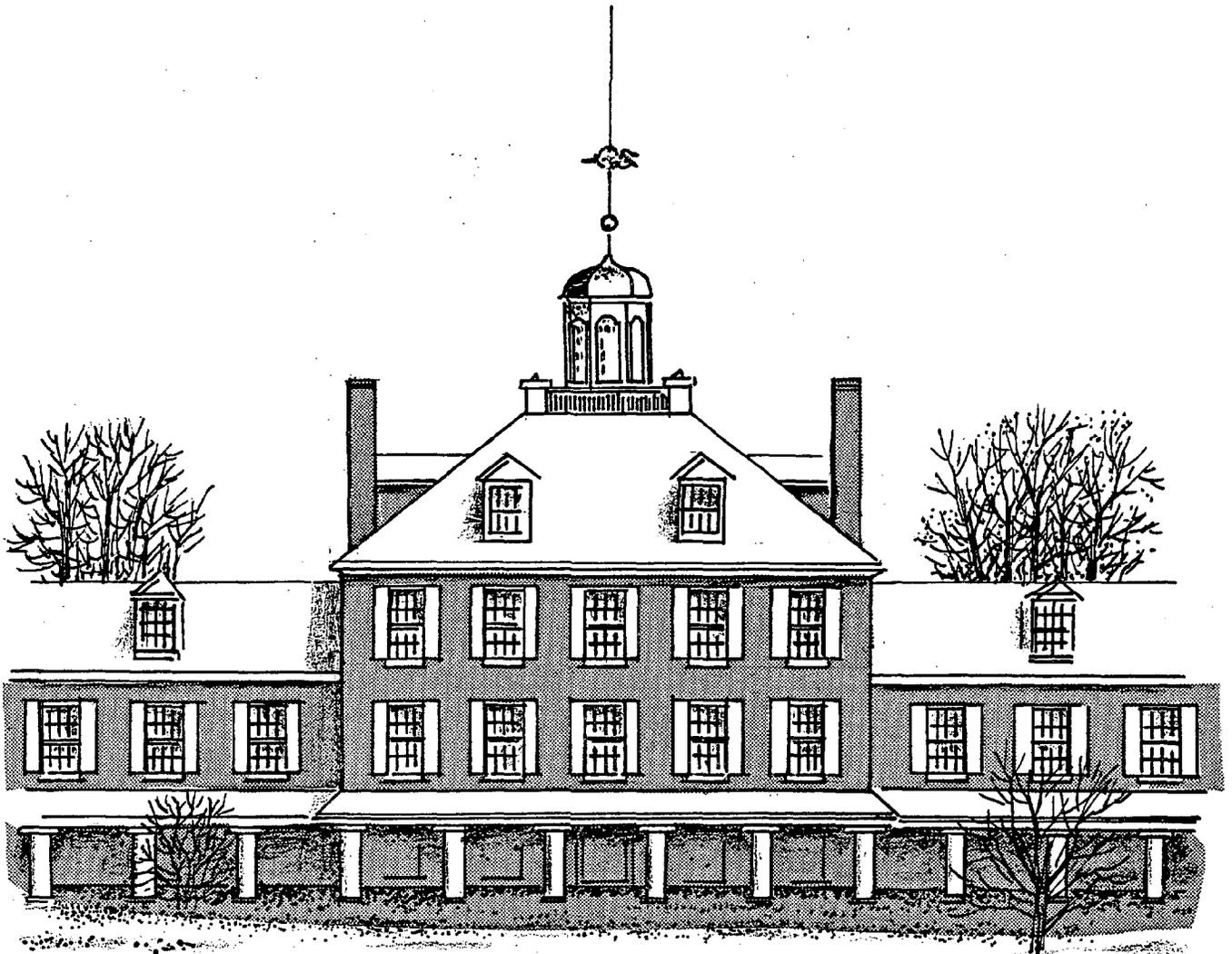


A UNIFIED LANDSCAPE TREATMENT FOR A PORTION OF THE ESSINGTON WATERFRONT



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FOR A PORTION OF THE ESSINGTON WATERFRONT

DELAWARE COUNTY PLANNING DEPARTMENT
LIMA, PENNSYLVANIA

January, 1986

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CHAPTER ONE INTRODUCTION

Purpose

The Essington waterfront is rich in history. The Lazaretto property, a quarantine station dating from the 1790's, has also served as a pleasure resort for the wealthy, a flying school and seaplane base, and is now a dry land, winter storage boat yard. The main building is considered to be one of the finest examples of Georgian architecture in the nation and is on the National Register. The nearby Governor Printz State Park, the site of the first permanent European settlement in what was to become Pennsylvania, is also on the National Register. While it represents the only point of public access to the river in Essington, private marina facilities and a hotel/restaurant are found nearby. Hence, the entire waterfront area experiences public usage of both land and water.

This project was undertaken in order to heighten the visual perception and to expand the waterfront access in an area that is historically connected to the river. The study investigates a higher and better treatment of the Lazaretto structure and grounds, the Riverside Yacht Club, the parking lot of Walber's Restaurant, and Governor Printz State Park. It develops recommendations for a unified landscaping treatment of the properties and shows how the current commercial uses could be made compatible with a high profile treatment of the immediate area.

Study Area Description

The study area is comprised of four sites. Moving from west to east, the sites are Governor Printz State Park, Walber's on the Delaware, the Riverside Yacht Club, and the Philadelphia Seaplane Base.

Governor Printz State Park is a small, passive recreational facility. The site is the second smallest and least developed of the four. A maintenance shed is the only building on this open site, and it is located at the northwestern corner of the park.

Walber's on the Delaware is a successful restaurant and hotel. This site is the second largest and most developed of the four. It is almost totally covered with impervious surfaces. Most of the coverage is for vehicular parking and maintenance services that support its use.

The Riverside Yacht Club is a private club. This site is the smallest and probably the best developed of the four. The clubhouse, grounds, and parking lot appear to be well maintained and in good condition.

The Philadelphia Seaplane Base is the largest site. Its use is dedicated to boat and seaplane storage. Of the four sites, and in part due to its use, this one conveys the most disheveled appearance.

Potentials

The County's Delaware River corridor is a highly industrialized strip of land. Most of this industry is of the heavy manufacturing and production types, so a majority of the riverfront would not appear to be conducive to recreation. However, opportunity areas do exist, and the potential for future recreational development is ripe. Marcus Hook Borough is expanding its riverfront recreational facilities (McClure Park), and this study's project area includes a stretch of private boating facilities in Tincicum Township.

This study's recommendations, if implemented, have the potential to start the ball rolling for further site improvements to boating facilities in Tincicum Township. This type of redevelopment could have ripple effects along the whole riverfront in Delaware County. The improvement of one area could lead to adjacent areas being improved to the point that pressures could be exerted to convert traditionally nonresidential buildings to less intensive uses, such as the Westinghouse plant becoming a mixed residential and commercial development. Evidence of this type of conversion is present in Delaware County today. Redevelopment plans to convert the FMC property in Marcus Hook from a heavy industrial building to one that would house commercial, residential, office, and light manufacturing uses have been prepared. Depending on the manner in which developmental changes spread, this study could radically affect the evaluation of a site's potential.

Constraints

The scenario described above does have several drawbacks which need to be examined. The riverfront has many stable anchor industries along its shore - British Petroleum, Sun, Boeing Vertol, Philadelphia Electric, Scott Paper, etc. However, some plants, such as FMC (mentioned above), Reynolds, BLH, Westinghouse, and Linde-Union Carbide, have not fared so well and have closed. Westinghouse and Linde-Union Carbide are located near the study area. Westinghouse has recently closed, and Linde-Union Carbide is about to be rehoused by Piasecki Aircraft. Since these industries are mass employers and some of the above plant closings have only occurred recently, the strategy at this time is to look for replacement industries. The study area and lands to its east are mainly marina sites, and improvements to these properties should not adversely affect the overall industrial redevelopment strategies for the riverfront.

Access limitations pose a severe problem for both in-

dustrial and recreational uses. If people cannot get to a site, underutilization is assured, and this is costly for both landowners and the municipality. With the completion of I-95 and I-476 (Blue Route), greater numbers of people will be able to more easily access the riverfront area for business and recreational purposes. This vital linking of the two highways could lead to a surge of industrial redevelopment and a high demand for recreational facilities.

Special Management Issues

Tinicum Township currently interfaces with the tourist business in an indirect way. The presence of Philadelphia International Airport has led to the development of hotels along Governor Printz Boulevard (the main street of Essington). The hotels accommodate travelers to the Philadelphia area, but the Township has few services of its own which retain tourist dollars. For the most part, tourists lodge here but travel out of the area for business and/or recreational activity. While the Tinicum National Environmental Center (TNEC) is a potential tourist attractor, it is seasonal and is located away from the hub of Essington. However, the Delaware River waterfront at Essington has the potential to become a tourist attractor also; a state park, restaurant, and historical site are clustered together. These could be the key ingredients for the creation of a heavily used passive recreational area with a commercial draw (Walber's Restaurant and the Philadelphia Seaplane Base).

This year, DCPD conducted a study of coastal zone commercial sites which need revitalization. The Tinicum waterfront was one of the sites addressed. Even though it is not a commercial site in the truest form, its potential for commercial development centered around a recreational area and theme and conducive to public access is excellent. The study area could be the place to initiate such an undertaking and thus could serve as a pilot to illustrate the Delaware County waterfront's potential.

CHAPTER TWO CONSIDERATIONS OF THE STUDY AREA

Surrounding Land Use

The study area is situated along the Delaware River in the southern portion of Tinicum Township known as Essington. The land use types surrounding the study area are varied. Residential, commercial, industrial, and recreational uses can be found on the surrounding parcels (see Map 1).

Residential parcels predominate in the area. These uses vary from single-family detached units to twins and apartments. The single-family detached dwellings outnumber the other residential types by a large amount.

The few commercial uses which exist in the surrounding area are neighborhood-oriented. They are not located in a pattern or clustered to form a business district, nor are any of them as large or as concentrated a use as Walber's on the Delaware.

Industrial uses predominate in the Delaware riverfront area of the County. These uses vary among goods production, goods movement, and goods storage. The study area and its surrounding parcels have at least one of these three industrial uses represented. The Philadelphia Seaplane Base (Lazaretto site), Rosse's Boat Yard, and, to a degree, the Riverside Yacht Club provide boat storage. Cava Shipping & Receiving handles goods movement. To the west of the study area, the Linde-Union Carbide plant handled goods production. Although this plant is presently vacant, it is scheduled to be in operation in the future as Piasecki Aircraft.

Recreational uses are present in the study area. The Riverside Yacht Club and Governor Printz State Park are examples of private and public recreational uses, respectively. To the west and adjacent to the park lies the Corinthian Yacht Club, another private recreational facility.

Recreational Usage Patterns

As highly recreational as this portion of Tinicum is, the number of people who can participate in recreational activities is limited to some extent. The Lazaretto site is limited to those people who store their boats and seaplanes on the site. However, the Lazaretto building serves as a museum and shop as well as the living quarters for its owners. The museum and shop are open to the public, but low-keyed advertising and lack of parking inhibit its utilization. The Riverside Yacht Club limits itself to members only. Active recreational use of the site is dependent on the number of dock sites the club provides.

Governor Printz State Park is the only public recreational site in the study area. This park is unlike most of the parks in the state park system in that it is very small and is located in a developed area. The park is limited by its small size and the improbability of expansion. However, these two limitations do not inhibit its use. The park is used all hours of the day and is a popular lunch hour destination. Even so, the park does suffer from an underutilization problem. Since the Delaware River is the focal point of the park, the area closest to the river is well used and maintained, but the remainder of the park is not heavily used or properly maintained. The study will attempt to consider this situation and emphasize full utilization of the park.

Demographics

In order to understand a particular area and its future development potential, one must first analyze its demographic characteristics. The following census profiles are meant to portray various characteristics of the Tincum Township and Delaware County populations. The information that is presented in the following discussions is based on 1980 census data.

Population

The population of Tincum Township, as of 1980, was 4,291 persons. This figure is lower than that for 1970 by 615 persons, representing a percentage decline of 12.5 percent. The County's population declined 8.0 percent for that same time period. Over the past thirty years (1951-1980), Tincum's population has been in the 4,000+ range, thereby displaying a general stabilization of the population.

Age Distribution

Age distribution can provide some general insights into the economic condition of an area. In particular, children and adolescents under 18 years of age as well as senior citizens 65 years and older are generally considered to be economically "dependent." In other words, although not absolute, it is generally true that the young and the elderly depend upon the remaining population (ages 18-64, the "productive" ages) to provide the services and the income they need for their support. Table 1 displays the comparison of "dependent" and "productive" ages between Tincum Township and Delaware County residents.

Tincum and Delaware County are practically identical in their dependent and productive ages make-up. The County has a good balance between the above groups and, likewise, Tincum is also favorably balanced.

TABLE 1

AGE DISTRIBUTION

	<u>"Dependent" Ages</u> (under 18, over 64)	<u>"Productive" Ages</u> (18-64)
Tinicum Township	37.9%	62.1%
Delaware County	38.0%	62.0%

Source: 1980 Census of Population

Income

The median family and per capita income levels for Tinicum are lower than those for Delaware County. Also, the percentage of Tinicum's population below the poverty level is higher than the County's. Table 2 illustrates a comparison of the income levels and poverty status for Tinicum and Delaware County. These figures suggest a need for economic improvements in Tinicum as a whole.

TABLE 2

INCOME COMPARISON

	<u>Tinicum Township</u>	<u>Delaware County</u>
Median Family Income	\$20,208	\$23,105
Per Capita Income	\$ 6,724	\$ 8,045
Population Below Poverty Level	10.16%	7.18%

Source: 1980 Census of Population

Income levels in Tinicum could be improved if an industry that could employ local people would locate in the Township and physical improvements which would encourage people to locate in Tinicum would be made. Both actions need to occur to provide real and positive impact to the maximum benefit of the Township. If the physical improvements occur on their own, people may move to Tinicum, but they may not provide enough of an economic impact. The impetus for moving to a place for some people is a better economic quality. If an employer of local people moved to Tinicum and no physical improvements occurred, then the lack of in-migration could be attributed to a depressed sense of "quality of life" in the municipality. Thus, if both of the improvement factors, physical improvements and a stronger employment base, could occur simultaneously, then the impact on income levels could be improved to a greater extent than if either improvement occurred alone.

Occupation

Most of Tincicum's employed residents are working in primarily blue-collar occupations. Fields that are typically white-collar jobs, managerial and professional specialty occupations, are undertaken by a smaller percentage of Tincicum's work force than that of the County. Only 9.1 percent of Tincicum's workers are employed in managerial or professional occupations as compared to 26.2 percent of the workers in Delaware County. Table 3 displays the work force percentage for different types of occupations for Tincicum and Delaware County.

TABLE 3

WORK FORCE PERCENTAGES UNDER VARIOUS OCCUPATIONS

<u>Occupation</u>	<u>Tincicum Township</u>	<u>Delaware County</u>
Managerial and Professional Specialty Occupations	9.1	26.2
Technical, Sales, and Administrative Support Occupations	28.6	35.2
Service Occupations	20.9	11.6
Farming, Forestry, and Fishing Occupations	0.9	0.6
Precision Production, Craft, and Repair Occupations	18.5	13.3
Operators, Fabricators, and Laborers	22.0	13.1

Source: 1980 Census of Population

Education

In the area of education, Tincicum Township also lags behind the County as a whole. Delaware County and Tincicum Township are practically even in their percentages of the population that have graduated from high school. In fact, Tincicum even has less of its population without high school diplomas than the County does, comparatively. However, disparities do exist when comparing the percentages of residents with college experience. Tincicum falls way below the County for this characteristic. Table 4 shows a comparison of four educational attainment levels for both Tincicum and Delaware County.

TABLE 4

EDUCATIONAL ATTAINMENT LEVELS

	<u>Less Than</u> <u>H.S. (%)</u>	<u>H.S.</u> <u>Grad. (%)</u>	<u>College</u> <u>4 years (%)</u>	<u>College</u> <u>4+ years (%)</u>
Tinicum Twp.	24.22	50.00	6.85	4.29
Delaware Co.	30.72	50.95	11.75	8.95

Source: 1980 Census of Population

Summary

All of the above census data supports the conclusion that Tinicum Township is, for the most part, a blue-collar municipality with a stabilizing population. When a municipality's population is relatively stable, it becomes easier to plan for future improvements. You will not see year-to-year fluctuations in the general population or changes in its composition which would negatively impact on the ability to plan for the residents' wants and needs in the future. This would suggest that implementation of this study's recommendations would not be in vain, but rather would be appreciated by the users of this area. A decline in the Township's vitality is possible but does not appear to be foreseeable in the future. The economic future of Tinicum is getting stronger, and it can be assumed that improvements in the quality of an area begin to place pressures for recreational development in that area. This study is an attempt to better the image of an existing recreational area.

CHAPTER THREE DESIGN CONSIDERATIONS

This section of the study will delineate the components of the sites that could benefit from some type of design improvement. Since the study area contains four parcels, each parcel will be addressed separately.

Philadelphia Seaplane Base (Lazaretto Site)

This property contains three historic buildings which remain from the original nineteenth century quarantine station, the Lazaretto building, a stable which is in semi-ruins, and a boat house. These buildings could use various structural improvements. There are also several large metal storage sheds housing boats and seaplanes which could utilize facade treatment. Other areas to be addressed are general landscaping and traffic circulation. This site would require more intensive improvements than the other three.

Riverside Yacht Club

This site is the smallest of the four and is in the best condition. Very few design considerations exist for this parcel except for minor landscaping around the building.

Walber's on the Delaware

Walber's is a successful hotel and restaurant. The main area of treatment would be the large parking area. Consideration will be given to breaking up the visual effect of an expansive impervious surface. Docking facilities attached to the bulkhead at the site are in a state of disrepair. Consideration could be given to repairing these so that they could be restored as usable docks for potential restaurant customers, thereby creating a dock-n-dine facility.

Governor Printz State Park

The outstanding concern for this park is its underutilized area. The design must expand the facility's utilization over the entire park. The riverfront area could be designed in a manner to emphasize an orderly passive recreational site.

Summary

The overall landscaping treatment plan will unite the four sites as a working unit but will, at the same time, emphasize the individuality of each site so that each can operate separately. The remainder of the study will attempt to develop the unified, yet individual, image of the four sites.

Signage

This component is key to any redevelopment or revitalization effort. During 1985, DCPD performed a Coastal Zone Management study that identified sites for commercial revitalization. Two sites in Essington were highlighted. One site was this study area and the other was Governor Printz Boulevard (Route 291). Signage is an important element for a design project, but if Tincum Township decides to implement a comprehensive commercial revitalization program, then signage would become even more paramount.

Signage would need to address three basic areas, direction to the different facilities, individual establishment identification, and a logo reflective of the area (eg., boating and the river). The latter will become more important (and the focus may need to be broadened) if Tincum Township decides to develop a commercial revitalization program. The logo design might be solicited through a local contest which would foster community involvement. A promotional design firm could then use the winning concept as a guide to develop a final product. This logo should be placed on all businessmen's association letterheads and promotional materials. If downtown directories or kiosks are erected, the logo should be used there. Directional signs pointing to parking lots or other commercial sites should utilize the logo. Lastly, the signs of individual establishments should attempt to portray a unified theme but not be identical.

Signage for this project will not be limited to on-site signs. We would recommend that a theme name, such as "The Waterfront," be adopted for the study area. Directional signs pointing towards the project area should be placed at the intersections of Routes 291 and 420 and 420 and I-95 and at the headquarters of the TNEC, a regional attractor. Once again, if a commercial revitalization program is implemented, the logo should be placed on those signs, and the color coding of directional signs should be consistent with the logo's colors. The colors of directories and kiosks should also be consistent with those of the logos.

Route 420 ends at its intersection with Route 291, and the street then becomes Wanamaker Avenue. Wanamaker Avenue terminates at its intersection with Second Street, the frontage street of the study area. An establishment directory with arrows pointing out directions should be erected at this spot (Figure 1). This sign should list the applicable establishments in this area as well as available parking areas.

The design of signs for the different establishments would be left to the owner's personal tastes, but their theme should be united in some manner. A united theme could be reflected in the materials used for the signs' construction, the method of lighting (we recommend indirect lighting), the

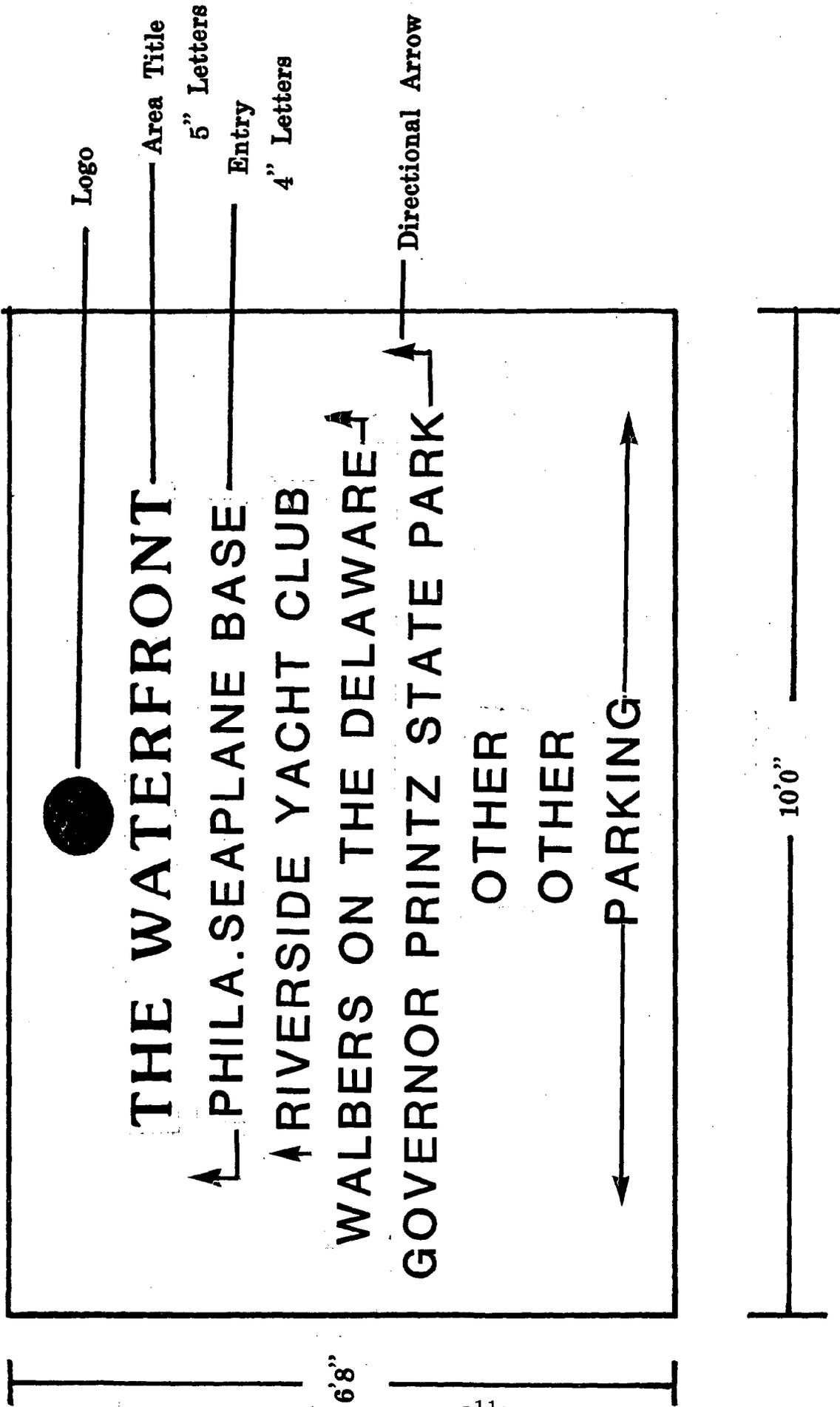


Figure 1
Proposed Directory Sign

Scale: 1" equals 16"

type of lettering, or any combination of the above. These are the most common ways to establish a unified sign treatment plan. We would recommend that the large directional sign for Walber's at Wanamaker Avenue and Second Street be removed as the directory would perform the same function.

CHAPTER FOUR THE LANDSCAPING PLAN

This is the main component of the study. The previously discussed issues will be assembled to form a workable, unified treatment plan for the study area. The four sites will be addressed individually. The format will be to briefly discuss the sites' existing conditions and then the improvement recommendations in an orderly fashion of least to most expensive. A schedule which suggests the recommended staging of the improvements can be found in Chapter Five.

Philadelphia Seaplane Base

Existing Conditions

This site is the one in need of the most treatment. The site is an active boat and seaplane storage facility. Most of the on-site storage is devoted to boats. The condition of the boats ranges from operational to unsalvageable. Dredging waste from the river as well as rusty boat and seaplane parts, tires, and empty oil drums can be found piled on the site.

The buildings on the property need some form of treatment ranging from facelifts to reconstruction. The Lazaretto building is an excellent example of Georgian architecture, and physical deterioration of this building is apparent. Other buildings remaining from the original site, the stable and garage, are in a state of serious physical deterioration. The stable is in ruins with just a highly deteriorated shell remaining. The garage does not appear to be structurally sound. Its walls appear to be leaning inward to the point of hinting at collapse in the near future. The boat house is also a remnant of the original site. This building is located near the river at the eastern end of the site. It appears to be structurally sound but in need of facade treatment.

The chain link fence surrounding the site appears to be weak and rusty. The seaplane ramp also appears to be in need of repairs. The boat ramp is operated seasonally and is removed for the winter months, but it does appear to be in good condition. The paved area leading to the boat ramp and storage sheds behind the Lazaretto building is broken up and in some places unrecognizable. Two freestanding signs exist on the site, one near the entrance and the other at the northeastern corner of the property. Both of these appear to be in poor condition and in a state of disrepair. Lastly, most of the landscaped areas on the site are overgrown with weeds.

Treatment Plan

Phase I

The first phase of the plan to improve the site involves a simple clean-up. The clean-up would entail removing the dredged residue, the rusty parts lying about the property, the unsalvageable boats, and other assorted debris. Also, regular grounds maintenance, such as mowing the grassy areas, raking leaves, and weeding the overgrown landscaped areas, needs to occur. The buildings should be washed down regularly to remove any accumulating grime. These are all labor intensive chores but fairly inexpensive to accomplish. These steps could be undertaken by the owners themselves.

Phase II

The second phase would require labor intensive chores and professional skills. The two signs should be removed. The chain link fence should be removed and replaced. A new sign should be erected to coincide with the new fencing. The storage sheds should be painted. Lastly, new landscaping should be planted to replace existing planted areas.

The two signs and the chain link fence surrounding the site should be taken down. A new eight foot picket fence made of treated wood and painted white should be constructed and erected. The double gate which serves as an access point to the front storage area will remain an access point, but it should be designed like the fence. The new sign should be made of wood and placed on the fence just east of the double gate.

The planting of new landscaping would begin during this stage. Most of the trees with the exceptions of one that is located in the northeastern corner of the property and those located in a planted section that extends into the storage area should remain. The only shrubbery that should remain, at this time, are the plantings adjacent to the stable and the Lazaretto building. All others should be uprooted. We would recommend that no major landscaping occur around the storage sheds except for the retention of trees and the planting of low or ground-cover type shrubbery. The reasoning here is that removal of a tree's root system could cause the ground to resettle, thereby causing damage to the building. The minor shrubbery treatment around the sheds is recommended with future maintenance in mind. If walls have to be repaired or repainted, low shrubbery would not hinder the repairs or repainting. New landscaping should be planted on the inside of all fencing with the exceptions of those sections parallel to Second Street and along the eastern boundary line. These areas are and will continue to be used for boat storage, so landscaping the inside of these fences would be futile. However, the fencing parallel to Second Street should be landscaped on the outside. We would recom-

mend a combination of green and flowering shrubs. Also included in this stage would be repair of the metal storage sheds, if needed, and repainting. We recommend a flat white or flat silver rust-proof paint.

The second stage for the Lazaretto site would see the landscape work and the fence and sign construction being done by professionals. The fence and sign removal and the sheds' painting could be done by the owners. This would be a definite cost savings.

Phase III

The third phase, overhaul of the seaplane ramp, would not be extensive with regard to site coverage, but it could be expensive. If structural, cosmetic, and/or safety repairs to the ramp are needed, they should be made. Also, the pulley house is recommended for renovation. The area adjacent to the sides and rear of the building could be landscaped with flowering shrubs. The historical significance of the seaplane ramp may qualify its repairs for National Preservation Loan Fund (NPLF) monies. This loan source should be investigated for implementing the ramp's renovations. If the repair costs cannot be paid by means of federal grant or loan funding, then the costs would revert to the owners.

Phase IV

The last phase is the most expensive, yet it is highly recommended for implementation. It would entail the restoration of the Lazaretto building, the stable, and the boat house. Along with these restorations, the main access road to the Lazaretto building and the broken paving to the southeast should be repaved, the garage in front of the Lazaretto building should be relocated (see Map 3), a gravel base parking area should be constructed, and the dirt circulation road for the front boat storage area should be given a gravel base. Lastly, new landscaping should be planted.

The landscaping for this could be extensive. We recommend the construction of a hedge-lined brick walkway from the parking area to the Lazaretto building. A landscaped brick patio area could be installed outside of the stable. The restored stable could be put to a commercial use, such as a chart or nautical shop, or could even serve as the office of the Philadelphia Seaplane Base.

This stage will require the procurement of public funds. Community Development Block Grant (CDBG) and NPLF monies would help to offset the costs of this step. There should be no problem in using CDBG monies in the project as the Lazaretto building is a public museum. The Lazaretto site's National Register status should qualify it for NPLF monies.

Governor Printz State Park

Existing Conditions

The park is a small, semi-wooded, passive recreational facility. One building, a maintenance garage, is located at the northwestern corner of the site. Maintenance is a problem in that even such menial tasks as lawn mowing and leaf raking are not performed on a regular basis. A two-stage treatment plan for the park is recommended. The first stage calls for minor site improvements, and the second involves construction of a waterfront walkway.

Treatment Plan

Phase I

The first phase would entail the implementation of a regular maintenance program, removal of the bollards along the eastern border, removal of the metal identification sign and replacement with a wooden sign, replacement of the gravel at the parking area, construction of a wooden rail fence along the northern border, and the placement of more picnic tables in the park.

The bollards which we recommend for removal are in good condition, but they are one of the reasons for the underutilization of the park. Since vehicular parking is located on their eastern side, the bollards act as a psychological barrier to the upper section of the park. It is easier to walk to the opening at the southern portion of the park, thereby establishing the entrance to the park as the destination of most visitors. The parking area would be regravelled, the bollards removed, and picnic tables placed in the upper section of the park in an attempt to increase the usable area of the facility. A person could access the park at any point along its eastern side and be able to picnic with a choice of spots.

The metal identification sign should be replaced with one made from wood. This would add to the psychological sense of the park being a "natural" area in that it would be more aesthetically appealing. A wooden sign would look better longer and require little, if any, maintenance to keep up its appearance. Lastly, the logs lying on the ground should be lifted up and made into a low rail fence. A rail fence would have a neater appearance. The break leading to the garage should be retained.

The use of the rail fence and wooden sign would add greatly to the appearance of the park and, thus, would subconsciously make users of the park more aware of littering, etc. To help add to the "no littering" theme, more trash cans should be made available for public use.

Phase II

The second phase is an intensive design for that part of the park nearest the river. A walkway would extend from the edge of the parking area to the steps and would then parallel the bulkhead for its entire length. The walkway would be made of brick and be landscaped on both sides with shrubbery. Trees would be planted along the walkway, and a few park benches would be installed. Lighting devices should be installed as safety measures for evening strolls. Another safety measure would be placement of chain link bollards on top of the bulkhead.

The landscape plan discussed above could be expensive to construct. The plan would have to be approved by the Pennsylvania Historical and Museum Commission (PHMC), the overseers of the park. If approval of the landscape plan by PHMC is received and budgetary problems arise, then the second stage could be stretched out over time as monies become available for construction.

Walber's on the Delaware

Existing Conditions

Walber's has been an established restaurant and hotel for over twenty years. The site is almost totally paved. The paving of the parking lot is broken and is in need of resurfacing. Two docks do exist off the bulkhead behind the hotel. These docks are in poor condition and are very weak. A grassy area exists along the property's eastern boundary. The signage for Walber's consists of one freestanding and two roof signs. The treatment plan will address the above mentioned conditions.

Treatment Plan

Walber's treatment plan would be carried out in two phases with the main design proposal being accomplished in the first stage. The second stage would simply involve the renovation of the docks.

Phase I

The first and main stage would see a total revamping of the site plan of the property. One problem is that people cut through the parking lot to park at Governor Printz State Park. To stop this from occurring, a trade-off between the parking and the grassy areas is recommended. This trade-off would result in a strip of landscapable land running parallel to Taylor Avenue. This strip would then be tree-lined to mirror Governor Printz State Park, which is located on the other side of Taylor Avenue. The signage would be affected by this shifting of the paved area. The free-standing sign would come down, and we recommend the sign's

replacement with a much lower sign. The proposed sign would have dimensions of four feet (height) by five feet (length) and should be constructed from wood and be illuminated with indirect lighting. The sign affixed above the restaurant is a marquee type of sign. Letters can be changed to notify people of events or specials, and it is lit from within. This sign, in our opinion, should be removed and replaced with a toned down sign displaying the restaurant/hotel's name. The second roof-mounted sign which is affixed to the roof of the easternmost building at the northeastern corner of the property should be brought down in favor of an overall directory sign as recommended in Chapter Three. After the paved and grassy areas have been shifted, the entire paved area should be resurfaced with macadam and the parking space lines repainted. With this shift of parking and grassy areas, the metal shed located at the southern end of the eastern property line should be dressed up with some landscaping along its northern wall, and the building should be repainted with a flat white or flat silver rust-proof paint.

Phase I would radically change the appearance of the restaurant and make the walk from a parking space to the restaurant more efficient. Even though the improvements would be very expensive to implement, they can be accomplished gradually.

Phase II

The second stage would entail the renovation of the two docks that are in poor condition. After being renovated, these two docks could service boaters who would dine at the restaurant, thereby creating the first dock-n-dine facility in Delaware County. This would not be an expensive renovation and would be done at the owner's discretion.

Riverside Yacht Club

Existing Conditions

The yacht club's property and building is in very good condition. The parking area is macadamed, and the paving is also in excellent condition. Very little treatment is necessary for this property.

Treatment Plan

The treatment plan would be able to be accomplished in one stage. The existing sign and chain link fence should be removed. The fence should be replaced with an eight foot, white picket fence. This should be done in conjunction with the fencing recommendations for the Philadelphia Seaplane Base, as mentioned earlier in this chapter. We recommend that a wooden sign be constructed to be consistent with the other recommended sign treatments and be placed over the

entrance to the club. The southern portion of the property at the bulkhead should be landscaped with flowering shrubbery. This would enhance the view of the property from the river.

In view of the fact that the site is well-maintained, the recommended treatment plan does not have to be extensive, nor is it expensive. The fencing change would require the greatest commitment of time and funding to complete (sign and landscaping).

Summary

The above discussion has laid out a phased strategy of site treatment for the four parcels. They differ in length of time from beginning to completion and in intensity of treatment. The Riverside Yacht Club undergoes very little change in appearance as compared to the Philadelphia Seaplane Base, which is facing a major overhaul. Four major areas of design considerations were addressed (signage, parking, fencing, and landscaping), and their treatments were consistent. Signage changes were recommended for all four sites. The recommended design and types of signs are different, but they would be bound by their construction material, wood. Parking improvements were discussed for all of the sites except for Riverside Yacht Club, and improvements were recommended. They were consistent in that all of the parking stock would be improved and the parking spaces would be efficiently located to the points of interest they serve. Fencing will affect all four sites in some manner. Any of the recommended fencing that affects Walber's will be along this establishment's eastern border, and it would be a result of the needs of the Philadelphia Seaplane Base and the Riverside Yacht Club, but it would not detract from the overall appearance of Walber's site. The Philadelphia Seaplane Base would need fencing to provide security for the boats and seaplanes held in storage on the site and, also, to act as a buffer for other properties in its vicinity. The Riverside Yacht Club's need for fencing is to promote the privacy and security that a private club demands. The recommended fencing for these three sites is unified in design and construction. The fencing prescribed for Governor Printz State Park would blend with the site's characteristics, and its effect is to be present but not barring. The recommended shrubbery or landscaping treatment has been consistent for the four parcels. No high shrubs were mentioned; only low ground-type shrubs that are either green or flowering were recommended. These would create a focal point and at the same time not obstruct a person's view from another point. Thus, while each parcel's treatment would be individual in nature, a unified image would be evident.

This chapter has laid out an overall landscape rendering for the study area. Due to the expertise needed to convert

the treatment plans from renderings to schematics, we hesitate to provide cost estimates. The conversion would require the services of architects, landscape architects, engineers, and/or landscape designers. Also, depending upon the firm(s) selected to perform the conversion(s), the costs could vary significantly. After the conversion to a schematic plan has been made, the price of contractors and subcontractors would also affect the costs.

Specific selections of plant species are not made as these could vary according to the recommendations of the landscape architects or designers and the desires and funding commitments of the clients. The economic condition of the landowners would definitely dictate the specifics of their treatment plans.

CHAPTER FIVE
IMPLEMENTATION FRAMEWORK

Funding

The public funding available for rehabilitation and/or restoration of historic properties and improvements to other properties is becoming very limited, thereby creating increased competition for the limited funds which are available. Therefore, creative financing may be the best tool that can be used to eliminate competition and to circumvent other roadblocks.

Public monies would be needed as an incentive for the private property owners to implement the study's recommendations. Also, the procurement of public monies applicable to the study area would require public involvement. We will examine five funding programs that could be considered for implementation of the treatment plan.

Community Development Block Grants (CDBG)

Background

This program provides annual grants to communities on a regular basis to carry out a wide range of community development activities directed toward neighborhood revitalization, economic development, and improved community facilities and services.

Communities develop their own programs and funding priorities and consult with local residents before making final decisions. All CDBG activities must benefit low- and moderate-income persons, aid in the prevention or elimination of slums and blight, or address other community development needs that present a serious and immediate threat to the health or welfare of the community. Some of the activities that can be carried out with these funds include the acquisition of real property, rehabilitation of residential and nonresidential properties, provision of public facilities and improvements such as water, sewer, streets, and neighborhood centers, and assistance to profit-motivated businesses to help with economic development activities.

Department of Housing and Urban Development (HUD)
Assistant Secretary for Community Planning and Development
Washington, D.C. 20410

Implementation

This source of funds can be used for the three privately owned parcels in the project area. Although the funds cannot be directly allocated to the parcels because of their private nature, a municipality can loan or grant CDBG funds to the private sector. The acquisition of these funds as a

loan or grant would entail requirements, such as the improvement's use allowing public access.

Urban Development Action Grants (UDAG)

Background

UDAGs assist eligible municipalities which are experiencing severe economic distress to help stimulate economic development activity needed to aid in local economic recovery. This is done through a combination of public and private investments in economic development projects. The private sector's financial commitment must be secured by the municipality prior to the preliminary approval of a UDAG project.

The program is intended to help revitalize municipalities which have a combination of characteristics used to measure economic distress, as follows: aged housing, low or no per capita income growth, high percentage of poverty, loss of population and jobs, unemployment, and designation as a labor surplus area. A minimum ratio of 2.5 private dollars to every UDAG dollar is required. The competition for these grants is so great that the leveraging ratio is operating way above the 2.5 minimum private dollars at 5 to 8 private dollars for every UDAG dollar. UDAG projects should take no more than four years to complete. No additional funding will be available for a project following the execution of a grant agreement, although additional UDAGs may be available to that municipality to support different projects during the life of the program. However, the continued availability of UDAG funds is questionable for the future.

Department of Housing and Urban Development (HUD)
Assistant Secretary for Community Planning and Development
Washington, D.C. 20410

Implementation

If a UDAG was considered as the public money needed for an economic development project and the study area was considered the target area, then it would appear that more land would need to be incorporated into the proposal, and a majority of the capital would be required on the local level. The implementation of this study's recommendations would have little, if any, direct impacts on the economic distress factors mentioned above. However, if additional marinas and dwellings were added to the study area to form a massive redevelopment area that greatly impacted economic distress factors, a UDAG could be workable. The study area is too small and the recommended improvements would appear miniscule as compared to other UDAG applications competing for funding. In order to contemplate a UDAG, this study area

would have to be a portion of a larger proposed redevelopment area.

Incentive Tax Credit Program (ITC)

Background

This is a program that is administered by the National Park Service with the cooperation of the Internal Revenue Service. This program is directed towards the Lazaretto site and the Riverside Yacht Club. These parcels contain the most recognizable historically significant structures. The two parcels would qualify for a 25 percent ITC, but the ITCs are allowed on rehabilitation costs and not to offset property or local taxes.

The ITCs are varied, but the best known are the 15, 20, and 25 percent tax credits. The Economic Recovery Tax Act of 1981 dramatically changed the federal tax treatment of investments in historic properties. This law (amended by the Tax Reform Act of 1984) replaced earlier preservation tax incentives with a 25 percent ITC for the substantial rehabilitation of historic commercial, industrial, and rental residential buildings which can be combined with an 18 year cost recovery period for the adjusted basis of the historic building (15 years if the property was placed in service before March 16, 1984).

Nonhistoric buildings that are substantially rehabilitated can qualify for a 15 percent ITC if they are 30-39 years old and a 20 percent ITC if they are over 40 years old; these buildings can be used for industrial or commercial purposes only. The lesser credits, however, are not available for certified historic structures, and owners who have properties within registered historic districts and who wish to elect these credits must obtain certification that their buildings are not historic. Because tax aspects outlined above are complex, individuals should consult legal counsel or the appropriate local Internal Revenue Service office for assistance in determining the tax consequences of the provisions described above.

Preservation Tax Incentives
National Park Service
600 Arch Street
Philadelphia, PA 19106

Implementation

The ITCs are not funding programs for development but, rather, serve as an incentive tool for development. They are an added bonus for rehabilitated properties. The Lazaretto site, being a National Register property, qualifies for the 25 percent ITC only. Any rehabilitation project for this site must comply with the Secretary of the Interior's

Standards for Rehabilitation Projects to qualify for the tax break.

National Preservation Loan Fund (NPLF)

Background

The NPLF provides low interest loans, loan guarantees, interest subsidies, and technical assistance to help organizations with the creation or expansion of revolving loan funds and with preservation development projects for historical buildings, sites, and districts.

NPLF assistance can be used for acquisition, rehabilitation, and related capital costs for projects involving historic properties. NPLF money must be matched with local capital. The maximum loan is \$100,000, and the term is no more than five years. Applicants must be nonprofit incorporated 501 (c)(3) organizations or public agencies.

National Trust for Historic Preservation
1785 Massachusetts Avenue, N.W.
Washington, D.C. 20036

Implementation

This program would require that Tinicum Township act as the grantee for the funding. The Lazaretto building and the others on that site which are on the National Register would definitely be eligible for NPLF monies. Also, by being on the National Register, the Lazaretto building would receive a higher rating over those that do not have that status. The NPLF would be the best of the federal programs that provide rehabilitation funding, but the competition for these loans is very fierce.

Pennsylvania Coastal Zone Management Program (CZM)

Background

Pennsylvania's CZM Program is a federally approved program administered through the Department of Environmental Resources (DER) which receives grants from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration (NOAA), to implement the approved management program policies. To implement those policies, the CZM Division of DER has developed a series of monitoring techniques, coordination mechanisms, and technical assistance programs to facilitate sound coastal management decision making and provides grants to other state agencies and local governments to conduct activities which further the CZM Program policies.

Division of Coastal Zone Management
Department of Environmental Resources
P.O. Box 1467
Harrisburg, PA 17120

Implementation

CZM funds could be used for improvements to Governor Printz State Park, the only one of the four sites which is publicly owned. Any application for these funds would require the support of the PHMC. The PHMC, the American Swedish Historical Society, and Tincum Township should jointly investigate this form of funding and coordinate the implementation of design plans.

Summary

The above programs, with the exception of CZM, would be applicable, in part or whole, to the three privately owned parcels in the study area for implementation of their recommended site treatments. Governor Printz State Park is publicly owned, and any funding for site improvements would be of a different nature. In addition to CZM funds, the clean-up and maintenance of the park should be accomplished by using the park's budget. The proposed landscape plan for the park would be expensive to construct. The proposed stages may not be accomplished as whole units due to Governor Printz's annual budget. If this is the case, then we would recommend that these stages be drawn out over time as monies become available to pay for the recommended improvements. The recommended improvements will require PHMC approval before any implementation can occur.

The study area has a unique make-up, consisting of three privately owned and operated parcels and one state park. It would appear that for other than Governor Printz State Park, the physical implementation of the study's recommendations would be best handled privately, but with cooperation among the three owners. If Tincum Township becomes involved, whether voluntarily or by request, the strategy would shift to the application of public monies to assist the project's completion. We recommend that the NPLF be attempted first, with the CDBG and UDAG programs following next, respectively. It should be noted that the ITCs can be used in determining the leveraging ratio of private dollars to public dollars for UDAG monies.

Landscape Plan Staging

Chapter Four discusses the treatment plans for the four sites. This section will set forth a scheduling framework for the respective improvements for these sites. It should be noted that the phasing of the work for each site is not limited by time for completion, nor do they have to coincide with one another (the four sites do not have to begin their respective improvements at the same time; they can begin when sufficient funding is available to accomplish a recom-

mended task). However, we do recommend that the individual site clean-ups be accomplished as soon as possible because they require little, if any, capital to complete.

Philadelphia Seaplane Base

First Stage

- o Perform site clean-up
- o Develop a regular maintenance schedule

Second Stage

- o Remove two signs
- o Remove chain link fence
- o Remove existing landscaping
- o Erect new eight foot wooden picket fence
- o Erect new sign
- o Repaint storage sheds
- o Plant new landscaping

Third Stage

- o Renovate seaplane ramp and pulley shed
- o Plant new landscaping

Fourth Stage

- o Restore Lazaretto building, stable, and boat house
- o Relocate garage
- o Install parking area
- o Install brick walkway and patio
- o Repave access drive and broken paved area
- o Upgrade dirt road servicing front storage area
- o Plant new landscaping

Governor Printz State Park

First Stage

- o Develop regular maintenance schedule
- o Remove bollards along parking area
- o Remove metal identification sign
- o Upgrade parking area
- o Erect new wooden identification sign
- o Construct wooden fence along northern property line
- o Install more picnic tables

Second Stage

- o Install brick walkway along waterfront
- o Install chain link bollards on bulkhead
- o Install lighting devices
- o Install park benches along walkway
- o Landscape walkway

Walber's on the Delaware

First Stage

- o Redesign parking area
- o Remove all existing signs
- o Erect new wooden signs
- o Repaint metal storage sheds
- o Plant new landscaping

Second Stage

- o Renovate existing docks behind restaurant

Riverside Yacht Club

First Stage

- o Remove chain link fence
- o Remove plastic sign
- o Erect eight foot wooden picket fence
- o Erect new wooden sign
- o Landscape bulkhead area

LIST OF REFERENCES

The following list contains the different reference sources the Delaware County Planning Department utilized for the preparation of this study. After the source, the letter O, P, and/or R will appear in parentheses. These letters will refer to the source as being either an organization, publication, or reference material, respectively.

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Washington, D.C. 20410

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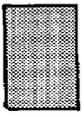
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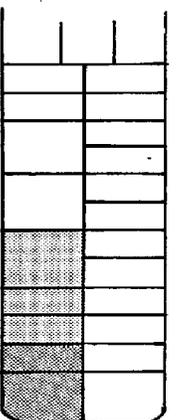
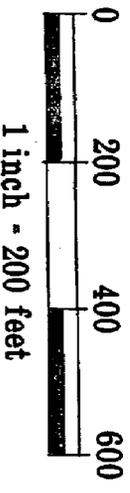
Delaware County Planning Department
Watkins Building
350 North Middletown Road
Lima, PA 19037

ADJACENT LAND USES

MAP #1

RESIDENTIAL

-  SINGLES
-  TWINS
-  MULTI-FAMILY
-  COMMERCIAL
-  INDUSTRIAL
-  BOAT STORAGE
-  PUBLIC RECREATION
-  PRIVATE RECREATION



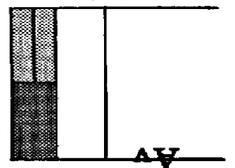
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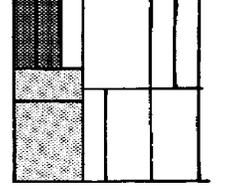
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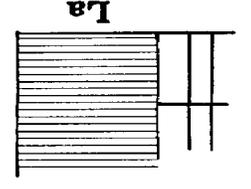
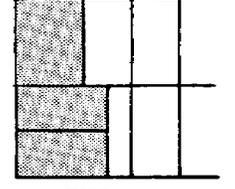
Warwick Av



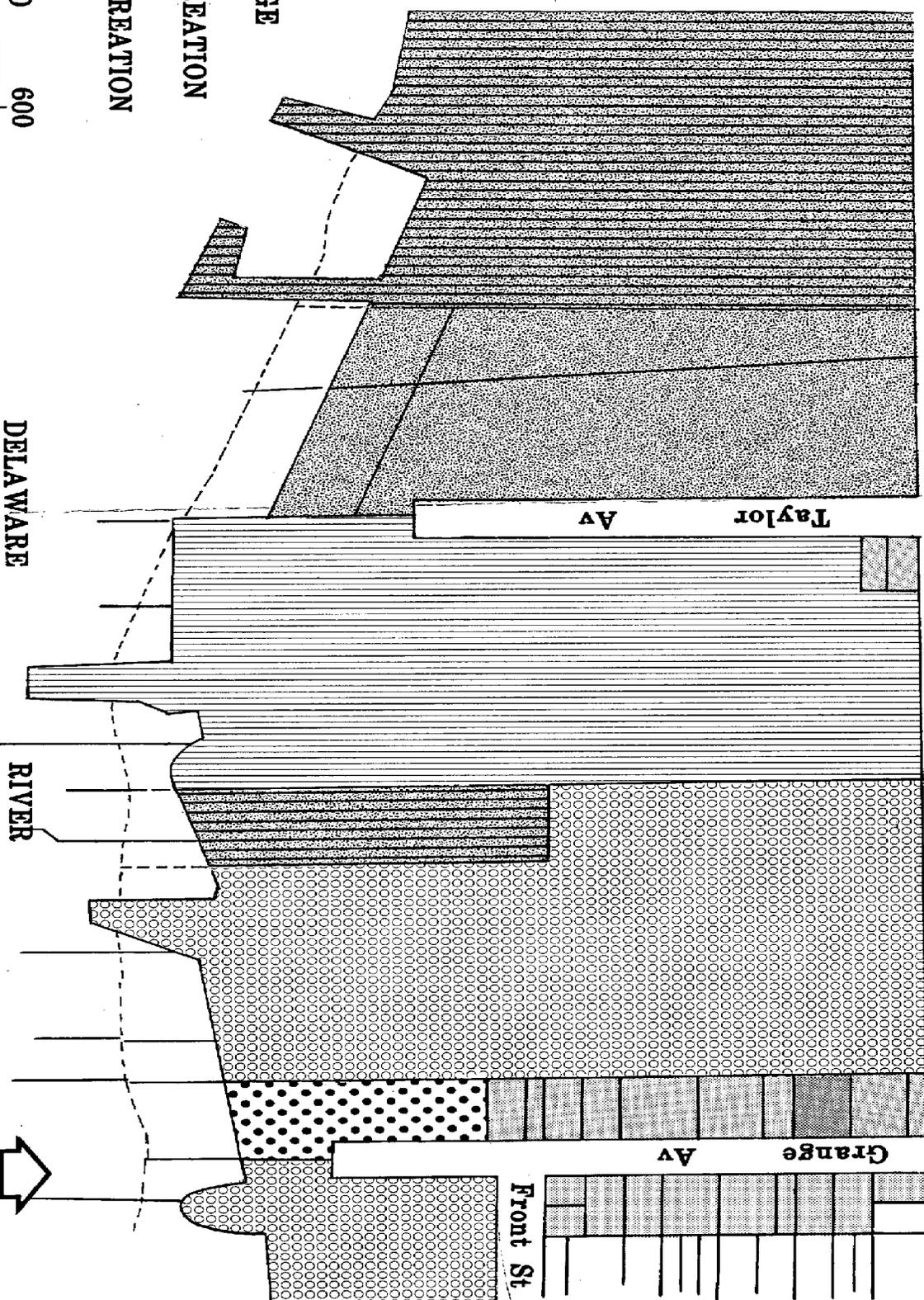
Wanamaker Av



Printz Av



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DELAWARE

RIVER

