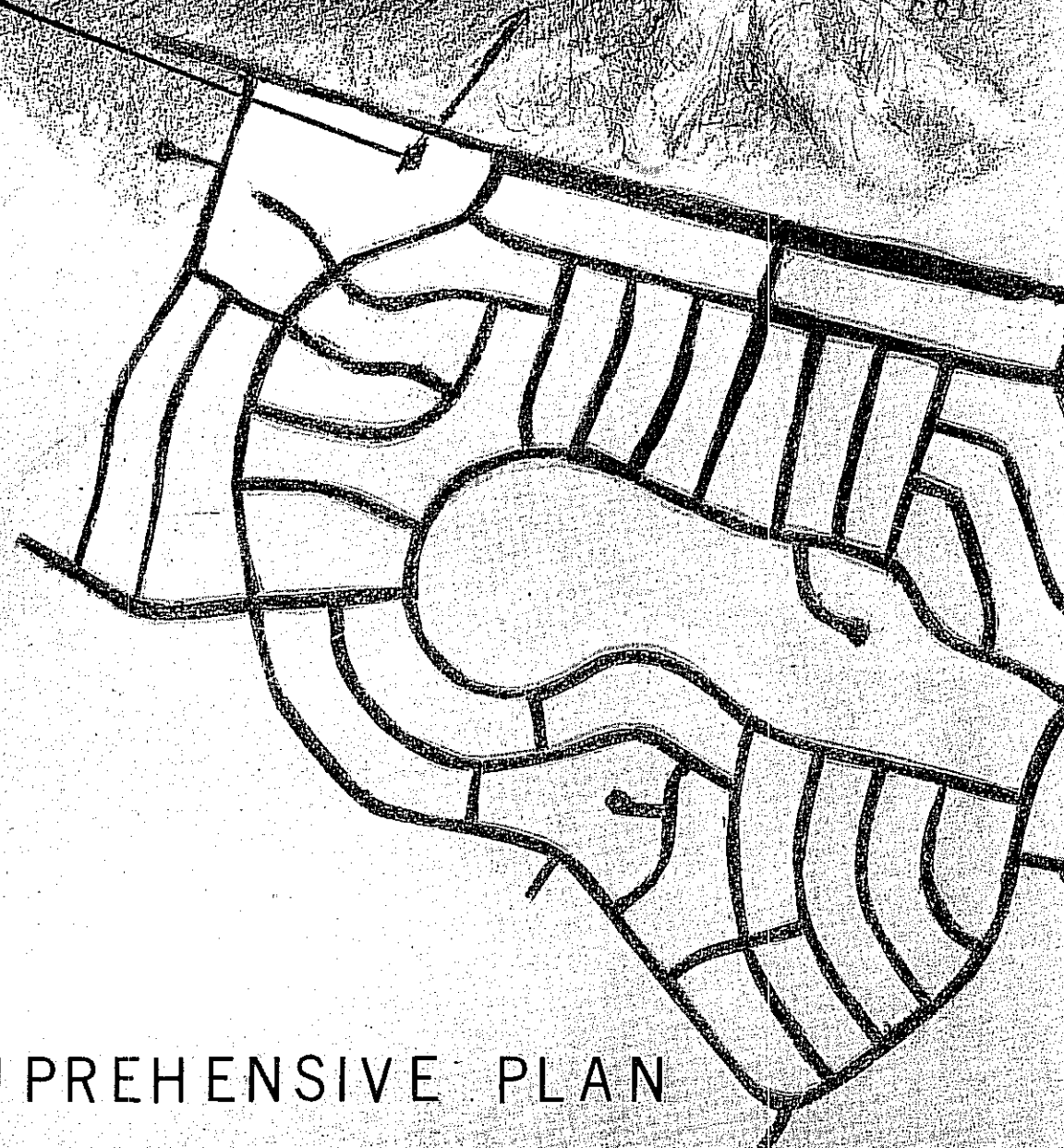


5107



COMPREHENSIVE PLAN

MARPLE TOWNSHIP

DELAWARE COUNTY, PENNSYLVANIA

MARPLE TOWNSHIP PLANNING STUDY

PHASE III

COMPREHENSIVE PLAN

DELAWARE COUNTY PLANNING COMMISSION JANUARY, 1967

#### MARPLE TOWNSHIP COMMISSIONERS

Benjamin Dutton, President

Joseph B. O'Hara  
Hugo Manzi  
Harry Faust

Percy Berkowitz  
Ronald H. Fertel  
J. Pepper Goslin

Richard DiPrimio, Secretary  
Manager

Donald J. Orlowsky  
Solicitor

#### TOWNSHIP PLANNING COMMISSION

G. Lee Mulder, Chairman

Herbert MacCombie  
Donald Meisel

Neil Margolis  
Edward Bove

#### The Cover:

Attention is directed on the cover of this report to the long history and the more recent rapid growth of Marple Township. The Township's history is represented by the Thomas Massey House, probably the oldest structure in the Township. The recent rapid growth is represented by the street pattern of the Lawrence Park residential development which now surrounds the site of the Massey House.

TOWNSHIP OF MARPLE  
Springfield & Sproul Roads  
Broomall, Pennsylvania  
Elgin 6-4040

PLANNING COMMISSION

G. Lee Mulder, Chairman  
Herbert MacCombie, Secretary  
Donald Meisel  
Neil Margolis  
Edward Bove

BOARD OF COMMISSIONERS  
Township of Marple

January, 1967

Gentlemen:

The Marple Township Planning Commission is pleased to transmit the accompanying report entitled the Comprehensive Plan of Marple Township, to you and to the citizens of the Township for review and consideration. This report was prepared by the Marple Township Planning Commission, with technical assistance from the Delaware County Planning Commission Staff. It is the product of many meetings at which the Township's needs were evaluated and the recommendations presented herein were developed.

The primary purpose of this report is the establishment of guidelines for the orderly growth and development of Marple Township in accordance with the goals and objectives defined herein. The recommendations and conclusions drawn in the report are based on information contained in the reports on Phase I, Basic Data; and Phase II, Trends and Potentials, in which the existing conditions and development trends in Marple Township were defined and analyzed.

It is the recommendation of the Township Planning Commission that copies of this report be made available to the citizens of Marple Township; that a meeting, or series of meetings, be conducted to present the plan to the residents; that the opinions of the people be actively solicited; that support of the recommendations be obtained; and that, following careful consideration, the Comprehensive Plan be officially accepted by resolution of the Board of Commissioners.

Acceptance of the report following the achievement of a basic level of citizen acceptance, will ensure the adoption of guidelines for the future development of Marple Township that will have a broad base of support. Acceptance by the Board of Commissioners in the form of a resolution will assure the desired flexibility and yet achieve the necessary stability as time passes and conditions change.

The Township Planning Commission will periodically review the recommendations embodied in this report in recognition of the constant changes which time brings about. In order to facilitate continuing review and reappraisal of the development policies, it is recommended that the Township continue its support of the planning process as a necessary function of Township government.

Respectfully submitted,



G. Lee Mulder, Chairman  
Marple Township Planning Commission

## ACKNOWLEDGEMENT

This report was prepared by the Delaware County Planning Commission Staff as the Planning Consultants under a contract signed by the following parties: Commonwealth of Pennsylvania, acting through the Department of Commerce, the Township of Marple and the Delaware County Planning Commission.

It was financed, in part, through an urban planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended, administered by the Bureau of Community Development, Pennsylvania Department of Community Affairs. Two-thirds of the funds for undertaking the planning study were provided by the Federal Government. The remaining funds were provided by the Township of Marple and by the County of Delaware in the form of a contribution of services of the Delaware County Planning Commission Staff.

Many members of the Delaware County Planning Commission Staff contributed in some way to the preparation of this report. The following staff members were most directly responsible for the contents of the report:

William K. Davis, Executive Director  
W. James Graef, Jr., Planner-in-Charge  
A. Lynne Graburn, Planning Assistant

The Delaware County Planning Commission would also like to extend their appreciation to all groups and persons who contributed their time and knowledge to the development of the report.

## Introduction

The publication of this report entitled "Comprehensive Plan" concludes Phase III of a four phase comprehensive planning study for the Township of Marple, Delaware County. The report on Phase I of the study entitled "Basic Data" presented a picture in text, graphics, and statistics of the background, character, existing conditions and functions of the Township. In the report on Phase II entitled "Trends and Potentials" this information was analyzed to determine as accurately as possible the future needs of the Township and the demands which would be placed upon it as part of a growing metropolitan area. This report defines the long range goals for the future development of the Township, outlines the principles for achieving these goals and translates these principles into physical terms in a Plan for Land Use, a Plan for Transportation and a Plan for Community Facilities. The various means available to the Township for implementation of the Comprehensive Plan are also outlined herein. Supplemental reports prepared in limited quantity for use by Township officials contain recommendations concerning revisions to the existing zoning ordinance and subdivision regulations and a recommended capital improvements program. A summary of the information in the reports on Phase I and Phase II of the study has been included to provide the reader with a basic context for the recommendations.

In developing the underlying philosophy and the specific recommendations embodied in the Comprehensive Plan, the Township Planning Commission and their Professional Consultant, the Delaware County Planning Commission Staff, met many times throughout the study period. In addition many meetings were held with other Township officials throughout the preparation of the plan. The Marple Township Planning Commission has acted as coordinator, liaison, and local advisor to the Delaware County Planning Commission Staff who has provided the research, technical, graphic, and professional assistance in the preparation of this report. In this manner general agreement was reached concerning the broad development policies for the Township.

The preliminary recommendations of the Comprehensive Plan were presented to the Township officials and at a series of meetings held with various citizens groups in the Township. Both philosophical and specific differences of opinion were on the whole resolved. However, human nature provides man with the ability to think, to reason, and to arrive at differences of opinion. Consequently it cannot be said that all individuals concerned with the preparation of the Comprehensive Plan are in total agreement with every recommendation advanced.

The Marple Township Planning Commission has considered and analyzed all evidence, opinion, and proposals from the consultants, elected officials, the public and citizen groups. It is believed that the recommendations and proposals presented herein represent the best available combination at this time. They are broad in nature and, particularly when concerned with the more distant future, are not intended to be detailed solutions.

It is intended that the framework of the Comprehensive Plan be supplemented by more specific and detailed plans in connection with particular areas, kinds of problems, or regulatory devices as part of the continuing planning program of the Township. In considering supplementary plans for approval, they should be compared in each instance with the Comprehensive Plan. Ordinarily the principles of the Comprehensive Plan will be applied, with further detail and refinement. In some instances, however, the need for a change in the Comprehensive Plan may be revealed. If this is confirmed by careful analysis, the plan should be changed. It should not, however, be changed lightly.

## Table of Contents

Letter of Transmittal	i
Acknowledgements	ii
Introduction	iii
Table of Contents	iv
List of Maps, Tables and Figures	v
 Chapter I - Existing Conditions and Analysis, A Summary	 1
 Chapter II - Potential and Goals	 4
Population Projections	4
Other Factors which will Influence Development	5
Goals and Objectives	6
 Chapter III - The Plan for Land Use	 8
Introduction	8
Residential Land Use	8
Related Non-Residential Uses	12
Commercial Land Use	13
Industrial Land Use	14
 Chapter IV - Transportation Plan	 16
Introduction	16
Highways	16
Recommended State Highway Improvements	21
Streets and Highways Under Township Jurisdiction	23
Public Transportation	23
 Chapter V - Community Facilities Plan	 26
Introduction	26
Government Service Facilities and Public Safety	26
Schools	28
Open Space, Parks and Recreation Areas	29
Utilities	30
Cultural, Religious and Philanthropic Institutions, Health and Social Facilities	33
 Chapter VI - Planning Study Areas	 35
Introduction	35
Planning Study Area I	35
Planning Study Area II	36
Planning Study Area III	37
Planning Study Area IV	37
Planning Study Area V	38
Planning Study Area VI	38
Planning Study Area VII	39
Planning Study Area VIII	40
 Chapter VII - Fiscal Considerations	 42
Introduction	42
Sources of Revenue	42
Municipal and School District Expenditures	43
Bonded Indebtedness	44

Chapter VIII - Effectuation and Implementation	46
Introduction	46
Legal Implementation	46
Fiscal Implementation	49
Administrative Implementation	51

## List of Maps, Tables and Figures

### Maps

6 Land Use Plan	9
7 Transportation Plan	18
8 Community Facilities Plan	27

### Tables

1 Marple Township Population 1820-1960	1
2 Marple Township Population 1900-1980	4
3 Public School Enrollment	5
4 Recommended Standards for Streets and Highways	24
5 Real Estate Tax Base	43

### Figures

1 Regional Transportation Facilities	17
2 Sewerage and Water Service Areas	31
3 Planning Study Areas	35



CHAPTER I - Existing Conditions and Analysis  
A Summary

Census figures indicate that Marple Township was a predominately rural community until after 1920. The figures shown in Table 1 indicate that there was a net increase of only 200 persons in the population of the Township in the 100 years preceding 1920.

Marple Township Population 1820 - 1960

Table 1

Year	Population	Year	Population
1820	700	1900	812
1830	793	1910	895
1840	759	1920	900
1850	876	1930	1,553
1860	916	1940	2,170
1870	856	1950	4,779
1880	899	1960	19,722
1890	*		

\*Data not available.

Source: 1820 - 1880, Henry Graham Ashmead History of Delaware County (Philadelphia, L.H. Everts & Co., 1884); 1920 - 1960, Bureau of the Census, U.S. Department of Commerce.

In the next two decades the 1920 population of 900 persons more than doubled. By 1940 the Township had reached a population of 2,170 persons even though the economic conditions in the thirties significantly curtailed development during that decade in most areas. From 1940 to 1950 the population of the Township again more than doubled in spite of wartime building material shortages which curtailed development in the first half of that period. In the 1950's there was no deterrent to development and the population of the Township more than quadrupled reaching 19,722 by 1960.

The Township's growth rate appears to be strongly related to transportation facilities and technology and to the general economy of the Philadelphia Metropolitan area. In the 1890's the Philadelphia Suburban Transportation Company trolley line from 69th Street to West Chester was constructed on a portion of the right-of-way of the West Chester Turnpike which was then a toll road. It was not until after this road became a State Highway and tolls were removed that significant development began in Marple Township. That the trolley line played a significant role in the early development of the Township is indicated by the concentration of early development in the vicinity of West Chester Pike. A plan of lots was recorded as early as 1906 for land at the northwest corner of West Chester Pike and Sproul Road. In 1919 plans were recorded for two larger areas. One was located at the southeast corner of West Chester Pike and Sproul Road, the other at the southeast corner of West Chester Pike and Media Line Road, extending south along Media Line Road a considerable distance. As the automobile became more readily available with advances in the technology of its manufacture, development began to occur along roads not associated with the trolley line. In the mid 1920's plans were recorded for land on the east side of Sproul Road north of Lawrence Road. After World War II the automobile became readily available and significant development began to occur on the lands along both West Chester Pike and Sproul Road. When the trolley line on West Chester Pike was abandoned in 1956, it was no longer a significant factor in the location of development.

The intersection of Sproul Road and West Chester Pike was initially the focal point of commercial activity in Marple Township. This intersection of two major highways provided an ideal location for commercial expansion to meet the demands of a growing population. However, by the end of World War II virtually all of the land surrounding this small commercial center had been subdivided for residential development and the potential of this location could never be realized. Consequently it was not until late in the 1950's that significant commercial development took place in Marple Township in conjunction with the major residential development of Lawrence Park. By this time significant competing commercial centers had developed or were beginning to develop in adjacent Townships.

Industrial development was likewise overlooked in the early growth of the Township. Here again, land best suited to this type of development has been utilized for residential purposes. Industrial land use has been confined to older quarry sites and the Lawrence Park Industrial Park area. This latter area provides the only potential for industrial growth in the Township at the present time and to date has developed in a mixture of industrial uses and associated administrative offices. Access to the Industrial Park and to the old quarry sites now in industrial use is less direct than is normally desired for this type of development. Some of the quarry sites are also more closely related to residential development than is normally desirable for industrial use.

Semi-public and institutional land have played an important role in the formulation of the land use pattern in Marple Township. Two major cemeteries are located in the Township and considerable additional land is set aside for religious institutions, public and parochial education facilities and associated uses, institutions for the care of the aged or convalescent, and public or semi-public recreation facilities. Most such uses are entirely compatible with the predominant residential character of the community.

The natural features of Marple Township have also influenced the development pattern of the community. Rugged topography in some portions of the Township limits development potential. The western portion of the Township south of Palmer Mill Road and the Paxon Hollow Golf Club contains significant areas of steep slopes which limit the development of sound building sites and make the provision of safe access roads with reasonable grades virtually impossible. The development potential of this area is also limited by soils which are highly subject to erosion if vegetation is removed and by flood plain areas along the streams. Steep slopes and flood plain areas also occur along the lower portions of Langford Run and along Darby Creek. The incidence of natural rock outcroppings of sufficient commercial value to permit quarrying in some areas of the Township has already been mentioned. The physical character which is created by quarrying operations makes it difficult to adapt this land to uses compatible with surrounding residential developments after the resource has been depleted. Some of these areas can best be utilized for open space or recreation purposes.

Marple Township is primarily a community of owner occupied single-family homes. Until 1960 virtually all housing constructed in the Township was of the one-family detached housing type. Information from the 1960 U.S. Census indicated that approximately 98 percent of the housing units existing at that time were in structures containing only one housing unit and that over 95 percent of all housing units were owner occupied. Early housing development in the Township occurred on relatively small lots in accordance with the common practice of the time. With the adoption of zoning in 1938, standards were established to relate lot size to the availability of public utilities as a measure for the protection of the public health. When the Zoning Ordinance was revised in 1944, more restrictive standards were established relating development density to road access and topography as well as to availability of public water and sewer, for the protection of the public health and safety. Since 1960, apartments have made up a significant part of the new housing construction in the Township. However, the most suitable locations for such high density residential development

are already occupied by one-family detached housing. It is therefore doubtful that this housing type will make up more than 10 percent of the total housing stock in the Township, unless significant improvements to major roads and expansion of public water and sewer facilities make such development possible in areas not now suited for that purpose.

## CHAPTER II - Potential and Goals

### Population Projections

The rate of population increase in Marple Township has fluctuated significantly from one census period to another since 1900. Such fluctuations in growth rate are typical in statistical information relating to small areas. As indicated in Chapter I, the rate of growth of a municipality can be influenced by many factors, such as changes in transportation facilities or technology, regional or local economic conditions, local governmental policy concerning zoning, investment in new sewers, schools or other community facilities, and even the private decisions of individual owners of larger tracts of land to hold or sell their land. This makes the projection of population growth for small areas difficult, and the figures derived for any given point in time, subject to a significant margin of error. There is little doubt that Marple Township will continue to increase in population. The recommendations in the Comprehensive Plan will basically remain valid until the population projected below for 1980 is reached. Periodic checks of the growth rate of the Township should be made as part of the continuing planning process, and the speed with which the plan is implemented should be adjusted to the growth rate.

In 1964 the Delaware County Planning Commission prepared population projections for all municipalities in the County based on regional population forecasts issued by the Penn-Jersey Transportation Study. These projections indicate a probable population in Marple Township of 27,500 persons by 1970, and 35,200 persons by 1980 as shown in Table 2. Population estimates prepared by the County Planning Commission for 1962, 1964 and 1966 based on housing units authorized by building permits issued, indicate that the growth rate of the Township is approximately that anticipated in the population projections. Therefore, these figures have been used as a basis for the recommendations in the Comprehensive Plan.

Marple Township Population 1900 - 1980

Table 2

Year	Population	Numerical Increase		Percent Increase in 10 Years
		10 Years	2 Years	
1900	812			
1910	895	83		1.0
1920	900	5		0.5
1930	1,553	653		72.6
1940	2,170	617		39.7
1950	4,779	2,609		120.2
1960	19,722	14,943		312.6
1962	21,707		1,985	-
1964	23,007		1,300	-
1966	23,651		644	-
1970	27,500	7,778		39.4
1980	35,200	7,700		28.0

Source: 1900 - 1960, U.S. Census  
1962 - 1966, Estimates by Delaware County Planning Commission  
1970 - 1980, Projections by Delaware County Planning Commission

Other demographic characteristics of Marple Township's growing population are anticipated to be similar to those evidenced by the 1960 population of the Township or to evidence changes closely approximating the trends indicated in comparison of the 1950 and 1960 population statistics. It is anticipated that Marple Township will remain an upper middle income level community of predominately home owner residents.

Approximately 85 to 90 percent of all housing units will probably be owner occupied in 1980. Between 45 and 50 percent of the 1980 employed residents will probably commute to Philadelphia for work, and approximately half of the residents of the Township in 1980 will have lived there for less than five years. In 1960 only 36.5 percent of the residents had lived in the Township 5 years or more. The trend toward an increased number of persons per household evidenced between 1950 and 1960 will continue, but at a slower rate. It is anticipated that the average number of persons per household in 1980 will be about 3.8. This factor, plus the increase in total population, will be reflected in increased enrollment in the public schools from Marple Township. Projected enrollment in public schools from Marple Township is shown in Table 3.

<u>Public School Enrollment Resident in Marple Township</u>				<u>Table 3</u>
	1950	1960	1970	1980
K - 6	494	2,314	3,600	4,700
7 -12	<u>215</u>	<u>1,359</u>	<u>2,400</u>	<u>3,300</u>
Total	709	3,673	6,000	8,000

Source: 1950-1960, Delaware County Superintendent of Schools Office  
1970-1980, Delaware County Planning Commission projections

#### Other Factors Which Will Influence Development

Information in the report of Phase I of the Planning Study indicates the extent of development in the Township when the survey for this report was made. In analyzing the growth potential of the Township in Phase II, the effects of facilities already programmed, but not yet in place, were also considered. Some factors which appear to be possible in the long run, but not probable within the planning period, have also been considered but were excluded as influencing factors on the Land Development Plan presented herein.

Two new highways which will have a significant effect on the development of Marple Township are under study by the Pennsylvania Department of Highways at the present time. The Mid-County Expressway, which will pass through the southern and eastern edge of Marple Township, is in final design and construction on this facility in the Township should begin not later than 1968. The general alignment of this highway as shown on the maps in this report, is reasonably firm at the present time. The design of interchanges with local roads is still subject to change and land use patterns shown in the vicinity of these interchanges may have to be altered in response to later design changes.

Two corridors are under study for the Lansdowne Expressway which will connect the Mid-County Expressway with the Cobbs Creek and Cross-Town Expressways in Philadelphia. If constructed in the more northern corridor, this highway would intersect with the Mid-County Expressway on the eastern edge of Marple Township, north of Brookthorpe Circle. If constructed on the southern corridor, this intersection would occur predominately in Haverford Township, east of the Delaware County Incinerator Plant in Lawrence Park Industrial Park. The southern corridor, known as the Darby Creek Corridor, appears to be the more probable location for the Lansdowne Expressway.

It is not anticipated that the construction of these major highway facilities will significantly alter the character of development in Marple Township. These facilities will improve access between Marple Township and areas to the north, east and south.

The most probable effect on the development of the Township will be in the form of increased traffic volumes on the major highways leading to interchanges with the expressways requiring improvement to these highway facilities. The Township may also experience a brief period of increased growth rate when these highways are opened, due to the improved access. These factors have been considered in the population projections and recommendations for highway improvement in the Township.

The primary area of potential growth in the Township is in the vicinity of Newtown Street Road (TR 252) north of Palmer Mill Road. The Land Development Plan shows relatively low density development in this area for the planning period, due to lack of certain community facilities. The area currently lacks public water, public sewer and good access roads. The transportation plan anticipates improvement of Cedar Grove Road to provide a sound two-lane collector street about the middle of the planning period, and improvement of Newtown Street Road to four lanes toward the end of the planning period. Public sewer could reasonably be extended to that portion of the area which lies in the Trout Run watershed. It is not anticipated that public sewer will be available west of the Trout Run watershed within the planning period. Should these factors change before the end of the planning period or their development be significantly accelerated, the development potential of this area of the Township should be restudied.

### Goals and Objectives

The direction of the plan is determined by stated goals expressing the will of the Township. The goals for Marple Township were prepared in preliminary form in Phase II of the Study by the Planning Consultant in coordination with the Township Planning Commission and other municipal officials. They were then published and comment from residents of the Township was solicited. The majority of the people who will reside in the physical environment of Marple Township created under the guidance of the development policy stated in these goals are not now residents of the Township. Both the goals for community development and the plan directed toward their attainment must consider the needs of this future population of the Township as well as the desires of the present residents.

Complete freedom in the definition of goals for the development of any community is restricted by physical, economic, social, legal and jurisdictional limitations. The desires of the residents must be weighed in light of opportunities and limitations and expressed in terms of attainable planning objectives. The Comprehensive Plan for Marple Township is directed toward the attainment of the following goals:

1. The continuance and enhancement of Marple Township's primary role as a residential community providing high quality housing opportunities in a variety of housing types, sizes, and price ranges to meet the varying needs of all families.
2. Provision for commercial development as justified and required to serve the residential community and, where unique factors make such use particularly appropriate, to promote the economic welfare of the Township. Where commercial development exists or is planned, steps should be taken to minimize or prevent adverse influence on nearby residential areas.
3. Promotion of selected types of industrial development where appropriate, reasonable and not in conflict with other uses, to provide employment opportunities and promote the economic well being of the Township.

4. Provision for a safe, rapid and efficient system for the movement of people and goods within the Township, and between the Township and its neighbors by means of an integrated system of streets, expressways, and public transportation designed to insure maximum convenience and comfort, and minimum adverse effect on abutting properties.
5. Promotion, protection or restoration of comfort, convenience, social, cultural and esthetic values which insure long-range desirability in all areas of the Township.
6. Provision in every area of the Township of a high standard of public facilities and services including parks, playgrounds, schools and utilities, appropriate to the type and intensity of development anticipated.
7. Provision for expansion of governmental services and facilities as required to meet the needs of a rapidly growing community.
8. Expansion of the economic base to permit a high standard of municipal services without imposing an undue tax burden.
9. Protection of individual rights and the public interest through the establishment of development controls with sound standards and uniform administrative procedures to assure high quality development in accordance with the comprehensive development plan, compatibility of new development with existing development and equitable opportunity for all parties concerned with any proposed development to be heard.

Should these goals change or require reevaluation as the population of Marple Township changes, the plan itself should then be reevaluated to reflect such changes.

## CHAPTER III - The Plan for Land Use

### Introduction

The purpose of the Land Use Plan is to provide a guide for public and private decisions which effect the use, improvement, or development of the land in the community. While the Land Use Plan is not a zoning map, zoning is the most effective means available to the municipality for the implementation of this element of the Comprehensive Plan. The final Chapter of this report discusses the implementation of this plan in more detail.

The objectives of the Plan for Land Use are, the allocation of land within the Township to various uses appropriate to the goals of the community, and the indication of principles whereby the most appropriate standards of physical development may be achieved and maintained. The Land Use Plan divides the uses into four major categories, Residential, Commercial, Industrial, and Public or Semi-Public. The last of these categories is discussed in detail in the Chapter on Community Facilities. The principles for the guidance of residential, commercial, and industrial development in the Township are discussed in the following sections of this Chapter.

The basis for the allocation of land in the Township to various uses is the premise that the diverse activities which constitute the life of a community can be carried on most effectively, 1) if the activities which need mutual support are grouped together, 2) if those which are mutually harmful are separated, 3) if those which require particular supporting facilities are so arranged that such facilities can be provided efficiently and economically. In allocating land in the Township to residential, commercial, industrial, and public or semi-public uses, consideration has been given to location, existing development, need, suitability of terrain, availability of supporting facilities, access to traffic arteries, and furtherance of the established goals of the community.

### Residential Land Use

Six general density classifications in three broad density ranges are shown on the Land Use Plan. Major portions of the Township are already developed in residential land use. The density classification applied in such areas reflects the density pattern established by the existing development and is designed to retain or enhance the present character of the area. The density classifications applied to undeveloped land proposed for residential use have been based on the following factors:

1. The desire of the community as expressed in the goals of the Comprehensive Plan to continue and enhance Marple Township's primary role as a residential community providing high quality housing opportunities.
2. The density characteristics established in various areas of the Township by the existing land use pattern.
3. The need for residential development in various densities to accommodate the anticipated population growth of the Township.
4. Present and projected availability of public utilities and other community facilities.
5. The ability of the present and projected network of streets and highways to accommodate the traffic volumes generated by new development.



6. The capability of the soils, terrain, and other natural features to accommodate various densities of residential development without creating hazards to the public health, safety or general welfare.

Density is used as the basis of residential classification because it is a factor which can be related directly to need for supporting facilities such as access roads, public utilities, and community services and can be effectively regulated through zoning. Higher densities require higher standards of supporting facilities and services to achieve desirable qualities of residential environment and to provide equivalent consideration for the public health, safety and general welfare.

The following paragraphs describe the character of development and housing types anticipated in the various residential density classifications.

Low Density Range. The two residential density classifications requiring one acre of lot area or more per housing unit are considered to be in the low density range. It is anticipated that this land would be developed in one-family detached housing. The land to which these density classifications are applied is generally remote from existing developed areas and is limited in development potential by one or more of the following factors:

1. Lack of public water or public sewer service, or both, within the planning period.
2. Adverse physical characteristics of the land including steep slopes, flood plain and soils subject to severe erosion.
3. Poor or unsafe access from existing and projected streets and highways primarily due to adverse topographic conditions.

The lowest density classification requiring two acres of lot area or more per housing unit is applied to the southwestern portion of the Township previously described as having severe development limitations due to topography and soil conditions which could create significant hazards to health, safety, and property if higher density development were permitted. The topographic conditions in this area also limit the potential for providing the quality streets and access roads required for higher density development. Other lands in this density classification are not served by public water or public sewer at the present time nor is it anticipated that public sewer service would be available within the planning period. The density classification providing for one to two acres per housing unit is applied to land already developed in this density character and adjacent undeveloped land where soil characteristics, terrain and projected highway improvements indicate that such densities can be accommodated without creating hazards to the public health, safety or general welfare. Should improvements to roads or extension of public utilities exceed that anticipated in the Comprehensive Plan during the planning period it may be necessary to reevaluate the density patterns on portions of the land in the low density range. It is, however, anticipated that the physical characteristics of the southwestern portion of the Township will continue to limit the development potential of that area.

Medium Density Range. Most of the land to which the two density classifications in the medium density range have been applied is already developed for residential use. Existing development in this density range is characterized by one-family detached housing and should be continued in this housing type. It is this development that has established the dominant suburban residential character of the Township. Undeveloped land included in the density classification requiring 20,000 square feet to one acre of lot area per housing unit provides for natural

extension of residential development at this density where existing or potential utilities and access roads are considered adequate to meet the needs of such development. Appropriate legal and administrative controls should be exercised to insure coordination of development with the construction of projected highway improvements and public utility extension. Virtually all of the land to which the density classification requiring 10,000 to 20,000 square feet of lot area per housing unit has been applied is already developed at this density. The few undeveloped tracts of land in this density classification are similar in character to surrounding lands already developed. Development of these remaining tracts in a similar density will provide for a consolidation of the land use pattern and a reasonable increase in this density of housing to meet anticipated market demands.

High Density Range. The high density range of residential development is also divided into two residential density classifications. The density classification requiring 5,000 to 10,000 square feet of lot area per housing unit is applied to some of the older residential areas of the Township which were laid out in small lots prior to the introduction of current development standards, and to the majority of the Lawrence Park residential area. Most of these areas are characterized by one-family detached housing. However, some one-family semi-detached housing, two-family detached housing and two-family semi-detached housing has been constructed in portions of the older residential areas. These characteristics should be considered in the development of zoning standards for the various parts of the Township in this density classification. The land in this density classification is generally located close to major or secondary highways and retail shopping facilities.

The highest residential density classification permits residential development with less than 5,000 square feet of lot area per housing unit. Land to which this density classification has been applied generally has direct access to major highways or secondary roads. Multi-family residential structures, anticipated to be the predominant housing type in this density classification, have already been constructed in some of these areas. Undeveloped land in this density classification is generally characterized by relatively large lots or tracts in single ownership considered to be of sufficient size to accommodate one or more multi-family structures and the off-street parking facilities and open spaces necessary to the proper functioning of such development. In some cases this density classification is recommended adjacent to commercial concentrations for the mutual benefit of both. The commercial uses provide readily available shopping facilities for residents of the apartments and the residential use provides a concentrated customer market in support of the commercial use.

It is anticipated that the current relatively high rate of apartment development in suburban communities will continue for some time to meet current demands for this type of housing and to catch up with the backlog of such demand built up over many years when apartment construction was prohibited in virtually all suburban municipalities. However, the housing market is subject to unpredictable changes. Should demand for multi-family housing decline, administrative and business office uses should be considered as reasonable alternates for portions of the land with direct access to major highways. In fact, apartment and office uses could be permitted to mix on the same site or even within the same structure with appropriate development standards. Some types of retail sales and services uses serving daily shopping needs are also compatible with apartment development; especially in developments not located near shopping facilities.

Other Factors Influencing Residential Character. Density of residential develop-

ment discussed above is probably the most significant factor in determining the character of residential areas. However, the quality of residential areas depends not only on control of density but also on the adequacy of supporting facilities discussed under the Community Facilities Plan, and on factors of design whereby individual buildings and open spaces are properly related to each other and to the land. Where new development takes place sound patterns need to be achieved through administrative controls, private agreements, guidance or persuasion. Where sound patterns already exist they need to be preserved, protected, and enhanced. Where deficiencies are present action must be taken toward their correction so that sound patterns can be restored. In Chapter VII Planning Study Areas are defined within the Township. The specific problems or potentials of each Planning Study Area are noted therein and recommendations are presented for programs, actions, or detailed supplemental studies as part of the continuing planning process for the Township leading to the correction of existing deficiencies and providing guidance for new development. The qualities to be sought for residential areas of the Township in the undertaking of public works by the Township and in the control and guidance of private residential development are as follows:

1. Streets. Residential streets designed to minimize through traffic.
2. Land Subdivision. Lots properly related to access streets, adjoining development and natural characteristics of the land so as to insure desirable building sites, to facilitate the provision of sewerage, storm drainage, public facilities and services and to take advantage of existing natural beauty.
3. Space Needs. Sufficient space in and around every structure to insure adequate light and air for itself and its neighbors, and to provide for all normal activities and for privacy.
4. Related Non-residential Uses. Sites of appropriate size and location for such residentially related non-residential uses as schools, churches, rest homes, libraries, civic centers, parks, playgrounds and recreation facilities to insure adequate access, density characteristics compatible with adjacent residential uses and sufficient space for necessary supporting functions such as parking, deliveries and landscaped areas.
5. Structures. Every structure soundly built and maintained, and provided with suitable sanitary and safety facilities and safe access to public streets.
6. Safety. Protection against hazards and nuisance by their prevention, their removal or by the creation of barriers or buffers to minimize their effect.
7. Appearance. The encouragement of harmonious design and appropriate siting through high standards of architectural design, landscaping and maintenance for both public and private properties.

#### Related Non-residential Uses

The family life of residents of the community entails more than eating, sleeping and other activities which take place entirely within the home. Religious activities, education, outdoor recreation, and participation in community oriented cultural, social or recreation activities are all, at one time or another, part of the family life oriented around the home. Facilities to accommodate these

activities must therefore be considered residentially related. However, because of the unique characteristics of these land uses, separate and specific standards for location, access, site requirements, and design must be established to assure compatability with adjacent residential uses. The general principles for guiding the development of residentially related community facilities are presented in Chapter V, Community Facilities Plan.

Occasionally, condition of health or age may dictate that individuals reside temporarily or for longer periods in a convalescent or rest home. During such periods these facilities are as much a residence to the occupants as their private homes would be under normal circumstances. Although convalescent homes and rest homes are frequently established and operated on a commercial basis, and provide services not generally available in the private home, these land uses are basically residential in nature and function best in a residential environment. However, unique characteristics of such facilities require that special standards be established for their appropriate location and development to assure compatibility with residential areas in which they are located.

### Commercial Land Use

The commercial land use pattern shown on Map 6 is designed to provide for the commercial uses required to serve the residential community, and in addition, to take advantage of unique factors of location or existing development which make such uses particularly appropriate. As previously indicated, the land in Marple Township most suitably located for significant commercial development, was occupied for residential use before the Township experienced sufficient population growth to support any sizable commercial centers. In the Broomall area, at the intersection of Sproul Road and West Chester Pike, once the focal point of commercial activity in Marple Township, no land is available for commercial expansion without the demolition of existing structures. The Land Use Plan shows commercial expansion in some areas, either to provide a more stable boundary for an existing commercial district, or because of special features which strongly recommend commercial use. The major problems which face the Township commercial areas are defined herein and approaches to their solution are recommended.

The commercial areas in the Township have been classified so as to encourage the grouping of commercial uses which are compatible, which support one another, and which serve a common market, and so as to provide separate locations for those uses which serve other markets or which are incompatible. Provisions are made for the following commercial categories:

Neighborhood Commercial. Commercial concentrations of limited size and variety of stores designed to serve the day-to-day need of an immediately surrounding residential area.

General Retails Sales and Services. Commercial areas containing a variety of retail stores and services serving both the day-to-day and longer term of needs of the entire community.

Shopping Centers. Concentrations of retail sales and services outlets specifically designed around common parking facilities with controlled points of ingress and egress. Shopping centers are generally, but not necessarily, designed and developed under single ownership and management with space leased to commercial operators.

Four Neighborhood Commercial areas are shown on the Land Use Plan for Marple Township. These areas all contain properties in commercial use at the present

time. They are located along major highways and, with one exception, are at intersections with residential collector streets or other major highways. Commercial operations serving a broader market area than the neighborhood commercial is designed to accommodate, are now located in some of these areas. This not only generates traffic of a different type than these areas are designed to accommodate but limits the ability to provide convenience shopping facilities. The application of administrative and legal controls to these neighborhood commercial areas should be designed to encourage replacement of these commercial operations with appropriate retail sales and services outlets such as drug stores, delicatessens, gift shops, shoe repair shops, laundry and dry-cleaning pickup and delivery outlets, beauty salons, barber shops or similar facilities catering to the needs of the residents and generating relatively low customer volume.

General Retail Sales and Services areas are shown on the Land Use Plan at the major intersection of Sproul Road and West Chester Pike, and in the vicinity of two of the shopping centers in the Township. Most of the commercial uses permitted in the Neighborhood Commercial areas can also function satisfactorily in these areas. In addition, commercial uses serving less frequent shopping needs such as, appliance and furniture stores, hardware and building supplies stores and similar retail outlets can be accommodated in the General Retail Sales and Services areas. Highway oriented commercial uses such as restaurants, automotive sales and service outlets, and similar uses can also be best accommodated in these areas. The commercial operations now located in the areas proposed for General Retail Sales and Services are generally of the type use anticipated in the Land Use Plan. However, a lack of coordination in the siting of structures, architectural design and design and development of access, internal traffic circulation and parking facilities has created undesirable visual effects and inefficient use of land in some of these areas and contributes to traffic problems on major highways. Detailed studies should be undertaken by the Township Planning Commission in cooperation with the business men in the Township, to determine how the appearance, traffic flow and parking facilities in these areas can be improved. Highest priority for such studies should be given to the area at the intersection of West Chester Pike and Sproul Road. Means of accomplishing these studies are discussed further in Chapter VIII.

Coordinated Shopping Center developments occur at three locations in Marple Township. These developments are characterized by one or more major stores and a number of smaller specialty shops oriented toward common parking facilities and having controlled points of access and internal traffic circulation. Provisions have been made in the Land Use Plan for reasonable expansion of the shopping centers to accommodate anticipated growth where land for this purpose is available. Appropriate administrative control, guidance and persuasion should be exercised to assure that such expansion is coordinated with existing facilities so that additional problems of traffic congestion on major highways are not created. Some traffic congestion problems already exist in the vicinity of access points to shopping centers. It is anticipated that these will be corrected with the road improvements currently proposed or recommended in Chapter IV, Transportation Plan.

### Industrial Land Use

Particular care must be given to the location and character of industrial uses permitted in residential municipalities such as Marple Township. Industrial uses can be a valuable asset to a municipality in providing employment for residents and supporting the municipal tax base. Recommendations for the industrial uses and locations for Marple Township are based on the following principles:

1. Access. Roads serving industrial areas must be designed to provide reasonably direct access from major highways, accommodate heavy vehicles, carry anticipated traffic loads, and prevent conflicts with residential traffic.
2. Land Suitability. Land designated for industrial use must have physical characteristics suited to the proposed uses and must be protected from the intrusion of incompatible non-industrial uses.
3. Supporting Facilities. Industrial areas must have or be capable of being provided with necessary supporting facilities such as public utilities.
4. Safety. Industrial uses involving processes which create hazards of explosions, fire, air pollution, water pollution or excessive noises or vibration are not compatible with the residential character of the community.
5. Appearance. Industrial structures and sites should be required to meet high standards of architectural and landscaping design and industrial uses requiring open-storage of materials or heavy equipment should be located so as to take advantage of visual barriers provided by natural changes in topography, and should be required to maintain order in the storage yards and prevent the collection of junk materials.

Semi-Industrial. Land along both sides of State Road between the Media By-Pass and the proposed Mid-County Expressway is designated as Semi-Industrial. This area is designed to accommodate such uses as storage yards for heavy equipment or materials used by trucking firms, contractors or similar operations, storage facilities for the distribution of bulk materials such as fuel oil, gasoline, lumber products or building supplies, and similar operations requiring open storage or the utilization and maintenance of heavy equipment. Stone quarries now located in this area could continue to operate until the commercial value of this resource is reasonably exhausted. The natural terrain provides visual buffering from other uses in the area and existing major highways. Landscaping should be provided in the construction of the Mid-County Expressway to assure visual buffering from that highway. No manufacturing or processing industries are anticipated in this area.

Light Manufacturing Industrial. This land use category is applied to the Lawrence Park Industrial Park. It is anticipated that this area will accommodate additional uses similar to those which are already present, including warehouse facilities, light manufacturing and assembly operations, and associated administrative offices. The topography in this area offers little opportunity for visual buffering from adjacent residential areas and the proposed Mid-County Expressway. Therefore, high standards of architectural and landscape design should be required for the development of industrial uses at this location. Extensive open-storage of heavy equipment or materials should be permitted only where visual barriers can be created to minimize the adverse effects. No industrial uses involving processes which would tend to create hazards of explosion, fire, air pollution, water pollution, or excessive noise or vibration should be permitted.

## CHAPTER IV - Transportation Plan

### Introduction

The objective of the Transportation Plan is the development of a network of facilities and systems for the safe, rapid, efficient and economical movement of people and goods. All forms of transportation, both public and private, available in Marple Township at the present time utilize the network of streets and highways. Proposals have been cited for the construction of rail transportation facilities serving portions of the Township, but it is not anticipated that these would be in operation before the end of the planning period. Public transportation during this period will be restricted to a system of bus routes.

Marple Township, as a residential community, depends on transportation links with the City of Philadelphia, other parts of Delaware County, and other counties in the Metropolitan Area for the daily travel of many of its citizens. Deficiencies in the regional transportation network result not only in delay and congestion, but also in overburdening local routes to the detriment of bordering areas. The Township by itself has almost no power to bring about decisions or actions in these matters, even though they are of vital concern. Therefore, the fullest Township cooperation should be given, in return for reciprocal cooperation and consideration, to all appropriate agencies of municipal, county, regional, state or federal government in planning, developing and maintaining a network of primary regional transportation facilities.

### Highways

The primary regional highways existing or proposed in the vicinity of Marple Township are shown on Figure 1, Regional Transportation Facilities. Some of the expressway routes shown as proposed, have not been officially approved nor are all of the alternate routes shown which are known to have been under consideration. The regional expressways of greatest concern to Marple Township are the Mid-County Expressway and the Lansdowne Expressway.

The final alignment of the Mid-County Expressway (I-476) will be approximately as shown on Map 7, Transportation Plan, but the interchanges with Media By-pass, Sproul Road, and West Chester Pike are subject to further change in final design. As previously indicated, land use patterns in the vicinity of these interchanges may have to be restudied after the final design of the interchanges is known. It is anticipated that construction on this highway in Marple Township will begin in 1968. The Mid-County Expressway is not expected to be open for its entire length before 1970 or 1971. When it is fully operational, it is expected to affect a slight reduction in traffic on Sproul Road, north of West Chester Pike, but the traffic volumes will probably return to approximately the current levels with further development in Radnor Township. Increased traffic volumes are anticipated on Sproul Road, south of West Chester Pike, on Springfield Road from West Chester Pike to Sproul Road and on West Chester Pike upon completion of the Mid-County Expressway. These highways will provide access to interchanges with the Mid-County Expressway from the growing residential areas in Newtown Township. Increased traffic volumes are also anticipated on Newtown Street Road which will provide an alternate access to the Mid-County Expressway via a short section of the Media By-pass.

It appears most probable at this time that the Lansdowne Expressway will be constructed on the Darby Creek corridor as shown on Figure 1. It is not anticipated that this highway will be operational before 1975. Completion of this highway and



Expressways  
Major Hwys  
Rail Transit

REGIONAL TRANSPORTATION FACILITIES



proposed connecting facilities will provide, in conjunction with portions of the Mid-County Expressway, limited access highway facilities leading to the north, south and east from Marple Township. Some additional traffic volume increase is anticipated on all roads providing access to interchanges with the Mid-County Expressway when the Lansdowne Expressway is completed providing direct access to Center City Philadelphia.

All of the existing and proposed highways, roads and streets in Marple Township are classified into six categories as shown on Map 7, and described below.

#### Expressways

Function: Regional routes connecting major population centers and carrying high volumes of traffic for considerable distances at maximum safe speed.

Characteristics: Limited access, separation of directional traffic, grade separations at intersections, minimum gradients, and curves of maximum radius, minimum of right-of-way 120 feet.

#### Major Highways

Function: Primary through routes linking communities with each other and with points of access to expressways carrying heavy traffic volumes, but with access from intersecting streets and abutting properties.

Characteristics: Medial divider separating opposing streams of traffic, two moving lanes in each direction, traffic signal control and turning lanes at major intersections, interruption by intersections or driveways held to a minimum, minimum right-of-way 80 feet.

#### Secondary Roads

Function: Routes linking portions of the major highway network, providing secondary connection with adjacent municipalities, or providing access to industrial areas; carrying moderate traffic volumes, designed to accommodate unique traffic characteristics or directional needs.

Characteristics: Special design consideration to accommodate heavy vehicles where anticipated, maximum continuity of directional movement, minimum interruption by driveways or minor street intersections, minimum right-of-way 60 feet.

#### Suburban Collector Streets

Function: Routes in the medium and high density range residential development areas linking residential area to residential area, residential area to commercial area, and residential area to major highway network; not designed for inter-regional through traffic, but to distribute traffic from local generators to the minor streets.

Characteristics: Maximum separation between traffic and bordering uses, minimum interruption by driveways or minor street intersections, maximum continuity within residential areas, minimum right-of-way 60 feet.

### Semi-Rural Collector Streets

Function: Routes serving the same function as the suburban collector streets above, but designed to preserve the semi-rural character of the low-density range development in the areas served.

Characteristics: Adequate cartway standards for accommodation of slow moving automobile traffic, preservation of views and natural features of adjacent lands, minimum improvements to assure traffic safety, minimum right-of-way 60 feet.

### Minor Streets

Function: Local routes primarily to give access to abutting properties, not intended to carry through traffic, to provide movement to nearest collector street, secondary road or major highway.

Characteristics: Adequate for local traffic and parking, continuity broken to discourage through traffic and excessive speed, traffic control by stop signs where needed, minimum right-of-way 50 feet.

Streets and highways are probably the most permanent man-made facility in any municipality. Once established, street and highway alignments are rarely changed and if change is required it is generally costly and frequently adversely affects adjacent land use. Land subdivision regulations are the most effective means available to the municipality for the control of alignment, grades and design of new streets and for the reduction of costs associated with improvements to existing streets to accommodate increased traffic volumes anticipated from new development.

The following general policies are recommended for effective and economical development of safe and efficient streets, highways and associated facilities in the Township:

1. On major highways and secondary roads, priority should be given to the safe and efficient movement of traffic. Accordingly, intersections and driveway access should be held to a minimum and, where necessary, parking should be restricted in order to expedite safe traffic flow.
2. Adequate rights-of-way for future widening and minor adjustments in alignment of existing streets and highways should be established in accordance with the recommendations of the Comprehensive Plan when development of land adjacent thereto is proposed. Building setbacks should be based on anticipated improvements to prevent later adverse effects to abutting properties.
3. The adverse effect of noise, glare and fumes arising from the flow of traffic where residential properties abut major highways or secondary roads, should be minimized by deeper than normal setbacks, parallel access roads, reverse frontage lots with screening, or other devices.
4. Paved sidewalks should be provided in residential areas in the medium and high density ranges, commercial areas, and in the vicinity of schools.

Recommended improvements to State highways, sections thereof or specific points of existing or potential traffic problems are listed below as shown by letter designation on Map 7. The order of the letter identification indicates the recommended priority for the proposed improvement. In establishing priorities for improvements, the following order has been observed.

- a. Elimination of known hazards.
- b. Coordination of proposed improvements with projects already scheduled affecting the same section of highway.
- c. Relief of existing traffic congestion.
- d. Timing of improvements to meet the needs of anticipated increases in traffic volumes.
- e. Minor changes to insure the most efficient utilization of existing street facilities.

#### Recommended State Highway Improvements

- A. Description. Commercial area road complex including sections of Sproul Road and Springfield Road from their intersection south to and including the intersection of each with State Road, and portions of Marple Road and Old Sproul Road between Sproul Road and Springfield Road.

Improvement. This entire highway complex should receive immediate and thorough study to relieve existing and potential traffic congestion and safety hazards. As a minimum, Springfield Road should be widened to four lanes, and Sproul Road should be widened to four lanes and re-aligned. Impending construction of the Mid-County Expressway makes immediate progress on studies for this area urgent.

- B. Description. Sproul Road from Project A above to existing Marple Township Municipal Building.

Improvement. Widen to four lanes with medial strip, curb and sidewalk. Improvement of this highway is now on the State Highway Commission Six Year Program.

- C. Description. Springfield Road from West Chester Pike to existing Marple Township Municipal Building.

Improvement. Widen to four lanes with medial divider, curb and sidewalk. Improve intersection with West Chester Pike and provide channelized access to commercial area. Inclusion of this Project on the next six year program of the State Highway Commission has been requested by the Delaware County Planning Commission and assigned high priority.

- D. Description. Marple Road from Sproul Road to Haverford Township.

Improvement. Widen cartway to minimum 30 feet with curb and sidewalk in medium and high density areas. Improve horizontal alignment in vicinity of intersection with Anthony Avenue. Relocation of bridge

over Darby Creek and improvement of cartway in that vicinity is scheduled for construction with Mid-County Expressway.

- E. Description. Eagle Road from Springfield Road to Reed Road.

Improvement. Widen cartway to minimum 30 feet with curb and sidewalk in medium and high density areas. The realignment and improvement of major portions of this highway will be accomplished with construction of the Mid-County Expressway.

- F. Description. Cedar Grove Road from Newtown Street Road to Sproul Road.

Improvement. Widen to provide minimum 30 foot cartway with curb and sidewalk in medium and high density areas. Improve horizontal and vertical alignment and intersection with Newtown Street Road.

- G. Description. State Road-Marple Road from Upper Providence Township to Sproul Road.

Improvement. Widen cartway to minimum 24 feet with improved shoulders. Improvement at the intersection of State Road and Marple Road is scheduled for construction with Mid-County Expressway.

- H. Description. Gradyville Road from Media Line Road to Newtown Street Road.

Improvement. Widen to minimum 30 foot cartway with curb and sidewalk. Will be needed to accommodate traffic to Ridley Creek State Park when that area is developed.

- I. Description. Newtown Street Road through Marple Township and beyond in both directions.

Improvement. Widen to four lanes with medial divider and improve major intersections. Will be needed to accommodate traffic flow to Mid-County Expressway and Lansdowne Expressway via Media Bypass when availability of public sewer permits population growth in northwestern Marple Township and southwestern Newtown Township.

- J. Description. Sproul Road from West Chester Pike to Church Lane.

Improvement. Provide minimum 30 foot wide cartway with curb and sidewalk for more effective use of this existing facility.

- K. Description. Church Lane from Sproul Road to West Chester Pike.

Improvement. Widen cartway to minimum 30 feet with curb and sidewalk to provide more effective utilization of this existing facility.

- L. Description. Palmer Mill-Paxon Hollow Road from Newtown Street Road to Marple Junior High School.

Improvement. Improve cartway to minimum of 22 feet with stabilized

shoulders. Design improvement to retain semi-rural character of this road.

#### Streets and Highways under Township Jurisdiction

A detailed supplemental study of all streets and highways under Township jurisdiction should be undertaken as part of the continuing planning program for the Township. The study should be designed to determine existing conditions including width of right-of-way, width of cartway, condition of paving, existence of curb and sidewalk, and location of existing hazardous intersections, driveways, blind areas or other conditions creating traffic safety problems. Priorities should be established for improvement of existing streets and highways on the basis of the general policies stated above. Funds for undertaking these improvements should be provided in the capital budget separate from funds required for normal maintenance programs. Standards for right-of-way widths and cartway widths and requirements for curb and sidewalk in new development should be established in the Township Subdivision Regulations. Recommended standards are shown in Table 4. Specifications for construction of these improvements should be established by the Township Engineer. All new streets should be required to meet the minimum standards established whether they are intended for dedication to the Township or to be held in private ownership with right of access granted to abutting property owners. Dedication of all new streets is to be preferred.

#### Public Transportation

The efficiency and effectiveness of public transportation systems is of vital importance in Marple Township not only to serve its own residents, but because the Township's position between major employment and commercial areas and more remote suburbs, renders it especially vulnerable to the effect of through traffic. Increased use of public transportation would give positive relief to highway congestion, while any reduction in public transportation service or use would increase that congestion.

The existing bus lines serving the Township were shown in the report of Phase I of the Planning Study. No specific changes are suggested at this time. Recommendations concerning public transportation services must be developed in context of the broader areas served. The Township should cooperate with the Philadelphia Suburban Transportation Company and the Southeastern Pennsylvania Transportation Authority (SEPTA) through the Delaware County Planning Commission and the County's representatives on the SEPTA Board to insure continuing and improved public transportation service.

The following general areas for improvement of public transportation services are recommended:

1. The establishment of north-south bus service to link Marple Township to commercial and employment areas in the southern portion of Delaware County, and to facilitate transfer between bus service and east-west rail transit facilities should be considered.
2. The establishment of bus stops outside of traffic lanes and convenient to shelter should be studied to prevent traffic congestion and to increase public safety, comfort and convenience in the use of public transportation.

Recommended Township Street and Highway Standards

Table 4

<u>Type of Facility</u>	<u>Minimum Right-of-Way</u>	<u>Minimum<sup>1</sup> Cartway Width</u>	<u>Characteristics</u>	
			<u>Low Density Areas</u>	<u>Medium and High<sup>2</sup> Density Areas</u>
Secondary Roads	60 feet	30 feet	Stabilized shoulders; stabilized drainage swales in grades over 5 percent	Vertical curb; sidewalks
Suburban Collector Streets	60 feet	24 feet	--	Vertical curb; sidewalks
Semi-Rural Collector Streets	60 feet	24 feet	Stabilized shoulders; stabilized drainage swales on grades over 5 percent	--
Minor Streets	50 feet	22 feet	Rolled curb and gutter	Vertical curb; sidewalks

1. If on-street parking is to be permitted on one or both sides of the street or road, add 7 feet to width of cartway for each parking lane. All on-street parking areas should be provided with vertical curb.

2. Includes all commercial areas.

3. The creation of bus terminal facilities with commuter parking and drop-off areas in conjunction with existing shopping centers in the Township should be considered.
4. Proposals for the eventual provision of rail transit facilities serving Marple Township should be advanced through coordination with appropriate County and regional agencies.

## CHAPTER V - Community Facilities Plan

### Introduction

The Community Facilities Plan is concerned with those services, facilities and institutions which support the primary uses in the Township, provide for their protection and convenience, or enhance their value and effectiveness. Included are utilities, educational facilities, open space, parks, recreational areas, facilities for government administration, municipal housekeeping, and public safety, and institutions of a cultural, religious or philanthropic nature and for the care of the aged and convalescent. The Township has a double concern. First, the coverage, quality, design and location of service facilities effect the future development and character of the Township. Second, even where the Township does not have a direct responsibility, it has a standby responsibility for essential services, even though these may be presently supplied by others. The Community Facilities Plan can be specific only in those areas where the Township has direct authority. General principles can be indicated, however, as a guide in the evaluation, consideration, encouragement or approval of individual facilities under whatever auspices they may be developed.

The objectives of the Community Facilities Plan are:

1. The provision in every area in the Township of a high standard of community facilities and services appropriate to the intensity and character of development;
2. The promotion, protection or restoration of comfort, convenience and social, cultural and aesthetic values; and
3. The preservation of the primary suburban character of the Township, and the unique character of its various sections in accordance with the proposals of the Land Use Plan.

### Government Service Facilities and Public Safety

Appropriate facilities for the convenient administration of government, for the protection of persons and property by police, fire and other emergency services, and for efficient and economical street-cleaning, maintenance, snow removal and other housekeeping functions are necessary to the proper operation of the Township, retention of the desired high quality suburban character and the comfort, convenience and well-being of the residents. Present facilities for these purposes are beginning to show signs of overcrowding of both site and structure. It is anticipated that expanded facilities on a new site will be required prior to the end of the planning period. For reasons of efficiency of operation and convenience of individuals having contact with local government, these facilities should be located on good access roads and near the center of activity of the Township. The Municipal Officials have expressed a desire to keep all Township administrative and services facilities consolidated at a single location for efficiency of operation. A site of approximately 12 acres on Lawrence Road has therefore been recommended for the location of new Township governmental facilities. It is anticipated that the size of the site will permit development of a campus-type facility compatible with surrounding residential development and the location on a major highway will facilitate ease of access. If desired, some of the agencies of the municipal government such as the Park Board, Civil Defense, or others, could continue to utilize the existing facilities for meetings. Other alternate uses of the existing Township



government facilities are considered in various sections of this Chapter.

It is anticipated that the Township Police Department would probably function from the proposed Township Government Facilities. Other services for the protection of public safety such as fire protection and ambulance service, require special facilities. It is recommended that a second fire station be established and equipped on the site of the Lawrence Park Industrial Park to provide expanded protection required by the growing population and to overcome delays anticipated due to increasing congestion on highways in the Township. Additional Township financial support of fire protection services should be considered to offset the splitting of residents canvassed for voluntary contributions between the two facilities.

### Schools

The Township has no direct authority in planning school facilities. It does, however, have a direct concern for their quality and location since they constitute a substantial use of land in the Township and the adequacy of facilities is an important factor in the desirability of the community as a place in which to live.

Public Schools. Public schools are a special concern as they form focal points in the residential areas which they serve and school costs are a major factor in the local tax picture. Marple Township is a part of the Marple-Newtown School District which has the responsibility for providing public school facilities in both Townships. The Marple Township Planning Commission and the Township Commissioners should cooperate as fully as possible with the Marple-Newtown School Board in planning new facilities and providing necessary supporting services for both new and existing schools. Secondary school facilities serve the entire school district from relatively centralized locations. Planning for the location and expansion of these facilities must therefore consider the needs of both Townships in the district. Elementary facilities are oriented toward smaller service areas. Possible sites for the location of additional elementary school facilities needed to service the anticipated increase in enrollment due to population increases in the Township are indicated on Map 8. Location of these sites has been based on the following policy and development considerations:

1. Analysis of location and potential service areas of existing elementary school facilities.
2. Consideration of residential growth potential in various areas of the Township.
3. Reduction of the need for bussing as population density increases in various portions of the Township.
4. Availability of land of suitable size and with adequate access and available supporting facilities for the accommodation of elementary schools.
5. Coordination of school site locations with existing or proposed Township park and recreation areas for maximum utilization of facilities.

It may be necessary to revise the proposals for elementary school sites upon closer coordination with the school district on policy matters, and on the basis of further study of land cost and other factors influencing school locations. The site locations shown on Map 8 should be considered general in nature.

Private Schools and Special Educational Facilities. Private schools and special educational institutions are an important factor in the life of the community. At the elementary and secondary level they bear part of the burdens that would otherwise rest on the public or provide for expanded educational experiences. Accordingly, appropriate encouragement and cooperation should be extended by the Township so that their development and operation can be most effective. Map 8 shows the location of existing or proposed parochial, private and public facilities serving general or special educational needs. The Township, in giving its approval and cooperation in respect to new or expanded facilities, should assure that they are located and planned for maximum compatibility with nearby development, and that the location can be reasonably provided with safe access and necessary supporting facilities.

#### Open Space, Parks and Recreational Areas

Parks, playgrounds, recreational areas, historic sites and conservation areas, whether public or private, serve a number of overlapping purposes when properly developed and maintained. These include informal outdoor play and healthful exercises, organized athletics, family and group outings, nature study, the prevention of development on land subject to flooding, the preservation of historic and scenic values and the enhancement of neighborhood and township appearance.

The recommendations for public recreation areas are based on the general policy recommendations and minimum park and recreation standards proposed for Marple Township in the 1958 Park and Recreation Plan prepared by the Township Planning Commission with technical assistance from the Delaware County Planning Commission staff. The general principles set forth therein are still a valid guide for the Township in adding to its recreation facilities to meet the needs of increasing population and in encouraging private conservation activities. It has been necessary to alter to some degree the specific recommendations in the foregoing study due to changes in the Township since its preparation. It has not been possible to achieve the optimum in extent and type of open space and recreation areas in all portions of the Township. In some areas this is due to physical characteristics of the remaining open lands which are not suited to certain types of recreation use. In other areas it is due to the fact that there is not now sufficient land available to meet the optimum standards.

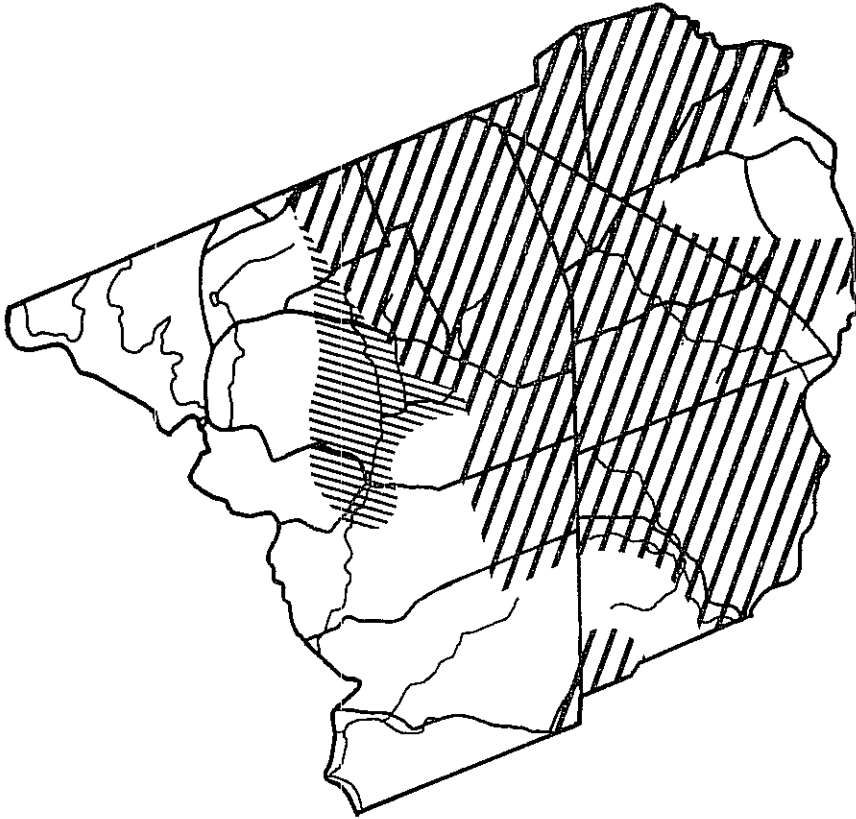
Acquisition and general development recommendations for community park and play-field facilities are presented in this section of the report. Recommendations for neighborhood parks and playgrounds are presented for each planning study area in Chapter VI. Two major concentrations of community park and recreation facilities are recommended. Each of these should be developed to include facilities for a variety of outdoor recreation activities to serve the entire Township, and for nearby residential areas. It is recommended that the Marple Township Park and Recreation Board be authorized to undertake detailed supplemental studies to define, locate and design the specific facilities to be developed in each location within the general framework established in the Comprehensive Plan. Such detailed studies should include, as necessary, refinement of proposed area boundaries, detailed recommendations of lands to be acquired, specific priorities for acquisition, specific locations for the various types of park and recreation facilities to be included in each area, detailed design plans, cost estimates for specific recommendations for financing acquisition and development. An active program to acquire and develop the two major areas of community park and recreation facilities described below and shown on Map 8, will have a significant effect on the future character of the Township.

The largest areas of community park and recreation facilities recommended includes the Paxon Hollow Golf Course, Kent Park, the Thomas Property and some adjacent lands. It is specifically recommended that the Township act upon its purchase option to acquire the Paxon Hollow Golf Course as soon as satisfactory financial arrangements can be accomplished. The present character of Kent Park should be retained and protected and the current project for development of playfields on the former Thomas Property should be continued. The natural character of the stream valleys of Trout Run and its major tributaries should be retained within the park area by appropriate design and outside of the park area through appropriate application of zoning and subdivision regulations or through acquisition of the flood plains and adjacent lands with excessive slope for stream valley protection purposes. Individual owners of such lands should be approached to consider dedication of areas with severe development limitations, either immediately or upon subdivision of any adjacent lands suitable for development.

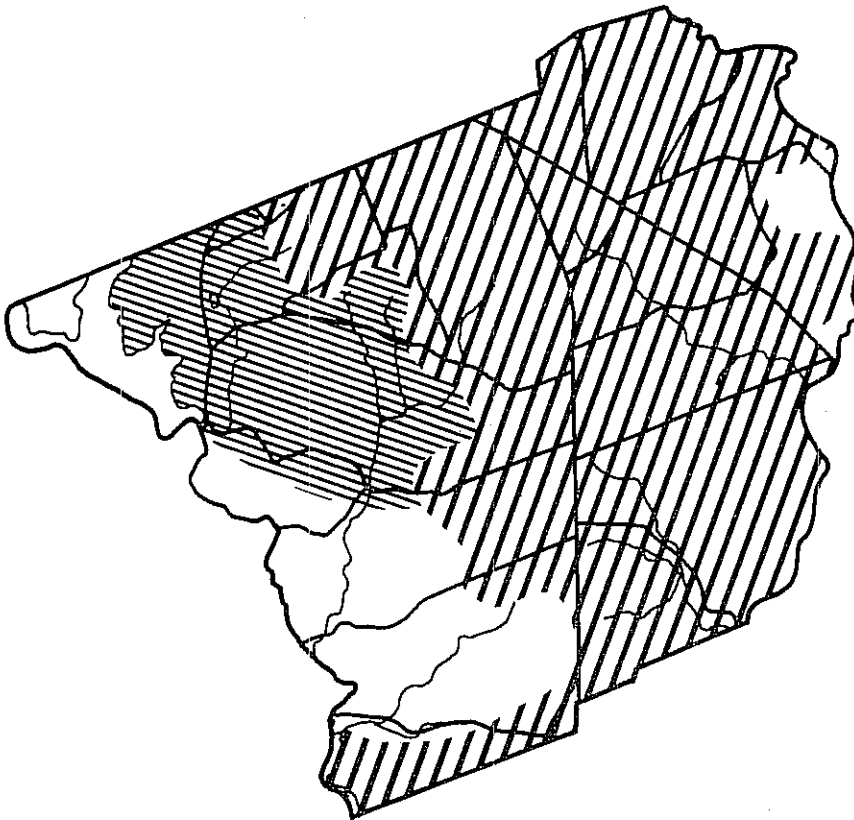
The smaller of the two areas recommended for community park and recreation facilities is located on both sides of Langford Road, and includes the flood plain of Langford Run and adjacent areas with rugged topographic characteristics. Small portions of this area are now owned by the Township. Acquisition of the existing stone quarry sites on the south side of Langford Road is recommended when the commercial value of this resource has been reasonably exhausted. The existing Swim Club site within the area need not be acquired provided assurance can be secured of its continuation in recreation use. The major portion of this area is part of a larger tract with frontage on West Chester Pike. The acquisition of this land at the time of condemnation for the right-of-way of the Mid-County Expressway is recommended. The elementary school site proposed for a portion of this tract will be compatible with the community park and recreation facilities proposed. The Marple-Newtown School Board should be contacted to determine their intentions concerning this recommendation. If this land is not to be acquired by the School District it should be acquired by the Township and developed for community playfields. The caves in which an Indian burial site was discovered are located on this tract. It is recommended that this area be preserved as an historical site. Approximately 100 acres of open space and recreation area can be secured in this location. This, with the approximately 200 acres of community park and recreation area recommended in association with the Paxson Hollow Golf Course, and the areas recommended for Stream Valley Conservation, should be sufficient to meet the Township's needs for major open space and recreation facilities for the foreseeable future. The Township should also encourage the continuation of recreation use on private lands now developed for that purpose. Such facilities include the five swim clubs located in the Township, and the Little League ball fields in the vicinity of Marple Road and Church Road. Safe and pleasant access to some of these facilities could be provided through the development of walking paths and bicycle trails through some of the conservation areas now in Township ownership or recommended for acquisition or preservation.

### Utilities

Intensity of development must be related to service by utilities for adequate protection of the public health, safety and general welfare. Planning for utilities must take place at two levels. First, to provide sufficient total capacity. Second, to reach the individual properties. The Township has the greatest responsibility for sanitary and storm sewers. Other utilities are furnished by private companies and the Township's function is primarily cooperation and coordination of effort.



PUBLIC SEWER SERVICE AREAS



PUBLIC WATER SERVICE AREAS

////// EXISTING & PROGRAMED

===== PROPOSED EXTENSION

Sanitary Sewers. The basic objective in planning sanitary sewer facilities is to assure their availability when needed. The Township is to be commended on its current program of construction of sanitary sewer facilities to serve all developed areas of the Township. All areas of the Township developed or proposed for development in the medium and high residential density ranges, and all commercial and industrial areas, should be served by adequate public sanitary sewer facilities. As new residential development takes place in the medium and high density ranges, the Township should coordinate with developers to assure the most economical extension of adequate sanitary sewer service. Major sewer trunk lines now available or programmed for construction, can provide sanitary sewer service to all areas of Marple Township except the extreme western portion, as indicated on Figure 2. As previously stated, it is not anticipated that the intensity of development in this area will be sufficient to require public sewer facilities within the planning period. Any significant increase in the rate or density of development of this area would require the construction of a sewer trunk line in the Crum Creek Valley and along the tributary of Crum Creek paralleling Newtown Street Road. The construction of any such facility should be coordinated with Newtown Township and designed with sufficient capacity to accept anticipated sewerage from the southern portions of that municipality.

Part of the southern portion of Marple Township has been shown on the Land Use Plan for very low density residential development because of severe physical limitations to more intensive development. Although public sewer service could be provided to this area from existing trunk line facilities, it is not anticipated that the very low density development will require such service or make its provision economically feasible. Figure 2 indicates the areas of the Township presently serviced or included in the current program for sewer extension, and areas where the need for service is anticipated within the planning period.

Water. Although the problems of development and protection of sources to assure a long-range water supply require regional solutions, Marple Township has a significant responsibility in this regard, due to its location in the watershed of the Crum Creek, a major water supply resource in Delaware County, and the location of a major portion of the Geist Reservoir of the Philadelphia Suburban Water Company within the Township. The entire Township is served with public water supplied by the Philadelphia Suburban Water Company, or is capable of being so served. Some sparsely developed areas, however, still use private wells or springs, the adequacy and purity of which cannot be indefinitely relied upon. The quality and quantity of water supplied for private consumption and for fire protection are matters of major concern. As land is developed, the Township, in administering its subdivision ordinance, must be assured of a satisfactory water supply for each individual property, as well as for fire protection. Particular care should be exercised in the development of land in the watershed of the Crum Creek and its tributaries within the Township, including Trout Run, to assure that these water resources are not contaminated or destroyed by silting due to excessive erosion hazards created by unwise land use or development practices. As previously indicated under open space and recreation facilities, the stream valleys of Crum Creek and its tributaries should be protected by appropriate application of zoning and subdivision standards, or by acquisition of watershed conservation areas where necessary.

Storm Drainage. The provision of adequate storm drainage facilities for surface water to prevent flooding and to curb erosion, becomes more urgent with intensive development. The solution of drainage problems depends on a comprehensive approach requiring sound engineering of individual projects. The following

policies for the provision of storm drainage and the protection of natural drainage systems are recommended:

1. Encouragement should be given to types of development which do not lead to excessive runoff;
2. Intensive development should be discouraged in areas subject to flooding or erosion hazards;
3. Natural stream valleys and drainage channels should be protected through appropriate application of sound zoning and subdivision standards or through public acquisition where required;
4. Adequate provision for storm drainage should be made in all new development; and
5. Appropriate improvements should be made in fully developed areas of the Township where existing drainage facilities are overburdened by developments upstream.

Other Utilities. The provision of electric service, gas, telephone and street lighting in new developments generally present few planning problems. Nevertheless, the Township can assist in bringing about coordination of facilities, and in encouraging installations with maximum esthetic appeal and minimum damage to shade trees. Where appropriate, encouragement should be given to installation of utility lines underground, or along rear property lines. In undertaking any major construction in areas already largely developed, early attention should be given to existing utilities so as to minimize expense and dislocation of service. Where land is required for the development of structures or the installation of equipment to provide these essential services appropriate design and landscaping should be encouraged to assure compatibility with surrounding uses.

Cultural, Religious and Philanthropic Institutions, Health and Social Facilities. Numerous, and in some cases, extensive areas of land in Marple Township are utilized for cultural, social, institutional or related purposes or are reserved for such use in the future. As is the case with private and special educational facilities, these frequently tend to add richness to the environment of the community and breadth to the opportunities of the residents. Despite these advantages, the tax exempt status of some of these uses can create financial burdens for the Township if the land areas reserved for such purposes become excessive. Where these facilities are provided by private agencies or organizations the Township's authority is permissive only. The Community Facilities Plan, therefore, indicates additional lands recommended for these uses only where the location, configuration or development limitations of such land would make alternate uses impractical or potentially detrimental.

In weighing the need for new facilities of this type the Township should be guided by the following principles:

1. The primary encouragement should be given to facilities serving the local community;

2. Uses generating substantial amounts of traffic or serving broad geographic areas should have direct access to major highways or secondary roads;
3. Uses that are basically commercial in character should not be permitted in residential districts even though they may be operated by non-profit groups or organizations; and
4. Suitable protection for nearby properties through setbacks, planting and architectural control should be assured.

Cultural and Civic Facilities. The support given by the Township to the public library is to be commended. The structural facilities constructed in 1963 should prove adequate to meet the cultural needs of the residents for library services for the foreseeable future. Additional parking facilities for the library would add to the convenience of the residents using this service. Such facilities could be provided through removal of the residential structure immediately to the north of the library owned by the Township and now used as a center for the activities of the Marple Teenage Council.

The Marple Teenage Council, Boy Scout and Girl Scout Organizations, the Marple-Newtown Historical Society, the numerous civic associations in the Township and similar civic or cultural oriented groups or organizations should be encouraged, as such groups enrich the social, cultural and civic life of the community. It is recommended that the present Township Building be utilized to provide facilities for the activities of such groups when the new Township Government Complex is constructed as recommended above. This will provide the citizens of Marple Township with a focal point for civic activities and encourage their continued interest and active participation in the life of the community. A nominal scale of fees can be established for utilization of these facilities to assist in offsetting cost of maintenance and operation.

## CHAPTER VI - Planning Study Areas

### Introduction

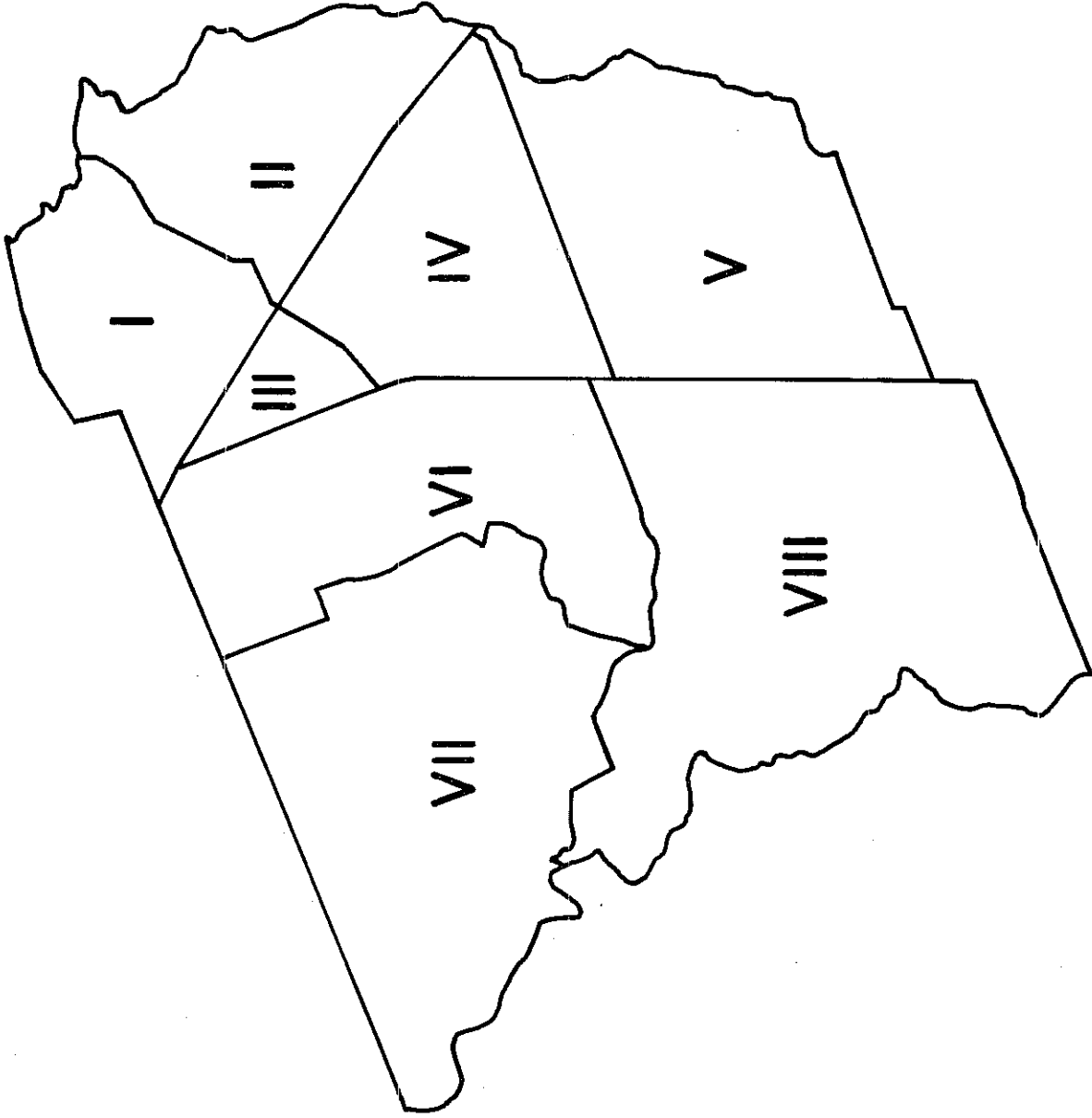
The purposes of this Chapter are, 1) to point out the problems, deficiencies and specific proposals relating to definable areas within the Township as a guide for community action and a framework for undertaking detailed supplementary studies where necessary, and 2) to permit the residents of the Township to relate the recommendations of the Comprehensive Plan to their own areas of concern thereby encouraging more active citizen participation in the continuing planning program of the Township. For these purposes the Township has been divided into eight Planning Study Areas as shown in Figure 3. The boundaries of these areas were determined largely by major street patterns, the nature of existing development, and topography. Detailed supplementary studies relating to special areas such as that previously recommended for the commercial complex at the intersection of Sproul Road and West Chester Pike, should be coordinated with the individuals concerned with the specific area. Specific actions or detailed supplementary studies within Planning Study Areas should be undertaken in a manner designed to encourage the active participation of the residents of these areas either directly or through their representative civic associations. Active groups such as the Scouts, Civic Associations, Jaycees, and others should be encouraged to participate in both studies and specific projects to improve the areas of the community with which they are directly concerned.

Planning Study Area I. This area is defined by West Chester Pike, Sproul Road, Darby Creek and the adjacent Townships of Newtown and Radnor. Virtually all of the land in this study area has been or is being developed in one-family detached residential use in a broad range of densities. Some multi-family residential development, office use and commercial use occurs on the major roads bounding the area. Malin Road, which functions as a suburban collector street, provides the major traffic circulation within the Planning Study Area. All other streets function as minor residential streets. Recreation and Open Space facilities within this Planning Study Area include North Kent Park, the playground of the Marple Elementary School, the Marple Gardens Playground, a privately operated swim club and small areas of stream valley land owned by the Township. The site of a proposed Vocational-Technical School is situated on Malin Road.

The pattern of minor residential streets in this area is the product of the development of numerous unrelated subdivisions over an extended period of time. As such it is somewhat confusing but generally serves to discourage any significant movement of through traffic on the minor residential streets. Some of the streets in the older residential area between Sproul Road and Malin Road immediately north of West Chester Pike are significantly below the recommended standards for cartway, curb, and sidewalk. Portions of Sproul Road in the commercial area and the higher density residential areas should also be provided with curb and sidewalk. These improvements should be undertaken as part of the program recommended in Chapter IV, Transportation Plan.

Recreation facilities in this Planning Study Area are generally adequate and reasonably well oriented toward the higher density residential sections of the area. It is recommended that the vacant land, approximately two acres in size, adjacent to the Marple Gardens Playground be acquired for expansion of this facility. Most of the land owned by the Township east of Malin Road is topographically unsuited





**MARPLE TOWNSHIP**

**planning study areas**

for significant active recreation facilities. The natural vegetative cover should be retained and augmented by planting where necessary for the protection of stream valleys. Trails could be developed for walking or bicycling in these areas. It is recommended that the Township officials coordinate with County School Officials in an effort to secure utilization of portions of the proposed Vocational-Technical School site for open playfield use.

The housing in Planning Study Area I is basically sound. The 1960 U. S. Census survey disclosed deteriorating conditions in less than one percent of the housing units, and indicated the presence of only one structure considered to be in dilapidated condition. The only undeveloped tract of land of significant size in this Planning Study Area is the remaining portion of the tract from which the Vocational-Technical School site has been secured. It is recommended that this land be developed in one-family detached housing on lots with a minimum of 10,000 square feet of area in keeping with the character of the surrounding development.

Planning Study Area II. Planning Study Area II is located north of West Chester Pike and east of Sproul Road. The developed portions of this area are predominately in residential use with one-family detached housing on varying lot sizes. A large tract of land is in active cemetery use or reserved for expansion of this use. A significant concentration of semi-public uses including churches, rest homes, and convalescent homes occurs at the intersection of Sproul Road, Marple Road and Church Lane. Portions of the West Chester Pike frontage in this area have been developed for commercial uses. The only active recreation facilities in this Planning Study Area are the Little League Ball Fields located on portions of church properties on Marple Road, northeast of Sproul Road. The eastern portion of this area will be directly effected by the construction of the Mid-County Expressway and its interchange with West Chester Pike.

Marple Road, Anthony Avenue and New Ardmore Avenue function as suburban collector streets and Church Lane functions as a secondary road to provide the major traffic circulation through this Planning Study Area. All or major portions of each of these facilities should be improved to the standards recommended in Chapter IV, Transportation Plan. The minor residential streets in the triangular area bounded by Sproul Road, Church Lane, and West Chester Pike are also below recommended standards. Curb and sidewalk should be provided on all streets in the commercial areas and in residential areas in the medium and high density ranges. The alignment of Marple Road from Foxcroft Road to Anthony Avenue should be also improved to eliminate potentially hazardous conditions at these two intersections.

Land recommended for acquisition for park and recreation facilities to serve the largest concentration of residential development in this Planning Study Area is shown on the Community Facilities Plan and the Land Use Plan. The specific site should be given further consideration in a detailed supplementary study to determine the best utilization of lands in this immediate area when the land requirements for the interchange of the Mid-County Expressway are more fully developed. Any remaining land between the right-of-way of the Mid-County Expressway and Darby Creek should be secured by the Township for stream valley conservation purposes. Additional land along Darby Creek above Marple Road, as indicated on the Community Facilities Plan, should be restricted from development by zoning, acquisition of easements or fee-simple acquisition for protection of the stream valley.

Most of the housing in the Planning Study Area is of relatively recent construction. However, the 1960 U. S. Census information indicated that of the 484 housing units in the area at that time, seven showed signs of deterioration and one was considered

to be dilapidated. Steps should be taken to correct the situations through the application of building code standards and the development and application of housing code standards. The remaining open lands in this area should be developed for predominately one-family detached housing in densities compatible with existing development as shown on the Land Use Plan.

Planning Study Area III. This Planning Study Area is significantly smaller than the others defined herein due to its strong definition by the major traffic arteries of Sproul Road, West Chester Pike and Springfield Road. While it is predominately characterized by one-family detached housing on small to moderate sized lots, significant multi-family residential development has occurred in the vicinity of the commercial concentrations at the intersections of Springfield Road and Sproul Road with West Chester Pike. The only recreation facilities within the area is a small playground between Malin Road and Davis Road, with access only from the Malin Road side. It is recommended that an access strip to this facility from Davis Road, generally along the stream valley of Langford Run, be acquired by the Township to increase the effective use of this facility.

As was previously mentioned in Chapter V, Springfield Road adjacent to this area is significantly below recommended standards and should be improved as soon as possible to relieve existing traffic congestion. The internal street pattern appears to be conducive to through traffic movement between Springfield Road and West Chester Pike. Although this problem does not appear significant at the present time, it could become so if congestion problems on Springfield Road is not corrected.

Most of the land in this Planning Study Area is already developed at the densities recommended in the Land Use Plan. Some additional multi-family residential development is recommended for properties fronting on Sproul Road, south of West Chester Pike. This land is currently occupied by old residences on extremely large lots or by semi-industrial uses. It is considered that multi-family residential use will provide for the most effective utilization of these lands, will help support the commercial area and will permit reasonable realization of the economic value of this location.

Planning Study Area IV. This Planning Study Area, bounded by Sproul Road, West Chester Pike and Lawrence Road, contains both relatively new housing and some of the oldest residential development in the Township. Although one-family detached housing is the predominant housing type some apartment development has occurred in the older residential areas west of Morton Avenue and Fifth Avenue. Many of the minor residential streets in this section are below the standards recommended in Chapter IV, Transportation Plan, and some are not provided with curb and sidewalk. New Ardmore Avenue is the only definable collector street within this area. Recreation and open space facilities within the area include the playground of the Russell Elementary School, the proposed community park and recreation facilities described in Chapter V and partially developed at the present time, and a privately operated swim club on Langford Road. Major portions of the frontage on the traffic arteries bounding this Planning Study Area are developed in residential uses. This character should be continued wherever possible. However, it may be necessary to provide for compatible alternate uses of properties of excessive size, or unique character which would render them virtually unmarketable for residential use.

The minor residential streets in the section of this Planning Study Area west of Morton Avenue and Fifth Avenue and between Parkway South and Sproul Road from Lawrence Road to Langford Road should be included in the detailed supplementary

study of these facilities recommended in Chapter IV and programmed for improvement. Street alignments should also be studied in these areas to eliminate existing traffic hazards and discourage through traffic movement on minor residential streets. Additional study of the alignment of Langford Road should also be undertaken in conjunction with the development of the proposed community park and recreation area to determine if it would be feasible to make this road discontinuous in order to discourage through traffic movement.

Although the existing and proposed community recreation and open space facilities will adequately serve the needs of this Planning Study Area, an additional small park is recommended for the western section in the interior of the block bounded by First Avenue, Gilbert Avenue, Fourth Avenue and Harding Avenue, containing a portion of the stream valley of Langford Run. Detailed study of this area should be undertaken to determine appropriate boundaries for a neighborhood park and tot-lot facility. This park development together with the proposed street improvements and development and application of appropriate housing code and building code standards could act to encourage significant private upgrading of the properties in the area.

Planning Study Area V. This Planning Study Area evidences a conscious overall design pattern which is not apparent in any other section of the Township. It also contains the greatest variety of land use types of any Planning Study Area, including medium and high density residential uses, public and semi-public uses, commercial facilities, and industrial land use. It is recommended that the present land use pattern in this Planning Study Area be continued and that new development be closely coordinated with existing development.

The land held by the Township for recreation purposes in the Lawrence Park residential area should be studied to determine appropriate location and development of active and passive recreation facilities. Participation of the residents in this undertaking should be encouraged. All land between the Mid-County Expressway and Darby Creek not now in public ownership should be acquired by the Township for stream valley protection purposes when this highway is constructed. The Marple Township Planning Commission should make a concentrated effort to coordinate with the Archdiocese of Philadelphia to determine the type of facilities the Archdiocese may desire to develop on its major land holdings in this Planning Study Area so that appropriate consideration can be given to provisions for necessary access and supporting facilities.

Planning Study Area VI. This Planning Study Area is bounded by Media Line Road on the northwest, West Chester Pike, Springfield Road and Sproul Road on the north and east, Paxon Hollow Road on the southeast and Trout Run, Highland Avenue and Old Cedar Grove Road on the southwest. Its predominant character is that of a medium density residential area of one-family detached housing. In addition to the bounding streets, portions of Highland Avenue and Cedar Grove Road constitute the only definable primary highway network serving the area. The pattern of minor residential streets in this area, developed from section by section subdivision of larger land holdings with little thought given to overall coordination, although somewhat confusing to visitors to the area, does strongly inhibit the movement of through traffic on minor residential streets.

Some of the streets in the section of this Planning Study Area between Old Cedar Grove Road and Springfield Road north and northwest of the Worrall Elementary School are below the standards recommended in Chapter IV and are not provided with curb and sidewalk. Portions of the minor residential street pattern in this

section are also incomplete. These facilities should be improved to the standards recommended in Chapter IV, Transportation Plan, and appropriate control should be exercised under the Township subdivision regulations to assure completion of the minor residential street pattern when the large lots located here are subdivided for additional development. A coordinated street pattern for this section should be the subject of a detailed supplementary study.

Recreation and open space facilities within this Planning Study Area include the Worrall Elementary School playgrounds, portions of the Kent Park and Paxon Hollow Golf Club community recreation area, a privately operated swim club and open land in the stream valley of Trout Run and its tributaries, portions of which are owned by the Township. Major portions of the undeveloped land in the stream valley of Trout Run and its tributaries in this Planning Study Area should be acquired by the Township. This would appear to be the best means of assuring continued preservation of the stream valley area and the amenities it provides for the residential development. Much of this land could be reforested through appropriate tree planting programs while portions of it could be developed for small playground and tot-lot areas. The precise location and design of such areas should be the subject of a detailed supplementary study.

Planning Study Area VII. Planning Study Area VII is located in the northwest corner of the Township and is bounded by Palmer Mill Road, Crum Creek and the Geist Reservoir, Newtown Township, Old Cedar Grove Road, Highland Avenue and Trout Run. This area has a greater long range development potential than any other Planning Study Area in the Township. Several tracts of land in the eastern portion of this Planning Study Area are being developed at the present time. Significant development of some of the larger tracts of land in the western portion of this Planning Study Area will probably await the availability of public sewer facilities which would permit more intensive utilization of the land, and improvement of roads to provide better access. While some of the necessary road improvements are anticipated within the planning study period, it is not anticipated that public sewer facilities will be available west of the Trout Run watershed until beyond that time. As previously indicated, Cedar Grove Road should be improved to the standards recommended in Chapter IV for a suburban collector street prior to the development of any additional significant tracts in this Planning Study Area.

Portions of the Paxon Hollow Golf Course and the playfields being developed on the former Thomas Property are the only recreation facilities presently within this Planning Study Area. A site for a new elementary school has recently been purchased by the Marple-Newtown School district on the north side of the Paxon Hollow Golf Course east of Martins Run. The playground facilities developed in conjunction with the new elementary school will also serve the area. The site selected is on the southern edge of the portion of this Planning Study Area considered to have the greatest potential for residential development. Consequently, the majority of the pupils attending this school will require bussing. To assure safe and adequate access for school buses, it is recommended that the school structure be oriented toward Cedar Grove Road and that any plans for subdivision of the land between the school site and Cedar Grove Road be required to provide access via a street to be constructed to the standards recommended for a suburban collector street.

The only additional open space and recreational facilities recommended in this Planning Study Area at this time are the stream valley conservation areas along the tributary of Crum Creek east of and roughly parallel to Newtown Street Road and the tributaries of Trout Run, and a small playground area northwest of Cedar Grove Road on the upper reaches of the western tributary of Trout Run. The projected

density of the western portions of this Planning Study Area during the planning study period do not justify the establishment of additional recreational facilities at this time. Additional recreation facilities will be necessary if this Planning Study Area is more intensively developed beyond the planning study period.

As already noted any significant change in one or more of a number of factors on which the recommendations for this Planning Study Area are based could significantly alter its potential rate of development. Such factors include the timing of improvements to Cedar Grove Road and Newtown Street Road and the timing of the provision of public sewer facilities west of the watershed of Trout Run. Any change that would significantly increase the rate of growth in this Planning Study Area would require the undertaking of a supplementary study to determine its effect on the recommendations of the Comprehensive Plan applicable thereto.

Planning Study Area VIII. Planning Study Area VIII, located in the southwestern portion of the Township and bounded by Palmer Mill Road, Paxon Hollow Road, Sproul Road, Springfield Road, Springfield Township, and Crum Creek, is predominantly of a semi-rural or low density suburban character. The only exception to the above character is the area in the vicinity of Sproul Road and Media By-Pass which has significant commercial development and a small concentration of higher density residential development. A large tract of land in this Planning Study Area is owned by the Archdiocese of Philadelphia and used predominantly for cemetery purposes at the present time. The remaining open land in this Planning Study Area that is topographically suited to medium or high density development is virtually inaccessible due to steep grades or adjacent developed lands. Palmer Mill Road, Paxon Hollow Road, and Crum Creek Road which provide access to major portions of this Planning Study Area all have numerous hazards due to poor alignment and grades and inadequate cartway width. In all instances the cartway width could and should be improved. However, due to the severe topographic conditions, the alignment and grades of these roads cannot be significantly improved without incurring excessive construction costs or adversely affecting adjacent properties. The soils in major portions of this area are subject to severe erosion if the vegetation is removed.

Because of the adverse physical conditions cited above which inhibit the development of sound building sites and the provision of safe and adequate access it is recommended that this area of the Township be continued in very low density development even though other factors such as public water and public sewer service are now present or could reasonably be extended to major portions of the Planning Study Area. Some improvement of the existing roads is necessary to assure safe and adequate access to existing and potential low density development. Improvements required on the sections of Paxon Hollow Road and Palmer Mill Road under State jurisdiction were discussed in Chapter IV. Similar improvements to Crum Creek Road and the portion of Paxon Hollow Road under Township jurisdiction should be undertaken by the Township. Minor residential streets in existing or new low density developments should be required to have a cartway width not less than 24 feet. Curbing should be required where necessary to control erosion. Both curbing and sidewalk should be required in residential areas in the medium or high density range.

Due to the low density of development recommended for this area no additional active recreation facilities are proposed. It is, however, recommended that portions of the stream valleys of Crum Creek and Trout Run and the tributaries thereof be reserved as stream valley conservation areas. It is anticipated that this can be accomplished predominantly through appropriate zoning controls with little or

no acquisition of land by the Township required. It is also recommended that the Archdiocese of Philadelphia be encouraged to acquire portions of certain lands adjacent to its present holdings which will be virtually landlocked upon construction of the Mid-County Expressway. Other lands of the Archdiocese which will be divorced from its present holdings by the Mid-County Expressway are recommended for apartment or office development in support of the regional shopping center in the vicinity of Sproul Road and U. S. Route 1.

## CHAPTER VII - Fiscal Considerations

### Introduction

The fiscal situation of a municipality is subject to so many short term variables that its projection over a long period of time has little practical value. These variables range from the local affect of the national and international economic situation to the direct effect of the decisions of individual property owners within the municipality. The results of changes in these variables are frequently reflected in fluctuations in the revenues or expenditures of the municipality from year to year. It is therefore considered more useful to include in the Comprehensive Plan guide lines for 1) evaluation of the municipality's fiscal situation at a given point in time, 2) its projection into the future over shorter periods of time and 3) analyzing the effect of specific development projects on the Township's fiscal situation.

Brief consideration is also given in this Chapter to the fiscal situation of the School District. Although the School District and the Township government are separate entities both rely on property taxes as the major source of revenue for their operations. In fact the School District's share of the total real estate tax dollar is far greater than the Township's share. Since the total burden which can be reasonably placed upon the real estate tax base is limited, the financial needs of the School District indirectly affect the fiscal capability of the Township.

### Sources of Revenue

As in most Pennsylvania municipalities, the major revenue source for Marple Township is the real estate tax. The same tax base serves as a source of revenue for the School District, County Government and the County Institutional District. Revenues from this source generally make up from 50 to 70 percent of total Township revenues in any given fiscal year. The broad range of these figures is due to variation in the importance of revenues from other sources rather than to significant fluctuations in the revenues from real estate taxes. The general rate of increase of assessed value of real estate in Marple Township has, with some periods of slight lag, kept pace with the growing population of the Township. In 1950 the Township had approximately \$1,200 of assessed valuation per capita. By 1960 the assessed valuation per capita had decreased to \$1,006. Estimated figures for population and assessed value in 1966 indicate that the assessed value per capita has increased to \$1,130. A general review of the assessed value per capita figures for all municipalities in Delaware County indicates that municipalities with a per capita assessed valuation of \$1,000 or more are able to provide a broad range of high quality municipal services without imposing undue tax burdens on the residents. This level of assessed value per capita is also considered adequate to provide a sound fiscal base for School District functions. A comparison of Marple Township's assessed value and tax rates with that of other municipalities of similar size in Delaware County is shown in Table 5.



Real Estate Tax BaseTable 5

Municipality	Assessed Value 1966	AV Per Capita 1966	AV to MV Ratio 1966	Municipal Tax Rate 1965 (Mills)	School Tax Rate 1966 (Mills)
Marple	\$26,738,950	\$1,130	22.6%	15	73
Newtown	13,229,720	1,273	23.5%	13	70
Radnor	41,503,950	1,623	26.4%	25	65
Haverford	61,390,025	1,080	24.7%	22	65.5
Springfield	35,458,300	1,276	24.9%	18	68
Nether Providence	15,969,000	1,265	24.2%	16	76.25

The maintenance of a sound assessed value to market value ratio is an important factor in the retention of a sound municipal tax base. Although the assessed value to market value ratio in Marple Township has shown a persistent declining tendency in recent years the rate of decline has been minimal. A declining assessed value to market value ratio is frequently an indication of inequities in the assessed values of property within the municipality. As new homes and businesses are constructed the assessment of land and buildings is based on current market values. In an area of rising property values, older properties, particularly those in one ownership for extended periods of time, are frequently not assessed for the increase in property value which has occurred during the period of ownership. The continuing high rate of development in Marple Township with the consequent reassessment has had a tendency to minimize this effect. Should the assessed value of property in the Township drop below 22 percent of market value, consideration should be given to complete reassessment of the Township in order to eliminate inequities and assure a sound tax base for Township and School District purposes.

Other revenue sources available to the Township include: licenses and permits, fines and forfeits, fees for services, government grants, state highway aid and taxes authorized under Act 481, such as per capita tax, real property transfer tax, and amusement tax. Revenues from some of these sources must be shared with the School District if the latter chooses to utilize them. As previously indicated, revenues from these sources have a greater tendency to fluctuate significantly than do the revenues from real estate taxes. In order that an undue burden may not be placed upon the real estate tax base, efforts should be made to realize approximately 40 to 50 percent of the annual revenues from these other sources.

Municipal and School District Expenditures

The expenditures of the Township of Marple and the Marple-Newtown School District have increased rapidly over the past ten to fifteen years. Although much of this increase has been due to the rapid growth of the Township, part of it is due to the general increase in cost of goods and services which has characterized this period. If the factor of rising costs could be eliminated, and the level of services provided by the Township were held constant, Township expenditures per capita would have remained approximately constant and consequently a constant tax rate could have been maintained. However, increasing costs and improvements in services provided by the Township have necessitated increases in the Township tax rate from 11 mills in 1950 to 15 mills in 1966. As can be seen in Table 5, the municipal tax rate in Marple Township is below that of most of the comparable municipalities in the County.

In Marple Township as in most municipalities the total Township expenditures are provided for in the annual budget with no differentiation made between operating expenditures and capital expenditures. This makes it difficult to analyze and project expenditure needs and to program capital expenditures so as to avoid significant fluctuations in the annual budget. Total expenditures in the Township have fluctuated from approximately \$15.00 per capita to approximately \$33.00 per capita in the period from 1950 to 1964. It is recommended that a capital programming and capital budgeting procedure be adopted by the Township so that operating expenditures can be more effectively analyzed, and capital expenditures can be efficiently programmed and projected into the future. Such programming of capital expenditures will permit the Township to more effectively use financial assistance programs available from the State and Federal Governments for undertaking capital improvements in the Township. Capital investments generally tend to increase the overall value of the municipality and are a sound investment in the future. Further comments on capital programming are presented in Chapter VIII and in a supplementary memorandum to Township officials.

It is anticipated that a total annual expenditure of approximately \$30.00 per capita will be necessary to retain the current level of Township services and a sound capital improvements program. Unfortunately this figure cannot be used as a long term guide due to the constant changes in costs for goods and services cited above. Operating expenditures per capita should be periodically evaluated as a measure of the efficiency of Township operations. Continuation of the present rising cost trends may necessitate municipal tax increases in order to maintain the desired quality of Township services. Every effort should be made to utilize Federal and State assistance programs in order to minimize the Township's cost in undertaking a sound capital improvements program.

The School District expenditures have also been subject to increasing costs due to rising prices and growth of the municipality. Cost of capital improvements have played a more significant role in the total expenditures of the School District than they have in the expenditures of the Township. Since 1950, three new elementary schools and a new junior high school have been constructed in Marple Township and additions have been made to the Marple Elementary School and to some of the new schools. The quality of the educational program provided has also been improved over the years. The Marple-Newtown School District is recognized as having one of the better educational programs in the County. The improvements to the educational program and the effects of general increases in costs have required constantly increasing operating costs in the School District. These have been only partially offset by the increases in assessed valuation in the Township. While it is anticipated that reorganization of the Marple-Newtown Joint School District into a single district will provide a slight improvement in the tax base, no significant change in the school tax millage rate is anticipated. As can be seen from Table 5, the millage rates for school purposes for the two municipalities are very close at the present time.

#### Bonded Indebtedness

Funds for large expenditures for long term capital improvements are frequently secured by municipalities through the sale of bonds. Under the Municipal Borrowing Act (1941 PL 195; 53 PS, Section 6201 ET. SEQ.) the Township may incur a net debt of two percent of the total assessed valuation without the consent of the voters. With the consent of a majority voting in an election, this limit may be increased to seven percent of the assessed valuation. At the present time Marple Township has bonds

outstanding in the amount of approximately \$558,000. Approximately \$70,000 of this debt is councilmanic and the remainder is electoral. In order to gain the advantages of low interest rates, as well as to prevent over-extending the financial obligations of the community, and its residents, a desirable borrowing policy is one which will conserve at least some of the borrowing capacity of the Township. At the present time Marple Township has a remaining borrowing capacity of approximately \$465,000 in councilmanic debt and approximately \$849,000 in electoral debt.

Self-supporting activities which are returning a revenue to the municipality from which the debt charges may be met can be financed through the creation of a Municipal Authority and the sale of revenue bonds. The Municipal Authority device allows communities to borrow monies for necessary projects without reducing their borrowing capacity since the "full faith in credit of the municipality" has not been pledged. Such self-supporting activities as water and sewer facilities, and in the case of Marple Township, purchase of the Paxton Hollow Golf Course, could be financed through a Municipal Authority. Use of the Municipal Authority device permits communities to provide essential services when needed and to avert increase costs which would be experienced if projects were postponed.

## CHAPTER VIII - Effectuation and Implementation

### Introduction

This Chapter of the report is devoted to a delineation of the various means available to the Township for the achievement of the physical environment defined in the Comprehensive Plan and the ultimate realization of the goals and objectives on which the plan has been based. While the primary concern is with the legal, financial, and administrative methods available to the Township for the implementation of the Comprehensive Plan, it must be recognized that private action and the activity and policies of surrounding municipalities and other levels of government will have important implications on the future development of Marple Township. For this reason the final implementation of the plan can only be brought about through a coordination of public and private efforts at all levels.

### Legal Implementation

Townships of the First Class are permitted under the First Class Township Code to adopt various codes and ordinances regulating the construction maintainance and occupancy of buildings, the use of land and the layout construction and opening of streets, sanitary sewers, storm sewers and similar facilities within the Township. Some of these regulatory powers such as zoning and subdivision regulations are provided for under specific articles in the Township Code while others come under the article defining the general corporate powers of the Township. No single code or ordinance can provide effective control of development.

The following gneral principles should be observed in preparing a coordinated package of codes and ordinances for the implementation of the Comprehensive Plan:

1. The various ordinances regulating land use and development in the community should be coordinated to insure against conflicting or incompatible standards.
2. Each ordinance should include regulations concerning only the activities, functions or elements it is designed to control.
3. The procedures and standards established in the ordinance should be as clearly and as simply defined as possible.
4. The duties, powers, and scope of jurisdiction of administrative officers and boards should be clearly defined in the ordinance.
5. Development control ordinances must be reviewed periodically to insure incorporation of new materials, techniques and methods developed by construction industries and compatibility with the ever changing character of the community.

Care must be exercised in the preparation of development control ordinances to assure that the standards and regulations established are not unduly restrictive. Regulations which would virtually prohibit all reasonable uses for which an owner might develop his land tend to reduce the municipalities effectiveness in controlling its development by encouraging numerous court actions to void all or portions of the ordinances.

Zoning. Although zoning is one of the most important legal instruments for the implementation of a Comprehensive Plan, the Comprehensive Plan is not a zoning ordinance nor is the Land Use Plan a zoning map. Zoning must be based on the Comprehensive Plan in order to be effective in achieving the goals and objectives of the community. However, the zoning ordinance must also reflect the conditions which exist in the community at the time of its enactment or amendment. As indicated in previous chapters, some of the land use recommendations for Marple Township are based on projected improvements or extensions of access roads, public utilities or other supporting facilities. Until such improvements or extensions are accomplished or specific timing for their accomplishment is established the densities or types of land use requiring these supporting facilities cannot be developed without creating conditions adversely affecting the public health, safety, or general welfare. Consequently the initial zoning ordinance based on this Comprehensive Plan must, in some areas of the Township, reflect existing conditions and should eventually be amended or revised as improvements in supporting facilities are accomplished or programmed.

The present zoning ordinance of Marple Township was adopted in 1944 and has been amended numerous times. In addition, numerous variances and exceptions granted by the Zoning Board of Adjustment or through court action have, in effect, changed the zoning in some portions of the Township. It is recommended that this ordinance be completely revised to properly reflect the changing character of the Township since its adoption and the goals and objectives for the future development of the Township. The new ordinance should also contain better guide lines for the Zoning Officer and the Zoning Board of Adjustment in the administration of the ordinance, and more definitive statements of the intent of the regulations. Specific recommendations for the revision of the Marple Township Zoning Ordinance based on the Comprehensive Plan are embodied in a separate report submitted to Township Officials.

Subdivision Regulations. The primary functions of an ordinance regulating the subdivision of land are:

1. To assure the creation of lots with sound building sites and adequate provision of access and supporting facilities for the accommodation of the structures and uses permitted under the zoning ordinance, and
2. To assure coordination in the development and extension of local street patterns, public utilities, and drainage facilities.

The present subdivision ordinance of Marple Township, adopted in 1954 and amended in 1959 and 1962, is basically sound and adequate in both its administrative procedures and design standards. More effective control and coordination of street patterns in developing areas of the Township could be achieved through the preparation of area studies defining the more important connecting links of the proposed street system. Recommendations have been made in Chapter VI for the preparation of detailed supplementary studies of street patterns in some Planning Study Areas. The Township Subdivision Ordinance requires that proposed streets shall be properly related to such street plans or parts thereof as have been officially prepared and adopted by the Township.

Additional recommendations for minor revisions in the present Township Subdivision Ordinance to assure more effective administration of subdivision review and incorporation of new techniques and methods are presented in a separate report to Township Officials.

Plan of Streets and Highways. Article XX, Section 2001 of the First Class Township Code requires that every Township shall have a general plan of its streets and highways, including those which have been or may be laid out but not opened. It is further provided that such plans shall be filed in the office of the engineer or other proper officer of the Township, and all subdivisions of property thereafter made shall conform thereto. It is recommended that the general alignment and right-of-way width of streets defined in the detailed supplementary studies proposed above and in previous Chapters of this report be included on the Township Street and Highway Plan. It is also recommended that the Township Street and Highway Plan show right-of-way widths for existing streets in accordance with the standards recommended in Chapter IV, Transportation Plan for the appropriate classification of such streets. Once this has been accomplished, no permit should be issued for construction within any right-of-way and setback requirements of the zoning ordinance should be related to the rights-of-way delineated on the Township Street and Highway Plan. This will protect new development along existing streets and highways from adverse effects of necessary future improvements to these facilities.

Building and Housing Codes. These codes prescribe minimum standards for building construction and minimum conditions under which a dwelling may be occupied. Building codes apply to all new construction and to major repairs and alterations of existing buildings. Housing codes prescribe standards for all dwellings within the Township to insure that each housing unit will have the basic facilities for a healthy living environment and to prevent overcrowding.

The Marple Township Building Code was adopted in 1958 and amended once in 1959. It contains no standards for plumbing or electrical installations. A separate plumbing code adopted in 1947 and amended in 1959 provides standards for plumbing installations for water supply, sanitary sewage and drainage. No standards are established for installation of piping to provide natural gas for heating, cooking or other purposes. These codes should be reviewed, updated and augmented to incorporate new construction techniques, methods and materials and to provide broader coverage. Consideration should be given to the adoption by reference of all or major portions of one of the nationally recognized building codes available such as the BOCA Building Code published by the Building Officials Conference of America, Inc., portions of which are already referenced in the present Township Building Code. Such reference codes are periodically revised and kept up-to-date by annual supplements. Additional technical advice is available to municipalities through membership in the organization publishing the basic code. In revising, updating and augmenting its plumbing and building codes, the Township should secure technical assistance from qualified engineering and architectural consultants.

Marple Township has no housing code at the present time. It is recommended that consideration be given to the adoption of a housing code in the near future. National publications are available as guide lines for the formulation of a Township Housing Code. The enactment of a Housing Code will provide standards to prevent overcrowding in the occupancy of structures and to insure that all dwelling units both newly constructed and existing have basic facilities for a healthy living environment. Such controls are necessary to a sound program for the prevention of blight in the residential areas of the Township.

Miscellaneous Legal Powers. A wide variety of other municipal ordinances such as sanitary codes, nuisance abatement ordinances, sign control ordinances, and land grading regulations may also be desirable to assure attainment of the objectives of the Comprehensive Plan. The powers of the municipality to control

development established in the First Class Township Code are both broad and somewhat vague. A detailed analysis of the full range of codes necessary to provide sound guidance for the development of the Township is beyond the scope of this report. As specific problems arise or are recognized, the best means of dealing with them should be determined on the advice of the Township Solicitor and such other technical consultants as may be appropriate. As previously stated, care should be exercised to insure that items incorporated in each type of ordinance are appropriate to the functions for which the specific ordinance is designed.

### Fiscal Implementation

In the preparation of the Plan, consideration was given to the maintenance of a sound balance between the Township's sources of revenue and the anticipated expenditures necessary for the operation of Township government, the continued provision of a high level of public services and the establishment of a sound capital improvements program. The operating costs of government administration and services are only indirectly related to the implementation of the Plan. Fiscal implementation of the Comprehensive Plan is directly concerned with financing the capital investments required to undertake the public improvements recommended in the Plan. Some capital expenditures such as the purchase of the new fire fighting apparatus to replace present equipment when necessary, may have little or no direct effect on the operating expenditures of the Township. Other capital expenditures such as the repaving and improvements of substandard streets may tend to reduce operating costs while capital expenditures for some recommended facilities such as the acquisition and development of new park area may portend an increase in the cost of operation of the programs associated with these facilities. The anticipated effect of individual capital expenditures on future operating expenditures must be considered in the programming of capital improvements and in periodic review of the overall picture of Township revenues and expenditures. This section of the report is directly concerned only with the sources of revenue and programming of expenditures for the capital improvements required to implement the Plan.

Capital Improvements Program. With the exception of larger cities, local governments have done comparatively little in the past to formally program their long range capital expenditures. Considerable attention is traditionally devoted to the preparation of annual operating budgets as the basic tool for guiding the day-to-day conduct of local government. However, the long range needs of the community are rarely established in advance and consequently the fiscal requirements of these long range needs cannot be soundly ascertained.

The Comprehensive Plan formally presents recommendations for community improvements involving significant capital expenditures and projected over an extended period of time. The Plan therefore can form the basis for the establishment of a long range Capital Improvements Program for the Township. An item by item schedule of the capital improvements projects recommended throughout the Comprehensive Plan, together with suggested priorities, is contained in a supplementary memorandum to Township Officials. This memorandum also includes recommendations for the establishment of Capital Improvements Programming as an integral part of the governmental operations of the Township. Some recurring needs not included in the Comprehensive Plan involving large expenditures at relatively long intervals, such as the purchase of fire apparatus and highway construction equipment, should also be included in the Capital Improvements Program.

The recommended capital programming process involves the preparation of a Six Year Capital Improvements Program, the first year of which is a detailed Capital Budget.

Information on each capital project should include total estimated project cost, estimated change in annual operating costs arising from the project, and anticipated source of funds. The expenditures anticipated in the Capital Budget should be based on detailed cost estimates. Less detailed cost estimates are required for succeeding years. The Capital Improvements Program should be updated annually by preparation of a detailed Capital Budget for the following year and estimation of expenditures for an additional year into the future. This provides for an annual reevaluation of the priorities assigned to specific projects, assures progress in the realization of community goals, and insures that expenditures are kept in harmony with municipal financial capacities.

Capital Improvement Priorities. Obviously all of the capital improvements recommended in the Comprehensive Plan will not be included in the first Capital Improvements Program of the Township. Unfortunately, it is impossible to use an objective formula in the assignment of priorities to capital improvements projects. However, the overwhelming logic inherent in the nature of certain projects permits the assignment of priorities on the basis of certain objective criteria. For example, reconstruction of a road immediately prior to the installation of a utility line which would require excavation in that same road, would make no sense at all.

It should also be pointed out that it may be necessary to occasionally reevaluate priorities when special conditions arise. If, for example, land recommended for public acquisition is threatened with development prior to its scheduled purchase, consideration should be given to adjusting the priority assigned to capital expenditures for such acquisition. The required annual reevaluation of priorities of projects included in the Capital Improvements Program will generally facilitate such adjustments.

The following considerations are recommended as guides in establishing priorities for Capital Improvements Projects:

1. Protection and maintenance of public health and public safety.
2. Provision of necessary public services.
3. Replacement of facilities which are obsolete.
4. Reduction of operating expenditures.
5. Increased utilization of existing facilities.
6. Promotion of future development of the Township in accordance with the goals and objectives of the Comprehensive Plan.
7. Improvement in the comfort, convenience and general welfare of the residents of the Township.

Source of Funds. Sources of funds for capital improvement projects may include general Township revenues, sale of municipal bonds or authority bonds, special assessments, volunteer contributions, financial assistance from applicable Federal, State or County programs and direct State or Federal expenditures on projects in the Township. Occasionally appropriate scheduling of projects may make it possible for the Township to avail itself of financial assistance from private individuals or corporations. If, for example, a development is proposed with on-site sewage facilities and capped sewers on a tract of land scheduled



to receive public sewer service within a few years, it may be possible to encourage the developer to contribute to the cost of extension of this service if the priority of this capital improvement project can be advanced. Such action could benefit the Township, the developer and the future residents of the proposed development.

It is recommended that some portion of the Township's revenue be set aside annually for capital improvements. If these funds are not required in the capital budget, they can be placed in reserve or sinking funds, to offset future expenditure needs. In this manner debt service costs for future projects in the Capital Improvements Program can be reduced.

The annual review of the Township's Capital Improvements Program should include an evaluation of the Township's eligibility for financial assistance under applicable Federal, State or County assistance programs. If such programs require special actions to assure the Township's eligibility for financial assistance, these actions should be taken in anticipation of application. This will permit the most effective utilization of financial assistance programs by the Township.

#### Administrative Implementation

The Role of Government. As a Township of the first class, Marple is governed by a Board of Commissioners elected as the representatives of various sections or wards of the Township. Although the Board of Commissioners has virtually full authority in policy decisions and administration, the Commissioners serve only on a part-time basis. Consequently, in a municipality as large and complex as Marple Township, it is necessary for the Board of Commissioners to employ full-time personnel to assure that many of the functions and services of Township government are effectively carried out and administered. Additional assistance to the Township Commissioners is provided by various appointed Boards and Committees. While modest payment for services is provided in some appointed positions, many interested citizens of the Township serve voluntarily without pay.

The general responsibility of the Board of Commissioners to coordinate all activities of Township government includes the specific responsibility for coordination in the development of the Township. Not only is it necessary that the activities of the various employees, departments, boards and committees of the Township government be coordinated with each other, but it is also necessary that the interest of the residents of various portions of the Township be coordinated with the policies and activities of the Township to assure effective and responsible government. Coordination with the residents of the Township can be accomplished through various means, including direct individual contact by the Commissioners, contact through representative civic associations, holding public meetings or hearings on important issues, and publication of information in the press or for direct distribution to the residents. The Comprehensive Plan itself can become a tool for informing the residents of the development policy for the Township. While it is not practical to prepare sufficient copies of the Comprehensive Plan for distribution to all residents, copies should be available to interested civic groups and on reference shelves at libraries and at the Township Building for the information of Township residents. It is recommended that the Comprehensive Plan and any amendments made thereto, be adopted by the Township Planning Commission and by resolution of the Board of Commissioners as the general policy guide for Township development.

Intergovernmental coordination is another major responsibility of Township government.

The need for the Township to coordinate its activities with those of the Marple-Newtown School District and various agencies of County, State and Federal government, has been stressed throughout this report. The necessity of planning and developing major highways, transit facilities and public utilities on a broader basis than an individual municipality is obvious. An effective planning program based on a recognized Comprehensive Plan for Community Development can significantly assist the Township Commissioners in presenting and promoting the Township interests in these matters.

Coordination with adjacent municipalities is also necessary. Fortunately major portions of the boundaries of Marple Township are defined by the strong physical character of the Darby Creek and the Crum Creek. However, portions of the Township boundaries with Newtown Township, Radnor Township and Springfield Township are defined only by lines on a map. Coordination of development policy in these areas is necessary to achieve sound development patterns in both Marple and the adjacent municipalities. The Comprehensive Plan can provide a sound basis for discussion concerning coordination of development policies with adjacent municipalities.

The Role of the Township Planning Commission. The completion of the Comprehensive Plan does not conclude the planning process, nor does it conclude the work of the Township Planning Commission. It should, in fact, be considered the first step in planning for the future growth of the Township. If planning is to be effective in dealing with the problems of growth and change in Marple Township, the Comprehensive Plan must form the foundation for the establishment of the planning process as a continuing function of local government. If the Comprehensive Plan is not used as a basis for decisions effecting the development of the Township, it will have no value and the planning process in Marple Township will cease to function or become ineffective. If the plan is allowed to become static and not modified as the needs and objectives of the Township change, the foundation for sound and continuing planning in Marple Township will crumble.

The Marple Township Planning Commission, as the official planning agency of the Township, has an important role in assuring the continued effectiveness of the planning process in guiding future development of the Township. The first action which should be taken by the Township Planning Commission is to officially adopt, by resolution, a Comprehensive Plan and submit it to the Township Commissioners as their recommendation concerning the future development of the Township. This action is authorized under Section 3202 of the First Class Township Code which states,

"It could be the duty of the planning commission to make, or cause to be made, and to lay before the township commissioners, maps and plans of the township, or any portion thereof, showing the streets, highways and other natural and artificial features, and also any locations recommended by it for any new public building, civic schemes, parkways, parks, playgrounds, or any other public grounds or public improvements..."

In preparing its recommendations to the Township Commissioners, the Township Planning Commission may review this report and other pertinent information, hold public hearings if it deems necessary, and make amendments to the recommendations contained herein on the basis of such further study and information.

After the Planning Commission has formally adopted a Comprehensive Plan, it should take an active role in the preparation of the Capital Improvements Program making recommendations concerning needed improvements and priorities. It should also be

the responsibility of the Planning Commission to maintain the interest of local citizens and officials in the planning process and to periodically review the Comprehensive Plan in light of changing conditions within the Township, the County and the metropolitan area. At various points in this report detailed supplementary studies of specific problems or areas within the Township have been recommended. It should be the responsibility of the Township Planning Commission to evaluate the need for such studies and to present to the Township Commissioners a recommended program and priorities for their accomplishment as part of the continuing planning process for the Township. Finally, it will be the task of the Planning Commission to review proposed actions by various departments, boards and committees of the Township government which effect the development of the Township, and present comments to the Township Commissioners concerning the compliance of such actions with the recommendations of the Comprehensive Plan.

The Role of other Departments, Boards and Committees of Township Government.

Included in this report are recommendations for actions or studies to be undertaken by agencies of the Township other than the Planning Commission or by such agencies in coordination with the Township Planning Commission. It is specifically recommended that a detailed study of the condition and character of existing streets and roads be made and a program for the elimination of substandard conditions, be undertaken. This study and program will require the close coordination of the Township Highway Department and the Township Planning Commission.

Studies for the preparation of detailed development plans for existing and proposed Township recreation facilities, were recommended. The major responsibility for supervision of such studies should rest with the Township Park and Recreation Board. However, additional recommendations for reforestation of certain existing and proposed Township lands, should be carried out as a coordinated effort of the Park and Recreation Board and the Township Shade Tree Committee. It is also recommended that the Shade Tree Committee prepare a plan and program for long-range street tree planting for the Township.

The preparation and annual review of a Capital Improvements Program and Capital Budget, as recommended earlier in this Chapter, will require the coordination of all individuals, departments, boards and committees directly concerned with acquisition, improvement or development of Township lands and facilities. Advice and consultation with the Township Engineer, the Township Secretary-Manager, the Township Solicitor and other officials will also be necessary in this undertaking. As previously indicated, it is recommended that the annual review of the Township Capital Improvements Program be coordinated through the Township Planning Commission and presented by them to the Township Commissioners.