

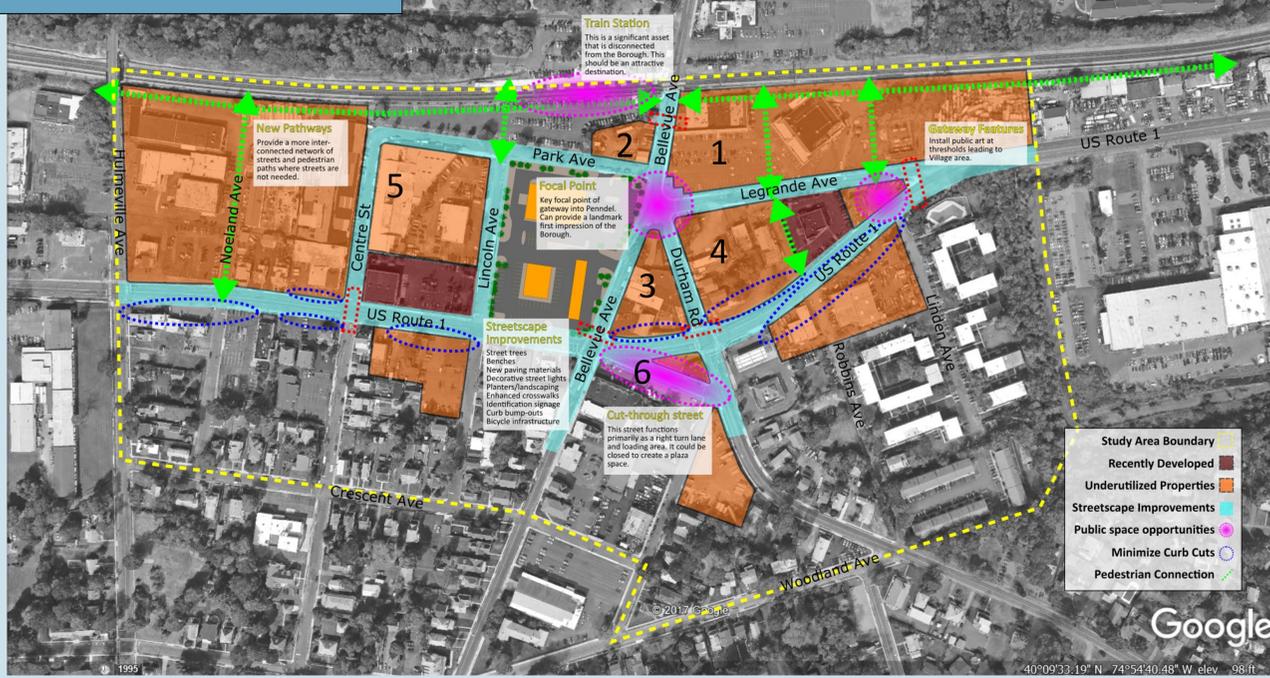
PLANNING

DOWNTOWN ANALYSIS



- Strengths:**
- The downtown core area of PennDel Borough has the foundation of a traditional small town Main Street. The blocks are relatively small and lined with buildings that were constructed up to or near the sidewalk, creating a compact, small-scale environment.
 - Base of local businesses in place
 - Proximity to a train station
 - Strong residential support
 - Five arterial routes converge on the commercial core area. Thousands of vehicles pass through daily
 - Existing network of sidewalks along most of downtown streets
- Weaknesses:**
- Vehicle traffic dominates the downtown core area with traffic backups and odd-shaped blocks. US Route 1 effectively segregates the residential neighborhoods to its south, from the commercial areas and the train station.
 - Many developments are car-oriented (driveways, garages, and parking in the front), and do not contribute to a "Main Street" atmosphere
 - Buildings do not have windows, traditional storefronts, or visual connection with the street outside their walls
 - Tough to navigate as a pedestrian
 - Lack of 'destination' places to attract outsiders to stay rather than drive through
 - Unimpressive architecture, lacking a unified theme
 - Lack of adequate public spaces

OPPORTUNITY SITES



- The opportunities to bring new life to the downtown area of PennDel can be sorted into one of three tiers:
- Enhance the existing environment—**
 - Façade improvements such as repainting, new awnings, new storefronts
 - Provide outdoor dining at restaurants
 - Provide additional trees and landscaping along the streets
 - Utilize vacant space for new businesses or public spaces
 - Incorporate public art as gateways into the Downtown area
 - Enhance crosswalks and sidewalks through different paving materials to create better connectivity
 - Adaptive re-use—**
 - Convert the buildings which currently house older commercial and industrial uses into more modern facilities, such as flex space offices, residences, or restaurants.
 - Relocate businesses which may be more suitable for a light industrial zone, further away from the Downtown area.
 - Use larger industrial warehouse buildings for 'pop-up' events and markets.
 - Redevelopment—**
 - Remove unattractive, blighted buildings.
 - Construct new mixed-use buildings of a high-quality design to be centerpieces of the Downtown area.
 - Create public gathering places, such as a park or plaza, surrounded by active commercial uses.

OPPORTUNITY SITES

<p>1</p>	<p>The shopping center occupies a prominent corner, and the majority of the site is taken up by a parking lot. Due to the size of the property, and the proximity to the train station, this would be an attractive property to be redeveloped with a mixed use building which includes retail space and residences.</p>	<p>2</p>	<p>The small auto repair shop on the corner of Bellevue Ave and Park Ave occupies a location that could be used to serve passengers going to and from the train station. A café with outdoor seating would potentially contribute to the attractiveness of street life.</p>	<p>3</p>	<p>The corner of Bellevue Ave and Durham Road is the focal point of the view looking into PennDel from the train station. This makes it a visually prominent location where high quality architectural design could enhance the image of the Borough.</p>
<p>4</p>	<p>The small commercial buildings on the block between Business Rt. 1 and Legrande Ave offer little in terms of streetscape amenities. They are designed for cars along a highway rather than for a downtown environment.</p>	<p>5</p>	<p>The large industrial buildings on the west side of the downtown area each offer a potential opportunity for creative repurposing. Long-term there is also potential to redevelop these sites with larger mixed-use buildings. Short-term, the large industrial spaces can potentially be used for pop-up markets, flex office spaces, or recreation centers.</p>	<p>6</p>	<p>Eastbrook Avenue currently functions primarily as a right turn lane for vehicles turning onto Durham Road from Route 1. This may not be necessary for circulation. Closing the street to traffic would allow room to develop a public space, which could be coordinated with improvements to the adjacent parking lot.</p>