and land resources.
3. Recommend appropriate courses of action, such as the adoption of local regulations or the use of state or federal regulatory personnel.

A municipal EAC can be an important vehicle for implementing many of the recommendations made in this document pertaining to water quality, stormwater management, and parks and recreation. Typically, the purpose of these councils is to advise the local planning commission, park and recreation board, and elected officials on matters dealing with the protection, conservation, management, promotion, and use of natural resources within a municipality's boundaries. Under Pennsylvania law, EACs are provided with the above-listed framework rather than a list of specific programs to undertake.

The Borough does not currently have an EAC. EACs can serve a number of valuable advisory functions ranging from developing inventories of valuable natural resources to citizen outreach programs. This body may also be in an excellent position to work with adjacent municipal EACs and/or environmental organizations on watershed-wide matters.

## Recommendations

The Borough should:

- 4-21 Consider forming an EAC to take on advisory functions as designated by Borough Council. Recommended functions include acting as the communication link among the municipality, its businesses, the general public, and DEP.
- 4-22 Undertake activities associated with water quality improvements. As mentioned above, a watershed-based approach is necessary to address the water quality and quantity issues of Stony Creek. Programs such as storm drain stenciling and citizen monitoring will be effective educational tools and will encourage residents to take an active role in improving water quality.

Technical Assistance:       DCPD  
                                      Pennsylvania Environmental Council (PEC)

## CHAPTER 5

### LAND USE

#### INTRODUCTION

The character of an established community like Morton Borough is determined to a large extent by the uses to which land is devoted. The fact that the Borough is nearly fully developed serves as a limitation to new planning proposals. The emphasis of land use planning should, therefore, be 1) to preserve the existing development which is generally considered good, 2) to ensure that new development is compatible with the existing, 3) to enhance existing development through the establishment of effective controls concerning landscaping, screening, signage, access, walkability, and code enforcement, and 4) to recommend appropriate, realistic, and practical development of vacant or underdeveloped parcels. It is the purpose of this study to offer guidelines and recommendations within the context of these four planning purposes.

This chapter will provide an inventory of existing land uses and offer proposals for future land use arrangements. To accomplish this, progressive but realistic planning steps must be taken towards achieving these goals. When making recommendations, this chapter follows a somewhat different format than the rest of the plan. All recommendations for land use are identified under one section called Future Land Use. This chapter also includes discussions of the relationship between a future land use map and a zoning map, an explanation of the relationship of this plan to plans and development in adjacent communities, and an outline of the consistency mandates in the 2000 amendments to the Pennsylvania MPC, Act 247.

Chapter 11 lists the funding programs and sources of technical assistance noted after each recommendation.

#### EXISTING LAND USE DESCRIPTION AND INVENTORY

Existing land use data is an important component of land use analysis. The sections below describe the current status of land uses in the Borough and their interaction with one another. Map 5-1 graphically displays the uses as they were recorded during a thorough site survey performed by DCPD in the summer of 2001. Table 5-1 lists the acreage and percentage of the Borough's land devoted to each of these uses.

##### Residential

The classification of residential uses was based on the density impacts of each type. Single-family detached homes are self-explanatory. The single-family semi-detached category includes structures with two units, regardless of the configuration, but typically called "twins" or "duplexes." The single-family attached group includes

townhouses only. The multi-family category consists of twin duplexes and residential conversions. Finally, the apartment category designates larger apartment buildings and complexes. Combined, these residential uses comprise 134.17 acres, or 57.61% of the Borough's total area. It should be noted that this does not include the mixed use category, which typically has apartments above a commercial use.

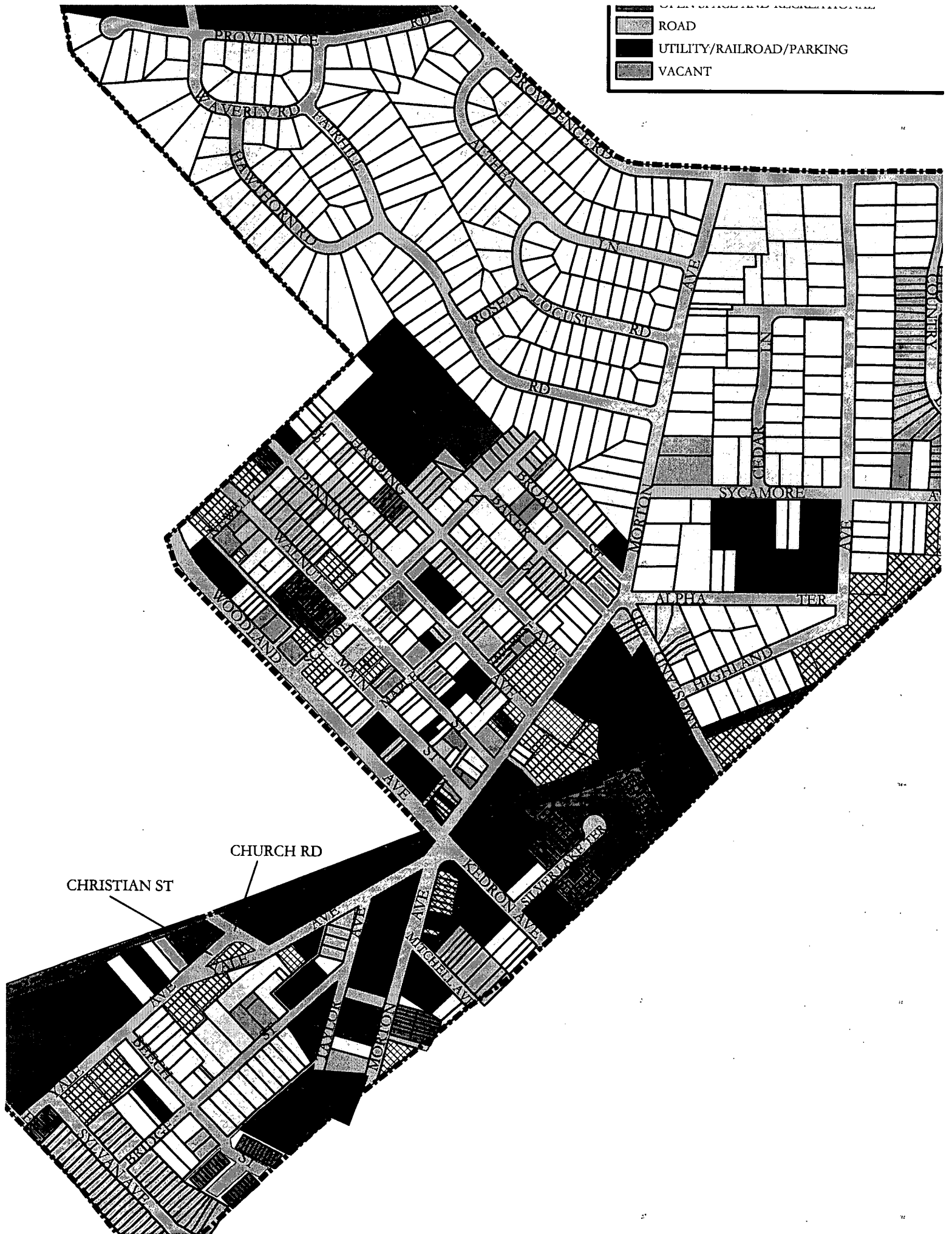
**TABLE 5-1**  
**EXISTING LAND USE, 2001**

Land Use	Acres	% of Land
Single-family detached	97.95	42.06
Single-family semi-detached	11.28	4.84
Single-family attached	6.43	2.76
Multi-family	9.28	3.98
Apartment	9.23	3.96
Commercial	22.02	9.46
Mixed use (commercial / residential)	1.43	0.61
Industrial	9.36	4.02
Institutional	6.99	3.00
Recreational / open space	4.91	2.11
Utility / railroad / parking	6.23	2.68
Vacant/undeveloped	1.75	0.75
Roads / alleys	46.03	19.76
<b>TOTAL</b>	<b>232.89</b>	<b>100.0</b>

Source: DCPD field survey, June 2001. Calculations derived from Delaware County Board of Assessment parcel data.

As detailed in Chapter 7 – Housing Conditions, three distinct “neighborhoods” exist, each with its own housing types, layouts, and history. Although the Borough contains all major types of housing, single-family detached homes predominate. The North Morton neighborhood is almost exclusively this type, with the exception of the multi-family row and quad style homes on Country Lane.

The Central Morton neighborhood contains a wide variety of housing types, as well as small commercial and industrial establishments. Historical development over the years, changes in zoning regarding permitted uses and building standards, as well as weak enforcement of codes have combined to create a neighborhood with many incompatible uses and structures.



- ROAD
- UTILITY/RAILROAD/PARKING
- VACANT

CHURCH RD

CHRISTIAN ST

South Morton experiences much the same mixture as the Central neighborhood, but the layout, general condition, and fewer incompatible uses create a higher quality neighborhood. Most of the houses are in good structural condition.

Some substandard structures are scattered throughout the Central and, to a lesser extent, South Morton neighborhoods, and are not concentrated on one street or block. However, due to the compact character and relatively high overall density of the structures, one eyesore can impact an entire block. Therefore, general maintenance of properties becomes a high priority. While these characteristics provide the Borough with a human scale that allows people to walk to shops and other local destinations, these same features (compactness and density) can exert a particularly negative impact if properties are not well maintained.

### Commercial

Generally concentrated along Baltimore Pike and Woodland, Kedron, Morton, and Yale Avenues, commercial uses occupy 22.02 acres, or 9.46% of the Borough's land (not including the mixed use category). They range in size and impact from the large Kohl's Department Store on Baltimore Pike to Larry's Barber Shop on Walnut Street.

The uses along the Baltimore Pike strip can be considered as "highway commercial" with most having a separate driveway from the road, a five-lane east-west major arterial highway. Morton Borough's frontage on "the Pike" is but a sliver along the expanse of commercial uses in Springfield Township known as the "golden mile." This strip runs from just east of I-476 to Oak Lane in Clifton Heights Borough, where the road funnels down to two moving lanes.

Woodland Avenue and Kedron Avenue are the same road (PA Route 420), located north and south of the SEPTA R3 Elwyn regional rail line. This roadway has become a commercial corridor due to its function as a major north-south commuter route. Vestiges of its residential past in the form of small pockets of housing are evident, but fading.

The central business area is located along Kedron and Morton Avenues, south of the SEPTA R3 Elwyn regional rail line. Personal service shops, retail, and restaurants prosper here, supported by the presence of the train station, which brings patrons from outside of Morton Borough to the area. This is the focal point of the Borough, and some of the recommendations in the commercial category are directed to this area (see Future Land Use section below).

There are a few commercial establishments on both sides of Yale Avenue near Christian Street. These establishments are located near several small industrial establishments situated farther west, on the south side of Yale Avenue. Further west on Yale Avenue is a large commercial building that houses the facilities of the Delaware County Intermediate Unit.

### Mixed Use

The mixed use category, which consists of commercial and residential (apartments) uses, is small, having only 1.43 acres (0.61% of the total land). Its impacts on the residents are significant in terms of physical density, privacy, noise, and traffic generation. This combination of uses is the historical fashion in which communities were developed prior to World War II. With the onset of "suburbia," this style of residential living diminished.

### Industrial

Though not a major land use (9.36 acres, 4.02%), the location of the industrial establishments compounds their impacts. In many cases, industrial establishments are located adjacent to residences. Of course, this proximity of incompatible uses intensifies the negative impacts on residential uses and neighborhoods.

Map 5-1 shows how close industrial parcels are located to residential areas, and from this, it is clear how their impacts affect the nearby residents. Although the predominant part of the industrial areas south and east of Highland Avenue lies in Ridley Township, the main entrance is at Highland Avenue and Alpha Terrace, which brings all of its traffic and impacts through this residential neighborhood.

The industrial parcels along Yale Avenue present a poor appearance, particularly with the unscreened parking lots with trucks located next to the roadway. Some of the establishments here appear underutilized and present possible areas of reuse.

### Institutional

Institutional uses total 3% of the Borough's land area (6.99 acres). They include churches, fire companies, private clubs, and municipal and governmental properties. These uses constitute the meeting places for community, political, and religious groups and help shape the civic and social fabric of the Borough.

### Recreational

As explained in Chapter 8 - Community Facilities, open space and recreational areas (4.91 acres, 2.11%) are scarce, with Jacob's Park being the only developed park in the Borough. In contrast, Springfield Township has many parks, two of which are located along Church Road, very close to the Borough. Pennsdale Park has a playground and open fields, while a large multi-purpose recreational complex is under construction and scheduled for opening in 2003. These parks may afford Morton Borough residents a nearby recreational option. Greenbriar Park, also in Springfield, is located near the BJ's Wholesale Club parking lot along Route 420.



### Utility, Railroad, and Parking

This category, which consists of 6.23 acres or 2.68% of Morton Borough, is comprised almost wholly of the SEPTA R3 Elwyn regional rail line and its train station and parking lots. Municipal parking lots and the stormwater detention basin behind Country Lane comprise the remainder.

### Vacant/Undeveloped

There are only 1.75 acres or 0.75% of the Borough's land area classified as "vacant." Nearly all of these parcels are located in the Central Morton neighborhood, and they provide options for infill development or new uses.

### FUTURE LAND USE

This plan and Map 5-2 are intended to provide the framework for guiding decisions of Borough Council concerning land use and community development. Although the plan itself is not legally binding, any future revision of the zoning ordinance or proposed rezoning of property should be implemented in accordance with this plan. Doing so strengthens the validity of local zoning regulations in cases of a legal challenge and improves the Borough's chances for obtaining state funding.

Recommendations for future land use constitute one of the fundamental components of this comprehensive plan. Table 5-2 identifies the proposed uses by the acreage and percentage of the land they might ideally occupy in the Borough. With recommendations from DCPD, the Comprehensive Plan Task Force, other local officials, and local residents, Borough Council has determined these uses to be the most appropriate ones for their particular sites. These recommendations are based on several factors, which may include existing land use patterns, size and shape of the parcel, presence of floodplains or wetlands, traffic volumes, accessibility, and other considerations. In some cases, most of the above factors were considered before determining the most appropriate future use. In other cases, one or two factors were sufficiently compelling to determine the future use designation.

The proposals in this plan encompass the time period between the years 2002 and 2012. Although plan recommendations have been formulated for this time frame, the plan should be reviewed and revised as conditions dictate but not less frequently than every three years.

### Residential Densities

The appropriate type of future residential land use was decided upon by weighing factors such as the existing uses and structures, desired density, existing or recommended zoning, and the carrying capacity of the infrastructure. By designating approximate densities and not actual housing types, the plan offers developers the framework and

flexibility to construct housing that is in demand while protecting adjacent uses from impacts of excessive density. Of course, in order to become effective, these densities would need to be "translated" into specific lot requirements in revisions to the local zoning ordinance. The figures below are meant as guidelines only and not as exact densities or density ranges.

- Low-density - up to 5 units per acre
- Medium-density - 6 to 12 units per acre
- High-density - 13 + units per acre

**TABLE 5-2**

**FUTURE LAND USE, 2002**

Land Use	Acres	% of Land
Low-density residential	84.89	36.45
Medium-density residential	36.01	15.46
High-density residential	11.33	4.86
Office/commercial	12.50	5.37
Highway/commercial	9.40	4.04
CBD/mixed	9.30	3.99
Industrial	3.29	1.41
Institutional	2.76	1.19
Open space/recreation	10.28	4.41
Utility/railroad/parking	7.10	3.05
Roads/alleys	46.03	19.76
<b>TOTAL</b>	<b>232.89</b>	<b>100.00</b>

Source: Calculations derived from Delaware County Board of Assessment parcel data

Major Future Land Use Recommendations

The recommendations in Table 5-3 provide suggestions as to the type and level of redevelopment in these particular areas that will likely shape the social and economic future as well as the overall quality of life in the community. The conclusions are based on several surveys by DCPD staff in 2001 and 2002, as well as input from the Comprehensive Plan Task Force. The proposed uses are meant to spur further thought and discussion by the Borough as to the desired type, style, design, and overall impact on the community. These recommended changes can be seen on Map 5-2.

- OPEN SPACE/RECREATION
- UTILITY/RAILROAD/PARK
- ROADS/ALLEYWAYS

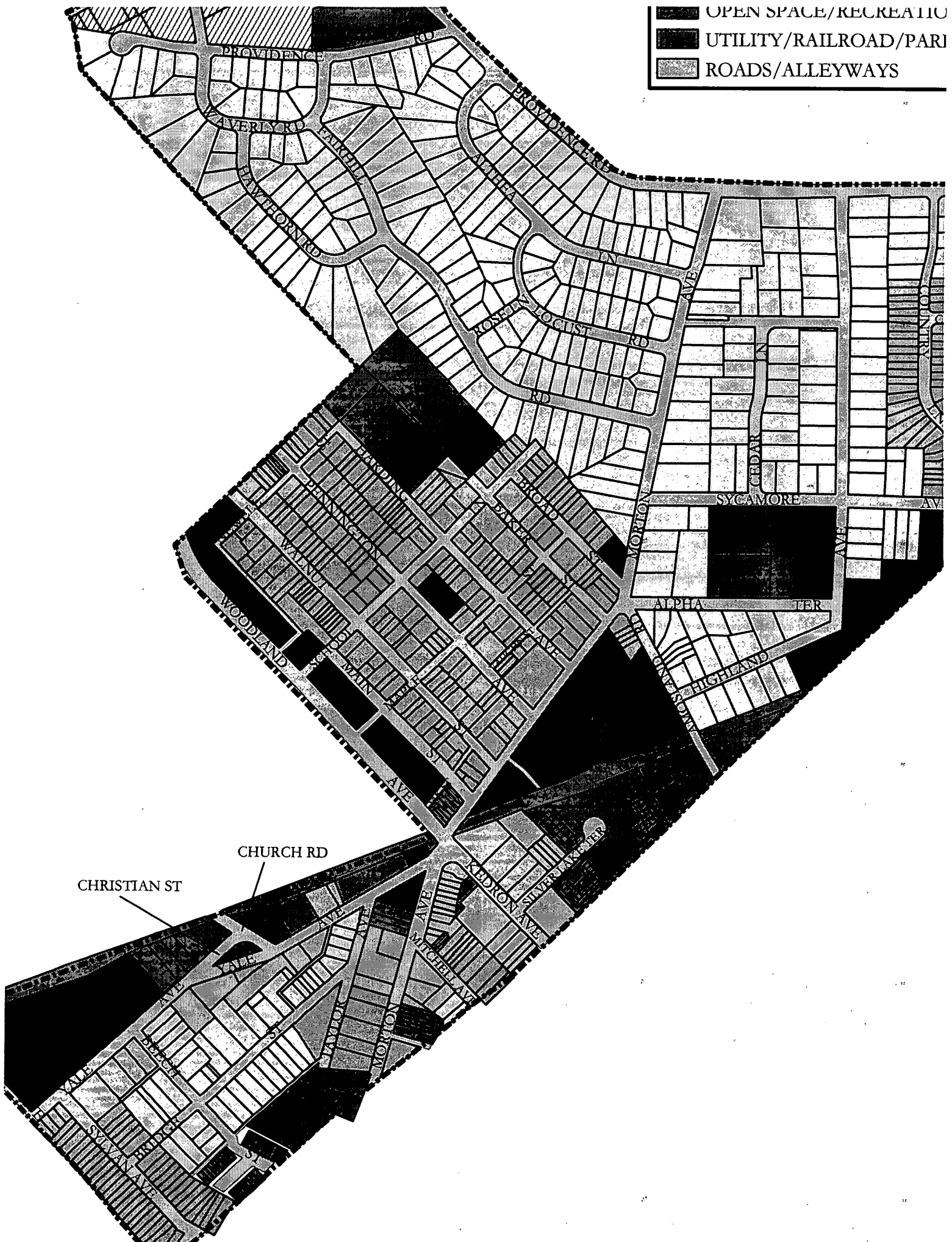


TABLE 5-3

## LAND USE RECOMMENDATIONS FOR SELECTED AREAS, 2002

#	Area	Location	Proposed Future Use
1	Morton Avenue Redevelopment Area	Block bounded by Morton Avenue, Woodland Avenue, Oak Street, and Main Street	Possible landscaped parking area.
2	Woodland Avenue (Route 420) corridor	East side of Woodland Avenue between the northern Borough boundary line and the SEPTA R3 Elwyn regional rail line	Service-oriented commercial/office with appropriate setbacks, yards, screening, and access. All businesses would front on Woodland Avenue and be properly screened from residences across Main Street in the rear.
3	Highland Avenue industrial area	South and east side of Highland Avenue near the SEPTA R3 Elwyn regional rail line and the Borough boundary	Low-impact industrial with strict performance standards.
4	Yale Avenue industrial area	South side of Yale Avenue between Church Road and Sylvan Avenue	Reuse/demolition/new construction as low-impact, mixed use commercial. In the short-term, screening, landscaping, and fencing improvements.
5	Newell Street industrial area	Between Main Street and Pennington Avenue	Medium or medium-high density residential and office/commercial.
6	Borough passive recreational area	South side of Sycamore Avenue opposite Cedar Lane	Develop this wooded area with a walking trail and other passive recreational uses.
7	Central business area	Centering on Kedron Avenue south of the SEPTA R3 Elwyn regional rail line to the Borough line, extending south/west along Morton Avenue	Build on the existing mix of uses, focusing on pedestrian oriented daily-stop and unique item stores. Improvements to sidewalks, signage, addition of trees/shrubbery/flowers, benches, and short-term on-street parking.

Source: DCPD

## #1 Morton Avenue Redevelopment Area

This small block bounded by Morton Avenue, Woodland Avenue, Oak Street, Main Street, and the SEPTA R3 Elwyn regional rail line is in very poor structural condition. Based on several DCPD site surveys, the roofs, exterior walls, windows, and most other components of these attached, mixed use structures are deteriorating severely. The yard areas behind the buildings, which are used for parking, are poorly maintained with trash and debris in places. Based on the account of one local merchant, the interiors of these buildings are also in very poor condition. The only well-maintained structure is the check cashing business on the corner of Woodland and Morton Avenues. Previously, other small businesses occupied the ground floors while the second floors were, and some still are, used as apartments.

One method of improving this area and removing the conditions noted below is to declare the entire block "blighted" to obtain "redevelopment area" status, with the accompanying federal monies for acquisition, clearance, relocation, construction, and related activities. Per the guidelines of the Pennsylvania Urban Redevelopment Law

(May 24, 1945, PL 991), the designation of a parcel or area of land as a "redevelopment area" is the first step toward redevelopment. The purpose is to allow a municipality or county the option, once this designation is granted, to devise a plan and acquire the property. As detailed below, the key word in this process is "blight." A community must make a full and knowledgeable decision of the ramifications that might come of declaring an area, and no doubt someone's property, business, or home, a blight upon the community when considering such designation. For this reason, DCPD requests that the Borough thoroughly examine the situation in the areas where it may wish to seek this designation and carefully weigh the pros and cons. Clearly, in some instances like the Morton Avenue area described above, it is to everyone's benefit to move forward with redevelopment.

The designation of a future use for this area was a difficult matter for the Comprehensive Plan Task Force for three principal reasons. First, its location at this high-traffic intersection (Woodland and Morton Avenues) makes it undesirable for residential use. Second, its small area of approximately ¼ acre restricts the size of commercial or office uses and prevents the placement of useable parking to serve the principal use. Thirdly, the one-way designation of Morton Avenue hinders access for potential customers.

The conclusion of the Task Force was that, should the redevelopment of this block be approved, the area should be used as a parking lot complete with landscaping, "Welcome" or informational signage, and pedestrian amenities. The idea is to use redevelopment funds to demolish the existing, decaying buildings and in their place construct a well-designed, landscaped parking area to serve the central business area and the commercial/office uses along Woodland Avenue. This use would clearly be a vast improvement over present conditions and would present a much more attractive view of Morton Borough to the thousands of motorists and train passengers that pass by daily.

As a more long-term action, the Borough should also consider seeking "redevelopment area" status for a considerable portion of this corridor and other parts of the Central Morton neighborhood. If successful, the designation of larger, separate "redevelopment areas" would bring sufficient federal funds that would likely exert a very significant positive impact on the entire community.

#### Recommendations

The Borough should:

- 5-1 Conduct a survey and/or study to declare the Woodland/Morton Avenues site a "redevelopment area," then redevelop the block as a well-designed and fully landscaped parking lot.

Funding: CDBG

Technical Assistance: OHCD

- 5-2 Study and consider designating other portions of the Central Morton neighborhood as "redevelopment areas."

#2 Woodland Avenue Corridor

This portion of the Route 420 corridor, known as Woodland Avenue (from the SEPTA R3 Elwyn regional rail line to the Springfield boundary, about 1,500 feet or four blocks to the north), separates the Borough from Springfield. The Borough, on the east side, is a mixed use strip of commercial, office, and residential uses. Springfield Township, on the west side, consists of large commercial and office establishments that include BJ's Warehouse Club, the former Boeing building now used as offices and a health care center, the Forman Mills clothing store, and the West Chester Auto Auction. These establishments have a common driveway and some parking facilities.

The properties in Morton Borough (east side) include a variety of small, poorly designed businesses with no common access drives to reduce the number of turning movements at Woodland Avenue. There are also a few small industrial uses and a number of single-family dwellings. The businesses here exhibit a variety of uncoordinated and unattractive signs that detract from the appearance of this entranceway to the Borough. There is no landscaping to beautify the strip or any screening to shield the storage, parking, and other unsightly activities and uses from this highly traveled road.

The large volume of traffic generated by through-motorists and the large commercial development in Springfield make this a poor location for residential use. Its current zoning designation of "Special Office/Commercial" allows the creation of tiny lots, with a minimum size of 2,500 square feet and widths of only 25 feet. These regulations open the door for the creation of small, narrow commercial lots that could result in additional curb cuts on this busy roadway and create both traffic hazards and additional haphazard, unattractive development. In reality, PennDOT would probably not allow driveways at these 25-foot intervals, but the zoning ordinance nevertheless needs revisions to address this issue. See the Revision of the Zoning Ordinance section in this chapter. This corridor should be developed with commercial and office uses, subject to the recommendations below.

Recommendations

The Borough should:

- 5-3 Consider seeking "redevelopment area" status and, if successful, apply for redevelopment funds to improve the functioning and appearance of properties fronting on this roadway segment.

Funding: CDBG

5-4 Revise the Special Office (SO) district provisions in the zoning ordinance, allowing only the desired types of uses and requiring common access drives and adequate parking standards.

5-5 Through zoning revisions, require developers to provide common features such as plazas, landscaping, signage, pedestrian amenities, and façade improvements.

Funding: TEA-21 – Transportation Enhancements Program

Technical Assistance: DCPD

5-6 Develop an attractive entranceway at the north end of the corridor.

Funding: TEA-21 – Transportation Enhancements Program

Technical Assistance: Borough Engineer  
PennDOT

### #3 Highland Avenue Industrial Area

As can be seen on Map 5-1, the parcels to the south and east of Highland and Sycamore Avenues form an industrial area that crosses over the Borough boundary into Ridley Township and backs up against the SEPTA R3 Elwyn regional rail line. Although these industrial uses are appropriate here, adjacent to a rail line, the immediately adjacent residential parcels suffer. Vehicular access through residential areas via Highland Avenue from either Providence or Amosland Roads creates noise and air pollution concerns for all residents as well.

The area seems to be divided into two parts, although all parcels are interconnected. The entrance from Highland Avenue near Alpha Terrace has some landscaping, and most of the parking area is paved. A variety of businesses are operating there in what appears to be a light industrial complex style. Being across from the Community Center complex, it seems that the owners have put some effort into being a good neighbor and providing a good “face” to their residential neighbors.

The other entrance off Sycamore Avenue across from Country Lane is quite the opposite. Being somewhat secluded in this corner of the Borough and shrouded by trees, the buildings in this area have declined to a poor condition and appearance (broken windows, chipping paint, haphazard repairs). The entranceway would be greatly improved with signage, better quality fencing, and improved general maintenance of the property.

This location is the best place in the Borough for industrial uses, and, therefore, as can be seen on Map 5-2, it is recommended that these parcels continue to function in that manner. However, strict provisions need to be added to the Borough’s zoning ordinance to require screening, landscaping, and reduction of impacts from noise, dust, etc. It is also

suggested that the residential parcels in this area remain as they are. If the above-listed measures are taken, nearby residents should be unable to tell that industrial uses are occurring in the vicinity.

#### Recommendations

The Borough should:

- 5-7 Conduct meetings with the owners/operators of the industrial parcels to discuss the Borough's issues and problems with them and to get an idea as to the owners' future plans for the sites.
- 5-8 Make appropriate revisions to the zoning ordinance per the comments above and in the Revision of the Zoning Ordinance section later in this chapter.

#### #4 Yale Avenue Industrial Area

This area includes several separate parcels on the south side of Yale Avenue between Church Road and Sylvan Avenue and the "island" where Church Road breaks from Yale Avenue. The industrial buildings here are in generally fair to good condition. The most visible shortcomings of the parcels at the bend in the roadway are some substandard building façades, a rusty chain link/barbed wire fence, and the absence of trees, shrubbery, privacy fences, or other screening materials. The parking areas serving the industrial establishments are generally unpaved and house trucks as well as automobiles. These shortcomings, along with the rough surface of Yale Avenue which is in need of repair and resurfacing, combine to lend a depressed appearance to this area.

The introduction of screening and landscaping near the sidewalk, new or better looking fencing, and some road repair would significantly enhance the appearance of the area. These improvements assume particular urgency because the parcels in question are situated near the Yale Avenue entrance to the Borough and are close to the former Exelon building-- a large, attractive, and well-maintained office building.

#### Recommendations

The Borough should:

- 5-9 Establish commercial and mixed uses through demolition or reuse of existing buildings and encourage owners to improve the appearance of the industrial properties by providing landscaping and screening to beautify them and to shield the parking and unattractive features from view from the road and sidewalk.

Funding:                      TEA-21 – Transportation Enhancements Program  
Private Improvements



- 5-10 Provide a professionally prepared "Welcome to Morton Borough" sign to welcome motorists entering the Borough and create a favorable first impression.

Funding: TEA-21 – Transportation Enhancements Program

#5 Newell Street Industrial Area

This area consists of eight small parcels located on both sides of the northern terminus of Walnut Street at the Borough boundary with Springfield Township. It is the site of an auto repair/auto body shop. The rear of the property is used to store both operable and inoperable vehicles. The location of this group of parcels is a good example of the negative impacts resulting from incompatible uses; medium-density residential development surrounds this parcel group. A short-term remedy that would reduce the severity of the impacts, such as noise and poor appearance, would be to screen the auto storage portions of the property from the adjacent houses and passersby. A more long-term solution, as recommended on Map 5-2, is to eliminate the auto body shop from this residential area. This can be done by the Borough purchasing the property or, in the event that the property is abandoned, replacing it with residential uses.

Recommendations

The Borough should:

- 5-11 As an immediate action, encourage owners to provide a dense planted screen around most of the property to reduce noise and visual impacts.

Funding: TEA-21 – Transportation Enhancements Program

- 5-12 As a long-term action, seek to replace the auto repair shop with medium-density dwellings through enforcement of codes, development of a Community Development Corporation (CDC) (see Appendix B), or consulting with private developers about infill residential development at the site.

#6 Borough Passive Recreational Area

The Borough has expressed its desire to develop the wooded property it owns adjacent to the Community Center complex as a public walking trail. The area does not have any significant constraints such as steep slopes or wet soils. The development of a walking trail with benches, trash receptacles, and possibly interpretive signage would represent a significant step in the evolution of the Community Center complex into a full-service "town center" that serves as the hub of community activities. Presently, there are two single-family dwellings (four parcels) that are bordered on two or three sides by this Borough property. The acquisition of these residential properties by the Borough would result in a more unified and useable property, "uninterrupted" by single-family houses. Owning these additional lots would afford the Borough additional flexibility to accommodate a wide variety of activities on the site.

## Recommendations

The Borough should:

- 5-13 Purchase the four residential lots that abut the Borough property if/when they become available.
- 5-14 Seek grants for development of passive walking trails, benches, signage, etc.

Funding:                      TEA-21 – Transportation Enhancements Program  
                                     Community Conservation Partnership Program

### #7 Central Business Area (CB)

The approximate boundaries of the area known as the central business (CB) area are the SEPTA R3 Elwyn regional rail line on the north, the Silver Lake Terrace Apartments on the east, the Morton-Ridley Township boundary on the south, and an irregular line extending on the east of Rios Pharmacy, east of the Borough parking lot, and along Yale Avenue to the SEPTA R3 Elwyn regional rail line on the west.

The major “theme” in this area should be that of mixed uses. By incorporating places to live, work, and shop, pedestrian traffic, as opposed to vehicular traffic, is encouraged. National trends have been leaning toward this approach, often referred to as “new urbanism” or “traditional neighborhood development.” The focus of this development is to bring communities back to the way they were laid out prior to World War II. In the last 50 years, economic and social changes have led to widespread suburbanization fueled by car ownership and the development of the interstate highway system, which has encouraged the proliferation of development in the form of “suburban sprawl.” Morton Borough is blessed to have the historical framework of a “train town” with compact neighborhoods and a central commercial core. Building upon and resurrecting these historical development characteristics is Morton Borough’s best option for future success.

Retail stores are generally recognized as uses that should constitute the principal types of commercial establishments in terms of contributing to the overall activity and success of downtown areas. Placing apartment uses above the retail and other commercial establishments serves to increase activity and presence in the CB area. This arrangement also improves security because the apartment dwellers represent a presence, or “eyes on the street,” and, therefore, can report illegal activity or serve as a deterrent. Short-term metered parking (minimum \$.50 for one hour) helps keep nearby parking slots available for high customer-turnover businesses.

## Recommendations

The Borough should:

- 5-15 Revise the zoning ordinance to change the Neighborhood Commercial (NC) district to the Central Business (CB) district, requiring mixed use development and innovative ways to foster pedestrian traffic. Expand the boundaries of this district per the description above.

Funding: DCED

Technical Assistance: DCPD

- 5-16 Seek funding for sidewalk improvements, benches, street trees, common decorative lighting, decorative paving, planters, and general pedestrian amenities to beautify and lend unity to the area.

Funding: TEA-21 – Transportation Enhancements Program  
TEA-21 – National Highway System (NHS)  
TEA-21 – Surface Transportation Program

Technical Assistance: Borough Engineer  
PennDOT

## Minor Future Land Use Recommendations

In many instances throughout the Borough, small individual parcels have had their future land use changed from their existing designation in order to make them more homogeneous and complementary to the other uses in that block or neighborhood. For residential parcels, some changes were made simply due to density reclassifications. These minor changes work to remove the one or two parcels that may be nonconforming to the zoning or have an historical use that is no longer practical with its surrounding environment. Below is a sample of some parcels that have been changed in this manner. Refer to Maps 5-1 and 5-2 for assistance.

- Parcel with apartment on Bridge Street, west of Beech Street, changed to low-density residential.
- Institutional parcels on Pennington Avenue and Walnut Street changed to medium-density residential.
- Vacant parcels on Broad Street changed to medium-density residential.
- Institutional, single-family detached, and single-family semi-detached parcels on Yale Avenue and Christian Street near Church Road changed to high-density residential.

## REVISION OF THE ZONING ORDINANCE

Noted below are some proposals and directions for revisions to the zoning ordinance, focusing on the areas where future redevelopment is expected to have a particularly significant impact on the Borough. Referencing a Borough zoning map along with Maps 5-1 and 5-2 will be helpful in interpreting this section. As a general note, when revisions are made, the new zoning map should be drawn "parcel specific" with district boundaries drawn along parcel lines, where possible. Note: in this section, the terms "district," "class," and "zone" are used interchangeably, and all refer to specific zoning districts (legally described boundaries) as outlined in a typical zoning ordinance.

When the Borough is ready to revise its zoning ordinance, it should contact DCPD, confer with its Engineer, or engage a private consultant.

### Residential Districts

There are four (R-1, R-2, R-3, R-4) Residential districts in the 1995 Morton Borough zoning ordinance, plus the Neighborhood Commercial district, which allows residences and mid-rise apartments by special exception.

The R-1 district, generally the Fairhill Road and Highland Avenue neighborhoods on the north and east sides of the Borough, are functioning appropriately. The only change should be to the land between Highland and Sycamore Avenues and the SEPTA R3 Elwyn regional rail line. These parcels are currently, and appropriately, being used for industrial purposes and should be zoned as such in keeping with the Map 5-2 designation. See Recommendation 5-21.

The R-2 district (South Morton, south of the SEPTA R3 Elwyn regional rail line, west of Kedron Avenue) is currently a mix of small single-family detached, semi-detached, and apartment units. The commercial/industrial uses along Yale Avenue in this district have the potential for reuse as either less-impacting commercial or medium-density (attached or townhouse style) residential. In any case, these parcels, or the whole Yale Avenue frontage, should be rezoned in either a commercial or residential manner. See Recommendations 5-17, 5-18, and 5-20.

The Central Morton neighborhood, as described in several places in this plan, currently comprises an assortment of uses and types of residential units. The current zoning of R-3 (medium-high density residential) matches the future land use designation and is in keeping with the desires of the Comprehensive Plan Task Force.

The R-4 (high-density residential) category occurs throughout the Borough, and existing uses in these designated areas are, for the most part, conforming. The area along the east side of North Morton Avenue, between the SEPTA R3 Elwyn regional rail line and Amosland Road, is functioning with a variety of uses. The Task Force suggested that the most appropriate future use for these parcels, currently zoned R-4, is office/commercial. See Recommendation 5-20.

In the current Borough zoning ordinance, use classes are designed in a "pyramid" format, meaning that all uses in the more restrictive (lower impact) zone are allowed in the next less restrictive zone, plus additional uses. Because of this organization, less control is levied by the Borough as to **exactly** what type of residential structures are built, and the potential negative impacts of this variety is then left to chance.

### Commercial Districts

The Borough currently has three designations for commercial uses – Neighborhood Commercial (NC), General Commercial (GC), and Special Office (SO). NC exists both along the Baltimore Pike frontage and in the central business area of Kedron and Morton Avenues. GC is located along North Morton Avenue and Yale Avenue, near the SEPTA R3 Elwyn regional rail line, while the SO district is found along the Woodland Avenue corridor north of the SEPTA R3 Elwyn regional rail line. In keeping with Map 5-2, a revised zoning ordinance should maintain the overall commercial category but, within that category, should provide for different types of uses based on the desired use impacts, their pedestrian or automobile orientation, and the type of user for which they are intended (e.g., retail or wholesale). See Recommendations 5-18, 5-24, and 5-25 for brief explanations of these three suggested commercial districts.

### Industrial District

The existing Light Industrial (LI) district, which encompasses the former PECO and Exelon properties along Yale Avenue in South Morton, should be changed to Office/Commercial. Since the businesses conducted there are much more office oriented than industrial, even with the large amount of truck traffic generated, these office uses should be encouraged rather than left open for more intensive future use. The attractive façade of the former Exelon building benefits this neighborhood by buffering and screening the SEPTA R3 Elwyn regional rail line that runs along its rear property line.

The area between Highland and Sycamore Avenues and the SEPTA R3 Elwyn regional rail line, as noted above and in Recommendation 5-21, should be the only industrially zoned parcels in the Borough.

### Recommendations

The Borough should:

- 5-17 To the extent feasible in a built-up community such as Morton Borough, reorganize residential zoning into three classes generally based on the low, medium, and high standards that allow residential uses of only those approximate densities. As part of this effort, create an "apartment" class similar to the existing R-4 to encompass any structure that is/was designed and built in an apartment building fashion (e.g., Lord Baltimore Apartments on Providence Road and Leamy Avenue).

Funding: DCED

Technical Assistance: DCPD

- 5-18 Create a Central Business (CB) district that will focus on the parcels along Morton, Kedron, and Yale Avenues, most of which are south of the SEPTA R3 Elwyn regional rail line (see Map 5-2 for reference). The businesses permitted by right should be pedestrian oriented, offering goods and services of the frequent or quick shopping trip variety, such as flower shops, hair salons, and eateries. The CB district should be designed as a mixed use district that allows apartments on second and third floors above retail and other commercial establishments. This arrangement will provide a customer base and locate people close to public transportation and services, eliminating or decreasing the need for automobile trips. Where possible, development should follow the principles of "transit-oriented developments" (TOD) to take advantage of the market desire for apartments near commercial uses and transportation hubs.

Funding: DCED

Technical Assistance: DCPD

- 5-19 In the CB district and other districts with higher density development, consideration should be given to area, width, and particularly setbacks of existing structures when preparing new dimensional regulations so that a harmonious, aesthetic streetscape can be maintained. For example, it may be that requiring a deeper setback for new (infill) development than that which was "traditionally" built will only produce a haphazard looking neighborhood. Efforts should be made to build upon the existing positives, not move away from them with inappropriate dimensional standards.
- 5-20 Establish thorough and strict performance and design standards for all districts. Local zoning should provide standards to control the impacts from noise, vibration, smoke, odors, and air pollution as well as design features such as parking, lighting, access drives, and trash container location.
- 5-21 Rezone the Highland/Sycamore Avenues/SEPTA R3 Elwyn regional rail line parcels as Industrial, adding strict screening and buffering standards as well as restrictions on the hours of operation of trucks and driving through residential streets.
- 5-22 Create a Park/Recreation district encompassing the existing Jacob's Park parcels (currently zoned R-3) and the open space near the Community Center building on Sycamore Avenue (currently zoned R-1).

- 5-23 Zone the entire block between Alpha Terrace and Sycamore Avenue and Morton and Highland Avenues (currently R-1) as Institutional (I) in the hopes of one day coming under complete ownership of the Borough. However, it is unlikely that the properties fronting on Morton Avenue will become available in this plan's time frame. The parcels adjacent to the current Borough properties in this block, however, have a higher probability of acquisition and would provide more immediate benefits in the expansion and full development of the Community Center complex.
- 5-24 Create a Highway Commercial (HC) district encompassing the uses currently fronting on Baltimore Pike. As one of the major east-west corridors in the County, tens of thousands of cars pass these businesses daily. These uses are characterized as automobile oriented, serving large numbers of customers, and having large buildings and parking areas.
- 5-25 Change the existing Special Office (SO) district to an Office/Commercial (OC) district along Woodland Avenue and possibly include a portion of North Morton and Yale Avenues. This district should allow service-oriented businesses that generate less customer traffic, with an intensity of use between that of the CB and HC districts. Since this district is recommended to be located along important roads, issues like access, sidewalks, screening, buffering, and performance standards need to be carefully written to make these areas function as envisioned by the Borough.

## CODE ENFORCEMENT

Code enforcement plays an important role in assuring that new development, rehabilitation, and conversions are performed with industry standard construction methods and do not create safety hazards. As part of the enforcement effort, the Borough should conduct an inventory of local housing stock with particular emphasis on older buildings. This inventory should provide a basis for rehabilitation efforts targeted toward older, deteriorating buildings. Remedial measures to improve these properties should then be implemented.

In general, Morton Borough needs to improve its code enforcement procedures. More specifically, the Borough should concentrate its efforts in two areas: the diligent enforcement of the existing zoning ordinance and the adoption of stronger enforcement measures. These broad objectives can be accomplished by the more specific actions recommended below.

## Recommendations

The Borough should:

- 5-26 Seek educational training for the Code Enforcement Officer (CEO) and Building Inspector so that they can more completely fulfill their job descriptions to the extent allowable.

Technical Assistance: PSAB

- 5-27 Conduct inspections for adherence to codes at designated (written) regular intervals.
- 5-28 Re-evaluate the duties of the Building Inspector to ensure that he is not performing the duties that should be performed by the CEO or Zoning Officer.
- 5-29 Utilize clear and concise standard forms for code enforcement.
- 5-30 Ensure that an enforcement notice (Section 616.1 of the MPC) is issued for every observed violation.
- 5-31 Increase the fee penalties for infractions. Increased fees will encourage violators to comply with the ordinances. The goal is not to punish, but to gain compliance.
- 5-32 Clearly state on the enforcement notice that the violator may be subject to costs as set forth by Section 617.2(a) of the MPC.
- 5-33 Follow up all enforcement notice noncompliance with the issuance of a citation, which is current practice. The Borough needs to advise the violator of the specific amount he will be fined if he does not comply within a given number of days (10, 30, etc.). The Borough's citation form must also advise the violator that, in the event of further noncompliance, the matter could be brought before the District Justice as provided for in Section 617.2(a) of the MPC.
- 5-34 Adopt a use and occupancy ordinance that lists items that must be in compliance before a certificate of occupancy is issued.

In addition to these official measures, the Borough should give very serious consideration to the establishment of periodic clean-up/fix-up days in targeted blocks or areas. Participants could include property owners, scouts, fire company members, or other groups. The Borough needs to determine what groups would be most effective in carrying out this effort. In order to generate friendly competition and an inducement to participate, the Borough could offer a prize or an official "best block award" to the block or area that shows the greatest improvement. One of the purposes of this program would be to establish an attitude and awareness that emphasizes the good appearance of the Borough and enhances pride in the community. It would also be a way of getting



neighbors together and reminding them of the importance of keeping neighborhoods clean and well maintained.

Another resource that could assist in improving housing conditions is the Delaware County Housing Rehabilitation Program. To qualify for the program, there must be code violations which can be corrected for under \$20,000. The Borough should consider participating in this program.

In order to vastly improve enforcement of the zoning ordinance, **all existing provisions must be strictly enforced.** In most cases, the CEO must, first, be very familiar with the provisions of the existing ordinance and, second, diligently enforce these provisions as provided for in Article XVI – Administration of the Zoning Ordinance.

#### FUTURE LAND USE MAP AND ZONING MAP RELATIONSHIP

Frequently, discussions of planning and zoning reveal confusion between a future land use (FLU) map and a zoning map. It is, therefore, important to emphasize that the FLU map is not a zoning map; it is a generalized statement of reasonable and appropriate future uses. For example, while the FLU map may propose one general use, commercial for example, the zoning map may divide this same area into several different commercial districts that allow very different types of commercial establishments with very different dimensional requirements.

The FLU map and text also serve as the basis for any zoning ordinance and zoning map amendments prepared after this plan. Zoning maps are very specific; land use maps are more general. The zoning map is, of course, part of the zoning ordinance and is not part of this plan.

#### REGIONAL RELATIONSHIPS

Morton Borough has common boundaries with Springfield Township, Ridley Township, and, for a short distance, Rutledge Borough. In these peripheral areas, residential and nonresidential developments generally abut like development in the adjacent communities. The principal exception to this pattern is south of Highland Avenue near the SEPTA R3 Elwyn regional rail line along a portion of the common boundary with Ridley Township, where this plan recommends continued industrial development in Morton Borough for a few largely developed properties. In this case, Ridley Township's comprehensive plan recommends medium-density residential use, a curious proposal since this use is recommended along an active railroad line. More noteworthy is the fact that the Ridley Township plan is more than 25 years old, having been adopted in 1975.

Another incompatibility is along Cedar Avenue north of Yale Avenue in the southwestern corner of the Borough. While Springfield's comprehensive plan, adopted in 1983, recommends single-family residential use here, this plan recommends commercial

use along this segment of Cedar Avenue, due primarily to the proximity of the large Exelon office building and property in this area. When translated to zoning, appropriate screening measures should be enacted to protect the existing and proposed residential uses in Springfield.

In short, the proposals of this plan are generally compatible with existing and proposed development in the adjacent communities.

#### CONSISTENCY MANDATE

The year 2000 amendments (PA House Bill 14 and Senate Bill 300) to the Pennsylvania MPC place strong emphasis on coordinated, countywide planning. Section 301 requires local comprehensive plans to be generally consistent with the county comprehensive plan. At the time of adoption of this plan, the County has yet to adopt its comprehensive plan. Therefore, there are no official or adopted Countywide planning goals or policies with which the Borough needs to achieve consistency. The Borough will receive a copy of these guidelines after the County adopts its comprehensive plan and should take the necessary steps to comply with the consistency requirements in Section 301.

Another revision to the MPC (Section 603(j)) now requires a municipality's zoning ordinance to be "generally consistent" with its comprehensive plan, which in general is a good zoning practice. It also strongly emphasizes the importance of contiguous municipalities joining together to prepare multi-municipal comprehensive plans. There is additional funding allocated by the Pennsylvania DCED for such joint planning efforts through LUPTAP.

The requirements for consistency between municipal and county plans and encouragement for municipalities to prepare multi-municipal plans represent steps toward a more coordinated planning process. It is particularly important in Pennsylvania and Delaware County, where planning and zoning efforts have often been fragmented and contradictory.

The degree to which these efforts at consistency and coordination are successful remains to be seen. It appears that the preparation of realistic and well-crafted consistency standards by county planning commissions as required by the MPC and the **degree** to which municipalities adhere to these standards will be important factors in determining the success of efforts to improve the planning process in Pennsylvania. Also, the extent to which the courts define and support the MPC's consistency provisions will have a strong bearing on the success of planning efforts in the Commonwealth.

## CHAPTER 6

### TRANSPORTATION

#### INTRODUCTION

The purpose of a transportation network is to provide access to all land uses – residential, commercial, industrial, institutional, and recreational. Roads, transit services, and pedestrian and bicycle facilities are necessary to permit individuals to travel to jobs, schools and colleges, stores, medical facilities, and recreational and social activities. The transportation system also provides a way for goods to be delivered to markets.

Morton Borough is located along several major transportation arteries. PA Route 420, locally designated as Woodland and Kedron Avenues, serves to connect Springfield Township and points north with Ridley and Tinicum Townships, Prospect Park Borough, and I-95 to the south. Baltimore Pike, a major thoroughfare connecting eastern and western Delaware County, serves as the Borough's northern boundary. SEPTA's R3 Elwyn regional rail line cuts through the middle of the Borough with a station at Morton Avenue, adjacent to Woodland and Kedron Avenues. These three major transportation arteries, complemented by several smaller roads that also carry regional traffic, not only provide access to Morton Borough, but also bring significant amounts of through traffic into the Borough.

Morton Borough's transportation network consists primarily of a street system, supplemented by sidewalks for pedestrians, two bus routes, and one train line. While most of the system is adequate, a number of problems exist which will be discussed later in this chapter. See Maps 6-1 and 1-2 for reference.

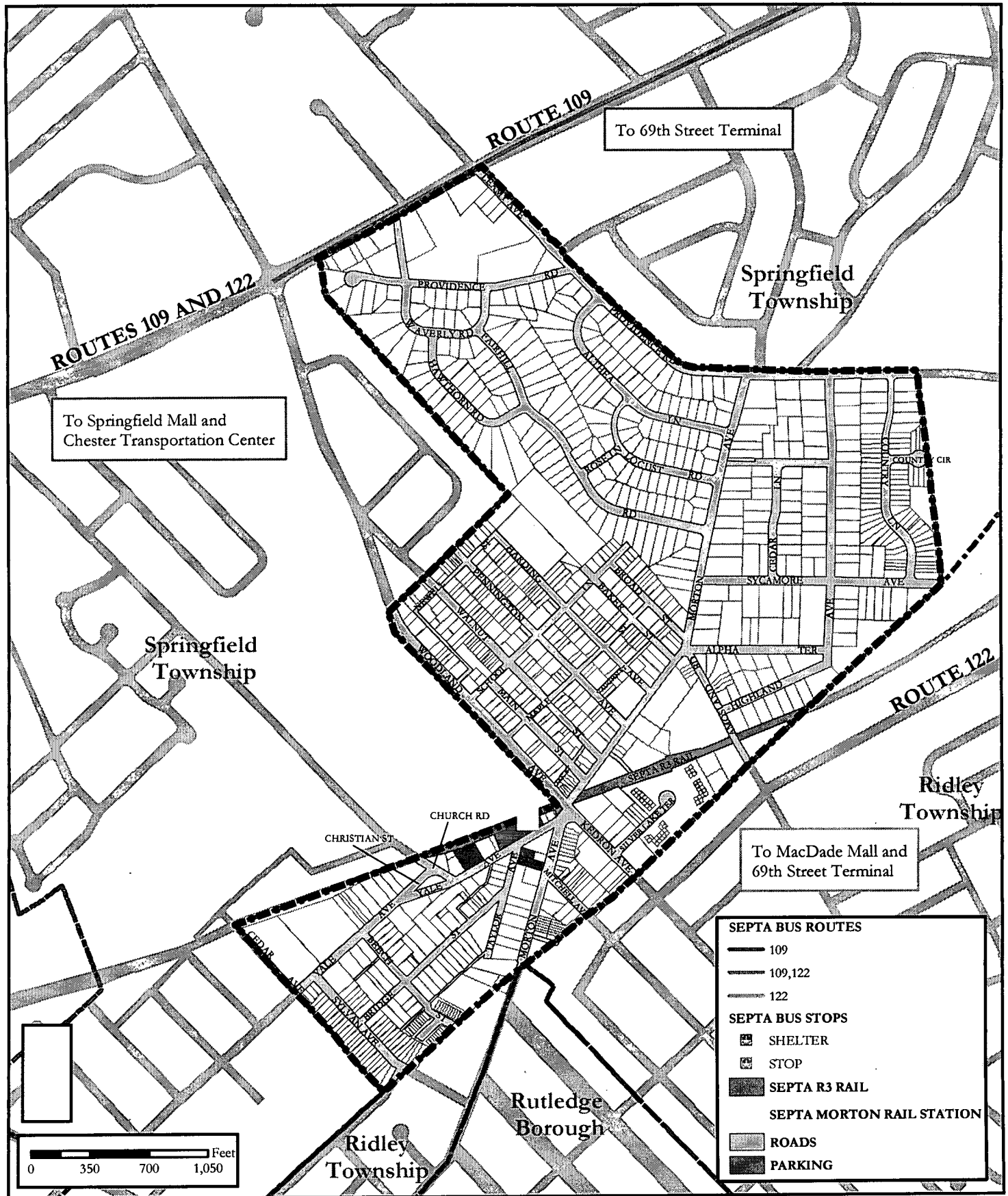
Chapter 11 lists the funding programs and sources of technical assistance noted after each recommendation.

#### TRAFFIC CONDITIONS

##### Roads

Morton Borough's street system consists of three state highways and 6.9 miles of Borough streets. The roads owned by PennDOT are Baltimore Pike, Woodland/Kedron Avenue, and Morton Avenue between Rutledge Borough and Kedron Avenue. Baltimore Pike is State Route (SR) 2016, Woodland/Kedron Avenue is Traffic Route 420 and SR 0420, and Morton Avenue is SR 2025.

In addition to the state-owned roads, there are several Borough-owned streets that are part of the federal-aid highway system. Although these roads are Borough owned, they are eligible for federal-aid highway funding because they carry a significant amount of regional or intermunicipal traffic. These streets include Leamy Avenue, Providence



Morton Borough

Transportation  
Map 6-1

NOTES:  
1. USGS - Municipal Boundaries  
2. SEPTA - Bus Route Data and Rail Data  
3. Delaware County Board of Assessments - Parcels and Roads

Disclaimer  
This map is for analytical purposes only. The reliability of this map depends on the accuracy of the underlying data sources which have not been verified.

Prepared by  
Delaware County  
Planning Department  
2002

Road, Yale Avenue, and Morton Avenue from Woodland/Kedron Avenue to Providence Road.

The main roads in the Borough are functionally classified to aid in prioritizing improvements and funding. Woodland and Kedron Avenues and Baltimore Pike are principal arterials. Providence Road and Morton Avenue west of Kedron Avenue are minor arterials. Morton Avenue east of Kedron Avenue and Yale Avenue are urban collectors.

Collectors gather traffic from the residential areas and deliver it to the arterials. Minor arterials are meant to carry heavier volumes of traffic at slightly higher speeds, usually serving commercial uses, with an emphasis on easy access to land uses. Principal arterials are larger roads that feature higher speeds, some access control, and are meant to serve longer-distance traffic. They also serve major employment and shopping centers and feed into the freeway system. Normally, roads of a higher classification carry more traffic than those of a lower classification.

#### Traffic Volumes

DVRPC has counted motor vehicles on roads in and around Morton Borough. See Table 6 -1 for recent counts at specific locations within and near the Borough.

**TABLE 6-1**  
**TRAFFIC COUNTS**

LOCATION	YEAR	AADT*
Rt. 420 (Kedron Avenue) at Silver Lake Terrace	1999	16,579
Baltimore Pike between Rt. 420 (Woodland Avenue) and Leamy Avenue	1998	33,391
Morton Avenue between Swarthmore Avenue and Stony Creek (Rutledge Borough/Ridley Township)	1998	8,527
Providence Road between Stewart Place and North Avenue (Ridley Township/Upper Darby Township)	2000	9,308

\*AADT-Average Annual Daily Traffic  
Source: DVRPC

#### TRAFFIC CONGESTION

##### Intersections

There are three intersections with traffic light signals in the Borough, and all are located at borders with Springfield Township. The three intersections are Baltimore Pike/Leamy Avenue, Woodland Avenue/BJ's entrance, and Route 420/Morton Avenue.

The Borough owns the signals at the intersection of Route 420 and Morton Avenue, while the signals at the other two intersections are owned by Springfield Township. In addition, three signalized intersections that greatly affect the Borough are located just outside of the Borough: Baltimore Pike/Woodland Avenue, Woodland Avenue/Green Briar Lane/Springfield Park Shopping Center (both in Springfield Township), and Kedron Avenue/Franklin Avenue in Ridley Township.

The signal equipment at three of the intersections (Woodland/BJ's and the two Baltimore Pike intersections) are relatively new and operating well. A closed-loop signal interconnection project, which included new signal equipment, was completed in late 2001 for all of the Baltimore Pike signals in Springfield Township, including the two adjacent to Morton Borough. A closed-loop system includes a hardwire connection among all of the signals to allow timing coordination, control, and adjustments from a personal computer in the traffic engineer's office. The Springfield Township Engineer controls the Baltimore Pike closed-loop signals.

The conditions of the Route 420 and Morton Avenue signal in Morton Borough and the Kedron/Franklin Avenues signal in Ridley Township are fair to poor. Generally, the type and placement of signal equipment at these two intersections is outdated. For example, at the former intersection, the location of an overhead mastarm does not provide good visibility for northbound vehicles at the stop line. The signals at these two intersections have fixed-time operations, which means that the signal timing does not take into account side street traffic volumes. The result is the signals for Kedron Avenue change to red even if no traffic is approaching on the side streets (Morton and Franklin Avenues). This type of operation is now considered substandard, since it forces through traffic on the major road to stop when this is not necessary. Actuation of side streets is now considered standard operation. Actuation consists of a magnetic loop wire buried below the surface of the side street that indicates to the signal's controller that a vehicle has approached and activates a change in the signal to give the side street a green light. If actuation were added to these signals, the lights for Woodland/Kedron Avenue would remain green until traffic approaching on Morton or Franklin Avenues actuated those side street signals. This measure would substantially improve traffic flow and reduce congestion along Route 420.

#### Recommendations

The Borough should:

- 6-1 Upgrade the traffic control devices (traffic signals, pavement markings, and signs) at the intersections of Woodland/Kedron/Morton Avenues and Morton/Yale Avenues. The type and placement of signals should be upgraded to current standards, pedestrian crosswalks and signals should be added, and the signal for Morton Avenue should be actuated. Pavement markings and signs should be added to the intersection of Morton and Yale Avenues to clarify location of lanes and direction of travel.

Funding: TEA-21 – Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Technical Assistance: PennDOT

- 6-2 Propose to Springfield and Ridley Townships, PennDOT, and SEPTA that a closed-loop signal system be constructed to coordinate traffic signal timing on Route 420 between Baltimore Pike and Franklin Avenue. Signal operations could be monitored, and timing could be immediately adjusted to improve traffic flow.

Funding: TEA-21 – NHS

#### At-grade Train Crossings

Traffic congestion frequently exists on Woodland/Kedron Avenue. This is partly due to the outdated signals discussed above and to the operation of SEPTA trains, which causes the crossing gates to block north-south traffic for several minutes every time a train passes through the Borough in either direction or stops at the train station. Since the train station is immediately adjacent (west) to Woodland/Kedron Avenue, the gates stay down until eastbound trains leave the station. In the morning and afternoon rush hours, more passengers are boarding and leaving the trains, so the train stays at the station longer than at other times of the day. These peak periods for train travel coincide with the motor vehicle rush hour on the roads, severely aggravating traffic congestion.

Because of the traffic congestion problems caused by at-grade SEPTA R3 Elwyn regional rail line crossings at the Morton, Secane, and Primos stations, Delaware County, in the fall of 2000, requested that a project to grade-separate these crossings be placed on the DVRPC 2025 Transportation Plan. As a result, a feasibility study of this issue is included on DVRPC's list of 2025 Transportation Plan Studies.

Federal Railroad Administration safety regulations require that crossing gates be completely down twenty seconds before a train passes a railroad/roadway crossing. Because of the speed of SEPTA eastbound express trains that do not stop at Morton station, the gates go down at Amosland Road when an eastbound express or local train is 2,200 feet west of Amosland Road. When a local eastbound train stops at Morton station, the Amosland Road gates still go down, and drivers on Amosland Road must wait to cross the railroad tracks until train passengers board and the train passes Amosland Road. This wait may last three or four minutes, and some impatient drivers have been observed going around the gates, creating a potentially disastrous situation.

Because of the traffic congestion on Woodland/Kedron Avenue, drivers tend to look for alternate, quicker routes. This search results in some drivers using Amosland Road, Morton Avenue, and Walnut Street in both northbound and southbound directions. Residents of Walnut Street have frequently complained about this traffic, and the Borough has responded by placing stop signs at every intersection on Walnut Street. The

Borough has also considered making Walnut Street one way to reduce the amount of cut-through traffic. Since part of the street is in Springfield Township, the Borough requested that Springfield Township (as reported in the *Delaware County Daily Times* on October 2, 2000) consider making Walnut Street one way. The Springfield Township Commissioner who represents that portion of the Township rejected the request because of the impact that action could have on Township residents who live on a street off of Walnut Street.

Commuters traveling northbound on Kedron Avenue sometimes attempt to bypass the backup at the railroad crossing by turning into Silver Lake Terrace, not knowing it is a dead end, apparently due to the lack of proper signage.

#### Recommendations

The Borough should:

- 6-3 Work with DCPD to obtain funding for a feasibility study of grade-separating the SEPTA R3 line road crossings, including the Woodland/Kedron Avenue crossing.

Funding: TEA-21 – Earmarked Funds

- 6-4 Request that SEPTA and PennDOT provide crossing gates at the Amosland Road crossing that block the entire width of the street on both sides of the tracks to prevent drivers from going around the gates.

Funding: TEA-21 – Earmarked Funds

- 6-5 Erect a larger sign or signs to indicate that Silver Lake Terrace is a dead-end street.

#### SAFETY

##### Traffic Calming

One solution to slowing traffic on Walnut Street or other streets that need traffic calming would be to construct mini-circles. Mini-circles are small traffic circles or raised islands located in the center of unsignalized intersections. All traffic must negotiate the circle and circulate in a counterclockwise direction. When "Yield" signs are used on each approach, traffic must yield to vehicles within the circle. A mini-circle of this type exists on Lincoln Avenue just south of Baltimore Pike in Springfield Township. It has been able to slow traffic to about 20 mph. Circles are most effective in reducing speeds when several are used in a series.

The residential area between Morton and Woodland Avenues has numerous four-way stop signs. Some of these, especially on Walnut Street where cut-through traffic is abundant, could be replaced with mini-circles. Research in Seattle has shown that mini-



circles have reduced accidents by 90% at intersections that had previously been sign controlled. This is probably because circles are harder to ignore, and they force slow speeds at intersections. Further information on mini-circles and other traffic calming measures can be obtained from DCPD's letter to Morton Borough dated December 4, 2000, and from the PennDOT publication *Pennsylvania's Traffic Calming Handbook*.

#### Recommendation

The Borough should:

- 6-6 Construct traffic calming facilities on Borough streets that drivers are using to bypass congestion on Woodland/Kedron Avenues. Mini-circles should be considered for the intersections on Walnut Street, Pennington Avenue, and Harding Avenue with Maple Street and School Lane as well as the intersection of Walnut Street and Newell Street. Stop signs could be removed at intersections where mini-circles are constructed. See the DCPD letter to Morton Borough dated December 4, 2000, and PennDOT's *Pennsylvania's Traffic Calming Handbook* for further details.

Funding: TEA-21 – Surface Transportation Program

#### Lane Markings, Street Surfaces, and Signage

Another problem at the Kedron/Woodland/Morton/Yale Avenues intersection is the substandard nature of lane markings and signs to control traffic. The most notable problem identified during field views involved the intersection of Morton and Yale Avenues. There were no signs or lane markings for left turns from northbound Morton Avenue to westbound Yale Avenue and from eastbound Yale Avenue to northbound Morton Avenue. It was also unclear whether there are one or two eastbound Yale Avenue lanes at the intersection. For vehicles proceeding northbound on Morton Avenue looking to travel westbound on Yale Avenue (make a left turn), it was unclear as to which side (near or far) of the concrete island to travel on, the far side path being more difficult. Likewise, should eastbound Yale Avenue traffic turning left onto North Morton Avenue keep to the far right at the stop sign, or is it proper to stop right next to the concrete island? There are currently no signs or pavement markings to guide drivers.

Although the physical condition of street surfaces in the Borough is generally fair to good, there is a lot of "spidering" of the roadway surfaces, i.e., tiny cracks forming due to water infiltration. In addition, heavy truck traffic in and out of the UTC industrial site on Highland Avenue is damaging streets such as Highland Avenue and Alpha Terrace and under-road culverts. The Comprehensive Plan Task Force identified the following portions of streets as priorities for resurfacing:

- Main Street - School Lane to Morton Avenue
- Yale Avenue - Cedar Avenue to Beech Street and Church Road to Morton Avenue

- Walnut Street - School Lane to Maple Street
- Morton Avenue - Kedron Avenue to Alpha Terrace
- School Lane - entirety
- Harding Avenue - Newell Street to Maple Street
- Pennington Avenue - Newell Street to Maple Street

With few exceptions, the condition of corner street identification signs, stop signs, and other regulatory signs is generally good. At several intersections, the street identification signs identify only one of the streets.

There are currently no "Welcome" signs along major roads, such as Woodland, Kedron, and Morton Avenues, indicating that one is entering Morton Borough. This may be because many of the roadway entry points are entirely private property or the Borough is located only on one side of the street.

#### Recommendations

The Borough should:

- 6-7 Through the Borough Engineer, with PennDOT assistance, investigate a cheaper and more efficient alternative resurfacing method that mills, mixes, and resurfaces roadways in one process, alleviating the "spidering" effect of the roadway surface and removing the need to perform a complete repaving job.

Funding: Liquid Fuels Tax Program

- 6-8 Enact an ordinance identifying streets on which heavy trucks are permitted and not permitted, including fines which would help pay for damage caused by trucks.
- 6-9 Install street signs that identify both streets at intersections where signs do not currently exist.

Funding: TEA-21 – Transportation Enhancements Program  
Local

- 6-10 Negotiate easements with property owners to construct professionally designed "Welcome" signs on Woodland Avenue southbound, Kedron Avenue northbound, and both entrances on Morton Avenue. The southbound Woodland Avenue sign could be on the Morton Borough side of the street (the east side) just north of the BJ's entrance, since the west side is Springfield Township until one reaches the SEPTA tracks.

Funding: TEA-21 – Transportation Enhancements Program

## TRANSPORTATION SYSTEM

### Parking

Parking issues play an important role in Morton Borough's transportation system. Additional parking facilities, both on-street and parking lots, are needed for local residents, businesses, and SEPTA train riders who use the Morton station.

In the Central Morton residential neighborhood bordered by Woodland and Morton Avenues and Broad and Newell Streets, there is a shortage of on-street parking spaces. There are also few off-street spaces in this neighborhood, which means that residents must park on the streets. In addition, the streets are narrow, and most of them are two way, which reduces the number of potential on-street spaces.

A recurring problem exists at the Wawa convenience store on Kedron Avenue, where customers park on the Silver Lake Terrace cul-de-sac or along Kedron Avenue when the lot (20 spaces) is full. Because of the small size of the lot, drivers of tractor-trailer trucks also park on Kedron Avenue and Silver Lake Terrace. In addition, trucks making deliveries to the Wawa store often do not have any appropriate space in which to park.

Borough officials have observed some SEPTA train riders parking all day on Silver Lake Terrace and in a resident-only parking lot located there. They do this because the SEPTA lots are full or they do not want to pay the parking fee in the lots.

SEPTA maintains 83 parking spaces in its three lots that serve the train station. The two SEPTA lots on either side of the train station on Yale Avenue are for parking permit holders only and total 33 spaces. The other lot, further west on Yale Avenue, has 50 "slot-box" spaces for daily commuters at a cost of \$.50 per day.

There is also one private parking lot and one Borough lot near the train station. The private lot is on Church Road on the north side of the tracks in Springfield. It has 76 spaces and is connected to the station platform by a walking path, and it costs \$2 per day. The 27 spaces at the northern end of the lot are usually not used. The Borough lot, across Yale Avenue from the train station, has an entrance and exit on Taylor Avenue and an entrance on Morton Avenue. This lot has 36 spaces, and the parking fee is \$.25 per hour, up to a 24-hour limit. There are safety problems associated with this lot when drivers illegally exit onto Morton Avenue because of poor sight distance to the north on Morton Avenue.

There is a private parking lot on the north side of the SEPTA R3 Elwyn regional rail line that is accessed from Woodland Avenue in Springfield. Based on field views, there may be 30 to 40 unused spaces in this lot that potentially could be considered for additional SEPTA commuter parking.

In the central business area, the Borough maintains 20 parking meters on Morton Avenue for the angled spaces. In addition, there are four meters on the east side of Mitchell Avenue just around the corner from Morton Avenue.

#### Recommendations

The Borough should:

- 6-11 Consider increasing the number of on-street parking spaces in the Central Morton neighborhood. This could be accomplished by allowing parking on both sides of the narrow streets except for one or two locations in each block, which would serve as passing areas. This tactic would also serve as a traffic calming method. The Borough should ensure that fire trucks and ambulances would be able to pass through the street if parking is permitted on both sides.

Funding: TEA-21 – Surface Transportation Program  
Local

- 6-12 Explore the possibility of constructing several small neighborhood parking lots in the Central Morton neighborhood.

Funding: DCED – Single Application Program  
Local

- 6-13 Place restrictions on on-street parking on Silver Lake Terrace to prevent SEPTA train commuters from parking there. The Borough could limit parking to 15 or 30 minutes; this would permit Wawa customers to park on the street if the parking lot is full. The Borough could also ask residents along Silver Lake Terrace if they would like a parking permit program to prevent nonresidents from parking on that street; this would prevent both SEPTA and Wawa customers from parking on the street.

- 6-14 Request that SEPTA examine areas to expand its parking lots so that commuters do not park in residential areas. Also, request that SEPTA explore leasing part of its private lot north of the train station and purchasing the private lot on Church Road as a way to increase its utilization.

Funding: TEA-21

- 6-15 Consider installing a device at the Morton Avenue entrance to the Borough parking lot that will damage tires on vehicles that are illegally exiting the lot onto Morton Avenue.

Funding: Pennsylvania Infrastructure Bank  
Local

### Pedestrian and Bicycle Facilities

Although sidewalks exist on at least one side of most streets in Morton Borough, there are a few key locations where sidewalks are critically needed because traffic volumes are heavy or there are important pedestrian destinations in the area. These locations follow:

1. Woodland Avenue, east side of the street north of School Lane, and at the Springfield Township border. SEPTA bus route 122 has stops here. Bus riders and Morton Borough residents need a sidewalk to walk to destinations along Woodland Avenue and Baltimore Pike.
2. Church Road at the SEPTA R3 Elwyn regional rail line tracks. There are sidewalks on both the Morton Borough and Springfield Township sides of the tracks, but sidewalks are missing in the immediate vicinity of the tracks.
3. Highland Avenue, south of Alpha Terrace and between Providence Road and Sycamore Avenue. Sidewalks in these two areas are needed for residents and children to walk to the Borough Community Center complex.
4. Sycamore Avenue, between Highland Avenue and Country Lane and between the East Branch of Stony Creek and Cedar Lane. Sidewalks are needed for residents and children to walk to the Borough Community Center complex.
5. Leamy Avenue between Baltimore Pike and Andrew Road (Springfield). Sidewalks are needed for residents to walk to Baltimore Pike destinations and SEPTA route 109 bus stops, as well as for students who walk to Springfield High School. Since this is a heavily traveled road, the lack of sidewalks here creates a hazardous condition for pedestrians.
6. Waverly Road between Baltimore Pike and Providence Road. Sidewalks are needed for residents/shoppers to walk to Baltimore Pike destinations and SEPTA route 109 bus stops.
7. Providence Road between Morton Avenue and the Springfield Township boundary east of Country Lane. This is a heavily traveled road with no sidewalks. Because many commuters walk on this road to the Secane station, the hazard here is increased.

Although the streets listed below have low traffic volumes, a sidewalk on at least one side of the street should be provided for safety reasons and to encourage walking.

1. Beech Street, between Yale Avenue and Bridge Street
2. Main Street, between School Lane and Maple Street
3. Harding Avenue, Jacob's Park side
4. Baker Street, between Jacob's Park and School Lane
5. Maple Street
6. Newell Street
7. Country Lane
8. Cedar Avenue
9. Cedar Lane

A large number of pedestrians cross the intersection of Route 420, Morton Avenue, and Yale Avenue. This is the northern boundary of the Borough's central business area as well as the place to cross from the Central Morton area to the South Morton neighborhood and points south. In addition, about 1,100 SEPTA train riders board and leave trains at the Morton train station every weekday. Many of these riders walk to and from surrounding neighborhoods to the station, crossing Woodland/Kedron and Morton Avenues.

Currently, there are few facilities at these intersections to safely guide pedestrians across the streets. There are no crosswalks or pedestrian signals. Pedestrians must cross wherever and whenever they think it is safest and hope vehicles will yield to them.

Currently, the Borough's streets serve adult bicyclists. There are no bicycle lanes or off-road bicycle trails. Yale and Kedron Avenues serve as a bicycling route for bicyclists in the east-west Baltimore Pike corridor. Instead of bicycling on busy Baltimore Pike, many bicyclists use Yale and Franklin Avenues and Providence and Baily Roads to travel through Delaware County and into and out of Philadelphia. This route is called the Bicyclists' Baltimore Pike.

DVRPC, PennDOT, the Bicycle Coalition of the Delaware Valley, the Clean Air Council, and DCPD are currently working with a consultant to design improvements to Bicyclists' Baltimore Pike. These improvements include bicycle lanes and paved shoulders (where needed and possible) and bicycle route identification and directional signs. Tentatively, the route in the Borough, from west to east, would use Yale, Sylvan, Morton, and Mitchell Avenues. This routing would avoid the Yale/Morton Avenues and Morton/Route 420 intersections and avoid turns at the Kedron/Franklin Avenues intersection.

Morton Borough officials will be consulted by DVRPC staff in 2002 to discuss the route and types of improvements needed. The Borough will need to approve the use of any Borough streets that may be designated as part of the route. Federal funding has been set aside for constructing this project; no Borough funds are required.

There are currently few if any bicycle parking facilities at work sites, businesses, apartment buildings, or public buildings such as the Community Center, the post office, or the train station.

#### Recommendations

The Borough should:

- 6-16 Explore ways to construct sidewalks at the locations recommended in the Pedestrian and Bicycle Facilities section.

Funding: TEA-21 – Transportation Enhancements Program  
TEA-21 – CMAQ  
TEA-21 – NHS  
TEA-21 – Surface Transportation Program

- 6-17 Install pedestrian crosswalks and pedestrian signals at the Woodland/Kedron/Morton/Yale Avenues intersections.

Funding: TEA-21 – CMAQ

- 6-18 Discuss the Bicyclists' Baltimore Pike bicycle route improvements with DCPD and DVRPC staffs and approve the use of portions of Yale, Sylvan, and Mitchell Avenues for the route.

Funding: TEA-21 – CMAQ  
TEA-21 – Surface Transportation Program

- 6-19 Encourage employers, businesses, apartment complexes, the post office, and SEPTA to provide bicycle/parking facilities for residents, employees, shoppers, and commuters. The Borough should install bicycle parking at the Community Center. Inverted "U" parking devices are the preferable type, since they secure bicycles safely and prevent rack-caused damage to bicycles.

Funding: Private Improvements

#### Transit Service

As previously mentioned, SEPTA provides seven-day-a-week regional rail service on the R3 line between Elwyn and Philadelphia. About 1,100 riders board and leave trains at the Morton station every weekday. There are 27 weekday trains and 17 weekend trains that stop at Morton station inbound toward Philadelphia. The same number of trains stop at Morton station outbound toward Elwyn (see Table 6-2).

SEPTA bus route 109 travels on Baltimore Pike along the northern boundary of Morton Borough and provides seven-day-a-week service. Bus route 109 connects 69<sup>th</sup> Street Terminal in Upper Darby Township with the Chester Transportation Center. SEPTA bus route 122, which operates Monday through Saturday, travels on Woodland Avenue along the western boundary of Morton Borough as well as along Franklin Avenue just below the southern boundary. Bus route 122 connects 69<sup>th</sup> Street Terminal in Upper Darby Township with Springfield Park Shopping Center, Springfield Square Shopping Center, and Springfield Mall, which is its terminus. In addition, both routes connect with several other SEPTA bus routes and the Route 101 trolley at Springfield Mall.

The non-track sides of SEPTA's train station building, visible from Yale Avenue, present an unattractive façade to the Borough. SEPTA utility and maintenance trucks are

usually parked in front of and to the side of the station building (10 vehicles were observed during a site visit), and building materials are stored outside. The train station is discussed in more detail in Chapter 3 – Community Profile.

Schedules and information for all SEPTA services can be found at the Morton train station, via the SEPTA website ([www.septa.com](http://www.septa.com)), or by calling 215-580-7800.

**TABLE 6-2**

**SEPTA BUS AND TRAIN SCHEDULES, 2002 AND 2003**

R-3 Regional Rail							
First pickup - IB		Last pickup - IB		First dropoff - OB		Last dropoff – OB	Frequency
5:49 a.m. (M-F) 6:33 a.m. (Sat.)		11:18 p.m. (M-F) 10:33 p.m. (S-S)		6:42 a.m. (M-F) 7:43 a.m. (Sat.)		12:30 a.m. (M-F) 11:43 a.m. (S-S)	27 trains/day M-F 17 trains/day S-S
Route 109 bus (69 <sup>th</sup> Street Terminal to Chester)							
	First EB	Last EB	First WB	Last WB	Total # of Buses	Frequency	
Mon-Fri	4:10 a.m.	2:19 a.m.	3:43 a.m.	1:40 a.m.	58 EB 57 WB	20 minutes	
Sat	5:46 a.m.	1:20 a.m.	5:05 a.m.	12:34 a.m.	44 EB 44 WB	30 minutes	
Sun	7:05 a.m.	1:19 a.m.	6:25 a.m.	12:40 a.m.	28 EB 28 WB	30 minutes	
Route 122 bus (69 <sup>th</sup> Street Terminal to Glenolden and Springfield Mall)							
	First EB	Last EB	First WB	Last WB	Total # of Buses	Frequency	
Mon-Fri	8:25 a.m.	7:10 p.m.	7:12 a.m.	7:49 p.m.	11 EB 10 WB	Hourly	
Sat	7:20 a.m.	7:30 p.m.	7:08 a.m.	7:19 p.m.	13 EB 13WB	Hourly	
Sun.	--	--	--	--	--	--	

Sources: SEPTA R3 and Route 109 schedules, 2002;  
SEPTA Route 122 schedule, 2003

**Recommendation**

The Borough should:

- 6-20 Evaluate the routing and service frequency of SEPTA bus and rail routes as well as passenger amenities (the train station, bus stops and shelters, and signs) and contact SEPTA, the DCPD Transportation section, and the Transportation



Management Association (TMA) to discuss possible revisions to routes or improvements to amenities.

Funding: TEA-21  
Pennsylvania Infrastructure Bank  
Delaware County TMA

### Paratransit Service

Community Transit of Delaware County (CTDC) provides paratransit service to Delaware County residents. Paratransit is customized door-to-door service required for individuals who are unable to use fixed-route transportation systems, including senior citizens and the physically impaired. Vans are typically the mode employed to transport these persons.

The Pennsylvania Lottery provides funding for senior citizen reduced-fare transportation. This transit option is provided by CTDC, which contracts with SEPTA to provide service for persons with disabilities, as required by the Americans with Disabilities Act (ADA) to serve those who cannot use SEPTA's fixed-route bus system.

### Recommendation

The Borough should:

- 6-21 Educate residents to ensure that they are properly enrolled and informed of paratransit programs.

### Travel Demand Management

Expanding the transportation system's **supply** of roads is not always possible. Elected officials and transportation agencies also need to manage or reduce the **demand** for more roads. Ways to reduce the demand include public transit use, ridesharing, bicycling, walking, telecommuting, and compressed work weeks (four-day weeks instead of five or nine workdays instead of ten in a two-week period). The Delaware County TMA and DVRPC provide several travel demand management (TDM) programs that would be useful to Morton Borough employers and employees.

DVRPC and the TMA operate the Share-a-Ride car pool matching program and the TransitChek® program, an employer provided tax-free fringe benefit that subsidizes employees' transit and van pooling costs. The TMA administers a "guaranteed ride home" program for employees of its members in the event that an employee who rides transit or car pools needs to get home during the middle of the work day for an emergency. The TMA also administers a bus stop shelter program, which can provide shelters at SEPTA bus stops, with advertising revenue going to the municipality.

## Recommendation

The Borough should:

- 6-22 Meet with employers and TMA staff to discuss car and van pool programs and the TransitChek® program so as to make ridesharing and transit use more attractive and make work sites more accessible to existing and potential employees who do not have access to cars.

Funding:                      TMA  
                                     Local

## **CHAPTER 7**

### **HOUSING CONDITIONS**

#### **INTRODUCTION**

A strong residential community is fundamental to keeping the overall community healthy and stable. This chapter examines the existing conditions in the Borough and offers recommendations and strategies for improving the housing stock, increasing homeownership, and strengthening the residential community.

Morton Borough is very much a livable community, meaning that it is compact and walkable, allowing for residential development near amenities such as schools, parks, shopping, and transportation. This well-used planning concept is known by many different names, such as the Garden City Movement, neo-traditional town planning, and TOD, and has seen a resurgence in use and acceptability since the 1990s.

This chapter works as a framework to organize the efforts of the Borough to preserve and build upon the positive features of its housing stock while persevering in addressing the existing problems.

Chapter 11 lists the funding programs and sources of technical assistance noted after each recommendation.

#### **RESIDENTIAL NEIGHBORHOODS**

The Borough of Morton can be broken down into three distinct geographic residential areas as described and delineated below and have been named accordingly.

##### **North Morton**

The North Morton neighborhood is bounded by Springfield Township and the Central Morton area on the west, Providence Road/Leamy Avenue to the north, Ridley and Springfield Townships on the east, and Amosland Road and industrial uses to the south. The prevalent housing type in this area is single-family detached, with one apartment development located between Providence Road and Baltimore Pike and multi-family housing located along Country Lane.

##### **Central Morton**

The second area, historically known as Central Morton, is located south of North Morton and is bounded by Broad Street and Jacob's Park on the northeast, Morton Avenue to the southeast, Woodland Avenue to the southwest, and the Springfield Township line on the northwest. This area features a mix of housing types, including single-family attached, semi-detached, and detached (some with additional apartment

units), residential conversions, and multi-family units. Also mixed in with the residences are assorted institutional and commercial/industrial uses.

### South Morton

The third residential area, to be referred to as South Morton, is bounded by Kedron Avenue on the northeast, Yale Avenue on the northwest, Springfield Township on the southwest, and the Ridley Township line on the southeast. This area also includes a variety of housing types, ranging from single-family detached to an apartment complex.

## HOUSING CONDITIONS

In the fall of 2001, the staff of OHCD and DCPD performed a drive-by assessment and foot survey of the housing stock throughout the Borough. The survey evaluated the quality of the housing stock based on the five considerations identified in Table 7-1. Rather than do an evaluation of each house within the Borough, the staff analyzed housing by block or street and noted the overall condition and appearance of the area.

Overall, Morton Borough has a sound housing stock which is generally well maintained. However, in Central Morton particularly, some houses and blocks could use some more attention – a little extra paint and attention to the exterior – but few pervasive exterior structural problems were observed. Table 7-2 below delineates the streets containing properties that require some attention to their exterior. It should be clearly noted that the survey did not cover interior conditions.

During the survey, only a small number of houses were noticeably abandoned or derelict, all located in Central Morton. Several others were in obvious need of attention.

## SECTION 8 AND RENTAL HOUSING

The Section 8 Program is a rental assistance program funded by HUD which is operated by public housing authorities. The eligible household must have an income below 50% of the MFI for the Philadelphia metropolitan area. The eligible household pays 30% of its adjusted monthly income towards rent/utilities with the Section 8 Program paying the difference directly to the landlord.

According to the Delaware County Housing Authority, in 2002 there were 21 Section 8 units in the Borough, distributed as follows: 2 in North Morton, 17 in Central Morton, and 2 in South Morton. Communities in eastern Delaware County have expressed their concern with the concentration of Section 8 certificates in certain neighborhoods, as well as the lack of attention given to tenants and property maintenance by Section 8 landlords. Regarding any concerns with Section 8 rental units, there needs to be communication among the landlord, the Delaware County Housing Authority, and the local CEO.

**TABLE 7-1**  
**HOUSING STOCK CONSIDERATIONS, 2001**

Foundation/ Structural	<ul style="list-style-type: none"> <li>- No cracks or signs of stress.</li> <li>- Some cracks, holes, etc.</li> <li>- Severe cracks, holes, etc.</li> </ul>
Exterior	<ul style="list-style-type: none"> <li>- No peeling or cracking paint/stucco, siding/capping in good condition, fascia boards in good condition.</li> <li>- Some cracking/peeling in paint/stucco, missing siding/capping, worn fascia boards.</li> <li>- Severely peeling/cracking paint/stucco, missing siding/capping and/or paint/stucco, missing/rotting fascia boards.</li> </ul>
Roof	<ul style="list-style-type: none"> <li>- Appears in good condition, no sagging, and no missing shingles.</li> <li>- Some sagging and/or deteriorating shingles.</li> <li>- Severely deteriorating, holes, missing shingles, etc.</li> </ul>
Windows	<ul style="list-style-type: none"> <li>- No broken or boarded windows.</li> <li>- Some broken or boarded windowpanes.</li> <li>- Extensive broken windows, boarded up windows, etc.</li> </ul>
Yards/ Sidewalks	<ul style="list-style-type: none"> <li>- No or minimal cracks in sidewalks, well maintained yards and common areas, no trash.</li> <li>- Some cracks in sidewalks, some trash, some overgrown yards.</li> <li>- Extensive cracks in sidewalks, steps, trash, overgrown yards, etc.</li> </ul>

Source: Morton Housing Survey, DCPD/OHCD, Fall 2001

**TABLE 7-2**  
**IDENTIFIED BLOCKS REQUIRING ATTENTION**

Neighborhood	Street	Blocks
North Morton	Highland Avenue	Between Amosland Road and Alpha Terrace
North Morton	Sycamore Avenue	Between Cedar Lane and Highland Avenue
Central Morton	Baker Street	Between Morton Avenue and School Lane
Central Morton	Harding Avenue	Between Newell Street and School Lane
Central Morton	Main Street	Between School Lane and Morton Avenue
Central Morton	Morton Avenue	Between Broad Street and Woodland Avenue
Central Morton	Newell Street	Between Walnut Street and Harding Avenue
Central Morton	Pennington Avenue	Between Newell Street and Morton Avenue
Central Morton	Walnut Street	Between Newell Street and Morton Avenue
South Morton	Bridge Street	Between Taylor Avenue and Sylvan Avenue
South Morton	Yale Avenue	Near Church Road

Source: Morton Housing Survey, DCPD/OHCD, Fall 2001

The areas with greater numbers of rental properties may be prime neighborhoods to focus on code compliance of the rental units, as well as efforts to transfer ownership from landlords to their tenants through lease-purchase programs or direct assistance to enable the renter household to purchase the property. However, because of the small size of the Borough, marketing for homeownership programming should most likely be targeted throughout the entire community.

#### Recommendations

The Borough should:

- 7-1 Initiate the vigilant inspection of rental units by strict enforcement of the BOCA National Property Maintenance Code and any other appropriate local ordinances.
- 7-2 Conduct periodic clean-up, fix-up drives in targeted blocks or areas to perform minor repairs and maintenance, as well as clean vacant lots or areas to improve the appearance of residential areas and perform needed minor improvements.

#### HOUSING DISADVANTAGES

##### Owner/Renter Ratio

A strong indicator of neighborhood stability is the percentage of homeowners versus that of renters. While the supply of affordable rental housing is an important resource for every community, homeowners do tend to take greater stock in their neighborhoods and place a higher priority on maintaining and improving their homes. The percentage of homeowners in the Borough declined slightly, from 56.6% in 1980 to 55.0% in 2000. During this time, the percentage of homeowners in the County increased slightly, from 68.8% to 71.9%. It is, therefore, evident that Morton Borough has a much lower percentage of owners than the County and that it should work toward increasing homeownership. The principal reason for this is that should the percentage of homeowners decline further, this would tend to depress housing values, add additional stress to an older housing stock, and reduce the quality of life in the neighborhoods.

#### Recommendations

The Borough should:

- 7-3 Publicize the County's Homeownership First Program, with particular emphasis on targeting existing renters to purchase properties that they are now renting. Marketing efforts should include a mailing of the Homeownership First Program brochures to all renters in the Borough.

Funding:	Homeownership First Program Local
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Technical Assistance:	OHCD
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7-4 Continue and intensify efforts to promote the Borough as an attractive community for first-time home buyers.

7-5 Utilize HUD's \$1 Home Program as a means to provide housing for families in need.

Funding: HUD

7-6 Consider allowing property tax relief on the value of the improvements for first-time home buyers who purchase and rehabilitate a deteriorated property.

7-7 Encourage residents to form neighborhood associations that address neighborhood issues such as homeownership, maintenance, public safety, and neighborhood beautification.

#### Housing Maintenance Concerns

The housing survey conducted in fall 2001 suggested that, although the housing stock in Morton Borough is generally good, considerable attention is needed in Central Morton, as well as in isolated areas of North and South Morton. Because of the age of the existing housing stock, maintenance of these structures is an important and ongoing concern. Also, the increased number of elderly households expected in the coming decades (see Chapter 3 – Community Profile) presents a significant limitation on their ability to afford the high costs of maintaining and/or upgrading their property.

#### Recommendations

The Borough should:

7-8 Facilitate and/or partner with a citizen housing committee made up of homeowners and renters to develop a program with the Borough to address the housing needs of residents.

7-9 Based on the Housing Conditions section and supplemented by local surveys, designate and prioritize blocks and areas of the Borough in need of rehabilitation and then commence rehabilitation activities.

Funding: Delaware County Owner-occupied Housing Rehabilitation Program  
Home Improvement Loan Program  
PA Access Program  
Delaware County Weatherization Program

7-10 Pursue marketing efforts to increase the use of the County's Owner-occupied Housing Rehabilitation Program.

7-11 Develop a home improvement educational program for residents.

#### Development of New For-sale Housing

As part of this updated comprehensive plan, the Borough is looking to create a new vision for residential and commercial development that will enhance the vitality of the community. Although the Borough's neighborhoods offer a safe living environment and convenient access to major transportation routes, there has been very little new residential construction in recent years. For this reason, the prospective home buyer may cross off Morton Borough from the list of possible places to look for a house. This would also apply to many other inner suburban communities and older boroughs within the Philadelphia region. A study conducted by Zimmerman/Volk Associates (ZVA) for 10,000 Friends of Pennsylvania and PEC addressed the potential market for new residential construction in nearby Yeadon Borough, as well as the barriers to construction (see Appendix C for a full analysis of this study).

Regarding the barriers to new construction, the majority of American housing is still built by small and mid-sized independent builders. Most small builders perceive housing as a high-risk business, which is understandable when builders are often required to provide personal guarantees against acquisition and development. The typical small- to mid-sized builder will be more likely to consider building within a compact and sustainable development context only when there are sufficient local built examples. However, there are many existing examples of different types of infill in Central Morton. A key is having zoning and subdivision and land development ordinances that support the type of infill that is appropriate, as well as the community support for doing so. Although the requirements of the residential zoning districts, particularly those of the R-2, R-3, and R-4 districts, would allow the construction of compact, infill housing, some revisions relating to permitted uses, accessory structures, and dimensions may serve to improve the flexibility and design of future infill housing.

Local opposition can be most vocal around issues of density. However, density often represents a catchall for mixed-income developments, which often have a negative connotation. In fact, the new "traditional neighborhood developments" currently built and under construction in other areas are very dense, containing many housing units to the acre. The reason they are selling well and maintaining their value has to do with how they are designed and the fact that they are often upscale developments. In fact, in survey after survey, people chose a dense village-type environment as their preference when comparing different development types. Morton Borough is and has **always been** this type of environment and needs to build and improve upon this with similarly styled new housing options that offer the amenities of new homes built within the context of a traditional neighborhood.

Financing is perhaps the more critical impediment to building infill housing. Acquisition, development, and infrastructure construction finance is the highest risk category of finance. The risk premium associated with uncommon development types – which for many lenders includes most forms of compact and sustainable development –



can be considerable. Given their unique character, compact and sustainable developments may take longer to complete and market.

Morton Borough, like other older boroughs, should emphasize **the retention of existing households** by providing new construction alternatives for buyers who seek properties and houses of the size that already exists in the neighborhood. The small lot sizes limit the number of housing types to one or two. Fortunately, the median sales price in the Borough allows for the development of market rate infill housing. To encourage this type of development, Morton Borough should review its zoning ordinance to ensure that the regulations provide for the changes and allowances necessary for the construction of compact and sustainable infill residential development. Additionally, the Borough should explore forming a municipal CDC that acquires and repairs deteriorated local properties, then sells them to buyers who agree to live in them for a minimum period of time.

### Recommendations

The Borough should:

- 7-12 Initiate efforts to make the Borough a livable and walkable community and publicize all such efforts to the consumer market looking for compact infill residential development. Examples of specific actions include construction of sidewalks and front porches.

Funding: CDBG  
Community Conservation Partnership Program

- 7-13 Revise the zoning ordinance and make changes to ensure that regulations provide for construction of infill housing having a design and quality attractive to today's home buyer and in keeping with the size and scale of the neighboring housing stock.
- 7-14 Enter into partnership with volunteer organizations, such as Habitat for Humanity, as a means to construct new housing in the Borough.

### HOUSING ADVANTAGES

#### Affordable Housing Stock

Table 7-3 notes that the Borough's housing stock continues to be quite affordable to the first-time buyer, with a median sale price of \$107,500 in 1999. Table 7-4 notes that the median value of its housing stock has increased slightly relative to the County from 1990 to 2000.

**TABLE 7-3**  
**MEDIAN SALES PRICES, 1997 - 1999**

Year	Morton	County	Morton Borough as % of County
1999	\$107,500	\$115,000	93.5%
1998	\$119,000	\$120,000	99.2%
1997	\$98,000	\$115,000	85.2%

Source: Inquirer/Realist Home Price Guide, April 1999 and 2000

**TABLE 7-4**  
**MEDIAN VALUE OF OWNER-OCCUPIED PROPERTIES, 1990 AND 2000**

Year	Morton	County	Morton Borough as % of County
2000	\$121,200	\$128,800	94.1%
1990	\$103,300	\$113,200	91.3%

Source: U.S. Department of Commerce, Bureau of the Census, 1990 and 2000

#### Housing Type and Variety

The Borough possesses a relatively diverse housing stock that includes single-family detached dwellings on quarter acre lots in North Morton, single-family semi-detached and attached dwellings in portions of Central and South Morton, and apartments in both North and South Morton and east of the central business area. Because of this wide variety of housing types, the Borough will be in a better position to suit the needs of today's home buyers.

#### **Recommendations**

The Borough should:

- 7-15 Continue and intensify efforts to promote the Borough as an attractive community for first-time buyers.
- 7-16 Encourage resident neighborhood associations that address neighborhood scale issues, such as homeownership, crime, maintenance, and neighborhood beautification.

#### **REDEVELOPMENT EFFORTS**

The Borough has expressed its interest in pursuing redevelopment of a key area in the Borough at Woodland and Morton Avenues (see Chapter 5 – Land Use). The buildings in this block are nearly all substandard, and the area is clearly blighted. The redevelopment of this deteriorated area could only help to make the Borough a more

livable and desirable community and lead to other improvements in the Central Morton neighborhood.

#### Recommendations

The Borough should:

- 7-17 Create a Vacant Property Review Committee that would identify blighted properties to allow for declaration of a site as a "redevelopment area."

Funding: CDBG  
Delaware County Housing Development Fund

- 7-18 Partner with a local lending institution to offer a low-interest home equity loan program to rehabilitate owner-occupied properties whose owners have incomes greater than 80% of the MFI, which would allow existing owners to add amenities not present.

## **CHAPTER 8**

### **COMMUNITY FACILITIES**

#### **INTRODUCTION**

The various public services and facilities provided by the Borough have an enormous impact on the lives of local residents. This chapter discusses the existing conditions of community services and facilities, such as police and fire protection, and offers recommendations for their improvement. See Map 8-1 for their locations.

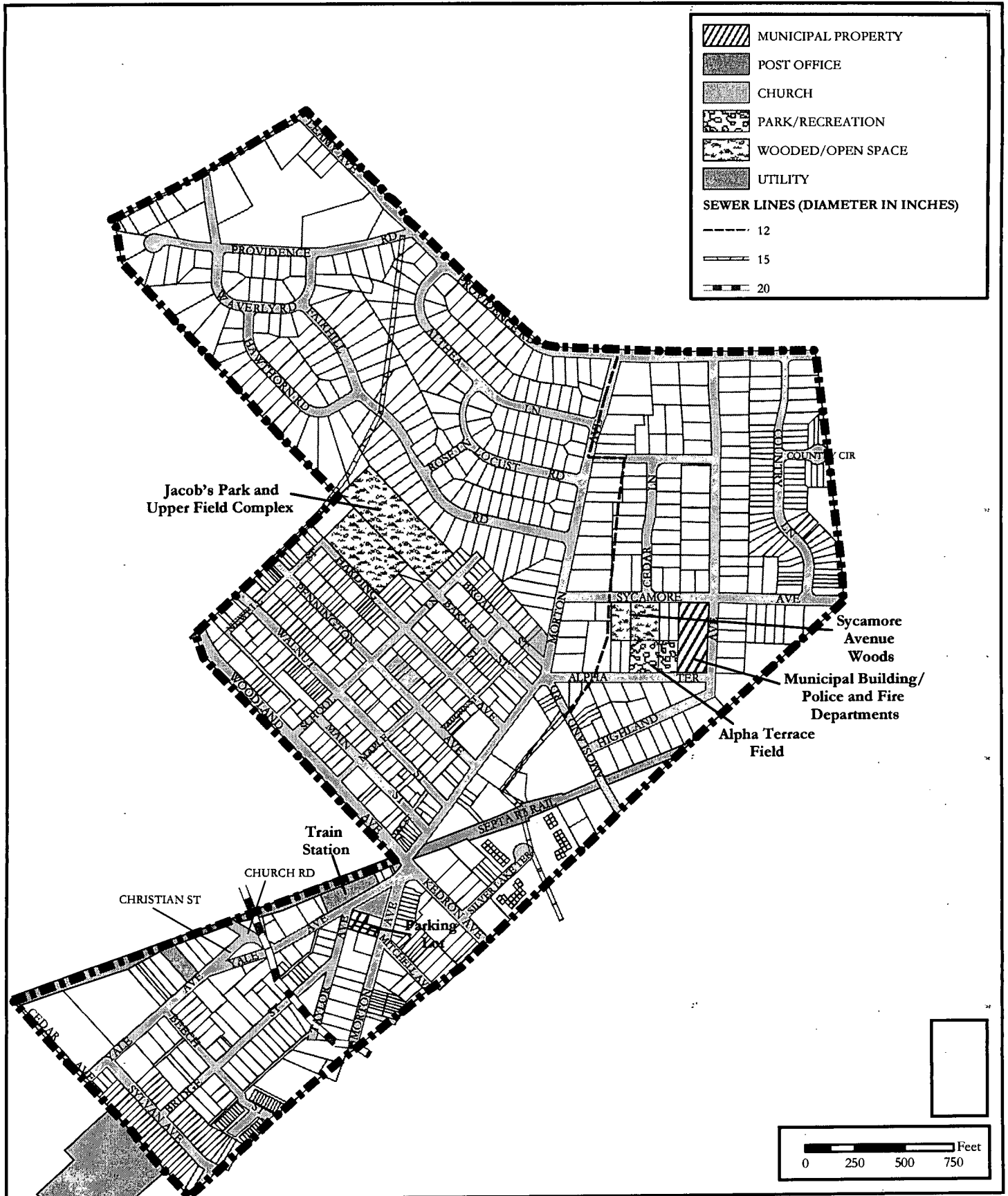
Citizen involvement in providing modern community facilities and services can help create an environment that attracts increased investment in itself. A municipality whose residents support these superior services is more attractive to both private investors and prospective residents.

Chapter 11 lists the funding programs and sources of technical assistance noted after each recommendation.

#### **EMERGENCY SERVICES**

The Delaware County Emergency Services Department operates its Communications and Management divisions from Lima, Middletown Township. An enhanced "911" system, regarded as one of the nation's best, reported 391,129 computer aided dispatch (CAD) calls Countywide in 2001. Requests for Borough police, fire, and ambulance assistance are received here and are routed to the proper local department. According to 911 statistics, in 2001 there were 3,942 responses for the Borough Police Department and 145 for the Fire Department. In extreme cases, surrounding municipalities or even those outside of the County can be reached via a common radio frequency.

The Borough and County both maintain emergency response plans. A local Emergency Management Director coordinates the local response with all other entities and has authority to initiate actions such as evacuations. The County Emergency Services Training Center ([www.delcoestc.org](http://www.delcoestc.org)) in Darby Township opened in the fall of 1992 and provides course instruction, training grounds, and facilities for 78 volunteer fire companies, 33 ambulance services, and 31 municipal police departments within Delaware County. Facilities include an indoor pistol range, burn building, confined space training, three-story live fire training building, propane training area, flashover simulator, driver's training area, and six classrooms.



Morton Borough

# Community Facilities Map 8-1

NOTES:  
 1. USGS - Municipal Boundary  
 2. Delaware County Board of Assessments - Parcels and Roads  
 3. Delaware County Planning Department - Community Facilities

Disclaimer  
 This map is for analytical purposes only. The reliability of this map depends on the accuracy of the underlying data sources which have not been verified.

Prepared by  
 Delaware County  
 Planning Department  
 2002

## Recommendations

The Borough should:

- 8-1 Continue to support the high level of service supplied by the County Emergency Services Department.
- 8-2 Perform an assessment of the visibility of street address numbers on homes. If this assessment reveals a need for better identification, the Borough should consider establishing a program of uniform house numbering and/or curb painting of street addresses to improve visibility. If participation is not forthcoming, the Borough can pass an ordinance requiring specific size and location of house numbers for public safety purposes.

## POLICE PROTECTION

The Morton Police Department provides 24-hour police service to Borough residents from its headquarters in the Community Center. In 2002, the Department employed four full-time and eight part-time officers, as well as a secretary. The Department operates four police cars and receives one new vehicle every two years from the Borough through a state leasing program. Additional equipment issued to each officer includes a sidearm, bulletproof vest, and portable radio.

The Federal Bureau of Investigation has set a guideline ratio for police coverage of 1.9 police officers per thousand residents.\* With a population of 2,715 (Census 2000), Morton Borough should be served by 5.16 officers. Because of the nature of part-time officers, there is no equitable way to compare them with full-time officers. However, with at least two officers on duty at all times, the four full-time and eight part-time officers are meeting their coverage and patrolling responsibilities.

The Department is facing a difficult decision regarding the direction it must take concerning full and part-time officers. The fiscal reality is that hiring part-time officers is cheaper overall than hiring full-time officers. Full-time officers require union-set minimum salaries, benefits, and pensions but typically remain on the force for a much longer period of time, which results in a higher level of return on the initial investment in each new officer. Part-time officers require a much lower hourly wage and no benefit or pension packages but have a higher turnover, necessitating more frequent training and outfitting of each new officer. Shift scheduling becomes much more difficult with part-time staff as well. Ultimately, the level of service provided the residents is higher with full-time officers.

\* Reports for the Federal Bureau of Investigation. *"Uniform Crime United States,"* 1993.

According to Pennsylvania State Act 120, all candidates for the police force are required to complete 760 hours of police related instruction at an approved police academy or school that offers the required courses. State Act 180 requires a two-day in-service program for all current officers, who then must undergo 40 additional hours of instruction each year on topics such as first aid and firearms training. Delaware County Community College is the principal County institution for training local police department personnel. Patrolmen also attend many additional seminars/courses related to specialized aspects of police work.

A Countywide mutual aid agreement exists for all police departments within the County, but no special agreements exist between the Borough and its nearest neighbors, Springfield and Ridley Townships. State Police officers, based locally in Media, offer support and patrols as needed.

The Police Department suffers from a lack of funding for capital improvements. As of 2002, the Department's communications infrastructure and computer software were in need of upgrading. These types of cyclical replacements require budgetary planning as is done for police vehicle leasing.

#### Recommendations

The Borough should:

- 8-3 Perform a study of the Police Department to determine its operating efficiency and the level of service being offered. This study should include a cost/benefit analysis of full-time versus part-time officers and determine the actual future manpower needs of the Department. From this, the Borough should determine a set hiring practice for officers.
- 8-4 Strive to keep up with technological advances in equipment, which is sometimes dependent on the supply of replacement parts as well as equipment upgrading done by surrounding municipalities and the County, which makes the Borough's equipment obsolete.
- 8-5 Support the Department in creating a community-oriented town watch program and developing walking or bicycling patrols.
- 8-6 Investigate the purchasing of retrofitted police vehicles outfitted with the latest technology in order to reduce capital expenditures.
- 8-7 Communicate with the Department as to its future needs and prepare for them in the annual budget.

## FIRE PROTECTION

Morton Fire Company Number 1, organized in 1891, is designated number 11 throughout the County. The Company operates two custom pumper fire engines (11-1 and 11-2), a GMC Jimmy truck, and a Chevrolet Caprice command car. See Appendix D for full details. The Company moved into its present location on Alpha Terrace, adjacent to the Community Center, in 1988. The Borough owns the building and land and leases it to the Company. Concerns include a need for new windows in the "firehouse" portion of the building and the aging technology of the hand radios, which are being made obsolete as surrounding communities and the County upgrade their radios. Firemen are called with beepers, as there is no siren system, which, while appeasing those who live near the siren, negates the ability to make a public mass alert in the case of an emergency.

Approximately 20 volunteer firefighters provide fire service for the Borough, and they are led by a Chief, Deputy Chief, Assistant Chief, two Lieutenants, and a Chief Engineer. The duties of the Chief include command control of all fire, rescue, hazardous materials (HAZMAT), anti-terrorist, and other emergency situations, incident investigation and reporting, and the planning of Company budgets and training activities.

The Company made 145 emergency call responses in 2001. Automatic (building) alarms, house and building fires, and alarms with no resultant fires constituted nearly half of those calls, while assistance to neighboring municipal companies accounted for over one third. Full mutual aid agreements exist throughout the County. The number of firefighters that respond fluctuates at all times but generally increases in the evenings and on weekends.

Training of fire personnel is an ongoing effort designed to enhance safety and improve performance levels by acquainting firefighters with the latest knowledge and techniques in firefighting methods and procedures. Members must successfully complete an initial basic training program ("Essentials of Firefighting") and attain advanced levels of competency in order to rise in rank. This training assures that those in command positions have the most up-to-date knowledge available. The Delaware County Training Center in Darby Township is a 20-acre facility complete with a 5-story drill tower and training simulators. Advanced fire science courses were previously taught at Delaware County Community College.

The viability of the Company lies in the continued commitment of its volunteers and their fundraising efforts, such as car washes, hoagie sales, flea markets, and a mailing campaign. The Borough supports the Company through annual appropriations in the municipal budget.

### Recommendations

The Borough should:

- 8-8 Support the Fire Company in its continued fundraising and recruitment efforts.



- 8-9 On behalf of the Fire Company, prepare letters of support whenever the Company applies for grants and awards.
- 8-10 Support legislation that benefits volunteer fire companies by writing Congressmen and State Senators and Representatives.
- 8-11 Take into account the physical condition of the Fire Company building when determining/budgeting/scheduling capital improvements.
- 8-12 Begin budgeting for new hand radios to replace the existing obsolete equipment.

## AMBULANCE SERVICE

Ambulance service for the Borough is provided by the Swarthmore Fire Company for basic life support (BLS\*) and Taylor Hospital for advanced life support (ALS\*\*). The BLS ambulance typically responds to vehicle crashes, building fires, or any incident where life hazards are perceived. The use of these two levels of service is known as a layered response system and is used throughout the County and state. As with police and fire services, mutual aid or "backup" agreements are in place with neighboring fire companies, hospitals, and municipalities. The response threshold time of ten minutes is currently being met as required by Act 45, the Pennsylvania Emergency Medical Services System Law of 1985.

## LIBRARY SERVICE

While there is no library within the Borough, residents may utilize the resources of all 26 public libraries and 4 associate member libraries throughout the Delaware County Library System (DCLS) ([www.delco.lib.pa.us](http://www.delco.lib.pa.us)). DCLS offers inter-library loans among all of its member libraries, a computerized catalog of over 1.2 million books, rotating collections of videotapes and books-on-tape, and a centralized film library. The nearest and most frequented libraries are those in Ridley and Springfield Townships, as well as at each public school within the Springfield School District (see Table 8-1).

The Ridley Township ([www.delco.lib.pa.us/ridleytwp](http://www.delco.lib.pa.us/ridleytwp)) and Springfield Township ([www.springfielddelco.org/library\\_of\\_springfield.htm](http://www.springfielddelco.org/library_of_springfield.htm)) Public Libraries both offer public internet access, color printers, and circulating collections that include CD-ROMs, videotapes, audio CDs, audio books on tape, and fine art prints. Children's programs include story times for toddlers through kindergarten and summer reading and science sessions. Each library is staffed by a Director and Children's Librarian, and Ridley Township has additional Librarians for adult and public services.

\* Basic life support service does not include invasive emergency techniques.

\*\* Advanced life support includes the most sophisticated service and the capability to use and administer invasive emergency techniques.

**TABLE 8-1****PUBLIC LIBRARY INFORMATION, 2002**

	Ridley Township	Springfield Township
Location:	100 E. MacDade Blvd.	70 Powell Road
Phone Number:	610-583-0593	610-543-2113
Hours:		
Monday-Thursday	9:00 a.m. - 9:00 p.m.	9:00 a.m. - 9:00 p.m.
Friday	9:00 a.m. - 5:00 p.m.	9:00 a.m. - 6:00 p.m.
Saturday	10:00 a.m. - 5:00 p.m.	9:00 a.m. - 4:00 p.m.
Sunday	1:00 p.m. - 4:30 p.m.	1:00 p.m. - 4:00 p.m.
Summer	Sat: 9:00 a.m. - 1 p.m. (Closed Sunday)	Sat: 12:00 p.m. - 4:00 p.m. (Closed Sunday)

Source: DCLS website

**MUNICIPAL PROPERTIES**

The Borough holds a limited amount of land in public ownership, as detailed in Table 8-2. Except for PA Route 420 (Woodland Avenue north of the SEPTA tracks, Kedron Avenue to the south), Baltimore Pike, and Morton Avenue between Rutledge Borough and Kedron Avenue, all streets and alleys are Borough property. The parking lot and roads are discussed in more detail in Chapter 6 – Transportation.

**Recommendation**

The Borough should:

- 8-13 Consider the possibility of purchasing the homes at 27 Sycamore Avenue and 16 Alpha Terrace. These properties would complete a large “block” of land that would be owned by the Borough, allowing it to better utilize the land it currently owns. See Chapter 5 – Land Use.

**TABLE 8-2****BOROUGH-OWNED PROPERTIES, 2002**

Name	Location	Size	Function
Jacob's Park and Upper Field complex	Harding Ave. and Newell St.	2.91 acres	Municipal park/open space, baseball field, playground, basketball court
Community Center complex, woods, and playground	Highland and Sycamore Aves.	2.36 acres	Borough offices, police and fire stations, gymnasium, playground, woods
Alpha Terrace Field	Alpha Terrace	0.93 acre	Athletic field
Metered parking lot	Between Morton and Taylor Aves.	0.28 acre	36 metered, angled spaces
Stormwater detention basin	Behind homes along Country Ln. at municipal boundary with Springfield Township	0.67 acre	Vegetated stormwater detention basin built in conjunction with Country Lane development

Sources: Borough of Morton; DCPD

## Community Center

The Community Center building is both the home of the local government and a multi-purpose facility dedicated to a variety of community activities. It contains a gymnasium and meeting space for various groups. An area referred to as Sycamore Avenue woods is located directly behind the complex. This area remains in a natural state and should be preserved for passive recreation.

## Open Space and Recreational Needs

Recreational open space should be evaluated in terms of active versus passive use. Passive open space serves a number of functions, including the protection of natural resources such as floodplains and woodlands, as well as offering aesthetic and psychological benefits to residents. Pocket parks and ball fields represent some of the most identifiable active open space opportunities.

Measuring current parkland acreage against numerical regional standards is one cursory way of determining whether recreational needs are being met. For a community of Morton Borough's size (2,715 total population, density of 7,541 persons/square mile), DVRPC recommends 6.17 acres of park and recreational area per 1,000 citizens. This ratio would require 16.8 acres, far more than the existing total of approximately 5.05 acres (see Table 8-3). These numerical standards, however, provide only a rough critique of the conditions in the Borough; the specific needs of the community should be based upon a variety of demographic factors.

## Recreational Opportunities

The "greening" of an urban area is not limited to developing recreational fields and playgrounds, but also includes establishing small "pocket parks" and community gardens on vacant properties. Many municipalities with characteristics similar to Morton Borough's have established protected open spaces and provided visual/scenic enhancements by restoring/reusing vacant and underutilized properties, utility corridors or rights-of-way, or stream corridors and floodplain areas for such passive "greening" efforts.

Because of the Borough's highly developed nature, it is important to utilize not only the open spaces and parks, but also the downtown and residential neighborhoods to create a sense of community. Providing a pedestrian-friendly downtown with links to parks, the Community Center complex, and train station would afford residents with many of the same benefits that they would gain from passive and active recreational areas.

Both the main stem and the East Branch of Stony Creek are bordered mainly by residential uses as they flow through the Borough. There is little usable public access to the creek. The stream is a natural feature that, with the exception of a few parcels, cannot

be utilized by residents for public recreation and enjoyment. However, these stream corridors present several opportunities. First, the portions of stream corridors under private ownership can, if properly managed through public education, serve to protect Borough residents from flooding and provide for visual relief in this urbanized environment. Second, the segments of stream corridor that lie within public property can, when feasible, be utilized to create a connection among parks, natural areas, community buildings, and business areas, elevating the quality of life for residents of the Borough. Properties with identified flooding problems should be considered for acquisition and inclusion in any greenway plans.

## Recommendations

The Borough should:

- 8-14 Devise a "Master Park Plan" to determine the adequacy of the existing recreational facilities and their potential for further public usage and investigate opportunities for riparian restoration.

Funding: Community Conservation Partnership Program

Technical Assistance: PA Department of Conservation and Natural Resources (DCNR)

- 8-15 Develop the Alpha Terrace field more fully with a regulation size ball field and support facilities including spectator bleachers, utilities, signage, and landscaping. Pedestrian access should be linked to the adjacent Borough properties, sidewalks, and off-street parking.

Funding: TEA-21 – Transportation Enhancements Program  
TEA-21 – CMAQ

- 8-16 Develop the Sycamore Avenue woods adjacent to the Community Center. This area would be an ideal location for a trail that could provide scenic relief and opportunities for passive recreation adjacent to other Borough facilities.

Funding: Community Conservation Partnership Program

- 8-17 Inventory and evaluate existing vacant and underutilized parcels for possible reuse/redevelopment for open space or recreational uses such as pocket parks.

Funding: Community Conservation Partnership Program

Technical Assistance: DCPD  
Pennsylvania Horticultural Society

For more information concerning recreational grant programs, contact the Environmental section of DCPD. Trail projects are eligible for state funding from DCNR and for federal funding from TEA-21 and other programs. Information on scenic improvements in more urbanized areas is available from the National Trust Main Streets Center at [www.mainst.org](http://www.mainst.org).

## EDUCATION

The children of Morton Borough join with those from Springfield Township in attending public schools within the Springfield School District and comprise slightly more than 10% of the total student body. The Borough has one representative on the nine-member Board of Directors. While there is no public school within the Borough, the nearest school in the District is Sabold Elementary on East Thomson Avenue, Springfield. All District facilities are described below in Table 8-4.

Springfield School District buses all students that live farther than one mile from their public school (the state-required distance is 1.5 miles). During the 2000-01 school year, 49% of public school students were bused to District schools, meaning half of the approximately 3,300 students received rides or "walked" to their school. In this same year, over 650 children living within the District chose to attend private or parochial schools both within (such as St. Francis, St. Kevin's, and Cardinal O'Hara) and outside (such as Archmere Academy, St. Aloysius Academy, St. Joseph's Prep) the District boundaries. The District, with a 2001-02 busing budget of over \$1.5 million, is required to transport these students to the school of their choice, ranging up to ten miles outside of the District. Total student population within the District's boundaries is 3,949.

**TABLE 8-4**

### **SPRINGFIELD SCHOOL DISTRICT FACILITIES, 2002**

Name	Location	Year Built/ Renovations	Grades	Phone # (610)
McLaughlin Education Center	111 West Leamy Avenue	Attached to high school building	Central Admin.	938-6000
Springfield High School	49 West Leamy Avenue	1953 - Additions to original building, 1957, 1969, 1978, late 1990s	9 - 12	938-6100
E. T. Richardson Middle School	20 West Woodland Avenue	1960; 1964, 1978, late 1990s	5 - 8	938-6300
Sabold Elementary	468 East Thomson Avenue	1954; 1955, 1978, late 1990s	K - 4	938-6500
Scenic Hills Elementary	235 Hillview Drive	1950; 1952, 1979, late 1990s	K - 4	938-6600

Source: Springfield School District

Since 1998, various physical improvements were made to all four school buildings when the District began implementing findings from its ten-year 1995-2005 Facilities Plan. Additions were made to both elementary schools, and renovations and reconfigurations were done at the middle and high school complexes.

As seen in Table 8-5 below, enrollment has been fairly steady and is expected to continue this trend into the near future. School capacity is not an issue, but maintenance is. The District is doing all it can with limited state assistance to provide safe and sound facilities in a rapidly changing educational environment.

**TABLE 8-5**

**SPRINGFIELD SCHOOL DISTRICT ENROLLMENT, 1995-2002**

Year	K - 4	5 - 8	9 - 12	Total
1995 - 1996	1,255	1,057	1,069	3,381
1996 - 1997	1,210	1,059	1,137	3,406
1997 - 1998	1,150	1,079	1,149	3,378
1998 - 1999	1,147	1,058	1,098	3,303
1999 - 2000	1,105	1,090	1,118	3,313
2000 - 2001	1,047	1,094	1,148	3,289
2001 - 2002	1,042	1,078	1,172	3,292

Source: Springfield School District officials

A computer learning aid called the "Compass Learning System" has been initiated at certain grade levels throughout the District. This system allows students to access assignments on the schools' computer network from terminals in the school or through a dial-up modem from their home computers. The software scores and tracks the students' progress, giving them immediate feedback, and provides the teacher with instant notification of when and how well the students perform their homework activities. This not only creates a better learning environment for the students, but also lessens the amount of time spent by teachers in collecting and grading homework, leaving more time for in-class and one-on-one instruction. This system benefits students in need of remedial exercises and those seeking advanced coursework. Administrators hope that within a few years, this technology will be utilized District-wide and in many more capacities.

Beyond the standard educational curriculum mandated by the State, Springfield High School offers a full selection of advanced placement and honors curriculums, and vocational technology is offered as both a half- and a full-day program. Of particular note are the progressive arts and woodworking programs, the latter being described as the finest in the state and perhaps the country. A wide variety of extra-curricular activities meant to broaden the scope and development of its students are also offered.

In 2001-02, the District employed 10 administrators, 205 support staff, and 246 professional staff (teachers) and operated with a budget of \$35,844,230. In cooperation with the Delaware County Intermediate Unit and other facilities as needed, a wide range of special education services are conducted for students ages 3-21 living within the District. A small percentage of students are eligible for free or reduced lunches (breakfast available only at the high school), which is both an indicator of the economic welfare of the student body and the level of state grant funding for which the District is eligible.

According to the District website, all schools, after undergoing rigorous examination and inspection, have been designated "Blue Ribbon Schools" by the U.S. Department of Education. Springfield High School is accredited by the Middle States Association of Colleges and Secondary Schools and the Pennsylvania Department of Education and has consistently received excellent financial ratings by Moody's, Standard & Poor's, etc.

The District publishes an annual "State of the District" report that contains extensive details and reports on finances, student demographics, facilities, and curriculums. It is currently operating under its 2000 Strategic Plan, a summary document intended to guide the District toward achieving the stated goals and objectives. For further information concerning the School District, contact the Central Administration or individual schools at the numbers provided in Table 8-4 or refer to their website at [www.springfieldsd-delco.org](http://www.springfieldsd-delco.org).

#### Recommendations

The Borough should:

- 8-18 Request that the District closely monitor enrollment changes to ensure cost-efficient operations in the future.
- 8-19 Seek funding to extend the sidewalk along Leamy Avenue from Providence Road north to Baltimore Pike for walking students.

Funding: CDBG  
TEA-21 – Surface Transportation Program

#### CHURCHES

There are three established religious congregations within the Borough. A brief history of each is noted below.

##### First Baptist

The First Baptist Church on the corner of Morton and Broad Streets was originally built in 1890 and serves approximately 175 parishioners, most of whom reside in the Borough. The church has been renovated with new heating, air conditioning, and speaker systems in recent years and offers a kitchen and multi-purpose room in its basement. A connected annex building offers rooms for Sunday School classes and meetings, as well as the Pastor's residence. The church owns one 14-passenger van and a vacant parcel of land on Harding Avenue. First Baptist regards itself as open to the community at large. Throughout the year, programs such as a Christmas play, summer youth activities, and Family and Friends and Unity Day celebrations are held. Handicapped accessibility to the sanctuary area is an issue the congregation must address

in the future, as retrofitting this structure with modern wheelchair ramps will prove to be a challenge.

### Kedron Methodist Episcopal

The Kedron Methodist Episcopal Church was chartered on May 20, 1863, but is generally regarded as being founded in 1860, one year after the Sunday School was started in a tenant farmhouse. This farmhouse became the first parsonage, was destroyed by fire in 1869, and was replaced by the existing parsonage in 1891. The church building, at the corner of Yale and Morton Avenues, was dedicated June 19, 1861. Referred to as the "Lighthouse on the Corner," the church is five years older than the town of Morton and ten years older than nearby Swarthmore College.

Thomas T. Tasker, a progressive area farmer and lay preacher, provided land from his West Kedron Farm for the church site and changed the original name of the church from "Stony Creek" to Kedron after his own farm. The name Kedron was derived from the word "Kidron," a brook and ravine near Jerusalem, and the "Kidron Valley" where a garden called Gethsemane was located, which was said to have been frequented by Jesus.

During the 1950s, a series of physical improvements were undertaken as the church neared its 100<sup>th</sup> anniversary, including the construction of five classrooms in the basement of the church and a kitchen remodeling. In the mid 1990s, the sanctuary received a new heating and air conditioning system and was made completely handicapped accessible. For 17 years, the church operated a thrift shop (closed in April of 2001) as a fundraising effort. The parish currently has approximately 135 parishioners, of whom 50 or so are active weekly, and offers a multi-purpose room and kitchen for functions and programs.

### Shorter A.M.E.

The Shorter African Methodist Episcopal Church was established in 1889. Prior to its formation, some African Americans in Morton had attended the Kedron Methodist Church. However, with an increasing number of African Americans migrating to Pennsylvania and the Borough from Maryland and Delaware, there was call for the formation of a church in Morton to minister to this population.

The first meetings were held in the home of Mr. and Mrs. Edward Lytle on Pennington Avenue. Mr. Lytle was later ordained and served as a local minister in the Shorter Church. The name Shorter was chosen to honor Bishop James Shorter, the 9<sup>th</sup> Bishop of the African American Methodist Episcopal Church.

When the congregation outgrew the Lytle's home, a small wooden church was built in 1891 that served as the site for church services and functions. In 1904, a new stone church was erected and dedicated at 111 Pennington Avenue, and to this day it serves as the congregation's home.



## UTILITIES

### Sanitary Sewers – Act 537 Planning

The Borough owns and operates a 40,090 linear foot sanitary sewer system, composed primarily of terracotta pipe (98%/2% PVC). The age of the sewer system components ranges from 50 to 80 years old. Therefore, their present poor condition is consistent with many problems characteristic of an aging conveyance system.

Morton Borough currently recognizes (adopted March 13, 2002, Resolution 02-03) the County's 2001 Act 537 Sewage Facilities Plan as its Official Municipal Act 537 Sewer Plan. This plan incorporates the results of individual I&I\* studies prepared by each of the municipalities and makes recommendations for the repair and future maintenance of each of the systems. Other general recommendations include implementation of a downspout disconnection program and consideration of a municipal flow-metering program. Specific recommendations for the Borough include slip lining pipes and the installation of manhole inserts. The Borough has committed to a long-term program implementing the corrective actions identified in the Borough's I&I study.

The Borough's sanitary sewer system is tributary to the Central Delaware County Authority (CDCA) system, which in turn is tributary to the DELCORA sewer system. Wastewater flows from CDCA are currently pumped to the City of Philadelphia for treatment via the Central Delaware Pump Station (Stewart and Sellers Avenue, Ridley Township), which is owned and operated by DELCORA. An upcoming pumping station diversion will redirect a portion of the existing flows away from the City of Philadelphia to DELCORA's Western Regional Treatment Plant in the City of Chester.

In July 1996, the previously mentioned I&I study was performed. It indicated that the Borough's system was in need of slip lining and the installation of manhole inserts. The County's Act 537 plan, which normalized gallons/cost across all municipalities in the study area, determined that implementation of the recommended corrective action plan could result in a 414,000 gallons per day (gpd) reduction in flows into the regional sewer system. The annual estimated rehabilitation cost based on a 5-year program period is \$11.01/EDU (equivalent dwelling unit), resulting in an estimated return on investment of 86.7% over 20 years.

The Borough currently pays CDCA for its share of the total flows into the system based on a proportionate share of EDUs. This annual billing share is approximately \$152,000/year, which in turn is passed on to municipal customers at a rate of \$125/year. If the Borough were to implement the corrective action plan recommended in the County's Act 537 Plan Update, metering may be necessary to document the

\* Inflow is defined as any surface runoff that enters a sewer system through manhole covers, exposed broken pipe and defective pipe joints, cross-connections between storm and sanitary sewers, and illegal associated connections of roof leaders, cellar drains, yard drains, or catch basins. Infiltration occurs when groundwater enters a sewer system through broken pipe joints or illegal connection of foundation drains.

associated flow reductions. In order to ensure that the Borough is credited for these reductions in flow, it may also be necessary to work with CDCA to amend its agreement with tributary municipalities to allow billing to take place on a metered basis.

#### Recommendations

The Borough should:

- 8-20 Continue implementing the corrective action plan specified in the Borough's 1996 I&I study included by reference in the County's Act 537 plan.

Funding: Act 537 Sewage Facilities Planning Grants

- 8-21 Consider implementation of a sewage flow-metering program to ensure return on investment from implementation of the corrective action plan.

Funding: CDBG  
PENNVEST

#### Water Service

Aqua Pennsylvania, Inc. is responsible for providing the Borough's water supply. Aqua Pennsylvania is supplied with raw water from Crum Creek and the Springton Reservoir and is supplemented by other out-of-County sources as well. The water company has adequate supplies to serve the long-term needs of the Borough's residents.

#### Recommendation

The Borough should:

- 8-22 Initiate discussions with Aqua Pennsylvania, Inc. about the upgrading/replacement of water lines. Existing 4-inch lines no longer provide adequate pressure and volume.

#### BOROUGH GOVERNMENT

The day-to-day operations of the local government were identified by the Task Force as an area in need of improvement. Efforts toward maximizing efficiency and providing the best services for the residents should be emphasized. PSAB and many other organizations and agencies are available to help local governments reorganize and improve their operations.

## Recommendations

### The Borough should:

- 8-23 Ensure the proper amount and condition of office working space for all Borough employees.
- 8-24 Employ technology upgrades that will streamline and empower daily operations and ultimately provide better service to residents.

## **CHAPTER 9**

### **IMPLEMENTATION**

#### **INTRODUCTION**

This comprehensive plan is a policy document intended to guide the ongoing development of the Borough. It outlines the community's vision and develops goals, objectives, and policies to achieve its vision. However, the plan, not being a regulatory instrument, only serves as a guide for managing growth and development within the Borough. The comprehensive plan should be the foundation for most local plans, programs, and regulations. The subdivision and land development and zoning ordinances should reflect the goals and objectives outlined in this plan.

Furthermore, Borough officials should consult this plan when confronted with new problems and issues. In particular, decisions regarding land use, transportation, community facilities, and other functional areas discussed should always be made only after consulting this plan. Proposals for amendments to the zoning and subdivision and land development ordinances should also be evaluated in terms of their compliance with this plan.

The comprehensive plan is only one part of a planning process for the Borough. In order for this plan to be effective, it must continually be revised as new information becomes available and new trends and conditions develop. In any case, the local Planning Commission should periodically review the findings and recommendations of this study annually and make necessary recommendations for revisions. An ad hoc planning committee should also conduct a thorough review and revision of the plan every three years and recommend necessary updates to Borough Council.

#### **ZONING ORDINANCE**

The zoning ordinance is the principal tool for implementing the comprehensive plan and for regulating the use of land. As noted in Chapter 5 – Land Use, the existing zoning ordinance contains deficiencies and inconsistencies in several areas, and a definite need for revisions exists. The revised ordinance must be prepared in accordance with this plan, modern zoning principles, and the provisions of the MPC. All revisions, as well as all proposed zoning changes, must comply with the consistency requirements of the MPC that are discussed in Chapter 5 – Land Use.

The advantages of basing a zoning ordinance on a comprehensive plan are that its provisions and districts will tend to be based on a carefully devised map showing the proposed future uses of land, as opposed to being prepared in a haphazard fashion. It will require fewer amendments, meet general consistency requirements, and be legally more defensible.

The existing zoning ordinance, adopted in 1995, has several districts that no longer reflect the direction in which the Borough wishes to go and are inconsistent with the recommendations of this comprehensive plan. These principal areas and recommendations are noted in Chapter 5 – Land Use, and for these reasons, a revised zoning ordinance should be prepared.

## SUBDIVISION AND LAND DEVELOPMENT ORDINANCE

A subdivision and land development ordinance (SALDO), used in concert with the zoning ordinance, ensures that developments are accomplished in a manner that allows for the maximum protection of the environment, adjacent uses, and the public. The SALDO is applicable when dividing land into two or more parcels, developing property, and laying out streets and utilities. The ordinance also applies in cases of improvement of land with a nonresidential building or the division of land or space among two or more prospective occupants. As such, it applies to proposed single office buildings, apartment buildings, and similar structures as well as to multiple-unit structures. This ordinance controls development features such as street widths, grades and curves, driveways, sight distances, lot design, sewage disposal, storm drainage, and recreational areas for new developments or additions/revisions to existing development.

The Borough does not have its own SALDO and uses the County's current land development and subdivision ordinance to regulate subdivisions and land developments. It must be noted, however, that there is very little subdivision and land development activity in Morton Borough, as it is nearly fully developed, and very few vacant or undeveloped parcels exist. However, the Borough should be concerned with regulations for both residential and nonresidential infill development at the size and scale that is appropriate throughout Morton Borough. In view of these possibilities, the Borough must decide if the County's ordinance is acceptable or if the Borough should prepare its own ordinance. DCPD will have a revised SALDO available for adoption by municipalities in the year 2005. The Borough should monitor this effort to determine the extent to which the new County ordinance will include provisions that address its expected subdivision and development needs.

## OFFICIAL MAP

Article IV of the MPC enables municipalities to prepare an official map. This map is intended to show "appropriate elements or portions of elements of the comprehensive plan...with regard to public lands and facilities, and which may include, but need not be limited to:"

- Existing and proposed public streets, watercourses, and public grounds, including widenings, extensions, openings, or closing of same.
- Existing and proposed public parks, playgrounds, and open space reservations.
- Pedestrian ways and easements.
- Railroad and transit rights-of-way and easements.

- Flood control basins, floodways and floodplains, stormwater management areas, and drainage easements.
- Support facilities, easements, and other properties held by public bodies undertaking the elements described in Section 301 of the MPC.

When a municipality creates an official map, it legally states its desired future use for that street, watercourse, or public ground. If a property owner submits an official request to develop or build on land that has been reserved in some way on an official map, the municipality has **one year** to purchase or begin condemnation proceedings to acquire the property. The map is, therefore, an important but seldom-used tool that can help municipalities plan the location and layout of future roads and public areas and react to undesired land development proposals. When combined and made consistent with a municipal SALDO, zoning ordinance, and comprehensive plan, an official map can give strength and validity to the Borough's wants and needs for future growth.

Although largely developed, the Borough should nevertheless consider the creation of an official map. In this manner, the Borough could take proactive measures in shaping important components of its future development, in contrast to simply reacting to developers' proposals.

## CAPITAL IMPROVEMENTS PROGRAM

The Capital Improvements Program incorporates planning and budgeting to ensure that the necessary funds are available for the purchase of equipment, land, buildings, and major renovations for large, relatively expensive items or projects. The Borough presently does not utilize an improvement program similar to this, but rather budgets yearly for anticipated repairs, replacements, upgrades, etc. Examples of capital improvement projects are storm and sanitary sewers, street improvements, recreational projects, construction or substantial building renovations, and the purchase of equipment such as fire trucks and police vehicles. Once identified, the projects must be prioritized by determining when projects would be of greatest benefit to the community. The ranking of a given project should be based upon the following criteria:

- Consistency with the comprehensive plan recommendations.
- Fulfillment of a pressing need.
- Extent of service.
- Scope of the project; i.e., how many citizens would be inconvenienced if the project were not done.
- Savings that will accrue to the Borough as a result of the project.
- Relationship with other projects in the Borough or abutting municipalities.
- Economic impact.
- Public support.

Capital programming is a process designed to anticipate what community projects are needed over the next five to fifteen years. The priority assigned to projects reflects their need. Projects may even be completed in phases and last for several years. The

Borough must determine what projects should be started immediately, those that should begin the following year, and those that may commence in two or three years. In setting these priorities, it is important to remember that many projects take several years to complete. By ranking projects, the Borough can budget money to spread their cost over a number of years or, under other circumstances, make large purchases in advance of actual use to avoid higher costs later. In short, this process lends a large degree of flexibility to purchasing and budgeting.

Another benefit of establishing a formal Capital Improvements Program is that by demonstrating this planning and budgeting process, chances for obtaining federal and state funding are often improved. Funding agencies are more likely to loan or grant money to a community that documents need and carefully plans for improvement.

In order to establish a capital programming process, the Borough should appoint a committee responsible for the evaluation and prioritization of capital projects. Borough Council, members of other local boards, the Borough Engineer, and other appropriate officials should work together in selecting and prioritizing projects for the Capital Improvements Program.

The operating budgets adopted annually throughout the period covered by the comprehensive plan are not generally considered to be major implementing devices. However, many of the policies established in the comprehensive plan need to be considered in the operating budget. Facility maintenance, code enforcement, housing rehabilitation, traffic control, zoning administration, and other activities required to achieve the goals and objectives set forth in the plan are funded annually in the Borough's operating budget. The level of services provided by the departments carrying out these functions will have a direct impact on the Borough's ability to carry out the policies set forth in the goals and objectives established in this comprehensive plan.

## CODE ENFORCEMENT PROGRAM

Code enforcement activity represents another method of implementing this plan. The various codes used by the Borough have an important role in assuring that new construction, rehabilitation, and conversions are constructed with proper materials and appropriate construction methods, do not fall below industry standards, or create a safety hazard.

The primary responsibilities of the local CEO are to inspect all building components of new construction, additions, alterations, and the repair of structures. This includes:

- Reviewing construction plans for conformance with Borough codes and ordinances.
- Explaining building and plumbing code requirements to contractors and homeowners to assist them in complying with the code requirements.
- Issuing a certificate of occupancy on all residential, commercial, and industrial projects once they have satisfactorily met applicable codes.

The code enforcement program has a direct effect on the zoning ordinance. Even if a zoning ordinance is well-conceived and crafted, the true test of its effectiveness lies in its administration. Good enforcement procedures are likely to result in optimum compliance – the real objective.

## INTERGOVERNMENTAL COOPERATION

Often there are times when the finances, personnel, and/or expertise of one municipality are insufficient to deal with problems that either cut across municipal boundaries or can be handled more cost-effectively when provided through a joint municipal effort. The Intergovernmental Cooperation Act of 1972 permits the governing body of a municipality to enter into agreements with other municipalities to pursue any recognized municipal activities or functions. Similarly, the MPC provides for the formation and operation of joint planning commissions and encourages the preparation of multi-municipal comprehensive plans and zoning ordinances.

Another method of intergovernmental cooperation is the formation of a COG. As defined by state law, a COG is a voluntary association of municipalities working together under a written agreement toward the solution of a common problem. Although COGs do not have the power to implement or finance their decisions, their formation provides a forum for discussing common problems and issues. By participating in a COG, a municipality makes regional decisions that directly influence the health and well-being of its residents and business community.

Examples of areas in which joint action can be particularly beneficial are joint purchases of capital equipment such as police and fire protection vehicles and joint purchases of materials and supplies. Joint applications for grants and studies can also prove beneficial to all participants. Transportation improvements, such as synchronizing traffic signals along a corridor, can benefit the community and region.

## CITIZEN INVOLVEMENT

Shaping the growth of a community requires active citizen participation. The Borough administration places great importance on the opinions of its residents and business community. The development of this comprehensive plan is a testament to that commitment.

Our system of law emphasizes private rights. Therefore, it is the duty of private groups and citizens to act constructively in community affairs. Participation in the planning process must be a positive effort as criticism alone is not sufficient. Citizens offering constructive alternatives are vital to the operation of government.

Each person who is concerned with the future of Morton Borough should educate himself about the problems and challenges facing the Borough. The comprehensive plan should be used in this informational process. It provides background studies that contain



important statistical data and makes recommendations for land use, transportation, natural and historic resources, housing stock, and community facilities based on the data.

The comprehensive plan is, however, only a tool to guide development. For it to be successfully implemented, this plan must have the support of Borough residents.

## PLANNING PROCESS

The completion of this comprehensive plan does not conclude the planning process in Morton Borough. Rather, it is the first step in planning for future development and the provision of municipal facilities and services. The Borough Planning Commission, with the aid of other Borough officials, is the custodian of this plan. The Borough should use a variety of methods to pursue an effective planning program:

- Initiate a continuing planning program that is essential for the implementation of the comprehensive plan.
- The Planning Commission should annually publish summaries of its work, emphasizing the positive role it plays in the ongoing development of the Borough and the role of the comprehensive plan in community life.
- A Planning Committee (consisting of members of Borough Council, the Planning Commission, the Zoning Hearing Board, and other local officials) should regularly review the comprehensive plan to ensure that developments, events, and conditions are adequately reflected. A formal review and update of this plan should be conducted as conditions warrant or at least once every three years.
- Participate in the work of the County and regional agencies which have an interest in planning for this area.
- Emphasis should be placed on coordinating efforts with those of surrounding municipalities. Planning for public facilities including sewerage, water, transportation, and recreational areas as well as land use planning should be coordinated among municipalities to as great a degree as possible.
- Borough Council should appoint a committee to evaluate and prioritize capital projects (see Capital Improvements Program section above).

## FUNDING

Chapter 11 - Funding and Technical Assistance provides information regarding the principal funding programs and sources of technical assistance for the recommended actions discussed throughout the plan. This chapter is intended to assist the Borough in actually implementing the comprehensive plan by providing a direct link between recommendations and assistance. Where a recommendation is made and there are

## **CHAPTER 10**

### **THREE-YEAR ACTION PLAN**

After the comprehensive plan is adopted, the municipality sometimes finds it difficult to decide which recommendations should be implemented first. Also, since comprehensive plans usually have a time horizon of about ten years, the recommendations contained therein may seem remote. There is often no "blueprint" or schedule for action, and, therefore, action on the plan tends to be repeatedly delayed.

For these reasons, this Three-year Action Plan identifies the actions that should be carried out in the first three years. It groups the recommendations into four common themes or categories of actions to be used in the approximate sequence listed for the most effective implementation of the comprehensive plan (see Appendix E).

This sequence is intended only as a guideline. The realities of municipal agendas are affected by a variety of factors, including previous commitments, the actors involved, funding considerations, contractual obligations, etc. However, to the extent possible within these limitations, the Borough should strive to adhere to this Action Plan.

#### **REVISE AND ENFORCE ORDINANCES**

##### **Chapter 4 – Environment**

###### **4-2**

Closely follow the consistency requirement in Section 603 of the MPC when revising the zoning ordinance.

###### **4-4**

Through zoning, require buffering and other protective activities to enhance the integrity of these wetlands.

Funding:	Community Conservation Partnership Program
	Delaware County Conservation District
	Growing Greener Program

Technical Assistance:	DEP
	DCPD

###### **4-5**

Closely enforce its ordinances dealing with floodplain development, including prohibition of structures such as sheds or storage of loose or floatable items, and enact any amendments necessary as new Flood Insurance Rate Maps become available or regulations change.

Funding: DCED – Floodplain Land Use Assistance Program  
DCED – LUPTAP  
Growing Greener Program

Technical Assistance: DEP

#### **4-8**

Protect the riparian buffer and floodplain area along the unnamed tributary of Stony Creek, as well as the East Branch of Stony Creek. Such protection can be accomplished through stream restoration projects, possibly in conjunction with an open space/park initiative. An additional method of protecting the floodplain is a “no-mow” ordinance requiring residents to maintain a vegetated buffer along the rear of their properties adjacent to the stream.

Funding: CDBG  
Delaware County Conservation District  
Growing Greener Program

Technical Assistance: DEP

### **Chapter 5 – Land Use**

#### **5-4**

Revise the Special Office (SO) district provisions in the zoning ordinance, allowing only the desired types of uses and requiring common access drives and adequate parking standards.

#### **5-5**

Through zoning revisions, require developers to provide common features such as plazas, landscaping, signage, pedestrian amenities, and façade improvements.

Funding: TEA-21 – Transportation Enhancements Program

Technical Assistance: DCPD

#### **5-15**

Revise the zoning ordinance to change the Neighborhood Commercial (NC) district to the Central Business (CB) district, requiring mixed use development and innovative ways to foster pedestrian traffic. Expand the boundaries of this district per the description above.

Funding: DCED

Technical Assistance: DCPD

#### **5-17**

To the extent feasible in a built-up community such as Morton Borough, reorganize residential zoning into three classes generally based on the low, medium, and high standards that allow residential uses of only those approximate densities. As part of this effort, create an "apartment" class similar to the existing R-4 to encompass any structure that is/was designed and built in an apartment building fashion (e.g., Lord Baltimore Apartments on Providence Road and Leamy Avenue).

Funding: DCED

Technical Assistance: DCPD

#### **5-18**

Create a Central Business (CB) district that will focus on the parcels along Morton, Kedron, and Yale Avenues, most of which are south of the SEPTA R3 Elwyn regional rail line (see Map 5-2 for reference). The businesses permitted by right should be pedestrian oriented, offering goods and services of the frequent or quick shopping trip variety, such as flower shops, hair salons, and eateries. The CB district should be designed as a mixed use district that allows apartments on second and third floors above retail and other commercial establishments. This arrangement will provide a customer base and locate people close to public transportation and services, eliminating or decreasing the need for automobile trips. Where possible, development should follow the principles of TOD to take advantage of the market desire for apartments near commercial uses and transportation hubs.

Funding: DCED

Technical Assistance: DCPD

#### **5-19**

In the CB district and other districts with higher density development, consideration should be given to area, width, and particularly setbacks of existing structures when preparing new dimensional regulations so that a harmonious, aesthetic streetscape can be maintained. For example, it may be that requiring a deeper setback for new (infill) development than that which was "traditionally" built will only produce a haphazard looking neighborhood. Efforts should be made to build upon the existing positives, not move away from them with inappropriate dimensional standards.

#### **5-20**

Establish thorough and strict performance and design standards for all districts. Local zoning should provide standards to control the impacts from noise, vibration, smoke, odors, and air pollution as well as design features such as parking, lighting, access drives, and trash container location.

**5-21**

Rezone the Highland/Sycamore Avenues/SEPTA R3 Elwyn regional rail line parcels as Industrial, adding strict screening and buffering standards as well as restrictions on the hours of operation of trucks and driving through residential streets.

**5-22**

Create a Park/Recreation district encompassing the existing Jacob's Park parcels (currently zoned R-3) and the open space near the Community Center building on Sycamore Avenue (currently zoned R-1).

**5-23**

Zone the entire block between Alpha Terrace and Sycamore Avenue and Morton and Highland Avenues (currently R-1) as Institutional (I) in the hopes of one day coming under complete ownership of the Borough. However, it is unlikely that the properties fronting on Morton Avenue will become available in this plan's time frame. The parcels adjacent to the current Borough properties in this block, however, have a higher probability of acquisition and would provide more immediate benefits in the expansion and full development of the Community Center complex.

**5-24**

Create a Highway Commercial (HC) district encompassing the uses currently fronting on Baltimore Pike. As one of the major east-west corridors in the County, tens of thousands of cars pass these businesses daily. These uses are characterized as automobile oriented, serving large numbers of customers, and having large buildings and parking areas.

**5-25**

Change the existing Special Office (SO) district to an Office/Commercial (OC) district along Woodland Avenue and possibly include a portion of North Morton and Yale Avenues. This district should allow service-oriented businesses that generate less customer traffic, with an intensity of use between that of the CB and HC districts. Since this district is recommended to be located along important roads, issues like access, sidewalks, screening, buffering, and performance standards need to be carefully written to make these areas function as envisioned by the Borough.

**5-26**

Seek educational training for the CEO and Building Inspector so that they can more completely fulfill their job descriptions to the extent allowable.

Technical Assistance: PSAB

**5-27**

Conduct inspections for adherence to codes at designated (written) regular intervals.

**5-28**

Re-evaluate the duties of the Building Inspector to ensure that he is not performing the duties that should be performed by the CEO or Zoning Officer.

**5-29**

Utilize clear and concise standard forms for code enforcement.

**5-30**

Ensure that an enforcement notice (Section 616.1 of the MPC) is issued for **every** observed violation.

**5-31**

Increase the fee penalties for infractions. Increased fees will encourage violators to comply with the ordinances. The goal is not to punish, but to gain compliance.

**5-32**

Clearly state on the enforcement notice that the violator may be subject to costs as set forth by Section 617.2(a) of the MPC.

**5-33**

Follow up **all** enforcement notice noncompliance with the issuance of a citation, which is current practice. The Borough needs to advise the violator of the specific amount he will be fined if he does not comply within a given number of days (10, 30, etc.). The Borough's citation form must also advise the violator that, in the event of further non-compliance, the matter could be brought before the District Justice as provided for in Section 617.2(a) of the MPC.

**5-34**

Adopt a use and occupancy ordinance that lists items that must be in compliance before a certificate of occupancy is issued.

**Chapter 6 – Transportation**

**6-8**

Enact an ordinance identifying streets on which heavy trucks are permitted and not permitted, including fines which would help pay for damage caused by trucks.

**6-13**

Place restrictions on on-street parking on Silver Lake Terrace to prevent SEPTA train commuters from parking there. The Borough could limit parking to 15 or 30 minutes; this would permit Wawa customers to park on the street if the parking lot is full. The Borough could also ask residents along Silver Lake Terrace if they would like a parking permit program to prevent nonresidents from parking on that street; this would prevent both SEPTA and Wawa customers from parking on the street.

## **Chapter 7 – Housing**

### **7-1**

Initiate the vigilant inspection of rental units by strict enforcement of the BOCA National Property Maintenance Code and any other appropriate local ordinances.

### **7-13**

Revise the zoning ordinance and make changes to ensure that regulations provide for construction of infill housing having a design and quality attractive to today's home buyer and in keeping with the size and scale of the neighboring housing stock.

## **Chapter 8 – Community Facilities**

### **8-15**

Develop the Alpha Terrace field more fully with a regulation size ball field and support facilities including spectator bleachers, utilities, signage, and landscaping. Pedestrian access should be linked to the adjacent Borough properties, sidewalks, and off-street parking.

Funding:

TEA-21 – Transportation Enhancements Program  
TEA-21 – CMAQ

## **Chapter 9 – Implementation**

Pass an ordinance creating an official map for the purposes described in Chapter 9.

Pass an ordinance establishing a Capital Improvements Program for the benefits described in Chapter 9.

## **ESTABLISH BOARDS, COMMISSIONS, AND CONTACTS**

## **Chapter 4 – Environment**

### **4-9**

Partner with other municipalities located in the Darby/Stony Creek sub-watershed to consider the most effective courses of action to protect the stream from the impacts of stormwater (see below) and to enhance the health of the stream for public enjoyment. These municipalities include Springfield Township upstream and Rutledge and Ridley Park Boroughs and Ridley Township downstream.

### **4-11**

Establish an EAC to advise the Borough on various environmental problems and issues. This group could spearhead both the storm drain stenciling project and an accompanying public education program for residents and businesses. This program should highlight how activities such as over-fertilization of lawns, dumping of motor oil, and failure to clean up after pets contribute to the level of water pollution.

**4-12**

Work with DCPD and DEP to develop local stormwater management regulations governing both quantity and quality of stormwater in accordance with the Darby and Cobbs Creeks and the Crum Creek Act 167 stormwater management plans.

Funding: DEP-Act 167 Chapter 111 Funding  
CDBG  
Local

Technical Assistance: DCPD  
DEP

**4-19**

Participate in both the Darby-Cobbs and the Crum Creek Watershed Partnerships and coordinate municipal watershed activities with some of the existing programs and activities.

Technical Assistance: Darby-Cobbs Watershed Partnership  
Crum Creek Watershed Partnership

**Chapter 5 – Land Use****5-7**

Conduct meetings with the owners/operators of the industrial parcels to discuss the Borough's issues and problems with them and to get an idea as to the owners' future plans for the sites.

**5-9**

Establish commercial and mixed uses through demolition or reuse of existing buildings and encourage owners to improve the appearance of the industrial properties by providing landscaping and screening to beautify them and to shield the parking and unattractive features from view from the road and sidewalk.

Funding: TEA-21 – Transportation Enhancements Program  
Private Improvements

**5-15**

Revise the zoning ordinance to change the Neighborhood Commercial (NC) district to the Central Business (CB) district, requiring mixed use development and innovative ways to foster pedestrian traffic. Expand the boundaries of this district per the description above.

Funding: DCED

Technical Assistance: DCPD



## **Chapter 6 – Transportation**

### **6-2**

Propose to Springfield and Ridley Townships, PennDOT, and SEPTA that a closed-loop signal system be constructed to coordinate traffic signal timing on Route 420 between Baltimore Pike and Franklin Avenue. Signal operations could be monitored, and timing could be immediately adjusted to improve traffic flow.

Funding: TEA-21 – NHS

### **6-3**

Work with DCPD to obtain funding for a feasibility study of grade-separating the SEPTA R3 line road crossings, including the Woodland/Kedron Avenue crossing.

Funding: TEA-21 – Earmarked Funds

### **6-4**

Request that SEPTA and PennDOT provide crossing gates at the Amosland Road crossing that block the entire width of the street on both sides of the tracks to prevent drivers from going around the gates.

Funding: TEA-21 – Earmarked Funds

### **6-10**

Negotiate easements with property owners to construct professionally designed “Welcome” signs on Woodland Avenue southbound, Kedron Avenue northbound, and both entrances on Morton Avenue. The southbound Woodland Avenue sign could be on the Morton Borough side of the street (the east side) just north of the BJ’s entrance, since the west side is Springfield Township until one reaches the SEPTA tracks.

Funding: TEA-21 – Transportation Enhancements Program

### **6-14**

Request that SEPTA examine areas to expand its parking lots so that commuters do not park in residential areas. Also, request that SEPTA explore leasing part of its private lot north of the train station and purchasing the private lot on Church Road as a way to increase its utilization.

Funding: TEA-21

### **6-18**

Discuss the Bicyclists’ Baltimore Pike bicycle route improvements with DCPD and DVRPC staffs and approve the use of portions of Yale, Sylvan, and Mitchell Avenues for the route.

Funding: TEA-21 – CMAQ  
TEA-21 – Surface Transportation Program

**6-19**

Encourage employers, businesses, apartment complexes, the post office, and SEPTA to provide bicycle/parking facilities for residents, employees, shoppers, and commuters. The Borough should install bicycle parking at the Community Center. Inverted “U” parking devices are the preferable type, since they secure bicycles safely and prevent rack-caused damage to bicycles.

Funding: Private Improvements

**6-22**

Meet with employers and TMA staff to discuss car and van pool programs and the TransitChek® program so as to make ridesharing and transit use more attractive and make work sites more accessible to existing and potential employees who do not have access to cars.

Funding: TMA  
Local

**Chapter 7 – Housing**

**7-7**

Encourage residents to form neighborhood associations that address neighborhood issues such as homeownership, maintenance, public safety, and neighborhood beautification.

**7-8**

Facilitate and/or partner with a citizen housing committee made up of homeowners and renters to develop a program with the Borough to address the housing needs of residents.

**7-18**

Partner with a local lending institution to offer a low-interest home equity loan program to rehabilitate owner-occupied properties whose owners have incomes greater than 80% of the MFI, which would allow existing owners to add amenities not present.

**Chapter 8 – Community Facilities**

**8-10**

Support legislation that benefits volunteer fire companies by writing Congressmen and State Senators and Representatives.

**8-18**

Request that the District closely monitor enrollment changes to ensure cost-efficient operations in the future.

**8-22**

Initiate discussions with Aqua Pennsylvania, Inc. (formerly Philadelphia Suburban Water Company) about the upgrading/replacement of water lines. Existing 4-inch lines no longer provide adequate pressure and volume.

**PERFORM SURVEYS AND FURTHER STUDIES AND SEEK FUNDING****Chapter 3 – Community Profile****3-4**

Conduct an historic resource survey based on the preliminary historic inventory in Appendix A.

Funding: PHMC

Technical Assistance: DCPD

**Chapter 4 – Environment****4-14**

Pursue funding for installation, expansion, repair, and replacement of storm sewer system components as the need arises.

Funding: DCED  
PENNVEST

**Chapter 5 – Land Use****5-1**

Conduct a survey and/or study to declare the Woodland/Morton Avenues site a “redevelopment area,” then redevelop the block as a well-designed and fully landscaped parking lot.

Funding: CDBG

Technical Assistance: OHCD

**5-3**

Consider seeking “redevelopment area” status and, if successful, apply for redevelopment funds to improve the functioning and appearance of properties fronting on this roadway segment.

Funding: CDBG

### **5-16**

Seek funding for sidewalk improvements, benches, street trees, common decorative lighting, decorative paving, planters, and general pedestrian amenities to beautify and lend unity to the area.

Funding: TEA-21 – Transportation Enhancements Program  
TEA-21 – NHS  
TEA-21 – Surface Transportation Program

Technical Assistance: Borough Engineer  
PennDOT

## **Chapter 7 – Housing**

### **7-9**

Based on the Housing Conditions section and supplemented by local surveys, designate and prioritize blocks and areas of the Borough in need of rehabilitation and then commence rehabilitation activities.

Funding: Delaware County Owner-occupied Housing Rehabilitation Program  
Home Improvement Loan Program  
PA Access Program  
Delaware County Weatherization Program

## **Chapter 8 – Community Facilities**

### **8-2**

Perform an assessment of the visibility of street address numbers on homes. If this assessment reveals a need for better identification, the Borough should consider establishing a program of uniform house numbering and/or curb painting of street addresses to improve visibility. If participation is not forthcoming, the Borough can pass an ordinance requiring specific size and location of house numbers for public safety purposes.

### **8-3**

Perform a study of the Police Department to determine its operating efficiency and the level of service being offered. This study should include a cost/benefit analysis of full-time versus part-time officers and determine the actual future manpower needs of the Department. From this, the Borough should determine a set hiring practice for officers.

### **8-14**

Devise a "Master Park Plan" to determine the adequacy of the existing recreational facilities and their potential for further public usage and investigate opportunities for riparian restoration.

## CHAPTER 11

### FUNDING AND TECHNICAL ASSISTANCE

#### INTRODUCTION

Listed below are the principal funding programs and sources of technical assistance for the topics, issues, and recommended actions discussed in the chapters of this plan. They are referenced chronologically as they appear in the plan. Where a particular funding entity has multiple programs, they are sub-referenced, e.g., a,b,c, etc.

#### FUNDING

**1. Community Development Block Grant (CDBG)**

Delaware County Office of Housing and Community Development (OHCD),  
600 N. Jackson St.  
Room 101,  
Media, PA 19063  
(610) 891-5425  
[www.co.delaware.pa.us](http://www.co.delaware.pa.us)

Delaware County is entitled to receive an annual grant from the CDBG Program operated by HUD. CDBGs enable local governments to develop viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for low- and moderate-income persons. Since these funds come in a "block" and not in a predetermined spending package, the County and participating municipalities are free to determine how the money is to be spent based on individual community development needs. This allows the flexibility for communities to undertake projects which address their specific needs, provided that they are eligible. Eligible projects include construction of public improvements, such as streets, curbs, sidewalks, historic preservation, and water and sewer facilities.

**2. Delaware County Housing Development Fund (HDF)**

Delaware County Office of Housing and Community Development (OHCD),  
600 N. Jackson St.  
Room 101,  
Media, PA 19063  
(610) 891-5425  
[www.co.delaware.pa.us](http://www.co.delaware.pa.us)

This initiative of Delaware County Council and OHCD intends to promote the production and improvement of affordable rental and homeowner housing. Delaware County utilizes the federal HOME Investment Partnership (HOME) Program and CDBG Program funds in combination with its Affordable Housing Fund (AHF) to maximize the funds available in the HDF.

OHCD is responsible for distributing applications, handling all correspondence, evaluating proposals, making recommendations to County Council, and coordinating the award of HDFs. OHCD accepts applications for funding from nonprofit organizations, for-profit corporations, limited partnerships, and government agencies.

**3. Department of Community and Economic Development (DCED)**

400 North St. 4<sup>th</sup> Floor  
Commonwealth Keystone  
Building, Harrisburg,  
PA 17120-0225  
(717) 787-8158  
1-888-2223-6837  
[www.inventpa.com](http://www.inventpa.com)

As the one-stop shop for all Pennsylvania local governments, the Governor's Center for Local Government Services provides a full range of technical and financial assistance to local governments. The Center's mission is to serve as the principal advocate for local governments, to provide vital programs and services to local officials and municipal employees, including training, and to cut through red tape to solve problems at the local level.

- a) **HOME Investment Partnership Program**  
Funding program for housing rehabilitation, public services, community facilities, infrastructure improvement, development, and planning.
- b) **Main Street Program**  
Funding and business assistance program targets development opportunities into downtown areas of municipalities and provides five-year assistance for the hiring of a full-time coordinator to oversee a comprehensive revitalization program.
- c) **Community Revitalization Program**  
This state-funded grant program supports local initiatives that improve the stability of communities and enhance local economic conditions. Fund uses are community development activities that are necessary for a community to enhance quality of life and/or become competitive for business retention, expansion, and attraction.
- d) **Floodplain Land Use Assistance Program**  
This program provides grants and technical assistance to municipalities to comply with the requirements of the National Flood Insurance Program and the Pennsylvania Floodplain Management Act (Act 166 of 1978). Grants can be a maximum of 50% of the eligible costs with no maximum dollar limit.
- e) **Land Use Planning and Technical Assistance Program (LUPTAP)**  
Grants and technical assistance are provided for local governments to prepare comprehensive plans and strategies, as well as the ordinances to implement their plans. One of its main objectives is to promote and encourage the sharing of municipal services, joint planning and zoning, and the application of advanced technology at the local level.
- f) **Single Application Program**  
State Senators and Representatives, like their federal counterparts, can provide special funding for various local projects. This program is administered by DCED and is called the Single Application Program.

**4. The Federal  
Transportation Equity Act  
for the 21<sup>st</sup> Century  
(TEA-21)**

Don Shanis  
DVRPC  
8<sup>th</sup> Floor,  
190 North Independence  
Mall West,  
Philadelphia,  
PA 19106-1572  
(215) 238-2898  
[www.dvrpc.org](http://www.dvrpc.org)

Vince Mammano  
FHWA  
1760 Market St.  
Philadelphia,  
PA 19103  
(215) 656-7056  
[www.fhwa.dot.gov](http://www.fhwa.dot.gov)

U.S. General Assembly  
[www.legis.state.pa.us](http://www.legis.state.pa.us)

PennDOT  
7000 Geerdes Blvd.,  
King of Prussia,  
PA 19406-1525  
(610) 205-6700  
[www.dot.state.pa.us](http://www.dot.state.pa.us)

The Federal Transportation Equity Act for the 21st Century, known commonly as TEA-21, contains several funding programs for eligible transportation projects. TEA-21 also provides funding for public transit projects and services. Capital improvements for bus and rail service as well as operating and maintenance subsidies are available. In addition, TEA-21 requires that transit authorities such as SEPTA set aside up to 1% of their federal capital subsidies for transit enhancements.

- a) **Transportation Enhancements Program (PennDOT)**  
This program provides funding for activities such as pedestrian and bicycle facilities and educational activities, landscaping or scenic beautification, historic preservation of transportation-related resources, rehabilitation and operation of historic transportation resources, control and removal of outdoor advertising, and establishment of transportation museums.
- b) **Congestion Mitigation and Air Quality Improvement Program (CMAQ).**  
This program funds transportation projects that reduce congestion and improve air quality. Eligible projects include transit improvements, shared ride services, traffic flow improvements, demand management strategies, pedestrian and bicycle facilities and programs, inspection and maintenance programs, and alternative fuel projects.
- c) **National Highway System (NHS)**  
The NHS includes Route 420 through Morton, which allows PennDOT to utilize NHS funds for any improvements to this road, including traffic signal improvements and sidewalks.
- d) **Earmarked Funds**  
United States Senators and Representatives earmark funding for specific projects in federal authorization and appropriations bills. Earmarked funds set aside funding to be used for those projects only. Contact your local representative for more information.
- e) **Surface Transportation Program**  
This program provides funding for transportation improvements on the federal-aid highway system (other than the NHS), the public transportation system, or for bicycle and pedestrian facilities.

**5. Keystone Historic Preservation Grant Program**

Bureau for Historic Preservation,  
Commonwealth  
Keystone Building,  
400 North Street,  
Harrisburg,  
PA 17120-0093  
1-800-201-3231

Funding under this program is available to nonprofit organizations and local governments for capital improvements on historic resources listed in or eligible for listing in the National Register of Historic Places. Funding is available in the categories of preservation, restoration, and rehabilitation.

**6. Pennsylvania Historical and Museum Commission (PHMC)**

Bureau for Historic Preservation,  
Commonwealth  
Keystone Building,  
400 North Street,  
Harrisburg,  
PA 17120-0093  
1-800-201-3231  
[www.phmc.state.pa.us](http://www.phmc.state.pa.us)

Historic preservation grants are available to support projects in the categories of cultural resource surveys, National Register nominations, planning and development assistance, educational and interpretive programs, and archaeology. The grants are administered on a competitive basis and are available in two different amounts: no match required to \$5,000 and matching to \$15,000. The maximum award is \$15,000, and the awards are made annually based on a peer review process.

**7. Community Conservation Partnership Program**

Department of Conservation and Natural Resources (DCNR)

Southeast Regional Field Offices

Don Gephart or  
Fran Rubert  
908 State Office Bldg.  
1400 Spring Garden St.  
Philadelphia,  
PA 19130  
[dgephart@state.pa.us](mailto:dgephart@state.pa.us)  
or [frubert@state.pa.us](mailto:frubert@state.pa.us)  
Tel: (215) 560-1182  
or (215) 560-1183  
Fax: (215) 560-6722

The Community Conservation Partnership Program is a combination of several funding sources and grant programs. This initiative joins DCNR with communities, nonprofit groups, and the private sector in conserving Pennsylvania's valuable natural and cultural heritage. DCNR partnerships involve greenways, open spaces, community parks, rail trails, river corridors, natural areas, indoor and outdoor recreation, and environmental education. Agency programs will be linked with efforts to conserve natural and historic resources, provide recreation, enhance tourism, and foster community development.

**a) Community Recreation Grants**

Community recreation grants are awarded to municipalities for recreation, park, and conservation projects. These include the rehabilitation and development of parks and recreational facilities; acquisition of land for park and conservation purposes; and technical assistance for feasibility studies, trails studies, and site development planning. Grants require a 50% match except for some technical assistance grants and small community projects.

**b) Pennsylvania Recreational Trails Program**

Grants are awarded for projects such as maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, purchase and lease of recreational trail construction and maintenance equipment, construction of new recreational trails, and acquisition of easements or property for recreational trails or recreational trail corridors. Match requirements for this program are 80% grant money and 20% project applicant money.



**8. Delaware County Conservation District**

Rose Tree Park  
Hunt Club,  
Media,  
PA 19063  
(610) 892-9484  
[www.co.delaware.pa.us](http://www.co.delaware.pa.us)

The Delaware County Conservation District can provide funding in the form of mini-grants for activities relating to erosion, stormwater management, stream restoration, floodplain management, and storm drain stenciling.

**9. Growing Greener Program**

Patricia Grim  
DEP Grants Center  
RCSOB, 15<sup>th</sup> Floor,  
400 Market Street,  
P.O. Box 8776,  
Harrisburg,  
PA 17105-8776  
(717) 705 5400 or  
1-877 PAGREEN  
[growinggreener@pa.state.us](mailto:growinggreener@pa.state.us)

The Growing Greener Program is administered by DEP and uses funds to reclaim abandoned mine lands and plug orphan oil and gas wells and provide grants to protect and restore watersheds and upgrade sewer and water infrastructure in Pennsylvania. Funding is also provided to Conservation Districts to hire Watershed Specialists.

**Watershed Grants**

The Environmental Stewardship and Watershed Protection Act authorizes DEP to allocate nearly \$240 million in grants for acid mine drainage abatement, mine clean-up efforts, abandoned oil and gas well plugging, and local watershed-based conservation projects. These projects can include watershed assessments and development of watershed restoration or protection plans; implementation of watershed restoration or protection projects (stormwater management wetlands, riparian buffer fencing and planting, stream bank restoration (especially fluvial geomorphology (FGM)), agricultural BMPs); construction of mine drainage remediation systems; reclamation of previously mined lands; and demonstration/education projects and outreach activities.

These grants are available to a variety of eligible applicants, including counties, authorities, and municipalities; county conservation districts; watershed organizations; and other organizations involved in the restoration and protection of Pennsylvania's environment. These grants will support local projects to clean up nonpoint sources of pollution throughout Pennsylvania.

**10. Pennsylvania Infrastructure Investment Authority (PENNVEST)**

Paul K. Marchetti  
PENNVEST,  
Room 308,  
Main Capitol,  
Harrisburg,  
PA 17120  
(717) 783-4496  
[www.pennvest.state.pa.us](http://www.pennvest.state.pa.us)

PENNVEST is a low-interest revolving loan program administered by the State to assist the municipality with installation of new, or the repair and replacement of existing, water, sewer, and stormwater management infrastructure. In order to be eligible for PENNVEST, the municipality will be required to show evidence of need in the form of water or sewer studies and adopted stormwater management regulations and/or that the municipality is implementing its respective Act 167 plans.

**11. Private Improvements**

Property owners can be encouraged to construct public improvements on their property, with the incentive that these improvements will improve access to their business. For example, property owners could construct sidewalks on their property along a public roadway, help to pay for bus shelters, or provide bicycle parking for their customers and employees. Large employers can make donations for municipal transportation projects. For example, donations for road

maintenance, police funds for traffic law enforcement, bus shelters, and bicycle parking can be made.

**12. Liquid Fuels Tax Program**

Jeff Haste  
Director,  
PennDOT  
Bureau of Municipal  
Services  
(717) 787-2183

State funding for street improvements is available through the liquid fuels tax program. PennDOT returns a portion of state gas tax revenue to municipalities for road maintenance and resurfacing projects.

**13. Pennsylvania  
Infrastructure Bank**

James A. Smedley  
Center for Program  
Development and  
Management,  
P.O. Box 3365,  
Harrisburg,  
PA 17105-3365  
(717) 772 1772  
[smedley@dot.state.pa.us](mailto:smedley@dot.state.pa.us)

This funds transportation projects that reduce congestion and improve air quality. Eligible projects include transit improvements, shared ride services, traffic flow improvements, demand management strategies, pedestrian and bicycle facilities and programs, inspection and maintenance programs, and alternative fuel projects.

**14. Delaware County  
Transportation  
Management Association  
(TMA)**

102 West Front Street,  
1st Floor,  
Media, PA 19063  
Tel: (610) 892-9440  
Fax: (610) 892-9460  
[dctma@libertynet.org](mailto:dctma@libertynet.org)

The TMA administers its Municipal Bus Shelter Partnership to provide for bus rider passenger shelters. The TMA brokers with a private company that provides shelters, with the revenue from advertising being split between the TMA and the municipality.

**15. Act 537 Sewage Facilities  
Planning Grants**

Keith Dudley  
DEP Southeast Regional  
Office  
2 East Main Street  
Norristown, PA 19401  
(610) 832-6000

Grants for 50% of the costs associated with the preparation of sewage facilities plans as required by the PA Sewage Facilities Act (Act 537). Projects are selected on the basis of need and are prioritized with regard to the extent the planning is required to comply with the Act. Financial assistance is provided to assist in the preparation of official sewage facilities plans and revisions to official plans as required by the Act.

<p><b>16. Homeownership First Program</b></p> <p>Chester Community Improvement Project (610) 876-8663</p> <p>Media Fellowship House (610) 565-1968</p>	<p>The Homeownership First Program provides up to \$5,000 in down payment and closing costs to qualifying first-time home buyers purchasing a property in Delaware County (excluding Chester City and Haverford and Upper Darby Townships). The assistance takes the form of a loan that is repayable upon sale or transfer of the property. Prior to 2002, only two home buyers utilized this assistance to purchase homes in Morton.</p>
<p><b>17. Department of Housing and Urban Development (HUD)</b></p> <p>451 7<sup>th</sup> Street, S.W., Washington, DC 20410 Tel: (202) 708-1112 TTY: (202) 708-1455 <a href="http://www.hud.gov">www.hud.gov</a></p>	<p>HUD is the federal agency responsible for national policy and programs that address America's housing needs, that improve and develop the nation's communities, and that enforce fair housing laws. HUD's mission is helping to create a decent home and suitable living environment for all Americans, and it has given America's communities a strong national voice at the Cabinet level. HUD plays a major role in supporting homeownership by underwriting homeownership for low- and moderate-income families through its mortgage insurance programs.</p> <p>The primary programs administered by HUD include mortgage and loan insurance through the Federal Housing Administration (FHA); CDBGs to help communities with economic development, infrastructure improvement, job opportunities, and housing rehabilitation; HOME Investment Partnership Act block grants to develop and support affordable housing for low-income residents; rental assistance in the form of Section 8 certificates or vouchers for low-income households; public or subsidized housing for low-income individuals and families; homeless assistance provided through local communities and faith-based and other nonprofit organizations; and fair housing public education and enforcement.</p>
<p><b>18. Delaware County Owner-Occupied Housing Rehabilitation Program</b></p> <p>Delaware County (610) 583-4482</p>	<p>Delaware County has established a Countywide Owner-occupied Housing Rehabilitation Program (excluding Haverford, Upper Darby, and Chester City) funded through the CDBG Program. This program addresses major systems repairs. The form of assistance is a 0% deferred payment loan that is not payable until the house is sold or transferred.</p>
<p><b>19. Home Improvement Loan Program (HIL)</b></p> <p>Chester Community Improvement Project, (610) 876-8663</p> <p>Media Fellowship House, (610) 565-1968</p>	<p>The HIL Program, created by the Greater Philadelphia Urban Affairs Coalition, Delaware County OHCD, Chester Economic Development Authority (CEDA), and Montgomery County OHCD, began operations in September of 2001. This program will use the FHA Title I Program to guarantee home improvement loans originated by FHA approved lenders. The maximum loan for this program is \$25,000 with a maximum term of 20 years. Interest bearing loans will be made to eligible homeowners at either a 5.83% or 6.83% rate, depending on household income. (Note: this program does not cover households in Haverford and Upper Darby.)</p>

**20. PA Access Program**

Freedom Valley Disability  
Center  
(610) 353-6640

The PA Access Program for Delaware County provides grants up to \$25,000 for removing architectural barriers and installing modifications and/or adaptations for persons with disabilities. This program serves eligible renters and homeowners in all 49 municipalities in Delaware County, and the purpose of this grant is to allow persons with disabilities to perform daily chores and to live more independently. Under this program, HUD Housing Quality Standards (HQS) and major systems problems are not addressed; thus, a property that requires repairs to major systems and/or has HQS violations would require assistance from another source.

**21. Delaware County  
Weatherization Program**

Community Action Agency  
(610) 583-9133

This program provides eligible households with weatherization assistance such as caulking, insulation of hot water tanks, attic ventilation, primary windows, oil and gas heater repair, and weather-stripping.

**TECHNICAL ASSISTANCE**

**1. Delaware County Planning  
Department (DCPD)**

Court House and  
Government Center  
Building,  
201 West Front St.  
Media, PA 19063  
(610) 891-5200  
[www.co.delaware.pa.us](http://www.co.delaware.pa.us)

DCPD provides technical assistance in numerous areas including stormwater management, floodplains, water, transportation, and historic preservation.

**2. Delaware County  
Conservation District**

Delaware County  
Conservation District,  
Rose Tree Park  
Hunt Club,  
Media, PA 19063  
(610) 892-9484

The Delaware County Conservation District provides technical assistance for activities relating to erosion/sedimentation, stormwater management, stream restoration, floodplain management, and storm drain stenciling.

**3. Growing Greener  
Program**

Patricia Grim  
Growing Greener  
DEP Grants Center  
RCSOB, 15<sup>th</sup> Floor,  
400 Market Street,  
P.O. Box 8776,  
Harrisburg, PA 17105-8776  
(717) 705-5400 or  
1-877 PAGREEN  
[growinggreener@pa.state.us](mailto:growinggreener@pa.state.us)

DEP has established a growing network of technical assistance providers to help watershed organizations effectively and efficiently achieve their watershed protection goals. With funding from the Growing Greener Program, these providers offer legal, engineering, data management, program management, science mentoring, and technical services at no cost to eligible organizations for Growing Greener type projects.

<p><b>4. Delaware County Solid Waste Authority</b></p> <p>Michael McNichol, Director, Solid Waste Management Division, Rose Tree Park Hunt Club, Media, PA 19063 (610) 892-9620 <a href="http://www.co.delaware.pa.us">www.co.delaware.pa.us</a></p>	<p>The Delaware County Solid Waste Authority is responsible for the operation of solid waste transfer and disposal facilities and recycling drop-off centers in the County and can provide technical assistance in these areas.</p>
<p><b>5. Darby-Cobbs Watershed Partnership</b></p> <p>Michael Leff PEC 117 South 17<sup>th</sup> St. Suite 2300, Philadelphia, PA 19103-5022 (215) 563-0250</p>	<p>The Darby-Cobbs Watershed Partnership is a consortium of proactive environmental groups, community groups, governmental agencies, residents, and other watershed stakeholders. Its mission is to improve the environmental health and safe enjoyment of the Darby-Cobbs watershed by sharing resources through cooperation of the residents and other stakeholders in the watershed. The goals of the initiative are to protect, enhance, and restore the beneficial uses of the Darby-Cobbs waterways and riparian areas. Watershed management seeks to mitigate the adverse physical, biological, and chemical impacts of land uses as surface and groundwater are transported throughout the watershed to the waterways.</p>
<p><b>6. Crum Creek Watershed Partnership</b></p> <p>Arthur McGarity Dept. of English, Swarthmore College, Hicks Hall, 500 College Avenue, Swarthmore, PA 19081 (610) 328-8082</p>	<p>The Crum Creek Watershed Partnership is a coordinating body that includes other agencies and programs currently active in the Crum Creek watershed.</p>
<p><b>7. Pennsylvania Environmental Council (PEC)</b></p> <p>SE Regional Office, 7 South 17<sup>th</sup> Street, Suite 2300, Philadelphia, PA 19103 (215) 563-0250 Fax: (215) 563-0528</p>	<p>PEC improves the quality of life for Pennsylvanians by enhancing the Commonwealth's rural and built environments by integrating advocacy, education, and implementation of community and regional action projects. The Council values reasoned and long-term approaches that include the interests of all stakeholders to accomplish its goals.</p>
<p><b>8. Pennsylvania Horticultural Society</b></p>	<p>The Pennsylvania Horticultural Society provides technical assistance to urban park restoration programs throughout southeastern Pennsylvania.</p>

100 North 20<sup>th</sup> Street,  
5<sup>th</sup> Floor,  
Philadelphia,  
PA 19103-1495  
Tel: (215)988-8800  
[www.pennsylvaniahorticulturalsociety.com](http://www.pennsylvaniahorticulturalsociety.com)

## ADDITIONAL RESOURCES

### 1. Pennsylvania State Association of Boroughs (PSAB)

The Pennsylvania State Association of Boroughs,  
2941 North Front Street,  
Harrisburg, PA 17110  
Tel: (717) 236-9526  
Fax: (717) 236-8164  
1-800-232-7722 x44  
E-mail: [ndormer@boroughs.org](mailto:ndormer@boroughs.org)  
[www.boroughs.org](http://www.boroughs.org)

#### Grant Assistance Program

This program is intended to provide useful resources to borough officials who are pursuing funding for their communities. The Program offers three levels of support: general grant information, a quarterly newsletter called "A Borough's Guide to Grants," and workshops and training. The quarterly newsletter focuses entirely on grant opportunities for boroughs and includes specific and critical information such as deadlines and contacts. The workshops and training include courses designed to prepare and train officials for successful development of grant proposals.

### 2. Pennsylvania Housing Finance Agency (PHFA)

Robert F. Bobincheck  
Associate Director  
PHFA,  
Office of Strategic Planning  
and Policy,  
Tel: (717) 780 1881  
<http://www.phfa.org/>

PHFA is Pennsylvania's leading provider of capital for affordable homes and apartments. In order to make the Commonwealth a better place to live while fostering community and economic development, PHFA provides capital for decent, safe, and affordable homes and apartments for older adults, persons of modest means, and those persons with special housing needs. PHFA provides a variety of programs that support community and economic development in Pennsylvania's communities.

### 3. Pennsylvania Department of Environmental Protection (DEP)

John W. Borland  
Bureau of Water Supply  
Management,

DEP is the state agency largely responsible for administering Pennsylvania's environmental laws and regulations. DEP's responsibilities include reducing air pollution, making sure drinking water is safe, protecting water quality in Pennsylvania's rivers and streams, making sure waste is handled properly, managing the Commonwealth's recycling programs, and helping citizens prevent pollution and comply with the Commonwealth's environmental regulations. DEP is committed to general environmental education and encouraging effective public involvement in setting environmental policy. To meet its responsibilities, DEP works as a partner with individuals, organizations, governments, and businesses to prevent pollution and restore Pennsylvania's natural resources.

#### a) Small Water Systems Outreach Program

The outreach program is conducted by DEP to provide on-site education and assistance for small community water systems experiencing current or potential difficulties in areas relating to system operation, maintenance, or management. The program operates through a network of highly qualified

P.O. Box 8467  
Harrisburg,  
Pennsylvania 17105-8467  
Tel: (717) 787-0125  
Fax: (717) 772-3249

Dennis Lee  
Bureau of Water Supply and  
Wastewater Management,  
P.O. Box 8467  
Harrisburg,  
Pennsylvania 17105-8467  
Tel: (717) 787-0122

Thomas J. Brown  
Bureau of Water Supply  
Management,  
P.O. Box 625  
437 South Center Street,  
Ebensburg,  
Pennsylvania 15931-0625  
Tel: (814) 472-1900  
Fax: (814) 472-1898  
<http://www.dep.state.pa.us>

Anthony Maisano  
Bureau of Water Supply  
Management,  
P.O. Box 8466,  
Harrisburg,  
Pennsylvania 17105-8466  
Tel: (717) 787-6744  
Fax: (717) 772-3249

part-time instructors from various sectors of the water supply industry. The program focuses on existing operation, maintenance, and administrative procedures and seeks to optimize performance in these areas through a transfer of capability to system personnel. Assistance is provided in the areas of groundwater treatment, surface water treatment, distribution and storage, process laboratory, and management; however, each outreach effort is flexible and tailored to the individual needs of the system. This program offers on-site technical and management-related assistance and training. Outreach assistance is conducted in an interactive peer-based format at no cost to the system owner and is nonregulatory in nature. Site visits are scheduled at the mutual convenience of system personnel and the instructor. Telephone-based contacts and action planning supplement site visits to gauge understanding and advance activity.

b) **Small Water Systems Regionalization Consolidated Construction Grant Program**

Grants are normally limited to \$150,000 or 75% of the construction project cost, whichever is less. Depending on available funding and the cost/public health benefits of a project, larger grants may be considered. A minimum local share of 25% of the total project cost in the form of in-kind services or matching funds is required. Eligible projects include construction of water lines to interconnect systems and repair of existing small systems to meet the standards or conditions of the acquiring system. Eligible costs associated with these projects include design, permits, layout, materials, labor, construction management, and project administration. Only those costs incurred after entering into a grant agreement with DEP are eligible. Eligible costs do not include the purchase of a water system or the purchase of construction equipment.

c) **Wastewater Operator Outreach Program**

This program provides on-site hands-on technical assistance and training to publicly owned wastewater treatment plants across Pennsylvania at no charge. The program can provide assistance in laboratory procedures, process control, utility management, financial management, collection systems, maintenance, computerization, and safety. A series of videotapes on wastewater treatment and laboratory procedures is also available free of charge.

d) **Act 339 Sewage Treatment Plant Operation Grants**

Annual grants are equal to 2% of the local cost of acquisition or construction of public sewage treatment facilities. The program is funded by an annual appropriation of state funds. This grant program assists applicants with the operation and maintenance costs of their sewage treatment facility.

**4. Pennsylvania Urban and Community Forestry Council**

Rachel Billingham  
Bureau of Forestry  
Pennsylvania Department of  
Conservation and Natural  
Resources  
P.O. Box 8552  
Harrisburg, PA 17105-8552

a) **Community Improvement Grant**

The Council will consider requests for funds ranging from \$500 - \$3,000. Grant requests must be matched dollar for dollar with cash and/or in-kind contributions by the applicant. The main purpose of the Community Improvement Grant is to foster stewardship of trees and the environment and partnerships by bringing together resource experts with volunteers and others who care about trees and their communities. The Community Improvement Grant will support education and training opportunities of both the general public and professionals, grassroots tree planting projects, and partnerships at the local level.

Tel: (717) 783-0385  
www.dcnr.state.pa.us/forestry  
/pucfc/

(See above)

PECO  
Alex Brown  
1040 West Swedesford Road,  
Berwyn,  
PA 19312-1074  
Tel: (610) 648-7769

- b) **Municipal Challenge Grants Program**  
Challenge grants will be made available to Pennsylvania municipalities to stimulate and assist them in developing a comprehensive urban and community forestry program. Trees can be planted on public lands as street trees in the tree lawn or public right-of-way, in parks, and in greenbelts. Trees may also be planted on private property in the absence of an adequate tree lawn, provided that the municipality obtains a written easement from the landowner and the trees are planted within 6 feet of the sidewalk or right-of-way. Planting and maintenance of these trees shall be the responsibility of the municipalities.
- c) **Tree Maintenance Grant**  
Grants up to \$5,000 with a 50% match requirement are available. The main objectives of this grant are to stimulate communities to initiate systematic maintenance programs for public trees which are not receiving regular care and to develop local resources for continuing tree care, especially periodic pruning. Tree maintenance grants will be made available to Pennsylvania municipalities to assist them in implementing a tree care program for street and park trees including trees growing in greenways. Use of grant funds for removal of dead or dying trees is not allowed. Grants will be made available as funding becomes available to the Council. Municipalities will be expected to rely on their own resources to continue pruning of public trees at regular intervals after grants have been completed.
- d) **MTRP Electric Utility Grants Program**  
Funding matches from \$1,000 – \$5,000 designed to stimulate communities to choose the appropriate trees for planting under or near utility wires and to improve municipal tree programs. Trees may also be planted on private property in the absence of an adequate tree lawn, provided that the municipality obtains a written easement from the landowner and the trees are planted within 6 feet of the sidewalk or right-of-way. Planting and maintenance of these trees shall be the responsibility of the municipalities in accordance with its regulations.



## APPENDIX A

### HISTORIC RESOURCES INVENTORY

This preliminary inventory is a crucial first step in identifying the historic resources in Morton Borough. Many of these resources are listed for their local significance, such as contributing to an intact older neighborhood. Others may meet the National Register criteria. All resources contribute to the unique character of Morton Borough. Any subsequent community planning having to do with Morton's older resources should be based on a comprehensive historic resources survey.

#### Central Morton Neighborhood

1.	116-124 Newell St. (row)	32.	18 Walnut St.
2.	Baptist Church - Morton Ave. and Broad St.	33.	20 Walnut St.
3.	116 School Lane	34.	27 Walnut St.
4.	13 Baker St.	35.	28 Walnut St.
5.	19 Baker St.	36.	30 Walnut St.
6.	25 Baker St.	37.	32 Walnut St.
7.	106 Baker St..	38.	31/33 Walnut St.
8.	27 Broad St.	39.	35/37 Walnut St.
9.	115 Broad St.	40.	101a Walnut St.
10.	28 Harding Ave.	41.	106 Walnut St.
11.	34 Harding Ave.	42.	109 Walnut St.
12.	38 Harding Ave.	43.	115 Walnut St.
13.	41 Harding Ave.	44.	116 Walnut St.
14.	102 Harding Ave.	45.	200-222 Walnut St. (row)
15.	121 Harding Ave.	46.	221 Walnut St.
16.	236 Harding Ave.	47.	224 Walnut St.
17.	AME Church, Pennington Ave.	48.	230/232 Walnut St.
18.	21/23 Pennington Ave.	49.	239 Walnut St.
19.	30 Pennington Ave.	50.	240 Walnut St.
20.	31 Pennington Ave.	51.	243/245 Walnut St..
21.	33/35 Pennington Ave.	52.	Corner of Morton Ave. and Walnut St.
22.	210 Pennington Ave.	53.	20 Morton Ave.
23.	212 Pennington Ave.	54.	22 Morton Ave.
24.	213 Pennington Ave.	55.	102 Morton Ave.
25.	226 Pennington Ave.	56.	103 Morton Ave.
26.	246-248 Pennington Ave.	57.	110 Morton Ave.
27.	253 Pennington Ave.	58.	402 Morton Ave.
28.	254 Pennington Ave.	59.	406/408 Morton Ave.
29.	Morton Republican Club, 22-24 Pennington Ave.	60.	14 Main St.
30.	13 Walnut St.	61.	10 Woodland Ave.
31.	16 Walnut St.	62.	31/33 Woodland Ave.
		63.	109 Woodland Ave.
		64.	113 Woodland Ave.
		65.	115 Woodland Ave.

66. 116/118 Woodland Ave.

**Central Business District**

67. Morton Station, (waiting room  
shed and railroad shed)  
68. Kedron Methodist Church and  
Parish House  
69. 24 Silver Lake Terrace  
70. 24 Kedron Ave.  
71. Village Mall  
72. Bank, 25 Morton Ave.  
73. 22 Morton Ave.  
74. 27 Morton Ave.  
75. 44 Morton Ave.  
76. 46 Morton Ave.

**South Morton Neighborhood**

77. 118/120 Yale Ave.  
78. 121 Yale Ave.  
79. 102 Beech St. (old school)  
80. 104-108 Beech St. (series of  
similar houses)  
81. 10/12 Bridge St.  
82. 18/20 Bridge St.  
83. 110/112 Bridge St.  
84. 116/118/120 Bridge St.  
85. 165 Bridge St.  
86. 166 Bridge St.  
87. 167 Bridge St.  
88. 169 Bridge St.  
89. 172 Bridge St.  
90. 173 Bridge St.  
91. 175 Bridge St.  
92. 177 Bridge St.  
93. 214 Bridge St.

**Northeast Morton Neighborhood**

94. 16 Sycamore Ave.  
95. 24 Sycamore Ave.  
96. 28 Sycamore Ave.  
97. 121 Sycamore Ave.  
98. 123 Sycamore Ave.  
99. 400 Highland Ave.

100. 406 Highland Ave.  
101. 412 Highland Ave.  
102. 422 Highland Ave.  
103. 601 Highland Ave.  
104. 608 Highland Ave.  
105. 711 Highland Ave.  
106. 715 Highland Ave.  
107. 511 Morton Ave.  
108. 607 Morton Ave.  
109. 611 Morton Ave.  
110. 613 Morton Ave.  
111. 617 Morton Ave.  
112. 715 Morton Ave.  
113. 16 Alfa Terrace

**Northwest Morton Neighborhood**

114. 865 Leamy Ave.  
115. Locust Rd. and Rose Lane  
development  
116. Fairhill Rd. development

## **APPENDIX B**

### **GUIDELINES FOR FORMING A COMMUNITY DEVELOPMENT CORPORATION**

Listed below are the steps in forming a CDC:

The local programs available consist of efforts by a local CDC to acquire properties in the worst condition or vacant, and then to rehabilitate and re-sell those properties to interested home buyers. The local CDC could partner with the Borough in the use of HUD's \$1 Home Program. The steps in forming a CDC could be as follows:

- a) Identify individuals who are interested, motivated, and committed to working as a Board member for the organization. You want to include a lawyer, accountant, big business representatives/contacts, fundraisers/grantwriters, management executives, community activists, etc., for a strong and capable Board of Directors. This commitment requires time (5-6 hours per month minimum) and energy (ability to carry out tasks and assignments).
- b) File Articles of Incorporation and Docketing Statement with the State. This is a fairly simple procedure that your solicitor/lawyer on the Board could do. This process also includes two advertisements stating the creation of the organization.
- c) With Board members and solicitor/lawyer on Board, develop functional by-laws to create the structure and procedures for running the organization. Consider structuring the Board to allow for designation as a Community Housing Development Organization (CHDO) (contact OHCD for details). Being designated as a CHDO opens a few more avenues for funding housing related projects.
- d) With solicitor/lawyer, file IRS forms to create a 501(c)(3) nonprofit organization. Designation from the IRS can take up to one year (without any political pressure/U.S. Representative support to move it through faster).
- e) Assess need for part- or full-time Executive Director to manage operations and to pursue funding, activities, etc., for the organization. Identify dependable funding source (e.g., Borough budget line item) to support this position. Conduct search.
- f) File appropriate IRS forms for the organization to have employees. Have accountant on Board (or possibly community accountants) to set up appropriate accounting systems for the organization and file necessary tax forms.
- g) Develop a strategic plan for the organization, including realistic projects, programs, activities, etc., that the organization wants to pursue, including steps and assignments that need to be accomplished. Also include a scope of work and assignments for specific committees of the Board, e.g., Finance, Fundraising, etc. If you have an Executive Director, that person can lead/manage this work.
- h) Have regularly scheduled meetings to keep activities moving and in order.

## **APPENDIX C**

### **RESIDENTIAL MARKET PROPOSAL FOR COMPACT AND SUSTAINABLE DEVELOPMENT ON FIVE REPRESENTATIVE SITES IN SOUTHEASTERN PENNSYLVANIA**

In nearby Yeadon Borough, Delaware County (through OHCD) contracted with 10,000 Friends of Pennsylvania to provide information on the potential for new residential construction. The report draws on research from a larger study conducted by ZVA for 10,000 Friends of Pennsylvania and PEC. The study identifies the market potential for, and the barriers to, new residential construction within compact and sustainable developments in the five Pennsylvania counties of the Philadelphia metropolitan region. Compact and sustainable developments are those that build, rebuild, or support a community, in whole or in part, regardless of its size.

Regarding the potential market for new infill housing in Yeadon, the report suggests that households currently living in the Boroughs of Yeadon, Aldan, Collingdale, Colwyn, Darby, and Sharon Hill in Delaware County (the local draw area), West and South Philadelphia (zip codes 19104, 19139, 19142, 19143, 19145, 19148, and 19153), and the balance of Delaware County constitute the main sources of demand for new market-rate residential construction in the Borough of Yeadon. Certainly, some of the sources of demand identified in the last sentence represent market potential for infill development in Morton. The report identified several barriers to compact and sustainable development in an urban setting such as Yeadon. They are residential builders, density, and financing.

The majority of American housing is still built by small and mid-sized independent builders. Most small builders perceive housing as a high-risk business, which is understandable when builders are often required to provide personal guarantees against acquisition and development. The typical small- to mid-sized builder will be more likely to consider building within a compact and sustainable development context only when there are sufficient local built examples. However, there are many examples of differing types of infill in Central Morton – a key is having the zoning and subdivision and land development ordinances support the type of infill that is appropriate.

In addition, the cost of developing appropriate plans and the lack of community-oriented sales and marketing programs outside of existing urban locations add to the builder's burden. However, a number of national house plan services now sell construction documents for units specifically designed for the narrow lots and alley-loaded garages often found in compact and sustainable communities. The second obstacle remains a significant one. In a strong real estate market, sales organizations have no incentive to expand their skills beyond the current emphasis on the individual house as a "product." In the case of newly constructed compact and sustainable development, the whole is just as important as its individual parts.

Local opposition can be most vocal around issues of density. However, density often represents a catchall for mixed-income developments, which often have a negative connotation. In fact, the new "traditional neighborhood developments" currently built and under construction in other areas are very dense (many housing units to the acre). The reason they are overselling and maintaining their value has to do with how they are designed and with the fact that these are often upscale developments. In fact, in survey after survey, people choose a dense village-type environment as their preference when comparing alternatives.

Financing is perhaps the more critical impediment to building infill housing. Acquisition, development, and infrastructure construction finance is the highest risk category of finance. The risk premium associated with uncommon development types, which, for many lenders, includes most forms of compact and sustainable development, can be considerable. Given their unique character, compact and sustainable developments may take longer to complete and market. As a result, there is currently a mismatch between the objectives of many financing sources, both debt and equity, where the focus is on the near-term returns, and the benefits of compact and sustainable development, where the emphasis is on building long-term value. However, many real estate professionals predict that the institutional emphasis will soon expand to embrace new compact and sustainable development.

## **APPENDIX D**

### **MORTON FIRE COMPANY NO. 1**

Engine 11-1 1997 Sutphen 1,500 gallons per minute (gpm) custom pumper

- 750 gallon water tank
- 7.5 KW generator
- 1,500' of 5" supply line, 600' of 3½" supply line
- Five pre-connects, 2-200', 1-150', 1-100' of 1¼" attack lines and 1-200' of 2½" heavy attack line
- One apartment pack (150' of 1¼" line and a 2½" gated wye)
- 5" rear intake
- Portable monitor with a 5" intake
- Seating for six personnel, five with jump seat air packs
- 1-24' ground ladder, 1-14' straight/roof ladder, 1-10' attic ladder, and 1-17' little giant ladder
- Thermal imaging camera, multi-gas meter, CO detector, heat gun, and a natural gas detector
- All NFPA required equipment\*

Engine 11-2 1984 Sutphen 1,500 gpm custom pumper

- 750 gallon water tank
- 12 KW generator
- 1,500' of 5" supply line
- Four pre-connects, 1-150', 2-200' of 1¼" attack line and 1-150' of 2½" heavy attack line
- One apartment pack
- Seating for six personnel, two with jump seat air packs
- 1-35' ground ladder, 1-14' straight/roof ladder, and a 10' attic ladder
- Cribbing for vehicle accidents

11-8 1994 GMC Jimmy SUV for manpower and miscellaneous equipment

11-8a 1992 Chevrolet Caprice command car

\*NFPA-National Fire Protection Association

## APPENDIX E

### CHECKLIST FOR THE THREE-YEAR ACTION PLAN

Appendix E reiterates the recommendations from Chapter 10, the Three-year Action Plan. The Appendix provides a form for each recommendation on which the Borough can follow the progress of implementation. The forms provide space for noting the priority, start date and finish date, as well as lines for notes. The Borough believes that by using the forms in this Appendix, it can track its progress in implementing each recommendation.

#### REVISE AND ENFORCE ORDINANCES

##### Chapter 4 – Environment

<b>4-2</b> Closely follow the consistency requirement in Section 603 of the MPC when revising the zoning ordinance.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>4-4</b> Through zoning, require buffering and other protective activities to enhance the integrity of these wetlands.  Funding:                      Community Conservation Partnership Program Delaware County Conservation District Growing Greener Program  Technical Assistance: DEP DCPD	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<p><b>4-5</b></p> <p>Closely enforce its ordinances dealing with floodplain development, including prohibition of structures such as sheds or storage of loose or floatable items, and enact any amendments necessary as new Flood Insurance Rate Maps become available or regulations change.</p> <p>Funding: DCED-Floodplain Land Use Assistance Program DCED-LUPTAP Growing Greener Program</p> <p>Technical Assistance: DEP</p>	<p><b>Priority:</b> _____</p> <p><b>Start:</b> _____</p> <p><b>Finish:</b> _____</p>
<p><b>Notes:</b> _____</p> <p>_____</p> <p>_____</p>	

<p><b>4-8</b></p> <p>Protect the riparian buffer and floodplain area along the unnamed tributary of Stony Creek, as well as the East Branch of Stony Creek. Such protection can be accomplished through stream restoration projects, possibly in conjunction with an open space/park initiative. An additional method of protecting the floodplain is a "no-mow" ordinance requiring residents to maintain a vegetated buffer along the rear of their properties adjacent to the stream.</p> <p>Funding: CDBG Delaware County Conservation District Growing Greener Program</p> <p>Technical Assistance: DEP</p>	<p><b>Priority:</b> _____</p> <p><b>Start:</b> _____</p> <p><b>Finish:</b> _____</p>
<p><b>Notes:</b> _____</p> <p>_____</p> <p>_____</p>	



## Chapter 5 – Land Use

<b>5-4</b> Revise the Special Office (SO) district provisions in the zoning ordinance, allowing only the desired types of uses and requiring common access drives and adequate parking standards.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>5-5</b> Through zoning revisions, require developers to provide common features such as plazas, landscaping, signage, pedestrian amenities, and façade improvements.  Funding:                      TEA-21-Transportation Enhancements Program  Technical Assistance: DCPD	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>5-15</b> Revise the zoning ordinance to change the Neighborhood Commercial (NC) district to the Central Business (CB) district, requiring mixed use development and innovative ways to foster pedestrian traffic. Expand the boundaries of this district per the description above.  Funding:                      DCED  Technical Assistance: DCPD	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<p><b>5-17</b></p> <p>To the extent feasible in a built-up community such as Morton Borough, reorganize residential zoning into three classes generally based on the low, medium, and high standards that allow residential uses of only those approximate densities. As part of this effort, create an "apartment" class similar to the existing R-4 to encompass any structure that is/was designed and built in an apartment building fashion (e.g., Lord Baltimore Apartments on Providence Road and Leamy Avenue).</p> <p>Funding: DCED</p> <p>Technical Assistance: DCPD</p>	<p><b>Priority:</b> _____</p> <p><b>Start:</b> _____</p> <p><b>Finish:</b> _____</p>
<p><b>Notes:</b> _____</p> <p>_____</p> <p>_____</p>	

<p><b>5-18</b></p> <p>Create a Central Business (CB) district that will focus on the parcels along Morton, Kedron, and Yale Avenues, most of which are south of the SEPTA R3 Elwyn regional rail line (see Map 5-2 for reference). The businesses permitted by right should be pedestrian oriented, offering goods and services of the frequent or quick shopping trip variety, such as flower shops, hair salons, and eateries. The CB district should be designed as a mixed use district that allows apartments on second and third floors above retail and other commercial establishments. This arrangement will provide a customer base and locate people close to public transportation and services, eliminating or decreasing the need for automobile trips. Where possible, development should follow the principles of TOD to take advantage of the market desire for apartments near commercial uses and transportation hubs.</p> <p>Funding: DCED</p> <p>Technical Assistance: DCPD</p>	<p><b>Priority:</b> _____</p> <p><b>Start:</b> _____</p> <p><b>Finish:</b> _____</p>
<p><b>Notes:</b> _____</p> <p>_____</p> <p>_____</p>	

<p><b>5-19</b></p> <p>In the CB district and other districts with higher density development, consideration should be given to area, width, and particularly setbacks of existing structures when preparing new dimensional regulations so that a harmonious, aesthetic streetscape can be maintained. For example, it may be that requiring a deeper setback for new (infill) development than that which was "traditionally" built will only produce a haphazard looking neighborhood. Efforts should be made to build upon the existing positives, not move away from them with inappropriate dimensional standards.</p>	<p><b>Priority:</b> _____</p> <p><b>Start:</b> _____</p> <p><b>Finish:</b> _____</p>
<p><b>Notes:</b> _____</p> <p>_____</p> <p>_____</p>	

<p><b>5-20</b></p> <p>Establish thorough and strict performance and design standards for all districts. Local zoning should provide standards to control the impacts from noise, vibration, smoke, odors, and air pollution as well as design features such as parking, lighting, access drives, and trash container location.</p>	<p><b>Priority:</b> _____</p> <p><b>Start:</b> _____</p> <p><b>Finish:</b> _____</p>
<p><b>Notes:</b> _____</p> <p>_____</p> <p>_____</p>	

<p><b>5-21</b></p> <p>Rezone the Highland/Sycamore Avenues/SEPTA R3 Elwyn regional rail line parcels as Industrial, adding strict screening and buffering standards as well as restrictions on the hours of operation of trucks and driving through residential streets.</p>	<p><b>Priority:</b> _____</p> <p><b>Start:</b> _____</p> <p><b>Finish:</b> _____</p>
<p><b>Notes:</b> _____</p> <p>_____</p> <p>_____</p>	

<b>5-22</b> Create a Park/Recreation district encompassing the existing Jacob's Park parcels (currently zoned R-3) and the open space near the Community Center building on Sycamore Avenue (currently zoned R-1).	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>5-23</b> Zone the entire block between Alpha Terrace and Sycamore Avenue and Morton and Highland Avenues (currently R-1) as Institutional (I) in the hopes of one day coming under complete ownership of the Borough. However, it is unlikely that the properties fronting on Morton Avenue will become available in this plan's time frame. The parcels adjacent to the current Borough properties in this block, however, have a higher probability of acquisition and would provide more immediate benefits in the expansion and full development of the Community Center complex.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>5-24</b> Create a Highway Commercial (HC) district encompassing the uses currently fronting on Baltimore Pike. As one of the major east-west corridors in the County, tens of thousands of cars pass these businesses daily. These uses are characterized as automobile oriented, serving large numbers of customers and having large buildings and parking areas.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<p><b>5-25</b>  Change the existing Special Office (SO) district to an Office/Commercial (OC) district along Woodland Avenue and possibly include a portion of North Morton and Yale Avenues. This district should allow service-oriented businesses that generate less customer traffic, with an intensity of use between that of the CB and HC districts. Since this district is recommended to be located along important roads, issues like access, sidewalks, screening, buffering, and performance standards need to be carefully written to make these areas function as envisioned by the Borough.</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

<p><b>5-26</b>  Seek educational training for the CEO and Building Inspector so that they can more completely fulfill their job descriptions to the extent allowable.</p> <p>Technical Assistance: PSAB</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

<p><b>5-27</b>  Conduct inspections for adherence to codes at designated (written) regular intervals.</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

<b>5-28</b> Re-evaluate the duties of the Building Inspector to ensure that he is not performing the duties that should be performed by the CEO or Zoning Officer.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____ _____	

<b>5-29</b> Utilize clear and concise standard forms for code enforcement.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____ _____	

<b>5-30</b> Ensure that an enforcement notice (Section 616.1 of the MPC) is issued for <b>every</b> observed violation.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____ _____	

<b>5-31</b> Increase the fee penalties for infractions. Increased fees will encourage violators to comply with the ordinances. The goal is not to punish, but to gain compliance.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____ _____	

<b>5-32</b> Clearly state on the enforcement notice that the violator may be subject to costs as set forth by Section 617.2(a) of the MPC.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>5-33</b> Follow-up <b>all</b> enforcement notice noncompliance with the issuance of a citation, which is current practice. The Borough needs to advise the violator of the specific amount he will be fined if he does not comply within a given number of days (10, 30, etc.). The Borough's citation form must also advise the violator that, in the event of further noncompliance, the matter could be brought before the District Justice as provided for in Section 617.2(a) of the MPC.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>5-34</b> Adopt a use and occupancy ordinance that lists items that must be in compliance before a certificate of occupancy is issued.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

## Chapter 6 – Transportation

<b>6-8</b> Enact an ordinance identifying streets on which heavy trucks are permitted and not permitted, including fines which would help pay for damage caused by trucks.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>6-13</b> Place restrictions on on-street parking on Silver Lake Terrace to prevent SEPTA train commuters from parking there. The Borough could limit parking to 15 or 30 minutes; this would permit Wawa customers to park on the street if the parking lot is full. The Borough could also ask residents along Silver Lake Terrace if they would like a parking permit program to prevent nonresidents from parking on that street; this would prevent both SEPTA and Wawa customers from parking on the street.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

## Chapter 7 – Housing Conditions

<b>7-1</b> Initiate the vigilant inspection of rental units by strict enforcement of the BOCA National Property Maintenance Code and any other appropriate local ordinances.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	



<b>7-13</b> Revise the zoning ordinance and make changes to ensure that regulations provide for construction of infill housing having a design and quality attractive to today's home buyer and in keeping with the size and scale of the neighboring housing stock.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

## Chapter 8 – Community Facilities

<b>8-15</b> Develop the Alpha Terrace field more fully with a regulation size ball field and support facilities including spectator bleachers, utilities, signage, and landscaping. Pedestrian access should be linked to the adjacent Borough properties, sidewalks, and off-street parking.  Funding:       TEA-21-Transportation Enhancements Program TEA-21-CMAQ	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

## Chapter 9 – Implementation

Pass an ordinance creating an official map for the purposes described in Chapter 9.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

Pass an ordinance establishing a Capital Improvements Program for the benefits described in Chapter 9.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

## ESTABLISH BOARDS, COMMISSIONS, AND CONTACTS

### Chapter 4 – Environment

<b>4-9</b> Partner with other municipalities located in the Darby/Stony Creek sub-watershed to consider the most effective courses of action to protect the stream from the impacts of stormwater (see below) and to enhance the health of the stream for public enjoyment. These municipalities include Springfield Township upstream and Rutledge and Ridley Park Boroughs and Ridley Township downstream.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>4-11</b> Establish an EAC to advise the Borough on various environmental problems and issues. This group could spearhead both the storm drain stenciling project and an accompanying public education program for residents and businesses. This program should highlight how activities such as over-fertilization of lawns, dumping of motor oil, and failure to clean up after pets contribute to the level of water pollution.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<p><b>4-12</b>  Work with DCPD and DEP to develop local stormwater management regulations governing both quantity and quality of stormwater in accordance with the Darby and Cobbs Creeks and the Crum Creek Act 167 stormwater management plans.</p> <p>Funding: DEP-Act 167 Chapter 111 Funding  CDBG  Local</p> <p>Technical Assistance: DCPD  DEP</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

<p><b>4-19</b>  Participate in both the Darby-Cobbs and the Crum Creek Watershed Partnerships and coordinate municipal watershed activities with some of the existing programs and activities.</p> <p>Technical Assistance: Darby-Cobbs Watershed Partnership  Crum Creek Watershed Partnership</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

## Chapter 5 – Land Use

<p><b>5-7</b>  Conduct meetings with the owners/operators of the industrial parcels to discuss the Borough's issues and problems with them and to get an idea as to the owners' future plans for the sites.</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

<p><b>5-9</b>  Establish commercial and mixed uses through demolition or reuse of existing buildings and encourage owners to improve the appearance of the industrial properties by providing landscaping and screening to beautify them and to shield the parking and unattractive features from view from the road and sidewalk.</p> <p>Funding:                      TEA-21-Transportation Enhancements Program  Private Improvements</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

<p><b>5-15</b>  Revise the zoning ordinance to change the Neighborhood Commercial (NC) district to the Central Business (CB) district, requiring mixed use development and innovative ways to foster pedestrian traffic. Expand the boundaries of this district per the description above.</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

## Chapter 6 – Transportation

<p><b>6-2</b>  Propose to Springfield and Ridley Townships, PennDOT, and SEPTA that a closed-loop signal system be constructed to coordinate traffic signal timing on Route 420 between Baltimore Pike and Franklin Avenue. Signal operations could be monitored, and timing could be immediately adjusted to improve traffic flow.</p> <p>Funding:                      TEA-21-NHS</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

<p><b>6-3</b>          Work with DCPD to obtain funding for a feasibility study of grade-separating the SEPTA R3 line road crossings, including the Woodland/Kedron Avenue crossing.</p> <p>Funding:                      TEA-21-Earmarked Funds</p>	<p><b>Priority:</b> _____  <b>Start:</b>        _____  <b>Finish:</b>      _____</p>
<p><b>Notes:</b> _____          _____          _____</p>	

<p><b>6-4</b>          Request that SEPTA and PennDOT provide crossing gates at the Amosland Road crossing that block the entire width of the street on both sides of the tracks to prevent drivers from going around the gates.</p> <p>Funding:                      TEA-21-Earmarked Funds</p>	<p><b>Priority:</b> _____  <b>Start:</b>        _____  <b>Finish:</b>      _____</p>
<p><b>Notes:</b> _____          _____          _____</p>	

<p><b>6-10</b>          Negotiate easements with property owners to construct professionally designed "Welcome" signs on Woodland Avenue southbound, Kedron Avenue northbound, and both entrances on Morton Avenue. The southbound Woodland Avenue sign could be on the Morton Borough side of the street (the east side) just north of the BJ's entrance, since the west side is Springfield Township until one reaches the SEPTA tracks.</p> <p>Funding:                      TEA-21-Earmarked Funds</p>	<p><b>Priority:</b> _____  <b>Start:</b>        _____  <b>Finish:</b>      _____</p>
<p><b>Notes:</b> _____          _____          _____</p>	

<p><b>6-14</b> Request that SEPTA examine areas to expand its parking lots so that commuters do not park in residential areas. Also, request that SEPTA explore leasing part of its private lot north of the train station and purchasing the private lot on Church Road as a way to increase its utilization.</p> <p>Funding:                      TEA-21</p>	<p><b>Priority:</b> _____ <b>Start:</b>        _____ <b>Finish:</b>      _____</p>
<p><b>Notes:</b> _____ _____ _____</p>	

<p><b>6-18</b> Discuss the Bicyclists' Baltimore Pike bicycle route improvements with DCPD and DVRPC staffs and approve the use of portions of Yale, Sylvan, and Mitchell Avenues for the route.</p> <p>Funding:                      TEA-21-CMAQ                                      TEA-21-Surface Transportation Program</p>	<p><b>Priority:</b> _____ <b>Start:</b>        _____ <b>Finish:</b>      _____</p>
<p><b>Notes:</b> _____ _____ _____</p>	

<p><b>6-19</b> Encourage employers, businesses, apartment complexes, the post office, and SEPTA to provide bicycle/parking facilities for residents, employees, shoppers, and commuters. The Borough should install bicycle parking at the Community Center. Inverted "U" parking devices are the preferable type, since they secure bicycles safely and prevent rack-caused damage to bicycles.</p> <p>Funding:                      Private Improvements</p>	<p><b>Priority:</b> _____ <b>Start:</b>        _____ <b>Finish:</b>      _____</p>
<p><b>Notes:</b> _____ _____ _____</p>	

<p><b>6-22</b>  Meet with employers and TMA staff to discuss car and van pool programs and the TransitChek® program so as to make ridesharing and transit use more attractive and make work sites more accessible to existing and potential employees who do not have access to cars.</p> <p>Funding:                      TMA     Local</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

## Chapter 7 – Housing

<p><b>7-7</b>  Encourage residents to form neighborhood associations that address neighborhood issues such as homeownership, maintenance, public safety, and neighborhood beautification.</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

<p><b>7-8</b>  Facilitate and/or partner with a citizen housing committee made up of homeowners and renters to develop a program with the Borough to address the housing needs of residents.</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____  _____  _____</p>	

<b>7-18</b> Partner with a local lending institution to offer a low-interest home equity loan program to rehabilitate owner-occupied properties whose owners have incomes greater than 80% of the MFI, which would allow existing owners to add amenities not present.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

## Chapter 8 – Community Facilities

<b>8-10</b> Support legislation that benefits volunteer fire companies by writing Congressmen and State Senators and Representatives.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>8-18</b> Request that the District closely monitor enrollment changes to ensure cost-efficient operations in the future.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>8-22</b> Initiate discussions with Aqua Pennsylvania, Inc. (formerly Philadelphia Suburban Water Company) about the upgrading/replacement of water lines. Existing 4-inch lines no longer provide adequate pressure and volume.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	



## PERFORM SURVEYS AND FURTHER STUDIES AND SEEK FUNDING

### Chapter 3 – Community Profile

<b>3-4</b> Conduct an historic resource survey based on the preliminary historic inventory in Appendix A.  Funding: PHMC  Technical Assistance: DCPD	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

### Chapter 4 – Environment

<b>4-14</b> Pursue funding for installation, expansion, repair, and replacement of storm sewer system components as the need arises.  Funding: DCED PENNVEST	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

### Chapter 5 – Land Use

<b>5-1</b> Conduct a survey and/or study to declare the Woodland/Morton Avenues site a “redevelopment area,” then redevelop the block as a well-designed and fully landscaped parking lot.  Funding: CDBG  Technical Assistance: OHCD	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<p><b>5-3</b> Consider seeking “redevelopment area” status and, if successful, apply for redevelopment funds to improve the functioning and appearance of properties fronting on this roadway segment.</p> <p>Funding: CDBG</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____          _____          _____</p>	

<p><b>5-16</b> Seek funding for sidewalk improvements, benches, street trees, common decorative lighting, decorative paving, planters, and general pedestrian amenities to beautify and lend unity to the area.</p> <p>Funding: TEA-21-Transportation Enhancements Program          TEA-21-NHS          TEA-21-Surface Transportation Program</p> <p>Technical Assistance: Borough Engineer          PennDOT</p>	<p><b>Priority:</b> _____  <b>Start:</b> _____  <b>Finish:</b> _____</p>
<p><b>Notes:</b> _____          _____          _____</p>	

## Chapter 7 – Housing

<b>7-9</b> Based on the Housing Conditions section and supplemented by local surveys, designate and prioritize blocks and areas of the Borough in need of rehabilitation and then commence rehabilitation activities.  Funding: Delaware County Owner-occupied Housing Rehabilitation Program Home Improvement Loan Program PA Access Program Delaware County Weatherization Program	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

## Chapter 8 – Community Facilities

<b>8-2</b> Perform an assessment of the visibility of street address numbers on homes. If this assessment reveals a need for better identification, the Borough should consider establishing a program of uniform house numbering and/or curb painting of street addresses to improve visibility. If participation is not forthcoming, the Borough can pass an ordinance requiring specific size and location of house numbers for public safety purposes.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>8-3</b> Perform a study of the Police Department to determine its operating efficiency and the level of service being offered. This study should include a cost/benefit analysis of full-time versus part-time officers and determine the actual future manpower needs of the Department. From this, the Borough should determine a set hiring practice for officers.	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>8-14</b> Devise a "Master Park Plan" to determine the adequacy of the existing recreational facilities and their potential for further public usage and investigate opportunities for riparian restoration.  Funding:                      Community Conservation Partnership Program  Technical Assistance: DCNR	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>8-19</b> Seek funding to extend the sidewalk along Leamy Avenue from Providence Road north to Baltimore Pike for walking students.  Funding:                      CDBG TEA-21-Surface Transportation Program	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

## PERFORM IMPLEMENTATION AND OTHER ACTION PLAN ACTIVITIES

### Chapter 5 – Land Use

<b>5-6</b> Develop an attractive entranceway at the north end of the corridor.  Funding:                      TEA-21-Transportation Enhancements Program  Technical Assistance: Borough Engineer PennDOT	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<b>5-11</b> As an immediate action, encourage owners to provide a dense planted screen around most of the property to reduce noise and visual impacts.  Funding:                      TEA-21-Transportation Enhancements Program	<b>Priority:</b> _____ <b>Start:</b> _____ <b>Finish:</b> _____
<b>Notes:</b> _____ _____ _____	

<p><b>8-20</b> Continue implementing the corrective action plan specified in the Borough's 1996 I&amp;I study included by reference in the County's Act 537 plan.</p> <p>Funding:                      Act 537 Sewage Facilities Planning Grants</p>	<p><b>Priority:</b> _____  <b>Start:</b>        _____  <b>Finish:</b>      _____</p>
<p><b>Notes:</b> _____          _____          _____</p>	

<p><b>8-21</b> Consider implementation of a sewage flow-metering program to ensure return on investment from implementation of the corrective action plan.</p> <p>Funding:                      CDBG          PENNVEST</p>	<p><b>Priority:</b> _____  <b>Start:</b>        _____  <b>Finish:</b>      _____</p>
<p><b>Notes:</b> _____          _____          _____</p>	