

Draft September 2022

Haverford Township Comprehensive Plan



Revised Draft - September 2022
Revisions from the previous draft are highlighted in italics

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

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This Plan Was Prepared Under the Direction of
the Following Haverford Township Officials

This page will recognize the Township officials involved in the development of the Plan, including the Comprehensive Plan Committee-members, the Planning Commission members, the relevant staff and the Board of Commissioners.

Note - We did not include a summary section with the plan report, because a separate summary brochure was created. However, if a summary is desired in the plan report, we can add it.

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, *two* Township Commissioners and representatives from various Township boards, including the Planning Commission and Historical Commission. *The Committee members were appointed by the Board of Commissioners. A competitive process was completed to select a community planning consultant.*

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 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, *several meetings were held with the public* by the Township Planning Commission to discuss the draft Plan. The Board of Commissioners will hold a public hearing on the Plan.

Major Benefits of the Comprehensive Plan

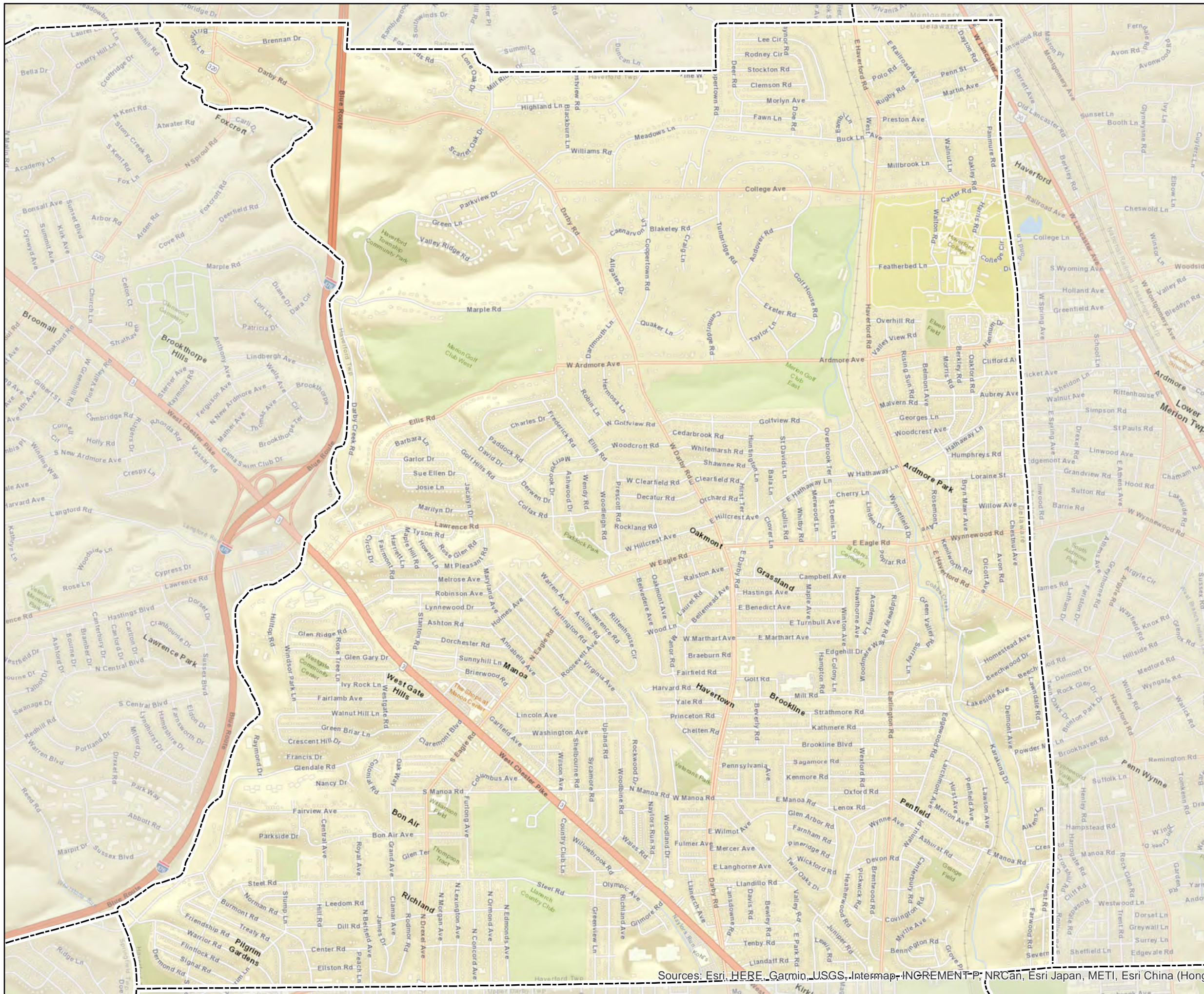
The Comprehensive Plan offers many benefits, including the following:

- 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.

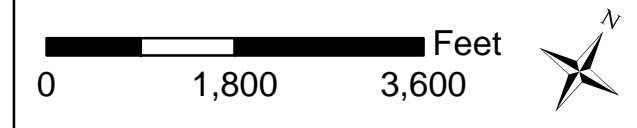
The maps on the following pages show existing streets and street names and an aerial photo of the Township.

Haverford Township

STREETS



Source:
ESRI and PASDA.

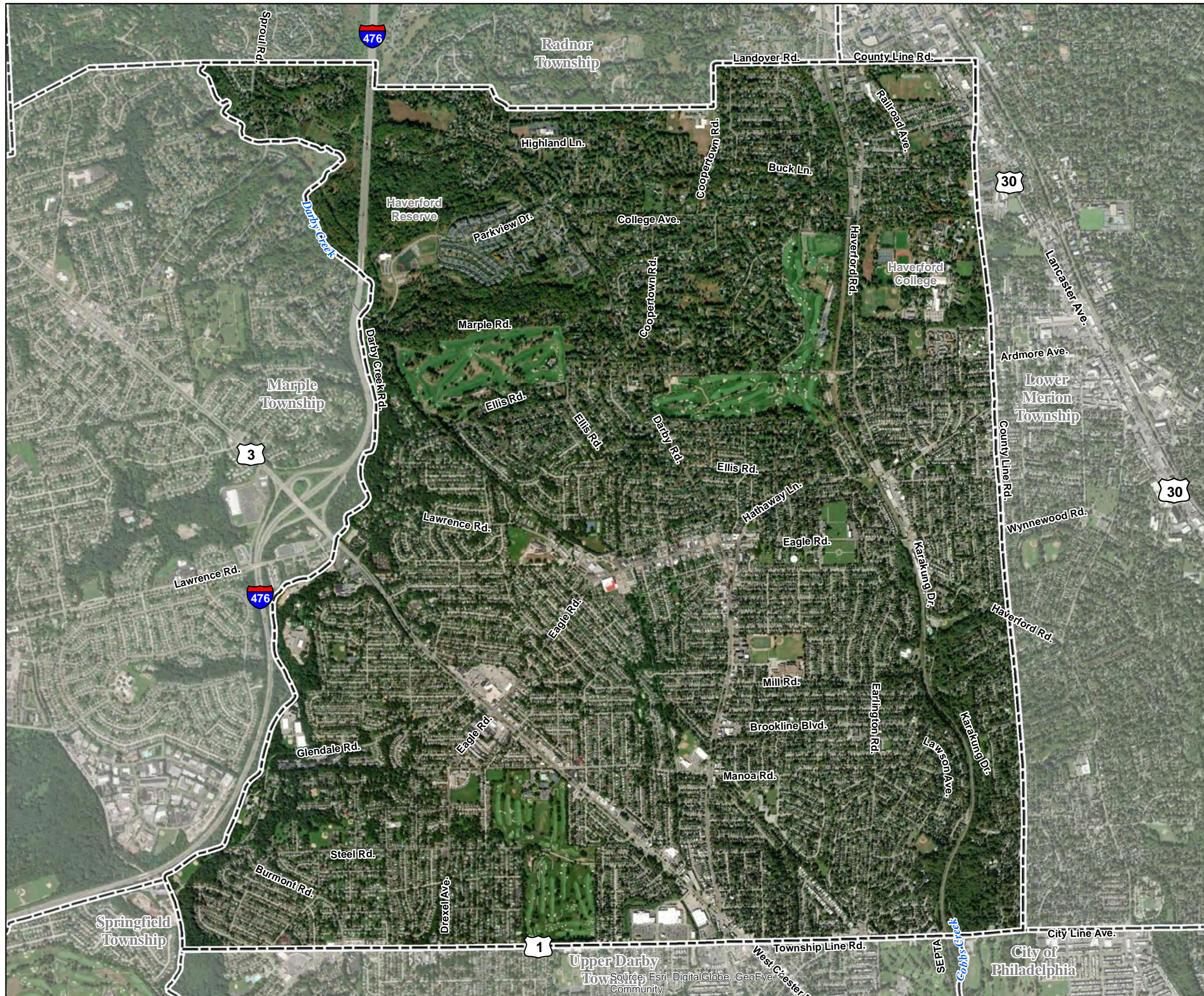


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Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong


Haverford Township

AERIAL



Source:
ESRI, PASDA and Delaware County.



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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. *Haverford will maintain a responsive local government that provides plentiful opportunities for public engagement.* This Vision will be carried out with the involvement of residents and business-persons 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

Protect the livability of residential neighborhoods, including to protect the character of older residential areas, to protect homes from nuisances and hazards, to avoid commercial intrusion into residential areas, and to provide safe streets and pedestrian crossings near homes.

Provide for orderly patterns of development that provide compatibility between land uses.

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, *development designs, and other initiatives* 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, *including emphasizing joint training and coordination between emergency service providers.*

Make the best use of the land available for public parks, while providing facilities for a wide variety of recreation programs.

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 *completing trail links, finishing missing links of sidewalks, and installing safer street crossings* between residential areas and stores, schools and parks within Haverford and neighboring municipalities.

Promote expanded use, availability and frequency of service of public transit, while also promoting greater use of *ride sharing and 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.

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

The Comprehensive Plan Map proposes areas for various types *and densities* of land uses, and shows existing parks, schools 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.



A major emphasis needs to be placed upon preservation and enhancement of existing residential neighborhoods, and to protect neighborhoods from nuisances (such as noise and excessive lighting) and hazards. This Plan does not propose any increases in the current maximum allowed residential densities, except for recommendations to provide opportunities for upper story residences in combination with street level commercial uses in four “Neighborhood Commercial/Residential” areas, as described below.

There are public concerns about potential expansions and increases of intensity of non-conforming uses, particularly in the Brynford area which is located adjacent to *the northern segment of Haverford Road*, Haverford College, Bryn Mawr and Lancaster Avenue. *In general, municipal zoning ordinances are required under State court decisions to allow non-conforming uses to be continued, unless the use has been determined to be abandoned. As stated in the Zoning Ordinance, the intent over time is that most non-conforming uses will eventually be eliminated, or be made much more conforming. The Zoning Hearing Board should carefully review proposed changes and expansions of non-conforming uses to make sure they do not have negative impacts upon an adjacent neighborhood. The Zoning Hearing Board has the authority to place reasonable conditions upon changes to a non-conforming use, and to deny an application in certain cases.*

The intent is that the Township’s Zoning Ordinance will be updated based upon this Comprehensive Plan. However, the zoning update process will involve a separate set of public meetings, and the final changes may differ from the recommendations of this Plan. A zoning ordinance is intended to be generally consistent with a Comprehensive Plan, but an action of the Township cannot be legally challenged based upon an action being inconsistent with this Plan. The Comprehensive Plan can be used to defend the Township’s development regulations in the event of a legal challenge.

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 primarily 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.

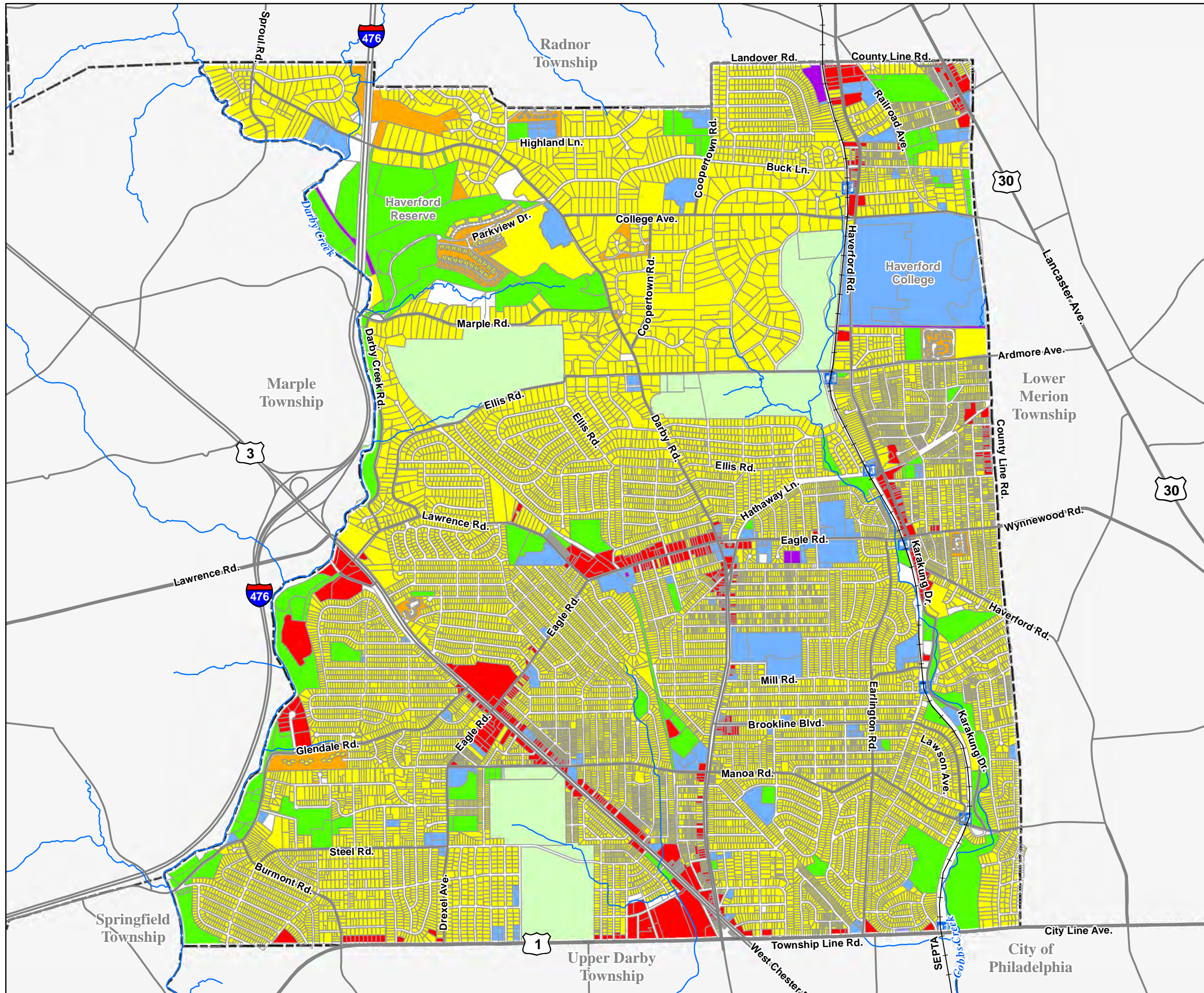
Low-Density Residential 1 - These areas are mainly intended to provide for single family detached houses on 1/4 acre lots. Examples of these areas include: 1) land north of Buck Lane west of the Norristown High Speed Line, 2) land north of College Avenue north of Haverford College, 3) land along Haverford 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.

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

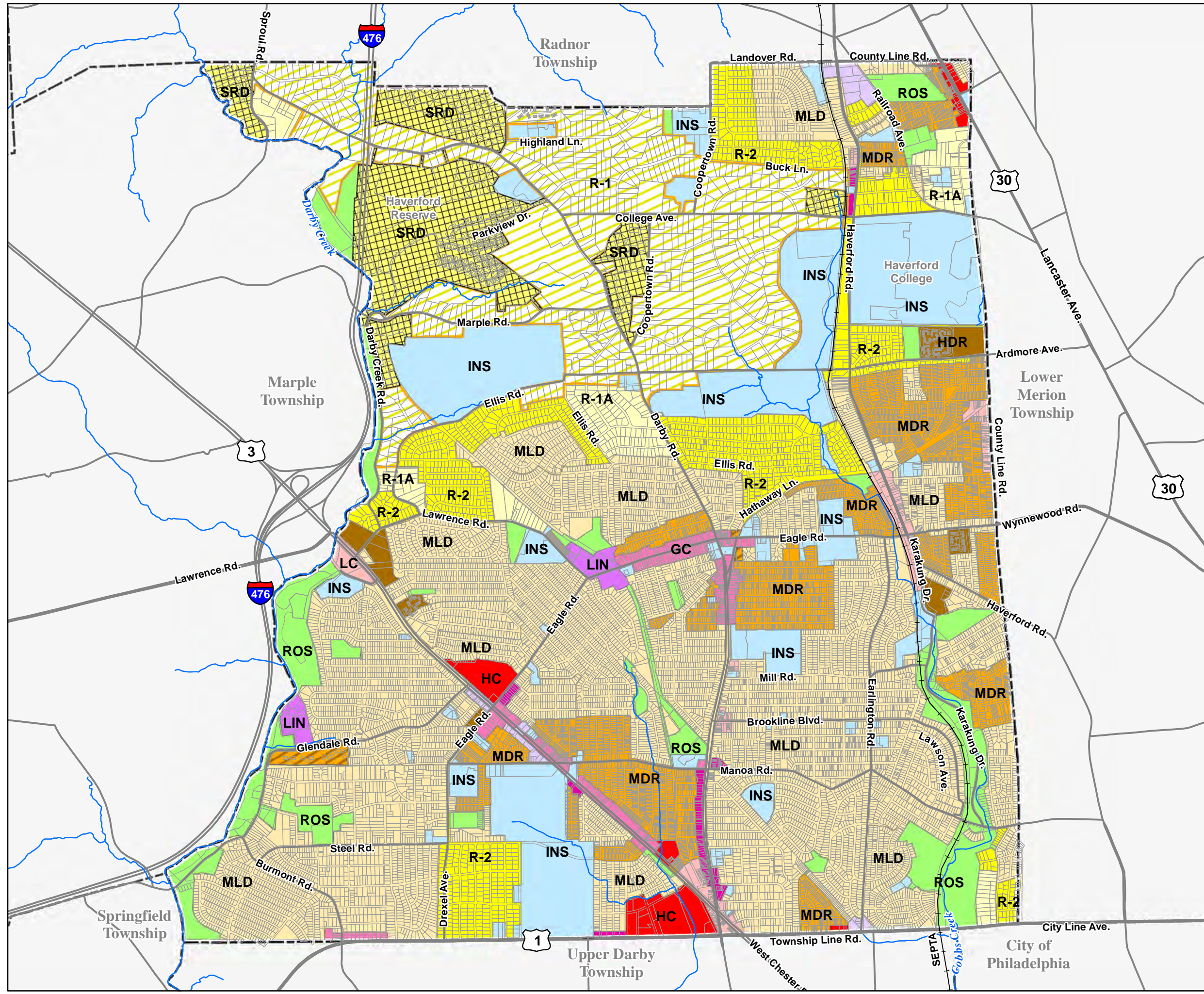
**GENERALIZED
UNOFFICIAL ZONING
October 2021**

-  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.




















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Haverford Township

Draft October 2021 Comprehensive Plan

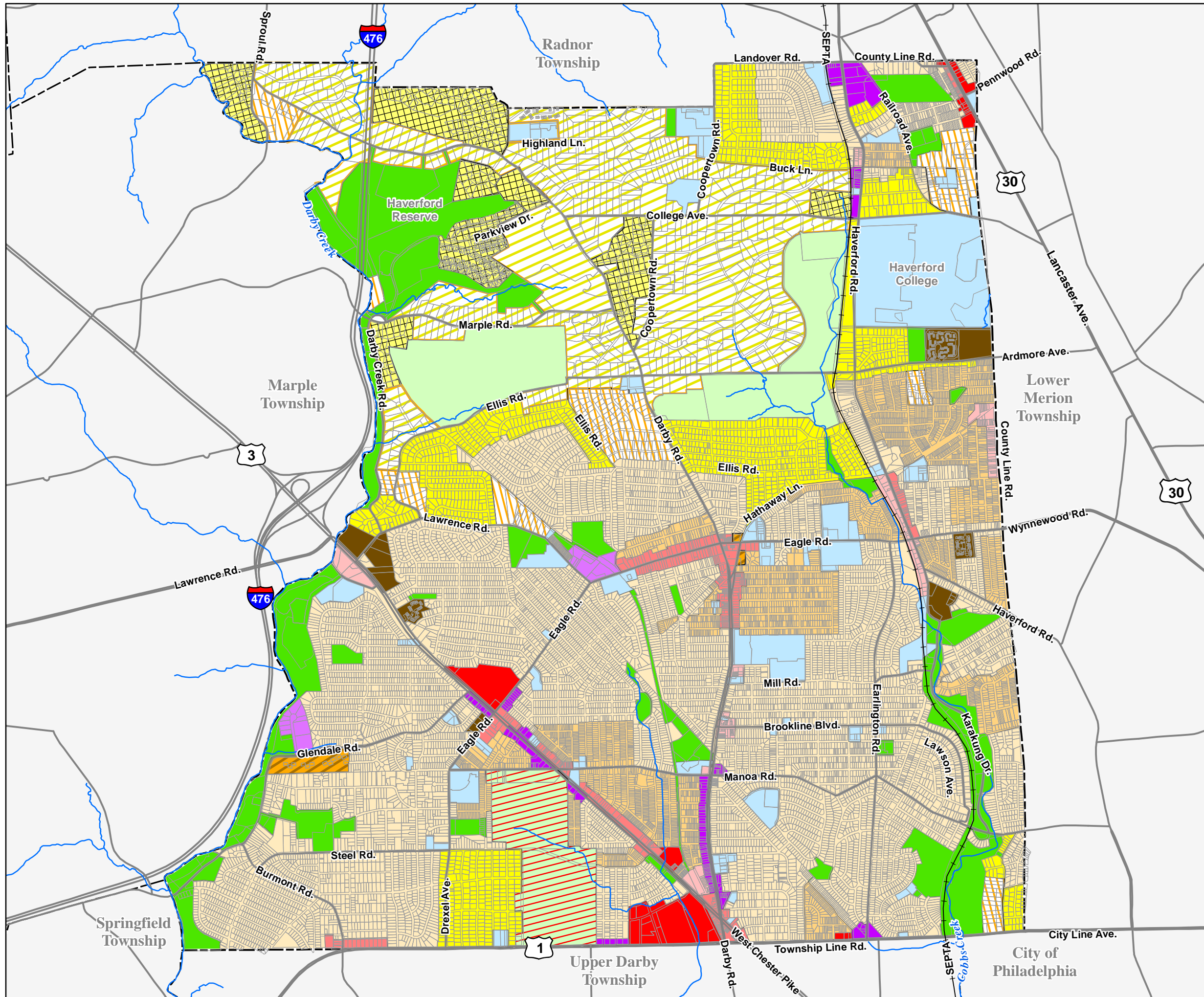
With Correction of
Low Density Residential 1A Areas
August 2022

-  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/Single Family 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.



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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, *duplexes* 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.

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 *and useable* purpose and is well-landscaped.

Office-Single Family 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. *This Plan is not proposing any extension of business uses, apartments or new institutional uses into areas that are currently zoned for single family detached homes along the northern portion of Haverford 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 east of Eagle 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) *the commercial portions of the Oakmont area*, 3) *a portion of the east side of Haverford Road north of Wynnewood Road up to Loraine Street*, and 4) the area at the intersection of West Chester Pike and Darby Road. *This Plan promotes voluntary redevelopment of these areas through zoning incentives, and does not endorse any use of eminent domain for private redevelopment projects.*

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 *Llanerch Shopping Center* on West Chester Pike.

Light Industrial/Commercial - This category should provide for a range of *light industrial uses and 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. *Most municipalities have a legal obligation under State law to have buildable land areas that are not token in size that allow industrial uses. However, the road system and the proximity of homes make it impractical to allow larger areas for industrial uses. The proximity of existing homes to the industrial areas provide a strong justification for the Township to not be obligated to allow for heavy industrial uses, such as chemical plants or asphalt plants. Over time, it is expected that the private market will cause the Hillcrest Avenue lands to shift further towards commercial uses, especially if the zoning is updated to allow additional commercial uses in this area. Additional setbacks could be considered between industrial uses and existing homes.*

Institutional - This category recognizes existing concentrations of institutional uses, and is intended to allow for golf courses, *places of worship*, 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 current Institutional zoning district include the three golf courses, Haverford College's campus and the High School/Middle School campus.

Golf Courses - This land use category recognizes the existing golf courses, and encourages their continuation. *Although the current golf courses are currently zoned Institutional, the Comprehensive Plan Map shows them as "Golf Courses" because it is preferred that the properties remain as golf courses.*

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.

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.

Floodplain - The 100 year floodplain is estimated to be affected by a flood that has a 1% chance of occurring in any year. 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. *These current regulations are more restrictive than is in place in most other townships, but they are appropriate because of the increased incidences of very severe storms.* 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 structures. *A map of those structures is included in the Historic Preservation section.* 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 *partly or completely* demolished or historic features *can be altered*. The Township Historical Commission reviews the application and provides a recommendation to the Board of Commissioners *for a decision*.

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.

Housing Choices and Housing Costs - 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. *The proposed option to develop upper story apartments in the Neighborhood Commercial/Residential areas will open opportunities for new housing. However, this Plan does not recommend increasing the densities in the residential zoning districts.* Existing Township development standards should be reviewed to consider whether they could reasonably be revised *to lower the improvement and administrative* costs for developing housing. For example, parking requirements should be reviewed to make sure they are not excessive, particularly for new one bedroom or studio apartments. A modest reduction in a minimum lot width requirement can also reduce housing construction costs, because it lowers improvement costs per home.

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 Discover Haverford Township: A Partnership for Economic Development organization has taken the lead role in strengthening the older commercial areas in the Township. This organization was formerly known as HPED. The Township and Discover Haverford 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 *commercial* 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

In the written comments, hundreds 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 in the Survey and in the public meetings* that many persons 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.

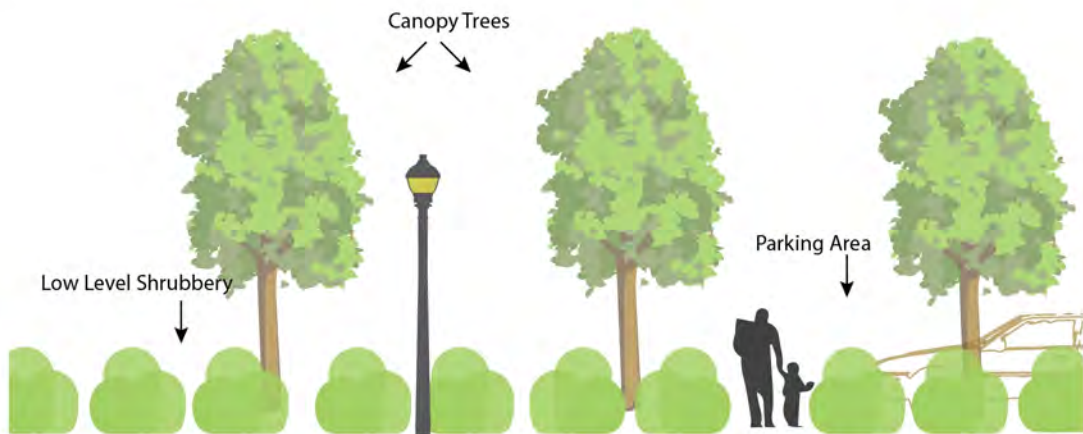
This Plan does not propose any use of municipal condemnation powers to carry out the revitalization or parking recommendations. *Instead, this proposed zoning district would use optional incentives to promote redevelopment. The most substantial incentive would be the allowance of upper story apartments, which are not currently allowed.* 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 through *requiring* land assembly *in order to use the zoning incentives*, 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.

There is a need to make the corridor more attractive through landscaping. Landscaping also absorbs stormwater runoff and reduces the environmental impacts of summer heat by providing shade. The landscaping should include street trees, trees in parking areas, 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 policy is proposed 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. *If most new parking is placed outside of the front yard, there will be less need to include front yard screening of the parking.*

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 the proposed 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 *the Township’s “fair share”* of locations that allow new apartments. The apartments would only be allowed in combination with 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 *provide for a sufficient buffer* from existing single family homes.



The following illustrations shows how the new neighborhood commercial/residential development could be designed. *If parking is placed to the rear of the building, it opens up the front of the building for pedestrians, street trees and other landscaping, and reduces conflicts with persons walking on sidewalks.*

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 *may* also promote use of the bus line along Eagle Road. Also, passenger shelters should be added to promote use of the bus line. *while providing seating.*



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. *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.

The attractiveness of an area can also assist in attracting new customers. 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.

If the Township determines that additional financial incentives are needed to spur redevelopment of the Eagle Road corridor, the Township has the option of establishing a tax abatement program. A tax abatement program would reduce the real estate taxes on new buildings and new improvements within a designated land area, but would not reduce taxes on existing buildings. A tax abatement program is typically phased in over ten years, so that the new buildings or other improvements are taxed based upon ten percent of the increased value in the first year, and twenty percent in the second year, until the full taxes on the new buildings are paid after ten years.

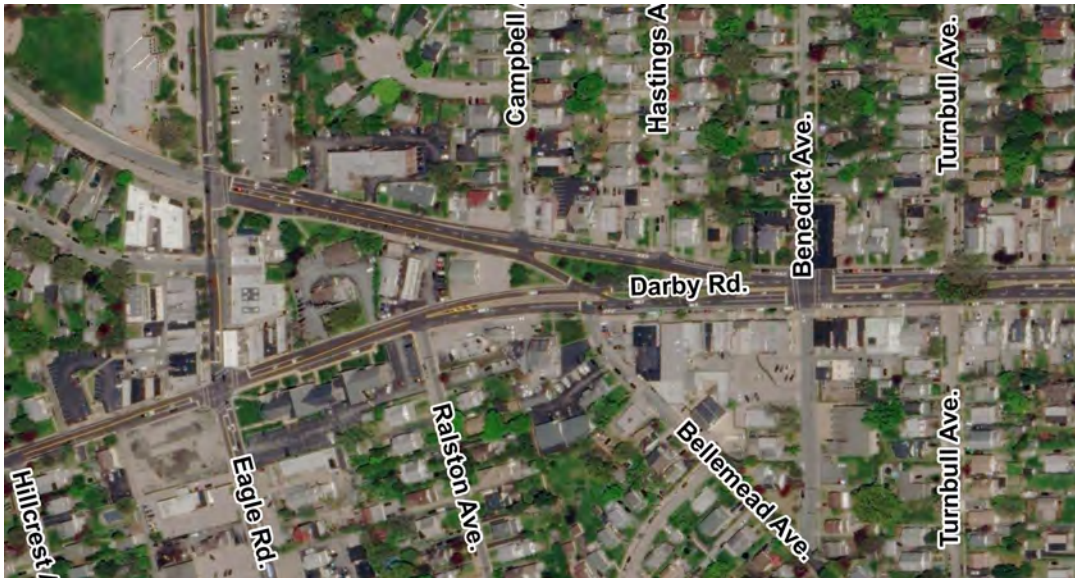
Oakmont

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 for the Township to seek to voluntarily acquire a one or more *relatively* modern commercial building to convert those properties into a special events space. *It may also be advisable for the Township to encourage a private developer to acquire one of these relatively modern commercial buildings for a private development with first floor commercial uses and upper story apartments.*



The Oakmont area could 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 *because it was designated as a Historic Building by the Township*. 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 *at least one* 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. *However, the existing buildings would not be easily adaptable to new uses.*

If a Redevelopment Authority (*such as the existing Delaware County Redevelopment Authority*) is used to consider alternatives for the former Township Building, it could avoid the need *under State law* for the Township to sell the property to the highest bidder. A straight sale to the highest bidder might result in a less appropriate use *or the property might be held by a speculator who delays investing in the property*. *Instead, a number of development proposals could be sought for the property, with the Township selecting the proposed project that would have the greatest public benefits for the community, and with a maximum time period for the project to be built.*

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 *southwest* 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 on 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 for development 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. *The amount of parking required in the Zoning Ordinance for new one-bedroom and studio apartments should be reduced from 2 to an average of 1.5 spaces per unit.*

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 to reach the Skatium, the High School/Middle School campus, the Pennsy Trail, the Library and parks.

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.

The zoning of the Oakmont commercial area should continue to prohibit uses that could interfere with a pedestrian environment, including auto sales, auto repair and gasoline sales. Consideration should be given to prohibiting drive-through uses, including of the current allowance by special exception. The former Township Building is zoned Institutional, which should be changed to allow alternative uses.

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 Township could apply for a State Keystone Communities Planning Grant to prepare designs for improvements to the Oakmont area, including a special events space and to further analyze alternatives for the former Township Building property. That type of planning program would involve additional public participation and consideration of alternative designs.

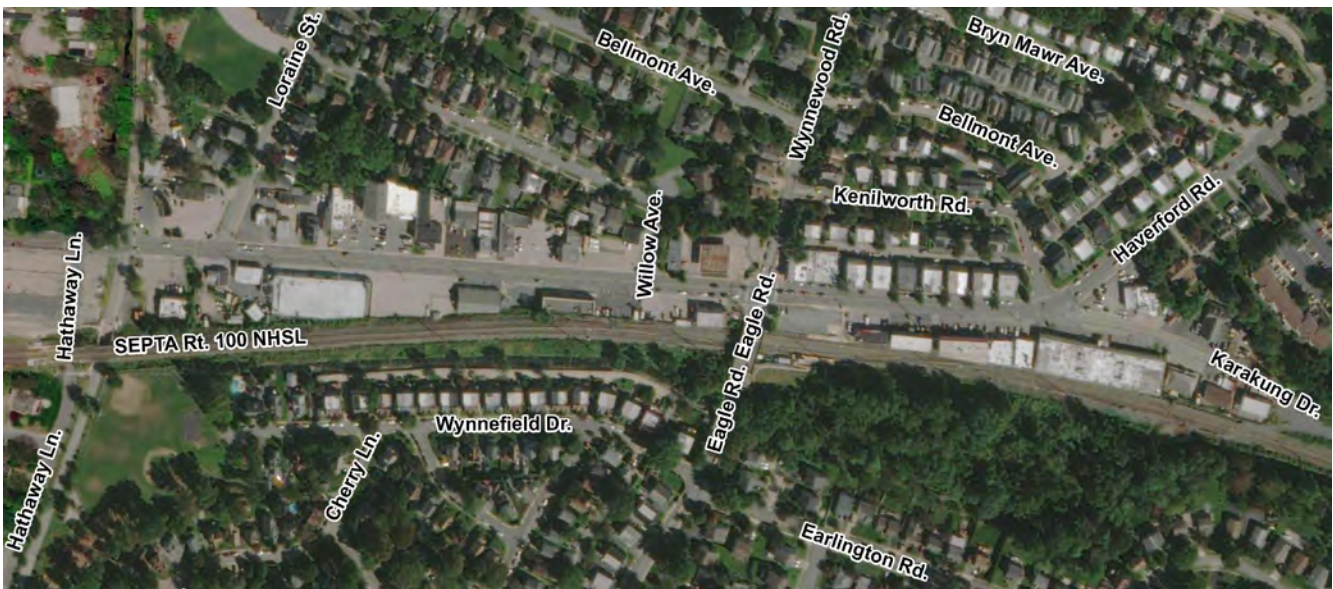
Haverford Road Corridor

There are limitations in promoting new transit-oriented housing development near the Norristown High Speed Line (NHSL) stations because the buildable areas along the west side of 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.

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 NHSL 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 uses for the existing neighborhood to the east, although *there are some public concerns that the new development would likely be three stories instead of one. It will be important to make sure that any new development on the east side of Haverford Road is compatible with the immediately adjacent existing housing.*

The Haverford Road corridor experiences some of the worst traffic congestion in the Township, particularly during weekday afternoons and evenings. In 2013, the Delaware Valley 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, *along a portion* of Haverford Road, there are four lanes, each of ten feet width, with no shoulder. That study recommended that a *through-lane be converted into an alternating center* turn lane to improve traffic flow. There 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 *major* 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 *in the southbound direction* 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 Haverford Road/Eagle Road/Wynnewood Road intersection is failing, with particularly long PM peak hour delays *along Haverford Road*. 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 *projected by the study* because the existing left lanes already are backed up because of left-turns.

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

Many residents walk to the NHSL stations, *which is partly the result of limited parking*. If any additional space remains within the right-of-way after the proposed changes by PennDOT to Haverford Road, it should be used to provide sidewalks where needed. *Along the southwest side of Haverford Road, there is a limited width of right-of-way and utility poles and buildings are close to the road*. 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 may *not be advisable in this area*, 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 vehicles *parked on lots* out of the path.

Ideally, there would be a continuous sidewalk along both sides of the length of Haverford Road. Further north, there are also segments of Haverford Road without sidewalks on the west side of the road. One of the segments along the west side of the northern part of Haverford Road is a narrow undeveloped area owned by Haverford College, which has expressed an interest in improving pedestrian access in the area.

In addition, in 2012, DVRPC completed a Parking and Pedestrian Access Study that recommended pedestrian and bicycling improvements near the Ardmore Junction Station. *The Ardmore Junction Station is also served by a PennDOT busway and has two tunnels under the railroad. Many public comments were received that the area should be re-designed to improve pedestrian and bicycle access within the site, and to make it easier to cross Haverford Road.*

The Ardmore Junction and the Township Line Road stations are served by SEPTA bus routes. Parking at many stations have been at capacity during weekdays. The Parking and Pedestrian study noted that there is room for a potential additional parking area at the Wynnwood Road station on the southwest side of the tracks off of Dogwood Circle south of Eagle Road. However, that area would be difficult and expensive to access, including having to build a new bridge over the Cobbs Creek, and it would require the removal of woodlands along the creek.

The portion of the corridor south of Hathaway Lane along both sides of Haverford Road south to Wynnwood Road is currently zoned C1 Limited Commercial. The portion of the corridor south of Wynnwood 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 *should continue* to prohibit drive-through restaurants and *business uses that would not be compatible with adjacent homes*. 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 along the southern portion of Haverford Road 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 (*such as 40 feet*) 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 *and streetscape improvements*. The West Llanerch Area is expected to mainly involve reuse of existing buildings.

Brookline Commercial Area

This area is becoming a popular restaurant row. *The cartway of Brookline Boulevard is rather wide for a two lane street, and the sidewalks are narrow. Reductions to the street width along Brookline Boulevard west of Darby Road should be considered to allow wider sidewalks for outdoor dining, events and street trees. Curb bulb-outs at street corners would also be desirable to reduce the width of streets that pedestrians must cross.*

County Line Road Commercial Area

This neighborhood commercial area is located along County Line Road north of Loraine Street. The Township has installed decorative street lights. Additional streetscape improvements could be considered in cooperation with Lower Merion Township, because the Township border runs along the center of County Line Road.

Hospitality Uses

Tourism, hotels and other hospitality uses are important to attract customers from a broader geographic area, and to capture a share of economic activity from visitors to the surrounding region. Haverford Township has a strong market for restaurants, but currently has no hotels. Opportunities to allow various types of hotels, bed and breakfast inns, short term rentals and other hospitality uses in various business zoning districts should be examined. Some areas may be suitable for full-sized hotels, while other areas might be determined to only be suitable for inns of a maximum size.

Consider a Main Street Program or similar 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.

Discover Haverford (HPED) has followed this Main Street model since the organization was founded in 2009. The staff and boardmembers have attended conferences and training sessions regarding Main Street Programs. A designated Main Street Program typically involves hiring a full-time Main Street Manager, with a five-year funding commitment. A Revitalization Plan is then completed. A Main Street Manager could serve multiple older commercial areas.

Discover Haverford and the Township should work together to determine whether a Main Street Program application should be submitted to the State under the Keystone Communities Program. As of 2022, the Pennsylvania program has limited funding, and mainly provides grants for *streetscape improvements, facade improvement programs, and planning work*, but not personnel costs. *Designation as a Main Street Program would provide Haverford with an opportunity to apply for these funds. 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 Discover Haverford, with support from a Design Committee of Discover Haverford members, community volunteers and Township staff 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.

This chapter addresses the following major topics: a) Climate Action mitigation measures, such as energy conservation, increased recycling, promotion of walking and bicycling and use of public transit as alternatives to many types of vehicle trips, and encouraging greater use of renewable energy (such as solar, wind and geothermal); b) managing stormwater runoff, c) emphasizing tree planting and tree conservation, d) preserving creek corridors in natural vegetation and prohibiting new development in flood-prone and wetland areas, and e) minimizing alteration of steeply sloped lands.

Work to improve environmental sustainability through a full range of public and private actions, and carry out the Haverford Township Climate Change Action Plan.

The Township's Climate Action initiatives are being led by the Township's Environmental Advisory Committee. The Township's Climate Action Plan was revised in 2021. Haverford College has also prepared its own Climate Action Plan. To address climate change, it is essential to reduce greenhouse gas emissions (such as Carbon Dioxide and Methane). The Township's Climate Action Plan and related materials are available online at https://www.haverfordtownship.org/Document_Library/Environmental_Initiatives/.

Energy Conservation - The Climate Action Plan 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 *emission* of gases that *greatly contribute* to climate change. The use of more fuel-efficient, hybrid 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. Moreover, it is important for residents and businesses to consider electricity and energy used to produce, package and deliver products that are purchased, *by seeking locally produced goods and items without excessive packaging.*

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. The Township has completed a conversion of its outdoor lighting to energy-efficient LED fixtures. The Township is currently completing an Energy Audit of all of its buildings.

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

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

- *Publicize services* of the Community Action Agency of Delaware County, which offers subsidized weatherization of homes of low income residents.
- 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 currently available 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.
- 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*.
- Increase awareness among building owners of incentive programs to reduce energy consumption, such as tax incentives for solar energy.
- Investigate installing green roofs or solar panels on Township buildings (such as the Skatium), *and encourage the School District to do the same.*
- Consider solar-powered outdoor lights in parks and along trails, particularly if they avoid the need for expensive or unattractive electrical wiring. *Solar powered street lights could also be installed.*
- Emphasize public educational programs, including in schools, and to encourage residents to purchase energy-efficient appliances and lighting systems.

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.

Buildings should be encouraged to be oriented to maximize southern exposure, to allow for greater natural lighting and to allow efficient use of solar panels on the south-facing roofs. Deciduous trees should be encouraged to be planted on the south-facing side of a building, because they allow sunlight to provide warmth during the winter, while helping to cool buildings during the summer. Evergreen trees should be encouraged on the north and west sides of a building because they help to block winter winds.

Promoting Bicycling, Walking, Carpooling and Use of Public Transit - The Climate Action Plan includes the following major recommendations:

- Promote the benefits of walking or bicycling to *work*.

- Increase the number of bike lanes and consider developing a Strategic Bike Plan *in cooperation with the Bicycle Coalition of Greater Philadelphia*. 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 *structures* 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.
- 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 *on federal* 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.

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.

Reducing Waste - The Climate Action Plan includes the following major recommendations:

- 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, *through enforcement of existing regulations* and 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.
- Promote home composting and yard waste recycling. This includes promoting backyard composting of food wastes. *The Township's existing composting regulations should be updated to allow backyard composting of fruit and vegetable waste.* There could be sales of 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.
- Install additional recycling receptacles in public places and businesses.
- 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 that encourages residents to give away items that they no longer need, *including promoting local “Buy Nothing” websites.*

Offering and Promoting Incentives - The Climate Action Plan includes the following major recommendations:

- Consider adopting 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.
- *The Township should consider offering discounted Township permit fees for construction and remodeling projects that incorporate green practices, using a point-based incentive system.*

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 *if a building includes a green vegetated roof or LEED-certified under the New Construction or Major Renovation standards.* 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 *and if there are adequate groundwater recharge measures.* 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.

A third set of standards involves the LEED standards for Neighborhood Development. This system uses points to rate features of a development, and could be the basis of certain zoning incentives. For example, points are offered for energy efficiency of a building, for reduced water use, for minimizing site disturbance, for reducing light pollution and for bicycle facilities.

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 recommends working with owners of properties with excess parking to address this issue.

Public transit is also a very energy efficient form of commuting. The most difficult part of providing efficient public transit is often getting a person to the last mile of their destination, particularly in suburban areas. Public transit issues are discussed in the Transportation section.

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

Stormwater needs to be carefully addressed to promote infiltration *for groundwater recharge, 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. *The Township could offer some standard details for different porous paving applications, so that applicants can quickly understand what designs are likely to be approved by the Township.*

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 (*Municipal Separate Storm Sewer System*) program. The Township has adopted a Pollution Reduction Plan *that works to achieve goals for water quality under a MS4 Permit.* 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 remove pollutants and sediment from roadways*. 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. *As basins are built or revised, more naturalistic plantings should be added to the interiors, with less mowed grass.*

The Township Climate Action Plan recommends considering 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.

If a stormwater fee is established, 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. *However, many types of porous materials need continuous maintenance (such as vacuuming) in order to remain porous.*
- 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. *An example of a suitable location for bulb-out curbs would be along Brookline Boulevard east of Darby Road.*

Streetscape improvements should also be designed with stormwater management in mind. Pervious brick pavers are now available, *but they do need periodic maintenance to remain pervious.* 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.

The Township should further consider whether the frequency of mowing could be reduced on parts of parks that are not used for active recreation. Often, mowing can be reduced in a way that does not harm the appearance or functionality of recreational areas. *This could include managed meadows that are mowed infrequently, areas planted with wild flowers, or pollinator gardens. Pennsylvania has a new “Lawn Conversion” grant program that provides funding to convert large lawns into diverse meadows.*

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.

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

Emphasize tree plantings and tree conservation.

Trees are critical to convert Carbon Dioxide into Oxygen, *which improves air quality and reduces the effects of climate change.* Trees can reduce the need for air conditioning use, and can mitigate flooding. *Trees also typically increase the value of residential areas, and make business areas more inviting to customers.*

The Township should work to maintain and increase the tree canopy throughout the Township, with a particular emphasis upon covering streets, parking lots, creeks and parks with a tree canopy. Trees play an essential role in protecting the health and well-being of the residents and the environment. 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’s Shade Tree Commission has a valuable role in these efforts.

State and federal funds are increasing for street tree and park plantings, including through the State TreeVitalize program. Where grant funds are insufficient, the Township set up a system where the Township enters into an agreement for a contractor to supply and plant multiple street trees, and property owners who want a tree only need to pay the incremental cost for one of the trees. In many communities, street trees are not typically planted unless the adjacent property owner agrees to the planting and agrees to water during dry periods. 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 within the public rights-of-ways on the most bare blocks *without asking for pre-approval* from the adjacent property owner. *A street tree can also be required to be planted by a property-owner where needed as part of any new or expanded building or a special exception approval, instead of only being required for subdivisions and land developments.*

With proper selection of species and proper installation, conflicts between trees and sidewalks and utility lines can be avoided. *The Township maintains a list of acceptable species of trees for different situations. An emphasis should be placed upon native species that are not prone to diseases or harmful insects.*

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, *in high pedestrian traffic areas or more narrow areas* 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 re-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 Township Shade Tree Commission and Environmental Advisory Committee may potentially be partners in these recruitment efforts.*

The major concentrations of wooded areas in Haverford are along the Darby and Cobbs Creek corridors, *on steeply sloped areas, and on parklands within the Haverford Reserve. The locations of woodlands are visible on the Aerial Photo that is included in this Plan.* Wooded areas are important to: provide habitat and shelter for wildlife, improve air quality, prevent erosion, *absorb stormwater runoff*, and filter sediment from runoff.

It would be desirable to create an inventory of street trees and trees within parks, to identify gaps, inappropriate species, and to serve as a baseline to provide measurable data for future planning. In particular, as the number of excessively hot days have been increasing, there is a need for additional shade around playgrounds.

The Shade Tree Commission would like to work with the Public Works and Parks and Recreation staff to maintain records of tree removals and replacements. In situations that do not involve a threat to public safety, the Shade Tree Commission would like to have advanced notice of tree removal plans by Township Staff. The Shade Tree Commission would like to be involved along with the Environmental Advisory Committee in the development of the new Township-wide Parks, Recreation and Open Space Plan in

planning for an increased tree canopy, remediating environmental problems, and considering locations for additional public parks or open spaces.

The Township’s regulations regarding tree preservation as part of new development should be reviewed to determine whether they need to be strengthened. Consideration should be given to requiring that the locations of the oldest and largest “Heritage Trees” be preserved to the maximum extent feasible as part of new construction.

Many communities have hired a part-time or full-time arborist or a consulting arborist to provide expert oversight of street trees and trees in parks. A trained arborist can identify potentially dangerous trees, provide advice on the most appropriate species for different situations, recommend ways to address diseases and insect problems, and propose alternatives to minimize the removal of mature trees.

A public awareness campaign would be desirable to explain the importance of trees, and to encourage property-owners to plant additional trees in appropriate locations.

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. *The Township has appropriate existing slope regulations, which limit the percentage disturbance of steeply sloped areas. It would be advisable to move the current separate steep slope section of the Township Code into the slope section of the Zoning Ordinance, so the provisions are more prominent for applicants.*

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 to a height above flood levels, beyond the minimum *one foot high freeboard* requirement. Some points can be received for actions the Township is already doing, such as enforcing stormwater regulations, *or for a system to warn residents of imminent flooding.*

Wetlands are required to be identified as part of development plans for individual sites. A minimum setback *could* be required between delineated wetlands and new buildings or parking areas. *The setback area should be required to be vegetated. This setback area is also valuable to keep construction equipment out of wetlands.*

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. *In design, materials and craftsmanship, the character of the Township's historic structures can rarely 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.



Haverford Township has been designated as a Certified Local Government for historic preservation by the Pennsylvania Historical and Museum Commission. This designation makes the Township eligible for certain grants and technical advice, and confirms that Haverford Township has taken affirmative action to protect its most important historic structures.

A summary of the history of Haverford Township is included in the Appendices. Haverford Township is one of the oldest townships in Pennsylvania, having been established in 1682, which was the same year that Pennsylvania was founded.

Several of the Township's earliest and most significant historic buildings are under the care of the non-profit Haverford Historical Society, which was established in 1939, and the Friends of the Grange organization, which was established in 1979. Both organizations also offer public programs at historic properties in the Township.

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.

Maintain community character through continued control of the alterations, additions or demolition of important historic structures, as well as the removal of significant and character-defining features of historic buildings.

In 1994, the Delaware County Planning Department completed a survey of historic structures in the Township. In 2009, based upon that research, the Township passed a zoning amendment to protect a list of historic structures. That list currently includes 134 designated structures and sites. Historic preservation regulations do not by themselves limit the allowed uses of a building.

The current ordinance provides an essential role in requiring pre-approval by the Board of Commissioners before one of these structures can be partly or completely demolished or altered. The Township Historical Commission reviews the application and provides a recommendation to the Township Commissioners, who make the final decision. The Historical Commission is also charged with the following major tasks: a) conducting research on historic structures, b) recommending to the Board of Commissioners any proposed changes to the list of designated historic structures, and c) commenting on proposed subdivisions and land developments and other development applications that affect historic structures.

An online map that allows persons to zoom in to see the exact locations and names of the structures is available at the website <https://www.havtrail.com/maps.htm> by clicking "other maps." A copy of that map is provided on the following pages, together with a table listing their addresses. Eagle Road and Darby Road have the highest number of designated buildings.

Reasonable flexibility is needed in approving alternative materials on historic structures, provided the materials have the same appearance as viewed from a sidewalk or street. Historic preservation requirements need to be balanced with the needs to accommodate modern uses, access for persons with disabilities, and the funding available to the building owner.

It would be desirable to prepare Design Standards for designated Historic Buildings in Haverford Township. This type of work is typically funded by a grant from the Pennsylvania Historical and Museum Commission. Design standards are particularly valuable to provide guidance to applicants in advance of which types of changes are likely to be approved before they prepare their application.

The Township zoning ordinance also should continue to prohibit “Demolition by Neglect.” This would involve a building owner refusing to complete necessary maintenance and repair of a historic structure, so they can later claim that it is not feasible to rehabilitate the building because of the deterioration that occurred.

The Township should periodically send an update brochure to the owners of historic structures and sites that are regulated by the Zoning Ordinance. This notice should inform the owners of the need to apply for prior approval prior to undertaking changes regulated by the historic zoning provisions. It is particularly important to send these notices to new purchasers of designated structures.

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, landscaped front yards, and most parking and garages being located to the side or rear of the building creates a desirable character along many older blocks. The historic preservation section of the Zoning Ordinance recognizes that design characteristics that reflect the context of nearby historic resources also play an important role in preserving the character of the Township.

The historic preservation section of the Zoning Ordinance discourages the removal of significant features and provides that the Historical Commission should recommend historically appropriate and contextual porch enclosures or other appropriate alterations. The Zoning Ordinance already includes a provision that requires that new buildings have similar setbacks 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. Where front yard parking is allowed, there should be a requirement for a planting area between the parking and an adjacent street or sidewalk.

Zoning can be used to regulate site layout, such as parking and garage locations, or a requirement for a front porch or requirements for first floor windows instead of blank walls. Front doors can be required to face onto a street. The Township could require that preliminary architectural plans be submitted of new principal buildings before they obtain zoning or subdivision approval. Within the limits of State law, it may be possible to also add design standards to the Township Zoning Ordinance or Subdivision and Land Development Ordinance to assist in making sure that new construction is compatible with older adjacent neighborhoods. The Traditional Neighborhood Development provisions of the Pennsylvania Municipalities Planning Code provide limited authority to regulate compatibility features of new construction. However, it is very difficult to directly regulate architecture outside of a State-approved Historic District.

Offer zoning incentives for rehabilitation of important older buildings.

The Zoning Ordinance could include zoning incentives for selected important historic buildings, including Township-designated historic structures and buildings that have been determined to be eligible for Township designation. For example, certain uses could be allowed within designated historic structures that would otherwise not be allowed within that zoning district. For example, there could be provisions

allowing alternative uses of older places of worship *and convents*, 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.

In addition to allowing additional uses, the Zoning Hearing Board could be given authority to modify selected zoning requirements (*such as parking requirements*) by special exception where it is shown that the modification is needed to allow for a reasonable *adaptive* use of a *designated* historic structure. This type of zoning provision *would reduce the burden of proof for an applicant, versus having to prove a necessary hardship if a zoning variance would be needed*. This type of modification could also reduce the need to amend *the zoning map, particularly when there is a change from an institutional use to another use*.

Provide information on responsible ways to repair and maintain historic structures.

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. *The Delaware County Planning Department has also information posted on their website about appropriate historic rehabilitation.*

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 *income-producing properties that are individually listed on the National Register of Historic Places or that involve a contributing building within a certified Historic District*. *The tax credits are not available for owner-occupied homes*. A program of state tax credits is also available, but it *also is limited to income-producing properties* and has a strict statewide cap that limits the availability.

The Township has completed the first phase of a program to provide matching grants to commercial properties for facade improvements using federal funds, and a second phase is anticipated in 2022. State grants or contributions from local financial institutions should be sought for future facade improvement programs for older buildings. These types of projects typically involve a local Design Committee that needs to *review* and approve the proposed changes before the funding can be released.

Another additional potential new funding source could involve the use of a *Neighborhood Partnership Program (NPP)*. This State program offers substantial *state corporate income tax* credits for corporate donations for community improvements. The improvements must follow a neighborhood plan *created under the direction of a committee of local residents and an incorporated neighborhood organization*. However, *the NPP program is primarily targeted towards neighborhoods with low income residents, and emphasizes providing affordable housing, economic development and quality of life improvements*. *Although there are not strict income limitations, most neighborhoods in Haverford Township would not rank highly in a competitive application to the State, compared to lower income neighborhoods in other communities.*

Engage more residents in understanding and preserving the history of the Township.

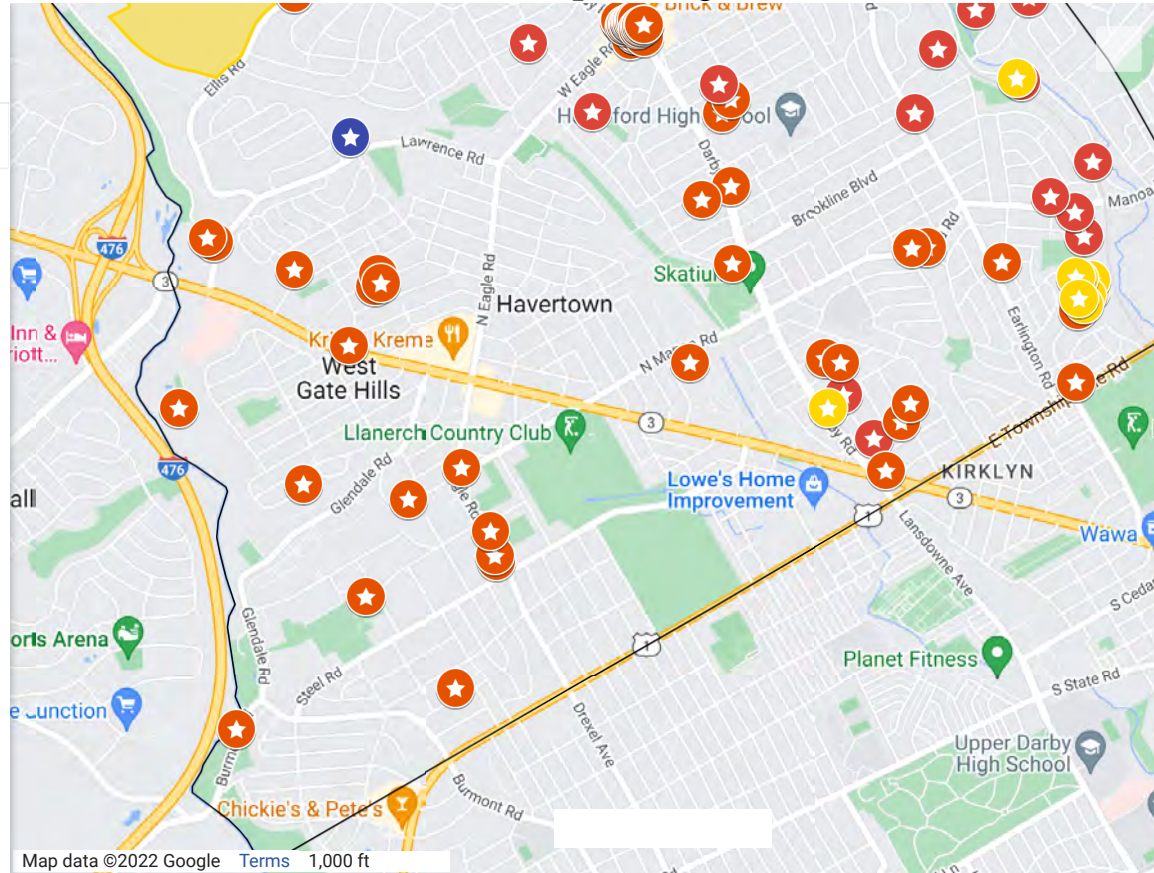
If there was wider knowledge of the history of Haverford Township and the importance of its historic structures, it would promote additional support for preservation and sensitive rehabilitation of structures. *There needs to be more publicity about the work of the Historical Commission and the Township’s historic structures*. *Historic-oriented events such as the Heritage Festival and activities at the Grange help to generate interest in historic preservation.*

Haverford has seven properties on the National Register of Historic Places (as described in the Appendices), but most do not have historic markers. The Pennsylvania Historical and Museum Commission has a process of placing historic markers on significant sites, but donors or a municipality are required to pay for the costs of installation. The Historical Commission is currently working on a set of proposed historic markers that would be authorized by the Township. A municipal marker program can be completed quicker and with more flexibility concerning what is recognized, compared to the State historic marker program.

Historic Structures that are Regulated under the Haverford Township Zoning Ordinance - June 2022

(unofficial copy)

Haverford Township historic properties on National Register (gold), NRHP-eligible (blue) and local (red) levels. R. D. Kerr Rev. 2022-06-834 views
Published on June 7



Map data ©2022 Google Terms 1,000 ft

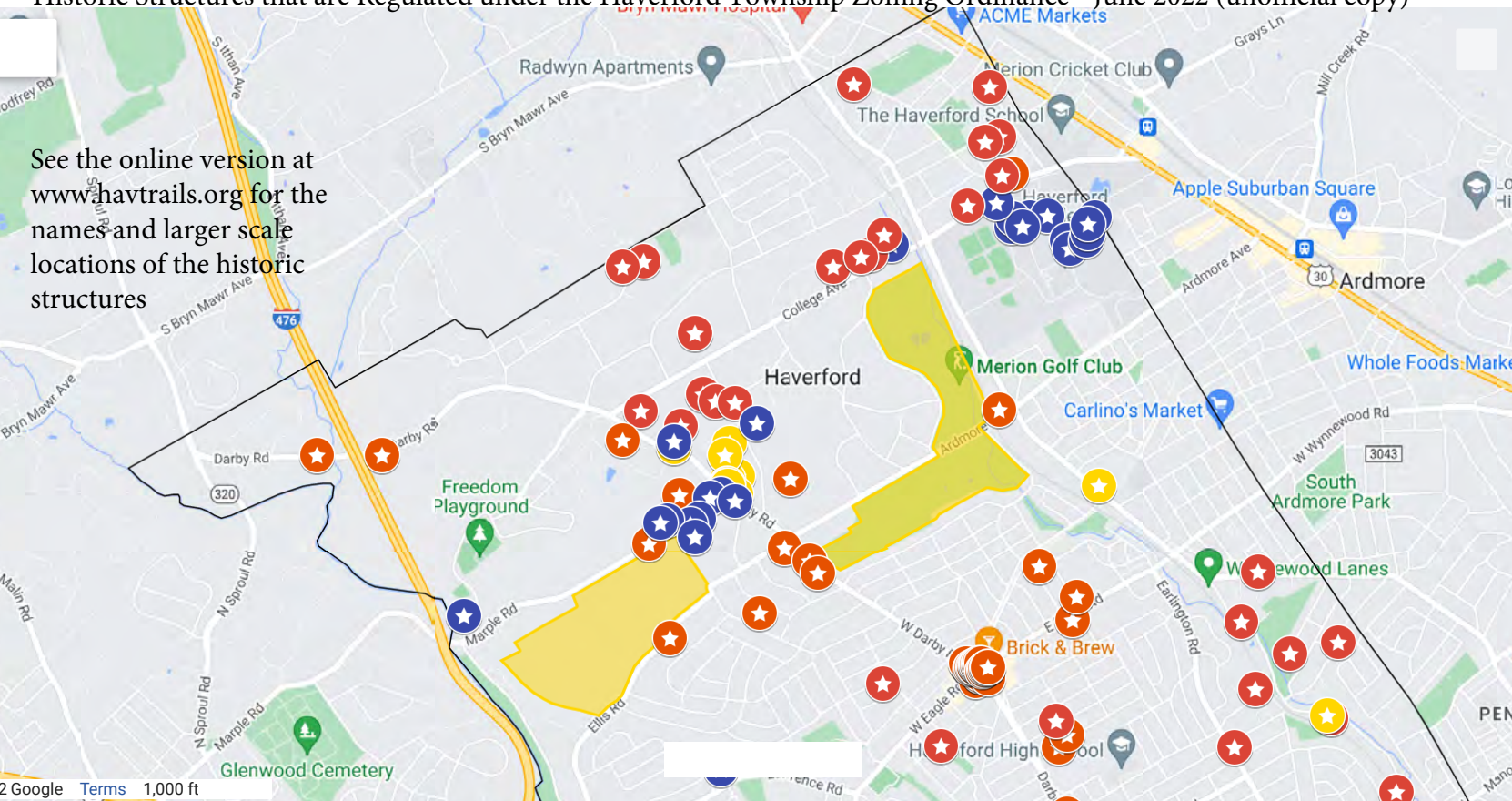
Historic Resources

See the online version for names of each site.

- ★ HA-001 Life Magazine House
- ★ HA-002 Grange Estate- Dairy Barn (St. Jame...)
- ★ HA-003-A Grange Estate- Main House
- ★ HA-003-B Grange Estate- Outside Kitchen
- ★ HA-003-C Grange Estate- Carriage House
- ★ HA-003-D Grange Estate- Necessary
- ★ HA-003-E Grange Estate- Potting Shed
- ★ HA-003-F Grange Estate- Lower Springhouse
- ★ HA-003-G Grange Estate- Upper Springhouse
- ★ HA-003-H Grange Estate- Long Barn

Historic Structures that are Regulated under the Haverford Township Zoning Ordinance - June 2022 (unofficial copy)

See the online version at www.havtrails.org for the names and larger scale locations of the historic structures



Haverford Township Historic Resource Survey List - By Street Address

Haverford Township Historic Resource Survey List - By Street Address					
Revised May 23, 2022					
Location	Location	Resource	Delaware Co.	National	
Street Name	Street No.	Name(s)/(Notes)	Parcel ID	Register	
Allgates Drive	100	Allgates Estate- Main House	22-04-00001-49	Listed	
Allgates Drive	100	Allgates Estate- Tennis Court Gazebo	22-04-00001-49	Listed	
Allgates Drive	120	Allgates Estate- Pump House (adaptive reuse)	22-04-00001-68	Listed	
Allgates Drive	147	Allgates Estate- Stable (adaptive reuse)	22-04-00001-61	Listed	
Allgates Drive	---	Federal School	22-04-00179-04	Listed	
Allgates Drive	153-165	Allgates Estate- Farmhouse (adaptive reuse to condos)	See following	Listed	
	153	Condo Unit 4	22-04-00179-05		
	157	Condo Unit 3	22-04-00179-06		
	161	Condo Unit 2	22-04-00179-07		
	165	Condo Unit 1	22-04-00179-08		
Ardmore Avenue	450	Merion Golf Club- East Course	22-04-00438-01	Listed	
			22-04-00029-00		
			22-03-00003-00		
			22-03-00002-00		
Ardmore Avenue	530	Castle Bith	22-04-00030-00		
Ardmore Avenue (West)	1	Nevil Memorial Church of St. George	22-04-00046-00		
Ashton Road	1509	Sears "Crescent" House	22-01-00134-00		
Ashton Road	1510	Sears "Strathmore" House	22-01-00109-00		
Ashton Road	1517	Sears "Alhambra" House	22-01-00141-00		
Ashurst Road	741	(house in Penfield subdivision)	22-08-00047-00		
Beechwood Road	805		22-06-00221-00		
Blakely Road	401	Old Orchard	22-04-00146-00		
Bon Air Terrace	1300	Leedom Barn (adaptive reuse)	22-09-00124-08		
Buck Lane	833	Garrigues House / Maywood	22-05-00138-00		
Buck Lane	851	Haverford Friends Meeting House (orthodox)	22-05-00139-00		
Burmout Road	1744	(site of former Haverford New Mill)	22-09-00249-00		
Caenarvon Lane	91	Far-Away- Main House	22-04-00056-58		
Caenarvon Lane	111	Far-Away- Carriage House (adaptive reuse)	22-04-00056-60		
Caenarvon Lane	201	Far-Away- Greenhouse (adaptive reuse)	22-04-00056-69		
Caenarvon Lane	206	Far-Away- Stablehands Quarters	22-04-00056-49	Eligible	
Center Road	1240	Lewis David House	22-09-00254-00		
Cherry Lane	224	Ott's Valley (farmhouse)	22-03-00379-00		
Colfax Road	109		22-03-00527-00		
College Avenue	7	Cottesmore	22-04-00082-00		
College Avenue	400	Hugh L. Adams House	22-05-00191-00		
College Avenue	620	Millbrook- Main House	22-04-00123-00	Eligible	
College Avenue	760	(International Style house)	22-04-00132-00		
College Avenue	791	Haverford College- Residence House	22-04-00042-01	Eligible	
College Circle	1	Haverford College- President's House	22-04-00042-01	Eligible	
College Circle	2	Haverford College- Professor's Residence	22-04-00042-01	Eligible	
College Circle	3	Haverford College- Professor's Residence	22-04-00042-01	Eligible	
College Circle	6	Haverford College- Professor's Residence	22-04-00042-01	Eligible	
College Lane	9	Haverford College- Gummere House	22-04-00042-01	Eligible	
Coopertown Road	11	Craig Hall	22-04-00143-00	Eligible	
Coursey Road		Haverford College- Cricket Pavilion	22-04-00042-01	Eligible	
Crescent Hill Drive	310	Haverford Hall / Castle Rock Farm (adaptive reuse after fire)	22-09-00512-04		
Darby Creek Road	2110	(house using former carriage house stone walls)	22-01-00245-01		
Darby Road	1601	Haverford Township Title & Trust / Free Library	22-07-00328-00		
Darby Road	2325	Haverford Township Administration Building	22-03-00617-00		
Darby Road	2333-2339	(commercial block)	See following		
	2333		22-03-00618-00		
	2335		22-03-00619-00		
	2337		22-03-00620-00		
	2339		22-03-00621-00		
Darby Road	2341	(commercial block)	22-03-00622-00		
Darby Road	2407-2415	(commercial block)	See following		
	2407		22-03-00623-00		

Street Name	Street No.	Name and Notes	Co. Parcel ID	National Register
	2409		22-03-00624-00	
	2411		22-03-00625-00	
	2413		22-03-00626-00	
	2415		22-03-00627-00	
Darby Road	3018	Benjamin Smith House	22-04-00170-00	
Darby Road	3035	Casa al Sole	22-03-00655-01	
Darby Road	3244	Cooperage	22-04-00177-00	Eligible
Darby Road	3250	(stone barn) (adaptive reuse)	22-04-00178-01	Eligible
Darby Road	3300	Allgates Estate- Cabin (ruins) (on Quadrangle property)	22-04-00180-00	
Darby Road	3300	Linden (Quadrangle administration building)	22-04-00180-00	
Darby Road	3345	Frog Tavern	22-04-00185-50	Listed
Darby Road	3728	Aber-Ithan	22-04-00203-00	
Darby Road	3823	Braithwaite	22-05-00244-00	
Dartmouth Lane	20	(1-story barn) (adaptive reuse; expanded)	22-04-00228-14	Eligible
Dickinson Road	1510	Dickinson Farmhouse	22-07-00376-00	
Eagle Road (East)	2-26	(commercial block)	See following	
	2		22-03-00841-00	
	4 & 6		22-03-00842-00	
	8		22-03-00843-00	
	10		22-03-00844-00	
	12		22-03-00845-00	
	14		22-03-00847-00	
	16		22-03-00848-00	
	18		22-03-00849-00	
	20		22-03-00850-00	
	22		22-03-00851-00	
	24		22-03-00852-00	
	26		22-03-00853-00	
Eagle Road (East)	19	(commercial building)	22-03-00811-00	
Eagle Road (East)	23-31	(commercial block)	See following	
	23		22-03-00812-00	
	25		22-03-00813-00	
	27		22-03-00814-00	
	29		22-03-00815-00	
	31		22-03-00816-00	
Eagle Road (East)	235	Old Haverford Friends Meeting House	22-03-00830-00	
Eagle Road (South)	516	Haverford Public School No. 2 (adaptive reuse)	22-09-00704-00	
Eagle Road (South)	526	David Lewis House	22-09-00705-00	
Eagle Road (South)	551	Thompson Farmhouse	22-09-00683-00	
Eagle Road (West)	1	Grace Chapel	22-03-02412-00	
Ellis Road	300	Merion Golf Club- West Course	22-04-00350-00	Listed
Ellis Road	329	Maryland Woods- Farmhouse	22-04-00339-00	
Fairmont Road	405	Spring Valley Farm	22-01-00397-00	
Grasslyn Avenue	2200	American Legion Nunan-Slook Post 338 Building	22-03-01079-00	
Grove Place	100	Grange Estate- Main House	22-08-00447-01	Listed
Grove Place	100	Grange Estate- Outside Kitchen	22-08-00447-01	Listed
Grove Place	100	Grange Estate- Carriage House	22-08-00447-01	Listed
Grove Place	100	Grange Estate- Necessary	22-08-00447-01	Listed
Grove Place	100	Grange Estate- Potting Shed	22-08-00447-01	Listed
Grove Place	100	Grange Estate- Lower Springhouse	22-08-00447-01	Listed
Grove Place	100	Grange Estate- Upper Springhouse	22-08-00447-01	Listed
Grove Place	100	Grange Estate- Long Barn	22-08-00447-01	Listed
Grove Place	100	Grange Estate- Tenant Farmhouse	22-08-00447-01	Listed
Harris Road		Haverford College- Founders Hall	22-04-00042-01	Eligible
Harris Road		Haverford College- Barclay Hall	22-04-00042-01	Eligible
Haverford Road	2125	(tenant farmhouse)	22-06-00974-00	
Haverford Road	2713	Pont Reading	22-06-01015-00	Listed
Highland Lane	180	Appletree Farm House (Sheaff)	22-05-00416-00	
Highland Lane	201	Highland Farm House	22-05-00428-00	
Hilltop Road	---	Joseph Powell House	22-09-02760-00	
Hirst Avenue	809	Maple Hill	22-08-00727-00	
Karakung Drive	---	Nitre Hall Powder Magazine (ruins)	(SEPTA NHSL RoW)	

Street Name Street No. Name and Notes Co. Parcel ID National Register

Karakung Drive	1682	Lawrence Cabin (relocated)	22-08-00370-00		
Karakung Drive	1682	Nitre Hall / William Rogers House	22-08-00370-00	Listed	
Karakung Drive	1701	Jack Lynch House	22-06-01260-00		
Langhorne Avenue (East)	20	Davilla Farm- Tenant House	22-02-00561-00		
Lansdowne Road	211	Presbyterian Church of Llanerch	22-02-00694-00		
Lawrence Road	1901	Lawrence Homestead	22-01-00802-01		
Lenox Road	311	(early house in Brookline subdivision)	22-07-00915-00		
Llandillo Road	5	Llanerch School (adaptive reuse)	22-02-00650-00	Listed	
Llandillo Road	17	St. Andrews Methodist Episcopal Church (adaptive reuse)	22-02-00652-00		
Manoa Road (East)	326	(tenant farmhouse)	22-07-00955-00		
Manoa Road (East)	731	(first house in Penfield subdivision)	22-08-00700-00		
Manoa Road (North)	525	Narbeth	22-01-01041-00		
Manoa Road (South)	222	Manoa Public Library (adaptive reuse)	22-09-01713-50		
Manoa Road (South)	404	Bethesda M. E. Church / Odd Fellows Lodge (adaptive reuse)	22-09-01729-00		
Manor Road	1203	Devon Horse Show Raffle House	22-07-00996-00		
Marple Road	19	(tenant farmhouse)	22-04-00178-00	Eligible	
Marple Road	25	Spring Hill Farm- Farmhouse	22-04-00483-02	Eligible	
Marple Road	37	Spring Hill Farm- Barn (adaptive reuse)	22-04-00483-05	Eligible	
Marple Road	45	(house)	22-04-00485-00	Eligible	
Marple Road	49	(house)	22-04-00486-00	Eligible	
Marple Road	101	(first house in Foxcroft subdivision)	22-04-00488-00		
Marple Road	300	John Clemmer House / Brookthorpe Station House	22-04-00523-00	Eligible	
Marthart Avenue (East)	21	Stewart Farm- Farmhouse (relocated)	22-03-01552-00		
Marthart Avenue (East)	42	Sears "Wayne" House	22-03-01509-00		
Mercer Avenue (East)	11	Davilla Farm- Main House	22-02-00830-00		
Mill Road	570	Miller / Leedom / Dickinson House	22-07-01053-00		
Myrtle Avenue	28	Life Magazine House	22-08-00826-00		
Myrtle Avenue	135	Grange Estate- Dairy Barn (St. James Church adaptive reuse)	22-08-00808-00		
Oakley Road	500	Roslin	22-05-00737-00		
Panmure Road	746	Martin House / Main Line Art Center (adaptive reuse)	22-05-00778-00		
Park Road (East)	29	John Atkinson House	22-02-00903-00		
Park Road (East)	104	(house in Llanerch subdivision)	22-02-00874-00		
Pelham Avenue	1610	Caroline B. King House	22-06-01741-00		
Quaker Lane	110	Bryn Alden / The Cedars	22-04-00138-00		
Railroad Avenue (East)	976	Firemark House	22-05-00916-00		
Robin Lane	3016	D. J. Carter House	22-04-00649-00		
Spring Mill Lane	4	Millbrook- Tenant House	22-04-00654-55		
Spring Mill Lane	7	Millbrook- Carriage House/Stable (adaptive reuse)	22-04-00654-52		
Springhouse Lane	2	Lawrence Farm- Main House (Flintlock)	22-01-00780-00	Eligible	
St. Denis Lane	2401	St. Denis Rectory	22-03-00879-00		
Strathmore Road	501	Cobb's Creek School (adaptive reuse)	22-08-01040-00		
Tunbridge Road	131	Whitby Hall	22-04-00694-00		
Tunbridge Road	150	(house in Haverford Development Corporation area)	22-04-00696-00		
Turnbull Avenue (East)	38	Sears "Elsmore" House	22-03-02021-00		
Walnut Lane	601	Garrigues House	22-05-01068-00		
Walnut Place	400	(house in Chatham Village subdivision)	22-08-01087-00		
Walton Lane		Haverford College- Carvill Arch	22-04-00042-01	Eligible	
Walton Lane		Haverford College- Chase Hall	22-04-00042-01	Eligible	
Walton Lane		Haverford College- Library	22-04-00042-01	Eligible	
West Chester Pike	107	Llanerch Fire Company Firehouse	22-02-01286-00		
West Chester Pike	1717	Stackhouse Tavern / Black Bear Inn	22-01-02471-00		
Notes:					
Street Name, Street Number, Parcel ID and Map No. have been checked with Delaware County's online Property Search Public Access System.					
Corrections and additional publicly-available information have been used to further improve this list.					
"National Register" column: "Listed" on or determined "Eligible" for the National Park Service's National Register of Historic Places.					

Transportation Plan

The Traffic Counts Map on the following page shows average weekday vehicle traffic counts in the Township prior to the 2020-2022 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. *There also is some commuting from Philadelphia to Haverford, particularly for retail, health care and service jobs.* 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. *Reductions in speeding* by vehicles greatly reduce risks to pedestrians, bicyclists and 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. *Another example of a potential location for speed tables would be along Rosemont Avenue south of Loraine Street. Rosemont Avenue experiences cut-through traffic from persons trying to avoid congestion along Haverford Road. Also, a reduction of speed is valuable to protect persons crossing to Chestnutwold Elementary School.*

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. *A speed table that does not have abrupt edges also avoids conflicts with snow plows.*

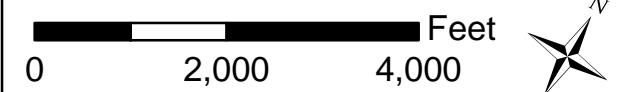
Haverford Township

TRAFFIC COUNTS

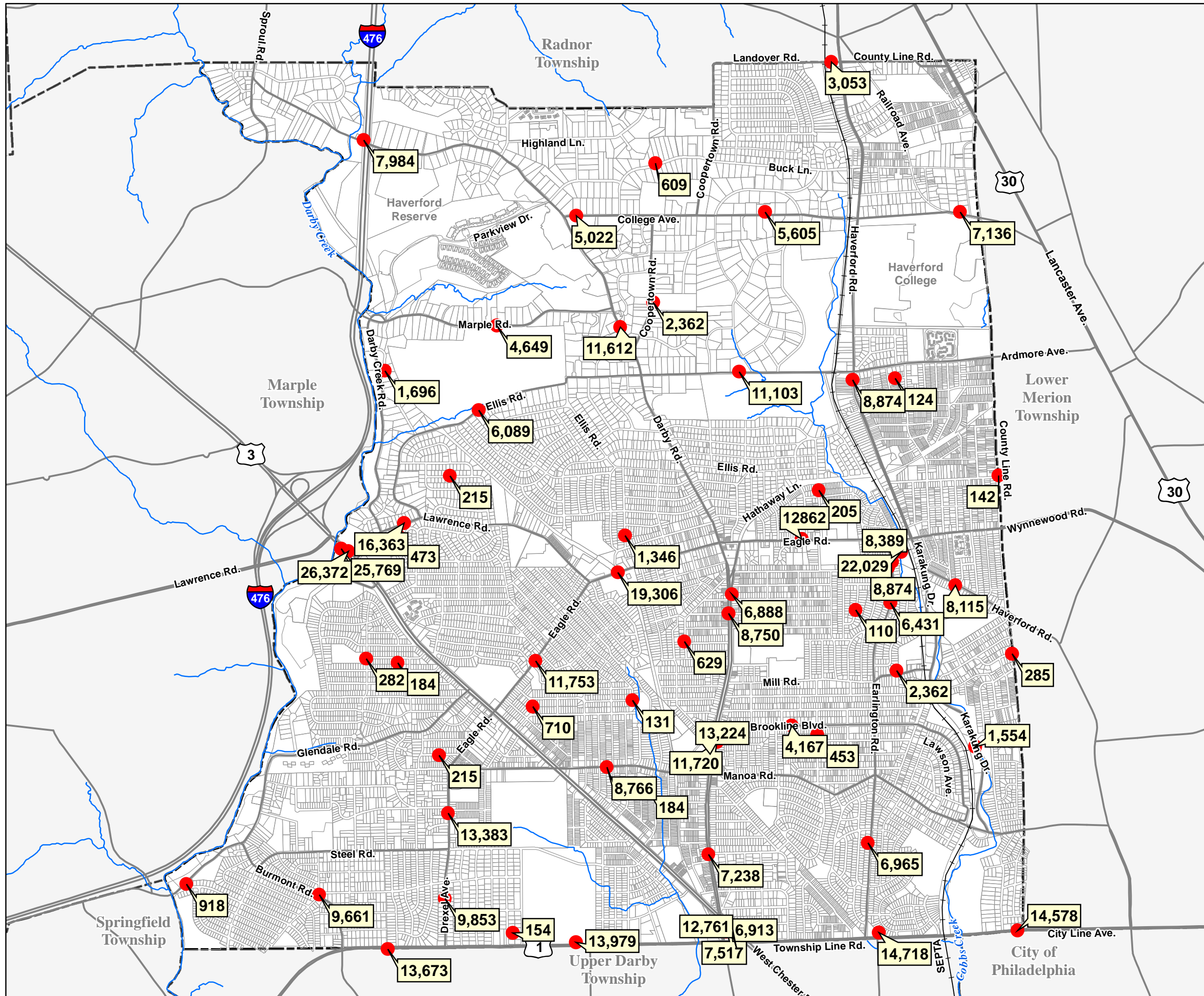
● Annual Average Daily Traffic

NOTE: Traffic counts were taken between 2016 and 2018.

Source:
ESRI, PASDA and Delaware County.



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There may be opportunities to add pedestrian refuge islands in the median of certain streets, as seen in the photo to the right. 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, and the grant for this intersection is to improve the multi-modal performance of the intersection, particularly pedestrian and bicycle access to the Darby Creek Trail and Darby Creek Valley Park including Merry Place. Roundabouts are also meeting with increased resistance from vision-impaired people and their advocates, since they do not provide the needed aural cues that normal intersections provide about vehicle movements and actions.

Where all of the official published standards cannot be met for a continuous designated bicycle lanes with signs on a road, the alternative approach is to paint white lines along the right edges of the travel lane, but without official bike lane markings. The concern is that official bike lane signs may create a false sense of security on a heavily traveled road for children and inexperienced bicyclists.

The painting of white lines along the right edges of the travel lane is designed to keep vehicles out of the shoulders. 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.

There are public concerns about the ability of narrow streets to handle parking and through-traffic, particularly where sidewalks do not exist. One example is along Millbrook Lane west of Railroad Avenue. One option would be to limit parking to one side of Millbrook Lane, and to paint a white line along the other side of the road to provide a shoulder for pedestrians. Another option would be to establish a residential permit parking system, if there is local support, to limit the number of non-resident vehicles parking on the road. There also could be discussions with the Haverford School and Lower Merion Township to find alternative parking locations for students.

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 (*particularly persons who cannot walk fast*), persons with *disabilities*, bicyclists and public transit users.

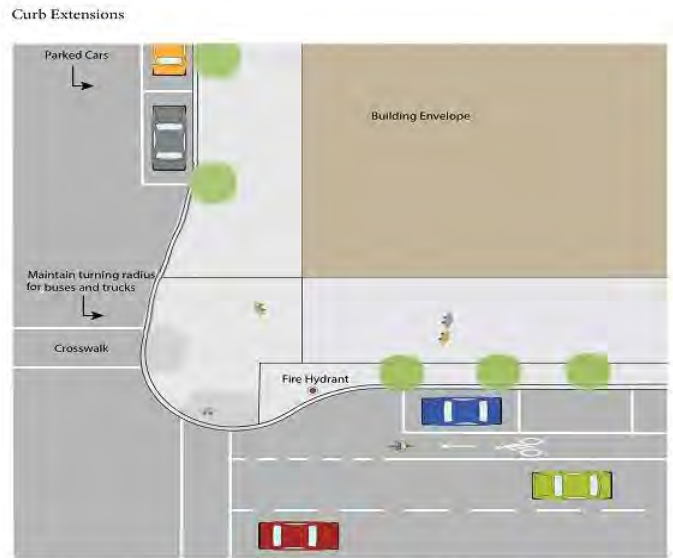
Efforts are needed to make crosswalks highly visible. This can include a flashing light above a crosswalk, which can be activated by a button or by a sensor that identifies approaching pedestrians. Some crosswalks have lights embedded into the road surface. As a lower-cost improvement, wider use should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

As seen on the graphic to the right, extensions of curbs (“bulb out 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.

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.) *In a typical year, there were an average of 11 crashes involving pedestrians.*



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.

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

Location	Vehicle 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.

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. *Construction is programmed for 2023 and will mainly involve changes to the northbound entrance ramp to Route 476 and the approaches.*

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 in 2021 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.

In particular, there were many public comments about the difficulties in crossing Haverford Road at different points, including for persons walking to NHSL stations or to local employers.

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-Frankford* 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 the construction of type of extension is not expected to be available for the foreseeable future, *although some proper acquisitions are starting.*

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.



As of 2022, SEPTA was planning a reconfiguration of bus lines named “Bus Revolution” to respond to changing demands by riders and to improve on-time performance. The updates are also intended to attract many riders back to the system, after ridership fell during the Pandemic. As of 2022, 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 69th 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.

Additional bus passenger shelters should be added to protect riders from bad weather. Most bus passenger shelters are installed by a private company, in return for a municipality allowing the company to maintain an advertising sign on the shelter. While an illuminated advertising sign may not be compatible with single family residential neighborhoods, there are many areas where a sign on a shelter would be appropriate. The SEPTA Bus Stop Design Guidelines are available online to assist in designing bus pull offs, shelters and pedestrian access.

In 2016, DVRPC completed a study entitled “Enhanced Bus Service on West Chester Pike.” Over the long-term, there may be opportunities to offer some express bus service along West Chester Pike, with fewer stops, but it is not currently proposed. As of 2022, the service along West Chester Pike from Eagle Road to the 69th Street Station is providing 15 minute intervals on weekdays. The study 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.

A pedestrian connection is planned to the Pennsy Trail from West Chester Pike in the area across the road from Quarry Center Drive. Both the Darby Road and Eagle Road stops already have pedestrian passenger shelters, and similar shelters should be sought at additional bus stops.

It would also be desirable to add sidewalks to access bus stops along West Chester Pike in the vicinity of Lawrence Road. Where a sidewalk is not currently feasible, it would be desirable to encourage adjacent property owners to maintain a clear grass area along the curb that is walkable. Now, in some cases, pedestrians are forced to walk along a narrow shoulder along the western portion of West Chester Pike.

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.

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

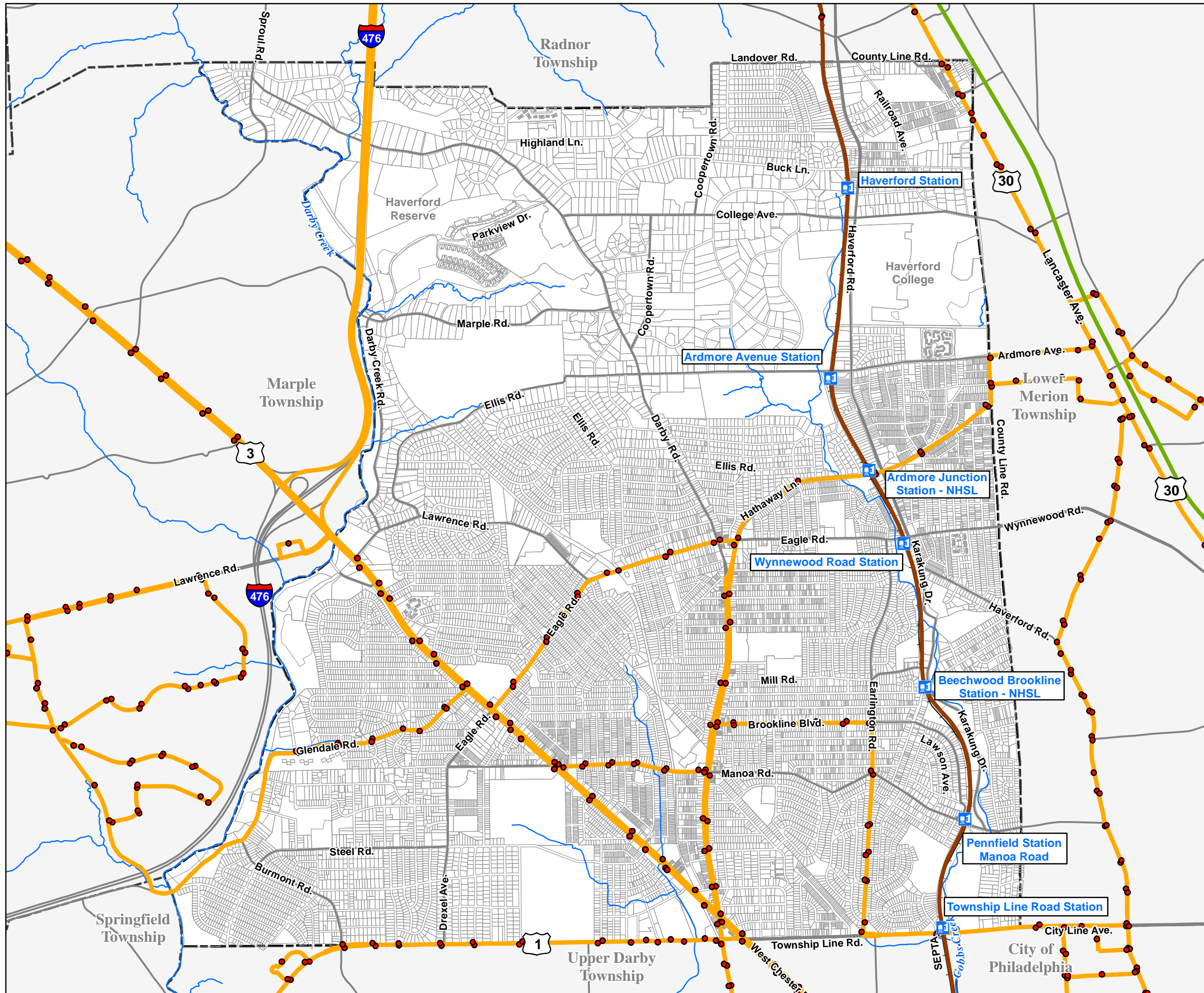
PUBLIC TRANSIT

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

Source:
ESRI, PASDA and Delaware County.



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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. *In total*, Haverford Township includes over 15 miles of trails. 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 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 been 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.

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.

Haverford Reserve Trails



In the northeastern part of the 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.

Continue to provide for excellent public parks and recreation facilities and 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.

Haverford Township

RECREATION AREAS, TRAILS & PUBLIC SCHOOLS

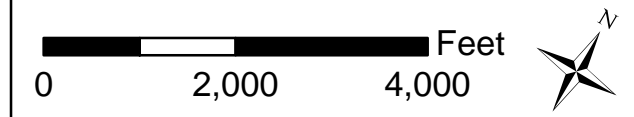
- Parks & Recreation Areas
- Golf Course
- Homeowners Association Lands & Private Recreation
- Public School

Trails

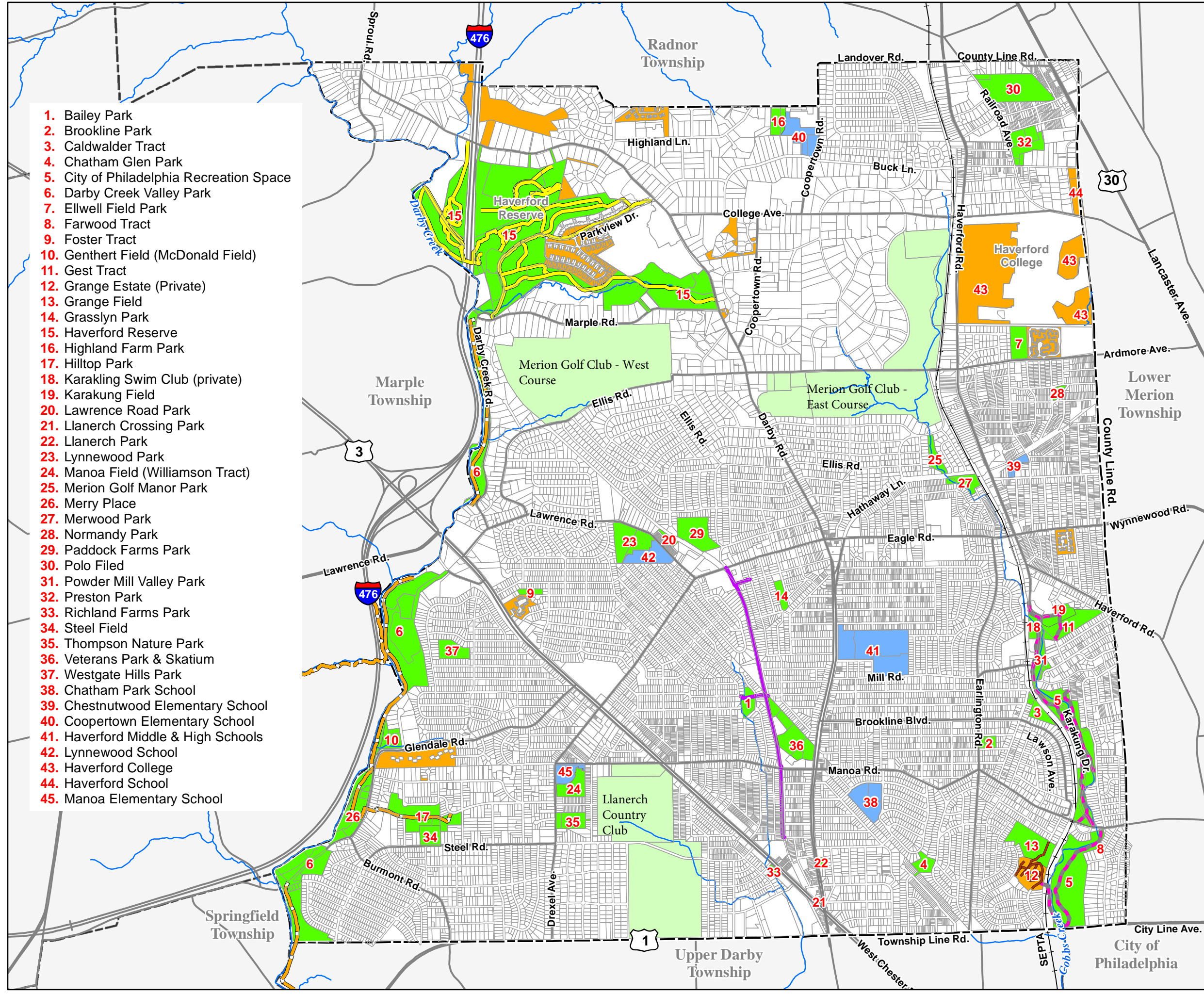
- Darby Creek Trails
- Grange Estate Trails
- Powder Mill Valley Trails
- Haverford Reserve Trails
- Pennsy Trail

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. Llanerch Crossing Park
22. Llanerch 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 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. The former Brookline Elementary School site on Earlington Road is becoming a neighborhood park, *and a master plan is currently being completed for the site.*

Haverford Township will be completing a new Comprehensive Parks, Recreation and Open Space Plan over the next year, which will involve extensive public input. *That Plan will include detailed assessment of recreational needs and recommendations for individual parks, which is beyond the scope of this Comprehensive Plan.*

The Township has one dog park, which is *located* at the Haverford Reserve. It *may* be desirable to add a dog park in the southern part of the Township, such as on a site along the Cobbs Creek corridor where there are few immediate *residential* neighbors.

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

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

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. *State law requires that each municipality notify a school district of final approvals of residential developments, but it is also important to notify the School District of projects that are under review.*

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, *and there are opportunities to work together to carry out the Sustainability recommendations of this Plan.*

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. *Because parking is very limited on the existing site,* alternatives should be considered to provide additional parking in the vicinity. This 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 *on Darby Road south of Mill Road* 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) oversees the *conveyance* 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. *These efforts include making sure manhole covers are tightly sealed, prohibiting roof drains from being connected to sewage lines, and testing wastewater pipes for leaks.* 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 *minimized*, 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, hours needed for various tasks, and 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 Fire Chief reports that it would be desirable to add a second floor and an elevator onto the station, if funding would be available for the construction. The company reported they have 28 active volunteers.

The Brookline Fire Company is located at 1315 Darby Road in Havertown. The company operates a 105-foot aerial ladder truck. The Chief reports the company has 40 active volunteers. The Chief reports that the station is in good condition, but it 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-foot 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-foot aerial ladder truck. The company currently has about 45 active members. Oakmont also serves parts 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 *residential* 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. The *Township should* consider providing 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. As of 2022, one of the paramedic *vehicles* 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 *residential*, commercial, industrial and institutional buildings. It includes procedures, application requirements, and engineering standards.

It would be advisable to incorporate additional fire apparatus access standards into the SALDO. A model set of standards are found in Appendix D of the International Fire Code. That Appendix was not adopted by the State of Pennsylvania.

Continue to emphasize the Property Maintenance Code.

The Township's Property Maintenance Code is a valuable tool that is used to make ensure that buildings *and lots* are maintained to a minimum level and to address problem properties before they become *nuisances*. 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. *Haverford should consider this system, but it would require some form of appeals system.*

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. *Haverford should consider an adopting an Official Map, which could initially involve a few projects, without necessarily covering the entire Township.*

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. *Haverford Township currently updates its capital projects list and proposed capital spending each year as part of the Annual Budget.*

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 *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 *Discover Haverford* organization, 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.

Periodically review progress in carrying out this Comprehensive Plan.

The Township Planning Commission should have the lead role in reviewing progress in implementing this Plan. The table in the Action Program is designed to assist in these efforts, and it can be updated over time. State law requires that a Comprehensive Plan be reviewed at least once every ten years and to be updated as needed, but more frequent reviews are advisable. Amendments could be considered periodically to this Plan to address key issues and changing conditions, without necessarily completely revising it.

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
<i>Discover Hav.</i>	=	<i>Discover Haverford (formerly Haverford Partnership for Economic Development)</i>
DVRPC	=	Delaware Valley Regional Planning Commission
<i>FHT</i>	=	<i>Friends of the Haverford Trails</i>
Hist. Com.	=	Haverford Township Historical Commission
Hist. Soc.	=	Haverford Township Historical Society
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
PHFA	=	Pennsylvania Housing Finance Agency
PHMC	=	Pennsylvania Historical and Museum Commission
SEPTA	=	Southeastern Pennsylvania Transportation Authority
Staff	=	Township Staff
ZHB	=	Zoning Hearing Board

In the right-hand column of the *following table* 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>Consider updates to the zoning ordinance based upon the recommendations in the Land Use and Housing Plan. <i>The zoning update will involve an additional set of public meetings, and upon further debate and analysis, there may be changes from the recommendations in this Plan.</i> Recommended changes include: a) establishing a New Neighborhood/Commercial Residential district for the current commercial portion of Eagle Road and portions of Haverford Road, and the area near the intersection of Township Line Road 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>Work to improve the economic vitality and appearance of the commercial portions of the Eagle Road west of Oakmont. Improve the attractiveness and efficiency 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, <i>and allow more efficient parking layouts.</i> 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, Discover Hav., Landowners and Businesses

Recommended Strategy	Priority: H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
<p>Encourage the 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 would be permanently preserved in open space. This involves permanent preservation of open space that serves a valuable public purpose, in return for flexibility in lot dimensions <i>and housing types</i>. 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>	H	Short-term	PC, B. Com., Staff
<p>Work to revitalize the commercial portion of the Haverford Road corridor, in cooperation with PennDOT’s proposed road improvements that will result in a turn lane. Seek to eventually have complete sidewalks on both sides of Haverford Road, or shoulders that are suitable for use by pedestrians.</p>	H	Continuous	PC, B. Com., Staff, Discover Hav.
<p>Examine alternatives for use of the former Township Building site, such as: a) for parking (while reserving the site for a future parking deck if needed), b) for a mixed commercial/residential building as an anchor for the area, or c) a suitable reuse of one or both existing buildings.</p>	M	Continuous	B. Com., PC, Staff, Discover Hav.
<p>Seek a location for an outdoor special events space in the Oakmont area, such as along Darby Road near the intersection with East Darby Road.</p>	M	Continuous	B. Com. PC, Staff, Discover Hav.

NATURAL FEATURES CONSERVATION AND SUSTAINABILITY PLAN

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities
<p>Carry out a full range of sustainability initiatives as described in this Plan and the Climate Action Plan, in cooperation with area businesses and other entities, including installing additional 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.</p>	M	Continuous	EAC, Staff, B. Com., PC, Property owners
<p>Carefully manage stormwater and other water resources to improve water quality, promote groundwater recharge, and comply with Federal MS4 requirements. <i>Continue to prohibit new buildings in the 100 year floodplain and to minimize the disturbance of steeply sloped lands, which are prone to erosion.</i></p>	H	Continuous	Staff, B. Com., PC, Con. Dis., Twp. Engineer, property owners

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities
<p>Improve the creeks as scenic and possible recreational assets. 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.</p>	M	Short-range	Staff, Parks and Rec., EAC, B. Com., PC
<p>Promote additional tree plantings, particularly to extend the tree canopy over streets, parking lots and parks. Minimize unnecessary removal of trees during construction through regulations, plan reviews and site inspections.</p>	M	Continuous	PC, B. Com., Shade Tree Commission, EAC, Staff

HISTORIC PRESERVATION PLAN

Recommended Strategy.	Priority: H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations above)
<p>Consider to use the Zoning Ordinance to require pre-approval of a proposed demolition or removal of architectural features of Township-designated important historic structures. Allow reasonable flexibility in the use of alternative materials, provided the materials have the original appearance as viewed from the sidewalk and the street. <i>Consider preparing Design Standards for designated Historic Buildings, which can be funded with a State grant.</i></p>	H	Continuous	Hist. Com., PC, B. Com., Staff, Hist. Soc.
<p>Promote public interest and awareness in historic preservation. Encourage sensitive rehabilitation to preserve character, by encouraging use of available resources. Provide website links to high-quality sources on proper methods for historic rehabilitation.</p>	L	Continuous	Hist. Com., Hist. Soc., Staff

COMMUNITY FACILITIES AND SERVICES PLAN

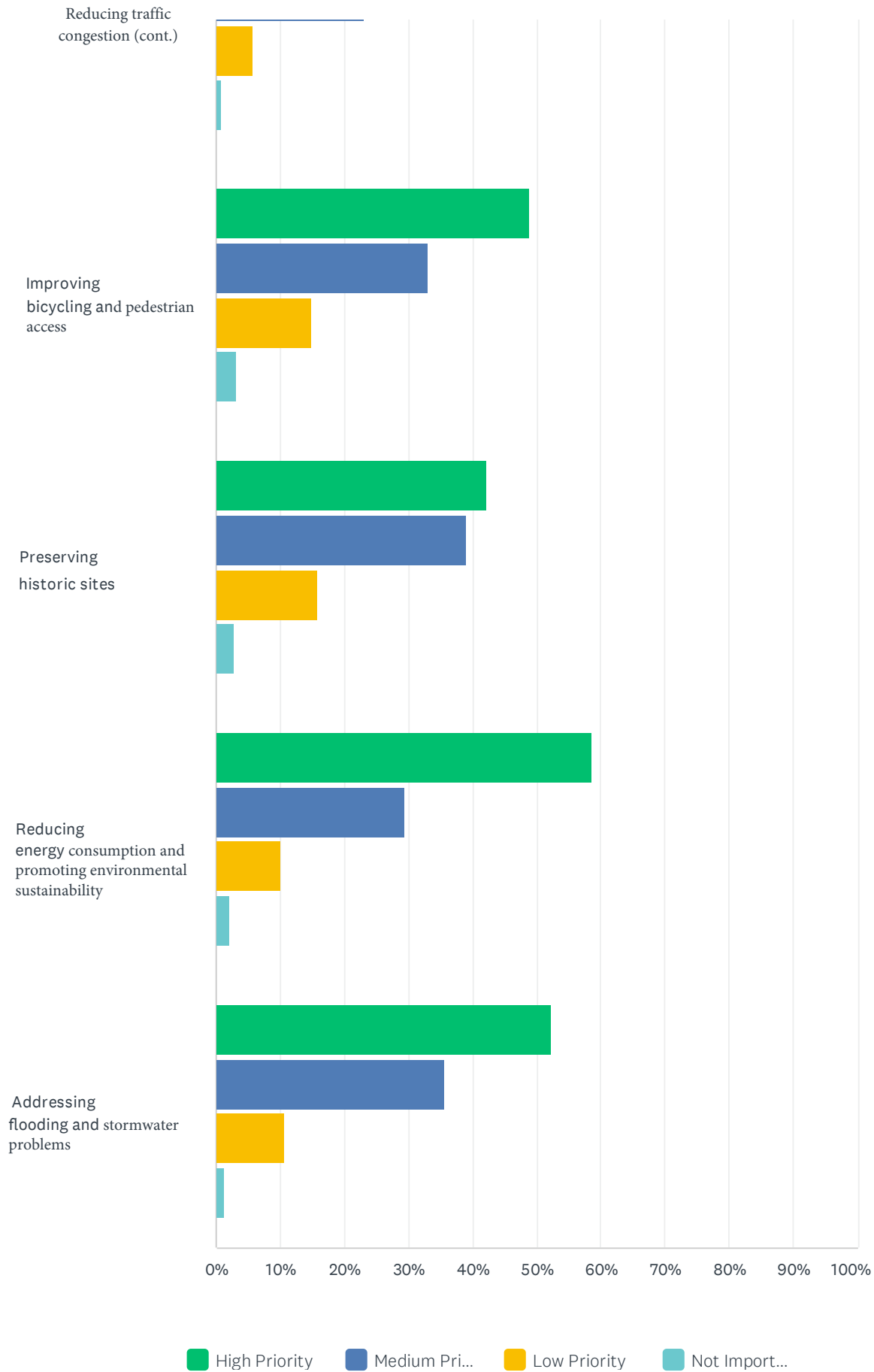
Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
Continue to provide excellent parks and recreation facilities. <i>Complete the new Township Parks, Recreation and Open Space Plan to identify needs and propose specific improvements. Seek improvements 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.</i>	H	Continuous	Parks & Rec., B. Com., School District, Donors, PA DCNR
Work to complete the Darby Creek, Cobbs Creek and Pennsy Trail systems, and to improve bicycling and pedestrian access to parks and schools.	M	Continuous	Parks & Rec., FHT, B. Com., PC, School District
Continue to provide high-quality police, fire protection and emergency medical services, with coordinated training. <i>If one of the fire stations needs to be replaced, consider a location that is more accessible to the northern part of the Township.</i>	H	Continuous	Police, Fire Bureau, Fire Companies, Narbeth Amb., B. Com., Staff.

TRANSPORTATION PLAN

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
Carry out “Complete Streets” and “Traffic Calming” concepts when planning circulation improvements. <i>Consider installing speed tables in a few selected road segments where there is local support, particularly along unusually narrow roads that are experiencing high levels of through-traffic and speeding, and near schools and parks. Work to complete missing segments of sidewalks along major roads, including Haverford Road.</i>	M	Continuous	Staff, Twp. Engineer, PC, B. Com., PennDOT, DCPC, DVRPC
Work with DVRPC, DCPD, PennDOT and adjacent property owners to seek funding and rights-of-way to complete cost-effective road improvements that reduce congestion and improve safety.	H	Continuous	Staff, Twp. Engineer, B. Com., PennDOT, DCPC, DVRPC
Promote greater use of public transit, including more frequent enhanced bus service along the Route 3 corridor. <i>Allow for additional bus passenger shelters, which can be funded by a sign company in a business area. Seek to add a limited number of additional parking spaces near NHSL stops where feasible.</i>	M	Continuous	Staff, B. Com., SEPTA, DCPC, DVRPC

PUTTING THIS PLAN INTO ACTION

Recommended Strategy	Priority. H = High M = Medium L = Low	Timing	Prime Responsibilities (see abbreviations)
Update the Zoning Ordinance and the Subdivision and Land Development Ordinance (SALDO) to carry out this Plan.	H	Short-range	PC, B. Com., Staff, Twp. Engineer
Consider adopting an "Official Map" to seek to reserve land that is expected to be needed for <i>future improvements to intersections, trails, parks</i> or other public improvements. <i>The Official Map could start with a couple projects in a portion of the Township, and later be expanded to the entire Township.</i>	M	Short-range	PC, B. Com., Staff
Seek additional grants to meet community needs , while paying close attention to upcoming submission deadlines.	M	Continuous	Staff, DCPC, Co. DCED, State agencies
Increase inter-governmental cooperation efforts , including holding periodic joint meetings with other municipalities and working through the Council of Governments.	M	Continuous	Staff, B. Com., PC, Adj. Mun.



	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

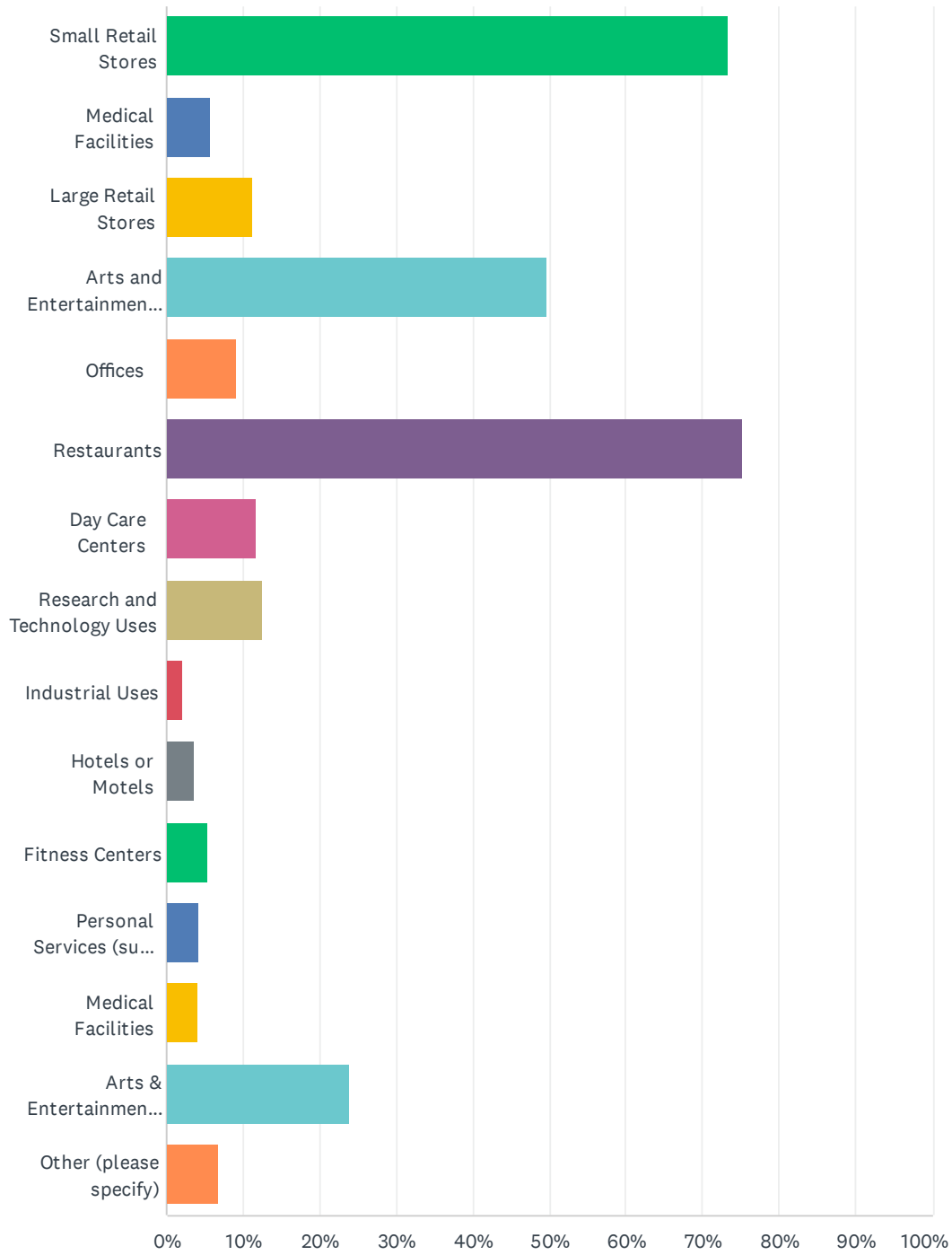
Haverford Township Citizen Survey - Word Cloud Responses

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.

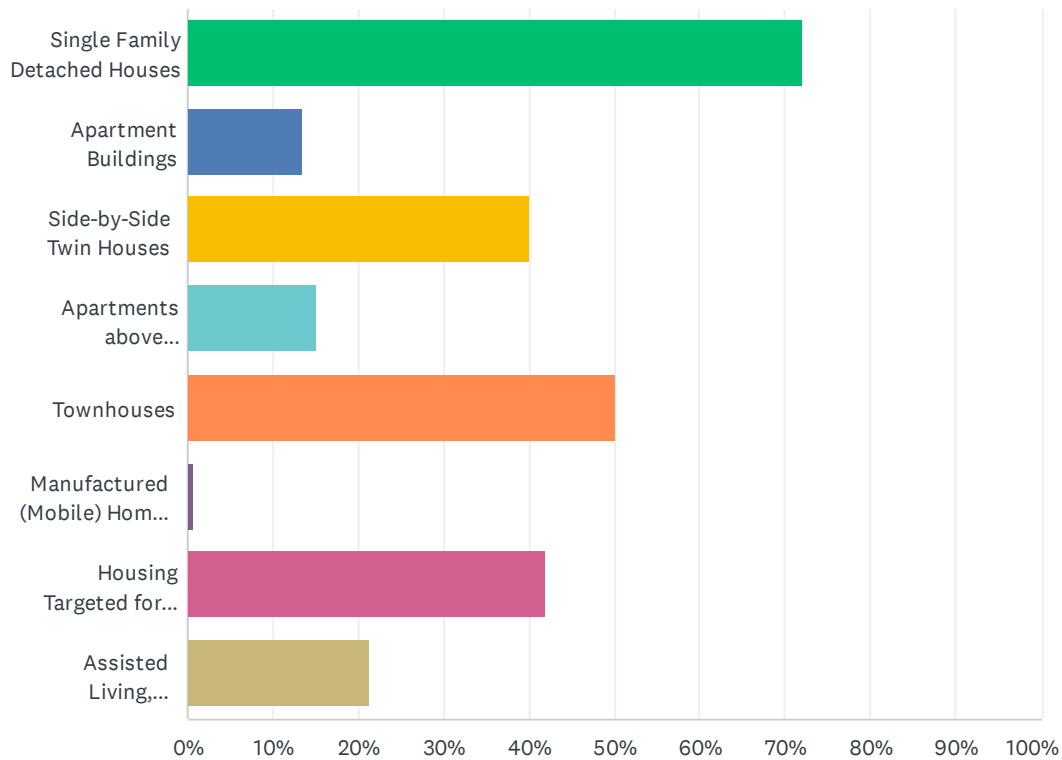
Coffee shops Farmers market Community center Trader Joes shop outdoor children
enough Trader Joe S gathering Anything Cafes people young Wegmans want
Target programs need provide teens teenagers community food
area place teens kids new library parks Family
businesses Breweries store go spaces sports
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

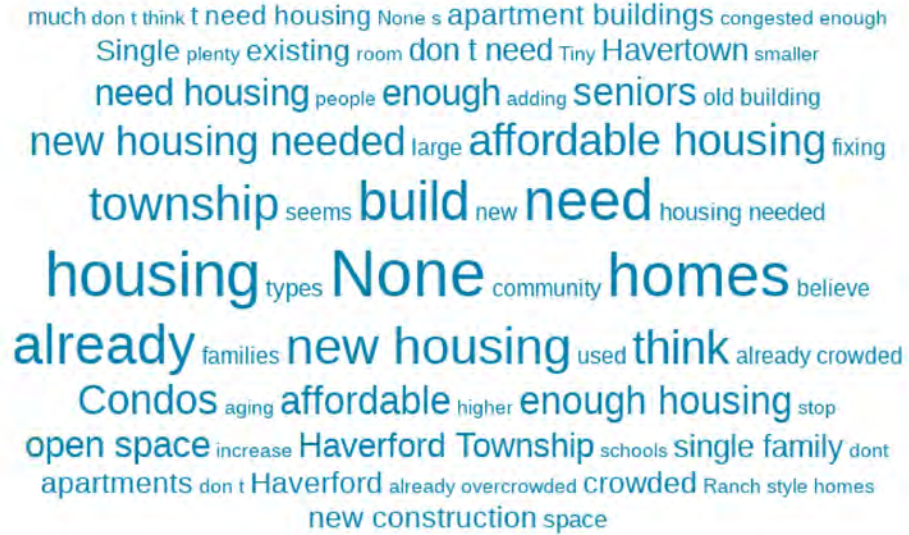


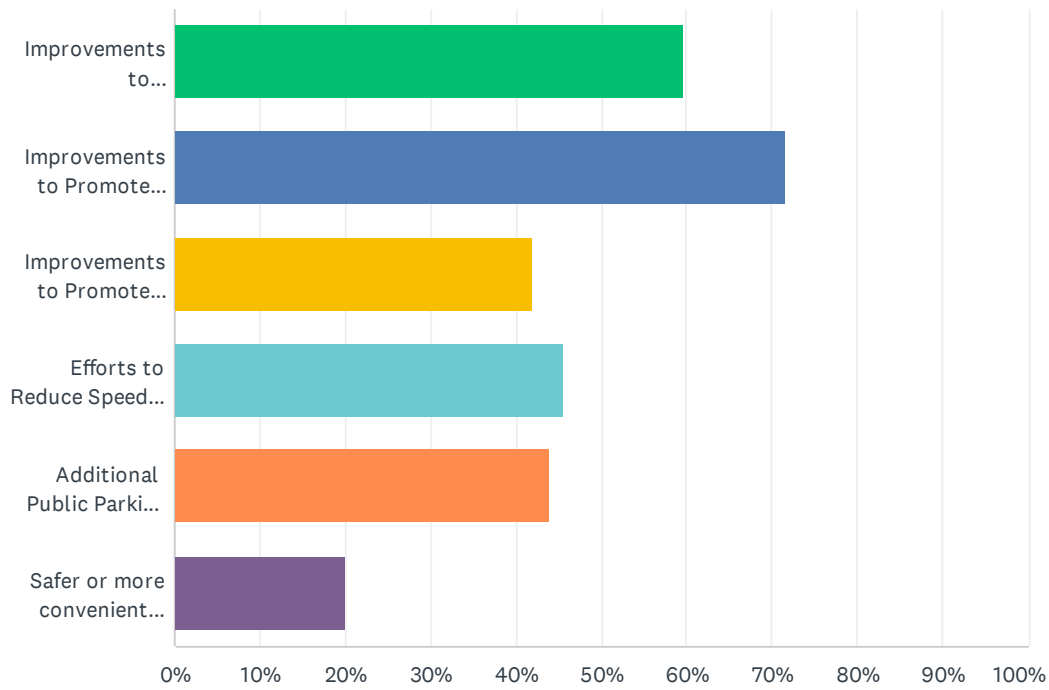
ANSWER CHOICES	RESPONSES	
Single Family Detached Houses	71.98%	2,327
Apartment Buildings	13.45%	435
Side-by-Side Twin Houses	40.02%	1,294
Apartments above Businesses	15.09%	488
Townhouses	50.11%	1,620
Manufactured (Mobile) Home Parks	0.71%	23
Housing Targeted for Persons Over Age 55	42.10%	1,361
Assisted 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

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

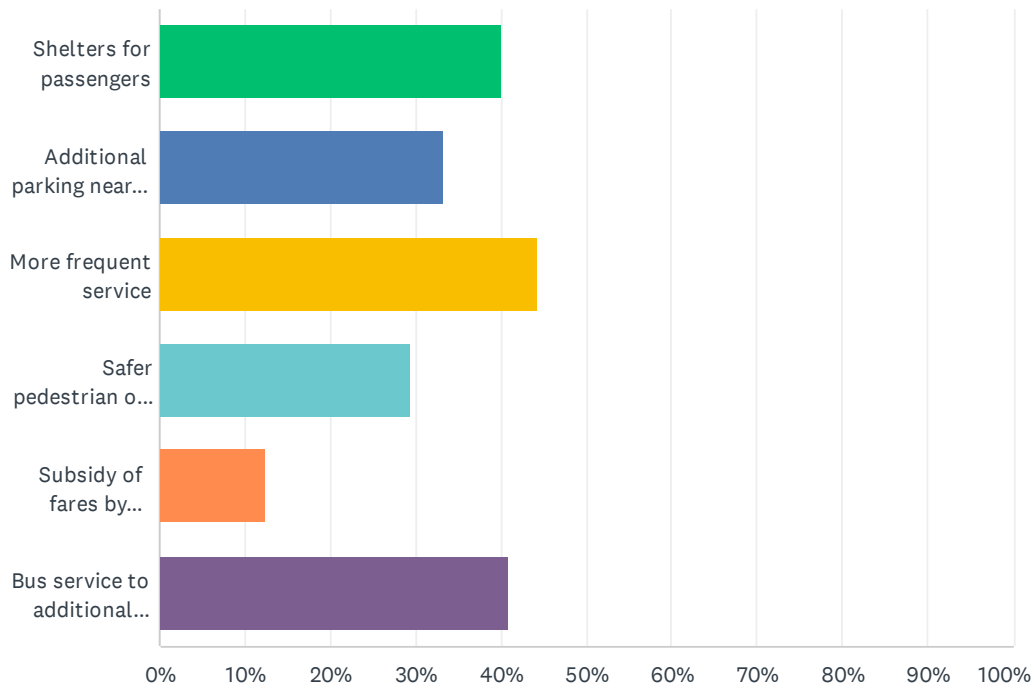




ANSWER CHOICES	RESPONSES	
Improvements to Intersections	59.70%	2,111
Improvements to Promote Walking (Sidewalks, Crosswalks, Pedestrian Signals at Intersections)	71.75%	2,537
Improvements to Promote Bicycling	42.08%	1,488
Efforts to Reduce Speeding	45.62%	1,613
Additional Public Parking Areas	43.89%	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.

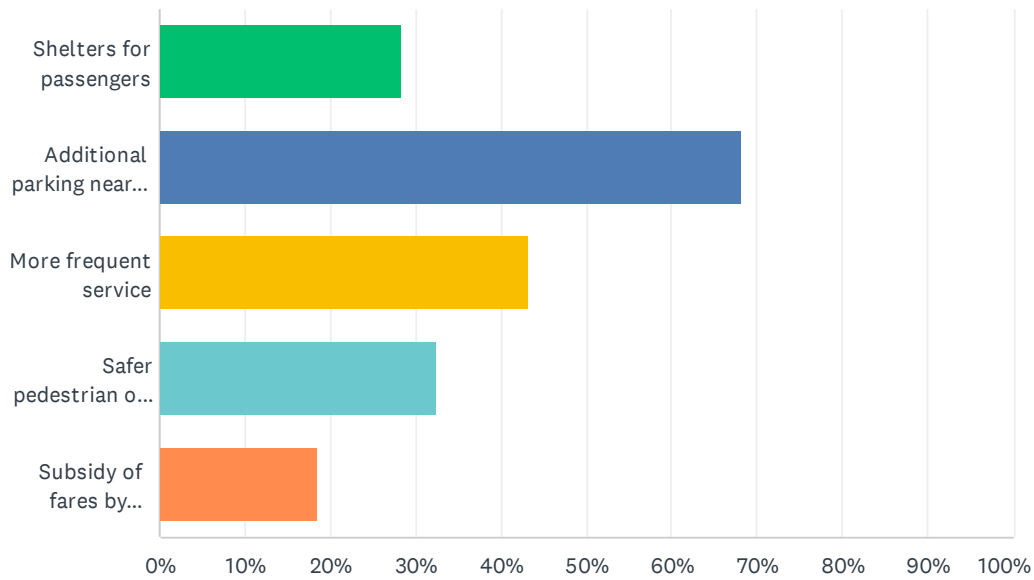
Answered: 2,973 Skipped: 607



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.

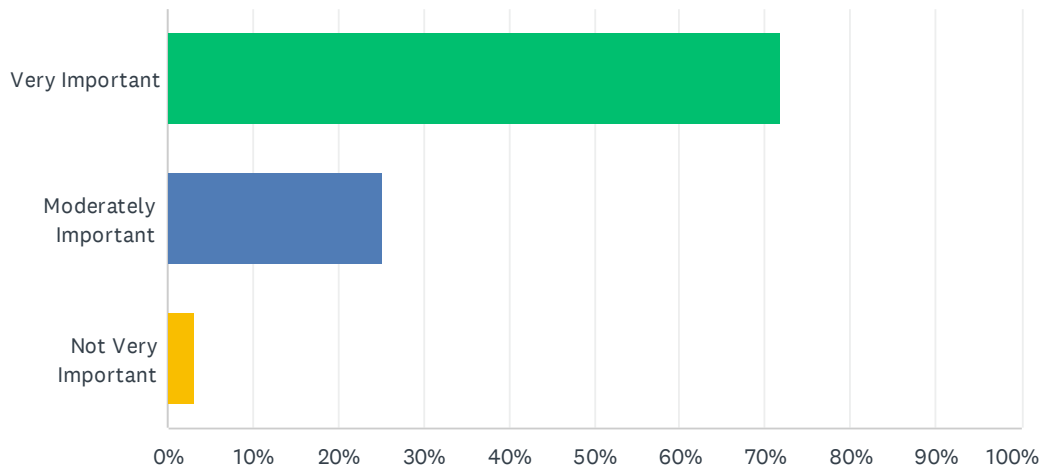
Answered: 2,097 Skipped: 1,483

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.

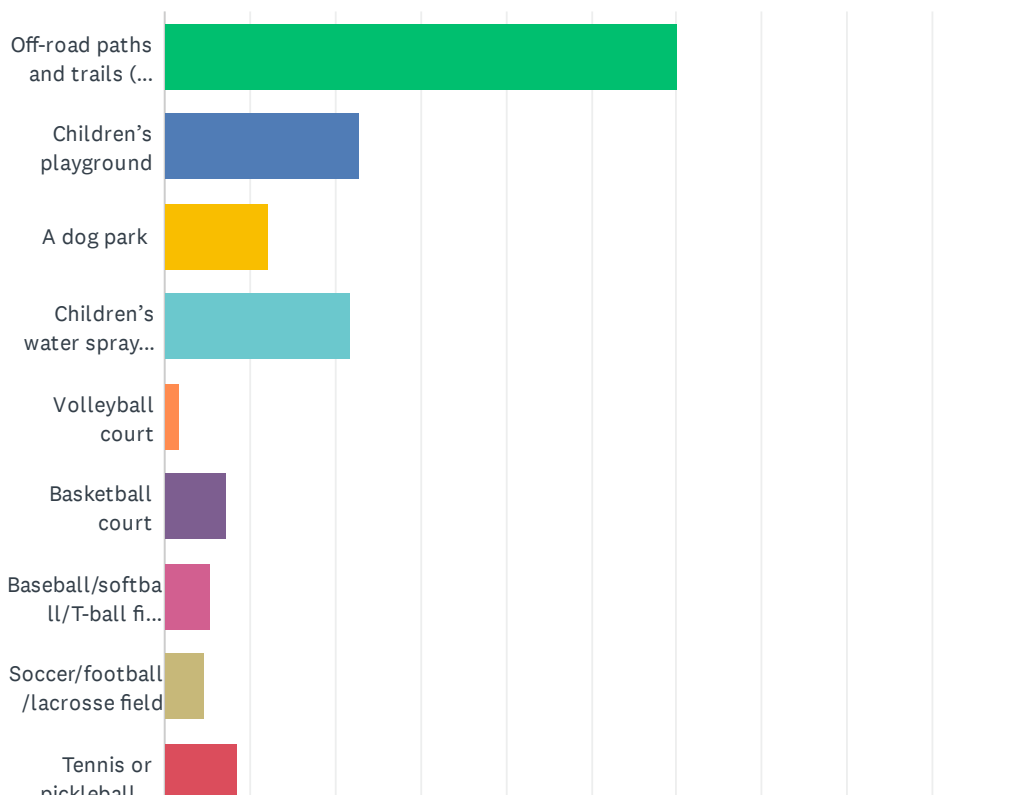
drivers turn left ALSO speed line People going side streets safer way see
Darby Rd stop stop turn lane enforcement cross backup lane onto Eagle
area congested Traffic Eagle Better Haverford Road causing
WCP used cars Haverford Rd Lawrence Rd bike lanes
Darby Road worse traffic lights Speeding residential
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

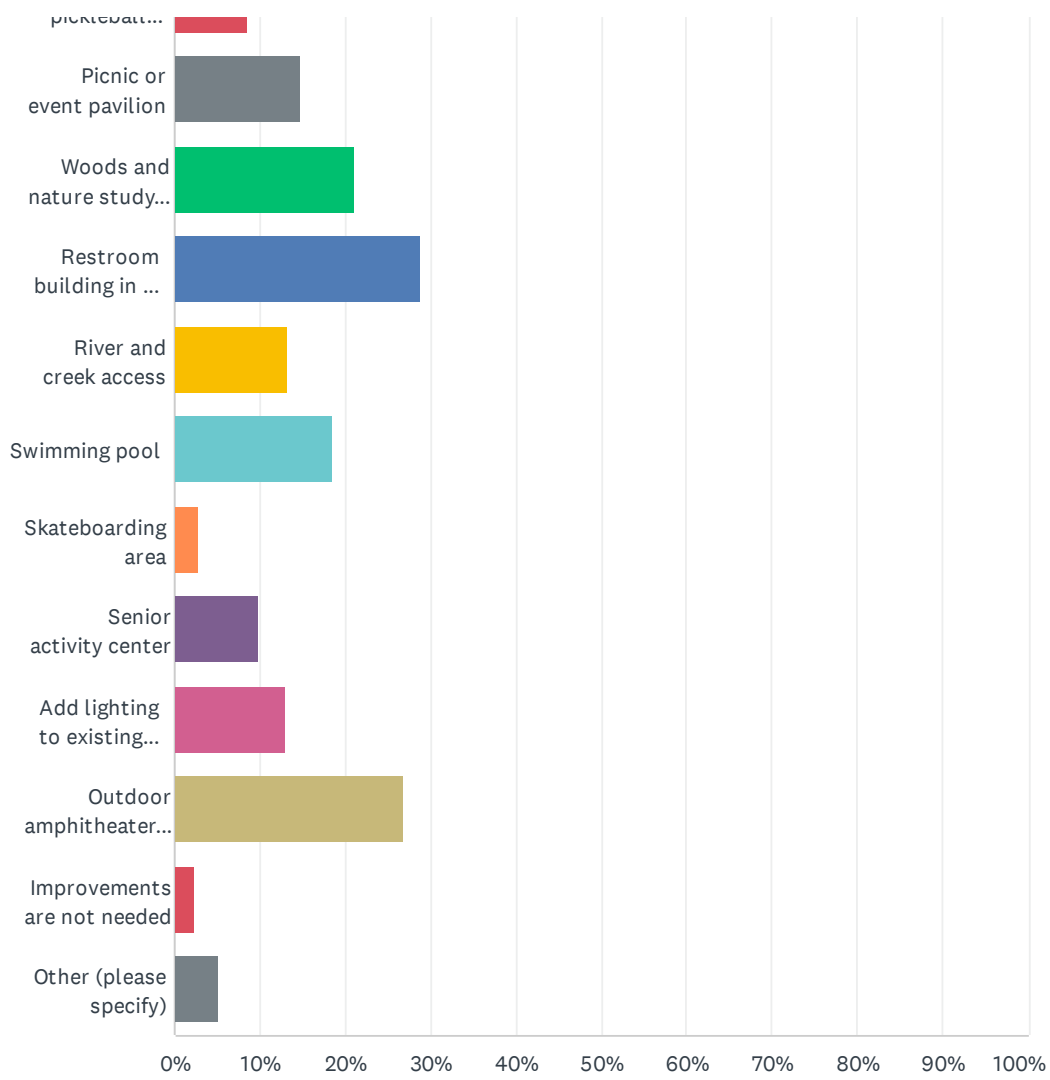


ANSWER CHOICES	RESPONSES	
Very Important	71.92%	2,549
Moderately Important	25.11%	890
Not Very Important	3.19%	113
Total Respondents: 3,544		

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?

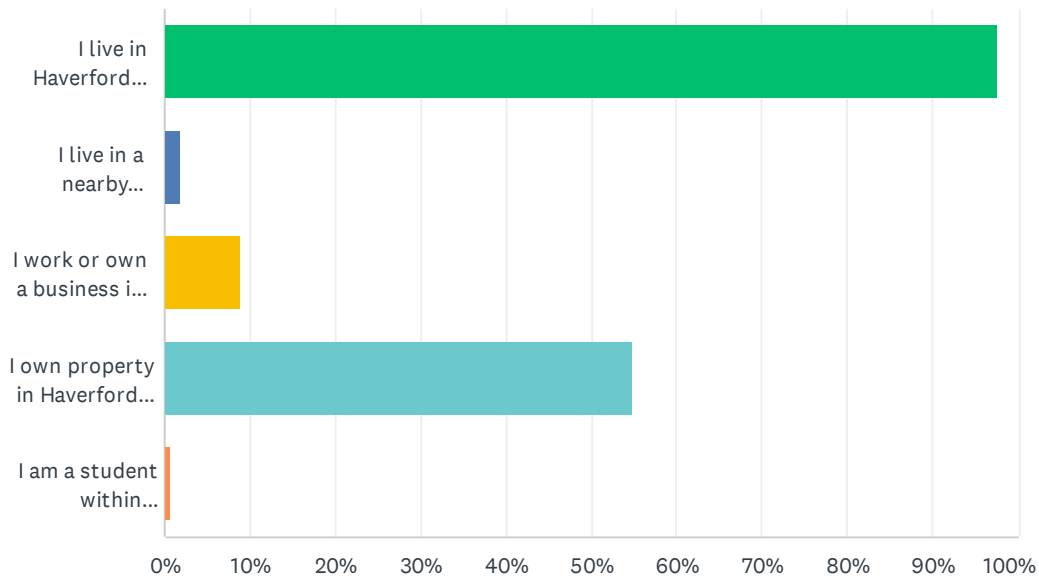
make city places great school taxes change better increased traffic look
commissioners Havertown run new Y rush hour high
neighborhoods high school S Eagle Darby Traffic Eagle families
feel live going options restaurants seem people Nothing
roads move high taxes wish enough lack parking
many old Chester 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.

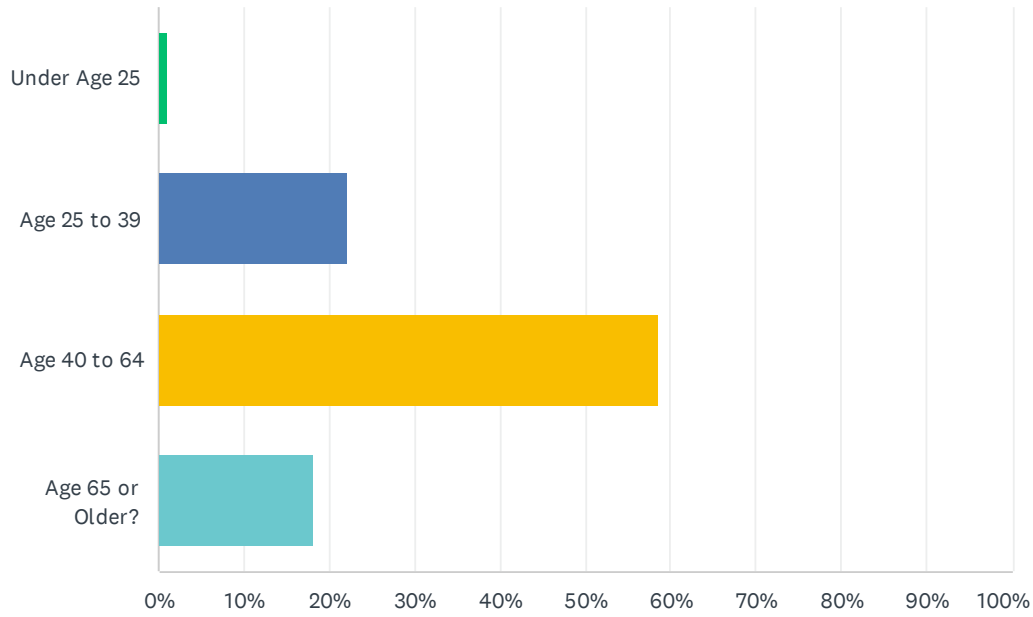
Answered: 3,377 Skipped: 203



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

