

Draft - April 2022

# **Haverford Township**

# **Comprehensive Plan**

A Plan for the Development and Conservation  
of Haverford Township

Adopted by the Haverford Township Board of Commissioners  
on \_\_\_\_\_ 202\_.

Community Planning Consultants  
Urban Research & Development Corporation  
Bethlehem, Pennsylvania

## Contents

A Summary of the Plan is provided under a separate cover.

	<u>Page</u>
<b>Introduction</b> .....	<b>1</b>
<b>The Overall Direction of This Plan</b> .....	<b>4</b>
<b>Land Use and Housing Plan</b> .....	<b>6</b>
<b>Natural Resources Conservation and Sustainability Plan</b> .....	<b>19</b>
<b>Historic Preservation Plan</b> .....	<b>27</b>
<b>Transportation Plan</b> .....	<b>31</b>
<b>Community Facilities and Services Plan</b> .....	<b>38</b>
<b>Putting This Plan into Action</b> .....	<b>45</b>

### **Appendices**

A. Citizen Survey Results .....	A-1
B. Compatibility with Adjacent Municipalities.....	A-21
C. Delaware County Comprehensive Plan .....	A-23
D. Population and Housing of Haverford Township.....	A-23
E. An Overview of the History of Haverford Township.....	A-27
F. <i>Historic Structures and Sites</i> .....	A-31
G. Existing Land Uses and Neighborhoods.....	A-32

### Under Separate Cover:

Summary of Potential Community Development Funding Sources

Summary of Recommended Policy Changes to the Township Zoning Ordinance

**Maps**

	Page
1. Township Street Map . . . . .	2
2. Aerial Photo . . . . .	3
3. Existing Land Uses Map . . . . .	7
4. Generalized Existing Zoning Map . . . . .	8
5. Comprehensive Plan Map . . . . .	9
6. Natural Features Map . . . . .	20
7. Historic <i>Structures and Sites</i> Map . . . . .	29
8. Traffic Counts Map . . . . .	32
9. Public Transit Map . . . . .	37
10. Recreation Areas, Trails and Public Schools Map . . . . .	40

## INTRODUCTION

This Comprehensive Plan is presented to the citizens of Haverford Township as a guide for development of the community, as well as conservation of features that are valuable to protect. This Plan is intended to be implemented through many short-term actions that are carried out within a long-term perspective.



This Comprehensive Plan is authorized by the Pennsylvania Municipalities Planning Code (MPC). The MPC also guides the Township’s development regulations and the processes to approve new development. The MPC provides valuable tools to municipalities to enhance the lives of residents. The Township should continually monitor positive and negative trends, and update this Plan and the Township development regulations as needed in the future.

### What is the Comprehensive Plan?

This Comprehensive Plan provides an overall set of policies and recommendations for the future development, redevelopment and conservation of Haverford Township over the next 10 to 15 years.

This Plan helps to ensure that Haverford Township retains the qualities that make people want to live, work and enjoy recreational activities within the Township. This Plan is not a regulation, but instead provides the basis for suggested changes and associated strategies related to the Township’s development regulations.

### How Was This Plan Prepared?

This Plan was developed in draft form during monthly meetings of the Comprehensive Plan Committee, which included participation by Township Staff, some Township Commissioners and representatives of members of various Township boards, including the Planning Commission. First, maps showing existing conditions were prepared, as well as summaries of previous plans and reports. Information was collected on existing conditions. An online citizen survey was conducted.

A Vision Statement, Mission Statement and a set of Goals were then prepared to provide overall direction for the Plan. An online and in-person public meeting was then held to discuss the initial set of overall recommendations. Various subject areas were discussed at workshop meetings. The Plan document was then prepared.

Next, at least two public meetings will be held by the Township Planning Commission and Board of Commissioners to obtain public input on the Plan, prior to adoption.

### Major Benefits of the Comprehensive Plan

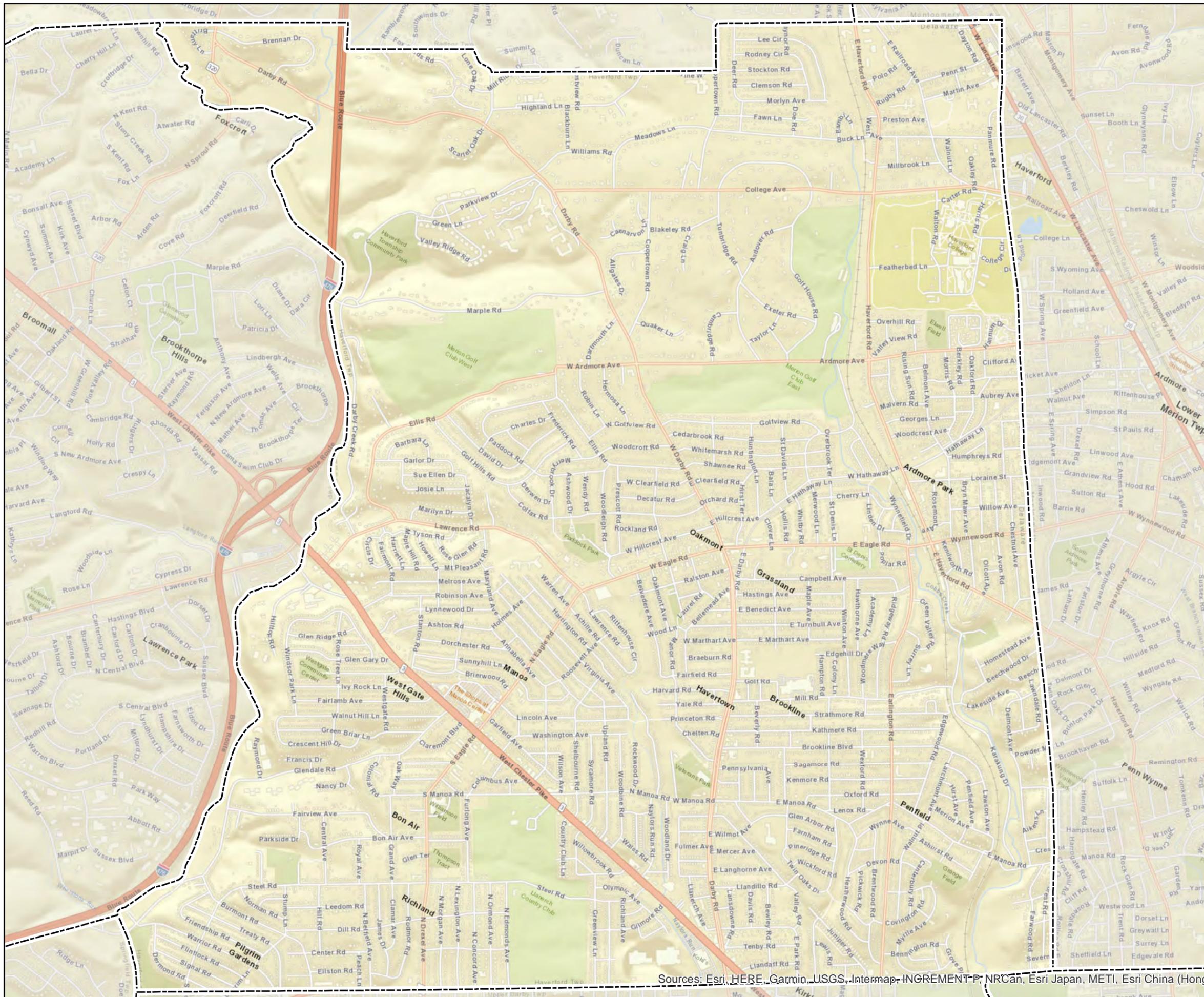
The Comprehensive Plan offers many benefits, including the following:

- Addressing land uses in coordination with transportation issues, to avoid future *mobility* problems;
- Avoiding conflicts between different types of development, such as not allowing intense business uses adjacent to a residential neighborhood;
- Considering development policies in a comprehensive and coordinated manner for an entire area, as opposed to piecemeal review of individual parcels or lots; and
- Recommending ways that natural features should be preserved and conserved.

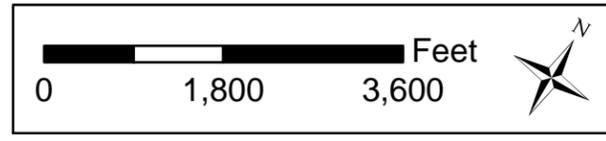
The maps on the following pages show existing streets and street names and an aerial photo of the Township.

# Haverford Township

## STREETS



Source:  
ESRI and PASDA.

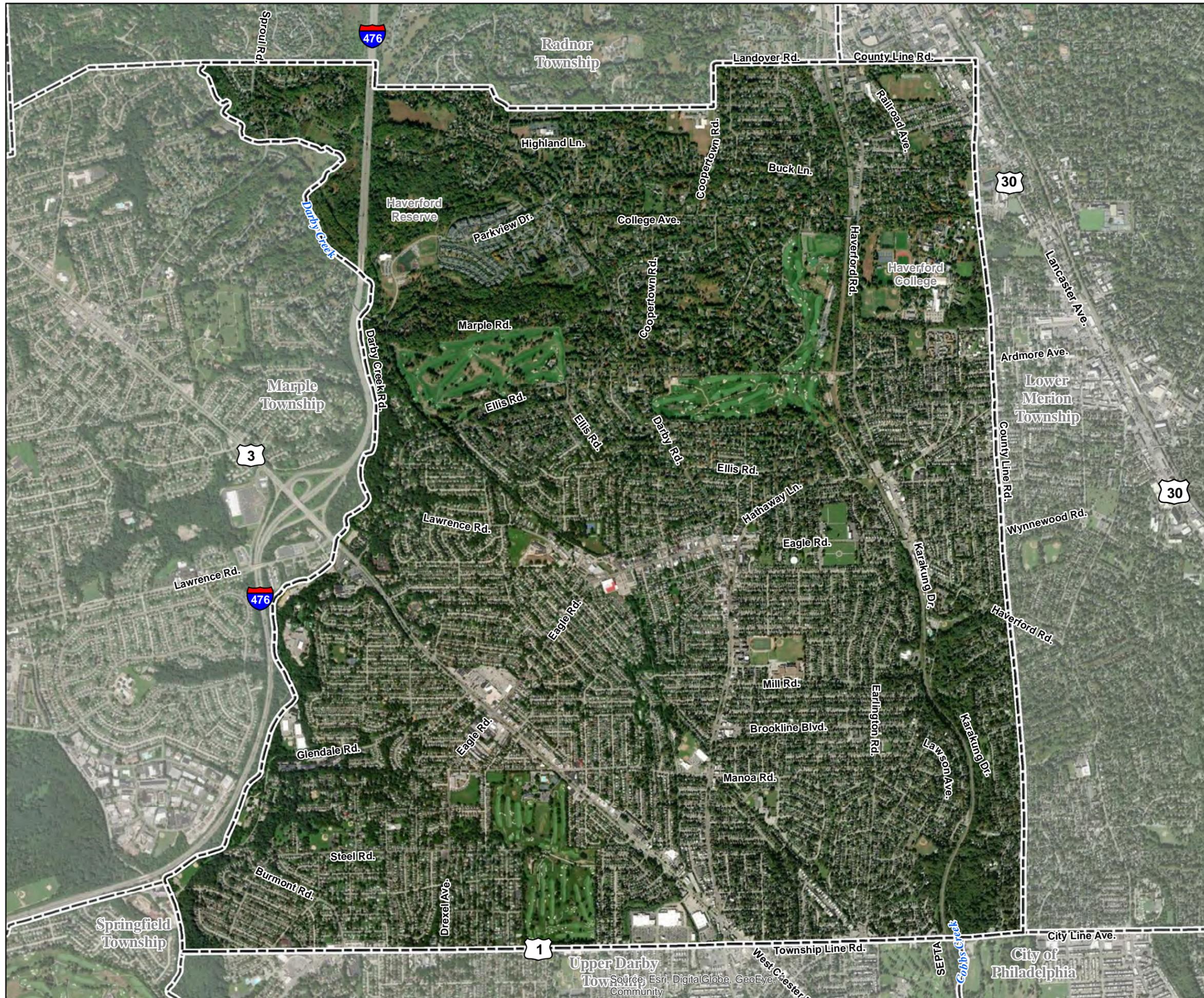


**Urban Research & Development Corporation**  
28 West Broad Street Bethlehem, Pennsylvania 18018 610-865-0701

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong

# Haverford Township

AERIAL



Source:  
ESRI, PASDA and Delaware County.



 **Urban Research & Development Corporation**  
81 Highland Ave. Suite 120 Bethlehem, Pa. 18017 610-865-0701

## **THE OVERALL DIRECTION OF THIS PLAN**

The following draft Vision Statement and Goals provide overall direction for this Comprehensive Plan.

### **Community Vision Statement**

Haverford will become an even more vibrant community, with a variety of highly livable and safe residential neighborhoods, strong institutions, and great parks and trails. Haverford Township will guide development and redevelopment to protect residential neighborhoods and to carefully manage traffic. An emphasis will be placed upon strengthening existing older business areas to create a stronger sense of place, while improving their functionality and appearance.



Haverford will also improve accessibility by public transit, walking and bicycling. Trails will be extended, in many cases located along natural greenways. Environmental sustainability will be a priority in many different efforts. This Vision will be carried out with the involvement of residents and businesspersons in planning efforts and by thoughtfully prioritizing community projects.

### **Major Goals**

The following are the major goals of this Plan:

#### Land Use and Housing Plan

Provide for orderly patterns of development that provide compatibility between land uses, particularly to protect the livability of residential areas.

Provide areas for a range of housing types and densities, to meet needs of various types and ages of households, including older persons and persons with disabilities.

Promote appropriate types of business development in different areas, to increase tax revenues and employment opportunities, while promoting entrepreneurship.

Strengthen the older commercial areas with physical improvements, marketing and zoning incentives based upon the Main Street Program, to promote new investment. Promote Oakmont and the adjacent commercial sections of Eagle and Darby Roads as a Town Center.

Encourage compatible mixes of land uses, in a way that reduces dependence upon motor vehicles for everyday needs and to promote a more enjoyable and healthy lifestyle.

#### Historic Preservation Plan

Work to preserve important historic buildings and promote suitable adaptive reuses within these buildings.

#### Natural Resources Conservation and Sustainability Plan

Protect important natural features, including the Darby and Cobbs Creek corridors, creek valleys, flood-prone areas, wetlands, steep slopes, and woodlands.

Encourage modes of transportation, patterns of land uses, tree planting and preservation, and designs of sites and other actions that conserve energy and promote sustainability.

Community Facilities and Services Plan

Continue to provide high-quality community facilities and services in the most cost-efficient manner.

Transportation Plan

Make well-targeted cost-effective road improvements while improving safety, in cooperation with PennDOT, adjacent landowners, neighboring municipalities, and developers.

Make Haverford more bicycle and pedestrian-friendly, including offering safe connections between residential areas and stores, schools, parks and trails within Haverford and neighboring municipalities.

Promote expanded use, availability and frequency of service of public transit, while also promoting greater use of car-pooling.

Putting This Plan Into Action

Promote citizen input, including making sure residents are well-informed about community issues and have adequate opportunities to provide their opinions on Township matters.

Coordinate transportation, development and infrastructure across municipal borders, and seek opportunities for additional shared municipal services.

Continually work to put this Plan into action through a program of updated planning and short-term actions in accordance with a long-range perspective oriented to implementing the strategies of the Plan.

## LAND USE AND HOUSING PLAN

The maps on the following pages show the existing uses of land throughout the Township, the current zoning districts as of 2021, and the Comprehensive Plan Map. The Comprehensive Plan Maps shows proposed land use categories for various areas of the Township, as well as showing the locations of existing parks and schools.



### **Plan for development and redevelopment based upon the Plan’s Land Use Plan categories.**

The Comprehensive Plan Map proposes areas for various land use categories, and shows existing parks and golf courses. In most cases, the land use categories relate to existing or proposed zoning districts. A separate more detailed memo has been provided regarding several zoning policy changes that are proposed to carry out this Plan.

Rural Residential - These areas are mainly intended to continue to provide for single family detached houses on one acre minimum lots. It may be desirable to no longer allow new retirement congregate care centers in these areas, and instead to mainly provide for that use in the Institutional district. This category mainly includes homes on larger lots in the northwestern part of the Township, including most areas on both sides of College Avenue west of Haverford Road, and many areas along the northwestern part of Darby Road.

Low-Density Residential 1A - These areas are intended to continue to mainly provide for single family detached houses on ½ acre lots. This category applies to a few scattered areas in the Township, including along Lawrence Road, Ellis Road, Sproul Road and Old Railroad Avenue.

Low-Density Residential 1 - These areas are mainly intended to provide for single family detached houses on 1/4 acre lots. Examples of these areas include: 1) land north of Buck Lane west of the *Norristown High Speed Line*, 2) land north of College Avenue north of Haverford College, 3) land along Haverford Road near Haverford College, 4) land north of Hathaway Lane, 5) an area south of Ellis Road and north of Lawrence Road, and 6) an area west of the Llanerch Country Club north of Township Line Road. There are particular public concerns about potential expansions and increases of intensity of non-conforming uses in the Brynford area, which is located adjacent to Haverford College, Bryn Mawr and Lancaster Avenue. However, municipal zoning ordinances are required under State court decisions to allow non-conforming uses to be continued and to change to new uses, provided the new use is not more intensive than the previous use.

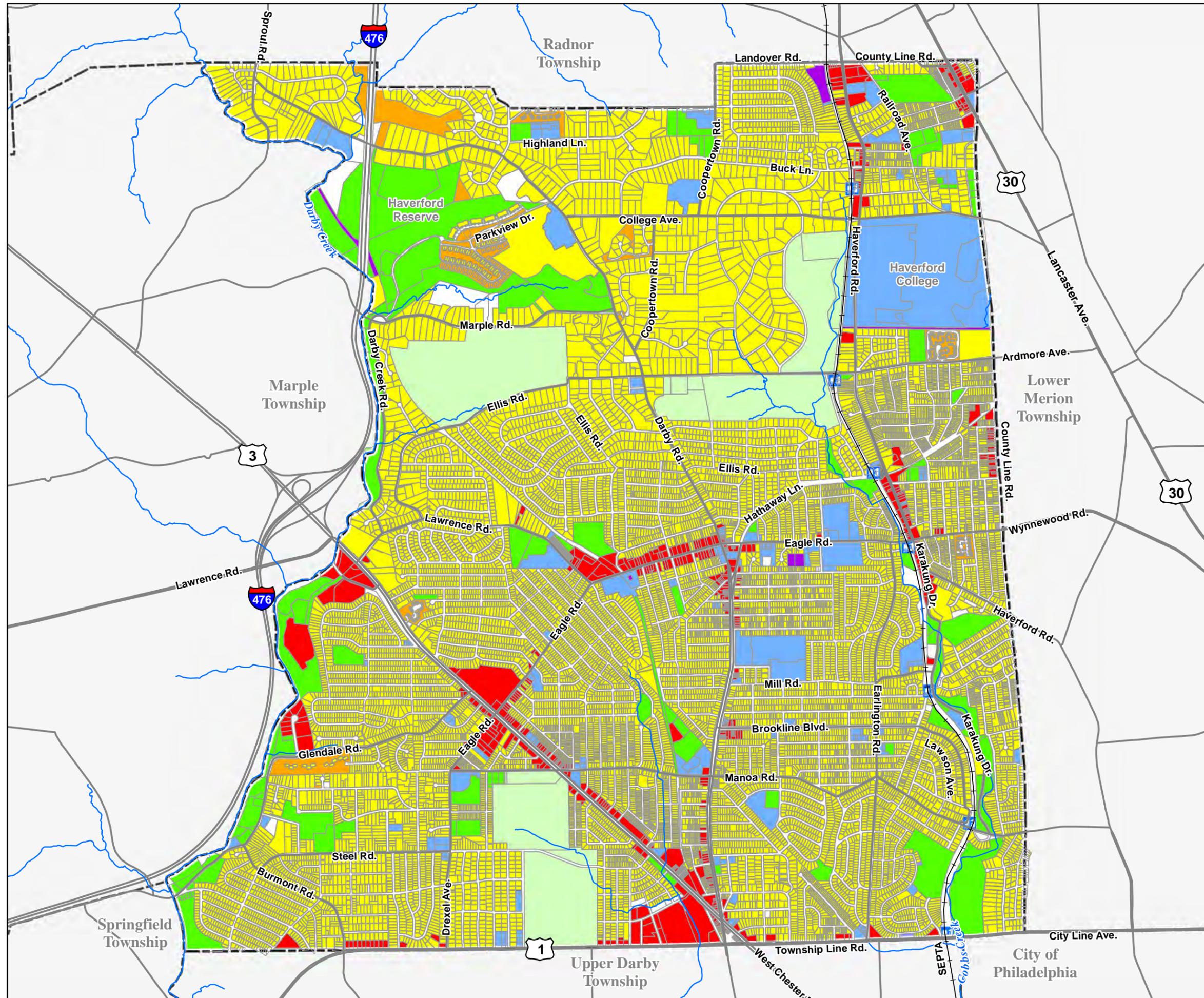
Low-Medium Density Residential - These areas are mainly intended to provide for single family detached houses on lots of 5,500 to 8,000 square feet lots. This category includes the current R-3, R-4 and R-5 zoning districts. They are shown together on the land use plan map because they are similar in character and density. The R-4 district should be merged into the R-5 district, because they are almost identical. In the residential districts, dimensional requirements should be reviewed to make sure they do not inhibit routine additions to homes, some of which are undersized for today’s market. This category is proposed to apply to most of the residential areas in the southern half of the Township, including most areas between the Pennsy Trail and Darby Road, most areas between Darby Road and the SEPTA line north of Township Line Road, and most of the homes near Eagle Road south of the YMCA.

Medium-Density Residential - These areas are mainly intended to continue to allow for single family detached houses, side-by-side twins and townhouses at up to 8 homes per acre. It is valuable to continue to have a minimum tract size for townhouses so that a single family detached house in the middle of a block is not demolished to build townhouses. This category is proposed to continue to include: 1) most of the lands northeast of Haverford Road south of Ardmore Avenue, 2) a neighborhood northeast of Darby Road south of Campbell Avenue, and 3) an area along Manoa Road west of Darby Road.

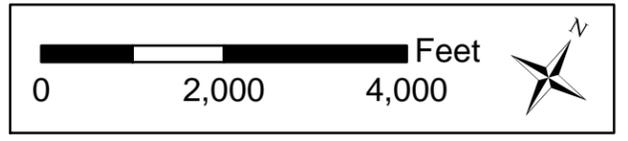
# Haverford Township

## Generalized Existing Land Use - 2018 With corrections January 2020.

-  Residential
-  Commercial
-  Homeowners Association
-  Golf Course
-  Recreation (other than Golf Course)
-  Institutional/Public/Semi-Public
-  Utility
-  Rail Stations
-  Rail Stations and Parking
-  Undeveloped



Source:  
ESRI, PASDA and Delaware County.

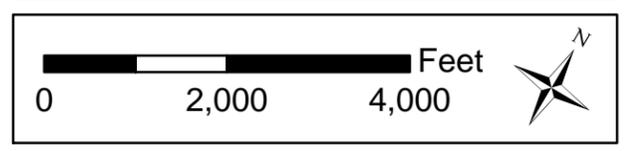


# Haverford Township

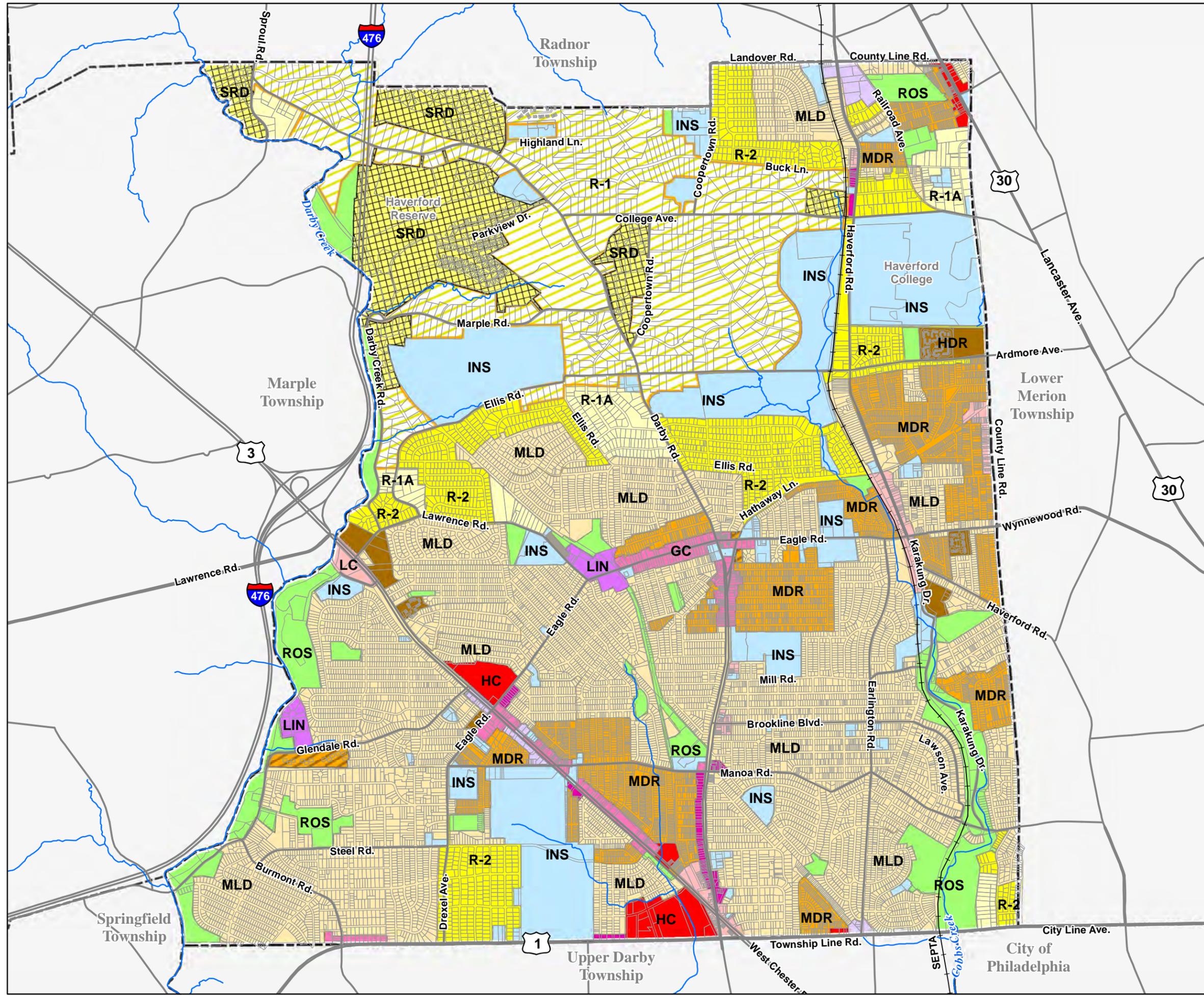
**GENERALIZED  
UNOFFICIAL ZONING  
October 2021**

-  R-1 Low Density Residential
-  R-1A Low Density Residential
-  R-2 Low Density Residential
-  MLD Low-Medium Density Residential
-  MDR Medium Density Residential District
-  HDR High Density Garden Apartments
-  HDR-H High Density High Rise Apartments
-  SRD Special Residential District
-  LC Limited Commercial
-  GC General Commercial
-  HC Highway Commercial
-  O-1 Office District
-  O-2 Office - Residential
-  INS Institutional District
-  LIN Light Industrial District
-  ROS Recreation and Open Space

Source:  
ESRI, PASDA and Delaware County.

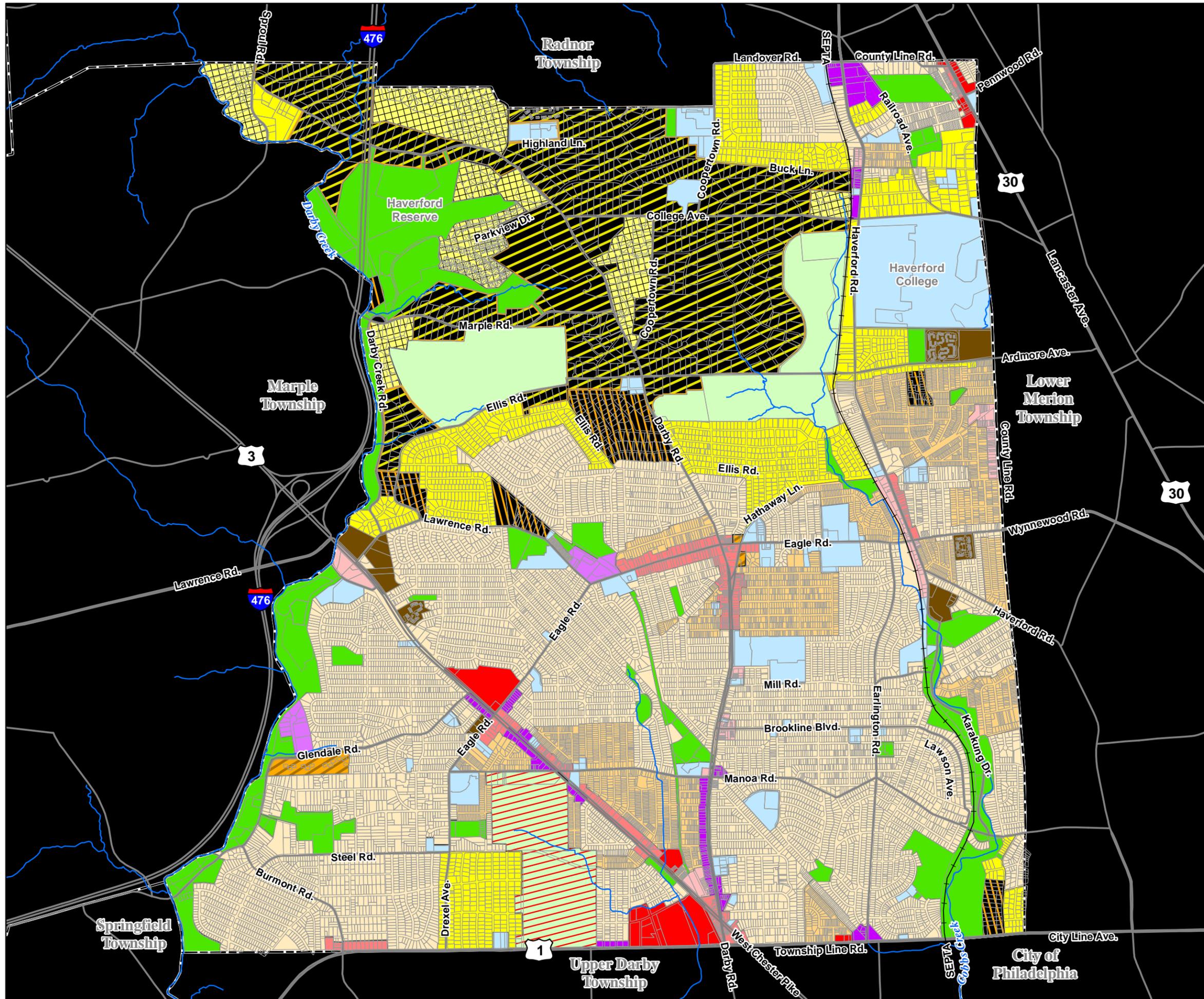


 **Urban Research & Development Corporation**  
81 Highland Ave. Suite 120 Bethlehem, Pa. 18017 610-865-0701



# Haverford Township

## Draft October 2021 Comprehensive Plan



-  Rural Residential
-  Low Density Residential 1A
-  Low Density Residential 2
-  Low-Medium Density Residential
-  Medium Density Residential
-  High Density Low-Rise Residential
-  High Density Mid-Rise Residential
-  Cluster Residential
-  Neighborhood Commercial
-  Neighborhood Commercial/Residential
-  General Commercial
-  Office-Residential
-  Institutional - Schools and Major Community Facilities
-  Light Industrial/Commercial
-  Recreation and Public Open Space
-  Golf Course
-  Senior Housing Option, with Open Space Preservation Required

**Source:**  
ESRI, PASDA and Delaware County.



**Urban Research & Development Corporation**  
81 Highland Ave. Suite 120 Bethlehem, Pa. 18017 610-865-0701

High Density Residential - Low Rise - This category mainly includes existing townhouse and apartment developments. A maximum density of 8 townhouses or 12 apartments per acre is intended. Examples include existing townhouse and apartment developments that are: 1) south of Wynnewood Road, 2) south of Haverford Road near Karakung Drive, 3) along West Chester Pike across from Glen Ridge Road, 4) housing owned by Haverford College north of Ardmore Avenue, and 5) land on the north side of West Chester Pike along Lawrence Road.

High Density Residential - Mid-Rise - This category is proposed to continue to allow apartments at up to 25 units per acre. Larger tracts are required to include a minimum of 25 percent open space. It is recommended that the current maximum height of 90 feet be reduced to 60 feet. This category includes an existing 5 story apartment complex along the south side of Glendale Road, an apartment complex at Eagle Road and E. Darby Road, and a 5 story apartment building next to the Wawa on E. Darby Road.

Cluster Residential - The Board of Commissioners is provided with the authority to approve clustering of homes (which is named Special Residential Development), in return for permanent preservation of open space. This option is currently possible on tracts of over 10 acres in R-1 or R-1A or over 5 acres in R-2 or R-3. These provisions were used for the development of the Haverford Reserve and Athertyn developments on the former Haverford State Hospital site, to homes along Foxfield Drive, and to two developments along College Avenue. The housing is currently limited to single family detached houses, except twin dwellings and multi-family housing (which could be condos) are allowed on tracts of over 50 acres, if the density does not exceed what is possible for single family homes. For single family homes, the lot size can be currently reduced to 20,000 in R-1, about 10,000 in R-1A, 8,000 in R-2, and 6,500 in R-3. On tracts of over 50 acres, a limited amount of neighborhood-oriented commercial uses are currently allowed. It is recommended that a minimum 30 percent common open space requirement be added, with a 50 percent requirement if townhouses or apartments are included. Additional standards should be added to make sure that the common open space serves a valuable purpose and is well-landscaped.

Office-Residential - These areas provide for offices, banks or single family detached houses. This category includes: 1) a portion of West Chester Pike near Shelbourne Road, 2) a portion of West Chester Pike west of Manoa Road, 3) a portion of Township Line Road near Earlington Road, 4) an area along Township Line Road southwest of the Lowe's, 5) the west side of Darby Road south of Manoa Road, and 6) an area along Haverford Road south of County Line Road.

Neighborhood Commercial - This category is mainly intended to provide for retail stores, day care, personal services, offices, banks and restaurants without drive-through service. The intent is to avoid intensive commercial uses (such as gas stations, 24 hour businesses, vehicle repair and auto sales) on smaller lots, historic areas, areas where there is a pedestrian emphasis and areas that are close to residential neighborhoods. This category does not currently allow for any housing. The current C-1 district is far too restrictive, and should be merged into the C-2 district. The Neighborhood Commercial areas include: 1) areas along West Chester Pike near Darby Road, 2) a section of Haverford Road *between* Hathaway Lane and Wynnewood Road, and 3) the south side of West Chester Pike east of the Rt. 476 interchange. Also, the west side of Lancaster Avenue between Old Lancaster Avenue and Penn Street is proposed to be changed from the current Highway Commercial zoning to a Neighborhood Commercial district. This change would be more compatible with the adjacent homes.

Neighborhood Commercial/Residential - This category would involve a new zoning district that is mainly intended to provide for retail stores, day care, personal services, offices, banks, funeral homes, and restaurants without drive-through service. In addition, apartments would be allowed above commercial uses. A set of incentives including a housing density bonus is proposed to encourage the redevelopment of portions of the Eagle Road corridor, including encouraging lot mergers that would reduce the numbers of driveways. There should be a maximum front yard building setback, with most parking required to be to the side or rear of a building, as well as provisions to encourage voluntary provision of shared parking areas. This category is proposed to include: 1) the commercial portions of Eagle Road east of the YMCA, 2) Darby Road in the Oakmont area, 3) the northeast side of West Chester Pike east of Eagle Road, 4) the area at the intersection of West Chester Pike and Darby Road, and 5) part of Township Line Road near Burmont Road.

General Commercial District - This category is intended to allow for almost all types of commercial uses, including shopping centers, gas stations, auto repair, and auto sales. Drive-through uses *should* continue to need Zoning Hearing Board approval, to make sure they are designed to minimize conflicts with traffic, pedestrians and nearby homes. This category includes: 1) the Manoa Shopping Center at West Chester Pike and Eagle Road, 2) the Quarry Center on Route 1, and 3) the Amazon Fresh store on West Chester Pike.

Light Industrial/Commercial - This category should continue to provide for most types of manufacturing uses, plus some complementary commercial uses. This district includes: 1) an area *north of Eagle Road that is accessed from Lawrence Road and W. Hillcrest Avenue*, and 2) the Glendale Industrial park north of Glendale Road.

Institutional - This category recognizes existing concentrations of institutional uses, and is intended to allow for golf courses, colleges, schools, hospitals, personal care homes and nursing homes. New dormitories and residence halls should be limited to within large tracts of land, with setbacks from existing homes. The largest areas in the Institutional zoning district include the golf courses, Haverford College's campus and the High School/Middle School campus.

Recreation and Open Space - This category mainly provides for public parks, swimming pools and other outdoor recreation facilities. Many areas of flood-prone areas are included, *including greenways along the Darby Creek and Cobbs Creek valleys*.

Golf Courses - This land use category recognizes the existing golf courses, and encourages their continuation. The golf courses are currently within the Township's Institutional zoning district.

Senior Housing Option - A Senior Housing Cluster Option is recommended to be offered on the Llanerch Golf Course. The goal is to promote the continuation of the entire golf course. However, if portions of the golf course would ever be proposed for development, the Township needs to allow a legally defensible alternative on the property. This alternative could allow portions of the tract to be used for age-restricted housing for persons aged 55 and older, personal care homes and assisting living facilities. A substantial percentage of the total tract (such as 50 percent) would need to be permanently preserved in order to use this alternative. Ideally, this alternative would allow the continuation of a 9 hole or an 18 hole course, with selected portions being developed. The open space should include landscaped areas adjacent to existing neighborhoods. This alternative is also intended to allow opportunities for long-term Township residents to have an option to continue to live in the Township as they age, by moving into a low-maintenance home. The end result could be similar to the Haverford Reserve, where senior housing was clustered on a portion of the former State Hospital tract, while most of the land was permanently preserved for recreation. If this option would be allowed, it could include a limited amount of neighborhood commercial uses (such as a bank and personal services) close to Township Line Road, but should not include any commercial uses along West Chester Pike.

Floodplain - The Township should continue to strictly limit development in flood-prone areas. Haverford does not allow any construction, development, fill or other placement of an obstruction within any portion of the 100 year floodplain. The 100 year floodplain is estimated to be affected by a flood that has a 1% chance of occurring in any year. Haverford also regulates areas within 50 feet from the top of the bank of any watercourse, which can include intermittent creeks. Haverford does allow improvements to existing structures in flood-prone areas, as long as they do not extend the building footprint.

Historic Preservation - As described further in the Historic Preservation Plan section, the Township Zoning Ordinance includes protections for 134 designated buildings. They are mapped on the Zoning Map with stars and listed in a table on the Zoning Map. Eagle Road and Darby Road have the highest number of designated buildings. The Township should continue to require approval by the Board of Commissioners before one of these designated building can be demolished or stripped of historic features. The Township Historical Commission reviews the application and provides a recommendation to the Board of Commissioners.

Age-Restricted Housing – It is desirable to continue to allow density bonuses for housing that is limited to persons age 55 and older, with no residents under age 18. Age-restricted housing has a very positive financial impact upon the school district. Age-restricted housing bonuses can also be justified because statistically it generates less traffic, less need for parking, less water use, less sewage use and less crime than other types of housing.

Additional Housing Choices - There is a need for a wider range of housing choices to meet the needs of various types of households. In particular, concerns were expressed about the difficulties of young persons in establishing their own households. Existing Township development standards should be reviewed to consider whether they could reasonably be revised to lower housing costs. For example, parking requirements should be reviewed to make sure they are not excessive, particularly for new one bedroom or studio apartments. Modest reductions in the minimum lot width can also reduce housing construction costs, because they lower improvement costs.

**Work to revitalize the older commercial corridors, and create more of a Town Center in Oakmont and the adjacent blocks of Eagle and Darby Roads.**

The Haverford Partnership for Economic Development has taken the lead role in strengthening the older commercial areas in the Township. The Township and HPED have worked together to accomplish a number of improvements, including plantings, streetscape improvements, parking improvements, signs to improve branding of the areas, marketing and other efforts. It will be important to continue to monitor parking demand in each of the older parking areas to determine if additional parking is needed or if changes are needed in the management of parking, such as changing time limits or changing parking rates.

The zoning provisions for the commercial areas should also be updated to make sure various types of modern businesses are allowed where appropriate, including brew pubs, urban wineries, and *micro-distilleries*.

Eagle Road Corridor

Large numbers of persons responding to the Haverford Township Citizen Survey in 2020 identified the Eagle Road corridor east of Hillcrest Avenue and west of Darby Road as needing special attention to make it a more attractive, pedestrian-friendly and functional commercial corridor. Many comments were also expressed that they would like to see more of a “Town Center” in Haverford, with a stronger sense of place. The potential exists to turn Eagle Road into more of an extension of the character of Oakmont. Creating a more inviting, pedestrian-friendly and attractive corridor will also help to attract new investment and new customers.

Privately owned commercial lots along the corridor are currently zoned C3 General Commercial. The C3 district allows most types of commercial uses, but does not allow gasoline sales, vehicle repair or auto sales, which are uses that are most likely to conflict with a pedestrian-oriented neighborhood commercial area. Drive-through restaurant facilities currently need Zoning Hearing Board approval. There currently is a maximum height of 3 stories or 45 feet.

The corridor suffers from serious traffic congestion and has numerous driveways that cut across sidewalks. Eagle Road is three lanes wide along this corridor, with a central turn lane, and no shoulders. While some modern commercial development has occurred, a number of the lots involve older houses that were converted into a commercial use, with the front yard paved for parking.

At the same time, attention needs to be focused on protecting adjacent homes from incompatible business development. There are existing residential neighborhoods to the northwest and the southeast of the commercial corridor. As a result, the most intensive commercial uses should continue to be prohibited. Consideration should be given to further limiting drive-through restaurants, which can generate nuisances for neighbors and traffic conflicts with pedestrians. A substantial landscaped buffer should be required between new business or apartment development and existing homes that are abutting or across an alley.

In most cases, the commercial lots are immediately abutting the residential lots, without being separated by an alley. The exception is along the northeast side of the corridor between Grasslyn Avenue. and Darby Road, where an alley separates the homes from the businesses.

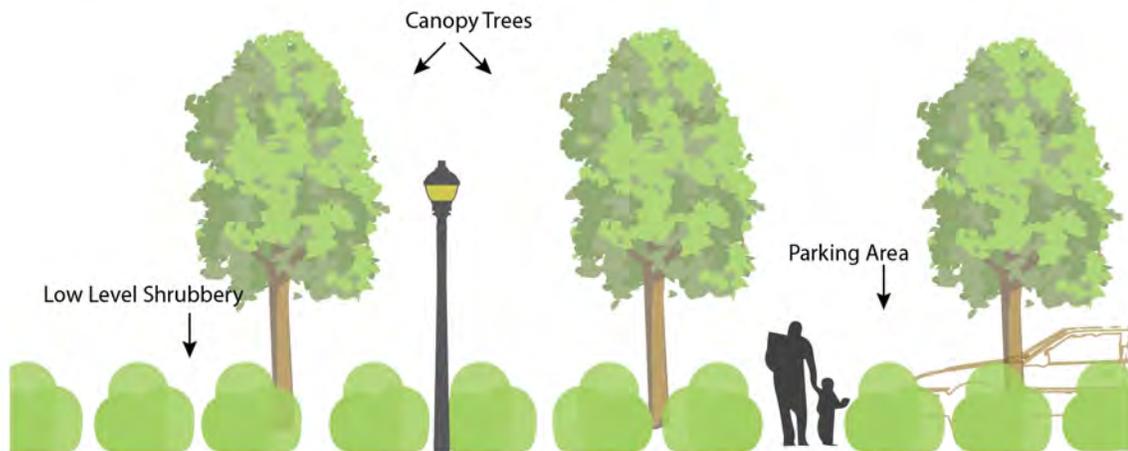
This Plan does not propose any use of municipal condemnation powers to carry it out the revitalization or parking recommendations. This draft Plan also does not propose to force any businesses to share a business parking lot with another business. Shared parking should be encouraged between adjacent businesses and any upper story residential uses because it provides more efficient use of spaces. This is because different uses have different peak periods of demand. For example, the parking space can often be used by an apartment resident during weekends and nights and a business office during business hours. The emphasis is to provide incentives to promote optional forms of redevelopment of the corridor in phases. The most effective way to redevelop the corridor would be by encouraging land assembly, such as by combining multiple existing lots along Eagle Road into one new lot.

If there would be a reduction in the number of driveways entering onto Eagle Road, it could lead to more efficient traffic flow, because there would be turns occurring at fewer locations. Also, if there are fewer driveway cuts, it can make more room available for parking spaces, safer sidewalks and landscaping.

New commercial development is often more attractive than circa 1950s construction. There also is a need to make the corridor more attractive through landscaping. This can be accomplished through the addition of street trees, other trees, and a grass strip separating new sidewalks from the curb. A grass strip between the curb and any new sidewalks would also provide a margin of safety for pedestrians, vs. having to walk right next to a travel lane. A grass strip can also make it easier to maintain a consistent slope along the length of a sidewalk. An example of a three feet wide grass strip between the curb and the sidewalk is in front of the electric substation, northeast of the YMCA.

This plan does not propose requiring the addition of metal fences with masonry posts along Eagle Road, which had been proposed in 2009. This is because these fences can interfere with pedestrian movements, often are not properly repaired over time after they are damaged, and are an unnecessary expense. If there is a desire to reduce the visibility of parked cars from streets, it should be accomplished by a combination of canopy shade trees and low shrubbery that is trimmed to avoid sight distance problems at driveways, as seen below.

#### Safety in Parking Areas



To allow visibility into parking areas and to avoid crime, use a mix of low level shrubs and canopy trees with the lowest branches removed. This allows clear views at eye level.

This corridor should be placed in a new Neighborhood Commercial/Residential zoning district. The current zoning only allows one apartment unit per property. Allowing additional upper story apartments would create a much stronger market for land assembly and redevelopment. Providing for additional upper story apartments would also create a stronger market for the nearby commercial businesses, while also helping to meet the Township’s obligation under State law to offer locations that allow new apartments. The apartments would only be allowed in combination a street-level commercial use and if a minimum lot area would be met. The goal of the minimum lot area is to promote land assembly and a reduced number of driveways onto Eagle Road. It may be appropriate to allow four story buildings, instead of the current three story limit, on portions of a lot that are a minimum distance from existing single family homes.



The following illustrations shows how the new neighborhood commercial/residential development could be designed, with parking to the rear.



Today, the most prominent feature of the corridor involves the cars parked in front of buildings, with very few trees. Revised zoning should require that new buildings be placed relatively close to Eagle Road, with most parking located to the rear or side of the building. New parking should not be allowed in the area between a new building and Eagle Road. Businesses should be encouraged to have their main pedestrian entrance close to Eagle Road. Having pedestrian entrances closer to Eagle Road will also promote use of the bus line along Eagle Road. Also, passenger shelters should be added to promote use of the bus line.

Ideally, for a major new development, most parking would be provided underground. However, underground parking is much more expensive to develop and maintain over time than surface parking. The Township could offer incentives to reduce parking requirements in these areas for parking that is shared between uses with different peak periods of demand. For example, some of the same parking spaces can be used for both residents and office employees.

It may be practical to close a portion of a perpendicular side street to provide room for additional landscaped parking areas. However, that may divert too much traffic onto a different street. Alternatively,

if a portion of two perpendicular side streets are each limited to one way traffic, it would allow for additional on-street parking.

As business activity increases, it may be possible to develop an additional public parking lot for short-term customer parking to supplement the public parking lot in Oakmont. That could allow a person to park at one location and then visit multiple businesses. One option would be to seek permission from the school district to use the parking at their administration building in the evenings and weekends when the parking is not needed for school district events.

In addition, ornamental historic styles of street lights should be added over time within the right-of-way, as was installed in front of the YMCA, in Oakmont, and in the Oakmont parking lot. Private property owners should be encouraged to add similar styles of light posts on their property. The poles can include posts to hold decorative banners or hanging baskets of plants.

Highly visible crosswalks should be added to make it easier to cross Eagle Road, similar to the crosswalk that was recently improved on Darby Road in front of the Middle School.

### Oakmont

The Oakmont area is an attractive older neighborhood commercial area where it is envisioned that most existing buildings would remain in place, except it may be advisable to seek to voluntarily acquire and redevelop one or more modern commercial buildings or to convert into a special events space.



The Oakmont area should be planned as a Town Center for Haverford Township, with a mix of active commercial and entertainment uses, upper story apartments, and a space that can be used for special events. A landscaped space with a concert bandstand or gazebo could be combined with the current practice of closing selected adjacent streets during special events.

One goal is to improve traffic flow at the congested intersections, while also working to make it easier for pedestrians to cross the major streets.

Another goal is to determine the best use for the former Township Administration Building site. Any demolition of the building would currently require approval by the Board of Commissioners. The options include:

- Remove the buildings and replace them with a landscaped surface parking lot, with an intent to later build a parking structure. Any future parking structure should include a storefront along Darby Road.
- Remove the buildings and replace them with a new development with first floor commercial uses and upper story apartments, to help create a stronger customer base for adjacent businesses. This may include retaining the facade of the main building and building a new building behind it.
- Preserve the main building and seek a new use for it. This option may include demolishing the newer building on the east side and using the space for an addition onto the main building.

If a Redevelopment Authority is used to consider alternatives for the former Township Building, it could avoid the need to sell the property to the highest bidder, which may be for an inappropriate use.

There are concerns that the evening parking shortages may become more severe as business activity increases. *There are a few lots along Darby Road (the leg west of the former Township Building) with commercial buildings that are not historic* where redevelopment could be encouraged to have a more traditional town center design, with new buildings placed closer to Darby Road. This type of redevelopment, involving willing sellers, could be used to provide special event space or additional parking, particularly in the southern side of Oakmont. There is a municipal parking lot on the north side of Oakmont, which needs to be better publicized.

It may be appropriate to reduce the amounts of required off-street parking spaces that need to be provided for restaurants and retail businesses if there is a municipal parking lot within a specified distance from the business. An applicant could also be offered the option of paying a fee in lieu of providing parking, with that money used by the Township to provide additional public parking or to lease private parking for public use.

There may be portions of Darby Road where the sidewalk could be extended outward to provide additional room for outdoor dining, without interfering with existing turn lanes. The recent addition of bicycle lanes along Darby Road resulted in a major improvement, particularly to make it easier for young people to reach the Skatium, the High School/Middle School campus, the Pennsy Trail, the Library and parks.

Privately owned commercial properties in the Oakmont area on Eagle and Darby Roads are currently zoned C3 General Commercial (as described above). The major apartment buildings are zoned R9 High Density Residential, and the former Township Building is zoned Institutional.

Larger street trees should be occasionally trimmed to allow visibility of signs and to allow sufficient lighting to spread from street lights. Where there is not room for street trees, additional raised planters should be considered.

The existing streetscape improvements in Oakmont should be extended over time, including further south along Darby Road to Marthart Avenue. and along E. Darby Road south to Hastings Avenue.

### Haverford Road Corridor

Because of the proximity of the Norristown High Speed Line (NHSL) stations, ideally this corridor would normally be proposed for redevelopment to support transit-oriented development with new housing and accessory commercial uses that would promote use of the transit line. However, the buildable areas along Haverford Road are narrow, and the sites are constrained by the train tracks and the 100 year floodplain. In addition, there could be conflicts between some of the current intensive commercial uses and any new housing. Portions of the Haverford Road corridor reportedly have some contaminated soil from a past leak from a tank. It is typically much more expensive to clean up a contaminated area for residential development than for business development.

A major policy question is whether the existing commercially developed areas are suitable for new housing. Most of the buildings along the commercial portions of Haverford Road and Karakung Drive are not within the 100 year floodplain, except for properties near the intersection of Lorraine Avenue and Haverford Road on both sides of Haverford Road. Unfortunately, that 100 year floodplain includes the sites that are closest to the NSHL Ardmore Junction station, including the car wash property. The other commercial buildings are immediately abutting the 100 year floodplain, and several are within the 500 year floodplain.

Within the existing commercial areas, one option would be to only allow for new housing on the east side of Haverford Road south of Loraine Street and north of Wynnewood Road/Eagle Road. That may result in more compatible development for the existing neighborhood to the east, although the new development would likely be three stories instead of one.

This corridor experiences some of the worst traffic congestion in the Township, particularly during weekday afternoons and evenings. In 2013, the Delaware Regional Planning Commission (DVRPC) conducted the Haverford Road Commercial Corridor Analysis study. The study concentrated upon a 0.4 mile long stretch of Haverford Road that contains commercial uses and extends between the Ardmore Junction and Wynnewood Road stations of the NHSL.

Currently, there are four lanes, each of ten feet width, with no shoulder. That study recommended that the center southbound through-lane be converted into a turn lane to improve traffic flow. It would be a dedicated left-turn lane at Eagle Road and a center turn lane for left-turns in either direction along other segments of Haverford Road. The DVRPC study also found that there was a serious need for a southbound right-turn lane at Haverford Road and Eagle Road. The goal was to address the very serious congestion at Haverford Road and Eagle Road. If this change would be made, there would be only one through-traffic lane in each direction, but that traffic would not have to make as many stops and starts because most of the turning movements would be separated from the through-traffic lane.

The traffic engineering analysis in 2013 was conducted to evaluate the expected impacts of the change in lanes. It found that the Eagle Road/Wynnewood Road intersection is failing. At the time, there was a PM peak hour delay of 84 seconds. The study found that with signal timing adjustments and with the construction of a right turn lane on southbound Haverford Road in addition to a left-turn lane at the Eagle Road/Wynnewood Road intersection, delays could be reduced, without causing increased delays at other intersections. These results were achieved because the existing left lanes already are backed up because of left-turns.

The Regional Transportation Improvement Program (TIP) allocates \$2.1 million of PennDOT funding to carry out these improvements along Haverford Road. Left-turn lanes would be added at multiple intersections, in place of a through-traffic lane, and the traffic signal timing would be updated. The construction is programmed for Fiscal Year 2023.

If any additional space remains within the right-of-way after this change, it should be used to provide sidewalks where needed. An easement could also be obtained from adjacent property-owners to provide sidewalks, where they cannot be provided within the right-of-way. If right-of-way is still available in a location after sidewalks are provided, that right-of-way should be used as a shoulder to buffer pedestrians from vehicle traffic and to allow an informal area for bicyclists. Dedicated bicycle lanes were not recommended, but a shoulder may be useful for experienced adult bicyclists. Over time, a clearly defined sidewalk should be completed where it does not exist along Haverford Road, which is mainly along the southwestern side. Where a sidewalk is not provided, an interim approach is to paint white lines on asphalt adjacent to the curb to designate a pedestrian path off the street, to keep parked cars out of the path.

Because of limited parking, many residents walk to the NHSL stations. There are few dedicated sidewalks along the southwest side of Haverford Road, and less room to construct them because of utility poles and buildings that exist close to the street. Therefore, the DVRPC study concluded it would be logical to emphasize mostly neighborhood commercial uses on the northeast side, while uses on the southwest side are more likely to involve uses that customers who drive.

In addition, in 2012, DVRPC completed a Parking and Pedestrian Access Study that recommended pedestrian and bicycling improvements near the Ardmore Junction Station.

The DVRPC study noted that the Wynnewood Road station had less frequent service than the Ardmore Junction station. SEPTA has a bus stop near the Ardmore Junction station. Parking at both stations are at capacity during weekdays. The study noted that there is room for a potential additional parking area at the Wynnewood Road station on the southwest side of the tracks off of Dogwood Circle south of Eagle Road.

The portion of the corridor south of the Busway along both sides to Wynnewood Road is currently zoned C1 Limited Commercial. The portion of the corridor south of Wynnewood Road is mainly zoned C2 Neighborhood Commercial, particularly on the west side of Haverford Road and Karakung Drive. The two current zoning districts mainly allow for less intensive types of commercial uses, but the C1 district is

unnecessarily restrictive in the range of uses that are allowed. The areas currently zoned C1 should be changed to C2, to allow a reasonable range of commercial uses. Both districts current allow a maximum height of 3 stories or 45 feet. Both districts prohibit drive-through restaurants and new housing. The C2 district requires Zoning Hearing Board approval for any use of more than 10,000 square feet of building floor area, which is rather restrictive.

Most of the parcels are relatively small and shallow in depth, and are constrained by the SEPTA right-of-way and Cobbs Creek. The properties near the Ardmore Junction station are most affected by the 100 year floodplain. Land assembly should be encouraged, to result in fewer curb cuts and more efficient use of the available space for parking.

There should be a maximum building setback for new buildings along this stretch of road, in order to develop a consistent pedestrian-oriented streetscape. Because there is little room for street trees, property-owners should be encouraged to install planters in areas not needed for parking spaces.

### Llanerch Commercial Areas

The Llanerch East Commercial Area includes an attractive green space at Darby Road and West Chester Pike, but could benefit from additional streetscape improvements, including historic styles of street lights. The Land Use Plan recommends providing opportunities for additional mixed Residential/Light Commercial redevelopment in the area around Darby Road, West Chester Pike and Township Line Road. Likewise, the West Llanerch Commercial Area near Manoa and Darby Roads would benefit from historic styles of street lights, but is expected to mainly involve reuse of existing buildings.

### Brookline Commercial Area

This area is becoming a popular restaurant row. Adjustments to the street width along Brookline Boulevard should be considered to allow wider sidewalks for outdoor dining, events and street trees, *and to allow for safer bicycling.*

### **Seek State designation for a Main Street Program to strengthen the older commercial areas.**

The nationwide Main Street Program involves coordinated revitalization strategies. The Program emphasizes: 1) Design improvements to make older commercial areas more attractive to customers and to rehabilitate historic architecture, 2) Promotion, to market the area to prospective businesses and customers and to organize special events, 3) Organization, to bring together stakeholders through committees to carry out the program, and 4) Economic Vitality, to attract new businesses, help existing businesses to expand and be more successful, and to make the area more competitive.

Typically, a Main Street Program involves hiring a part-time or full-time Main Street Manager, who organizes the efforts, which most likely would be under the Haverford Partnership for Economic Development. A Main Street Manager can serve multiple commercial areas. Haverford should apply to be designated as a Main Street Program under the Keystone Communities Program. In the past, grants were available to pay a portion of the Main Street Manager’s salary for three years. However, as of 2022, the Pennsylvania program currently has limited funding, and mainly provides grants for facade improvement programs, and not personnel costs. Even if Haverford does not receive official Main Street designation and funding, the strategies of the National Main Street Program that have proven successful in similar communities should be implemented.

*Haverford recently allocated federal grant funds to establish a facade improvement program for older business buildings. The program is administered by a volunteer committee that approves the proposed designs of the improvements.*

## Natural Features Conservation and Sustainability Plan



There is a need to protect and enhance important natural features and ecosystems, to reduce energy consumption, to increase use of renewable energy, and to reduce emissions that contribute to global climate change. The Natural Features Map on the following page shows the topography of land, flood-prone areas and known wetlands. The 2011 Natural Areas of Inventory of Delaware County identified areas that offer important habitats for rare, threatened and endangered species of plants and animals. They included the former borrow field on the former State Hospital property, areas along the Cobbs Creek, and wetlands along the Ithan and Darby Creeks.

### Work to improve environmental sustainability through a full range of public and private actions.

To address climate change, it is essential to reduce greenhouse gas emissions (such as Carbon Dioxide and Methane). The use of more fuel-efficient or electric vehicles can have the greatest effect in reducing greenhouse gas emissions. Energy efficiency can also be accomplished through more efficient indoor and outdoor lighting (such as LED or solar-power lights), as well as increased insulation and more efficient HVAC systems. Residents and businesses should be encouraged to upgrade to more energy-efficient appliances, lighting, heating and air conditioning systems. Any available State or Federal funding assistance or incentives should be publicized. The Township has completed a conversion of its outdoor lighting to LED fixtures.

Sustainability also needs to involve promotion of walking and bicycling and use of public transit as alternatives to many types of vehicle trips. Sustainability involves greater use of renewable energy (such as solar, wind and geothermal). It involves increased use of recycling and reducing the amount of waste that is generated, as well as promoting composting. Trees are critical to convert Carbon Dioxide into Oxygen.

The Township's Climate Action initiatives are being led by the Township's Environmental Advisory Committee. Haverford College has also prepared its own Climate Action Plan.

*Delaware County recently announced that they are working on establishing a Bike Share program. It would be ideal if the program would be coordinated with the existing bike sharing program in Philadelphia. Haverford Township could assist by identifying sites where there would be the most demand and where there is sufficient room for the bicycle station. Most stations are placed within the public right-of-way, unless a landowner wishes to volunteer use of their adjacent space.*



The photo to the right is of a typical bike sharing station.

There should be efforts to promote a greater amount of composting by residents and businesses. This can involve selling composting barrels at wholesale prices, as well as providing educational information about the proper ways to compost in order to avoid odors and vectors. Restaurants should also participate in efforts to collect their food waste for composting or other purposes.

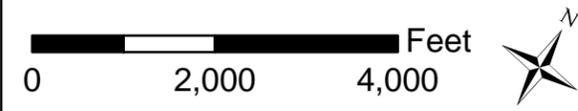
# Haverford Township

## NATURAL FEATURES

-  Streams
-  Known Wetlands
-  100 Year Floodplain
-  2' Contours



Source:  
ESRI, PASDA and Delaware County.



 **Urban Research & Development Corporation**  
81 Highland Ave. Suite 120 Bethlehem, Pa. 18017 610-865-0701

Solar-powered outdoor lights can be valuable in parks, particularly if they avoid the need for expensive or unattractive electrical wiring.

Solar canopies can also be encouraged to be placed over parking lots, which helps to keep vehicles cool on hot summer days. Buildings should also be encouraged to install light colored roofs, which in the aggregate can reduce the overall heat in a neighborhood town on hot summer days.

An example of solar panels installed over a parking area.



The Township should make sure that development regulations do not unnecessarily interfere with the installation of solar panels on roof tops and over parking. For example, solar panels could be allowed to extend five feet above the height limit on the top of existing flat-roofed buildings. That additional height is often needed to allow panels to be angled for maximum solar exposure. Solar canopies attached to buildings should be allowed to extend into building setbacks. Minimum setbacks should be relaxed as needed to allow solar canopies over parking areas.

The Township Zoning Ordinance can include incentives for green practices. For example, a higher percentage of a lot may be allowed to be covered by buildings or by all buildings and impervious surfaces if a building includes a green vegetated roof or is LEED-certified. LEED stands for Leadership in Energy and Environmental Design, and is a set of standards administered by the U.S. Green Buildings Council. An alternative set of standards from International Codes Council’s International Green Construction Code (GCC) may be the basis for incentives. In general, a municipality in Pennsylvania cannot add additional requirements to the statewide Construction Codes in most cases, but can provide incentives. There could be some flexibility in exceeding maximum impervious requirements in the zoning ordinance if suitable porous paving materials are used. However, care is needed that there still are adequate landscaped areas, and that credit is not given for materials that may not remain porous over time.

Carpooling is one of the most energy efficient methods of commuting. Carpool matching services of the Delaware Valley Regional Planning Commission should be promoted. If a person participates in that carpool or vanpool service, they may be eligible for an emergency ride home, if needed in the future. Employers could offer preferential or reduced price parking for carpoolers, or could subsidize vanpooling from a transit station. There are very limited locations that allow carpool parking in the Haverford area. The Climate Action Plan (as describes below) recommends working with owners of properties with excess parking to address this issue.

### **Carry out the Haverford Township Climate Change Action Plan.**

The Township’s Climate Action Plan was revised in 2021. The Township has a long-term goal of transitioning to 100 percent clean renewable energy use. This has already been achieved for the Township’s own municipal electricity purchases, and the Township has retrofitted all of the municipal street lights to energy-efficient LED lighting. *The Township is currently completing an Energy Audit of all of its buildings.* The Plan also emphasizes improving energy conservation, which has a direct effect on climate change. This is because burning of fossil fuels in vehicles or building systems or through use of electricity generated from fossil fuels results in increased gases that cause climate change. Moreover, it is important to consider electricity and energy used to produce, package and deliver products that are purchased.

The following are many of the main recommendations in the Climate Action Plan that are relevant to the Comprehensive Plan:

- Offer discounted Township permit fees for construction and remodeling projects that incorporate green practices, using a point-based incentive system.
- Work with the Community Action Agency of Delaware County to subsidize weatherization of additional homes of low income residents in the Township.
- Expand the tree planting program, with an emphasis on the streets that currently have the least shade. Promote street tree planting along both residential and commercial properties. The intent is to reduce the need for air conditioning use, convert carbon dioxide into oxygen, and mitigate flooding.
- Promote increased use of rooftop solar panels, with public outreach efforts, while targeting high density residential blocks. This should include promoting the Solarize DelCo program, which is a local chapter of a national effort to provide advice to homeowners on solar energy solutions.
- Install additional electric vehicle charging stations, using state grants. Review the process of installing electric vehicle charging stations at homes to make sure it is easy to implement. Allow charging stations in all zoning districts. Promote the benefits of electric vehicles.
- To reduce unnecessary driving, encourage employers to continue to offer some flexibility to work at home portions of the work week. Promote the benefits of walking or bicycling to work. Seek that commercial center owners offer some parking spaces for transit or carpool parking, such as in the *Quarry Center* and *Manoa Shopping Center* parking lots.
- Increase the number of bike lanes and consider developing a Strategic Bike Plan. Work with PennDOT to plan for long-range street widening projects to provide for bicyclists.
- Use zoning regulations to require that bicycle parking provisions be included for major new developments. The Township has *added bicycle parking rings* in older commercial districts, and the owners of existing commercial centers should be encouraged to add bike racks. Residential developments should also be encouraged to provide secure bicycle lockers or other indoor parking. Where parking meters are replaced by payment kiosks, a piece of metal can be welded onto the old parking meter post to turn it into a bicycle parking post.
- Study areas where sidewalks do not exist to prioritize where new sidewalk construction should be considered.
- Plant trees at the busiest bus stops, and/or add green roofs over passenger shelters, to promote transit use during hot weather.
- As Township vehicles are replaced, purchase hybrid, electric or propane-powered vehicles. One charging station was installed at the Township Building. Consider installing charging stations at other public facilities. Seek State grants to offset the additional costs. Compressed natural gas trucks are also available and reduce local air pollution. However, there are disagreements about whether natural gas is truly a clean fuel when all factors are considered, including methane releases during natural gas production.
- Adopt zoning regulations that require new buildings with a height of over 45 feet to be designed and built to Energy Star or LEED certification. To achieve an Energy Star certification, a building typically needs to use 35 percent less energy than comparable existing buildings.
- Increase awareness among building owners of incentive programs to reduce energy consumption, such as tax incentives for solar energy.
- Reduce waste at Township facilities, such as avoiding use of single-use plastics.
- Sell medium-sized (such as 30 gallons) waste containers for persons who agree to reduce their total trash generation, with a reduced waste collection fee.
- Promote additional recycling and composting, through education programs, such as producing podcasts. Make County residents aware of the impacts of trash incineration upon City of Chester residents to provide a greater motivation for recycling.
- Hold additional electronic waste events in the Township each year.
- Ensure there is proper refrigerant recycling of appliances that are thrown away.
- Promote a process or website that encourages residents to give away items that they no longer need.
- Invest in additional green stormwater projects.
- Investigate installing green roofs on Township buildings.
- Encourage use of permeable materials on driveways and other hard surfaces. Offer a reduced Township permit fee if permeable materials are used.

- Consider instituting a annual fee based upon the amount of impervious surfaces on each property, in order to fund needed stormwater projects and to meet federal MS4 stormwater quality requirements. This type of fee is typically assessed upon all property owners, including entities that are exempt from real estate taxes. The funds raised by the stormwater fee are intended to be used for repairs, maintenance and improvements needed for stormwater management. The funds could also cover the costs of street sweeping, tree planting, inlet and pipe cleaning, streambank restoration and projects designed to reduce the amount of stormwater runoff.

The 2019 Climate Plan included some additional recommendations that are still relevant:

- Establish a sustainable parks policy that reduces the frequency of mowing on parts of parks that are not used for active recreation. The intent is to not harm the appearance or functionality of the recreational areas.
- Improve energy efficiency of Township buildings, including stressing use of energy-efficient lighting and HVAC systems. Insulation is also critically important, as well as use of passive solar energy, such as making use of natural sunlight for some interior lighting. The Skatium was highlighted as a high-energy use building that could particularly benefit from greater energy efficiency and additional insulation.
- Install solar panels on the roof of the Skatium, and encourage rooftop solar panels on schools and other buildings.
- Emphasize public educational programs, including in schools, and to encourage residents to purchase energy-efficient appliances and lighting systems.
- Improve traffic signal coordination to reduce the amount of time vehicles spend idling behind traffic signals. While most signals are coordinated along major roads within Haverford, additional coordination is needed with neighboring municipalities.
- Encourage employers to subsidize transit usage by their employees. Employers can provide a benefit to their employees of subsidizing a portion of their public transit costs. Pre-tax dollars are used, which can save taxes for both employers and employees.
- Promote carpooling, including promoting use of the public Share-a-Ride ride-matching service.
- Promote walking to school vs. use of school buses in selected areas. This initiative will be easier to achieve once improvements are made near public schools.
- Improve pedestrian and bicycle safety and convenience. This includes emphasizing pedestrian and bicycle improvements in business and institutional areas, and to allow safer crossings of major roads such as Eagle and Darby Roads.
- Publicize information on transit services, including the locations of transit stops and routes.
- Promote compact walkable mixed use development, particularly where there is good transit access.
- Promote expanded recycling, by installing additional recycling receptacles in public places and businesses.
- Promote home composting and yard waste recycling. This includes promoting backyard composting of food wastes.

### **Carefully manage stormwater runoff, to promote infiltration into the ground.**

Stormwater needs to be carefully addressed to promote infiltration to recharge groundwater, to avoid excessive amounts and velocities of runoff, and to minimize flooding. Where feasible, porous paving materials should be used on residential driveways, walkways and less-used portions of parking lots. Rain gardens with moisture-loving plantings should be installed to absorb stormwater. Existing trees and thick understory vegetation should be preserved when possible and the planting of new trees should be emphasized to reduce runoff.

Haverford Township is required to improve the water quality of stormwater runoff and to reduce sedimentation of creeks as part of the Federal MS4 program. The Township has adopted a Pollution Reduction Plan. As part of carrying out that Plan, the Township is using a State grant towards the costs of a streambank restoration project along a portion of the Cobbs Creek along Karakung Drive. By adding plantings to reduce erosion, the amount of sediment entering the creek can be reduced.

The Federal MS4 program also requires that the Township conduct a public education program and complete regular street-sweeping to vacuum up pollutants. MS4 also requires pollution prevention measures in municipal public works operations, such as during vehicle maintenance, washing and fueling, as well as in the storage of road salt and other materials.

In the future, the MS4 program may require more expensive measures, such as retrofitting existing stormwater basins to promote groundwater recharge and to add thicker vegetation in basins and near outfalls to trap sediment.

If a stormwater fee is established (as described above), there should be a system of credits that would be available to reduce the amounts of the fees, such as for tree plantings, rain gardens, rain barrels, porous pavement, green roofs and similar measures that protect water quality and reduce runoff.

The following methods can be used to reduce stormwater runoff and improve the water quality of runoff:

- Methods can be used to promote infiltration into the ground, such as using porous pavement wherever practical. Porous pavement can involve types of asphalt, concrete or paving blocks. Where materials are regulated, the Township should establish a set of specifications for pervious sidewalks and parking that can receive quick permits. Some communities have installed “green alleys” that are built with pervious materials and that are designed to avoid the need for expanded storm sewer systems.
- Methods using vegetation to absorb and slow runoff and filter out pollutants and sediment, such as rain gardens that are low-lying areas with plantings above a sand or gravel infiltration bed.
- Methods to capture and reuse runoff, particularly to water plants, such as by using cisterns or water barrels.
- Methods to reduce the amount of stormwater runoff that enters storm sewers, such as installing vegetated green roofs on top of buildings, and disconnecting downspouts from storm sewers and directing the water instead over vegetated areas.

Tree trenches (as seen in the photo to the right) are used in many cities. They involve vegetated areas with shade trees and low-level vegetation that are installed between the curb and the street or between aisles of parking spaces. Runoff is directed into these trenches, which are designed with sub-surface materials that promote infiltration. These trenches can also work with tree grates where pedestrian crossings are needed or where there is a limited width available.



Vegetated curb extensions can be installed where pavement width can be reduced along segments of a street. These curb extensions can be placed where no parking areas already exist, such as near intersections. They can be combined with bulb-out curbs to reduce the width of street that must be crossed by pedestrians.

Streetscape improvements should also be designed with stormwater management in mind. Pervious brick pavers are now available. Also, brick pavers can be installed without the use of mortar, which reduces runoff and also allows easier removal and reinstallation when underground utilities need repair. Where the main pedestrian pathway is constructed of concrete, un-mortared pavers can be used between the main sidewalk and the curb, and between the main sidewalk and a building.

**Improve the creeks as scenic and possible recreational assets.**

It is essential to have trees and thick vegetation along the creeks to filter pollutants from runoff, minimize erosion, maintain habitats for aquatic life, and protect water quality. A minimum setback should be established from the top of the primary bank of a perennial creek for buildings, paving and outdoor business storage. If existing vegetation is removed from along a creek, it should be required to be replaced with new vegetation that serves the same or better ecological purpose. Also, if development occurs along a creek, the Township could require the planting of “stream trees” in the same way that street trees are required. Funds can be sought through the State programs for additional plantings along creeks. Permission should be sought from private property owners for periodic neighborhood cleanups of the creeks and to remove invasive vegetation.

**Emphasize tree plantings and tree conservation.**

The goal is to have most streets, parking lots, creeks and parks covered by a tree canopy. Trees improve air quality, add natural beauty, reduce air conditioning costs, and increase property values. Haverford has been designated as a “TreeCity USA.” An urban forestry program involves planting trees, making sure street trees are properly maintained, and removing trees when necessary.

The Township could offer to pay to plant a new street tree if the adjacent property owner pays the wholesale cost of the tree. In that case, trees are not typically planted unless the adjacent property owner agrees to the planting. This policy is designed to have trees planted where they will receive proper care. However, on blocks with many rental or intensive commercial properties, this policy can result in a lack of street trees. One option would be for the Township to plant street trees on the most bare blocks even if the property owner does not approve it.

With proper selection of species and proper installation, conflicts between trees and sidewalks and utility lines can be avoided.

The more open area that is provided around tree trunks, the less chance there is that the tree roots will damage sidewalks. Un-mortared pervious pavers that resemble brick or tree grates should be used near street trees, where a hard surface is needed. These pavers allow more air and water to reach the tree roots, which reduces the likelihood that the tree roots grow in a manner that heaves the sidewalk. If a tree root heaves these pavers, the pavers can be easily removed, the root can be trimmed, and then the pavers can be laid back into place.

Damage to sidewalks could be reduced by using “Structural Soils” around street trees and under adjacent sidewalks. This is a mix that include stones and soil that allows air and water to be more accessible to trees, and results in spaces for roots to expand without uprooting sidewalks. It is more expensive than regular soil, and therefore is mainly useful in constrained urban locations. There are also root barrier systems that are designed to inhibit street tree roots from growing under a sidewalk. Alternatively, where an adjacent concrete sidewalk is being installed adjacent to the street, a concrete lip can be installed.

The Township could require that a street tree that is removed for development or an improvement must be replaced somewhere along a street. Some municipalities require that any existing street tree that is removed must be replaced by a new street tree, where physically feasible. After a street tree is removed, when the existing tree well is not ready for re-planting, the tree well should be required to be kept open to allow for a future tree planting. Vegetated areas around trees should not be allowed to be paved.

Where there is insufficient room for a street tree within the public right-of-way, street trees should be encouraged to be planted with the trunks immediately outside the right-of-way, where feasible. Alternatively, part of a sidewalk could be shifted to be outside of the right-of-way (with a pedestrian easement), in order to provide sufficient room for a street tree. In commercial areas, a raised planter or hanging baskets can be reasonable alternatives where it is impossible to plant street trees.

Additional volunteer “Tree Tenders” should be recruited, to watch for damage to trees and to make sure trees receive sufficient water during periods of dry weather.

The major concentrations of wooded areas in Haverford are along the Darby and Cobbs Creek corridors. Wooded areas are important to: provide habitat and shelter for wildlife, improve air quality, prevent erosion, and filter sediment from runoff.

**Continue to minimize the disturbance of steeply sloped lands.**

Slopes with grades of 15 percent or greater are considered moderately steep, and are prone to higher erosion rates, which causes sediment in creeks. Very steep slopes, with grades over 25 percent, produce much higher threats of erosion. Most steep slopes in Haverford are concentrated in the western part of the Township along the Darby Creek and its tributaries and along the southern part of the Cobbs Creek valley, as shown on the Natural Features Map.

It is important to minimize alteration of steeply sloped lands to avoid steep driveways that are difficult to use in snow and ice, to avoid stormwater problems, and to minimize soil erosion. These problems can be minimized by maintaining steeply sloped areas in thick vegetation and trees. Where portions of steep slopes need to be altered (such as for utility crossings), it is essential that proper erosion control measures be installed. Haverford has regulations that limit the disturbance of areas with concentrations of natural steep slopes.

**Carefully manage flood-prone and wetland areas.**

The 100-Year Floodplain is the area that is estimated to have a one percent chance of being flooded in any year. However, throughout the nation, the frequency and severity of severe storms have been increasing.

The Floodplain is comprised of the Floodway (which is the main flood channel) and the Flood-fringe (which typically has more shallow floodwaters). Haverford already has zoning regulations that prohibit new construction within the entire 100-Year Floodplain, compared to many other townships that allow development in the Flood-fringe.

The Community Rating System (CRS) encourages community floodplain management activities that exceed the minimum federal floodplain regulation standards. A point system within the CRS offer various reductions in floodplain insurance premiums. Points are offered in categories such as Public Information, Mapping and Regulations, Flood Damage Reduction, and Flood Preparedness. For example, points can be received for requiring that new construction be elevated an height above flood levels, beyond the minimum requirement. Some points can be received for actions the Township is already doing, such as enforcing stormwater regulations.

Wetlands are required to be identified as part of development plans for individual sites. A minimum setback (such as 20 feet) should be required between delineated wetlands and new buildings or parking areas.

## Historic Preservation Plan

Historic preservation is critical to preserve the attractiveness and character of Haverford. Haverford’s historic character attracts many homebuyers, businesses and customers. The craftsmanship of historic buildings cannot be replicated today. Historic preservation also provides links to the area’s rich heritage. Furthermore, historic rehabilitation reduces consumption of energy and resources and provides higher levels of employment, compared to spending the same dollars for new construction. With renovation, increased employment is generated because a higher percentage of expenses are used for labor instead of materials.



### **Continue to control the demolition and removal of major historic features for important historic buildings.**

The official recognition of a Historic District or the listing of a building on the National Register of Historic Places does not by itself include any regulations on a private property owner who is not using federal funds. Instead, any historic preservation controls need to be established in Township ordinances. Historic preservation regulations do not by themselves limit the allowed uses of a building.

The Township Zoning Ordinance includes protections for 134 designated buildings. They are mapped on the Zoning Map with stars and listed in a table on the Zoning Map. Eagle Road and Darby Road have the highest number of designated buildings. The Township should continue to require approval by the Board of Commissioners before one of these designated building can be demolished or stripped of historic features. The Township Historical Commission reviews the application and provides a recommendation to the Board of Commissioners.

This Plan recommends that the Township avoid the types of historic preservation regulations that would regulate routine changes to a building, *such as use of new window, roofing and other materials that do not change the appearance as viewed from a street or public sidewalk*. Historic preservation requirements need to be balanced with the needs to accommodate modern uses, fire safety requirements, and access for persons with disabilities.

### **Use the Zoning Ordinance to preserve the character of older areas.**

Many buildings contribute to the historic streetscape along a block, even if the building is not significant by itself. For example, a pattern of front porches and a lack of front yard parking is a critical aspect of many older blocks.

The Zoning Ordinance can include provisions that carefully control the enclosure or removal of front porches on older buildings (such as buildings built before 1945). The Zoning Ordinance already includes a provision that requires that a new building have a similar setback to nearby buildings. Maximum front yard building setbacks could be established in older commercial areas. In older business areas, new vehicle parking should not be allowed to be placed between a building and a main street. Instead, most parking should be required to be placed to the rear or side of the main building. The goal is to prevent an older commercial area from being demolished and replaced with a typical commercial strip, with large parking lots along the street.

### **Offer zoning incentives for rehabilitation of important older buildings.**

The Zoning Ordinance could include zoning incentives for selected important historic buildings. For example, certain uses could be allowed within selected historic buildings that would otherwise not be allowed within that zoning district. For example, there could be provisions allowing alternative uses of

older churches and other places of worship, such as conversions into apartments or offices where those uses might not otherwise be allowed. As a condition, the exterior of the building would need to be rehabilitated in a historically sensitive manner.

Also, the Zoning Hearing Board could be given authority to modify selected zoning requirements by special exception where it is shown to be needed to allow for a reasonable use of an important historic building. That type of zoning provision would eliminate the need to show proof of a hardship for a variance, and could reduce the need to change the zoning district. This type of provision is particularly useful when seeking a suitable reuse of a place of worship, convent or similar building.

**Provide information on responsible ways to repair and maintain historic buildings.**

There should be an emphasis on public education to increase appreciation of Haverford’s historic structures, and to provide information about proper rehabilitation methods.

Additional historic preservation information and links to informational resources should be added on the Township website. For example, links can be provided to the free online National Park Service “*Preservation Briefs*” and “*Preservation Tech Notes*” on various building features and issues. Links to recordings of online webinars could be provided to property owners about historic rehabilitation.

A simple brochure should be prepared and distributed to explain the historic building regulations and process. This brochure should then be mailed to new purchasers of affected buildings.

**Seek financing options for historic rehabilitation.**

The availability of federal tax credits for historic rehabilitation should be publicized. However, the current federal tax credits are only available for investment properties, and not for owner-occupied homes. A program of state tax credits is also available, but it has a strict statewide cap that limits the availability.

State grants or contributions from local financial institutions should be sought for facade improvement programs for older buildings. These types of projects typically involve a local Design Committee that needs to approve the proposed changes before the funding can be released. Another additional potential new funding source could involve the use of a Neighborhood Improvement District (NID), which provides substantial state tax credits for corporate donations for community improvements. The improvements must follow a neighborhood plan.

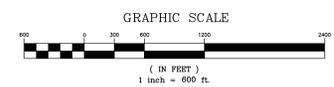
LEGEND:

- RESIDENTIAL
- INSTITUTIONAL
- ROS
- SPECIAL RES.

See the list of Historic Structures and Sites on the following page.

PRELIMINARY

HISTORIC RESOURCES MAP  
TOWNSHIP OF HAVERFORD  
DELAWARE COUNTY, PA.



PENNONI ASSOCIATES INC.  
NOVEMBER 2011  
REVISED AUGUST 2014

© Pennoni Associates, Inc. - Haverford, PA 19333

# List of Township- Designated Structures and Sites

Haverford Township

2014

FOLIO	2014 OWNER NAME	SITE ADDRESS	SURVEY NUMBER
22080082600	REDMOND, DAVID R & MURPHY, ANGELA	28 MYRTLE AVE	1
22080080800	ST JAMES EVANG. REF. CHURCH	135 MYRTLE AVE	2
22080044701	HAVERFORD TOWNSHIP (THE GRANGE)	100 GROVE PL	003 A-I
22080004700	NANCY POPEL	741 ASHURST RD	4
22080070000	COX, KATHRYN	731 E MANOA RD	5
22080072600	BLUNMAN, THANE A & STEWART, KIMBERLY D	805 HIRST AVE	6
22080072700	MADISON, JEFFREY & CHRISTINE	809 HIRST AVE	6
22080053400	SEPTA	KARAKUNG DR	8
2208002800	HAVERFORD TOWNSHIP (LAWRENCE CABIN)	KARAKUNG DR	9
22080004800	HAVERFORD TOWNSHIP (NITRE HALL)	1800 KARAKUNG DR	10
22020065200	ST ANDREW'S UNITED METHODIST CHURCH	17 LLANDILLO RD	11
22020065300	ST ANDREW'S UNITED METHODIST CHURCH	19 LLANDILLO RD	11
22020069300	PRESBYTERIAN CHURCH LLANERCH	205 LANSDOWNE RD	12
22020069400	PRESBYTERIAN CHURCH LLANERCH	LANSDOWNE RD	12
22060022100	FARWIG, JACK E & ELIZABETH A	805 BEECHWOOD RD	13
22080104000	HAGAN, JAMES J IV & RUPP, CHARLES E	501 STRATHMORE RD	14
22070105300	RUPP, CHARLES E	570 MILL RD	15
22060126000	WILDMAN, JONATHAN C & TERRY &	1701 KARAKUNG DR	16
22060097400	HELF, MATTHEW M & KAREN R	2125 HAVERFORD RD	17
22060101400	PETER VOGT	HAVERFORD RD	18
22060101500	VOGT, PETER A	2713 HAVERFORD RD	18
22005000012	HAVERFORD COLLEGE, BUSINESS OFFICE	1 COLLEGE CIR	19
22005000013	HAVERFORD COLLEGE	2 COLLEGE CIR	19
22005000014	HAVERFORD COLLEGE	3 COLLEGE CIR	19
22005000017	HAVERFORD COLLEGE	6 COLLEGE CIR	19
22050041500	HAVERFORD COLLEGE CORPORATION	629 HAYDOCK LN	019 A-K
22040009758	HAVERFORD COLLEGE	791 COLLEGE AVE	019L
22050014000	HAVERFORD FRIENDS FIDUCIARY CORP	851 BUCK LN	20
2.21E+11	SOCIETY OF FRIENDS	851 BUCK LANE	20
22050077800	MAIN LINE CENTER OF THE ARTS	746 PANMURE RD	21
22040012300	BELMONT, BARRY J	620 COLLEGE AVE	023 A-G
22040065455	KALMAN, JONATHAN & KALMAN, MICHELLE	4 SPRING MILL LN	023 B
22040065452	ANGELIDES, JASON & ANGELIDES, PETER	7 SPRING MILL LN	023 C
22040069400	SCHINELLA, JAMES & KRISTEN	131 TUNBRIDGE RD	24
22050042800	SKOVRONSKY, D & M	201 HIGHLAND LN	25
22050041600	ST. JOHN NEUMAN CHURCH	HIGHLAND LN	26
22050019100	WYATT, AARON W. & SUSAN H.	400 COLLEGE AVE	27
22040005658	KUGERMAN, DAVID B & JOAN M	91 CAENARVON LN	028 A
22040005600	GOLLUB, JERRY P & NISSEN, DIANE B	111 CAENARVON LN	028 B
22040005669	KATHERINE SCHOFF & DAVID ZERHUSEN	201 CAENARVON LN	028 C
22040008200	DISILVESTRO, ANTHONY P &	7 COLLEGE AVE	29
22040014700	OLD REPUBLIC DIVERS, C/O LARRABEE CUNNINGHAM	101 COOPERTOWN RD	30
22040014900	SHAFER, GRAHAM & RACHEL	100 ALLGATES DR	031 A
22040000168	FOX, REMY &	120 ALLGATES DR	031 B
22040000161	FITZPATRICK, PATRICIA G	147 ALLGATES DR	031 C
22040014300	RUPP, MARK & LEVITT, NANCY ANNE	11 COOPERTOWN RD	32
22041004600	THE CHURCH FOUNDATION	1 ARDMORE AVE	33
22040066300	NEVIL MEMORIAL CHURCH OF ST. GEORGE	DARBY RD. & ARDMORE AVE.	33
22040017902	HAVERFORD TOWNSHIP (FEDERAL SCHOOL)	ALLGATES DR.	34
22040017905	ANDERSON, PAMELA J	153 ALLGATES DR	36
22040017906	ALVARE, JUSTIN & DANA	157 ALLGATES DR	36
22040017907	PENDER, SHAWN & MARGARET	161 ALLGATES DR	36
22040017801	DEAS, THOMAS C JR & PAMELA	3250 DARBY RD	37
22040017800	DEAS, THOMAS C JR & PAMELA	19 MARPLE RD	38
22040048302	GROVER, MARGARET & DALY, LAUREN	25 MARPLE RD	39
22040048305	ENGMAN, ROBERT M & PORTER, NANCY H/W	37 MARPLE RD	40
22040000006	SUNRISE SENIOR LIVING	3300 DARBY RD	41
22050073700	HAVERFORD COLLEGE CORPORATION	500 OAKLEY RD	43
22040020300	SCHMIDT, HERBERT W JR &	3728 DARBY RD	44
22050024400	HOLM, ALVIN H JR & NANCY	3823 DARBY RD	45
22040052300	RUSSIN, SIMON & LINDA	300 MARPLE RD	46
22040033900	BREUNINGER, WILLIAM M JR &	329 ELLIS RD	48
22040064900	WAGNER, A GRAHAM JR & JANE T	3016 ROBIN LN	49
22030065501	GPG FAMILY LIVING TRUST	3035 DARBY RD	50
22040017100	RIZZO, SALVATORE & JUDY	3034 DARBY RD	51
22030037900	TOM CASLIN & LISA NICOLETTI	224 CHERRY LN	52
22030083000	SOCIETY OF FRIENDS	EAGLE & ST. DENIS LN	53
22010078000	MICHAEL RING & DONIQUE BROWN	2 SPRINGHOUSE LN	54

22030080000		1908 LAWRENCE RD	55
22030024001	RICHARD SADOWSKI & AMY CLARK	2120 DARBY CREEK RD	56
2200276000	HAVERFORD TOWNSHIP	MILTOP RD	58
22030247200	GOTTFREY, NEIL R & ANNE C	1517 WEST CHESTER PK	59
22000010004	SANTOS, SALVADOR A &	110 GOSWORTHY HILL DR	61
22000120000	WILSON, CHRISTOPHER T & MARGAN SANDOZ	3 WANDA RD	62
22000121000	222 S. MANOA RD, LLC	222 S. MANOA RD	63
22000124007	KOMAR, THOMAS A & MELISSA	1325 ROCKAWAY TER	65
22000100000	CHRISTOPHER & JENNIFER SANDER	1740 BURWELL RD	66
22000100000	RICHARD & THERESA DOUGHERTY	1285 CENTER RD	67
22000100000	SCHWARZ, ANNIE C, JR, LL	518 S EAGLE RD	68
22000205000	MEISE, WM H & PATRICIA	578 S EAGLE RD	69
22000000000	ESSEX BLUE	264 EAGLE RD	72
22000000000	STRATFORD FRIENDS SCHOOL	LLANFOLLO & DARBY RDS	73
22000000000	POOLER, KEVIN M & ELIZABETH	11 E WENGER AVE	74
22000000000	WINTERLE, FRANCIS J & MEGAN C	10 E LANGSDORF AVE	75
22000000000	STAFFORD, JOHN A	125 N WANDA RD	76
22070020000	TOWNSHIP OF HAVERFORD	3803 DARBY RD	77
22070005000	CARTIDGE, WILLIAM M & MARY C	628 E MANOA RD	80
22030010000	STETSER, GARRY W JR & HELEN MARIE	304 E PARK RD	82
22030007000	KUSHAN, JAMES W & MAUREEN	405 HAYDOCK RD	83
22000000000	WILSON, BENJAMIN & JAMEL	111 S EAGLE RD	84
22070002000	ODONNELL, LAURENCE J & EUGENIA	131 LYNCK RD	85
22040000000	ELDRIDGE, TIMOTHY J, & MARY D.	100 ARDMORE AVE	86
22000100000	LLANERCH FIRE CO	107 WEST CHESTER PK	87
22000100000	GRACE CHAPEL	DARBY & EAGLE RDS	88
22000100000	1517 ASHTON LLC	1517 ASHTON RD	89
22030020000	LAWRENCE & HELEN M AMADIO, REVOCABLE LIVING TRUST	1513 ASHTON RD	90
22030010000	A DOLORES HALL	1009 ASHTON RD	91
22000100000	NEELY, DAVID T & CATHY L	1248 DARBY RD	92
22040000000	BRIAN & ROSETTA ESTERLY	101 MARPLE RD	93
22040000000	WILLARD, JOHN A	1345 DARBY RD	94
22040005000	JAGATH WANNINAYAKE & AMITY COX	105 CAENARVON LN	95
22040000000	SWAIN, IAN & LINDA	1 COOPERTOWN RD	96
22040000000	SCHILBERT, BARBARA S	48 WENGER RD	97
22000100000	DITRILLO, THERESA	23 E WENGER AVE	98
22000100000	KIRSCH, NOEL C & MICHELLE H	42 E WENGER AVE	100
22070010000	HOLLENBACH, MICHAEL & JILL	1510 DICKINSON RD	101
22070000000	WEITZ, ROBYN	1208 MANOR RD	102
22000100000	SMITH, GRACE DAGIT	400 WENGER PL	103
22040000000	HUGHES, GORDEN & ELIZ	49 MARPLE RD	106
22040000000	MERION - WEST COURSE		107
22040000000	MERION GOLF CLUB	ARDMORE AVE	108
22040000000	BELLOS, KONSTANTINOS &	2407 DARBY RD	109
22030000000	DOLAN REALTY PARTNERS LLC	2412 DARBY RD	109
22030000000	GAGLIARDI, GIACOMO & KATHLEEN	2412 DARBY RD	109
22030000000	NAZARIO, AVGITAS & AFRO	2420 DARBY RD	109
22030000000	BELLOS, KONSTANTINO	2480 EAGLE RD	109
22030000000	KUSSY, WALTER R	2510 DARBY RD	111 A
22030000000	DOLAN REALTY PARTNERS	2545 W EAGLE RD	111 A
22030000000	MELCHORRE, JOSEPH C &	2105 DARBY RD	111 B
22030100000	TOWNSHIP OF HAVERFORD	2125 DARBY RD	111 C
22030000000	CIONCI, MICHAEL	21 E EAGLE RD	112
22030000000	COOPER, RICHARD J & ANNE LOUISE	4 E EAGLE RD	112
22030000000	HECKERT, GEORGE W JR & LYNN	8 E EAGLE RD	112
22030000000	DEL PIZZO, CARMELA	101 EAGLE RD	112
22030000000	MCGOLDRICK, ROBERT & JAMES	12 E EAGLE RD	112
22030000000	GILLESPIE, KEVIN & ANN	14 E EAGLE RD	112
22030000000	15 EAGLE LP	15 E EAGLE RD	112
22030000000	WAGNER, DAVID V & CHRISTINA	18 E EAGLE RD	112
22030000000	SODUR, HUSSEIN A & MUHEDDINE, LIJANE	20 E EAGLE RD	112
22030000000	DEMICHELE, LUIGI & PATRICIA A	22 E EAGLE RD	112
22030000000	SUN, PAUL P & HO SHU SHAN	24 E EAGLE RD	112
22030000000	ROBERT & SUSAN MAIDHOFF	26 E EAGLE RD	112
22030000000	LLANFAIR PARTNERS LP	19 E EAGLE RD	112 A
22030000000	VINCI, ALBERT R ETAL	23 E EAGLE RD	112 B
22030000000	BURKE, ELIZABETH	25 E EAGLE RD	112 B
22030000000	SUN, STEVE L & EMILIA W	27 E EAGLE RD	112 B
22030000000	SUN, STEVE L & EMILIA W	28 E EAGLE RD	112 B
22030000000	DAMMONT REALTY PARTNERSHIP	31 E EAGLE RD	112 B
22040010000	PETER & JULIE BERNARD	700 COLLEGE AVE	114
22050000000	SCHEFFEY, ANNA C	405 WENGER LN	115
22000100000	SWAIN, IAN & LINDA	100 COLLEGE RD	116
22000000000	ELM PARTNERS LLC	975 HARBORWAY AVE	117
22000000000	KANCO INC	110 HARBORWAY RD	118
22000100000	WAGER, ROBERT K & ALICE	1010 PEACHAM RD	119

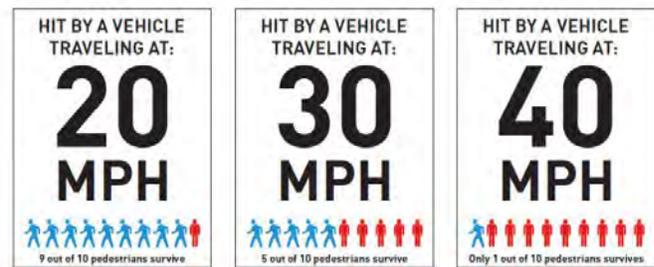
## Transportation Plan

The Traffic Counts Map on the following page shows average weekday vehicle traffic counts in the Township prior to the 2020-2021 pandemic. Traffic on many major roads was reduced during 2020, but has returned to pre-pandemic levels in most cases. However, public transit frequency of service and ridership are still below pre-pandemic levels, particularly as fewer persons are reporting to work in Center City Philadelphia offices every weekday. Trails are discussed in the Community Facilities and Services Plan section.



### Consider various Traffic Calming techniques.

The most common complaint in the Citizen Survey involved speeding vehicles, particularly on residential streets. If speeding can be reduced, it can greatly reduce risks to pedestrians and bicyclists, as well as motorists. The graphic to the right illustrates the importance of controlling speeding. If a pedestrian is hit by a vehicle at 20 miles per hour, there is a 90 percent chance the pedestrian will survive. However, if a pedestrian is hit by a vehicle at 40 miles per hour, there is only a 10 percent chance that the pedestrian will survive. The Township should support efforts in the



Legislature to allow municipal police to use radar to enforce speed limits.

PennDOT has sponsored a Traffic Calming Handbook that describes alternative methods to reduce speeding and improve pedestrian and bicycling safety along streets. Some of the methods that have been used in Haverford includes restricting turns onto a residential street during peak hours, to avoid the street from being used as a short-cut.

Haverford should consider additional local streets for the installation of speed tables. Speed tables are much less abrupt than speed bumps, and have a flat area on top. A speed table is typically three to four inches above the road surface. The speed tables need to be well-marked with prominently painting of the street and warning signs. Speed tables work best when two or more are placed in succession. Haverford Township has an ordinance that specifies the process for the installation of speed tables, which requires evidence of neighborhood support. That ordinance also sets certain conditions for speed tables, such as not allowing them on state roads. Speed tables would be particularly beneficial at pedestrian crossings near schools and along narrow streets that are used for through-traffic and which do not have sidewalks, such as some of the streets in the Brynford section. Examples where speed tables could be suitable include Railroad Avenue north of College Avenue and Buck Lane east of Haverford Road.

Because speed tables are not abrupt, they do not cause a significant delay for emergency vehicles. Also, the gentleness of the side slopes reduces traffic noise, compared to an abrupt speed bump. The reduction in speed can result in a net reduction in traffic noise.

There may be opportunities to add pedestrian refuge islands in the median of certain streets. A refuge island allows a pedestrian or bicyclist to only have to cross one direction of traffic at a time. The island is designed to accommodate wheelchairs and bicyclists, by having a cut in the island that is level with the road surface, but with raised curbed areas on either side. West Chester Pike currently allows pedestrians to cross one direction of traffic at a time because of the landscaped median, which was originally used for trolleys.



A roundabout can be useful at *low-volume intra-neighborhood* intersections to avoid the need for traffic signals or 4-way stop signs (as done at Stockton and Deer roads in Coopertown, or more historically in Merion Golf Manor), and to allow traffic to continue moving at a constant but reduced speed. A roundabout may be useful at the awkwardly aligned intersection at Glendale and Burmont Roads. The Township owns adjacent land, which might make a roundabout more feasible. *However, roundabouts do not serve to create breaks in traffic that give pedestrians opportunities to cross safely. The grant to improve this intersection is intended to improve the multi-modal performance, particularly for pedestrian and bicycle access to the Darby Creek Trail and Darby Creek Valley Park, including Merry Place. An alternative to a roundabout at this intersection would be to realign it to have straighter approaches. Roundabouts are also meeting with increased resistance from vision-impaired people and their advocates, since they do not provide the needed audible cues that normal intersections provide about vehicle movements and actions.*

Many municipalities hesitate to designate official bicycle lanes unless all of the published standards can be met for a continuous, uninterrupted bicycle lane, or if on-street parking is affected. It is difficult to meet all of those standards on older roads, and some people fear that an officially designated bike lane can provide a false sense of security for younger and inexperienced bicyclists.

Another approach is to paint white lines along the right edges of the travel lane to seek to keep vehicles out of the shoulders, but without formal bike lane markings. This approach can make it easier for the shoulder to be used by bicyclists (and pedestrians where sidewalks are not provided). This approach was used along Darby Road south of Oakmont, *along with eight other miles of sufficiently wide State roads within the Township.* To be suitable for bicyclists, the shoulders need to be relatively smooth and should be the subject of regular street sweeping. Selected roads can also be considered for paving of widened shoulders for this purpose, where physically possible.

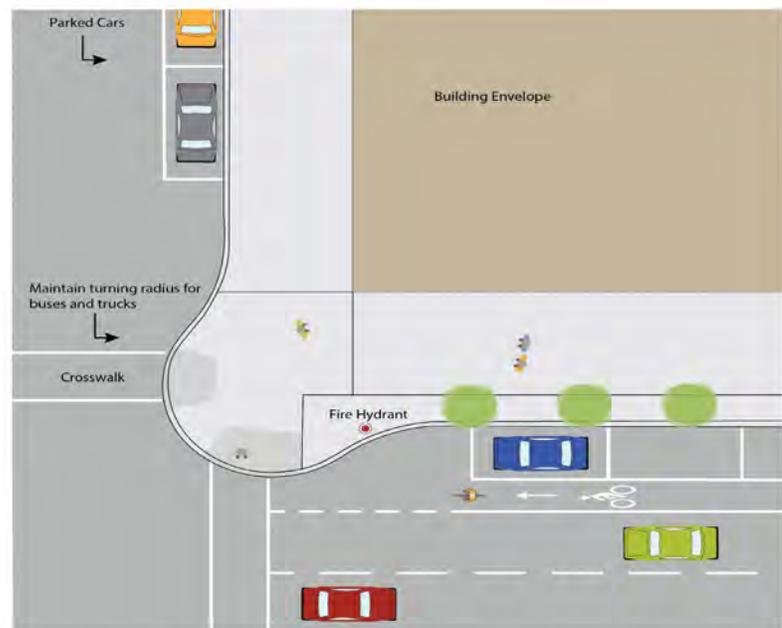
**Carry out “Complete Streets” concepts when planning circulation improvements.**

Complete Streets concepts involve considering all of the different users of a public right-of-way, as opposed to placing the priority on motor vehicle movements and speeds. This concept considers the needs of pedestrians, persons in wheelchairs, bicyclists and public transit users.

As seen on the graphic to the right, extensions of curbs at a street intersection can be used to reduce the width of the travel lanes that need to be crossed by pedestrians. The curb extensions can be designed to still allow an adequate turning radius for buses and trucks.

Efforts are needed to make the crosswalks highly visible. This can include a flashing light above a crosswalk, which can be activated by a button or by a sensor that identifies approaching pedestrians. Some crosswalks have lights embedded into the road surface. *As a lower-cost improvement, wider use should be made in the Township of higher visibility “zebra-stripe” crosswalk markings, instead of the traditional thin parallel crosswalk edge lines.*

Curb Extensions



Curb extensions reduce the distance of a street that must be crossed by a pedestrian and prevents a right-turning driver from passing on the right along any bikepath. Curb extensions can be designed to avoid the loss of any on-street parking spaces, while also preventing illegal parking near corners and hydrants. Curb extensions also reduce the speeds of turning vehicles which helps avoid hazards to pedestrians.

**Continue to work to improve traffic safety.**

In addition to major road improvements that require approval for State or Federal funding, there are often smaller scale improvements that can be made to improve vehicle and pedestrian safety. This may include improving sight distances, adding a stop sign, removing a parking space, or adding signage.

The locations of crash-prone intersections should be regularly reviewed, as well as the causes of common crashes. This will allow cost-effective targeted improvements to address hazards. *(Note that the locations listed below are all found in high vehicular traffic volume areas.)*

Top 10 Crash-Prone Locations  
Haverford Township, 1/1/2018 – 2/25/2020

Location	Crashes Reported to Police
West Chester Pike (PA 3) / Lawrence Road	56
West Chester Pike (PA 3) / Eagle Road	53
West Chester Pike (PA 3) / Darby Road	43
West Chester Pike (PA 3) / Manoa Road	34
Haverford Road / Eagle Road – Wynnewood Road	31
West Chester Pike (PA 3) / Glendale Road	27
West Chester Pike (PA 3) / Township Line Road (U. S. 1)	26
West Chester Pike / Glen Gary Drive	22
Darby Road / Manoa Road	20
Haverford Road / College Avenue	20

Source: Haverford Township Police Department, 2019.

**Seek State and Federal funding for additional transportation improvements.**

A \$2.8 million grant was approved to address traffic congestion around the interchange of Routes 3 and 476 and the segment near Lawrence Road, which is the most crash-prone area of the Township.

As described in the Land Use and Housing section, \$2 million of PennDOT funding has been programmed to improve Haverford Road, *including examination of a “road diet” to revamp the existing width to accommodate center turn lanes in place of one of the through-lanes, while also providing a delineated shoulder along each side. A careful study of traffic volumes, particularly the specific turning movement volumes at each intersection, will be required for this assessment. Neighboring Lower Merion Township is now implementing such a plan on nearby Wynnewood Road, and will be studying this on its stretch of Haverford Road from Haverford Township to City Avenue.*

The Delaware County Planning Commission also lists several transportation needs that have been identified by Haverford Township for potential future funding:

- Newtown Square Branch (“Pennsy”) Trail;
- Manoa Road bike lanes from Furlong Rd. to Darby Rd. (This is a segment that currently does not allow on-street parking, so the shoulders could become bike lanes); and

- Completion of remaining segments of the Darby Creek Trail, including south of Marple Road to Route 3.

The Township used a \$75,000 grant to improve pedestrian safety by installing a mid-block pedestrian warning system near the intersection of Darby Road and Fairfield Road, near the Middle School/High School campus.

The Township has designated an on-street Bike Route along Buck Lane, Meadows Lane and Williams Road to connect Haverford Road, Darby Road and the Haverford Reserve. It connects to the Haverford Station rail station. This Bike Route should be extended along the length of Parkview Drive, to reach Andy Lewis Community Park and connect to the eventual Darby Creek Trail northern extension at Marple Road.

DVRPC has performed and made public region-wide studies and online mapping of sidewalk availability for pedestrians and “Low Traffic Stress” (LTS) streets for bicycling. In addition, the Friends of Haverford Trails has published an online map of a subset grid of local LTS roads for bicycling. Haverford Township should use these tools to plan and make improvements within the Township for people walking and cycling.

**Promote expanded use of public transit services.**

The Norristown High Speed Line (NHSL) connects Norristown to Haverford Township and then to the 69th Street Transportation Center in Upper Darby, where connections are made to the Market Street Subway/Elevated line and multiple bus and light rail lines. There are long-term plans by SEPTA to add a new light rail extension of the NHSL to King of Prussia. However, the funding for that type of extension is not expected to be available for the foreseeable future.

There are seven stops of the NHSL in Haverford Township. The platforms are designed to be accessed from both sides of the tracks. The locations are noted on the Public Transit Map, and are described north to south below:

1. Haverford Station - This station is located north of College Avenue west of Haverford Road, and has approximately 40 parking spaces.
2. Ardmore Avenue Station - This station is south of Ardmore Avenue west of Haverford Road. The station has 35 parking spaces.
3. Ardmore Junction Station - This station is north of Hathaway Lane west of Haverford Road, and connects to a busway along Hathaway Lane, which also serves pedestrians and bicyclists. In 2014, DVRPC completed the NHSL Parking and Pedestrian Access Study. It recommended a few types of pedestrian and bicycle improvements in the area, particularly considering the limited access along Haverford Road and the narrowness of the underpass at the station. The station has 161 parking spaces.
4. Wynnewood Road Station - This station is south of Eagle Road and west of Haverford Road. The station has 22 parking spaces.
5. Beechwood-Brookline Station - This stop is located at Mill Road and Karakung Drive and has no *designated* parking. *The Township has added 12 spaces within an informal gravel area, and there is discussion about possibly adding parking along Mill Road.*
6. Penfield Station - This station is north of Manoa Road west of Karakung Drive. There are approximately 10 parking spaces.
7. Township Line Rd. Station - This station immediately north of the Philadelphia border along the north side of Route 1, and has no parking.

*Through a cooperative project of the Township and the Friends of Haverford Trails, parking for bicycles is now provided at all seven NHSL stations.*

Many Haverford residents also travel to SEPTA Regional Rail stations in Lower Merion Township, particularly the Bryn Mawr, Haverford and Ardmore stations along Route 30.

SEPTA's 103 bus line travels from Lynn Boulevard, along Route 1 west to Earlington Road to Brookline Blvd. to Darby Road to the Hathaway Lane busway to the Ardmore Junction NHSL station, and then east to the Ardmore rail station. The 115 bus line travels north from Darby and then along Darby Road, and then south on Eagle Road and then west on Route 3. The Routes 104, 112, 120, 123 and 126 lines travel along Route 3, with the Route 126 line turning onto Darby Road, Manoa Road and Glendale Road. The 104 Route continues to West Chester. Route 123 continues north along Route 476. The 110 line travels along Route 1 and then continues south on Lansdowne Avenue. The 120 bus line travels from the Kindred Hospital to the west along Route 3. Routes 105 and 106 travel along Lancaster Avenue, including the portion in Haverford Township, and then continue to the 69<sup>th</sup> Street Station. There is no public bus service to the northwestern half of the Township.

*Haverford, Bryn Mawr and Swarthmore Colleges cooperatively provide shuttle bus service between their campuses; students can cross-enroll for courses and can even reside at another campus. Some local employers also have shuttle services to the Ardmore Avenue station.*

DVRPC completed a study to Enhance Route 3 Bus Service. It proposed increasing the number of express buses along the corridor, with fewer stops for those buses. It highlighted the intersection of Eagle Road and Route 3 as an intersection that should be upgraded to make it safer for pedestrians and bicyclists to cross, including adding a countdown timer on pedestrian walk signals and making crosswalks more visible. At the bus stops along Route 3 west of Darby Road near the Quarry Center, the Route 3 Study also recommended more visible cross-walks and pedestrian countdown timer signals at the Route 3 intersections with Darby Road and the Quarry Center entrance. The study recommended the addition of a sidewalk where it is missing along the south side of Route 3 west of Darby Road. A concern was expressed that the eastbound stop is not near a traffic signal, which may tempt some passengers to make a mid-block crossing. One alternative was to move the eastbound bus stop closer to the Quarry Center driveway entrance. *A study of this crossing and sidewalk should also include consideration of a potential Pennsy Trail crossing of Route 3, from the Llanerch Shopping Center or Vernon Road, to reach Upper Darby.*

Also a pedestrian connection was recommended from Route 3 to Park Road, west of the Burger King. Both the Darby Road and Eagle Road stops already have pedestrian passenger shelters, and similar shelters should be sought at additional bus stops.

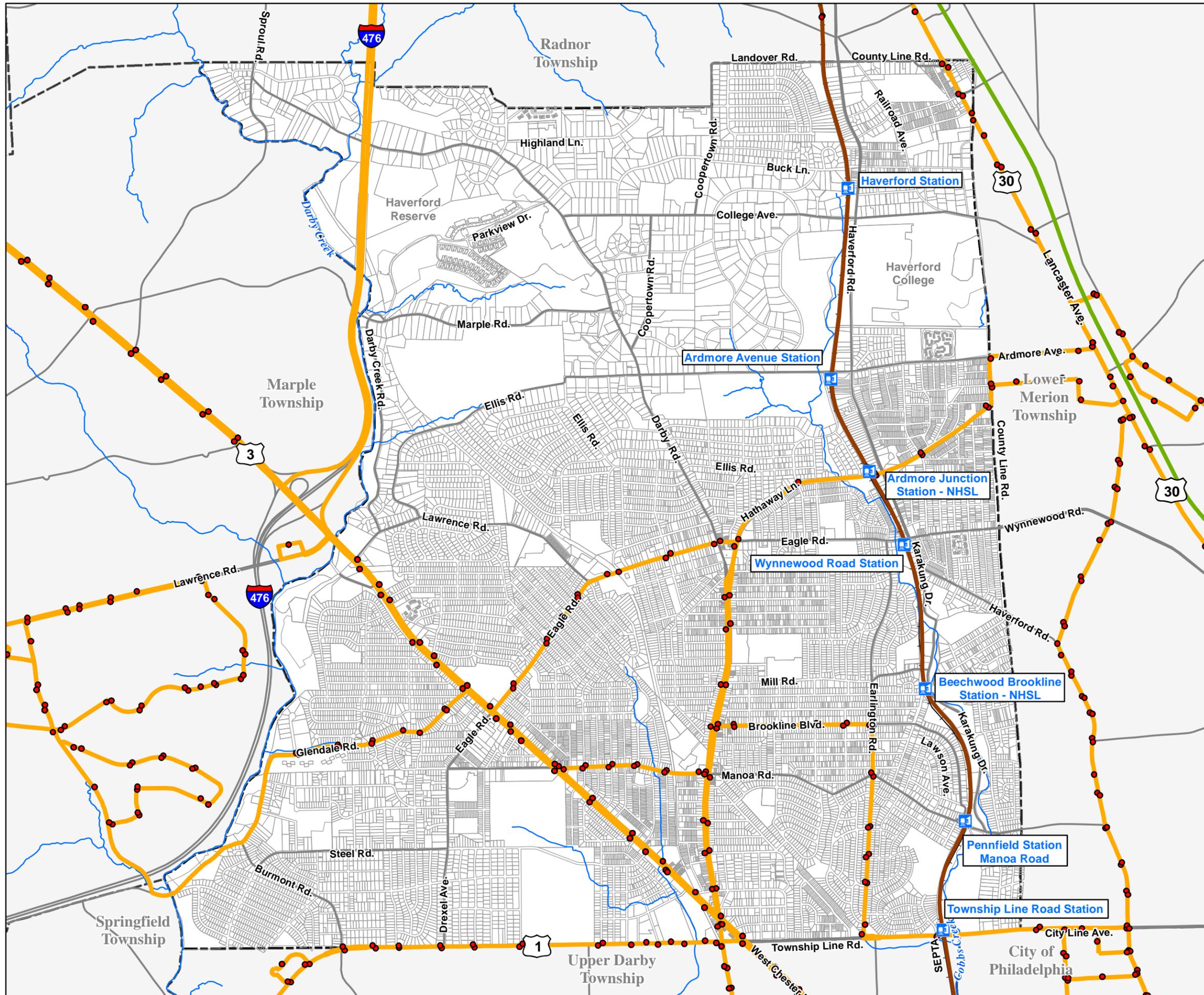
The Route 3 Study also encouraged municipalities to allow mixed business-residential developments along the Route 3 corridor, and improving pedestrian connections from buildings to bus stops. The Study encouraged major new buildings to be placed relatively close to Route 3, so that bus riders have less distance to walk through parking lots. Sufficient lighting should be provided for safety and security of bus riders. Fences and walls should be avoided where they will require a longer walk by pedestrians. Many bus riders will walk up to one-half mile to reach a bus, so pedestrian accessibility needs to be considered beyond the immediate area of the stop.

Fortunately, most of Route 3 has a center median, which allows pedestrians and bicyclists to only have to cross one direction of traffic at a time. In other situations, the study recommends considering center pedestrian/wheelchair refuge islands.

# Haverford Township

## PUBLIC TRANSIT

- SEPTA Regional Rail Lines
- Rail Stations
- SEPTA Norristown Highspeed Line
- SEPTA Bus Stop
- SEPTA Bus Routes



Source:  
ESRI, PASDA and Delaware County.



 **Urban Research & Development Corporation**  
81 Highland Ave. Suite 120 Bethlehem, Pa. 18017 610-865-0701

## Community Facilities and Services Plan

### **Continue to complete major trail projects.**

*In the 21st century, trails have become the next major advance in the parks and open space realm in developed areas nationwide. Haverford Township has been an early leader locally, with the close cooperation of the Friends of Haverford Trails, a task force of the Haverford Township Civic Council. The Township falls within two over-arching major trail systems now in the planning and implementation phases. The region-wide, top-level Circuit Trails network of paved multi-use trails is presently envisioned at over 800 miles, with more than 350 miles already completed. Haverford is fortunate to have three Circuit Trails pass through it, and these are also part of Delaware County's envisioned Primary Trail Network, which would form a fuller countywide grid.*

*Haverford opened the first stretch of the streamside Darby Creek Trail in 2013. Neighborhood connection walking trails link to it from Westgate Hills, Bon Air, and Pilgrim Gardens. Following a feasibility study to extend the current trail at both ends, the Township now has grants in hand to extend it south toward Upper Darby. A trailhead has been proposed at Jack McDonald Field near Burmont Road and Warrior Road, with eventual further extension south into Upper Darby expected to be done in cooperation with that township. The feasibility plan also studied an extension north to Haverford Reserve, which may require crossing over the creek into Marple Township and back again due to property issues. Neighboring townships have been at work on their segments, too, as well as advancing connection trails to this important, scenic link. Haverford has been working closely with these neighboring townships.*

*The Township's next major trail was the Pennsy Trail, a Circuit Trail that repurposes the abandoned Newtown Square Branch railbed of the Pennsylvania Railroad through the center of the Township. Presently running from the Haverford Area YMCA south to Manoa Road, it will be extended shortly toward West Chester Pike, with a new pedestrian/bicycle bridge over Manoa Road. An easement has been secured from the Llanerch Shopping Center. This trail could then continue southward into and through Upper Darby, connecting to Philadelphia's bicycle lane network at the Cobbs Creek Environmental Center.*

*The third major Circuit Trail would extend the Radnor Trail in both directions to link Valley Forge National Historical Park and the John Heinz National Wildlife Refuge at Tinicum, passing through Haverford in the general Cobbs Creek/Norristown High Speed Line corridor. A partial feasibility study was completed, and Philadelphia is working to advance its section from the vicinity of 63rd Street and Market Street to City Avenue (U.S. 1). This will connect to Philadelphia's Cobbs Creek Trail to reach the Heinz Refuge. Radnor has funded work toward the eastward extension of the Radnor Trail through Martha Brown's Woods as far as I-476.*

*The feasibility study included Haverford's section from U.S. 1 as far north as Wynnewood Road, with study of the remainder deferred at the request of SEPTA until it completes its own King of Prussia rail extension study. It would be desirable to work cooperatively with Philadelphia for the City-owned open space along Cobbs Creek in southeast Haverford Township. One option would be to submit joint grant applications; multi-municipal applications are favored for grants. Philadelphia could provide the land and Haverford could provide the required matching funds for the improvements.*

*A set of popular woodland nature trails has being created in historic Powder Mill Valley Park along Karakung Drive, on both sides of Cobbs Creek, as well as shorter trails in the Grange estate. It is possible that portions of these footpaths could be upgraded and incorporated into the multi-use Forge-Refuge Trail.*

*In total, Haverford Township now has over 15 miles of trails within it. About 13 miles are natural surface walking trails, and most trail users are walkers and runners. The trails are spread around the township, and every township resident now lives within a mile of a trail. The Darby Creek Trail along the west edge of the Township, the Pennsy Trail down the south-center, and the Powder Mill Valley and Grange trails in the southeast have already been discussed above.*

*An extensive and popular 7-mile set of trails has been provided in Andy Lewis Community Park in Haverford Reserve. Connections exist to the south (an unpaved access path, planned to become the northern segment of the Darby Creek Trail), to the east (through the Quadrangle property), and to the north (through property easements). The northward walking trail crosses Darby Road and is now met by a trail that Radnor Township paved along the west edge of I-476, south from Bryn Mawr Avenue to the township border. A bridge over Meadowbrook Run in Haverford is needed to avoid trail users having to ford that stream. This link is part of the Delaware County Primary Trail Network.*

*In the northeast Township, Haverford College makes the 2.2 mile circumferential Nature Walk on its campus open to the public, as well as the Meetinghouse Walk, which connects to Buck Lane with a footbridge over Railroad Avenue. A thorough public map of all trails exists at [www.havtrail.com](http://www.havtrail.com).*

### **Continue to provide for excellent public parks and recreation programs.**

The locations and names of the public parks and recreation areas are shown on the Recreation Areas, Trails and Public Schools Map. This map also shows the locations of the three private golf courses: Merion Golf Club East (70 acres), Merion Golf Club West (128 acres), and Llanerch Country Club (131 acres).

Haverford has a diverse and well-distributed park system. There are 284.5 acres of active public recreation land, 130.3 acres of passive public recreation land, and 82.4 acres of recreation land owned by the School District for a total of 497.2 acres of public recreation land. There also are 67.9 acres owned by homeowner associations. The recreation system includes the Community Recreation and Environmental Center (CREC) building, which features two gyms, multi-purpose rooms, and many environmentally sustainable features. The Township also owns the Skatium, which is an indoor ice skating center used for organized leagues and open public skating. Most areas of the Township are well-served by public parks. The new trail bridge over Manoa Road will make it easier for children to reach Veterans Park from the south.

It is hard to compare park systems of various townships because the parks have many different characteristics. However, as a rough comparison, the following compares acreage of municipal, county and school district recreation land per 1,000 residents. Haverford Township has approximately 10.0 acres per 1,000 residents, while Radnor Township has 19.3 acres per 1,000 residents, Marple Township has 16.2 acres per 1,000 residents, and Newtown Township has 16.5 acres per 1,000 residents.

Persons who responded to the Citizen Survey were asked to identify the three types of recreation facilities that were most needed in Haverford Township. The results are in the Appendix. The top responses in order were: 1) off-road paths and trails, 2) restroom building in parks, 3) outdoor amphitheater for performances, 4) children's playground, 5) children's water spray area, 6) woods and nature study areas, 7) swimming pool, 8) picnic or event pavilion, 9) creek access, 10) adding lighting to athletic fields or courts, 11) a dog park, 12) a senior activity center, and 13) baseball/softball fields.

There are very limited opportunities to add new land for major parks in Haverford Township. Therefore, the best use needs to be made of existing parks. The Township Parks and Recreation Director reported that there is a pinch point for demand for use of athletic fields during certain times of the year. This demand could be addressed by adding lighting to a few additional fields (in areas with few adjacent homes) to allow use during evening hours in the Fall. The Township has one artificial turf field near the CREC. Adding artificial surfaces to a couple existing fields would allow increased use, because time would not be needed for the grass to recover from heavy use, storms or drought. The Township has regularly been making improvements to many parks, including measures to improve accessibility for persons with disabilities. There is little land available to provide new parks. The former Brookline Elementary School site on Earlington Road may become a neighborhood park, which would likely include a playground, paths and possibly a practice field.

Haverford Township will be completing a new Comprehensive Parks, Recreation and Open Space Plan over the next year, which will involve extensive public input.

To protect the water quality and the banks of creeks, the Township has been reducing grass cutting near the creek banks. The Township has also added rain gardens in some parks to allow infiltration.

# Haverford Township

## RECREATION AREAS, TRAILS & PUBLIC SCHOOLS

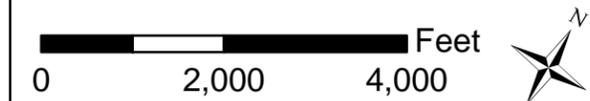
- Parks & Recreation Areas
- Golf Course
- Homeowners Association Lands & Private Recreation
- Public School

### Trails

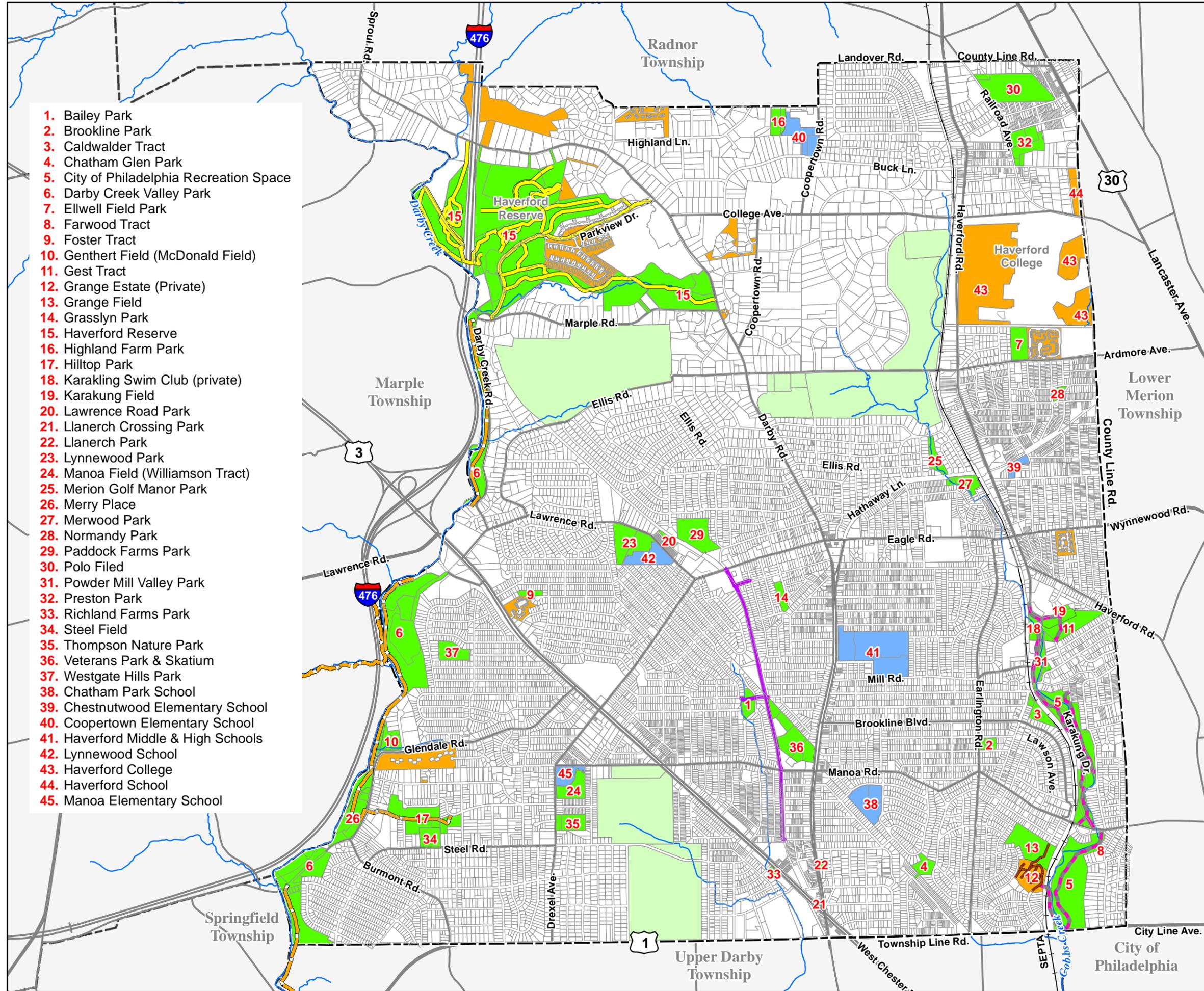
- Darby Creek Trails
- Grange Estate Trails
- Powder Mill Valley Trails
- Haverford Reserve Trails
- Pennsy Trail

October 2021

Source:  
ESRI, PASDA and Delaware County.



**Urban Research & Development Corporation**  
81 Highland Ave. Suite 120 Bethlehem, Pa. 18017 610-865-0701



1. Bailey Park
2. Brookline Park
3. Caldwell Tract
4. Chatham Glen Park
5. City of Philadelphia Recreation Space
6. Darby Creek Valley Park
7. Ellwell Field Park
8. Farwood Tract
9. Foster Tract
10. Genthert Field (McDonald Field)
11. Gest Tract
12. Grange Estate (Private)
13. Grange Field
14. Grasslyn Park
15. Haverford Reserve
16. Highland Farm Park
17. Hilltop Park
18. Karakling Swim Club (private)
19. Karakung Field
20. Lawrence Road Park
21. Lanerch Crossing Park
22. Lanerch Park
23. Lynnewood Park
24. Manoa Field (Williamson Tract)
25. Merion Golf Manor Park
26. Merry Place
27. Merwood Park
28. Normandy Park
29. Paddock Farms Park
30. Polo Filed
31. Powder Mill Valley Park
32. Preston Park
33. Richland Farms Park
34. Steel Field
35. Thompson Nature Park
36. Veterans Park & Skatium
37. Westgate Hills Park
38. Chatham Park School
39. Chestnutwood Elementary School
40. Coopertown Elementary School
41. Haverford Middle & High Schools
42. Lynnewood School
43. Haverford College
44. Haverford School
45. Manoa Elementary School

The Township has one dog park, which is on the Reserve property. It would be desirable to add a dog park in the southern part of the Township, such as on a site along the Cobbs Creek corridor if it had few immediate neighbors.

Because there are three swim club pools, there reportedly are not large numbers of requests for the Township to build a public pool. In addition, the Haverford Area YMCA has an indoor pool.

**Continue to cooperate with the School District and Haverford College.**

The names and locations of the public schools are shown on the Recreation Areas, Trails and Public Schools Map. These schools include: Chatham Park Elementary School, Chestnutwold Elementary School, Coopertown Elementary School, Lynnewood Elementary School, Manoa Elementary School, Haverford Middle School, and Haverford High School. The quality of the education provided by the School District has been attracting many families with young children to the Township, and enrollment has been steadily increasing since 2007, even though there has been limited new housing construction during those years. The District's consultant forecast continued moderate growth in enrollments. The District has an enrollment of approximately 6,500 students. A new Lynnewood Elementary building was recently completed next to the old school, and work is underway to renovate the High School and construct two additions to the building.

The Township and School District should continue to cooperate on pedestrian and traffic safety issues, and in providing space for school and community recreation programs. The Township should also regularly keep the School District informed about any proposed new housing developments that may affect enrollments.

There also are several private, religious and public charter schools in the Township and in the surrounding area. Haverford College is a major institution in the northeast portion of the Township, with 1,300 students and a campus extending over 216 acres, including a nature trail that is used by many members of the community. Haverford College has been a leader in sustainability issues.

**Continue to support expanded library facilities.**

The Haverford Township Free Library is centrally located at Darby and Mill Roads. The Library is heavily used, and additional space is needed. After considering a variety of alternatives, a decision was made to renovate and expand the Library on its existing site. The Township is providing most of the funding to complete this project, and the Township also provides most of the Library's operating funds. Alternatives should be considered to provide additional parking in the vicinity, which may include seeking agreements to use existing parking during peak periods of use of the Library. There are parking meters in front of the Library along Darby Road. To ensure turnover of spaces during peak library hours, it would be worthwhile to consider time limits on parking on one adjacent block during evening hours.

**Coordinate Township policies with regional wastewater issues, including reducing infiltration and inflow into the sanitary sewage system.**

Haverford Township staff maintain the Township's wastewater collection system. The Radnor-Haverford-Marple Sewage Authority and the Delaware County Regional Water Authority (DELCORA) then oversee the piping and pumping of the wastewater to the Southwest Philadelphia Pollution Control Plant. As of 2022, the assets of DELCORA are proposed to be sold to the Aqua Pennsylvania Corporation.

As of 2022, DELCORA was proposing to eventually redirect the wastewater from the Philadelphia plant to an expanded DELCORA plant in the City of Chester. This alternative was chosen because DELCORA's share of the costs to upgrade the Philadelphia plant and the anticipated treatment costs were much higher than the anticipated treatment costs and the costs to expand the plant in Chester. A major new sewage line would be constructed by Aqua to connect Eastern Delaware County with the plant in Chester.

Haverford Township has an active program to reduce inflow and infiltration of stormwater into the sanitary sewage system. Inflow and infiltration contributes to overloading of the regional sewage system

during heavy storms, which can result in untreated wastewater entering the Delaware River. If inflow and infiltration is not reduced, it could result in a state moratorium on additional connections to the sewage system.

**Continue to provide high-quality police protection services.**

The Haverford Township Police Department includes 69 sworn police officers, plus part-time crossing guards and administrative staff. The Department includes a Detective Division, K-9 units, and animal control. The Township should periodically consider whether additional officers are needed, depending upon needs related to growth, traffic and crime. This assessment should consider the workload of the police force, considering hours needed for various tasks, and should also consider response times for emergency and non-emergency calls. The allocation of officers to shifts by time of day and by day of the week is also critical to address the times with the highest demands. Haverford Township has a relatively low crime rate, with most crime involving property theft, such as vehicle break-ins and retail theft. However, Haverford Township is within close proximity to communities that have a more serious crime problem, which requires initiatives to avoid more serious problems.

The most difficult traffic control conditions arise when lanes of Route 476 are closed because of a crash or construction. The State Police have the responsibility to patrol the interstates, but the Township Police are responsible for managing traffic detours.

The Police Department reports that its amount of building space is expected to be adequate for the foreseeable future.

**Continue to provide high-quality Fire Protection and Emergency Medical Services.**

Fire protection services in Haverford Township are provided by five volunteer companies, which operate a total of 24 major fire apparatus vehicles. The fire companies are coordinated through the Township's Bureau of Fire.

Bon Air Fire Company is located at 541 Royal Avenue in Havertown. The Chief reports that it would be desirable to add a second floor onto the station, if funding would be available for the construction and an elevator. The company reports they have 28 active volunteers.

The Brookline Fire Company is located at 1315 Darby Road in Havertown. The company operates a 105 feet aerial ladder truck. The Chief reports the company has 40 active volunteers. The Chief reports that the station is in good condition, but will need a new main roof replacement within a few years.

The Llanerch Volunteer Fire Company is located at 107 West Chester Pike in Havertown. The company operates a 95 feet ladder tower truck, which will need replacement within a few years. The company reports they have 28 active volunteers. The Company reports the station is sufficient for current needs, but it would be desirable to add dorm rooms to allow for a live-in program to increase manpower.

The Manoa Fire Company is located at 115 South Eagle Road in Havertown. Manoa presently has 30 active members. The Company reports that its station is sufficient for current needs.

Oakmont Fire Company is located at 27 West Benedict Avenue in Havertown. The company built a new firehouse in 2009. The company operates a 100 feet aerial ladder truck. The company currently has about 45 active members. Oakmont also serves part of Radnor and Marple Townships.

*All of the fire stations are concentrated in the southern half of the Township. It is logical that most fire stations are located in the southern part of the Township because that area has the most traffic crashes and on the average has a higher density. Fire companies in adjacent municipalities may be the first to respond to calls in the northernmost parts of Haverford Township. If a fire station needs to be replaced, consideration should be given to relocating the station to a location that is more accessible to the northern part of the Township.*

The delivery of fire protection services in Haverford Township is dependent upon the availability of volunteers. It can be challenging to have sufficient numbers of volunteers available during weekday mornings and afternoons, when many persons are working outside of the Township. The operation of a “Live-In” program can help avoid a shortage of volunteers during the days. This type of program involves college students living at the station while they are completing their education, while serving as volunteer firefighters. The students are typically studying a public safety-related field.

Continued efforts are needed to attract and retain a sufficient numbers of trained volunteers, particularly as existing volunteers become older. Haverford Township offers local tax reductions to firefighters. Some municipalities provide incentives for their municipal workers to serve as volunteer firefighters, and to offer flexibility for those workers to leave work as needed to respond to emergencies.

The Township typically has *one or two* paramedics who are employed to administer the emergency medical services, and who can respond as an incident commander or for special events. The Township contracts with Narberth Ambulance to provide most emergency medical services. Narberth Ambulance employs both paramedics and emergency medical technicians, with a mix of career staff and volunteers. One of the units is based at the former Township Building site on Darby Road.

## **PUTTING THIS PLAN INTO ACTION**

This section describes methods that should be considered to implement this Plan. This Plan will need to be reviewed periodically and, if necessary, updated to reflect changing trends. The intent is to continually work to put this Plan into action, through a program of updated planning and many short-term actions within a long-range perspective.

Haverford Township has been working to maximize use of the internet to regularly update residents with information that will help spur public interest, enthusiasm and involvement. Opportunities for citizen involvement should also be highlighted through newspapers, social media, email lists, continued newsletters, posters and other media. The intent is to promote substantial citizen input, including making sure residents are well-informed about community issues and have plentiful opportunities to provide their opinions on Township matters.

### **Update the Zoning Ordinance to carry out this Plan.**

The Zoning Ordinance is the primary legal tool to regulate the uses of land and buildings. The Zoning Ordinance and Map should be updated to be generally consistent with this Comprehensive Plan, to modernize standards and to address public concerns. The Zoning Ordinance includes a Zoning Map that divides the Township into different zoning districts. Each district permits a set of activities and establishes a maximum density of development. Zoning also controls the following:

- the heights of buildings,
- the percentage of a lot that may be covered by buildings and paving,
- the minimum distances that buildings may be placed from streets and property lines,
- the minimum size of lots,
- the maximum sizes and heights of signs, and
- the protection of important natural features, such as setbacks from creeks.

### **Update the Subdivision and Land Development Ordinance (SALDO).**

The SALDO mainly regulates the creation of new lots, the construction of new streets by developers, and the site engineering of new multi-family, commercial, industrial and institutional buildings. It includes procedures, application requirements and engineering standards.

### **Continue to emphasize the Property Maintenance Code.**

The Township's Property Maintenance Code is a valuable tool to make sure that buildings are maintained to a minimum level and to address problem properties before they become blighted. The system of fees and fines for property maintenance and nuisance violations should be written to increase penalties for repeat offenses, violations that are not corrected within a reasonable time limit, or situations that require more than two inspections of a property.

A number of communities have shifted certain nuisance offenses to a simple ticket system to address many types of nuisance-related matters that avoids use of the Magisterial District Judge system and thereby reduces the administrative burden to the Township.

### **Consider adopting an Official Map.**

The State Municipalities Planning Code grants each municipality with the authority to adopt an "Official Map." An Official Map can designate proposed locations of new streets, street widenings, intersection improvements, municipal uses and future parks and trails. The Map may cover the entire Township or only certain areas. This process may be particularly useful, for example, to reserve right-of-way for a future intersection widening or trail connection.

Once an Official Map is officially adopted by the Board of Commissioners, then the Township is provided with a limited amount of authority to reserve land for the projects on the Map. If the land affected by a project shown on the Official Map is proposed for development, then the Township would have up to one year to either purchase the land for its fair market value or decide to abandon the project. This one year period is intended to provide time to raise funds to acquire the land, and avoid lost opportunities. If this

one year period is not in effect, a developer could obtain a building permit almost immediately in many cases and construct a building that could obstruct an important project.

An Official Map may also be useful to highlight roads that should need wider rights-of-way reservations as part of adjacent new developments, versus roads where a more narrow right-of-way would be feasible.

An Official Map also serves to provide notice to property owners about the Township's future plans, which increases the likelihood that a proposed project, such as a trail link, can be incorporated into a developer's site design, with limited Township expense.

### **Plan for major needed capital improvements.**

“Capital” improvements are projects involving a substantial expense for the construction or improvement of major public facilities that have a long life span and that are not annual operating expenses. Examples of capital projects include major street improvements, major park improvements, and the expansion or major renovation of buildings. Haverford Township maintains a Capital Fund as part of its Budget, with a list of anticipated capital projects.

A multi-year Capital Improvements Program (CIP) can allow efficient scheduling and prioritization of projects. The CIP can be tied into borrowing plans and grant application deadlines. By establishing a schedule of major street, streetscape and stormwater projects, the Township and utility providers will be able to improve coordination with underground construction projects. This coordination minimizes the need to cut into a street after it has been recently re-paved, and reduces costs for each entity.

Through a CIP, many different projects can be combined into a single bond issue, which avoids the high administrative costs of multiple bond issues. A CIP also can allow the Township to carefully time any bond issues to take advantage of the lowest interest rates.

### **Continue to seek additional grants to meet community needs.**

The Township should continue to identify Federal, State and County grant opportunities to address community needs. This should include highlighting grant deadlines for major programs a few months in advance, so that there is time to prepare a quality grant application. An Appendix of this Plan lists a large number of federal, state and county funding programs for community and economic development purposes. However, small grants may not worth the time required for an application and for administration, particularly if they result in increased total costs for an entire project.

### **Increase inter-governmental cooperation efforts.**

Inter-governmental cooperation can decrease the costs of many services, while also improving the quality of services. The Pennsylvania Inter-governmental Cooperation Act provides broad and flexible authority to organize joint efforts, as municipalities deem appropriate. In general, the Act allows two or more municipalities to jointly accomplish anything that an individual municipality is allowed to do. In most cases, this grant of authority is carried out through the adoption of an ordinance by each municipality to formalize an agreement. One option involves one municipality providing a service to a second municipality through a contract. These same concepts can also apply between a municipality and a school district. For example, a township may agree to plow snow from school parking lots and driveways in return for free municipal use of some school facilities.

Haverford Township participates in the Delaware County Consortium of Governments (COG). A COG can offer joint purchasing among municipalities, which decreases bidding and purchase costs. The COG provides the foundation for expanded discussion and cooperation among the municipalities on planning, financing and transportation matters.

The most difficult issue in joint municipal services is determining a fair allocation of costs. The State Department of Community and Economic Development has several publications that can assist in these issues.

The following types of inter-governmental cooperation efforts should be considered:

- **Shared Services and Shared Staff-persons** – Shared staff-persons can be particularly beneficial for specialized staff, such as different types of construction inspectors. Two or more municipalities could hire the same person to do the same job, with certain hours assigned to each municipality. This allows each municipality to hire a highly qualified person who is working full-time, as opposed to each trying to find a part-time person. This can reduce turnover, which reduces training costs and reduces the potential for mistakes being made by inexperienced staff. In addition, sharing staff makes staff-persons available during more hours of the day, which is beneficial to residents and business-persons. It also provides greater coverage during periods of illness or vacation.
- **Shared Recreation Programs** – When municipalities share and coordinate recreation programs, it greatly increases the types of programs that can be offered. For example, one municipality may offer a gymnastics program, while another municipality offers basketball programs. Residents of each municipality could be allowed to participate in each of those programs at the same cost per person as a municipal resident. There has been great success in parts of Pennsylvania with multi-municipal recreation programs, where each municipality contributes funds towards one set of programs. These programs are often organized in partnership with a school district.
- **Joint Yard Waste Collection and Composting** – This is a very cost-effective way of handling the disposal of yard waste, which requires significant land and expensive equipment.
- **Joint Purchasing** – Joint purchasing can reduce the costs to each municipality of preparing bid documents and legal ads. It also can result in lower costs because larger volumes are being purchased, or a larger service area is being bid. The State also has arrangements that allow municipalities to "piggyback" upon State purchases. State law allows a similar process of "piggyback" bids between municipalities and a county. The State Intergovernmental Cooperation Act includes rules for joint municipal purchasing. Under State law, one municipality can be the lead municipality in purchases, without requiring multiple municipalities to seek bids.
- **Sharing of Equipment** – This method of sharing is most beneficial for expensive equipment that is needed by each municipality for only portions of the year. The equipment could be jointly owned, or be owned by one municipality and leased to other municipalities. Alternatively, an arrangement could allow trading of equipment.
- **Incentives for Intergovernmental Cooperation in Grants** – Many competitive State grant programs provide preference to projects that involve cooperation between more than one municipality. Therefore, if two similar projects are in competition for a grant, and one involves cooperation between two municipalities, the two municipality project is most likely to be funded.

***Continue to work cooperatively with civic organizations, neighborhood associations and volunteer groups.***

*Haverford Township continues to benefit greatly from the proactive efforts of civic organizations, neighborhood associations and other volunteer-based groups. These include groups that assist the Library, that promote the extension of trails, that sponsor improvements in parks, and that oversee the Grange Estate. Other groups include Tree Tenders that assist in maintaining street trees, the Haverford Township Historical Society, the Haverford Partnership for Economic Development, the Civic Council, the many neighborhood associations, the Master Gardeners, the Darby Creek Valley Association and others. The Township should continue to assist in organizing and promoting volunteer efforts, such as highly successful work to remove invasive species and programs to plant trees in greenways and parks.*

## ACTION PROGRAM

The following table summarizes the major recommendations of this Plan, along with recommended priorities. The timing of each recommendation is listed, as well which agencies should have the primary responsibility to carry out the recommendation. Additional information for each strategy is included in the main body of this Plan. Abbreviations for the prime responsibilities for each recommended action are listed as follows:

Abbreviations of Responsible Agencies/Groups:

Adj. Mun.	=	Adjacent Municipalities
B. Com.	=	Board of Commissioners
Con. Dis.	=	Delaware County Conservation District
Co. DCED	=	Delaware County Office of Housing and Community Development
DCPD	=	Delaware County Planning Department
DVRPC	=	Delaware Valley Regional Planning Commission
EAC	=	Haverford Township Environmental Advisory Committee
FHT	=	Friends of Haverford Trails
Hist. Com.	=	Haverford Township Historical Commission
Hist. Soc.	=	Haverford Township Historical Society
HPED	=	Haverford Partnership for Economic Development
PADCNR	=	Pennsylvania Department of Conservation and Natural Resources
Parks and Rec.	=	Haverford Township Parks and Recreation Staff
PC	=	Township Planning Commission
PennDOT	=	Pennsylvania Department of Transportation
PHMC	=	Pennsylvania Historical and Museum Commission
SEPTA	=	Southeastern Pennsylvania Transportation Authority
Staff	=	Township Staff
ZHB	=	Zoning Hearing Board

In the right-hand column that lists entities that should carry out a recommendation, the entity that is proposed to have the lead responsibility is boldfaced. High priority strategies are ones that are recommended for the most attention and that should be considered first. Medium priority strategies are moderately important, while low priority strategies are commended to be completed as time and resources become available.

In the “Timing” column, short-range is intended to refer to actions that should be completed within the next two years. Medium-range strategies are intended to be completed within the three to six years, and long-range strategies are envisioned to be completed in seven or more years. Most strategies are listed as continuous, because they should involve many smaller actions that are completed over many different years.

**LAND USE AND HOUSING PLAN**

Recommended Strategy	Priority: H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
<p><b>Update the zoning ordinance to carry out the Land Use and Housing Plan.</b> Recommended changes include: a) establishing a New Neighborhood/Commercial Residential district for the current commercial portion of Eagle Road, portions of Haverford Road, and an area near the intersection of Route 1 and Darby Road, b) changing the very restrictive C-1 district areas to C-2, c) merging together very similar zoning districts, and d) updating the open space requirements for the Special Residential Development (cluster residential) option to ensure there will be a substantial amount of open space that serves a public purpose.</p>	H	Short-term	PC, B. Com., Staff
<p><b>Work to improve the economic vitality of the commercial portions of the Eagle Road corridor west of Oakmont.</b> Improve the attractiveness of the corridor, including with additional landscaping and updated signage. Provide a zoning option for commercial first floors with upper story apartments if existing adjacent lots are assembled together. Lot assembly will reduce the number of driveway crossings of sidewalks. Locate new buildings close to the street, with most parking to the side or rear of buildings. Promote walkable development, which will help to provide customers for local businesses. Consider extending the Oakmont streetscape improvements west along Eagle Road and further south on Darby Road, as funding allows.</p>	H	Continuous	PC, B. Com., Staff, Landowners and Businesses, HPED

Recommended Strategy	Priority: H = High M = Medium L = Low	Timing	Prime Responsi- bilities (see abbrevi- ations)
<p><b>Encourage continuation of all three golf courses. To prepare for a possible future plans for development of portions of the Llanerch Golf Course, prepare a clustered Senior Housing zoning option that would allow portions of the property to be developed for various types of senior housing, provided that the majority of the land remains permanently preserved in open space.</b> This would involve permanent preservation of open space as a golf course or another valuable public purpose, in return for flexibility in lot dimensions. In order to use this option, the housing would need to be age-qualified for residents age 55 and older. This option is also intended to increase options for long-term residents of Haverford to continue to live in the Township as they age.</p>	M	Short-term	PC, B. Com., Staff
<p><b>Work to revitalize the commercial portion of the Haverford Road corridor,</b> in coordination with PennDOT’s proposed road improvements that will add a turn lane. Seek to eventually have complete sidewalks on both sides of the road, or shoulders that are suitable for use by pedestrians.</p>	H	Con- tinuous	PC, B. Com., Staff, HPED
<p><b>Examine alternatives for use of the former Township Building site,</b> such as use for parking (while reserving it for a future parking deck if needed), for a new mixed commercial/residential building as an anchor for the area, or a suitable reuse of the existing building.</p>	M	Con- tinuous	B. Com., PC, HPED, Staff
<p><b>Seek a location for an outdoor special events space in the Oakmont area,</b> such as along Darby Road near the intersection with East Darby Road.</p>	M	Con- tinuous	B. Com., Parks and Rec, Staff

**NATURAL FEATURES CONSERVATION AND SUSTAINABILITY PLAN**

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsi- bilities
<p><b>Carry out a full range of sustainability initiatives as described in the Comprehensive Plan and the Climate Action Plan,</b> in cooperation with area businesses and other entities, including installing bicycle racks, promoting composting, encouraging carpooling and use of public transit, increasing use of solar energy, and making sure Township ordinances are streamlined in allowing solar energy use over parking lots.</p>	M	Contin- uous	EAC, Staff, B. Com., PC, Property owners

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities
<b>Carefully manage stormwater and other water resources</b> to improve water quality, promote groundwater recharge, and comply with Federal MS4 requirements. Consider a 20 feet wide setback for buildings and paving from wetlands.	H	Continuous	<b>Staff, EAC, B. Com., PC, Con. Dis.,</b> property owners
<b>Improve the creeks as scenic and possible recreational assets.</b> Maintain building and paving setbacks from streams to protect water quality and fishing habitats. The Township and other landowners should continue to plant and maintain native vegetation and native trees along creeks.	M	Short-range	<b>Staff, Parks and Rec, EAC, B. Com., PC</b>
<b>Promote additional tree plantings</b> and minimize unnecessary removal of trees during construction.	M	Continuous	<b>PC, B. Com., EAC, Staff</b>

**HISTORIC PRESERVATION PLAN**

Recommended Strategy.	Priority: H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations above)
<b>Continue to use Zoning Ordinance to require pre-approval of a proposed demolition of Township-designated important historic building.</b> Allow flexibility in the use of alternative materials, provided the materials have the original appearance as viewed from the sidewalk and street.	H	Continuous	<b>Hist. Com., PC, B. Com., Staff, Hist. Soc.</b>
<b>Promote public interest and awareness in historic preservation.</b> Encourage sensitive rehabilitation to preserve character, by encouraging use of available resources. Provide website links to high-quality sources on historic rehabilitation.	L	Continuous	<b>Hist. Com., Hist. Soc., Staff</b>

**COMMUNITY FACILITIES AND SERVICES PLAN**

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
<b>Continue to provide excellent parks and recreation facilities.</b> Seek improvements that will allow the most efficient use of the limited amount of available parkland, such as adding lights and possibly an artificial turf to selected athletic fields that are not near many homes. Add a dog park in the southern part of the Township.	H	Continuous	<b>Parks &amp; Rec., B. Com., School District, Donors, PA DCNR</b>

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
<b>Work to complete the Darby Creek, Cobbs Creek and Pennsy Trail systems, and improve bicycling and pedestrian access to parks and schools.</b>	M	Continuous	<b>Parks &amp; Rec., FHT, B. Com., PC, School District</b>
<b>Continue to provide high-quality police, fire protection and emergency medical services.</b>	H	Continuous	<b>Police, Fire Bureau, Fire Companies, B. Com., Staff.</b>
<b>Continue to provide high-quality fire protection and emergency medical services (EMS).</b>	H	Continuous	<b>Fire and EMS providers, B. Com., Staff, Co. Emerg. Mgt.</b>

**TRANSPORTATION PLAN**

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
<b>Carry out “Complete Streets” and “Traffic Calming” concepts when planning circulation improvements. Consider installing speed tables in a few selected road segments, particularly along unusually narrow roads or near schools and parks.</b>	M	Continuous	<b>Staff, PC, B. Com., PennDOT, DCPC, DVRPC</b>
<b>Work with DVRPC, DCPD, PennDOT and adjacent property owners to seek funding and rights-of-way to complete cost-effective road improvements.</b>	H	Continuous	<b>Staff, B. Com., PennDOT, DCPC, DVRPC</b>
<b>Promote greater use of public transit, including enhanced bus service along the Route 3 corridor, Allow for additional bus passenger shelters in business areas. Seek a limited number of additional parking spaces near NHSL stops where feasible.</b>	M	Continuous	<b>Staff, B. Com., SEPTA, DCPC, DVRPC</b>

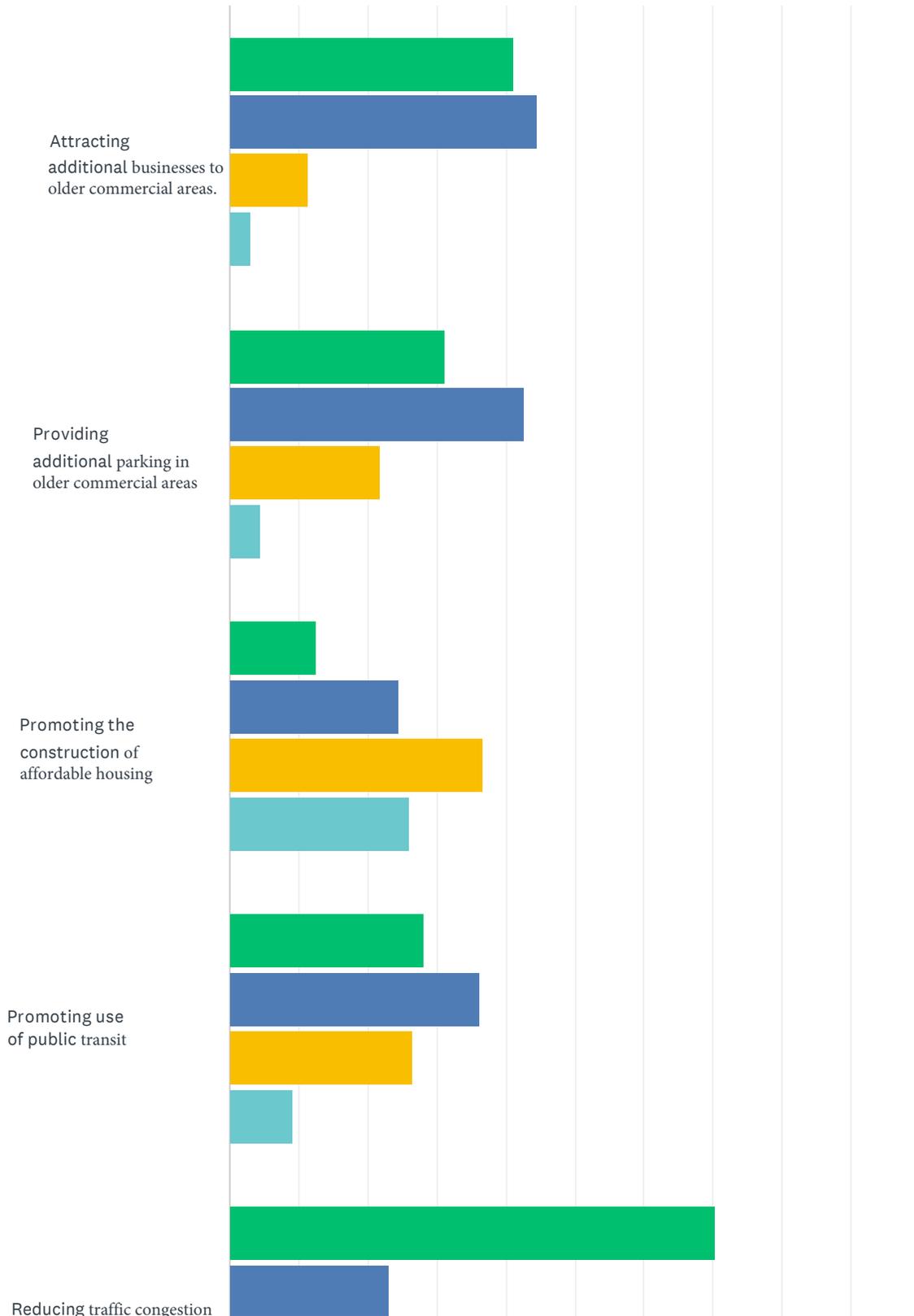
**PUTTING THIS PLAN INTO ACTION**

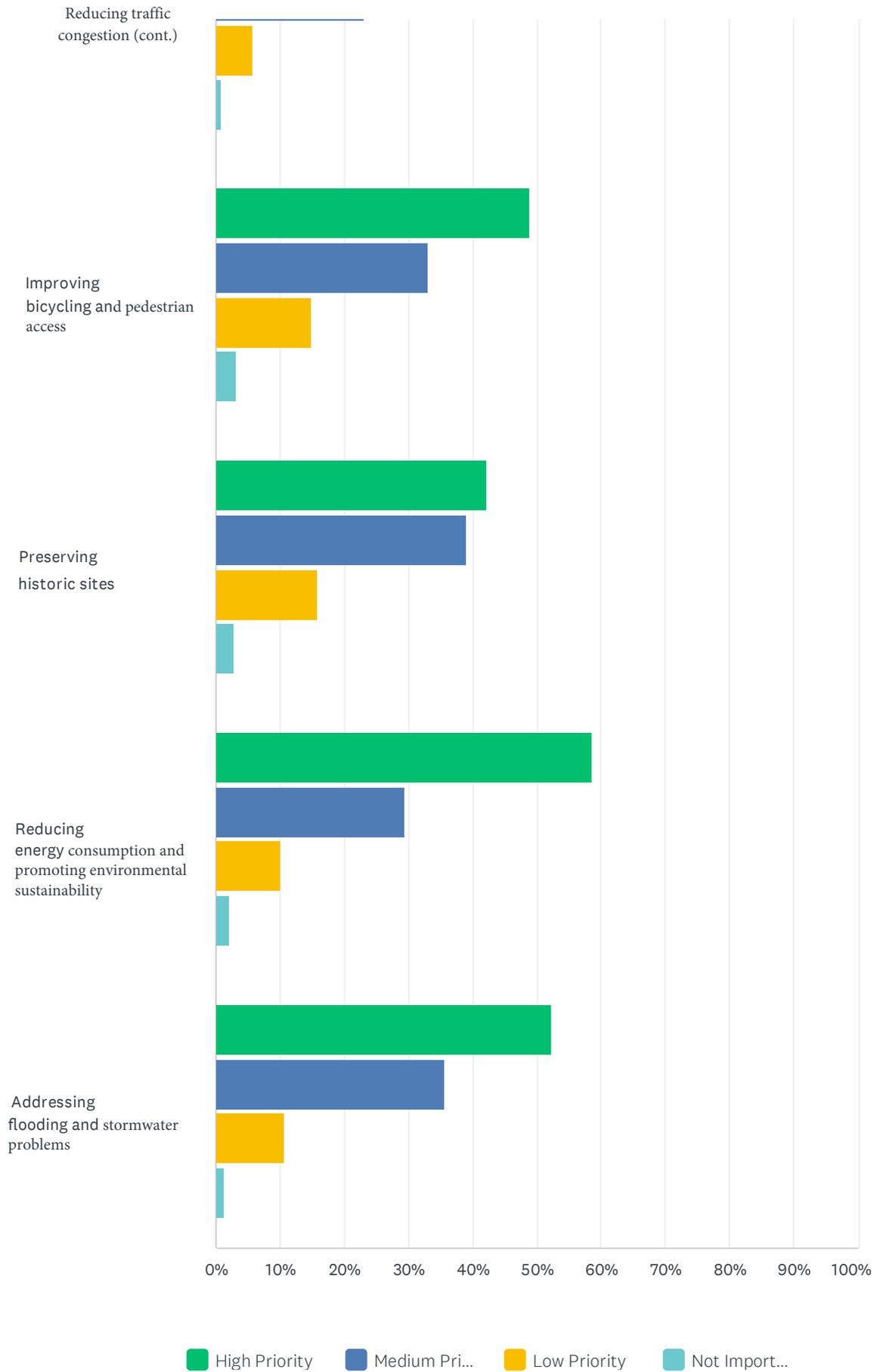
Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Respon- sibilities (see abbrev- iations)
<b>Update the Zoning Ordinance and the Subdivision and Land Development Ordinance (SALDO) to carry out this Plan.</b>	H	Short- range	<b>PC, B. Com., Staff, Twp. Engineer</b>
<b>Consider adopting an "Official Map" to seek to reserve land that is expected to be needed to improve existing intersections or other public improvements.</b>	M	Short- range	<b>PC, B. Com., Staff</b>
<b>Seek additional grants to meet community needs, while paying close attention to upcoming submission deadlines.</b>	M	Con- tinuous	<b>Staff, DCPC, Co. DCED, State agencies</b>
<b>Increase inter-governmental cooperation efforts, including holding periodic joint meetings with other municipalities and working through the Council of Governments.</b>	M	Con- tinuous	<b>Staff, B. Com., PC, Adj. Mun.</b>

This online survey was available to the public from 2019 through 2021, although most responses were received in 2019, before the Covid pandemic.

### Q1 Please check off the importance of the following issues for Haverford Township over the next 10 to 15 years.

Answered: 3,568 Skipped: 12





	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Attracting additional businesses to older commercial areas	41.19% 1,449	44.57% 1,568	11.20% 394	3.04% 107	3,518	1.76
Providing additional parking in older commercial areas	31.23% 1,103	42.55% 1,503	21.80% 770	4.42% 156	3,532	1.99
Promoting the construction of affordable housing	12.67% 444	24.51% 859	36.76% 1,288	26.06% 913	3,504	2.76
Promoting use of public transit	28.23% 993	36.16% 1,272	26.35% 927	9.27% 326	3,518	2.17
Reducing traffic congestion	70.39% 2,489	22.99% 813	5.85% 207	0.76% 27	3,536	1.37
Improving bicycling and pedestrian access	48.93% 1,733	33.03% 1,170	14.82% 525	3.22% 114	3,542	1.72
Preserving historic sites	42.25% 1,490	39.10% 1,379	15.82% 558	2.84% 100	3,527	1.79
Reducing energy consumption and promoting environmental sustainability	58.53% 2,072	29.32% 1,038	9.97% 353	2.18% 77	3,540	1.56
Addressing flooding and stormwater problems	52.33% 1,850	35.70% 1,262	10.64% 376	1.33% 47	3,535	1.61

**Q2 Please check the top three types of businesses you would most like to see emphasized in Haverford Township.**

Answered: 3,542 Skipped: 38

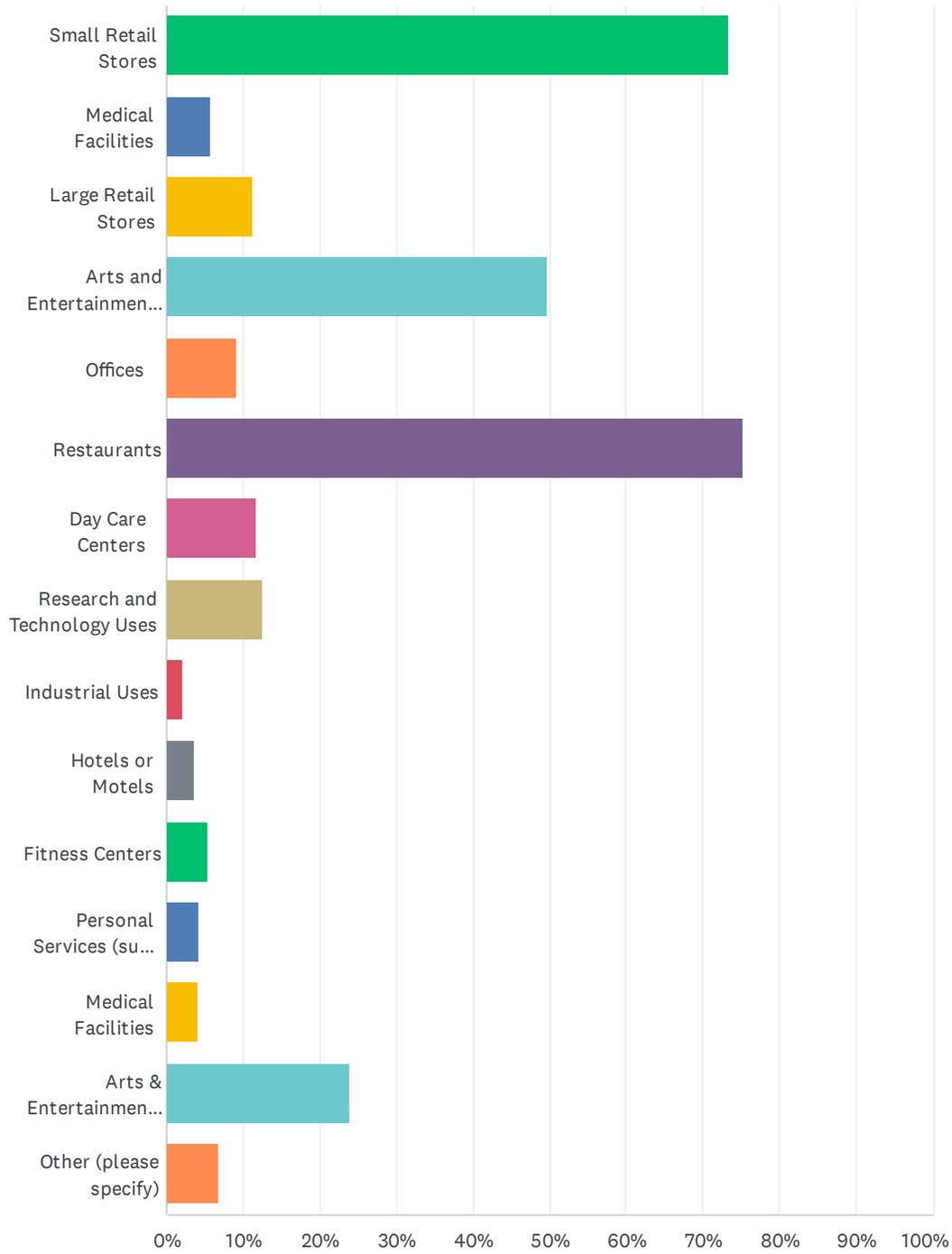
Haverford Township Citizen Survey - Word Cloud Responses

Q1 Please check off the importance of the following issues for Haverford Township over the next 10 to 15 years.

making residential streets Add PARKING LOT public Haverford Township lower taxes Blocking  
open space zones Providing repair Updating neighborhoods Speed Stop school Police  
green space commercial new encouraging street house traffic West Chester pike  
roads new library need crosswalks library Create  
township services parking safer businesses  
Eagle Road Improving Business District community Limiting  
building rentals area better reduce large taxes people spaces Lawrence  
Preserving small trees especially Maintaining walking Havertown trails planting trees  
businesses area Reducing taxes new construction Keep billboards

Q2 Please check the top three types of businesses you would most like to see emphasized in Haverford Township.

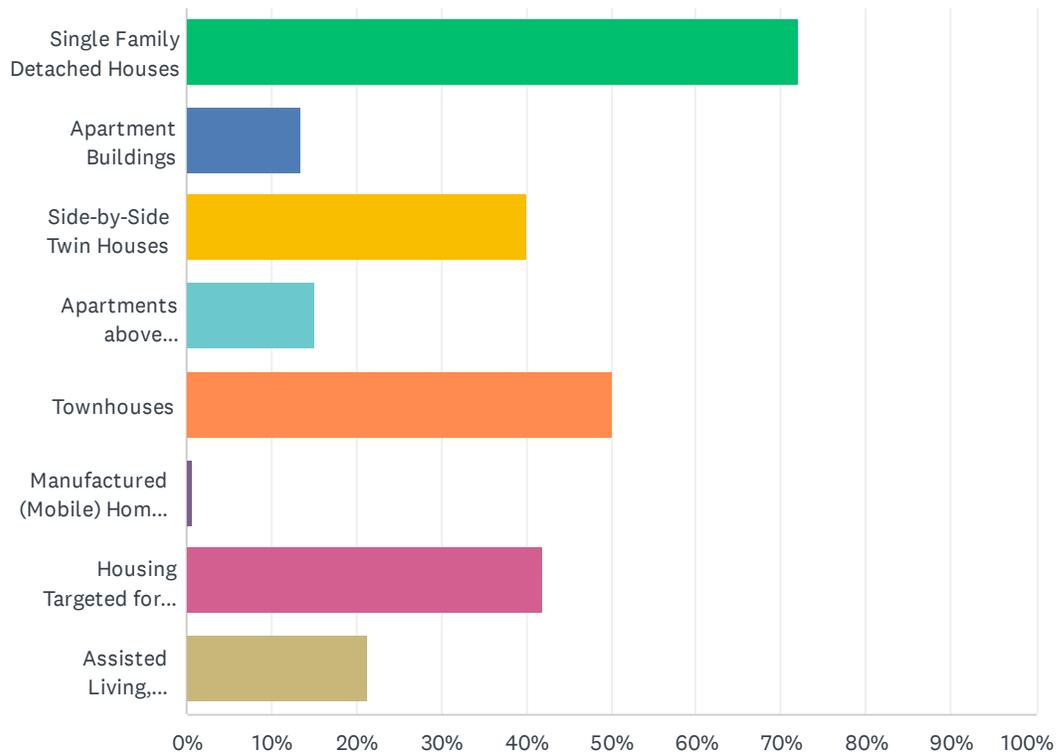
Coffee shops Farmers market Community center Trader Joes shop outdoor children  
enough Trader Joe S gathering Anything Cafes people young Wegmans want  
Target programs need provide teens teenagers community food  
area place teens kids new library parks Family  
businesses Breweries store go spaces sports  
restaurants small nail salons places don t need  
Something activity retail Havertown center working good one library  
rooms banks CREC arts bars school services already commercial USE another  
grocery stores movie theater Public



ANSWER CHOICES	RESPONSES	
Small Retail Stores	73.43%	2,601
Medical Facilities	5.70%	202
Large Retail Stores	11.41%	404
Arts and Entertainment Uses	49.69%	1,760
Offices	9.15%	324
Restaurants	75.30%	2,667
Day Care Centers	11.72%	415
Research and Technology Uses	12.54%	444
Industrial Uses	2.15%	76
Hotels or Motels	3.67%	130
Fitness Centers	5.39%	191
Personal Services (such as haircutting and nail salons)	4.21%	149
Medical Facilities	4.01%	142
Arts & Entertainment Uses	23.97%	849
Other (please specify)	6.78%	240
Total Respondents: 3,542		

**Q3 Please check the top three types of new housing that you believe are most needed in Haverford Township.**

Answered: 3,233 Skipped: 347

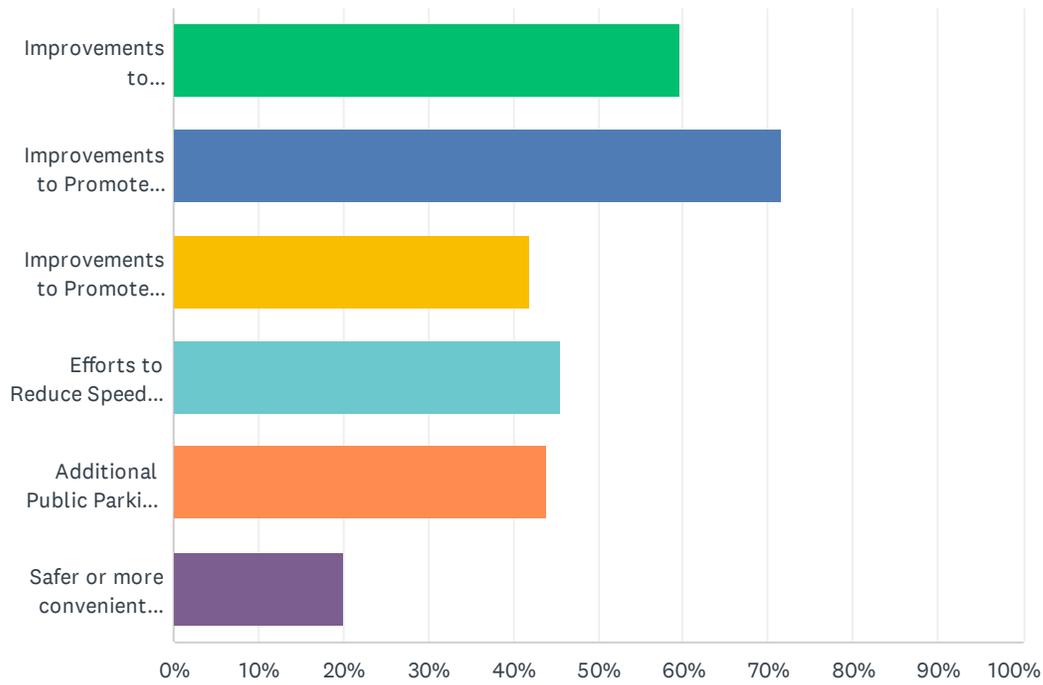


ANSWER CHOICES	RESPONSES
Single Family Detached Houses	71.98% 2,327
Apartment Buildings	13.45% 435
Side-by-Side Twin Houses	40.02% 1,294
Apartments above Businesses	15.09% 488
Townhouses	50.11% 1,620
Manufactured (Mobile) Home Parks	0.71% 23
Housing Targeted for Persons Over Age 55	42.10% 1,361
Assisted Living, Personal Care or Nursing Homes for Seniors	21.25% 687
Total Respondents: 3,233	

**Q4 Please check the top three types of transportation improvements you believe are most needed in Haverford Township (other than public transit).**

Answered: 3,536 Skipped: 44

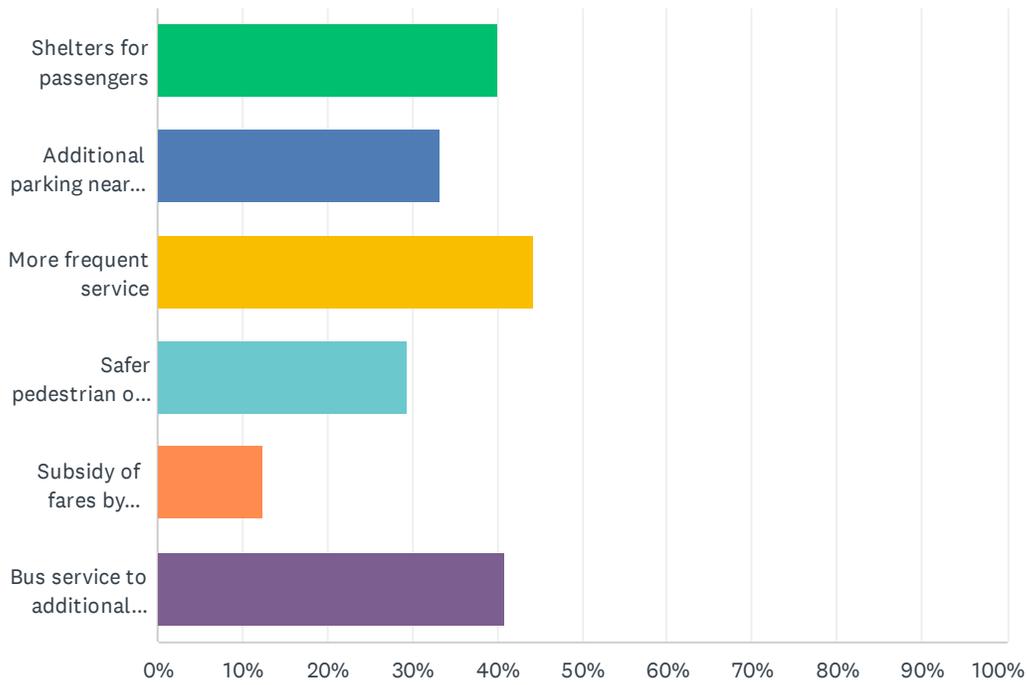




ANSWER CHOICES	RESPONSES	
Improvements to Intersections	59.70%	2,111
Improvements to Promote Walking (Sidewalks, Crosswalks, Pedestrian Signals at Intersections)	71.75%	2,537
Improvements to Promote Bicycling	42.08%	1,488
Efforts to Reduce Speeding	45.62%	1,613
Additional Public Parking Areas	43.89%	1,552
Safer or more convenient School Bus Stops	20.05%	709
Total Respondents: 3,536		

**Q5 Please check the top two improvements that would cause you to make greater use of public bus services.**

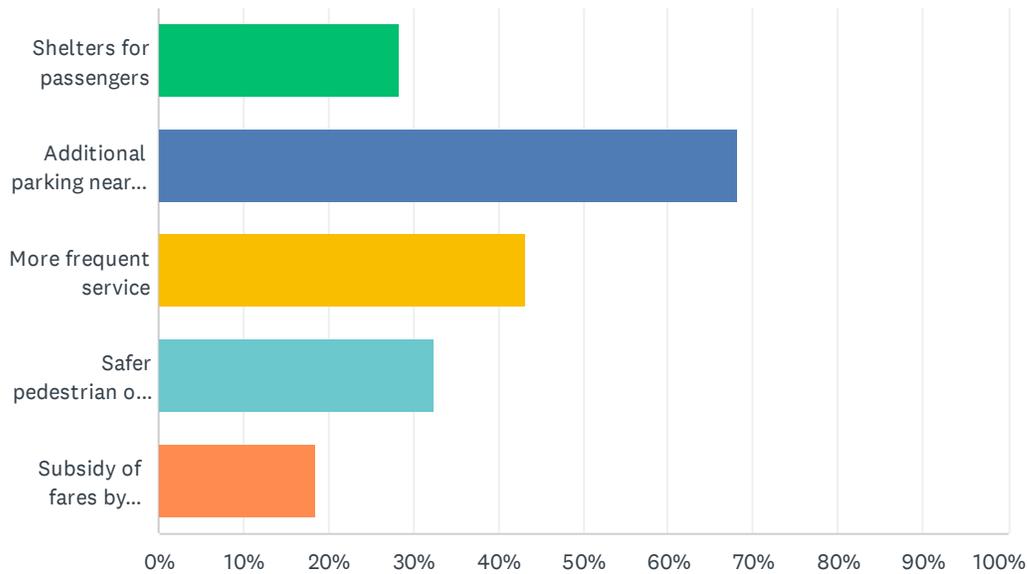
Answered: 2,973 Skipped: 607



ANSWER CHOICES	RESPONSES	
Shelters for passengers	39.99%	1,189
Additional parking near bus stops	33.33%	991
More frequent service	44.37%	1,319
Safer pedestrian or bicycle connections to stops	29.50%	877
Subsidy of fares by employer	12.34%	367
Bus service to additional areas	40.87%	1,215
Total Respondents: 2,973		

**Q6 Please check the top two improvements that would cause you to make greater use of the Norristown High Speed Line (or other nearby rail stations).**

Answered: 3,003 Skipped: 577



ANSWER CHOICES	RESPONSES	
Shelters for passengers	28.31%	850
Additional parking near stops	68.23%	2,049
More frequent service	43.36%	1,302
Safer pedestrian or bicycle connections to stops	32.40%	973
Subsidy of fares by employer	18.58%	558
Total Respondents: 3,003		

**Q7 Please describe a street or transportation problem that you would like to see address, if any.**

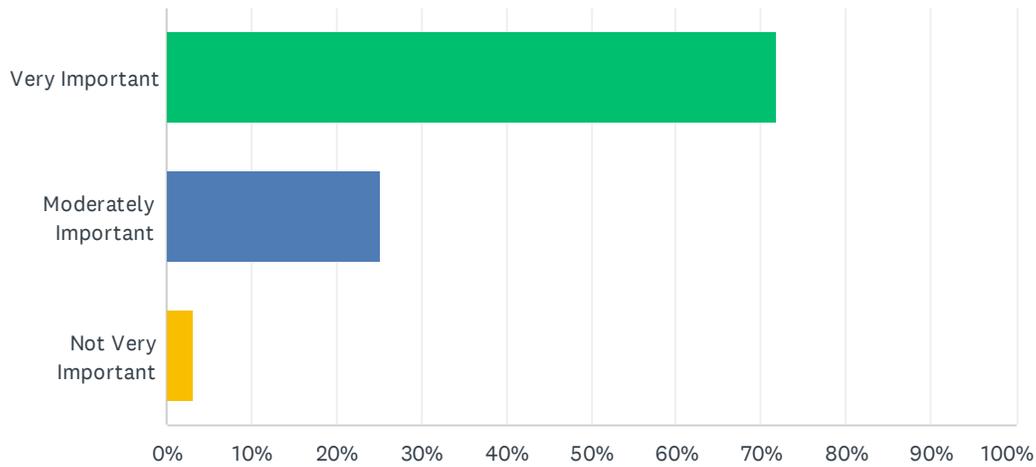
Answered: 2,097 Skipped: 1,483

**Q8 How important is it provide parks and recreation improvements in Haverford Township?**

Answered: 3,544 Skipped: 36

Q7 Please describe a street or transportation problem that you would like to see address, if any.

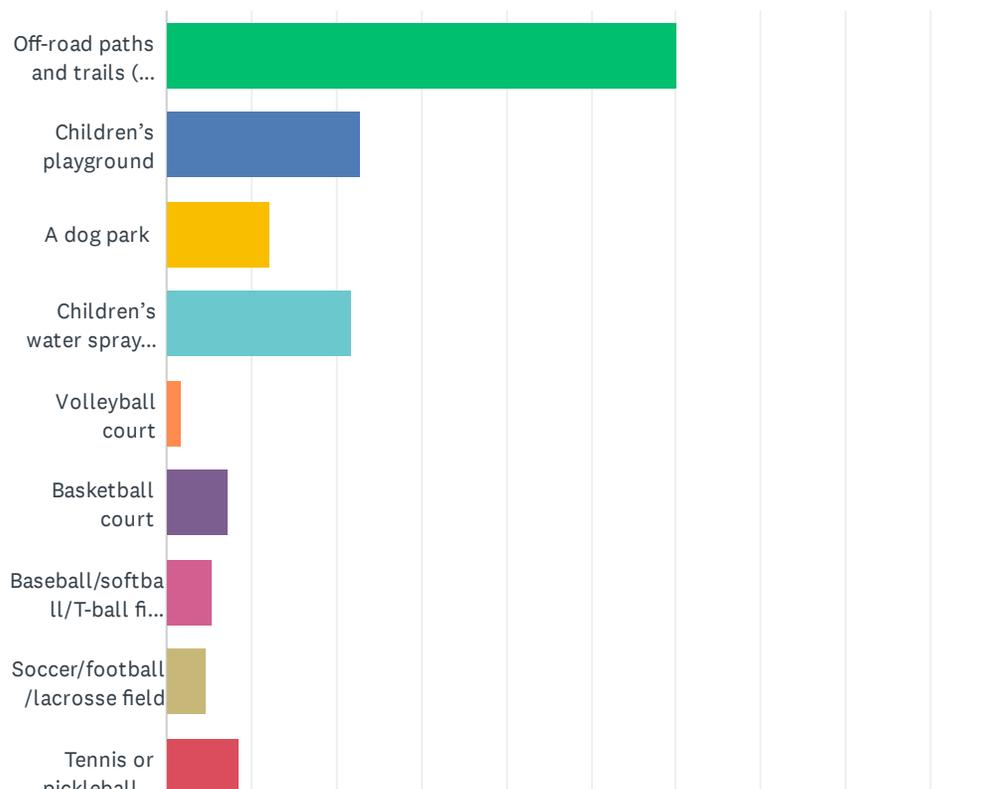
drivers turn left ALSO speed line People going side streets safer way see  
Darby Rd stop stop turn lane enforcement cross backup lane onto Eagle  
area congested Traffic Eagle Better Haverford Road causing  
WCP used cars Haverford Rd Lawrence Rd bike lanes  
Darby Road worse traffic lights Speeding residential  
Congestion township lights speed bumps blue route  
turn arrows stop signs crosswalks Speeding  
speed limit traffic residential streets intersection  
pot holes Chester Pike walk  
West Chester timing lights Eagle Road  
Road congestion street around Eagle Rd YMCA  
parking residential areas need intersection Darby roads  
neighborhoods left turn stops rush hour high speed  
Lawrence Road Rd West sidewalks Manoa Road  
Darby Eagle Improve Potholes N traffic congestion  
Ardmore pedestrians school Congestion Eagle Haverford  
dangerous Entrance Eagle Darby WC Pike turn signal enforced  
many Glen Gary time Rt especially running stop back red lights  
Pike Lawrence traffic flow pedestrian crossing make

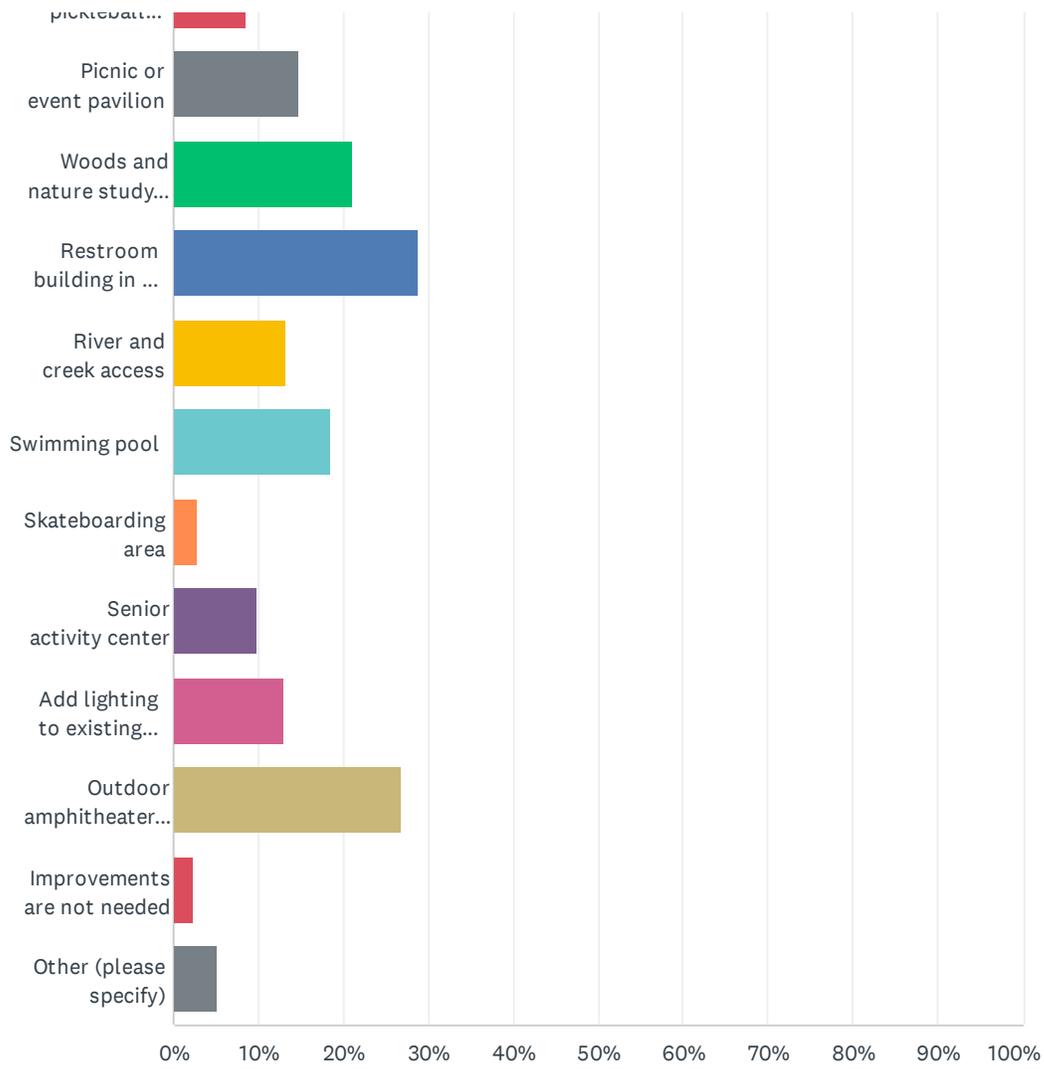


ANSWER CHOICES	RESPONSES	
Very Important	71.92%	2,549
Moderately Important	25.11%	890
Not Very Important	3.19%	113
Total Respondents: 3,544		

### Q9 Please check which three types of new parks and recreation improvements you believe should be emphasized in Haverford Township?

Answered: 3,538 Skipped: 42





ANSWER CHOICES	RESPONSES	
Off-road paths and trails (for walking & bicycling)	60.23%	2,131
Children’s playground	22.72%	804
A dog park	12.13%	429
Children’s water spray area	21.65%	766
Volleyball court	1.67%	59
Basketball court	7.35%	260
Baseball/softball/T-ball field _	5.26%	186
Soccer/football/lacrosse field	4.78%	169
Tennis or pickleball court	8.51%	301
Picnic or event pavilion	14.75%	522
Woods and nature study areas	21.03%	744
Restroom building in a park	28.72%	1,016
River and creek access	13.31%	471
Swimming pool	18.51%	655
Skateboarding area	2.77%	98
Senior activity center	9.84%	348
Add lighting to existing athletic fields or courts	13.03%	461
Outdoor amphitheater for performances	26.88%	951
Improvements are not needed	2.32%	82
Other (please specify)	5.17%	183
Total Respondents: 3,538		

### Q10 What do you like most about Haverford Township?

Answered: 2,907 Skipped: 673

### Q11 What do you like least about Haverford Township?

Answered: 2,828 Skipped: 752

### Q12 What attracted you to live or do business in Haverford Township?

Answered: 2,882 Skipped: 698

Q10 What do you like most about Haverford Township?

place live businesses proximity city friendly people raise family schools parks  
residents Convenient location sidewalks friendliness nice Main Line  
small businesses close proximity restaurants activities  
family oriented walking distance lots local businesses small Strong  
close proximity Safety Hometown feel feel children  
Family friendly Strong sense love trails neighbors grew  
Walkability low crime good schools feel safe  
good access city location library  
community feel convenient town feel services  
sense community neighborhood feel people  
great place community public transportation  
small town community events  
neighborhoods still great close city schools  
trees parks knit community family shopping areas events  
friendly safe place safe school system school district Also  
live Access township kids Great schools etc walkable  
caring convenience Walk ability easy access able walk CREC  
Close knit S proximity Philadelphia home stores Haverford Township  
public schools many Community atmosphere center city music festival place raise  
accessibility quiet walk

Q11 What do you like least about Haverford Township?

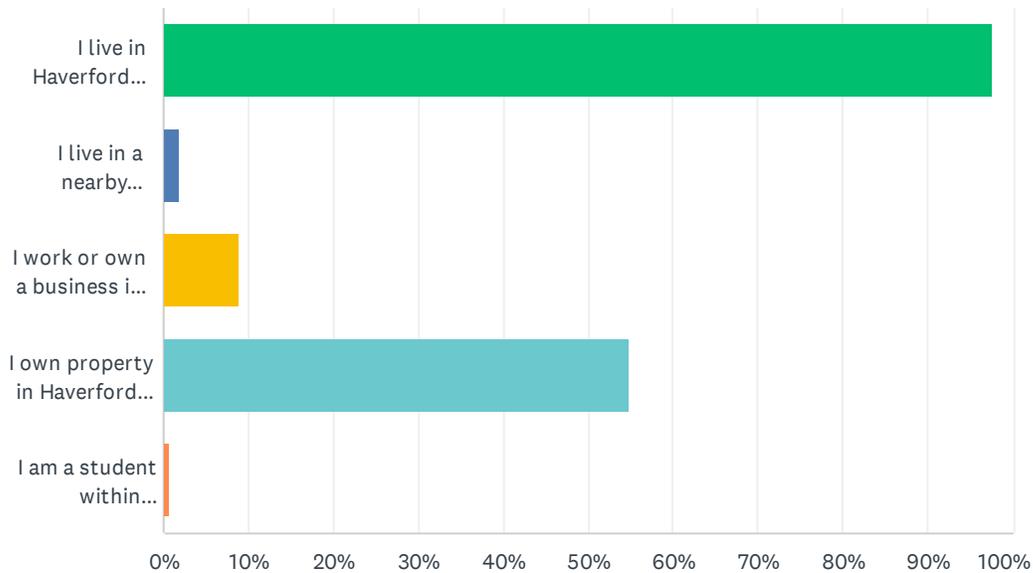
make city places great school taxes change better increased traffic look  
commissioners Havertown run new Y rush hour high  
neighborhoods high school S Eagle Darby Traffic Eagle families  
feel live going options restaurants seem people Nothing  
roads move high taxes wish enough lack parking  
many old Chester Pike issues businesses  
taxes high area drive parking think lack walk  
Traffic congestion speeding Traffic  
Darby Road Taxes houses Eagle Road sidewalks  
need small township worse West Chester  
congestion Eagle Congestion one Lack diversity lot  
Eagle Rd Main Street use increased much etc building  
becoming Also way congested things streets don t YMCA cars  
town years library shops community spaces residents close see  
town center blue route amount schools big time kids nail salons homes

Q12 What attracted you to live or do business in Haverford Township?

great place shopping Good grew Havertown love affordability housing  
Haverford Township walkable family friendly Philly nice Lived life  
public schools lots convenience Great neighborhood years ago  
quality schools place raise time sense community small  
community feel well raise family children Born raised  
access city live neighbors parks nearby work raise children  
Great schools business affordability Havertown  
affordable safe neighborhood area sidewalks  
neighborhood close proximity family kids  
location Close work school district feel  
Schools low taxes good schools easy access  
community born grew housing good  
affordable housing Proximity close  
neighborhood feel people friends house job  
proximity city now great public transit homes husband  
close city s small town neighborhoods good walkability raised  
proximity Philadelphia family oriented school system  
proximity work town feel safe community safety also Philadelphia  
family live public transportation places township Moved center city  
high speed convenient found safe etc Main Line near

### Q13 The last 3 questions are optional. Please check all that apply.

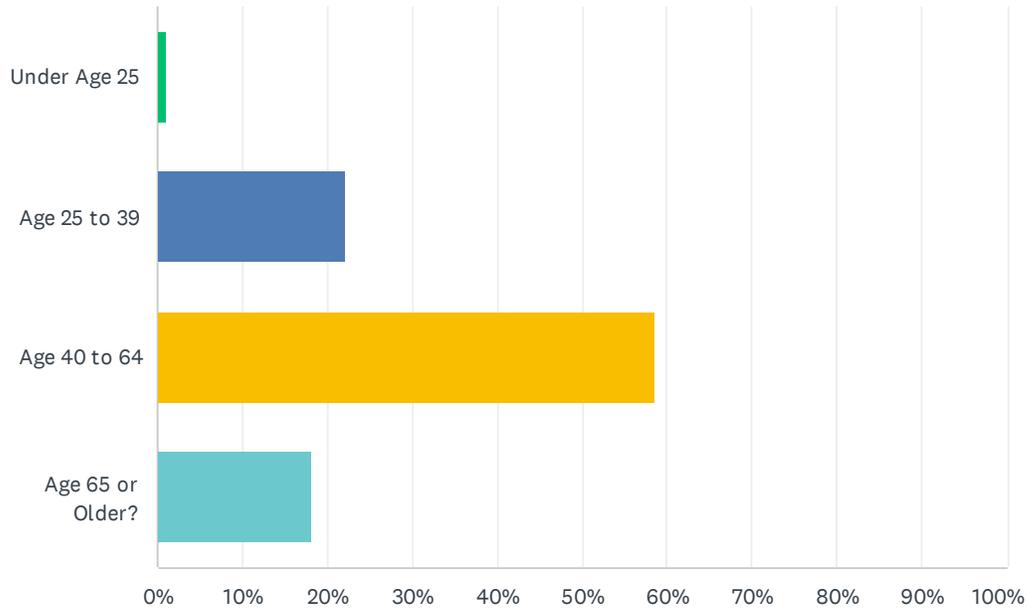
Answered: 3,377 Skipped: 203



ANSWER CHOICES	RESPONSES	
I live in Haverford Township	97.72%	3,300
I live in a nearby community	1.84%	62
I work or own a business in Haverford Township	9.00%	304
I own property in Haverford Township	54.90%	1,854
I am a student within Haverford Township	0.62%	21
Total Respondents: 3,377		

### Q14 Are you:

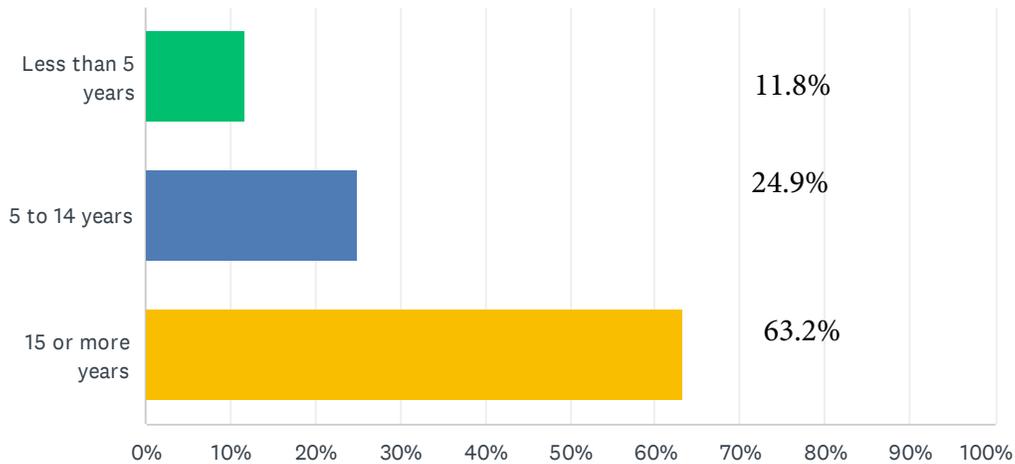
Answered: 3,359 Skipped: 221



ANSWER CHOICES	RESPONSES
Under Age 25	1.04% 35
Age 25 to 39	22.12% 743
Age 40 to 64	58.65% 1,970
Age 65 or Older?	18.19% 611
TOTAL	3,359

### Q15 How many years have you lived in Haverford Township?

Answered: 3,379 Skipped: 201



## **B. Compatibility with Adjacent Municipalities**

Haverford Township shares borders with six other municipalities. Because all land bordering Haverford is developed, there are limited potential consequences to Haverford from most types of new development in neighboring municipalities. The following text describes current land uses and zoning districts for each municipality, beginning with Radnor Township to the north and moving clockwise around Haverford.

### Radnor Township

Radnor Township adopted its most recent comprehensive plan update in 2003. The plan outlines goals to maintain the high quality of life in the Township. Land uses in Radnor Township that abut Haverford Township include low-density residential, recreation, multifamily, and utilities. The zoning provisions primarily correspond to existing land uses, allowing low density development, recreation, multifamily, and utilities. Zoning districts in Radnor Township abutting Haverford, moving eastward, are:

- R-1/DM – Residential/Density Modification – The R-1 district permits single-family detached dwellings by right on a minimum lot size of 1.0 acre. Several Conditional or Special Exception uses are also permitted. Districts noted for “Density Modification” allow for alterations of lot area, yard and use requirements in certain zoning districts in connection with single-family dwelling development. Key provisions of Density Modification are:
  - Minimum tract area is 20 acres.
  - Not less than 15% of the tract area shall be designated as common open space.
  - Townhouses may be permitted under certain circumstances.
- R-1 Residential – This district mainly permits single-family detached dwellings with a minimum lot size of 1 acre.
- PA Planned Apartments – This district mainly permits single-family detached dwellings, and apartments on lots of more than 5 acres with a maximum density of 10 units per acre.
- R-5 Residential - This district allows all types of housing, including apartments and townhouses. An average of 5,500 square feet is required per housing unit.
- C-1 Local Commercial - This district mainly allows lower intensity commercial businesses, including retail stores, restaurants, personal services, offices, and banks.

### Lower Merion Township

The following zoning districts abut Haverford, beginning at the northern border with Radnor Township and moving southward toward Philadelphia:

- LDR4 Low Density Residential – This district permits single-family detached homes by right with a minimum lot size of 7,500 square feet.
- MDR1 Medium Density Residential – This district permits single-family detached, duplex/twin, quad, row house, and multi-family residences by right with a minimum lot size of 4,000 square feet.
- IE3 Institutional Education 3 – This district permits single-family detached, private schools, public schools, and colleges/universities by right. Minimum lot size is 7,500 square feet.

### City of Philadelphia

Haverford Township shares a small border with the City of Philadelphia which includes Cobbs Creek Park in the City and low density residential zoning districts and land uses in the Township. Zoning in the City is Special Purpose-Parks and Open Space-Active (SP-PO-A). The size, location, and design of all buildings, structures, activity areas, and other improvements must comply with the dimensional regulations of the most restrictive adjacent zoning district, which in this case is the Residential Single Family Attached-5 (RSA-5) district. The minimum lot size is 1,440 square feet.

### Upper Darby Township

Except for the small portion bordering Philadelphia, the entire southern border of Haverford Township abuts Upper Darby Township. Moving westward from the Haverford/Philadelphia border, Upper Darby zones are:

*Haverford Township Comprehensive Plan - Draft April 2022*

- REC/Recreation – This district along the Cobbs Creek mainly permits township facilities, parks and other recreational uses. A small HD/Hospitality overlay zone lies within the Cobbs Creek REC zone. The HD overlay permits hotels, banquet facilities, convention facilities, meeting and exhibit rooms, and restaurants.
- R-3/Residential – This district mainly allows single-family and two-family dwellings. Minimum lot size in the R-3 district is 5,000 square feet for single-family detached dwellings and 6,000 square feet for two-family dwellings.
- C-1/Traditional Neighborhood Commercial (along PA 3/West Chester Pike) – Permitted uses include a variety of commercial uses and services.
- C-2/Traditional General Commercial – Permitted uses include a wide variety of commercial uses, including postal distribution centers, auditoriums, stadiums, auto sales and services, car washes, bowling alleys, conference centers, and others.
- R-3 (see above)
- C-1 (see above)
- R-1/Residential – This district mainly allows single-family detached dwellings, with a minimum lot size of 6,500 square feet.
- R-4/Residential – This district mainly allows single-family, two-family, and multi-family dwellings, senior and congregate living facilities, nursing homes, and non-impact home occupations, among others. The minimum lot size is 5,000 to 6,000 square feet per dwelling.
- 
- R-1 (see above)
- C-2 (see above)
- R-3/Residential
- REC/Recreation - along Darby Creek

Springfield Township

Springfield Township abuts Haverford for a very small section in the southwestern corner of Haverford. All of the land along the border in Springfield is zoned A Residence. The A Residence district permits single-family detached dwellings, municipal buildings and municipal uses, public transit stations, and open space for recreation and conservation purposes. Minimum lot area for single-family detached dwellings is 8,500 square feet with central sewage disposal and ½-acre with on-site sewage disposal. Aerial photography indicates that the area includes some nonconforming land uses.

Marple Township

Except for the small section bordering Springfield Township, the entire western border of Haverford Township abuts Marple Township. The Darby Creek *serves* as the border between the two municipalities. Northward from the Springfield border, the zoning districts in Marple Township abutting Haverford are:

- OS/Open Space – This district mainly allows open space and municipal uses, with a 5 acre minimum lot size.
- RC/Residential – This district mainly allows single-family detached dwellings with a minimum lot size of 20,000 square feet.
- RB/Residential – This district mainly allows single-family detached dwellings, with a lot size of 40,000 square feet.
- OS (see above)
- RC (see above)

**C. DELAWARE COUNTY COMPREHENSIVE PLAN**

Delaware County 2035 is the Comprehensive Plan for Delaware County and provides a policy framework for land use decisions in the County. The plan consists of a Land Use Policy Framework Plan, which was developed in 2013, and the following related but more detailed component plans:

- Open Space and Recreation Plan (2015)
- Economic Development Plan (2017)
- Transportation Plan (2017)
- Historic Preservation Plan (2018)
- Housing Plan (2020)

Delaware County 2035 recognizes that Haverford is almost completely developed. The creek valleys (Darby Creek, Cobbs Creeks, Ithan Creek and Naylor's Run) and adjacent steeply sloped lands are planned to serve as greenways. Most of the Township is categorized as mature neighborhoods that should provide for "Infill Development." The County plan identifies the Oakmont area as a "Town Center" and the commercial portions of West Chester Pike as an "Activity Corridor." The three golf courses are identified as "Unprotected Open Space," because they are not protected with conservation easements.

**D. POPULATION AND HOUSING OF HAVERFORD TOWNSHIP**

The following section contains data regarding population, housing, income, education, and selected economic data for Haverford Township residents. In many cases, data for Haverford Township is compared to Delaware County and Pennsylvania. Unless otherwise indicated, all 2000, 2010 and 2020 data are from the U.S. Census, and more recent statistics are estimates from the Census Bureau's annual American Community Survey (ACS).

**Population**

As of February 2022, much of the detailed 2020 Census data had not yet been released. The US Census Bureau reported that the 2020 population of Haverford Township was 50,432, which was a 4 percent increase (1,941 persons) from the 2010 census population of 48,491. Haverford's growth rate was estimated to be slightly higher than the rate for both Delaware County (3%) and Pennsylvania (2%) over the same period.

**Total Population, 2000–2020**

	Total Population			Estimated Change 2010-2020	
	2000	2010	2020	Number	Percent
Haverford Township	48,498	48,491	50,432	1,941	4.0%
Delaware County	550,864	558,979	576,830	17,851	3.2%
Pennsylvania	12,281,054	12,702,379	13,002,700	300,321	2.4%

The largest numeric increases in population occurred in the Township during the 1920s, 1940s and 1950s. The Township's population peaked in 1970 at 56,873. Then, as part of a national trend, the average number of persons living in each household decreased, as most families typically had fewer children, as more older persons lived alone, and as rates increased for divorce and separation. By 1990, the Township's population was 49,348.

Group quarters are places where people live or stay in a group living arrangement which are owned or managed by an entity or organization providing housing and/or services for the residents. Services may include custodial or medical care as well as other types of assistance, and residency is commonly restricted to those receiving these services. People living in group quarters are usually not related to each other. Group quarters include such places as college residence halls, residential treatment centers, skilled-nursing facilities and group homes. As of 2017, the population in group quarters was estimated to include 3.4 percent of the total population of Haverford Township compared to 3.9 percent for the entirety of Delaware County. Most group quarters in Haverford consist of Haverford College dormitories and senior care facilities.

The Census estimates that 17 percent of Haverford Township residents were age 65 or older as of 2021, which was equal to the average for Delaware County. Residents under age 18 were estimated to comprise 22 percent of Haverford residents, compared to 23 percent for Delaware County.

The "median" age is the number at which half of persons or households are higher and half are lower. Based on median age, the population of Haverford was slightly older than Delaware County, but close to the average for Pennsylvania.

**Median Age, 2010–2017**

	2010	2017
Haverford Township	40.5	40.8
Delaware County	38.7	39.0
Pennsylvania	40.1	40.7

The population of Haverford Township and Delaware County continues to become more diverse. The Census estimated that as of 2021, 3 percent of Haverford residents and 23 percent of Delaware County residents were African-American. Persons with a background of more than one race were estimated to comprise 3 percent of Haverford residents and 2 percent of Delaware County residents. The Census estimates that 3 percent of Haverford residents had a Hispanic or Latino background as of 2021, compared to 4 percent for Delaware County. The two groups (African-American and Latino) can overlap.

The Delaware Valley Regional Planning Commission (DVRPC) has prepared population and employment forecasts for each municipality in the nine-county region. The forecasts predict a stable population for Haverford Township and continued moderate growth for the County.

**Population Forecasts**

	Population Forecasts	
	2030	2040
Haverford Township	49,724	50,078
Delaware County	577,248	584,329

**Employment**

DVRPC also forecasts jobs in the nine-county Philadelphia region.

**Employment – 2010–2045**

	Employment Forecast			Pct. Change 2020-2040
	2020	2030	2040	
Haverford Township	17,066	17,142	17,298	1.0%
Delaware County	270,167	274,401	277,763	2.8%

**Travel to Work**

The 2013-2017 American Community Survey estimates that there were 25,202 workers age 16 and over in Haverford Township. Of this total, 74.6 percent drove to work alone, compared to 73.3 percent for Delaware County. Other observations about travel to work in Haverford Township include:

**Travel to Work – 2017**

Method of Travel to Work	Delaware County		Haverford Township	
	Est. Number	Est. Percent	Est. Number	Est. Percent
Total	268,246	100.0%	25,202	100.0%
Car, truck, or van - drove alone	196,695	73.3%	18,801	74.6%
Car, truck, or van - carpooled	18,557	6.9%	1,599	6.3%
Public transportation (excl cab)	28,163	10.5%	2,259	9.0%
Walked	10,141	3.8%	1,088	4.3%
Cab, motorcycle, bicycle, or other	2,568	1.0%	206	0.8%
Worked at home	12,122	4.5%	1,249	5.0%

- The number and percentage of workers traveling to work in cars, trucks, and vans — both alone and in carpools — declined from 2010 to 2017, in Haverford Township and in Delaware County.
- The number and percentage of workers traveling to work on public transportation (excluding taxicabs) increased from 2010 to 2017, both in Haverford Township and in Delaware County.
- The number and percentage of workers working from home increased from 2010 to 2017, in both Haverford Township and in Delaware County. As a result of the pandemic, the number of persons working from home during at least part of the week has substantially increased.

The mean (average) travel time to work in 2019 was 29 minutes for Haverford Township workers, compared to 30 minutes for Delaware County residents.

**Housing**

The U.S. Census has not yet reported a number of housing units in Haverford Township for 2020. The total number of housing units in Haverford Township remained relatively stable from 2000 to 2017, according to U. S. Census data. The 2017 estimate for Haverford appears to be an undercount. During the same period, total housing units in Delaware County increased by 5,924 units (2.7 percent).<sup>1</sup>

**Total Housing Units, 2000–2017**

	Total Housing Units			Change, 2000–2017	
	2000	2010	2017	Number	Percent
Haverford Township	18,378	18,350	18,338	(40)	(0.3)%
Delaware County	216,978	222,902	223,769	5,924	3.1%

Questions about the types of housing units were not asked by the Census in 2010. Therefore, numbers of housing units in various types of structures is only reported in the ACS as estimates, the latest of which is for 2017. The vast majority of units in both Haverford Township and Delaware County are single-family structures. However, more than seven out of ten of the single-family units in Haverford are detached structures, while less than half of the single-family units in the County are detached. The County has a significantly higher percent of single-family attached units (townhouses) than the Township.

---

<sup>1</sup> The Census Bureau’s annual American Community Survey (ACS), from which the 2017 data is taken, is based on sampling data. ACS data is derived statistically from small samples, unlike the decennial census, which is based on a 100% survey.

**Units in Structure  
Haverford Township and Delaware County, Estimated 2017**

Units in Structure	Haverford Township		Delaware County	
	Number	Percent	Number	Percent
1, detached	13,080	71.3%	101,844	45.5%
1, attached	3,188	17.4%	68,330	30.5%
2	435	2.4%	11,067	4.9%
3-4	310	1.7%	9,429	4.2%
5-9	86	0.5%	6,388	2.9%
10-19	269	1.5%	7,452	3.3%
20-49	415	2.3%	8,483	3.8%
50+	539	2.9%	9,982	4.5%
Mobile home	16	0.1%	736	0.3%
Boat, RV, van, etc.	0	0.0%	58	0.0%
<b>TOTAL</b>	<b>18,338</b>	<b>100.0%</b>	<b>223,769</b>	<b>100.0%</b>

According to the 2017 ACS estimates, 68.8 percent of Delaware County residents owned their home, compared to 85.3 percent for Haverford Township.

**Education**

According to the American Community Survey 2019 Estimates, Haverford Township had higher average levels of educational attainment than either Delaware County or Pennsylvania.

**Percent of Population by Educational Attainment, 2019**

For Residents 25 Years or Older	Haverford Township	Delaware County
High school graduate or higher	97.1%	93.1%
Bachelor's degree or higher	58.6%	39.0%

**Income**

The most common measure of income is the median. By definition, exactly half of residents or households earn an annual income above the median, and half earn below the median. From 2000-2019 incomes in Haverford Township increased much faster than in Delaware County and in Pennsylvania. In 2019, median household income (MHI) in Haverford was \$111,289 – more than 49 percent higher in the Township than in the County.

**Estimated Median Annual Household Income, 2010-2019**

	Median Annual Household Income (dollars)		
	2000	2010	2019
Haverford Twp.	\$65,714	\$86,451	\$111,289
Delaware Co.	\$50,092	\$61,876	\$74,477
Pennsylvania	\$40,106	\$50,398	\$61,744

The 2019 ACS estimated that 3.6 percent of Haverford Township residents lived in households with incomes below the poverty level, compared to 9.3 percent of residents in Delaware County.

**Employment**

In addition to income, the Census Bureau collects economic data on topics such as workers by occupation and workers by industry. Compared to both Delaware County and Pennsylvania, Haverford Township has a higher share of jobs in management, business, science and technical occupations.

Workers (or jobs) by industry is another measure of economic activity. Compared to Delaware County, Haverford Township had fewer persons working in retail sales and manufacturing than the County average, but the Township had a higher share of workers in the following industries:

- Finance, insurance, real estate, rental, leasing
- Professional, scientific, management, administration, waste management services
- Educational services, health care, social assistance

**Occupations, Estimated 2017**

Occupation	Haverford Twp.	Delaware Co.	Pennsylvania
Civilian employed population, age 16 and over	100.0%	100.0%	100.0%
Management, business, science, arts	54.8%	42.9%	37.7%
Service	13.4%	17.5%	17.4%
Sales and office	22.8%	23.9%	23.3%
Natural resources, construction, maintenance	4.8%	6.6%	8.2%
Production, transportation, material moving	4.2%	9.1%	13.4%

**Number of Workers by Industry, Age 16 and Over, Estimated 2017**

Economic Sector	Haverford Twp.		Delaware County		Pennsylvania
	Number	Percent	Number	Percent	Percent
Civilian employed population, age 16 and older	25,703	100.0%	275,010	100.0%	100.0%
Agriculture, forestry, fishing, hunting, and mining	101	0.4%	933	0.3%	1.4%
Construction	925	3.6%	13,632	5.0%	5.8%
Manufacturing	1,664	6.5%	20,303	7.4%	11.9%
Wholesale trade	711	2.8%	6,753	2.5%	2.8%
Retail trade	2,415	9.4%	28,664	10.4%	11.5%
Transportation, warehousing, utilities	686	2.7%	15,140	5.5%	5.4%
Information	584	2.3%	5,951	2.2%	1.7%
Finance, insurance, real estate, rental, leasing	2,210	8.6%	21,884	8.0%	6.5%
Professional, scientific, management, administration, waste management services	4,078	15.9%	33,273	12.1%	10.2%
Educational services, health care, social assistance	8,156	31.7%	81,623	29.7%	25.8%
Arts, entertainment, recreation, accommodation, food services	2,067	8.0%	23,922	8.7%	8.4%
Other services, except public administration	1,228	4.8%	12,834	4.7%	4.6%
Public administration	878	3.4%	10,098	3.7%	4.0%

**E. A Brief History of Haverford Township**

*The area that is now Haverford Township was the territory of the native Lenape people when European settlers arrived in the 17th century. Early maps show our area first as part of New Sweden and then New Amsterdam; it was not until the land passed to English control that extensive settlement began. Each wave of settlers made treaties with the indigenous population, often for the same land as those before them, but by about 1750 most of the Lenape had left land they were told they no longer owned.*

*In 1681, King Charles I of England established a new colony and appointed William Penn as its Proprietor. Charles named it Pennsylvania, in honor of Penn's father, an admiral to whom a Royal debt was owed. Penn made plans to use the colony as a "Holy Experiment" that would separate Church and State, and would*

welcome all comers, particularly those who, like his fellow Quakers, were suffering under religious persecution in Europe. Groups of Welsh Quakers arranged to buy 40,000 contiguous acres, hoping to establish a Welsh "barony" within Penn's larger colony. This "Welsh Tract" comprised all of what is now Haverford, Radnor, and most of Lower Merion townships. Penn had to fund his colony from land sales.

In 1682, Penn established three counties (Bucks, Philadelphia and Chester) and the first townships, among them Haverford in Chester County. Penn asked parties to form "Companies of Adventurers" with the most prominent person in each "company" taking out a patent for typically 5,000 acres of land as trustee; the parties would then split up the acreage among their participants. The first Pennsylvania settlers arrived by sailing ships in 1682-1683. These first families included names prominent in the early history of the colony: Bevan, David, Davis, Ellis, Lewis, Hayes, Howell, Humphrey, Lawrence, Llewellyn, Richard, Sharpus, Rees, Wharton, and Williams.

Farms and Mills - Haverford Township was primarily agricultural until the 20th century, with numerous streams and runs. The farms were mostly small and self-sustaining. Some farms gradually gave way to homes, which required domestic help. Between 1698 and 1798 some Township farms and homes used enslaved workers brought from Africa as part of the "Slave Trade," despite growing Quaker unhappiness with the practice, and its eventual gradual curtailment by Pennsylvania legislation.

Until about 1810 the only businesses were those that supported local farm life, like mills, blacksmiths, wheelwrights, coopers (barrel makers) and other crafts. The two most prominent watersheds, Darby Creek and Cobb's Creek, provided excellent mill-seats for the early settlers. Mills were especially important in these early years and varied in kind: grist, saw, lumber, fulling, tannery, wool, and cotton.

The earliest recorded mill was on the eastern boundary of the Township along Cobb's Creek where William Howell established a gristmill, the Haverford Mill, in about 1685. This site was purchased by Daniel Humphrey in 1703. He added a sawmill, and later a fulling and dyeing mill. The site is just north of today's Eagle Road, on the west bank of Cobb's Creek. About 1800, Peter Brown erected grist and sawmills on the headwaters of Cobb's Creek. Jonathan Miller built grist and sawmills in 1810 at what would become the juncture of Mill Road and Karakung Drive.

On Darby Creek, the western boundary of the Township, Richard Hayes, Jr., David Morris, and Samuel Lewis erected a gristmill known as Haverford New Mill in 1707. A sawmill was added to the operation, which continued in use until 1904. On Darby Creek near the Marple Township border, Humphrey Ellis operated an early fulling mill. In 1807, Henry Lawrence built a sawmill, on the south side of today's Old West Chester Pike. His son, William Lawrence, constructed a gristmill close by in 1832. The Lawrence sawmill remained in the family and continually operated as a sawmill for over 125 years. It was the oldest existing industry in the Township when it was demolished in 1989.

The American Revolution demonstrated a need for black powder produced in this country. In addition to military usage, there was a growing need for powder in mining and engineering. To fill this need, Israel Whelen and William Rogers partnered to construct and operate the Nitre Hall Powder Works on Cobb's Creek, beginning operation in about 1810. In the period of the War of 1812, Nitre Hall, with a total production in 1812 of 800,000 pounds, was second only to the du Pont powder mill in Delaware. Nitre Hall mills ceased operation in about 1840. Dennis Kelly bought the property and converted it to cotton and woolen mills, adding it to his growing textile empire. Kelly also bought the Howell and Humphrey mill holdings, and ended up operating almost all of the mills along Cobb's Creek in Haverford Township. The Kelly textile mills provided material to the U.S. government from 1817 to 1860.

Roads and Rails - Early roads linked the Quaker meeting houses of the first settlers, also serving farms, mills and inns. A north-south "Haverford Road," bisecting the Township, is indicated on the first map of the township, but its place was largely taken by today's Darby Road, laid out in 1687. In 1792, construction of the Philadelphia and Lancaster Turnpike (now U.S. Route 30) began, passing nearby the Township. Other roads were built radiating from the Turnpike.

In the 19th Century, rail transportation became viable, furthering land development and trade. The early Philadelphia and Columbia Railroad began operations in 1833, connecting those cities as part of a larger multi-mode "Main Line of Public Works" built by the Commonwealth of Pennsylvania to span the state, eventually reaching Pittsburgh by 1835. As railway technology matured, the growing Pennsylvania Railroad bought the operation from the state in 1857 and started to upgrade it. In 1871 it relocated part of the "Main Line" from what is now Railroad Avenue in Haverford Township to across Lancaster Avenue in Lower Merion. Because of the Lancaster road and later turnpike, as well as the railroad, this corner of Haverford Township was the earliest to develop.

The Philadelphia and West Chester Turnpike Company built a toll road, now known as West Chester Pike, between 1848 and 1853. In the 1890s electric railway (trolley and interurban railway) technology matured, and in 1895 the Turnpike then formed the companion Philadelphia and West Chester Traction Company, laying a track along the south side of the turnpike. At the same time, the Pennsylvania Railroad was building a steam railroad branch line to Newtown Square, and these two lines intersected in today's Llanerch. A fierce legal and physical stand-off ensued, but eventually a rail crossing was put in place so both lines could operate. In 1902 the trolley company added a new branch from Llanerch to Ardmore, running along Darby Road and then overland to just short of Lancaster Avenue in Ardmore. In 1907 the Philadelphia and Western Railway opened a high-speed electric line from Upper Darby to Strafford along the Cobb's Creek valley (later adding a branch north to Norristown in 1912). The opening of the P&W and upgrades to the trolley lines happened just in time to benefit from the 1907 opening of the Market Street Elevated line in Philadelphia and completion of a joint transfer terminal at 69th Street and Market Street in Upper Darby. These resulting multiple quick travel ways to Philadelphia fueled a burst of suburban development in the Township and the surrounding area.

The closely-following maturation of automobile, bus and truck technology, coupled with a "Good Roads" movement, fostered continued rapid suburban development, but spelled the beginning of the end for most of the railways. The West Chester trolley line was cut back to Westgate Hills in 1954. The Ardmore trolley line was abandoned at the end of 1966, with the part north of Eagle Road being paved to become the first dedicated private "busway" in the United States. In 1970 the Southeastern Pennsylvania Transportation Authority (SEPTA) took over the operation of the remaining suburban trolley and bus lines, including the electric railway line to Norristown. The little-used Newtown Square railroad branch line, already cut back to Oakmont in 1963, was abandoned in 1981. Meanwhile, West Chester Pike and Township Line Road gradually expanded to four lanes, while the abandoned trolley line on Darby Road enabled reconfiguring of that road into four lanes as far north as Oakmont. Haverford Road was also widened to four lanes in the Township's eastern section. Later, Interstate 476, a circumferential major highway around Philadelphia, opened fully in 1991 after decades of delay, creating a busy interchange at its intersection with West Chester Pike just to the west of the Township.

Neighborhood Expansion - The population of Haverford Township almost tripled from 1900 to 1920 as a result of improved transportation. Workers wanted moderately priced homes, and could now commute to their jobs from outside of the city. In 1877, Haydock Garrigues had laid out the Township's first subdivision, Millbrook, in its northeastern sector. By 1881, the Garrigues name had vanished from this tract, and a new subdivision called Preston (just above Millbrook) had been established. By 1900, the first roads and houses were built in the area that would become Llanerch. The subdivisions of Llanerch Manor, Brookline, South Ardmore, Grassland, Pen eld, Beechwood, Ardmore Park, and Hillcrest Lawns were plotted in 1909 atlas maps. Hillcrest Lawns would become Oakmont by 1925. Upland Park, Oakmont Park, Chatham Village, South Ardmore, and Merwood Park were created by 1946. Although many of these subdivision names are still used to identify neighborhoods, discernible boundaries no longer exist.

At the same time during the early 20th century, wealthy families were building large country estates on former farmland, especially in the northern part of the Township. The new owners had farmhouses and outbuildings torn down or remodeled as new mansions and gardens. The Grange and Millbrook Farm are examples of conversions of early farmhouses into new estates. Examples of new estates built during the 20th century are Clarence Warden's Far-Away, Horatio G. Lloyd's Allgates, J. H. Carstair's Spring Hill Farm, J. Stanley Reeve's Brookthorpe, and Atwater Kent's West Hills. Only the first three of these latter five estate houses are still standing.

The building boom led the Township to adopt a zoning code in 1925, one of the earliest codes in the Philadelphia suburbs.

Municipal Government and Services - In its early rural agricultural period, Haverford Township had no services or utilities. Its government consisted of little more than one or two Supervisors (whose main duty was establishing basic roads and ensuring that landowners properly maintained the road sections on their properties), a Township Clerk, a Constable and a Tax Collector.

With the growth of population from roughly 1900, along with evolving state laws controlling municipal governance, Haverford Township was incorporated in 1912 into a "Township of the First Class," a population-based designation, with a ward-based elected Board of Commissioners (5 members growing to 9 as the population grew), served by a Township Secretary. With suburban development, Township business quickly expanded to include approval of new neighborhoods and accepting ownership of their roads, streetlights, fire hydrants, sanitary sewers and sewage treatment, storm sewers, parks, dealing with all the new utility providers, and so on. The Township created a Police Department in 1916, and in the same timeframe five volunteer fire companies formed, overseen through a Township Bureau of Fire. As the administrative staff

grew, the job of township secretary evolved into an administrative Township Manager to manage all of the departments for the board. Haverford Township passed a Home Rule charter in 1977, allowing it to go from following state law except where the state has expressly given it jurisdiction, to governing itself except where expressly forbidden by state law.

Schools - Education has always been an important aspect of life in the Township. The first building erected for educational purposes was the Federal School in 1797, which continues to be a preserved one-room schoolhouse. Additional one-room subscription schools were built in following years around the Township. The era of public education began in Pennsylvania in 1834, and there followed a succession of ever-larger school buildings under the administration of first a supervisor, then a school board and finally today's school district, with state-granted separate taxing authority. Substantial institutional-style public schools appeared after 1900, as the population continued to grow. With the post-World War II "baby boom" additions were made to existing schools, and a new high school and three one-story elementary schools were built.

The private Friends School Haverford dates to 1885. In subsequent years, two other private schools have come and gone. Catholic parochial schools first started in 1924 with St. Denis School, now consolidated with Annunciation School (1927) into the Cardinal Foley School (2012). Sacred Heart School began in Manoa in 1928. The SS. Colman-Neumann School facility dates back to 1967. The 21st century has continued to witness school changes, renovations and replacements. Today, there are a senior high school, a middle school, five elementary schools, three parochial schools, and one private school in the Township. The only post-secondary school is Haverford College (1833), the first college founded by the Society of Friends. The campus has several historic structures on its 225-acre property, and the college has opened its nature trail to the community.

Places of Worship - The Township is home to the oldest Quaker Meeting House in Delaware County, Haverford Friends Meeting on Eagle Road. The Meeting House was initially started in 1684 and expanded in 1700. A second Quaker Meeting House was erected on Buck Lane in 1833, making Haverford one of the few townships in the Philadelphia area with two active Quaker Meeting Houses.

Haverford Township has been known as welcoming immigrants of all religions, but Catholics were especially active, establishing St. Denis, the first Catholic church in Delaware County, in 1825. Now almost every religion has representation, either through its own church or joint arrangements with other churches. The Township had a synagogue, but it has relocated as part of a merger.

Recreation - Population growth led to a demand for expanded leisure activities. Beechwood Park, a large amusement park opened in May 1907, a few days after the opening of the Philadelphia and Western train line. The park never drew the anticipated crowds and closed after only a few seasons. Today, the only remnant of the park is a small cement support near the Beechwood-Brookline station.

The Merion Cricket Club Golf Association expanded Clifton Hall, an old farmhouse off Ardmore Avenue, into its golf clubhouse. The Merion Golf Club grew beyond its East Course (1912) to include the West Course (1914). The Llanerch Country Club (1919) consists of a golf course, swimming pool and clubhouse. Two other golf courses were operating by the 1940s. The Brookline Square Club (1925) on Mill Road was short-lived and saw its land later used partly for the present middle school and senior high school, and partly for the Woodmere Park development. The Pennsylvania Railroad Golf Club (1925) was established on land that later became the Chatham Park development. At one time Haverford had more golf clubs than any other municipality in Delaware County.

Parks began appearing in the Township by 1920, often at the instigation of civic organizations. The Township opened its first park in 1933, and has bought and created additional park spaces since. Recreation space in the township increased dramatically in the early 2000s when the Township acquired the former Haverford State Hospital grounds along Darby Creek and turned them into the Haverford Reserve, hosting many recreational facilities. The Township now has over 400 acres of recreational space within its 10 square-mile area. It also boasts more than 15 miles of trails within its borders, with all residents living within a mile of a trail. These neighborhood parks, playing fields, parklands and trails, along with recreational facilities at the Skatium, the new Haverford Area Y, and the Haverford Reserve, could not have been imagined by the early settlers.

Today's Township - Haverford Township today is primarily residential, with most housing built in the first half of the 20th century. Residences are a mixture of single homes, twins, row houses, apartments, condominiums, nursing and assisted living facilities, and one retirement community. There are retail and service businesses, many restaurants, two shopping centers, a strong educational system, a network of volunteer fire companies, and a dedicated police force. With a current population of over 50,000 residents within 10 square miles, the

*Township is considered fully developed and has the second highest population among municipalities within Delaware County.*

*The above text is based on a history written for the Delaware County Bicentennial in 1989 by Margaret (Peg) Johnston. Peg was a dedicated leader in the Haverford Township Historical Society and a major author of the Township's Historic Preservation Ordinance. This historic text has been edited and updated by Kathy Case and Richard Kerr of the Historical Society and the Comprehensive Plan Steering Committee.*

## **F. Historic Structures and Sites**

Havertown Township has a great heritage, with many preserved historic buildings. The Haverford Township Historical Society (HTHS) administers *two historic sites*. Information on historic sites in the Township can be found on the HTHS website: <https://haverfordhistoricalsociety.org>.

*Listing on the National Register of Historic Places does not by itself involve any protection from demolition or insensitive alteration, unless federal funds are involved. Instead, legal protection of historic structures needs to be established through municipal ordinances, including the current Township Historic Preservation Ordinance.*

*The following structures and sites are listed on the National Register for Historic Places:*

- |                           |   |
|---------------------------|---|
| 1. Nitre Hall             | 1682 Karakung Drive                                 |
| 2. Federal School (1797)  | Next to 161 Allgates Drive (faces Darby Road)       |
| 3. Pont Reading           | 2713 Haverford Road                                 |
| 4. Grange Estate          | 143 Myrtle Avenue                                   |
| 5. Allgates               | 15 Coopertown Road and area (19 structures)         |
| 6. Merion Golf Courses    | Ardmore Ave. (East Course); Ellis Rd. (West Course) |
| 7. Llanerch Public School | 5 Llandillo Road                                    |

*The following structures and sites have been officially determined to be eligible for listing on the National Register for Historic Places:*

- |                                  |                          |
|----------------------------------|--------------------------|
| 1. Lawrence Farm (Flintlock)     | 1601 N. Lawrence Road    |
| 2. Narbeth                       | 525 Manoa Road           |
| 3. Old Haverford Friends Meeting | 235 E. Eagle Road        |
| 4. Joseph Powell House           | End of Hilltop Road      |
| 5. Lawrence Cabin                | Karakung Dr. (relocated) |

*The following historic districts have been officially determined by the Pennsylvania Historical and Museum Commission to be eligible for listing on the National Register:*

- |                                   |                        |
|-----------------------------------|------------------------|
| 1. Haverford College Campus       | College Avenue         |
| 2. Darby/Marple Roads Hist. Dist. | Darby Rd. & Marple Rd. |

The Haverford Heritage Trail (<https://hht.havtrail.com/>) is a 14-mile loop that highlights many historic sites in Haverford Township. Sites on the trail include:

- 1 The Grange Estate
- 2 Old Manoa Road
- 3 Powder Mill Valley
- 4 Gunpowder Magazine (remains)
- 5 Lawrence Cabin (relocated)
- 6 Nitre Hall
- 7 Beechwood Station/Park/Bridge
- 8 Leedom/Dickinson Mansion
- 9 Old Haverford Friends Meeting House
- 10 St. Denis Church/Cemetery
- 11 Mary Kelly Ott House
- 12 Castle Bith
- 13 Merion Golf Club
- 14 Millbrook Farm
- 15 Whitby Hall

- 16 Allgates Estate
- 17 Federal School (1797)
- 18 The Cooperage
- 19 Craig Hall
- 20 Former Haverford State Hospital Grounds
- 21 Railroad Bridge Abutments
- 22 Brookthorpe Station
- 23 Darby Creek
- 24 Lawrence Homestead
- 25 Lawrence Cabin Original Site
- 26 *Llanerch School*
- 27 Bethesda Methodist Church
- 28 Thompson Farmhouse
- 29 Llanerch Country Club
- 30 Richland and Quarry (site)
- 31 Llanerch Crossing/Junction
- 32 The Glen
- B1 Cobbs Creek School
- H1 Pont Reading
- H2 Haverford College
- H3 Haverford Friends Meeting/School
- N1 Narbeth Estate
- N2 Babies' Hospital (site only)
- N3 Edward Cook Estate

Delaware County has completed a historic inventory of the County. Sites within the Township identified in the County inventory can be found online at:

[https://www.haverfordtownship.org/egov/apps/document/center.egov?view=browse&eGov\\_searchType=48&eGov\\_searchDepartment=55](https://www.haverfordtownship.org/egov/apps/document/center.egov?view=browse&eGov_searchType=48&eGov_searchDepartment=55)

### Historical Markers

The Pennsylvania Historical and Museum Commission (PHMC) has placed two historical markers in Haverford Township.

Name	Location	Main Text of Marker
Joshua Humphrey	Haverford Rd. at Ardmore Jct. Station	Designer of the frigate Constitution known as “Old Ironsides”, lived 1803-38 in the Pont Reading House, which stands opposite. The present house was built at dates from 1683 to 1813.
Old Haverford Friends’ Mtg.	E. Eagle Rd. between Mer-wood & Denis Lanes	This site has been a center for Friends’ activities since 1684. The older section of the present structure, since remodeled, was built in 1700 as an addition to the original log meeting house where William Penn worshiped in 1699.

### **G. Existing Land Uses and Neighborhoods**

Haverford Township is almost completely developed, except for areas that are preserved in open space or maintained in golf courses, as seen on the Generalized Existing Land Use Map.

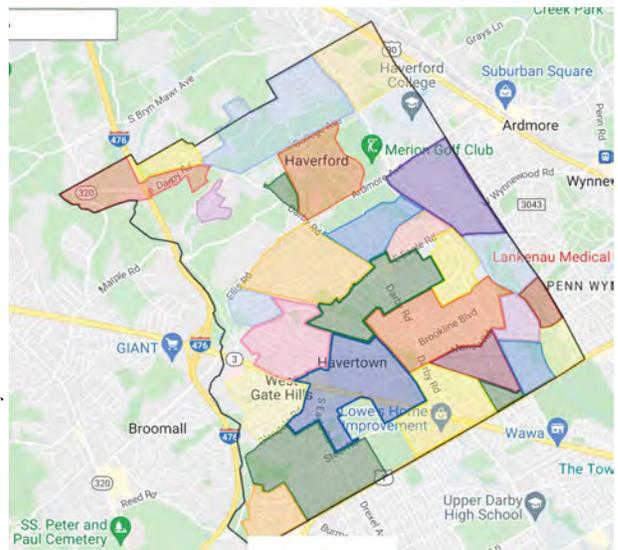
*Haverford Township is a community of well-established residential neighborhoods. The following section describing the neighborhoods and a map of the neighborhoods were prepared by Richard D. Kerr for the Haverford Township Historical Society. The full list of neighborhoods in Haverford Township, which is linked to an accompanying interactive map (which can be expanded in scale and detail), is available at:*

<https://www.google.com/maps/d/edit?mid=1AbCNxFrsY7SR4p9mlpRvUIxJoE-ZWr-i&usp=sharing> .

## Haverford Township Comprehensive Plan - Draft April 2022

The mapping linked above is primarily based on maps in the 1961 Franklin's Property Atlas of the Main Line and an undated map showing civic association service areas that is available on the Haverford Township Civic Council website. The map to the right is an overview version of that mapping.

It is hard to specify exact boundary lines. The maps in the 1961 Atlas are especially helpful, because: 1) it was the last and therefore most complete published atlas covering the Township, and 2) the maps show development parcel boundaries and names. Not every property in the Township is situated in a defined neighborhood.



*Allgates* - Includes subdivisions east of Darby Road of the former Allgates estate.

*Ardmore Park* - Includes service area of South Ardmore Betterment Alliance. Includes Ardmore Park, Wynnewood Park, Wynnewood Gardens and many other developments and subdivisions.

*Beechwood* - Boundary per Civic Association. Includes Beechwood subdivision, Gest Tract park, Gorman & Frank tract and Bryn Mawr Townhouses.

*Bon Air* - Includes Bon Air Farm, Eagle Farms, Lynne Glade, McKenna tract, North Aronimink and Wynne Glade subdivisions and developments.

*Brookline* - Includes Brookline, Brookfield Estates, Brookview, Brookline Manor, Brookline Gardens, West Brookline, Llanerch Manor subdivisions.

*Brynford* - Boundary per Civic Association. Includes Millbrook, Preston, Martin tract, Snowden tract and other subdivisions and developments.

*Carroll Park* - Carroll Park subdivision.

*Chatham Glen* - Logue tract subdivision.

*Chatham Park* - Chatham Park development.

*Chatham Village* - Includes Chatham Village and Springdell developments.

*Coopertown* - Boundary per Civic Association. Includes Highland Farms, Bryn Mawr Homes and Young tract developments; and Haverford Development Co. and Harstan subdivisions.

*Fox Fields* - Fox Fields development.

*Foxcroft* - Includes Foxcroft subdivision Secs. 1, 2, 11 & 12; Sheldrake tract and Earle tract.

*Haverford Reserve* - Developments within Haverford Reserve tract. Includes Athertyn at Haverford Reserve and Carriage Homes at Haverford Reserve.

*Llanerch* - Includes Llanerch, Llanerch Estates, Bodek tract, Fisher & Miller tract, Richland tract, Shimer tract and other subdivisions and developments.

*Lynnewood* - Includes Lynnewood Park, Eagle Heights, Eagle Terrace, Ridgewood Park subdivisions and developments.

*Manoa* - Includes Manoa Development Co., Manoa Heights, Manoa Manor, Manoa Terrace, Bartlett, Bittle, Claremont Hills, Donahue, Eagle Construction, Evergreen Estates, Mecke, Taylor, Taraborelli, Upland Park, Westwood Park, Willowbrook Homes and other subdivisions and developments.

*Marilyn Park* - Marilyn Park development.

*Merion Golf Estates* - Includes Haverford Development Co., Barnes tract, Litzenberg tract, and other subdivisions.

*Merion Golf Manor* - Boundary per Civic Association. Includes Merion Golf Manor, Merion Golf Heights, Stotesbury tract and other subdivisions.

*Merwood* - Boundary per Civic Association. Consists of Merwood and Merwood Park subdivisions, along with St. Dennis Church, Cemetery and Cardinal Foley Catholic School.

*Oakmont* - Includes Oakmont Manor, Oakmont Park, South Ardmore, McConaghy, Ryan, and Schifter subdivisions.

*Paddock Farms* - Boundary per Civic Association. Includes Paddock Farms, Oakmont Estates, Foxcroft Sec. 15, Golf Hills Homes and other subdivisions and developments.

*Penfield* - Boundary per Civic Association. Includes Paddock Farms, Oakmont Estates, Foxcroft Sec. 15, Golf Hills Homes and other subdivisions and developments.

*Penfield Downs* - Penfield Downs subdivision.

*Pilgrim Gardens* - Includes the Oneida, Seminole and Seneca sections of the Aronimink Estates development, plus Lisa Circle.

*Haverford Township Comprehensive Plan - Draft April 2022*

*Westgate Hills - Includes Westgate Hills development plus Anthony Drive and Francis Drive.  
Woodmere Park - Woodmere Park development.*

*This is a total of 28 neighborhoods. It should be noted that some names, like Coopertown and South Ardmore, have over the decades moved totally away from the places where they were once used.*

Commercial uses are concentrated in several areas:

- along Lancaster Avenue in the northeast corner of the Township
- along Haverford Road in the northeast corner of the Township
- along Haverford Road south of Hathaway Lane
- south of Hathaway Lane along the border with Lower Merion Township
- along Eagle Road
- along the southern portion of Darby Road
- along West Chester Pike east of Route 476, and between Glendale Road and Route 1
- along Route 1 west of West Chester Pike.

Parks and recreation facilities are described in the Community Facilities and Services section of this Plan.

February 4, 2022 - Intended as a separate memo

**SUMMARY OF POTENTIAL COMMUNITY DEVELOPMENT FUNDING SOURCES**

The following table lists various State and federal grant programs that can be used for revitalization, economic development and community development purposes. Funding sources are always changing, with new programs being added and older programs being revised or deleted. Therefore, it is important to keep up-to-date with current funding opportunities, the amount of funding available and competitiveness in each program, and the likelihood that a program would fund a particular project.

While most programs are administered through departments of the Pennsylvania state government, some others are administered by the Commonwealth Financing Authority (CFA).

Potential applicants should always contact the regional or central office of the funding source to discuss a project and to fully understand the program requirements.

The websites of the primary funding programs are:

PA Department of Community and Economic Development (DCED):

<http://www.newpa.com/find-and-apply-for-funding/>

Note - If “DCED” is used by itself, it refers to the State DCED. In other cases, the Delaware County Department of Community and Economic Development (DCED) is listed in the table.

PA Department of Conservation and Natural Resources (DCNR):

<http://www.dcnr.state.pa.us/>

PA Department of Environmental Resources (DEP):

<http://www.dep.state.pa.us/>

PA Historical and Museum Commission (PHMC):

<http://www.portal.state.pa.us/>

**Funding Programs for Community and Economic Development**

<b>Program Name</b>	<b>Program Type</b>	<b>Overview of Program</b>	<b>Administering Agency(ies)</b>
1. Alternative and Clean Energy Program (ACE) and Alternative Fuels Incentive Grant (AFIG)	Grants, Loans & Loan Guarantees	Provides financial assistance to utilize, develop, and construct alternative and clean energy projects in the state. A funding match is required.	DCED and DEP
2. Building PA	Loans	Provides mezzanine capital for developers for real estate assets in small to mid-sized Pennsylvania communities.	DCED
3. Business in Our Sites	Grants and Loans	Provides grants and low interest loans to improve ready-to-build business sites. Funds can be used to acquire land, conduct environmental assessment and remediation, perform demolition, install infrastructure, and construct on-site and off-site transportation improvements.	DCED
4. Business Opportunities Fund (BOF)	Loans	Installment loans, lines of credit and technical assistance for minority business enterprises, women-owned business enterprises and small businesses.	DCED
5. Circuit Rider Program (Part of the Community Conservation Partnerships Program - C2P2)	Grants (match required)	Grants to initiate new programs and services for a county, Council of Government, and/or multi-municipal entity that individually does not have the financial resources to hire a professional full-time staff person. The Circuit Rider’s purpose is to initiate new programs to more efficiently and effectively meet recreation, park, or open space needs. The grantee will be responsible for any funding of the position after the State funding expires.	DCNR

*Haverford Township Comprehensive Plan - Draft April 2022*

<b>Program Name</b>	<b>Program Type</b>	<b>Overview of Program</b>	<b>Administering Agency(ies)</b>
6. Community Development Block Grant (CDBG)	Grants, Technical Assistance	Provides funding for projects that serve households or geographic areas with low to moderate incomes, or that eliminate blight, or that improve access for persons with disabilities. Typical projects include housing rehabilitation, stormwater improvements or construction of ADA ramps at curbs.	DCED and Delaware Co. Office of Housing and Community Development (OHCD)
7. Community Recreation and Conservation Program  (Part of C2P2).	Grants (match required)	Grants are awarded to municipalities and authorized nonprofit organizations for: <ul style="list-style-type: none"> <li>• Planning for feasibility studies, trail studies, conservation plans</li> <li>• Master site development plans</li> <li>• Comprehensive recreation, park, open space, and greenway plans</li> <li>• Land acquisition for active or passive parks, trails, and conservation purposes</li> <li>• New development and rehabilitation of parks, trails and recreation facilities</li> </ul>	DCNR
8. Greenways, Trails and Recreation Program (GTRP)	Grant (match required)	Allocates funds via the CFA from the Marcellus Legacy Fund to plan, acquire, develop, rehabilitate, and repair greenways, recreational trails, open space, parks and beautification projects.	DCED
9. Historic Marker Nomination Program	Grants	Nominations for state historic markers may be made, after proper research is provided by the applicant.	PHMC
10. Historic Preservation Tax Credit (HPTC)	Tax Credits	Offers tax credits to qualified taxpayers who restore a qualified historic structure into an income-producing property. All projects must include a qualified rehabilitation plan approved by the Pennsylvania Historical and Museum Commission (PHMC). Limited State tax credits are available under this program. A federal program also offered income tax benefits for improvements to certain income-producing historic buildings.	DCED and PHMC
11. HOME Housing Programs	Grants Loans Tech. Asst.	Provides federal grant, loan, and technical assistance to municipalities to expand the supply of quality affordable housing for low- and very low-income Pennsylvanians.	DCED and Delaware Co. OHCD
12. Housing Rehabilitation and First Time Home Buyer's Programs	Grants and Loans	Provides financing to rehabilitate existing housing, and to assist households in purchasing their first home.	Delaware Co. OHCD
13. Industrial Sites Reuse Program (ISRP)	Grants Loans (match required)	Supports performing environmental site assessment and remediation work at former industrial sites.	DCED
14. Job Creation Tax Credits (JCTC)	Tax Credits	A \$1,000-per-job tax credit to approved businesses that create new jobs in the state within 3 years.	DCED
15. Joint Opportunity Business Partnership Fund (JOB Partnership Fund)	Loans	Provides loans to private equity partnerships for investment in Pennsylvania companies.	DCED
16. Keystone Communities Program (KCP)	Grants	Promotes revitalization by designating and funding communities that are implementing Main Street, Elm Street, Enterprise Zone efforts or other community development efforts by supporting physical improvements to designated and/or other communities that are undertaking revitalization activities. Also, provides accessible modifications for the homes of persons with physical disabilities. Components include: <ul style="list-style-type: none"> <li>• PA. Accessible Housing</li> <li>• Housing and Redevelopment Assistance</li> <li>• Keystone Main Streets</li> <li>• Keystone Elm Streets</li> <li>• Keystone Enterprise Zones</li> <li>• Keystone Communities</li> <li>• Keystone Communities Development Projects</li> </ul>	DCED

*Haverford Township Comprehensive Plan - Draft April 2022*

<b>Program Name</b>	<b>Program Type</b>	<b>Overview of Program</b>	<b>Administering Agency(ies)</b>
16. Keystone HELP Energy Efficiency Program	Loans	Provides low-interest loans to residents for energy efficiency improvements to homes, including the installation of energy-efficient heating and air conditioning systems, geothermal systems, insulation and air sealing, and more.	DEP (partnered with PA Treasury Dept. and PHFA)
17. Keystone Historic Preservation Grant Program	Grants	Funding for historic preservation projects, primarily for public buildings or buildings that serve the public.	PHMC
18. Local Government Capital Project Loan Program (LGCPLP)	Loans	Low-interest loans to local government for equipment and facility needs.	DCED
19. Machinery and Equipment Loan Fund (MELF)	Loans	Low-interest loans for businesses to acquire and install new or used machinery and equipment or to upgrade existing machinery and equipment	DCED
20. Multi-modal Transportation Fund (MTF)	Grants (match required)	Provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available.	DCED and PennDOT
21. Municipal Assistance Program (MAP)	Grants (match required)	Provides funding to assist local governments to plan for and efficiently implement services and improvements, and manage development, with an emphasis on intergovernmental approaches. Funding is available for three groups of activities: shared services, community planning and floodplain management.	DCED
22. Municipal Recycling Program (MRP)	Grants	Grants to assist municipalities and counties in developing and implementing recycling programs.	DEP
23. Municipal Signal Partnership Program (also known as the "Green Light-Go" Program)	Grants (50% match required)	Offers grants to improve traffic signals and related electronic systems, to update signal timing, to add turn lanes at intersections to increase capacity, to improve traffic signs and pavement markets (including around school zones), to make pedestrian safety improvements along a road, to install guiderails, and to make drainage improvements that are directly related to a road improvement.	PennDOT District Office
24. New Markets Tax Credits (NMTC)	Tax credits	Federal tax credits administered by the PA Housing Finance Agency (PHFA). Individual and corporate taxpayers may receive a credit against federal income taxes for making equity investments in community development projects. The credit provided to the investor totals up to 39 percent of the cost of the investment and is claimed over a seven-year period. Program is competitive.	PHFA
25. New PA Venture Capital Investment Program	Loans	Loans to venture capital partnerships to invest in growth-stage PA companies.	DCED
26. New PA Venture Guarantee Program	Loan Guarantees	Guarantees to top-tier venture capital partnerships for investments in growth stage PA companies	DCED
27. Non-point Source Implementation Program (Section 319)	Grants	Provides funding to assist in implementing PA's Non-point Source Management Program, including funds for urban run-off, and natural channel design/streambank stabilization projects.	DEP
28. Non-point Source Pollution Educational Mini-Grants (PACD)	Grants	Helps County Conservation District inform and educate people about the causes, consequences, and clean-up of non-point source water pollution.	DEP
29. PA Housing Finance Agency (PHFA)	Grants Loans Tax credits	PHFA programs include: <ul style="list-style-type: none"> <li>• Assistance in achieving home ownership.</li> <li>• Homeowners' Emergency Mortgage Assistance Program (HEMAP).</li> <li>• Programs to support rental housing, including: <ul style="list-style-type: none"> <li>– Low-income Housing Tax Credits (LIHTC) - see above.</li> </ul> </li> </ul>	PHFA
More information is available at <a href="http://www.phfa.org">www.phfa.org</a> .			

*Haverford Township Comprehensive Plan - Draft April 2022*

<b>Program Name</b>	<b>Program Type</b>	<b>Overview of Program</b>	<b>Administering Agency(ies)</b>
		<ul style="list-style-type: none"> <li>- Federal HOME funding - see above.</li> <li>- Allocation of private equity bond cap.</li> <li>- Homeownership Choice Program (HCP).</li> </ul>	
30. Peer-to-Peer Program (Part of C2P2)	Grants (match required)	Peer-to Peer grants are awarded to help municipalities improve park, recreation, and conservation services through a collaborative process. Projects are accomplished through contracts with experienced park, recreation, and conservation professionals from nearby communities who will work closely with local leaders. Examples include: <ul style="list-style-type: none"> <li>• Projects that form new intergovernmental recreation and park agencies (which is a high priority for DCNR),</li> <li>• Improving management of a specific facility such as a community center, trail or pool,</li> <li>• Conducting management assessment of services, and</li> <li>• Park and recreation board training.</li> </ul>	DCNR
31. PA Energy Development Authority (PEDA)	Grants Loan guarantees	Provides grants and loan guarantees for alternative energy projects and related research involving: Solar energy, Wind, Low-impact hydropower, Geothermal, Biologically-derived methane gas, Waste coal, Gasification, and demand management measures.	PEDA
32. Pennsylvania Capital Access Program (PennCAP)	Loan guarantees	Through participating banks, to support a wide variety of business purposes.	DCED
33. PA Community Development Bank Loan Program (PCD Bank)	Loans	Debt financing for Community Development Financial Institutions (CDFIs)	DCED
34. PA Economic Development Financing Authority (PEDFA) Tax- Exempt Bond Program	Bonds	Tax-exempt bonds to be used to finance land, building, equipment, working capital and refinancings.	PEDFA
35. PEDFA Taxable Bond Program	Bonds	Taxable bonds to be used to finance land, building, equipment, working capital and refinancings.	DCED
36. Pennsylvania First (PA First)	Grants Loans Loan Guarantees	Funding to facilitate increased investment and job creation.	DCED
37. PA Industrial Development Authority (PIDA)	Loans	Financing through Industrial Development Corporations for land and building acquisition, construction, and renovation resulting in the creation or retention of jobs.	DCED and Delaware Co. Industrial Dev. Authority
38. Pennsylvania Infrastructure Bank (PIB)	Loans	For the design, engineering, right-of-way and repair, reconstruction and construction of public highways, bridges, public and private airports and railroads and public transportation systems.	PennDOT
39. PA Infrastructure Investment Auth. (PennVEST)	Low-interest loans, and limited grants	For design, engineering and construction of publicly- and privately-owned drinking water distribution and treatment facilities, storm water conveyance, and wastewater treatment and collection systems.	PennVEST
40. PA Minority Business Devel. Auth. (PMBDA)	Loans	Loans to businesses owned and operated by under-represented minorities	DCED
41. PA Natural Gas Energy Development Program	Grants	Funding purchase and conversion costs of heavy-duty natural gas vehicles.	DEP
42. PA Recreational Trails Program (Part of C2P2)	Grants (match required)	Grants to state agencies, local governments, non-profit and for-profit organizations to assist with the construction, renovation, and maintenance of trails and trail-related facilities for both motorized and non-motorized recreational trail use, and the purchase or lease of equipment for trail maintenance.	DCNR

*Haverford Township Comprehensive Plan - Draft April 2022*

<b>Program Name</b>	<b>Program Type</b>	<b>Overview of Program</b>	<b>Administering Agency(ies)</b>
43. PA Small Business Credit Initiative (SSBCI)	Loans	Increases access to credit for small businesses, through existing DCED programs to partner organizations and the Machinery and Equipment Loan Fund (MELF).	DCED
44. Pollution Prevention Assistance Account Program (PPAA)	Loans	Assistance for small businesses to implement pollution prevention and energy-efficiency projects, enabling the businesses to adopt or install equipment or processes that reduce pollution, energy use or raw materials.	DCED
45. Rails-to-Trails Program (Part of C2P2)	Grant (match required)	Awarded to county and municipal governments, prequalified land trusts, educational institutions, and non-profit organizations to preserve and protect abandoned railroad corridors as trails. Projects can include: <ul style="list-style-type: none"> <li>• feasibility, master site development, and special purpose studies,</li> <li>• land acquisition, and</li> <li>• development of railroad rights-of-way for trails, including trail heads, access roads, parking areas, interpretive facilities, comfort facilities and signs.</li> </ul>	DCNR
46. Redevelopment Capital Assistance Grant (RCAP)	Grants (50% match required)	Grants for projects with strong economic development benefits, and that are not eligible for primary funding support through other State programs. Project must meet federal eligibility requirements for tax-exempt bonds. Project must first be listed in State Capital Project Itemization legislation. Typical grants include assistance in funding parking decks and building facilities for major downtown employers.	State Office of the Budget, DCED
47. Renewable Energy Program (REP)	Grants Loans Loan Guarantees	Provides financial assistance to promote the use of alternative energy (e.g., geothermal and wind).	DCED and DEP under CFA direction
48. Rivers Conservation Program (Part of C2P2)	Grants (match required)	Grants to municipalities and nonprofit organizations. Funding is to develop or implement watershed/ river-corridor conservation plans. Priority is given to projects that implement plan recommendations in watersheds that are recorded on the PA Rivers Registry. DCNR will consider early implementation development projects for funding in watersheds not linked to a Rivers Conservation Plan if the project presents a significant and/or unique opportunity.	DCNR
49. Second Stage Loan Program	Loan guarantees	For working capital for 2–7 year old manufacturing, biotech, and technology-oriented companies	DCED through CFA
50. Small Business Advantage Grant Program (SBAG)	Grants	Provides 50 percent matching grants, up to a maximum of \$9,500, to enable a PA small business to adopt or acquire energy efficient or pollution prevention equipment or processes.	DEP
51. Small Business Pollution Prevention Assistance Account (PPAA) Program	Loans	Provides low interest loans to small businesses in undertaking projects that reduce waste, pollution or energy use. Loans will be used to fund 75 percent of the total eligible project cost, up to a maximum loan amount.	DEP
52. Small Business First (SBF)	Loans	Funding for small businesses, including: <ul style="list-style-type: none"> <li>• low-interest loan financing for land &amp; building acquisition and construction,</li> <li>• machinery and equipment purchases, and</li> <li>• working capital</li> </ul>	Local Area Loan Organizations (ALOs)
53. Solar Energy Program (SEP)	Grants Loans Loan Guarantees	Provides financial assistance to promote the use of alternative solar energy.	DCED and DEP under CFA direction

*Haverford Township Comprehensive Plan - Draft April 2022*

<b>Program Name</b>	<b>Program Type</b>	<b>Overview of Program</b>	<b>Administering Agency(ies)</b>
54. Sustainable Energy Fund Program	Loans	Low-interest loans to local governments to complete energy efficiency or renewable energy projects, such as solar photovoltaic and wind energy systems, lighting retrofits, HVAC upgrades, and building envelope enhancements.	Sustainable Energy Fund
55. Tax Increment Financing (TIF) Guarantee Program	Loan guarantees	Promotes development, redevelopment and revitalization of sites in accordance with the TIF Act. The program provides credit enhancement for TIF projects to improve market access and lower capital costs through the use of guarantees to issuers of bonds or other indebtedness.	DCED
56. Technical Evaluation of HSCA Remedial Response	Grants	A Hazardous Sites Cleanup Act (HSCA) host municipality can receive a grant to conduct an independent technical evaluation of a proposed remedial response at a HSCA site. The grant money is locally administered by and available through the County.	DEP and Delaware Co. OHCD
57. Transportation Alternatives Program (TAP)	Grants (match required)	Provides federal grants to enhance pedestrian and bicycle facilities, improve access to public transportation, create safe routes to schools, preserve historic transportation structures, provide environmental mitigation, create trails that serve a transportation purpose, and promote safety and mobility.	PennDOT
58. TreeVitalize Tree Planting Program	Grants	Provides grants to municipalities and established non-profit organizations to buy and plant trees along public streets and within public parks.	PA. DCNR, PA. Horticultural Society and Del. Co. Conservation District
59. Weatherization Assistance Program (WAP)	Grants	Increases energy efficiency for low-income homeowners, including through installation of insulation.	Community Action Agency of Del. Co.

Source: Websites of the various agencies.

# **Comprehensive Plan Draft**

**April 14, 2022**

## **APPENDIX**