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# The World in ONE Place:

## An Implementation Plan for the Garrett Road Corridor

Upper Darby, PA | Instructor: Miles Owen | Studio 1, Spring 2023





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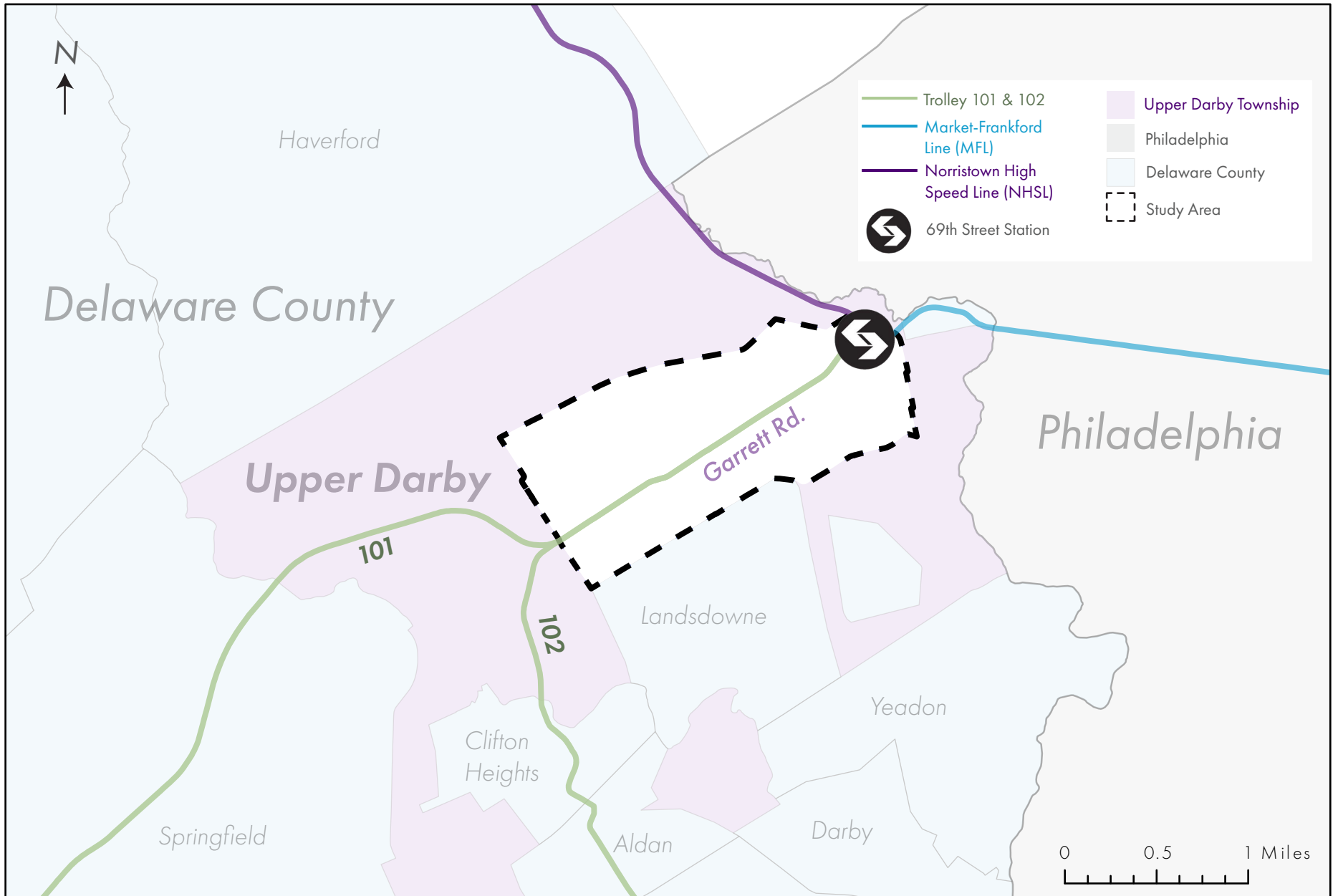




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## **Existing Conditions**

# Existing Conditions



# Upper Darby Township

The Upper Darby Township is located just West of the City & County of Philadelphia. Upper Darby is the metro area’s second largest municipality and the gateway to Philadelphia’s Western suburbs. From the 69th Street Transportation Center, it only takes 20 minutes on the Market Frankfurt Elevated Subway to get from Upper Darby to Philadelphia City Hall. In 30 minutes, a traveler can either take the Norristown High Speed Line north to Norristown or the 101 Trolley west to Media. Upper Darby has a dense, mixed-use downtown in the East which transforms into a typical suburban area as you travel West into Delaware County.



Map 2. Study Area with Garrett Road and Trolley

## The Study Area: Garrett Road Corridor

Our study area looks at the Garrett Road corridor: starting at 69th Street Station, traveling west along Garrett Road & the Trolley lines, then ending at the Drexel Hill Trolley Junction. Our study area’s North and South boundary is roughly a ½ mile and 5-15 minute walk from Garrett Road. The two mile corridor encompasses all types of urban environments and physical infrastructure, making our study area a true mix of the urban and suburban. Beyond the built environment, our corridor also houses people of many different origins, many of which from foreign countries, who have made Upper Darby their home and place of business. The study area is uniquely situated to be able to benefit greatly from the upcoming trolley modernization project due to the importance of the transportation center as a connecting point for all of Delaware County. It is because of this opportunity that Upper Darby needs to look specifically at this corridor to plan for a successful transition into the next decades.

### Taxation

A large reason for many new migrants coming to Upper Darby specifically instead of Philadelphia proper is the comparative savings in taxes. For one, Upper Darby is among one of the townships in Delaware County that does not charge a wage tax, meaning it is possibly financially advantageous to live and work in Upper Darby instead of another township or Philadelphia, which has a 3.8% residential and 3.4% non-residential wage tax. This is especially beneficial for those who work from home for companies headquartered in Philadelphia, who now do not have to pay a wage tax.

### Comprehensive Plan (2018)

Upper Darby Township is a home rule township with a mayor-council type of government. Like many local governments, Upper Darby does not have the proper resources to handle its complex problems. At the same time, the study area has roads, parks, and transit that are managed by different government bodies, both internal and external. Figure [Ownership Across the Street] highlights that this section of Garrett Road has 4 different stakeholders managing it. Overall, Figure 1 shows how Upper Darby is sporadically managed and funded.

## Governance



### New Planning Commission (2022)

What's unique about Upper Darby is its planning context. The township only gained a long-range planning commission in 2022. The planning department itself is largely two staff members – fairly small even for a city of this size. Along with this addition in planning resources and staff, Upper Darby has also rebranded in 2020, gearing towards its newer identity as a multicultural enclave by using "The World in One Place" as a new town slogan.

# Governing Bodies

In 2018, the township put out a comprehensive plan, which had 4 main themes, to plan Upper Darby with a vision of 2028. The planning department is now looking ahead to prepare the process for the next comprehensive plan which will take into account new issues that have surfaced, especially those caused by the COVID-19 Pandemic.

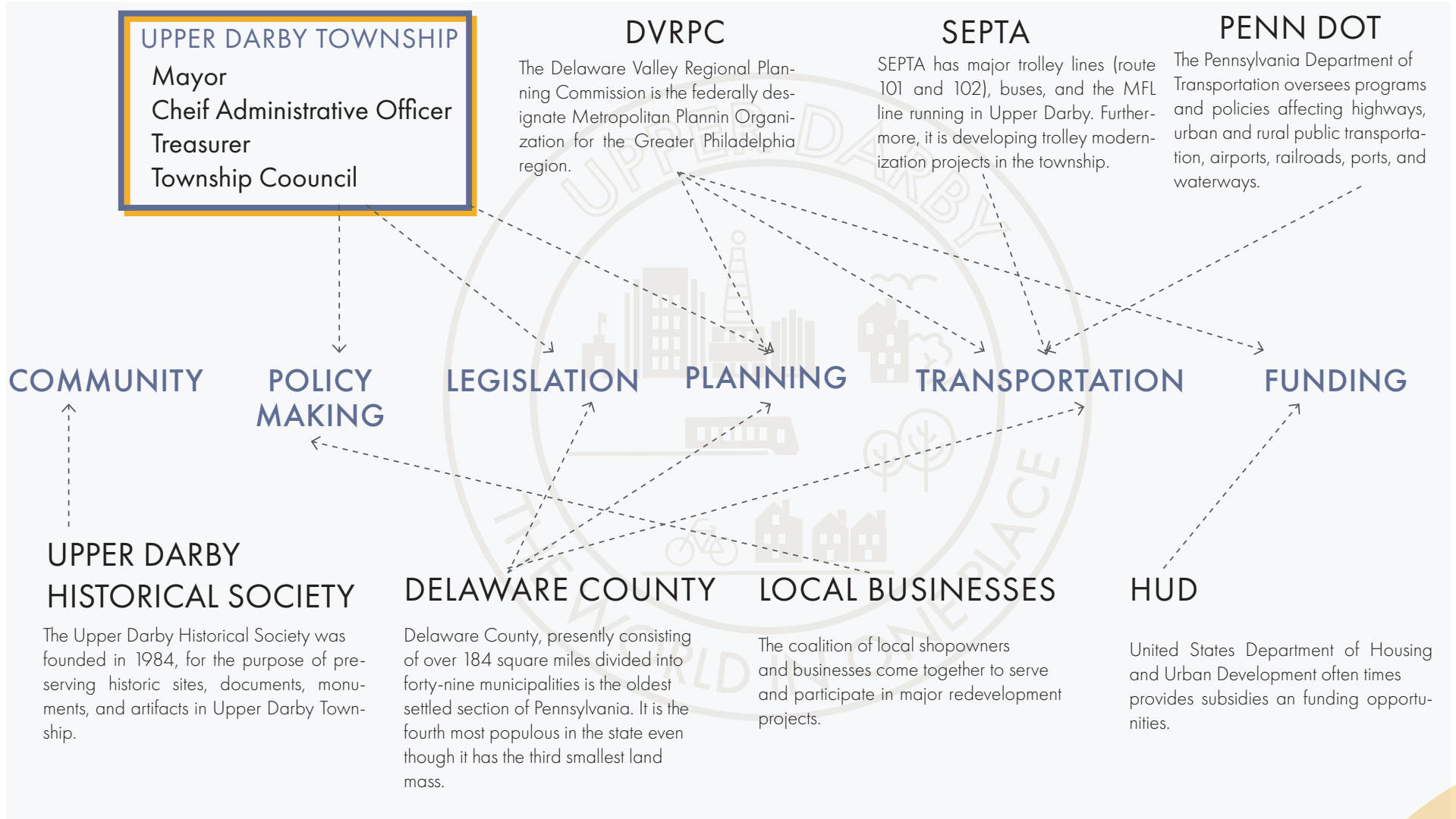


Fig. 1 Governing Bodies in Upper Darby Township and Roles

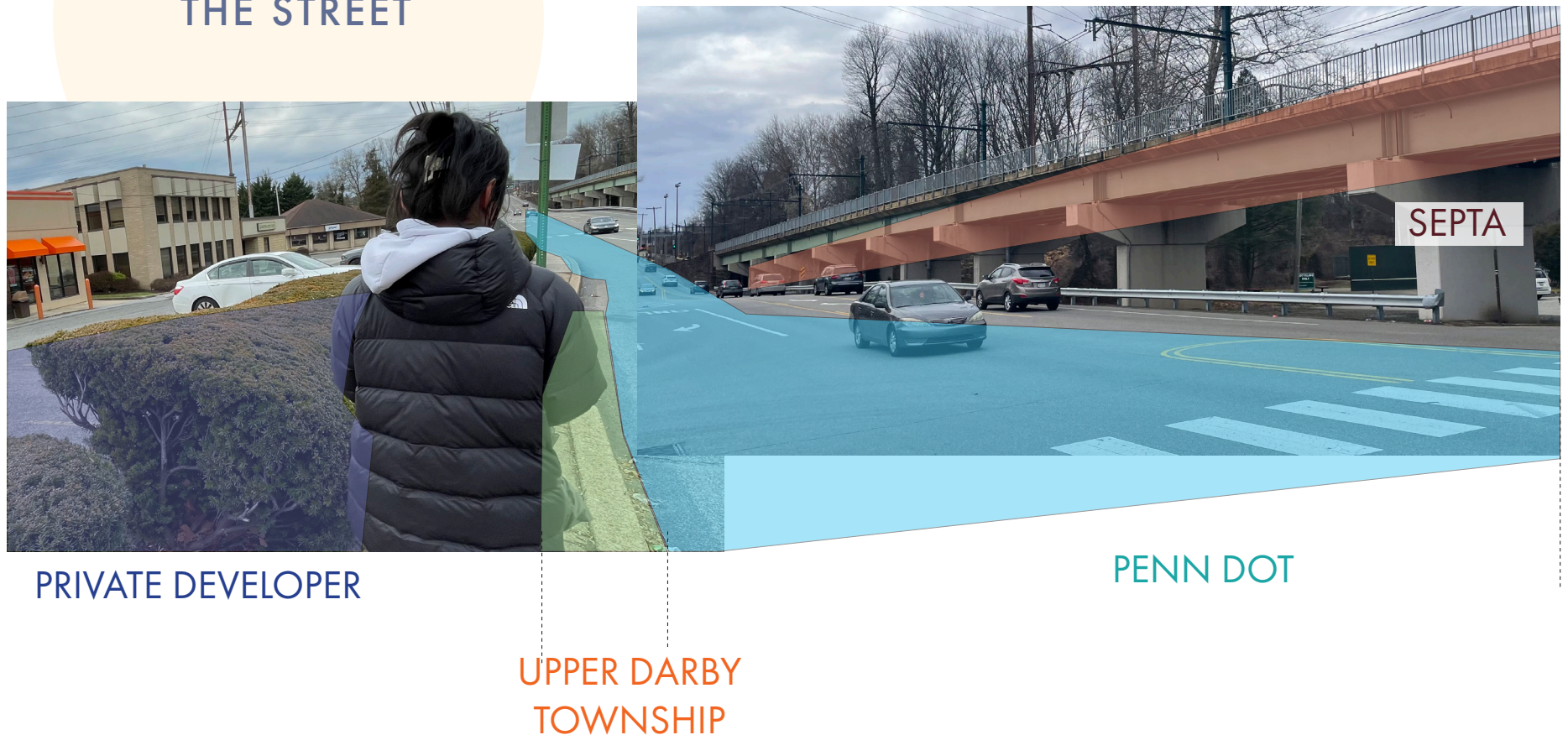


# Divided Government Structure

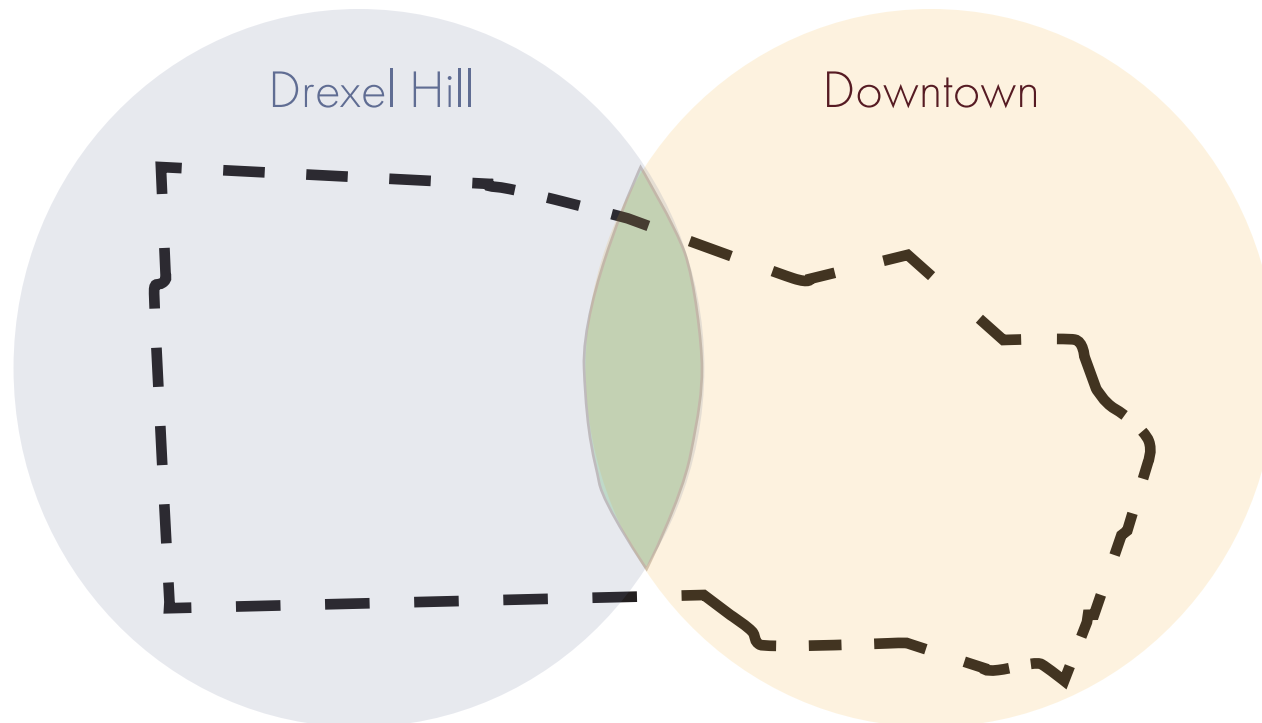
Upper Darby Township is a home rule township with a mayor-council type of government. Like many local governments, Upper Darby does not have the proper resources to handle its complex problems. At the same time, the study area has roads, parks, and transit that are managed by different government bodies. Figure 2 highlights that this section of Garrett Road has 4 different stakeholders managing it.

## OWNERSHIP ACROSS THE STREET

Fig. 2 Divided Ownership Across the Garrett Road.







The Garrett Road Corridor in Upper Darby is **diverse, vibrant, and infrastructure-rich**; yet, there are **social and economic divisions** amongst its communities.

# Demographics & Economics

## Quick Glance

Under 18: 23%

Over 65: 12%

Foreign Born: 23%

Household Size: 2.56

Same residence

1-year ago: 89%

## Population

Philadelphia	1,576,251
Upper Darby	84,891
Study Area	28,716

## Median Household Income

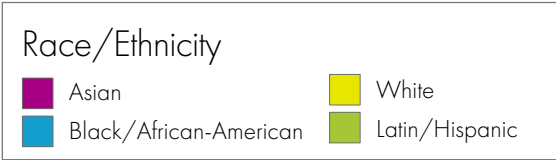
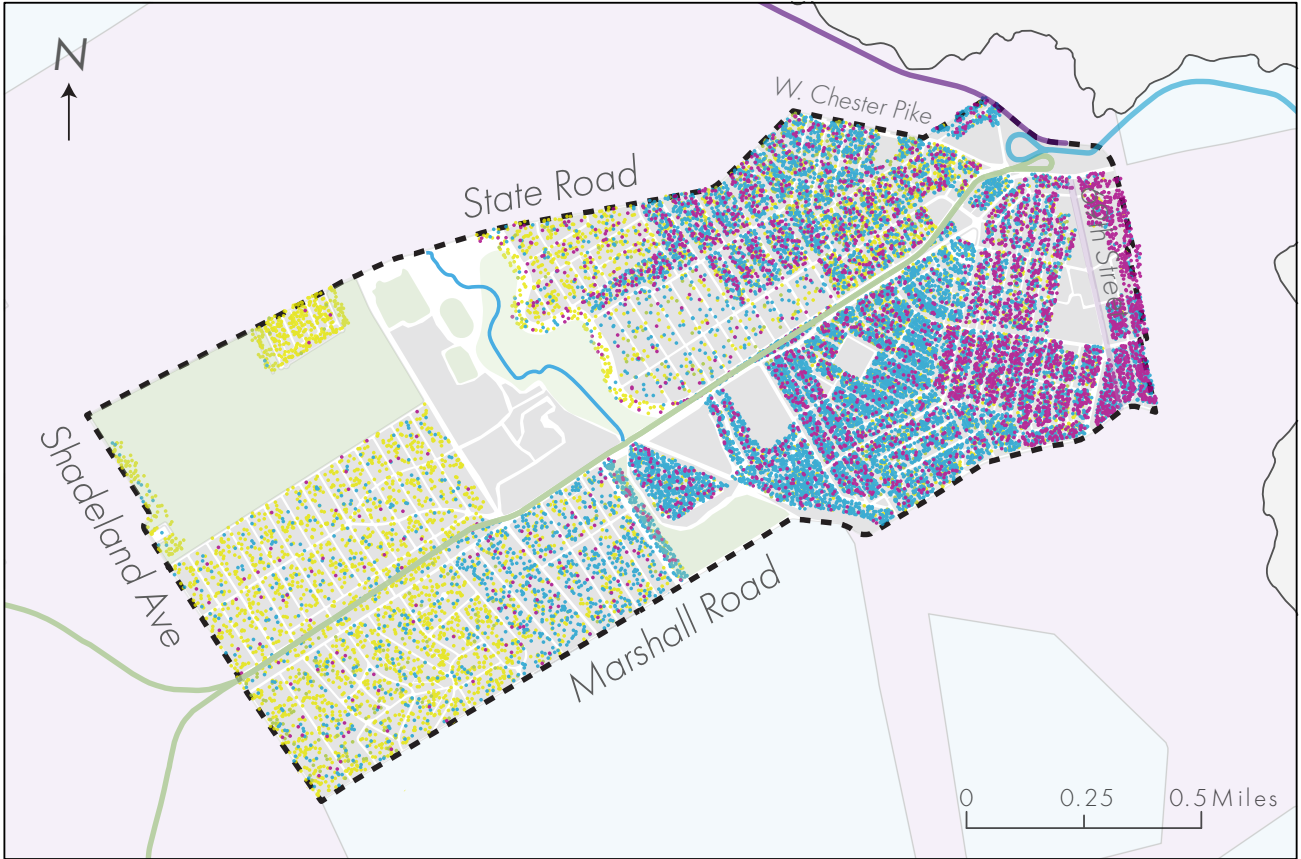
Philadelphia	\$52,649
Upper Darby	\$62,950
Study Area	\$60,000

# Divided Race

Upper Darby's stark spatial differences in race, ethnicity, and cultural backgrounds cannot go undiscussed. Looking at Map 3, which displays race & ethnicity data from the 2019 ACS, it is apparent that Upper Darby's Downtown population is majority non-White. On the other side, the Drexel Hill suburbs are a majority White.

In 1968, the state's Human Relations Commission found that Upper Darby and Delaware had systematically prevented Black and minority families from residing in their neighborhood of choice. Even though public racial segregation was largely banned by the 1970s, 'racial steering' was still at play. In 1980, for example, a mob of white residents prevented a black family from renting a home in Upper Darby – with the Human Relations Commission's hearing declaring that there is "an unseemly pattern of racially motivated terrorism and harassment" in Upper Darby. Even in the 1990 Census, Upper Darby was 91% White.

Especially considering that similar spatial patterns can be seen in differences in transportation usage, housing density, income, housing values, and education. It will be important to understand the racial and ethnic context in order to promote equitable outcomes.



Map 3. Racial Distribution within Study Area (2019)

Source: Pennsylvania Human Relations Commission, Report on Investigatory Hearings, conducted in the City of Chester (1968); Victoria Martin, "An Analysis of Racial Trends and Segregation in the Upper Darby School District" (2020)

Between 1990 and 2000, immigrants started creating their own enclave in the downtown area – raising the percent of non-White from 9% to 24%. Map 3 on the previous page highlights the tightknit grouping of different races and ethnicities. This grouping is largely due to the historic racial segregation. But the block-by-block differences in downtown can be attributed to the ‘anchoring effect’ of immigrant groups. For example, the ‘Asian’ dots in the Eastern portion of downtown is Korean and Vietnamese residents and downtown business owners. By the 2019 ACS, 23% of Upper Darby residents are foreign born – one of the highest in any American city.

Although the immigrant communities can be perceived as ‘thriving’, during Upper Darby Rising’s community engagement, parts of the community were described as “islands”. It has been hard for newcomers (to Upper Darby and America) to connect with the rooted, multi-generational community. Language, transportation, and education are all barriers that prevent the downtown and suburbs from connecting.

## Upper Darby International Festival

The biggest community event in Upper Darby has been the International Festival. Starting in 2017, the international festival has been at the center of Upper Darby’s identity as a culturally diverse community. During the festival, traffic at the Five Points Intersection at Garrett Road will be limited to pedestrian only. The festival welcomes a diverse group of ethnic food vendors, pop-up shops, festive performers, as well as visitors from all ages to join this celebration. The 2022 festival had received sponsor from large corporations including Xfinity, Aqua, Santander, and Gallagher.



Photos (2022) from Upper Darby International Festival’s official Facebook page



# Local Businesses

## Demographics & Economics

The study area's businesses are largely focused in the downtown and speckled along the Garrett Road corridor. Downtown has a higher density of businesses that take advantage of the historic buildings and foot traffic. Out towards Drexel Hill, businesses either locate (1) in the clusters of smaller businesses on intersections of Garrett Road or (2) in the larger suburban shopping plazas. The downtown's business community is very unique due to the historic buildings, proximity to transit, and its offering of multi-cultural businesses.

Since Upper Darby's immigrant population moved into the area in the 1990s, the downtown transformed into a vibrant, multi-cultural collection of businesses, shops, and groups. The Map of Businesses highlights that, in just a few blocks, there is a wide offering of groceries, restaurants, and shops from a variety of ethnic and cultural backgrounds. This provides a special shopping experience unlike anywhere in Philadelphia.



Fig. 3 Ethnic Small Business Along Garrett Road

### Multilingual Services

Upper Darby's official website offers business guides for starting small businesses in multiple languages. The township center also offers translation services.

### Available Languages

- Bengali
- French
- Hindi
- Mandarin Chinese
- Punjabi
- Spanish
- Vietnamese

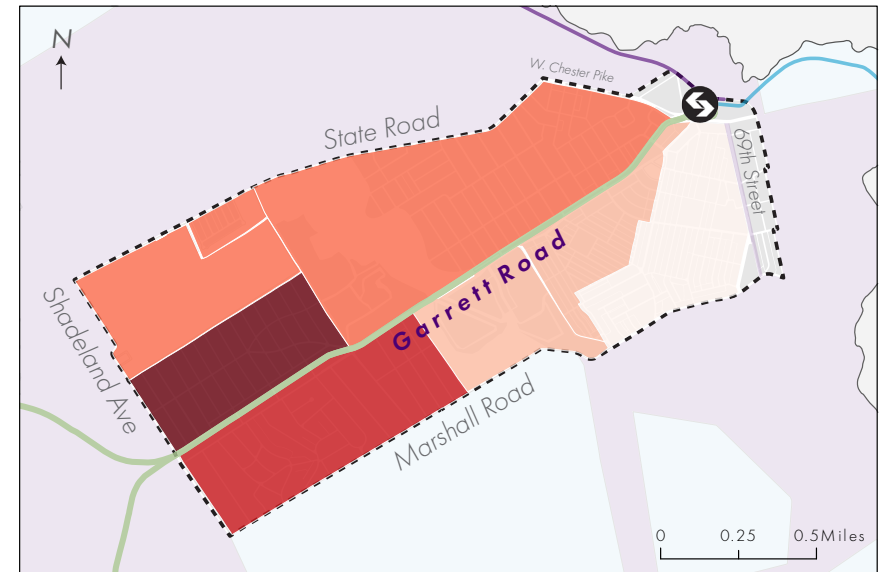
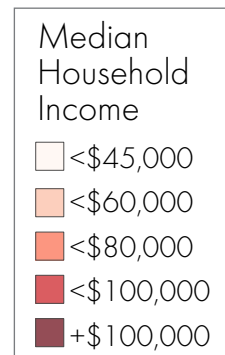
## Existing Conditions

The study area's divisions can clearly be seen when it comes to economic conditions. Downtown residents do not have the same wealth and job resources as the Drexel Hill residents. This is largely due to the Downtown's population being largely under-resourced immigrants who largely rely on renting and lower-income jobs. Drexel Hill, however, is rooted, multigenerational residents that are primarily White and homeowners.

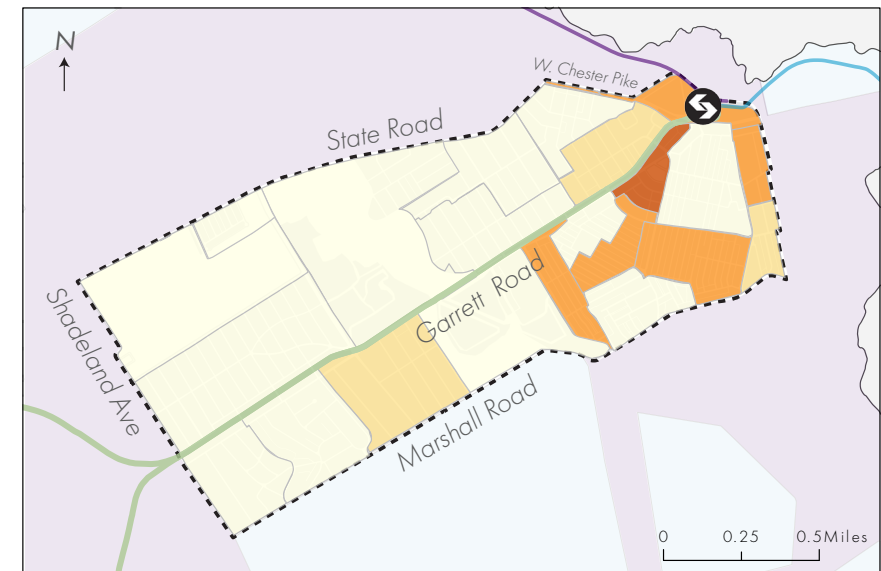
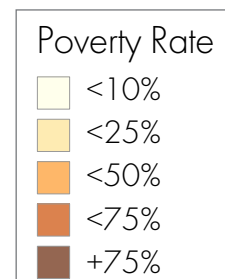
The Map of Median Household Incomes highlights the stark divisions in the economic conditions of residents. In just a mile, there is above a \$50,000 difference in Census Tract incomes between the Downtown (~\$45k) and Drexel Hill (~\$110k). This income disparities that there is a big difference in quality of life and access to resources between these communities that share the same streets, parks, and schools.

The Map of Family's Living in Poverty show a similar pattern with block groups in Downtown having a poverty rate around 50% to 75%. The Downtown population isn't fully impoverished as there is a large block group with only 6% of families in poverty. This outlier block group, as well as those on the periphery of Downtown, have less poverty but a higher amount of homeowners. This difference in economic conditions in a Township around 80,000 people is astonishing. It heavily suggests that there is not a fair redistribution of resources.

## Divided Income



Map 4. Median Household Income

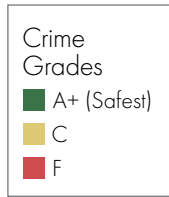


Map 5. Percentage of Family living in Poverty

# Crime

Upper Darby's unique position as a suburban township bordering Philadelphia County influences its crime rates. The crime situation in Upper Darby varies significantly between its neighborhoods. Downtown Upper Darby, particularly in areas around 69th Street, has been struggling with higher crime rates. The crime grades in these areas have reached as low as F, causing concern among residents and local authorities. In contrast, Drexel Hill, a neighborhood situated on the other side of Upper Darby, enjoys a relatively low crime rate. This disparity between the two neighborhoods may be attributed to factors such as socioeconomic differences, population density, and proximity to the city of Philadelphia. While some neighborhoods face challenges related to crime, Upper Darby's overall crime rate per 1,000 people is slightly higher than that of Delaware County but significantly lower than Philadelphia County, which made Upper Darby an attractive place for people who work in Philadelphia to reside.

While the crime situation in certain neighborhoods is a cause for concern, it is essential to recognize the inherent strengths of Upper Darby. The township's rich cultural diversity, robust community spirit, and strategic location make it an appealing place to live for individuals and families alike. By focusing on these positive attributes and addressing the crime disparities, Upper Darby has the potential to thrive and provide an even safer environment for its residents.



# Demographics & Economics

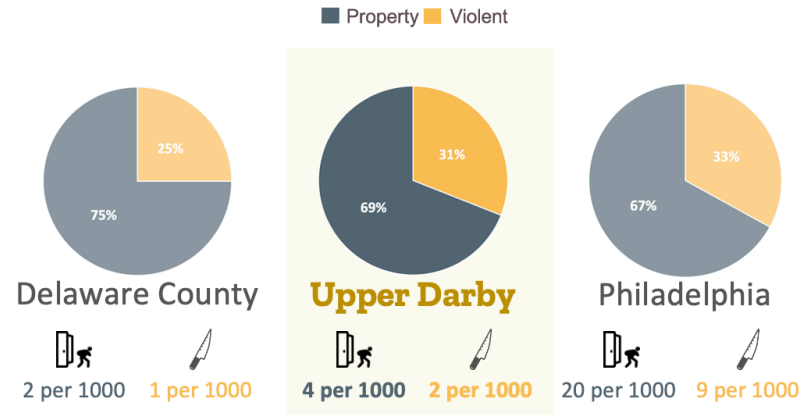
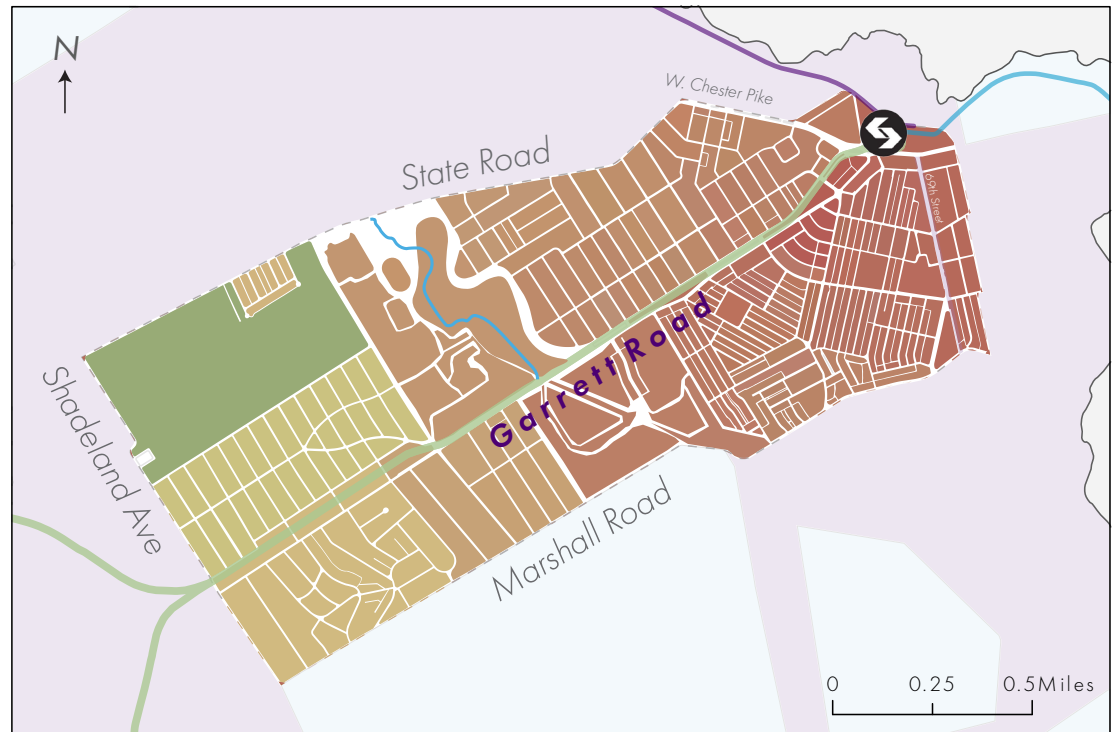


Fig. 3 Percentage of Property vs. Violent Crime Comparison



Map 6. Crime Rates within the study area, sourced from crimegrade.org (a third party source).



# Transit

*As briefly mentioned, transit is a major aspect of the Garrett Road Corridor and can be highlighted as a main driver for its rapid development in the early 20th century. The 69th Street Station serves as an important connecting point to Philadelphia's job market for residents in the area and the surrounding rest of Delaware County. Comparatively, the area has more transit access than most other suburbs in the county, but the use of transit in the Garrett Road Corridor is very singular: accessing Philadelphia. While Downtown Upper Darby is still a significant urban retail center, most people simply pass through it by car or transit. The section of trolley tracks on Garrett Road are not usually joined by significant mixed-use development, rather serving suburban populations' need to access Philadelphia or other suburbs.*

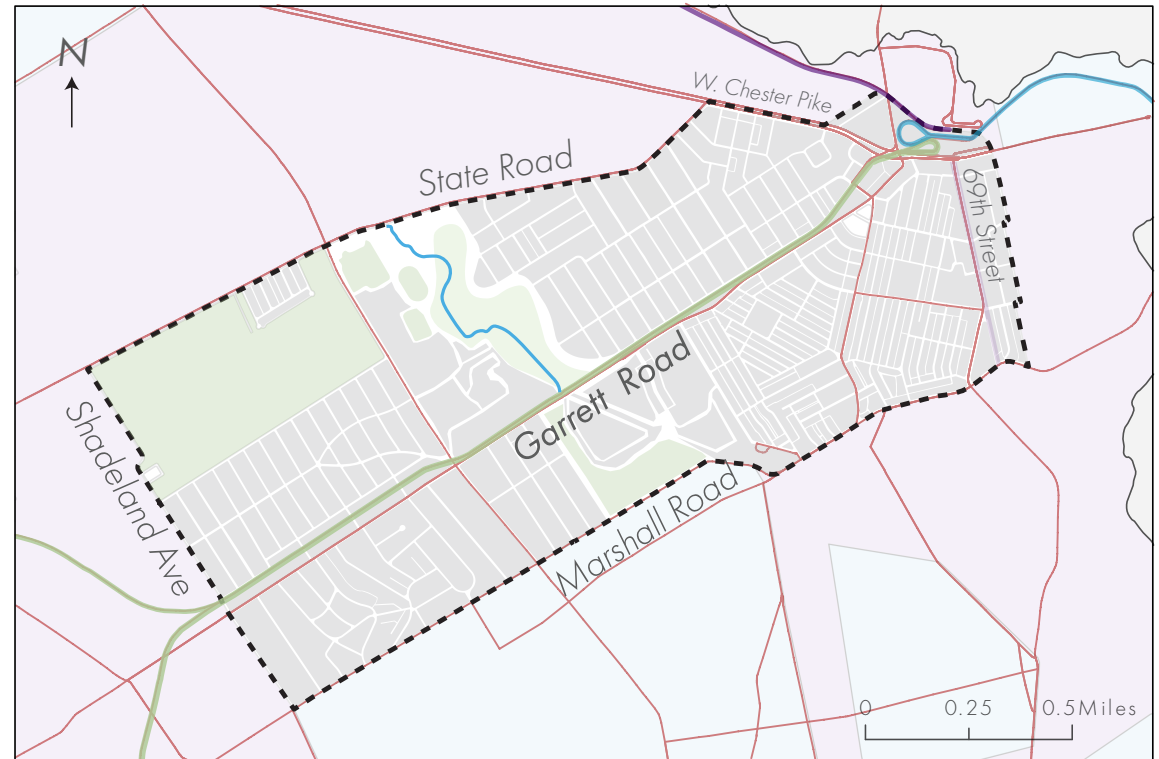




# History of Transit

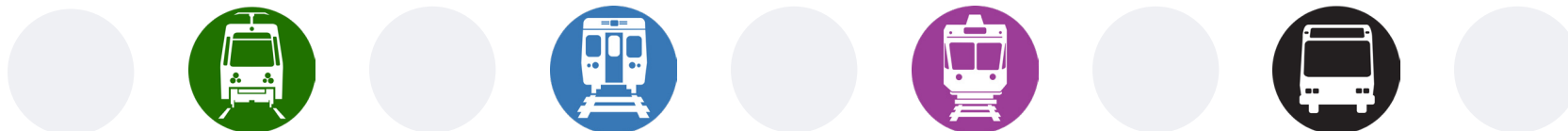
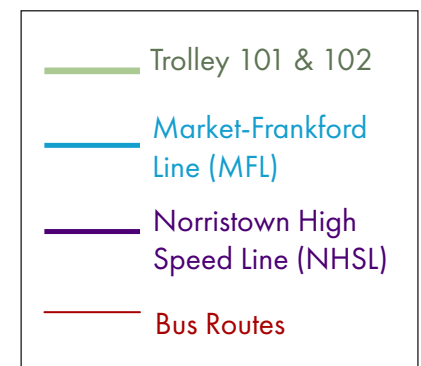
The connection of Upper Darby to the Market Frankford Elevated Railway was a momentous occasion for the community and would forever change the context of the city. It allowed for the township to grow exponentially from an industrial hamlet to cosmopolitan gateway to one of America’s largest cities. This is especially true as due to the 5 interurban trolley lines which met at 69th street station in the first half of the 20th century. In fact, 69th street station contributed greatly to the current urban form of upper darby, especially the high density downtown area embellished with art deco buildings built during the commercial boom of the area in the 1920s. The trolley lines going west down Garrett Road also served as opportunities for early suburbanization, with the stark difference between Philadelphia and Delaware county giving the township of upper darby its now replaced motto “Where the City Meets the Suburbs.”

Map 7. Public Transit System in the Study Area



## Existing Transit Infrastructure

While some of the lines like the notorious “Red Arrow Lines” have since been turned into bus services, partially due to the expansion of the west chester pike, the Garrett road corridor is still a hub for regional mobility and is rich in transportation infrastructure. 69th Street Transportation Center in the present day connects the 101 and 102 trolley lines, the Norristown High Speed Line, the Market Frankford Line, and numerous bus routes heading in both directions. The trolleys run every 15-20 minutes to Media and Sharon Hill while the Market Frankford Line runs every 6 minutes. The Norristown High Speed Line offers much less frequent service of about every 30 minutes, serving mainly as a commuter connection to Center City and West Philly.



# Existing Conditions

Fig. 4-a  
Transit  
Mode  
Share

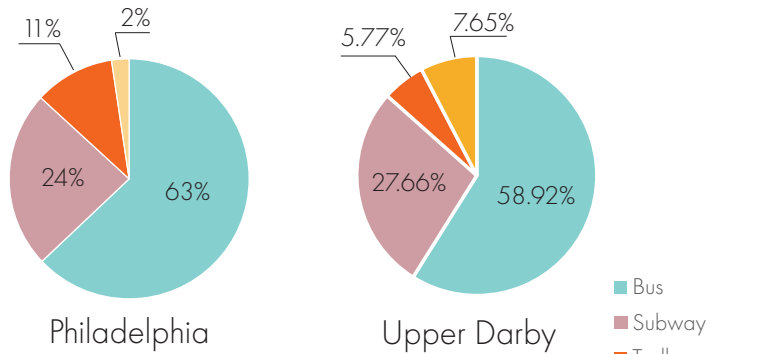


Fig. 4-b  
69th St.  
Station  
Weekday  
Ridership

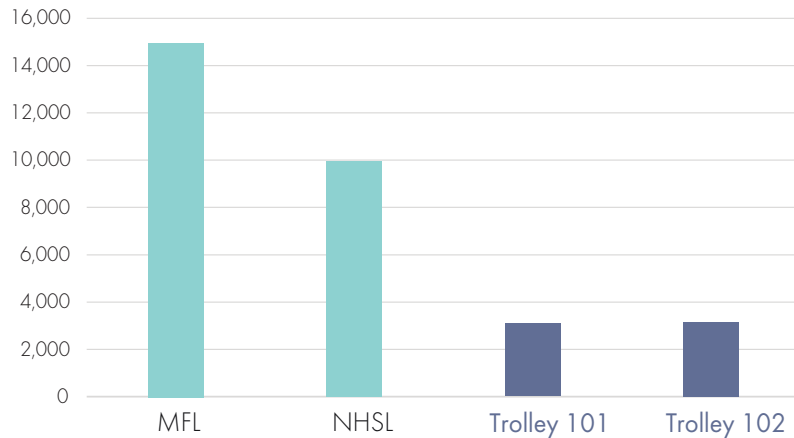
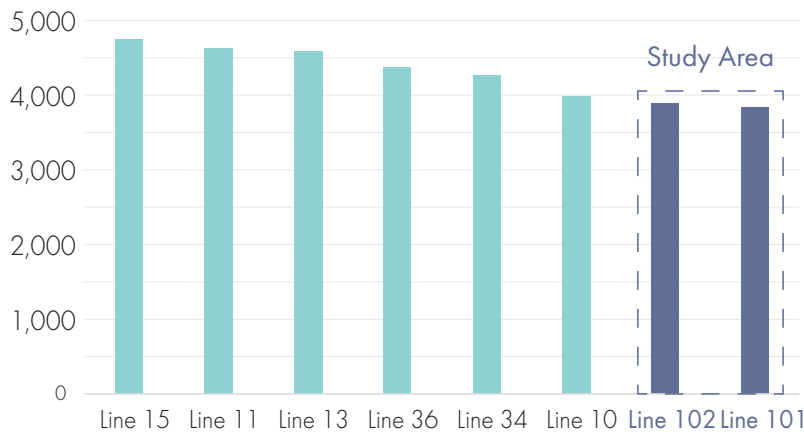


Fig. 4-c  
Trolley  
Average  
Weekday  
Ridership



## Ridership

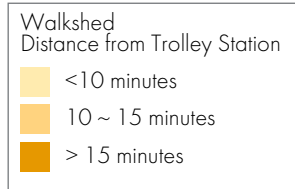
The Garrett Road is an interesting case study regarding ridership due to its impressive numbers when compared to Philadelphia as a whole. Due to the aforementioned heavy rail, trolley, and bus connections residents in this section of Upper Darby are far more likely to take transit to work than the average Philadelphian. However, due to no significant biking infrastructure and the source survey asking about the main mode of transportation, the percentage of bike commuters is far lower than the Philadelphia average.

When looking more closely at ridership statistics among the two trolley lines running along the Garrett Road Corridor, we find that approximately 80% of all riders on these lines either get on or off at 69th Street Station, showcasing the transit center's importance as an interurban gateway once more. When comparing the trolley ridership to other trolley lines in the Philadelphia, we see that they are the two lines with the lowest number of riders, likely due to their existence in a much less dense environment.

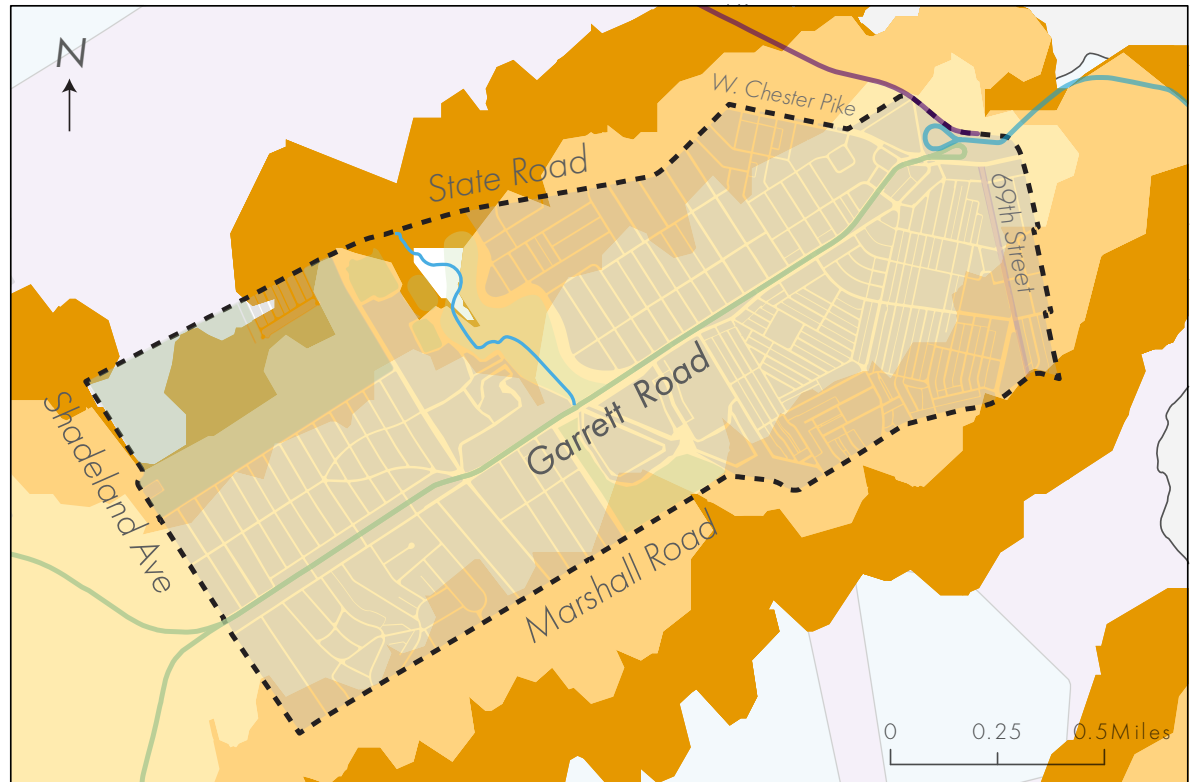
Passengers at 69th Street Station most often take the MFL and Norristown High Speed Line with both getting 5 to 3 times the amount of daily ridership of a trolley line respectively. Although the area is very built out in terms of rail infrastructure, a majority of the transit ridership actually lies in the SEPTA bus system, carrying about 59% of the commuting population. It is interesting also, that while having very good connections to major job markets through bus, trolley, and subway, 8% of residents choose to make the journey to a regional rail station nearby to take this mode instead.

# Walkability

An important aspect of our study area is that it is extremely transit accessible, with most the area being within a 10 minute walk of a trolley station. In addition to this short walking distance, the trolley travel time from end to end of the Garrett Road Corridor is just 8 minutes, offering travel times to Center City of 35-45 minutes depending on time of day. In all modern theoretical standards, this section of Upper Darby is very walkable, but there are some significant physical barriers that prohibit this as being the perception in all areas beyond just vthe downtown.



Map 8. Walkshed Map



# Crossing & Speed Limit

A majority of the Garrett Road crossings exist in the eastern part of our study area, which makes sense as the urban form is much denser, however the speed limit of 35 is also much higher on this side, making it less safe to cross than in the eastern section where speed limits are far lower at 25 mph. Beyond this point, the western more suburban side has much fewer crossings, and the whole area has fewer crossings than are recommended by the National Association of City Transportation Officials.



## Lack of Crossings:

1 Crossing per **170** Meters at **Garrett Road** (vs. Recommended 1 Crossing per **50-100** Meters)

# Land Use

*Land use determines the density, layout and zoning of an area. The Garrett Road corridor finds suburban residential uses on its west side and mixed-use commercial to its downtown (or east). This section highlights the way in which zoning and land use have a significant impact on this area's population, transit and future. The land use in Upper Darby reflects the diverse needs and interests of the township's residents and businesses. The area offers a range of housing options, commercial and industrial properties, and recreational areas, making it a vibrant and dynamic community.*

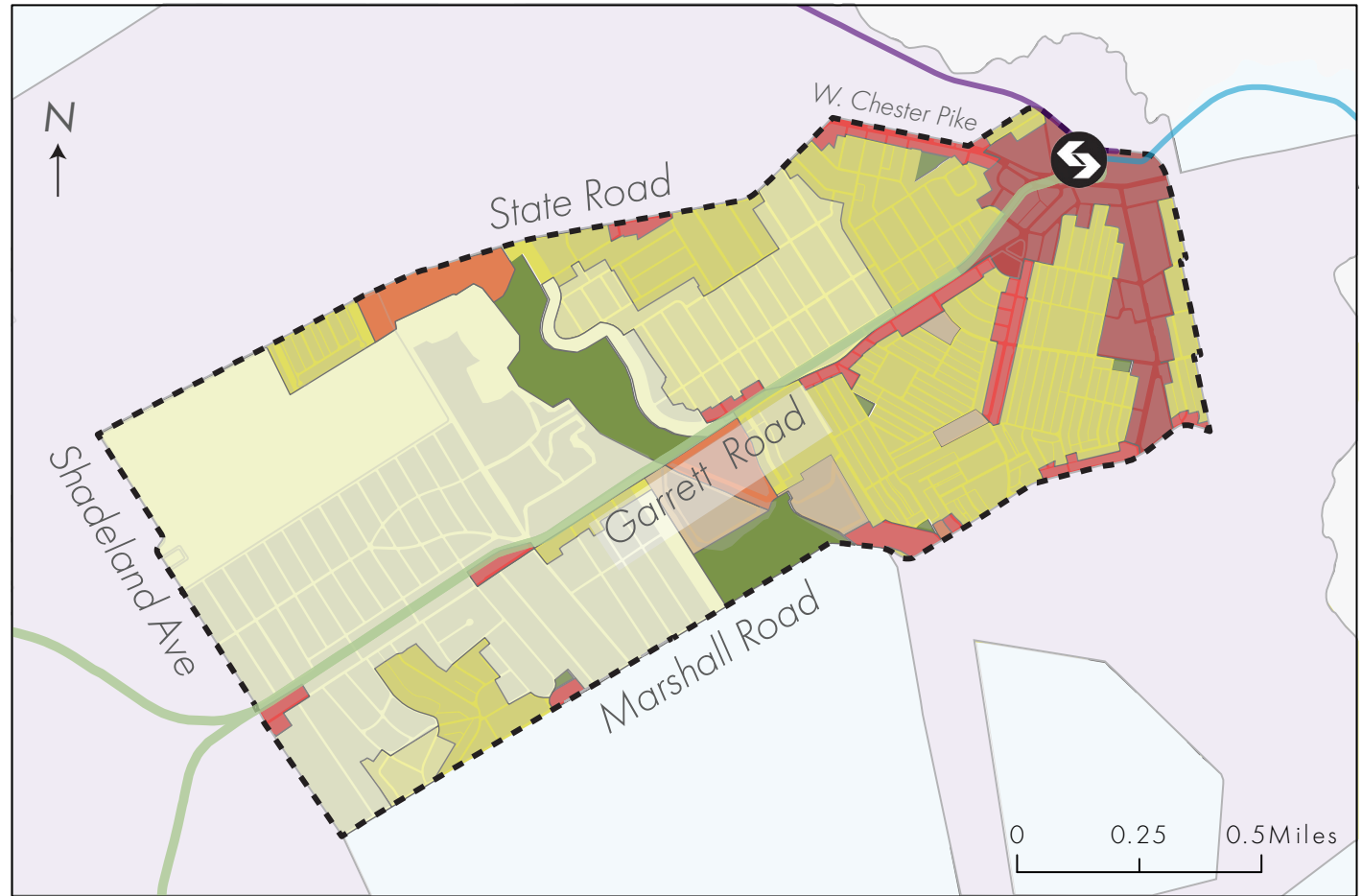




# Land Use & Zoning

The zoning code plays a significant role in determining the land use pattern of the area. As evident from the maps shown in figure, the traditional high-density commercial zones around the 69th transportation center are an example of zoning regulations that promote mixed-use development, with commercial and multi-family residential properties located in close proximity to one another. This density starts to fizzle, but holds right up until Naylor's run park, which is a nice large open space with an actively built environment including tennis and playgrounds.

Map 9. Existing Zoning Map



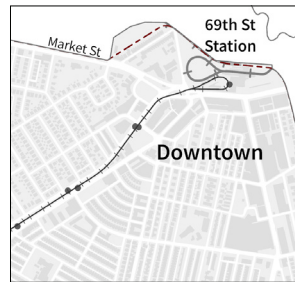
In contrast, the zoning in the Garrett Road area is primarily focused on single-family housing in large swaths. This approach ensures that the area remains primarily residential, with limited commercial or mixed-use development. Additionally, the zoning regulations around the existing trolley stations illustrate how zoning can be used to guide development around key transit nodes. In addition to various commercial and residential land uses, there are also scattering of municipal land with the main ones being the incoming community college, Arlington cemetery, and the Upper Darby Township Building.

Zoning	
<span style="color: red;">■</span> C-1	<span style="color: yellow;">■</span> R-2
<span style="color: orange;">■</span> C-2	<span style="color: lightgreen;">■</span> R-3
<span style="color: darkred;">■</span> C-3	<span style="color: tan;">■</span> R-4
<span style="color: peachpuff;">■</span> C-4	<span style="color: green;">■</span> REC
<span style="color: lightyellow;">■</span> R-1	

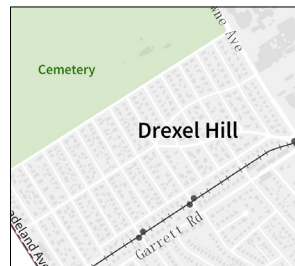
# Urban Form

We established a two-dimensional analysis framework of street spatial scale + dominant function to describe the spatial morphology. Under different functions such as residential and commercial, the streets present different intuitions from open to compact. For example, open residential neighborhoods appear quiet but cold, while compact ones are more life-like. Overall, wider roads and lower, sparser buildings constitute the open streetscape environment.

## Street Grids



Primary-secondary-branch roads network: Business development pattern in line with TOD development area



Single-grade residential road network: suitable for the development pattern of low-density settlements.

## Road Scale

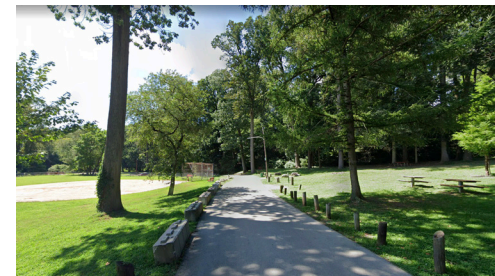
Open ← ————— → Compact



Residential



Commercial



OpenSpace



Traffic

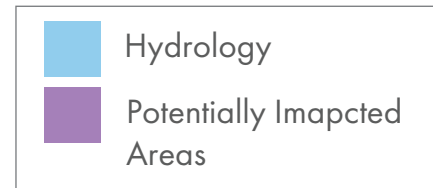
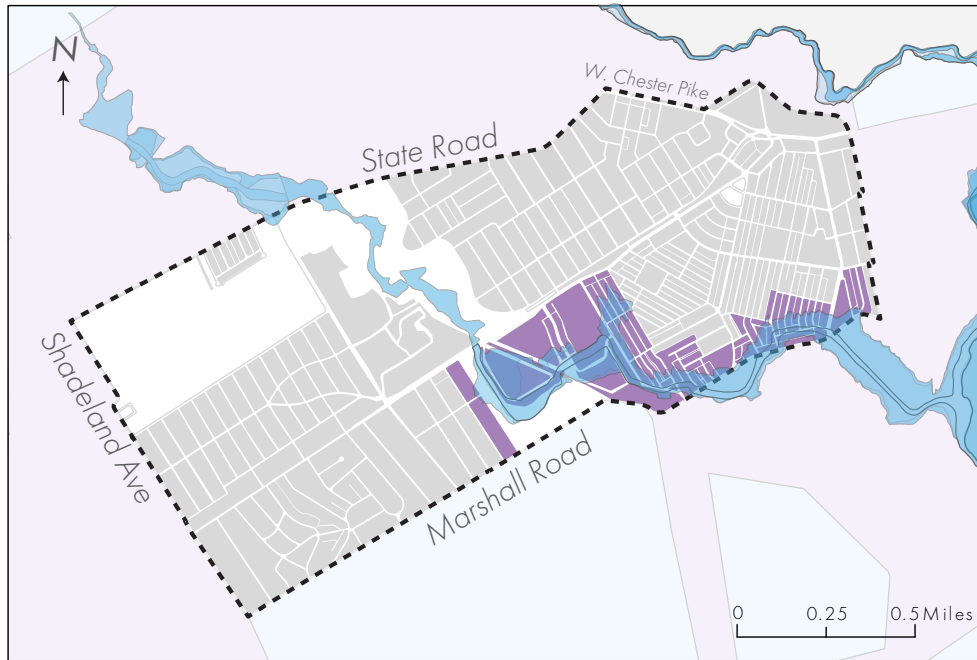
Dominant Functions

Fig. 5 Changes of Urban Form along Garrett Road from East (Downtown) to West (Drexel Hill)



# Parks & Floodplain

The creek itself - Naylor's Run – floods during storms making more forty properties vulnerable to flooding issues. Although the run is actually piped underground, the extensive impervious surfaces in the corridor and the location of properties downstream as it feeds into Cobb's Creek makes flooding an increasingly dire issue through Upper Darby and the Garrett Road corridor, but especially to these properties.



Map 10. Existing hydrology and properties at risk in the flood-plain

## Amenities in the Naylor's Run Park

Stream, Tennis Court, Playground, Benches ...



# Housing & Schools

*A community's experience and conditions can be defined by their education and housing experiences. Residents rely on their housing stock and schools to rest their head and strive towards new opportunities. Upper Darby's differences in education and housing experiences among its residents highlights the big differences in living conditions and opportunities. This section first explores how the area's housing may appear relatively affordable but residents are still struggling financially. Secondly, the section highlights Upper Darby's sensitive school situation.*





# Housing Stock

Upper Darby’s real estate market offers diverse housing options that cater to various preferences and budgets. The Downtown side generally has lower median house values compared to the Drexel Hill side, a discrepancy attributed to differences in infrastructure, amenities, overall neighborhood appeal, and crime rates. The township’s lower cost of living compared to Delaware County and Philadelphia makes it an attractive choice for families and individuals seeking budget-friendly housing options within close proximity to the city. The 69th Street Transportation Center further enhances convenience for those commuting to work in Philadelphia or other nearby areas.

The housing stock in Upper Darby consists of various architectural styles and house types, appealing to the diverse preferences of its residents. A significant characteristic of the local housing market is the prevalence of homes built before 1970, giving the township a unique historical charm. However, these older homes may present challenges for potential homeowners, such as the need for renovations, updates, or maintenance to meet modern living standards.

In terms of property ownership, the majority of Upper Darby residents are homeowners, with approximately 60% of properties being owner-occupied and the remaining 40% renter-occupied. This distribution aligns with the national average, reflecting the balance between the stability of homeownership and the flexibility of renting. The median home value in Upper Darby is around \$150,000, significantly lower than Delaware County’s median value of approximately \$250,000, making the township an attractive option for potential homebuyers. The median rent price in Upper Darby is around \$1,000 per month, lower than the national average and offering affordable rental options for those not looking to buy a home.

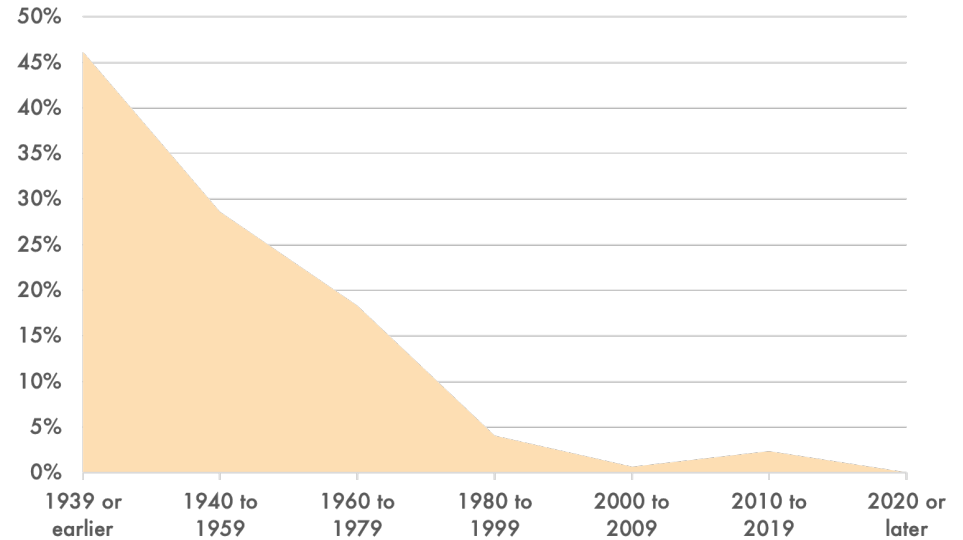


Fig. 6 Percentage of Houses Built in Each Decade



Diverse Housing: From Apartments to Single Family Houses

## House Value & Ownership

### Lower House Value in Upper Darby

Despite the internal division, in comparison to Philadelphia and Delaware County, as the graphic shows, Upper Darby has significantly lower rent prices, indicating better affordability.

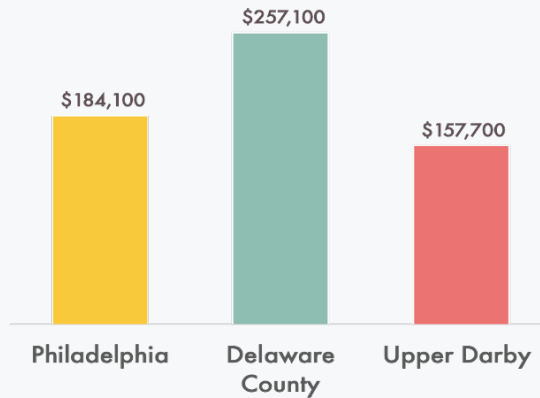
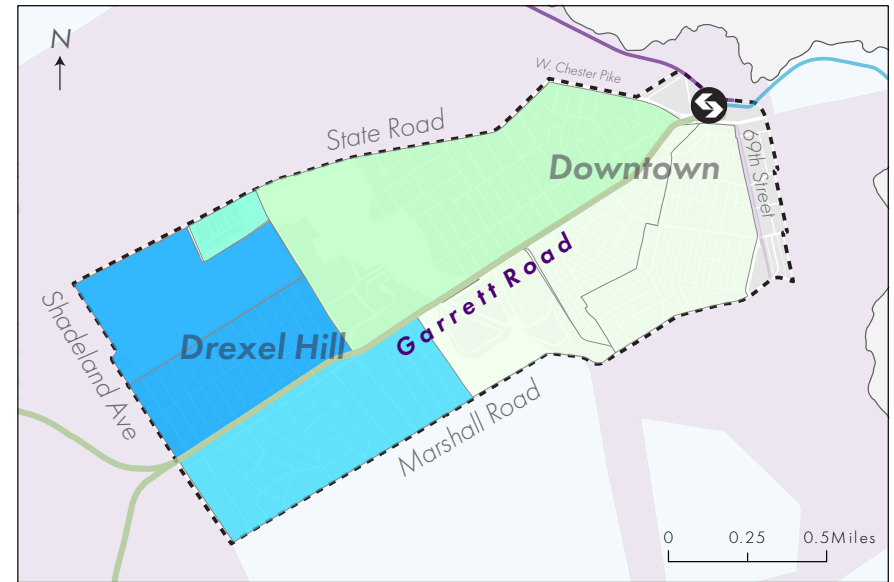
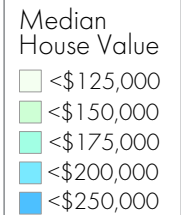


Fig. 7. Median House Value Comparison



Map 11. Median House Value (2021)

The Map of Household Values provides more insight into the wealth differences of the areas. Within 1 mile, median household values have a difference of \$100,000. Granted, the Downtown area's attached homes are smaller in terms of living space, lot size, and bedrooms — but it doesn't fully explain the differences.



### More Renters coming into the Community

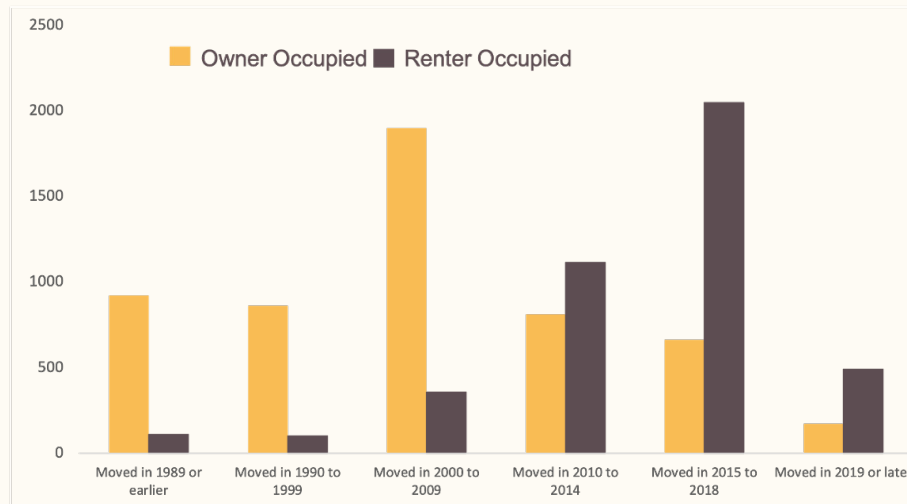


Fig. 8. Changes in Ownership / Percent of Renters

The graph on the left presents changes in ownership and percentage of renters in the community over decades. Before 2010, a significant number of community members are house owners as oppose to renters. However, the number of renters surpasses owners in 2010 and continue to grow over the past decade, and the trend sustains as we move into pandemic 'work-from-home' era. Given this high percentage of renters, we dive deep into affordability and rent burden iin the next page.

# Affordability

The area is especially affordable when taking into consideration the level of transit access and unique urban fiber in the form of international businesses exist in this area. Although the overall rent is relatively low, the median rent may be dragged down by the high number of units that exist in the urban core and downtown which are lower rent. When we look at the average percentage of a household's income going towards rent, we can see that the average is 33.4%, which is just over the highest recommended level of 30%.

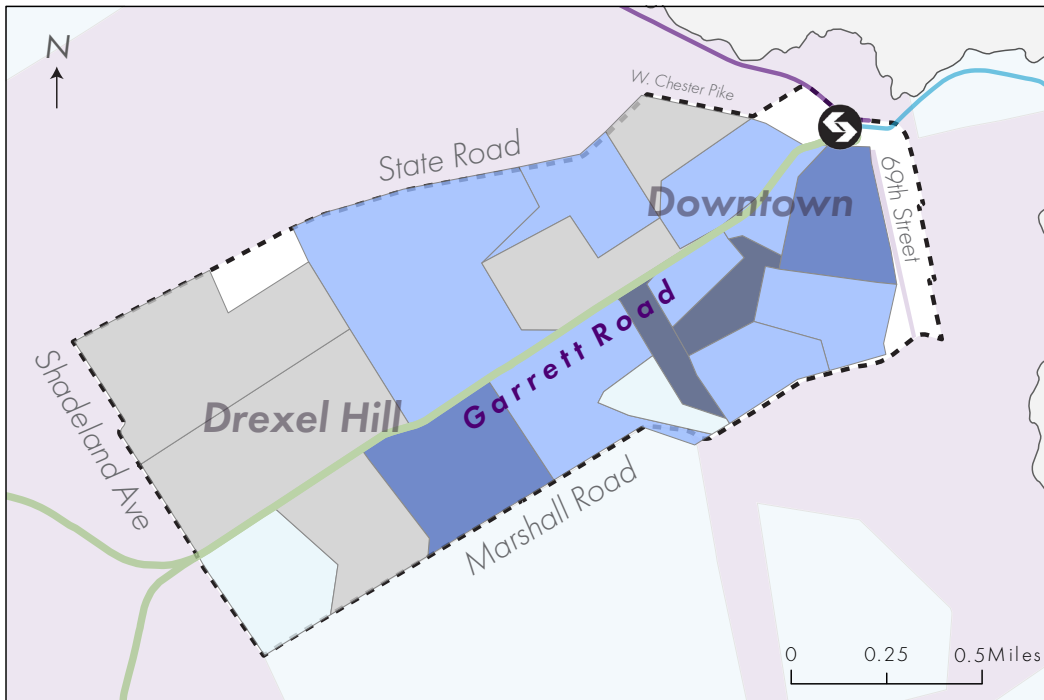
## Housing & Schools

Fig. 9 Percentage Income Spent on Rent Comparison

	Study Area	Delaware County	Philadelphia
Median Rent	\$1,102	\$1,281	\$1,216
Average % of Income Spent on Rent	33.4%	32.7%	33.4%

While this percentage is not an encouraged rate, it is the same exact rate as that of Philadelphia, and so can be considered relatively regular for this region, especially being one of the more urban parts of Delaware County. As we can see on the map in figure ( ) the highest average percentage of income spent on housing is mainly concentrated towards the downtown of our study area, with some averages even being above 50%, showing a section of the population that is extremely rent burdened.

This showcases another example of the vast economic divide in this small area, and begs the question:

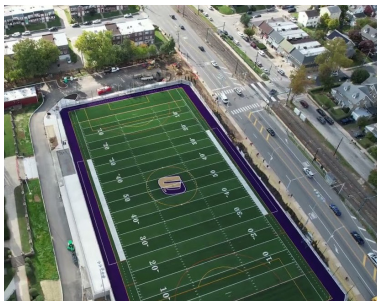


Map 12. Percentage of Income Spent on Rent

**How should housing policy recommendations from this report meet the varying needs of this very economically diverse community?**

# Divided School District & Education Resources

Upper Darby has its own public school district with a single high school, two middle schools, and ten elementary schools. At the same time, there are about 5 private schools for all grades that have become the preferred option for higher income families. The area’s education highlights distinct racial and income disparities.



Football fields at Beverly Hills Middle School (left) and Drexel Hill Middle School (right).



Map 13. Divided Catchment Area in Upper Darby School District

Beverly Hills Catchment Area  
 Drexel Hill Catchment Area

Looking at Map 12, there is a catchment division. Given the residential segregation, the two middle schools display a high level of racial segregation with Drexel Hill MS having a majority White students and Beverly Hills MS (in downtown) having only 3% White. Additionally, each school has noticeable differences in quality, with Drexel Hill having a higher reading proficiency than Beverly Hills and a student/teacher ratio. Propublica (2018) found disparities within Upper Darby schools themselves as Black students were 3.3 times more likely to receive discipline while White students were 5.1 times more likely to be enrolled in Advanced Placement courses. It is apparent that Upper Darby School District has a disparity in education quality that is suggestively divided by race.

## School District Equity Initiative

Although the current education in Upper Darby reflects the larger area’s divisions, the school district started “Upper Darby Rising”, an ‘Equity Initiative’ which plans to directly address disparities in schools and in the community at large. Some of the initiatives objectives include (1) redrawing catchment areas to encourage racial heterogeneity, (2) creating a Community Advisory Board, and (3) hiring staff that can accommodate the unique student profile of Upper Darby.

	Reading Proficiency	Teacher-Student Ratio	% White Student
Drexel Hill	48%	1:16	52%
Beverly Hills	39%	1:14	3%

Fig. 10 School Profile Comparison: Drexel Hill vs. Beverly Hill



# Historic Heritage & Culture



PLACE,  
CULTURE,  
IDENTITY

ARCHITECTURE,  
CELEBRATIONS,  
COMMUNITIES



Artwork (left) by local students in Upper Darby School District. Photo accessed through Upper Darby's facebook post.

## HISTORY TIMELINE

**Swedish Settlement of Lenape Land**



Before the 17th century, the Lenape people resided between the area's many streams. By the mid-17th century, Swedish colonizers started the waves of European settlement. Darby Township became established by 1683 and split into a distinct Upper Darby Township in 1747.

1650s

1830s

1907

1917

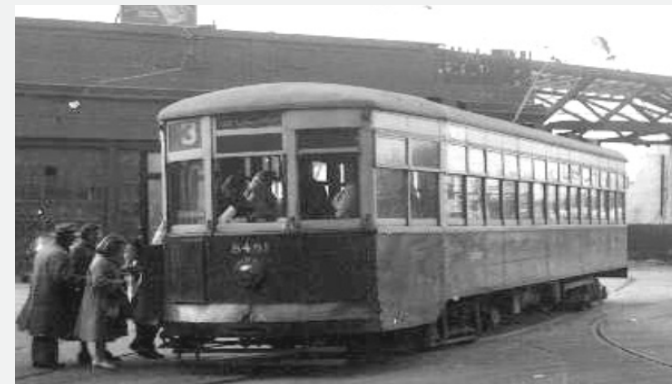
**69th St. Station opens with construction of MFL extension and 101/102 Trolleys**



**Textile Industry Boom**

In the early 1800s, the township was largely farmland with tiny hamlets that grew around mills. Many residents were fierce abolitionists who leveraged their power and land to provide refuge to escaped slaves.

In 1907, the small township of 3,000 changed as the Market Street Elevated Train extended from Philadelphia to 69th Street Station. By 1917, electric street cars and a high speed trolley extended off 69th Station to service deeper Delaware County suburbs and Norristown.



## Historic Heritage & Culture

### Booming Development

Upper Darby's transit and open land attracted many middle-class city dwellers who wanted to own homes and cars. Between 1920 to 1930, Upper Darby had grown from 8,956 to 47,145 – the fastest growing township in America.

### Ethnic Enclave

Throughout the majority of the 20th century, racial and ethnic minority groups are systematically prevented from residing in Upper Darby. It wasn't until the 1990s when immigrants started to reside in downtown Upper Darby when the city became less than 90% white.

1920s

1930s

1990s

Present



### Art Deco Enclave

Upper Darby's downtown was mainly planned by real estate developer, John H. McClatchy; who took advantage of the growing availability of private automobiles by developing "Upper Darby Center", America's first drive-in shopping center in 1927. (Jackson, 259) In this period, the downtown's eclectic, Art Deco architecture style. By 1950, Upper Darby's population of 94,000 made it the state's sixth largest municipality and second densest. (DiFilippo, 425)



## Historic Heritage

Upper Darby's unique history offers a large variety of historic sites in the study area. The sites provide a sample of each era of the Township's and nation's timeline.

The nation's oldest log cabin, Lower Swedish Cabin, is from one of the first colonizers of the area in the 1640s. The next era of our country can be seen in the Underground Railroad Tail sites. In sites throughout the township, abolitionists collaborated to house freed slaves as they sought freedom. Upper Darby's era of expansion and Art Deco architecture can be seen in many downtown buildings such as the McClatchy Building.

### Underground Railroad Trail



### The Lower Swedish Cabin



### John H. McClatchy Building (1928)

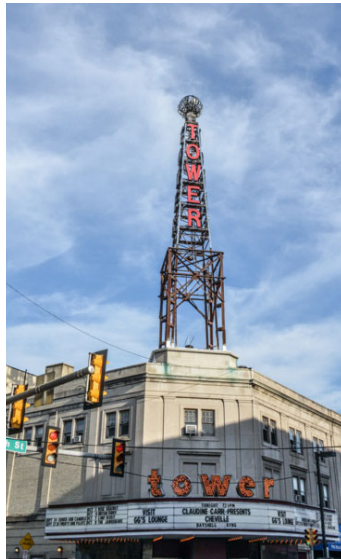




# Proposed Preservation Program

The Township of Upper Darby is currently in the process of establishing and adopting an historic district. Although this historic district is not yet complete, many sites within the Garrett Road corridor would be part of the district. Sites include religious institutions, commercial strips, places connected to the Underground Railroad, and structures of architectural significance, among others. Legally protecting heritage and cultural sites can promote design consistency, create a cohesive sense of place, and celebrate the history of Upper Darby.

- | Historic Sites                         |                       |
|--|-----------------------|
| <span style="color: blue;">●</span>    | Residential           |
| <span style="color: cyan;">●</span>    | Industrial            |
| <span style="color: magenta;">●</span> | Religious Institution |
| <span style="color: orange;">●</span>  | Commercial Strip      |
| <span style="color: grey;">●</span>    | Schools & Admin       |



Photos of the Tower Theatre before (left) and after (right) the removal of tower in 2019.

## Historic Heritage & Culture

Map 14. Proposed Historic Sites in Study Area



## Art Deco Architecture In Disrepair

Despite the prevalence of diverse range of historic architecture in Upper Darby, many of them fall in disrepair. John H. McClatchy Building, an Art Deco style apartment store, is one of the few that remains in active use. For many others, lack of attention, funding, and established preservation programs result in problems like aging structure and flaking plasters. For instance, the Tower Theatre, once Upper Darby's landmark and icon, removed its tower in 2019 due to serious deterioration of its steel structure.



## **Issues &**

# 2

- 38 Summary
- 40 Transit & Land Use
- 42 Architecture & Housing
- 44 Community
- 46 Goals & Objectives

## **Opportunities**

# ISSUES & OPPORTUNITIES

## Transit & Land Use



Investments in Infrastructure Rich Transportation



Inaccessible & Inadequate Public Spaces



Vulnerable to Flooding



Negative Perception of Transit & Downtown



Car Dependency & Car-Centric Development

## Architecture & Housing



Enclave of Historic Sites



Affordability



Redevelopment



Displacement

## Community



Diverse & Multicultural Enclave



Concentrated Disparities



Lack of Civic Engagement & Cohesion





69th St. Station with great access to public transit yet facing negative perception



Many churches are historic sites that serve multi-cultural and religious groups



Stream flowing in Naylor's Run Park, an underutilized asset



Diverse Housing Stock with redevelopment potential

# Transit & Land Use



## Investments in Infrastructure Rich Transportation

The existing transit network is infrastructure rich. The 69th street station, represented by the SEPTA symbol, is where the extensive transportation network converges. From several bus lines, two trolleys, the Market Frankford Line, and the Norristown High Speed Line, this network is well established and connects residents in Upper Darby to Center City and other suburbs. The trolleys, which divide the study area along Garrett Road, has a dedicated right-of-way, built up stations with maps, shelters, fare machines, and benches, which are all assets despite being somewhat outdated. The 69th street station also provides a sense of place with the iconic sign and a pedestrian bridge. Trolley modernization program can enhance the existing infrastructure, bring the trolleys into ADA compliance, and provide better connections to the community.



## Negative Perception of Transit & Downtown

As highlighted by google reviews and local reports, the perception of downtown and the 69th street transportation center is rather negative. More specifically, visitors believe this area to be unsafe, unclean, and inaccessible for users. One reason for this perception could be the fact that the transit center is relatively difficult to access, especially for those with alternate levels of mobility. Additionally, downtown's streets and sidewalks are not in great shape with some infrastructure in severe decline.

Beyond the physical, there is also a negative view of downtown due to the thought that it is unsafe to go and spend time there. Data shows that while there is crime in downtown, it is not much higher than that in other parts of the region, yet the perception remains. Even the spaces in downtown do not seem to encourage people to gather, as no loitering signs are found in spaces that in all other cases would seem inviting to visitors.



## Car Dependency & Car-Centric Development

Although the urban form is very dense in some areas of the Garrett Road study area, the majority of the area is still covered in car-centric development. Some evidence of this lies in the few public spaces that Upper Darby has, such as its parks, transit, and plazas being more inaccessible to non-car users, and largely inadequate. Naylor's Run park epitomizes this inaccessibility. It's the largest park in the study area, has a creek running through it with ample trees, and a variety of recreational facilities like playgrounds and tennis courts. However, getting to the park as a pedestrian is dangerous. With traffic going 35 mph, a small yield to pedestrian sign is inadequate. Parking lots are also very abundant in downtowns, with many of the prime destinations by transit access being dedicated to off-street parking rather than any type of activity inviting pedestrians.

Beyond the inadequate access to existing spaces,, there are very few town gathering spaces at all. The town hall building in some ways is a pivotal center of the town with a grand building and at a major and busy intersection, but is placed next to a parking lot and seems disconnected from the community. There are some traffic cones that serve as traffic calming and create an informal plaza, but with a blocked off stairway, this is inadequate for public events or eating takeout.





## Inaccessible & Inadequate Public Spaces

### Inaccessibility

Upper Darby has a few public spaces, including parks, transit, and plazas, but these are inaccessible to non-car users. Naylor's Run Park, which is the largest park in the area, has a creek running through it, ample trees, and a variety of recreational facilities such as playgrounds and tennis courts. Despite being viewed as an asset, getting to the park as challenging as a non-car user. Garrett Road's vehicular traffic has a posted speed limit of 35mph, but cars often go much faster; yield to pedestrian signs are inadequate for the volume and speed of traffic in this corridor. In this way, Garrett Road acts as a barrier between neighborhoods on either side, preventing access to respective resources and community assets. Moreover, trolley stations on the median of Garrett Road east of Naylor's Run make crossing Garrett Road safely a critical transport connector for pedestrians. Making high quality public spaces along Garrett Road can encourage residents, visitors, and commercials to visit and enjoy Upper Darby's assets.

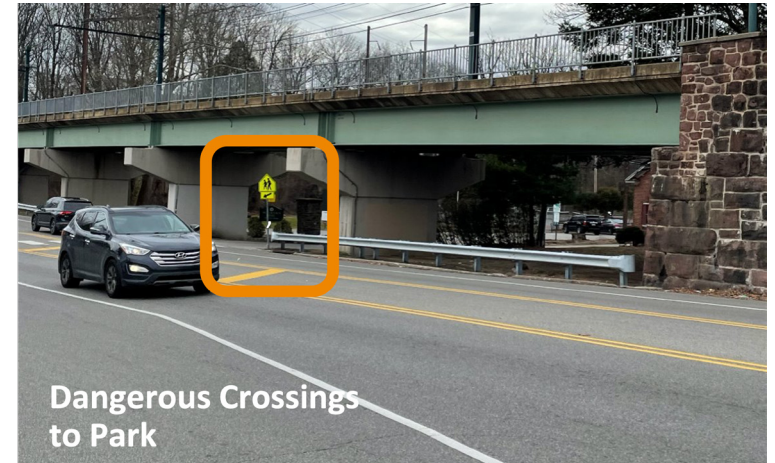


Photo: Dangerous Crossings to Park

### Inadequate Public Spaces

Other than Naylor's Run, there are very few town gathering spaces in Upper Darby. The town hall building is, in some ways, a pivotal center of the town with a grand building located at a major intersection. However, with no street furniture and high traffic volumes, this space is inadequate for public events or a lively pedestrian space. Closer to 69th street, there is also a small plaza with some of the few trees in the area. However, the lack of benches and no-loitering signs actively discourage pedestrians from staying and enjoying Upper Darby. Traffic on Garrett Road and near downtown closes annually in September. Providing permanent street infrastructure to support events like these could strengthen the sense of cultural identity, preserve a sense of place, and encourage non-festival events gathering.



## Vulnerable to Flooding

Upper Darby is a fully built out suburb with limited open space or vacant land to capture stormwater in flood events. Over forty-one buildings in the floodplain are vulnerable to flooding from Naylor's Run and Cobb's Creek. With increasing intensities and frequencies of dangerous flooding events due to climate change, citizens in the flood area are at risk of additional property damage and loss of life. Although Naylor's Run Park helps capture extensive stormwater, much of the creek's hardscape pushed water through quickly, which builds up intense flooding further downstream. Flow intensity can be decreased through increased greenspace, green infrastructure, and other pervious surfaces that allow water to seep into soil.



Photo: Flooding (2018), credited to Upper Darby Police, <https://www.phillymag.com/news/2018/08/13/flash-flooding-kop-upper-darby/>.

# Architecture & Housing



## Enclave of Historic Sites

Upper Darby's Garrett Road corridor is home to many historically significant sites and buildings, including several ornate art deco buildings in the downtown area. However, many of these unique and historically important buildings are in disrepair and lack protection. For example, the iconic Tower Theater, which was originally built in the 1920s as a historic theater and later became a music venue, is now without its tower after it was removed in 2019. This is representative of the risk many cultural and historic sites in Upper Darby face. The town has proposed a list of potential sites for a historic district overlay, including locations related to the Underground Railroad, religious institutions, and historic commercial strips. By protecting these sites, the town can preserve its heritage and create a stronger sense of place.



## Affordability

One of the main reasons that people choose to live in Upper Darby is its affordability. The cost of living in Upper Darby is generally lower than in Philadelphia and Delaware County. According to \_\_\_\_, the cost of living in Upper Darby is 11% lower than the national average, and the median home value is \$134,400, which is lower than the median home value in Philadelphia.

Renters are also viewing Upper Darby as an affordable option. In recent years, there has been an increase in the number of renters moving to Upper Darby. This is partly due to the borough's proximity to Philadelphia and the availability of public transportation, which makes it easy to commute to and from the city.

However, while Upper Darby is generally an affordable place to live, the affordability can vary depending on the neighborhood. There seems to be a significant variation in affordability among different block groups in Upper Darby. Some block groups are more rent-burdened than others, which means that residents are spending a larger percentage of their income on rent.

Incarnation Holy Sacrament Episcopal Church (3000 Garrett Rd.)



Christ Lutheran Church (7240 Walnut St.)



## Examples of Historic Sites

The variability in affordability can be attributed to the diversity of housing in Upper Darby, particularly along the Garrett Road Corridor. This area features a mix of apartment buildings, row homes, duplexes, and single-family homes at different densities, providing a range of options for residents.

Overall, Upper Darby offers an opportunity for affordable living in a diverse and dynamic community. With its lower cost of living, proximity to Philadelphia, and variety of housing options, it's no wonder that Upper Darby is becoming an increasingly popular choice for renters and homeowners alike.





## Redevelopment



Left:  
Delaware County  
Community College  
in Drexel Hill  
(\$66.5 million)

Right:  
Proposed Community  
Center  
(\$1 million)

The new Delaware County Community College and LEED-certified Community Center in Upper Darby offer significant redevelopment opportunities. The community college expansion will boost economic development through educational opportunities and workforce development programs, benefiting local businesses and residents. The eco-friendly Community Center will enhance residents' quality of life, serving as a hub for gatherings, cultural events, and recreational activities, while attracting environmentally conscious businesses. Together, these developments will foster inclusive growth, accessible education, and sustainable living, contributing to Upper Darby's revitalization.



## Displacement

On the other hand, Upper Darby's redevelopment can inadvertently foster displacement as economic and demographic shifts make community imbalances. As redevelopment and gentrification efforts increase, the risk of displacing long-time residents and vulnerable populations, such as low-income households and minority groups, becomes a pressing concern. Rising housing costs due to increased demand for properties and investments in the region can lead to a lack of affordable housing options. This forces residents with limited financial means to relocate to more affordable areas, often further from employment opportunities and essential services.

Additionally, redevelopment projects can sometimes prioritize economic development over community needs, leading to the loss of cultural and social spaces that contribute to a sense of community identity and belonging. As these spaces disappear, residents may feel disconnected from their community, prompting them to move elsewhere. Balancing economic growth with existing community needs is essential to prevent displacement and preserve a cohesive community.



## Diverse & Multicultural Enclave

Upper Darby is an enclave of diverse and multicultural businesses, services, and events. First and foremost, Upper Darby is racially and culturally diverse. In general, Upper Darby has a higher distribution in non-white population than Delaware County in 2021, with over 23% of population are foreign-born. This number has been increasing over last decade, making Upper Darby a landing spot for diverse immigrant communities -- including those from West Africa, Latin America, and East & Southeast Asia.

In addition to racial diversity, Upper Darby is also home to a variety of religious institutions, which shows that there is religious diversity as well. Therefore, people are not just running businesses here, but are also active in creating community institutions. Specifically, there are Christian center, Sree Narayana Guru Deva Temple, International Bible Church along Garrett Road corridor. Since Upper Darby's immigrant population moved into the area in the 1990s, the downtown transformed into a vibrant, multi-cultural collection of businesses, shops, and groups. In just a few blocks along Garrett Road, there is a wide offering of groceries, restaurants, and shops from a variety of ethnic and cultural backgrounds. The study area's businesses are largely focused in the downtown and speckled along the Garrett Road corridor. Specifically, downtown has a higher density of businesses that take advantage of the historic buildings and foot traffic. Out towards Drexel Hill, businesses either locate (1) in the clusters of smaller businesses on intersections of Garrett Road or (2) in the larger suburban shopping plazas. Additionally, during the annual international festival, some of downtown's roads are closed to host vendors, pop-up shops, and festive performances. With a variety of cultural backgrounds, Upper Darby can provide a safe haven for vulnerable groups and can offer opportunities for cultural exchange. It can also offer visitors reasons to try unique cuisines and experiences.

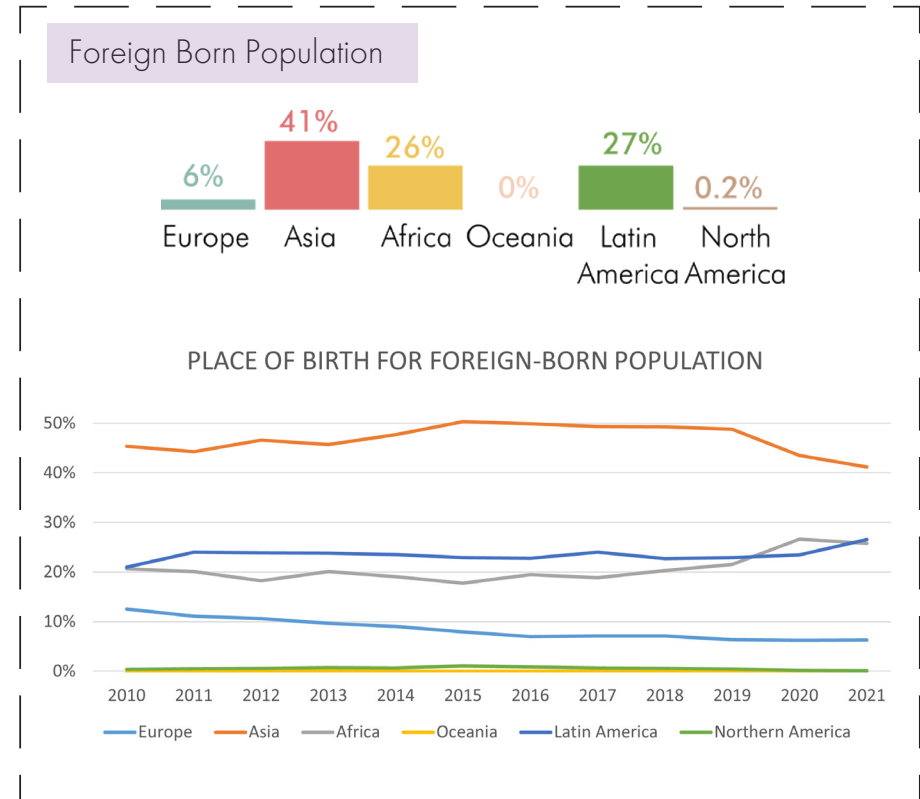
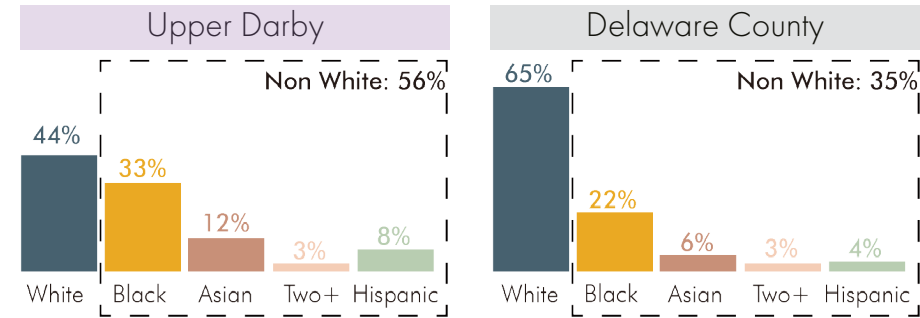


Fig. 11 Racial profile and foreign-born population in Upper Darby and Delaware county



## Lack of Civic Engagement & Cohesion

Upper Darby Township’s disparities between the Downtown and Drexel Hill communities comes at the cost of cohesion at the governance level. Many Downtown residents need help but their lack of wealth, power, and sometimes voting rights makes it difficult to gain political support. Damien Warsavage, a former homeless resident, explains that, “There was really an inequitable treatment of neighborhoods because the old guard was so used to running things in a particular way.” Although Warsavage was recently elected to the Upper Darby school board, Upper Darby’s political history has favored the Drexel Hill and other affluent suburban areas. Upper Darby has numerous community groups that organize and support the variety of cultures and vulnerable groups. These groups, however, might not have an appropriate channel to advocate their needs.

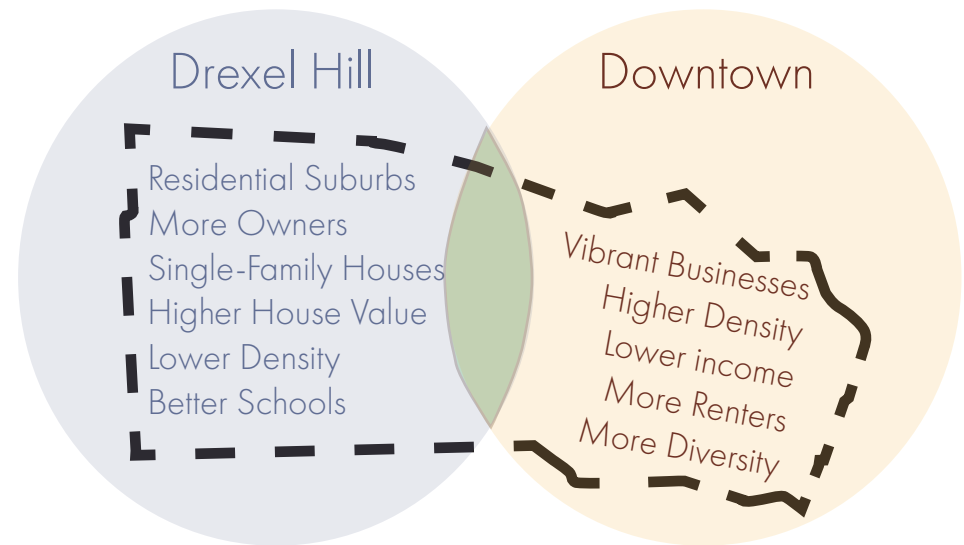


## Concentrated Disparities

Although the downtown’s multicultural community is an opportunity, it also has concentrated disparities in social, economic, and political aspects. In school districts, the middle school catchment areas are largely divided between the downtown and suburbs. Specifically, Drexel Hill middle school has over 50% white students while Beverly Hills middle school only has 3% white students. Also, there is a big difference in student performances and educational resources, with Drexel Hill having higher reading proficiency than Beverly Hills (48% vs. 39%) and a higher student-teacher ratio (14 vs. 16). When it comes to economic conditions, the downtown area is not strong in income. This is largely due to the downtown’s population being largely an under resourced immigrant population who are mostly renters. Drexel Hill, however, is rooted, multigenerational residents that are primarily white and homeowners.

A similar pattern is shown in poverty rates as there are areas in downtown with a poverty rate around 50% to 75%. It heavily suggests that there is not a fair redistribution of resources. In terms of crime and safety, a third-party source aggregated crime locations then gave a grade based on frequency. It’s very clear that downtown is receiving a majority of the crime. And with the crime rate higher in the downtown area, vulnerable groups are more likely to be victims. Also, Upper Darby has a higher percentage of violent crimes compared to Delaware County, but still lower than those in Philadelphia. When comparing the concentrated disparities mentioned above with the racial distribution, it shows a correlation with a racial divide. It’s apparent that downtown area is mostly non-White population, while the Drexel hill area is predominantly white. This segregation may have further brought about uneven access of resources. As such, there are concentrated disparities across areas in Upper Darby.

Fig. 12 Summary of Concentrated Disparities at Drexel Hill vs. Downtown



# Goals & Objectives

## 1 Support Downtown Business

### Objectives

- Increase business revenue
- Increase number of local, small businesses in 3 years
- Increase visitors to downtown

The fifth goal is to provide support to businesses located in downtown. The downtown region boasts of a wide range of businesses, from restaurants to currency exchange outlets and drugstores, offering an array of services to the public. The main goal is to boost the revenue of businesses by a significant 15% within the next five years. Additionally, the objective is to introduce ten more local and small businesses within the next three years. To encourage and support downtown businesses, the goal also aims to enhance foot traffic by 20%.

## 2 Improve Public Perception of Transit & Downtown

### Objectives

- Decrease all crime in downtown and 69th street station
- Improve visibility in downtown and 69th street
- Increase tree canopies

The Downtown and the 69th Street Transportation Center have a negative perception due to crime, cleanliness, and negative word of mouth. Even though 69th Street Station is SEPTA's second busiest station, many travelers have negative views on the station and surrounding area – suggesting that many have not taken recreation visits to the area.

## 3 Preserve Upper Darby's Multicultural & Historic Character

### Objectives

- Increase visitors from outside of the city
- Increase historically protected buildings
- Improve branding

Rich historic sites associated with Underground Railroad and 1930s' Art Deco shapes Upper Darby's architectural scene. Yet, the historic architecture are not well-maintained and fully utilized. At the same time, multicultural communities are undoubtedly asset to Upper Darby at the moment. Hence, this goal aims to preserve Upper Darby's multicultural and historic characters.



## 4 Enhance Connectivity & Efficiency of Public Transportation

### Objectives

- Improve active and public transportation infrastructure
- Increase alternative and active transportation modal share

An extensive and efficient transit and alternative transportation network will benefit both residents, visitors, and businesses of Upper Darby. More people being able to rely on transit and access downtown would help both the perception of downtown as well as allow for the rethinking of some of the downtown car-oriented development.

## 5 Promote Civic Engagement

### Objectives

- Increase engagement of neighborhood associations
- Create formalized channels of engagement
- Increase impact of community groups

Many of the study area's issues could have been addressed by Upper Darby's city council had vulnerable groups had opportunities to do so. The Township should bring more neighborhood and cultural groups to the table. At the same time, the Township should be realistic and fair when negotiating how to use resources to benefit residents.

## 6 Affordability

### Objectives

- Lower the amount of people spending over 30% income on housing
- Preserve and create affordable and diverse housing options for all income levels

Maintaining Upper Darby's Affordability goals involves leveraging policy tools like Historic Tax Credits and New Markets Tax Credits (NMTC) to support redevelopment. Aiming to remain 30% affordable and multi-income housing, the plan promotes inclusivity and fosters economic growth, striking a balance between new development and the needs of existing residents.

## 7 Invest in Green Space & Infrastructure

### Objectives

- Increase access & quality of public opens spaces
- Increase resilience to flooding

A more cohesive, contiguous network of natural and semi-natural areas can provide ecological, economic, and social benefits to people and the environment. Trees and vegetation can reduce runoff, improve air and water quality, and reduce urban heat island effect. Green space can offer recreational facilities, increase property values, and provide more walking and biking connectivity to adjacent neighborhoods.



# 3 Comprehensive Plan

3

50 Overview

52 Corridor-Wide

60 Downtown

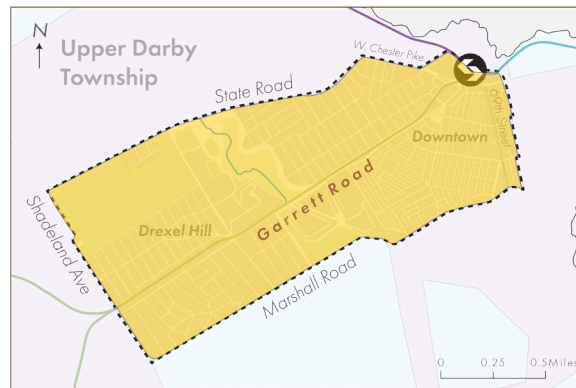
68 Parks & Open Space

79 Garrett Road

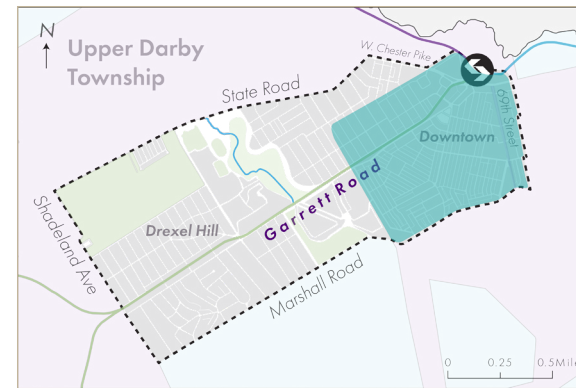
# Overview

Throughout the beginning of the book, we have established the existing conditions of the Garrett Road Corridor in Upper Darby and have laid out the issues and opportunities that we believe the area possesses. In this next chapter, we will discuss in detail what actions we recommend the township take to achieve the goals we have set in the last chapter. In terms of organization, we will give our recommendations on the basis of geography, beginning first with the corridor wide actions and subsequently delving deeper into the Downtown, Parks and Open Space, and Garrett Road suggestions. Throughout the chapter, we will be using infographic dollar signs and time clocks to allude to the amount of money and time it would realistically take to complete each projected project. It is important to note that these do not imply that the township bears the cost, but simply the funding that is required to be sourced to accomplish the project.

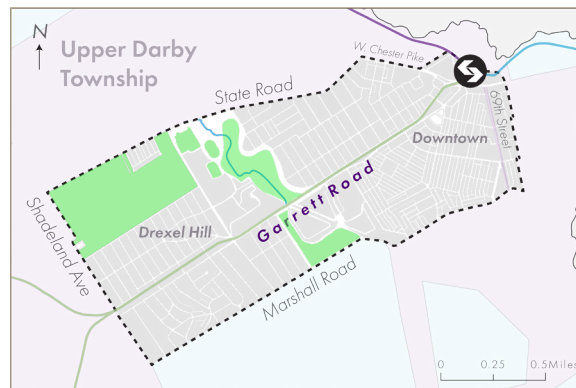
## Corridor Wide



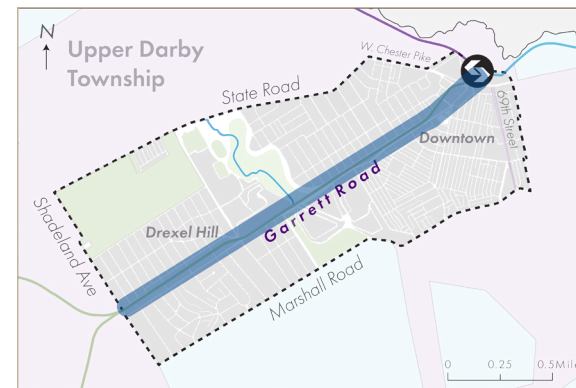
## Downtown



## Parks & Open spaces



## Garrett Road





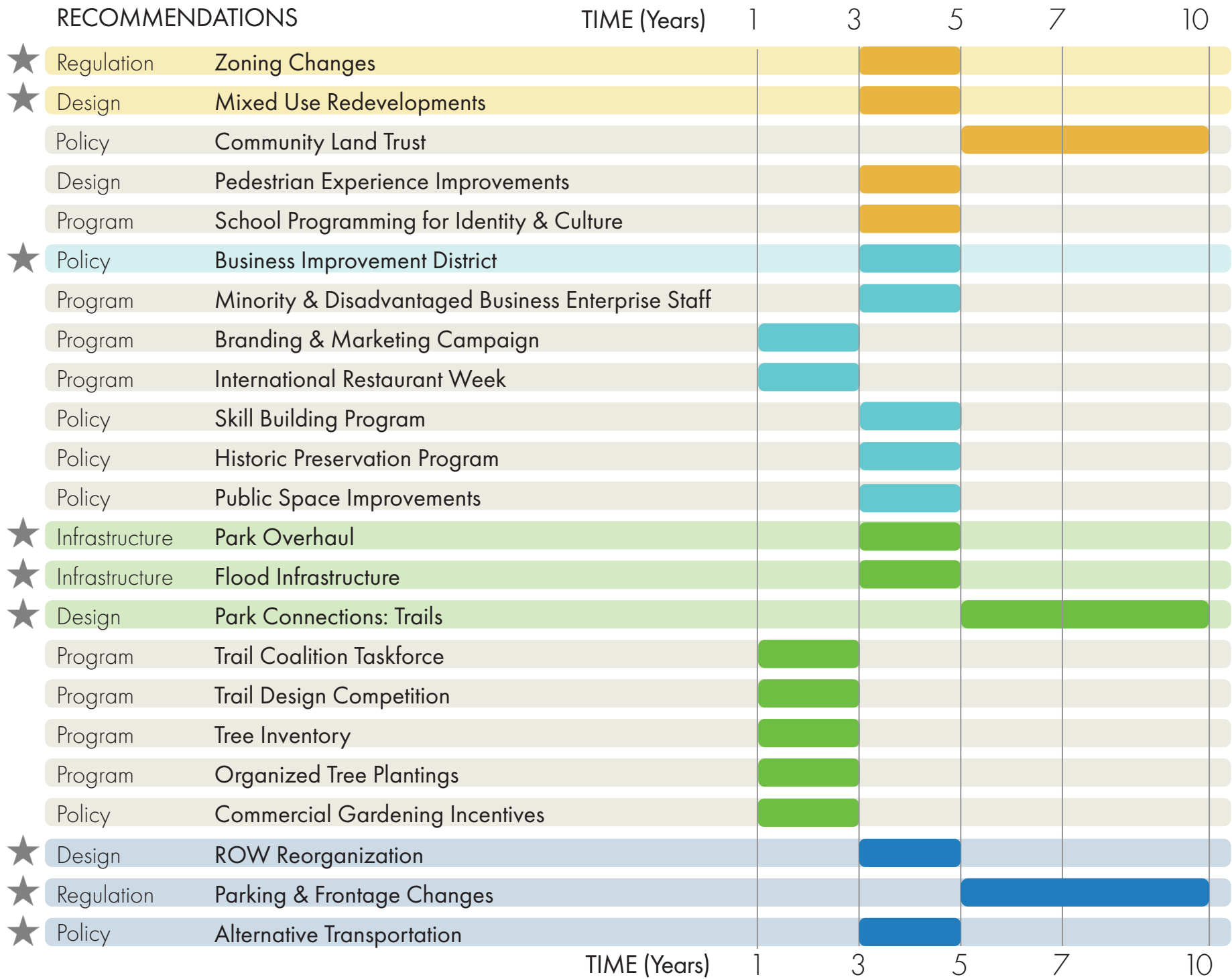
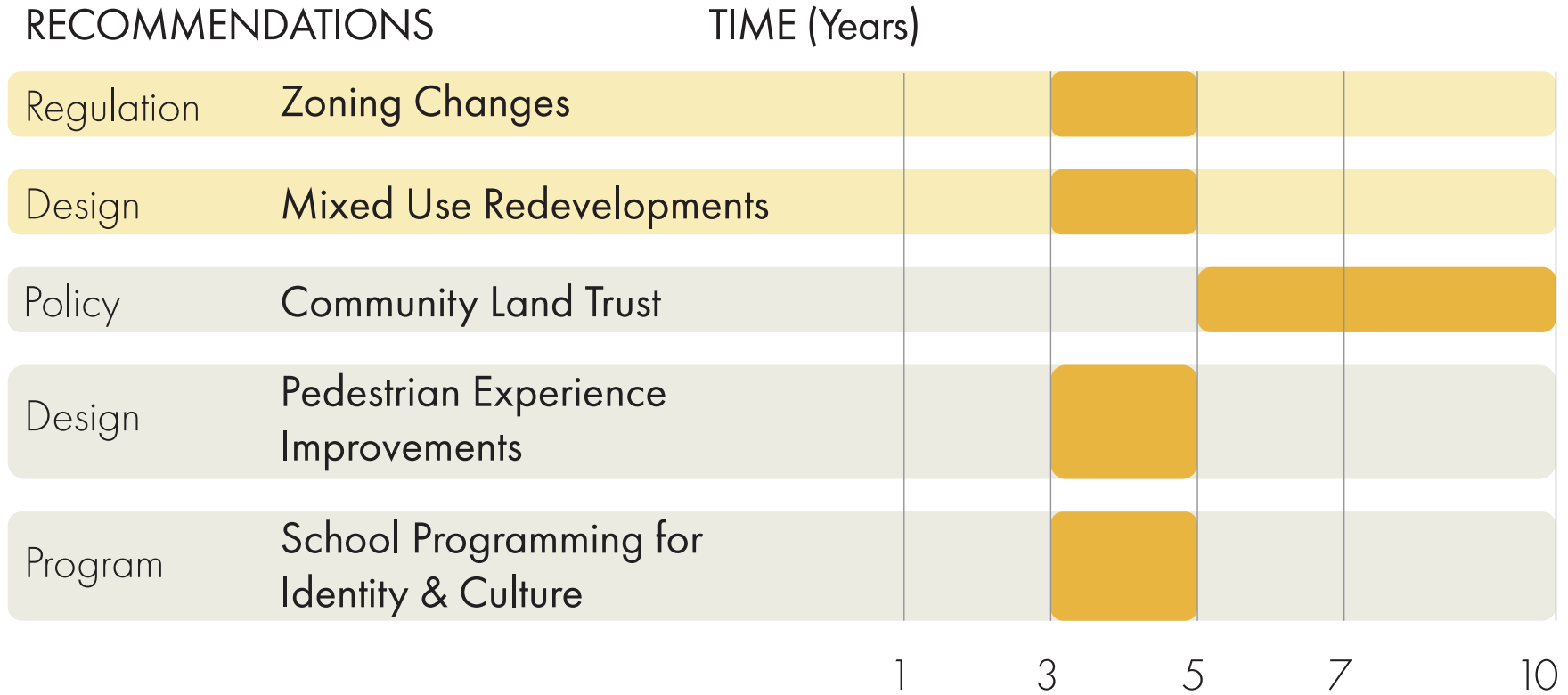
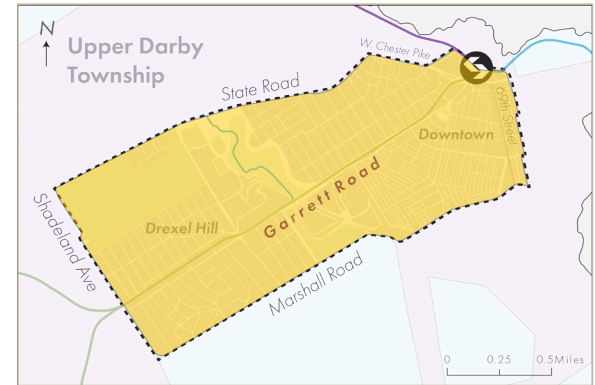


Fig. 13 Aggregated Timeline of all recommendations. The ones with star and highlight with colors are of priority.

# Corridor Wide Recommendation



# Zoning Changes

The study area only has two districts where multi-family residences are allowed (R-4, C-3) and one district where you can have residential and commercial uses (C-3). This makes it difficult to (1) promote mixed-income neighborhoods, (2) add enough multi-family units to meet rental demand, and (3) allow the downtown & corridor to be dense, walk-able corridors.

Aside from the lack of mixed-use zoning, most of the zoning districts promote lower densities and car-oriented projects. Most of the study area is zoned for detached, single-family residences with parking minimums around 2 spaces per unit. With Upper Darby being an inner-ring suburb, many middle- to high-income residents expect the ability to own a home, yard, and car. At the same time, many residents will want to rent homes that have high transit access and are within their financial means.

Map 16. Existing vs. Proposed Zoning Maps: Adding Mixed-Use & TOD zoning.

## Current



## Proposed



Residential		Commercial	
	<b>R-1</b> Single-Family Detached		<b>C-1</b> Neighborhood Commercial
	<b>R-2</b> Single-Family Detached		<b>C-2</b> General Commercial
	<b>R-3</b> Single-Family & Duplex		<b>C-3</b> Downtown Businesses & Multi-Family Residential
	<b>R-4</b> Multi-Family		<b>C-4</b> Commercial-Industrial

Mixed-Use	
	<b>MU-1</b> Medium Density Mixed-Use
	<b>MU-2</b> High Density Mixed-Use
	<b>TOD</b> Transit Oriented Development Overlay

# Mixed-Use Zoning

The solution is to create two mixed-use base zones that specifically allow multi-family residential as well as commercial uses. A High-Density Mixed-Use Zone (MU-2) would provide potentially 5 story developments along Garrett Road from Town Hall to Naylor's Run. The Medium-Density Mixed-Use Zone (MU-1) provides closer to 4 story developments from Naylor's Run to Shadeland Ave. Both Zones are located along the trolley stops to encourage more destinations along Garrett Road.

# Transit-Oriented Development Overlay

A Transit-Oriented Development (TOD) Overlay can provide many of the attributes of TOD without adjusting the base zoning. This Overlay can raise the building density of base zones by raising the height standards, lowering some setback requirements, and allowing one attached or detached accessory dwelling unit (ADU). The Overlay would also convert any off-street minimum parking requirement into a maximum parking requirement of 1.5 parking spaces per residential unit. The Overlay also adds an inclusive zoning requirement of 30% of new dwelling units needing to be reserved for low-income households. There is an alternate 'in-lieu fee' of \$17,700 per new dwelling unit – with the funding going towards the township's housing authority for future affordable housing projects or to the proposed community land trust. Ultimately, this TOD Overlay will allow new developments in the downtown and 1-2 blocks away from Garrett Road to be higher density; at the same time, by not changing too many base zoning districts it will be more politically feasible.



# Flood-resilient Zoning

## Phase I: Planning & Assessment

- Create inventory of properties in and residents living in flood zone. Especially, identify the residents who are most vulnerable to flood damage, such as those with low-income or disabilities, and develop a plan for their relocation.
- Conduct a comprehensive assessment of the flood risk in the area, including the frequency and severity of floods, and identify the areas that are at highest risk.
- Develop a zoning policy that restricts construction in high-risk areas, based on the assessment of flood risk.

## Phase II: Implementation of Resilient measures and Zoning Policies

- Develop and implement solutions that improve the resilience of residents in flood zones, such as raised foundations, flood-proof materials, and efficient drainage systems.
- Monitor the implementation of the zoning policy to ensure that construction and development are not taking place in high-risk areas.
- Enforce the zoning policy through legal means, such as fines or revocation of building permits, if necessary.

## Phase III: Communication & Outreach

- Communicate the benefits of the policies to the community, emphasizing the importance of protecting lives and property from flood damage.
- Provide educational materials to residents on flood preparedness and mitigation strategies.

## Mixed-Use Redevelopment

Mixed-Income Housing Development is a promising strategy for addressing affordable housing needs in Upper Darby. By partnering with local developers to create housing projects that cater to various income levels and designating a portion of units for low- to moderate-income families, economic diversity and social cohesion within the community can be promoted. Given the considerations, it was imperative to construct a mixed-use development at the intersection of Garrett Road and Naylor's Run Park that would furnish sufficient affordable housing for Upper Darby's residents. Simultaneously, such a project would facilitate the unification of the parks situated at either terminus of Garrett Road, engendering a more sports- and recreation-oriented locale.

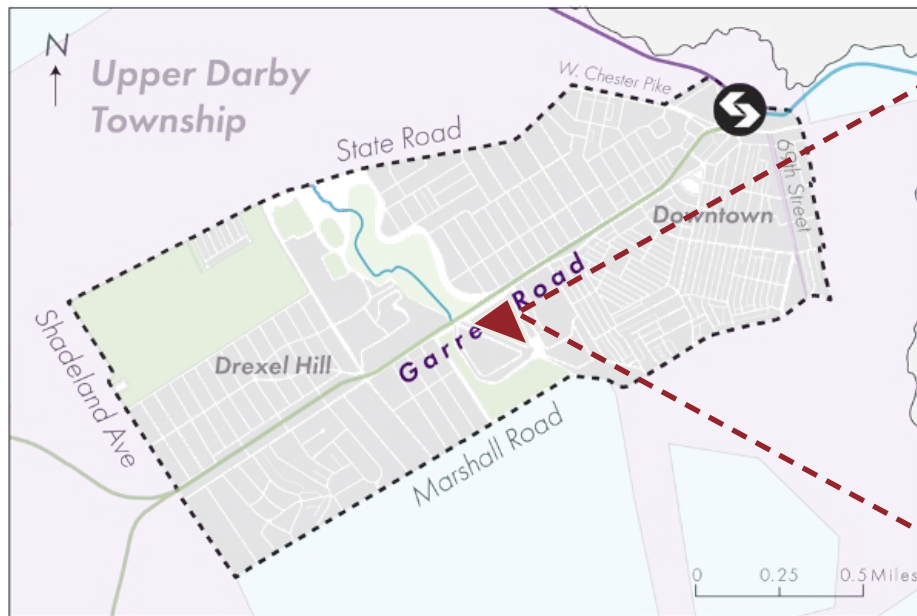


Fig. 14 A sample proposed mixed-use development program along Garrett Road.

# Community Land Trust

## What is Community Land Trust ?

### Houses:

**Bought & Owned by Residents**

### Land:

**Permanently owned by CLT;  
Residents leasing from CLT at an annual fee**

### Board Structure

- 1/3 CLT Residents
- 1/3 Other Community Residents
- 1/3 Experts & Other stakeholders

### Funding Sources

- Annual fee from CLT residents
- Funds & grants for Non-profits
- Other Public Investments
- Developer Fees

### Other Programs

- Energy Assistance
- Home Repairs
- 1st Time Homeowner

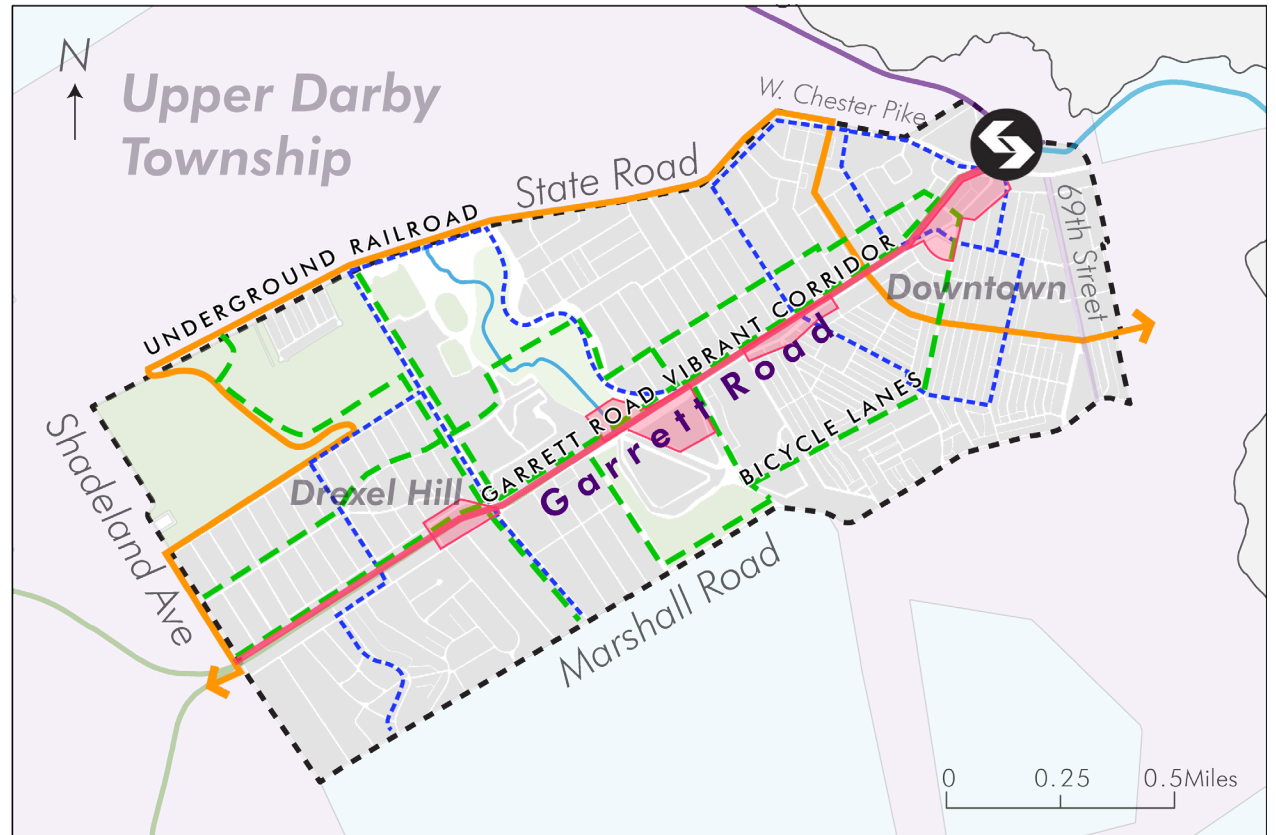
Community Land Trusts (CLTs) offer a promising approach to promoting affordable housing and long-term community stability in Upper Darby. CLTs are non-profit organizations that acquire land and develop affordable housing units for low- to moderate-income families. By retaining ownership of the land and leasing it to homeowners, CLTs ensure that housing prices remain affordable for future generations, as the land's value does not contribute to increasing housing costs.

To implement a CLT model in Upper Darby, it is essential to establish a non-profit organization dedicated to acquiring land and properties suitable for affordable housing development. This organization could work in partnership with local government, community stakeholders, and funding sources such as the Department of Housing and Urban Development (HUD) to secure resources and financing for the acquisition and development of affordable housing units. In terms of funding, CLTs can apply for grants and low-interest loans from various sources. For example, the Community Development Block Grant (CDBG) and the HOME Investment Partnerships Program are federal funding sources that provide financial support for affordable housing initiatives. Additionally, state and local governments often have programs designed to support affordable housing development, such as Pennsylvania's Housing Finance Agency (PHFA).

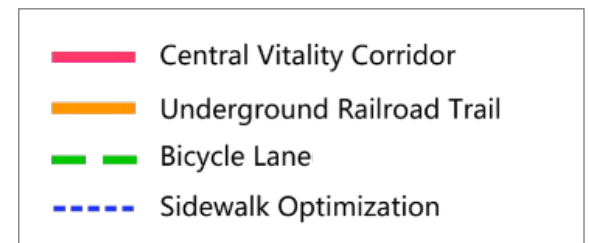
# Pedestrian Experience Improvements

The pedestrian experience improvements focus on extending slow-traffic networks with improved connectivity. By weaving multicultural commercial corridors and the Underground Railroad Trail into the walking and cycling network, a more diverse and inclusive public space can be created. Also, improving road connectivity throughout the town, including in the Downtown and Naylor’s Run & Parks areas, would make it easier for pedestrians and cyclists to get around. This could include creating more direct and convenient routes for walking and cycling, as well as improving pedestrian crossings and traffic signals to make them more user-friendly.

Apart from linear connections to improve pedestrian experience, a number of vibrant nodes are also proposed along Garrett Road. These pedestrian-only zones can be created in Downtown and Naylor’s Run & Parks areas to create a more attractive and safer environment for walking. These zones could include wider sidewalks, benches, trees, and public art to make the space more welcoming and enjoyable for pedestrians.



Map 17. Proposal of multi-modal optimization for better pedestrian experience





# School Programming for Identity & Culture

*To help students understand cultural diversity as an asset of their community and to strengthen younger generations' connection with all other members of the community.*

Language Classes

Diversity / Inclusivity Programs

Design / Artwork Exhibitions

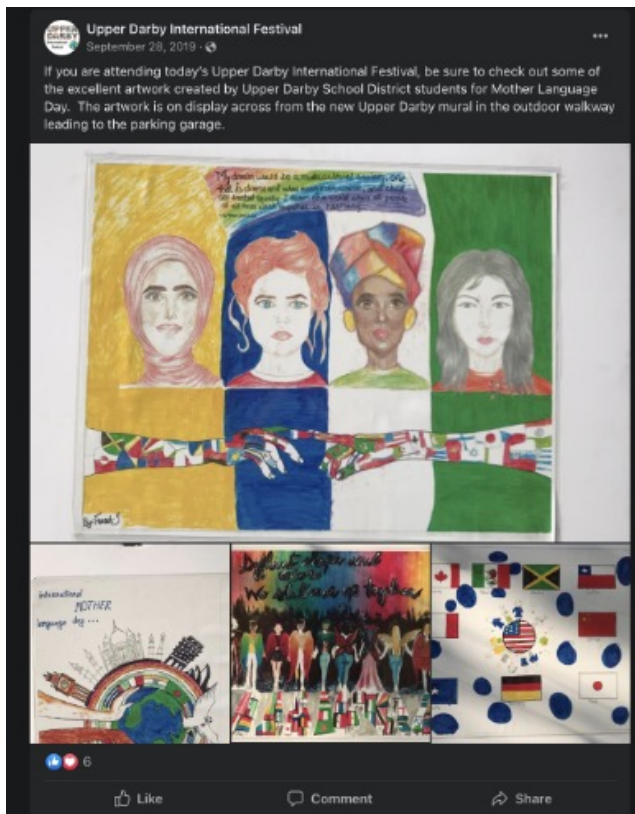
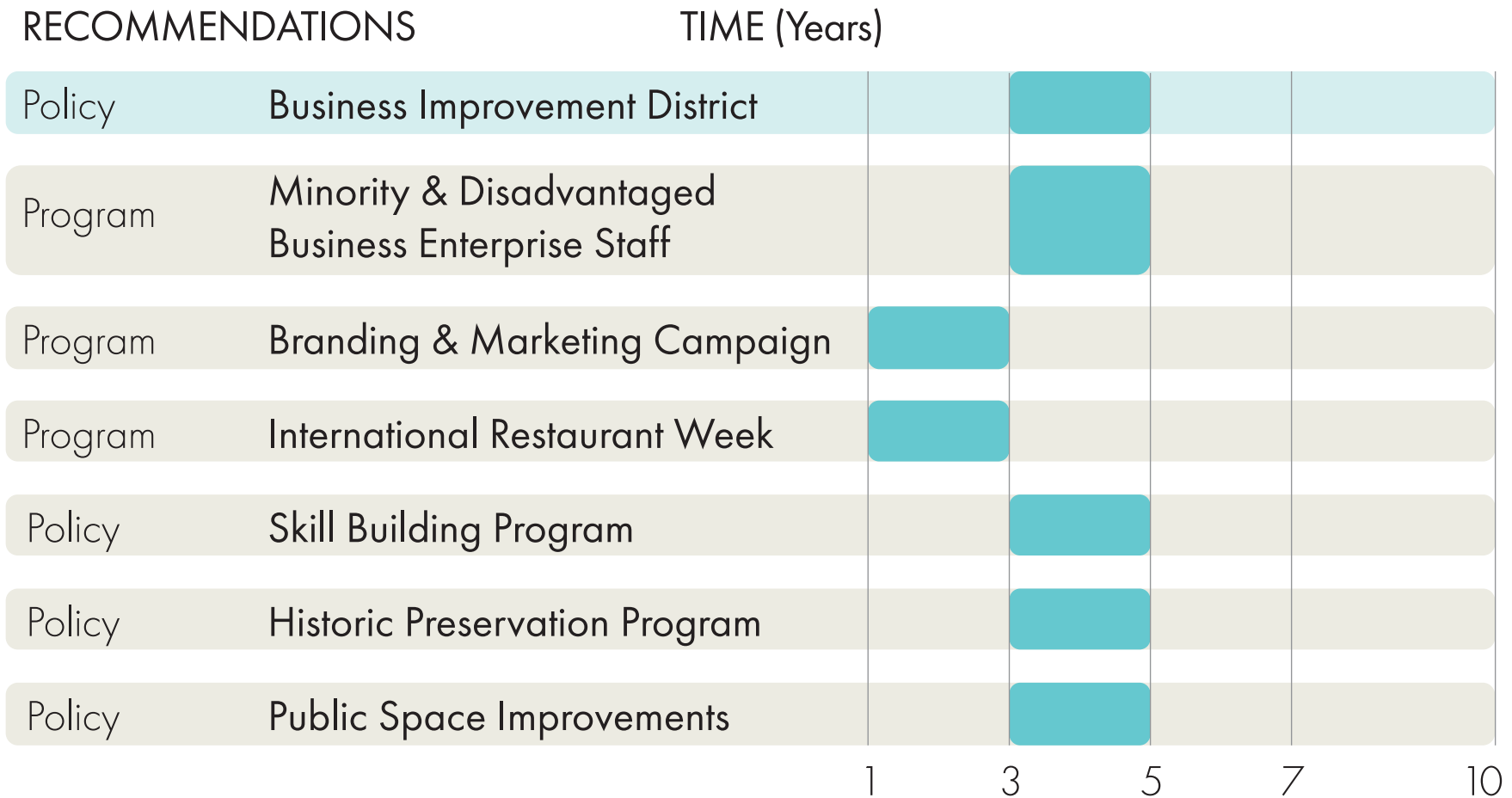
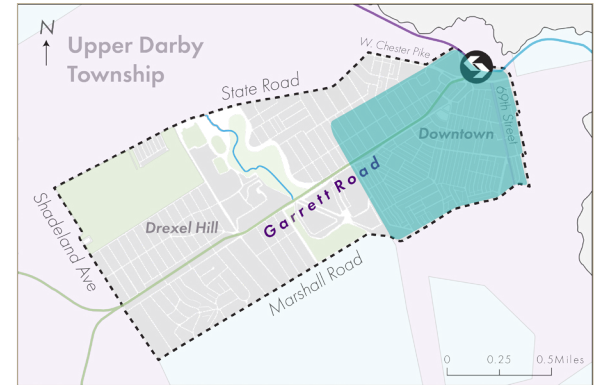


Fig. 15  
Screenshot of Upper Darby International Festival's Facebook Post on Students' artwork portraying cultural diversity in Upper Darby.

We recommend the Upper Darby School District to initiate extra-curricular school programs with a specific focus of culture and identity. For the children of first generation immigrants and ethnic minorities, it is important to offer them a friendly space and opportunity to look back on their cultures, appreciate, share and celebrate with their peers and the rest of the communities. The programs can involve three parts: voluntary language classes, diversity and inclusivity educational programs, and student-designed artwork exhibition. In the past, the school district had piloted design contest for the international festival and exhibited their work online and at the festival. More of such events should be structured and formalized, incorporated into the school district's extracurricular programs.

# Downtown Recommendation



## Business Improvement District (BID)

The downtown businesses face a unique set of obstacles. To overcome these difficulties, the downtown businesses should organize a Business Improvement District (BID). A BID would be able to fulfill a variety of services, including:

- Collective Action
- Marketing & Branding
- Security
- Street Cleaning & Maintenance
- Employment Programs



Map 18. Proposed Business Improvement District in Downtown Upper Darby

As the downtown is only a small part of a larger township, having a geographic-specific, quasi-public organization can specifically address many of their unique set of issues. Although a BID largely represents and is funded by businesses, its services will increase the amount of jobs, beautify the downtown, and fill in the gaps that cannot be addressed by the township. With the downtown resembling a hidden gem, this BID can help elevate the opportunities this area has to offer.

## Minority & Disadvantaged Business Enterprise Staff

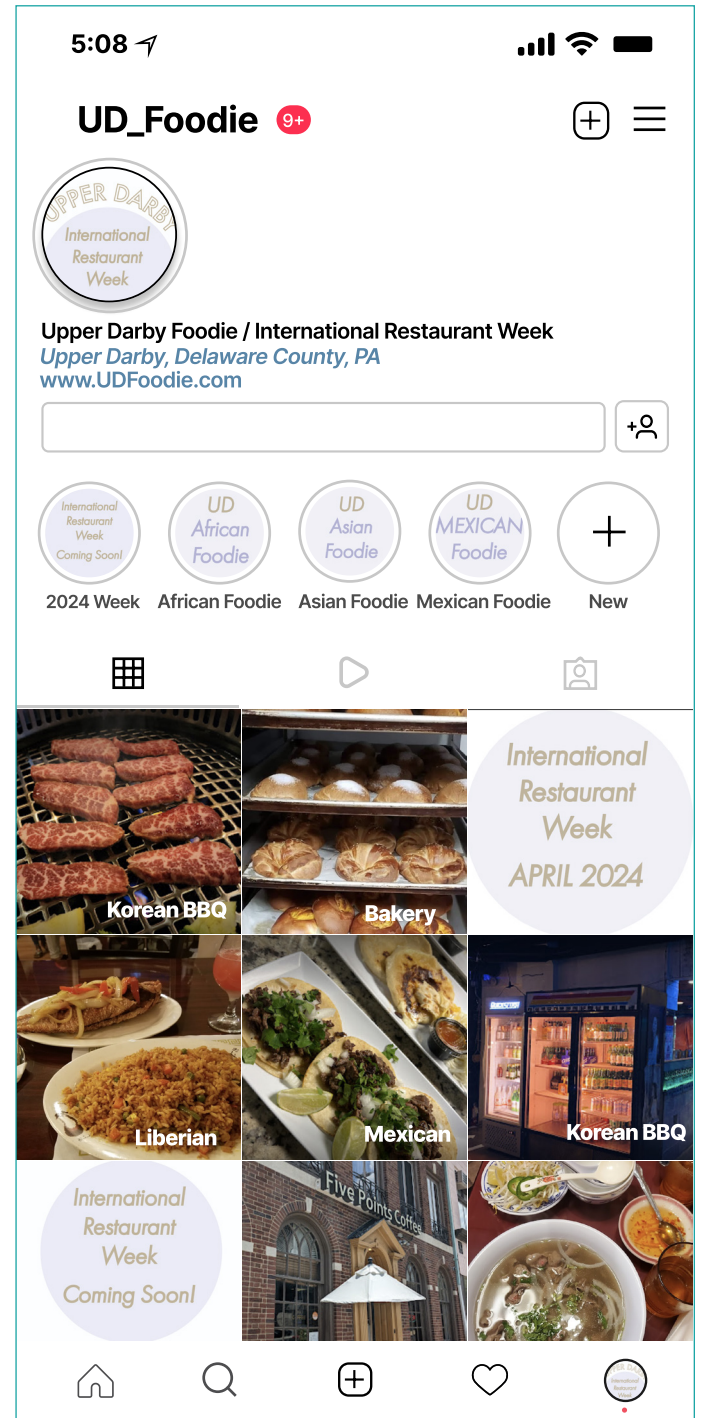
One of the main focuses of the BID will be to address the barriers that minority and disadvantaged business enterprises (MDBE) will face. Many municipalities and governments have specifically hiring MDBE staff members who work with and represent these businesses. This MDBE position would guide MDBEs to access resources they might not have historically been able to access like grants, loans, and employment programs.

# Branding & Marketing Campaign

There are many hidden gems in our study area – and more people should learn about them. Despite the existence of Upper Darby township’s official website, instagram account, and facebook page, those official accounts communicates more about public administrative agendas and less about branding and marketing. Upper Darby as one of the most culturally diverse neighborhood in the region, deserves more online exposure showcasing the great selection of food, diverse group of people, and vibrant spaces.

To achieve this goal of more and better exposure, we have bi-partite recommendation for a branding & marketing campaign. On one hand, the existing websites, instagram, and facebook pages can launch campaigns like interviewing business owners and residents to share about their cultural background. On the other hand, launching a Upper Darby Foodie account can be particularly beneficial for promoting the diverse food scene at Upper Darby to broader audience, potentially boosting local businesses. The accounts can be managed by the township or the new BID committee.

Fig. 16 Wireframe of Proposed Foodie Instagram Account





# International Restaurant Week



Fig. 17 Logo Design ideas for the proposed Int'l Restaurant Week

With great selection of international cuisines in the study area, especially concentrated near the downtown, we are proposing an International Restaurant Week. This would offer a great channel for the township and commercial corridor along Garrett Road to market and promote cultural diversity through food to the outside visitors. Easily accessed by MFL line and trolleys, visitors from the City of Philadelphia and neighboring suburb areas can come and explore the food options at a discount or with special tasting menus.

Additionally, given the existing International Festival that happens annually, International Restaurant Week can be in complimentary season (i.e., if the International Festival happens in fall, the restaurant week can be in spring) to allow consistent inflow of visitors throughout the year. Small local businesses and minority-owned restaurants will be benefiting from this event, and the perception of Upper Darby will be a diverse food and culture hub.

## Case Study: Philadelphia Center City District



One case study and potential collaborator to look at is the restaurant week at Philadelphia's Center City District. It is a well-established and promoted program, as 2023 marks its 20th anniversary. There are over 80 restaurants participating in Winter 2023's restaurant week, offering diverse range of cuisines including but not limited to Asian, Cuban, French, German, Italian, Mexican, Middle Eastern, and South American food. Most participating restaurants offers special lunch and dinner menus that are usually with great value and encapsulates the essence of their specialty cuisines.

Photo: <https://centercityphila.org/explore-center-city/ccd-restaurant-week>

## Public Space Improvements

With the new BID and marketing campaigns being proposed, the downtown should expect more popularity during the daytime and especially on weekends and holidays. However, there is an overall lack of public space that can serve as a community gathering space. One of the sites that we identified as transformable public space is the plaza in front of the town hall. Currently, the plaza is underutilized and the stairs is fenced off. The proposal of this space transformation involves more greenery and plantations in the triangular plaza, opening up of stairs for people to rest, hangout, and eat take outs, and protection of this space from traffic. Together with other actions including road-dieting, improvement of pedestrian experiences, and right of way reorganization (all are discussed in following pages), public space such as this town hall plaza would be more vibrant and lively.



Fig. 17 Reshaping Town Hall Plaza



At the intersection of Garrett Road is the architecturally distinctive Upper Darby township, with an enclosed terrace space along one side of the street and a parking lot on the other. Both of these can be developed as potential public spaces. Therefore, with the primary goal of returning to a pedestrian experience, we propose to increase space for pedestrians and cyclists by reducing the number of driveways.

Specifically, the closed section and traffic island in front of the township is converted into a plaza and a triangular green space to carry more functions of residing and resting. On the other side, a driveway is converted into a two-way cycling lane to encourage the penetration of the bike network. The parking lot is also transformed into a large urban green space. On the back side, a mixed-use commercial and residential function is proposed. In this way, the public character of the Garrett Road intersection has been significantly enhanced to attract more people and activity along the corridor or north-south.



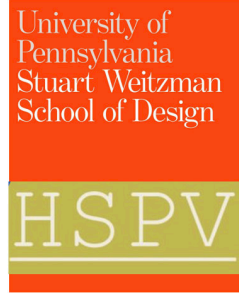
Fig. 18 Reshaping pedestrian experience and accessibility to public spaces

# Historic Preservation Program

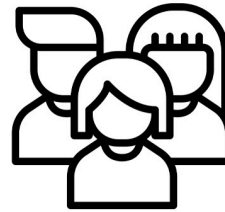


Preservation Program

**Expand Historic Register & Commission**



**University of Pennsylvania Preservation Research**



**Grants for Residents & Owners of Historic Sites**

## Historic Sites

- Residential
- Industrial
- Religious Institution
- Commercial Strip
- Schools & Admin

One of the key asset of the Upper Darby township is rich historic architecture and historic narratives behind those build structures. Building upon the proposed historic overlay as mentioned in Chapter 1: Existing Conditions, the township should 1) expand historic resigter & Commission, 2) partner with neighboring higher education institutions such as the Master of Historic Preservation program at University of Pennsylvania, and 3) offer grants for residents and owners of historic sites for repair and preservation.

Additionally, the current proposed historic overlay is still at an initial stage. For better implementation of preservation and potentially revitalization problems, the register needs to first categorize the types of historic sites, as proposed above, as well as their current condition and occupancy. Then the appropriate resources can be directed toward specific sites. For instance, an abandoned historic mill may go through adaptive reuse, while churches that are still in use today may receive grants for preservation.



# Programs for Local Labor

## Skill Building Program

The BID will not be able to directly address the relatively low incomes and wealth of the downtown residents. Employment & education programs can build resident's skillset, opportunities, and wealth.

The skill building program aims to use township funds & state grants to provide discounted coursework to residents. The program would work with local colleges & trade schools (e.g. Delaware County Community College) to grant residents access to trade programs, language courses, and/or get them on traditional academic paths.

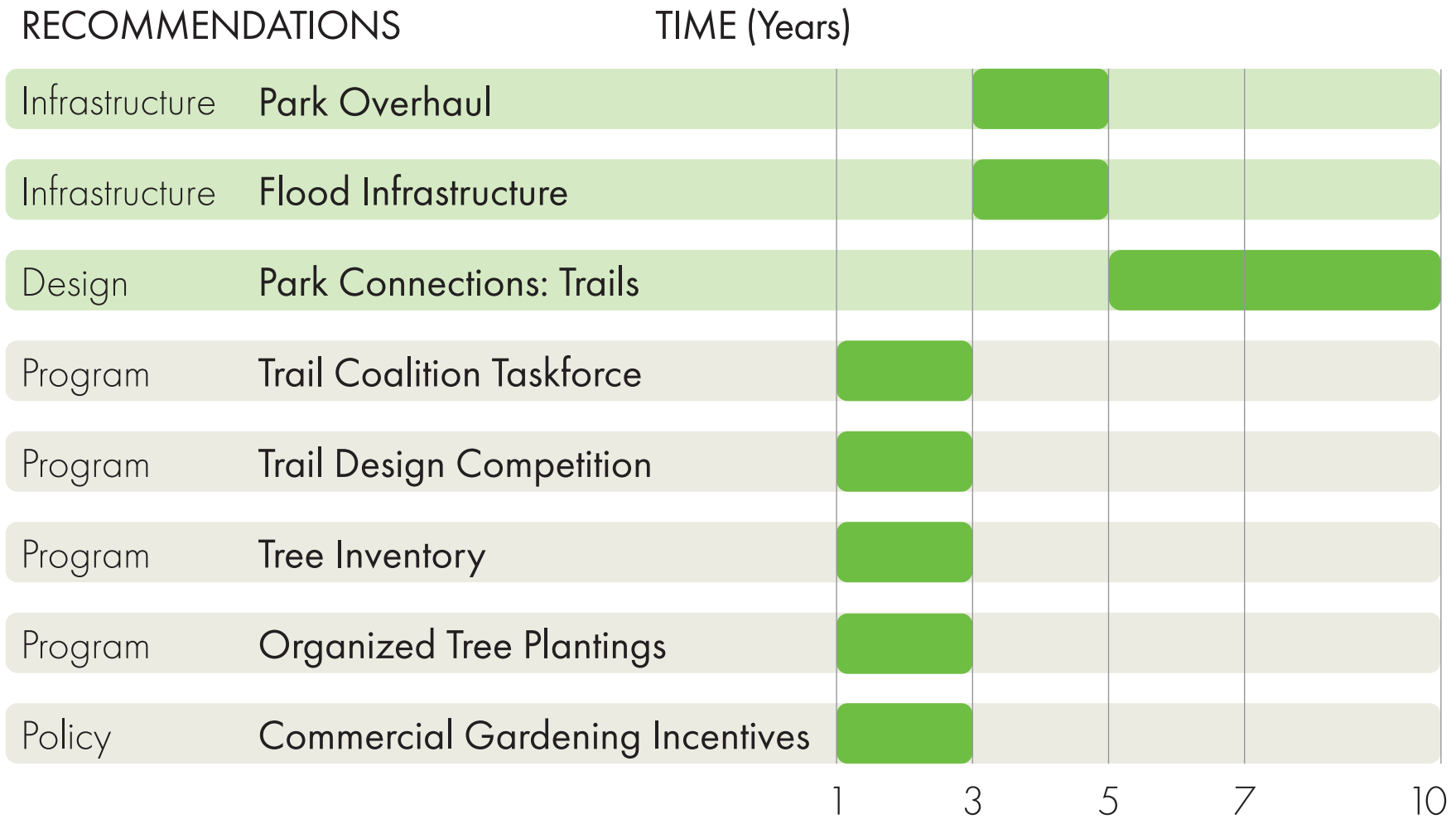
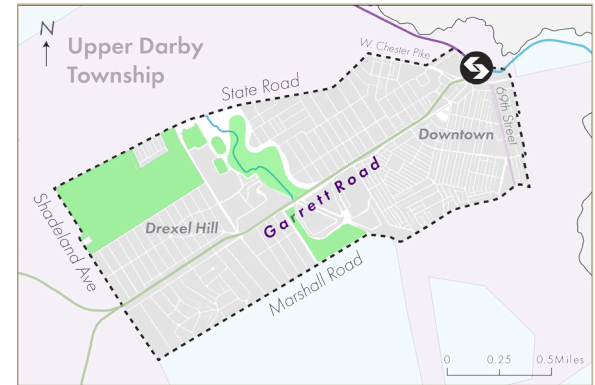
## BID Employment Program

The BID can also be a source of job growth by offering an Employment Program. This program would hire residents to perform BID services (e.g. street maintenance, security), provide on-the-job train, then secure them permanent positions. This program would partner with local employers to connect program graduates with jobs. An example of this programs can be found in University City District's West Philadelphia Skills Initiative where it hires and trains about 200 residents a year. The initiative has had a 93% job placement rate since 2011 with a 14% wage increase.



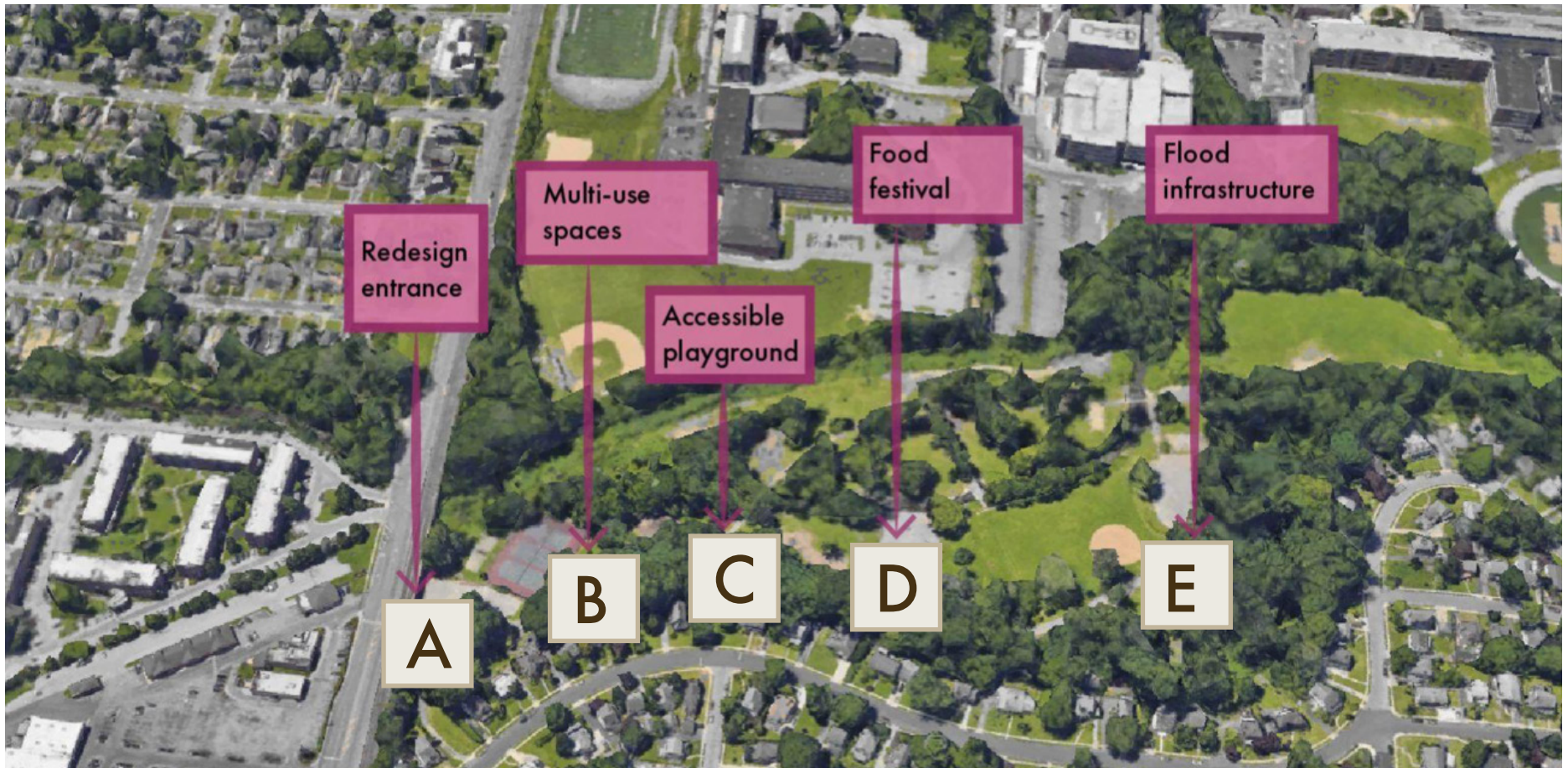
Township & BID

# Parks & Open Spaces Recommendation



# Park Overhaul

The strategy involves redesigning and reimagining Naylor's Run as a recreational space for everyone. By making the entrances more inviting, conducting more festivals throughout the park and revamping the flooding infrastructure, the strategy aims to bring more people into the park from both the neighborhoods. It aims to make Naylor's Run a place of alliance and not the dividing landmark it is now.



Map 18. Aerial Overview of Park Overhaul



## Park Overhaul

### A Entrance



The strategy reimagines the entrances to Naylor's Run as a more visual, pedestrian friendly and inviting space. By revamping the signages and creating more pedestrian friendly roads and zones, the strategy aims to summon all residents from the township, be it from Drexel Hill or Downtown. This space will act as a gateway to the intercultural and multifaceted park.

Fig. 19 Accessible and safe entrance to Naylor's Run through crossing Garrett Road

This strategy aims to redo signages in multiple languages so as to invite the diverse immigrant population that borders it. In addition, by allowing for multi-functionality in this park, this strategy intends to reach a broader audience of folks interested in playing, exercising, participating and relaxing at the park.

### B Mixed-Use Space

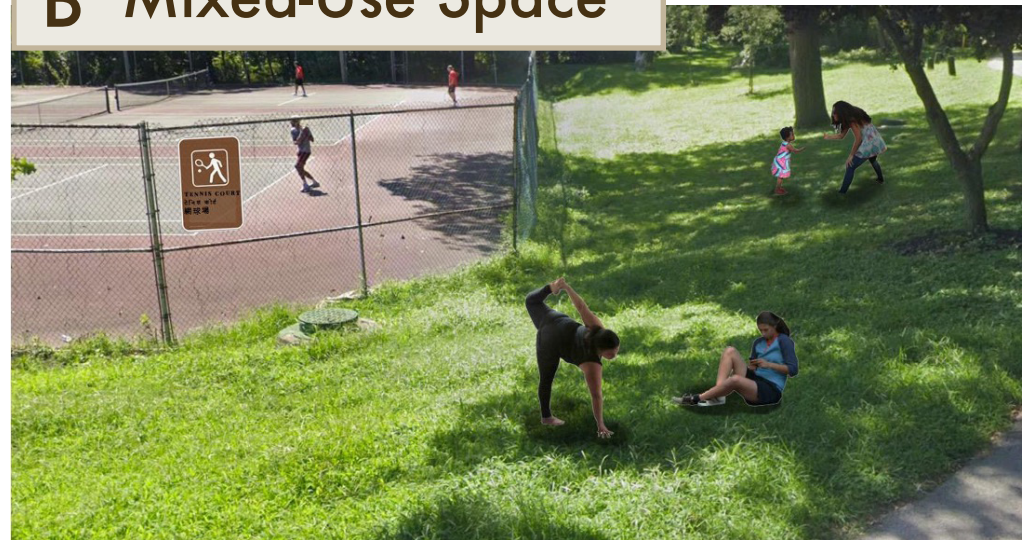


Fig. 20 Mixed-use green space for leisure.



# Park Overhaul

This strategy aims to make the playground and the park universally accessible. Currently, the park is not accessible for some because of the way its playgrounds are structured, thus, to invite all kids of all age groups and abilities to use the playground, the strategy aims to make the equipment accessible. Additionally, the park is not the easiest to access for pedestrians, so this strategy also aims to bridge that gap by providing more pedestrian zones and access.

## C Playground

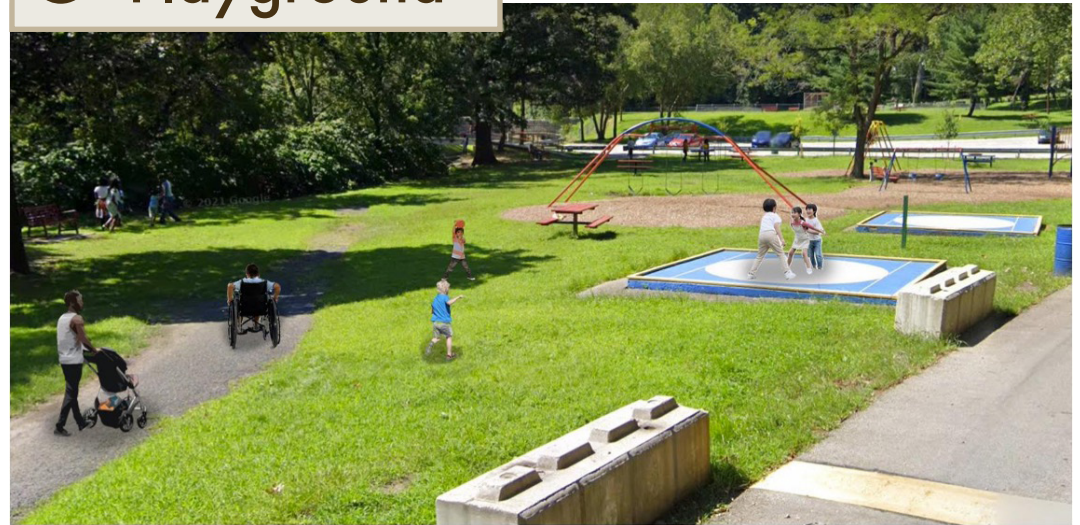


Fig. 21 Making existing playground more accessible and safe for kids.

## D International Food Market



Fig. 22 Proposed Int'l Food Market at Naylor's Run bringing vibrancy to the park

The park can serve as a perfect middle ground for the amalgamation of the two neighboring populations. Like the Japanese Festival in Fairmont Park, Naylor's run can host a variety of international festivals and food weeks that can bolster the Downtown community whilst engaging with the Drexel Hill community. The festivals can be held year-round based on many immigrants' cultural holidays or celebrations and can be a great learning experience for the whole township.

## E Flood Infrastructure



The refocusing of Naylor's Run into a recreational buffer park would involve a comprehensive plan that considers the needs of the community, the environment, and the surrounding infrastructure. It is divided into four phases:

### Phase I: Planning & Assessment (3 months)

- Conduct a site assessment to determine the extent and frequency of flooding and identify any environmental or other constraints that may affect the design and construction of the flood buffer zone.
- Identify and engage stakeholders, including downtown and Drexel hill community members, environmental groups, and Upper Darby township body, to ensure that the flood buffer zone is designed to meet the needs of all parties involved.
- Develop a comprehensive plan for the flood buffer zone that includes design specifications, construction details, and 5-year maintenance requirements.



### Phase II: Design and Engineering (3 months)

- Develop a detailed design for the flood buffer zone that incorporates natural features, such as vegetation and wetlands, to maximize its effectiveness in absorbing and slowing floodwaters.
- Conduct any necessary engineering studies to ensure that the flood buffer zone is designed to withstand extreme flood events.
- Obtain any necessary permits and approvals from local and state agencies to proceed with the construction of the flood buffer zone.

### Phase III: Construction (1-2 years)

- Prepare area for construction, including any necessary grading/ excavation work.
- Construct the flood buffer zone according to the approved design, using appropriate materials and techniques to ensure its durability and effectiveness.
- Install any necessary infrastructure, such as drainage channels or retention basins, to enhance the performance of the flood buffer zone.

### Phase IV: Maintenance and Monitoring (3+ years)

- Develop a maintenance plan for the flood buffer zone that includes regular inspection and repair of any damage, as well as vegetation management and debris removal.
- Monitor the effectiveness of the flood buffer zone in mitigating flood damage and improving water quality, using appropriate monitoring tools such as water quality testing and water level gauges.
- Place sensors to detect water level quantities.
- Promote the flood buffer zone to the community as a valuable asset in flood control and environmental conservation, and involve the community in its maintenance and monitoring.
- Establishing a "green infrastructure" program to link, manage, and expand existing parks, preserves, greenways, etc.

# Flood Infrastructure

Normal  
Creek



Flooded  
Creek





# Park Connections

Alexa



Map 19. Aerial Overview of Park connections and trail through Naylor's Run.

# Park Connections: Trails

A connected trail network provides access for pedestrians, cyclists, and other micro-mobility users like people with disabilities or scooter users. While Cobb’s Creek trails are just outside Upper Darby, they are not accessible from the Garrett Road corridor and do not connect to other creek watersheds. A connected greenway following the watershed can thus doubly address stormwater challenges and alternative transportation needs. A circuit trail has already been proposed through an unused trolley right-of-way owned by PECO. Specifically, a trail feasibility study was done in 2011 to examine the viability of a connector trail from Naylor’s Run to Cobb’s Creek. Ten years later, however, the trail still does

not exist due to conflicts with private landowners who are allowed to use PECO’s ROW, preventing the trail construction from moving forward. The following two recommendations are intended to help catalyze excitement for this project and bring together multiple stakeholders to drive the project forward while working with land-owners to compromise on easement usage.

Map 20. Proposed, Potential, and Existing trails



# Trail Coalition Taskforce

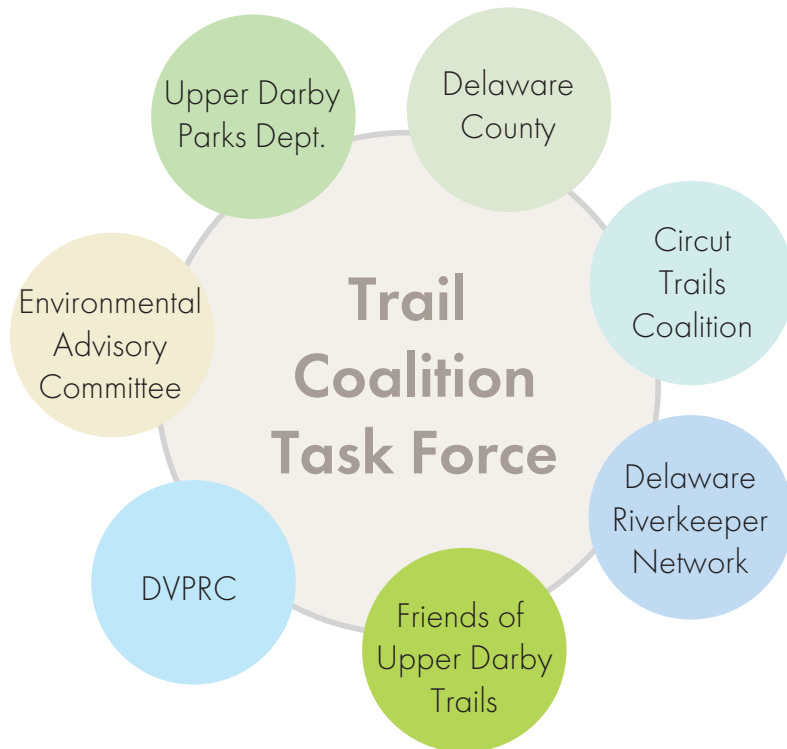


Fig. 23 Players in Trail Coalition Task Force

A Trails Coalition Taskforce should be formed to prioritize implementing this critical connector. The study correctly identified that the trail is adjacent to many schools, community assets, parks, and residential areas, likely making it eligible for funding such as safe routes to school, community development block grants, or surface transportation alternatives.

Additionally, the Trails Coalition Taskforce should kickstart and reengage the local community through a design contest for the trail, incorporating culturally relevant placemaking strategies, multilingual signage and programming, and both passive and active uses for visitors and residents alike.

## Trail Design Competition

Alexa



# Corridor Open Space Planning

Park amenities should not be just limited to parks. Urban green space can serve both ecological and social functions. Green space can help weave the urban fabric of the Garrett Road corridor together, unifying it as a cohesive place, encouraging pedestrians to explore businesses and destinations along the corridor, and reducing harmful stormwater runoff. The following recommendations are intended to help the township begin the process of extending green space along the corridor as part of a longer effort to incorporate green space.

## Tree Inventory

A tree inventory is the first step Upper Darby should take to improve its canopy. Establishing a baseline of existing trees - within parks, public streets, and on private property - can guide realistic benchmarks and targets. Additionally, this can be a great opportunity to engage with residents to understand what their desires are for trees in the corridor: do they have capacity to help maintain street trees? Are they worried about liability or damages if a tree falls? Are their specific cultural preferences or activities that could be promoted with certain trees? This engagement can help catalyze excitement for improved green space and foster a discussion on how that could take shape in a way distinct to Garrett Road.

## Commercial Gardening Incentives

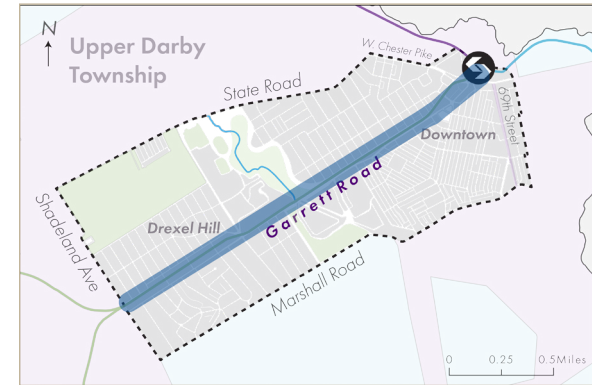
Community gardening is often treated as an opportunity to activate vacant spaces and engage communities; however, with little vacant parcels, this becomes a challenge. The township should create incentive programs for commercial gardening in parking lots (on raised beds) to reduce impervious surface. These incentive programs could include offering free classes on building raised beds, free or discounted soil, community gardening programming. These should especially be geared towards restaurants who may benefit from direct sources of small ingredients that can be grown locally. A program at Naylor's Run could also provide fresh, culturally relevant food for immigrants while activating underutilized park space.

## Organized Tree Plantings

Finally, incorporating tree plantings as part of town holidays, events, and celebrations can be a great way to instill stewardship values into the public and give them opportunity for involvement in further greening efforts.

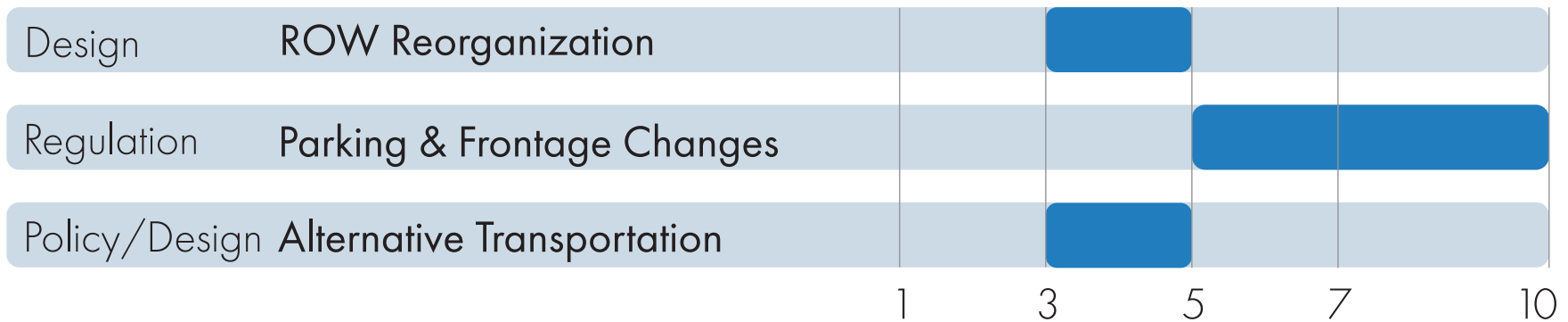


# Garrett Road Recommendation



## RECOMMENDATIONS

## TIME (Years)



## Right Of Way (ROW) Reorganization

As shown in the image below, a majority of Garrett Road within our corridor is planned towards vehicles and not pedestrians. With the spaces for pedestrians being a thin sidewalk on only one side on most of the stretch, sparse road crossings, speeding cars, and parking setbacks, the street is not a pleasant walking environment. In addition to poor allocations of infrastructure, businesses on Garrett Road are largely only on one side of the road, leaving the other side to be desolate beyond the platform trolley stations.



Digging deeper into the capacity of Garrett Road, we have found the street to be overbuilt, with the street never really being overly congested according to DVRPC congestion data. This is true even in rush hour conditions and allows us to make an argument to reconsider how this road is organized, and more importantly, how residents use and experience this space. For a street that is meant to connect the downtown with the rest of suburban Upper Darby, the street only manages to do so for automobiles. Beyond the fact that the road has a speed limit of 35 mph in the section closer to downtown and 69th street station, vehicles actually consistently stay below this limit on average with some dangerous outliers. This means that regular drivers are compelled to slow down due to the conditions of the road, with some going faster because they legally can. In our strategy, we would recommend to try to slow down traffic even more and remove some of those speeding outliers. This area should be an active segment of the city that does not create a divide between urban and suburban, but rather provides a seamless transition between the two.

# Overview

In the realignment of rights-of-way, we advocate for more sustainable modes of transportation and the return of rights-of-way to people. Taking a typical road along trolley as an example, the former four lanes in both directions become two lanes in both directions, and the remaining space is converted into cycling lanes and sidewalks. The lanes are separated from the sidewalks by a green belt to promote a safer slow walking space. Both sides of the sidewalk are laid out as commercial/retails space.



Fig. 24 Proposed Right of Way along Garrett Road shifting from car-oriented to multi-modal (bike, walk, and transit (trolley)).



## ROW Design

Building on our analysis of the existing condition of Garrett Road, we can see in the current street section the true extent of the car-oriented planning that we were discussing before. In a majority of the right of way of Garrett Road in our study area, the street has only one sidewalk, two on street parking lanes, two active travel lanes, and a center bi-directional turning lane. On the right side of the road we can see the trolley line which is separated by a small buffer which often is only a small patch of grass. As mentioned previously, buildings often only exist on the left side and are more frequently separated from the sidewalk by parking as you go from Downtown towards Drexel Hill.

Our recommendation for a redesign for Garrett Road can be seen in the street cross section on the left. We would like to see the road be dieted considerably, getting rid of the on-street parking, and the center turn lane. This, in combination with a static 25 mph speed limit, would work to reduce speeds even further than the current average. With these removals, we have a lot more space to dedicate to pedestrian amenities and improvements. This means adding a multi-directional bike lane on the trolley side of the road where there are fewer overall intersections. In addition to the bicycle lane, we recommend adding another sidewalk on the trolley side next to a whole new row of retail shops between the sidewalk and the trolley line. This new row of micro-parcels will activate the street and transform it from a typical suburban road to a commercial corridor which connects all neighborhoods with each other and with transit.

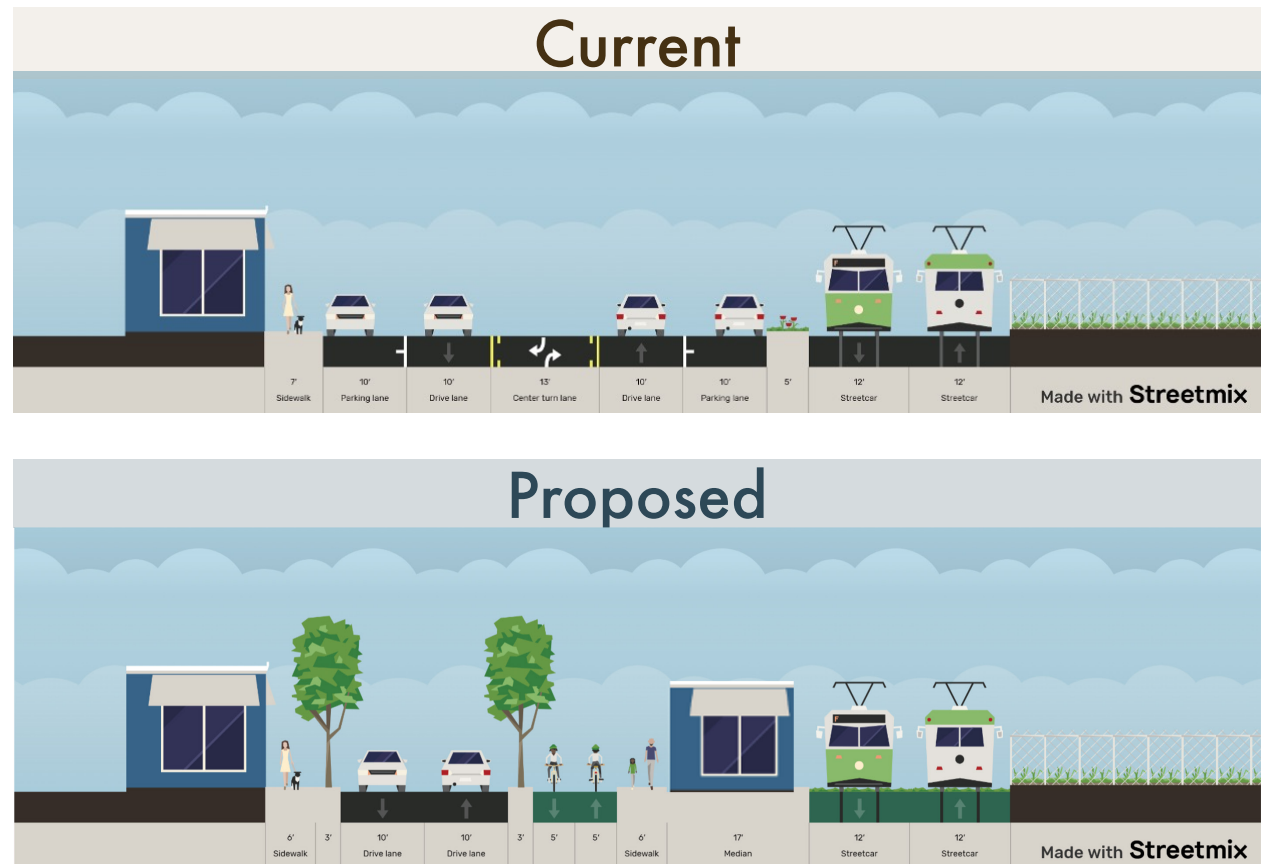


Fig. 25 Section of newly proposed right of way. Generated using Streetmix.



## Current



## Garrett Road

As Garrett Road moves toward Drexel Hill, both sides of the street gradually shift to a lower, less dense suburban atmosphere. Taking the street interface next to Barclay square, where various suburban businesses are clustered, we advocate moving existing businesses to the street interface in combination with mixed-use development to increase the sense of street enclosure on the one hand and provide more activity around the street on the other.

## Proposed

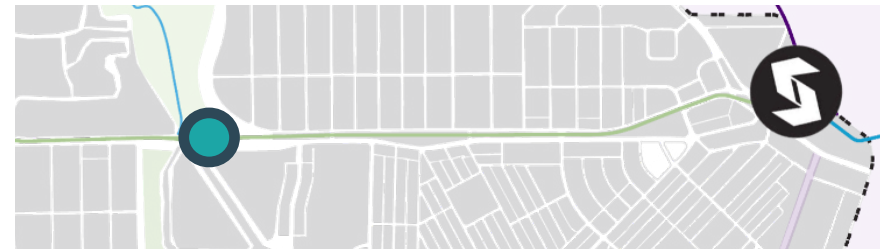


In this way, an accessible street interface with a continuous pedestrian experience and some commercial activity can continue along the corridor. This part of the street has a smaller height to width ratio and a stronger neighborhood atmosphere compared to the downtown urban atmosphere.

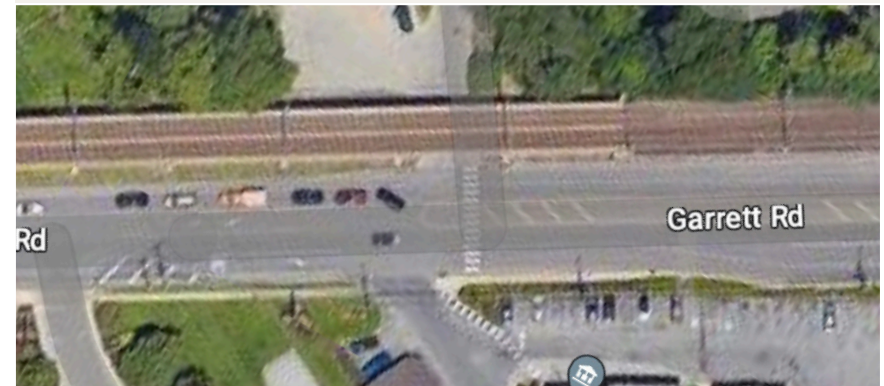
Fig. 26 Rendering of Garrett Road (section) after ROW reorganization -- more walkable, bikeable, and vibrant.

As an extension of our right of way reorganization, we are also recommending that the intersections be made safer and more accessible to all modes of transportation. This means not only improving current intersections, but also adding new ones along the corridor to align with the previously mentioned NACTO standards at one crossing per 50-100 meters from the current one crossing per 170 meters. In terms of safety recommendations, we recommend pulling the bike lane through the intersections and making it as apparent as possible through painting and signage that the pedestrians have the right of way, especially to automobiles turning right. In the image on the right, we can see how such a strategy would apply to the intersection at Naylor's Run Park. In this rendering we can see that the bike lane stays visible to all road users at all times with the painting on the road signaling that while cars may turn in to park, they are turning into a pedestrian space and should heed accordingly. This is very different from the current scenario at many of the intersections where it seems that the design for pedestrians is an after-thought to making it as easy as possible to traverse the intersection with a car. This is an aspect of the new Garrett Road that must work in accordance with all other aspects to see the most benefit from commercialization of the road, as people who do not feel safe walking and crossing will not come to spend time there.

## Alternative Transportation



### Current



### Proposed

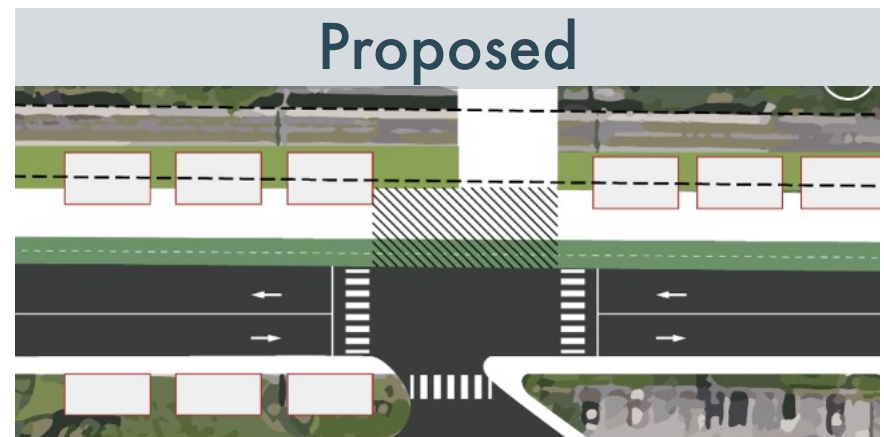


Fig. 27 Enhanced pedestrian access to trolley for encouraging alternative transportation



# Trolley Station Remake

Our final recommendation for the Garrett Road corridor is the rethinking of the future trolley stations that will be redone by SEPTA during their trolley modernization project. As we can see in the current DVRPC trolley modernization station design guidelines, the stations are redesigned to be above all ADA accessible. While the station new stations are a great step forward from current conditions, we would recommend there to be more consideration for the multimodal use of the station, especially with the previous recommended addition of bi-directional bike lanes along the corridor. All trolley stations should provide free or inexpensive and safe bicycle parking that allows residents to connect with the system easily without having to drive or be driven for the first or last mile of their journey.

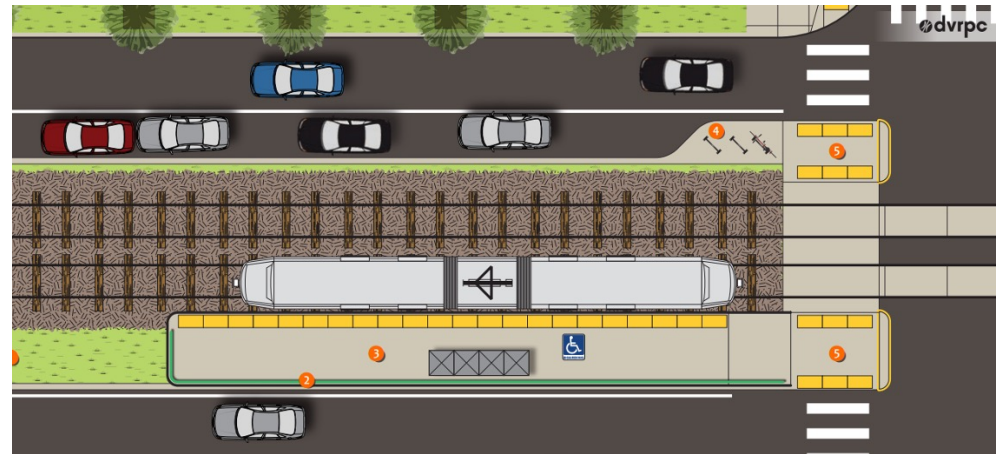


Fig. 28 A sample station design following the DVRPC Trolley Modernization Station Design Guidelines



Fig. 29 Proposed station: adding kiosk to activate platforms.

In addition to this we suggest constructing small kiosks at stations to activate the area beyond the trolleys and allow for stops to act almost like local corner stores. This would add to the placemaking aspects of the transit infrastructure and increase the perception of safety as well. In general, these newer design guidelines could be added to and would complement the current SEPTA plans with few downsides or risks.



# Conclusion

In conclusion, the Garrett Road Corridor in Upper Darby Township is diverse, vibrant, and infrastructure-rich, yet there are social and economic divisions amongst its communities. Upon presenting issues and opportunities in along the corridor in the second chapter, our team has identified seven goals and proposed recommendations that aims to foster equitable economic development along this commercial corridor while bridging the divisions through hard programs such as improving access to existing transit and infrastructure and soft programs related to history and cultural preservation. Among all recommendations, the priority should be given to the following ones, since they will spark positive changes that the corridor needs the most.

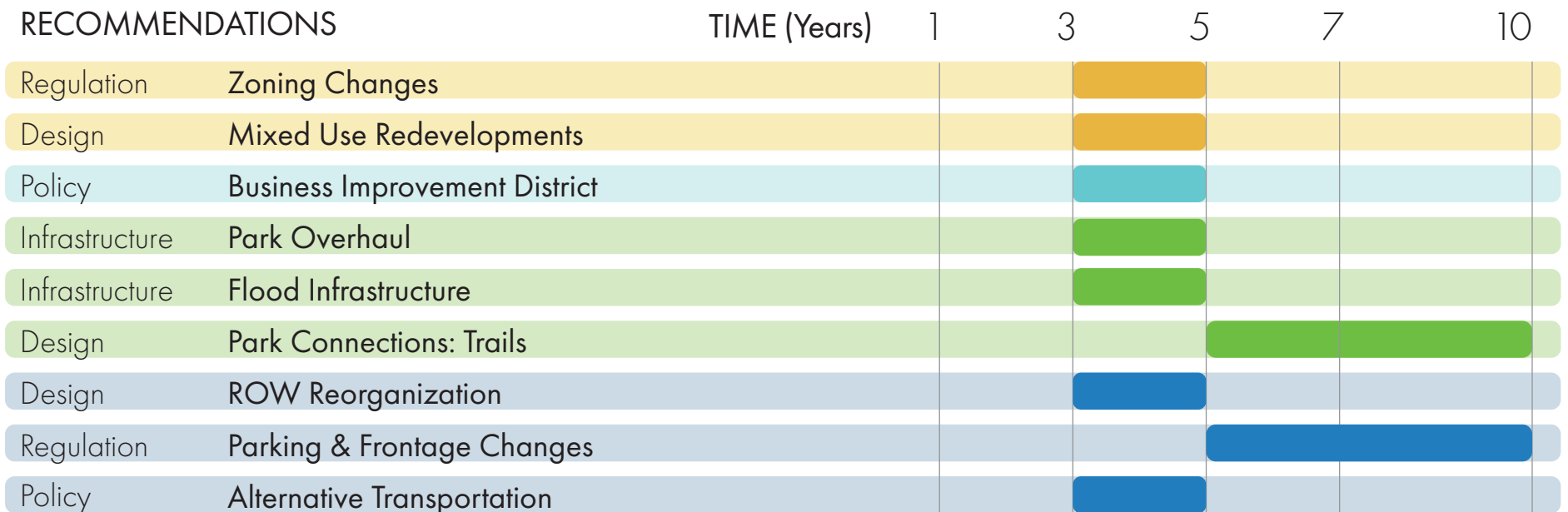
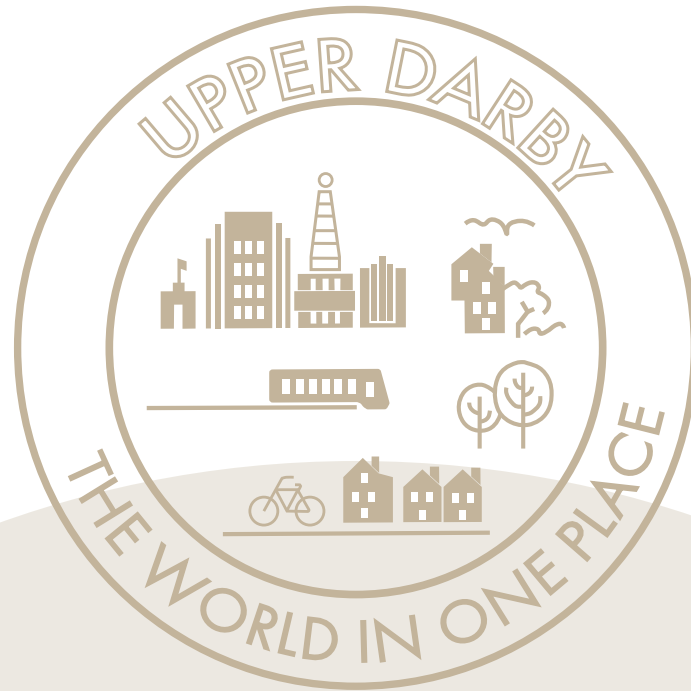


Fig. 30 Timeline of Prioritized Recommendations.

TIME (Years) 1 3 5 7 10





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