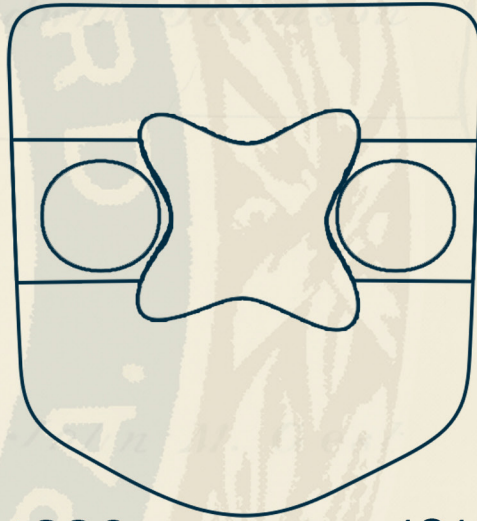


Haverford 2035



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Executive Summary

Established in 1682, Haverford is one of Pennsylvania’s oldest townships, and its historical charm resonates throughout its neighborhoods, with historic buildings, established tree canopies, and a community-wide appreciation for maintaining its distinctive character.

Haverford Township is a community deeply rooted in local pride, a place where generations of families have chosen to live, work, and play, drawn to the township’s small-town atmosphere combined with the conveniences of suburban life. This is a township where strong schools and welcoming, tight-knit neighborhoods define everyday life.

Residents frequently cite the abundance of green spaces, parks, and recreational amenities, such as the Haverford Reserve and Pennsy Trail, as key reasons for either staying or choosing Haverford as a place to live.

Education stands as another pillar of this community. With a top-tier school district and the busiest library in the county, many residents are drawn here for the prospect of raising children in a safe, academically enriched environment. This focus on schooling has woven deep connections between families, fostering multi-generational ties in the area.

Located just outside of Philadelphia, Haverford benefits from its proximity to the city while retaining its suburban character. Major highways and public transit via the SEPTA M Line, formerly the Norristown High Speed Line, and the regional trains connect residents to the region’s job centers, making the Township a convenient hub for professionals commuting to various locations in the metro area.

Culturally, the Township is rich in community engagement. Events like Haverford Township Day, as well as an increasingly diverse array of local businesses, restaurants, and shops, complement its residential appeal. There’s a strong sense of belonging here—residents frequently praise the Township’s feeling of community and the support they receive, whether through public services or neighborhood friendships.

Haverford is not without its challenges. Residents voice concerns about traffic congestion, especially on key arteries like West Chester Pike, Eagle Road, and the Blue Route interchange. They are also concerned about traffic safety and the ability to walk to places and destinations in town. Taxes are another pressing concern, especially for senior citizens on fixed incomes. While residents appreciate the new development in certain areas, there are concerns about over-development, especially as it relates to busy roadways or its impact on the Township’s natural features.

The overall sentiment remains one of deep investment—both in the past that made Haverford what it is and in the brighter future that its residents strive for.



While Haverford Township is rich in history and suburban charm, the future calls for addressing some of the challenges faced by growing communities. Chief among them is balancing development with preservation — maintaining character while fostering improvements in housing, business opportunities, and walkability.

As we look toward the future, Haverford Township sees both challenges and opportunities on the horizon. Growth is inevitable, driven by new residents seeking the high quality of life here. However, historical trends show that Haverford's population will only grow modestly, allowing us the flexibility to manage development carefully, avoiding over-urbanization while ensuring we thrive as a modern, inclusive community.

One of the Township's most significant goals includes the creation of a vibrant town center, where residents can gather, shop, and enjoy entertainment within walking distance of their homes. Haverford also recognizes the challenge and opportunity of modernizing commercial areas like the Oakmont-Brookline corridor while preserving their historic appeal. Updating facades, enhancing streetscapes, and revising zoning regulations to encourage mixed-use development will support older commercial corridors, retaining their character while modernizing them for future generations.

By concentrating development around major transit hubs, specifically leveraging the M Line, the Township plans to reduce dependence on cars and alleviate the traffic congestion frequently cited by residents.

The Haverford Corridor, especially between the Ardmore Junction and Wynnewood stations, complements the existing pattern of commerce and adds vibrancy to the community.

The creation of an activity area along the Haverford Road Corridor would serve as a focal point for community life and job growth, providing greater access to local businesses, entertainment, and public spaces, and contributing to a stronger sense of place.

Fortunately, The Oakmont-Brookline corridor and the Haverford Road corridor are linked by the SEPTA private busway, creating a car-free connection between these two proposed centers. By fostering this transit-oriented, livable development and revitalization of older commercial corridors, Haverford aims to seamlessly connect community spaces while promoting sustainability and economic vitality.

Into the future, the Township is investing

in sustainability, championing green infrastructure, and prioritizing parks. Initiatives like tree plantings and rain gardens will help Haverford manage its stormwater issues, while community-wide efforts to protect its mature tree canopy will ensure that Haverford remains environmentally resilient.

In short, Haverford Township is headed toward an exciting future — one that embraces innovation, prioritizes sustainability, and strengthens its sense of community. With a shared goal of creating a town center and embracing thoughtful, ecologically-friendly development, Haverford will continue to blend its historic nature with modern, people-centered amenities. It's not just about keeping Haverford a great place to live; it's about making it even better for generations to come, ensuring that it evolves with purpose while staying true to its roots.





Land Use, Housing and Economic Development Goals

- Encourage compatible mixes of land uses, in a way that reduces everyday dependence on motor vehicles and promotes healthy lifestyles.
- Strengthen the older commercial areas to encourage walkability by integrating a mixture of uses with compatible zoning regulations to promote functional growth and new investment.

Introduction

Community Vision Statement

Haverford Township envisions a thriving, welcoming, and sustainable future that blends tradition with progress while prioritizing its residents' well-being and the inclusion of people from all walks of life. We envision walkable neighborhoods anchored by robust local businesses, accessible green spaces, and intentional, well-planned housing.



Natural Resources Conservation & Sustainability Goals

- Protect important natural features, including the Darby and Cobbs Creek corridors, creek valleys, flood-prone areas, wetlands, steep slopes, and woodlands.
- Manage storm water run-off and improve environmental quality through green infrastructure.
- Promote sustainability through tree planting and preservation, education and modeling of green stormwater infrastructure, and waste reduction programs.
- Encourage initiatives that conserve energy through promoting alternative modes of transportation, development designs, and encouraging alternative energy systems.





Historic Preservation Goals

- Work to preserve locally significant historic buildings and promote suitable adaptive reuses within these buildings.



Transportation Goals

- Improve accessibility by providing opportunities to utilize public transit, walking and bicycling as primary means of transportation.
- Make well-targeted cost-effective road improvements to improve safety, in cooperation with PennDOT, adjacent landowners, neighboring municipalities, and developers.
- Improve bicycle and pedestrian facilities, as appropriate, to include completing trail links, finishing missing links of sidewalks, and installing safer street crossings within Haverford and connecting to neighboring municipalities.
- Promote expanded use of public transit services.
- Coordinate transportation development and infrastructure across municipal borders, and seek opportunities for additional shared municipal services.



Community Facilities & Services Goals

- Maintain a responsive local government that provides services to protect the health, safety and welfare of the community through enhanced township facilities, improved public engagement, and continued coordination between the township and community organizations and surrounding municipalities.

 Comprehensive Plan
Haverford 2035

Planning Process

This Comprehensive Plan serves the citizens of Haverford Township as a guide for growth in the community, as well as conservation of valuable features worth protecting.

This plan is authorized by the Pennsylvania Municipalities Planning Code (MPC) to guide the Township's local land use regulations. The MPC enables municipal land use controls in Pennsylvania and provides the framework for developing and implementing comprehensive plans. 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?

A comprehensive plan provides an overall set of policies and recommendations for future development, redevelopment and conservation of Haverford Township over the next 10 years.

Planning 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 land use regulations. A comprehensive plan provides a community with a framework of policies and actions on which to rely when responding to evolving opportunities and challenges.

How Was This Plan Prepared?

This Plan was drafted through 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 planning consultant.

Online and in-person public meetings were then held to discuss the consultant's initial set of recommendations. The consultant then prepared the first draft of the plan. Next, multiple public meetings were held by the Township Planning Commission to discuss the draft Plan.

Revisions from the initial work of the consultant were carried out by the Community Development Director, the Township Manager and a recently graduated city planning student from the community in Spring and Summer 2024. The revisions included new analysis of census, economic, satellite, geospatial and survey data. The revisions also incorporated a human-validated artificial intelligence summarization of over 11,000 written community member comments from the online survey. These new analyses, alongside improved graphics and the integration of comments from reviewers of the 2022 draft, amended the September 2022 plan to create what is now 'Haverford 2035'.



Planning Context

In 1988, Haverford Township adopted a comprehensive plan with two volumes which covered the following topics:

Volume I: Goals and Objectives, Historic Heritage, Demographics, Natural and Environmental features, and Economic Development. Volume II: Land use, Housing, Circulation, Open Space and Recreation, Community Facilities, Energy, Fiscal Analysis, and Implementation.

In 2009, an Addendum to the 1988 Comprehensive Plan was adopted which focused on enhancing and revitalizing the Oakmont Village and Eagle Road Corridor and the Haverford Road Corridor.

As this plan began in late 2018 and continued through an unprecedented Global Pandemic, the draft completion was delayed. During the delay, a Townshipwide Park, Recreation and Open Space (PROS) plan was adopted in February 2024 which provides goals, objectives and recommendations for Parks and Recreation Facilities, Open Space and Natural Resources, Trails and Connectivity, and Programming and Maintenance for Parks and Recreation amenities in the Township. The PROS plan will serve as the Township's adopted policy regarding Parks and Recreation planning components. The Community Services chapter of Haverford 2035 complements the PROS plan.

Haverford 2035 was also preceded by the Climate Action Plan, adopted in 2021. As well as the Safe Streets for All Study, adopted in 2024. This plan serves to provide general direction across many disciplines impacting the Township, and is consistent with and complemented by the plans and studies that provide a deeper dive into specific issues.

Major Benefits

The Comprehensive Plan offers many benefits, including the following:

- Creating a vision statement for Haverford Township's future and providing actions to achieve that vision.
- Addressing land uses in coordination with transportation issues, to avoid future mobility problems;
- Providing for compatibility between existing and proposed land uses;
- Considering development policies in a comprehensive and coordinated manner for an entire area, as opposed to piecemeal review of individual parcels or lots;
- Generating economic opportunity and tax revenue to improve Township services and resident success;
- Ensuring that the Township continues to provide efficient, quality and sustainable services to residents of all ages and abilities; and
- Recommending ways that natural features and historic resources should be preserved and conserved.



Land Use, Housing and
Economic Development





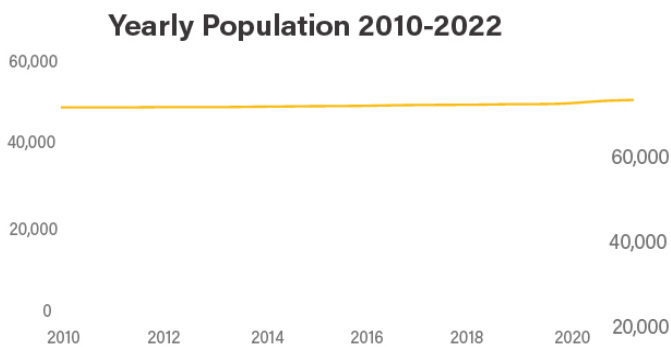
Land Use, Housing and Economic Development Plan





Demographics

The last 10 years of available yearly population data, 2012-2022 from the American Community Survey (ACS5), indicate that Haverford Township will not grow significantly. Annually during that time, population growth did not exceed point zero six percent (0.6%) except during the pandemic where there was a 1.2% growth between 2020-2021. The median annual growth rate during this period was zero-point two percent (0.2%). Haverford is a largely built out community.



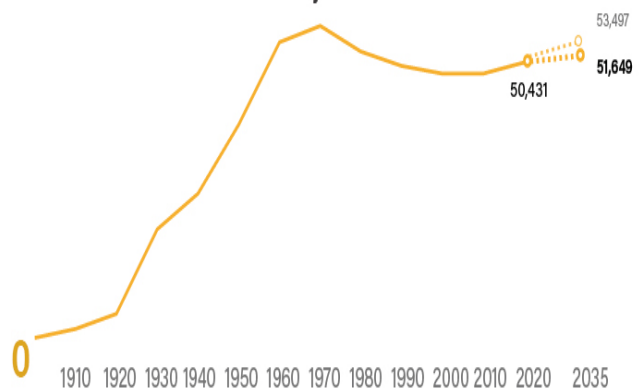
The population was largely flat from 2010 to 2022, with a modest uptick during the pandemic.

Despite the Township's population not growing significantly, development is underway, as evidenced in the Residential Construction Map later in this chapter.

This comprehensive plan recommends strategically accommodating development and limited growth by encouraging housing for people of all walks of life; concentrating on housing to reduce greenhouse gas emissions near services; and adding density strategically to complement growth of a town center.

Given the very low growth observed over the last decade, the Township is unlikely to add significant population even with changes in land use. Looking at growth trends in the last three decades, Haverford could at most add about 3,000 residents over the next ten years. However, this is below the peak population observed in the mid-20th century, indicating that the existing housing stock can handle that added population without new development. Likely, Haverford will see 0.217% annual growth, the median growth rate seen between 2012-2022, reaching a population of 51,659 by 2035. The changes in land use presented in this plan may attract new residents, but the number of new residents is not expected to be above this projected level of ~51,659 by 2035.

Decadal Population 1900-2020 with Projection

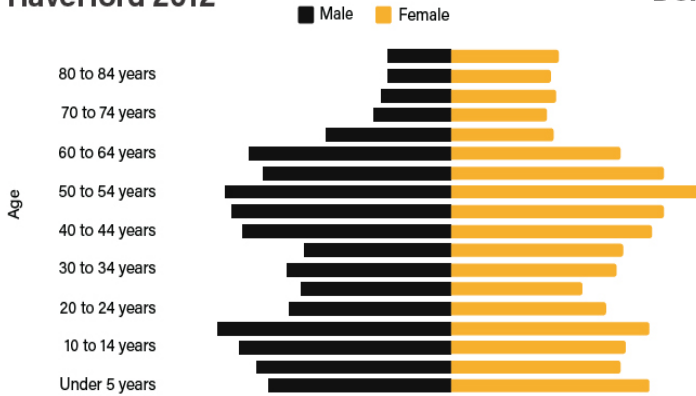


Population pyramids help us understand how populations are changing over time. They show how changes in age composition can affect services like schools and how housing needs might evolve in the future. The pyramid shape indicates the pattern of growth. Most developed economies have stationary or contracting populations.

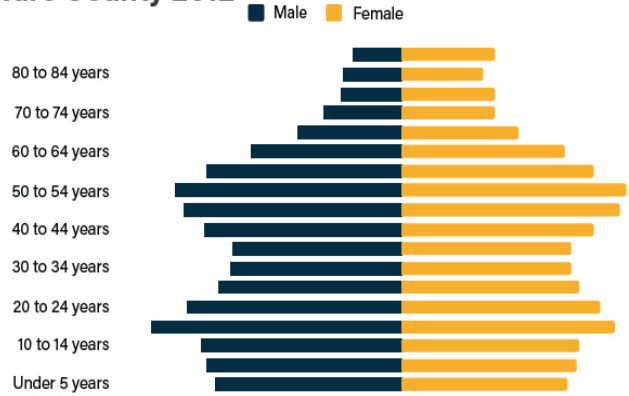


Population Pyramids

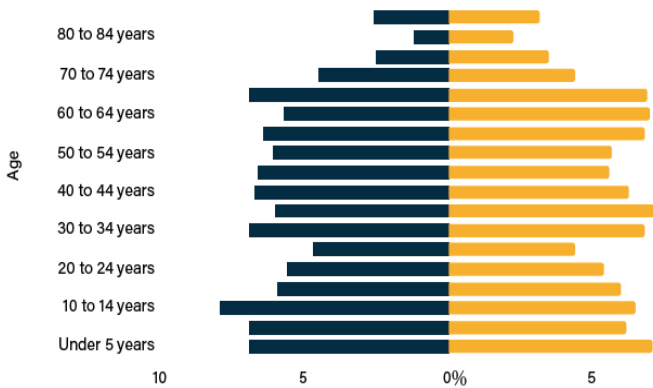
Haverford 2012



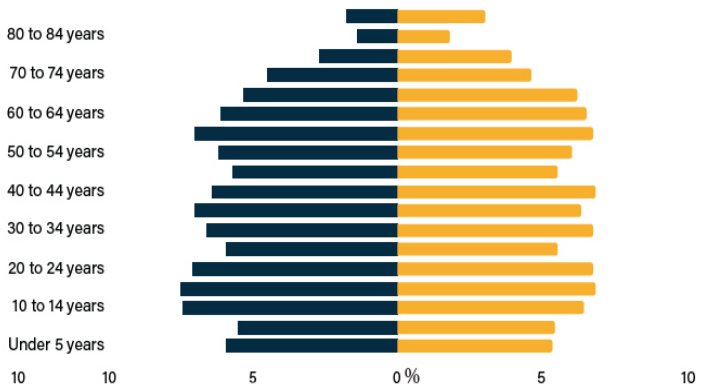
Delaware County 2012



Haverford 2022



Delaware County 2022



The pyramids of both Delaware County and Haverford have shifted from stationery, bordering on contracting, further towards contracting. The range of ages have shifted “upwards” to older population shares in both geographies. Haverford tends to have a greater share of people older than 60 than in Delaware County as a whole.

Haverford has a gap in ages 20-24 likely because most people of this age range leave the Township for college. Ages 25-29 contracted from 2012-2022, suggest college graduates do not move back home immediately.

The population under 10 years of age has remained stable or slightly decreased,

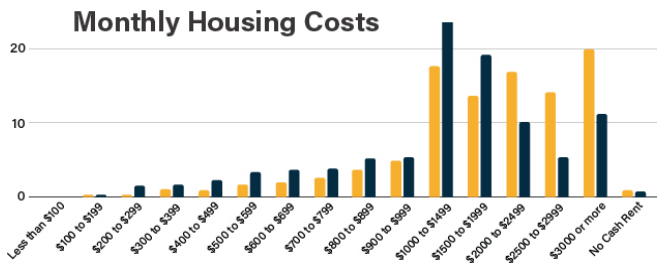
while the population 15-19 has decreased modestly, indicating a demographic shift in family structure and birth rates 10-20 years ago.

The population pyramid for Haverford has become thinner, with a shift in older population shares upwards. This indicates an aging population.

The share of people 85 and older increased between 2012-2022, indicating that people can stay in Haverford, a testament to the quality of life of Haverford and the relative prosperity of its residents.

Housing and Income

This section explores income trends in the Township alongside housing costs, trends in when people moved, and Township housing. Overall, Haverford incomes are high, but housing costs are growing faster, and housing is scarcer.



Monthly housing costs are much higher in Haverford than in the rest of the county. Haverford is an affluent community with low vacancies and an active real estate market. The median household income in Haverford is \$124,874 compared to \$83,960 in Delaware County. The median monthly cost of housing in Haverford is 30% higher than in the county, based on ACS5 data.

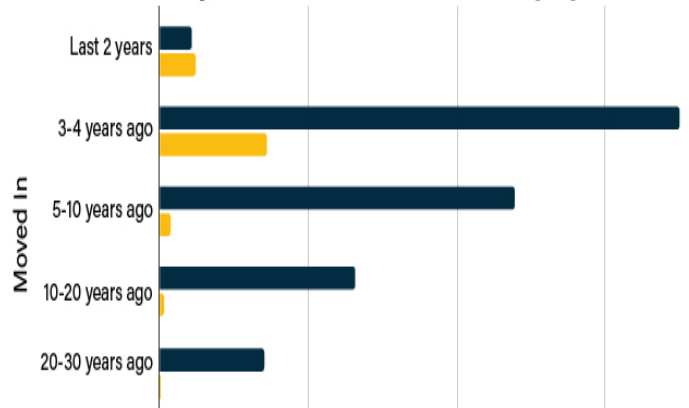
Adjusting the 2017 income to its 2022 equivalent using the consumer price index inflation factor (CPI adjustment) allows a direct comparison in constant dollars over five years in the Township. This permits a comparison a few years before the pandemic and a couple years after. The inflation adjusted income in 2017 was \$122,376 for Haverford. There was a \$2,498 increase or 2.04% increase in real income from 2017-2022 after adjusting for inflation.

Adjusting monthly housing costs for inflation gives a cost of \$1,408 in 2017. The housing costs rose from \$1,408 to 2,040 from 2017-2022, a rise of \$632. This is a real housing cost growth of 44.9%.

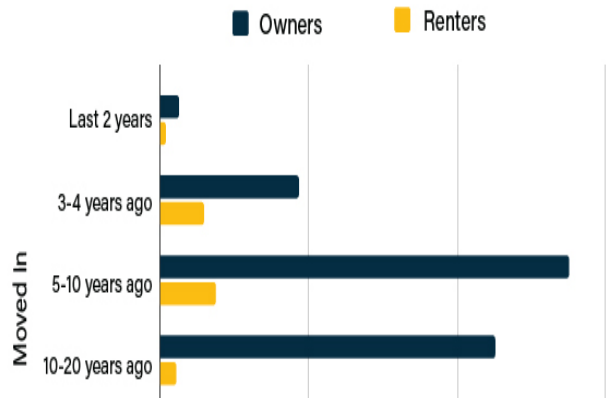
Income grew by 2.04% in real terms and housing costs increased by 44.9% in real terms.

Housing costs have significantly outpaced income growth from 2017-2022 when adjusting for inflation. This surge in housing costs places a large burden on households. This may explain the major cause of the decline in retirement-aged, college-aged, and early-career aged people in Haverford.

Year People Moved to Haverford (%) in 2012



Year People Moved to Haverford (%) in 2022



Recently Moved Trends

In 2012, 2.13% of owners moved into their homes within the last two years. By 2022, this percentage had dropped to 1.27%, indicating fewer recent homebuyers.

The change for renters is even more dramatic, dropping from 2.43% in 2012 to 0.42% in 2022. This suggests a significant reduction in turnover among renters and fewer people renting in the last two years.

Mid-Term Movers Trends

The percentage of owners who moved 3-4 years ago fell drastically from 34.96% in 2012 to 9.35% in 2022, indicating that far fewer people bought homes in this period.

For renters, the proportion of those who moved 3-4 years ago decreased from 7.24% in 2012 to 2.96% in 2022. The percentage of those who moved in 5-10 years ago increased slightly from 0.73% to 3.77%.

Long-Term Movers

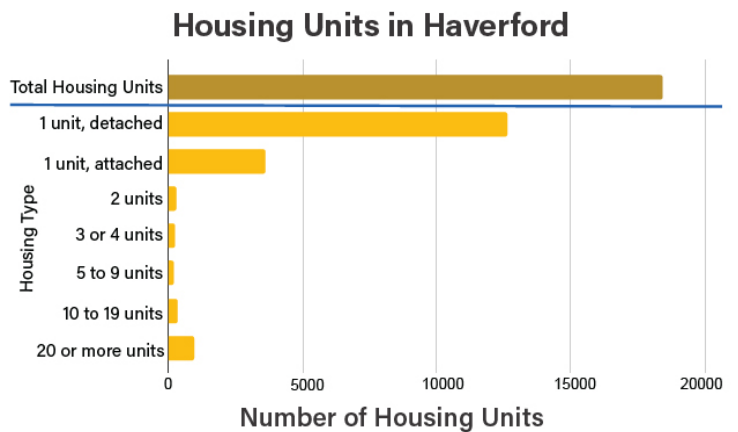
For owners, the percentage of those who moved 10-20 years ago rose from 13.18% in 2012 to 22.61% in 2022. Similarly, those who moved in 20-30 years ago grew from 7.00% to 16.08%, and those who moved in 30+ years ago increased from 8.11% to 14.31%.

Renters in the long-term categories remained low, with small increases (e.g., 0.27% to 1.10% for those who moved in 10-20 years ago), but the overall numbers remain much lower compared to owners.

This data suggests that homeownership in Haverford is becoming increasingly long-term and unattainable. More people are staying in their homes for extended periods, which might be due to rising housing costs, a lack of affordable alternatives, or a desire to remain.

This shift could be tied to broader trends, such as increasing housing costs, market conditions that discourage moving, or broader demographic changes. The small changes among renters may suggest fewer rental opportunities and a trend toward homeownership over the decade.

Given the fact that housing costs outpaced real income gains by 22-fold, this stagnation in new residents is likely caused by the national housing affordability crisis, the failure of wages to rise alongside these costs, and the lack of diverse housing options.

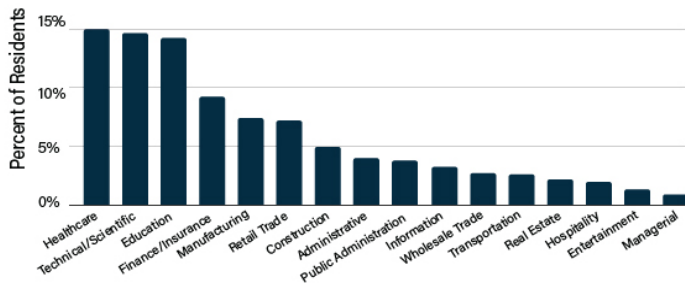


The housing stock is dominated by single family detached housing. There are negligible numbers of housing with more than one unit. There is limited space in Haverford to add more single family homes to address the housing shortages felt in Haverford’s community as well as nationwide.



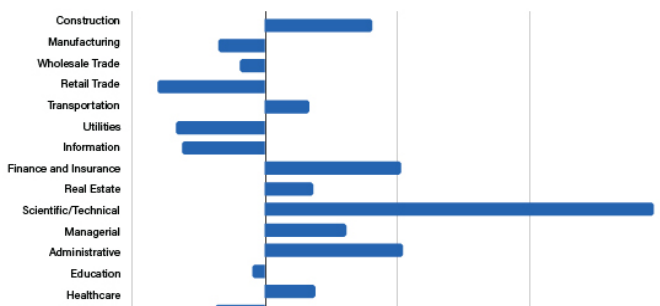
Jobs & Business Activity

Haverford Township Residents work in a wide range of fields.



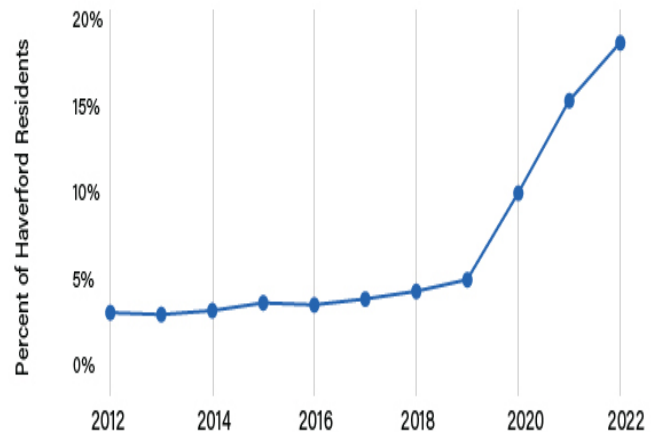
Most residents work in the specialized service sector or knowledge economy (65%) reflecting the fact that over 60% of residents have at least a Bachelor's degree. A substantial percentage (13%) work in industries like construction, manufacturing, and transportation & logistics.

Resident Employment Change by Sector



The distribution of job industries among township residents have shifted in the last decade of available American Community Survey data. There has been significant

growth in residents employed in scientific/technical jobs, finance and insurance, administration, and construction. There were notable drops in entertainment, information, utilities and retail trade jobs.



There has been a continued rise in residents working from home, even after the end of the pandemic. Between 2012 and 2019 the percent of residents working at home hovered around 4%. There was an unsurprising uptick in remote work from 2020-2021. This pattern continues into 2022, with nearly one fifth of all residents working from home. These residents could be better supported with amenities like business incubators, co-working spaces and coffee shops in a Town Center.

In addition to the employment characteristics of residents, jobs in Haverford must also be considered. As of 2021, there were an estimated 8,660 jobs in Haverford Township. 2,811 jobs in healthcare and social assistance (32%), 1,096 in construction (13%), 904 in retail trade (10%), 696 in hospitality and food services (8%), and more minor numbers in other industries. For every 1 person in Haverford Township as of the 2021 ACS survey, there were 0.17 jobs. By comparison, Radnor Township had 18,463 jobs, or 0.55 jobs per resident. Lower Merion Township had 42,404 jobs, or 0.67 jobs per resident, a 4-fold greater concentration of jobs than in Haverford.

Economic activity is essential for local government and its residents. Commercial, office, and industrial activity can contribute substantially to the tax base, allowing a government to meet the changing needs of residents, provide services to growing population, maintain existing services and infrastructure, and expand and improve service. Economic activity employs residents and enhances the vitality of the Township.

Livability and Appeal

Discover Haverford, formerly known as the Haverford Partnership for Economic Development (HPED), serves a leading role in strengthening the older commercial areas in the Township. The Township and HPED have worked together to accomplish several improvements, including plantings, streetscape projects, parking enhancements, signage and branding, and marketing.

Discover Haverford and organizations like it can serve to attract needed economic activity in the Township. By identifying industries with high location quotients and multipliers, HPED can reach out to firms and companies who may be interested in locating them in the Township.

Discover Haverford, alongside similar organizations, can play a pivotal role in attracting job opportunities by fostering a collaborative business environment. By encouraging collaborative initiatives like beautification projects, shared services, or even exploring the idea of Business Improvement Districts (BID), an appealing setting would grow, attracting the investment of companies and businesses. Hosting networking events and building strategic partnerships will further strengthen local business ties and draw attention to Haverford’s unique assets. Through these efforts, Discover Haverford, business associations, and other groups can position the Township as a competitive location for key industries, enhancing local job growth and economic vitality.

A Town Center needs to carefully plan its economic activity and parking needs. Haverford Township’s 2024 parking study aims to introduce innovative strategies for managing parking demands, supporting commercial growth in older commercial areas like Oakmont, Brookline and Haverford Road—focus areas for revitalization. Discover Haverford, following the Main Street model since 2009, has been pivotal in recent years to beautify the streetscape, helping secure federal grant funds for projects like facade improvements for older businesses. Administered by Discover Haverford, with support from community volunteers and Township staff, these improvements are enhancing older commercial corridors’ appeal.

Designation as an official Main Street Program would unlock additional funding opportunities, enabling streetscape upgrades and planning work to boost older commercial areas’ walkability and charm. Discover Haverford and organizations like it could also serve as a vital link between property owners and architects, developers, or businesses interested in establishing themselves in revitalizing commercial corridors. By connecting property owners with design and development experts, Discover Haverford could foster a collaborative network for a well-designed, economically successful Town Center. A business development strategy, aligned with Main Street principles, could transform old commercial corridors into vibrant, walkable Centers that support local businesses and attract new economic activity.




Brookline Boulevard



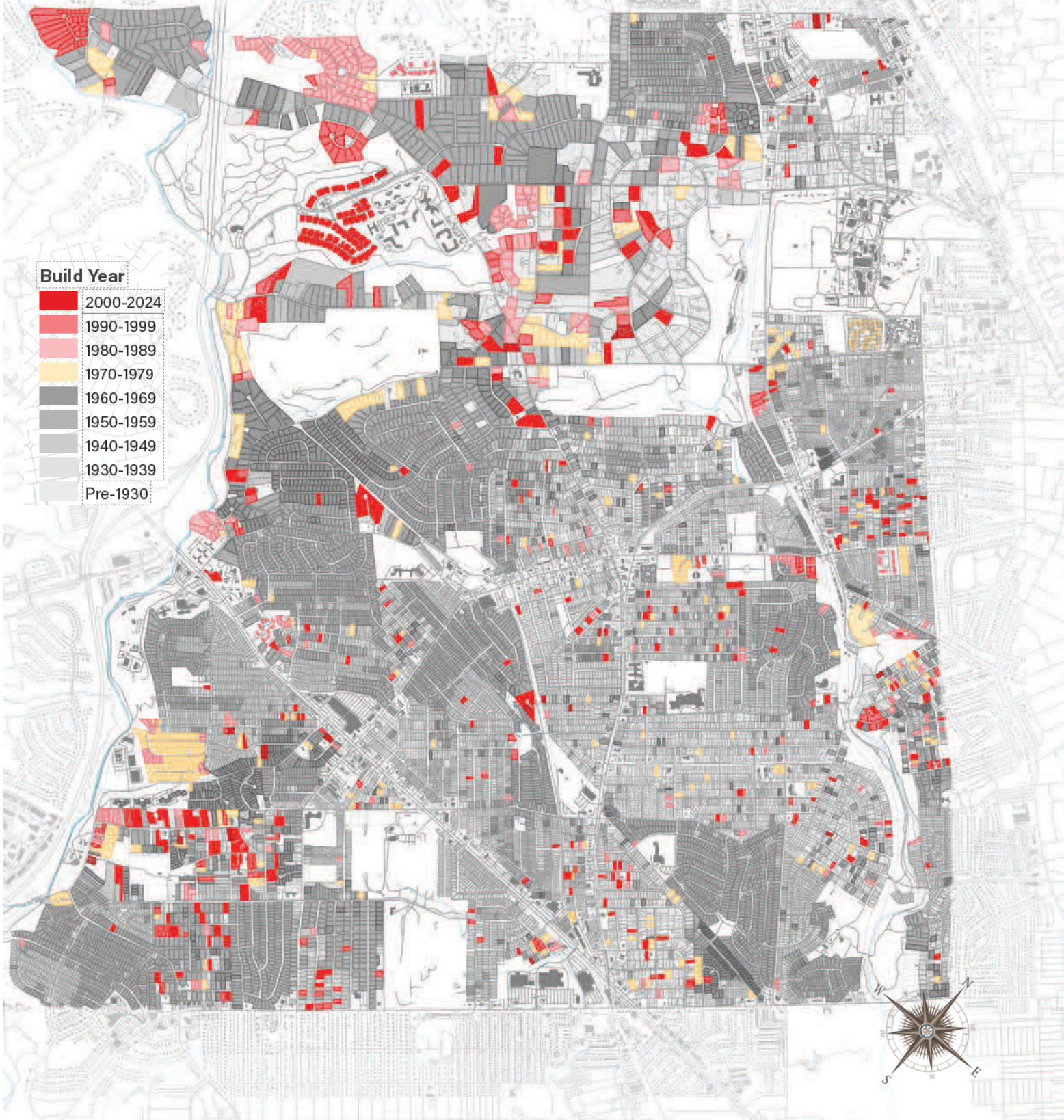
Goal 1 of the Land, Housing and Economic Development Plan

Encourage compatible mixes of land uses, in a way that reduces everyday dependence on motor vehicles and promotes healthy lifestyles.



Haverford Township is a built-out community where most of the land has already been developed for residential, commercial, or industrial use, leaving little to no available undeveloped space for new construction. From 1900 to 1930, train lines heavily influenced growth in the Township. After World War II, there was a surge in construction, which replaced farms, forests, and open areas like pastures and golf courses. Construction after 1970 is best described as sporadic infill, leading to further loss of open space. The map of residential construction shows the sporadic nature of development, with little concentration of new developments in any area. Aside from a few projects near the Norristown High Speed Line, now to be known as the M in the SEPTA Metro 2024 rebranding, and the carefully considered Haverford Reserve, development after 1970 focused on infill of single parcels for residential dwellings. Since the 1980s, neighborhoods like Foxcroft, Foxfields, and Allgates have seen the most growth, incorporating some modest principles of cluster development and setting aside specific open space to complement the increase in population. There is notable infill construction in Bon Air.

Residential Construction 1700 - 2024



Land Use

Current Land Use

Haverford is a built-out community. According to the 2015 Land Use in the Delaware Valley report of the regional municipal planning agency, Delaware Valley Regional Planning Commission (DVRPC), Haverford Township had just over 60% residential land use. With an additional 18% of the land use comprised of recreation and wooded land, only around 3% and 4% of the land use in the Township is commercial and institutional, respectively. When considering future growth for a densely built out township such as Haverford, the focus is typically upon the commercial corridors and the large institutional land uses where redevelopment is most likely to adapt to evolving trends and technical advancement.

This current land use map's commercial uses are mostly general commercial rather than mixed use. The general commercial category has led to some issues on roads like West Chester Pike, Eagle Road and Haverford Road with auto-oriented development, many curb cuts, little green space, store fronts placed far back from the street, and high coverage of impenetrable surfaces. Allowing mixed-use development could address many of these issues and help improve the livability of the Township.

The current land use map broadly applied medium density and the previous low-medium density residential category across the Southern half and Eastern edge of the Township, failing to capture diverse densities in these areas.

This plan uses the density of blocks - as determined by the number of units per acre of each of these blocks - to redesignate the low, medium and high residential land use categories in the Future Land Use Map. This change better represents these important differences in density and built form in the Township, particularly in its Southern half and Eastern edge.

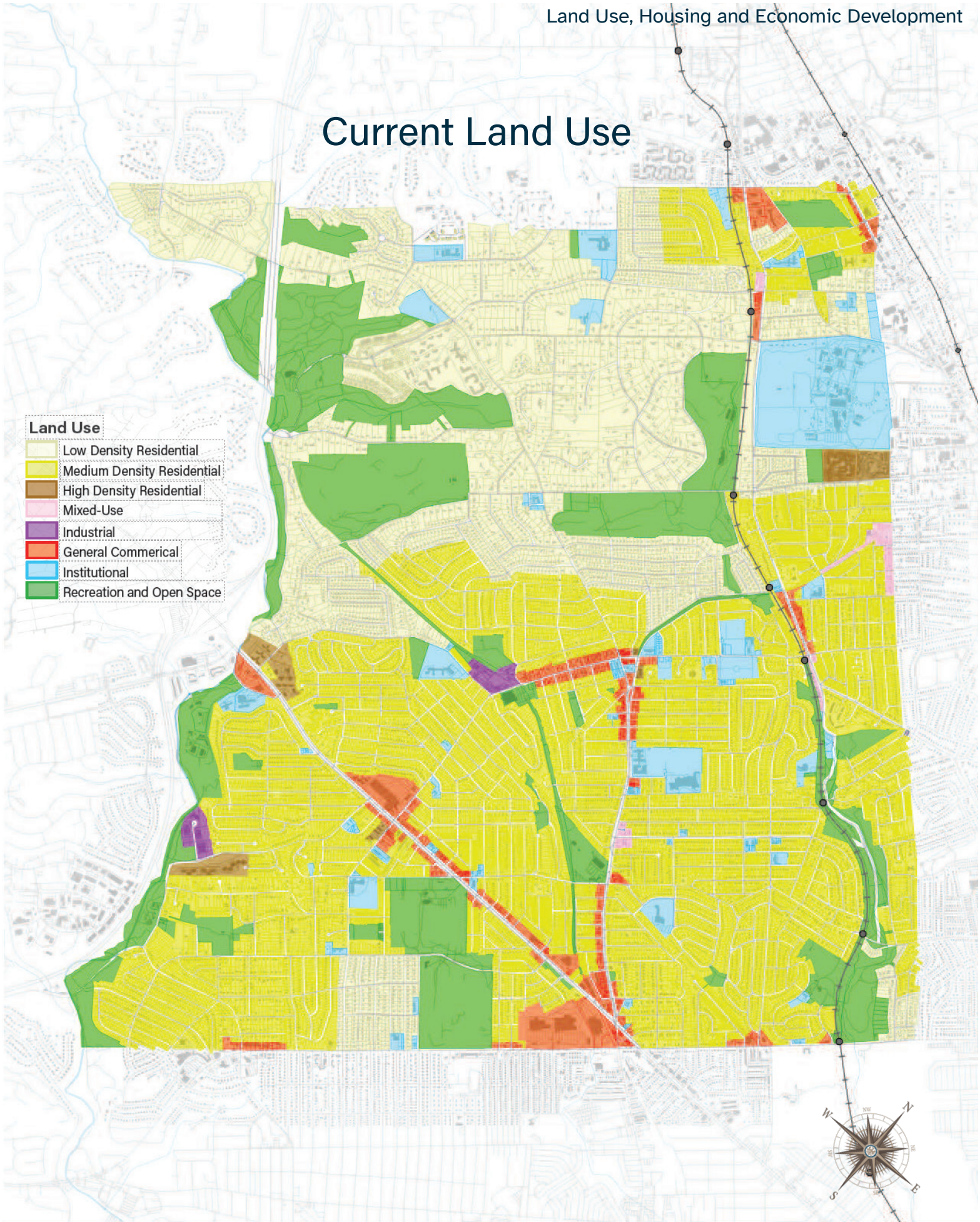
There are opportune locations for limited growth. The areas around the M (formerly Norristown High Speed Line, NHSL) and Oakmont-Brookline along Darby and Eagle Roads have good access to transit, schools, small businesses, parks, bike trails, and other important services. However, these neighborhoods haven't experienced much growth since the 1930s, partly due to the rise of automobile use. Since then, growth has shifted away from transit-focused areas. With rising housing prices and shortages affecting much of the country, the housing supply isn't meeting demand. The future land use map helps prioritize where strategic growth, and in turn increased density, would be the most appropriate. In order to facilitate growth while being cognizant of the traffic congestion and dependency upon automobiles, targeting areas like the M Line neighborhoods or Oakmont- Brookline area provide amenities to residents which could diminish the need for as much car dependency and accommodate housing needs. These objectives and recommendations stem from the current conditions of land use, informing future land use decisions.



Current Land Use

Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed-Use
- Industrial
- General Commerical
- Institutional
- Recreation and Open Space



Future Land Use

The Future Land Use Map creates specific zones where limited increases in density are encouraged in Oakmont and near the M stations, especially between Ardmore Junction and Wynnewood. In Haverford 2035, increased density would be incremental and focused primarily upon incorporating more residential units through adding mixed-use zoning in areas that are solely commercial. This serves to support existing and new businesses while providing residents with a more walkable and full-service community. Further, this would establish zoning regulations to accommodate existing non-conforming uses. The M station, Ardmore Junction, also connects with the proposed Oakmont-Brookline Corridor by the private busway, creating a car-free connection between these two areas where redevelopment and growth could be encouraged. This map preserves lower density areas and strategically allows greater density.

The Future Land Use Map is based upon existing land uses and proposes opportunities where population growth in conjunction with transit and commercial amenities may thrive if well planned in the future.

Low-Density Residential - These areas make up a large amount of the Township and are generally characterized by single-family dwellings where the density can be up to ~7.5 dwelling units per acre.

Medium-Density Residential - These areas generally consist of single family detached houses, duplexes, and townhouses comprised of a density over 7.5 dwelling units per acre but are typically under 12 dwelling units per acre.

High Density Residential - These areas generally consist of existing townhouses and apartments. With the density of 8 townhouses or 12 apartments per acre intended, these areas

do not typically have any single-family dwellings unless the density is higher than 12 dwelling units per acre.

Mixed Use - These areas generally consist of retail stores, day care, personal services, offices, banks and restaurants without a drive-through service. Primarily there are less intensive commercial uses located on smaller lots, where there is a pedestrian emphasis and areas that are close to residential neighborhoods.

Medium Density Mixed Use District - The intention of this category is to accommodate growth in areas where people could live, work or easily commute via public transit, and play. Areas within the five minute walkshed of transit stops near commercial corridors could incorporate a balanced mixture of uses and allow future growth. This category could require a new zoning district of commercial uses on the ground floor, up to a maximum of 35% commercial, and housing above to encourage the revitalization of historically walkable commercial areas.

Industrial - These areas generally provide for a range of light industrial uses and select commercial.

General Commercial District - These areas generally consist of more intense types of commercial uses, generally along main arterial roadways.

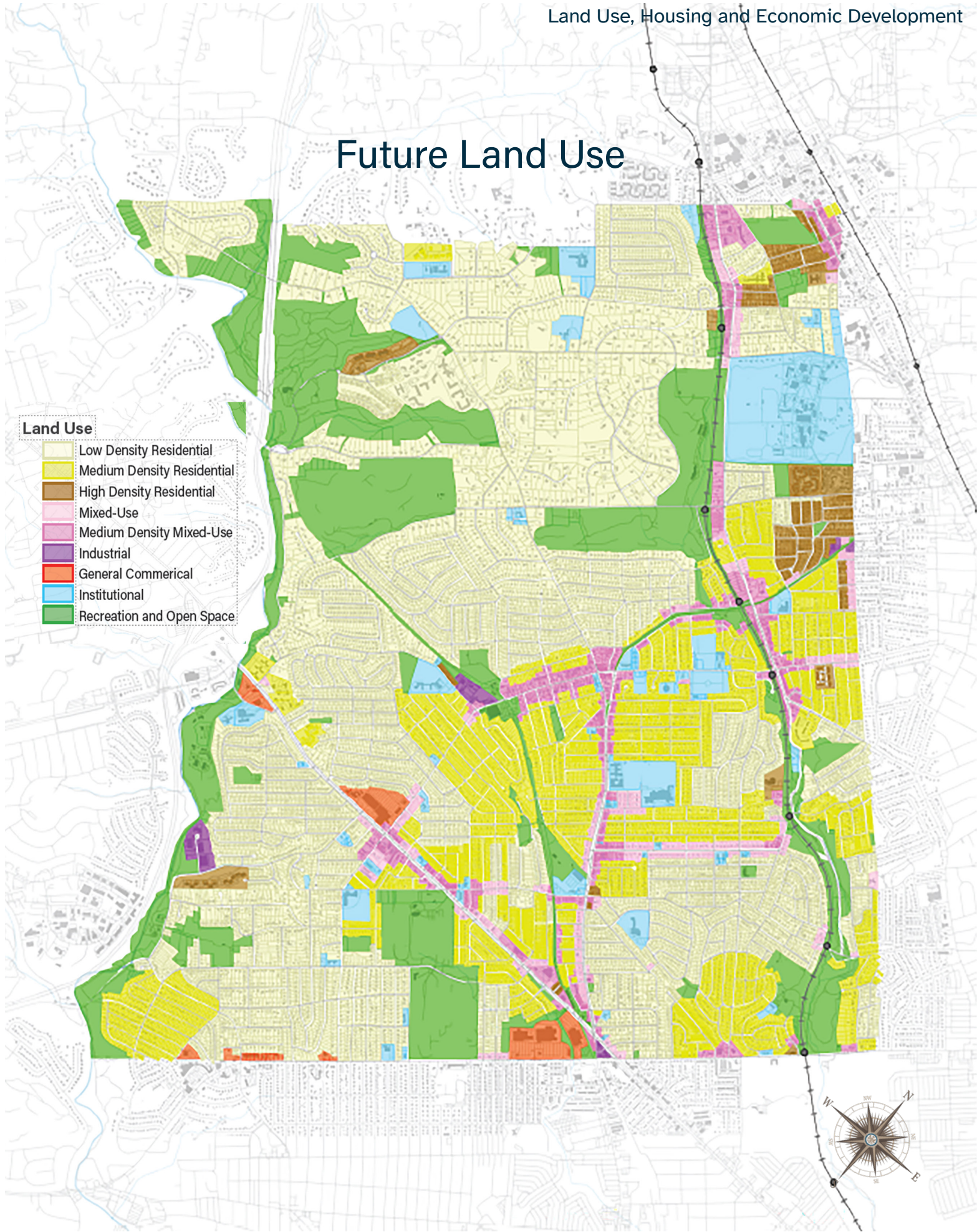
Institutional - These areas generally consist of larger tracts of land where existing uses range from traditional institutional uses such as schools, colleges, community centers, and places of worship.

Recreation and Open Space - These areas generally consist of public parks, swimming pools and other outdoor recreation facilities. Many flood-prone areas are included, including greenways along creeks.

Future Land Use

Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed-Use
- Medium Density Mixed-Use
- Industrial
- General Commerical
- Institutional
- Recreation and Open Space



Objective

Provide areas for a range of housing types and densities to meet needs of various types and ages of households.

Recommendations

- Update zoning to provide areas for a range of housing types and densities, to meet needs of various types and ages of households, including senior citizens and persons with disabilities.
- Provide for infill development while maintaining the character and integrity of residential neighborhoods by protecting the existing housing from nuisances, hazards, and commercial encroachment.
- Develop and institute strategies and controls to eliminate encroachments by institutional and commercial users into adjacent residential neighborhoods.

Objective

Develop attractive transit-oriented development within the walksheds of key M stations, especially in the Haverford Road Corridor.

Recommendations

- Ensure that Township policies allow for denser development and a mixture of uses within the 10-minute walksheds of transit stations, particularly on Haverford Road.
- Support Discover Haverford and organizations like it, to attract anchor commercial businesses, like grocery stores, to ensure livability of the walksheds and create well-rounded commercial corridors.
- Consider implementing a comprehensive standard design program for landscaping, lighting, and other public design elements to ensure visual harmony in mixed-use districts.



Goal 2 of the Land, Housing and Economic Development Plan

Strengthen the older commercial areas to encourage walkability by integrating a mixture of uses with compatible zoning regulations to promote functional growth and new investment.





Objective

Revitalize older commercial corridors, particularly the Oakmont-Brookline and Haverford Corridors, by enhancing the streetscape and supporting growth to create more of a sense of place and destination.

Recommendations

- Analyze and update the Zoning Ordinance to integrate compatible zoning regulations in the older commercial areas of the Township and to create consistency with this Comprehensive Plan.
- 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.
- Consider a Main Street Program or similar program to strengthen older commercial areas.
- Determine the best use for the former Township Administration Building site.
- Encourage establishing an outdoor special events space to accommodate cultural and civic use typical of traditional Town Centers.

Objective

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

Recommendations

- Update zoning to accommodate various types of modern businesses where appropriate in commercial areas and to allow for mixed-uses where targeted.
- Promote appropriate types of business development in different areas with high service access.
- Support collaborative business district improvement.
- Promote the vibrancy and livability of the Township, especially as more residents work from home.
- Encourage shared parking between adjacent businesses and any upper story residential uses to provide more efficient use of space.



Haverford Road Corridor

The Haverford Road commercial corridor begins at the northern Township boundary with Lower Merion and Radnor Townships and extends a few blocks past Wynnewood Road, where Karakung Drive and Haverford Road split. This corridor tracks alongside SEPTA's M Line.

The corridor experiences some of the worst traffic congestion in the Township. While SEPTA's M Line provides mass transit service along the corridor, continuous sidewalks do not exist along both sides of the length of Haverford Road. The SEPTA private busway provides car-free access to many neighborhoods on either side of Ardmore Junction Station, serving as key thoroughfare.

In 2012, Delaware Valley Regional Planning Commission (DVRPC) completed a Parking and Pedestrian Access Study that recommended pedestrian and bicycling improvements near the Ardmore Junction Station. This Station is also served by SEPTA's private busway and has two tunnels under the railroad. Due to the high levels of traffic congestion in 2013, DVRPC conducted the Haverford Road Commercial Corridor Analysis. The analysis 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 M. That study recommended that a through-lane be converted into an alternating center turn lane to improve traffic flow.

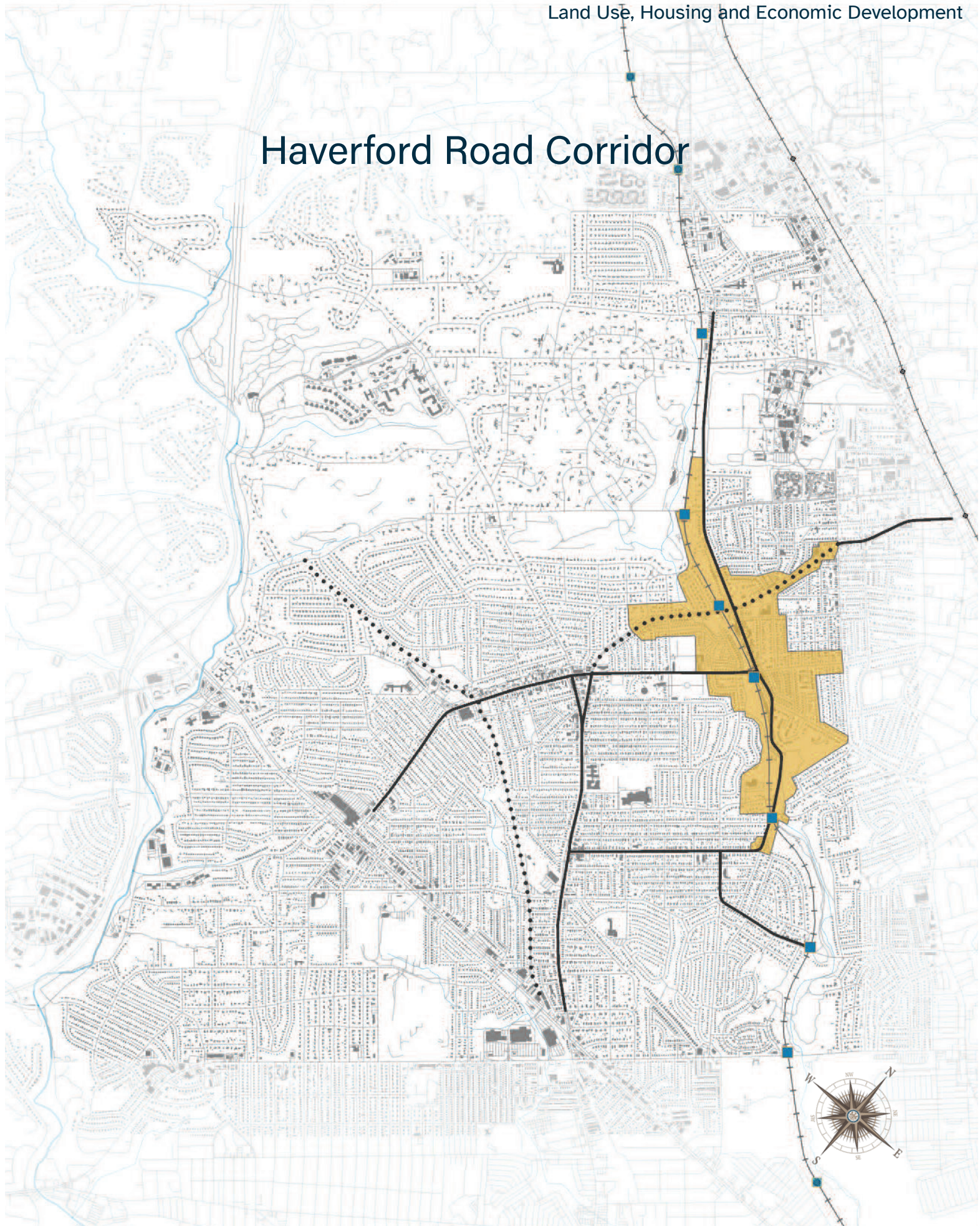
In 2023, PennDOT advanced engineering for this project with Highway Safety Improvement funding. The proposed project included a partial Road Diet on Haverford Road from Landover/County Line Road to Karakung Drive. In consultation with the Township Engineer, the Township reviewed the proposed Road Diet configuration, the supplemental alternative analysis and the overall direction of the project.

Although the proposed Road Diet might improve safety along the corridor, the proposed lane merge areas and increased queues at traffic signals along the corridor raised serious concerns for the Township. In particular, the Township feared that these queues would result in aggressive driving as motorists race from one traffic signal to the next. The Township feared that motorists could seek shorter routes, resulting in heavier traffic through the neighborhoods adjacent to Haverford Road. This would be an unacceptable outcome for our residents.

The corridor is sprinkled with residential and commercial land uses, along with a large institutional presence where Haverford College stretches between College Avenue and a few blocks north of Ardmore Avenue. The existing commercial areas have potential for new transit-oriented mixed-use development. A major policy question is whether the existing commercially developed areas are suitable for new housing. There could be conflicts between some of the current intensive commercial uses and new housing. Careful study of this potential is required before finalizing any policy decisions.

This corridor presents a unique opportunity with its high speed, frequent service, redevelopment potential, and availability of services. This corridor - with proper study, good design principles, traffic management, intentional development and thoughtful growth - could become a center of economic activity and community life.

Haverford Road Corridor



Oakmont-Brookline Corridor

Oakmont

The Oakmont area is an attractive older commercial area with the character of a more urban center. A mixture of uses is present. Oakmont centers on the intersection of Eagle and Darby road, and extends from the intersection a few short blocks in each direction. The Oakmont area could be recognized as an existing Town Center for Haverford, where a mix of active commercial and entertainment uses along with upper story apartments create a sense of place like that of urban areas. The area does not accommodate civic space and the volume of traffic and congestion detract from the commercial business attainment. The existing mixed use that dominates the character of this area is often not supported by the zoning in place. Additionally, the existing streetscape consists of narrow sidewalks in comparison to a traditional Town Center type of development, leaving little space for pedestrian amenities.

Eagle Road

The Eagle Road commercial corridor bisects the Township and is located east of Lawrence Road and West of Darby Road. There are three travel lanes, including a central turn lane. There are sidewalks along each side of inconsistent quality due to street-front parking with commercial land uses. The corridor suffers from serious traffic congestion and has numerous driveways that cut sidewalks. While some modern commercial development has occurred, several of the lots involve older houses that were converted into commercial or mixed uses, with the front yard paved for parking, creating a more suburban commercial streetscape. Today, the most prominent feature of the corridor involves the cars parked in front of buildings, with very few trees. The entire corridor is zoned for C-3 Commercial District, which is characterized by low or mid-intensity types of retail and businesses.

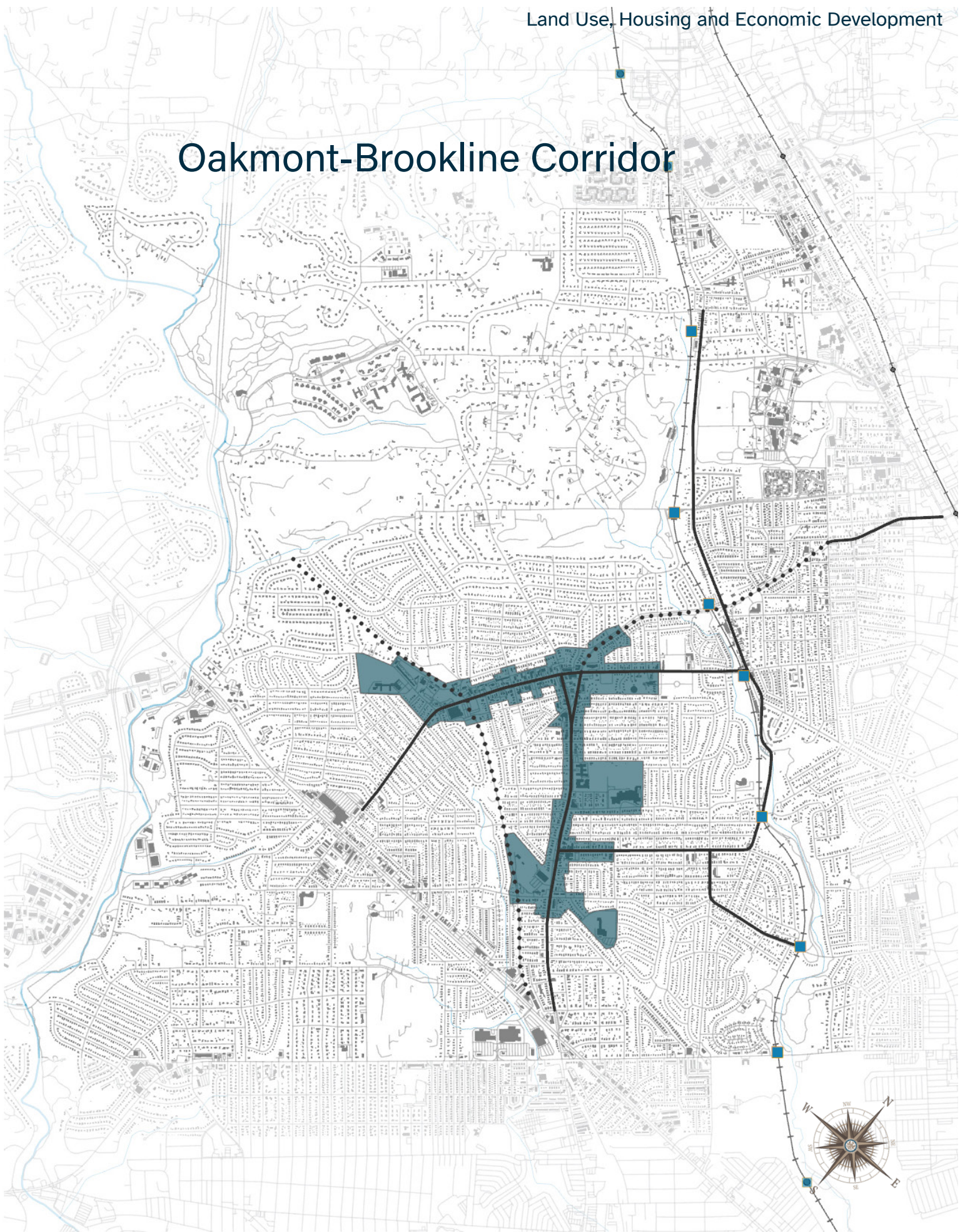
Residential neighborhoods surrounding this corridor are integral to the vitality of the businesses.

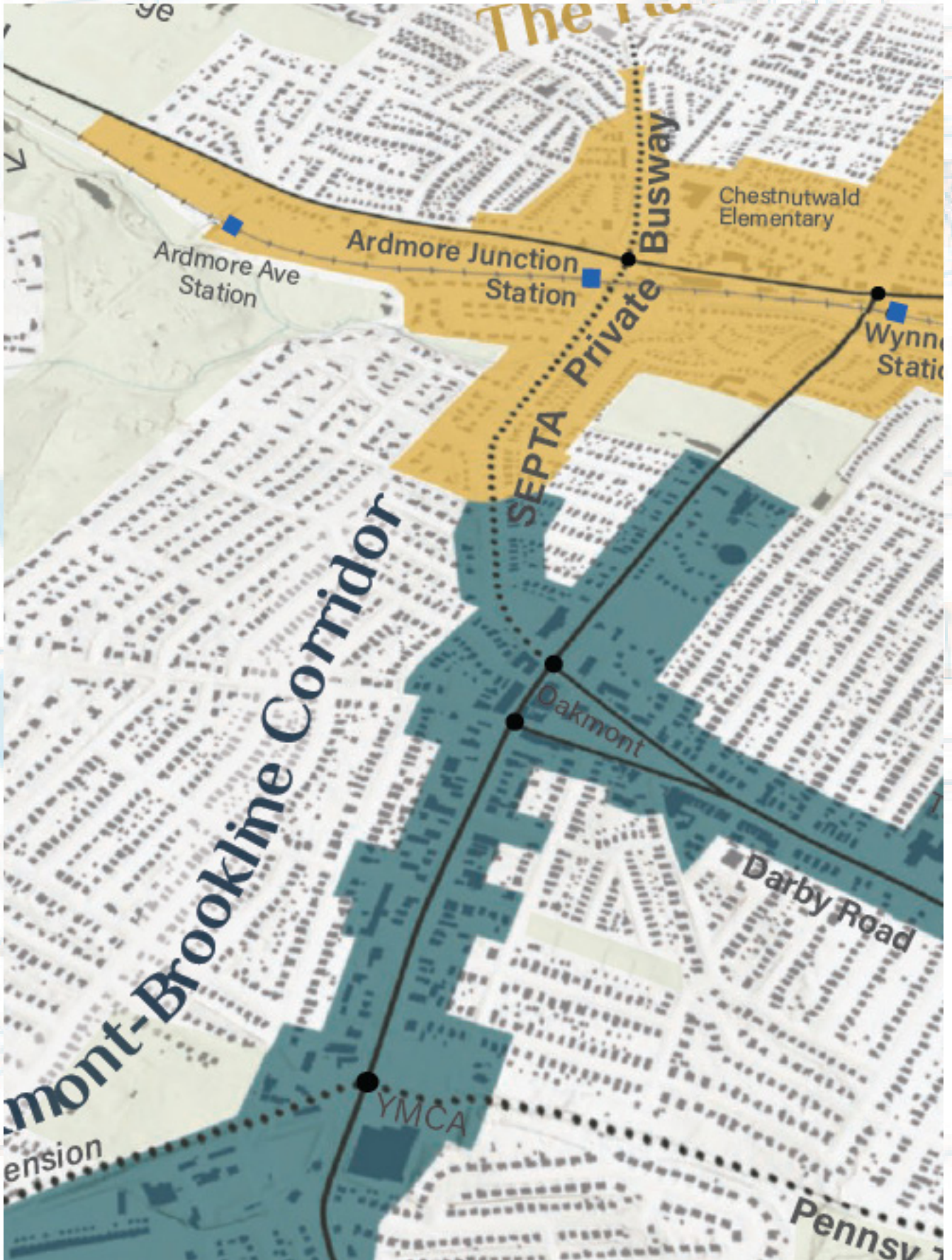
There is potential through redevelopment and reinvestment in the Eagle Road Corridor to create more of an extension of the character of Oakmont where walkability and a denser urban fabric is prominent. The integration of a mixture of uses, most significantly a residential above retail composition, would be a transformative change to achieve a denser urban streetscape. Creating an inviting, pedestrian-friendly corridor will also help to attract new activity. If parking is placed to the rear of the buildings, it opens up the frontage for pedestrians and street trees and reduces conflicts with pedestrians on sidewalks.

Brookline

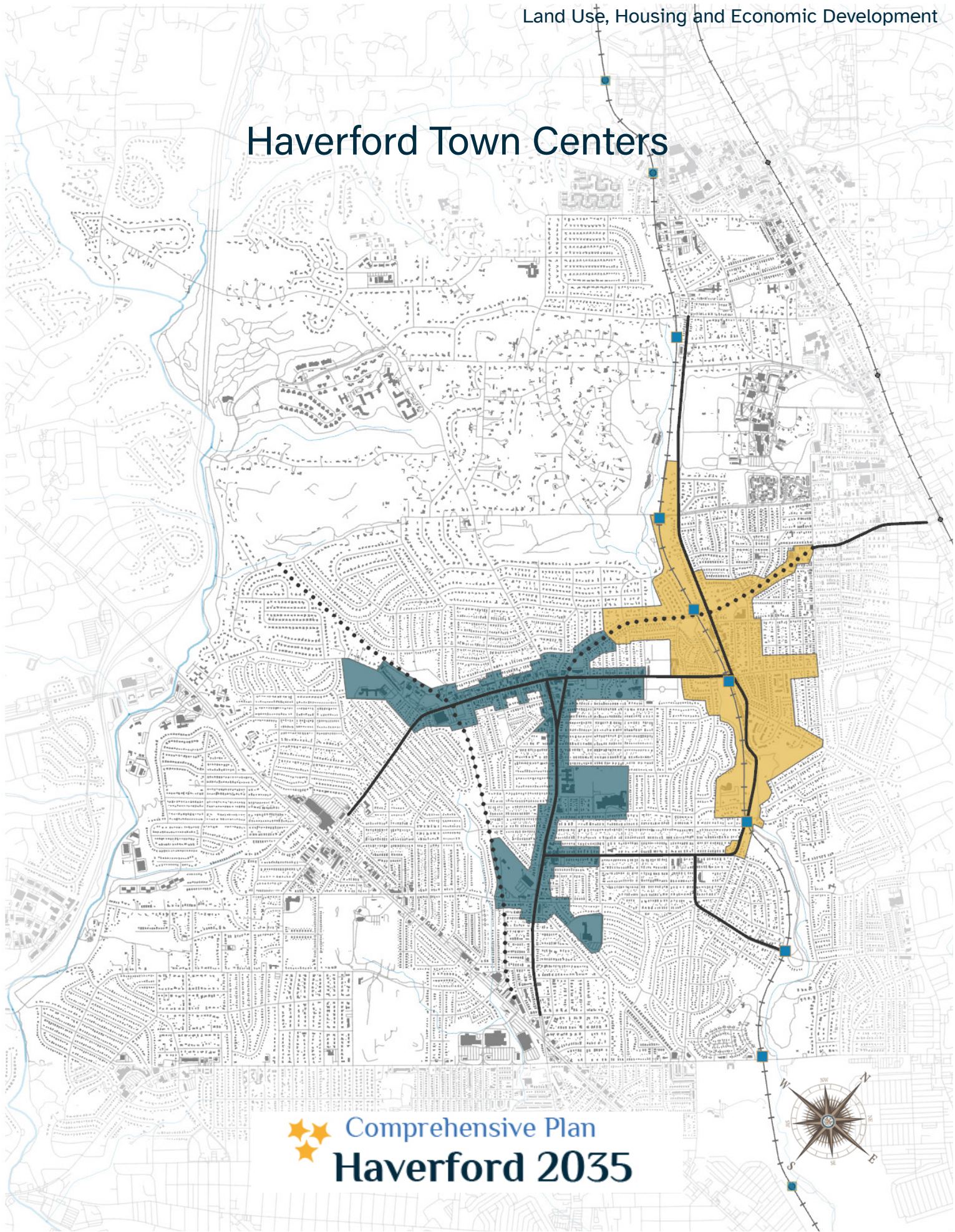
Currently, the commercial area of Brookline is comprised of the commercial establishments on Darby Road stretching a half-block east along Brookline Road. Zoned only at the immediate corner of Darby and Brookline Boulevard as C-2 Commercial, the prominence of this area is as a restaurant row. With a wide cartway, Brookline recently underwent reductions in the cartway to install bike lanes and on-street parking for the full length of the Boulevard from Darby Road to Edgewood Road. In doing so, the corridor transformed into a complete street, where pedestrians, bicyclists, and motor vehicles safely travel. The mobility transformation of this corridor lends itself to this area becoming a potential for continued neighborhood commercial growth.

Oakmont-Brookline Corridor





Haverford Town Centers



 Comprehensive Plan
Haverford 2035





This graphic collage uses native trees and ferns of Haverford Township and Pennsylvania such as chestnut, poplar, sassafras, ash, locust, oak, and polypodium. The wreath was pulled from the Brookline fire station shield and the stylized three leaf strand was pulled from the county state seal.

Natural Resources Conservation and Sustainability Plan





A wetland within the Haverford Reserve

Water & Slope Management


The protection of important natural features and ecosystems is critical for sustainability. Efforts to reduce energy consumption, increase renewable energy use, and reduce emissions all contribute to slowing global climate change. The following Goals and Objectives give tangible actions to improve sustainability and protect natural resources over the next ten years.

The Topographic Map on the left shows land topography, flood-prone areas and steep slopes. 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 stream corridor. It is important to minimize disturbance and alteration of steeply sloped lands to minimize soil erosion. Where portions of steep slopes need to be altered, it is essential that proper erosion control measures be installed. The Township's existing slope regulations limit disturbance.



Goal 1 of the 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.



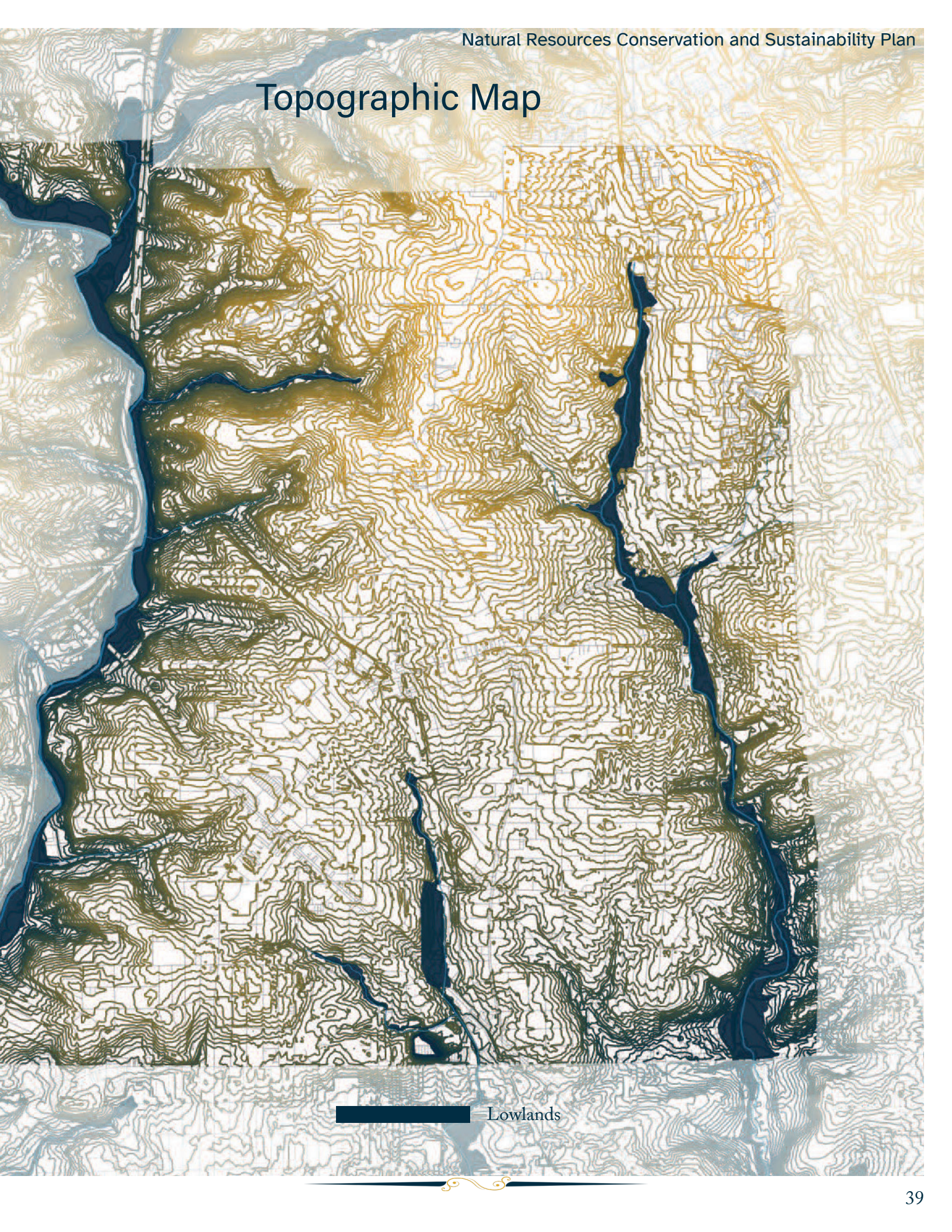
Objective

Improve the creeks as scenic and possible recreational assets.

Recommendations

- Consider establishing a minimum setback from the top of the primary bank of a perennial creek for buildings, paving and outdoor business storage.
- Consider stream buffer vegetation replacement requirements.
- Consider requiring riparian buffer management plans for development along a creek.
- Support efforts of private landowners adjacent to streambanks to perform periodic cleanup to increase the impact of public cleanup programs.

Topographic Map

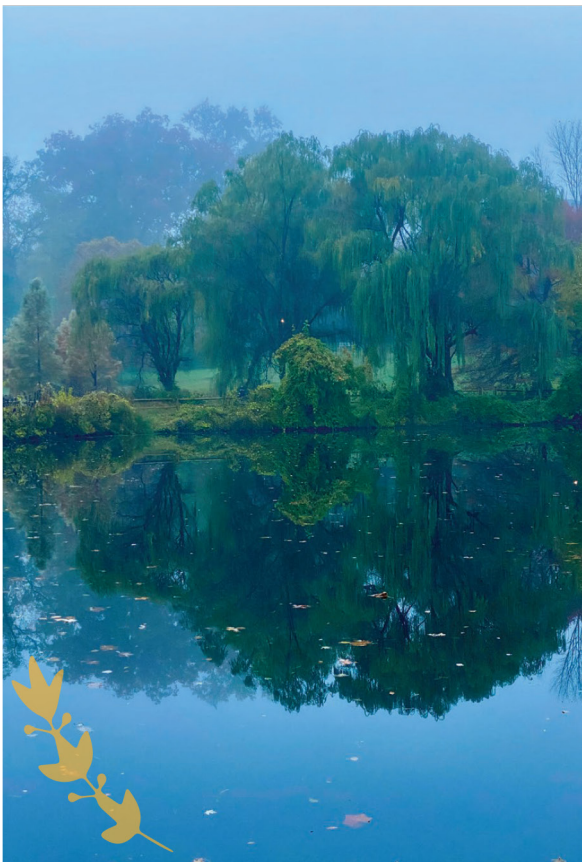


Lowlands



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). Encroachment on the floodplain reduces the flood carrying capacity of a stream and thus can increase flooding. Haverford already has zoning regulations that prohibit new construction within the entire 100-Year Floodplain.

Currently, 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 and could incorporate vegetation to buffer the wetlands from development. A setback area is a valuable tool which can be used to keep construction equipment out of wetlands. Wetlands can be seen on the Natural Resources Map on page 45



Objective

Carefully manage flood-prone and wetland areas.

Recommendations

- Continue to implement the Floodplain regulations to manage the flood-prone areas of the Township.
- Consider establishing a setback from wetlands to protect these resources, especially during construction, and consider requiring a vegetated buffer for wetlands.



Slope Contours and Lowland Areas



This 3D view looks upstream of Darby Creek, showing steep slope areas and low-lying areas at the border of the Township. A vertical exaggeration is applied to highlight slopes and hills. These areas need to be carefully managed.



Goal 2 of the Natural Resources Conservation and Sustainability Plan

Manage storm water run-off and improve environmental quality through green infrastructure.



Stormwater needs to be carefully addressed to promote infiltration for groundwater recharge, to avoid excessive amounts and velocities of runoff, and to minimize flooding. Smaller green infrastructure can facilitate a greater portion of the population to employ capture and reuse of stormwater through the use and installation of rain gardens, cisterns, or water barrels. Porous paving materials can, in lesser-used areas such as residential driveways or walkways, reduce runoff. However, many types of porous materials need continuous maintenance (such as vacuuming) in order to retain porosity. Additionally, reducing mowing and conversion of areas into meadows can increase the infiltration of groundwater. Managed meadows that are mowed infrequently have areas planted with wild flowers, or pollinator gardens are being encouraged at the State level through programs like the Pennsylvania “Lawn Conversion” grant program that provides funding to convert large lawns into diverse meadows.

As part of the federal Clean Water Act, stormwater management to minimize the impacts of runoff are required to be administered at the municipal level under the purview of the Pennsylvania Department of Environmental Protection (DEP) through a Municipal Separate Stormwater Systems (MS4) program. The Township adopted a Pollution Reduction Plan (PRP) in 2021 that works to achieve goals for water quality under a MS4 Permit. Working towards implementation, 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. To protect the water quality and the banks of creeks, the Township has been reducing grass cutting near the creek banks within public parks. By adding plantings to reduce ensure visual harmony in mixed-use districts erosion, the amount of sediment entering the creek can be reduced.





The Township has also added rain gardens in some parks to allow infiltration and improve the water quality of stormwater runoff. The MS4 program also requires that the Township conduct a public education program and complete regular street-sweeping to remove pollutants and sediment from roadways. Additionally, MS4 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.

As basins are built or rehabilitated to facilitate implementation of the Township’s adopted PRP, more naturalistic plantings with less mowed grass help increase the sustainability of natural resources. In 2023, the Township converted the Raymond Drive basin into a bio-retention basin. Haverford Township completed the Raymond Drive Basin Rehabilitation project in late 2023. This project involved the restoration of an existing basin into a bioretention basin containing landscape features designed to improve water quality by providing on-site treatment of storm water runoff.

Objective

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.

Recommendations

- Continue the public education program on stormwater and continue regular street-sweeping to remove pollutants and sediment from roadways.
- Encourage methods to reduce the amount of stormwater runoff that enters storm sewers, such as installing vegetated green roofs on top of buildings or residential use of small stormwater infrastructure.
- Install streetscape improvements designed with stormwater management in mind, by encouraging pervious brick pavers installed without mortar for pedestrian pathways, or tree trenches installed between the curb and the street or between aisles of parking spaces.
- Promote infiltration into the ground through alternative methods like porous paving; provide standard details for different porous paving applications.
- Install rain gardens with native plantings, cisterns and rain barrels to improve stormwater and the installation of cisterns or rain barrels for the capture and reuse of stormwater.
- Preserve existing trees and thick understory vegetation when possible & emphasize the planting of new trees to reduce runoff.
- Explore reducing mowing in areas of parks and public land not used for active recreation.



Tree Canopy and Woodlands

Trees play a crucial role in capturing and storing carbon dioxide, which helps mitigate climate change and they also improve local air quality by filtering pollutants. Shade from 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. Trees play an essential role in protecting the health and well-being of the residents and the environment by improving air quality, adding natural beauty, reducing energy costs, and increasing property values.

Haverford Township has been designated as a “Tree City USA,” which is an urban forestry program involving tree plantings, tree maintenance and tree removal when necessary. The Township’s Shade Tree Commission plays a valuable role in these efforts. 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 on the Township website.

In addition, State and Federal funds are increasing for street tree and park plantings, an example is the State Tree Vitalize program. 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.

There are major concentrations of wooded areas in Haverford 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 Natural Resources Map 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.

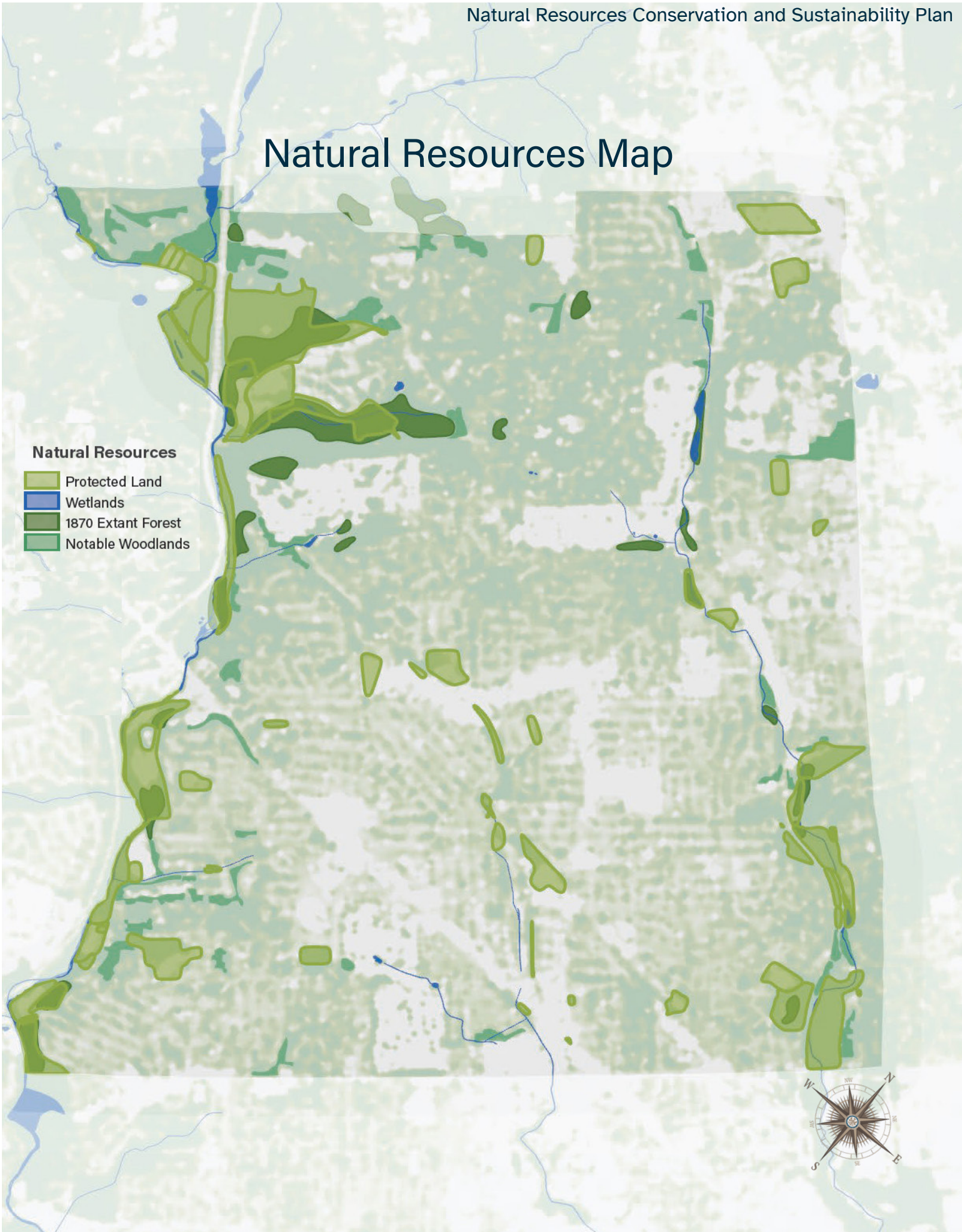
There are resources outside of the Township, such as the 2011 Natural Heritage Inventory of Delaware County which identifies areas in Haverford that offer important habitats for rare, threatened and endangered species of plants and animals. They included the former borrow field on the former State Hospital property, areas along the Cobbs Creek, and wetlands along the Ithan and Darby Creeks. Protection of these identified and known natural resources is significant for the longevity of natural feature conservation for the future.

The natural resources map to the right shows protected lands according to Delaware County and wetlands. The map also shows forest from the 1870 Atlas Map of Haverford - seen on page 55 in the Historic Preservation chapter. These remnant forests are older than 150 years. Some of these old forests are not in protected lands. In addition to protected areas land and older forests, this map also shows contiguous, notable woodlands younger than 150 years. Haverford has an extensive tree canopy and neighborhoods have a variety of mature trees. There are also significant wooded areas in parks and along the creeks.

Natural Resources Map

Natural Resources

- Protected Land
- Wetlands
- 1870 Extant Forest
- Notable Woodlands



Objective

Emphasize tree plantings and tree conservation.

Recommendations

- Examine the shade tree provisions to consider the following:
 - reduce damage to sidewalks through the use of “Structural Soils” around street trees and under adjacent sidewalks;
 - encourage that a street tree that is removed for development/improvement to be replaced elsewhere along a street;
 - require an existing tree well to be kept open to allow for a future tree planting, if not immediately feasible;
- Consider creating 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 tree plantings.
- Enhance coordination between the Shade Tree Commission and Township staff to maintain records of tree removals and replacements.



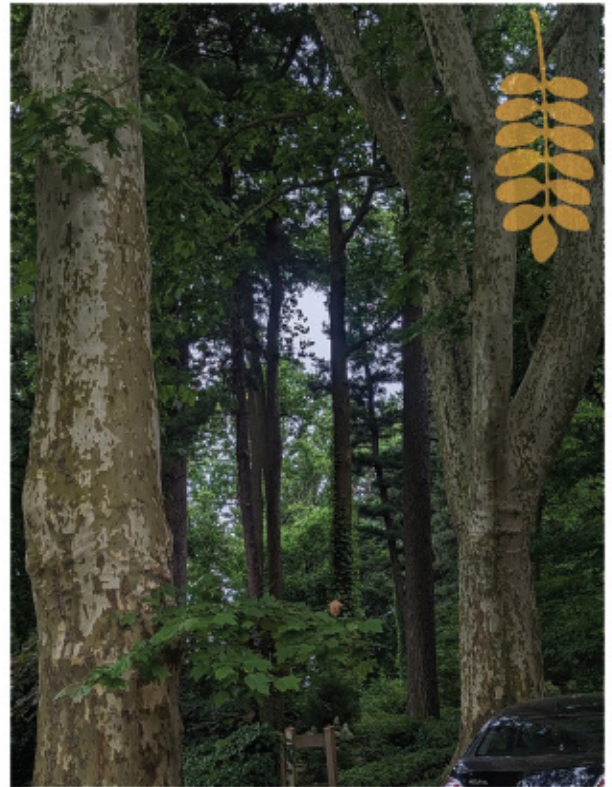
Goal 3 of the Natural Resources Conservation and Sustainability Plan

Promote sustainability through tree planting and preservation, education and modeling of green stormwater infrastructure, and waste reduction programs.





- Review the Township’s regulations regarding tree preservation as part of new development to determine whether they need to be strengthened, with particular consideration to the protection of the oldest and largest “Heritage Trees”.
- Consider hiring or training staff as an arborist to provide expert oversight of street and park trees through identifying potentially dangerous trees, providing advice on the most appropriate species for different situations, recommending ways to address diseases and insect problems, and proposing alternatives to minimize the removal of mature trees.
- Continue to minimize the disturbance of steeply sloped lands through effective regulation of the steep slope provisions.
- Continue to maintain and increase the tree canopy throughout the Township, with a particular emphasis upon covering streets, parking lots, creeks and parks with tree canopy.
- Ensure the species and locations of future trees do not conflict with underground and/or above ground utilities and structures.
- Consider updating the Township’s landscaping provisions to encourage native species plantings; encourage deciduous tree plantings on the south-facing side of a building; encourage evergreen tree plantings on the north and west sides of a building. Promote and recruit additional volunteer “Tree Tenders” to facilitate the maintenance of trees under their purview.




Climate Change

The Township's Climate Action initiatives are being led by the Township's volunteers with the Environmental Advisory Committee. The Climate Action Plan was revised and adopted in 2021. In addition, other local organizations are working towards climate action initiatives. For example, Haverford College has prepared its own Climate Action Plan. The Township's Climate Action Plan and related materials are available online at Comprehensive_Plan_Updates.html.



Goal 4 of the Natural Resources Conservation and Sustainability Plan

Encourage initiatives that conserve energy through promoting alternative modes of transportation, development designs, and encouraging alternative energy systems.



The Climate Action Plan emphasizes improved energy conservation, which has a direct effect on climate change. The burning of fossil fuels in vehicles or building systems or through the use of electricity generated from fossil fuels results in increased emissions of gases that greatly contribute to climate change. Using 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.

A transition to one hundred percent (100%) clean renewable energy use, a long-term goal of the Township, has already been achieved for the Township's own municipal electricity purchases. In addition, the Township has completed a conversion of its outdoor lighting to energy-efficient LED fixtures. The Township also completed an Energy Audit of all its buildings, and implementation is underway.



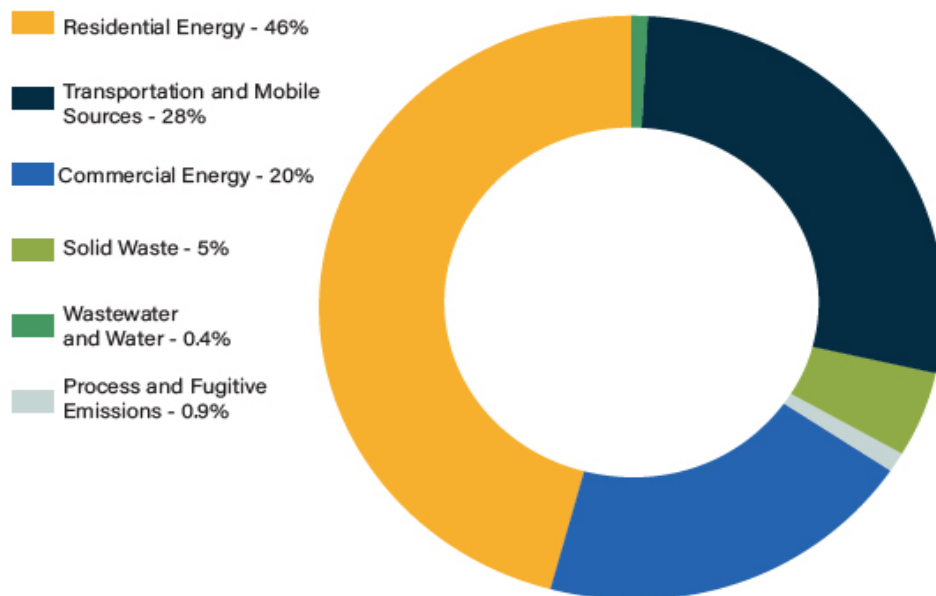
Carpooling is one of the most energy efficient methods of commuting. Employers could offer preferential or reduced-price parking for carpoolers, or could subsidize vanpooling from a transit station. There are very limited locations that allow carpool parking in the Haverford area; thus, the Climate Action Plan recommends working with owners of properties with excess parking to address this issue. Public transit is another 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 further in the Transportation section. Delaware County recently announced that they are working on establishing a Bike Share program and Haverford Township is involved in identifying sites where there would be the most demand and sufficient room for bicycle stations. Most stations are placed within the public right-of-way, unless a landowner wishes to volunteer to use their adjacent space.

Effective January 2, 2023, the Board of Commissioners established a ban on single-use plastic bags. The purpose of this prohibition is to curb litter on the streets, in the parks, protect local streams, rivers, waterways and other aquatic environments, reduce greenhouse gas emissions, reduce solid waste generation, promote and facilitate the use of reusable, compostable, and recyclable materials within the Township of Haverford, and to preserve the natural, scenic, historic, and esthetic values of the Township of Haverford. This prohibition applies to single-use plastic carryout bags used for takeout deliveries from commercial establishments within the Township of Haverford. It also applies to single-use plastic straws, unless the customer first requests one. 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 is 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. To achieve an Energy Star certification, a building typically needs to use 35 percent less energy than comparable existing buildings. An alternative set of standards from International Codes Council's International Green Construction Code (GCC) may be the basis for incentive as well. In general, a municipality in Pennsylvania cannot add additional requirements to the statewide Construction Codes in most cases but can provide incentives such as flexibility in exceeding maximum impervious requirements in the zoning ordinance. 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 providing bicycle facilities.



Haverford Energy Profile

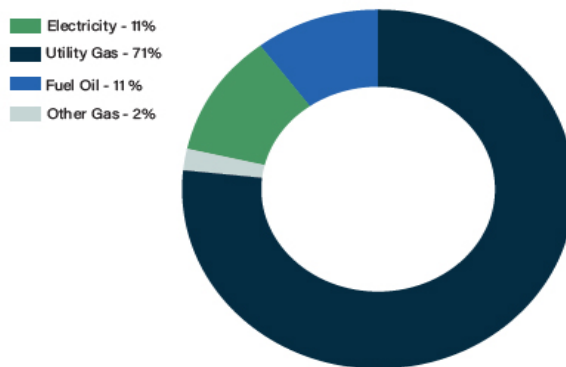


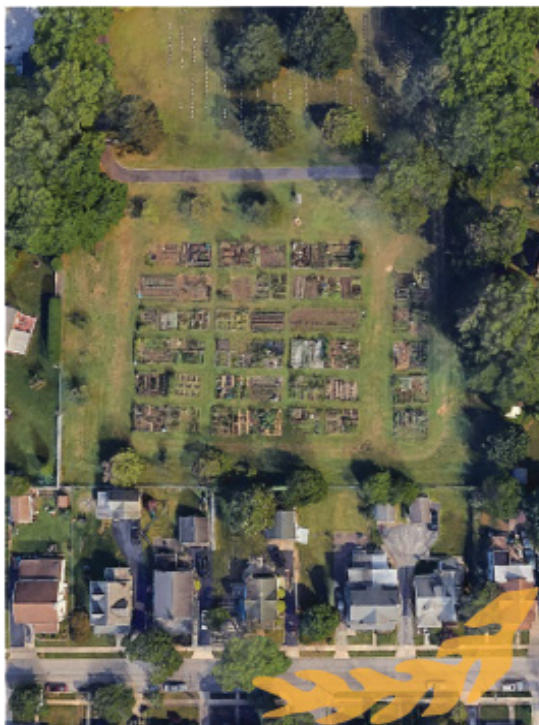
Many carbon emissions come from residential energy use and transportation sources.

2022 American Community Survey data show that heating energy sources, one of the most energy intensive activities of residential buildings, are almost entirely dependent upon fossil fuels. Only 11% of Haverford residential buildings use electricity for heating.

Even if the electrical grid becomes more sustainable through a higher mix of renewable sources, only 11% of Haverford residential buildings' heating will be 'green' alongside improvements to the grid. Given the age of residential housing stock, it's very likely that commercial properties are similarly reliant on burning fossil fuels for heating. Electrifying heating systems is a necessary step to ensure that Haverford buildings can reduce emissions as the energy mix of the grid improves.

Heating Energy Sources of Haverford's Residential Buildings





Two Haverford gardens; Haverfarm at the College and the Haverford Friends Community Garden, sponsored by Old Haverford Friends Meeting. The Haverfarm image is annotated with a sketch for a redesign.

Objective

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

Recommendations

- Encourage residents and businesses to upgrade to more energy-efficient appliances, lighting, heating and air conditioning systems, and publicize available State or Federal funding assistance or incentives for these upgrades.
- Encourage 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.
- Support energy conservation efforts through encouraging solar canopies over large parking areas, relaxing minimum setbacks for solar canopies, and encouraging buildings to install light-colored roofs (to reduce the overall heat in the summer) and orienting buildings to maximize southern exposure in the winter.
- Consider zoning amendments to encourage buildings more than 45 feet to be designed and built to Energy Star or LEED certification.
- Consider incentives through permitting for construction and remodeling projects that incorporate green practices, using a point-based incentive system. as a baseline to provide measurable data for future tree plantings.



Thomas Holme's 1687 map of Pennsylvania, the "Welsh Tract" map. Holmes completed this map as part of his survey work for the then-province of Pennsylvania. Holmes also laid the original grid plan of Center City. This stylized image uses the Holmes map and modern layers.



Haverford Township was founded in 1682, nearly 350 years ago. Haverford was incorporated in 1911. This view oriented along Delaware River serves as an inspiration for axial views of the region's trails used in this comprehensive plan (see the community facilities chapter).



Historic Preservation Plan





This is the 1870 Atlas map of Haverford, showing major land-owners and locations. It has been stylized to highlight remnant forests and the original water bodies of the township. Some of these forests' patches persist today, more than 150 years later.

Historic preservation is critical to preserving the rich heritage and character of Haverford Township. 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. Furthermore, historic rehabilitation reduces consumption of energy and resources and provides higher levels of employment. With renovation, increased employment is generated because a higher percentage of expenses are for labor rather than materials.



Goal of the Historic Preservation Plan

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

Haverford Township has been designated as a Certified Local Government for historic preservation by the Pennsylvania Historical and Museum Commission (PHMC), which is the State Historic Preservation Office (SHPO). 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 nonprofit Haverford Township Historical Society, which was established in 1939, and the Friends of the Grange organization, which was established in 1979. Both organizations 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 place any regulations on a private property owner who is not using federal funds.





Instead, historic preservation regulations are established in Township ordinances and implemented at the local level. Currently, Historic Preservation regulations are in the Zoning Ordinance (Article XIII of Chapter 182 of the Haverford Township Code) which provides the Haverford Township Historical Commission (HTHC) oversight to review any additions, alterations, or demolitions of historic resources as identified in the 1994 Historic Resource Inventory.

In 1994, the Delaware County Planning Department completed a survey of historic resources in the Township. In 2009, based upon that research, the Township passed a zoning amendment to protect the identified historic resources in the Township. Currently, there are 134 designated structures and sites that are considered locally significant historic resources in Haverford Township. Historic preservation regulations do not 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 partially or completely demolished or altered. 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 development and other development applications that affect historic structures.

Objective

- ✧ Maintain community character through continued implementation of the historic preservation ordinance through the Haverford Township Historical Commission (HTHC).

Recommendations

- Continue to implement the Historic Resources ordinance to protect the identified locally significant historic resources in Haverford Township.



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 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.

In keeping consistent with the 1988 Comprehensive Plan for Haverford Township, the map on the next page shows 28 distinct neighborhoods that comprise the Township. These neighborhoods and historic resources can serve as a basis for directing design and building form towards greater harmony and developing an identity for the Township.

Objective

Preserve the character of older areas and traditional development patterns of the Township.

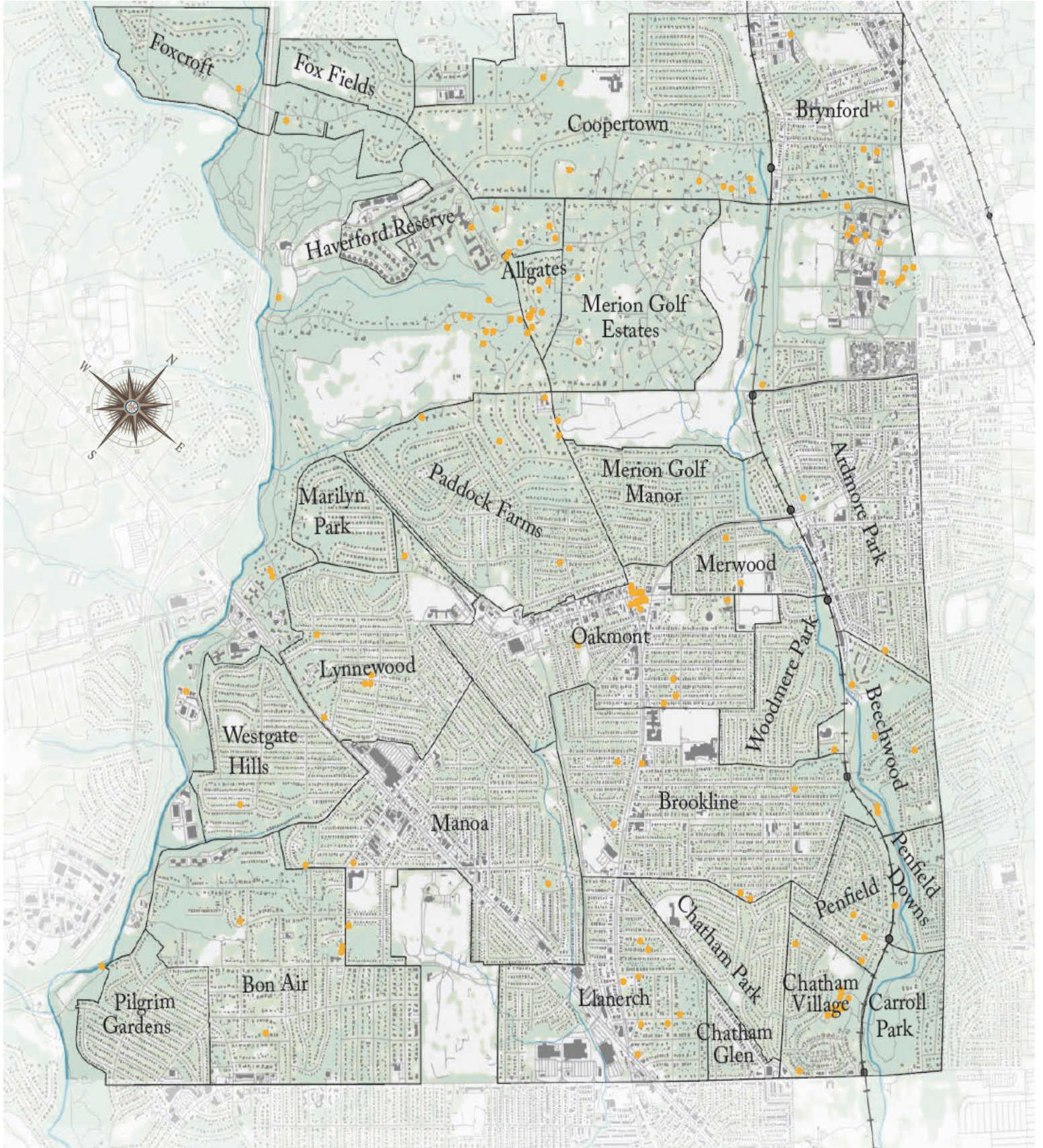
Recommendations

- Encourage parking in older business areas to be placed to the rear or side of the main building to preserve the traditional walkable streetscape.
- Explore adding 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.

- 
- Llanerch - 1898
 - Manoa - 1906
 - Beechwood - 1907
 - Brookline - 1908
 - Oakmont - 1908
 - Brynford - 1909
 - Ardmore Park - 1910
 - Allgates - 1912
 - Bon Air - 1913
 - Penfield - 1920
 - Merwood - 1925
 - Merion Golf Estates - 1926
 - Merion Golf Manor - 1929
 - Penfield Downs - 1930
 - Chatham Village - 1939
 - Paddock Farms - 1939
 - West Gate Hills - 1939
 - Carroll Park - 1943
 - Woodmere Park - 1946
 - Lynnewood - 1947
 - Chatham Glen - 1948
 - Coopertown - 1950
 - Chatham Park - 1950
 - Pilgrim Gardens - 1952
 - Marilyn Park - 1960
 - Foxcroft - 1964
 - Fox Fields - 1978
 - Haverford Reserve - 2009

Haverford Township Neighborhoods

● Historic Resources





There are many informational resources on historic preservation, most notably the National Park Service publishes “Preservation Briefs” and “Preservation Tech Notes” on various building features and issues related to historic rehabilitation. The Delaware County Planning Department has information posted on their website about appropriate 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 a program to provide matching grants to commercial properties for facade improvements using federal funds. State grants or contributions from local financial institutions may support 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.

✧ ✧ ✧ Objective ✧ ✧ ✧

✧ Provide information on responsible ways to maintain and improve historic resources while promoting consistency with the surrounding neighborhood.

Recommendations

- Continue to explore programs and financing options that encourage historic rehabilitation projects.
- Emphasize public education to increase appreciation of Haverford’s historic structures, and to provide information about proper rehabilitation methods through the Township website.



A wider knowledge of the history of Haverford Township and the importance of its historic structures would promote additional support for preservation and sensitive rehabilitation of structures. Historic-oriented events such as the Heritage Festival and activities at the Grange help to generate interest in historic preservation and generate publicity for the Historical Commission and the Township's historic structures.

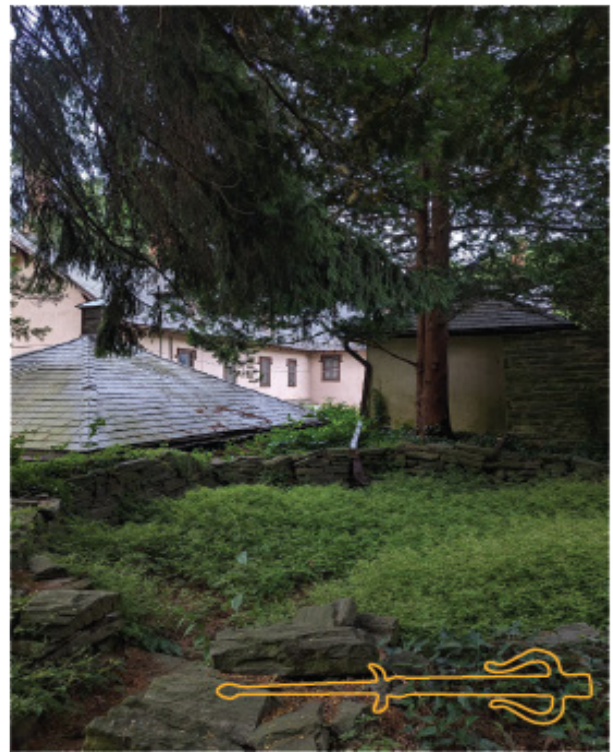
Haverford has seven properties on the National Register of Historic Places (as described in the Appendices), but most do not have historic markers. The Pennsylvania Historical and Museum Commission has a process of placing historic markers on significant sites, but donors or a municipality are required 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.

❖ ❖ ❖ Objective ❖ ❖ ❖

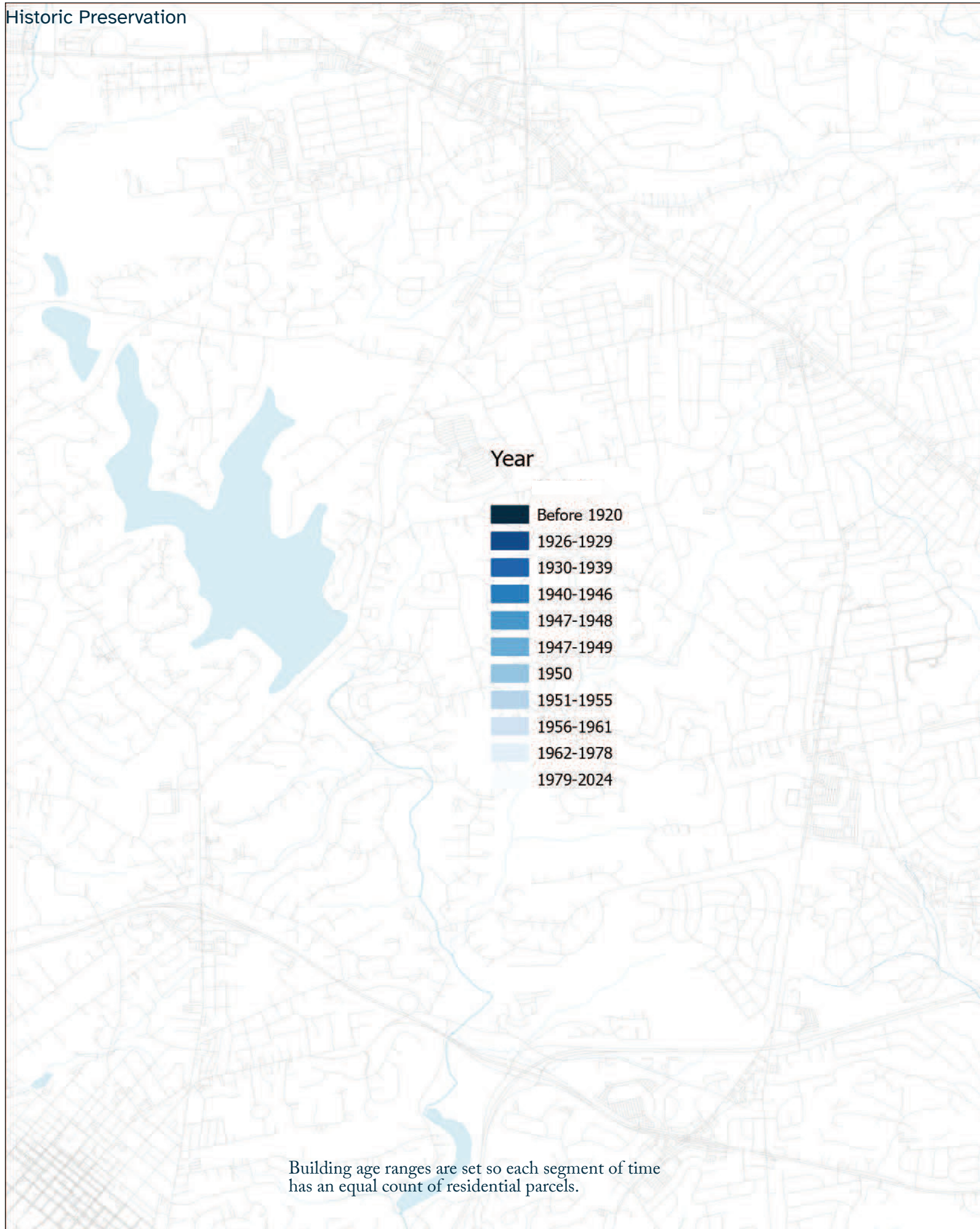
❖ Engage more residents in understanding and preserving the history of the Township.

Recommendations

- Periodically send an updated brochure to the owners of historic structures and sites that are regulated by the Zoning Ordinance.



The top image looks down onto the Grange Estate, also called Maen Coach. The building dates from ca 1750 and is known for hosting George Washington and Lafayette. The lower image is of Lawrence Cabin, a log cabin-built ca 1690, in Powder Mill Valley Park. The hinges on these images are drawn from the Grange Estate barn doors.



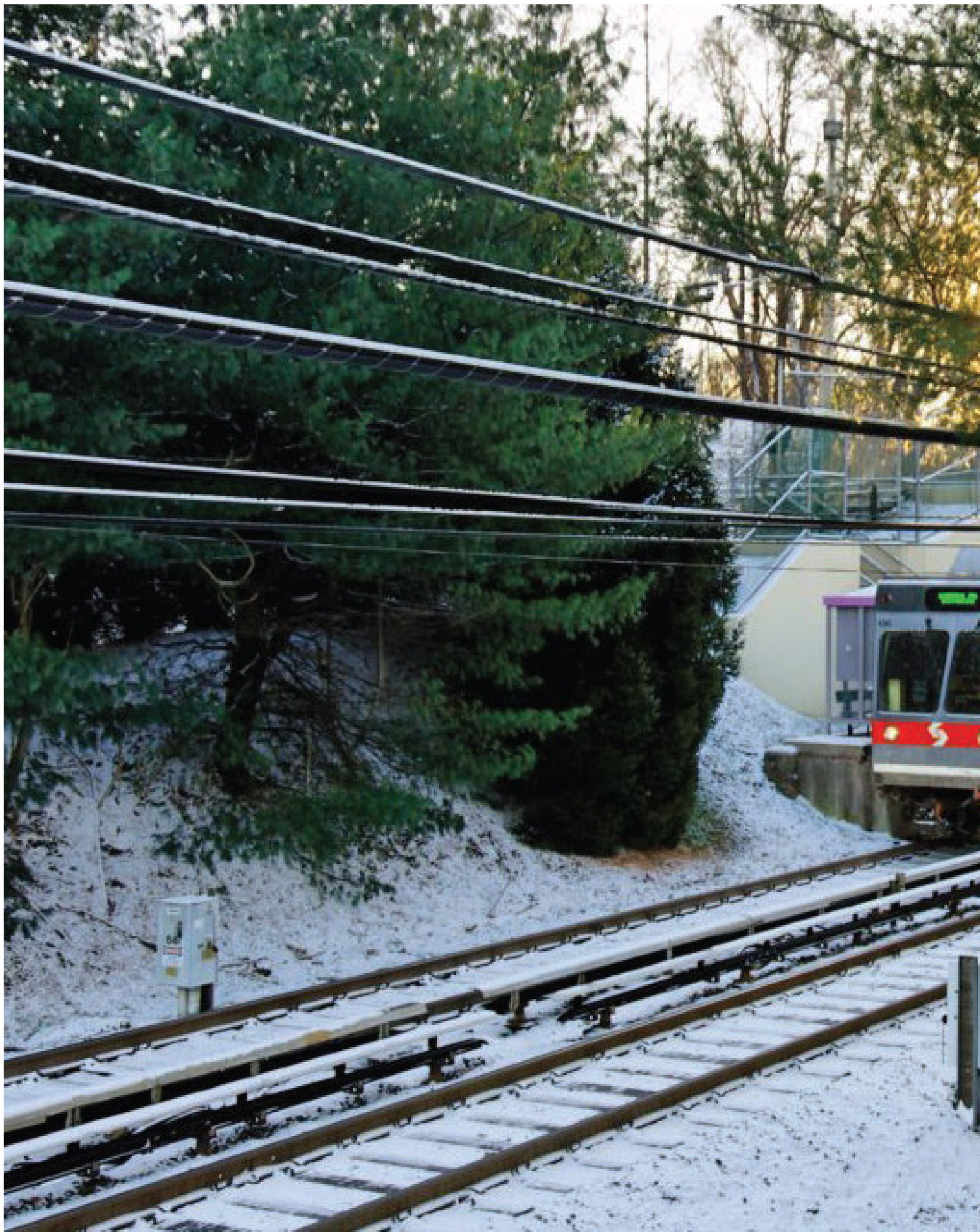
Building age ranges are set so each segment of time has an equal count of residential parcels.

Haverford Residential Construction

1700 - 2024



This map of parcel age is based on Delaware County parcel information of the build year. Some parcels, like institutional and commercial parcels, have no year built listed. 1700 is the oldest residential parcel date according to the county.





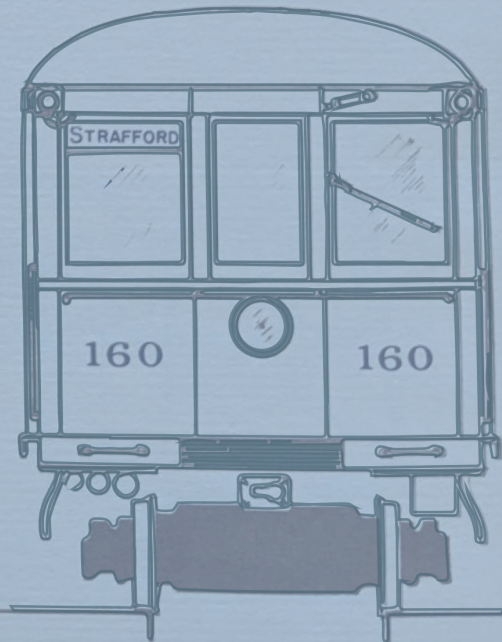
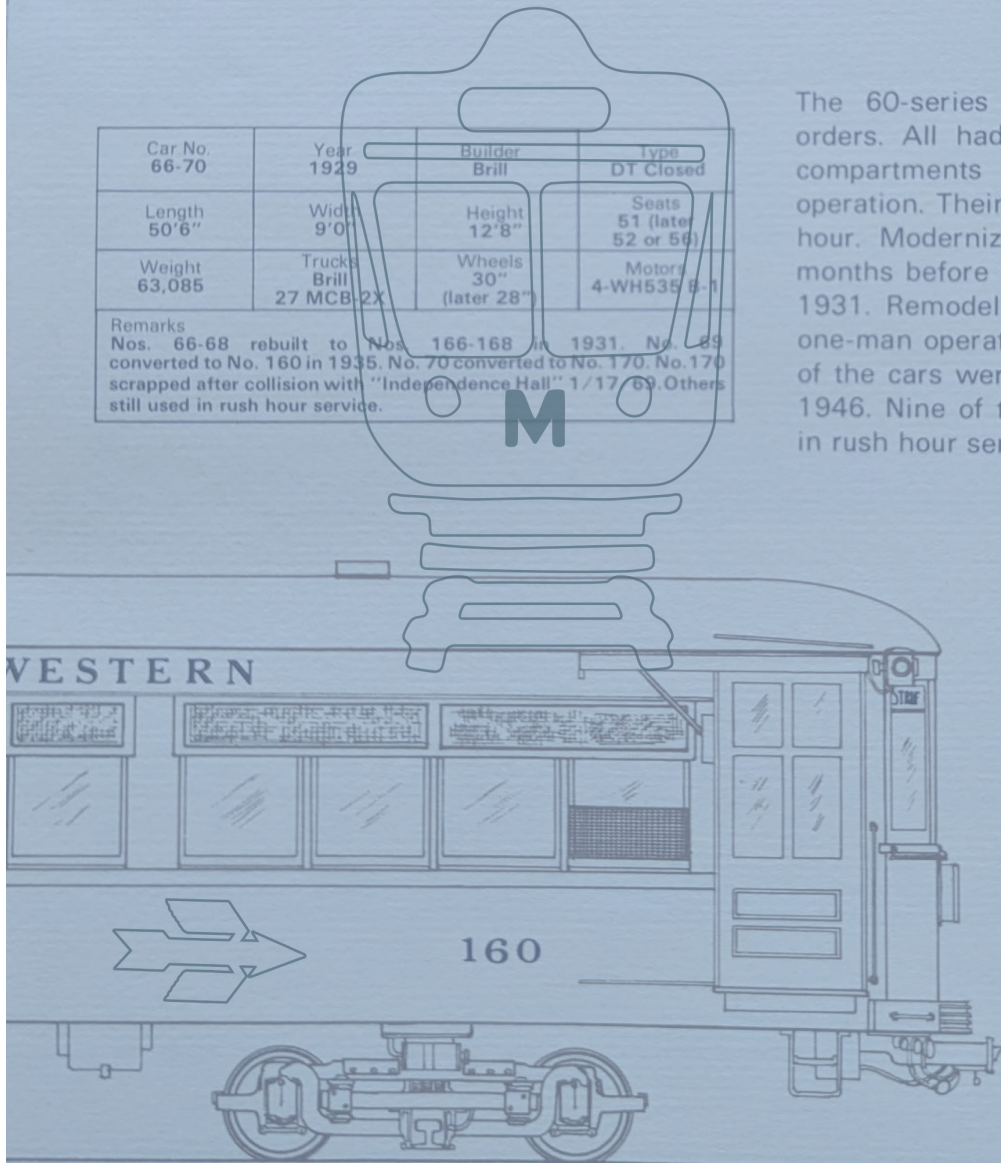
Transportation Plan





Car No. 66-70	Year 1929	Builder Brill	Type DT Closed
Length 50'6"	Width 9'0"	Height 12'8"	Seats 51 (later 52 or 56)
Weight 63,085	Trucks Brill 27 MCB-2X	Wheels 30" (later 28")	Motors 4-WH535 B-1
Remarks Nos. 66-68 rebuilt to Nos. 166-168 in 1931. No. 69 converted to No. 160 in 1935. No. 70 converted to No. 170. No. 170 scrapped after collision with "Independence Hall" 1/17/69. Others still used in rush hour service.			

The 60-series cars arrived in three different orders. All had center vestibules and smoking compartments and were strictly for two-man operation. Their top speed was only 44 miles an hour. Modernization of the cars began several months before the arrival of the "bullet" cars in 1931. Remodeling of the cars turned them into one-man operation with top speeds of 70. Some of the cars were not speeded up until as late as 1946. Nine of the original 11 cars are still used in rush hour service.



Haverford Township has diverse transportation options. As a commuting suburb of Philadelphia, with access to the M Line, nearby regional rail, and bus services, residents have numerous transit choices. Haverford Township is continuously working on developing new trails and bike paths within the township and has a strong basis for regional active transportation connections.



Goal 1 of the Transportation Plan

Improve accessibility by providing opportunities to utilize public transit, walking and bicycling as primary means of transportation.



The most common concern received through the Citizen Survey conducted as part of this planning process involved speeding vehicles, particularly on residential streets. Reduction in speeding can greatly reduce risks to pedestrians, bicyclists and motorists. Another common concern regarding transportation in Haverford is the increase in traffic and traffic congestion.

While traffic on many major roads was reduced during 2020, traffic volume has returned to pre-pandemic levels in most cases. In contrast, 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.

In 2024, Haverford performed a study of road safety across the Township, known as the Safe Streets for All study. The Safe Streets for All study analyzed crash data along with citizen engagement feedback of unsafe roadway conditions to provide prioritized recommendations of modifications to the infrastructure that would provide critical safety improvements. It should be noted that trails are discussed in the Community Facilities and Services Plan section.

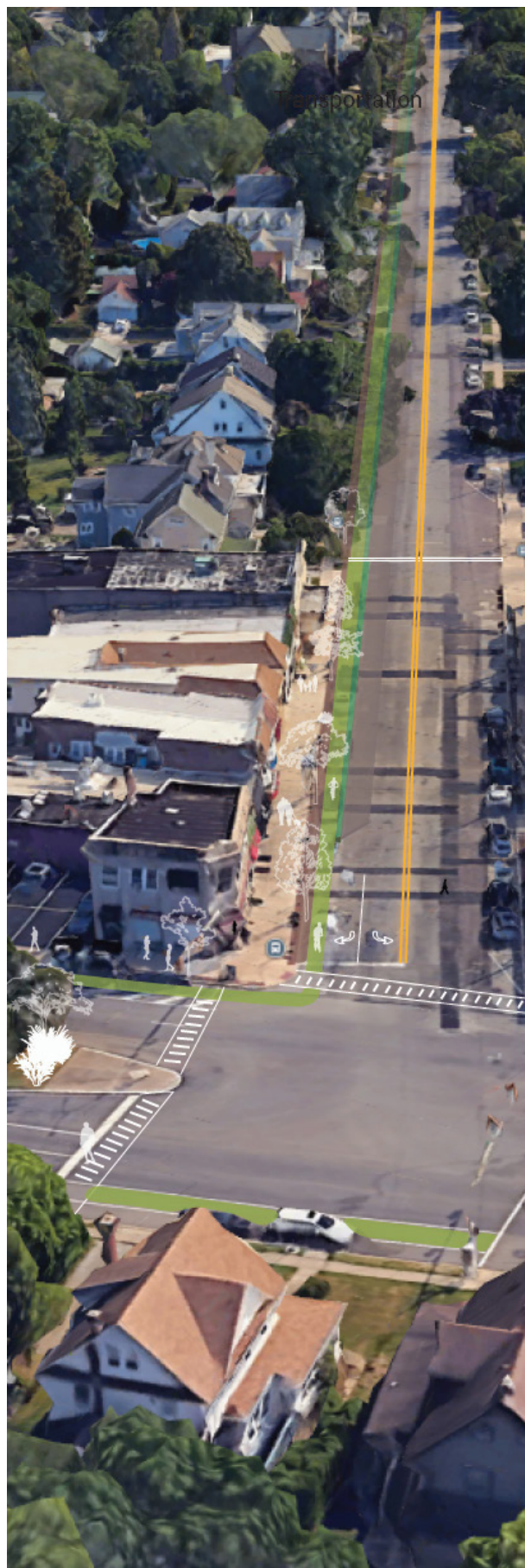
Complete Streets concepts involve considering all of the different users of a public right-of-way, as opposed to placing priority on motor vehicle movements and speeds. This concept considers the needs of pedestrians (particularly people who cannot walk fast), persons with disabilities, bicyclists and public transit users. A refuge island allows a pedestrian or bicyclist to only have to cross one direction of traffic at a time and 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.

Objective

Carry out “Complete Streets” concepts when planning circulation improvements with a focus on the Key Connection Corridors from the Township Parks, Recreation and Open Space plan, 2024.

Recommendations

- Increase the visibility of crosswalks through the implementation of design elements such as ladder crosswalks, raised crosswalks, refuge islands, daylighting intersections, and other recommendations that are consistent with the Safe Streets for All study.





Goal 2 of the Transportation Plan

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



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 include restricting turns onto a residential street during peak hours, to avoid the street from being used as a short-cut. 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.

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.

☆☆☆ Objective ☆☆☆

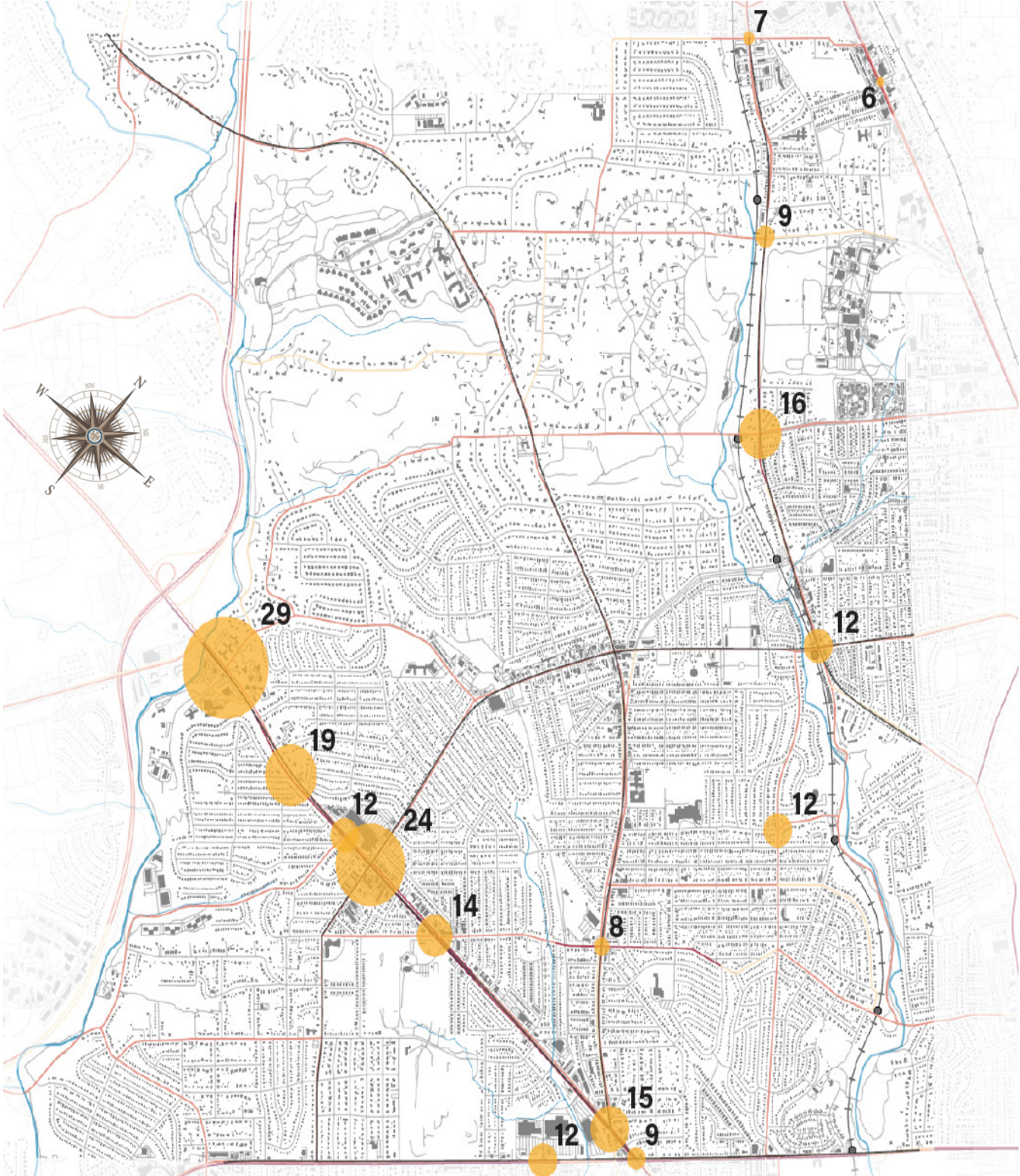
☆☆ Consider implementing various traffic calming techniques to improve safety for all users.

Recommendations

- Regularly evaluate crash data to identify and prioritize street infrastructure improvements that will enhance the safety and connectivity for all modes of travel in the Township.

Crash Counts

At the 15 Most Crash-Prone




This map shows the number of crashes at the top 15 highest crash intersections, by police reports from 2021 to 2024. It also shows injuries on major state and national roadways, where red is the highest value (DVRPC).

Pedestrian and bicycle facilities are key components of Active Transportation. They can be comprised of a combination of facilities such as trails, sidewalks, and shared roadways. The Haverford Township Park, Recreation and Open Space (PROS) plan adopted in 2024 includes fifteen bicycle, pedestrian, and trail connections to advance a comprehensive Active Transportation Network. In addition to pedestrian and bicycle corridor improvements, key intersection improvements to enhance safety for pedestrians and bicyclists are highlighted in both the PROS plan and the Safe Streets for All study, also adopted in 2024.



Goal 3 of the Transportation Plan

Improve bicycle and pedestrian facilities, as appropriate, to include completing trail links, finishing missing links of sidewalks, and installing safer street crossings within Haverford and connecting to neighboring municipalities.



The Delaware Valley Regional Planning Commission (DVRPC) has published regionwide studies and online mapping of sidewalk availability for pedestrians, as well as Low Traffic Stress (LTS) streets for bicyclists. In addition, the Friends of Haverford Trails has published an online map of local LTS roads. The Township has designated an on-street Bike Routes along Buck Lane, Meadows Lane and Williams Road to connect Haverford Road, Darby Road and the Haverford Reserve, as well as the Haverford Rail Station. This Bike Route could be extended along Parkview Drive to reach the Andy Lewis Community Park and a potential connection with any future Darby Creek Trail northern extension at Marple Road. A map of the LTS roads can be seen on the following page.

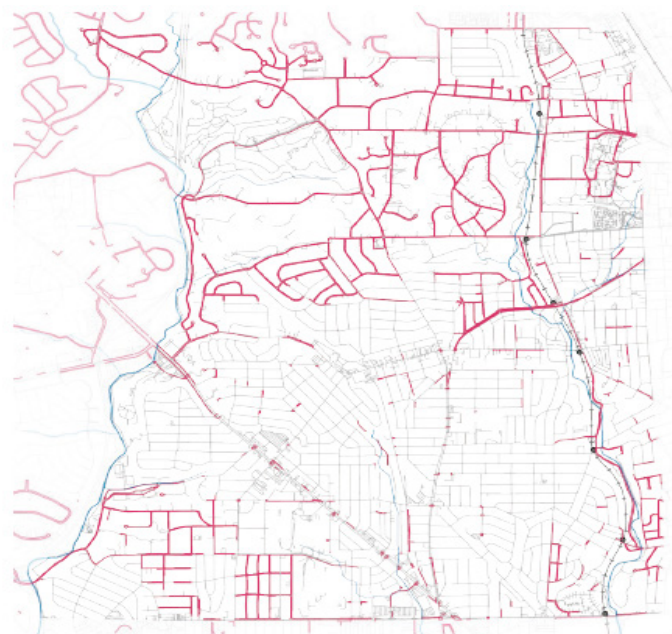
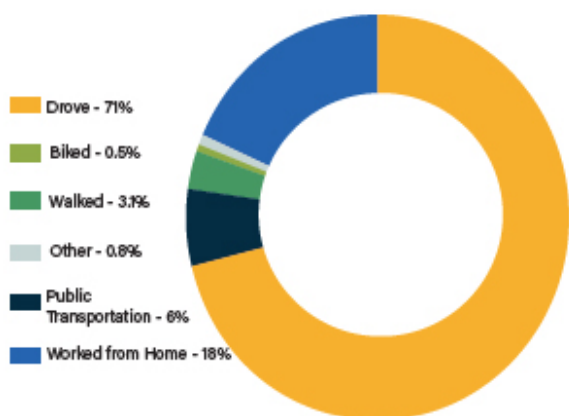
In 2021, the Township received a grant award through Pennsylvania's Multimodal Transportation Fund for safety improvements to the intersection of Burmont Road and Glendale Road. The Township has been working with PennDOT to investigate safety measures to achieve the original goals of the project while reducing the impact of any roadway realignment.



As part of these efforts, the Township considered several options as part of a detailed, comprehensive intersection control evaluation. Following all of these efforts, the Township plans to move forward with a roadway realignment concept that will result in less impact to the western side of the intersection where the park exists but will still enable the expansion of the pedestrian facilities at the intersection and provide safe access to the Southern expansion of the Darby Creek Trail. Few residents commute to work by public transportation, biking or walking. In 2022, only 3.1% of residents walked to work, only 0.5% biked and 6% used public transportation. 71% drove.

There is a lack of sidewalks on Township Line Road near the Township Line M Station, making it difficult for Carroll Park residents to safely walk to the station.

Penfield Downs, Bon Air near the Darby Creek trails and West of the Llanerch Country Club, Merion Golf Manor, Brynford, and the Northern section of Paddock Farms lack sidewalks. Other roads lacking sidewalks include Eagle Road along the cemetery of St. Denis, Township Line Road along the Llanerch Country Club, and other roads within the Northern half of Haverford.



As the Township repaves sidewalks and roads, it should give attention to increasing safety for pedestrians and cyclists. Medium density mixed-use corridors should be given special consideration, with wide sidewalks, protective and aesthetic vegetative buffers, and adequate infrastructure to support safe crossings. These areas are intended to become activity areas, particularly for pedestrians and cyclists. Efforts to increase the safety of Eagle Road and Haverford Road, particularly in these districts and near mixed-use land uses is beneficial. Notably, there are long stretches along Haverford Road, near M stations, with no sidewalks.

DVRPC mapped roads without sidewalks. Some areas, such as in the Northwest of the Township, do not need sidewalks given the low traffic and dispersed nature of development. Sidewalks are needed near transit and in denser neighborhoods.



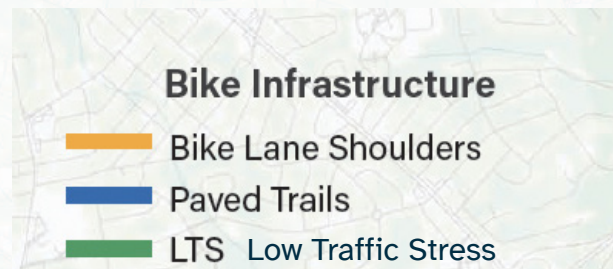
This map shows the bicycle network and the key intersections between bike-friendly roads and between bike-friendly roads and major mobility corridors in the Township.

Objective

Continuously build upon the walking and biking network of the Township including pedestrian sidewalks, on-road and off-road bicycle facilities, and intersection improvements for these modes of travel.

Recommendations

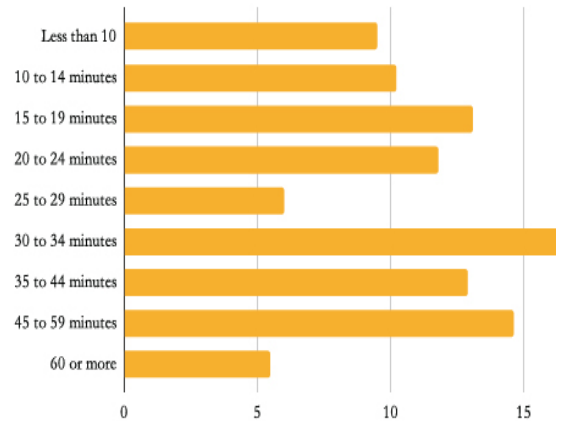
- Prioritize bicycle and pedestrian connections or projects through implementation of the on-road and off-road treatments provided in the PROS and Safe Streets for All study.





Early development of Haverford Township was centered on areas where public transportation was readily available, and that transportation network remains a significant mode of travel for residents commuting into Philadelphia and to destinations outside of the region. The region is served by the Southeastern Pennsylvania Transportation Authority (SEPTA), and public transit in Haverford offered by SEPTA consists of a high-speed rail line, regional rail line, and public bus service.

“Getting to Work”



Goal 4 of the Transportation Plan

Promote expanded use of public transit services.

The M Line connects Norristown 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 seven M-Line stops 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. Through a cooperative project of the Township and the Friends of Haverford Trails, parking for bicycles is now provided at all seven M-Line 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.

☞ Haverford Station - 40 parking spaces.

☞ Ardmore Avenue Station - 35 parking spaces.

☞ Ardmore Junction Station - 161 parking spaces. This station is north of Hathaway Lane west of Haverford Road, and connects to the SEPTA private busway, 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.

☞ Wynnewood Road Station - 22 parking spaces.

☞ Beechwood-Brookline Station - No designated parking. There are 9 parking spaces in an adjacent parking lot constructed by the Township in 2024, along with 12 spaces in an informal gravel area on Karakung Drive.

☞ Penfield Station - 10 parking spaces.

☞ Township Line Road Station - No parking.

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.

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

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 bus stops already have pedestrian passenger shelters, and similar shelters should be sought at additional bus stops.

☞ ☞ ☞ Objective ☞ ☞ ☞

☞ Encourage expanded use of public transit, while also promoting greater use of ride sharing and car-pooling.

Recommendations

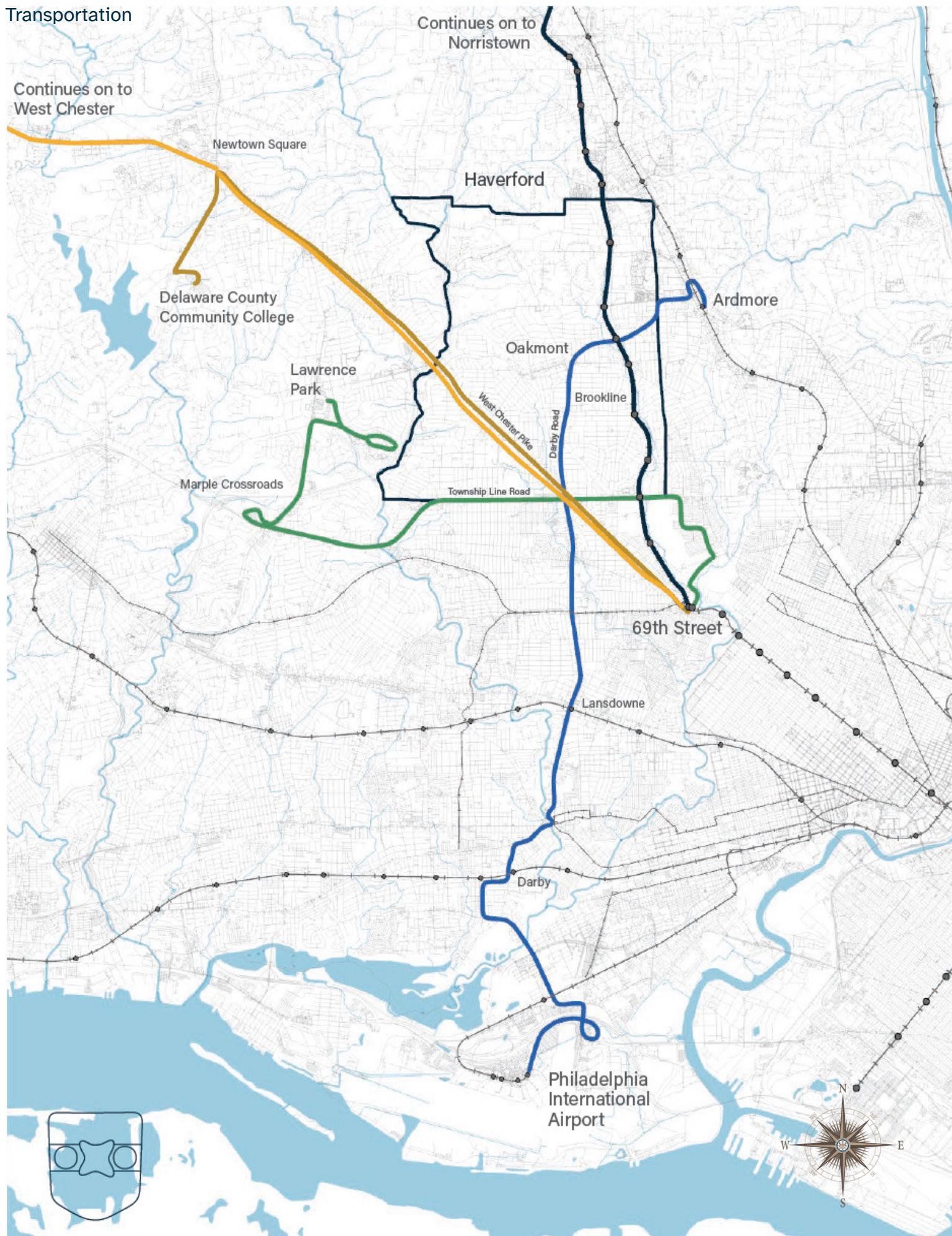
- Implement intersection upgrades and add sidewalk connections to improve pedestrian access.
- Design Township policies to spur development near train stations and support financing efforts to increase service frequency and quality.

Likewise, residents and visitors utilize SEPTA’s bus service, which will undergo significant changes in 2025. The SEPTA Board recently approved a new bus network as part of the “Bus Revolution”, a multi-year effort to address changing ridership demands and to improve performance. The stated goals of the project include providing equitable access to transit, improved service reliability, and enhanced frequency.

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.



Transportation



M Line

Hours of service: 5 am - 2 am daily

Weekdays Service Schedule

- 4:00 am - 9:15am ★ every 13 mins
- 9:15am - 2:45 pm ● every 30 mins
- 2:45pm - 10:15 pm ★ every 12 mins
- 10:45pm - 1:45 am ● every 36 mins

Saturday Service Schedule

- 4:05 am - 6:15pm ★ every 19 mins
- 6:45pm - 11:15 pm ● every 30 mins
- 11:45pm - 1:45 pm ● every 59 mins

Sunday Service Schedule

- 4:45 am - 6:00pm ★ every 25 mins
- 6:00pm - 11:45 pm ● every 31 mins
- 12:30am - 1:45 pm ● every 67 mins

Bus Route 115

60 minute max wait time

Bus Route 112

15 minute max wait time

Bus Route 104

30 minute max wait time

Bus Route 126

60 minute max wait time

The max waiting times apply during peak hours. There is no Bus Revolution schedule information yet available to the public to show the specific hourly frequencies and service hours.

Bus Routes 112 and 104 run on West Chester Pike through the Township. They are shown with a gap on the map to distinguish them visually.

TBus Route 103, which runs from Ardmore to 69th Street, serves County Line Road, Hathaway Lane, Darby Road, Brookline Boulevard, Earlington Road, and Township Line Road. This route will be discontinued in June 2025.

Bus Route 104 runs from West Chester University to 69th Street. Route 112 runs from Delaware County Community College to 69th Street. Both routes serve West Chester Pike in Haverford. Although some changes are proposed along the route, there are no anticipated changes to Route 104 within Haverford.

Bus Route 115 runs from Delaware County Community College to the Philadelphia Airport via Darby Transportation Center. It serves West Chester Pike, Eagle Road and Darby Road in Haverford Township. The realignment of this route in June 2025 will run from Suburban Square to the Airport via Darby Transportation Center. It will serve Hathaway Lane and Darby Road in Haverford.

Bus Route 120 runs from Cheyney University to 69th Street. It serves West Chester Pike in Haverford Township. This route is scheduled to be discontinued in June 2025.

Bus Route 123 runs from King of Prussia to 69th Street via Route 476 and West Chester Pike. It is scheduled to be discontinued.

Bus Route 126 runs from Lawrence Park to 69th Street. It currently serves Glendale Road, West Chester Pike, Manoa Road, and Darby Road. This route is scheduled for realignment to Township Line Road in June 2025, and will no longer serve Glendale Road, West Chester Pike, Manoa Road, and Darby Road.

PennDOT received a \$2.8 million Congestion Mitigation and Air Quality Grant (CMAQ) 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. The proposed improvements will include the delineation of an additional westbound lane on West Chester Pike that will carry traffic through the signalized intersection of South Lawrence Road. The lane will be separated from the other travel lanes such that it will not be controlled by the traffic signal and will be free-flowing onto the I-476 Northbound On-Ramp. Although this project was originally programmed for 2023, it has been delayed and its completion is anticipated in 2025.

In addition, PennDOT conducted a Haverford Road Traffic Safety Study in 2023. The study included an examination of a “road diet” along approximately two (2) miles of Haverford Road from Landover Road/County Line Road to Karakung Drive/Winchester Road. While it may be possible that the proposed Road Diet would improve safety along the corridor, the study proposed 2-lane to 1-lane merge areas resulting in increased queues at traffic signals along the corridor. This configuration raised serious concerns to the Township insofar as the increased queues would result in aggressive driving as motorists race from one traffic signal to the next. In addition, motorists would seek routes for shorter duration, likely resulting in heavier traffic through the neighborhoods adjacent to Haverford Road.

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

Newtown Square Branch (“Penny”) Trail;



Goal 5 of the Transportation Plan

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



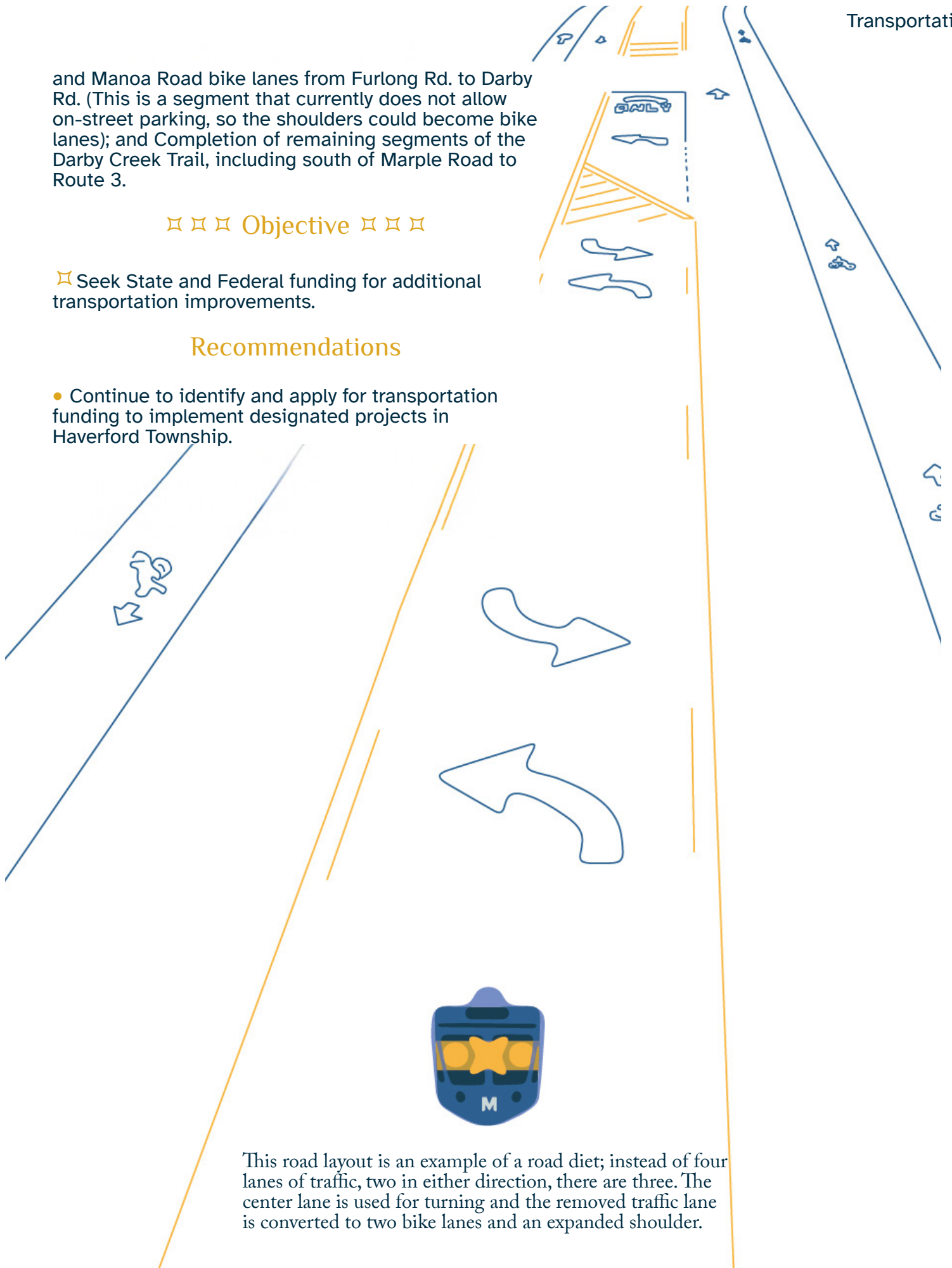
and Manoa Road bike lanes from Furlong Rd. to Darby Rd. (This is a segment that currently does not allow on-street parking, so the shoulders could become bike lanes); and Completion of remaining segments of the Darby Creek Trail, including south of Marple Road to Route 3.

Objective

Seek State and Federal funding for additional transportation improvements.

Recommendations

- Continue to identify and apply for transportation funding to implement designated projects in Haverford Township.



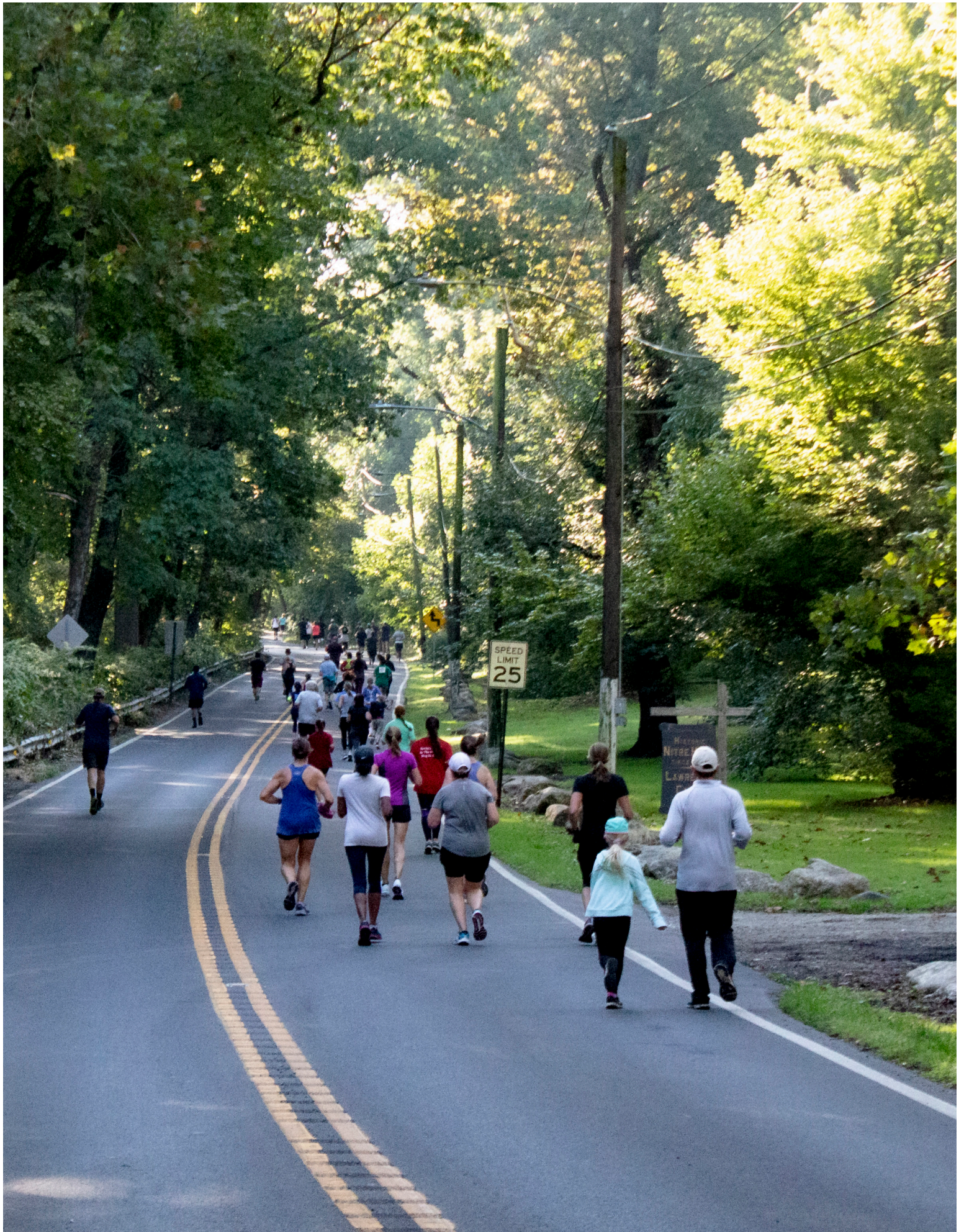
This road layout is an example of a road diet; instead of four lanes of traffic, two in either direction, there are three. The center lane is used for turning and the removed traffic lane is converted to two bike lanes and an expanded shoulder.





Community Facilities and Services Plan





Haverford Township makes a concerted effort to provide a variety of forms of communication to residents regarding ongoing projects, events, and educational material on a broad range of topics. The Township maintains a website which is the main avenue for communication with residents including the opportunity for citizens to offer direct input through the Citizen Reporter, an interactive web-based request platform. A quarterly newsletter is mailed to residents, and the Township maintains a social media presence on multiple platforms.


A driving trend in the attraction and retention of residents to Haverford Township is the highly rated Haverford Township School District. With expansion and improvement projects to accommodate growth and update facilities annually, the Township and School District have developed a cooperative working relationship regarding pedestrian and traffic safety issues and providing space for school and community recreation programs. The Township maintains regular communication with the School District of any proposed new housing developments that may affect enrollments, which are also required under State law.

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 attracts many families with young children to the Township, and enrollment has been steadily increasing since 2007, even though there has been limited new housing during those years.



Goal of the Community Facilities and Services Plan

Maintain a responsive local government that provides services to protect the health, safety and welfare of the community through enhanced township facilities, improved public engagement, and continued coordination between the township and community organizations and surrounding municipalities.



The School District’s consultant forecasts continued moderate growth in enrollments; the current enrollment is approximately 6,500 students. 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, often serving as a model for best management practices.

Objective

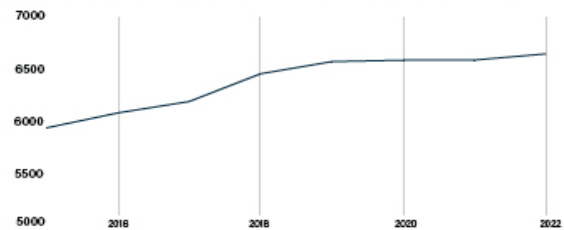
Promote citizen input, including making sure residents are well-informed about community issues and have adequate opportunities to provide their opinions on Township matters.

Recommendations

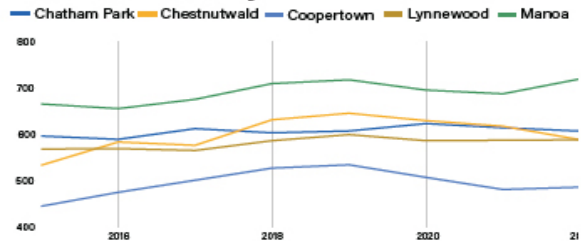
- Continue to cooperate and coordinate with the Haverford Township School District and other institutions in the Township while considering the changing needs and population projections.
- Continue to maintain public outreach and evaluate long-term delivery of communication to residents. Community Facilities and Services Plan



Haverford School District Enrollment

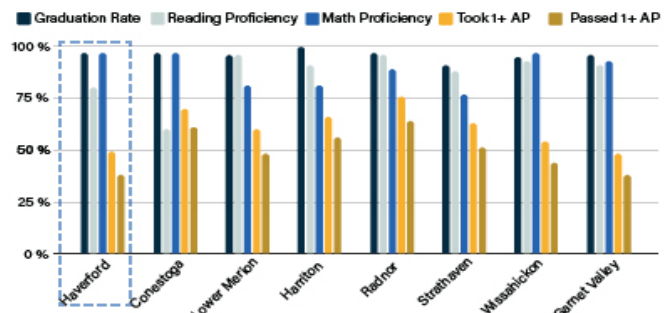


Elementary School Enrollment

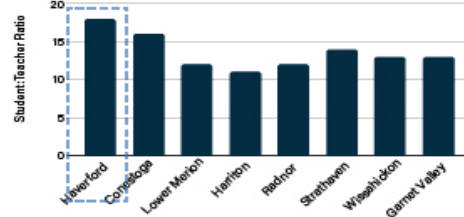


There was a 13% rise in school district enrollment between 2015 and 2022. Elementary school enrollment across schools is fairly stable.

PA Top 50 High Schools in the Philadelphia Suburbs



Student to Teacher Ratios



Haverford is on par with peer high schools in graduation rates and reading proficiency. Haverford stands out in mathematics proficiency. It trails somewhat behind peer schools in students sitting and passing one or more advanced placement (AP) exams. The student-to-teacher ratio in Haverford is slightly higher than its local peers.

Township Services

Emergency Medical Services

The Township receives ambulance services through a third-party contract with the Volunteer Medical Service Corps of Lower Merion and Narberth (“Narberth Ambulance” or “Narberth”). Narberth is a 501(c)3 providing pre-hospital care and medical transportation for several nearby communities. The Township of Haverford has no presence on Narberth’s Board of Directors.

The contract with Narberth calls for two units, each staffed with at least one paramedic, stationed in and dedicated to Haverford Township around the clock, except when called for mutual aid to surrounding municipalities. One unit is stationed on the campus of Haverford College; the second unit is stationed centrally and operates out of the Quatrani Building on the grounds of the former Township Building.

The Township provides the ambulance units, fuel, maintenance, facilities and other related equipment. Narberth provides trained paramedics, emergency medical technicians and related ancillary costs. The Township employs a Chief of Paramedics who administers the contract with Narberth, and responds to incidents to provide emergency care, when available. The Township employs a second paramedic who is contractually assigned to a regular shift with Narberth Ambulance. Both employees respond to local emergencies outside their normal working hours, when needed and available.

Along with the study of fire services noted in a following section, the Township engaged the Center for Public Safety Management LLC (CPSM) to conduct a review of emergency medical services.

The report includes recommendations centered on the following key areas:

- ☞ Contractual clarifications for “Level of Performance” response standards.
- ☞ Improved communication between Narberth and the Township.
- ☞ Apparatus availability and replacement.
- ☞ The overall deployment model.
- ☞ Potential for a Community Paramedicine Program.

Sanitary Sewer Facilities

Haverford Township operates an extensive gravity flow sanitary sewer system which serves all but a few small sections of the northern portion of the Township. The Township lies within two watersheds, Darby Creek and Cobbs Creek, and the sanitary sewer system is similarly divided to take advantage of natural grade.

Sewage from the western portion of the Township feeds into two interceptor sewers along Darby Creek which are owned by the Radnor-Haverford-Marple Sewer Authority (RHM). These interceptors convey flows to the Delaware County Regional Authority (DELCORA) for treatment.

Sewage from the eastern portion of the Township feeds into another interceptor along Cobbs Creek. This interceptor flows through Upper Darby Township to the Southwest Philadelphia Treatment Plant. Cobbs Creek. This interceptor flows through Upper Darby Township to the Southwest Philadelphia Treatment Plant.





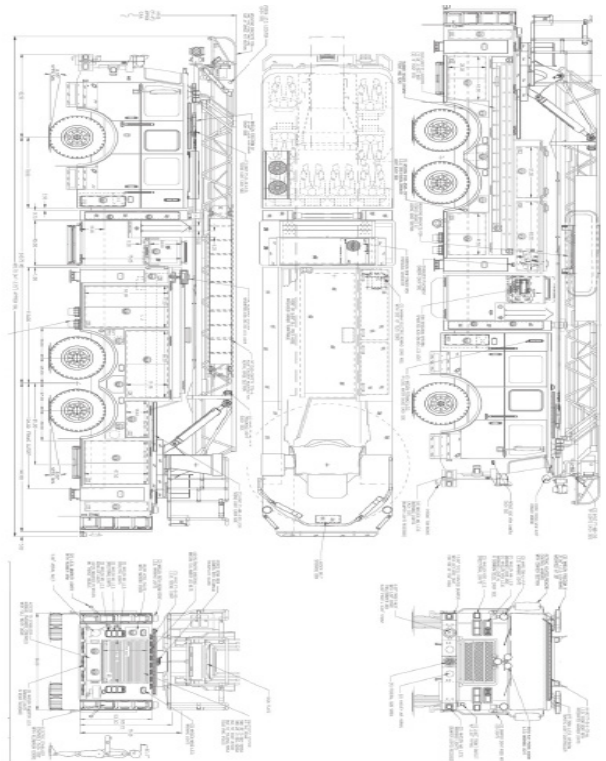
Haverford employs a sewer crew to maintain the Township's wastewater collection system. Once it leaves the Township, effluent from the western portion of the Township is conveyed by the Radnor-Haverford-Marple Sewage Authority for final treatment by DELCORA. Effluent from the eastern portions of the Township travels via Upper Darby to the Southwest Philadelphia Pollution Control Plant. Intermunicipal Agreements cover the Township's relationship with these systems.

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.

Inflow and infiltration of stormwater into the sanitary sewer system is a serious challenge for all systems of the age and size of Haverford. Inflow and infiltration contributes to overloading of the regional sewage system during heavy rain storms, which can result in untreated wastewater entering the Delaware River. Haverford Township has an active program to reduce inflow and infiltration. The Township inspects for illegal connections to the sanitary sewers (sump pumps, basement drains, foundation drains, etc.) and has an Inflow and Infiltration Abatement Program in place.

This Program consists of preventive work such as cleaning and televising of the system to ascertain the condition of the sewer and identify problems. In addition, the Township provides 24-hour emergency response. Complaints are investigated and acted upon accordingly.

The Township employs a sewer crew to perform daily maintenance of the system. The Township owns their equipment, including a flush truck, a vac truck, and a T.V. truck equipped with a sewer video camera and recording equipment. The Township sewer operating fund has been established, in part, to fund the routine maintenance and repairs to the system. This work is performed on an as needed basis, either by the Township forces or private contractors. Larger emergency projects are typically funded from a variety of sources including capital reserves, grant projects, and special financing.



Schematics of Pierce trucks ordered for Llanerch Volunteer Fire Company.



Fire Services

Fire protection is provided by five independent volunteer companies, which operate under the umbrella of the Haverford Township Bureau of Fire. Although the five Haverford fire companies are independent volunteer organizations, all receive an annual operating subsidy from the Township. Additional support is provided to the local companies, as the vast majority of heavy apparatus utilized by these companies is purchased directly by the Township.

The 1988 Comprehensive Plan noted that “... the existing stations are poorly located geographically in that all five stations are located in the southern half of the Township.”

“... the Oakmont Fire Company has the largest fire coverage zone in the Township, 5.18 square miles or 52.06% of the Township land area. In comparison, the Llanerch, Brookline, Bon Air and Manoa fire companies serve a combined coverage area of 4.77 square miles or 47.94% of the Township land area.”

The decline in volunteerism threatens the fire protection deployment model in Haverford Township. According to published reports, the number of volunteer firefighters in Pennsylvania has dropped from 60,000 to 38,000 since 2000. The drafters of the Township’s 1988 Plan saw the precursors of this trend, stating:

“In the future, it may become difficult to continue to attract enough volunteers to effectively man all five companies. In this event consideration might be given to the consolidation of the Brookline and Llanerch Companies and of the Manoa and Bon Air Companies.”

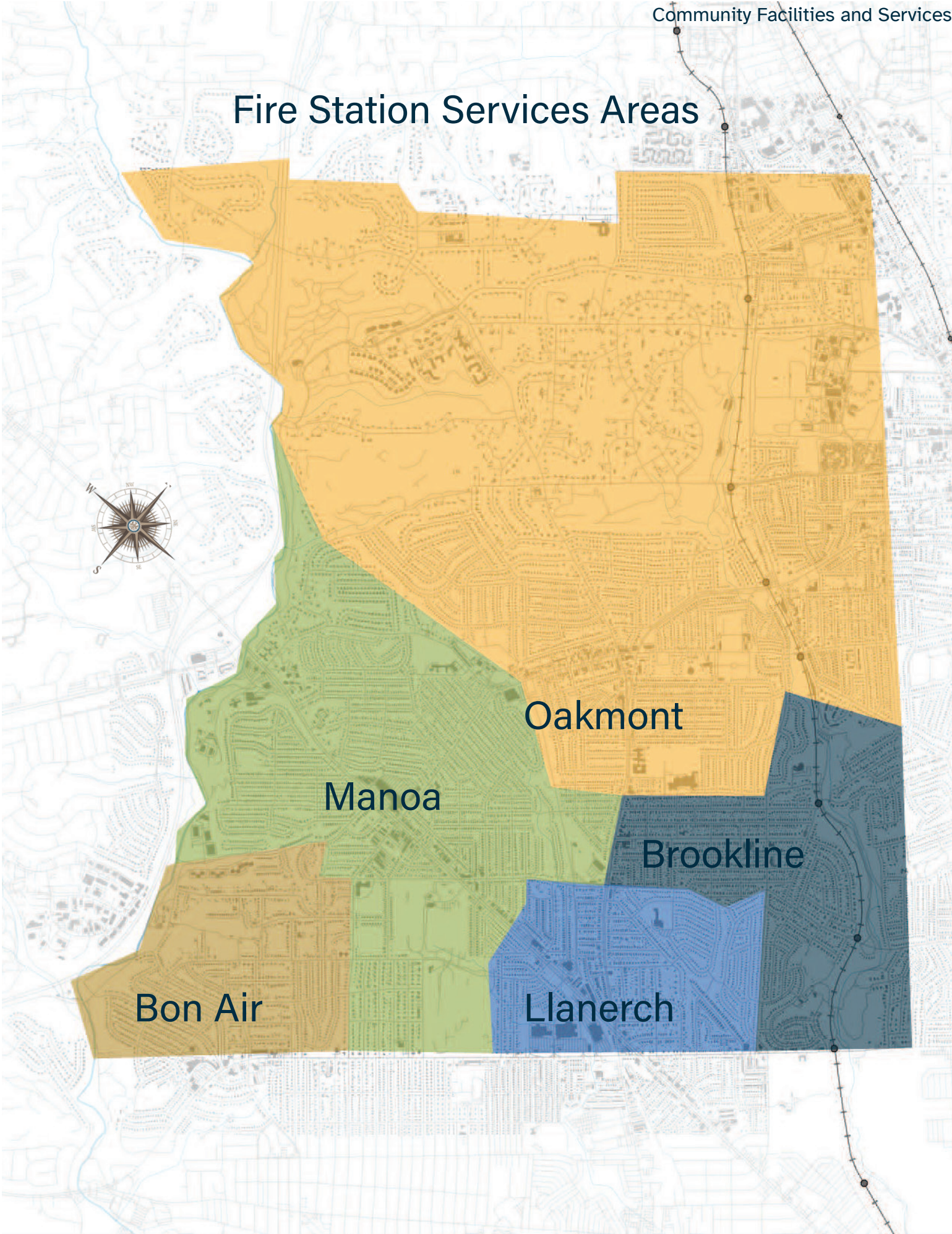
Notwithstanding this prediction, there have been no substantial changes to coverage zones over the intervening 36-years.

As it stands, the five volunteer fire companies exemplify remarkable dedication and resilience, serving as a critical pillar of the community’s emergency response system. Each company, with its team of committed volunteers, brings specialized skills and a deep sense of civic responsibility to their work, collectively ensuring rapid and effective responses to emergencies. Their collaborative efforts not only enhance the safety of the Township but also foster a strong sense of community spirit and support among residents.

The 2023 the Center for Public Safety Management issued a final report with a series of recommendations intended to enhance programs and services of each Fire Company and of the Bureau of Fire as a whole. Recommendations in the CPSM report are generally centered on standardization and improvement in the following areas:

- Training and minimum competencies of both firefighters and fire officers.
- Apparatus replacement and/or refurbishment.
- Apparatus and equipment maintenance.
- Health and safety programs.
- Initial resources dispatched on the first alarm for structure fires.
- Operating policies and procedures.
- Fire services administration.
- Response times with a standardized “Effective Response Force”.

Fire Station Services Areas





Library

The Haverford Township Free Library is centrally located on the northeast corner of Darby Road and Mill Road in Havertown, within convenient walking distance to both the High School and the Middle School. The Library moved into the current location with a grand opening in 1938. The building remained virtually the same until the 1970's when an addition was built, although the upstairs details were not completed until the early 1990's. The building has remained largely unchanged for the past thirty years.

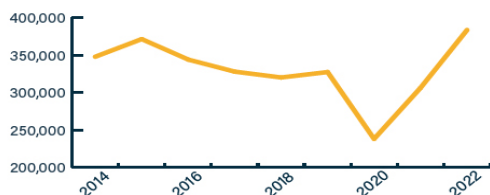
It has been the busiest library in Delaware County and, over the years, library advocates have made a strong case that additional space and additional parking are sorely needed. After considering a variety of alternatives, the Board of Commissioners decided to renovate and expand the Library on its existing site. This redevelopment includes reconfiguring the facility and constructing a 5,000 square foot addition. The entire structure will be updated and all essential systems will be replaced. The main entrance will be completely replaced with an enhanced modern look and feel, reinvigorating the surrounding community and adjacent business district. The Township is providing most of the funding for this project, and the Township provides most of the Library's operating funds.

The yearly circulation numbers of the library dipped during the pandemic, but have since rebounded to over 350,000; the highest circulation observed in last decade of the library's service.

The lack of library parking has been an ongoing issue, even referenced in the 1988 comprehensive plan. To address this, the Library recently acquired the property on the southeast Darby Road and Mill Road. The Township plans to more than double the existing parking for the site, including the installation of a limited number of electric vehicle charging stations with the potential for additional charging stations in the future.

Police Department

The Haverford Township Police Department includes 71 sworn police officers, plus civilian staff and part-time crossing guards. In addition to routine patrol, the Department includes Special Operations, a Detective Division, K-9 units, and animal control. Haverford Township has a relatively low crime rate, with most crime involving property theft, such as vehicle break-ins and retail theft. Like most similarly situation communities, traffic safety is a major concern. As mentioned in the Transportation Plan, Haverford Township performed a study of road safety across the Township, known as the Safe Streets for All study to provide prioritized recommendations of modifications to the infrastructure that would provide critical safety improvements. The most difficult traffic conditions arise along West Chester Pike in the area of Route 476. State Troopers have responsibility to patrol Route 476, while the Township Police handle traffic incidents on other State and local roads.



Library Circulation Numbers





Objective

Continue to provide high-quality community facilities and services in the most cost-effective manner, with an emphasis on joint training and coordination between emergency service providers.

Recommendations

- Continue to support library facilities, programs, and services.
- Continue to provide high-quality police protection by periodically evaluating the workload, training, equipment and response times for emergency and non-emergency calls.
- Continue to provide high-quality Fire Protection and Emergency Medical Services by carefully reviewing and implementing, to the extent possible, the recommendations in the CPSM Report.
- Coordinate Township policies with regional wastewater issues, including reducing infiltration and inflow into the sanitary sewage system.



Parks and Trails

Park System

Haverford has a diverse and well-distributed park system with a total of 34 public parks in the Township. 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 of open space owned by homeowner associations. The Township's 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, a year-round indoor ice skating center used for organized leagues, figure skating and open public skating. Most areas of the Township are well-served by public parks and recreation facilities.

It is difficult to directly compare parks and recreation systems among various townships due to differing types of facilities, parks and open space. However, as a point of reference, the following data represents the acreage of municipal, county and school district recreation land per 1,000 residents. Haverford 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.

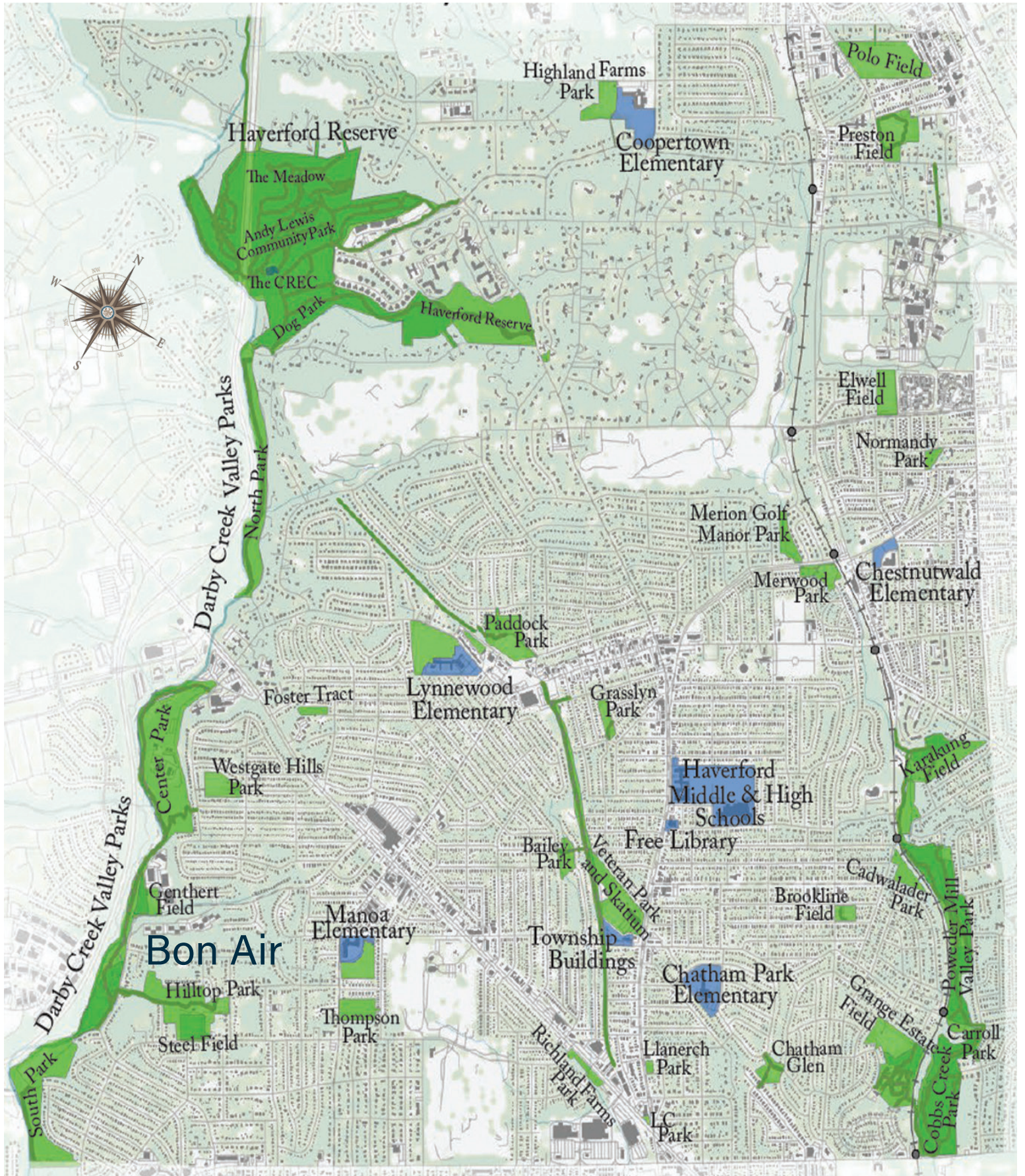
Results of the Citizen Survey to identify the types of recreation facilities most needed in Haverford Township, are provided below:

- off-road paths and trails,
- restroom building in parks,
- outdoor amphitheater for performances,
- children's playground,
- children's water spray area,
- woods and nature study areas,
- swimming pool,
- picnic or event pavilion,
- creek access,
- adding lighting to athletic fields or courts, a dog park,
- a senior activity center, and
- baseball/softball fields.

There are very limited opportunities to add new land for major parks in Haverford Township, thus is the Township remains focused on improving, enhancing and maintaining the existing parks. An Official Map can help communicate parcels where expansions to parks and trails could occur. Some recent projects completed for existing park and public open space include: woodland nature trails created in historic Powder Mill Valley Park along Karakung Drive, trails in the Grange Estate, and adoption of a Master Plan for the former Brookline Elementary School site on Earlington Road. In addition, the Township has installed new lights at Veterans' Field and Karakung Field, and is in the early stages of adding lights to McDonald Field.

In February 2024, the Township adopted a new Comprehensive Parks, Recreation and Open Space Plan. The Plan evaluates existing conditions and community needs and sets forth a Township-wide vision for parks, recreation facilities, open space, trails, and connections.

Parks, Trails and Schools





Trails System

Trails have become a major element in the parks and open space realm in developed areas nationwide. Haverford Township has been an early leader locally, in close collaboration with the Friends of Haverford Trails, a task force of the Haverford Township Civic Council. In total, Haverford Township includes over 15 miles of trails, including roughly 13 miles are natural surface walking trails. Most trail users in Haverford Township are walkers and runners. The trails are spread throughout the Township, and every Township resident 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 at various stages of progress pass through it, and these are also part of Delaware County's envisioned Primary Trail Network, which would form a more complete countywide grid.

Darby Creek Trail

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 begin extending it south toward Upper Darby. A trailhead has been installed at Jack McDonald Field near Burmont Road and Warrior Road, with the potential for further extension south into Upper Darby.

The connection from McDonald Field to Merry Place is in the engineering phase. A spur will connect with the intersection of Burmont & Glendale, where pedestrian safety improvements are planned as part of a separate multimodal project.

The Darby Creek Trail Feasibility Plan also studied an extension north to Haverford Reserve, which presents several challenges, including private property issues. Neighboring townships have been at work on their segments, too, advancing connection trails to this important, scenic link.

Pennsy Trail

The Pennsy Trail is a Circuit Trail that repurposes the bed of the abandoned Newtown Square Branch of the Pennsylvania Railroad through the center of the Township. Running from the Haverford Area YMCA south to Manoa Road, it was recently extended toward West Chester Pike, with a new pedestrian/ bicycle bridge over Manoa Road. The trail continues to the Llanerch Shopping Center and could then continue southward into and through Upper Darby, connecting to Philadelphia's bicycle lane network at the Cobbs Creek Environmental Center.

Radnor Trail and the Karakung Trail

Another 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, generally along the M 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.





This will connect to Philadelphia's Cobbs Creek Parkway to reach the Heinz Refuge. Concurrently, Radnor plans to extend 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. Philadelphia Parks is also redesigning and redeveloping the Cobbs Creek Golf Course, where possible connections lie to Karakung Drive Trails with the Haddington Woods Trails and Cobbs Creek Parkway.

Haverford Reserve Trails

Andy Lewis Community Park in Haverford Reserve includes an extensive and very popular trail system comprised of seven miles of unpaved trails. 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 easements across private property). The northward walking trail crosses Darby Road and is now met by a paved trail along the west edge of I-476, south from Bryn Mawr Avenue to the municipal boundary. A bridge over Meadowbrook Run in Haverford would allow trail users to avoid the need to ford that stream. This link is part of the Delaware County Primary Trail Network.

Other Public Access 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.



Students walk on a snowy day towards Founder's Hall. Haverford College provides the public access to its Nature Walk, campus trails and paths, and maintains Meetinghouse Walk.



Haverford Township sits within three major, proposed trail networks; the Darby Creek Circuit Trail, the Forge to Refuge Circuit Trail, and the Pennsy Trail. These three major trail networks would connect Haverford to Philadelphia's rapidly expanding bike network and to well established mobility routes such as the Schuylkill River Trail. At present, Haverford's active transportation network is disconnected to regional trails and centers, with major, car-dominant roads such as Township Line, Haverford Road, and West Chester Pike comprising the major routes.

The completion of the Pennsy Trail, seen in orange, would connect Haverford Township to the Cobbs Creek Parkway, the Walnut and Market Street bike lanes, giving residents a safe means of commuting by bike to Philadelphia.

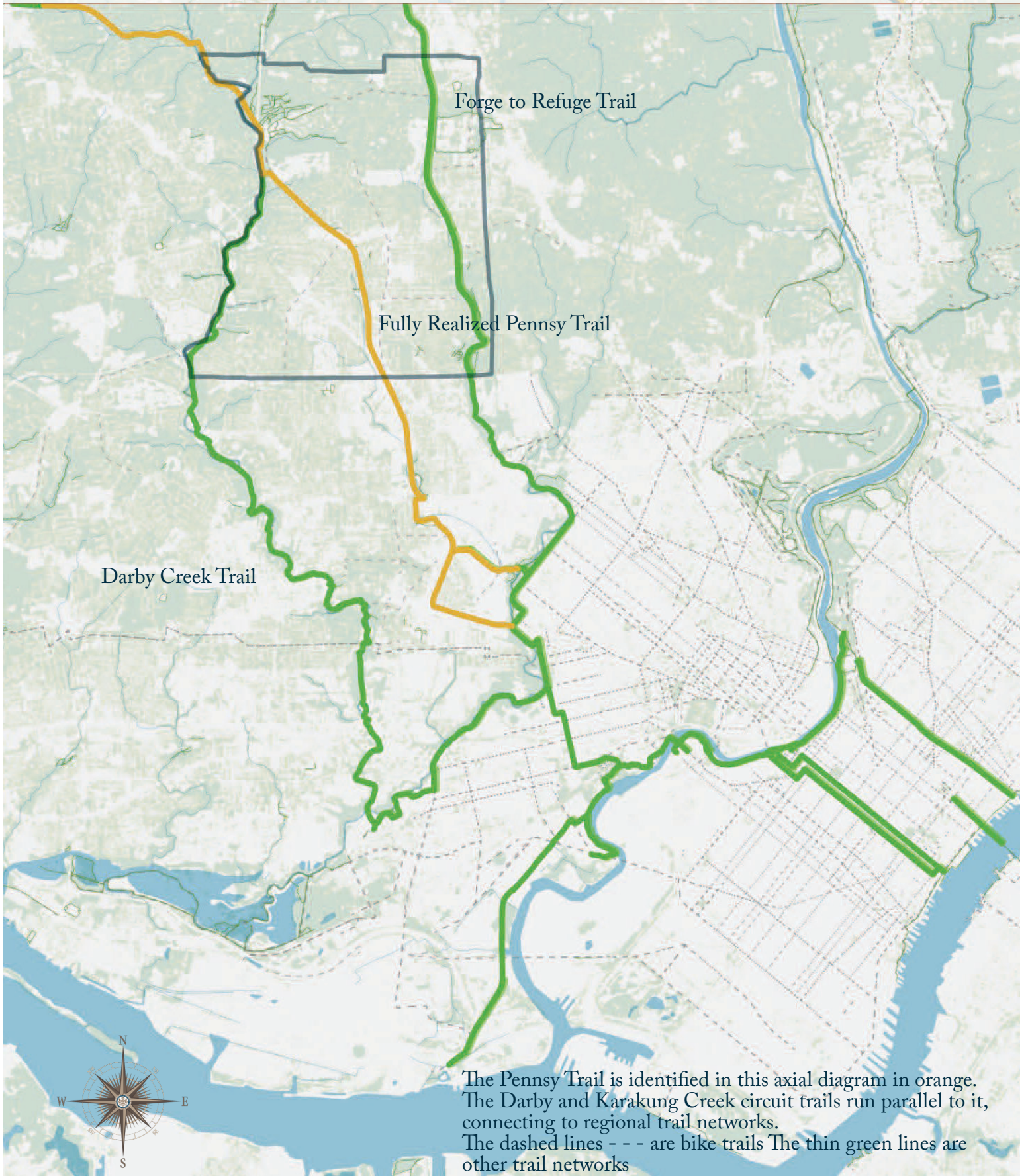
The completed Pennsy Trail could also extend to the Radnor trail, connecting Radnor, Haverford, Upper Darby and Philadelphia along a single active transportation corridor.

Objective

- Continue to provide a wide variety of recreation programs while updating and enhancing existing public facilities, parks, trails, and open spaces.

Recommendations

- Develop a capital spending plan to complete the Pennsy trail.
- Work regionally, with DVRPC, PennDOT and similar organizations to further regional trail connections.
- Continue to provide for excellent public parks and recreation facilities and programs through implementation of the PROS plan.



The Pennsy Trail is identified in this axial diagram in orange. The Darby and Karakung Creek circuit trails run parallel to it, connecting to regional trail networks. The dashed lines - - - are bike trails The thin green lines are other trail networks





Putting this Plan into Action







Action Plan

The following tables summarize the Goals, Objectives, and Recommendations that formulate the planning policies of Haverford Township over the next ten years. Implementation is focused upon the tangible recommendations set forth in this plan. The priority for each recommendation also corresponds with the timing for each recommendation. Targeted implementation are prioritized as follows:

- High- 2-5 years
- Medium- 5-7 years
- Low- more than 7 years, on going implementation.

In the tables that follow, abbreviations are utilized indicating entities that may be involved in implementation. The following responsible entities are listed:

BOC: Board of Commissioners

DCCD: Delaware County Conservation District

Discover Hav: Discover Haverford

DVRPC: Delaware Valley Regional Planning Commission

EAC: Environmental Advisory Committee

HTHC: Haverford Township Historical Commission

HTSD: Haverford Township School District

PC: Planning Commission

PennDOT: Pennsylvania Department of Transportation

P&R: Parks and Recreation Department

STC: Shade Tree Commission

ZHB: Zoning Hearing Board



3: Land Use, Housing and Economic Development			
	Action	Priority	Responsible Entities
G1:	Encourage compatible mixes of land uses, in a way that reduces everyday dependence on motor vehicles and promotes healthy lifestyles.		
G2:	Strengthen the older commercial areas to encourage walkability by integrating a mixture of uses with compatible zoning regulations to promote functional growth and new investment.		
	OBJ: Provide areas for a range of housing types and densities to meet needs of various types and ages of households, including senior citizens and persons with disabilities.		
	R: Update zoning to provide areas for a range of housing types and densities, to meet needs of various types and ages of households, including senior citizens and persons with disabilities.	High	Staff, BOC, PC
	R: Provide for infill development while maintaining the character and integrity of residential neighborhoods by protecting the existing housing from nuisances, hazards, and commercial encroachment.	Low	Staff, BOC, HTHC, ZHB
	R: Develop and institute strategies and controls to eliminate encroachments by institutional and commercial users into adjacent residential neighborhoods.	Low	Staff, BOC, PC
	OBJ: Develop attractive transit-oriented development within the walksheds of key M stations, especially in the Haverford Corridor.		
	R: Ensure that Township policies allow for denser development and a mixture of uses within the 10 minute walksheds of transit stations, particularly on Haverford Road.	Medium	Staff, BOC, PC
	R: Support Discover Haverford and organizations like it to attract anchor commercial businesses, to ensure liveability of the walksheds and create well-rounded commercial corridors.	Low	Discover Hav, Staff, BOC
	R: Consider implementing a comprehensive standard design program for landscaping, lighting, and other public design elements to ensure visual harmony in mixed-use districts.	Low	Staff, BOC, PC
	OBJ: Revitalize older commercial corridors, particularly the Oakmont-Brooklienand Haverford Road Corridors, by enhancing the streetscape and supporting growth to create more of a sense of place and destination.		
	R: Analyze and update the Zoning Ordinance to integrate compatible zoning regulations in the older commercial areas of the Township and to create consistency with this Comprehensive Plan.	High	Staff, BOC, PC
	R: 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.	Low	Staff, BOC, Discover Hav, businesses
	R: Consider a Main Street Program or similar program to strengthen older commercial areas.	Low	Staff, BOC, Discover Hav
	R: Determine the best use for the former Township Administration Building site.	Low	Staff, BOC
	R: Encourage establishing an outdoor special events space to accommodate cultural and civic use typical of traditional Town Centers.	Low	Staff, BOC, Discover Hav, businesses
	OBJ: Promote business development in different areas, to increase tax revenues and employment opportunities, while also promoting entrepreneurship.		
	R: Update zoning to accommodate various types of modern businesses where appropriate in commercial areas and to allow for mixed-uses where targeted.	High	Staff, PC, BOC
	R: Promote appropriate types of business development in different areas with high service access.	Low	Staff, PC, BOC
	R: Support collaborative business district improvement.	Low	Discover Hav
	R: Promote the vibrancy and liveability of the Township, especially as more residents work from home.	Low	BOC, Discover Hav
	R: Encourage shared parking between adjacent businesses and any upper story residential uses to provide more efficient use of space.	Low	BOC, Discover Hav



4: Natural Resources Conservation and Sustainability			
	Action	Priority	Responsible Entities
G1:	Protect important natural features, including the Darby and Cobbs Creek corridors, creek valleys, flood-prone areas, wetlands, steep slopes, and woodlands.		
	OBJ: Improve the creeks as scenic and possible recreational assets.		
	R: Consider establishing a minimum setback from the top of the primary bank of a perennial creek for buildings, paving and outdoor business storage.	Medium	EAC, BOC, Staff, DCCD
	R: Consider stream buffer vegetation replacement requirements.	Medium	EAC, BOC
	R: Consider requiring riparian buffer management plans for development along a creek.	High	EAC, BOC
	R: Support efforts of private landowners adjacent to streambanks to perform periodic cleanup to increase the impact of public cleanup programs.	Low	EAC, BOC, Staff
	OBJ: Carefully manage flood-prone and wetland areas.		
	R: Continue to implement the Floodplain regulations to manage the flood-prone areas of the Township.	Low	Staff
	R: Consider establishing a setback from wetlands, especially during construction, and consider requiring a vegetated buffer for wetlands.	Medium	EAC, BOC, Staff, DCCD
G2:	Manage storm water run-off and improve environmental quality through green infrastructure.		
	OBJ: 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.		
	R: Continue the public education program on stormwater and continue regular street-sweeping to remove pollutants and sediment from roadways.	Low	EAC, DCCD, Staff
	R: Encourage methods to reduce the amount of stormwater runoff that enters storm sewers, such as installing vegetated green roofs on top of buildings or residential use of small stormwater infrastructure.	Low	EAC, Staff
	R: Install streetscape improvements designed with stormwater management in mind, by encouraging pervious brick pavers installed without mortar for pedestrian pathways, or tree trenches installed between the curb and the street or between aisles of parking spaces.	Medium	Staff, EAC
	R: Promote infiltration into the ground through alternative methods like porous paving; provide standard details for different porous paving applications.	Medium	EAC, BOC
	R: Install rain gardens with native plantings, cisterns and rain barrels to improve stormwater and the installation of cisterns or rain barrels for the capture and reuse of stormwater.	High	EAC, P&R, Staff
	R: Preserve existing trees and thick understory vegetation when possible, and the planting of new trees should be emphasized to reduce runoff.	High	STC, P&R, Staff
	R: Explore reducing mowing in areas of parks and public land not used for active recreation.	Low	EAC
G3:	Promote sustainability through tree planting and preservation, education and modeling of green stormwater infrastructure, and waste reduction programs.		
	OBJ: Emphasize tree plantings and tree conservation.		
	R: Examine the shade tree provisions to consider the following:		
	a. reduce damage to sidewalks through the use of "Structural Soils" around street trees and under adjacent sidewalks;		
	b. encourage a street tree that is removed for development/improvement to be replaced elsewhere along a street;	High	STC, Staff, BOC
	c. require an existing tree well to be kept open to allow for a future tree planting, if not immediately feasible;		
	R: Consider creating 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 tree plantings.	High	Staff, STC
	R: Enhance coordination between the Shade Tree Commission and Township staff to maintain records of tree removals and replacements.	Low	Staff, STC
	R: Review the Township's regulations regarding tree preservation as part of new development to determine whether they need to be strengthened, particularly with consideration to the protection of the oldest and largest "Heritage Trees".	High	Staff, BOC, STC





4: Natural Resources Conservation and Sustainability Cont'				
Action			Priority	Responsible Entities
	R:	Consider hiring or training staff as an arborist to provide expert oversight of street trees and trees in parks through identifying potentially dangerous trees, providing advice on the most appropriate species for different situations, recommending ways to address diseases and insect problems, and proposing alternatives to minimize the removal of mature trees.	Medium	Staff, BOC
	R:	Continue to minimize the disturbance of steeply sloped lands through effective regulation of the steep slope provisions.	Low	Staff, PC, ZHB
	R:	Continue 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.	Low	STC, Staff, BOC
	R:	Ensure the species and locations of future trees do not conflict with underground and/or above ground utilities and structures.	Low	STC, Staff
	R:	Consider updating the Township's landscaping provisions in order to: encourage native species plantings, and encouraging deciduous tree plantings on the south-facing side of a building, and encouraging evergreen tree plantings on the north and west sides of a building.	Medium	Staff, PC, BOC, STC
G4:		Encourage initiatives that conserve energy through promoting alternative modes of transportation, development designs, and encouraging alternative energy systems.		
	OBJ:	Work to improve environmental sustainability through a full range of public and private actions, and carry out the Haverford Township Climate Action Plan.		
	R:	Encourage residents and businesses to upgrade to more energy-efficient appliances, lighting, heating and air conditioning systems, and publicize available State or Federal funding assistance or incentives for these upgrades.	Low	EAC, BOC, Staff
	R:	Encourage 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.	Low	EAC, BOC, Staff
	R:	Support energy conservation efforts through encouraging solar canopies over large parking areas, relaxing minimum setbacks for solar canopies, and encouraging buildings to install light colored roofs (to reduce the overall heat in the summer) and orienting buildings to maximize southern exposure in the winter.	Low	EAC, Staff
	R:	Consider zoning amendments to incentivize increased building height to be designed and built to Energy Star or LEED certification.	High	Staff, PC, EAC, BOC
	R:	Consider incentives through permitting for construction and remodeling projects that incorporate green practices.	Medium	BOC, Staff





5: Historic Preservation			
Action		Priority	Responsible Entities
G1:	Work to preserve locally significant historic buildings and promote suitable adaptive reuses within these buildings.		
OBJ:	Maintain community character through continued implementation of the historic preservation ordinance.		
R:	Continue to implement the Historic Resources ordinance to protect the identified locally significant historic resources in Haverford Township.	Low	HTHC, Staff
OBJ:	Preserve the character of older areas and traditional development patterns of the Township.		
R:	Encourage parking in older business areas to be placed to the rear or side of the main building to preserve the traditional walkable streetscape.	Medium	PC, Staff, BOC
R:	Explore adding 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.	Medium	PC, Staff, BOC, HTHC
OBJ:	Provide information on responsible ways to maintain and improve historic resources while promoting consistency with the surrounding neighborhood.		
R:	Continue to explore programs and financing options that encourage historic rehabilitation projects.	Low	Staff, HTHC, Discover Hav
R:	Emphasize public education to increase appreciation of Haverford's historic structures, and to provide information about proper rehabilitation methods through the Township website.	High	HTHC, Staff, BOC
OBJ:	Engage more residents in understanding and preserving the history of the Township.		
R:	Periodically send an updated brochure to the owners of historic structures and sites that are regulated by the Zoning Ordinance.	Low	HTHC, Staff





6: Transportation			
	Action	Priority	Responsible Entities
G1:	Improve accessibility by providing opportunities to utilize public transit, walking and bicycling as primary means of transportation.		
	OBJ: Carry out “Complete Streets” concepts when planning circulation improvements with a focus on the Key Connection Corridors from the Township Parks, Recreation and Open Space plan, 2024.		
	R: Increase the visibility of crosswalks through the implementation of design elements such as ladder crosswalks, raised crosswalks, refuge islands, daylighting intersections, and other recommendations that are consistent with the Safe Streets for All study.	High	BOC, Staff, DVRPC, PennDOT
G2:	Make well-targeted cost-effective road improvements to improve safety, in cooperation with the Pennsylvania Department of Transportation (PennDOT), adjacent landowners, neighboring municipalities, and developers.		
	OBJ: Consider implementing various traffic calming techniques to improve safety for all users.		
	R: Regularly evaluate crash data to identify and prioritize street infrastructure improvements that will enhance the safety and connectivity for all modes of travel in the Township.	Low	Staff, BOC
G3:	Improve bicycle and pedestrian facilities, as appropriate, to include completing trail links, finishing missing links of sidewalks, and installing safer street crossings within Haverford and connecting to neighboring municipalities.		
	OBJ: Continuously build upon the walking and biking network of the Township including pedestrian sidewalks, on-road and off-road bicycle facilities, and intersection improvements for these modes of travel.		
	R: Prioritize bicycle and pedestrian connections or projects through implementation of the on-road and off-road treatments provided in the PROS Plan and Safe Streets for All Study.	Medium	BOC, Staff, DVRPC, PennDOT
G4:	Promote expanded use of public transit services.		
	OBJ: Encourage expanded use of public transit service, while also promoting greater use of ride sharing and car-pooling.		
	R: Implement intersection upgrades and add sidewalk connections to improve pedestrian access.	Low	Staff, BOC
	R: Design Township policies to spur development near train stations and support financing efforts to increase service frequency and quality.	Low	PC, BOC, Staff
G5:	Coordinate transportation, development and infrastructure across municipal borders, and seek opportunities for additional shared municipal services.		
	OBJ: Seek State and Federal funding for additional transportation improvements.		
	R: Continue to identify and apply for transportation funding to implement designated projects in Haverford Township.	High	BOC, Staff, DVRPC, PennDOT





7: Community Facilities and Services

Action		Priority	Responsible Entities
G1:	Maintain a responsive local government that provides services to protect the health, safety and welfare of the community through enhanced township facilities, improved public engagement, and continued coordination between the township and community organizations and surrounding municipalities.		
OBJ:	Promote citizen input, including making sure residents are well-informed about community issues and have adequate opportunities to provide their opinions on Township matters.		
R:	Continue to cooperate and coordinate with the Haverford Township School District and other institutions in the Township while considering the changing needs and population projections.	Low	Staff, BOC, HTSD
R:	Continue to maintain public outreach and evaluate long-term service delivery of communication to residents.	High	Staff, BOC
OBJ:	Continue to provide high-quality community facilities and services in the most cost-effective manner, with an emphasis on joint training and coordination between emergency service providers.		
R:	Continue to support library facilities, programs, and services.	Low	Staff, BOC
R:	Continue to provide high-quality police protection by periodically evaluating the workload, training, equipment and response times for emergency and non-emergency calls.	Low	Staff, BOC
R:	Continue to provide high-quality Fire Protection and Emergency Medical Services by carefully reviewing and implementing, to the extent possible, the recommendations in the CPSM Report.	Low	Staff, BOC
R:	Coordinate Township policies with regional wastewater issues, including reducing infiltration and inflow into the sanitary sewage system.	Low	Staff, BOC
OBJ:	Continue to provide a wide variety of recreation programs while updating and enhancing existing public facilities, parks, trails, and open spaces.		
R:	Develop a capital spending plan to complete the Pennsy trail.	Medium	BOC, Staff, P&R
R:	Continue to provide for excellent public parks and recreation facilities and programs through implementation of the PROS.	High	P&R, BOC, Staff
R:	Work regionally with DVRPC, PennDOT, and similar organizations to further regional trail connections.	Low	P&R, BOC, Staff





Acknowledgements

Planning Process

Haverford 2035 was made possible through the efforts of the volunteer commissions of the Township, Township employees, consultants, active community members, and the contribution of many interested parties and friends of the community. Haverford 2035 was also possible only through the active engagement of residents through their comments in meetings, the survey, and their participation in local government, ensuring that the writers of this plan were fully versed in the needs and wants of residents.

The Haverford Planning Logo is based on the William Penn trail markers. The X in the center was taken from English ivy tile work at the Haverford Middle School.

Land Use, Housing and Economic Development Plan

The collage of Haverford buildings and houses representing common typologies was created by Tristan Grupp, based on photos taken on his runs and walks through the Township and various sources.

The Demography section uses 2020 Decennial Census data and 2012 and 2022 5 year American Community Survey (ACS-5) data.

The map of residential construction was created using Delaware County parcels and the build year of those parcels.

The future land use map was produced with the analytic help of Leo Wagner, transportation planner, particularly in the designation of mixed-use land use within the walksheds of transit.

The Economic Development section leveraged Longitudinal Employer-Household Dynamics (LEHD) data from the Census Bureau and the On the Map platform. It also used 2012, 2021, and 2022 ACS-5 data.

The walkshed analysis was based upon LEHD and Longitudinal Origin-Destination Employment Statistics (LODES) from the Census Bureau. The isochrone walkshed methodology for summarizing census block group data on this page drew from the work of Elif Ensari Sucuoğlu Ph.D., a research scholar at New York University's Marron Institute of Urban Management in the Transportation and Land Use Group. We thank her for her time, advice and willingness to share her research.

The streetscape renderings of the potential Haverford and Oakmont-Brookline corridors in 2035 were created by Jamaica Reese-Julien, urban designer.

Natural Resources Conservation & Sustainability Plan

Township GHG emissions were taken from the Haverford Climate Action Plan (2021).

The energy sources of residential buildings was derived from 2022 ACS-5 data.

The Haverford College pond photograph was taken by Paula Singer and the autumn photo was taken by Lucas Miller, provided by Haverford College's Photo Editor, Patrick Montero.

Historic Preservation Plan

The Planning Logo for this chapter uses a small painted detail from an object in Nitre Hall. It was chosen for its resemblance to historic windows in the Township.

The map of residential building age was created using Delaware County parcels and the build year of those parcels.

We thank Richard Kerr for producing the neighborhood boundaries.





Transportation Plan

The cover image of the Transportation Plan was taken by Jim Mauer.

The underlying chapter image of the Transportation Plan comes from the book “The Red Arrow Lines Remembered” by Frederick A. Kramer and Samuel L. James Jr. The book was provided by the Haverford Historic Society. We thank Kate Clifford and Irene Coffey for showing the Society’s collection and allowing us to use material for Haverford 2035.

The getting to work graph was derived from 2022 ACS-5 data.

We thank Richard Kerr for producing the underlying bicycle network lines used in the Bicycle Network map.

The resident commute times graph was derived from 2022 ACS-5 data.

Community Facilities & Services Plan

The cover photo belongs to Haverford Township Photography.

The photo of Founder’s Hall on a snowy day was taken by Patrick Montero.

Appendix

The Haverford History is based on one written for the Delaware County Bicentennial in 1989 by Margaret “Peg” Johnston. It was edited and updated by Kathy Case and Richard Kerr.

The historic images are from the Historical Society





Haverford History

Early History

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

In 1681, King Charles I of England established a new colony and appointed William Penn as its Proprietor. Charles named it Pennsylvania, in honor of Penn's father, an admiral to whom a Royal debt was owed. Penn made plans to use the colony as a "Holy Experiment" that would separate Church and State, and would welcome all comers, particularly those who, like his fellow Quakers, were suffering under religious persecution in Europe. Groups of Welsh Quakers arranged to buy 40,000 contiguous acres, hoping to establish a Welsh "barony" within Penn's larger colony. This "Welsh Tract" comprised all of what is now Haverford, Radnor, and most of Lower Merion townships. Penn had to fund his colony from land sales.

In 1682, Penn established three counties (Bucks, Philadelphia and Chester) and the first townships, among them Haverford. Penn asked parties to form "Companies of Adventurers" with the most prominent person in each "company" taking out a patent for typically 5,000 acres of land as trustee; the parties would then split up the acreage among their participants. The first Pennsylvania settlers arrived by sailing ships in 1682-1683.

These first families included names prominent in the early history of the colony: Bevan, David, Davis, Ellis, Lewis, Hayes, Howell, Humphrey, Lawrence, Llewellyn, Richard, Sharpus, Rees, Wharton, and Williams.

Farms and Mills

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

Until about 1810 the only businesses were those that supported local farm life, like mills, blacksmiths, wheelwrights, coopers (barrelmakers) and other crafts. The two most prominent watersheds, Darby Creek and Cobb's Creek, provided excellent mill-seats for the early settlers. Mills were especially important in these early years and varied in kind: grist, saw, lumber, fulling, tannery, wool, and cotton. The earliest recorded mill was on the eastern boundary of the Township along Cobb's Creek where William Howell established a gristmill, the Haverford Mill, in about 1685. This site was purchased by Daniel Humphrey in 1703. He added a sawmill, and later a fulling and dyeing mill. The site is just north of today's Eagle Road, on the west bank of Cobb's Creek. About 1800, Peter Brown erected grist and sawmills on the headwaters of Cobb's Creek.

Jonathan Miller built grist and sawmills in 1810 at what would become the juncture of Mill Road and Karakung Drive.

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

The American Revolution highlighted the necessity for domestically produced black powder. Beyond military purposes, there was an increasing demand for powder in mining and engineering applications. To address this need, Israel Whelen and William Rogers partnered to establish the Nitre Hall Powder Works along Cobb's Creek, which began operations around 1810. In the period of the War of 1812, Nitre Hall, with a total production in 1812 of 800,000 pounds, was second only to the du Pont powder mill in Delaware. Nitre Hall mills ceased operation in about 1840. Dennis Kelly bought the property and converted it to cotton and woolen mills, adding it to his growing textile empire. Kelly also bought the Howell and Humphrey mill holdings and ended up operating almost all of the mills along Cobb's Creek in Haverford Township. The Kelly textile mills provided material to the U.S. government from 1817 to 1860.



Roads and Rails

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

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

The Philadelphia and West Chester Turnpike Company built a toll road, now known as West Chester Pike, between 1848 and 1853. In the 1890s electric railway (trolley and interurban railway) technology matured, and in 1895 the Turnpike then formed the companion Philadelphia and West Chester Traction Company, laying a track along the south side of the turnpike. At the same time, the Pennsylvania Railroad was building a steam railroad branch line to Newtown Square, and these two lines intersected in today’s Llanerch.

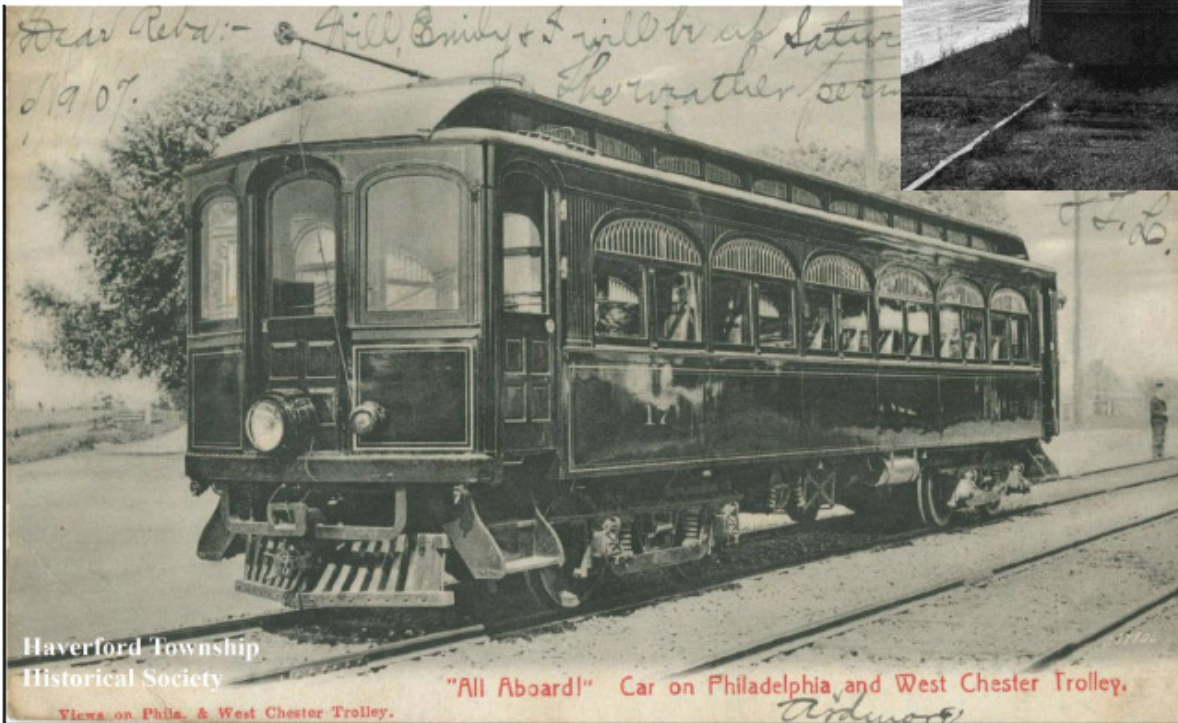
A fierce legal and physical stand-off ensued, but eventually a rail crossing was put in place so both lines could operate. In 1902 the trolley company added a new branch from Llanerch to Ardmore, running along Darby Road and then overland to just short of Lancaster Avenue in Ardmore. In 1907 the Philadelphia and Western Railway opened a high-speed electric line from Upper Darby to Strafford along the Cobb’s Creek valley (later adding a branch north to Norristown in 1912). The opening of the P&W and upgrades to the trolley lines happened just in time to benefit from the 1907 opening of the Market Street Elevated line in Philadelphia and completion of a joint transfer terminal at 69th Street and Market Street in Upper Darby. These resulting multiple quick travel ways to Philadelphia fueled a burst of suburban development in the Township and the surrounding area.

The closely following maturation of automobile, bus and truck technology, coupled with a “Good Roads” movement, fostered continued rapid suburban development, but spelled the beginning of the end for most of the railways. The West Chester trolley line was cut back to Westgate Hills in 1954. The Ardmore trolley line was abandoned at the end of 1966, with the part north of Eagle Road being paved to become the first dedicated private “busway” in the United States. In 1970 the Southeastern Pennsylvania Transportation Authority (SEPTA) took over the operation of the remaining suburban trolley and bus lines, including the electric railway line to Norristown. The little-used Newtown Square railroad branch line, already cut back to Oakmont in 1963, was abandoned in 1981. Meanwhile, West Chester Pike and Township

Line Road gradually expanded to four lanes, while the abandoned trolley line on Darby Road enabled reconfiguring of that road into four lanes as far north as Oakmont. Haverford Road was also widened to four lanes in the Township's eastern section. Later, Interstate 476, a circumferential major highway around Philadelphia, opened fully in 1991 after decades of delay, creating a busy interchange at its intersection with West Chester Pike just to the west of the Township.



Haverford Township Historical Society



Haverford Township Historical Society

"All Aboard!" Car on Philadelphia and West Chester Trolley.

Views on Phila. & West Chester Trolley.

Neighborhood Expansion

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

At the same time during the early 20th century, wealthy families were building large country estates on former farmland, especially in the northern part of the Township. The new owners had farmhouses and outbuildings torn down or remodeled as new mansions and gardens. The Grange and Millbrook Farm are examples of conversions of early farmhouses into new estates. The building boom led the Township to adopt a zoning code in 1925, one of the earliest codes in the Philadelphia suburbs.

Municipal Government and Services

In its early agricultural rural period, Haverford Township had no services or utilities.

Its government consisted of little more than one or two Supervisors (whose main duty was establishing basic roads and ensuring that landowners properly maintained the road sections on their properties), a Township Clerk, a Constable and a Tax Collector.

With the growth of population from roughly 1900, along with evolving state laws controlling municipal governance, Haverford Township was incorporated in 1912 into a "Township of the First Class," a population based designation, with a ward-based elected Board of Commissioners (5 members growing to 9 as the population grew), served by a Township Secretary. With suburban development, Township business quickly expanded to include approval of new neighborhoods and accepting ownership of their roads, streetlights, fire hydrants, sanitary sewers and sewage treatment, storm sewers, parks, dealing with all the new utility providers, and so on. The Township created a Police Department in 1916, and in the same timeframe five volunteer fire companies formed, overseen through a Township Bureau of Fire. As the administrative staff grew, the job of township secretary evolved into an administrative Township Manager to manage all of the departments for the board. Haverford Township passed a Home Rule charter in 1977, allowing it to go from following state law except where the state has expressly given it jurisdiction, to governing itself except where expressly forbidden by state law.

Schools

Education has always been an important aspect of life in the Township. The first building erected for educational purposes was the Federal School in 1797,

which continues to be a preserved one-room schoolhouse. Additional one-room subscription schools were built in following years around the Township.

The era of public education began in Pennsylvania in 1834, and there followed a succession of ever-larger school buildings under the administration of first a supervisor, then a school board and finally today's school district, with state-granted separate taxing authority. Substantial institutional-style public schools appeared after 1900, as the population grew. With the post-World War II "baby boom" additions were made to existing schools, and a new high school and three one story elementary schools were built. The private Friends School Haverford dates to 1885. Catholic parochial schools first started in 1924 with St. Denis School, now consolidated with Annunciation School (1927) into the Cardinal Foley School (2012). Sacred Heart School began in Manoa in 1928. The SS. Colman-Neumann School dates back to 1967.

The 21st century has continued to witness school changes, renovations and replacements. Today, there are a senior high school, a middle school, five elementary schools, three parochial schools, and one private school in the Township. The only post-secondary school is Haverford College (1833), the first college founded by the Society of Friends. The campus has several historic structures on its 225-acre property, and the college has opened its nature trail to the community.

Places of Worship

The Township is home to the oldest Quaker Meeting House in Delaware County, Haverford Friends Meeting on Eagle Road.

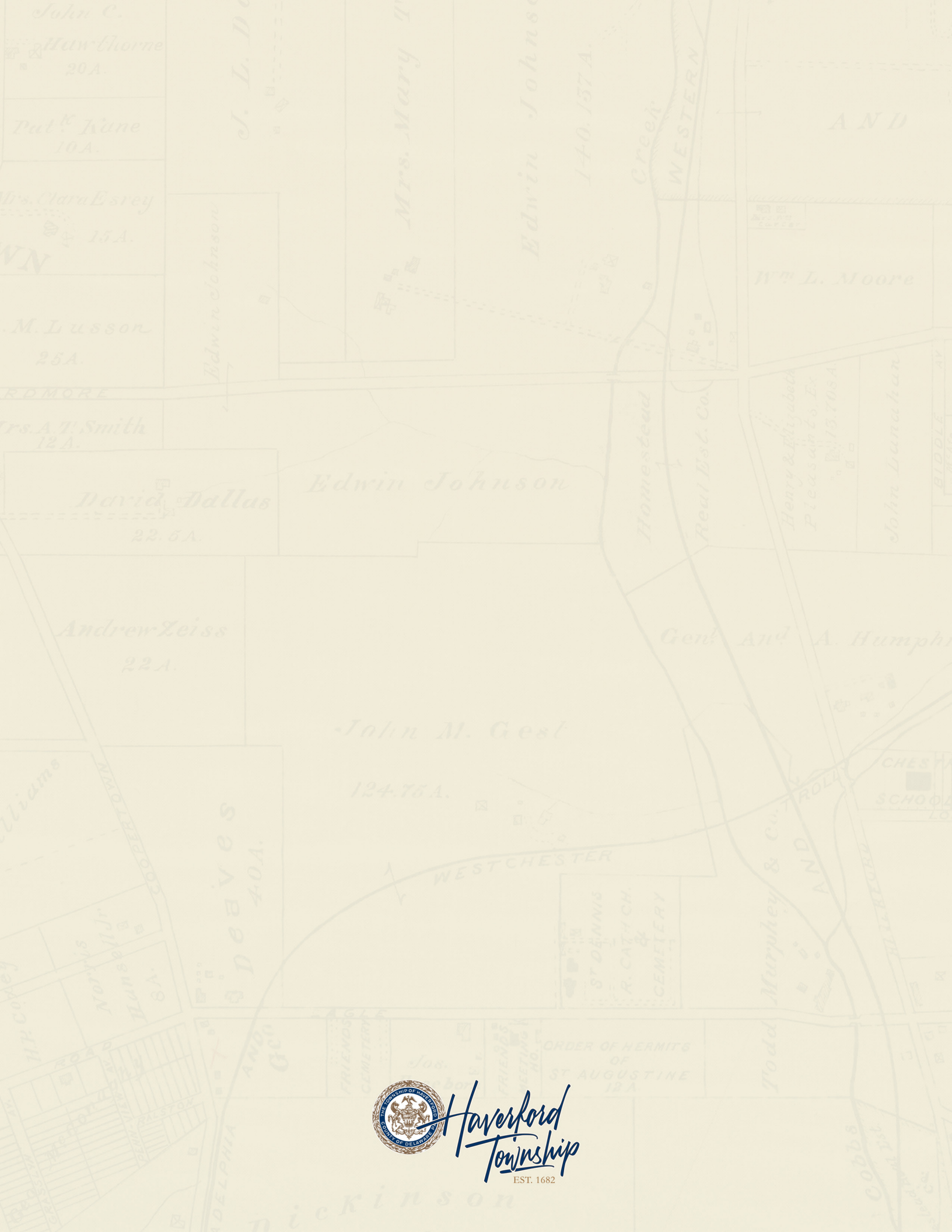
The Meeting House was initially started in 1684 and expanded in 1700. A second Quaker Meeting House was erected on Buck Lane in 1833, making Haverford one of the few townships in the Philadelphia area with two active Quaker Meeting Houses.

Haverford has been known as welcoming immigrants of all religions, but Catholics were especially active, establishing St. Denis, the first Catholic church in Delaware County, in 1825.

Recreation

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

The Pennsylvania Railroad Golf Club (1925) was established on land that later became the Chatham Park development. At one time Haverford had more golf clubs than any other municipality in Delaware County. Parks began appearing in the Township by 1920, often at the instigation of civic organizations. The Township opened its first park in 1933, and has bought and created additional park spaces since. Recreation space in the township increased dramatically in the early 2000s when the Township acquired the former Haverford State Hospital grounds along Darby Creek and turned them into the Haverford Reserve, hosting many recreational facilities. The Township now has over 400 acres of recreational space within its 10 square-mile area. It also boasts more than 15 miles of trails within its borders, with all residents living within a mile of a trail.



Haverford
Township

EST. 1682

Dickinson

Cobbs

ORDER OF HERMITS
OF
ST AUGUSTINE
12 A.

ST DENNIS
R. CATH. CH.
&
CEMETERY

CHESTER
SCHOOL
LO

Todd Murphey & Co. & ROLLY
AND
ALLEBURO

Genl And A. Humphreys

John M. Gest
134.76 A.

Andrew Zeiss
22 A.

David Dallas
22.5 A.

M. Lusson
25 A.

Mrs. Clara Esrey
15 A.

Pat. K. Kune
10 A.

John C. Hawthorne
20 A.

Edwin Johnson

Edwin Johnson

Edwin Johnson
140.157 A.

Mrs. Mary A.

Creek
WESTERN

Wm L. Moore

Henry & Elizabeth
Pleasants, Ex
10 B. 10.708 A.

John Lanahan

BIDDLE

AND

RD MORE

Mrs. A. T. Smith
12 A.

Williams

HR. Covey
Norvins
Thunberg Jr
6 A.

DOBBS
40 A.

ADDELPHIA
CENETERY

FRIENDS
CEMETERY

FRIENDS
CEMETERY

Joe

ALLEBURO

ALLEBURO

ALLEBURO

ALLEBURO

ALLEBURO