



TOWNSHIP OF
HAVERFORD

DELAWARE COUNTY

1014 DARBY ROAD HAVERTOWN, PA 19083-2251

DEPARTMENT OF COMMUNITY DEVELOPMENT
(610) 446-1000

MEMORANDUM

DATE: June 5, 2025

TO: Haverford Township Board of Commissioners

FROM: Jaime Jilozian, Director of Community Development

RE: Comprehensive Plan- Errata Sheet

Below are non-substantive revisions proposed for incorporation into the draft comprehensive plan, resulting from the Act 247 review. As all of these revisions are considered to be non-substantive in nature, a restarting of the 45-day Act 247 review is not necessary for their incorporation into the plan if the Board chooses to proceed with adoption.

- P.26 – Remove “making redevelopment challenging.”
- P. 28 – change “Haverford Road Corridor” to “Haverford Road Commercial Corridor”
- P. 28 – Add the following description to Commercial Land Use category: These areas consist of any commercial use in the Township, ranging from the least intensive office uses to the most intense shopping centers where concentrations of businesses are generally along main arterial roadways.
- P. 27/29 – Correct three residential uses and one institutional use along Haverford Road on the Existing and Future Land Use Maps.
- P. 30/107 – Change “development” to “improvements” and remove “especially in the Haverford Road Corridor” as part of Objective .
- P. 30/107 – Change “particularly on Haverford Road” to “in the Haverford Road Commercial Corridor” as part of Recommendation.
- P. 32 – Change “Haverford Road Corridor” to “Haverford Road”; change “the busway near Hathaway Lane” to Ardmore Junction”; and add “Commercial” to “Haverford Road Commercial Corridor” references.

- P. 32 – Add the statement, “It is not the policy of this plan to expressly or by implication call for new or more intense commercial uses along Haverford Road north of Ardmore Junction and seeks to preserve the low intensity office/ business character that currently exist.”
- P. 33 – Correct Oakmont area north of Eagle Road to be yellow and categorized as Oakmont Commercial Area
- P. 33 – Change “Haverford Road Corridor” to “Haverford Road Commercial Corridor”
- P. 46/108 – Change “small” to “green” in the Recommendation
- P. 46/108 – Change “improve stormwater” to “reduce stormwater runoff” in the Recommendation
- P. 53 – Change “Energy Star or LEED Certification” to “LEED Platinum Certification”
- P. 58 – Remove “Historic preservation regulations do not limit the allowed uses of a building.”
- P. 58 – Add “Copies of the Township's Historic Resource Map and List may be found on the Township's website.”
- P. 90 – Remove redundant statement, “This interceptor flows through Upper Darby Township to the Southwest Philadelphia Treatment Plant.”
- P. 107 – Correct Responsible Entities with “Staff, BOC, PC” for Land Use, Housing & Economic Development Goal 2, Obj 2, Rec 1
- P. 107 – Correct Responsible Entities with “Staff, BOC, HTHC, and ZHB” for Land Use, Housing & Economic Development Goal 2, Obj 2, Rec 2
- P. 107 – Correct Responsible Entities with “Staff, BOC, PC” for Land Use, Housing & Economic Development Goal 2, Obj 2, Rec 3
- P. 107 & 110– Add to Responsible Entities “Discover Hav” for the following:
 - Land Use, Housing & Economic Development Goal 2, Obj 2, Rec 3
 - Land Use, Housing & Economic Development Goal 2, Obj 3, Rec 4

- Historic Preservation Goal 1, Obj 2, Rec 1
- Historic Preservation Goal 1, Obj 2, Rec 2

- P. 108 – Add to Responsible Entities “P&R” for Natural Resources Conservation and Sustainability Goal 2, Obj 1, Rec 7
- P. 109 – Add to Responsible Entities “EAC” for Natural Resources Conservation and Sustainability Goal 4, Obj 1, Rec 5
- Add to Appendix, “Haverford Township Zoning Map” dated February 2025

Adoption Draft
June 5, 2025

Haverford 2035



1682

1911

Delaware County 2035
DVRPC 2050



Comprehensive Plan
Haverford 2035

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Executive Summary

Established in 1682, Haverford Township is one of Pennsylvania’s oldest townships, starting as a series of farms settled by Welsh Quakers and a grist mill established along Cobbs Creek creating a thriving, “inner ring” suburb of one of the largest metropolitan areas on the East Coast. Haverford Township’s 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. Strong schools and welcoming, tight-knit neighborhoods define everyday life in Haverford Township.

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 Township 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 attracted to the prospect of raising children in a safe, academically enriched environment. This focus on schooling has woven deep connections among families, fostering multi-generational ties in the area.

Haverford Township 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 connecting residents to the region’s job centers, make the Township a convenient hub for professionals commuting to various locations in the metro area.

Culturally, the Township is rich in community engagement. Events such as 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 Township is not without its challenges. Residents voice concerns about traffic congestion, especially on key arteries such as West Chester Pike, Eagle Road, and Haverford Road. They are also concerned about traffic safety and the ability to walk to 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 Township 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 and this plan sets a vision for the next ten years. Growth is inevitable, driven by new residents seeking the high quality of life here. However, historical trends indicate that the Township'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 revitalization through redevelopment and establishment of town centers, which are generally defined as the key commercial areas where civic activities are concentrated and residents can gather, shop, and enjoy entertainment. Haverford Township also recognizes the challenge and opportunity of modernizing commercial areas like the Eagle Road 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 areas served by public transit, the Township plans to reduce dependence on cars and alleviate the traffic congestion frequently cited by residents.

The Haverford Road Corridor, specifically between the Ardmore Junction and Wynnewood stations, complements the existing pattern of commerce and adds vibrancy to the community. Revitalization along this stretch of Haverford Road 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.

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 Township manage its stormwater issues, while community-wide efforts to protect its mature tree canopy will ensure that Haverford Township 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 town centers and embracing thoughtful, ecologically-friendly development, Haverford Township will continue to blend its historic nature with modern, people-centered amenities. It's not just about keeping Haverford Township a great place to live; it's about making it even better for generations to come.

Overall Direction

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.



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.



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

- Preserve locally significant historic buildings and promote the preservation of community character.



Transportation Goals

- Improve accessibility by providing more opportunities to utilize public transit, walking, and bicycling as primary means of transportation.
- Make well-targeted, cost-effective safety improvements to roadways, in cooperation with the Pennsylvania Department of Transportation (PennDOT), adjacent landowners, neighboring municipalities, and developers.
- Improve bicycle and pedestrian facilities to complete walking and biking networks within the Township and connecting neighborhoods to one another and to nearby 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, investments in technology, improved public engagement, and continued coordination between the Township and community organizations and surrounding municipalities.



Putting This Plan Into Action

- Utilize a program of updated planning and short-term actions that align with a long-range vision for how we implement the Plan.

Planning Process

This Comprehensive Plan is a guide for growth in the community and for the 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 will 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?

In addition to articulating a shared vision for the future, this comprehensive plan provides an overall set of policies and recommendations for development, redevelopment, and conservation over the next 10 years.

This plan provides the basis for suggested changes and associated strategies related to the Township's land use regulations. This comprehensive plan provides the community with a reliable framework of policies and actions that can be used to respond to evolving opportunities and challenges.

How Was This Plan Prepared?

This Plan was drafted through meetings of Haverford Township's 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. Committee members were appointed by the Board of Commissioners. A competitive process was completed to select a planning consultant.

Online resident surveys were conducted with approximately 6% of the Township residents responding to the survey. Throughout 2021, online and in-person public meetings were held to discuss the consultant's initial recommendations which resulted in the first draft of the plan in 2022. Next, multiple public meetings were held by the Township Planning Commission to discuss the draft plan.

In January 2023, the plan was brought to the Board of Commissioners for consideration. At which time an ad-hoc committee was formed to refine and reformat the plan before its adoption. The plan was revised throughout 2024 and 2025, and additional public meetings and opportunities were held for more public comment. The resulting updates included more census, economic, and geospatial data, alongside improved graphics and updated maps.

Planning Context

Haverford Township's last comprehensive plan was adopted in 1988 and included:

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.

Haverford 2035 began in late 2018 and continued through the COVID-19 pandemic, which delayed its completion. During this time, a Township-wide 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 now serves as the Township's policy regarding Parks and Recreation planning components. The Community Services chapter of Haverford 2035 complements this plan.

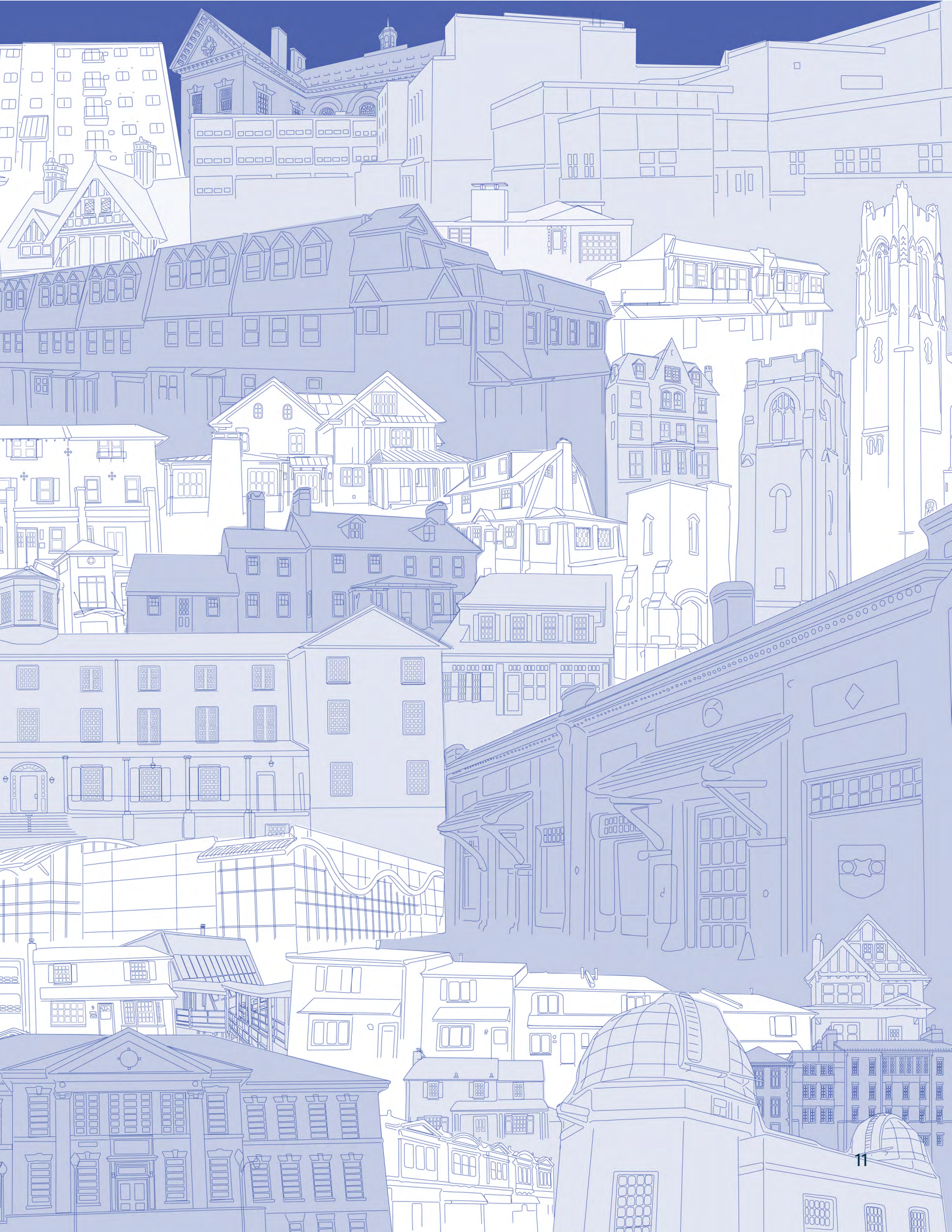
Haverford 2035 was also preceded by the Township's Climate Action Plan, adopted in 2021, and its Safe Streets for All Study, adopted in 2024. Haverford 2035 provides general direction across many disciplines impacting the Township and is consistent with the plans and studies that provide a deeper dive 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, high 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 Plan



Demographics

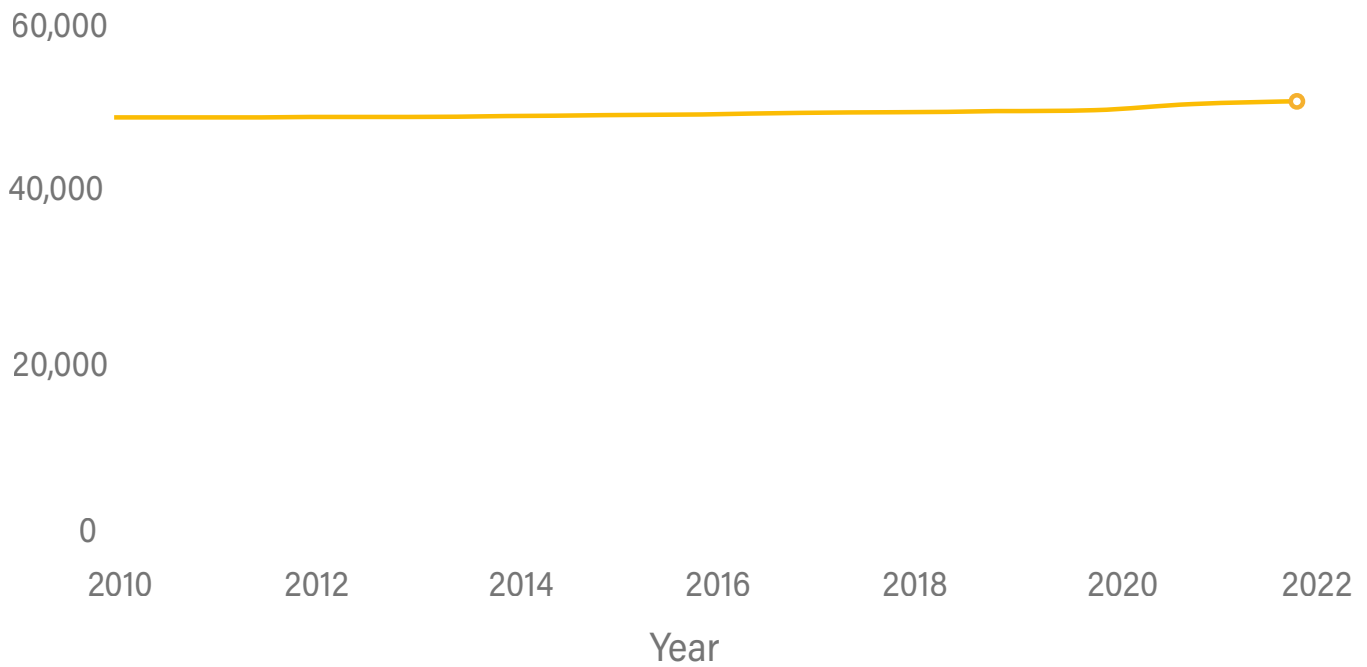
The last 10 years of available yearly population data, 2012-2022 from the American Community Survey (ACS5), indicate that Haverford Township did not grow significantly (Figure 1). Annually during that time, population growth did not exceed zero point six percent (0.6%) except during the pandemic where there was a 1.2% growth between 2020-2021. The median annual growth rate during this period was zero-point two percent (0.2%).

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 [Figure 16: Residential Construction](#) 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 our town centers.

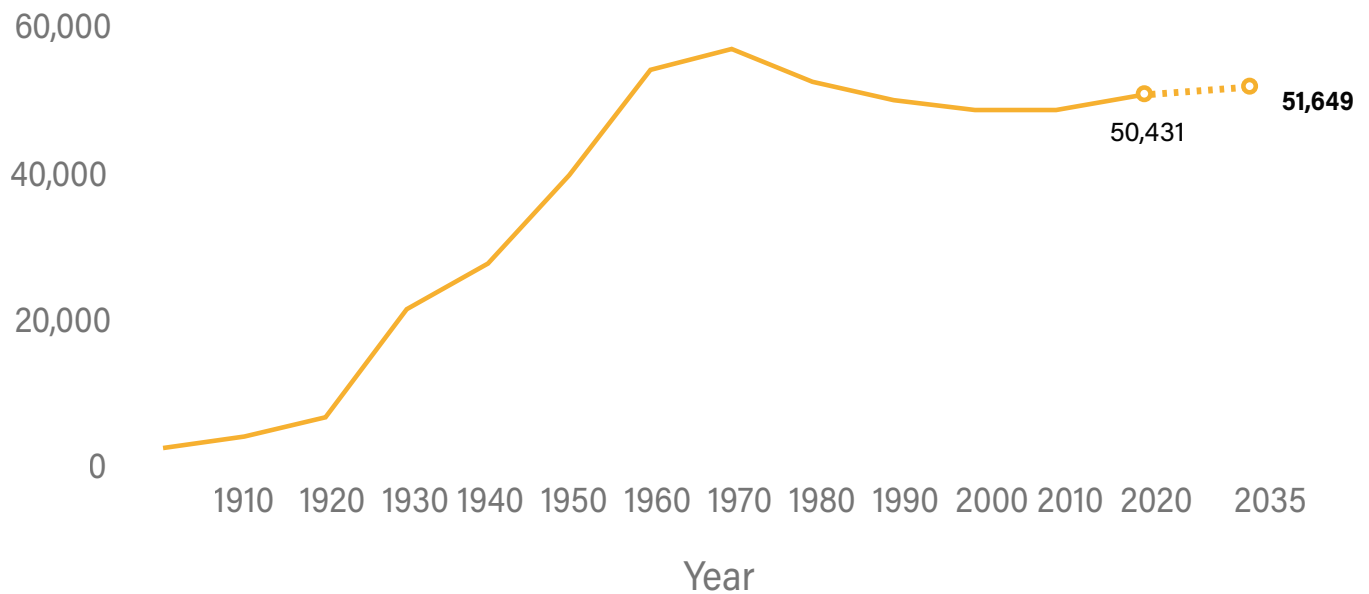
Figure 1. Yearly Population 2010-2022



Given the very low population 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, it is reasonable to expect that the population of Haverford Township will increase by approximately 1,200 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, the Township will see 0.217% annual growth, the median growth rate seen between 2012-2022, reaching a population of 51,649 by 2035 (Figure 2). 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 ~51,649 by 2035.

Figure 2. 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 (Figure 3).

The pyramids of both Delaware County and Haverford Township (Figure 4 - Figure 7) have shifted from stationary, bordering on contracting, further towards contracting. The range of ages have shifted “upwards” to older population shares in both geographies. Haverford Township tends to have a greater share of people older than 60 than in Delaware County as a whole.

Haverford Township 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, and this suggests 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.

Figure 3. Population Pyramid Types

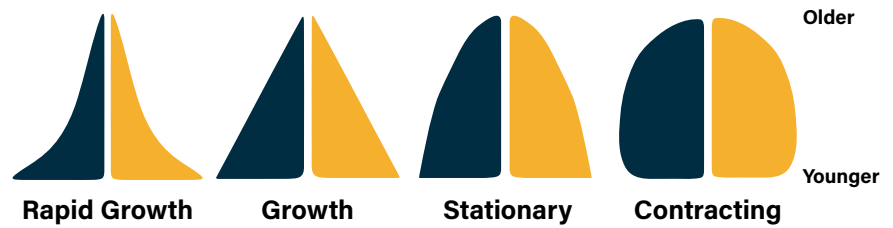


Figure 4. Haverford 2012 Population Pyramid

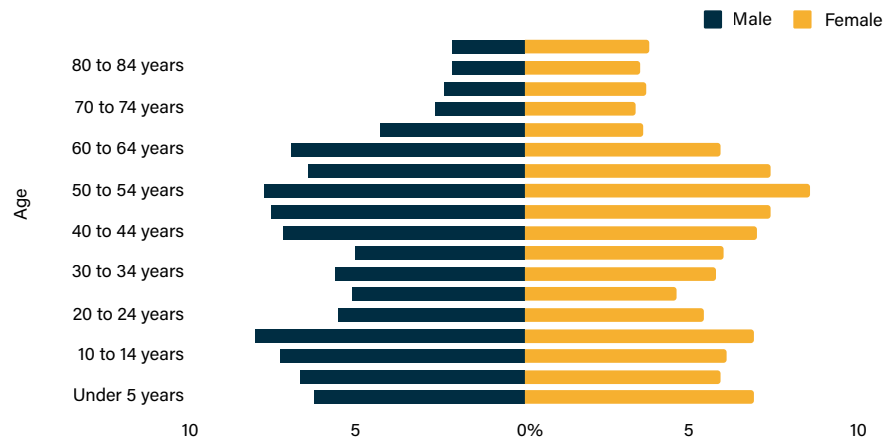
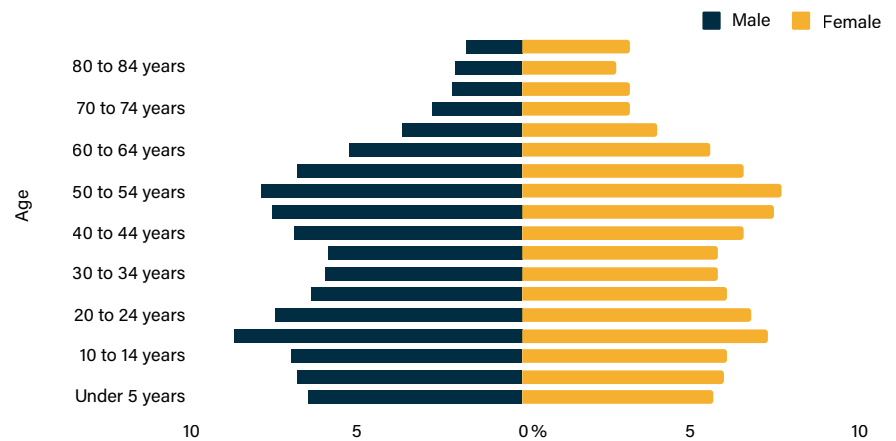


Figure 5. Delaware County 2012 Population Pyramid



The population pyramid for Haverford Township 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 stay in the Township, a testament to the quality of life of Haverford Township and the relative prosperity of its residents.

Figure 6. Haverford 2022 Population Pyramid

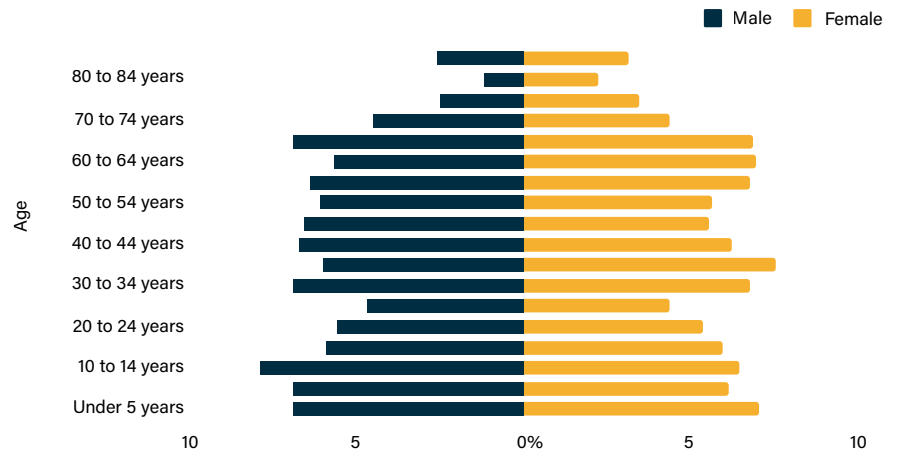
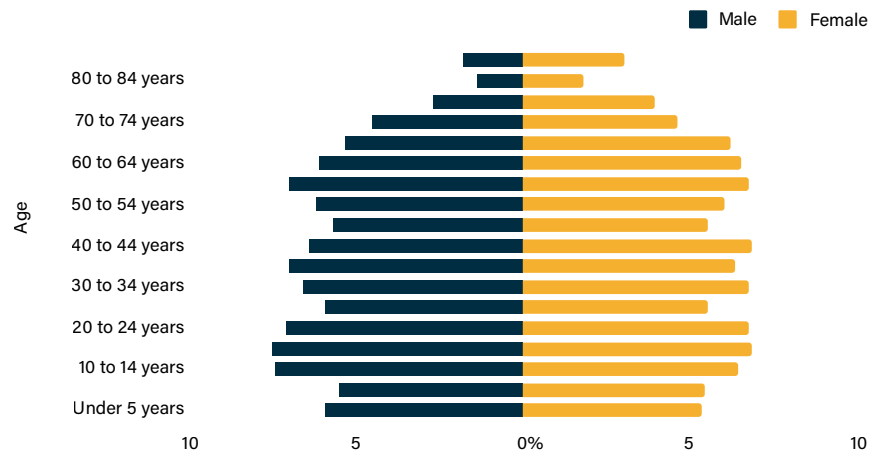


Figure 7. Delaware County 2022 Population Pyramid



Housing and Income

This section explores income trends in the Township alongside housing costs, trends in when people moved, and housing types. In Haverford Township overall, incomes are high, but are far outpaced by housing costs and housing scarcity.

Monthly housing costs are much higher in Haverford Township than in the rest of the county (**Figure 8**). Haverford Township is an affluent community with low vacancies and an active real estate market. The median household income in the Township is \$124,874 compared to \$83,960 in Delaware County. The median monthly cost of housing in Haverford Township is 30% higher than in the county, based on American Community Survey (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

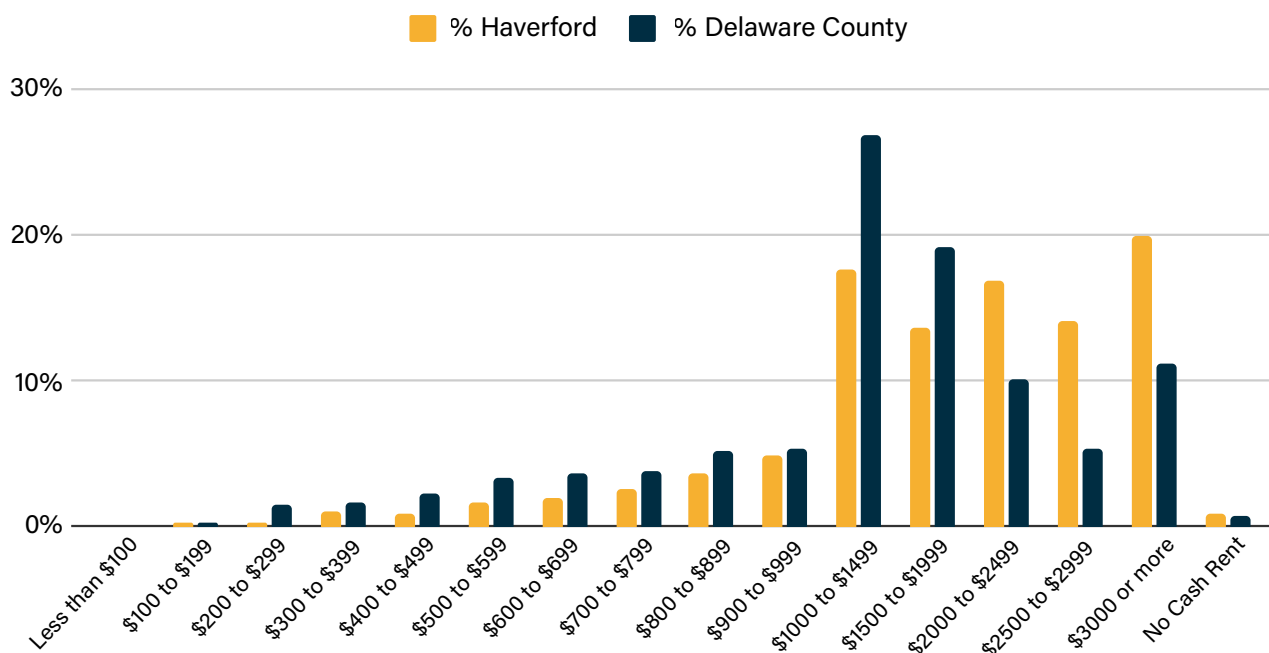
the Township. This permits a comparison a few years before the pandemic and a couple years after. The inflation adjusted income in 2017 was \$122,376 for Haverford Township. There was a \$2,498 increase or 2.04% increase in real income from 2017-2022 after adjusting for inflation.

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 often places a large burden on households. This may be a significant contributing factor to the decline in retirement-aged, college-aged, and early-career aged people in Haverford Township.

Figure 8. Monthly Housing Costs



Recent Movers Trends

In 2012, 2.13% of owners moved into their homes within the last two years (Figure 9). By 2022, this percentage had dropped to 1.27%, indicating fewer recent homebuyers (Figure 10).

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 Trends

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

The shift in increasing long term occupancy in housing 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 (Figure 11). Approximately 3/4 of all housing units in Haverford Township are 1 unit, with 1/3 of these units being single-unit attached.

Figure 9. Year People Moved to Haverford (%) in 2012

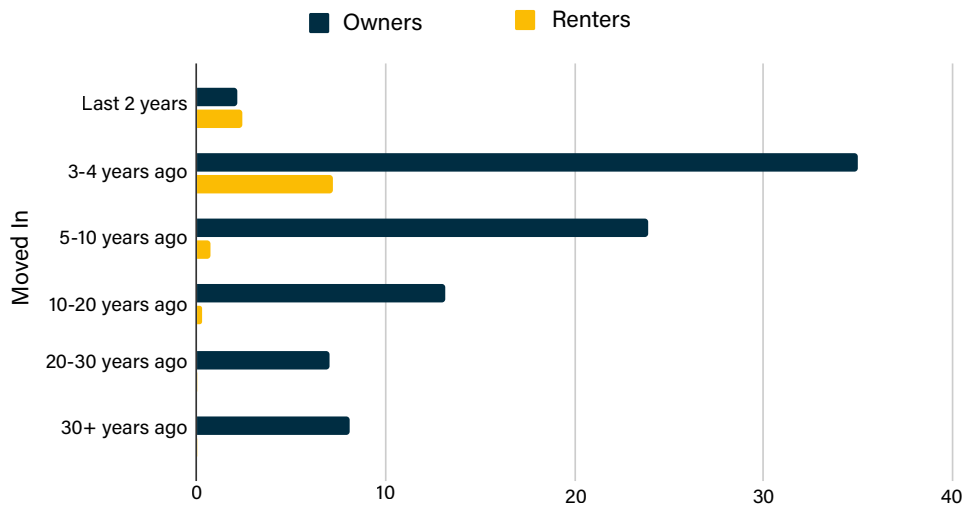


Figure 10. Year People Moved to Haverford (%) in 2022

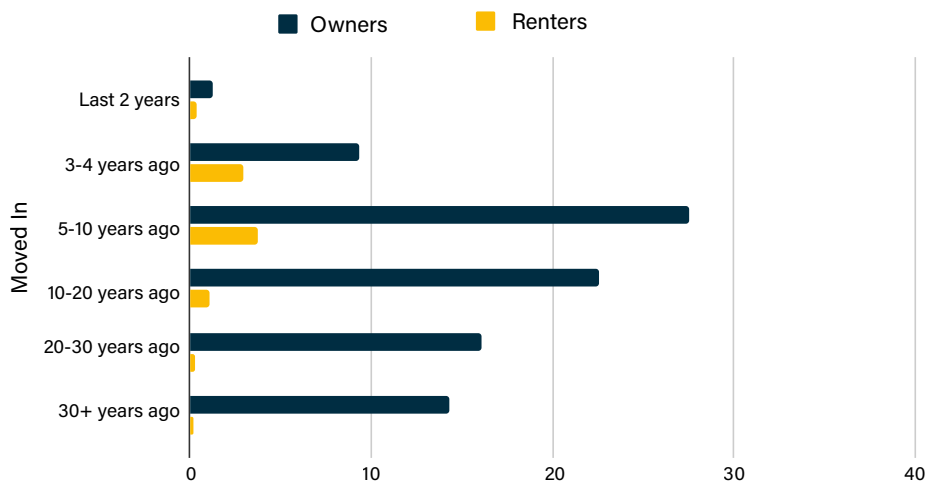
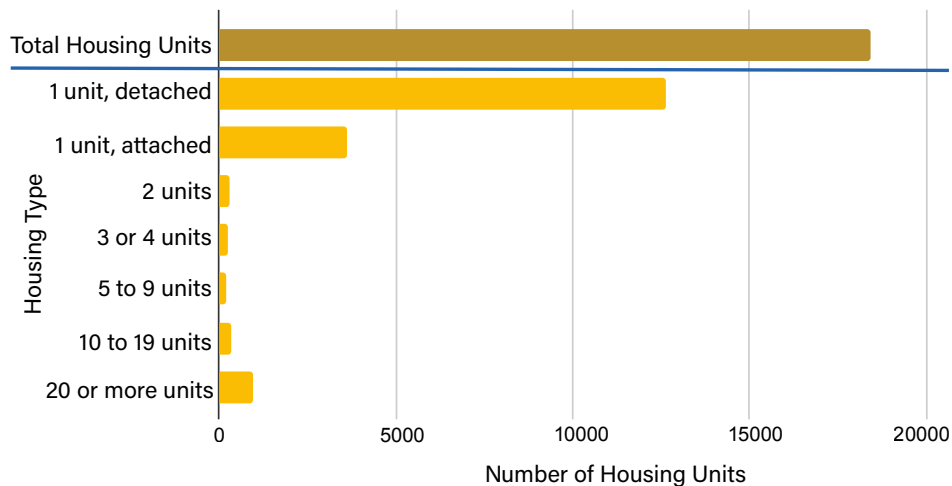


Figure 11. Housing Units in Haverford



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 and logistics (Figure 12).

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 (Figure 13). 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 (Figure 14). 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

Figure 12. Sectors of Haverford Residents

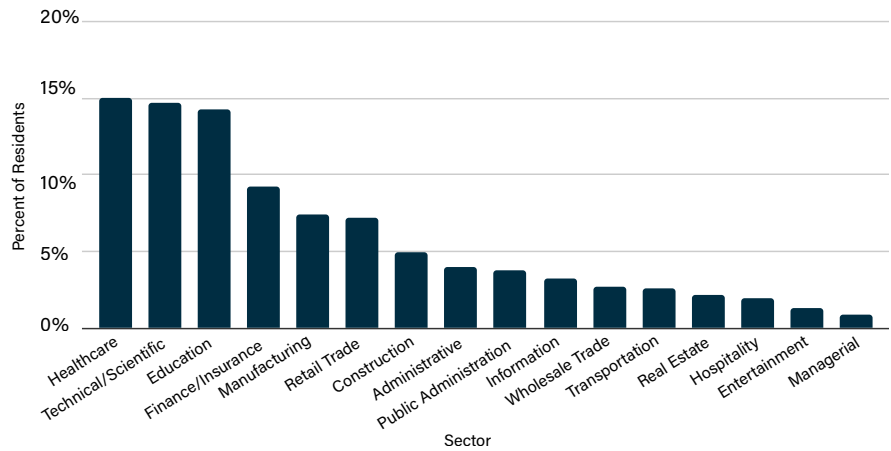


Figure 13. Resident Employment Change by Sector

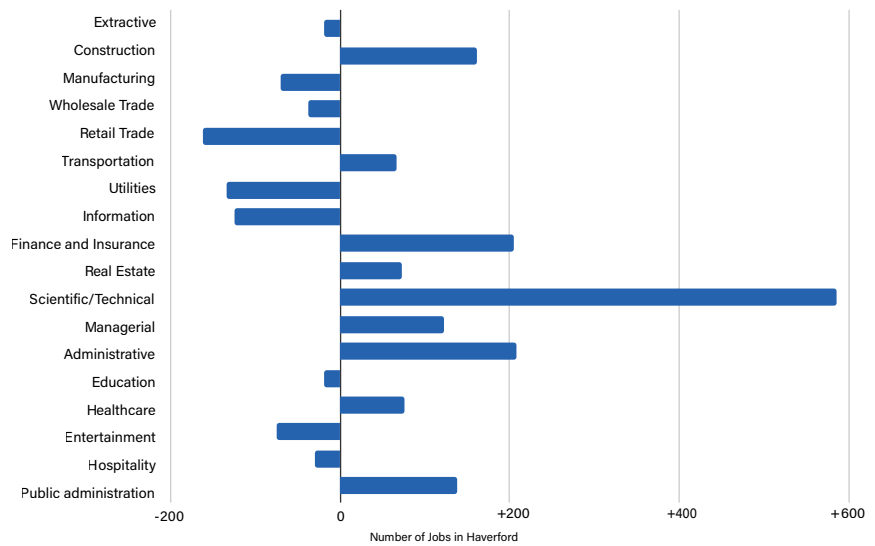
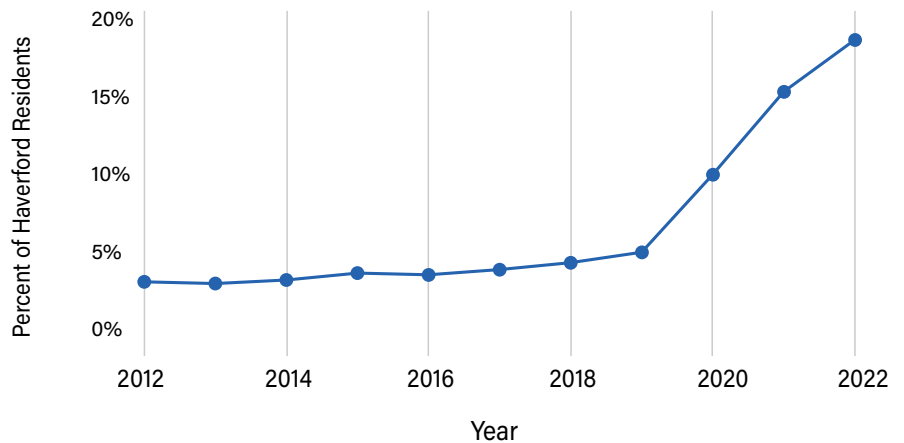


Figure 14. Working from Home



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 Township 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 Township.

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

Haverford Partnership for Economic Development (HPED), doing business as Discover Haverford, serves a leading role in strengthening the older commercial areas in the Township. The Township and Discover Haverford 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.

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), these efforts attract 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 transportation access including parking, walking, and biking needs. In 2024, Haverford Township is in the process of conducting a parking study which 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. The “Main Street model” is a concept often used in economics and urban planning to describe a localized, community-focused approach to development and business operations. Administered by Discover Haverford, with support from community volunteers and Township staff, these improvements are enhancing older commercial corridors’ appeal.

The Comprehensive Plan Addendum from 2009 focused on improving the Eagle Road Corridor and provided strategies to enhance the streetscape. Figure 15 is a rendering of Eagle Road Corridor where principles of the 2009 Addendum are demonstrated, such as locating buildings to help define the public realm and improved landscaping.

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.

Figure 15. Eagle Road Corridor Rendering



Goal 1 of the Land Use, 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.

Most of Haverford Township has been developed for residential, commercial, or industrial use, with little greenfield development opportunities remaining. 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 (Figure 16). Aside from 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 the Bon Air neighborhood.












Figure 16. Residential Construction

1700 - 2024



Build Year

	1940-1949		1970-1979		2000-2024
	1930-1939		1960-1969		1990-1999
	Pre-1930		1950-1959		1980-1989



City of Philadelphia

Land Use

Current Land Use

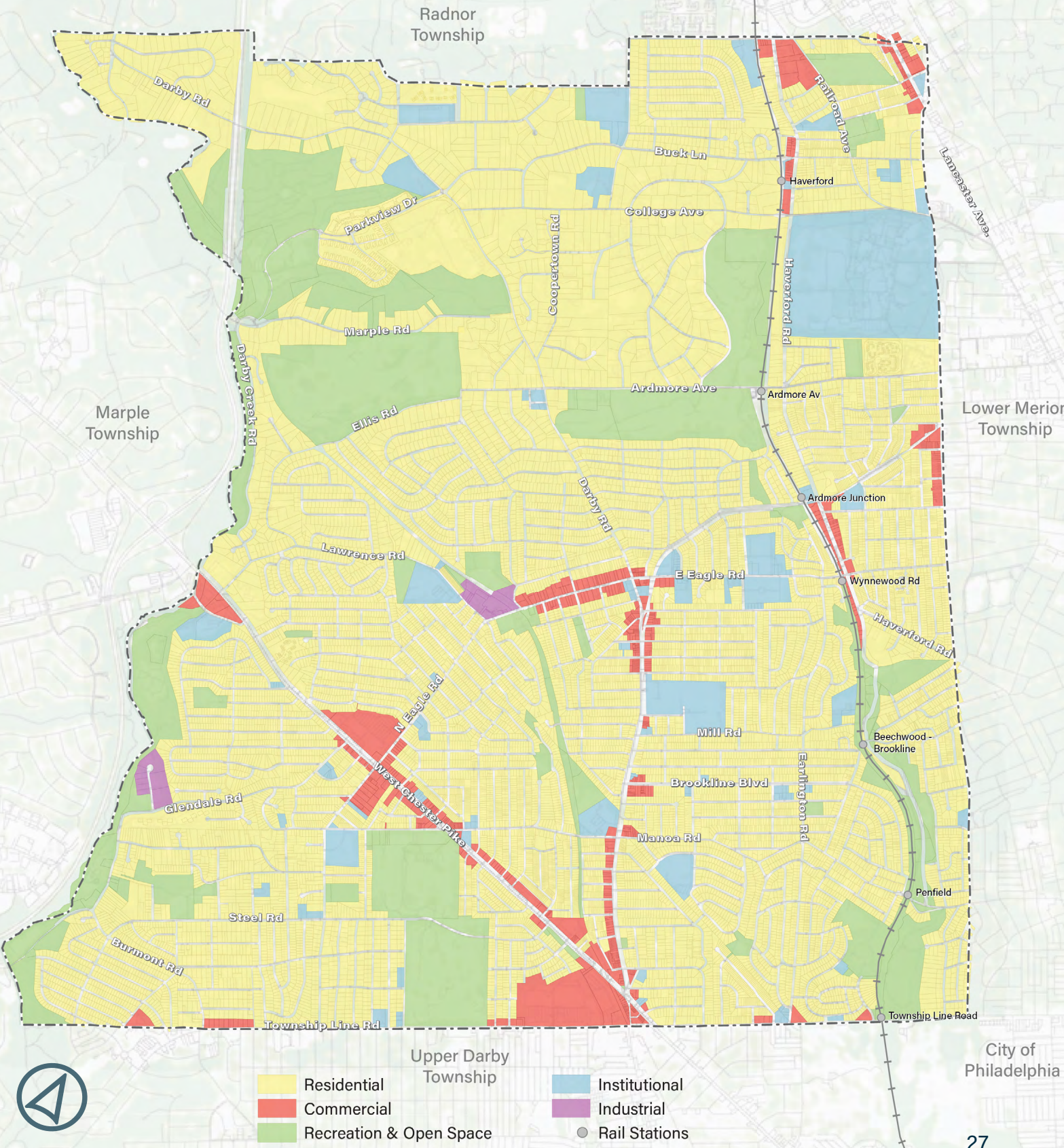
According to the 2015 Land Use in the Delaware Valley report of the regional municipal planning agency, Delaware Valley Regional Planning Commission (DVRPC), Haverford Township had just over 60% residential land use. With an additional 18% of the land use comprised of recreation and wooded land, only around 3% and 4% of the land use in the Township is commercial and institutional, respectively.

The current land use map uses a generalized approach similar to the categories DVRPC characterized in their 2015 report, and utilizes land use data from Delaware County. The current land use map identifies five land use categories: Residential, Commercial, Recreation & Open Space, Institutional, and Industrial. In most cases, the land use category relates to the existing zoning districts but has set forth the general use of land in an effort to focus on policy and not be construed as regulation.

For example, the current Zoning Ordinance standardizes eleven different categories for residential areas of the Township and seven categories of commercially zoned land, while the current land use map broadly applies the residential or commercial categories to these respective areas. In some instances, there are existing commercial areas of the Township where a mixture of uses characterize the land use but the Zoning Ordinance does not support the existing composition.



Figure 17. Current Land Use



Future Land Use

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.

Future growth for Haverford Township could focus upon the commercial corridors where redevelopment may adapt to evolving trends and technical advancement. Existing transit, amenities, and services in Haverford Township create areas that would provide efficient growth in livable areas while minimizing effects on the roadway network. There are select older commercial areas of the Township, Eagle Road Corridor, Oakmont, Brookline, and the Haverford Road Corridor (from the busway to Wynnewood Road) where access to transit, schools, small businesses, parks, bike trails, and other important services are present. 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. The future land use proposed involves permitting a mixture of uses in select commercial areas through the opportunity to add upper story residences above existing commercial businesses which would revitalize and allow limited growth. In order to facilitate growth while being cognizant of the traffic congestion and dependency upon automobiles, targeting areas which provide amenities to residents 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.

Residential - These areas make up the majority of the Township and range in character and density greatly. From single-family detached dwellings, to twins, some townhomes, and apartment buildings, the residential density in the Township ranges from one unit per acre up to 25 dwelling units per acre.

Mixed Use - These areas generally consist of retail stores, personal services, offices, banks, and restaurants. Primarily there are less intensive commercial uses, where there is a pedestrian emphasis and areas that are close to residential neighborhoods. These areas could provide opportunities for redevelopment in the form of upper story residential above existing commercial uses.

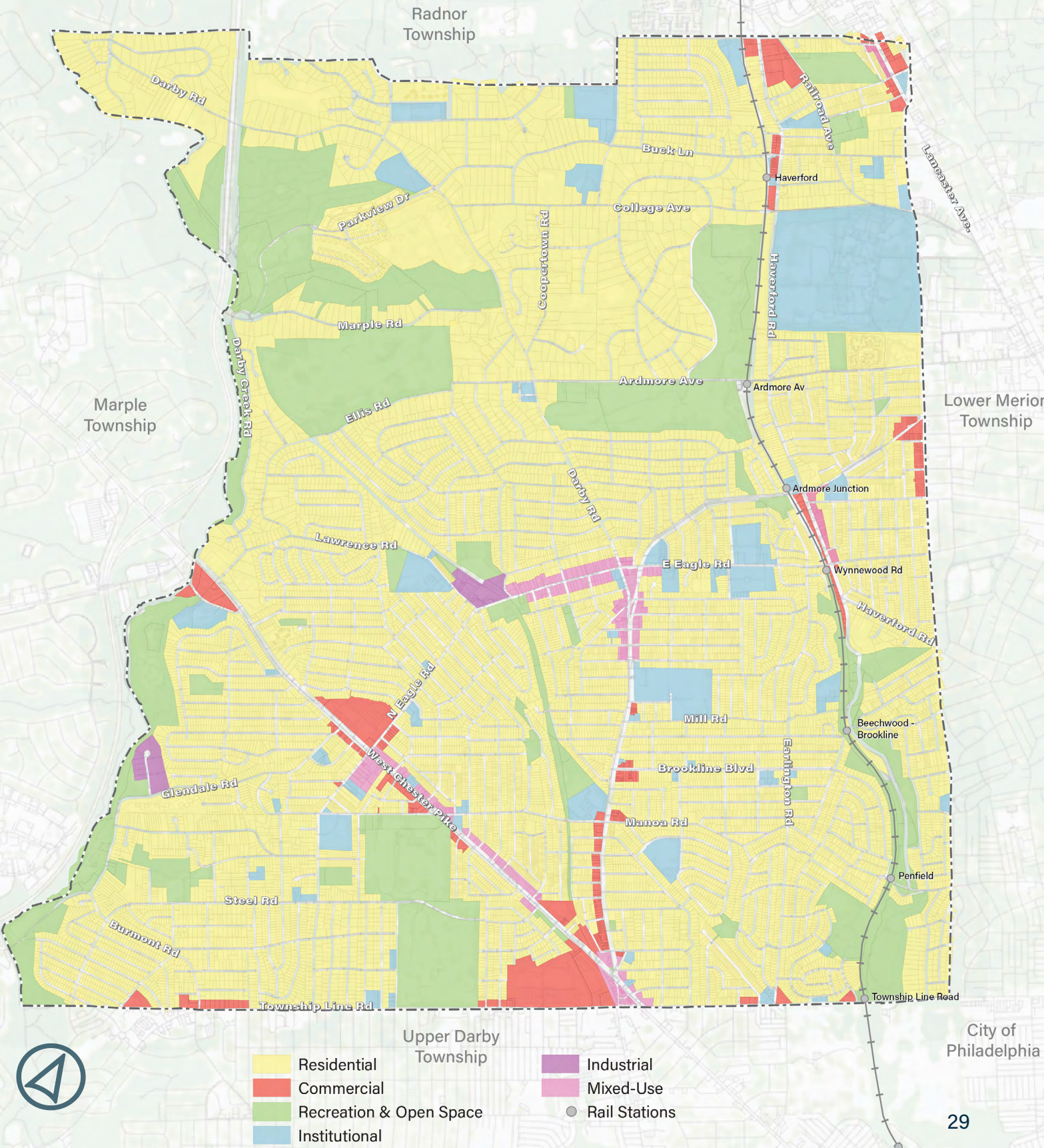
Industrial - These areas generally provide for a range of light industrial uses and select commercial.

Commercial - These areas consist of any commercial use in the Township, ranging from the least intensive office uses to the most intense shopping centers where concentrations of businesses are 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.

Figure 18. Future Land Use



Goal 2 of the Land Use, 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

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

Recommendations

- Update the Zoning Ordinance 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

Encourage attractive transit-oriented improvements within the walksheds of key M stations.

Recommendations

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

Objective

Revitalize older commercial corridors, particularly the Eagle Road Corridor, Oakmont and Brookline Commercial areas, and Haverford Road Corridor, 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.
- Monitor parking and streetscape changes to determine if there are opportunities to reduce parking demand and increase walking and biking to destinations that would improve foot traffic potential to businesses.
- Encourage parking minimum incentives to reduce or eliminate required parking in areas that are served by municipal lots, on-street parking, and foot traffic.
- 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 the Zoning Ordinance 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

Haverford Road 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.

Haverford Road 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 a 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. As of March 2025 and in consultation with the Township's Engineer, the Township is

evaluating the proposal by PennDOT and other alternatives aimed at increasing the safety of all users along Haverford Road. Efforts to increase the pedestrian and cyclist emphasis along this roadway need to be accompanied by traffic calming strategies.

The existing commercial areas of the Haverford Road Commercial Corridor beginning at Ardmore Junction and extending to Wynnewood Road has potential for mixed-use development. Located between two M-Line stations of Ardmore Junction and Wynnewood Road, development that is best served by and supports the nearby transit are beneficial. A major policy question is whether the existing commercially developed areas are suitable to add 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. It is not the policy of this plan to expressly or by implication call for new or more intense commercial uses along Haverford Road north of Ardmore Junction and seeks to preserve the low intensity office/ business character that currently exist.

This commercial 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.

Figure 19. Haverford Town Centers



Older Commercial Areas

Oakmont

The Oakmont area is an attractive older commercial area with a character similar to an urban center. A mixture of uses is present. Oakmont centers on the intersection of Eagle and Darby roads, and extends from the intersection a few short blocks in each direction stretching as far south as Haverford Middle School. The heart of 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 could create a sense of place. 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 current Zoning Ordinance in place. Additionally, the existing streetscape consists of narrow sidewalks in comparison to a traditional Town Center type of development, where sidewalks are broad to accommodate pedestrian amenities.

Eagle Road Corridor

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 urban fabric is prominent. The integration of a mixture of uses, most significantly residential above retail composition, would be a transformative change to achieve a more vibrant and active town center with a village feel. 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, 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.

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



A wetland within the Haverford Reserve

Natural Resources Conservation and Sustainability Plan



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.

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.

Figure 20 shows land topography, flood-prone areas, and steep slopes. Most steep slopes in Haverford Township 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.

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 cleanups and install vegetative buffers.

Figure 20. Topographic Map



Figure 21. Slope Contours and Lowland Areas



Lowlands

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.



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 Township 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 in [Figure 22](#).



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.

Figure 22. Natural Resources Map



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



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. Residential, commercial, and institutional installations of rain gardens, cisterns, or water barrels can increase capture and reuse of stormwater. Porous paving materials can, in lesser-used areas such as residential driveways or walkways, reduce runoff. Some porous materials may require regular maintenance, such as vacuuming, to retain porosity. Additionally, lawn to meadow conversions can increase the infiltration of groundwater. Managed meadows planted with wildflowers or pollinator gardens are mowed infrequently. These are encouraged at the state level through programs including the Pennsylvania “Lawn Conversion” grant program. The Township can look to expand best management practices, such as lawn to meadow conversions, that are in place on Township property such as the Haverford Reserve.

As part of the federal Clean Water Act, stormwater management to minimize the impact of runoff is 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. The Township received a state grant to support streambank restoration along a portion of Cobbs Creek on Karakung Drive. The Township also

has reduced mowing near the creek banks within public parks to protect the water quality. Plantings reduce sediment entering the creek from mixed-use areas.

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.

To implement the Township’s adopted PRP, basins are rebuilt and rehabilitated with native plantings and unmowed grass. In 2023, the Township converted the Raymond Drive basin into a bio-retention basin containing landscape features designed to treat stormwater runoff. Stormwater management is regulated by the Township through an ordinance which was most recently updated in 2024 to comply with modern state and regional standards.

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 green 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 reduce stormwater runoff and the installation of cisterns or rain barrels for the capture and reuse of stormwater.
- Preserve existing trees and thick understory vegetation when possible and emphasize the planting of new trees to reduce runoff.
- Explore reducing mowing in areas of parks and public land not used for active recreation.

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.

Tree Canopy and Woodlands

Trees play a crucial role in capturing and storing carbon dioxide, which helps mitigate climate change and trees improve local air quality by filtering pollutants. Shade 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, this policy relies on agreements with neighboring residents and businesses that could have varying levels of turnover.

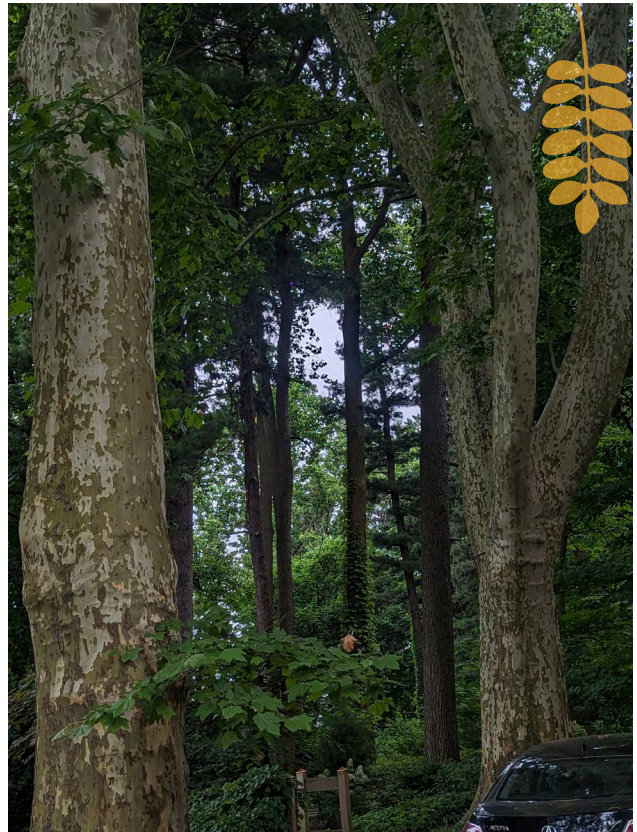
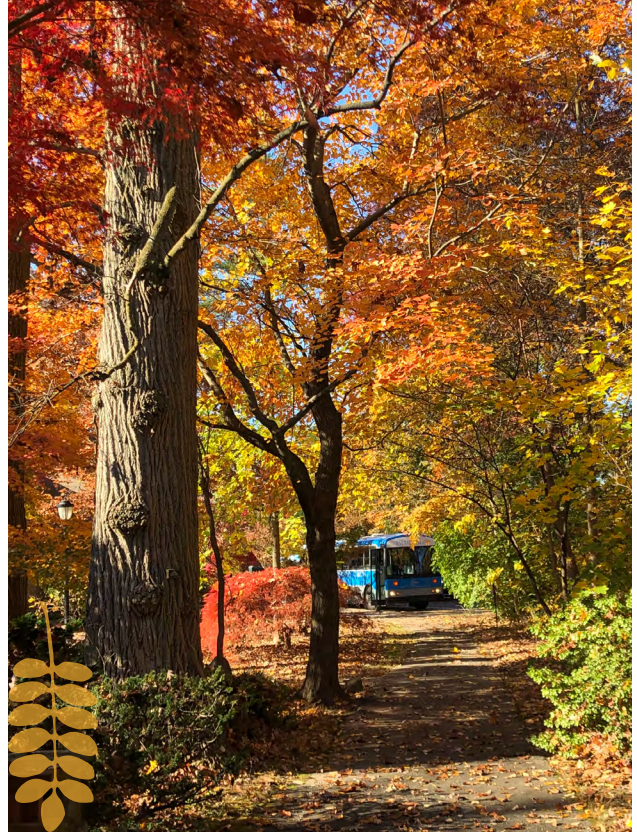
There are major concentrations of wooded areas in Haverford Township along the Darby and Cobbs Creek corridors, on steeply sloped areas, and on parklands within the Haverford Reserve. The locations of woodlands are visible on the Natural Resources Map ([Figure 22](#)) that is included in this Plan. Wooded 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 Township 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.

[Figure 22](#) shows protected lands according to Delaware County and wetlands. The map also

Natural Resources Conservation and Sustainability

shows forest from the 1875 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 Township 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.



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 any trees that are removed for development/improvement to be replaced along a street, ideally as close to removal site as possible;
 - 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 provide baseline data for future comparison of species/locations for future tree plantings.
- Enhance coordination between the Shade Tree Commission and Township staff to maintain records of tree removals and replacements.
- 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 in order to: encourage native species plantings, deciduous tree plantings on the south-facing side of a building, evergreen tree plantings on the north and west sides of a building, and permit lawn conversions to allow native ecologically beneficial landscaping.
- Promote and recruit additional volunteer “Tree Tenders” to facilitate the maintenance of trees under their purview.

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.

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 on the Township website.

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. Reduction in reliance on gas-powered vehicles can have an impact on the greatest contributor to greenhouse gases, the transportation sector. This can be achieved through shifting vehicle trips to walking, biking, or taking transit and the use of hybrid or electric vehicles. 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.

One method for reducing gas-powered vehicle greenhouse gas emissions is through carpooling. 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 Township area; thus, the Climate Action Plan recommends working with owners of properties with excess parking during commuting hours to address this issue (i.e. religious institutions). Another method for Haverford Township to reduce greenhouse gas emissions in transportation is through increased public transit use. This may require additional considerations for first and last mile trips from transit to a traveler's destination. 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.

In 2023, the Board of Commissioners established a single-use plastic reduction ordinance to regulate the distribution and use of single-use plastic carry-out bags, single use plastic straw and stirrers, and promote and facilitate reusable bag use. The 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% 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.

Most of the Township’s energy consumption results from transportation and mobile sources and residential energy (Figure 23).

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 Township residential buildings use electricity for heating (Figure 24).

Even if the electrical grid becomes more sustainable through a higher mix of renewable sources, only 11% of the Township’s residential buildings’ heating will be ‘green’ alongside improvements to the grid. Given the age of residential housing stock, it is very likely that commercial properties are similarly reliant on burning fossil fuels for heating. Electrifying heating systems is a necessary step to ensure that the Township’s buildings can reduce emissions as the energy mix of the grid improves. Alternatively, the use of solar panels on the roofs of Township-owned buildings could be utilized to increase the green energy profile.

Figure 23. Haverford Energy Profile

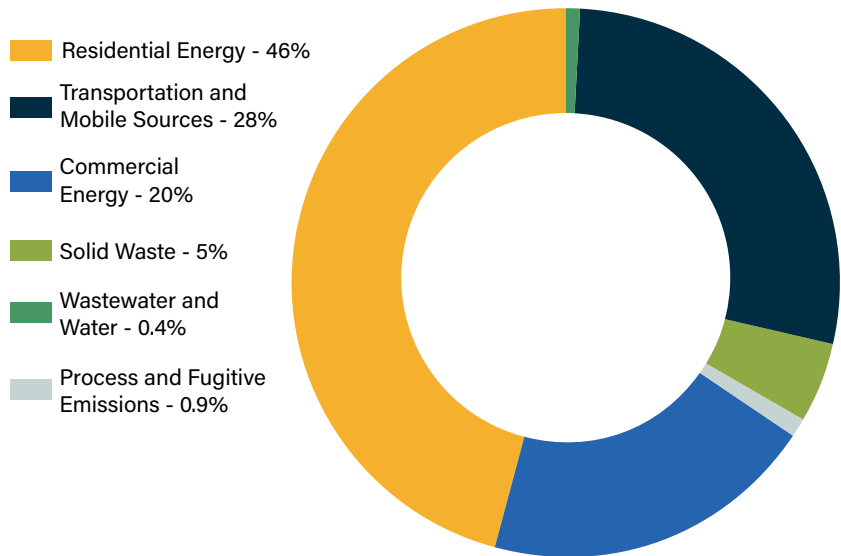
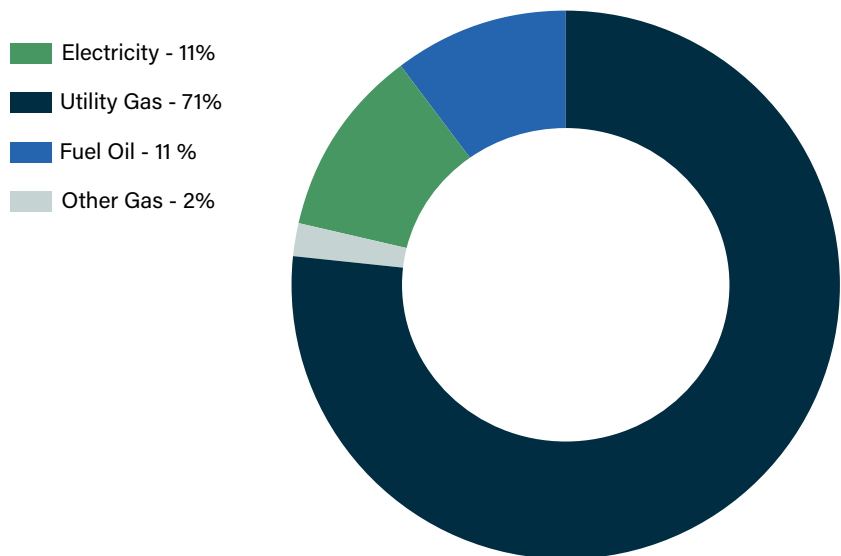


Figure 24. Heating Energy Sources of Haverford’s Residential Buildings

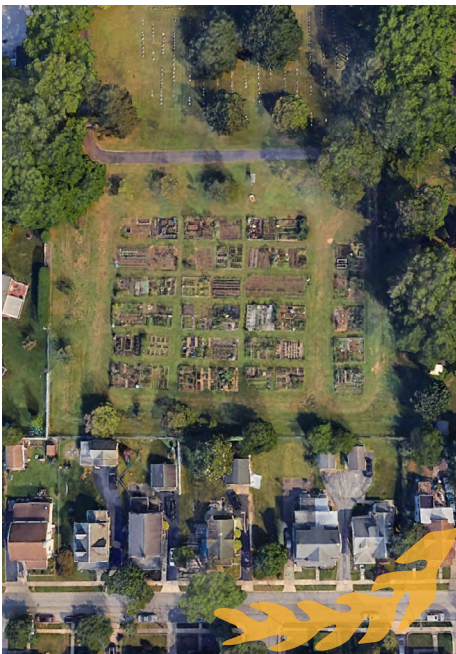


Objective

Work to improve environmental sustainability through a full range of public and private actions, and continue to explore opportunities identified in 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.
- 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.
- Promote bicycling, walking, carpooling, and the use of public transit to provide alternatives modes of transportation.
- Consider Zoning Ordinance amendments to encourage buildings more than 45 feet in height to be designed and built to LEED platinum certification.
- Consider incentives through permitting for construction and remodeling projects that incorporate green practices, using a point-based incentive system.



Two Haverford Township 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.



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. The Township 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).

MAP OF HAVERFORD TOWNSHIP



This is an 1875 map of Haverford, published by R.K. Lee, showing major landowners 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 Plan



Goal of the Historic Preservation Plan

Preserve locally significant historic buildings and promote the preservation of community character.

Historic preservation is critical to preserving the rich heritage and character of Haverford Township. Haverford Township's historic character attracts many homebuyers, businesses and customers. In design, materials, and craftsmanship, the Township's historic structures can rarely be replicated today. Furthermore, maintaining and reusing historic resources (when appropriate and deemed safe) and existing buildings 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.

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 Haverford Township's commitment to protecting its most important historic structures.

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. A

summary of the history of Haverford Township is included in the Appendices.

Recognition of an individual building or historic district in 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 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 Ordinance 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. Copies of the Township's Historic Resource Map and List may be found on the Township's website.

The current ordinance provides an essential role in requiring pre-approval by the Board of Commissioners before a listed structure can be partially or completely demolished or altered.

The Historical Commission is also charged with the following tasks:

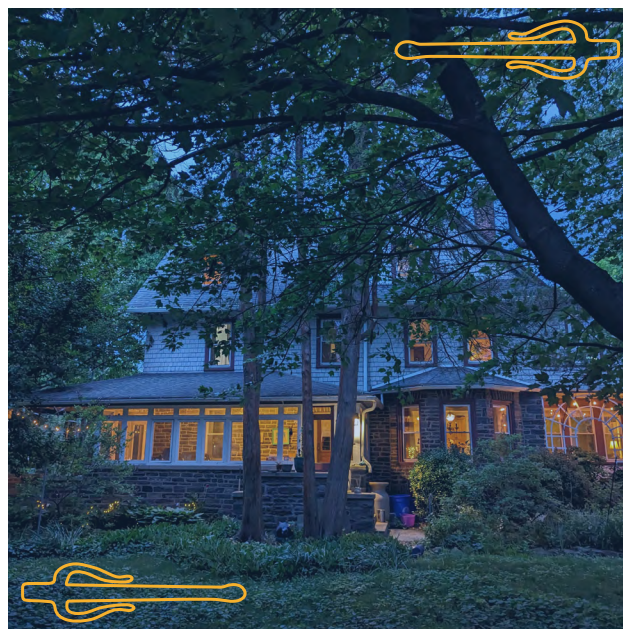
- a) conduct research on and nominate potential historic resources for inclusion on the historic resource survey and, as appropriate, the National Register of Historic Places and any other appropriate lists or programs;
- b) recommending to the Board of Commissioners any proposed changes to the list of designated historic structures;
- c) commenting on proposed subdivisions and land development and other development applications that affect historic structures; and
- d) review and comment on subdivision and land development applications which affect historic resources, in accordance with the requirements and procedures of the Haverford Township Subdivision and Land Development Ordinance.

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.
- Continue to identify historic resources in the Township and update and add to the historic resource survey.



Historic Preservation

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 partially hidden parking locations 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.

Maintaining consistency with the 1988 Comprehensive Plan for Haverford Township, **Figure 25** 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 Zoning Ordinance or Subdivision and Land Development Ordinance to assist in making sure that new construction is compatible with older adjacent residential and commercial neighborhoods.



Haverford Township Neighborhoods

Brynford - 1884	Allgates - 1912	Chatham Village - 1939	Coopertown - 1950
Llanerch - 1894	Bon Air - 1913	Paddock Farms - 1939	Pilgrim Gardens - 1952
Manoa - 1906	Merwood - 1925	Westgate Hills - 1939	Marilyn Park - 1960
Beechwood - 1907	Merion Golf Manor - 1925	Carroll Park - 1943	Foxcroft - 1964
Brookline - 1907	Merion Golf Estates - 1926	Woodmere Park - 1946	Fox Fields - 1978
Oakmont - 1908	Penfield Downs - 1930	Chatham Park - 1946	Haverford Reserve - 2009
Ardmore Park - 1910		Lynnewood - 1947	
Penfield - 1911		Chatham Glen - 1948	



Figure 25. Haverford Township Neighborhoods

• Historic Resources



Historic Preservation

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 preservation, maintenance, and repair.

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. Commercial areas also stand as valuable contributors to the Township’s historic streetscapes and community character.

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, an event hosted by the Haverford Historical Society, 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 Township has six properties on the National Register of Historic Places, but most do not have historic markers. The National Register properties in the Township are: Nitre Hall, the Federal School, Pont Reading, The Grange, Allgates, and Llanerch Public School. 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 more quickly 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.

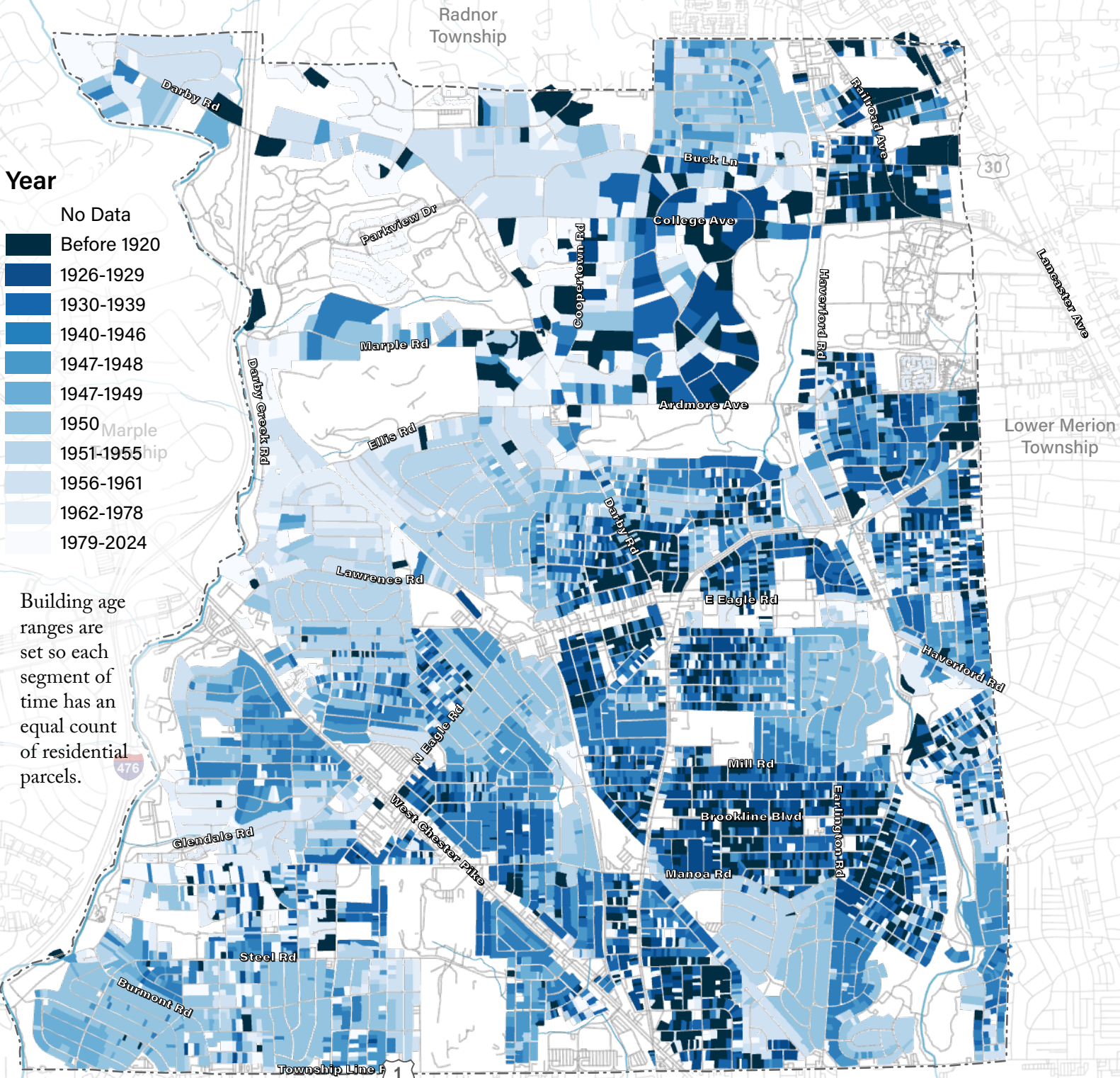
Recommendations

- Periodically send an updated brochure to the owners of locally designated 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.

Figure 26. Haverford Residential Construction
(1700 - 2024)



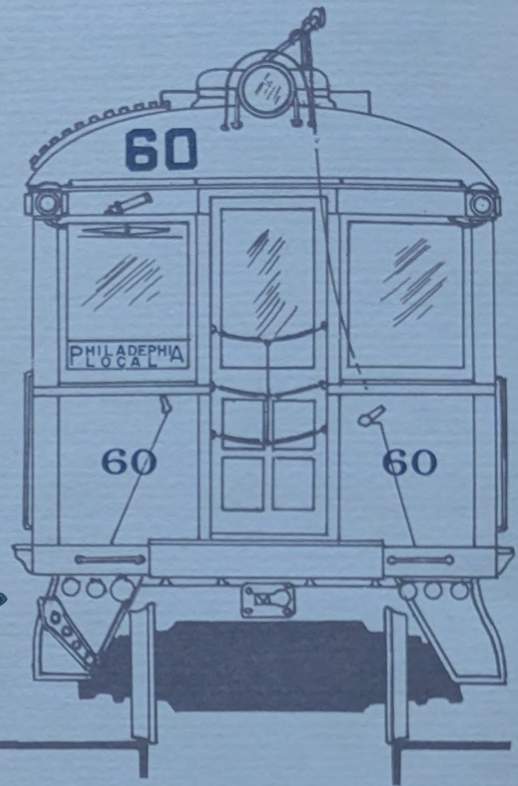
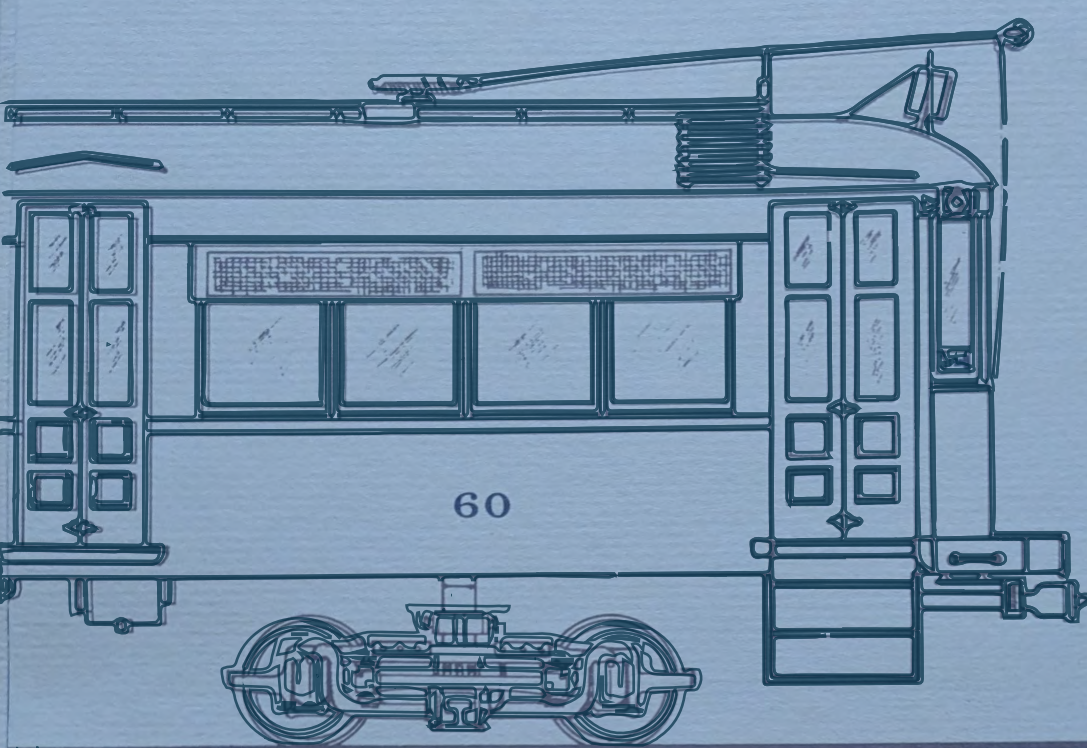
This map of parcel age is based on Delaware County parcel information of the build year. Some parcels, like institutional and commercial parcels, have no year built listed. 1700 is the oldest residential parcel date according to the county.



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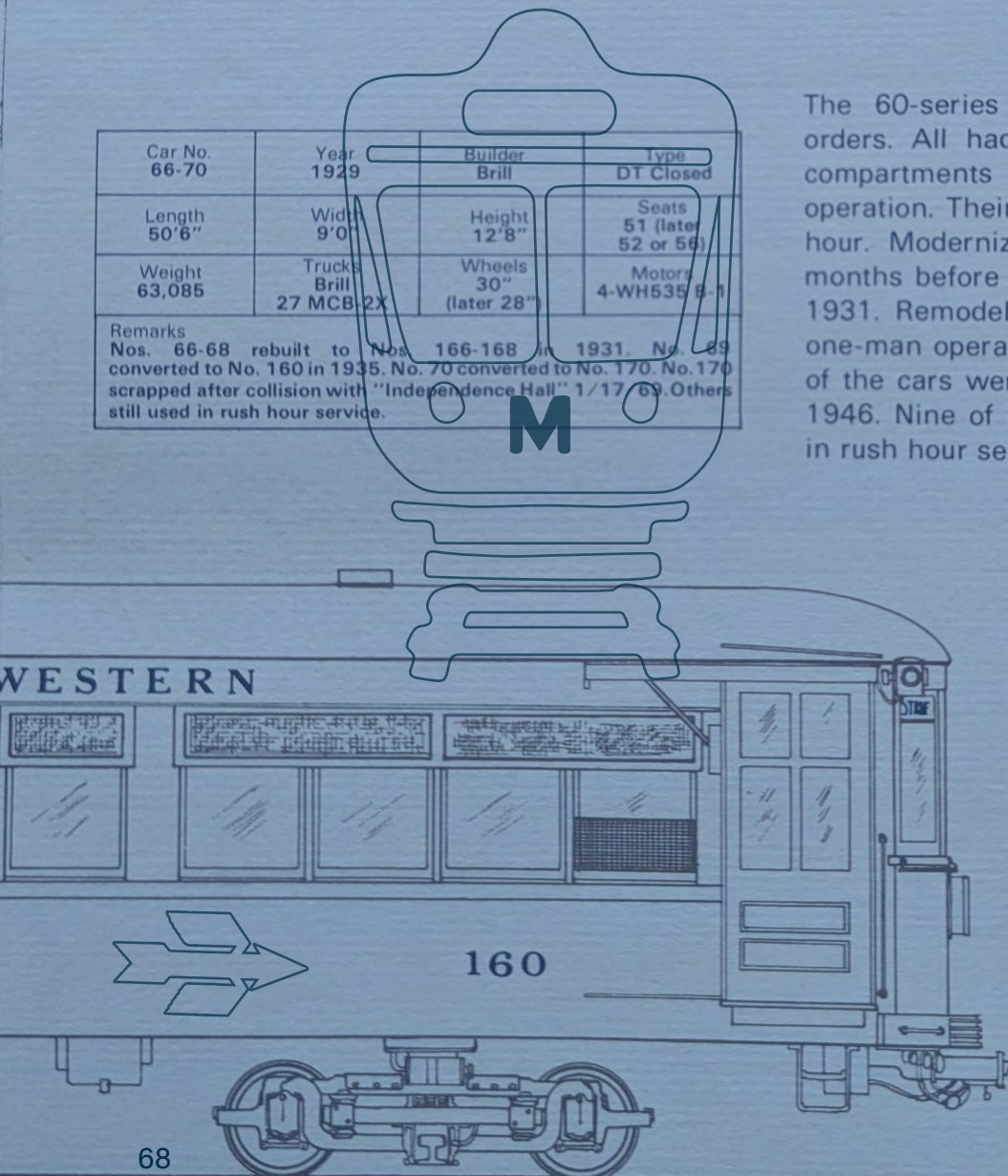






Car No.	Year	Builder	Type
66-70	1929	Brill	DT Closed
Length 50'6"	Width 9'0"	Height 12'8"	Seats 51 (later 52 or 56)
Weight 63,085	Trucks Brill 27 MCB 2X	Wheels 30" (later 28")	Motors 4-WH535 B-1
Remarks Nos. 66-68 rebuilt to Nos. 166-168 in 1931. No. 69 converted to No. 160 in 1935. No. 70 converted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



Transportation Plan



Goal 1 of the Transportation Plan

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

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.

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 Township 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 Township 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, as well as citizen engagement feedback of unsafe roadway conditions, to provide prioritized recommendations of modifications to the infrastructure that could 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.

Goal 2 of the Transportation Plan

Make well-targeted, cost-effective safety improvements to roadways, in cooperation with the Pennsylvania Department of Transportation (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 Township 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. In a typical year, there are an average of 11 crashes involving pedestrians. In [Figure 27](#), the map shows the top fifteen most crash prone intersections, from Police reports from 2021-2024, indicating the number of crashes total for each intersection. It also shows injuries on major state and federal roadways, where red is the highest value (DVRPC).

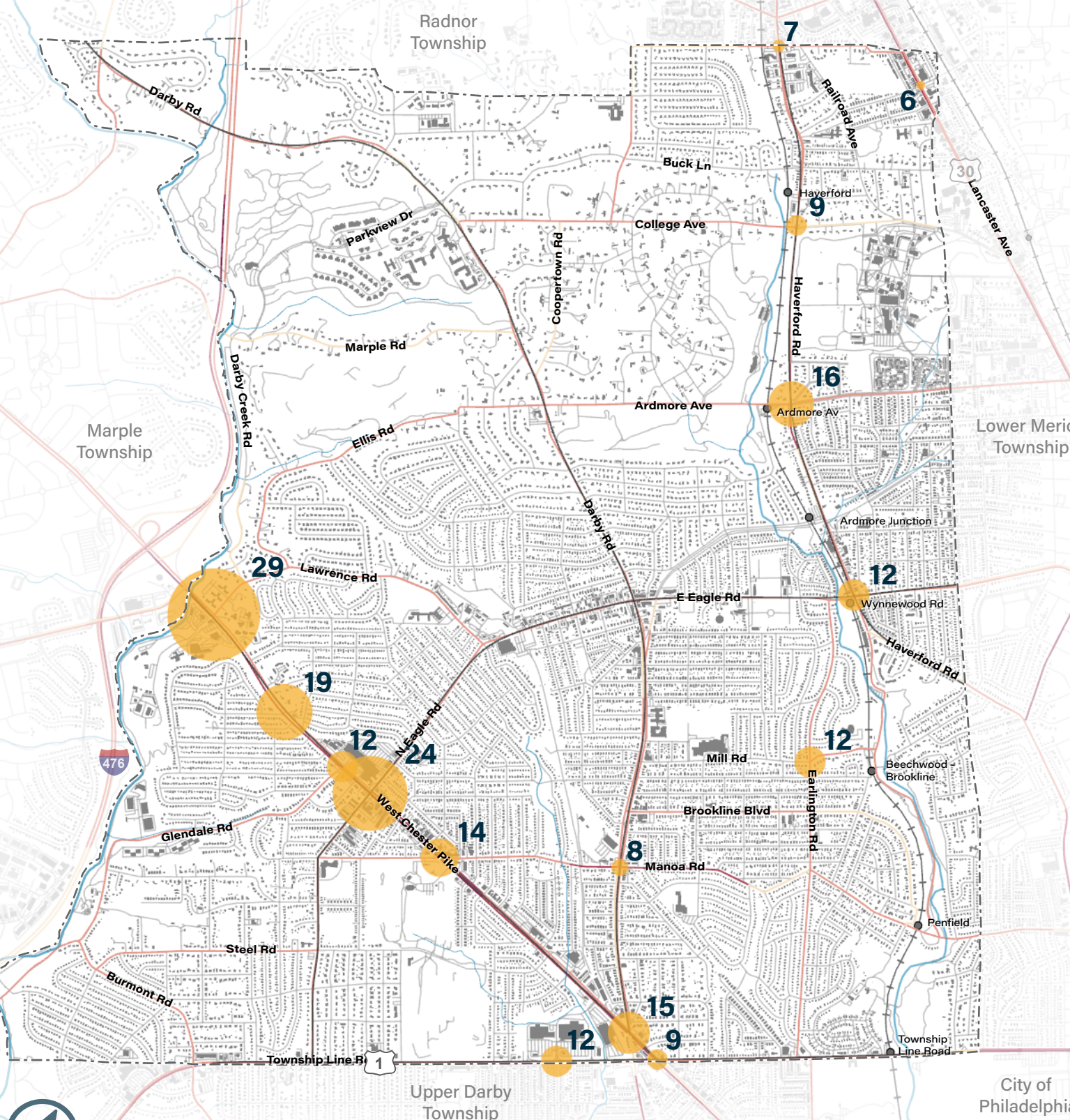
Objective

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.

Figure 27. Crash Counts



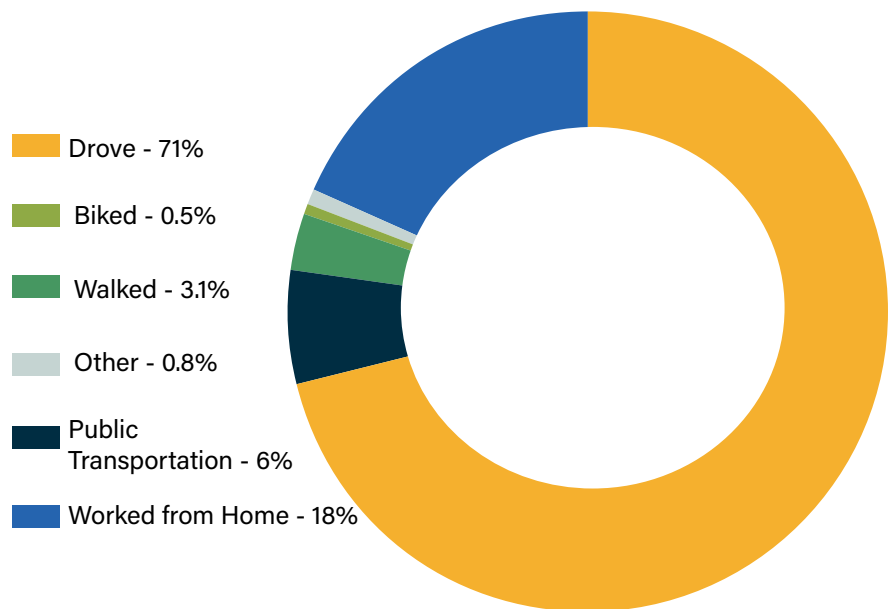
Goal 3 of the Transportation Plan

Improve bicycle and pedestrian facilities to complete walking and biking networks within the Township and connecting neighborhoods to one another and to nearby municipalities.

Walking and biking, also known as active transportation, are modes of transportation that do not emit greenhouse gases and when included in a transportation system, create vibrant healthy communities. 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. The PROS plan and the Safe Streets for All study include corridor and key intersection improvement recommendations to enhance safety for people walking and biking.

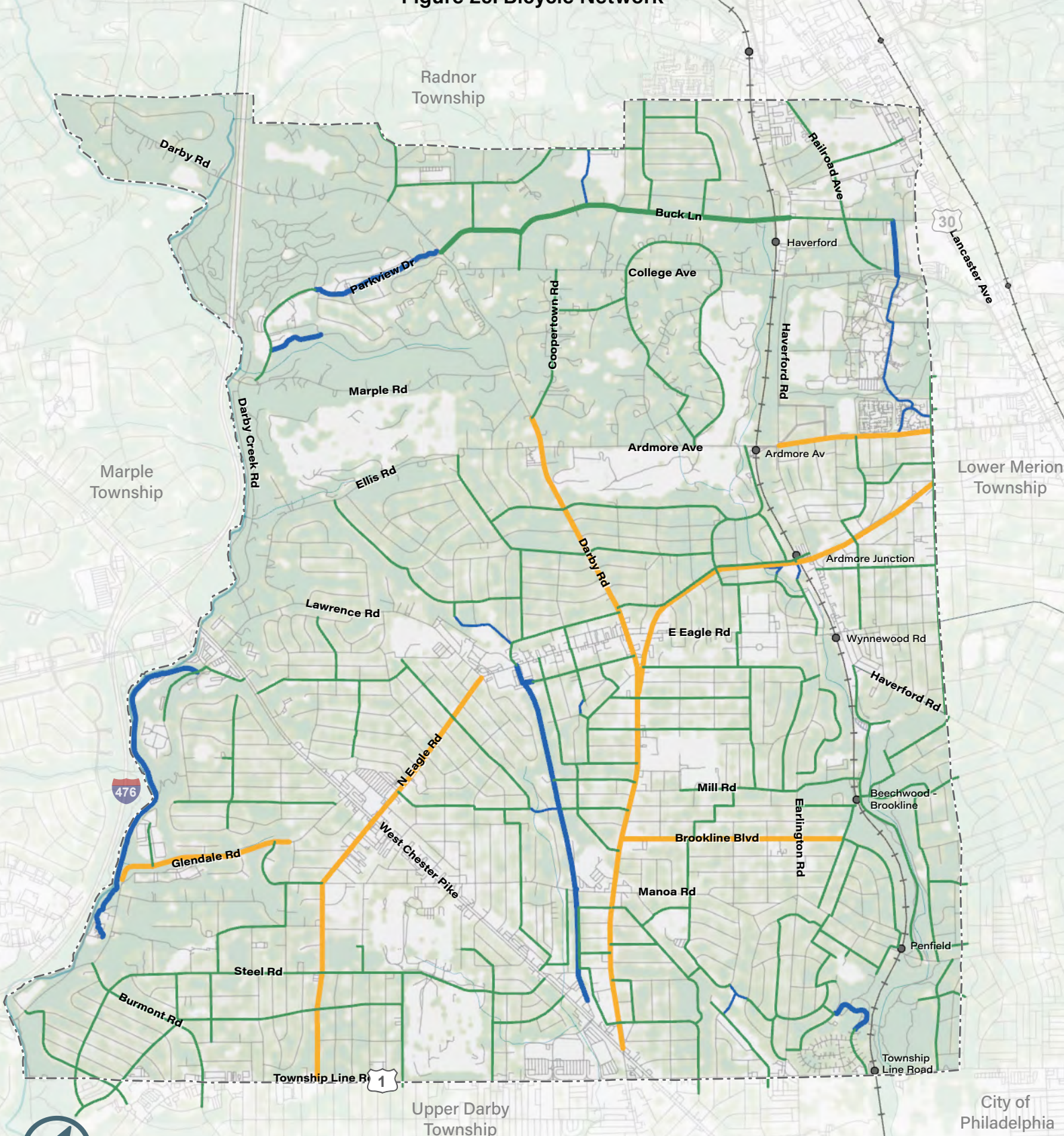
Few residents commute to work by public transportation, biking, or walking (Figure 28). In 2022, 3.1% of residents walked to work, 0.5% biked, 6% used public transit, and 71% drove.

Figure 28. Getting to Work 2022



The Delaware Valley Regional Planning Commission (DVRPC) has published regionwide studies and online mapping of sidewalk availability for pedestrians, as well as a Level of Traffic Stress (LTS) analysis for bicyclists. In addition, the Friends of Haverford Trails has published an online map of local LTS roads. The Township has designated 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 bicycle LTS analysis can be seen in Figure 29.

Figure 29. Bicycle Network



Lower Merion Township

City of Philadelphia

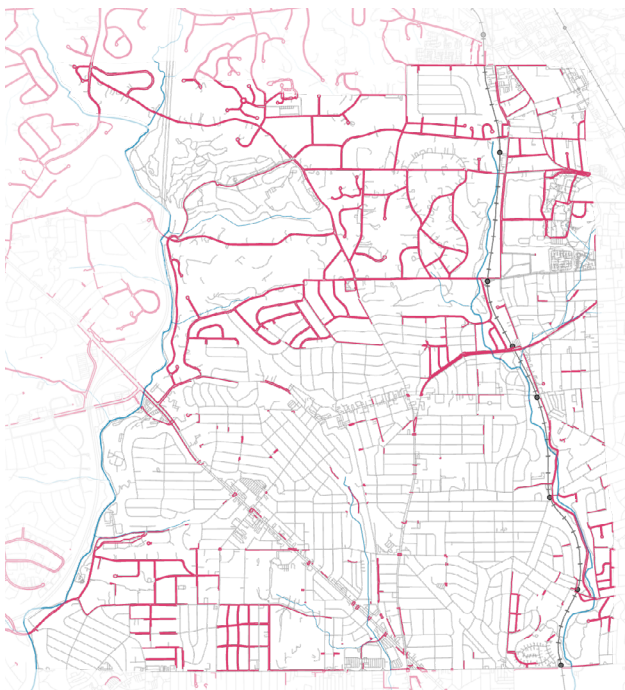
- Bike Lane Shoulders
- Paved Trails
- Low Traffic Stress

Transportation

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.

The Township should consider pedestrian and bicyclist improvements in conjunction with its repaving schedule and sidewalk repairs. In 2023, the Township has taken steps to promote the expansion of the sidewalk network through implementation of sidewalk requirements in the Subdivision and Land Development Ordinance. Mixed-use corridors should be prioritized for the installation of 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. For example, 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.

Figure 30. Sidewalk Gaps



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 should be prioritized near transit and in denser neighborhoods.

Penfield Downs, Bon Air (near the Darby Creek trail 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 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.

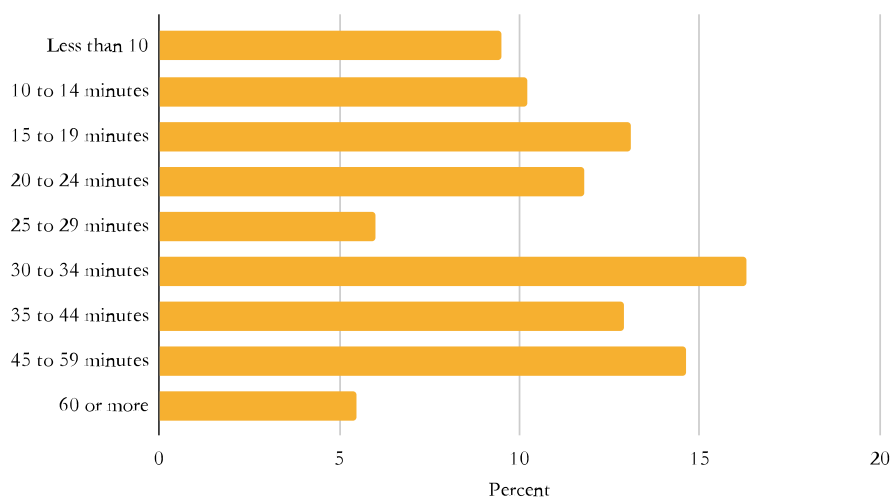
Goal 4 of the Transportation Plan

Promote expanded use of public transit services.

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 the Township offered by SEPTA consists of a high-speed rail line, regional rail line, and public bus service.

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 (Figure 32). 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.

Figure 31. "Getting to Work"



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

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.

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.

Transportation

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.

M Station Parking and Access

M Haverford Station - 40 parking spaces.

M Ardmore Avenue Station - 35 parking spaces.

M 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.

M Wynnewood Road Station - 22 parking spaces.

M 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.

M Penfield Station - 10 parking spaces.

M Township Line Road Station - No parking.

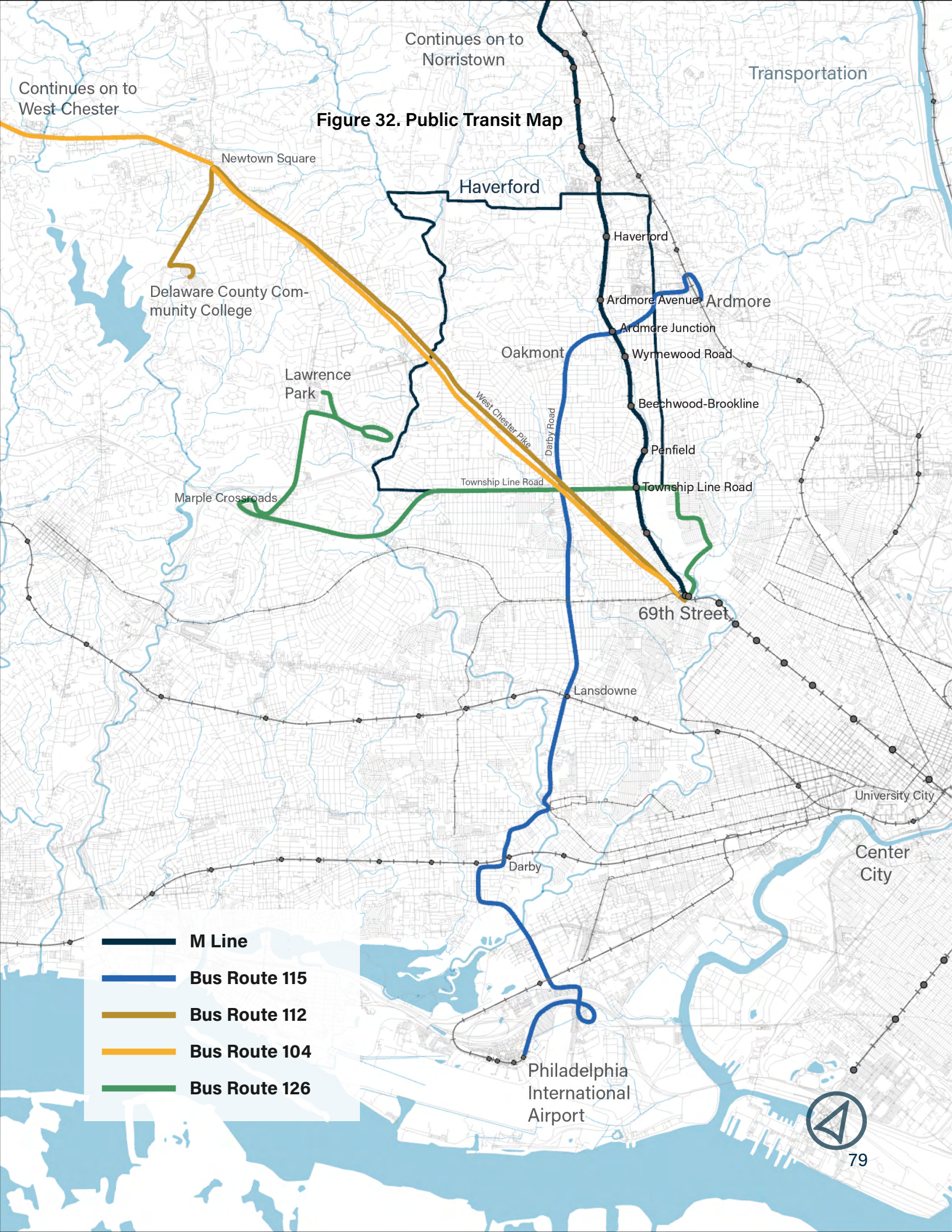


Figure 32. Public Transit Map

Continues on to West Chester

Continues on to Norristown

Transportation

Newtown Square

Haverford

Delaware County Community College

Lawrence Park

Marple Crossroads

Oakmont

Haverford

Ardmore Avenue Ardmore

Ardmore Junction

Wynnewood Road

Beechwood-Brookline

Penfield

Township Line Road

69th Street

Lansdowne

University City

Center City

Philadelphia International Airport

- M Line
- Bus Route 115
- Bus Route 112
- Bus Route 104
- Bus Route 126



Goal 5 of the Transportation Plan

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

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. In coordination with PennDOT, the Township is evaluating the impacts of a road diet and any alternative improvements for reducing speeding and improving safety along 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 (“Pennsy”) Trail; and Manoa Road bike lanes from Furlong Road to Darby Road; and completion of remaining segments of the Darby Creek Trail, including south of Marple Road to Route 3.

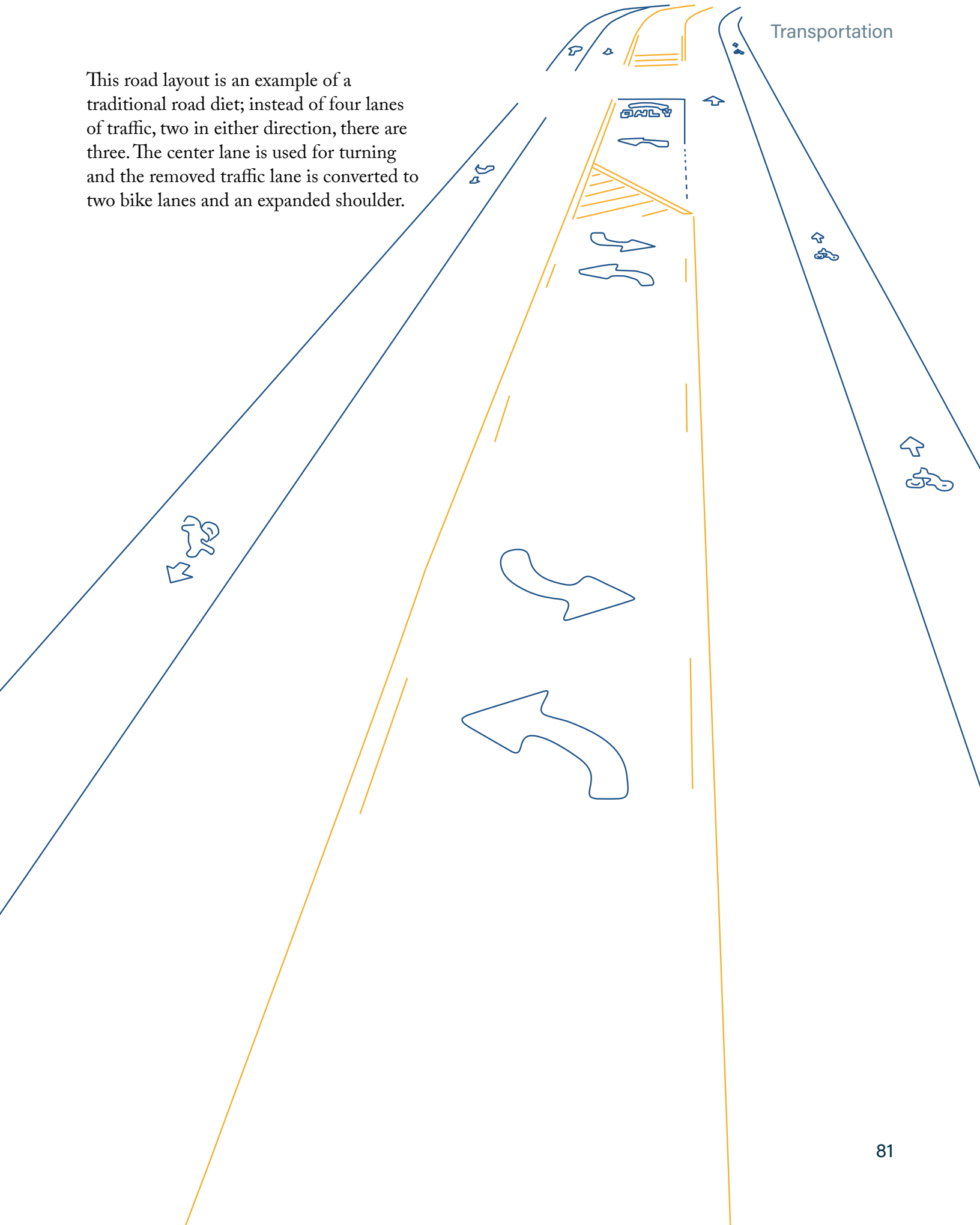
Objective

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 traditional 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.





AMERICAN LA FRANCE

*Haverford
Township*

Photography

GALWAY





Community Facilities and Services Plan

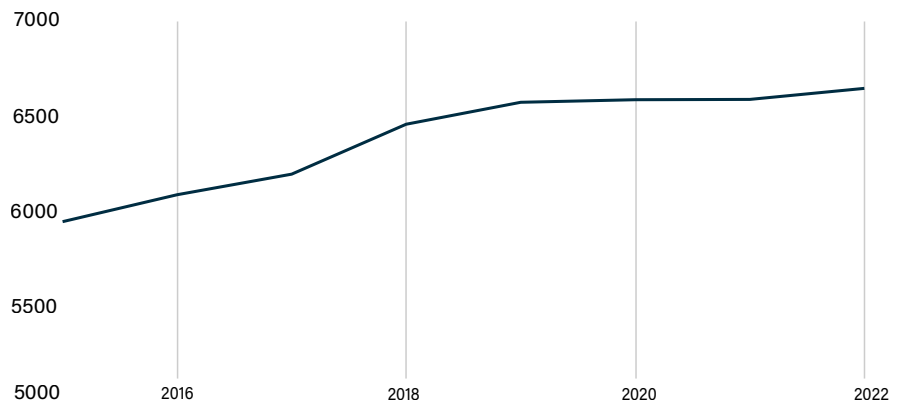


Goal of the Community Facilities and Services Plan

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

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. Two quarterly newsletters are mailed to residents, one focused on Township services and education and another focused on the Township recreation programs and opportunities. The Township maintains a social media presence on multiple platforms and also sends out frequent e-newsletter updates on an as-needed basis to keep residents informed of recent events.

Figure 33. Haverford School District Enrollment



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 enrollment, which are also required under State law.

The names and locations of the public schools are shown on [Figure 39](#). 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 ([Figure 33](#)), even though there has been limited new housing during those years.

The School District’s consultant forecasts continued moderate growth in enrollment; 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.

Haverford Township is on par with peer high schools in graduation rates and reading proficiency (Figure 34). Haverford Township stands out in mathematics proficiency. It trails somewhat behind peer schools in students sitting and passing one or more advanced placement (AP) exams. There was a 13% rise in school district enrollment between 2015 and 2022. Elementary school enrollment across schools is fairly stable (Figure 35).

The student-to-teacher ratio in the Township is slightly higher than its local peers (Figure 36).

Figure 34. PA Top 50 High Schools in the Philadelphia Suburbs

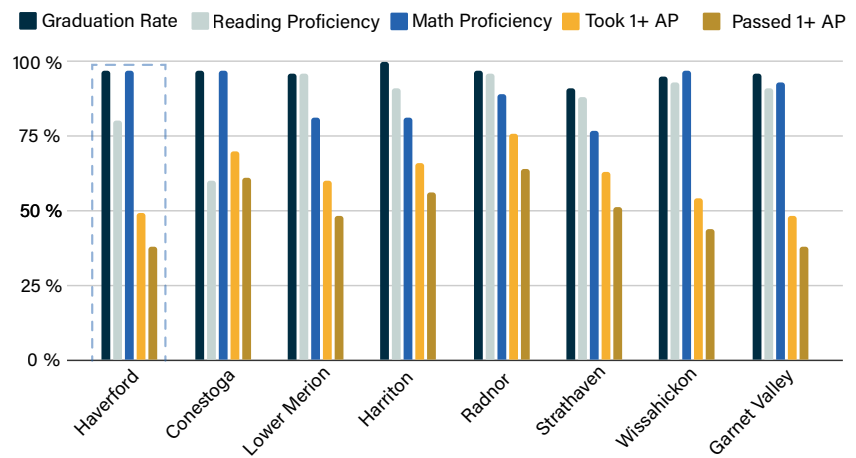


Figure 35. Elementary School Enrollment

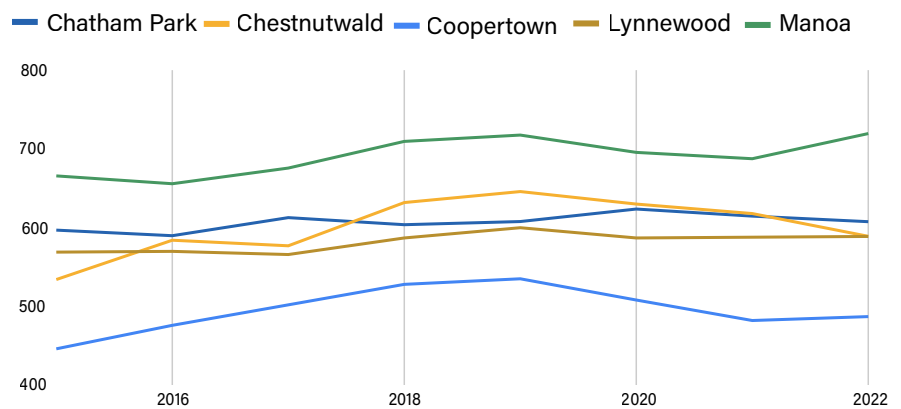
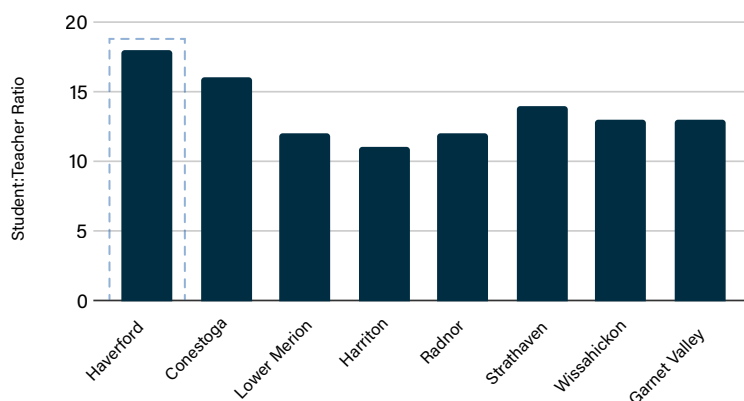


Figure 36. Student to Teacher Ratios



The student-to-teacher ratio in Haverford is slightly higher than its local peers.

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.



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; and
- 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.

Community Facilities and Services

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.

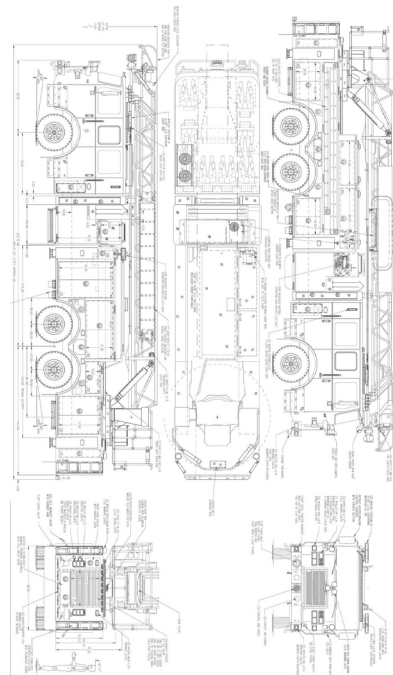
Haverford Township employs a sewer crew to maintain the Township's wastewater collection system. Once it leaves the Township, effluent from the western portion of the Township is conveyed by the Radnor-Haverford-Marple Sewage Authority for final treatment by DELCORA. Effluent from the eastern portions 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 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 Township. 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 preventative work such as cleaning and televising of the system to ascertain the condition of the sewer and to 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 Township 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.”

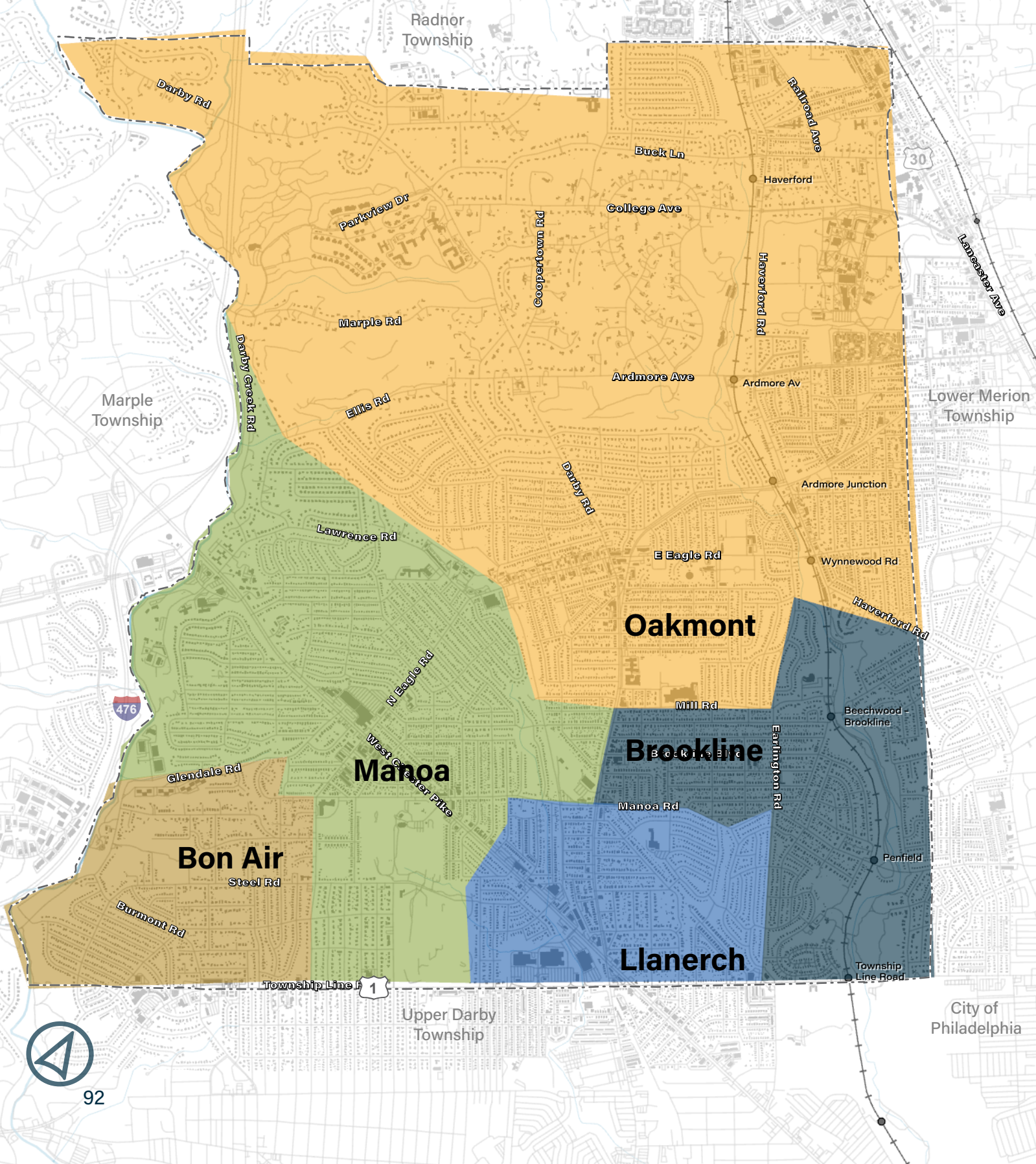
Notwithstanding this prediction, there have been no substantial changes to coverage zones over the intervening 36-years.

As it stands, the five volunteer fire companies, as shown in [Figure 37](#), exemplify remarkable dedication and resilience, standing 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. Haverford Township has taken steps to support the volunteers through a tax rebate program which offers a reimbursement of fifty-percent of the annual property tax paid by active, volunteer firefighters who qualify by accumulating the minimum amount of service hours as verified by their respective Chiefs.

In 2023, the Township, in collaboration with the Center for Public Safety Management (CPSM) 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; and
- Response times with a standardized “Effective Response Force.”

Figure 37. 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 1970s when an addition was built, although the upstairs details were not completed until the early 1990s. The building has remained largely unchanged for the past thirty years.

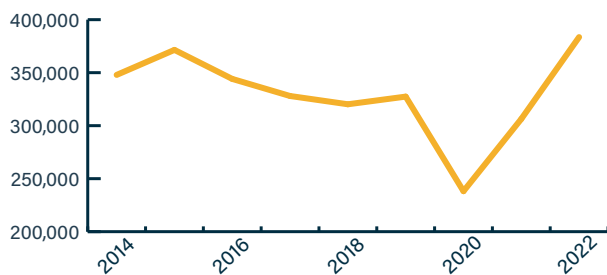
It has been the busiest library in Delaware County and, over the years, library advocates have made a strong case that additional space and additional parking are sorely needed. After considering a variety of alternatives, the Board of Commissioners decided to renovate and expand the Library on its existing 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 replaced with an enhanced modern look and feel, reinvigorating the surrounding community and adjacent business district.

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) (Figure 38).

The lack of library parking has been an ongoing issue, even referenced in the 1988 comprehensive plan. To address this, the Township recently acquired the property on the southeast side of the intersection of Darby Road and Mill Road. The Township plans to increase 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.



Figure 38. Library Circulation Numbers



Police Department

The Haverford Township Police Department includes 71 sworn police officers, plus civilian staff and part-time crossing guards. In addition to community 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 situated 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.

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 Township has a diverse and well-distributed park system with a total of 34 public parks. 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, totalling 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 hockey 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 Township has approximately 10.0 acres per 1,000 residents, while Radnor Township has 19.3 acres per 1,000 residents, Marple Township has 16.2 acres per 1,000 residents, and Newtown Township has 16.5 acres per 1,000 residents.

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;
- lighted athletic fields or courts;
- a dog park;
- a senior activity center, and
- baseball/softball fields.

Because there are very limited opportunities to add new land for major parks in Haverford Township, 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 (PROS) plan. The PROS Plan evaluates existing conditions and community needs and sets forth a Township-wide vision for parks, recreation facilities, open space, trails, and connections.

Figure 39. 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; 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. The Township is fortunate to have three Circuit Trails (Figure 40) 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 Township 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 and 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.

Community Facilities and Services

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 Township 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 the Township 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 in **Figure 40**, 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.

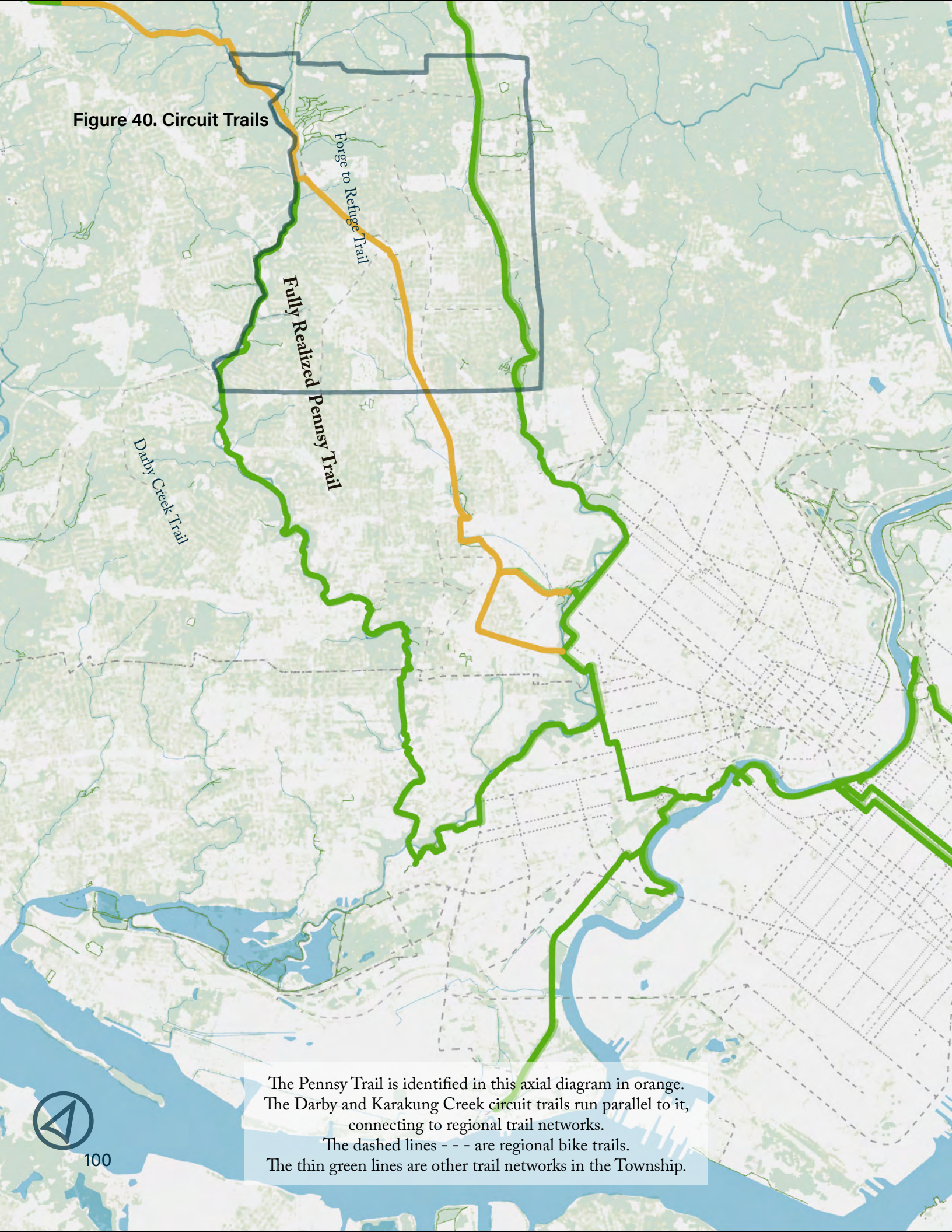
Objective

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 advance regional trail connections.
- Continue to provide for excellent public parks and recreation facilities and programs through implementation of the PROS plan.

Figure 40. Circuit Trails



Darby Creek Trail

Fully Realized Penny Trail

Forge to Refuge Trail

The Penny 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 regional bike trails. The thin green lines are other trail networks in the Township.



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Haverford
Township

Drone photography





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 will focus on the tangible recommendations set forth in this Comprehensive Plan.

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	Responsible Entities
Goal 1: Encourage compatible mixes of land uses, in a way that reduces everyday dependence on motor vehicles and promotes healthy lifestyles.	
Goal 2: 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: 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 the Zoning Ordinance 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.	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.	Staff, BOC, HTHC, ZHB
R: Encourage and institute strategies and controls to eliminate encroachments by institutional and commercial users into adjacent residential neighborhoods.	Staff, BOC, PC
Objective: Develop attractive transit-oriented improvements within the walksheds of key M stations, especially in the Haverford Corridor.	
R: Ensure that Township policies allow for a mixture of uses within the 10 minute walksheds of transit stations in the Haverford Road Commercial Corridor	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.	Discover Hav, Staff, BOC
R: Consider implementing comprehensive design standards landscaping, lighting, and other public design elements to ensure visual harmony in mixed-use districts.	Staff, BOC, PC, Discover Hav
Objective: Revitalize older commercial corridors, particularly the Eagle Road Corridor, Oakmont and Brookline commercial areas and Haverford Road Corridor, 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.	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.	Staff, BOC, Discover Hav, businesses
R: Consider a Main Street Program or similar program to strengthen older commercial areas.	Staff, BOC, Discover Hav
R: Determine the best use for the former Township Administration Building site.	Staff, BOC, Discover Hav
R: Encourage establishing an outdoor special events space to accommodate cultural and civic use typical of traditional Town Centers.	Staff, BOC, Discover Hav, businesses
Objective: Promote business development in different areas, to increase tax revenues and employment opportunities, while also promoting entrepreneurship.	
R: Update the Zoning Ordinance to accommodate various types of modern businesses where appropriate in commercial areas and to allow for mixed-uses where targeted.	Staff, PC, BOC
R: Promote appropriate types of business development in different areas with high service access.	Staff, PC, BOC
R: Support collaborative business district improvement.	Discover Hav
R: Promote the vibrancy and liveability of the Township, especially as more residents work from home.	BOC, Discover Hav
R: Encourage shared parking between adjacent businesses and any upper story residential uses to provide more efficient use of space.	BOC, Discover Hav

4: Natural Resources Conservation and Sustainability

Action	Responsible Entities
Goal 1: 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.	
R: Consider establishing a minimum setback from the top of the primary bank of a perennial creek for buildings, paving, and outdoor business storage.	EAC, BOC, Staff, DCCD
R: Consider stream buffer vegetation replacement requirements.	EAC, BOC
R: Consider requiring riparian buffer management plans for development along a creek.	EAC, BOC
R: Encourage private landowners adjacent to streambanks to perform periodic cleanups and install vegetative buffers.	EAC, BOC, Staff, STC
Objective: Carefully manage flood-prone and wetland areas.	
R: Continue to implement the Floodplain regulations to manage the flood-prone areas of the Township.	Staff
R: Consider establishing a setback from wetlands, especially during construction, and consider requiring a vegetated buffer for wetlands.	EAC, BOC, Staff, DCCD
Goal 2: Manage storm water run-off and improve environmental quality through green infrastructure.	
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.	
R: Continue the public education program on stormwater and continue regular street-sweeping to remove pollutants and sediment from roadways.	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 green stormwater infrastructure.	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.	Staff, EAC
R: Promote infiltration into the ground through alternative methods like porous paving; provide standard details for different porous paving applications.	EAC, BOC
R: Install rain gardens with native plantings, cisterns, and rain barrels to reduce stormwater runoff and the installation of cisterns or rain barrels for the capture and reuse of stormwater.	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.	STC, P&R, Staff
R: Explore reducing mowing in areas of parks and public land not used for active recreation.	EAC, P&R

Action	Responsible Entities
Goal 3: Promote sustainability through tree planting and preservation, education and modeling of green stormwater infrastructure, and waste reduction programs.	
Objective: 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 any street trees that are removed for development/improvement to be replaced along a street, ideally as close as possible to the removal site; c. require an existing tree well to be kept open to allow for a future tree planting, if not immediately feasible.	STC, Staff, BOC
R: Consider creating an inventory of street trees and trees within parks, to identify gaps and inappropriate species, and to provide baseline data for future comparison of species/locations for future tree plantings.	Staff, STC
R: Enhance coordination between the Shade Tree Commission and Township staff to maintain records of tree removals and replacements.	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.”	Staff, BOC, STC
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.	Staff, BOC
R: Continue to minimize the disturbance of steeply sloped lands through effective regulation of the steep slope provisions.	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.	STC, Staff, BOC
R: Ensure the species and locations of future trees do not conflict with underground and/or above ground utilities and structures.	STC, Staff
R: Consider updating the Township’s landscaping provisions in order to: encourage native species plantings, deciduous tree plantings on the south-facing side of a building, evergreen tree plantings on the north and west sides of a building, and permit lawn conversions to allow native ecologically beneficial landscaping.	Staff, PC, BOC, STC
Goal 4: Encourage initiatives that conserve energy through promoting alternative modes of transportation, development designs, and encouraging alternative energy systems.	
Objective: Work to improve environmental sustainability through a full range of public and private actions, and continue to explore opportunities identified in 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.	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.	EAC, BOC, Staff
R: Promote bicycling, walking, carpooling, and the use of public transit to provide alternatives modes of transportation.	EAC, Staff
R: Consider Zoning Ordinance amendments to encourage buildings more than 45 feet in height to be designed and built to Energy Star or LEED certification.	Staff, PC, EAC, BOC
R: Consider incentives through permitting for construction and remodeling projects that incorporate green practices, using a point-based incentive system.	BOC, Staff, EAC

5: Historic Preservation

Action	Responsible Entities
Goal 1: Preserve locally significant historic buildings and promote the preservation of community character.	
Objective: 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.	HTHC, Staff
R: Continuing to identify historic resources and updating and adding to the historic resource survey.	HTHC, Staff
Objective: 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.	PC, Staff, BOC, Discover Hav
R: Explore adding design standards to the Zoning Ordinance or Subdivision and Land Development Ordinance to assist in making sure that new construction is compatible with older adjacent residential and commercial neighborhoods.	PC, Staff, BOC, HTHC, Discover Hav
Objective: 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.	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.	HTHC, Staff, BOC
Objective: 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.	HTHC, Staff

6: Transportation

Action	Responsible Entities
Goal 1: Improve accessibility by providing more opportunities to utilize public transit, walking, and bicycling as primary means of transportation.	
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.	
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.	BOC, Staff, DVRPC, PennDOT
Goal 2: Make well-targeted, cost-effective safety improvements to roadways, in cooperation with the Pennsylvania Department of Transportation (PennDOT), adjacent landowners, neighboring municipalities, and developers.	
Objective: 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.	Staff, BOC
Goal 3: Improve bicycle and pedestrian facilities, to complete walking and biking networks within the Township and connecting neighborhoods to one another and to nearby municipalities.	
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.	
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.	BOC, Staff, DVRPC, PennDOT
Goal 4: Promote expanded use of public transit services.	
Objective: 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.	Staff, BOC
R: Design Township policies to spur development near train stations and support financing efforts to increase service frequency and quality.	PC, BOC, Staff
Goal 5: Coordinate transportation, development, and infrastructure across municipal borders, and seek opportunities for additional shared municipal services.	
Objective: 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.	BOC, Staff, DVRPC, PennDOT

7: Community Facilities and Services

Action	Responsible Entities
Goal 1: Maintain a responsive local government that provides services to protect the health, safety, and welfare of the community through enhanced township facilities, investments in technology, improved public engagement, and continued coordination between the township and community organizations and surrounding municipalities.	
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.	
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.	Staff, BOC, HTSD
R: Continue to maintain public outreach and evaluate long-term service delivery of communication to residents.	Staff, BOC
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.	
R: Continue to support library facilities, programs, and services.	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.	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.	Staff, BOC
R: Coordinate Township policies with regional wastewater issues, including reducing infiltration and inflow into the sanitary sewage system.	Staff, BOC
Objective: 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.	BOC, Staff, P&R
R: Continue to provide for excellent public parks and recreation facilities and programs through implementation of the PROS.	P&R, BOC, Staff
R: Work regionally with DVRPC, PennDOT and similar organizations to advance regional trail connections.	P&R, BOC, Staff

Appendix

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 Township 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.

Appendix

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 that 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 Township. 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.

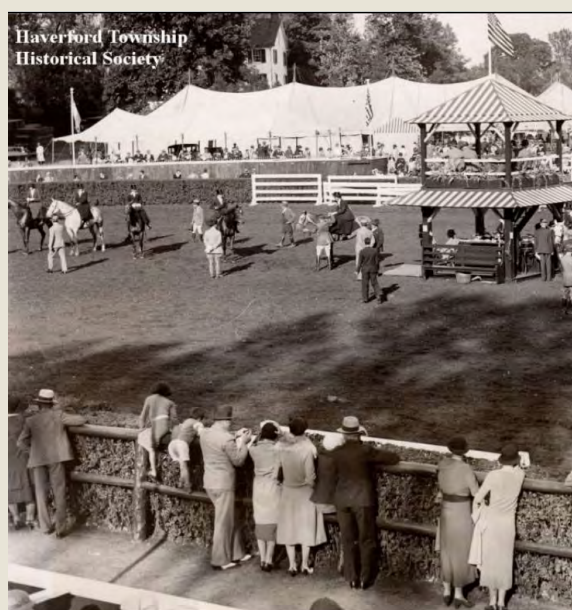
Until about 1810 the only businesses were those that supported local farm life, like mills, blacksmiths, wheelwrights, coopers (barrelmakers), and other crafts. The two most prominent watersheds, Darby Creek and Cobb's Creek, provided excellent mill-seats for the early settlers. Mills were especially 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.

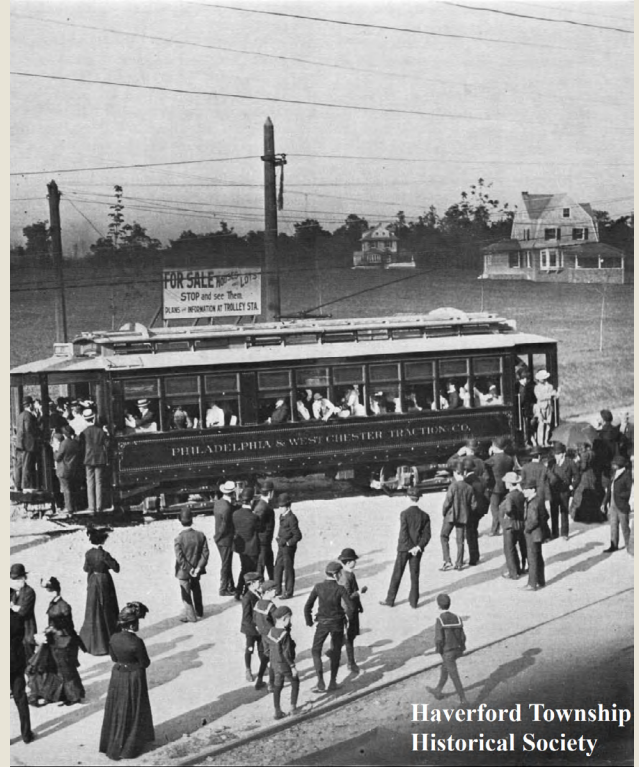
In the 19th century, rail transportation became viable, furthering land development and trade. The early Philadelphia and Columbia Railroad began operations in 1833, connecting those cities as part of a larger multi-mode “Main Line of Public Works” built by the Commonwealth of Pennsylvania to span the 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.

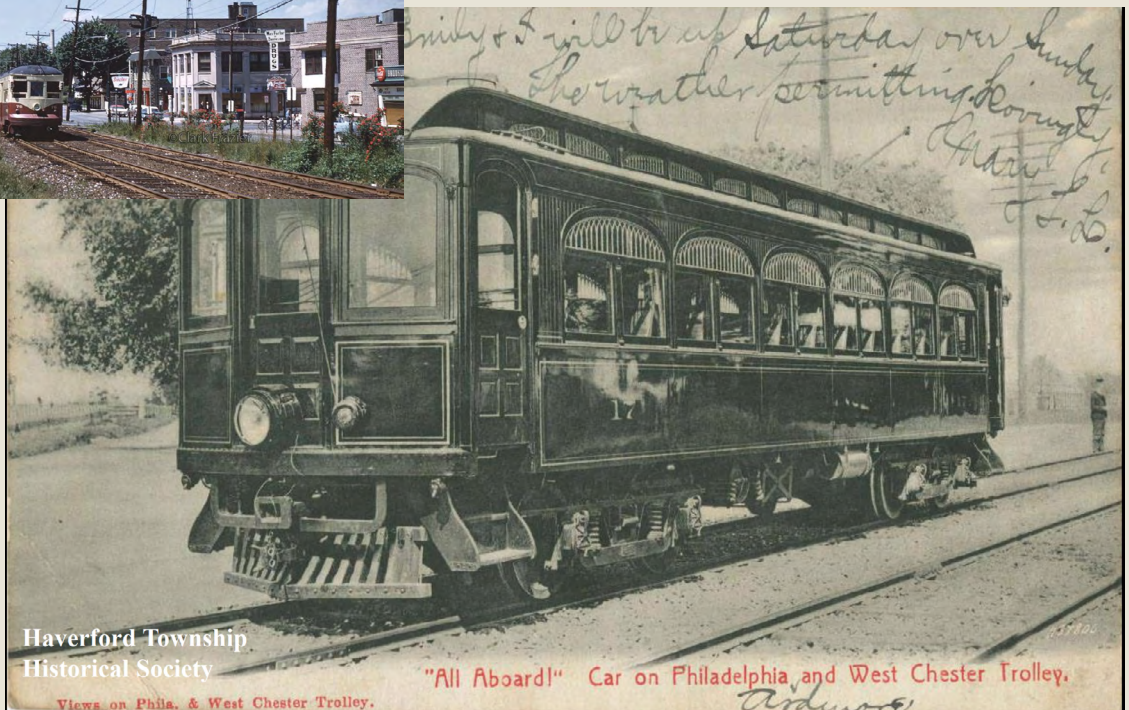
A fierce legal and physical stand-off ensued, but eventually a rail crossing was put in place so both lines could operate. In 1902 the trolley company added a new branch from Llanerch to Ardmore, running along Darby Road and then overland to just short of Lancaster Avenue in Ardmore. In 1907 the Philadelphia 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.

Adams

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 on Darby Road, 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.

