

MARPLE TOWNSHIP

DELAWARE COUNTY, PENNSYLVANIA

The Comprehensive Plan:
Guidance

December 2006

MARPLE TOWNSHIP

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1. INTRODUCTION

1.1 PURPOSE

This Comprehensive Plan serves as a ready reference handbook of planning policy guidance for boards and Township officials having land use jurisdiction. Through its construction, this preeminent planning policy document provides decision-makers with a general framework for the consideration of public and private sector development proposals. Principally this handbook sets forth a vision for the future arrangement of land and uses of land, advances design improvements for the future look, identifies and links emerging trends with appropriate response strategies, provides for preservation of the Township's heritage, and serves as a basis for the enactment of legislation to implement the considered planning vision as expressed by recommendations given voice herein.

This Marple Township Comprehensive Plan/Handbook of Planning Policy was prepared in satisfaction of the legislative mandate to prepare a new comprehensive plan at least once every ten years and has been prepared in accordance with Article III of the Pennsylvania Municipalities Planning Code, Act 247 of 1968, as amended. Section 10301 of Article III sets forth the required basic elements of a comprehensive plan. A comprehensive plan may have additional elements that are not delineated in the Municipalities Planning Code. This Comprehensive Plan includes the elements listed below.

- A statement of objectives of the municipality concerning its future development. (Section 1.5)
- A plan for land use (Chapter 2).
- A plan to meet the housing needs of present and future residents of the municipality. (Chapter 3)

- A plan for movement of people and goods. (Chapter 4)
- A plan for the protection of natural and historic resources to the extent not preempted by federal or state law. (Chapter 5)
- A plan for community facilities and utilities. (Chapter 6)
- A statement of the interrelationships among the various plan components (Section 2.1.5).
- A discussion of short- and long-range plan implementation strategies (Chapter 7).
- A statement indicating extent to which the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities (Section 1.6).

1.2 A BRIEF HISTORY OF MARPLE

Marple Township, located in the north-central part of eastern Delaware County, is a comparatively mature suburban community exhibiting a wide range of land uses and development intensities. Historically, the community developed around the crossing of the West Chester Pike (Route 3) and Sproul Road in the northern half of the Township, in the area known as Broomall.

18th and 19th Centuries

Marple, which was named after the village of Marpool, England, became an official governing body on June 5, 1864. There were 15 original owners who farmed plantations ranging in size from two to six hundred acres. Although the area was predominately a farm region, it was also home to gristmills, tanning, cotton factories, sawmills, chrome mines, and quarries. The Broomall Post Office, named after the Honorable John M.

Broomall, a member of the Seventh Congressional District, was established in a general store at the intersection of Sproul Road and West Chester Pike on January 28, 1870. With the addition of a trolley line around the turn of the century, this area was the center of commerce for Marple Township and continued so into the 20th Century.

20th Century

After World War II, Marple experienced substantial residential growth. A significant amount of land was ripe for residential development as the number of farms in the region was rapidly decreasing. Large residential developments, such as Lawrence Park, were constructed. By 1960, Marple was a bustling suburb of Philadelphia.

In 1991, the Blue Route (Interstate 476) was completed. This mid-county expressway extends from Chester to Plymouth Meeting and includes a five mile segment that hugs the southern and eastern boundary of the Township with full interchanges at West Chester Pike and Route One (Media Bypass). Over the past fifteen years, the Blue Route has become a vital artery providing access to major destinations in the Delaware Valley. As a result of Marple's proximity to the Blue Route, the Township has become a desirable location for homeowners and businesses.

1.3 DEMOGRAPHICS

For approximately thirty years Marple has experienced a moderate decrease in population. In 1970, Marple had 25,040 residents; by the 2000 Census the population had decreased roughly 5.2% to 23,737. As shown below in Table I-1, Marple's growth pattern is somewhat similar to the City of Philadelphia and surrounding Delaware County which experienced population decreases of 22.2% and 8.7% respectively.

Table I-1: Population

Population	Marple Township	City of Philadelphia	Delaware County	Pennsylvania
1970	25,040	1,949,996	603,456	11,793,909
1980	22,661	1,688,210	555,023	11,863,895
1990	23,123	1,585,557	547,651	11,881,643
2000	23,737	1,517,550	550,864	12,281,054
% Change 1970-2000	-5.2%	-22.2%	-8.7%	4.1%

Source: Marple Township; US Census Bureau; DVRPC Bulletin 67 (December 2001)

The Delaware Valley Regional Planning Commission predicts that Marple's population will steadily decrease over the next 20 years by roughly 3%, a cumulative loss of 620 persons.

Although White, non-Hispanic residents dominate the racial and ethnic composition of Marple Township, over the past ten years there has been a significant increase in the amount of Asian, non-Hispanic residents and Black or African-American, non-Hispanic residents (Table I-2). Additionally, as shown in Table I-2, White, non-Hispanic and Hispanic or Latino residents experienced population decreases of roughly 1% and 20% respectively.

Table I-2: Race and Ethnic Composition

Marple Township	Total White, Non-Hispanic	Total Black or African-American, Non-Hispanic	Total Asian, Non-Hispanic	Total Hispanic or Latino
1990	22,098	184	795	196
% of Total Population (1990)	95.6%	0.8%	3.4%	0.8%
2000	21,856	258	1,301	156
% of Total Population (2000)	92.1%	1.1%	5.5%	0.7%
% Change (1990 – 2000)	-1.1%	40.2%	63.6%	-20.4%

Source: US Census Bureau. (Due to the data collection method utilized by the United States Census there may be residents who are counted more than once. Also, please note that persons who identify with other races are not included in Chart I-2.)

Marple has experienced housing trends that generally reflect its shifting demographics. Coinciding with Marple's 7.7% increase in housing units between 1980 and 1990 is a spike in building permits issued between 1984 and 1988. An increase in housing starts in the early 1990's, specifically between 1990 and 1993 when Marple issued roughly 169 residential building permits, corresponds with the opening of the Blue Route in 1991. However, in more recent years, as the Township approached full build-out, the number of building permits issued declined considerably. Between 2002 and 2004, the number of building permits issued decreased y 34 or roughly 69%.

The Delaware Valley Regional Planning Commission (DVRPC) projects that the number of employment opportunities in Marple Township will

continue to increase until 2030. However, job growth is projected to generally level out in 2020. The projected overall gain from 2005 to 2030 is 3,219 jobs, or an increase of 26.5%.

As shown in Table I-3, in comparison to the surrounding region and the Commonwealth of Pennsylvania, Marple Township reflects somewhat different demographic characteristics. Marple has a much higher level of owner-occupied units and is considerably less diverse. Additionally, projections indicate that while the City of Philadelphia and Delaware County are expected to experience a moderate change in employment, a 26.5% increase in job growth over the next twenty-five years is anticipated for the Township.

Table I-3: Regional Demographic Characteristics

	Marple Township	City of Philadelphia	Delaware County	Pennsylvania
% of Housing Units Owner Occupied	83.7%	59.3%	71.9%	71.3%
% of Total Population White, non-Hispanic	92.1%	45.1%	79.6%	84.1%
% Population Change (1990-2000)	2.7%	-4.3%	0.6%	3.4%
% Projected Employment Change (2005-2030)	26.5%	9.1%	12.9%	-

Source: HUD State of the Cities Data Systems (<http://socds.huduser.org/Census/>), DVRPC Data Bulletin 73 (March 2002), US Census Bureau

1.4 ASSUMPTIONS

The comprehensive plan is built upon a foundation of assumptions which inform the goals and objectives for the development of Marple. Planning assumptions represent a basic outline of future expectations and are based upon general constraints and opportunities and an analysis of the future and current trends and conditions.

- Marple Township will continue to be a desirable place to live, drawing more affluent residents attracted by its close proximity to major means of transportation, aesthetic features, and the Township's progressive planning initiatives.
- Marple Township will experience modest growth pressure. Unlike Delaware County which will continue to lose residents, the Township will experience sporadic and slight population increases but growth will be limited by the lack of available land.
- The populace of Marple Township will continue to age, fostering an increased demand for senior citizen community services and housing opportunities.
- Marple Township will continue to plan for and provide an appropriate range of municipal services to meet the needs of Township residents.
- The Township's retail sector will continue to be viable and economically productive.

- Marple Township will seek to diversify and expand its economy.
- The Township will continue to be guided by the "Marple Township Stormwater Management Ordinance" as a comprehensive program to monitor stormwater flow and runoff, protect natural resources, and the impact of development and redevelopment.
- Promotion of a desirable visual environment will be a critical component of future development and redevelopment activity.
- Protection of the Township's natural features, open space resources and historic heritage will remain a high priority.
- The Township will promote the implementation of access management strategies along West Chester Pike.

1.5 GOALS AND OBJECTIVES

The goals and objectives have been developed through discussions with the Comprehensive Plan Committee, research and analysis, and interviews with Township staff and officials, and other interested parties. Goals are statements of purpose which create a systematic approach to improving Marple's physical development and quality of life. Goals and objectives assure that planning decisions will be strategic, focusing resources rather than following undirected development and policy tendencies. Development in Marple should be consistent with the goals

and objectives set forth below, other than when deviations are necessary to implement the overall thrust of this Comprehensive Plan.

Goals and objectives are summarized by component plan element:

1.5.1 LAND USE ELEMENT

GOAL: To achieve, as a mature community, an overall land use pattern that promotes the fully productive utilization of land allowing for appropriate concentrations, well designed and aesthetically pleasing residential, commercial, industrial, and recreation uses.

OBJECTIVE: Evaluate continued viability of existing zoning.

OBJECTIVE: Support the findings of the Delaware Valley Regional Planning Commission's study entitled "Route 3 Land Use and Access Management Strategies".

OBJECTIVE: Encourage the creation of a West Chester Pike Business Improvement District.

OBJECTIVE: Support neighborhood preservation in the Old Broomall and Lawrence Park neighborhoods.

OBJECTIVE: To continue to encourage development and/or redevelopment activity in the **five** core areas.

1.5.2 HOUSING ELEMENT

GOAL: Encourage adequate, safe and diverse housing over a range of affordability that is in harmony with existing development and the physical environment.

OBJECTIVE: Encourage contextual infill development and redevelopment activity.

OBJECTIVE: Provide affordable housing that addresses the needs of the Township's senior citizens.

OBJECTIVE: Conserve the existing housing stock by supporting code enforcement and neighborhood preservation programs.

1.5.3 CIRCULATION ELEMENT

GOAL: To improve the safety, appeal and efficiency of all modes of transportation available to Marple residents as well as the integration of these various modes into a more cohesive transportation network.

OBJECTIVE: Ensure that developers and redevelopers appropriately address the traffic-related impacts generated by any proposed development and redevelopment.

OBJECTIVE: Encourage pedestrianism.

OBJECTIVE: Increase opportunities for bicycle transportation.

OBJECTIVE: Promote SEPTA bus service as a more viable transportation option.

OBJECTIVE: Identify through signage approved truck routes throughout the Township.

OBJECTIVE: Endorse regional planning initiatives with regard to Route 3 improvements including an Access Management Overlay District along West Chester Pike.

1.5.4 NATURAL AND HISTORICAL RESOURCES ELEMENT

GOAL: Enhance and protect the Township's natural and historical resources.

OBJECTIVE: Utilize national, state, local, and private initiatives to protect and restore historic resources.

OBJECTIVE: Promote the use of the Township's parks and recreation facilities.

OBJECTIVE: Continue Township efforts to acquire and preserve open space.

1.5.5 COMMUNITY FACILITIES ELEMENT

GOAL: Provide sufficient, efficient, and dependable levels of service for the current and future requirements of the community.

OBJECTIVE: Provide a summary inventory of Marple Township's existing facilities, public service infrastructure and utilities, and resources in order to assess any need for expansion or investment.

1.6 STATEMENT OF PLAN ELEMENT INTERRELATIONSHIPS

The recommendations in this Comprehensive Plan are thoroughly consistent. During the creation of this plan, careful attention was paid to ensure that the elements should agree and complement each other. This ensures that the plan's recommendations are not contradictory. The Land Use Element, which is the first element, presented in the Comprehensive Plan, sets forth the land-based (zoning)

recommendations for the following elements. Similarly, the goals and objectives of all the elements were used as a guide for form the implementation strategies in the Land Use Element. Throughout this document, references are made to other sections where the recommendations and implementation strategies are echoed or explained in further detail.

1.6.1 SUSTAINABILITY

Marple Township will use the principals of sustainability planning to guide the decision making about municipal purchasing and operations. Those decisions will incorporate the principals of environmental stewardship, economic growth and social equity so that meeting the needs of the present generation does not compromise the needs of future generations.

1.7 REVIEW

The Comprehensive plan will be reviewed in five years.

2. LAND USE ELEMENT

GOAL: TO ACHIEVE, AS A MATURE COMMUNITY, AN OVERALL LAND USE PATTERN THAT PROMOTES THE FULLY PRODUCTIVE UTILIZATION OF LAND, ALLOWING FOR IN APPROPRIATE CONCENTRATIONS, WELL DESIGNED AND AESTHETICALLY PLEASING RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND RECREATIONAL USES.

The intent of the Land Use Element of the Comprehensive Plan is to guide all new development and redevelopment within the Township in order to assure that development meets high quality standards, is compatible with and complementary to existing development, and is based on the Township's goals and objectives. The Land Use Element provides the guiding principles that will steer growth consistent with the Township's vision. This element discusses the existing layout, built conditions, and land uses as well as Marple's zoning ordinance. Finally, this element defines and designates the land use categories throughout the Township

2.1 EXISTING LAND USE PATTERNS

Land use refers to the activity that is occurring on land and within the structures that occupy it. Types of uses include but are not limited to residential, commercial, industrial, recreational, and vacant land.

2.1.1 TOWNSHIP-WIDE LAND USE PATTERNS

Marple is a virtually fully developed community that reflects land use patterns which parallel the older townships and boroughs located in eastern Delaware County. The land use pattern in the Township has been strongly influenced by transportation facilities. Historically, Marple developed around the intersections of West Chester Pike (Route 3) and Sproul Road (Route 320), but more recently the Blue Route (I-476) has created new development patterns in the southwest and southeast sections of the Township.

As discussed in the Housing Element, since Marple has few locations available for development, the possibilities for future development will depend mostly upon in-fill of scattered parcels and redevelopment activities.

Although Marple is on the verge of full-buildout, there is still a considerable amount of open space within the Township. Open space (water, recreation, and wooded areas) comprises approximately 31.4% of the Township. Additionally, Marple Township includes a portion of the Springton Reservoir, which is the largest upland water body in Delaware County. The reservoir, which serves as the western boundary of the Township, is the property of AQUA PA.

Residential land uses encompasses 38.5% of the Township and are the most common land uses. The great majority of the residential uses in the Township are detached single family homes (37.5%). Only one percent (1%) of the Township is comprised of multifamily dwelling units. The degree of density of residential uses, specifically detached single-family dwellings, varies throughout the Township.

Commercial uses, which include retail establishments, offices, and heavy commercial uses, comprise four percent (4%) of the Township. Large concentrations of commercial uses are located along West Chester Pike, Sproul Road, and the Media Bypass. There are few commercial uses in the western half of the Township.

Photo L-1



Photo L-2



Photo L-3



The largest concentration of retail and commercial establishments is found at the Lawrence Park Shopping Center, located at the intersection of Sproul Road and Lawrence Road. As shown in Photos L-1, L-2, and L-3 this shopping center, which has approximately thirty tenants, is comprised of a variety of retail and commercial uses.

A retail commercial strip center is situated at the Springfield Road and West Chester Pike intersection. This center contains a variety of neighborhood and commercial uses. The Marple-Springfield Shopping Center, which is located on the Media Bypass, is another large retail complex. This retail complex also contains a mix of neighborhood and regional commercial uses. Many of the retail uses within this complex are national chains and generate a

significant amount of regional traffic.

Office commercial uses within the Township consist primarily of corporate structures and office complexes, and small facilities for independent medical, accounting and similar practices. Much of the corporate office structures are concentrated in the Lawrence Park Industrial Park, while scattered small offices are situated on West Chester Pike, Lawrence Road, and Sproul Road. Since many of the smaller office buildings are located on Lawrence Road or West Chester Pike and Sproul Road are proximate to residential areas, the Township has started to enforce strict design standards to ensure that the office buildings blend with the residential uses.

Community service uses, which include educational facilities, places of worship, cemeteries, medical centers, and government centers, comprise 5.8% of the Township. As shown on Figure CF-1, Marple Township Community Facilities Map, places of worship, cemeteries and educational facilities are situated throughout the Township. The two largest community service uses are the Archdiocese of Philadelphia and Delaware County Community College. The Archdiocese has extensive land holdings in the southern portion of the Township which encompasses Cardinal O'Hara High School, Don Guanella School, Divine Providence Village, and the Saints Peter and Paul Cemetery. Delaware County Community College is situated on a 123-acre parcel near the intersection of Newtown Street and Media Line Road.

The Township-wide land use calculations (Table L-1) are based upon a 2000 study prepared by the Delaware Valley Regional Planning Commission and refined by field observations.

Table L-1: Land Use

Land Use	Percent of Township*
Commercial	4.0%
Community Services	5.8%
Open Space (water, recreation, wooded areas)	31.4%
Residential – Single Family Detached	37.6%
Residential – Multifamily	1.0%
Transportation (including parking)	18.3%
Utility	0.2%
Vacant	0.7%

*accurate up to a 1% margin

Overall, the zoning reflects the existing land use conditions (refer to Figure L-2, Marple Township Zoning Map). The percentages of the zones are similarly proportional to the land use calculations. As illustrated in Table L-2, nearly 76% of the Township is zoned residential. Institutional and open space zones comprise the largest areas of Marple with 8.8% and 5.4% of the land area, respectively. Commercial zones consist of approximately 2.9% of the Township. These zoning percentages differ somewhat from their corresponding land use percentages because land use was broken into categories such as parking, transportation, and utilities (totaling 18.5% of the land area)

which do not have zoning district equivalents. Additionally, water, which comprises 3% of the Township, is not zoned.

Table L-2: Zoning Districts

Zoning Districts	Percent of Township*
R-A Residential	16.9%
R-B Residential	9.3%
R-C Residential	12.3%
R-1 Residential	20.1%
R-1A Residential	.25%
R-2 Residential	9.8%
R-3 Residential	2.5%
R-4 Residential	1.0%
RMD Residential Medium Density	0.7%
RMHD Residential Medium & High Density	1.2%
RHD Residential High Density	1.1%
PRD Planned Residential Development	3.1%
N Neighborhood Center	.06%
O Office	.09%
O-1 Office	0.5%
B Business	0.6%
B-1 Business	1.7%
I Light Industry	2.4%
INS Institutional	8.8%
NS Neighborhood School	1.1%
C Cemetery	.96%
OS Open Space	5.4%

*accurate up to a 1% margin

2.1.2 DESCRIPTION OF EXISTING ZONES

R-A, R-B, and R-C Districts – In these districts single-family detached housing units are permitted by right. The minimum lot size for the R-A, R-B, and R-C districts is 80,000 square feet, 40,000 square feet, and 20,000 square feet, respectively. The R-A zone is the least dense of all the residential zoning districts in Marple Township. Cluster development, which is intended to allow for a reasonable amount of development while preserving open space, is also permitted in these residential zones.

R-1 District – The R-1 district allows single-family detached dwellings, two-family dwellings, and three- or four-family dwellings on lots sized at least 12,000 square feet.

R-1A District – The R-1A district, which occupies a small percentage of the Township, permits single-family detached dwellings on lots sized at least 9,800 square feet.

R-2 District – This zone allows by-right single-family detached dwellings. The minimum lot size within this zone is 7,500 square feet.

R-3 District – This zone provides for moderate density single-family residential uses. It permits single-family detached housing by right on lots sized at least 6,250 square feet.

R-4 District – This zone is designed for higher density residential developments. Single-family detached dwellings as well as two-family dwellings are permitted. The minimum lot size is 5,000 square feet.

RMD (Residential Medium Density) District – This district was created to provide for a range of housing types, including single-family detached dwellings, two-family dwellings, and three- or four-family dwellings. The

maximum density for this zone is six (6) dwelling units per developable acre.

RMHD (Residential Medium & High Density) District – The RMHD district allows single-family detached, two-family, three-family, four-family, and five-family or more dwellings. Mobile home parks are also permitted in this zone. The permitted density is twelve (12) dwelling units per developable acre.

RHD (Residential High Density) District – This zone is designed to permit high density residential development. Single-family detached dwellings, two-family dwellings, three- or four-family dwellings, and five- or more family dwellings are permitted by right. The permitted density in this zone is eighteen (18) dwelling units per acre.

PRD (Planned Residential Development) District – The intent of the PRD district is to encourage well-planned developments with adequate open space which offer a variety of housing and environments through creative and imaginative planning as a unit. The minimum tract size for a PRD is fifty (50) acres.

N (Neighborhood Center) District – This district is designed for low-intensity commercial uses in locations where more intensive commercial uses would have adverse effects on adjacent and neighboring residential areas. Buildings in this district should be compatible in size and scale with those in adjacent residential areas.

O (Office) District – This district permits low-to-moderate intensity business or professional offices in locations where more intensive office uses or more general commercial uses would be undesirable. Business or professional offices within this zone are limited in size and should serve adjacent residents, affording opportunities for pedestrian access.

O-1 (Office) District – This zone provides for medium to high intensity business or professional offices. Uses in this district may expect employees and clients from throughout the region. Since uses within this district expect clients and employees from throughout the region, these uses should be located proximate to arterial roads and regional highways.

B (Business) District – The Business district allows for the central location of commercial uses along the West Chester Pike. This zone is characterized by relatively small-scale retail uses, offices, and mixed-use structures.

B-1 (Business) District – The B-1 zone is designed for general commercial uses which cater to patrons from Marple Township as well as the surrounding region.

I (Light Industry) District – This zone provides areas for light industrial, heavy commercial, and office uses. For example, contractors' offices and building suppliers are permitted in this district. The only area zoned for light industrial uses is the Lawrence Park Industrial Park, which is located in the southeast corner of the Township.

INS (Institutional) District. –The purpose of this district is to provide appropriate locations and development standards for a wide range of institutions.

NS (Neighborhood School) District – This zone provides areas for public elementary and high schools and neighborhood-oriented schools. Buildings within this district are intended to be designed to be compatible with adjacent residential uses.

C (Cemetery) District – The C zone allows for cemeteries on tracts sized at least 130,000 square feet.

OS (Open Space) District – The OS zone was created to help preserve parkland, game lands, forests, conservation tracts and other designated community resource areas for perpetual use and enjoyment as open space by Marple Township residents.

2.1.3 NEIGHBORHOOD LAND USE PATTERNS

The older neighborhoods, which are commonly referred to as Old Broomall and Lawrence Park, are quite dense and tend to follow a more traditional grid street pattern. The newer areas of the Township, many which were constructed over the past ten to fifteen years, tend to follow a more curvilinear street pattern with larger lot developments.

The Old Broomall neighborhood is generally located in the northeastern section of the Township and is bisected by the West Chester Pike. As shown below in Figure L-3, the land uses are predominately single-family residential. There is a commercial corridor along West Chester Pike, which consists of neighborhood retail uses, such as restaurants, drug stores, and a used car dealership.

The Lawrence Park neighborhood is situated in the southeastern portion of the Township south of Lawrence Road and west of the Blue Route (I-476) and West Chester Pike. As illustrated in Figure L-4, while single-family residential uses dominate much of this neighborhood, there is also a significant amount of commercial uses. The Lawrence Park Shopping Center, which is located at the southeastern corner of the intersection of Lawrence Road and Sproul Road, contains the largest concentration of retail commercial establishments within the Township. Retail uses within the center range from smaller neighborhood stores to medium-box chain

Figure L-3

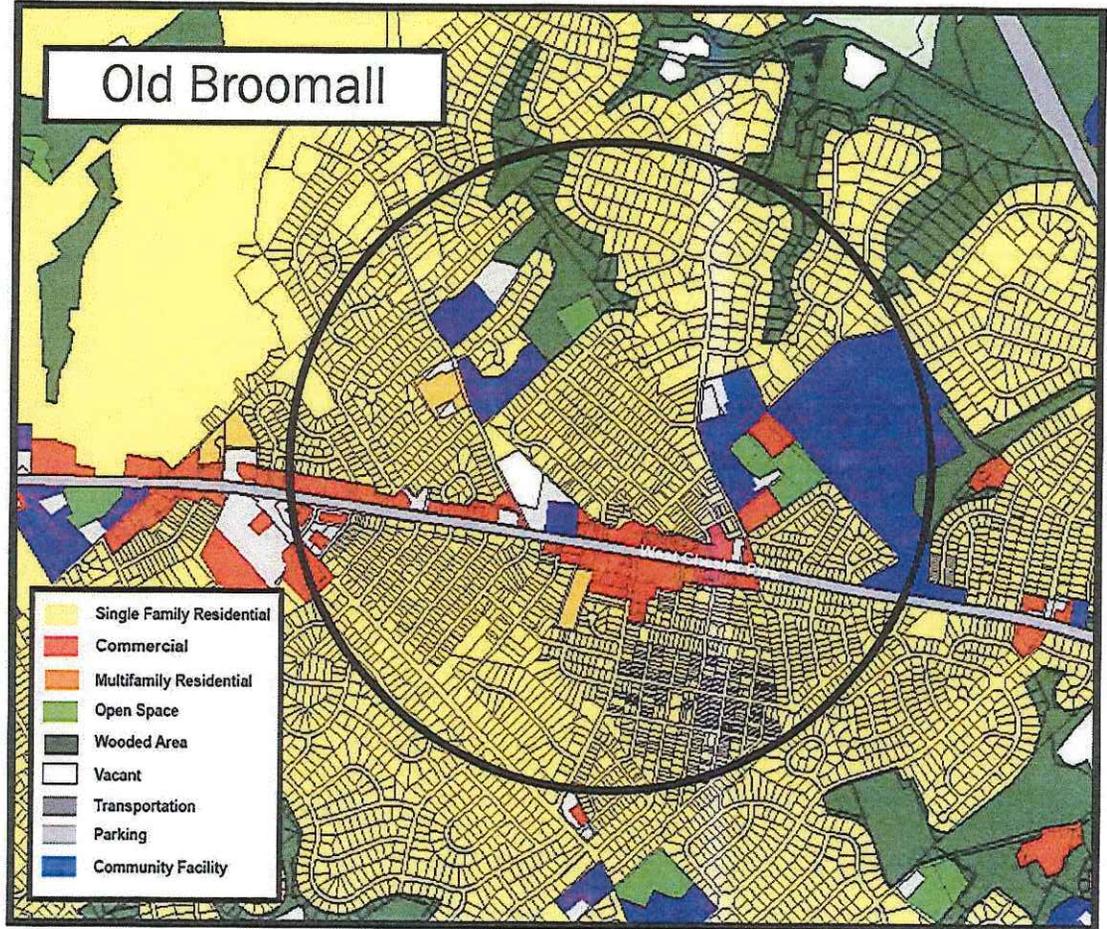


Figure L-4

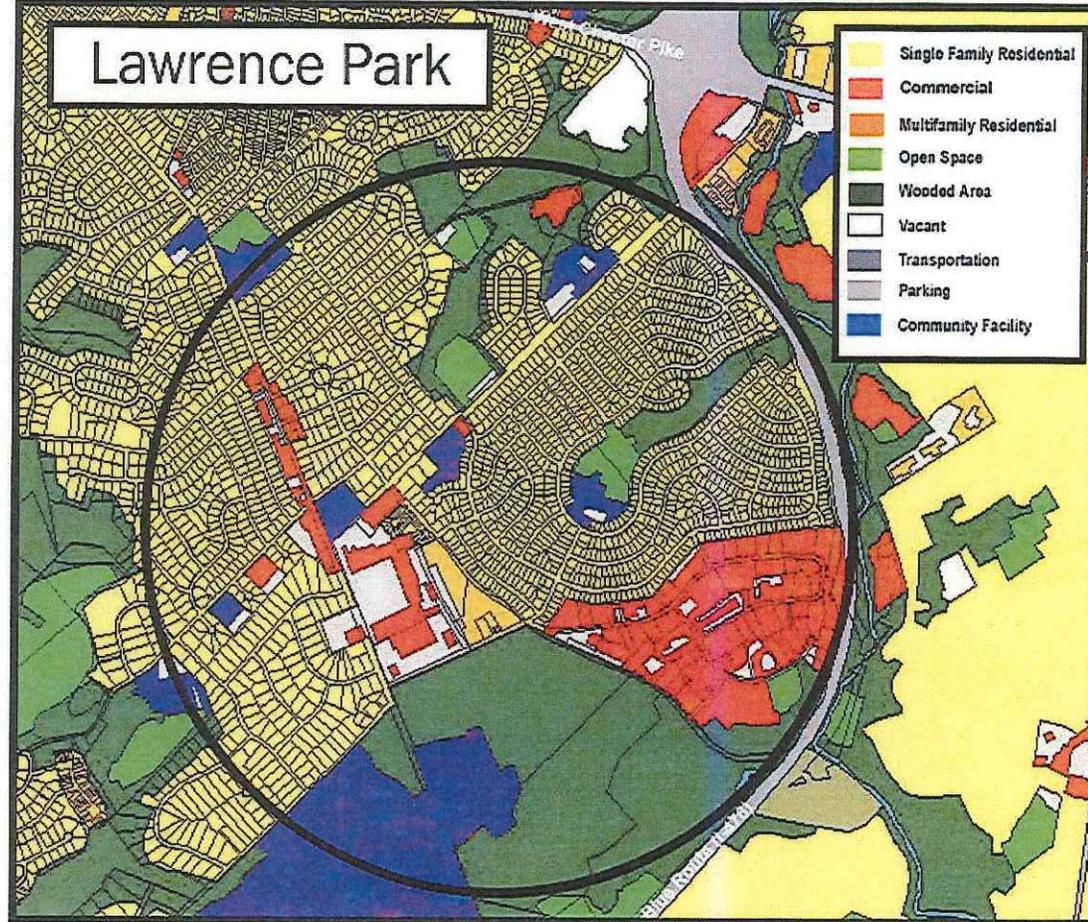
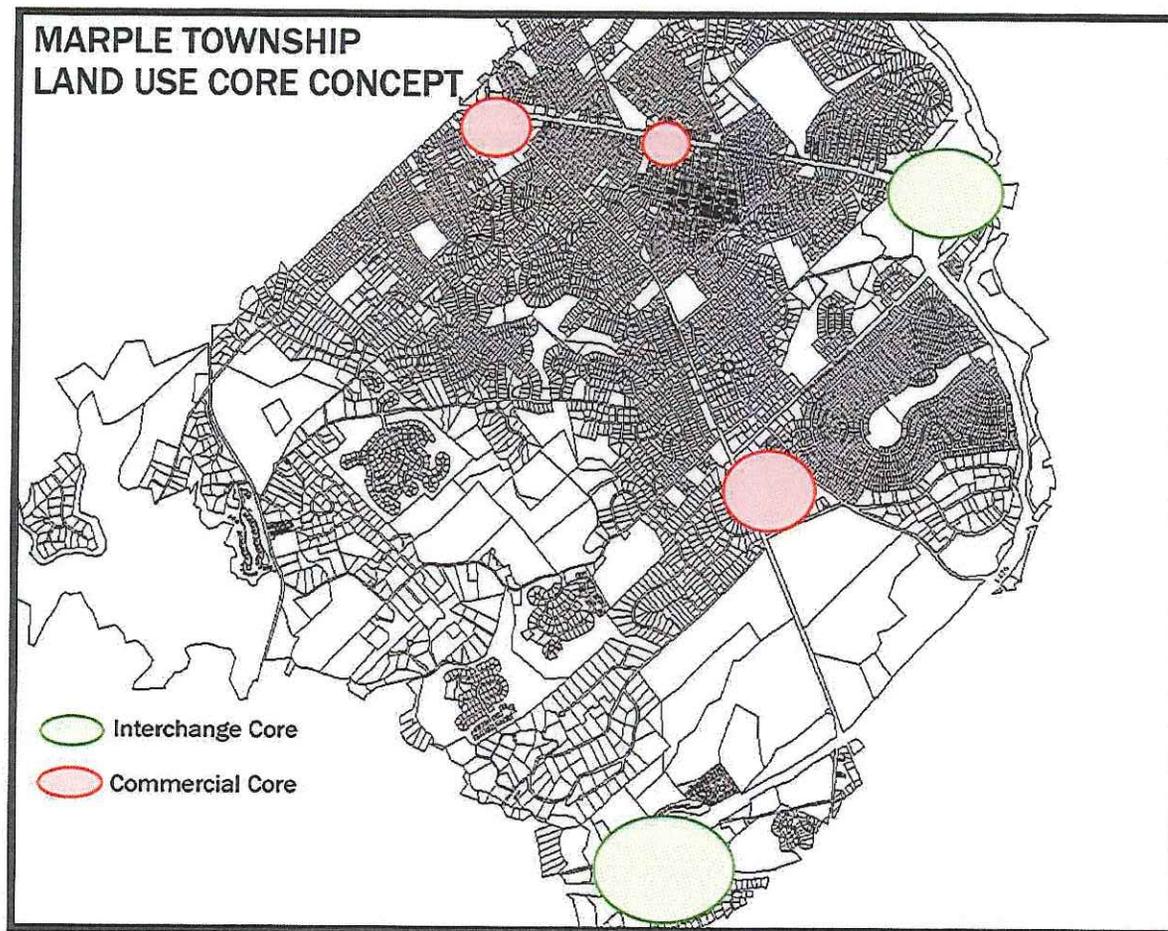


Figure L-5



Source: Marple Township Comprehensive Plan, 1991

stores. Located in the southeastern portion of the Lawrence Park neighborhood is the Lawrence Park Industrial Park. The park is comprised of low rise warehouse buildings, which are primarily utilized for commercial activities, which include retail uses. Additionally, there is a growing amount of indoor athletic training facilities. With the exception of the Delaware County Incineration Plant Transfer Station, there is very little heavy industrial activity within the park.

The newer areas or neighborhoods in the Township are situated west of Sproul and Springfield Roads. These areas, which are zoned for larger lot developments, are primarily characterized by single family homes. Situated among the various residential subdivisions are large tracts of open space and recreation uses as well as a variety of institutional uses. Recently, AQUA PA, which owns the Springton Reservoir, has sold a portion of the peninsula between Marple Township and Newtown Township for residential development.

2.1.4 CORE AREAS

The goals and objectives of the 1991 Comprehensive Plan Update identified five core areas for intensive development (Figure L-5). The Interchange Core areas at the I-476 interchanges with the West Chester Pike and Route One, respectively, were designated as locations for more regionally oriented development, such as office and retail uses as well as higher density residential uses. The Interchange Cores were derived from recognition of the existing road hierarchy in the Township. Encouraging regionally oriented uses adjacent to these interchanges will discourage regional traffic from traveling on the local roads within the Township. Three additional core areas – two along West Chester Pike and one around the Lawrence Park Shopping center were established as locations for concentrations of commercial activity. These areas currently represent the commercial concentrations within the Township;

the core concept was developed to reinforce this existing pattern. Under the 1991 Comprehensive Plan, the Township limited the amount, intensity, and character of any commercial uses outside of core areas. This plan will continue to encourage the "core" land use pattern as a means to manage development and redevelopment activity.

2.1.5 STATEMENT OF LAND USE COMPATIBILITY

Marple Township is generally bordered by Haverford Township to the north and east, Upper Providence to the south and west, Springfield Township to the south and east, and Newtown Township to the north and west.

INTER-MUNICIPAL COOPERATION

Coordination among municipalities during the planning process is vital to good land use management. Accordingly, this comprehensive plan recommends that Marple Township regularly work with nearby municipalities on issues of mutual interest, such as, storm water management, land use compatibility, redevelopment along corridors that traverse Marple and adjacent towns, and trail, open space and bicycle networks.

HVERFORD TOWNSHIP

The existing land use and land use proposed in this element are similar to the existing land use in Haverford Township, and the land uses proposed in Haverford Township 1988's Comprehensive Plan prepared by the Township Planning Commission. However, I-476, which was completed in December 1991, has created an informal boundary line between Haverford Township and Marple Township. Haverford

Township has not yet addressed any shifts in land use due to the roadway and the traffic generated.

UPPER PROVIDENCE TOWNSHIP

Springton Lake, which is part of Springton Reservoir, serves as one-half of the boundary line between Upper Providence Township and Marple Township. The other half of the boundary line is comprised of low-density residential uses, which is consistent with the existing and proposed land uses in Marple Township. The land use proposed in Upper Providence's draft 2005 Comprehensive Plan prepared by Spotts, Stevens, and McCoy, Inc. is a continuation of the existing residential development.

SPRINGFIELD TOWNSHIP

The existing land use and land use proposed in this element are compatible with the existing land use in Springfield Township, and the land use proposed in Springfield's 1983 Comprehensive Plan prepared by the Delaware County Planning Department. Springfield Township's Comprehensive Plan did not propose any land use changes along the border with Marple Township.

NEWTOWN TOWNSHIP

Newtown Township has just recently completed a draft Comprehensive Plan, the final edition is pending. However, the existing land uses in Marple Township and land use proposed in this Land Use Element are compatible with the existing land use in Newtown Township. Furthermore, Newtown Township and Marple Township have been working together on a Delaware Valley Regional Planning Commission's (DVRPC) study, which examines land uses and access management

strategies along the West Chester Pike. The study is coordinating the land use goals of the municipalities along the West Chester Pike in order to create a consistent and well-developed corridor.

RADNOR TOWNSHIP

Existing land uses adjacent to the border between Radnor and Marple Townships are predominantly residential and wooded, uses that are compatible. The Radnor Township Comprehensive Land Use Plan, approved in 2003, proposed that land uses in this area remain compatible. Likewise, this plan encourages inter-municipal coordination and the promotion of compatible land uses across municipal lines.

2.2 DISCUSSION OF OBJECTIVES

OBJECTIVE: EVALUATE CONTINUED VIABILITY OF EXISTING ZONING.

EXISTING CONDITIONS AND RECOMMENDATIONS

By having zoning ordinances that reflect the existing built conditions, an area can remain true to its origins. This is particularly desirable in historic and residential areas. Yet zoning ordinances can also be powerful tools for redirecting and guiding future development and redevelopment activity in areas that are experiencing new development or need modification to reflect the community's changing needs.

Generally, the existing zoning districts overlay their corresponding land use patterns well. However, the zoning district boundaries do not always follow a lot line, resulting in split-lot zoning which complicates development or redevelopment applications and code enforcement.

In addition to comparing the Township zoning map to the Township land use map, analysis of the Zoning Hearing Board decisions can show areas where the ordinance should be improved. As shown in Table L.3, there have been a total of 40 decisions rendered between January and November of 2005. Use variances accounted for nine (three were denied), and 21 appeals were heard for area and bulk variances (four were denied). Five applications appeared for sign requirements (two were denied). Two applications appeared for both use and area and bulk variances, one was denied and one was granted. One application challenged the validity of two zoning ordinances; it was denied and one application requested permission for a monopole; it was granted.

Of the 40 applications, 30 were located in residential districts. Only five of the 22 area and bulk variances sought in residential districts were denied. It should be noted that over 60% of the area and bulk variance requests in residential zones were related to yard setbacks.

Table L.3: Variances Requested

Variances			
Date	Type	Zone	Decision
1/2005	Sign	RHD	Granted
1/2005	Area & Bulk	R-1	Granted
1/2005	Area & Bulk	R-1	Granted
1/2005	Area & Bulk	R-2	Granted
1/2005	Sign	B-1	Granted
1/2005	Monopole	INS	Granted
2/2005	Use	R-3	Denied
2/2005	Sign	R-2	Granted
2/2005	Use	R-C	Granted
2/2005	Area & Bulk	R-2	Granted
2/2005	Use	NC	Denied
3/2005	Area & Bulk	R-A	Approved
3/2005	Validity	-	Denied

Variances			
Date	Type	Zone	Decision
	Challenge		
4/2005	Use	B	Granted
4/2005	Area & Bulk	B	Granted
4/2005	Area & Bulk	RHD	Granted
4/2005	Use, Area & Bulk	RHD	Denied
4/2005	Area & Bulk	R-A	Granted
5/2005	Area & Bulk	R-C	Denied
6/2005	Use	O-1	Granted
6/2005	Area & Bulk	R-2	Approved
6/2005	Use	B	Granted
7/2005	Area & Bulk	R-A	Granted
7/2005	Sign	R-C	Denied
7/2005	Sign	R-C	Denied
7/2005	Use	R-A	Denied
7/2005	Area & Bulk	R-1	Granted
8/2005	Area & Bulk	R-2	Granted
8/2005	Area & Bulk	R-1	Granted
9/2005	Use, Area & Bulk	B-1	Granted
9/2005	Area & Bulk	RHD	Granted
9/2005	Area & Bulk	R-2	Granted
9/2005	Area & Bulk	R-2	Granted
10/2005	Use	R-C	Granted
10/2005	Area & Bulk	R-C	Granted
10/2005	Area & Bulk	R-B	Granted
11/2005	Area & Bulk	R-1	Granted
11/2005	Lot line change	R-B/R-C	Granted
11/2005	Use	O-1	Granted
11/2005	Area & Bulk	R-A	Granted
11/2005	Use	R-1	Granted

IMPLEMENTATION STRATEGIES

Despite Marple's built-out character, some areas remain where the existing zoning can be refined to reflect the future needs of the community and satisfy its current concerns.

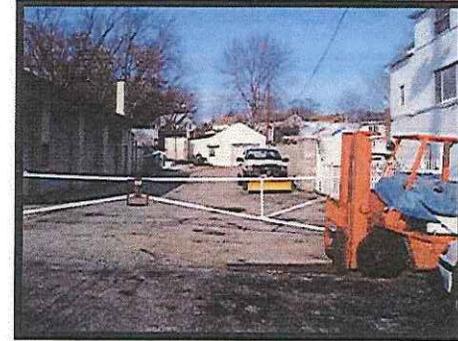
As discussed in the Housing Element of this plan, in order for the Township to accommodate its senior citizen population, consideration should be given to permitting retirement communities or age-restricted facilities in the RC or RB zones. Much of the land owned by the Archdiocese of Philadelphia is zoned either RC or RB. However, a zoning amendment would ensure that if sites in either zone become available for development, the needs of Marple's elderly population could be accommodated.

Photo L-4



As discussed in the Housing Element, another area that is suitable for the senior population is Old Broomall. Dwellings in this neighborhood are generally smaller than housing units in other neighborhoods within the municipality. As such, they present an opportunity for individuals seeking to downsize their living quarters, such as empty-nesters. For this reason, this comprehensive plan recommends the creation of an overlay district in this neighborhood that would allow age-restricted housing within its boundaries. This district would be established by its depiction on the township zoning map and its inclusion in the township ordinance.

Photo L-5



Since approximately 60% of the bulk and area requests in residential zones were for setback requirements, the Township should consider requiring that bulk and area variance requests, especially for infill development, be submitted to the Architectural Review Committee (as discussed in detail further in this Land Use Element). Review by the ARC would ensure that the requested bulk and area variance(s) would not alter the existing street wall or neighborhood character. The Township should consider requiring ARC review for bulk and area variance requests for infill residential development in the R-1, R-2, R-3, and R-4 zones, and ARC review when directed by the Planning Commission for non-infill residential projects.

Although neither special exceptions nor variances were sought in the B (Business) zone in the past year, field observations noted the presence of motor-vehicle sale facilities and auto body shops. The Township zoning ordinance permits public garages, motor-vehicle sales, service or repair shops, gasoline service stations and motor vehicle parking lots by special exception in the B (Business) zone. The B zone is primarily located along West Chester Pike and the intent of this zone is to provide for small-scale retail uses, offices, and mixed-use structures. A motor-vehicle sales facility and an auto body shop were permitted in this zone (between Sproul Road and Church Lane) and as shown in Photos L-4 and L-5.

Field observations noted that the presence of automobile related uses in the business district can lead to an inconsistent street wall and can interrupt pedestrian foot traffic. Additionally, as further discussed in other objectives in this element, motor-vehicle sales, and service and repair shops would limit the Township's and the Delaware Valley Regional Planning Commission's (DVRPC) goals for this corridor. The Township should consider expressly prohibiting motor-vehicle sales, service or repair shops, and public garages, and gasoline service stations in the B zone. Motor-vehicle parking lots should continue to be permitted by special exception.

The Township should consider amending the zone boundary lines, specifically the B zone along West Chester Pike, where the lot lines and zone boundary lines differ. Eliminating split-zone lots will help the Township in its code enforcement efforts and will ensure that each lot is reflective of the proper zoning.

In order to promote a more efficient use of land and encourage alternate modes of transportation, the Township should consider reducing the number of parking spaces required by the ordinance. Also, as discussed in the Circulation Element, Township regulations should encourage joint access and shared parking.

Finally, as discussed above in the Existing Conditions and Recommendations section, AQUA PA has sold a portion of its land adjacent to the Springton Reservoir for residential development. In order to maintain the health of the reservoir and the Crum Creek Watershed, buffers should be required in the RA zone between the reservoir or Crum Creek and any future development. Buffers are vital to watershed health and should be provided with each residential subdivision application proximate to the reservoir or creek.

OBJECTIVE: SUPPORT THE FINDINGS OF THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION'S STUDY ENTITLED "ROUTE 3 LAND USE AND ACCESS MANAGEMENT STRATEGIES".

EXISTING CONDITIONS AND RECOMMENDATIONS

Throughout fiscal year 2005, the Delaware Valley Regional Planning Commission (DVRPC) conducted the *Route 3 Land Use Access Management Strategies Study - Phase I*. DVRPC worked with Marple Township, Newtown Township, and Edgemont Township to help formulate land use and zoning recommendations for portions of the West Chester Pike (Route 3).

As part of Phase 1 of the study, Marple's plans and zoning ordinances were reviewed, goals and objectives identified, existing conditions described, and recommendations prepared. The existing conditions analysis revealed that Marple must rely largely on redevelopment to accommodate future growth. The report also noted that Marple Township could leverage historic preservation efforts to help promote downtown revitalization and redevelopment. More specifically, the West Chester Pike corridor between North Malin Road and Church Lane, which is the historic business district of Marple and is one of the core areas defined by the Township, could benefit from an architectural design review process, façade renovation programs, and streetscape and transportation improvements.

Utilizing the findings from the existing conditions analysis, DVRPC in conjunction with Marple Township formulated recommendations for the West Chester Pike corridor. Some of the recommendations are discussed in great detail in this Land Use element, while others are discussed in the Circulation or Natural and Historical Resources Elements.

The recommendations included:

- Adopt design standards through local ordinances for signage, facades, and landscaping along the West Chester Pike corridor.
 - Add street trees along West Chester Pike sidewalks to reduce pollution, provide shade, and add to the aesthetic quality of the corridor.
 - Reconfigure this portion of the West Chester Pike to include a frontage road (as shown in Photo L-6).
 - Consider adopting an Access Management Overlay District. This recommendation is discussed in greater detail in the Circulation Element of this Comprehensive Plan.
 - Enhance transit ridership by considering a park and ride lot near I-476. This recommendation is discussed in greater detail in the Circulation Element of this Comprehensive Plan.
 - Add bus shelters at the commercial areas along West Chester Pike to provide safety and comfort to transit users. This recommendation is discussed in greater detail in the Circulation Element of this Comprehensive Plan.
- Provide adequate parkland and recreation facilities for new residential developments along Route 252. This recommendation is discussed in greater detail in the Natural, and Historical Resources Element of this Comprehensive Plan.

IMPLEMENTATION STRATEGIES

The Natural and Historical Resources Element discussed how historic districts can be established and can improve the maintenance of buildings, preserve existing character, and encourage investment. A historic district overlay zone is proposed for the West Chester Pike corridor, specifically between North Malin Road and Church Lane (as illustrated Figure L-6). The site of the future Marple Township Emergency Response Center and Municipal Complex was included within the overlay zone as this building would not only serve as a gateway to the corridor but also could be designed to reflect the design standards established for the overlay zone. A historic district overlay district is also recommended for a small area south of Route 476 and between Old Sproul Road and Springfield Road.

As shown below in Photo L-6, DVRPC is proposing the addition of a frontage road, which by separating the high-speed through traffic from low-speed and pedestrian traffic, would add an aesthetic quality to the corridor and provide a more pleasant commercial area. Pedestrians will feel protected and can easily access the retail uses with on-street parallel parking.

The creation of a "Historic Overlay Design Manual" which specifically includes standards for signage, lighting, building facades, and landscaping, combined with the proposed frontage road, would create a sense of "place" or destination for Marple Township.

Street lighting along the corridor should be decorative and blend with the historic architectural style of the buildings. Decorative lamp posts should be encouraged. The Architectural Review Committee could determine

the style of lamp post and fixture to be used along the corridor. Light fixtures attached to the exterior of buildings should be architecturally compatible with style, materials, colors, and details of the buildings. Facades should be lit from the exterior and should be concealed through shielding or recessed behind architectural features.

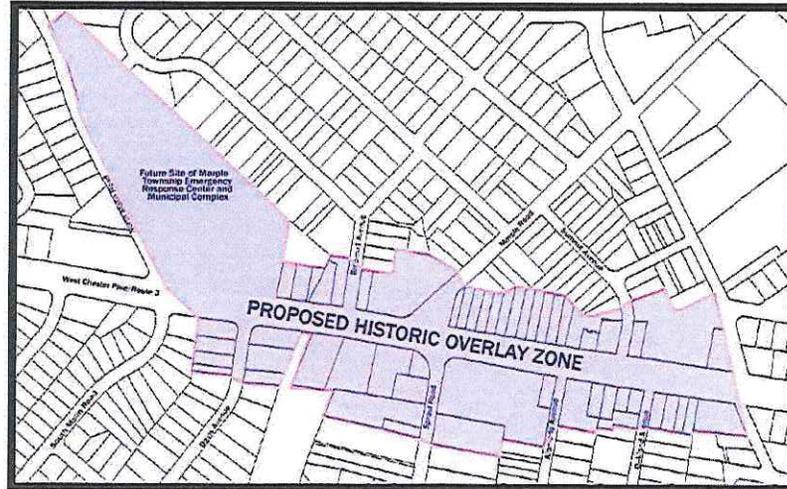


Figure L-6

The building façade standards should be designed to create a continuing and interesting street wall with complementing buildings. In order to create a cohesive and contextual exterior design, consideration should be given to the building materials permitted, the scale of the buildings, the build-to-lines, and building orientation. Various funding sources are available from the Pennsylvania Department of Community and Economic Development (DCED) to assist with façade improvements.

Photo L-6



Source: WRT Design, DVRPC 2005

The Main Street Program is designed to help a community's downtown economic development effort through the establishment of a local organization dedicated to downtown revitalization, the management of downtown revitalization efforts by hiring a full-time professional downtown coordinator, and design/façade improvement grants to private property owners. Additionally, a façade improvement program could be created and administered through the proposed Business Improvement District (BID), which is discussed further in this element.

The signage requirements in the historic district should be designed to ensure the coordination of signage with the architecture of the buildings. Additionally, the requirements should provide strict control of lighting and color as well as the scale of the

Photo L-7



signage. Specific sign types, such as attached wooden signs (as shown in Photo L-7, transom and small hanging signs (as shown in Photo L-8), should be encouraged.

Photo L-8



Design standards for landscaping should incorporate the use of street furniture, planters, and street trees. Streetscape improvements could be reimbursed through Pennsylvania Department of Transportation's (PennDOT) Home Town Streets Program. This program will fund a variety of streetscape improvements that are vital to reestablishing downtown and commercial centers. Projects include activities undertaken within a defined "downtown" area that collectively enhances the environment and promotes positive interactions with people in the area. Projects may include sidewalk improvements, planters, benches, street lighting, pedestrian crossings, transit bus shelters, signage and other visual elements.

The "Historic Overlay Design Manual" should include renderings and concept sketches of desired aesthetic elements, as well as a checklist of applicable design standards to help guide the Architectural Review Committee as well as the applicant. Photos L-9 and L-10 provide a simulation of how portions of this corridor could appear if design standards were adopted and enforced.

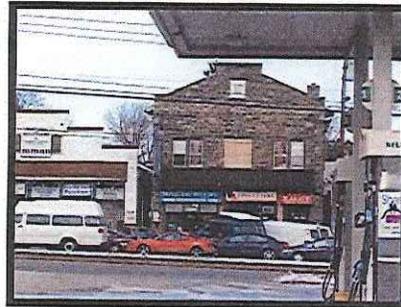
OBJECTIVE: ENCOURAGE THE CREATION OF A WEST CHESTER PIKE BUSINESS IMPROVEMENT DISTRICT.

EXISTING CONDITIONS AND RECOMMENDATIONS

As discussed above, the West Chester Pike core, specifically the area of West Chester Pike between North Malin Road and Church Lane, is the historical commercial corridor of Marple. The majority of the parcels within the corridor are currently classified within the B / Business district, which is designed to provide appropriate development standards for commercial areas along the West Chester Pike, consisting primarily of relatively small-scale shops, offices, and mixed-use structures.

The scale of the buildings that exists along the storefronts in this corridor creates a local town scale and character (as shown in Photo L-11 and L-12). However, many of the buildings are dilapidated and due to the unfriendly circulation environment created by the regional traffic on West Chester Pike and competition in other Townships, the viability of the businesses along this corridor is waning.

Photo L-11



The uses along this corridor are a mix neighborhood-oriented retail and highway commercial uses. While the neighborhood-oriented uses, which include pizza parlors, nail salons, a dry cleaner, and a pharmacy do help promote an active street life; there is a duplication of uses. For example, there are two pizza parlors, and two beauty salons situated along this small corridor.

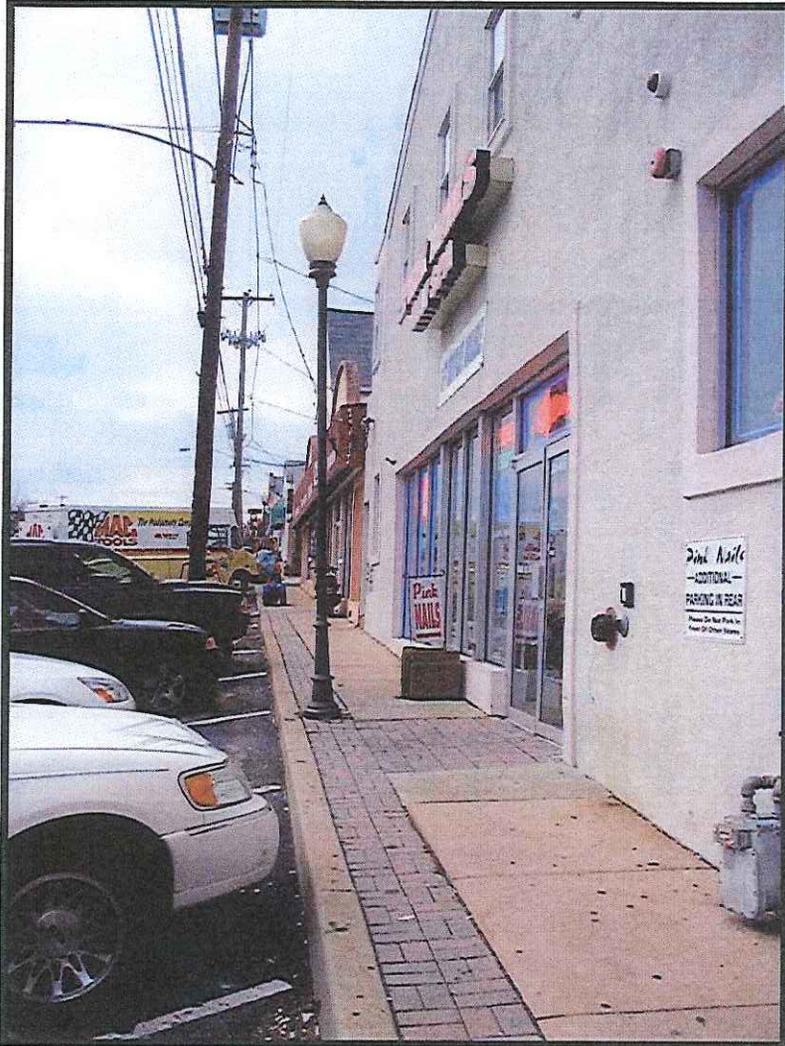
Photo L-12



The highway commercial uses, which include an automobile repair facility, a motorcycle store, a fortune teller's office, and an accounting office, are sporadically placed along the corridor. While these uses could attract visitors from outside Marple, the variety of uses does not encourage pedestrian activity or support "shopping along the corridor". Additionally, the uses break up the street wall and create an awkward circulation pattern.

As discussed above, the DVRPC is proposing improvements to this corridor, which would greatly enhance the circulation patterns as well as encourage safe vehicular and pedestrian movements. The proposed roadway improvements as well as the implementation of design standards, which are discussed above, will not only help facilitate a consistent street wall but also will support the creation of a destination for Marple Township. The Township should consider economic revitalization programs to help leverage the aesthetic and circulation improvements along the corridor.

Photo L-9



Existing conditions along West Chester Pike before the implementation of proposed design standards and the frontage road.

Photo L-10

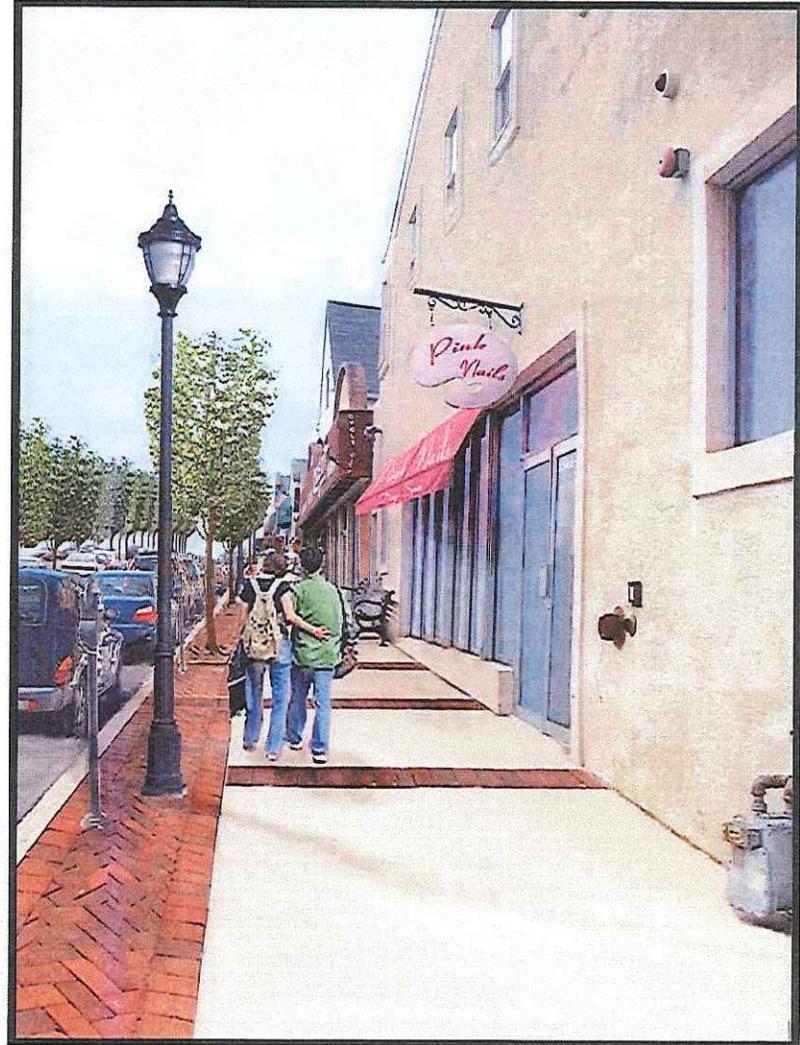
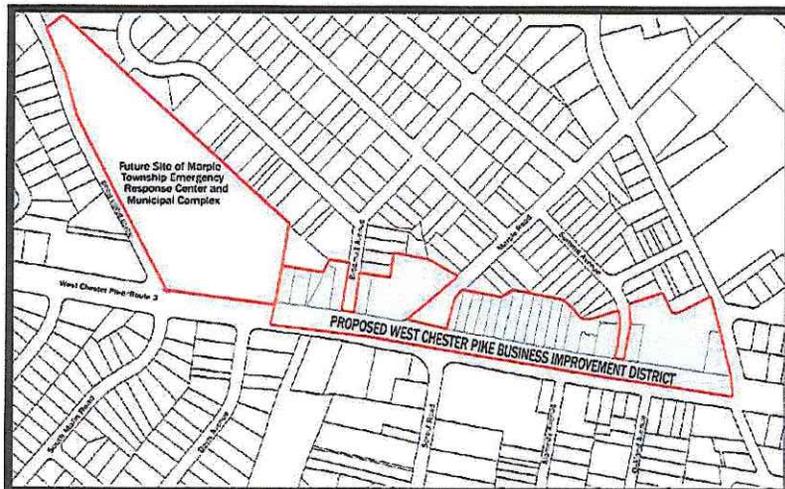


Photo simulation of conditions along West Chester Pike after adoption and implementation of design standards, streetscape improvements, and frontage road.

IMPLEMENTATION STRATEGIES

In order for the West Chester Pike corridor to attract enough patrons to be viable as a destination, the Township will need to implement strategies to promote the establishment of varied retail shops and restaurants that will attract people from both within and outside the Township to visit this corridor. Additionally, since the Township is in the process of creating an Emergency Response Center and Municipal Complex at the western tip of this corridor uses that could service the municipal employees as well as visitors from outside Marple, such as restaurants, banks, bakery, floral shops should be encouraged.

Figure L-7



Marple should establish a Business Improvement District (BID) program (as enabled under the Neighborhood Improvement District Act enacted in 2000). A BID is a district defined by specific boundaries within which all properties, except tax-exempt properties, are assessed a fee that is used to provide a variety of services to the district. Assessment revenues are generally collected by the municipality and then directed to the BID's management. A BID provides economic development services such as streetscape maintenance, security, marketing, beautification efforts and special events coordination. If a BID is established, it should work closely with the Township to coordinate business attraction, community services, event coordination and marketing. The BID can also advise and coordinate programs such as façade, streetscape and gateway improvements for the Township. A façade improvement program could help restore and maintain the buildings along the West Chester Pike corridor. The façade improvement program could work by having either the BID or the Township underwrite a portion of the loan to a property owner wishing to improve their building's façade. With the support of the Township and/or BID, a lending institution would agree to offer a lower interest rate on the loan.

To establish the BID, the Township should hire a consultant to work with the governing body, businesses and residents to determine the BID's boundaries, powers, services and funding source. The Pennsylvania Downtown Center is one source for such consulting services.

Also, the type of organization that would run the BID needs to be determined. Under the Neighborhood Improvement District Act, the managing organization can be an existing nonprofit corporation, a community development corporation, or a municipal authority. A municipal authority is the only one of these types of organizations that can bill and collect directly from the property owner. The Township should then adopt legislation to establish the district boundaries and

authorize the BID's management organization. Suggested BID boundaries are shown in Figure L-7. The Main Street Program, which is discussed in greater detail above, offers matching grants for administrative services to BIDs. The Township should seek funding through this program simultaneously with its efforts to establish a BID.

**OBJECTIVE: SUPPORT NEIGHBORHOOD PRESERVATION IN
THE OLD BROOMALL AND LAWRENCE PARK
NEIGHBORHOODS**

EXISTING CONDITIONS AND RECOMMENDATIONS

It is important that the existing character in the Old Broomall and Lawrence Park neighborhoods be preserved. Ensuring that properties are maintained in a compatible manner and that any new construction fits with the surrounding community is vital. A strong and clear zoning ordinance allows municipalities to carefully monitor nonconforming uses. Marple's ordinance has allowed the Township to accomplish some of these goals as reflected by the analysis of Marple's zoning and existing land use map.

However, there are instances, specifically in the Old Broomall and Lawrence Park neighborhoods, where the Township's design and zoning standards, can be enhanced to further reflect existing conditions, and refine permitted principal uses.

IMPLEMENTATION STRATEGIES

The Old Broomall and Lawrence Park neighborhoods are comprised of R-2, R-3, and R-4 zoning districts. These districts primarily accommodate single-family dwellings units and the R-4 district also permits two-family units. The minimum lot size permitted ranges from 5,000 to 7,500

square feet. Many of the homes in these areas are designed with a unique architectural style and represent some of the earliest residential development in the Township.

As discussed in the Housing Element of this plan, any new development in the Old Broomall and Lawrence Park neighborhoods should be referred to the Architectural Review Committee (ARC). The ARC will ensure aesthetically compatible development and will help to guarantee the character of the neighborhoods is preserved. The Township should consider revising the zoning ordinance to include a requirement that all new development in the R-2, R-3, and R-4 zones should submit their application to the ARC for review. Furthermore, as mentioned earlier in this element, most commercial uses which are within these neighborhoods will also be subject to ARC review.

In addition to new or infill development, garage conversions tend to increase in older neighborhoods. Requests for garage conversions must be reviewed by the Planning Commission and the ARC for compliance with relevant codes. If a garage is approved for legal conversions, replacement parking should be addressed. Since the streets in the Old Broomall and Lawrence Park neighborhoods are narrow, on-street parking should be controlled and limited to allow for access by emergency vehicles.

An additional mechanism to help preserve the older neighborhoods in the Township is to actively promote the property maintenance standards for the Township. As discussed in the Housing Element, enforcement of code standards assists in ensuring adequate property maintenance which helps to maintain the high quality of neighborhoods.

OBJECTIVE: TO CONTINUE TO ENCOURAGE DEVELOPMENT AND/OR REDEVELOPMENT ACTIVITY IN THE FIVE CORE AREAS.

EXISTING CONDITIONS AND RECOMMENDATIONS

The core concept which was created by the 1991 Comprehensive Plan, established five cores for concentrations of development. Two cores are "Interchange Cores" as they are associated with the highway interchanges at I-476 and West Chester Pike and I-476 and Route One/Media Bypass. The second type of core refers to the existing commercial centers at West Chester Pike and Sproul Road, West Chester Pike and Springfield Road, and Sproul Road and Lawrence Road.

Land uses recommended for concentration in the Interchange Cores include regional commercial centers, high-density residential development, and professional office uses. In order to continue enforcing the core concept, the zoning map should reflect the suggested land uses.

The Commercial Cores were established as a method to help limit commercial development to the cores, with only residential uses and institutional uses between the cores. For the most part, the existing land use and zoning map comply with the commercial core concept.

IMPLEMENTATION STRATEGIES

The land area surrounding the Interchange Cores are instances where the Township's design and zoning standards can be revised to further reflect the recommendations set forth in the 1991 Comprehensive Plan and this plan.

RA, RB, and RC districts which allow for single-family residential development on lots ranging in size from 20,000 square feet to 80,000 square feet surround the Interchange Core at Route 1/Media Bypass and I-476. These zoning districts promote low density residential development and do not encourage the land use pattern recommended. The township will retain residential usage and mitigate expansion of any business districts into existing R-1 residential areas.

The R-1 zoning district comprises much of the land area proximate to the other Interchange Core (I-476 and West Chester Pike). This district allows for moderate density residential development. While there are areas zoned B-1 and O-1, which promote business and professional office development, the area zoned R-1 is considerably larger. Consideration could be given to expanding the B-1 district, which is located at the southeast corner of the interchange. This zone change would create a pattern that is more reflective of the goals of the Interchange Cores. Additionally, since parking facilities are permitted uses in the B-1 zone, as discussed in the Circulation Element, a park and ride facility located proximate to this interchange would encourage carpooling and use of public bus service. As recommended above, the Township should consider reducing the number of required parking spaces and promote shared parking. This will promote a more efficient use of land and allow more space for commercial uses within these cores.

Encouraging development, redevelopment and in some cases revitalization within the Commercial Cores is fundamental to maintaining the existing development pattern. The creation of a BID and of a Historic District Overlay zone will help enhance the quality of development as well as create a more aesthetically appealing environment within the core located at the interchange of West Chester Pike and Sproul Road.

Additionally, each Commercial Core represents a gateway to Marple. The core located at West Chester Pike and Springfield Road is Marple's northern gateway, the core located at West Chester Pike and Sproul Road is Marple's southern gateway, and the core location at Sproul Road and Lawrence Road is Marple's eastern gateway. All three gateways should have a unified and welcoming design that is clear, clean, and informative. A firm could be hired to create a professional look for the gateway/core areas that includes signage, banners, lighting, and streetscape improvements.

3. HOUSING ELEMENT

GOAL: ENCOURAGE ADEQUATE, SAFE, AND DIVERSE HOUSING OVER A RANGE OF AFFORDABILITY THAT IS IN HARMONY WITH EXISTING DEVELOPMENT AND THE PHYSICAL ENVIRONMENT.

A housing unit analysis looks at existing trends in the quantity and types of housing. In considering, Marple Township's housing needs over the next ten years, it is fundamental to examine and analyze the past and present housing trends and patterns.

3.1 HOUSING TRENDS AND PATTERNS

In 1990, there were a total of 8,433 housing units in the Township. Between 1990 and 2000, a total of 364 units were added, a 2.7% increase, for a total of 8,797 housing units in 2000. This 4.3% increase is slightly higher than the 2.6% total increase in housing units in Delaware County over the same time period. This indicates that the number of smaller and one-person households is rising, as a result of new residents or splintering of existing households. Additionally as shown in Section 1.4 of this plan, the population in Marple Township has been steadily decreasing since 1970, but between 1990 and 2000, the Township experienced a slight population increase, which could account for the moderate growth in the number of housing units. There was also a 5.3% increase in occupancy rate which coincided with a 0.8% decrease in the vacancy rate. The 2000 vacancy rate is 2.0%, which is relatively low, indicating that Marple is a relatively stable community with a somewhat high demand for housing.

Table H-1: Population, Housing Units, and Occupancy Rate

	1990	2000	% Change 1990 - 2000
Population	23,123	23,737	2.7%
Housing Units	8,433	8,797	4.3%
Occupied Units	8,193	8,623	5.3%

Source: US Census Bureau

As shown by the Tables H-2 and H-3, it is clear the Marple Township is overwhelmingly single-family detached homes (79.5%). With the exception of a roughly 40% decrease in the number of housing structures with over twenty (20) units, the composition of housing types remained fairly consistent between 1990 and 2000. Additionally, the amount of owner-occupied housing units has remained constant over the same time period. Approximately, 83.7% of housing units in Marple are owner occupied which represents slight decrease from 1990

Table H-2: Housing Units By Units in Structure

Structure Type	1990 Number	1990 Percent	2000 Number	2000 Percent
1-unit, detached	6,713	79.6%	6,991	79.5%
1-unit, attached	401	4.8%	426	4.8%
2 units	203	2.4%	203	2.3%
3 or 4 units	262	3.1%	259	2.9%
5 to 9 units	91	1.1%	134	1.5%
10-19 units	226	2.7%	143	1.6%
20 or more units	497	5.9%	294	3.3%

Source: US Census Bureau

Table H-3: Occupied Housing Units, By Tenure

	1990	Percent	2000	Percent
Owner Occupied	6954	84.9%	7220	83.7%
Renter Occupied	1,239	15.1%	1,403	16.3%

Source: US Census Bureau

Table H-4 displays the age of housing in the Township. A little over half, 53.2% of the Township housing stock was constructed between 1940 and 1959, providing physical evidence of the Township's post World War II boom.

Table H-4: Age of Housing Stock

Year Structure Built	Number	Percent of Total
1999 to March 2000	42	.48%
1995 to 1998	98	1.1%
1990 to 1994	287	3.3%
1980 to 1989	695	7.9%
1970 to 1979	832	9.5%
1960 to 1969	1,662	18.9%
1940 to 1959	4,678	53.2%
1939 or earlier	503	5.7%

Source: US Census Bureau

In general, owner-occupied housing is considered affordable if the monthly mortgage does not exceed 28% of a household's gross monthly

income. Among the households in Marple which owned their own home in 2000, roughly 22.4% spend 30% or more of their monthly income on housing costs, and conversely over 53% spend less than 20% of their monthly income on housing costs; a complete breakdown is shown in Table H-5. In Table H-6, the current value for owner-occupied housing has been adjusted using the accepted Consumer Price Index (CPI) inflation rate. Almost 87% of the owner-occupied housing in Marple Township is valued between \$113,008 and \$339,023 (\$100,000 and \$299,999 in 2000), and roughly 1.8% are valued greater than \$565,040 (\$500,000 in 2000).

Table H-5: Owner-Occupied Costs as a Percentage of Monthly Income

Percentage of Income	Households	Percentage of Total
Less than 20 percent	3,730	53.9%
20.0 to 24.9 percent	975	14.1%
25.0 to 29.9 percent	613	8.8%
30.0 to 34.9 percent	366	5.3%
35.0 percent or more	1,184	17.1%

Source: US Census Bureau

Table H-6: Housing Value Adjusted for 2002 Dollars

2000 \$ Value	2005 Inflated \$ Value	Units	Percentage
Less than \$50,000	Less than \$56,504	18	0.2%
\$50,000 to \$99,999	\$56,504 to \$113,007	290	4.0%
\$100,000 to \$149,000	\$113,008 to \$169,511	1,177	16.3%
\$150,000 to \$199,999	\$169,512 to \$226,015	2,990	41.4%
\$200,000 to \$299,999	\$226,016 to \$339,023	2,065	28.6%
\$300,000 to \$499,999	\$339,024 to \$565,039	549	7.6%
\$500,000 to \$999,999	\$565,040 to \$1,130,080	125	1.7%
\$1,000,000 or more	\$1,130,081 or more	6	.08%

Source: US Census Bureau

For those residents of Marple that rent their residence, only 15.9% spend less than 15% of their monthly income on rent; however approximately 44.1% spend more than 30% of their monthly income on rent (see Table H-7). The majority of rent charged within Marple falls between \$565 and \$1,128 in 2005 adjusted figures (\$500 to \$999 in 2000 dollars). The exact breakdown of gross rents paid in Marple is detailed in Table H-8. The census data also reveals the majority of rental housing is located in Lawrence Park neighborhood of Marple.

Table H-7: Gross Rent as a Percentage of Monthly Income

Percentage of Income	Households	Percentage of Total
Less than 15 percent	224	15.9%
15.0 to 19.9 percent	163	11.6%
20.0 to 24.9 percent	145	10.3%
25.0 to 29.9 percent	172	12.3%
30.0 to 34.9 percent	89	6.3%
35.0 percent or more	530	37.8%

Source: US Census Bureau

Table H-8: Gross Rent Paid, 2005 Adjusted

2000 \$ Value	2005 Inflated \$ Value	Units	Percentage
Less than \$200	Less than \$226	14	1.0%
\$200 to \$299	\$226 to \$337	7	0.5%
\$300 to \$499	\$339 to \$563	56	3.0%
\$500 to \$749	\$565 to \$846	389	27.7%
\$750 to \$999	\$847 to \$1,128	480	34.2%
\$1,000 to \$1,499	\$1,130 to \$1,693	136	9.7%
\$1,500 or more	\$1,695 or more	263	18.7%

Source: US Census Bureau

As noted in Section 1.4 of this Comprehensive Plan, there has been a rather uneven distribution of residential building permits issued between 1990 and 2004. There was an increase in housing starts in the early 1990's specifically between 1990 and 1993 when Marple issued approximately 169 residential building permits, corresponding with the opening of the Blue Route in December 1991. Another spike in housing

starts was seen between 2000 and 2002. As shown on Map H-1, Marple Township data reveals that there were approximately thirty (30) new residential tracts developed between 1992 and 2002.

3.1.1 PENDING APPLICATIONS

Although there has recently been a decrease in the number of residential building permits issued, it is expected that there will be another surge in residential building permits issued in Marple over the next ten years. At present, four residential subdivisions have received development approvals from the Marple Township Planning Commission. Upon completion of these developments, at least fifty-six (56) new residential units will be constructed. Furthermore, a developer has received preliminary approval contingent on approval from the Pennsylvania Department of Environmental Protection (PADEP) approval for a 218 unit development in the southwest corner of the Township. The developer is proposing fifty-eight (58) townhomes and four multi-story apartment buildings with ground floor parking.

Upon completion of these projects, there will be no large tracts of land available for development. Any additional residential development will be the result of infill development, redevelopment, or gut rehabilitations.

3.2 DISCUSSION OF OBJECTIVES

OBJECTIVE: ENCOURAGE CONTEXTUAL INFILL DEVELOPMENT AND REDEVELOPMENT ACTIVITY.

EXISTING CONDITIONS AND RECOMMENDATIONS

Since there are no large tracts of land available for development in Marple Township, infill development or redevelopment will occur with

increasing frequency. Infill development can be defined as development that fills in the gaps in existing neighborhoods. Redevelopment is essentially tearing down old structures and building new structures at the same site.

Low property taxes and easy access to the regional roadway network make Marple an attractive location for first-time homeowners. Securing new residents would be a positive step towards any redevelopment efforts.

At present, the "Old Broomall" section, which for the most part is zoned R4, has experienced a significant amount of infill residential development. The housing stock and infrastructure in this section are considerably older than most of the Township and, until recently, the underlying zoning permitted lots sized at least 3,000 square feet. The minimum lot size was increased to 5,000 square feet as a result of non-contextual infill development. For example, homes which were situated on lots sized at least 6,000 square feet were demolished; the lot subdivided into two (2) 3,000 square foot lots and a three-story home was constructed on each lot. The resulting development pattern created circulation problems for emergency vehicles and a disconnected architectural style throughout the neighborhood.

Architectural review committees, in conjunction with an architectural standards ordinance, are the primary tools for ensuring infill residential development and residential redevelopment that complements the surrounding neighborhood. Enforcement of existing right-of-way and parking requirements is essential for maintaining efficient emergency vehicle access. Improving and enhancing the development standards will promote the preservation of the existing architectural style in the Township and will help to enhance the quality of life for Marple residents.

IMPLEMENTATION STRATEGIES

An Architectural Review Advisory Committee (ARC) should be created. The ARC would review each residential infill and residential redevelopment application to ensure that the proposed development conforms to the size and scale of the existing homes on the street. The Marple Township Zoning Regulations should be revised to include a provision indicating that all infill residential development in any residential zone shall be subject to review by the ARC. Specifically, floor plans for all floors and elevations of all sides of residential buildings would be submitted to the ARC for compliance review. While the ARC will not have approval power, they will submit a formal recommendation on each applicable application to the Planning Commission.

In order to achieve a level of consistency for architectural reviews, an architectural guidelines ordinance should be adopted. As discussed in the Section L of this plan, the ordinance would contain applicable regulations for residential "infill" development. The requirements set forth in the ordinance would reflect the existing architectural context of the neighborhood or zone as well as the underlying zoning. Additionally, the ordinance would contain an architectural review checklist for use by the ARC and developers.

Finally, the Township should consider elevating the Marple Beautification Association to a permanent committee of the municipal government. This association could then work with the proposed Board of Historical Architecture Review (discussed in the Natural and Historical Resources Element), ARC, and the Code Department to develop and promote a neighborhood program which contains preservation, code enforcement, and greening programs. These programs will help to create a sense of community that appeals to first time homeowners.

OBJECTIVE: PROVIDE AFFORDABLE HOUSING THAT ADDRESSES THE NEEDS OF THE TOWNSHIP'S SENIOR CITIZENS.

EXISTING CONDITIONS AND RECOMMENDATIONS

Population forecasts and trends throughout the United States indicate that there will be a need to expand housing opportunities for the elderly population. As the "Baby Boomer" generation continues to age and as the lifespan for Americans continues to increase, there will be need to provide housing accommodations for senior citizens.

The 1991 Marple Township Comprehensive Plan recognized the Township's changing demographics, in particular the increase in the population aged 55 or older, for whom alternatives to the single-family detached form of housing are expected to be important. The plan further stated that in order to permit this group to remain in the community in which they have lived and raised families, increased availability of single family attached and multi-family units is probably required. Census data reveals that the amount of residents over age 55 has remained consistent between 1990 and 2000, therefore, Marple Township, should continue to support housing stock that addresses the needs of an elder population.

IMPLEMENTATION STRATEGIES

The Township should continue to take into account the different and continuing care needs of Marple's elderly citizens. Since there are no large tracts of land available for the development of a retirement community, the Township should consider permitting retirement communities or age-restricted facilities in the RC or RB zones. A zoning amendment would ensure that sites within either zone become

available for development, the needs of Marple's elderly population could be accommodated. Retirement communities shall be permitted uses in the RC and RB zones.

As discussed in the 1991 Comprehensive Plan, many older Marple residents would like to "downsize" their existing housing but yet stay in the community. In addition to permitting retirement communities, the Township should encourage a more efficient use of the current housing stock. For example, Old Broomall contains housing units that are relatively small and may be attractive to those seeking to downsize their living quarters. Also, accessory apartments and shared housing should be considered, especially in the Broomall and West Chester Pike areas. Additionally, redevelopment projects which result in village-type development, including a mix of residential and non-residential uses, within the Township's existing retail cores (Broomall, Lawrence Park, and West Chester Pike areas) should be encouraged. Mixed use village-type communities promote inclusion and diversity by incorporating housing for people of all income levels along with supportive housing for the elderly. Allowing people to live in the same vicinity as where they work and shop improves the quality of life and increases residents' sense of belonging. Ultimately, mixed use developments foster a sense of connection that bolsters the health and vitality of a community and all of its residents.

As discussed in Section L of this plan, village style development along portions of the West Chester Pike would help support the reemergence of this corridor as "downtown" Marple. That said, the township would like mixed-use development to continue to be permitted only by special exception in all commercial districts (O, O-1, N, B, B-1) in Marple Township.

OBJECTIVE: CONSERVE THE EXISTING HOUSING STOCK BY SUPPORTING CODE ENFORCEMENT AND NEIGHBORHOOD PRESERVATION PROGRAMS.

EXISTING CONDITIONS AND RECOMMENDATIONS

Marple's main growth period from the late 1940's to around 1970 saw the development of many single-family detached residential subdivisions, whose character put a firm imprint on the central and northern half of the municipality. While these residential areas are generally stable and are projected to remain much as they are over the next ten years, preservation and conservation of these areas is fundamental to maintaining the existing residential character, neighborhood identity, and housing affordability.

IMPLEMENTATION STRATEGIES

Community greening and gardening programs not only foster beautification, but increase community pride and quality of life. The Marple Beautification Association can look to the Pennsylvania Horticultural Society's "Green City Strategy", which targets beautification of gateways, street tree plantings, and the stabilization of open spaces, as a model for its greening program and/or neighborhood preservation program. The Society also provides funding for greening and gardening projects, technical support, and training of tree tenders and urban gardeners.

Building code enforcement encourages housing maintenance, which directly impacts property values, homeownership rates, and community pride. Strong use of inspections should be the primary tool for combating housing issues that could negatively affect Marple's residential neighborhoods, especially the older areas.

As Marple increases its neighborhood preservation and inspection effort, coordination of data is vital to targeting problem areas and preventing allegations of properties being unfairly singled out or ignored. It is recommended that Marple utilize Geographic Information Systems (GIS) parcel based mapping. This mapping will greatly enhance code enforcement by tracking code violations over time, thus revealing violation trends. Additionally, this mapping could follow the activities performed by the Marple Beautification Association which would help reveal the impact of neighborhood enhancement activities.

4. CIRCULATION ELEMENT

GOAL: TO IMPROVE THE SAFETY, APPEAL AND EFFICIENCY OF ALL MODES OF TRANSPORTATION AVAILABLE TO MARPLE RESIDENTS AS WELL AS THE INTEGRATION OF THESE VARIOUS MODES INTO A MORE COHESIVE TRANSPORTATION NETWORK.

The intent of the Comprehensive Plan's Circulation Element is to provide a description of the existing transportation network and examine current linkages between land use and transportation. An understanding of this relationship provides insight on the needs to be met by future development and redevelopment initiatives and ensures a greater effectiveness of any subsequent transportation investment by applying access management principles thereby creating a more balanced transportation network.

4.1 EXISTING CIRCULATION CHARACTERISTICS

Access and mobility are at the core of any worthwhile circulation study. Focusing on these issues, and posing the questions 'how mobile are Marple residents' and 'how accessible are Marple businesses,' for all modes of transportation provides a holistic approach to transportation planning as well as a framework for coordinating land uses and future redevelopment opportunities with the community's overall transportation network in order to increase mobility and maximize access.

4.1.1 ROADWAY INVENTORY AND ASSESSMENT

Marple is an intensely developed community that reflects land use patterns which parallel the older Townships and boroughs located east of

Interstate 476 characterized by small lot residential development and traditional commercial structures along the Township's historic arteries. One such artery, Route 3 or West Chester Pike, follows the historic trolley route which linked Philadelphia to West Chester and served as the impetus for the Township's creation and growth, illustrating the influence of transportation facilities on the history and development of the community. Today, development in Marple has shifted away from the downtown core, located around the intersection of West Chester Pike and Sproul Road, to land adjacent to the newly constructed Blue Route (I-476) opening up new development patterns in the southwest and southeast portions of the Township.

Map and Table C.1 indicate the classification of Marple's roadways in descending levels of intensity. As a matter of general policy, higher-intensity traffic (such as truck traffic or through traffic) should be directed onto higher-classification roadways.

Map C.1 Road Classification, Marple Township

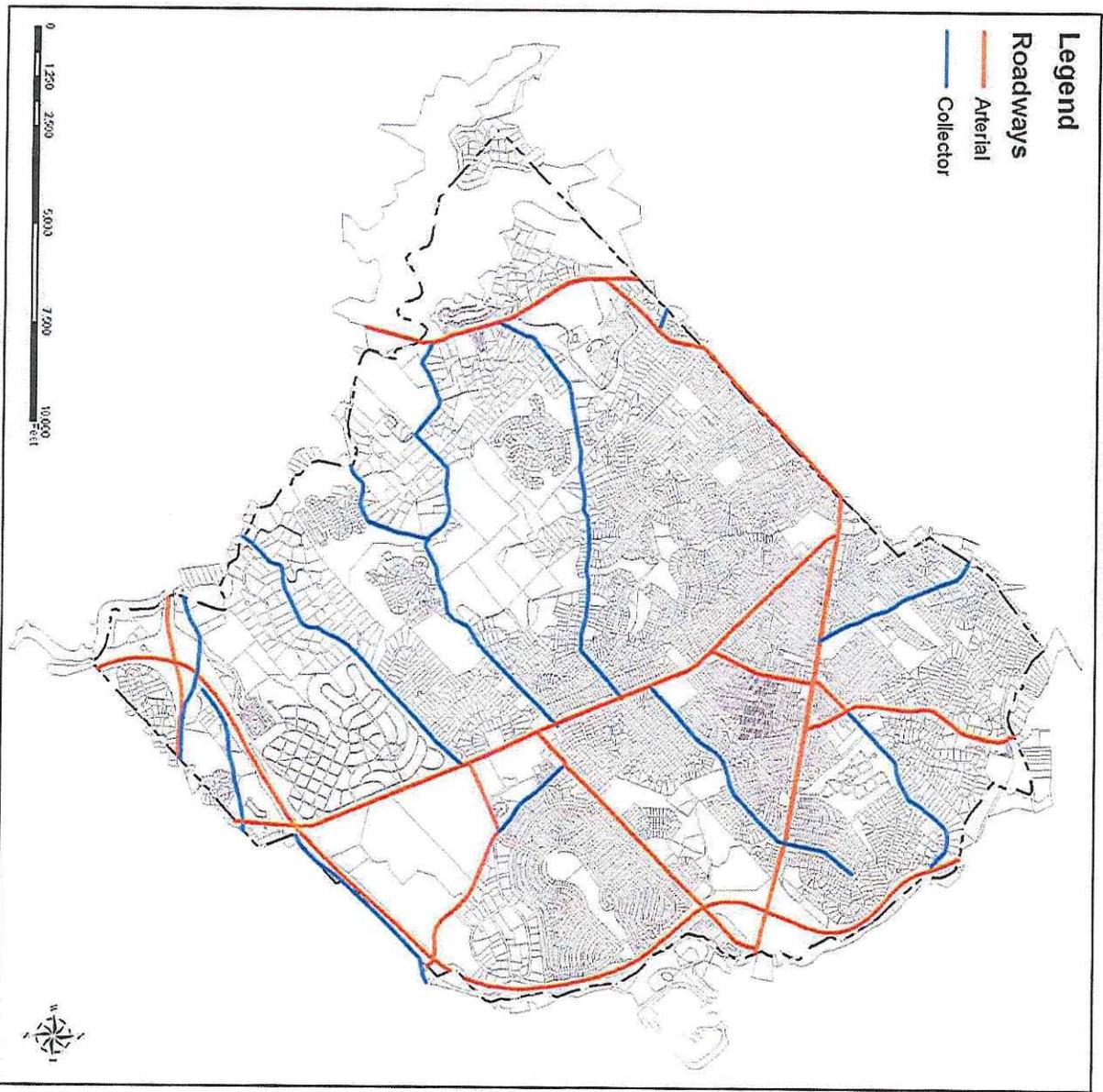


Table C-1: Classifications of Marple Roadways

Expressways	
Interstate 476 (Blue Route)	
Arterials	
Church Lane	Lawrence Road
Media Bypass	Media Line Road
Newton Street Road	Reed Road
Route 3 (West Chester Pike)	Springfield Road
Sproul Road	
Collectors	
Cedar Grove Road	Crum Creek Road
Eagle Road	Gradyville Road
Malin Road	Marple Road
New Ardmore Avenue	Old Marple Road
Old State Road	Palmers Mill Road
Paxon Hollow Road	
Local Streets	
All other roadways	

4.1.2 TOWNSHIP-WIDE CIRCULATION FINDINGS AND PROJECTIONS

With intensive commercial and industrial districts – O-1, B-1 and I – abutting arterial roadways or expressways and greater access provided by collector roadways running throughout the Township, Marple's zoning districts and roadway classifications are wholly compatible. The oldest of these commercial districts lies along busy West Chester Pike, parking for which is provided by diagonal parking spaces within the right-of-way that force drivers to back up onto the Pike. A solution must be sought which provides greater access to these businesses and creates a safer more pleasant experience for residents as one step in an overall revitalization strategy for the area.

As discussed in the Housing and Land Use Elements of this Comprehensive Plan, future development will depend mostly upon the infill of scattered parcels and redevelopment activities as no large tracts of land remain for development. Typically, development of this type does not cause the same impact on the existing transportation network as much as a major multi-acre development, but any impact should still be addressed during the plan review process.

While there are no official truck routes through Marple Township, trucks have historically traveled along Sproul, Reed, and Lawrence Roads. As employment and congestion are projected to increase over the next twenty years, this heavy traffic, if left unchecked, may begin encroaching on residential, collector streets. The formulation and enforcement of approved truck routes will ensure continued separation of local residential traffic from heavy truck and through traffic.

The Delaware Valley Regional Planning Commission's (DVRPC) population and employment projections for the next 20 years predict minimal population change in Marple Township but a 30% rise in the number of jobs, translating to additional pressure on the existing transportation system as a result of increased regional commuting. In addition to suggesting specific roadway improvements in order to accommodate this additional load, the Circulation Element articulates strategies and policies designed to enhance use of the Township's mass transit bus lines to relieve some of the projected pressure on the transportation system.

4.1.3 DESCRIPTION OF ALTERNATE MODES

Public transit options in Marple are limited to 5 bus routes operated by the Southeastern Pennsylvania Transportation Authority (SEPTA): Routes 104, 110, 112, 118 & 120. Two of these routes, 104 and 120, run along West Chester Pike, with Route 104 offering service from West Chester to the 69th Street Terminal, thereby providing access to the Market-Frankfort Line to Center City Philadelphia. Route 120 is an express route between Cheyney University and the 69th Street Terminal making limited stops within Marple Township.

The longest bus route in Marple, Route 112, serves Delaware County Community College, Lawrence Park Industrial Park, Lawrence Park Shopping Center and continues on to the 69th Street Terminal.

Routes 110 and 118 only skirt the edges of the Township providing limited benefit for Marple residents. Route 110 serves Penn State University's Delaware County campus from the 69th Street Terminal, only entering Marple Township to serve the Marple-Springfield Shopping Center. Route 118 primarily serves as a link between Media and Newtown making a stop in Marple at Delaware County Community College.

Sidewalks are present throughout most of the older sections of Marple, yet due to the long distances separating structures and uses, their lack of buffers – shielding pedestrians from high-speed vehicular traffic on major thoroughfares – and absence of any substantial shade, Marple is not a pedestrian friendly town.

4.2 DISCUSSION OF OBJECTIVES

OBJECTIVE: ENSURE THAT DEVELOPERS AND REDEVELOPERS APPROPRIATELY ADDRESS THE TRAFFIC-RELATED IMPACTS GENERATED BY ANY PROPOSED DEVELOPMENT OR REDEVELOPMENT.

EXISTING CONDITIONS AND RECOMMENDATIONS

Marple's land development regulations presently do not require applicants to address potential impacts their projects will have upon the Township's transportation network. Given the amount of traffic in the Township as well as impacts to the level of traffic that may be anticipated from any new development/redevelopment, this plan recommends that development regulations require applicants to address impacts generated by their projects.

IMPLEMENTATION STRATEGIES

Marple Township's development regulations should be revised to require that all applicants submitting site plans or subdivisions for approval also submit a study assessing any off-site impacts the proposed development may have on area roadways and intersections. Unless a finding of no significant impact can be demonstrated, the development regulations should further specify that applicants contribute a proportional share toward the cost of any roadway or intersection improvements necessary to maintain the pre-development Levels of Service (LOS). Additionally, due to Marple's built-out character, limited opportunities exist for roadway capacity expansion within the core of the Township. Therefore, creative means of addressing traffic impacts should also be identified in the traffic study submission including staggered workday starts or employee

subsidies for mass transit. In addition, this plan recommends that the Township consider instituting a fixed development fee, comprised of a percentage of the assessed value of new construction or redevelopment costs, contributing to a newly-established dedicated fund for transportation enhancements such as park and ride facilities, public parking lots or streetscape improvements.

OBJECTIVE: ENCOURAGE PEDESTRIANISM.

EXISTING CONDITIONS AND RECOMMENDATIONS

As discussed previously in this section, the pedestrian experience in Marple is marked by a lack of buffers, an absence of shade and empty expanses along sidewalks. Under Pennsylvania Vehicle Code (Title 75, Chapter 35, Section 3542[a]), vehicles are required to yield to pedestrians in crosswalks where no signalization is present. Accordingly, as part of a recommended program of crosswalk improvements, this plan encourages the installation of new signage within the cartway where crosswalks are to be provided mid-block – where pedestrian walkways meet the street – instructing traffic to yield to pedestrians. This type of signage may also be installed at signalized intersections where high levels of pedestrian traffic occur, and the potential for vehicle/pedestrian conflicts is greatest. If the funds exist, consider utilizing decorative pavers or other materials such as slate to better integrate these two modes as well as enhance the aesthetic nature of the crosswalks. To further enhance walkability throughout the Township, and particularly where residential areas are close to commercial, recreational, and community center uses, this plan recommends the provision of sidewalks along right-of-ways. One area in particular that would benefit from pedestrian-friendly improvements is the Marple-Springfield Shopping Center and its vicinity. The Center is located on Route 1, a heavily traveled arterial, directly across from a residential area on the opposite

side of Route 1. This plan recommends consideration of a pedestrian signal and/or a cross-walk to aid pedestrians seeking to cross Route 1 where the entrance to the shopping center is located. Additionally, the parking lot for the shopping center is unfriendly to walkers. Sidewalks within the parking lot would provide a pedestrian connection between the complex entrance and the stores on this site.

IMPLEMENTATION STRATEGIES

The Township should pursue grants as may be available for the provision of crosswalks at as many intersections as possible, with special emphasis on crossings where pedestrian traffic is already encouraged by streetscape improvements.

Enforcement of posted speed limits and other traffic regulations along West Chester Pike should be made a top priority as well as enhancing the pedestrian experience along the Pike through streetscape improvements. Finally, traffic calming techniques should be implemented along collector streets throughout the Township, specifically Parkway South and New Ardmore Avenue, making this class of streets safer for both pedestrians and bicyclists. These techniques, including speed humps and bump outs, also ensure that the majority of through traffic remains on the arterial streets, preserving collectors for local traffic only.

The installation of sidewalks along right-of-ways can be encouraged through the development review process, during which the Planning Board could require such improvements as a condition of approval. The Township should also consider amending its land development ordinance to require the provision of sidewalks or the repair of existing sidewalks.

OBJECTIVE: PROMOTE SEPTA BUS SERVICE AS A MORE VIABLE TRANSPORTATION OPTION.

EXISTING CONDITIONS AND RECOMMENDATIONS

As noted previously, Marple is served by several SEPTA bus routes (Map C.3). Routes 104 and 120 follow West Chester Pike, with Route 104 offering service from West Chester to the 69th Street terminal, while Route 120 is an express route between Cheyney University and the 69th Street Terminal making limited stops within the Township. Route 112 is the longest bus route in Marple, making stops at Delaware County Community College, Lawrence Park Industrial Park, Lawrence Park Shopping Center and continuing on to the 69th Street Terminal. Routes 110 and 118 only skirt the edges of Marple Township providing limited benefit for Marple residents. Route 110 serves Penn State University's Delaware County campus from 69th Street Terminal, only entering Marple Township to serve the Marple-Springfield Shopping Center. Route 118 primarily serves as a link between Media and Newton making a stop in Marple at Delaware County Community College.

The Delaware Valley Regional Planning Commission's (DVRPC) West Chester Pike Land Use and Access Management Strategies Study found ridership on these routes to be relatively low however there are still those who rely solely on SEPTA for transportation to and from work. One recommendation to come out of the study suggested the acquisition of land near I-476 for use as a park and ride lot. This would reduce traffic into the Township by giving commuters the option of leaving their cars on the outskirts of the Township and transfer to SEPTA service rather than fight the congestion of the local roadways. The recommendation becomes even more essential when considered in tandem with the DVRPCs projected 30% employment growth for the Township over the next 20 years. Since commuters will fill the bulk of the forecasted job

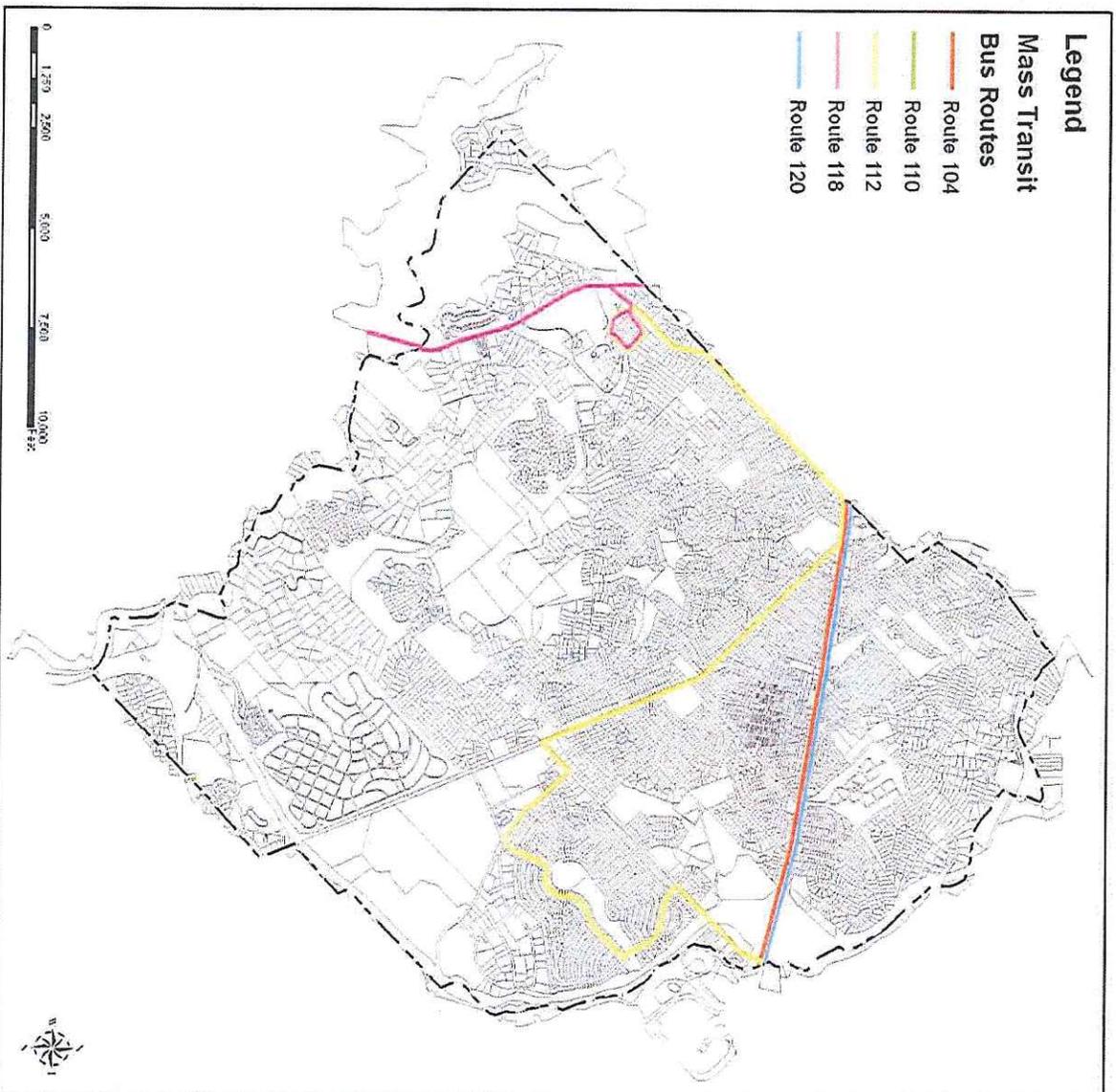
growth, they will be an additional burden on the network, contributing heavily to any increased congestion in the area. The implementation of the park-n-ride lot can mitigate this anticipated outcome.

IMPLEMENTATION STRATEGIES

The Township should partner with the appropriate agencies to add context sensitive, aesthetically pleasing bus shelters along major arterials such as West Chester Pike (Route 3) and Sproul Road to provide safety and comfort to transit users.

The plan also reiterates its recommendation for implementing a fixed development/redevelopment fee, based on construction or redevelopment costs, put towards the acquisition of transportation enhancements such as a park-n-ride facility.

Map C.3 Mass Transit, Marple Township



OBJECTIVE: IDENTIFY THROUGH SIGNAGE APPROVED TRUCK ROUTES THROUGHOUT THE TOWNSHIP.

EXISTING CONDITIONS AND RECOMMENDATIONS

Marple Township currently has no designated truck routes; historically, the community has never experienced any problems with heavy truck traffic encroaching onto residential and local streets. As traffic congestion increases however this arrangement may not continue. In order to ensure this separation, to preserve the integrity of residential neighborhoods and ensure the quality of life the residents of Marple have come to enjoy, it would be in the Township's best interest to identify and designate approved truck routes along certain expressways and arterials throughout Marple. Since the majority of the heavy trucks currently travel along Sproul, Reed, and Lawrence Roads – roads conducive to this level of traffic – this plan recommends the Township formalize this arrangement, designating these and other streets as official truck routes through Marple Township (Map C.4).

IMPLEMENTATION STRATEGIES

Clear signage and strict enforcement of approved truck routes is necessary in order to continue to keep residential streets free of heavy truck traffic, making them safer for pedestrians as well as local vehicular traffic.

OBJECTIVE: ENDORSE REGIONAL PLANNING INITIATIVES WITH REGARD TO ROUTE 3 IMPROVEMENTS INCLUDING AN ACCESS MANAGEMENT OVERLAY DISTRICT ALONG WEST CHESTER PIKE.

EXISTING CONDITIONS AND RECOMMENDATIONS

Throughout fiscal year 2005 and into 2006, the Delaware Valley Regional Planning Commission (DVRPC) conducted the *Route 3 Land Use Access Management Strategies Study - Phase and Phase II*. DVRPC worked with Marple Township, Newtown Township, and Edgemont Township to help formulate land use and zoning recommendations for portions of the West Chester Pike (Route 3).

Within Marple Township, the DVRPC's West Chester Pike Land Use and Access Management Study focused much of its attention on how best to revitalize, enhance circulation patterns and encourage a safer interaction of vehicular and pedestrian movements along the Township's historic commercial strip along the Pike between North Malin Road and Church Lane. Uses along this corridor are generally neighborhood-oriented retail, such as a pizza parlor, nail salon, pharmacy, as well as an automobile dealership situated in the middle of the corridor on the northern edge of the roadway.

As stated previously in this section, parking along the strip is provided by diagonal parking requiring drivers to back onto the Pike. The study has proposed a plan to ameliorate this faulty arrangement through the creation of a frontage road to separate the through traffic from the local traffic and redesign of the existing diagonal parking to provide on-street parallel parking. Through the creation of the frontage road, a landscaped buffer can also be created to further shield the through traffic along West Chester Pike from the local, consumer traffic along the historic commercial strip. The result will make pedestrians feel protected and give the retail uses greater access with on-street parallel parking.

Map C.4 Truck Routes, Marple Township

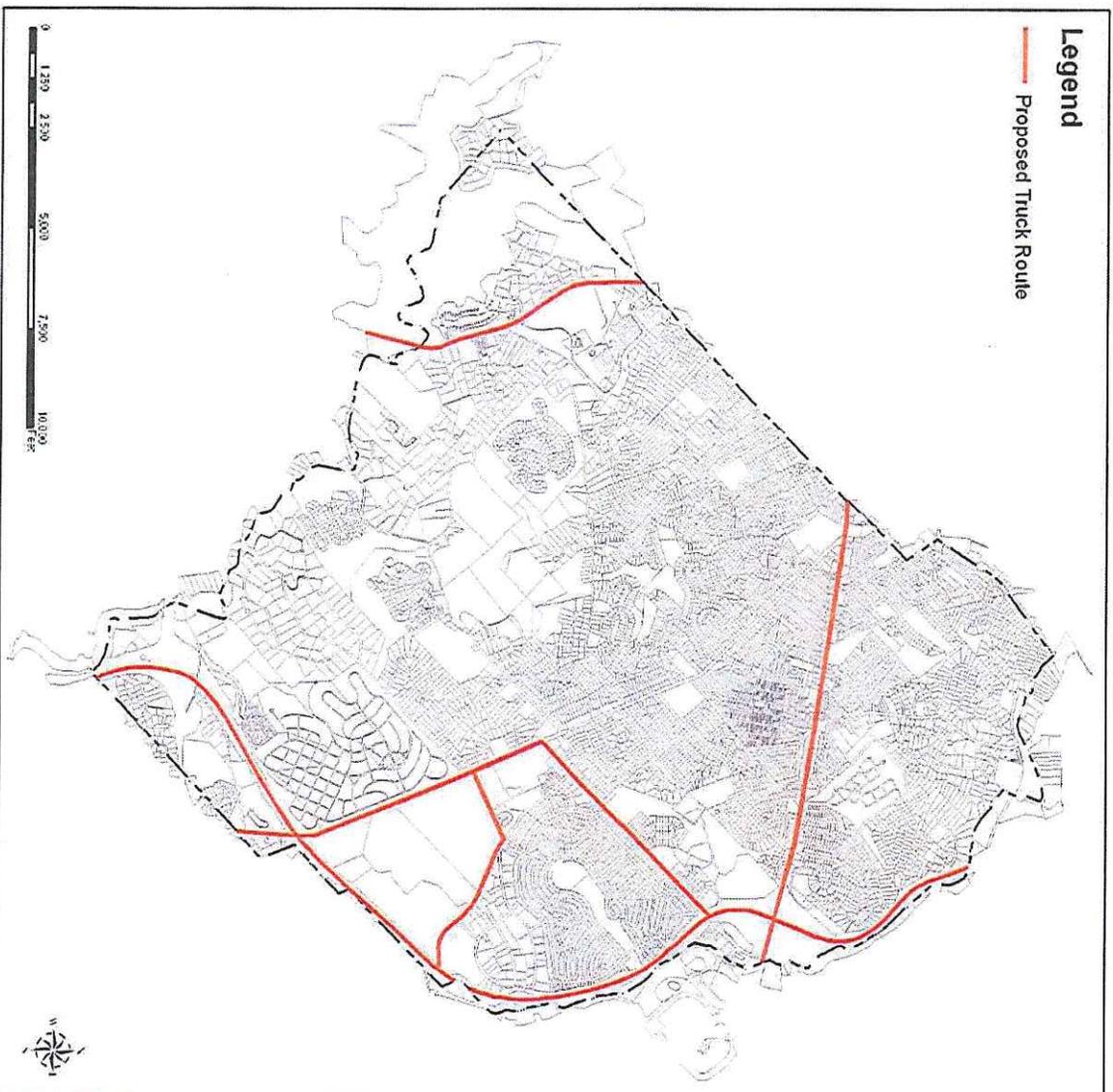


Photo C-1



Source: WRT Design, DVRPC 2005

A further recommendation advocates the creation of a Corridor Access Management Overlay District for the entirety of the West Chester Pike in order to improve road efficiency and safety by providing additional access controls along major roadways, limiting land uses and access points in these areas.

IMPLEMENTATION STRATEGIES

In addition to the proposed frontage road – the improvements for which are illustrated in Photo C-1 – this plan advocates for the implementation of community design standards, helping not only to facilitate a consistent buffer along the corridor but also support the creation of a community space in the center of Marple. Finally, an access management overlay district containing all properties on either side of West Chester Pike should be created utilizing any or all of the following techniques:

- Regulate driveway spacing and curb cuts.
- Encourage joint access and shared parking.
- Minimize commercial strip zoning and promote mixed use and flexible zoning.
- Promote a unified circulation and parking plan for the district.

5. NATURAL AND HISTORICAL RESOURCES ELEMENT

GOAL: ENHANCE AND PROTECT THE TOWNSHIP'S NATURAL AND HISTORICAL RESOURCES.

The Natural and Historical Resources Element discusses the topics of open space, recreation and historic preservation. Marple's natural and historic resources add greatly to the Township's identity and sense of place. These resources promote Marple as an attractive community to live and invest. Since the last Comprehensive Plan, the Township has expanded and improved its recreational facilities and parks and has taken steps to preserve its open space and historic resources.

This element describes and analyzes parks, recreational facilities, open space (undeveloped areas) and historic properties and sites. As Marple is a primarily 'built-out' community, recommendations and implementation strategies for the next ten years focus on improving, preserving and increasing awareness of Marple's existing natural and historical resources.

5.1 EXISTING RECREATION, OPEN SPACE AND HISTORIC LAND USE PATTERNS.

Marple Township was primarily farm land in the 18th and 19th centuries. During the late 19th century, Marple began to develop as a residential 'streetcar suburb' community along West Chester Pike and Sproul Road. The street car (or trolley) which ran from Philadelphia to West Chester brought new residents to the Township who commuted to work elsewhere. Lawrence Park and Broomall, both located off of West Chester Pike, are Marple's two oldest and densest neighborhoods.

Marple has continued to develop predominantly as a suburban bedroom community since the advent of the personal car. Later neighborhoods built to the west of Broomall and Lawrence Park reflect this development pattern and are less dense.

Historic properties built in the 18th and 19th centuries are scattered throughout the Township. This reflects the early rural character of Marple. While every section of the Township is served by municipal parks, the largest recreation and open space areas are located in the western and less densely developed portion of Marple. (See Map N.1.)

The Land Use Element calculated that 31.4% of Marple's land area is open space. However, much of this open space, or undeveloped land, is held privately and is not publicly accessible. These areas include the undeveloped portions of Saints Peter and Paul Cemetery, Cardinal O'Hara High School, Delaware County Community College, AQUA PA rights-of-way and various homeowners associations' open space. One of few remaining areas of open space, the 35 acre "Sycamores" or Dauphin House property along Marple Woods Drive and Old State Road has been proposed by Pulte Home Builders as a townhouse and condominium community of over 200 units. Comparatively, only 5.4% of the Township is zoned as open space (the OS District).

5.2 DISCUSSION OF OBJECTIVES

OBJECTIVE: UTILIZE NATIONAL, STATE, LOCAL AND PRIVATE INITIATIVES TO PROTECT AND RESTORE HISTORIC RESOURCES.

EXISTING CONDITIONS AND RECOMMENDATIONS

One of Marple Township's great resources is its history. Historic buildings and sites should be preserved and commemorated to maintain a sense of place, as educational assets and to spur economic development. Very often for a suburban place that first developed as a farming community, like Marple, the community's unique history and identity can be obscured by sprawling residential, commercial and highway development. However, Marple is lucky to have numerous surviving historical sites throughout the Township including significant buildings from the 17th, 18th, and 19th centuries and a Leni Lenape American Indian village archeological site (Indian Caves).

Marple Township has taken steps to ensure the preservation and recognition of its historic assets. A historic resources protection ordinance has been in place since the 1990s and in 2006 a Historical Commission was formed by the Township.

The historic resources protection ordinance (Section 300-64 of the Marple Zoning Code) was created to preserve historic resources by discouraging demolition and facilitating adaptive reuse. When demolition of a historic resource is sought, the applicant must submit to a permitting process that includes review by the Code Enforcement Officer and the Planning Commission. There is also a 30 day period for the Planning Commission to render a decision once a demolition permit application has been submitted. The historic resources protected by this ordinance

are the properties listed in the 1994 Comprehensive Plan. Adaptive reuse of these historic buildings is encouraged by permitting conditional uses for these building that may not otherwise be allowed by the zoning district.

The Historical Commission serves in an advisory capacity to the Board of Commissioners, Building Inspector, Zoning Officer and Planning Commission. The Historical Commission's functions include seeking nomination to the National and State Registers of Historic Places for historic resources, establishing a museum for historic materials, maintaining the museum collection, ensuring markers are installed at historic locations, and advising the Township when historic property owners seek use variances or demolition permits.

There is only one historic resource that is on the National and State Registers of Historic Places located in Marple, the Thomas Massey House. The Massey House was originally built in 1696 and expanded in 1730. It is one of the oldest English Quaker buildings in Pennsylvania. In the 1960s, a descendent of Thomas Massey bought the house and its one acre property and donated it to the Township. The Massey House is now fully restored and is operated as a historic house museum by the Marple Township Historical Society. Both the Robert Taylor House and Greenbank Farm are considered eligible for National Register by the Pennsylvania Bureau for Historic Preservation (BHP). The BHP is a division of the Pennsylvania Historical and Museum Commission and acts as the State Historic Preservation Office (SHPO).

Table N-1, below, lists all the historic resources in Marple that have a BHP key number and some additional historic buildings. BHP key numbers are assigned to sites that have been submitted as part of a historic resource inventory. State and National Register listings have not been sought for the majority of these sites. Inclusion on a historic

resources inventory is a preliminary step for historic properties to be eligible for nomination. Local governments, non-profits and private groups must seek National and State Historic Register designation through the Pennsylvania SHPO. Once a site is considered eligible by the SHPO, the application for nomination will be forwarded for National Register listing. In Pennsylvania, once a site is placed on the National Register, it is also placed on the State Register. Listing on the State and National Register affords additional protections and funding for restoration.

The buildings listed in Table N-1 that do not have a BHP key number are included so that they may be protected under the historic resources protection ordinance. The lack of a BHP key number does not make these historic properties any less important than those with a key number. Some of the buildings with key numbers have been demolished. They have been included to ensure that this inventory

accurately reflects the BHP's reporting of historic resources in Marple. Also, not all of the sites have names. Table N-1 is not a comprehensive list of all historic resources in Marple Township; many significant late 19th and 20th century buildings are not included. One of the Historical Commission's first projects is the creation of a comprehensive historic resources inventory. The numbers listed in the far right column of Table N-1 correspond to the historic resources' location on Map N-1. Since some of the historic resources do not have exact addresses, not all of the resources shown on the map.

Table N-1: Marple Township Historic Resources

	Property Name	Type	BHP Key #	Year	Address	Status	Notes
1	Brooke House	Building	070592	1770, 1837	412 N. Sproul Road	Undetermined	
2	Robert Taylor House	Building (Stone & Stucco), Farm House	016865	1720, 1941	430 Marple Road	Eligible	Eligible 06/04/84
3	Foxcroft	Building	016864	1754, 1939	246 N. Sproul Road	Undetermined	
4	Downs Home	Building	070597	1874, 1980	252 Marple Road	Undetermined	
5	Moore House "Stoney Lonesome"	Building	070598	1848	2321 Anthony Avenue	Undetermined	
6		Building	070596	1850, 1890	200-220 Marple Road	Undetermined	
7	Marple Presbyterian Church	Building	070594	1834, 1961	105 North Sproul Road	Undetermined	
8	Dr. Moore House	Building	070593	1850, 1859	100 N. Sproul Road	Undetermined	
9	Culbertson House	Building, Farm House	016863	1750	2809 West Chester Pike	Undetermined	
10	Pancoast Gardens	Building	016862	1790, 1860	W. Chester Pike & Sproul Road	Undetermined	
11	The Parsonage	Building	070595	1860, 1911	61 Church Lane	Undetermined	
12	Pine Tree Inn	Building	016866	1821	2193 West Chester Pike	Undetermined	
13	The Aroostook Place	Building (Cabin)	016867	1940	111 South Sproul Road	Undetermined	
14	Peter Worrall House	Building	070591	1740	210 South Sproul Road	Undetermined	
15	Leni Lenape Indian Village	Site	016868	1600, 1940	Langford Road off Lawrence	Undetermined	
16	Powell House	Building	070599	1700, 1735	315 Langford Road	Undetermined	
17	Observation Point	Site	070589		Newtown Street Road/ Old Cedar Grove Road	Undetermined	
18	Yard View Farms	Building	016860	1732, 1934	2790 Old Cedar Grove Place	Undetermined	Demolished

	Property Name	Type	BHP Key #	Year	Address	Status	Notes
19	Haws' Farm	Building	016859	1854	Cedar Grove Road	Undetermined	
20	Orchard House	Building	105337		1218 Cedar Grove Road	Ineligible	Ineligible 09/07/94
21	Morris-Gilpin House	Building, Farm House	016861	1771, 1978	309 Beechtree Road	Undetermined	
22	Enos Worrall House	Building	070590	1766, 1799	2156 1/2 Mary Jane Lane	Undetermined	
23	Brick Mansion (Van Leer House)	Building	070586	1742, 1792	700 Hedgerow	Undetermined	
24	Centennial House	Building	070585	1876	725 Paxon Hollow Road	Undetermined	Demolished
25	Powell - Howell House (Videon Funeral Home)	Building	070600	1730, 1900	2001 Sproul Road	Undetermined	
26	Thomas Massey House	Building	000712	1730, 1860	467 Lawrence Road	Listed	Listed 11/16/1970
27	Bond-Weaver House	Building	070587	1740, 1850	1730 Martins Place	Undetermined	
28		Building	070588		1018 Palmers Mill Road	Undetermined	
29	Hildacy Farm	Building, Farm House, Spring House, Barn	079322	1823, 1856	34 Palmers Mill Road	Undetermined	HRSI Nom. Rec. 01/31/1973
30		Building	016858	1776	Palmers Mill Road	Undetermined	
31	Greenbank Farm	Farm House	016857	1760, 1955	991 Palmers Mill Road	Eligible	Eligible 05/24/02
32	Rhoads House	Building	070579	1683, 1734	718 Crum Creek Road	Undetermined	
33	Worrall House	Building	070582	1766, 1799	Paxon Hollow Road	Undetermined	
34	Langstoon (Coslett House)	Building	070583	1766, 1799	33 Langstoon Lane	Undetermined	
35		Building	070584	1850, 1859	66 Paxon Hollow Road	Undetermined	
36	Faraway Farm	Building	070580	1860, 1869	5 Kenny Circle	Undetermined	

	Property Name	Type	BHP Key #	Year	Address	Status	Notes
37	Rhoads / Anderson House	Building	070581	1736, 1799	Crum Creek Road	Undetermined	
38	Pearson House (Turtle Back Farm)	Building	016856	1695, 1861	821 Crum Creek Road	Undetermined	Demolished
39	Daulphin House (The Sycamores)	Building (Stone), Farm House, Carriage House, Spring House	141866	1785	402 Old State Road	Undetermined	Ineligible 02/16/06
40	Hayti Cemetery	Site	070578	1870, 1879	Old State Road	Undetermined	
41	Marple Post Office & General Store	Building (Townhouse)	016855	1835, 1865	820 W. Springfield Road	Undetermined	
42	Worrall House	Building			112 Black Bass Lane West		
43	Log House	Building			825 Paxon Hollow Road		
44	Coan House	Building		1850	501 Old Cedar Grove Road		
45	Tenant House for Coan Farm	Building		1860	2994 Eastburn Avenue		
46	Worrall House	Building		1800s	718 Cedar Grove Road		
47	Enos Worrall House	Building		1800s	2 Madonna Lane		
48	Gothic Revival	Building		1800s	50 North Malin Road		
49	Dickinson House	Building			100 First Avenue		
50	Ed Worrall	Building		c. 1830-70	2650 Old Cedar Grove Rd.		
51		Building		c. 1830-70	693 Media Line Rd.		
52	James Irvin	Building		c. 1830-70	3607 Gradyville Rd.		
53	James Jackson	Building		c. 1830-70	832 Media Line Rd.		

IMPLEMENTATION STRATEGIES

Preserving historic architecture and buildings increases property values, encourages investment and adds to Marple's unique sense of place. Marple Township should continue to promote the protection of its historic resources. To continue preservation efforts currently in play, it is recommended that a Preservation Plan be developed to guide preservation activities in the future. Below are some recommendations that should be included in such a plan.

The historic resources protection ordinance currently has a 30-day period between submission of a demolition application and when the Planning Commission makes its recommendation. Lengthening this period to 90 days would allow for alternative measures to be pursued for the resource's preservation or permit the Historical Commission time to remove any historic materials that can be salvaged from the property.

The historic resources protection ordinance applies to the historic resources listed in the 1991 Marple Township Comprehensive Plan. The historic resources protection ordinance should be amended to reference Table N-1 in this comprehensive plan once it is adopted by the governing body. However, as discussed above, Table N-1 is not comprehensive. Once the Historical Commission has completed their historic resources inventory, the ordinance should protect those historic resources on the inventory. The historic resource inventory should be undertaken by the Historical Commission using the forms and procedures set forth by the BHP. Creating an inventory using the BHP forms and procedures is often used as the first step in the National and State Register nomination process.

The Historic Commission is charged with establishing and maintaining a museum for historic materials relating to Marple Township. The

Commission also collects and preserves these materials. These materials include Township records, photographs and transcribed and recorded interviews. The museum may also include displays of artifacts recovered from demolished historic buildings from Marple. The Marple Historical Museum will likely be an exhibit and reading room in the proposed expanded Marple Public Library located at 2599 Sproul Road. Currently, the municipal building and library share the same facility. The library will expand once the proposed municipal complex is completed at West Chester Pike and Malin Road. The Township should ensure that adequate room is provided at the library for the museum including storage space and climate controlled facilities.

There are a number of possible funding sources for conducting a historic resource inventory, creating historic design guidelines, expanding the role of the Historical Commission and the museum, and performing other historic preservation initiatives.

The Grants Program established by the Pennsylvania Historical and Museum Commission (PHMC) is a great source of funding for developing preservation plans, National Register nominations, surveys, public programs, research, and the rehabilitation of historic buildings.

The Preservation Services Fund provides nonprofit organizations and public agencies with matching grants from \$500 to \$5,000 (typically from \$1,000 to \$1,500) for preservation planning and education efforts. Funds may be used to obtain professional expertise in areas such as architecture, preservation planning, land use planning, fundraising, organizational development and preservation education activities to educate the public.

The Johanna Favrot Fund for Historic Preservation provides nonprofit organizations and public agencies grants (ranging from \$2,500 to

\$10,000) for projects that contribute to the preservation or the recapture of an authentic sense of place. Funds may be used for professional advice, conferences, workshops and education programs.

Monies from Cynthia Woods Mitchell Fund for Historic Interiors may be used for professional expertise, print and video communications materials and education programs. The fund provides nonprofit organizations and public agencies grants ranging from \$2,500 to \$10,000 to assist in the preservation, restoration and interpretation of historic interiors.

Local Initiative grants support local nonprofit preservation organizations that are hiring their first full-time staff member. A Technical Assistance grant of up to \$2,500 is available for strengthening organizational capacity and developing the resources necessary to hire and effectively use professional staff.

The Collaborative Pilot grant looks for creative partnership projects that advance the preservation mission and build the preservation movement at the local level. A Technical Assistance grant of up to \$2,500 is available for project planning in the following areas: architecture, preservation, land use, organizational development and public policy.

Marple Township's Historic Commission has been considering the formation of a historic district to recognize and preserve a stretch of West Chester Pike in Broomall, specifically between North Malin Road and Church Lane. Consideration should also be given to the establishment of a historic district in a small area along the southern-most end of Old Sproul Road where historic resources are present (as depicted on the Proposed Land Use Map).

The procedures for obtaining designation as a historic district are set forth in the PA Act 167, the Historic District Act, which enables a municipality to develop design standards, incentives and protective measures for the district. As required by Act 167, establishing such a district requires certification as a historic district by the Pennsylvania Historic and Museum Commission. The Township should create an advisory board to be called the Board of Historical Architecture Review (HARB) that would review all development applications for properties within such a district to ensure adherence to established design standards. This plan recommends that the existing Historic Commission become part of the proposed HARB.

The Township should also apply to be recognized by the National Register of Historic Places. Designation by the National Register will allow historic districts to receive additional considerations for projects receiving federal funds.

Receiving historic district designation can be a long and tedious process. In the meantime, the Township can take other steps to create design standards for this area.

As discussed in the Land Use Element, the creation of Historic Overlay Zones would provide design standards in addition to the existing zoning and design standards of the B (Business) Zoning District. The existing Historic Commission would oversee the implementation of these historic overlay design standards. Design standards would affect lighting, signage, building façades and landscaping. A "Historic Design Manual" should be created to clearly illustrate the design standards. The Historic Overlay Zones, their design standards and the manual would be adopted as part of the Marple Township Zoning Code.

While many of the buildings at the core of both proposed districts may not have retained their original architecture and may no longer reflect their historic origins, there are a number of Main Street funding programs that will help revive the original character of both proposed districts.

In addition to the funding sources discussed in the Land Use Element (such as the Pennsylvania Department of Community and Economic Development's Main Street Program and the Pennsylvania Department of Transportation's Home Town Streets Program), there are a number of other programs that may fund Marple's vision for West Chester Pike.

The Pennsylvania Downtown Center promotes and supports the vitality of Pennsylvania's downtowns and traditional neighborhood business districts. The Center provides local groups with the techniques and strategies to revitalize their downtowns.

The National Main Street Center run by the National Trust for Historic Preservation has been working with communities across the nation to revitalize their historic or traditional commercial areas. Based in historic preservation, the program was developed to save historic commercial architecture but has become a powerful economic development tool as well.

Recognizing the role that historic preservation efforts can play in economic revitalization, the Historic Commission and/or the proposed HARB should work closely with the Business Improvement District Committee discussed in the Land Use Element.

OBJECTIVE: PROMOTE USE OF THE TOWNSHIP'S PARKS AND RECREATION FACILITIES.

EXISTING CONDITIONS AND RECOMMENDATIONS

A wide variety of active and passive parks, recreational facilities and activity programs exist in Marple Township. Marple Newtown Leisure Services, a joint municipal agency, oversees group and sports uses of the park and recreation facilities of both townships. Marple Newtown Leisure Services is supported by contributions from both townships, plus programs fees, permitting and services. Offices of this agency are located at the Robert C. Gauntlett Community Center in Newtown Township, and it also provides programs for residents of both Marple and Newtown Townships at this location. Park and recreation facilities improvements and maintenance are provided by Marple Township's Department of Public Works.

Below is a short description of all the parks in Marple Township:

Greenbank Farm – The Delaware County Historical Society owns and cares for the buildings on the property, while the Township maintains and cares for the open space. The farm is located off of Palmers Mill Road and has a country setting of over 25 acres nested next to Hildacy Farm and Crum Creek. Privately owned horses are also stabled on the farm and Greenback is also home to Joey, the Township pig, who lives in the barn.

Hildacy Farm Preserve – These 55 acres are owned by the Natural Lands Trust, a nonprofit dedicated to preserving open space areas to create an interconnected network of natural habitats. The headquarters of the Natural Lands Trust are located on the farm. The farm also operates as a nature reserve with hiking/walking trails open to the public.

Broomall Fields – The fields are not owned by the Township, but the owners (Marple Presbyterian Church, Temple Shalom and Church Lane Senior Care) allow the Marple Little League to play here. The fields are located at the intersection of Marple Road and Church Lane.

Highland Avenue Park – This park is located next to the Worrall Elementary School and the property is owned by the Marple Newtown School District. A roller hockey rink, basketball court and tennis facilities are located in the park. The tennis facility is in need of improvement.

Kent Park – This secluded wooded park is located off of Cedar Grove Road next to Larchmont and Thomas Fields. A playground, gazebo, walking trails and tennis courts are located in Kent Park. Trout Run, a tributary Crum Creek, runs through the park. The majority of the woodland walking trail has become overgrown. A timber bridge which crossed over Trout Run was washed away by a major storm in the 1990s.

Larchmont and Thomas Fields - There are two little league and one Babe Ruth baseball fields located at this park. The fields are located off of Cedar Grove Road and are adjacent to Kent Park.

Paxon Hollow Country Club – Marple Township owns and operates this public 18-hole golf course. Extensive renovations to the links have been undertaken to maintain and improve the course. The club house is also available for special occasions. The rear of Paxon Hollow abuts Kent Park and Trout Run continues its path through the golf course.

Malin Road Tot Lot – This tot lot is nestled in the Broomall neighborhood. It provides modern playground equipment, a grassy field and picnic tables.

Marple Gardens Park – This park is located off of Ann Road. In addition to a playground, picnic/barbeque area, and basketball courts, the fields at Marple Gardens are used for baseball, t-ball and softball.

New Ardmore Avenue Park – The Langford Run Creek, a tributary of Darby Creek, runs through this large park. A number of recreation amenities are provided at this park including trails, basketball courts, playground equipment, and picnic area.

Veteran's Memorial Park – Located at Lawrence Road and Warren Boulevard, this park includes a gazebo, athletic fields, playground, walking path (.3 miles), restrooms and a snack bar. New low level lighting is proposed along the walking path.

Old Marple School Park – Accessible from Cynwood and Bonsall Avenues, this park is a favorite for sledding in the winter. New playground equipment, benches and a trail have been installed. The Township is planning a new gateway for the park to increase awareness and improve access.

Lawrence Park (South Marple Little League Fields) – While primarily used for little league games, tennis courts and a roller hockey rink are also located in this park. The Township is considering improvements to the roller hockey rink. The park is located behind the Loomis Elementary School and is accessible from North Central Boulevard.

In addition to the established parks discussed above, the Township has been offered and is pursuing the acquisition of Gamma Swim Club, which is accessible from a private driveway off Mather Avenue. The Township will not operate this seven acre parcel as a public swimming pool, but will retain the existing parking area, tennis courts, restrooms, and any other structure that could be useful. This future park will

primarily be used for active recreation. The Springton Reservoir is owned and operated by AQUA PA and provides drinking water for much of southern Delaware County. AQUA PA has sold some of the surrounding land around the reservoir to residential developers.

As discussed in the Land Use Element, the DVRPC in conjunction with Marple Township has formulated recommendations for the municipality. Providing adequate parkland and recreation facilities for new residential developments along Route 252 (Newtown Street Road) is one of these objectives.

IMPLEMENTATION STRATEGIES

With a wealth of parks and natural areas, the Township should work to continue to meet park and recreation user needs, upgrade the parks and preserve open space. Consequently, the Township should develop an open space and recreation plan. This plan would inventory all existing recreation facilities and programs, parks and open space in Marple. Surveys of park usage and community needs would inform the open space and recreation plan's recommendations. Current and future needs would be evaluated and prioritized recommendations would help guide the Township's land acquisition, park and recreation facility maintenance and recreation programming over a ten year period.

The Marple Newtown Leisure Services would be integral part of this open space and recreation plan. Marple Newtown Leisure Services provides valuable services at a low cost to the Township. In 2008 Marple Newtown Leisure Services' lease will expire at its current location which is owned by the Marple Newtown School District (Gauntlett Community Center, 20 Media Line Road, Newtown Square). The proposed Marple Township Municipal Complex and Emergency Response Center and Municipal Complex should include office space for Marple Newtown

Leisure Services. This will give this intermunicipal agency a permanent and stable location.

The bike routes recommended in the Circulation Plan should be incorporated into the Marple Township park system and addressed by the open space and recreation plan. Wayfinding signage could guide bicyclists, as well as pedestrians and motorists, to parks, schools, historic sites and other places of interest. A map of the park system provided at all park entrances would increase park users' awareness of the Township's various recreation facilities and parks.

In addition to improving and expanding parks and recreation areas, the Township should invest in neighborhood greening projects as initially discussed in the Housing Element. Community greening projects increase community involvement and property upkeep. In this Comprehensive Plan, a recommendation was made to elevate the Marple Beautification Association to a permanent committee of the municipality. The Association, with the help of volunteers and community involvement, will provide greening projects and clean up throughout the Township. Future projects should encourage property upkeep and consider the placement of planters and street trees. The Pennsylvania Horticultural Society provides training and technical assistance for community greening projects and leaders. TreeVitalize, a grant program run by the Pennsylvania Department of Conservation and Natural Resources, promotes tree coverage by increasing the number of street trees, park and riparian buffer plantings in the five-county Southeastern Pennsylvania region. The Township should pursue funding from this grant program.

OBJECTIVE: CONTINUE TOWNSHIP EFFORTS TO ACQUIRE AND PRESERVE OPEN SPACE.

EXISTING CONDITIONS AND RECOMMENDATIONS

In addition to its extensive active and passive parks, Marple Township also has acquired many open space parcels scattered throughout the municipality. The majority of these parcels are steep slopes located along streams and areas adjacent to the Blue Route, I-476.

As discussed previously, 31.4% of the Township is open space. This open space calculation includes the Marple parks system, municipally-owned open space tracts and privately owned lands. Large areas of privately-owned open space include Saints Peter and Paul Cemetery, Cardinal O'Hara High School, Delaware County Community College, AQUA PA and various homeowners associations.

Marple Township has created an Open Space District, Section 300-54 of the Marple Zoning Code, which is "intended to preserve parkland, game lands, forests, conservation tracts and other designated community resources areas for their perpetual use and enjoyment as open space". Permitted uses are limited to open space and recreation uses (public and non-profit uses open to the public), conservation, forestry, and horticulture. As special exceptions, private open space and recreation uses are permitted. The majority of the areas zoned Open Space (OS) are Marple Township parks and equal 5.4 % of Marple's total land area.

IMPLEMENTATION STRATEGIES

The Township should continue to acquire open space whenever possible. Undeveloped parcels adjacent to parks contain streams or abut the Blue Route that should have the highest acquisition priority.

While there are very few undeveloped parcels which remain in Marple, there are several along or near Trout Run, a tributary of Crum Creek. These undeveloped parcels are landlocked and have steep slopes. They are located behind the Rose Tree Woods Swim Club. There are also undeveloped parcels adjacent to Kent Park and the Paxon Hollow County Club. It is possible that these parcels are too environmentally constrained to be developed. Nevertheless, Township acquirement would protect this open space not only for its aesthetic value, but also for its environmental importance. Preventing development from occurring too close to steep slopes and streams helps control storm damage from flooding streams and creeks. It also may prevent existing private detention basins and other stormwater management systems from failing and becoming the Township's responsibility.

The Township should update the Open Space District to include all Township owned parks and open space areas, as well as Marple Newtown School District owned recreation facilities within Marple Township. Although allowed as a special exception, no private open space and recreation areas are zoned Open Space. Marple Township should expand the Open Space District to include the open space areas of homeowners associations, such as Cedar Grove Farms and Paxon Chase, institutions and utilities. All of these areas are included in Delaware County's inventory of Marple Township's open space and parks. Rezoning will give the Township greater control over any development applications for these areas.

Marple Township can also consider performance zoning and stream corridor protection ordinances to protect its remaining open space. Performance zoning considers the natural features of a lot in its minimum lot size calculation. If a high water table, floodplains or steep slopes exist on the parcel, the minimum lot size must be increased. For example, if one acre lots are permitted and a two acre lot with one and a half (1.5)

acres of floodplain is proposed then the lot does not conform because there is only a half acre of developable land. A stream corridor protection ordinance is in addition to floodplain ordinances. These ordinances have a minimum setback requirement from a stream bank where no development can occur. This ordinance helps protect water quality and wildlife habitats, stabilize stream banks and prevent storm damage.

As discussed in the previous objective, the Township should develop an Open Space and Recreation Plan. In addition to discussing active recreation needs, this plan will evaluate the scenic and environmental importance of remaining open space areas especially along the creeks and streams. This plan would help determine which open space preservation methods would be most effective. By creating an open space and recreation plan, the Township would have a greater possibility of obtaining public and private grant funding for its parks, open space and recreation facilities. Furthermore, per the Pennsylvania Municipalities Planning Code [Article V, Section 503 (11)(iv)], adoption of an Open Space and Recreation Plan will enable the Township to require developers to dedicate or construct for recreation, or provide a payment in lieu of or a combination of the above.

There are many funding sources for open space preservation including the Pennsylvania Department of Environmental Protection's Growing Greener Program, the Keystone Recreation, Park and Conservation Fund, the PECO Energy Green Region Open Space Grant Program, the National Park Service Rivers, Trails, and Conservation Assistance Program, the Delaware Estuary Grants Program and Watershed Action Grants. There are also numerous local, regional and national nonprofits that offer technical and financial assistance for open space and watershed preservation.

6. COMMUNITY FACILITIES ELEMENT

GOAL: PROVIDE SUFFICIENT, EFFICIENT, AND DEPENDABLE LEVELS OF SERVICE FOR THE CURRENT AND FUTURE REQUIREMENTS OF THE COMMUNITY.

Marple Township is a virtually fully developed community. There are two residential subdivisions that have received development approvals from the Township Planning Commission, Zoning Hearing Board and the Board of Commissioners. These projects include a subdivision of 25 single-family dwellings on Route 252 and Media Line Road and a townhome development between West Chester Pike and Langford Road. There is one (1) gated community that is in the process of sketch plans. Upon completion of these projects there will be no more large tracts of land available for development. Any additional development will be the result of in-fill development, redevelopment, or gut rehabilitation.

6.1 DISCUSSION OF OBJECTIVES

OBJECTIVE: PROVIDE A SUMMARY INVENTORY OF THE TOWNSHIP'S EXISTING AND PROPOSED FACILITIES, PUBLIC SERVICE INFRASTRUCTURE AND UTILITIES, AND RESOURCES IN ORDER TO ASSESS ANY NEED FOR EXPANSION OR INVESTMENT.

6.1.1 *EMERGENCY RESPONSE CENTER AND MUNICIPAL COMPLEX**

EXISTING CONDITIONS AND RECOMMENDATIONS

Currently, police, fire, ambulance, public works and administrative services for the Township are scattered throughout the municipality. The municipal building, which is located at Sproul and Springfield Roads, houses the Township's administrative services (including code enforcement, finance offices, and tax collector). Additionally, the library is on the upper level of the municipal building, with offices and a large meeting room on the lower level. The public works department is in the industrial park at the corner of Sussex Boulevard and Marpit Drive. The police station is located next to the municipal building in the former library building.

Fire service, provided by Broomall Fire Company, is located at the corner of North Malin Road and West Chester Pike, and ambulance service, provided by the Marple Township Ambulance Corps, is located at 121 South Sproul Road. In order to provide larger and more up-to-date facilities for emergency services, the township has acquired land at the corner of West Chester Pike and North Malin Road (see Figure L-6 in the Land Use Element) to build the Marple Township Emergency Response Center and Municipal Complex*, which will house all of the above-mentioned organizations, except for public works and the library which will remain at their current location. The old police station/library building will be demolished and the existing library parking lot extended. Photo F-1 shows the location of the Marple Township Emergency Response Center and Municipal Complex.

*Subject to voter referendum

Photo F-1



In addition to the departments discussed above, the new Emergency Response Center and Municipal Complex will contain space for some other services. For example, there will be a desk for the administrative needs of the Paxon Hollow Country Club, a golf course, which is located adjacent to Kent Park and is owned and operated by Marple Township. The golf course and Kent Park are discussed in greater detail in the Natural and Historical Resources Element. The majority of the administration for the golf course, however, will remain at the golf course itself.

IMPLEMENTATION STRATEGIES

The Township has acquired the property needed for the new Emergency Response Center and Municipal Complex. In addition, an architectural

firm has been hired to perform a needs assessment and create a design for the new building. The Township is retaining a portion of the parcel as open space and will incorporate the tot-lot that currently exists on the property.

6.1.2 FIRE PROTECTION

EXISTING CONDITIONS AND RECOMMENDATIONS

Marple Township is presently served by one fire company, Broomall Fire Company (BFC), operating out of a two buildings at 8 N. Malin Road and 10 N. Malin Road, near the intersection of West Chester Pike and N. Malin Road. The company is comprised of 65 volunteers, 40 of whom actively respond to emergencies.

An inventory and assessment of the fire company facilities, fleet and equipment was conducted in order to determine current and future needs for the fire company. Based on this analysis, it was determined that a number of upgrades, repairs and replacements are necessary.

The assessment of the existing fleet revealed that an update is needed. The first-out major truck, Telesqurt 53, is a 1987 Grumman built pumper. The truck was scheduled to be replaced in 2002; however, its life expectancy was extended after it suffered major damage due to a fire in its engine compartment. When repairs were made the BFC spent funds in excess of those recovered by insurance to upgrade the truck and to extend its life. The BFC recommends that the truck be replaced in 2007. Additionally, the BFC will need to replace its 1996 Ford Club Van, which has recorded in excess of 100,000 miles. Furthermore, it was also determined by the BFC that there is a need for a second command vehicle for use by the assistant chiefs.

In terms of equipment, the company's firefighting gear will need to be replaced as it no longer meets National Fire Protection Association code. It has also been determined that the hydraulically driven generator on Snorkel 53 is subject to a sudden and catastrophic failure and should be replaced as soon as funds are available.

Regarding the infrastructure of the BFC, the firehouse was originally constructed in 1957, replacing the original firehouse on West Chester Pike. The original firehouse was too small and could not accommodate the growing fleet of trucks. Because of limited funding, the "new" firehouse was constructed to accommodate only the existing fleet and as a result in 1965 an addition had to be constructed to house a new snorkel truck and to provide a kitchen and television room. In the early 1970s, BFC constructed a two-story addition behind the apparatus room for storage and offices. In 1979, BFC purchases the house next door and converted it to administrative offices (also known as "BFC Annex"). In the early 1980s, the front of the apparatus room was extended to allow for the increasing size of the new fire trucks. Finally, in the mid-1990s, a stair tower was added to the rear of the building in order to comply with state building code requirements.

Despite the BFC's efforts to improve, maintain and adapt their buildings, the facilities are inadequate, in need of major system upgrades and not up to current standards. The list of deficiencies continues to increase as more state and federal mandates are instituted without funding provisions.

In addition to issues relating to infrastructure and equipment, the BFC has expressed concerns regarding their ability to attract new volunteers. With the exception of a slight spike in membership immediately following the attacks on September 11, 2001, the number of volunteers continues to decline. The volunteers that remain are finding that job and family

time commitments significantly impact the amount of time they can spend at the firehouse. Non-firefighting functions, such as training, administration and fundraising are also negatively impacting the ability of the BFC to attract new volunteers.

Finally, the BFC has reported concerns regarding access to specific areas of the township. On-street parking in the R-4 Residential Zones impairs accessibility of fire apparatus.

IMPLEMENTATION STRATEGIES

The Township should pursue its plan to construct a Marple Township Emergency Response Center and Municipal Complex. The Township should work in conjunction with the appointed architects to develop plans to provide a new firehouse either at the current site or at the Emergency Response Center and Municipal Complex site. If the architect recommends the construction at Emergency Response Center and Municipal Complex site, a plan should be developed for the building or land currently occupied by the BFC.

The upgrade and replacement of fire fighting fleet and equipment should continue to be a top funding priority. As planned, the BFC and Township should continue to set aside substantial funding and to take advantage of low interest loans from the Commonwealth of Pennsylvania to purchase new fire apparatus. A surplus vehicle from the Township's fleet should be provided to the BFC for conversion into a second command vehicle. The BFC should continue to work with the BFC Relief Association to provide financial assistance for replacement of equipment deemed eligible by the Pennsylvania Auditor General. The BFC and Township should develop a plan for infrastructure funding.

The ability of the BFC to attract new members has significant future financial implications for the Township and the BFC. The Township and the BFC are currently working to raise awareness of the volunteer shortage and shortly new signs are to be erected indicating that Township fire protection is provided by the BFC volunteers. However, the Township and the BFC need to develop a joint comprehensive plan to bolster the ranks of the volunteers.

6.1.3 POLICE SERVICE

EXISTING CONDITIONS AND RECOMMENDATIONS

The Township police department operates out of a building on 225 South Sproul Road. The current police station is insufficient in terms of space and configuration needed for effective office communication and handling of prisoners. Accordingly, as discussed above, the Township plans to construct a police station at the proposed Emergency Response Center and Municipal Complex that is more conducive to police operations. Consideration should be given to providing a sally port for the marshaling of prisoners.

Staffed with 31 sworn officers and 4 civilian employees, the department has 1.3 officers per one thousand residents, which is below the average of 2.7 officers per thousand residents for the northeast region of the country. Although the department does not have the resources to increase the department staffing to the level of the average police department in the region, the department seeks to add several new officers in order to provide services more efficiently and cope with increasing safety and security concerns. The department has implemented new strategies in deployment over the last few years with some success, and continues to explore new ways to assign personnel to provide the most efficient services to the community.

The department does not have a full-time Crime Prevention Officer, so crime prevention efforts are limited, though the department does use every opportunity to talk with residents and provide them with information on a variety of issues. The department has a long-term goal of establishing a Citizens Police Academy to provide an opportunity to interact with residents in a more formal setting to provide more information on crime prevention.

An inventory of the present police vehicle fleet yielded the list in Table F-1.

Table F-1: Marple Township Police Vehicle Fleet

Vehicle	Number
Marked patrol vehicles	8
<i>Crown Victoria Cruisers</i>	5
<i>Ford Expedition SUV(for patrol supervisor)</i>	1
<i>Ford Explorer SUV</i>	2
Unmarked police vehicles	8
<i>Crown Victoria Cruisers</i>	4
<i>Ford Taurus</i>	1
<i>Ford F150 Pick-up Truck</i>	1
<i>Ford Explorer SUV</i>	2
Harley Davidson Motorcycle	1
Bicycles	4

The department has a vehicle replacement plan that includes the annual replacement of three vehicles (funded through the police capital budget), typically marked vehicles, which are converted to unmarked vehicles for use by detectives or staff. Each vehicle receives routine maintenance every other week in the Township's highway garage. Consideration

should be given to providing dashboard-mounted cameras on police vehicles to improve records of violations and crimes. The bicycles, used for special events and some limited patrolling, are currently in good condition. There are no plans to replace them at this time.

Currently there is no active town watch or volunteering program. However, the police department is looking into incorporating volunteers into several areas of the department. Policies and procedures are being developed and the department anticipates that advertising for volunteers will occur late in 2006. Should a town watch/volunteer program be established, the town has sufficient radios for use by volunteers to allow efficient communication.

IMPLEMENTATION STRATEGIES

The Township should continue plans to transfer the police station to the proposed Emergency Response Center and Municipal Complex, incorporating recommendations produced from the anticipated needs assessment for the complex. Furthermore, a plan should be developed for the space being vacated by the department.

The police department should continue with its plans to increase the number of full-time officers on its force. In addition, the department should continue to develop and implement new deployment strategies to provide the most efficient services to the community.

Pursuant to the recommendations of the police chief, the Township should pursue its plan to assign an individual to be a full-time Crime Prevention Officer, and establish a Citizens Police Academy to improve crime prevention efforts.

Garnering volunteers with initiatives such as a town watch program can be very beneficial to a municipality. Volunteering results in the provision of needed services at low monetary costs and promotes community cohesiveness, pride and a feeling of ownership on the part of citizens. Accordingly, this element recommends that the Township continue its efforts to establish a volunteer/town watch program.

6.1.4 LIBRARY AND COMMUNITY ORGANIZATIONS

EXISTING CONDITIONS AND RECOMMENDATIONS

The Marple Library is a publicly-owned facility occupying the entire top floor and a portion of the first floor of the current municipal building at Springfield and Sproul Roads. Currently, a single community room serves meeting and programming needs for the library. The library needs two additional rooms, one dedicated to family and story-time programming and an additional meeting room. Twenty-four (24) computers are available for public use in addition to computers used by the staff. Though functional, the library building needs repairs to its roof and mechanical equipment.

There are a number of private/fraternal clubs and social groups in the Township. Such organizations are very important as they facilitate a sense of neighborhood pride and community, and provide in-kind services to the public. Some of these groups are: a Rotary, Lions and Optimist Club, the Broomall VFW, American Legion, and the Marine Corps League. Non-profit organization, such as the Marple Beautification Association and Marple Township Business and Professional Association, conducts activities such as clean-ups and banner installation. The Paxon Hollow Country Club, which is owned by

the Township, provides meeting space for the Township's Senior Citizens Commission.

It is clear that the Township recognizes the need to provide open space and recreational resources for its residents. These amenities add beauty, promote fitness and good health, and strengthen social bonds by providing central gathering places. In keeping with these ideas, the Township has provided an abundance of parks and recreational facilities within its jurisdiction and plans to provide more of such. These are described below and in more detail in the Natural and Historical Resources Element.

The Robert C. Gauntlett Community Center, owned by the Marple-Newtown School District and located at 20 Media Line Road, has been home to Marple Newtown (MN) Recreation for close to 25 years. Supported in part by Marple and Newtown Townships, MN Recreation has use of the gymnasium and other first floor areas to provide space for their offices and recreational facilities and programs for community members. Programs include classes and sports activities for children and adults, sponsorship of the Youth Recreation Center (YRC) for Friday night activities and dancing for young teens, and Kid's Stop for child care before and after school, as well as pre-school. MN Recreation also schedules sports activities in the local schools and on Township parks and fields, conducts swim lessons in the MN Senior High School pool, and uses the school's tennis courts for lessons. It should be noted that the Marple Newtown School District has been discussing tearing down and rebuilding a smaller Gauntlett Center for its own purposes, possibly leaving the MN Recreation without its present home.

There are 11 neighborhood parks in Marple Township, which include: Veteran's Memorial Park, Greenbank Farm, Marple Township Little League – Broomall Fields, Highland Avenue Park, Kent Park, Malin Road

Tot Lot, Marple Gardens Park, New Ardmore Avenue Park, Old Marple School Park, South Marple Little League Fields and Thomas Fields. Should the Community Center be torn down at some future date, Marple Township will consider addressing the need for a community center possibly in cooperation with surrounding communities.

In terms of providing additional recreational space, the Township is negotiating the acquisition of Gamma Swim Club off Mather Avenue to develop a public recreational facility, which will include parking. There are no plans to continue use of the swimming pool. The façade of the swim club is depicted in Photo F-2.

Photo F-2



IMPLEMENTATION STRATEGIES

After the proposed move of the municipal administration to the new Emergency Response Center and Municipal Complex, the Township should implement improvement plans for the library. Improvements

could include but are not limited to making building repairs, adding office, meeting and programming space, and exploring wireless access for the building.

The Township should continue efforts to coordinate with the Marple Newtown School District and Gauntlett Community Center to provide recreational amenities for community residents. In addition, the Township should pursue plans to acquire parcels for open/recreational space, such as the Gamma Swim Club, when available.

6.1.5 RESCUE/AMBULANCE SERVICES

EXISTING CONDITIONS AND RECOMMENDATIONS

The Marple Township Ambulance Corps is located at 121 South Sproul Road. As discussed, the Township plans to move this organization to the proposed Emergency Response Center and Municipal Complex. The Township should develop plans for the use of this group's current property and facility.

Currently, 911 calls go through Delaware County Emergency Services (DCES) building at 360 N. Middletown Road in Lima, PA for fire and ambulance service. It is expected that calls for police service will be switched to the 911 call center at the DCES building.

6.1.6 SCHOOLS

EXISTING CONDITIONS AND RECOMMENDATIONS

The Marple Newtown School district administers the public school system for Marple and Newtown Townships. Four out of the district's six

schools are located in Marple Township. The Community Facilities Map depicts all of the schools in the Township.

Table F-2 provides information on each school within the district.

Table F-2: Marple Newtown School District

School Name	Address	Enrollment
Wilmer F. Loomis Elementary School	369 North Central Blvd., Broomall, PA 19008-3709	336
Charles H. Russell Elementary School	2201 Sproul Road, Broomall, PA 19008-2829	344
Jay W. Worrall Elementary School	2979 Pennview Avenue, Broomall, PA 19008-1127	358
Paxon Hollow Middle School	815 Paxon Hollow Road, Broomall, PA 19008-3421	824

Source: http://www.greatschools.net/modperl/browse_school/pa/1419 (last visited March 10, 2006)

Total district enrollment for the 2003-2004 school year, according to the 2004 No Child Left Behind District Report Card, was 3,389.

According to the Pennsylvania Department of Education, total enrollment in the school district was 3,458 for the 2004-2005 school year. By the 2009-2010 school year, enrollment is projected to decrease slightly (0.7%) to 3,433 students. By the 2014-2015 school year, total school district enrollment is projected to decrease by 6% to 3,255 from the total enrollment for the 2004-2005 school year. Given these projections, it is anticipated that no additional schools will be required over the next decade.

In addition to the public K-12 schools, the Delaware County Community College provides higher education in the Township and the surrounding region, occupying 123 acres southeast of the intersection of Newtown Street and Media Line Road.

Parochial and Private Schools

There are a number of non-public learning institutions in the Township. These include approximately 10 parochial and private nursery schools and kindergartens, and the Broomall Learning Center, a non-public school on West Chester Pike administered by the Delaware County Intermediate Unit 25. In addition, there is the Cardinal O'Hara High School, a catholic school, located at 1701 South Sproul Road, and the Don Guanella School for Boys and the Divine Providence School for Girls, a catholic institution, located at South Sproul Road.

IMPLEMENTATION STRATEGIES

Given the projected decrease in enrollment, the Township should explore with the school district whether any resulting unused space can serve a public need.

6.1.7 PUBLIC PARKING FACILITIES

EXISTING CONDITIONS AND RECOMMENDATIONS

In addition to the parking problems previously described in the R-4 zones, parking is also constrained along the commercial strip on Route 3. Cars parked in existing diagonal parking spaces adjacent to the commercial uses are forced to back out into Route 3 traffic lanes. To ameliorate this situation, the Township should provide a frontage road adjacent to this portion of Route 3 as recommended in the Circulation

and Land Use Elements and a report written by the Delaware Valley Regional Planning Commission entitled Route 3, West Chester Pike Land Use and Access Management Strategies (December 2005).

IMPLEMENTATION STRATEGIES

In addition to the strategy discussed above, plans should be developed for alleviating emergency access problems in the R-4 zones, and the Township should proactively explore options to accommodate the parking needs of these residents. To do this, a traffic consultant could be hired to identify alternatives. The police department should be involved for their input on effective traffic regulations. Any plans that require infrastructure improvements should be incorporated into the Township's capital improvement plan.

To implement plans for the proposed frontage road along Route 3, the Township should seek guidance from the Route 3, West Chester Pike Land Use and Access Management Strategies (December 2005) and work with the Delaware Valley Regional Planning Commission, the author of this document, to carry out its recommendations.

In general, the Township should review the Township's parking problem.

6.1.8 WATER SUPPLY AND DISTRIBUTION

EXISTING CONDITIONS AND RECOMMENDATIONS

The Township is served by a central water system owned by AQUA PA, formerly operating under the name Philadelphia Suburban Water. The company operates an integrated regional system that uses numerous surface water and groundwater sources. Local customers receive water from a variety of sources within the system. One source is the Pickering

Creek treatment plant, fed by the Pickering Creek, which is located in Phoenixville, PA. Another source is the Crum Creek Reservoir and an associated water treatment plant located downstream from Springton Reservoir. Springton Reservoir is an extensive creek-fed water storage facility that encompasses portions of three municipalities. This holding includes 735 acres of open water and abutting woodland at the western end of Marple Township.

Major water transmission lines follow Eagle Road, Sproul Road and West Chester Pike, feeding the smaller mains that supply water to individual properties. There is a large water storage tank behind homes fronting on Barclay Lane. A few small areas along the Crum Creek Valley are not served by the central water supply system. Landowners in these sparsely-developed areas continue to rely upon independent wells for their water supplies.

To conserve water, the Township should consider developing a program that promotes the use of water saving devices, such as low-flow shower heads.

IMPLEMENTATION STRATEGIES

The Township should continue to ensure that AQUA PA is providing potable water to its citizens, and that the existing infrastructure is adequate to meet the community's needs. In addition, the Township should seek any grants available for this purpose, such as funding for the promotion of water saving techniques and water quality improvement.

6.1.9 WASTEWATER TREATMENT

EXISTING CONDITIONS AND RECOMMENDATIONS

The Commonwealth of Pennsylvania requires municipalities to adopt an Official Sewage Facilities Plan. Accordingly, in June of 2002, the Township adopted the Delaware County Act 537 Sewage Facilities Plan Update – Eastern Plan of Study, which was prepared by the county on the Township's behalf.

A central sanitary sewer system, operated and maintained by the Marple Township Department of Public Works, covers virtually all developed areas of Marple Township. All wastewater from the Township goes to two interceptors which send the wastewater through the system to two treatment plants, one in the City of Chester and one in southwest Philadelphia.

Though system-wide infrastructure is adequate, there are currently pipe segments within the system that are at or near capacity.

IMPLEMENTATION STRATEGIES

The Township should develop a plan to address current deficiencies in this system. Furthermore, sewer infrastructure throughout the Township should continue to be monitored on a periodic basis to assess any needs for upgrades or improvement.

6.1.10 SOLID WASTE MANAGEMENT AND RECYCLING

EXISTING CONDITIONS AND RECOMMENDATIONS

Under the terms of the Pennsylvania Municipal Waste Planning, Recycling, and Waste Reduction Act (Act 101 of 1988), responsibilities for solid waste management planning occur under county jurisdiction. Municipalities are responsible for managing local trash collection and a local recycling program. Accordingly, the Township collects solid waste

from residents and brings it to the transfer station operated by Delaware County at Marpit Drive and Sussex Boulevard in Marple Township, for transport to the trash steam plant in Chester Township.

Marple Township presently has a recycling program mandated by its recycling ordinance which requires recyclable materials to be separated from the general waste stream. The program allows all recyclable waste, including plastic, soda, milk, aluminum, glass, detergent bottles, and papers to be commingled. Township employees pick up the material from the residents' curbs and take the waste to Blue Mountain Recycling located in Philadelphia at 2904 Ellsworth Street. For regular recyclable materials the municipality provides residents with cans that are purchased through the Pennsylvania Act 101 Recycling Program. Within the Township, there is no special materials drop-off site for large and/or hazardous items. Accordingly, it is recommended that the township provide a site that allows for a quick and easy drop-off of such materials. Marple should also consider providing periodical curb-side pick-up of such materials.

The Township has put forth a substantial effort to educate residents about what to recycle and the importance of doing so. Commerce Bank works with the Township public works department to print out calendars that indicate what should be recycled and provide a pick-up schedule for recyclable materials.

Under Section 904 of Act 101, the Pennsylvania DEP rewards municipalities for the volume of their recycling activities by awarding annual Section 904 Performance Grants based on the tonnage of material recycled (through both residential and commercial collection) as well as the percentage of recyclables diverted from landfilling and incineration, known as the diversion rate.

Table F-3 below indicates the relevant data for calendar years 2001-2005:

Table F-3: Tons Recycled by Year

Calendar Year	Total Tons Recycled	Diversion Rate	Grant Award
2005	5,143	Not Avail.	Not Avail.
2004	6,000	33.0 %	Not Avail.
2003	4,768	28.0 %	\$76,937
2002	6,153	35%	\$65,966

Source: Pennsylvania Department of Environmental Protection

To ensure that the Township receives credit for recycling performed by multi-family and nonresidential developments, the Township should consider mandating the submission of a recycling plan with development applications for such. Furthermore, the Township should reach out to the businesses within its jurisdiction for documentation on the amount of materials they have recycled.

IMPLEMENTATION STRATEGIES

With regard to waste collection, the Township should continue to evaluate its service in order to assess any modifications that may be appropriate. Regarding recycling, due not only to simple environmental concerns, but also to the desire for a larger performance grant award, the Township should increase efforts to promote participation in the municipal recycling program, including applying for any grants that are available for such efforts.

6.1.11 STORMWATER MANAGEMENT

EXISTING CONDITIONS AND RECOMMENDATIONS

The Township is located within two watershed areas: one drains to Darby Creek, the other drains to Crum Creek. The Delaware County Planning Commission (DCPC) adopted a stormwater management plan for Darby

Creek under the provisions of the Pennsylvania Stormwater Management Act (Act 167) on April 26, 2005. This plan was approved by the Pennsylvania DEP on October 25, 2005. Pursuant to requirements of Act 167, the Township passed the Stormwater Management Ordinance (Chapter 257) to be consistent with the recommendations of the DCPC plan. Implementation of this plan will improve overall water quality.

IMPLEMENTATION STRATEGIES

DCPC is currently developing a stormwater management plan for the Crum Creek watershed. Following, DCPC's adoption and DEP approval of this plan, the Township should modify its current stormwater management ordinance to comply with the requirements of the Crum Creek watershed stormwater management plan, and identify an entity responsible for conformance with statutory requirements to carry out this task.

7. SHORT AND LONG RANGE PLAN IMPLEMENTATION STRATEGIES

Action	Responsibility	Implementation Timeline
Create an Architectural Review Committee	Governing Body	Year 1
Revise zoning ordinance to permit retirement communities or age-restricted communities in the RC or RB zones.	Governing Body	Year 1
Revise the zoning ordinance and zoning map to provide an age-restricted overlay district in Old Broomall	Governing Body	Year 1
Revise development regulations to require bulk and area variance requests, specifically for infill development, be submitted to the Architectural Review Committee	Governing Body	Year 1
Revise zoning ordinance to prohibit motor-vehicle sales, service or repair shops, public garages, and gasoline service stations in the B zone.	Governing Body	Year 1
Revise zoning ordinance and map per Land Use Elements implementation strategies for the promotion of the Interchange and Commercial Cores.	Governing Body	Year 1
Perform a study to evaluate the adequacy of existing parking facilities in the Township and whether reduced parking requirements would be adequate for and beneficial to the Township.	Planning Board	Year 1
Revise the zoning ordinance based on the findings of the parking study, if needed.	Governing Body	Year 1
Revise zoning map to eliminate split-zone lots.	Governing Body	Year 1
Revise zoning ordinance to require buffers between the Springton Reservoir and the Crum Creek Watershed.	Governing Body / Environmental Advisory Board	Year 1
Require traffic impact studies for land development applications.	Governing Body	Year 1

Action	Responsibility	Implementation Timeline
Implement a development impact fee.	Governing Body	Year 1
Revise the historic protection ordinance to allow for a 90-day review period of demolition applications.	Governing Body	Year 1
Acquire Gamma Swim Club	Governing Body / Township Management	Year 1
Amend zoning ordinance to require Architectural Review Committee review for all development applications in the Old Broomall and Lawrence Park neighborhoods.	Governing Body	Year 1-2
Revise zoning ordinance per the Housing Element's implementation strategies regarding mixed-use development.	Governing Body	Year 1-2
Invest in GIS, Geographic Information Systems, to aid in enforcing building and design codes and tracking violations.	Office of Code Enforcement	Year 1-2
Apply for grants for funding the development of an Open Space and Recreation Plan	Director of Recreation / Township Management	Year 2
Improve signage along truck routes.	Public Works	Year 1-3
Adopt an architectural guidelines ordinance.	Governing Body / Architecture Review Committee	Year 1-3
Update and expand the Open Space District per the Natural and Historical Element's implementation strategies.	Governing Body	Year 1-3
Implement a stream corridor protection ordinance.	Township Engineer	Year 1-3
Revise the zoning map and ordinance to include the proposed Historic Overlay Districts	Governing Body	Year 2
Create and adopt a Historic Overlay District Design Manual.	Governing Body	Year 2
Encourage development of new Emergency Response Center and Municipal Complex as a gateway to Marple.	Planning Commission and Governing Body	Year 2-3
Hire consultant to help establish Business Improvement District	Governing Body / Township Management / Local Merchants	Year 2-3
Apply for a grant under the Main Street Program to help efforts to establish a BID.	Governing Body / Township Management	Year 2-3

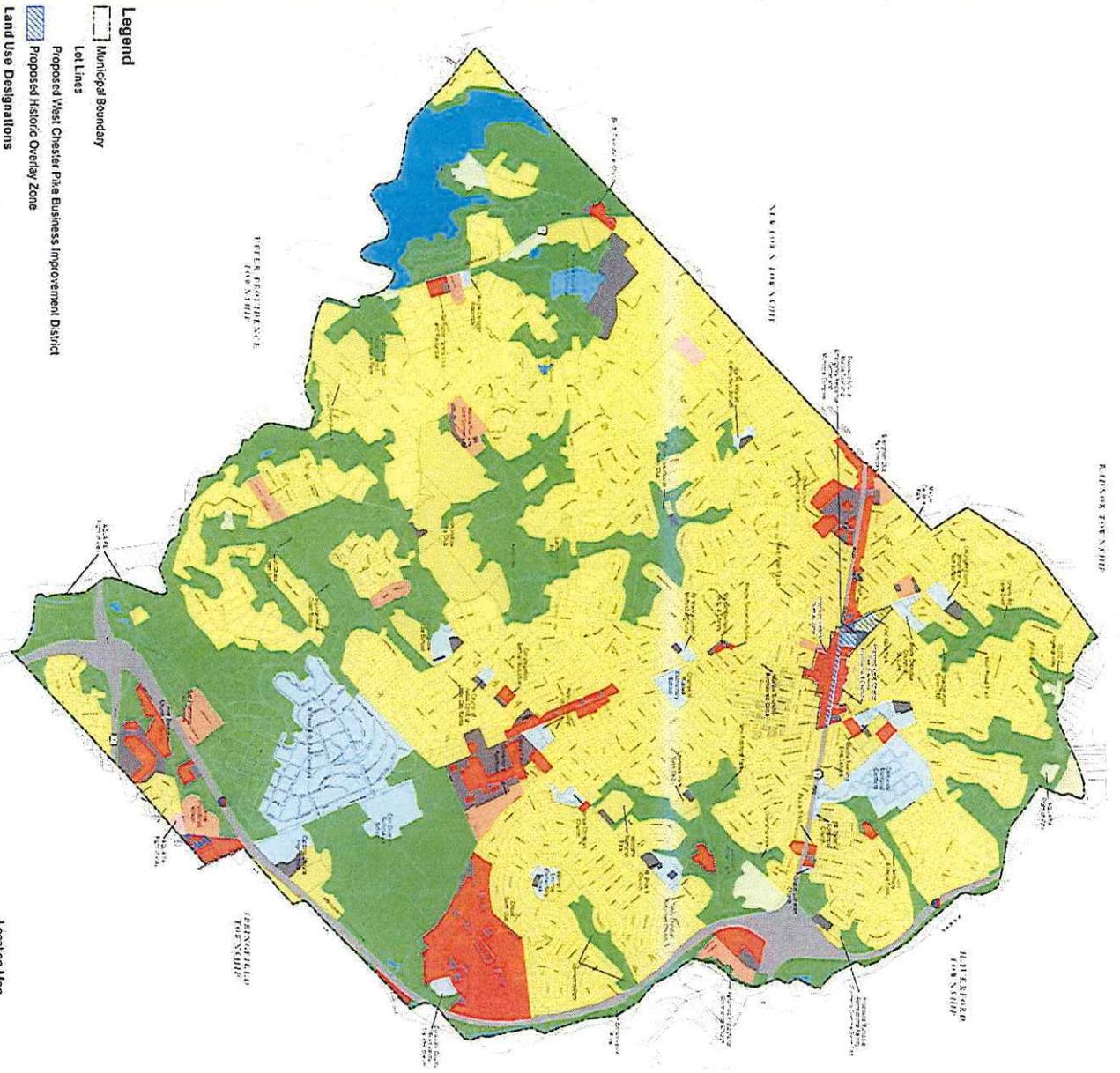
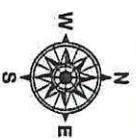
Action	Responsibility	Implementation Timeline
Elevate Marple Beautification Association to permanent committee of the municipal government.	Governing Body / Township Management	Year 3
Implement recommendations of <i>the Route 3 Land Use Access Management Strategies Study – Phase 1</i> by creating an Access Overlay Management District.	Governing Body	Year 1-5
Ensure adequate room in library for historic museum.	Governing Body / Township Management / Historical Commission	Year 1-5
Provide office space for Marple Newtown Leisure Services in proposed Emergency Response Center and Municipal Complex.	Governing Body / Township Management	Year 1-5
Create a special materials drop-off area for hazardous and large household waste.	Public Works	Year 2-3
Update historic resource inventory.	Historical Commission	Year 2-4
Assign an individual to be a full-time Crime Prevention Officer	Police Department	Year 2-4
Hire a firm to prepare a plan to enhance the aesthetic design of gateway/core areas.	Governing Body / Township Management	Year 2-5
Implement a Township-wide crosswalk improvement program.	Township Engineer	Year 2-5
Incorporate traffic-calming techniques along collector streets.	Township Engineer	Year 2-5
Provide bicycle lanes and/or sharrows along collector roads within the Township.	Township Engineer	Year 2-5
Work with state and regional agencies to provide context sensitive, aesthetically pleasing bus shelters along major arteries.	Township Engineer / Public Works	Year 2-5
Apply for a grant from TreeVitalize	Public Works / Township Management	Year 3-4
Work with state and regional agencies to provide bicycle paths along Route 320.	Township Engineer	Year 2-7
Increase code enforcement especially within the older neighborhoods.	Office of Code Enforcement	Year 1-10
Require replacement parking be provided for	Office of Code Enforcement / Planning Commission	Year 1-10

Action	Responsibility	Implementation Timeline
garage conversions.		
Apply for funding from Pennsylvania's Horticultural Society's "Green City Strategy"	Marple Beautification Association	Year 1-10
Enforce speed limits and other traffic regulations along West Chester Pike.	Police Department	Year 1-10
Pursue grants for funding historic resource inventory and for technical assistance to Historical Commission	Historical Commission	Year 1-10
Continue efforts to acquire open space.	Governing Body / Township Management	Year 1-10
Action	Responsibility	Implementation Timeline
Pursue funding from the Pennsylvania Department of Community and Economic Development to complete a needs assessment for the Broomall Fire Company.	Broomall Fire Company / Township Management / Public Works	Year 1-10
Continue to set aside funding to purchase new fire apparatus.	Township Management	Year 1-10
Increase the number of full-time officers on the police force.	Police Department	Year 1-10
Enhance the library's facilities.	Township Management / Governing Body	Year 1-10
Seek grant funding for the restoration of riparian buffers.	Township Engineer	Year 1-10
Increase efforts to generate greater participation in the Township's recycling program.	Public Works	Year 1-10
Establish a Citizens Police Academy	Police Department	Year 2-10
Create a volunteer town watch program.	Police Department / Township Management	Year 4-10

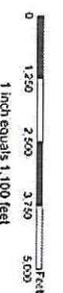
Proposed Land Use Map

Township of Marple

Delaware County, Pennsylvania



- Legend**
- Municipal Boundary
 - Lot Lines
 - Proposed West Chester Pike Business Improvement District
- Land Use Designations**
- Residential Single-Family Detached
 - Residential Multi-Family
 - Parking
 - Transportation
 - Utility
 - Commercial
 - Community Services
 - Recreation
 - Agriculture
 - Mining
 - Wooded
 - Vacant
 - Water



This document is a preliminary map and is subject to change without notice. It is not intended to be used for legal purposes. The Township of Marple is not responsible for any errors or omissions in this map. The Township of Marple is not responsible for any damages or liabilities arising from the use of this map. The Township of Marple is not responsible for any damages or liabilities arising from the use of this map.

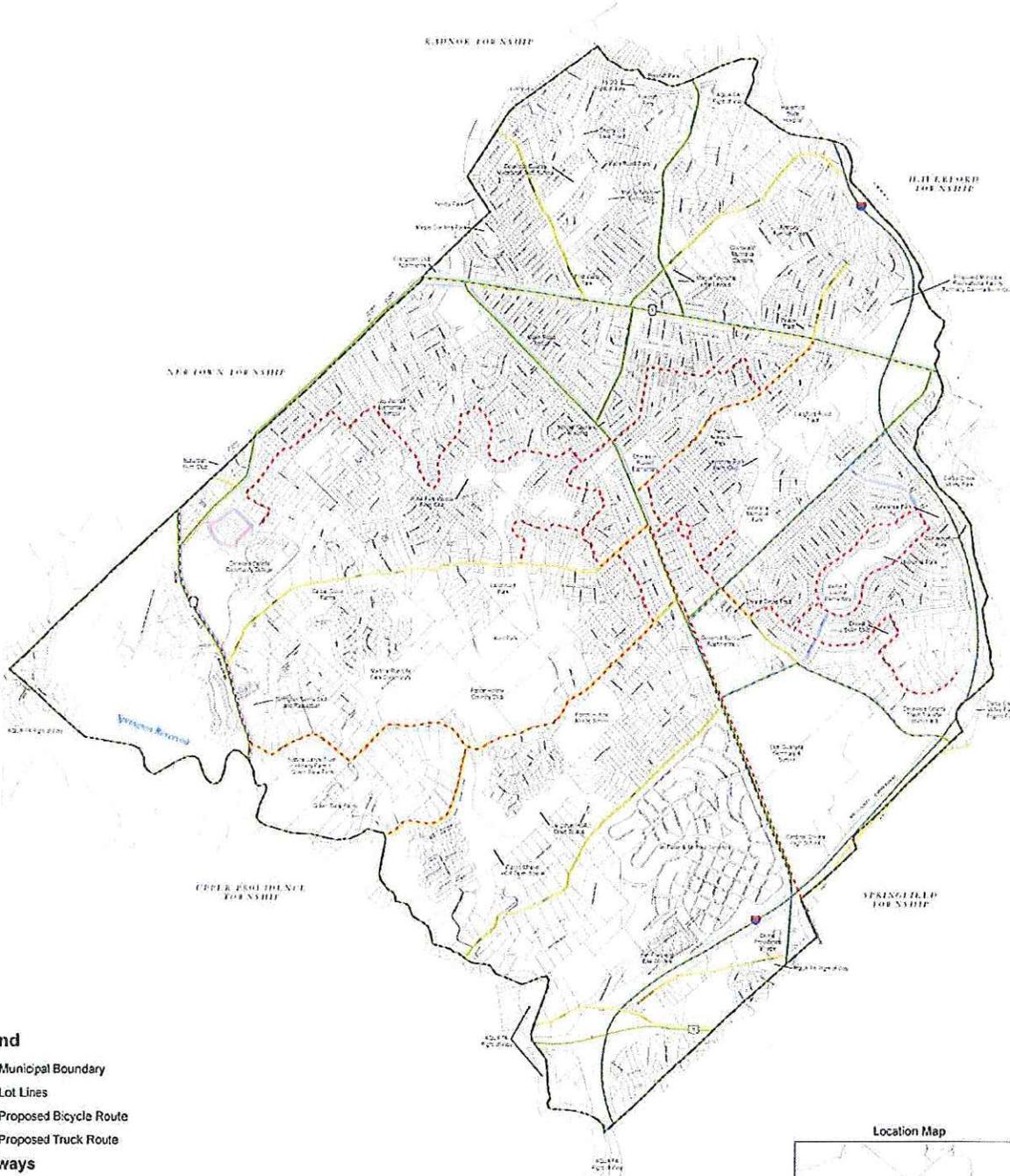
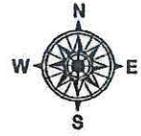


RV & B
 Remington Yunk & Beach Engineers
 9222 Pavane Street
 Cambside, PA 19388
 (610) 290-0590 Fax: (610) 290-1161
 Web Site: www.rvnb.com

Circulation Map

Township of Marple

Delaware County, Pennsylvania



Legend

- Municipal Boundary
- Lot Lines
- Proposed Bicycle Route
- Proposed Truck Route

Roadways

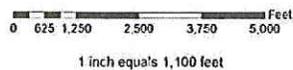
Type

- Arterial
- Collector

Mass Transit

Route

- Route 104
- Route 110
- Route 112
- Route 118
- Route 120



Municipal Boundary and Lot Line spatial data acquired from the Delaware County Planning Department; County Boundary spatial data established from the Pennsylvania Spatial Data Access (PSDA)



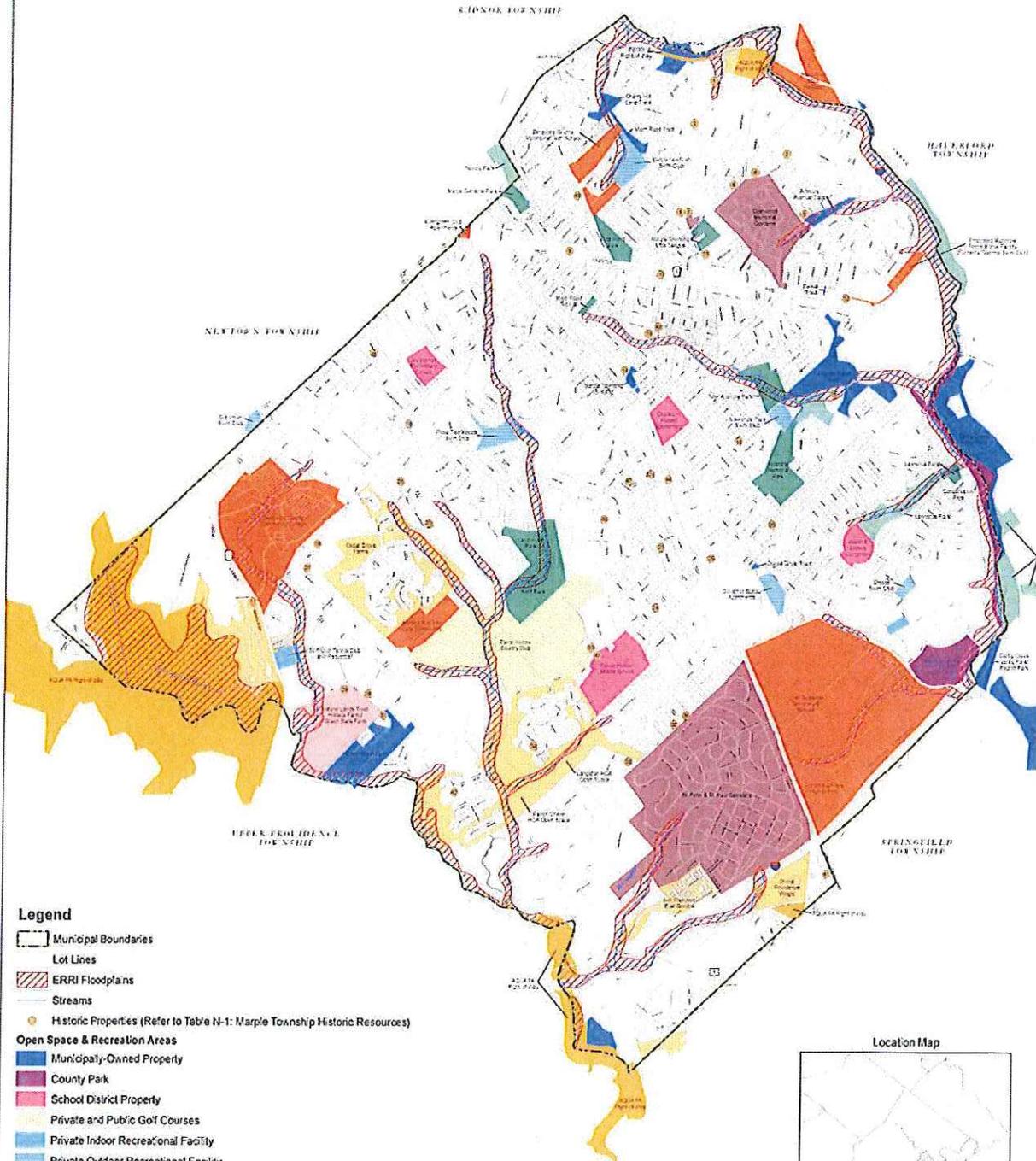
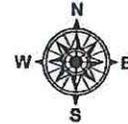
Rensington Vernick & Beach Engineers
 922 Fayette Street
 Conshohocken, PA 19428
 (610)-940-1050, Fax: (610)-940-1161
 Web Site Address: www.rvb.com

Location Map



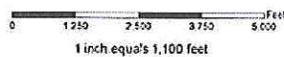
Natural & Historic Resources

Township of Marple
Delaware County, Pennsylvania



Legend

- Municipal Boundaries
- Lot Lines
- ERRI Floodplains
- Streams
- Historic Properties (Refer to Table N-1: Marple Township Historic Resources)
- Open Space & Recreation Areas**
 - Municipally-Owned Property
 - County Park
 - School District Property
 - Private and Public Golf Courses
 - Private Indoor Recreational Facility
 - Private Outdoor Recreational Facility
 - Institutional Property w/ Open Space
 - Active Parkland and Athletic Fields
 - Passive Parkland
 - Privately Eased Land
 - Homeowner's Association Open Space
 - Cemetery
 - Utility Right-of-Way



Maple Township and its geographic data provided from the Delaware County Planning Department. Historic Property data obtained from the Marple Township Historic Commission. Open Space & Recreation data acquired from the Delaware County Planning Department, April 2006. County Boundary spatial data obtained from the Pennsylvania Spatial Data Access (PSDA). Pennsylvania Hydrology data from the Office of Planning Services for Earth Resources, Pennsylvania, 2005.

Location Map

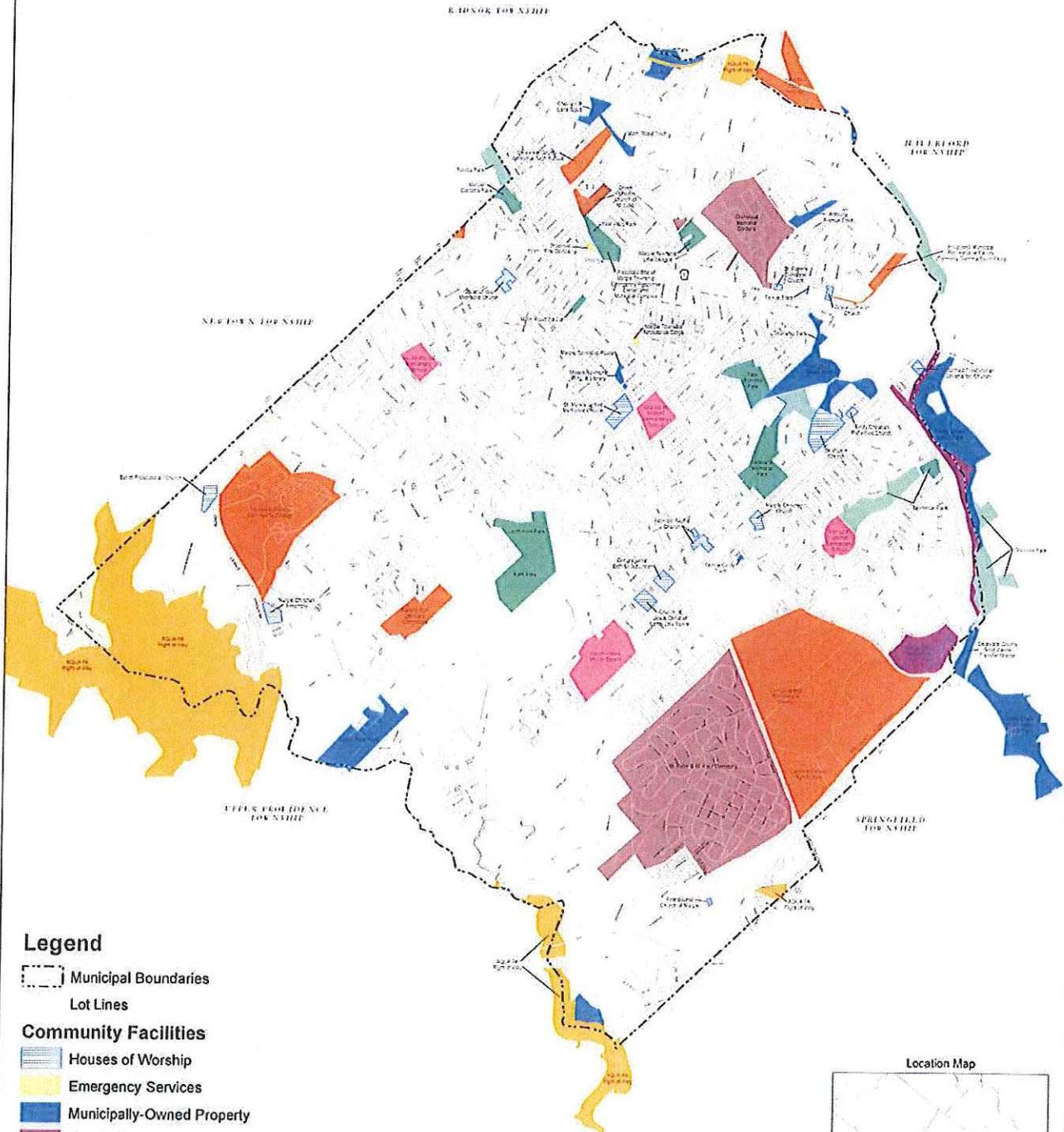
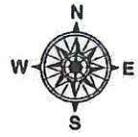


Remington Varnick & Beach Engineers
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Web Site Address: www.rvb.com

Community Facilities

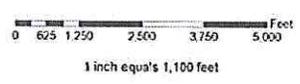
Township of Marple

Delaware County, Pennsylvania



Legend

- Municipal Boundaries
- Lot Lines
- Community Facilities**
- Houses of Worship
- Emergency Services
- Municipally-Owned Property
- County Park
- School District Property
- Institutional Property w/ Open Space
- Active Parkland and Athletic Facilities
- Passive Parkland
- Cemetery
- Utility Right-of-Way



Notes:
 Municipal boundaries and lot lines spatial data acquired from PA Office of Energy Planning Department.
 County boundaries spatial data obtained from the Department of Spatial Data Access (SDAS).
 Community facilities data based on the Community Facilities page Figure 2.0 prepared by Norman Day, Associate of Marple Township, Comprehensive Plan Update.

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