

SPRINGFIELD TOWNSHIP & CLIFTON HEIGHTS BOROUGH

Delaware County, Pennsylvania

Joint Comprehensive Plan



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The Springfield & Clifton Heights Borough Joint Comprehensive Plan was prepared by McCormick Taylor Associates, Engineering and Planning Consultants, Philadelphia, with the Joint Comprehensive Plan Task Force. The policies embodied on the Joint Comprehensive Plan reflect the views of Springfield Township and Clifton Heights Borough

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SPRINGFIELD TOWNSHIP & CLIFTON HEIGHTS COMPREHENSIVE PLAN
Figure 1.1 Location of Springfield Township & Clifton Heights Borough

-  Interstate Highways
-  State Highways
-  County Roads
-  Streams / Lakes
-  Park
-  County Boundary



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Chapter One: Background/Planning Process

Growth Trends and Issues

Springfield Township and Clifton Heights Borough are located in eastern Delaware County, approximately ten miles from central Philadelphia (Figure 1.1). The municipalities consist mostly of rolling and sometimes hilly terrain, the pattern of which is dominated by Crum and Darby Creeks and their tributaries. The township contains 6.3 square miles of land area and measures just over three miles in an east-west direction and less than four miles from north to south. The borough contains approximately 0.6 square miles of land area and measures approximately 1.2 miles in an east-west direction and less than one mile from north to south. The municipalities combined total population for the year 2000 was 30,456, with the borough containing 6,779 residents and the township containing 23,677 residents.

Several major roadways, notably Baltimore Pike and Springfield Road, serve both Springfield Township and Clifton Heights Borough. In addition, I-476, State Road, Sproul Road, and Woodland Avenue are major roadways in Springfield Township. Both municipalities are well served by public transportation with Southeastern Pennsylvania Transportation Authority (SEPTA) regional rail, trolley, and bus lines throughout the borough and township that connect the communities to Center City Philadelphia and to other suburban locations.

Current land uses in the township and the borough (together, the two municipalities are commonly referred to as the “Joint Planning Area” in this document) represent a rich and diverse mixture. The mix contains a full range of development, including various types of residential development, older industrial areas, offices and commercial services (particularly along Baltimore Pike), mixed uses in selected locations, transportation-related resources, public and private golf clubs, a hospital, other institutional uses (such as schools, churches, nursing homes, and cemeteries), and many parks at various places in the communities.

Historically, Clifton Heights Borough was a center of row house dwellings and textile mills. With the disappearance of that type of industry and the widespread desire for a suburban lifestyle, the borough has experienced some loss of population and retail business. The municipality has strived to maintain its economic base by securing new office and light industrial uses for its old mill sites. In addition, the small, affordable dwellings located near major transportation routes continue to be attractive to young individuals and families. Due to the limited amount of land available, Clifton Heights’ development in recent years has mainly been “infill” or redevelopment projects.

While experiencing population loss similar to that of Clifton Heights Borough, Springfield Township has a more suburban character. Springfield

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Township's extensive residential areas have been mostly developed since the mid-twentieth century. Commercial areas, focused largely on the Baltimore Pike corridor, expanded following construction of I-476 in the early 1990s. Now commercial development extends along Baltimore Pike for the length of the township.

An important issue of concern to residents of both communities is the preservation of both the natural and cultural resources of their municipalities. Specific issues relating to the preservation of natural resources include preserving open space, the creation of parks, and the preservation of the last remaining tracts of open land. Preserving the quality and appearance of historic buildings and sites is of special concern for the communities as these resources may be threatened by development and redevelopment activities. Other areas of concern include the availability of adequate water and sewer infrastructure, increasing traffic volumes, and the need for reinvestment and redevelopment of existing commercial/industrial areas.

Recent Planning Activities

Springfield Township and Clifton Heights Borough have been reasonably active over the past few decades in terms of community planning efforts. Clifton Heights Borough most recently updated their Comprehensive Plan in 1975 and Springfield Township's last update was in 1983. The most recent updates to zoning ordinances were in 2004 in Springfield Township and in 1993 in Clifton Heights Borough. Springfield Township also updated its Subdivision and Land Development Ordinance in 2004.

Clifton Heights Borough is also a part of the Eastern Delaware County Council of Governments (EDCCOG) and is focused on issues relevant to the Baltimore Pike corridor. Monthly meetings have been held by the EDCCOG, which comprises East Lansdowne, Lansdowne, and Yeadon Boroughs as well as Clifton Heights Borough, Darby Borough, Millbourne Borough, Upper Darby Township, and State Representative Nicholas A. Micozzie. Joint code enforcement and participation in the County's Renaissance program have also been discussed.

In 2004, Springfield Township and Clifton Heights Borough decided to undertake a joint planning effort to prepare a Comprehensive Plan that would serve both communities. The plan is funded, in part, by the Pennsylvania Department of Community and Economic Development as part of the State's Land Use Planning and Technical Assistance Program (LUPTAP). This program provides grant funds for the preparation of community comprehensive plans and the ordinances to implement them. It promotes cooperation between municipalities in making sound land use decisions that follow or adhere to the Governor's Executive Order on Land Use. The preparation of a Joint Comprehensive Plan for Springfield Township and

Chapter One: Background/Planning Process

Clifton Heights Borough is a key element to address land use development and resource management issues with appropriate planning tools.

The 2004-2005 Comprehensive Plan

The purpose in preparing a new Joint Comprehensive Plan is fourfold. First, the database for the Joint Planning Area has been updated. Chapter Two of the plan includes surveys of natural and cultural features, the current land use pattern, the road system, and the systems of public services and utilities; analyses and projections of population and housing; and an examination of the rate and types of change in the Joint Planning Area over the last twenty years. Second, the plan identifies the basic direction and structure recommended for the future development of the Joint Planning Area, derived from explorations of alternative development patterns. Third, the plan specifies the goals, policies, and individual elements forming the basis for the development of the joint plan. Finally, the plan presents a specific implementation strategy and program to aid both municipalities in achieving the goals of the plan.

A Joint Comprehensive Plan for Springfield Township and Clifton Heights Borough has the potential to provide a highly effective planning tool that will support day-to-day decisions about future development so they may be thoroughly rational and consistent and, at the same time, move the two communities in a desirable direction in terms of development and redevelopment, open space conservation, roadway corridor planning, traffic management, historic preservation, and recreation facilities development.

A plan fully responsive to the needs of the residents of the two communities needs to provide both long-range and short-range programs, balance local needs and perceptions with regional requirements and perspectives, and contain its own logic and strategy for implementation. A good plan can also serve as a “road map” for Springfield Township and Clifton Heights Borough, both in terms of informing and improving the process of reviewing and approving development plans, and in projecting a coherent and mutually agreed-upon development framework and visual image of the communities. A Joint Comprehensive Plan should serve as an everyday working document to be referred to regularly during the review of development proposals and in the planning of long-range capital improvements.

A Joint Comprehensive Plan for Springfield Township and Clifton Heights Borough must relate to and be coordinated with the Delaware County Comprehensive Plan, but at the same time reflect the unique characteristics and setting of the municipalities and the point of view of their residents. The Joint Comprehensive Plan must also follow the requirements of the Commonwealth of Pennsylvania’s Municipalities Planning Code (MPC) as to content and the procedure for the preparation and adoption of multi-municipal comprehensive plans.

Chapter One: Background/Planning Process

The Comprehensive Planning Process

In recognition of the age of previous comprehensive plans for the two communities and growing local concerns about quality of life issues, character of recent and future development, traffic, recreation, and environmental concerns in the municipalities, the Board of Commissioners of Springfield Township and the Clifton Heights Borough Council directed the creation of a Joint Comprehensive Plan Task Force to guide the plan preparation and oversee the work of the consultant.

Through the plan preparation process, the Joint Comprehensive Plan Task Force met regularly with the consultant. The Task Force had several critical roles, including:

- Monitoring progress on the *Work Program Schedule*, including scheduling and coordinating all Workshops and Public Information Meetings according to the Joint Comprehensive Plan Work Program Schedule;
- Reviewing study products of the consultant, providing feedback to the consultant, and participating in the consensus-building process;
- Providing information and ideas to the consultant and providing data/contacts/leads and direction to the consultant for upcoming tasks in the Work Program Schedule as the process was underway;
- Publicizing the plan, encouraging community participation and media coverage, advertising specific Public Information Meetings and Public Hearings, and promoting the joint comprehensive planning process generally and the redevelopment and revitalization ideas that emerged during the planning process.

Three Public Information Meetings were held during the course of the plan preparation, under the auspices of the Joint Comprehensive Plan Task Force. The first Public Information Meeting, held in December 2004, was an introduction to the process being undertaken and an opportunity for the Joint Comprehensive Plan Task Force and consultant to present the range of issues and choices to be examined in the overall Comprehensive Plan preparation process. The second Public Information Meeting occurred in April 2005, when serious decisions needed to be made as to a direction for the communities to take in the coming years, based upon the examination of Alternative Futures in Phase B of the process. The third Public Information Meeting was held in June 2005, when a Preliminary Draft of the Redevelopment and Revitalization Plan chapter was under review by the Joint Comprehensive Plan Task Force.

The response of the public to the information and concepts presented was an important consideration in the decision-making of the Joint Comprehensive Plan Task Force. These Public Information Meetings served to update local

Chapter One: Background/Planning Process

residents, business operators, landowners, and other interested parties on progress on the new Springfield Township & Clifton Heights Borough Joint Comprehensive Plan and elicited feedback on the ideas being put forward by the Joint Comprehensive Plan Task Force.

After the three public meetings held throughout the Comprehensive Planning process, Public Hearings will be scheduled in Clifton Heights Borough and in Springfield Township on the completed Draft Joint Comprehensive Plan for adoption action by the Clifton Heights Borough Council and the Board of Commissioners of Springfield Township. The Public Hearing formal review process will complete the extensive community participation program, including the three aforementioned Public Information Meetings. Community participation was a hallmark of the comprehensive planning process to fully inform residents and to create a strong consensus for the most desirable and achievable common future for the two communities.

The Work Program Schedule (Figure 1.2) outlines graphically the Joint Comprehensive Plan process that was followed, consisting of three distinct phases.

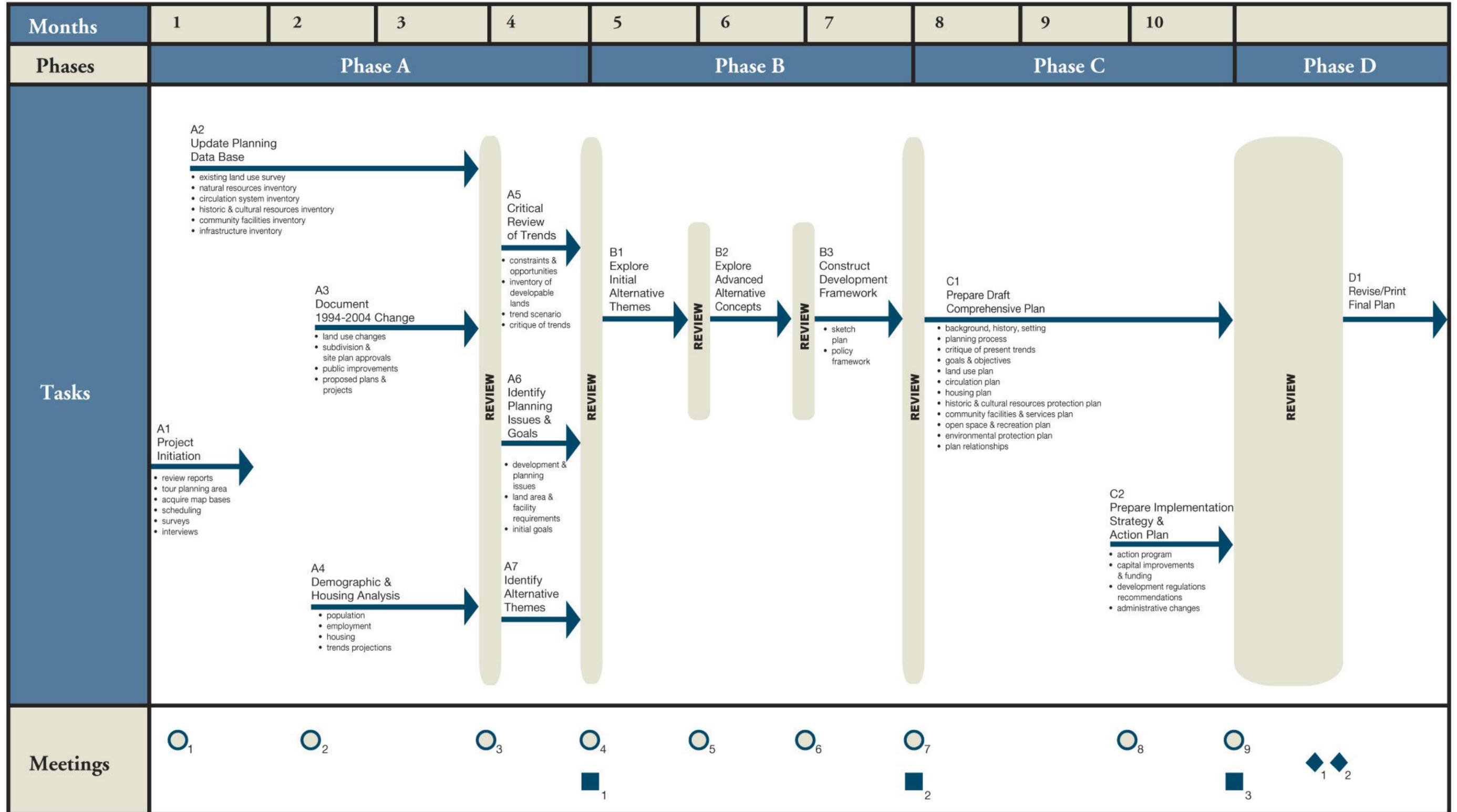
The first phase of the plan preparation ('Phase A') was primarily devoted to background data collection and the documentation of change in the Joint Planning Area during the last twenty years. Tasks within this phase included a review of earlier planning documents and data, creating the base maps of the Joint Planning Area for the study, an inventory of natural and cultural features and development limitations, documentation and projections of demographics and development activity, a land use field survey, documentation of water and sewer facilities, and documentation of physical change.

As a foundation for the work in Phase B, Phase A concluded with the setting of preliminary goals and objectives for the plan. Phase B itself incorporated a systematic exploration of a variety of planning and development issues and alternative development patterns, culminating in the definition of preliminary development plan recommendations based upon on the approach to the future development of the two communities selected by the Joint Comprehensive Plan Task Force.

The third phase, Phase C, focused on the actual preparation of the Joint Comprehensive Plan for Springfield Township and Clifton Heights Borough. The plan was prepared as preliminary drafts, reviewed by the Joint Comprehensive Plan Task Force, and revised to final draft form. The end of Phase C encompassed the period of public reviews and hearings on the final draft of the plan. Revisions were made based on those reviews and hearings and a camera-ready original of the plan was prepared for printing and public distribution.

Work Program Schedule

Springfield Township/Clifton Heights Borough Joint Comprehensive Plan



○ Comprehensive Plan Task Force Workshops

■ Public Information Meetings

◆ Public Hearings

Chapter Two: Existing Conditions

SECTION 1: INTRODUCTION

The purpose of this chapter is to analyze existing conditions in Springfield Township and Clifton Heights Borough. In particular, this chapter seeks to develop a clear understanding of the Joint Planning Area's physical, demographic, social, and economic conditions, based on current circumstances and historical development. This analysis is intended to enable municipal governments and residents to identify potential problems, determine future needs, and develop necessary policies and strategies to respond more effectively to future challenges.

The material in Chapter Two is based on a series of background studies produced during the planning process. The chapter consists of eight sections in addition to this introduction: Existing Land Use; Pattern of Change; Natural Resources; Cultural, Historic, and Landscape Resources; Population, Housing, and Employment; Holding Capacity; Circulation; and Community Facilities.

The *Existing Land Use* section provides a description of existing land use patterns and their implications for future development. The *Pattern of Change* section presents an analysis of recent development activity in the Joint Planning Area. The *Natural Resources* section provides a summary of environmental factors capable of affecting the location and intensity of future development. *Cultural, Historic, and Landscape Resources* documents other environmental factors, some man-made, that are germane to consideration of prospects for new development in the Joint Planning Area. The *Population, Housing, and Employment* section reviews selected socioeconomic characteristics of residents and employers, including population and housing forecasts and housing development. The *Holding Capacity* section describes the supply of vacant or otherwise easily developable parcels of land in the study area. The *Circulation* section assesses existing conditions regarding traffic and circulation, while the *Community Facilities* section analyzes services and facilities serving the two municipalities. Much of the information presented in this chapter is illustrated on maps corresponding to the individual sections.

Chapter Two: Existing Conditions

SECTION 2: EXISTING LAND USE

Using aerial photography from the year 2000, relevant planning documents, and focused field reconnaissance, a generalized full-color map of current land use in the Joint Planning Area has been constructed (Figure 2.2.1). The inventory includes the traditional full range of urban land uses, such as single-family and multi-family residential, commercial, institutional, recreational, industrial, utilities, and major categories of non-urban uses, such as vacant and open space lands.

The purpose of the land use survey is to document and assess the pattern and intensity of utilization of land in the Joint Planning Area. Based on this assessment it is possible to evaluate the compatibility of existing uses, the extent of land consumption, and to predict the direction future development may be expected to take in light of existing conditions. The survey also reveals the remaining amount and location of land available for future development.

Residential Use

Springfield Township

Prior to the 1940s, Springfield Township was primarily rural. After residential development in the 1940s and 1950s, the township became largely built up. Today, more than half of the township is in residential use, with no land remaining in agricultural use.

Residential areas comprise 2,091 acres of township land and are the dominant land use. Of the residential development, overwhelmingly it is single-family detached housing, with a small percentage of single-family attached housing, and a few residential multi-family properties dispersed throughout the township, particularly in the vicinity of major roadways such as State Road, Baltimore Pike, and Woodland Avenue.

Clifton Heights Borough

In contrast to Springfield Township, Clifton Heights has a greater variety of residential types of land use, which comprises 182 acres of the borough. Approximately one-third of the borough's land area is single-family detached housing. Single-family semi-detached and single-family attached units comprise 20 percent of the total land area, while only three percent of the borough contains buildings composed of multi-family dwellings. These buildings are located along Baltimore Pike, Oak Lane, and Springfield Road.

Chapter Two: Existing Conditions

Residential uses dominate the portion of the borough west of Glenwood Avenue on both sides of Baltimore Pike. Except for some single family attached developments north of Springfield Road and a few single family semi-detached dwellings, the predominant pattern north of Baltimore Pike is single-family detached houses. South of Baltimore Pike, single-family semi-detached and single-family attached dwellings are the norm.

Commercial Use

Springfield Township

Retail commercial uses in the township comprise 302 acres of development and are focused mainly along the Baltimore Pike corridor. Other areas with retail commercial uses include the intersection of Sproul Road and Route 1, Woodland Avenue at the Morton Borough line, and along roads such as Woodland Avenue, Springfield Road, and Saxer Avenue near their respective intersections with the Route 101 trolley right-of-way. Also, that portion of Springfield Township located south of Swarthmore Borough contains retail commercial uses along Chester Road.

There are a small proportion of office commercial uses in the township, totaling approximately 26 acres. They are concentrated in the vicinity of the State Road/Sproul Road intersection and are found in a more scattered pattern at various locations south of Baltimore Pike.

Clifton Heights Borough

Retail commercial uses comprise 54 acres of development in the borough and are typically located along Baltimore Pike and Springfield Road. These uses range from smaller scale storefronts on Baltimore Pike east of the intersection with Springfield Road to auto-oriented commercial and larger retailers near the eastern and western borders of the borough.

Office commercial uses in the borough are, for the most part, located in the southeastern portion of the borough. Many office buildings in the borough represent conversions of structures that historically contained industrial activities. Roughly ten acres of the borough is in office commercial land use.

Mixed Use

Springfield Township

While making up a small percentage of the overall land use of the township, there are significant concentrations of mixed-use developments consisting of retail commercial, office commercial and residential uses. These mixed-use

Chapter Two: Existing Conditions

areas are located at the Woodland Avenue, Springfield Road, and Saxer Avenue trolley stops.

Clifton Heights Borough

The borough has some mixed-use properties along Baltimore Pike from Springfield Road to Glenwood Avenue. There is also a concentration of mixed used development on Springfield Road from Oak Lane to the western borough line with Upper Darby.

Industrial Use

Springfield Township

The only site in the township with industrial land use is the Glasgow Inc. Freeborn Plant, a site for the manufacture of asphalt paving material. This property is located along the municipal border with Haverford Township, north of Doe Run Lane.

Clifton Heights Borough

The borough has a few properties with industrial uses, totaling 13 acres. They are mostly located on the eastern side of Marple Avenue. Some properties are also situated along Darby Creek.

Institutional Use

Springfield Township

Public institutional use in Springfield Township encompasses the following elements:

- Springfield Township Municipal Complex on Powell Road, which contains the Administrative and Police Departments as well as the Springfield Public Library and District Court;
- Township public works facility and offices on Church Road;
- Township parks facility on Saxer Avenue;
- Springfield High School on Leamy Avenue;
- E.T. Richardson Middle School on Woodland Avenue;
- Scenic Hill Elementary School on Hillview Road;
- Sabold Elementary School on E. Thomson Avenue and Baltimore Pike;

Chapter Two: Existing Conditions

- Springfield Fire Company #44 and Springfield Ambulance Corps at Saxer Avenue and Powell Road; and
- Springfield Hospital on W. Sproul Road.

Private institutional uses include cemeteries, churches, private schools, and hospitals. The largest land holdings include Mt. Sharon Cemetery on West Avenue, Springfield Hospital on West Sproul Road, and the Harlee Manor nursing home on Sproul Road. Churches are located throughout the township and are discussed in greater detail in Section 9 of this chapter.

Clifton Heights Borough

Public institutional use in Clifton Heights Borough encompasses the following establishments:

- Clifton Height Borough Building, which contains the Administrative, Police, and Public Works Departments;
- Westbrook Park Elementary School at Westbrook Drive;
- Clifton Heights Fire Company #3 on Baltimore Pike.

The largest private institutional land holdings include the Family and Community Services Building on Glenwood Avenue. Places of worship are located throughout the borough and are discussed in greater detail in Section 9 of this chapter.

Utilities and Transportation

Springfield Township

As has already been noted in Chapter One, highways and railroads are prominent elements in the landscape of Springfield Township and Clifton Heights Borough. Several highways, notably US Route 476, State Road and Baltimore Pike, cross Springfield Township, with a local system of roads laid on the framework of major routes.

There are several trolley and regional rail rights-of-way as well as stations and parking lots located in the township. The SEPTA R3 Regional Rail line touches the township at the municipal line with Morton Borough. The Route 101 trolley line crosses the township in a northeast to southwest direction, entering the township at Upper Darby Township line and leaving the township at the Nether Providence Township line.

Springfield Township is served by a public water supply system, Aqua Pennsylvania, which is a subdivision of Aqua America. Aqua Pennsylvania operates the Crum Creek Treatment and Pumping Station located in the

Chapter Two: Existing Conditions

southwestern portion of the township. The public sewer system in Springfield is owned by the municipality and maintained by the township's Public Works department. There are no treatment plants in the township; the Delaware County Regional Water Quality Control Authority (DELCORA) and the Southwest Philadelphia Regional Treatment Plant provide wastewater treatment. Section 9 of this chapter and Figure 2.9.2 provide more detail regarding the township's utilities.

Clifton Heights Borough

The major roadways in Clifton Heights include Baltimore Pike and Springfield Road with a local system of roads throughout the community. As in Springfield Township, there are land uses associated with public transportation. The SEPTA R3 Regional Rail line is located in the southern portion of the borough, east of Springfield Road at the border with Aldan Borough. The Route 102 trolley line crosses the borough north to south from the Upper Darby Township line to the Aldan Borough line.

Clifton Heights Borough is served by public water supply provided by Aqua Pennsylvania. The sole water source is the Crum Creek Treatment and Pumping Station in Springfield Township. The public sewer system in Clifton Heights is owned and maintained by the township's Public Works department. There are no treatment plants in the township; the Southwest Philadelphia Regional Treatment Plant provides treatment. Section 9 of this chapter and Figure 2.9.2 provide more detail regarding the borough's utilities.

Parks & Permanent Open Space

The Parks and Permanent Open Space land use category includes all of the public parks and other municipally-controlled parcels in the communities, sports field areas associated with school campuses, the Springfield Country Club, the Rolling Green Country Club, and deed-restricted lands permanently prohibited from development based upon residential land development approvals made over the last twenty-five years. It should be noted that Rolling Green Country Club is privately owned and there are no deed restrictions that would prohibit future development of this parcel. Springfield Township contains 216 acres of parkland; Clifton Heights Borough contains roughly 21.5 acres.

Vacant

This category consists of open ground that is not being actively used. Because both municipalities are highly developed, these types of uses generally appear as small, vacant lots.

Chapter Two: Existing Conditions

There are two large, open, and relatively unconstrained tracts in Springfield Township. Both are located in the north-central portion of the township. One is located on the southern side of State Road and the other is located along Eagle Road on the municipal boundary with Haverford and Marple Townships.

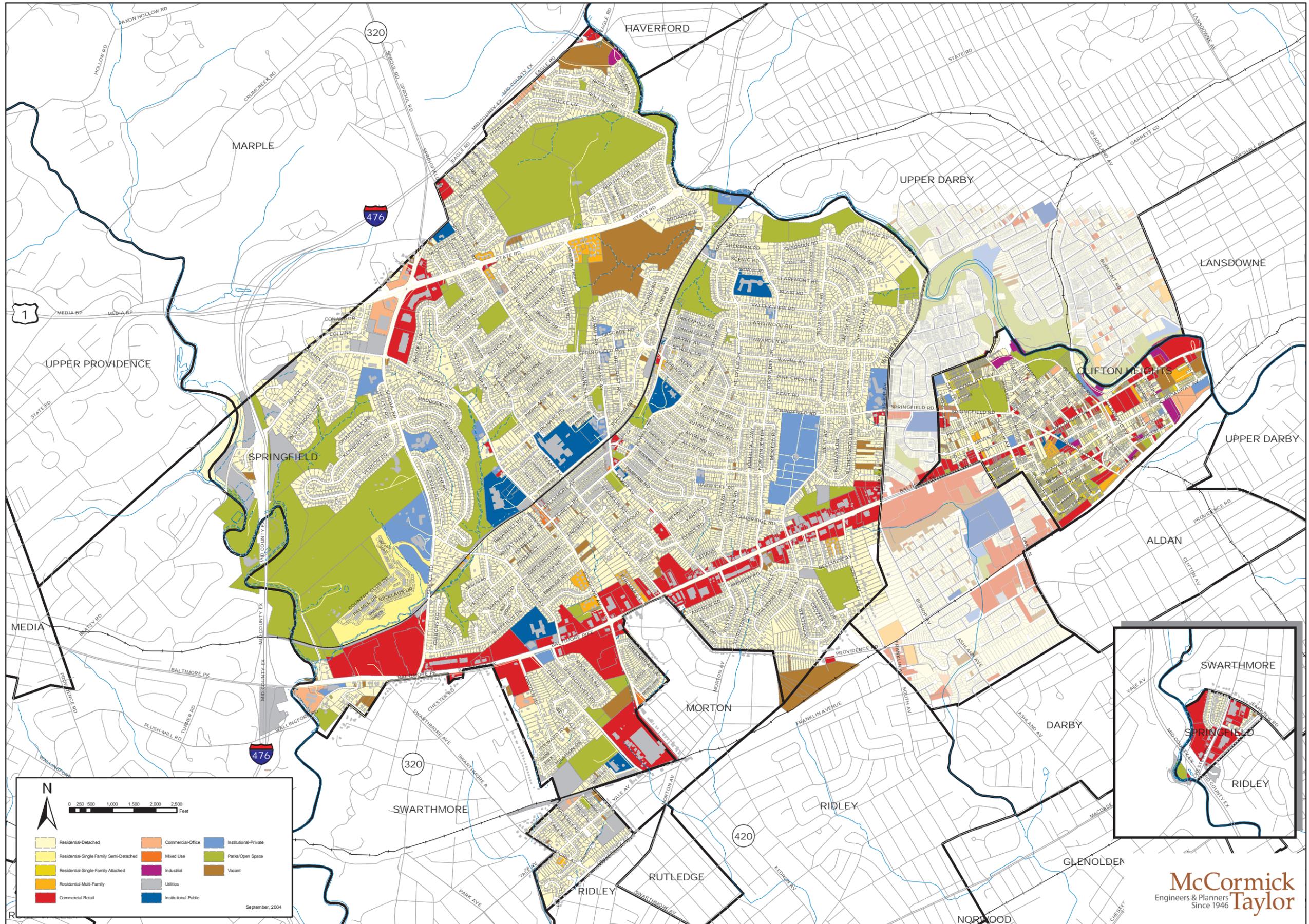


Figure 2.2.1

Chapter Two: Existing Conditions

SECTION 3: PATTERN OF CHANGE

Retail commercial, office commercial, residential, institutional, and related development in the Joint Planning Area has been moderate in the period from 1984-2004 (Figure 2.3.1). In total, more than 275 acres of land (seven percent of available land) was developed for commercial and residential uses in this period, with 92 acres for residential purposes and 183 acres of commercial development.

Commercial Use

Commercial uses accounted for the largest proportion of recent development in the Joint Planning Area, with most of the commercial development consisting of retail commercial construction. Retail commercial developments primarily occurred along Baltimore Pike in Springfield Township and Clifton Heights Borough.

New office commercial development was more limited in scope, with approximately 12 acres of development in Springfield Township south of Baltimore Pike during this time period. No new office commercial uses were constructed in Clifton Heights Borough.

Residential Use

Over the twenty-year period, residential construction took place on 92 acres in the Joint Planning Area. This development consisted of approximately 32 acres of single-family detached units, nearly 58 acres of multi-family housing (primarily Golf View Estates in Springfield Township) and almost two acres of single-family attached units. No new residential units were developed in Clifton Heights Borough.

Institutional Use

New institutional uses comprising medical offices and the St. Kevin's Community Center were developed in Springfield Township. These facilities accounted for almost 23 acres of recent development in the township. No new institutional uses were developed in Clifton Heights Borough during this time.

Park/Open Space Use

Three new parks and one park expansion were constructed in the Joint Planning Area during this twenty-year period. Two small parks along

Chapter Two: Existing Conditions

Diamond Street in Clifton Heights Borough total just over five acres. The remaining 22 acres of park development occurred in Springfield Township.

Pending and Proposed Development

Pending and proposed development includes approved but unbuilt developments and prospective developments (Figure 2.3.2). The total land area in pending and proposed developments in the Joint Planning Area is 38 acres, with 31 acres planned for residential development and seven acres planned for commercial development.

Pending and Proposed residential development includes the following components:

- *Woodland Hollow*, Woodland Avenue, 10 single-family units, Springfield Township
- *Willow Bay*, Beatty Road, 10 single-family units, Springfield Township
- *Coventry Woods*, N. Rolling Road, 26 single-family units, Springfield Township
- *Coventry Woods*, Phase II, N. Rolling Road, 6 single-family units, Springfield Township

Pending and Proposed commercial development includes the following developments:

- Rothrock Chevrolet Expansion, Baltimore Pike, Springfield Township
- Mill Self Storage, Baltimore Pike, Clifton Heights Borough

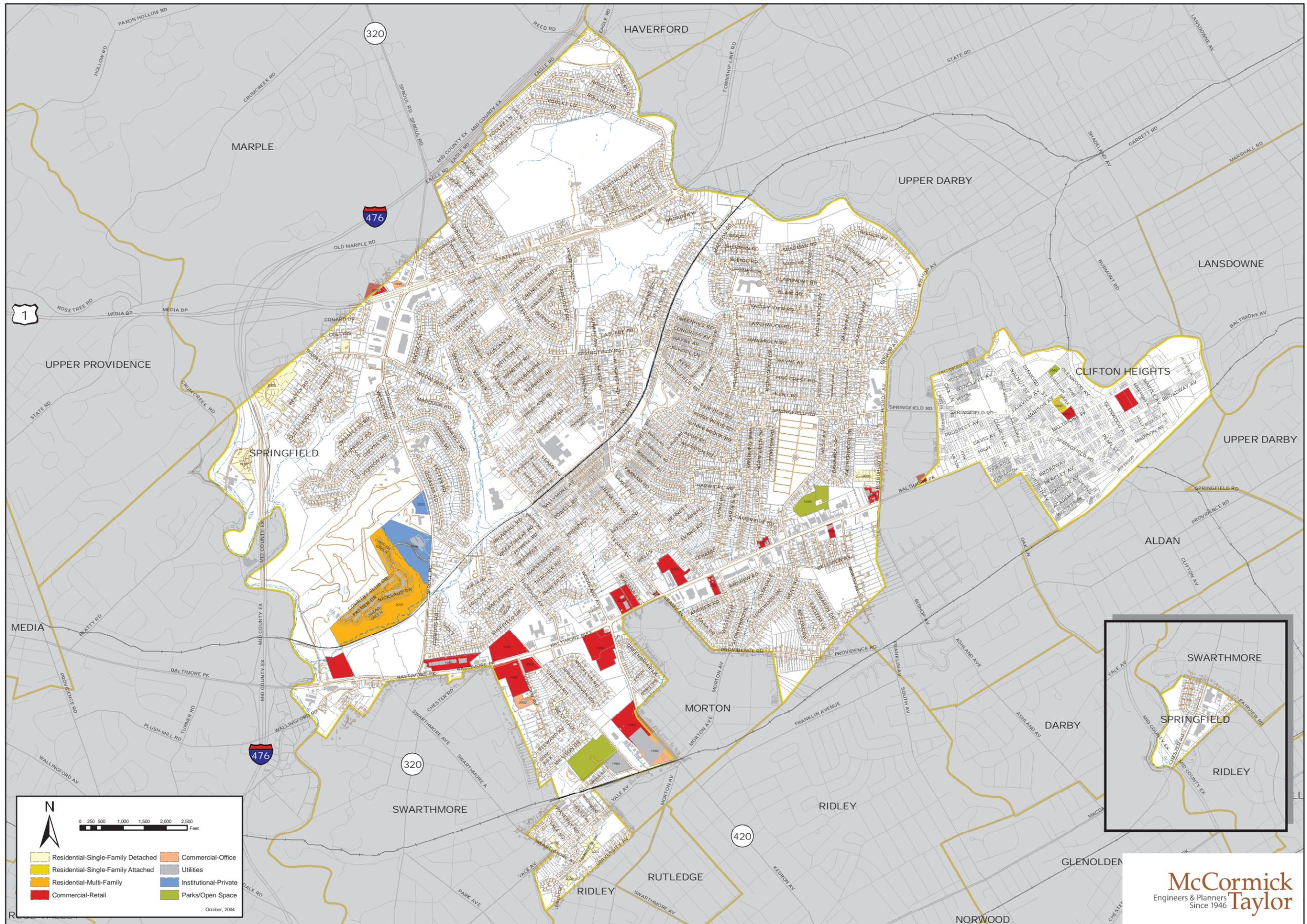


Figure 2.3.1

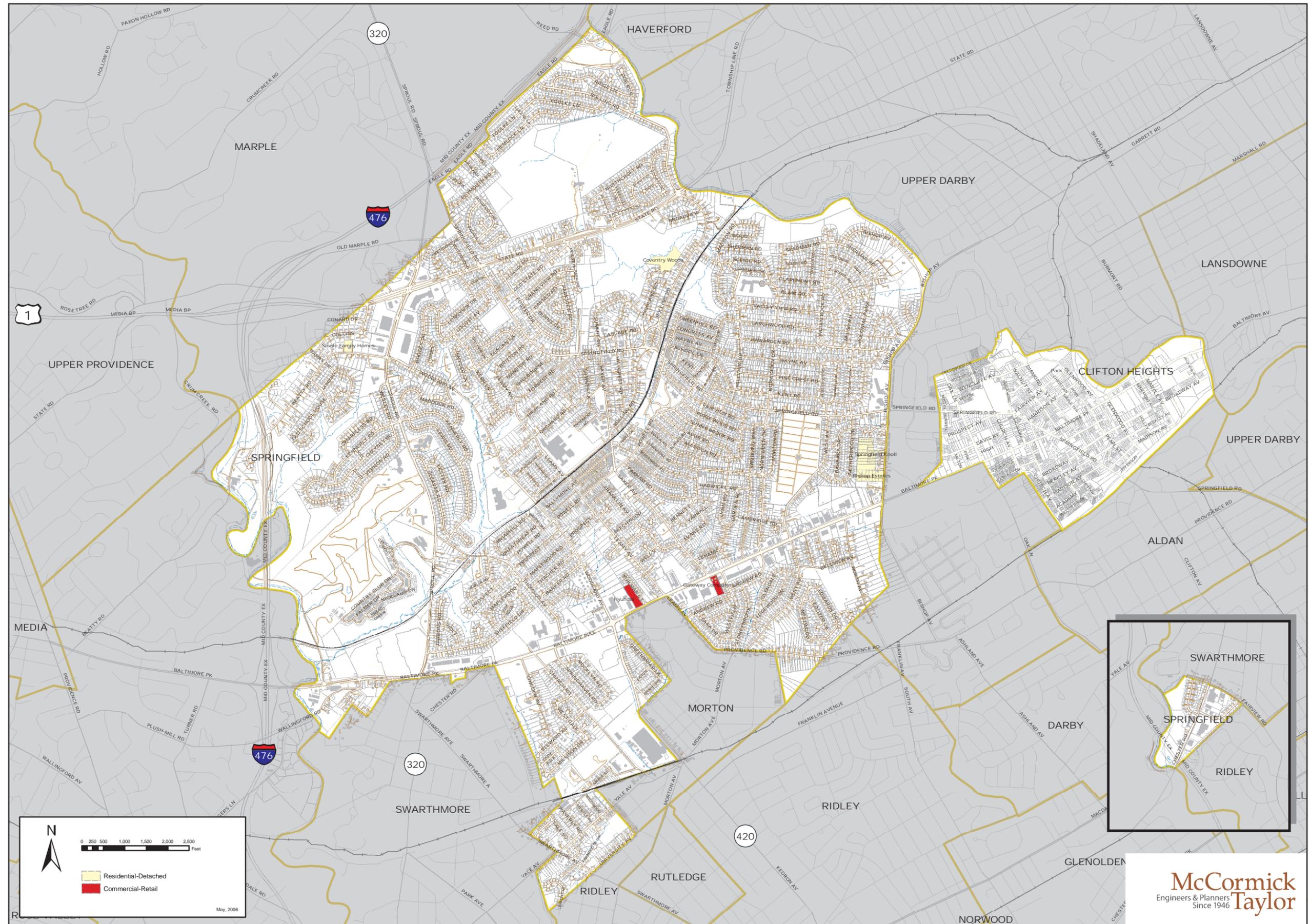


Figure 2.3.2

Chapter Two: Existing Conditions

SECTION 4: NATURAL RESOURCES

The natural characteristics of the landscape in the Joint Planning Area have been an important factor in determining development patterns. Areas of significant physical constraint — floodplains, wetlands, and steep slopes — pose constraints on development and are less likely to have been subjected to development. Other factors, such as the presence of hydric soils or woodlands, have also been influential in determining development activities in the Joint Planning Area.

As part of the examination of existing conditions, an inventory and analysis of various environmental factors was prepared. These factors are critical components in the consideration of future alternatives for growth and development. It is important to note some of these factors may impose constraints on development while others suggest better opportunities for development.

Several analysis maps were prepared to illustrate these resources. This series of interrelated, interpretive maps has permitted the identification of areas requiring preservation or conservation and areas available for development within the Joint Planning Area. Areas requiring preservation include waterways, floodplains, and other lands generally unable to be developed due to physical characteristics or statutory regulations. Areas in need of conservation include fragile environmental areas such as wetlands, steep slopes and woodlands. These valuable resources should be protected or conserved due to their importance to the community. Natural resource information was combined and synthesized to illustrate the relative level of development constraints affecting various areas of Springfield Township and Clifton Heights Borough and summarized into a Composite Constraints map for this Joint Comprehensive Plan.

Other factors should be kept in mind when considering the issues of resource protection. First, areas in need of conservation also include a variety of man-made factors, such as historic sites and scenic features, discussed in Section 5 of this chapter. Second, areas without special preservation or conservation requirements contain other relevant factors rendering lands more or less suitable for development. These factors include the availability of water and sewer service (or the prospect of their availability), road accessibility and other issues.

Hydrology

Springfield Township lies within the primary watersheds of Darby Creek and Crum Creek (Figure 2.4.1). Tributaries to Darby Creek include Muckinipattis

Chapter Two: Existing Conditions

Creek, Stony Creek, and two unnamed tributaries. Little Crum Creek is a tributary to Crum Creek.

The northern and eastern portions of Springfield Township fall within the Darby Creek watershed, which flows east and ultimately drains into the Delaware River. The western and southern portions of the township fall within the Crum Creek watershed, which drains southward into the Delaware River. A small portion of the township in the northwest is within the Hotland Run sub-watershed, which also leads to Crum Creek. The northern tip of the township is within the Whetstone sub-watershed, which connects to Darby Creek.

Clifton Heights Borough is located within the primary watershed of Darby Creek, which ultimately comprises a portion of the Delaware River watershed. The draining of this area is to the east, flowing toward the Delaware River. The southwest tip of the borough lies within the Muckinipattis Creek sub-watershed, which also drains toward the Darby Creek watershed.

In consideration of future development in the Joint Planning Area, these drainage patterns are significant in the analysis of stormwater runoff and the location of sanitary sewers. Other hydrologic characteristics, such as flood prone zones adjacent to bodies of water and wetlands, contribute strongly to delineating areas available for and constrained by development.

Development in floodplains is hazardous to life and property, not only for prospective development sites but also existing developed areas downstream, which may be subjected to unexpected changes in stream channel location or in flood heights and velocities. The 100-Year Floodplain areas shown on Figure 2.4.1 have been identified by the Federal Emergency Management Agency (FEMA) under the National Flood Insurance Program. The following FEMA Map numbers correspond to Springfield Township: 42045C0022D to 420450024D, 42045C0033D to 42045C0035D, and 42045C0046D. The FEMA Map number for Clifton Heights Borough is 42045C0035D.

The most extensive floodplains occur in lowland areas, where watercourse gradients are less and landscape profiles are wider than on hillsides. Floodplains for the tributary streams tend to be relatively narrow. Floodplain soils are generally found adjacent to the stream network. These soils historically have been eroded, transported and deposited by floodwaters; they generally indicate an area susceptible to flooding. These flood-prone areas are shown on the Flood Hazard Boundary Maps for Springfield Township and Clifton Heights Borough, as published by FEMA.

Areas within the Springfield Township and Clifton Heights Borough along Darby Creek, Crum Creek, Stony Creek, Muckinipattis Creek and their tributaries are subject to periodic flooding or wet conditions.

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Wetlands are among our most valuable resource areas because they control flooding, improve water quality, and support a wide variety of animal and plant species. A high water table, poor drainage, and some degree of surface ponding during the year are general characteristics of wetlands. A site typically qualifies as a wetland if it contains hydric soils, which support predominantly hydrophytic vegetation. Hydric soils are formed under conditions of flooding, ponding, or saturation long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of hydrophytic vegetation. Hydric soils that do not qualify as wetlands are classified as having a “seasonable high water table” and may become saturated during spring runoff conditions.

The U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection regulate wetlands. Essentially, no development activity may occur in a wetland area without a permit. The permit process requires an investigation of development alternatives. Mitigation may be required if development is to proceed; creation of new wetlands may be required to replace those disturbed or destroyed by development activity.

Although no comprehensive inventory of the wetlands within Springfield Township or Clifton Heights Borough currently exists, the National Wetlands Inventory (NWI) undertaken in the 1980s by the United States Fish and Wildlife Service delineated wetlands in the Joint Planning Area. These wetlands include surface water bodies, most floodplains, and other areas, generally along streams, identified by means of aerial photography.

According to the NWI, there are three types of wetlands in Springfield Township: Lacustrine (Crum Creek Retention Basin), Palustrine (non-tidal systems such as swamps and small ponds), and Riverine (perennial or intermittent creeks or streams). Clifton Heights Borough only contains wetlands of the Riverine type, according to NWI mapping.

Geology & Soils

Bedrock underlying Springfield Township and Clifton Heights Borough determines its soil types and groundwater bearing capabilities. Soils information is a vital component of any natural resource evaluation because soil characteristics indicate the inherent suitability of an area for development, agriculture or other land uses. The principal source of soils data for the Joint Planning Area is the Soil Survey of Chester and Delaware Counties, Pennsylvania (United States Department of Agriculture, 1963).

Soils are a very complex mixture of various amounts of weathered rock, minerals, organic matter, water and air. Through the action of climate, plants and animals on these geologic materials, soils are formed over long periods of times.

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The general soil areas in a locality are called soil associations. Each soil association shown in the Soil Survey of Chester and Delaware Counties is a unique natural landscape, consisting of one or more major soils and some minor soils that occur together and have similar origins. In each association the major and minor soils occur in a distinctive pattern; each association is named after its major component soils. The Soil Survey's General Soils Map provides a broad perspective of the soils' characteristics in the study area and can form the basis for determining general future land use designations, but the map does not show the type of soil found at a specific site. For information on soils found at a specific location, the detailed photo-map sheets in the Soil Survey of Chester and Delaware Counties must be consulted.

The soils in Springfield Township and Clifton Heights Borough are mostly categorized as Made Land of schist and gneiss materials. This soil type encompasses areas in which the soil profile has been destroyed or covered by materials in the process of urbanization. Both the township and borough contain a variety of other soils including the Glenelg and Glenville series typically found along and near streams. The soils along Darby and Crum Creeks are moderately deep, well-drained soils.

The characteristics of soils in a specific location can determine how the land can be used. The main characteristics considered are soil depth, slope, drainage, flooding potential, type of parent material and stoniness. As the majority of the Joint Planning Area is comprised of Made Land soils, the development potential of the area is not limited.

Suitability for On-Lot Sewage Disposal

Soils have a natural assimilative capacity, meaning the physical and chemical attributes of the soil allow for the removal of nutrients and infectious disease organisms from solutions passing through them. The efficiency in which this is accomplished depends upon five factors: slope, soils infiltrative capacity, soil depth, soil texture, and soil moisture conditions.

The Made Land soils covering most of the Joint Planning Area have no available moisture capacity, permeability or fertility, as they are largely paved or developed surfaces; they are not suitable fields for septic tanks. Additionally, the significant level of development in the Joint Planning Area makes it necessary to augment natural drainage through management of runoff controlled by a system of storm drains. The presence of floodplains and hydric soils also severely limits the suitability of on-lot sewage disposal.

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Topography

Both Springfield Township and Clifton Heights Borough are developed residential suburban areas consisting mostly of rolling and sometimes hilly terrain. Areas of steeply sloping lands in the Joint Planning Area occur typically along the waterways. Four categories of slopes are shown on Figure 2.4.2: Eight to fifteen percent, fifteen to twenty-five percent, twenty-five to thirty-five percent, and greater than thirty-five percent. The slope of land, expressed as a percentage, is determined by measuring the vertical change in feet over a one-hundred-foot horizontal distance. The majority of the Springfield Township (3,225 acres or 79.8%) and Clifton Heights Borough (396 acres or 97.4%) contains slopes of less than eight percent. Areas of moderate-to-steeply sloping land (where the slope is between eight to fifteen percent) total 435 acres (10.7%) and 2.5 acres (0.6%) of the land area within the township and borough, respectively. Steeply sloping land, with slopes exceeding fifteen percent, amounts to 385 acres (9.5%) of the area in the township and 8.1 acres (2.0%) of the borough's area.

Steeply sloped land is generally found along Darby Creek, Crum Creek and their tributaries, in addition to other waterways in both municipalities. On the most severely sloping land, precautions are necessary in the consideration of any land disturbance. The potential for erosion from earthmoving is increased on such slopes, both during and subsequent to the activity, unless specific measures are taken to reduce the risk.

Vegetation and Wildlife

Many species of plants and animals may be found in the Joint Planning Area's two main types of habitat — forest and wetlands (wetlands includes streams, springs, ponds, and meadows). Although some species have adapted to more than one habitat, other flora and fauna have adapted to very specific needs and conditions, and are critically dependent upon particular habitat types. Generally speaking, man-made features are considered disruptive to natural habitats, but some, such as fields, pasture, hedgerows, and treelines, offer important food and cover sources.

Neither Springfield Township nor Clifton Heights Borough has identified any unique natural areas that provide significant habitat protection. However, any areas supporting vegetation or wildlife may pose constraints on development.

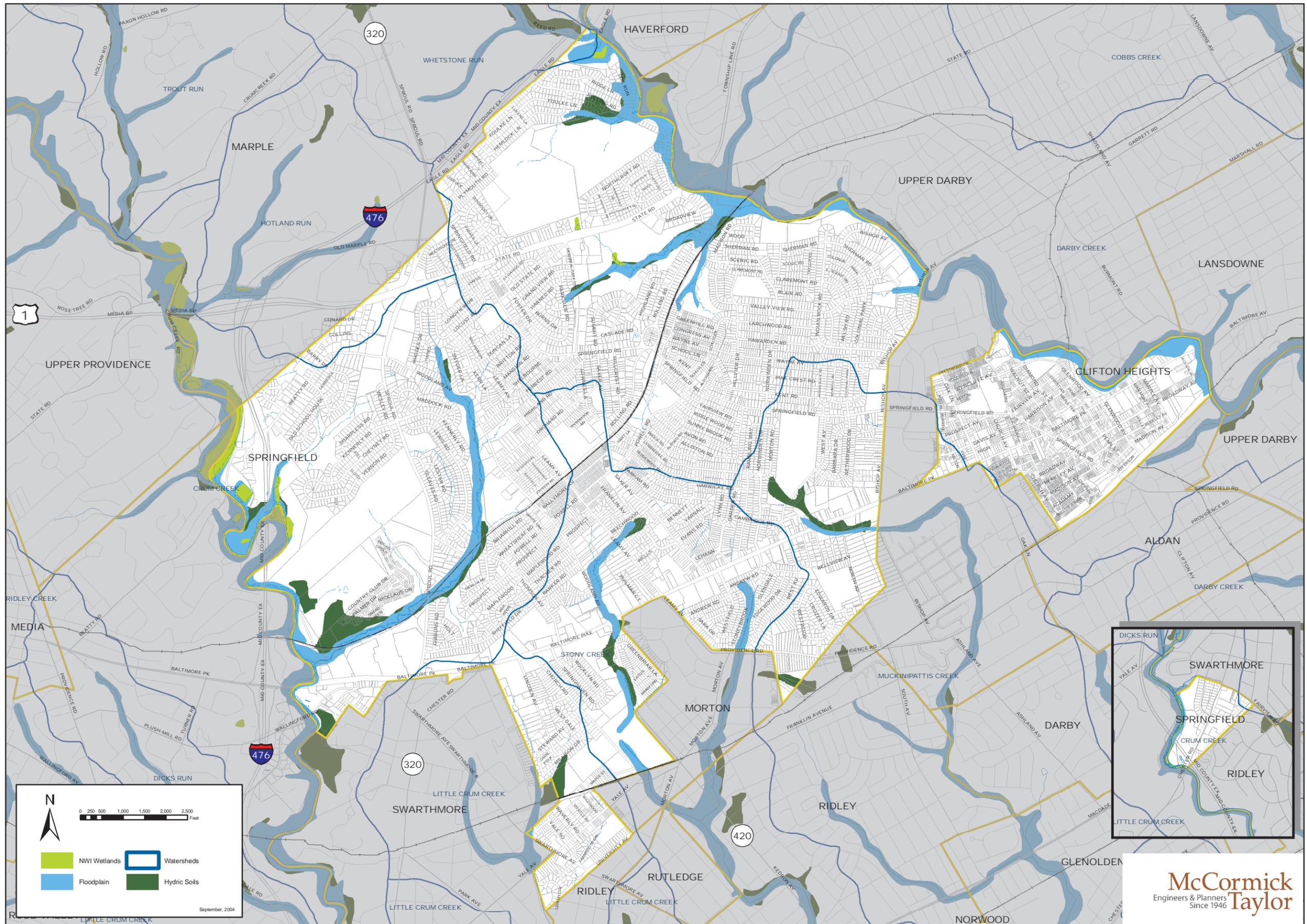
Composite Constraints

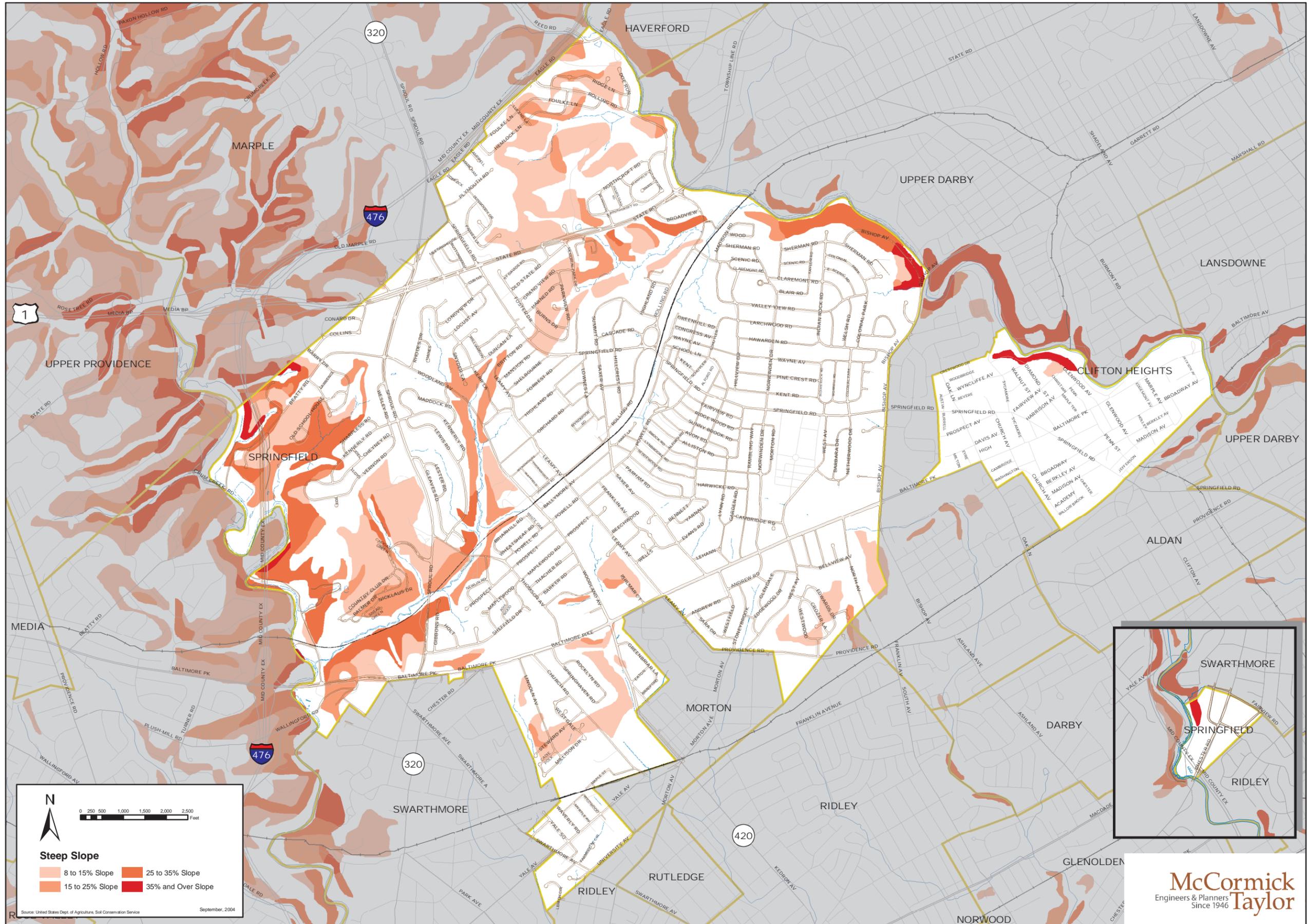
The preceding natural resource information was combined and synthesized to illustrate the relative level of development constraints affecting various areas of Springfield Township and Clifton Heights Borough (Figure 2.4.3). Areas

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with very severe constraints are generally precluded from future development due to flooding. Very steep slopes and wetlands pose severe constraints for most development; these areas may be most suitable for recreational use and wildlife habitat. Areas with hydric soils and slopes exceeding fifteen percent have moderate constraints for development. Generally, the Joint Planning Area has only slight development limitations.

The effect of the prominence of Darby Creek, Crum Creek and other waterways in the north and west of the township and the northern portion of the borough has been strongly felt in the delineation of the Composite Constraints map. Roughly sixteen percent of the Springfield Township and eight percent of Clifton Heights Borough are depicted on this map as having moderate, severe, or very severe constraints, reflecting the presence of the waterways and associated wetlands and areas with seasonal high water table, the steep slopes alongside the creek and on the sides of the valley. Approximately six percent of these constraints in Springfield and seven percent in Clifton Heights are moderate. The severe and very severe constraints comprise roughly six percent each of the Joint Planning Area.





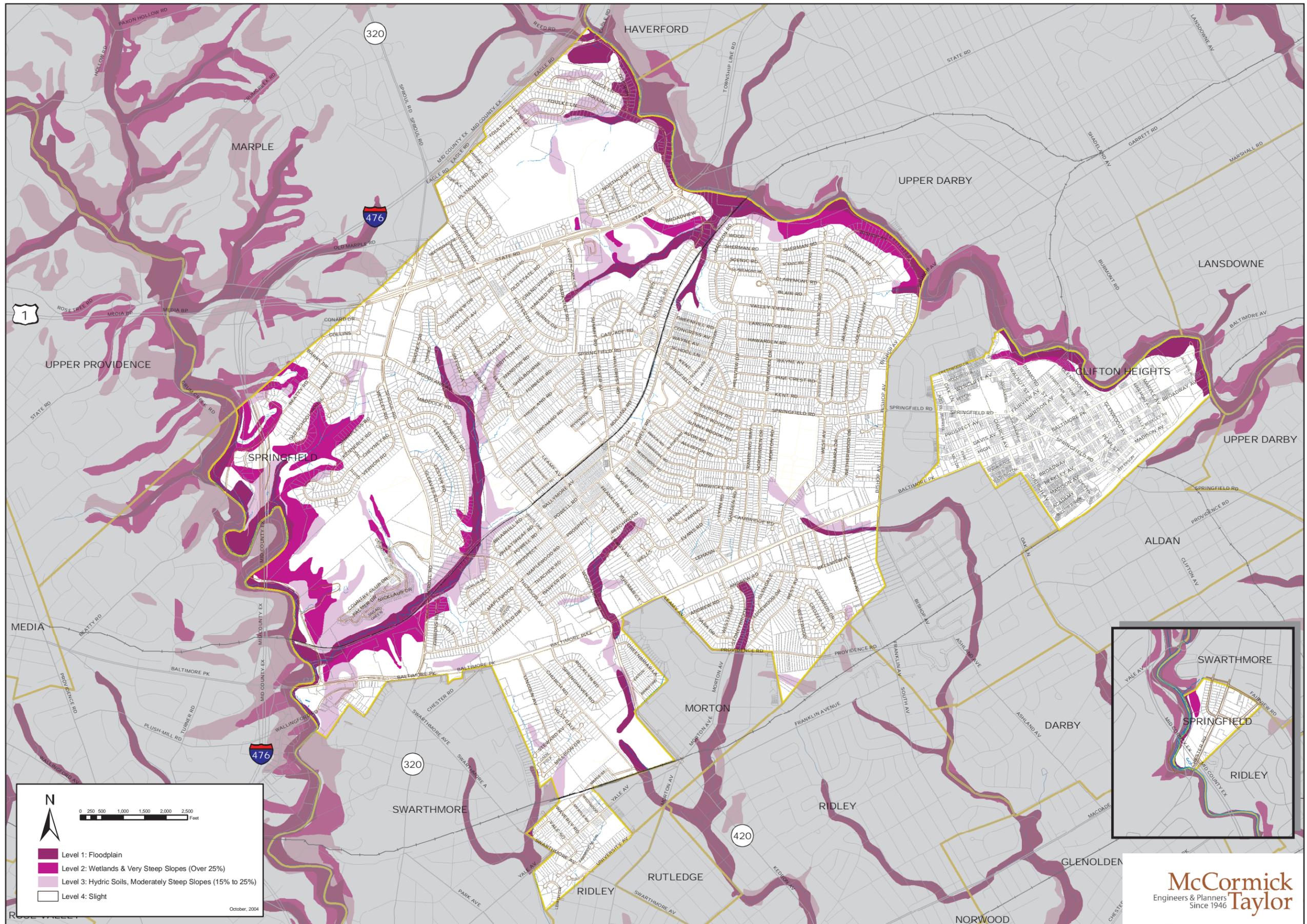


Figure 2.4.3

Chapter Two: Existing Conditions

SECTION 5: CULTURAL, HISTORIC AND LANDSCAPE RESOURCES

Springfield Township and the nearly adjacent Clifton Heights Borough have development patterns similar to other townships in Delaware County and other counties in southeastern Pennsylvania. The area was originally occupied by the Lenni Lenape Indians and is notable within the region for having had a large settlement on Lownes Run. European colonists settled the area in the late seventeenth century. Both farms and a variety of milling industries developed over the course of the eighteenth and nineteenth centuries, before suburban development came to the forefront during the twentieth century.

European settlers arrived in the area after William Penn's arrival at Chester in 1682 and the issuance of land grants. Most of the settlers were English and Welsh, and many were Quakers, although the Scotch-Irish, Dutch, Swedish, and German were also represented; in addition, some Acadian refugees came to the area in the 1760s. Early settlers were primarily engaged in farming and the grazing of cattle. Improvements such as roads began to be seen as early as 1687, when Darby Road (now Springfield Road) was laid out; these roads replaced pre-existing Indian trails and generally followed the valleys while circling the hills. Some very early farmsteads had log dwellings, although stone quickly became the prevalent building material due to local quarries; many buildings that began as log structures were updated to stone. Two to two and one-half story stone dwellings covered in stucco were the most common form of farmsteads, although brick dwellings were also constructed. Some houses show the evolution of the prevailing aesthetic tastes over time through their conversions and additions, illustrating different architectural styles within the same building.

Churches and community buildings such as taverns or inns and schools appeared on the landscape in conjunction with settlement. The Friends' Meeting House was constructed in 1704 and illustrates the same pattern as some housing, being originally built of logs and then rebuilt in stone after a fire. Another notable church was the Lownes Church or "Blue Church" (constructed of blue limestone), erected in 1832 and designated for shared use by any religious denominations. Notable public houses included the Blue Ball Inn and the Lamb Tavern, and the Yellow School House dated to the late 1700s (on the site of the later and still extant Old Central School).

The ample water power available in the area led to the construction of numerous mills and manufactories along Crum Creek and Darby Creek. These tended to begin as grist or sawmills, before being converted for other uses. Frequently the pattern was conversion to a paper mill, then to a cotton or woolen textile mill. The same pattern can be seen in the mills along Chester Creek in nearby Aston and Middletown Townships. Before their conversion

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to textiles, some mills in the Springfield area functioned as blade mills, such as Fell's Mills (later the Eagle Tool Mill/Beatty's Edge Tool Manufactory), and Holtz Mill. Other technology accompanied the mills, such as the railway constructed by Thomas Leiper, and a canal. During the late nineteenth century and into the twentieth, notable textile mills included the Keystone Mills and Victoria Plush Mills.

During the twentieth century, Springfield and Clifton Heights followed the prevalent regional and national trend toward suburban development. An early planned community in Springfield was Windsor Circle, built in 1926 and containing eighteen Tudor Revival-style homes designed as a reproduction of the village near Windsor Castle in England; these homes and others in the area were built to take advantage of a new trolley line. Over the course of the twentieth century, suburban development proliferated throughout Springfield and Clifton Heights and schools developed into larger complexes including athletic fields. Commercial development is still clustered along major roads such as Baltimore Pike, and includes the Springfield Mall. Agriculture and the milling industries are no longer active pursuits. Some open space remains in the Springfield and Rolling Green Country Clubs and in the extensive parks system. However, many of the area's historic resources have disappeared or changed in use, setting, and lot size as they have become surrounded by newer development.

The Springfield Township Historical Society has maintained an updated survey of historic properties in the township. These are listed in Table 2.5.1, on the following two pages. Clifton Heights Borough has not undertaken a survey of resources to date; the resources for the borough that are listed in the table have been identified as part of this comprehensive planning process. Resources are mapped on Figure 2.5.1, following the table.

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**Table 2.5.1
Springfield Township and Clifton Heights Borough Historic Resources**

Number	Name	Municipality
1	John Turner House	Springfield
2	Victoria Baptist Church	Springfield
3	Blue Church	Springfield
4	Fell's Mills, Beatty's Axe Factory	Springfield
5	Beatty Axe Works Tenant House	Springfield
6	Coppock-Beatty House	Springfield
7	Western Schoolhouse	Springfield
8	Fell Home	Springfield
9	Boxwood	Springfield
10	Leiper Blade Mill	Springfield
11	Shillingford House	Springfield
12	1139 Fairview	Springfield
13	Jonathan Taylor House	Springfield
14	Hart House	Springfield
15	Samuel Levis House	Springfield
16	Levis-Worrall-Kelso House	Springfield
17	Springview	Springfield
18	Hey Mansion	Springfield
19	Crawford-Ogden House	Springfield
20	Rhoads House	Springfield
21	Fell Tenant House	Springfield
22	Thomas Fell House	Springfield
23	Jane Lownes Park	Springfield
24	McCullough House	Springfield
25	School Library	Springfield
26	Springfield Friends Meeting & Burial Grounds	Springfield
27	Jones-Lownes Mill (Happiness House)	Springfield
28	Victoria Plush Mills	Springfield
29	Mill Houses	Springfield
30	Lownes-Hold Tenant House	Springfield
31	Richard Maris House	Springfield
32	Wagner Wayside Park	Springfield
33	Old Central School	Springfield
34	Moses Wells House	Springfield
35	Rhodes/Levis House	Springfield
36	Lamb Tavern	Springfield
37	Coppock-Pancoast House	Springfield
38	Reynolds-Pancoast House	Springfield
39	Reynolds-Pancoast House	Springfield
40	Rhoads House	Springfield

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41	Blue Ball (Bell) Inn	Springfield
42	300 Springfield Rd	Springfield
43	"Chickabiddy Hill"-Maris/Levis/Saxer House	Springfield
44	Lincoln Plantation, Taylor-Evans House	Springfield
45	Jane Lownes House	Springfield
46	Lownes-Holt Tenant House	Springfield
47	Lownes Barn	Springfield
48	Wedgewood House	Springfield
49	Richard Maris House	Springfield
50	Maris House	Springfield
51	Stuart-Forte House	Springfield
52	Lownes Tenant House	Springfield
54	Hall House	Springfield
55	Windsor Circle	Springfield
56	Clovercrest Farm (Wick's Ski Shop)	Springfield
57	House	Springfield
58	Lownes House	Springfield
59	Lownes House	Springfield
60	Carriage House	Springfield
61	Harris House	Springfield
62	Sloan/Pancoast House	Springfield
63	Ackley House	Springfield
64	Worrall Carriage House	Springfield
65	Springfield Real Estate Office	Springfield
66	Jens Jensen House	Springfield
67	Springfield Inn	Springfield
68	Water Co. House	Springfield
69	Howard Lewis House	Springfield
70	Large House	Springfield
71	Franklin Carr House	Springfield
72	Darby Creek Pumping Station	Springfield
73	Carter House	Springfield
74	829 West Avenue	Springfield
75	841 West Avenue	Springfield
76	133 Bellevue Avenue	Springfield
77	135 Bellevue Avenue	Springfield
78	Mill Houses	Clifton Heights
79	Bridge	Clifton Heights
80	Mill Houses	Clifton Heights
81	Republican Club Building	Clifton Heights
82	Brick Victorian	Clifton Heights
83	Landis House	Clifton Heights
84	Mill Houses	Clifton Heights

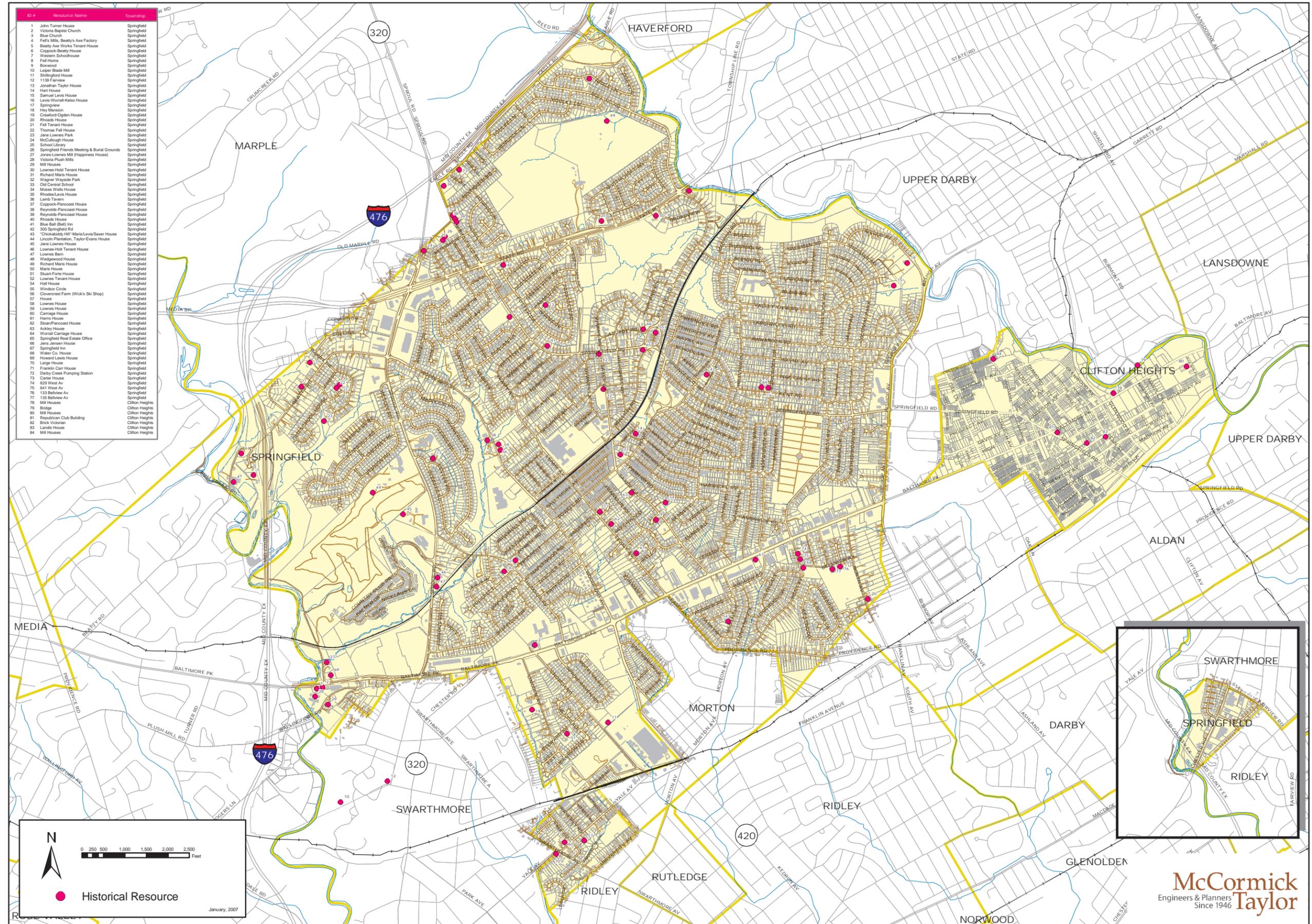


Figure 2.5.1

Chapter Two: Existing Conditions

SECTION 6: POPULATION, HOUSING, AND EMPLOYMENT

Population forecasts are considered an essential part of planning for future growth, as they can be translated into approximations of the need for housing, community facilities, and other forms of development. Many factors are taken into account to estimate population forecasts and these factors are subject to constant change. The longer the time period of the forecasts and the smaller the present population, the less reliable the forecasts are. For instance, forecasts for individual municipalities are less dependable than those for a large region or the nation; five-year forecasts are usually more accurate than fifteen- or twenty-year forecasts.

Population Trends for Springfield Township, Clifton Heights Borough & Vicinity

Recent population trends for Springfield Township, Clifton Heights Borough, the surrounding nine municipalities (Marple Township, North Providence Township, Swarthmore Borough, Morton Borough, Ridley Township, Upper Darby Township, Haverford Township, Lansdowne Borough, Aldan Borough), the eleven-municipality area including all of the preceding municipalities, and Delaware County are compared in Tables 2.6.1 and 2.6.2.

Over the 30-year period from 1970-2000, Delaware County experienced a slight population decrease of 51,482 residents (-0.09%). In contrast, Bucks, Chester and Montgomery Counties experienced strong growth, ranging from 20% to 56%, over the same period. The eleven-municipality area, of which Springfield Township and Clifton Heights Borough are included, also had a reduction in population of approximately 41,589 inhabitants (-14%). Both Springfield Township and Clifton Heights Borough had population decreases between 1970 and 2000, by 5,329 (-18.4%) and 1,569 (-18.8%) persons, respectively.

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Table 2.6.1
Springfield Township, Clifton Heights Borough & Vicinity
Population Trends, 1970 - 2000

	1970	1980	1990	2000
Clifton Heights Borough	8,348	7,320	7,111	6,779
Springfield Township	29,006	25,326	24,160	23,677
Marple Township	25,040	23,642	23,123	23,737
Nether Providence Township	13,589	12,730	13,229	13,456
Swarthmore Borough	6,156	5,950	6,157	6,170
Morton Borough	2,602	2,412	2,851	2,715
Ridley Township	39,085	33,771	31,169	30,791
Upper Darby Township	95,910	84,054	81,177	81,821
Haverford Township	56,873	52,349	49,848	49,608
Lansdowne Borough	14,090	11,891	11,712	11,044
Aldan Borough	5,001	4,671	4,549	4,313
11 Municipality Area	295,700	264,116	255,086	254,111
Delaware County	603,456	555,007	547,323	551,974

Table 2.6.2
Springfield Township, Clifton Heights Borough & Vicinity
Population Change, 1970 - 2000

	1970 - 1980		1980 - 1990		1990 - 2000	
	Number	Percent	Number	Percent	Number	Percent
Clifton Heights Borough	(1,028)	-12.31%	(209)	-2.86%	(332)	-4.67%
Springfield Township	(3,680)	-12.69%	(1,166)	-4.60%	(483)	-2.00%
Marple Township	(1,398)	-5.58%	(519)	-2.20%	614	2.66%
Nether Providence Township	(859)	-6.32%	499	3.92%	227	1.72%
Swarthmore Borough	(206)	-3.35%	207	3.48%	13	0.21%
Morton Borough	(190)	-7.30%	439	18.20%	(136)	-4.77%
Ridley Township	(5,314)	-13.60%	(2,602)	-7.70%	(378)	-1.21%
Upper Darby Township	(11,856)	-12.36%	(2,877)	-3.42%	644	0.79%
Haverford Township	(4,524)	-7.95%	(2,501)	-4.78%	(240)	-0.48%
Lansdowne Borough	(2,199)	-15.61%	(179)	-1.51%	(668)	-5.70%
Aldan Borough	(330)	-6.60%	(122)	-2.61%	(236)	-5.19%
11 Municipality Area	(31,584)	-10.68%	(9,030)	-3.42%	(975)	-0.38%
Delaware County	(48,449)	-8.03%	(7,684)	-1.38%	4,651	0.85%

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Age Characteristics

The population of Springfield Township and Clifton Heights Borough is aging (Tables 2.6.3 to 2.6.5). According to data compiled by the U.S. Bureau of the Census, the median age for residents rose in the Joint Planning Area rose nearly 12% from 1980 to 2000, increasing from 34.6 years to 38.7 years. However, the percentage of the population over forty-five years of age has remained relatively steady. In 1980, 41.5% of the Joint Planning Area's population was forty-five years of age or older, by 1990 this figure had decreased to 40.2%, but by 2000 the number rose to 42.3%.

Springfield Township's population is noticeably older than Clifton Heights Borough; in 2000, the median age of township residents was 41.9 years. In comparison, the median age of residents in the borough was 35.5 years, a difference of 6.4 years. The needs of township residents may be somewhat different in terms of housing, community facilities, and accessibility, based in part on median age and in part on the current housing structure type profile (see Housing Units, following). For example, an aging population in single-family detached dwellings may represent a strong potential demand for alternative dwelling structure types, such as single-family attached dwelling and multi-family dwellings.

Table 2.6.3
Springfield Township
Population by Age Groups, Median Age (1980-2000)

Age Groups	1980*		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
0-4	1,169	4.6%	1,476	6.1%	1,279	5.4%
5-17	3,421	13.5%	3,888	16.1%	4,401	18.6%
18-24	4,208	16.6%	1,927	8.0%	1,457	6.2%
25-44	5,648	22.3%	6,538	27.1%	5,925	25.0%
45-64	7,594	30.0%	5,529	22.9%	5,800	24.5%
65-74	3,286	13.0%	3,156	13.1%	2,379	10.0%
75+	N/A	0.0%	1,646	6.8%	2,436	10.3%
TOTALS	25,326	100%	24,160	100%	23,677	100.0%
Median Age	38.4 years		39.8 years		41.9 years	

*1980 age distribution: 0-4; 5-14; 15-24; 25-44; 45-64; 65+

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Table 2.6.4

Clifton Heights Borough

Population by Age Groups, Median Age (1980-2000)

Age Groups	1980*		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
0-4	508	6.9%	599	8.4%	443	6.5%
5-17	908	12.4%	1,161	16.3%	1,305	19.3%
18-24	1,442	19.7%	734	10.3%	534	7.9%
25-44	1,805	24.7%	2,373	33.4%	2,229	32.9%
45-64	1,730	23.6%	1,197	16.8%	1,259	18.6%
65-74	927	12.7%	661	9.3%	528	7.8%
75+	N/A	0.0%	386	5.4%	481	7.1%
TOTALS	7,320	100%	7,111	100%	6,779	100.0%
Median Age	30.7 years		32.1 years		35.5 years	

*1980 age distribution: 0-4; 5-14; 15-24; 25-44; 45-64; 65+

Table 2.6.5

Springfield Township and Clifton Heights Borough

Total Population by Age Groups, Median Age (1980-2000)

Age Groups	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
0-4	1,677	5.1%	2,075	6.6%	1,722	5.7%
5-17	4,329	13.3%	5,049	16.1%	5,706	18.7%
18-24	5,650	17.3%	2,661	8.5%	1,991	6.5%
25-44	7,453	22.8%	8,911	28.5%	8,154	26.8%
45-64	9,324	28.6%	6,726	21.5%	7,059	23.2%
65-74	4,213	12.9%	3,817	12.2%	2,907	9.5%
75+	N/A	0.0%	2,032	6.5%	2,917	9.6%
TOTALS	32,646	100.0%	31,271	100.0%	30,456	100.0%
Median Age	34.6 years		36.0 years		38.7 years	

Housing Units

According to the 2000 Census, Springfield Township and Clifton Heights Borough had a total of 11,683 dwelling units within their boundaries that year. This figure increased from 11,440 dwelling units in 1990, a growth rate of 2.1%. New housing construction averaged about twenty-four units per year between 1990 and 2000, despite the loss of approximately 98 residents annually based on population change.

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The primary housing type in Springfield Township is single-family detached dwellings (Table 2.6.6). In 2000, more than 85% of residents lived in single-family detached. Although this figure dropped slightly from 1990, the distribution of housing types remained constant. Single-family attached units comprised only 7.6% of the total units in 2000. Only 6.6% of the township population occupied multi-family dwellings in 2000.

Table 2.6.6
Springfield Township
Housing Unit Inventory (1990-2000)

Structural Type	1990		2000	
	Number	Percent	Number	Percent
Single-Family Detached (Units)	7,478	86.9%	7,536	85.6%
Single-Family Attached (Units)	549	6.4%	673	7.6%
Two to Four Family Buildings (Units)	390	4.5%	415	4.7%
Five or more Family Buildings (Units)	154	1.8%	169	1.9%
Mobile Homes (Units)	33	0.4%	7	0.1%
TOTALS	8,604	100.0%	8,800	100.0%
Total Occupied Housing Units	8,435		8,618	
Total Vacant Housing Units	169		182	

In contrast to Springfield Township, the dominant housing type in Clifton Heights Borough is single-family attached units, with over 58% of the population residing in these dwellings in 2000 (Table 2.6.7). However, a larger number of residents, nearly 30%, live in multi-family dwellings. This number increased by 1.3% from 1990.

Table 2.6.7
Clifton Heights Borough
Housing Unit Inventory (1990-2000)

Structural Type	1990		2000	
	Number	Percent	Number	Percent
Single-Family Detached (Units)	297	10.5%	334	11.6%
Single-Family Attached (Units)	1,703	60.0%	1,686	58.5%
Two to Four Family Buildings (Units)	326	11.5%	453	15.7%
Five or more Family Buildings (Units)	480	16.9%	410	14.2%
Mobile Homes (Units)	30	1.1%	0	0.0%
TOTALS	2,836	100.0%	2,883	100.0%
Total Occupied Housing Units	2,747		2,714	
Total Vacant Housing Units	89		169	

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The Joint Planning Area contains a mix of dwelling types; however, single-family detached units dominate the area. In 2000, 67.4% of housing units in the area were single-family detached units, 20.2% of units were of the single-family attached (twin or ‘townhouse’) variety, 12.4% were of the multi-family (‘apartment’) type, and 0.1% of units were mobile homes (Table 2.6.8).

Table 2.6.8
Springfield Township and Clifton Heights Borough
Housing Unit Inventory (1990-2000)

Structural Type	1990		2000	
	Number	Percent	Number	Percent
Single-Family Detached (Units)	7,775	68.0%	7,870	67.4%
Single-Family Attached (Units)	2,252	19.7%	2,359	20.2%
Two to Four Family Buildings (Units)	716	6.3%	868	7.4%
Five or more Family Buildings (Units)	634	5.5%	579	5.0%
Mobile Homes (Units)	63	0.6%	7	0.1%
TOTALS	11,440	100.0%	11,683	100.0%
Total Occupied Housing Units	11,182		11,332	
Total Vacant Housing Units	258		351	

Population Forecasts

Municipal population forecasts for 2025 were prepared by the Delaware Valley Regional Planning Commission (DVRPC) based on control totals for Delaware County as a whole. For the Joint Planning Area, a 2010 population of 29,070 and a 2025 population of 28,330 were forecast in March 2002. The DVRPC forecasts are shown as *Alternative 1* in Table 2.6.9.

Four other population forecasts were generated for the Joint Planning Area, as part of the Joint Comprehensive Plan preparation, based on the growth rate of the individual municipalities, the growth rate of the municipalities and the surrounding nine municipalities, as well as Delaware County’s growth rate. These alternatives are described below in more detail.

The table’s *Alternative 2* takes the actual annual growth rate for the Springfield Township from 1980 to 2000, around –0.32% per year, and projects this rate over twenty-five years from 2000 to 2025 on the Joint Planning Area’s starting population of 30,456 (the 2000 Census figure). The results show approximately 28,111 people would live in the Joint Planning Area by the year 2025.

Alternative 3 takes the actual annual growth rate for Clifton Heights Borough from 1980 to 2000, –0.36% per year, and projects this rate over twenty-five

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years from 2000 to 2025 on the Joint Planning Area’s starting population of 30,456. This projection reveals approximately 27,830 people would live in the Joint Planning Area by the year 2025.

In *Alternative 4*, the actual annual growth rate for the eleven-municipality area from 1990 to 2000, -0.037% per year compounded annually, is projected over twenty-five years from 2000 to 2025 on the Joint Planning Area’s starting population of 30,456. The resultant 2025 population for the Joint Planning Area is about 30,172 people.

Alternative 5 takes the actual annual growth rate for Delaware County from 1990 to 2000, -0.085% per year, and projects this rate over twenty-five years from 2000 to 2025 on the area’s starting population of 30,456. The resultant 2025 population for the Joint Planning Area is about 31,239 people.

Table 2.6.9
Springfield Township and Clifton Heights Borough
Alternative Population Forecasts

Alternative	1990	2000	2010	2020	2025	2000-2025	
						Number	Percent
1. DVRPC Forecast (March 2002)	31,271	30,456	29,070	28,330	28,330	(2,126)	-7.0%
2. Township Growth Rate, 1980-2000 (-0.32%/yr.)	31,271	30,456	29,495	28,565	28,111	(2,345)	-7.7%
3. Borough Growth Rate, 1980-2000 (-0.36%/yr.)	31,271	30,456	29,377	28,337	27,830	(2,626)	-8.6%
4. 11-Municipality Growth Rate, 1990- 2000 (-0.037%/yr)	31,271	30,456	30,342	30,228	30,172	(284)	-0.9%
5. 1990-2000 County Growth Rate (0.085%/yr)	31,271	30,456	30,715	30,976	31,239	783	2.6%

Housing Units to be Constructed

Based on the forecasts and projections discussed above, including a prospective Joint Planning Area 2025 population of between 28,000 and 31,500 residents, an estimate of the number of housing units to be constructed over the planning period has been formulated (Table 2.6.10). Three rates of population growth are used; a “low” estimate of 28,000 residents, a “medium” estimate of 29,500 residents, and a “high” estimate of 31,000 residents.

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The table assumes 99.4 percent of the population will live in households, the average number of persons per household will be 2.5, vacancies will comprise 3.0 percent of the total housing stock, and there will be a modest need to replace some of the existing housing stock over the planning period. (Figures used are consistent with the U.S. Bureau of the Census for Springfield Township and Clifton Heights Borough for 1980, 1990, and 2000 and area population and housing trends.)

Applying the method used in the table, the total number of new housing units to be constructed in the township from 2000 to 2025, a twenty-five year period, could range from 28 to 1,258, with about 643 new units corresponding to a “medium” rate of population growth. This latter figure translates into about 26 units per year. Based upon the “medium” population forecast, the Joint Planning Area may expect construction of new housing units over the planning period at about the same pace as recent history.

Table 2.6.10
Springfield Township and Clifton Heights Borough
Housing Units to be Constructed, 2000-2025

	"Low"	"Medium"	"High"
Population Projection, Year 2025	28,000	29,500	31,000
Population in Households (99.4%)	27,832	29,323	30,814
Persons per Household	2.50	2.50	2.50
Occupied Housing Units	11,133	11,729	12,326
Vacant Units (3%)	344	363	381
Total Housing Units Required	11,477	12,092	12,707
Existing Stock, Year Round Housing Units, 2000	11,683	11,683	11,683
Net Additions to Housing Stock	(206)	409	1,024
Replacement of Existing Stock (3%)	350	350	350
Conversions (1%)	-117	-117	-117
Total Housing Units to be Constructed, 2000-2025 (25 years)	28	643	1,258
Average Number of Housing Units to be Constructed per Year (2000-2025)	1	26	50

Employment Trends and Forecasts

Employment trends and forecasts are important in planning for future growth. Population forecasts and housing data can be translated into approximations of the future need for housing units and land for new housing construction; employment forecasts for a given locale may be converted into estimates of potential demand for land for new commercial and industrial establishments. Both kinds of forecasts may give clues as to the future need for varying kinds of community facilities and services.

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Unfortunately, employment data for smaller geographic areas are not as readily available as population data. While the U.S. Department of Commerce, Bureau of the Census conducts a Census of Business every five years, it does not cover all economic sectors and the data it reports are riddled with gaps because of the disclosure rules under which it operates. A more complete accounting of employment patterns has recently become available from the Bureau of Economic Analysis (BEA) of the U.S. Department of Commerce, but the smallest unit for which it provides data is the county level. The Pennsylvania Department of Labor receives highly detailed employer and employee information in the course of administering an unemployment insurance fund, but the agency will not release information for municipalities with populations less than 25,000.

Employment forecasts completed by DVRPC are based on the previously mentioned BEA data and were reviewed with a panel of economists from the Delaware Valley region. However, forecasting future employment is more difficult than population due to many factors influencing employment at the national, regional, and local levels. Unlike population changes, which generally tend to be more gradual and relatively predictable, employment forecasts may vary widely due to broad forces such as foreign trade, world economics, politics, military conflicts, national monetary policies, demographic trends, and social forces. Local factors such as labor force availability, land prices, transportation networks, and local political climate also play an important role in determining employment levels. Sources of current employment data often vary. At the federal level, the Bureau of Labor Statistics (BLS), the BEA, and the Bureau of Census all provide data on current employment; however, the methods and sources of the data vary among different agencies, producing conflicting results.

DVRPC estimates the number of persons employed in establishments in the Joint Planning Area in 2000 at 14,490, based on Bureau of the Census data. DVRPC last undertook municipal employment forecasts in March 2000. At that time, DVRPC forecast that employment in Springfield Township and Clifton Height Borough would decrease to 14,220 by 2010, 13,810 in 2000, and 13,300 by 2025.

These numbers underscore the difficulty of forecasting employment trends for municipalities. The impact of the arrival of one significantly sized development in either Springfield Township or Clifton Heights Borough could cause the number of local employees to increase rather than decreasing as forecast by DVRPC for the planning period.

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Table 2.6.11
Springfield Township and Clifton Heights Borough
Employment Forecast

						<u>2000-2025</u>	
	<u>1990</u>	<u>2000*</u>	<u>2010</u>	<u>2020</u>	<u>2025</u>	<u>Number</u>	<u>Percent</u>
DVRPC Forecast (March 2000)	14,740	14,490	14,220	13,810	13,300	(1,190)	-8.2%
*Forecast based on 1997 estimate of 14,694							

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SECTION 7: HOLDING CAPACITY

The population and employment forecasts described in Section 6 are intended to provide a rough estimate of the land required for new residential and non-residential uses over the planning period. These estimates may be compared to the supply or *holding capacity* of vacant or other easily developable parcels in the community.

A Holding Capacity map (Figure 2.7.1) has been prepared, indicating *developable* and *redevelopable* lands. Developable land refers to areas generally unencumbered by existing development, whereas redevelopable land indicates areas deemed generally susceptible to change in use. Developable and redevelopable land areas were determined primarily on the basis of the survey of existing land use (see Section 2 of this chapter), although a number of other factors were also considered, in particular:

- Land constrained for development on account of the presence of floodplains, wetlands, or steep slopes; and
- Areas deemed not developable on account of deed/zoning restrictions.

As established by the holding capacity analysis, there are approximately 99 acres of developable land and approximately 316 acres of redevelopable land for a total of 415 acres of land in the Joint Planning Area identified for potential development and/or redevelopment. This acreage is 10.5% of the total area for Springfield Township and Clifton Heights Borough. A portion of this total acreage, around 64 acres, is constrained for development by the presence of floodplains, wetlands, and steep slopes.

The range of total population forecast for the Joint Planning Area in the year 2025 (cited in Section 6 of this chapter) is between 28,000 and 31,000 residents. These figures translate into a demand for between 28 and 1,258 new housing units over the twenty-five year period from 2000 to 2025. Based on recent land consumption trends for residential development in the Joint Planning Area (averaging one-third acre per dwelling unit), the forecast 2025 population would correspond to a demand for 150 to 200 acres of land for new residential construction from 2005 to 2025. For the “medium” rate of population, corresponding to 29,500 inhabitants and 643 new housing units (over a 25-year period), 170 acres of land would be required over the 20-year period from 2005 to 2025.

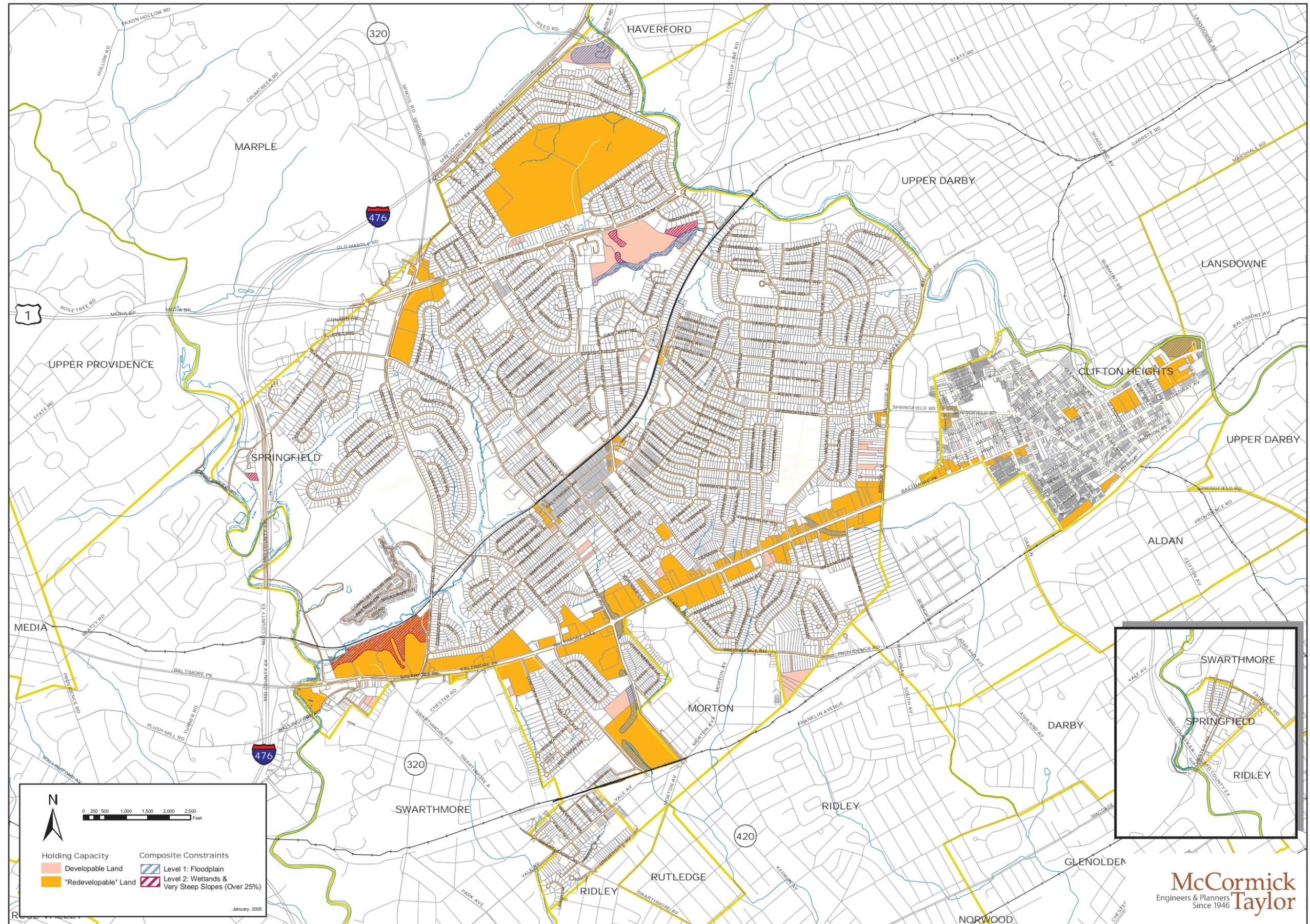
The employment forecast for the Joint Planning Area in the year 2025 (cited in Section 6 of this chapter) is 13,300 employees, or around 1,190 fewer jobs over the twenty-five year period from 2000 to 2025. This figure suggests less land would be needed for commercial uses.

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The pattern of change for non-residential development over the last 20 years (Section 6 of this chapter) demonstrates land development activity occurring in spite of only modest net employment growth or even net employment losses. In light of this phenomenon, growth prospects for commercial use have been tied to recent land development trends and not to the DVRPC employment forecasts. From this perspective, the approximately 183 acres of commercial development that occurred from 1984 to 2004 (177 acres in Springfield Township and 6 acres in Clifton Heights Borough) would be matched by a similar quantity of acreage develop for non-residential purposes from 2005 to 2025.

Assuming a demand of roughly 170 acres of residential development and 180 acres of non-residential development over the planning period, the available developable and redevelopable acreage cited above can accommodate the expected requirements of about 350 acres.

The Joint Planning Area is mature, to the extent that both Springfield Township and Clifton Heights Borough are mostly developed and have been so for a number of years. Sometimes the term “build-out” is applied with reference to these types of communities, inferring that, with not much more new development, there will be no undeveloped land remaining and therefore no more development possible. But the notion of “build-out” should be regarded with caution. Recent development trends in similar municipalities in the region suggest that an ultimate build-out, beyond which new development will be impossible because there will not be any more room for new construction, is illusory. Land development in the Joint Planning Area will continue to be demand-generated, with the development of never-before-developed land being substituted by redevelopment of already-in-use lands.



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SECTION 8: CIRCULATION

A region's transportation system has a direct influence on the location and intensity of development. The establishment of early area transportation routes and improvements to the road network serving the Joint Planning Area over the years has been important determinants for growth.

One of the region's most important highways, Interstate 476, crosses through the western portion of Springfield Township thereby providing superb regional access to this locale from points north and south and spurring development in the township and adjacent municipalities. Springfield Township is also traversed by PA Route 1 (Media Bypass), which serves as an arterial in the northern section of the township. Baltimore Pike, an important east-west regional highway, traverses both municipalities and serves as their main commercial street. PA Routes 320 (Sproul Road) and 420 (Woodland Avenue) are two major north/south roads in the western part of the township. Springfield Road crosses both Springfield Township and Clifton Heights Borough and is an important inter-community road.

Local roads in the Joint Planning Area have been constructed in conjunction with residential, commercial, and industrial development. Roadway infrastructure in Clifton Heights Borough corresponded to development during the first half of the twentieth century. Development during the second half of the twentieth century influenced roadway construction in Springfield Township.

This circulation analysis provides a description of the basic road network for Springfield Township and Clifton Heights Borough. The jurisdictional and functional classifications of the various segments of the road network and traffic demands on major roads are of particular concern. The analysis focuses on those roadways that provide for continuity of travel within and through the Joint Planning Area as opposed to local streets with the primary purpose of providing access to residences.

Functional Classification

Road systems comprise a hierarchy of highways and streets that perform different functions. The major classifications are expressway, arterial, collector, and local roads. Expressways are limited-access highways designed to move large volumes of through traffic at high speeds. At each succeeding level in the hierarchy, traffic volumes and speeds decrease, average trip lengths become shorter, and access to adjacent properties is increased.

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The most recent road functional classification for the Springfield Township and Clifton Heights Borough was prepared by the Pennsylvania Department of Transportation (PennDOT). Roadways in these municipalities are illustrated on Figure 2.8.1 and are classified as follows:

Roadway	Functional Classification
Interstate 476	Interstate
US Route 1	Other Freeway
State Road	Urban Principal Arterial
PA Route 320 (Sproul Road)	Urban Principal Arterial
PA Route 420 (Woodland Avenue)	Urban Principal Arterial
Baltimore Pike	Urban Principal Arterial
Springfield Road	Urban Principal Arterial
Eagle Road	Urban Minor Arterial
Bishop Avenue	Urban Minor Arterial
Providence Road	Urban Minor Arterial
Oak Lane	Urban Minor Arterial
Swarthmore Avenue	Urban Minor Arterial
Leamy Avenue, s. of Baltimore Pike	Urban Minor Arterial
Rolling Road	Urban Collector
Saxer Avenue	Urban Collector
Powell Road	Urban Collector
Norwinden Drive	Urban Collector
Yale Avenue	Urban Collector
Wallingford Road	Urban Collector
Beatty Road	Urban Collector
Thomson Avenue	Urban Local
Powell Road, w. of Woodland Avenue	Urban Local

Jurisdictional Classification

All major roads in Springfield Township and Clifton Heights Borough are state highways (Figure 2.8.2). In addition to US Route 476, US Route 1, PA Route 320 (Sproul Road), PA Route 420 (Woodland Avenue) and Baltimore Pike, the following routes are under the jurisdiction of the Commonwealth of Pennsylvania and are controlled and maintained by PennDOT:

- Springfield Road
- Eagle Road
- Bishop Avenue
- Providence Road (East of South Avenue)
- Oak Lane (South of Springfield Road)
- Saxer Avenue
- Powell Road

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- Beatty Road
- Thomson Avenue

All other roadways in the Springfield Township and Clifton Heights Borough are under the jurisdiction of their respective municipality. In total, there are about 22.3 miles of township roads and 17.1 miles of state highways in the township. Clifton Heights Borough contains approximately 2.6 miles of municipal roads.

Traffic Volumes

Average Daily Traffic (ADT) counts compiled by PennDOT are shown on Figure 2.8.3. Counts were taken over several years by DVRPC and PennDOT; however, they are not comprehensive, as some routes have recent counts while others have very old counts or none at all.

The highest volumes of traffic in the Joint Planning Area have been experienced on Interstate 476 near the Springfield Township interchanges, with average daily traffic counts (ADT) ranging from 73,000 to 87,000 vehicles. Traffic counts on State Road (PA Route 1) east of US Route 476 ranged from 17,500 to 22,500 vehicles per day.

Other significant ADTs were recorded on Baltimore Pike, Sproul Road, Woodland Avenue, and Springfield Road. Traffic counts for Baltimore Pike east of Interstate 476 averaged 14,000 to 18,000. Estimated ADTs for PA Route 320 (Sproul Road) north of Baltimore Pike averaged between 14,000 and 16,000 vehicles. Woodland Avenue north of Baltimore Pike had traffic counts in the order of 14,000 vehicles. Springfield Road in Springfield Township had an ADT of 16,000 to 19,000 vehicles; in Clifton Heights Borough, the average ADT for the same roadway was 15,000 vehicles.

Public Transportation

The Southeastern Pennsylvania Transportation Authority (SEPTA) operates three bus routes and two trolley lines in the Joint Planning Area (Figure 2.8.4). Clifton-Aldan station is the local access point for the R3 Regional Rail line for Clifton Heights Borough and Morton station serves Springfield Township. In addition to the aforementioned stations, there are nearby stations for residents and employees in Springfield Township at Swarthmore and Secane. Stations near Clifton Heights Borough include Primos and Gladstone. The R3 Regional Rail initiates service in Elwyn and travels to Center City Philadelphia.

SEPTA trolley routes consist of Routes 101 and 102. Trolley Route 101 (69th

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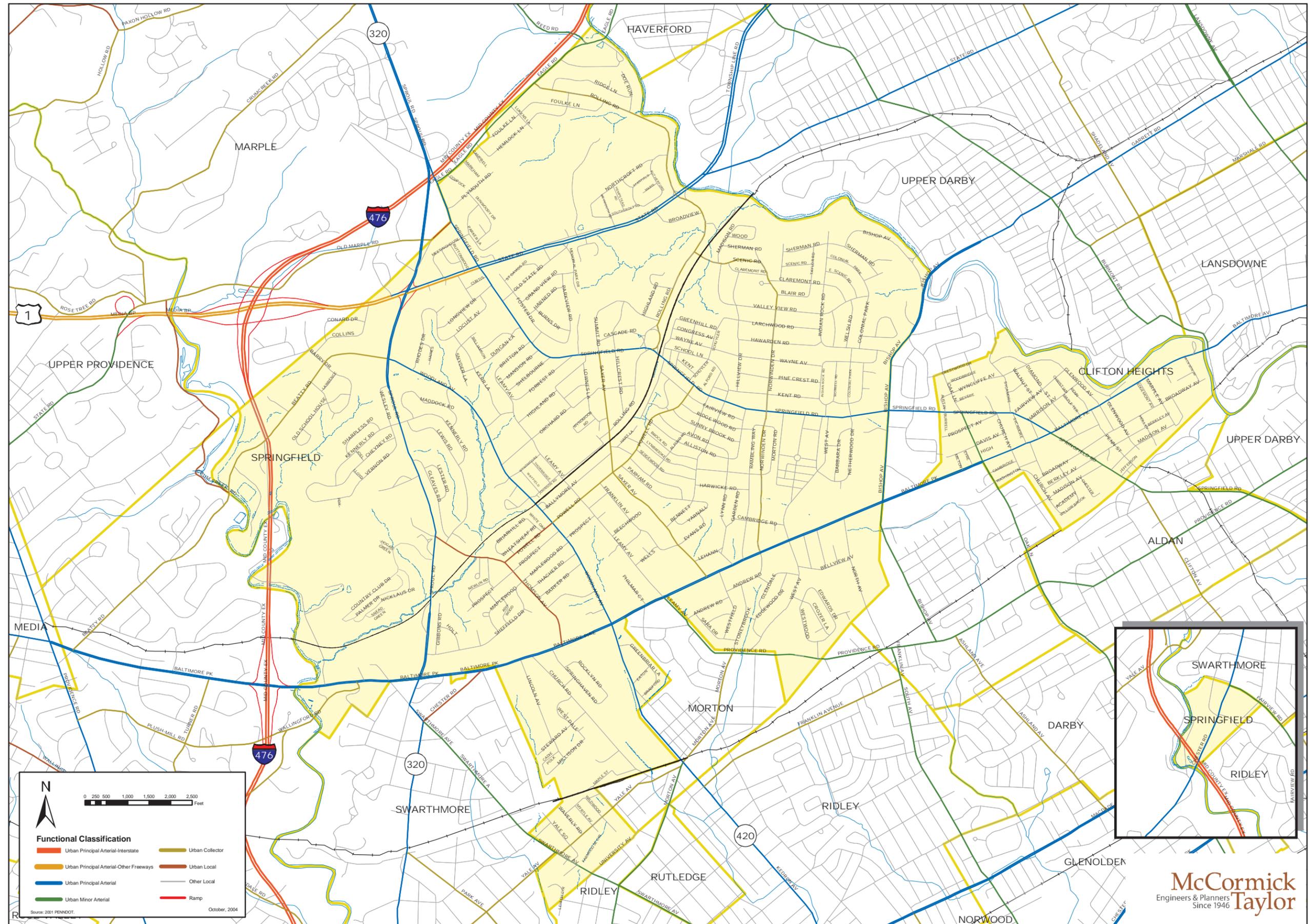
Street Terminal to Media via Springfield) provides service to the center of Springfield Township. Station stops within the township include Scenic Road, Springfield Road, Saxer Avenue, Leamy Avenue, Woodland Avenue, Thomson Avenue, Springfield Mall (Sproul Road) and Paper Mill Road. The trolley line services Springfield three times hourly from 4:30 a.m. to 1:00 a.m. Weekend service is twice hourly from 5:30 a.m. to 12:30 a.m.

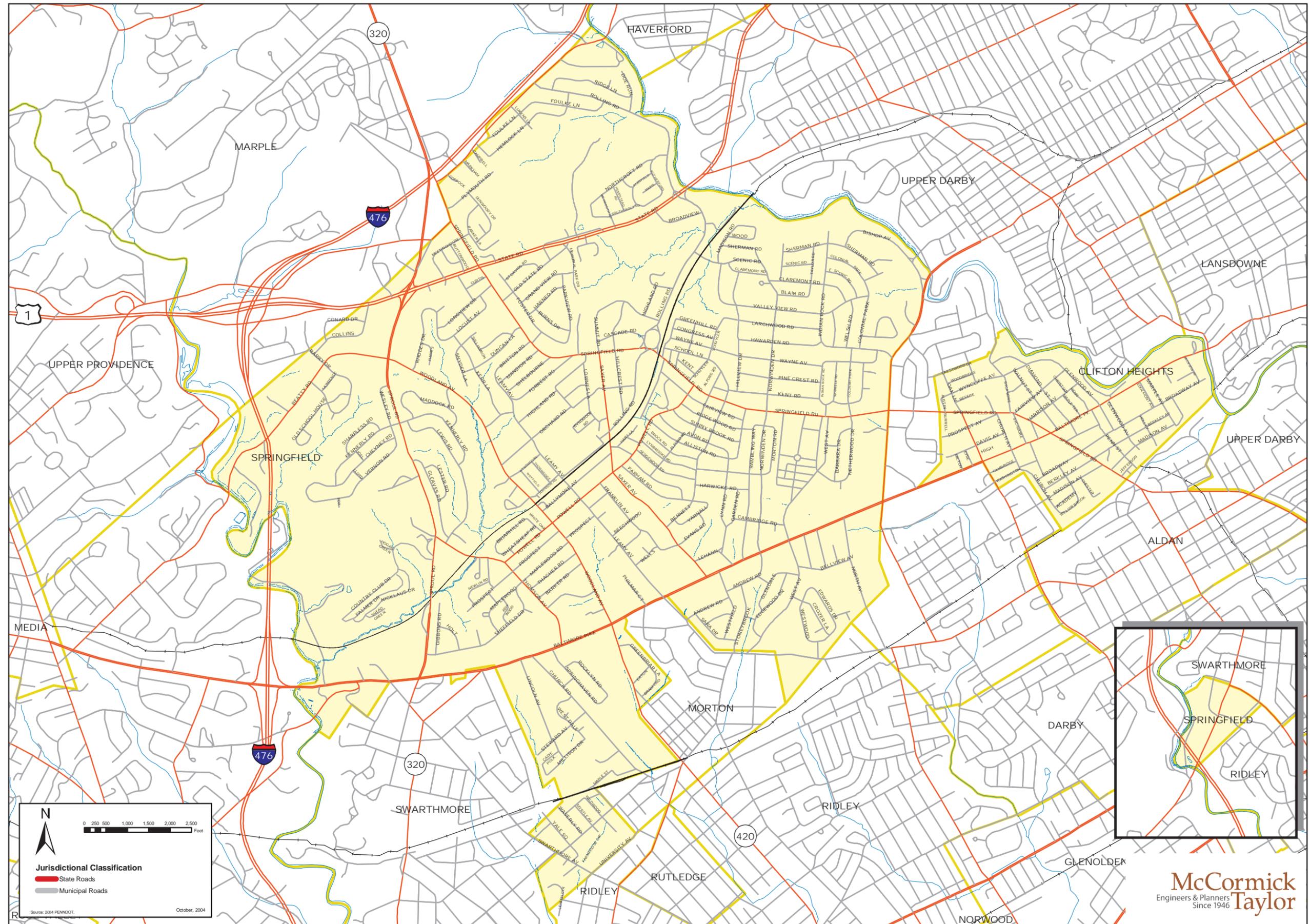
Trolley Route 102 (69th Street Terminal to Sharon Hill) provides service to Clifton Heights Borough. Station stops within the borough include Baltimore Pike, Penn Street, Springfield Road and Clifton-Aldan. Trolley service operates three times hourly from 5:00 a.m. to 1:30 a.m. Weekend service is twice hourly between 5:00 a.m. to 1:00 a.m.

SEPTA bus routes consist of three regular routes: Route 107, 109 and 110. Route 107 (69th Street Terminal to Clifton Heights) provides service in the Clifton Heights Borough along Baltimore Pike and Springfield Road. The service extends from Baltimore Pike to Bishop Avenue on the eastern border of Springfield Township. Service is every 30 minutes during peak times, then hourly between 6:30 a.m. to 8:30 p.m. on weekdays. On Saturdays, hourly service is from 7:30 a.m. to 7:30 p.m.; there is no Sunday service.

Route 107 (69th Street Terminal to Chester via Lansdown and Springfield) provides service to both municipalities along Baltimore Pike. Service extends south along Sproul Road to Chester Road to the unconnected portion of the township. This route provides service every 15-20 minutes from 4:00 a.m. to 12:00 p.m., then hourly service until 3:30 a.m. Weekend service is approximately every 20-30 minutes from 6:00 a.m. to 8:00 p.m. and hourly all other times.

Route 110 (69th Street Terminal to Granite Run Mall/Penn State via Pilgrim Gardens, Springfield Mall and Media) provides service in Springfield Township along State Road, Sproul Road and Baltimore Pike. Service is twice hourly from 5:45 a.m. to 7:00 p.m. on weekdays, then hourly until 11:00 p.m. Saturday morning service is twice hourly beginning at 6:00 a.m.; afternoon and evening service is hourly until 11:30 a.m. Sunday service is hourly from 6:30 a.m. to 6:30 p.m.





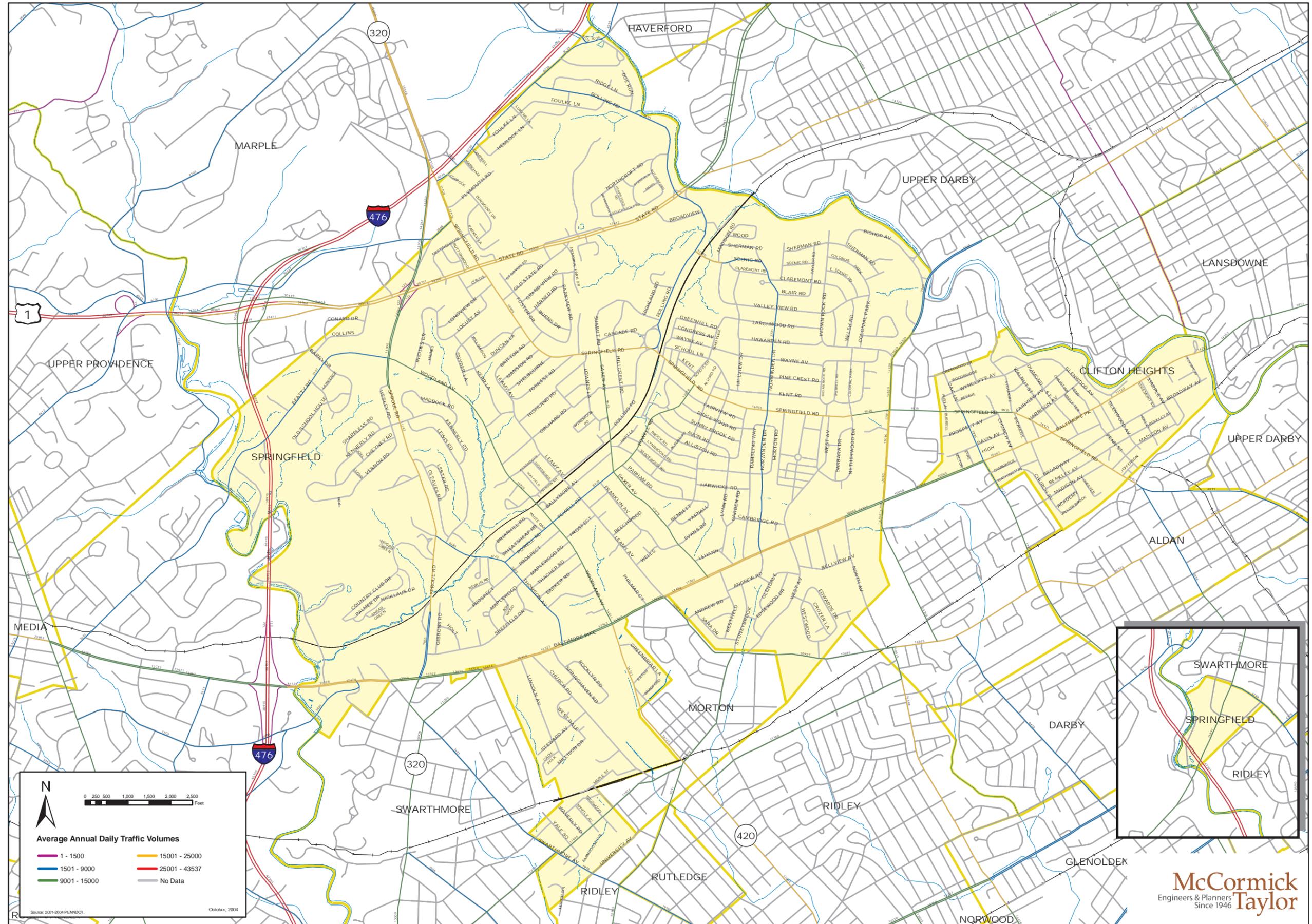


Figure 2.8.3

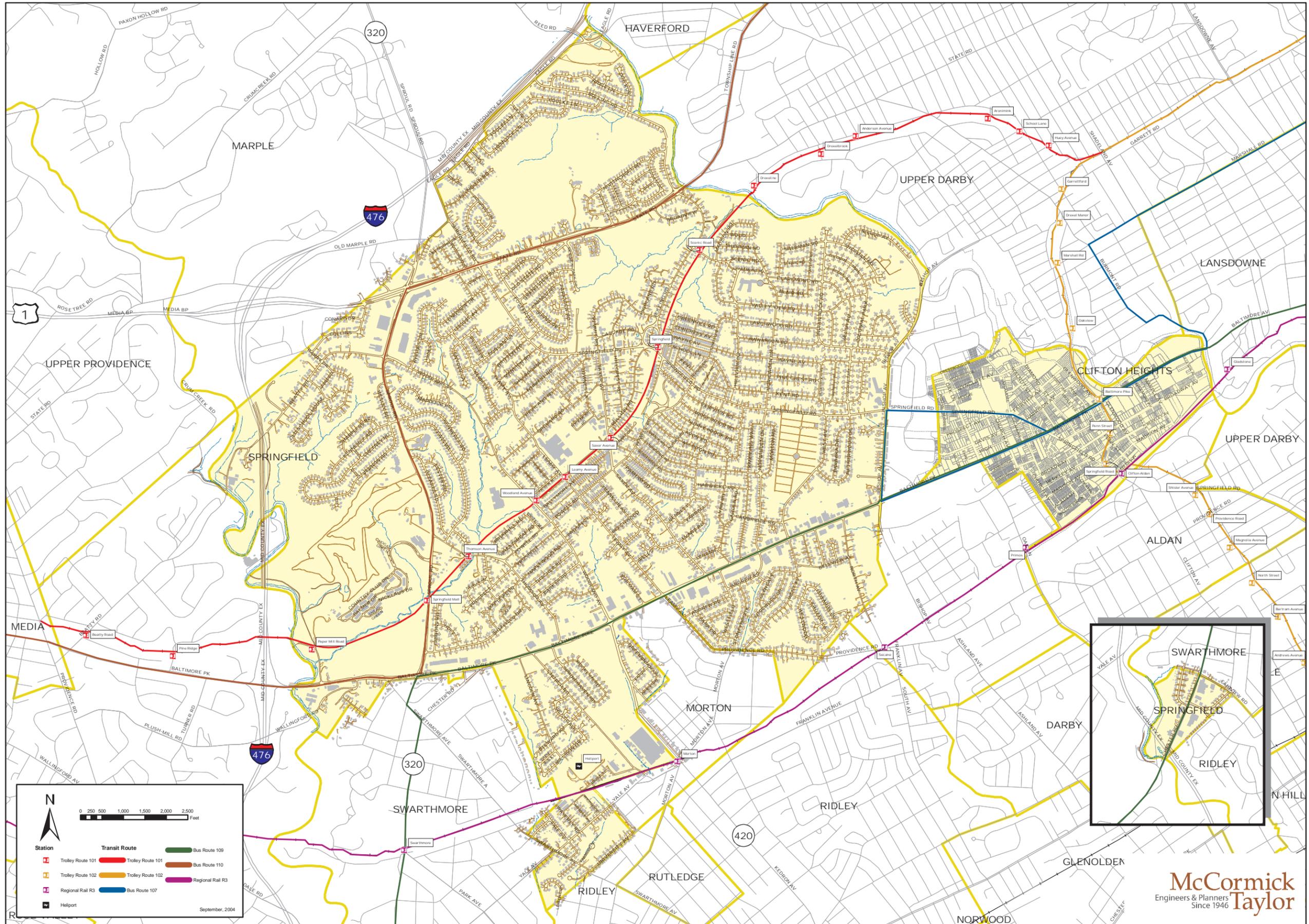


Figure 2.8.4

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SECTION 9: COMMUNITY FACILITIES

Emergency and Health Services

Springfield Township

Figure 2.9.1 shows the location of the Joint Planning Area's emergency and health services, in addition to other community facilities. Springfield Township has its own police force, which consists of 35 full-time officers, including five detectives. The department operates 20 vehicles; shooting practice takes place at the county's pistol range. One volunteer fire company, one volunteer ambulance service and the county's civil air patrol also serve the township. The Springfield Fire Company, Station 44 provides firefighting service to the entire township from the firehouse on Saxer Avenue. The company consists of 69 active volunteer firefighters and currently uses seven vehicles, in addition to the command vehicle. Ambulance services are provided by the Springfield Ambulance Corps, which is a volunteer organization, stationed at the firehouse.

Springfield Hospital, which is part of the Crozer-Keystone Health System, is located on Sproul Road. This 32-bed, non-profit facility provides acute care and wellness services for Springfield Township and the surrounding communities. Paramedics also operate out of Springfield Hospital. Harlee Manor, a nursing and rehabilitation center, is also located on Sproul Road. The center is a state-certified private residence and provides 24-hour supervision of its residents. Other community health facilities include the Springfield Masonic Hall and Northwestern Human Services Center.

Clifton Heights Borough

Clifton Heights Borough's police department is presently housed in the municipal building on Springfield Road (Figure 2.9.1). The force maintains nine full-time officers, including one plain-clothes officer. The department operates 4 vehicles; shooting practice takes place at the county's pistol range. The borough is served by one fire company, which provides both fire protection and emergency services. The Clifton Heights Borough Station 3 services the entire municipality in addition to the surrounding areas. The company consists of 47 active members and currently operates six vehicles including one ambulance and two command vehicles. The firehouse is located on Baltimore Pike.

The borough does not presently contain a local hospital. However, residents can travel to Springfield Hospital in Springfield or Taylor Hospital in Ridley Park for care. (Paramedics operate out of Taylor Hospital, as well as the aforementioned Springfield Hospital). Both facilities are part of the Crozer-Keystone Health System. The Family and Community Service of Delaware

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County is a member agency of the United Way of Southeastern Pennsylvania and the United Way of Southeast Delaware County; it is located on North Glenwood Avenue. Services provided range from substance abuse treatment to employee assistance programs to emergency food distribution.

Municipal Services

Springfield Township

Springfield Township provides a range of services to residents and visitors in addition to emergency and health services. The township has an administration building on Powell Road, which provides offices for the police department, code enforcement, District Court, treasurer and administration. Several halls are available for use by other public, non-profit and community groups.

The Springfield Township Library is located on Powell Road adjacent to the Township Building. The library is part of the Delaware County Library System and receives state funding through the county system.

The township provides trash collection services for residences twice weekly; businesses and institutions receive service through private contractors. Currently 8,300 households are serviced by curbside pickup. Both recycling and bulk trash are collected once weekly, with an additional fee charged for bulk pick-ups. The average amount of trash collected is between 200 and 400 tons per week, which is taken to the Delaware County Solid Waste Transfer Station No. 3 in Marple Township. The county subsequently transfers the waste to a trash-to-stream plant in the City of Chester for incineration. Residue ash is subsequently transferred to a landfill in Montgomery County.

Clifton Heights Borough

Clifton Heights Borough provides a range of services to its residents and visitors, in addition to emergency and health services. The borough's administration building is on Springfield Road and houses the police department as well as the governmental functions.

The borough population is too small to finance a municipal library; however, residents of the borough have access to numerous other libraries, which are part of the Delaware County Library System, including the Springfield Library and Upper Darby Library.

A private waste operator contracted by the municipality collects Clifton Heights Borough's residential solid waste. The waste is hauled to the

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Delaware County Incinerator No. 2 in Darby Township and Folcroft Borough. Bulk trash is collected on a quarterly schedule.

Water Service

Water supply for both Springfield Township and Clifton Heights Borough consists of piped water provided by Aqua Pennsylvania (Aqua PA), which was formerly known as Philadelphia Suburban Water Company. Aqua PA is a large, publicly-traded water service that supplies Delaware, Montgomery, Chester, Bucks and Berks Counties in southeastern Pennsylvania. The Crum Creek Treatment Plant and Pumping Station is located on Beatty Road. The water supply source for both municipalities is located just north of Springfield Township in Upper Darby Township. According to Aqua PA, there is sufficient capacity to serve the future needs of Springfield Township and Clifton Heights Borough. Figure 2.9.2 shows the location of the public water source.

Sewer Service

The public sewer system in Springfield Township and Clifton Heights Borough is owned and maintained by each municipality's Public Works department. Neither municipality contains a sewage treatment plant; each relies on other sewer authorities to convey and process the sewage. Springfield Township utilizes the Darby Creek Authority, Muckinipattis Authority and Central Delaware County Authority as its sewage conveyance network. Clifton Heights Borough relies solely on the Darby Creek Authority. The treatment for the municipalities' wastewater occurs at two facilities, the Delaware County Regional Authority (DELCORA) plant and the Southwest Philadelphia Regional Treatment Plant.

Recreational and Open Space Facilities

Springfield Township contains two country clubs, Rolling Green in the north and Springfield in the west. Rolling Green Country Club is private; Springfield Country Club is owned by Springfield Township and open to the public. Twenty-three park/open space areas, totaling 216 acres, are owned by Springfield Township. Clifton Heights Borough contains four parks, which total 21.5 acres. All park/open space facilities are listed in Table 2.9.1 and shown on Figure 2.9.1. See page 3-6-2 for a description of the National Recreation and Park Association (NRPA) parks guidelines.

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**Table 2.9.1
Park and Open Space Inventory**

Park Type	Park Name	Size (Acres)
Springfield Township		
Open Space	Rolling Green Park	9.2
Open Space	Doe Run Park	3.0
Community Park	Indian Rock Park	21.4
Community Park	Veterans Memorial Park	17.5
Neighborhood Park	Meadowgreen Park	3.8
Community Park	Walsh Park	19.4
Neighborhood Park	Ellson Glen Park	4.6
Open Space	Wagner-Wayside Park	2.0
Neighborhood Park	Williams Park	5.2
Neighborhood Park	Spring Valley Park	5.4
Community Park	Jane Lownes Park	23.4
Community Park	Woodland Park	28.1
Community Park	Netherwood Park	12.0
Community Park	Thomson Park	15.2
Open Space	Levis Road Park	3.3
Community Park	Crowell Park	15.0
Community Park	Church Road Park	17.0
Neighborhood Park	Greenbriar Park	3.3
Neighborhood Park	Pennsdale Park	1.5
Neighborhood Park	Maple Avenue Park	0.7
Neighborhood Park	Wildwood Avenue	1.0
Neighborhood Park	Lehigh Circle Park	1.7
Neighborhood Park	Kerr Park	2.1
Clifton Heights Borough		
Community Park	Clifton Heights Athletic Field	14.0
Community Park	Diamond Street Park	5.5
Neighborhood Park	Ted McFadden Municipal Playground	0.8
Neighborhood Park	Softball Field	1.2

Schools

The Springfield School District encompasses Springfield Township and Morton Borough. District facilities in the township include Springfield High School on Leamy Avenue, E.T. Richardson Middle School on Woodland Avenue, Harvey C. Sabold Elementary School on Thomson Avenue, and Scenic Hills Elementary School on Hillview Road. The district administration offices are located on Leamy Avenue, adjacent to the high school. The School District also maintains two multi-purpose fields found at the Saxer Avenue/Powell Road intersection and on Springfield Road (Halderman Field).

Chapter Two: Existing Conditions

purpose fields found at the Saxer Avenue/Powell Road intersection and on Springfield Road (Halderman Field).

In addition to the public school system, Springfield Township contains numerous private schools including St. Kevin's Parochial School on Sproul Road, St. Francis of Assisi Parochial School on Saxer Avenue, and Holy Cross Parochial School on Bishop Avenue. Figure 2.9.1 highlights the location of these educational facilities.

Clifton Heights Borough is part of the Upper Darby School district, which also encompasses Millbourne Borough and Upper Darby Township. The District includes one high school, two middle schools, eight elementary schools and a kindergarten center. There are no private schools within the borough.

Religious Facilities

Numerous religious facilities are present in the Joint Planning Area and are listed below. Their locations are illustrated on Figure 2.9.1.

Springfield Township

- Springfield Friends Meeting
- St. John Lutheran Church
- Life Christian Fellowship Church
- First Presbyterian Church
- Church of the Redeemer
- Covenant of UMC
- Springfield Baptist Church
- Holy Cross Church
- Hancock United Methodist Church
- St. Francis of Assisi Church
- St. Kevin's Church
- Princeton Presbyterian Church
- St. Matthews Lutheran Church
- Victoria Baptist Church
- The Blue Church
- True Jesus Church

Clifton Heights Borough

- Trinity United Presbyterian Church
- St. Stephen's Episcopal Church
- Sacred Heart Church
- St. George Orthodox Church
- Clifton Heights Methodist Church

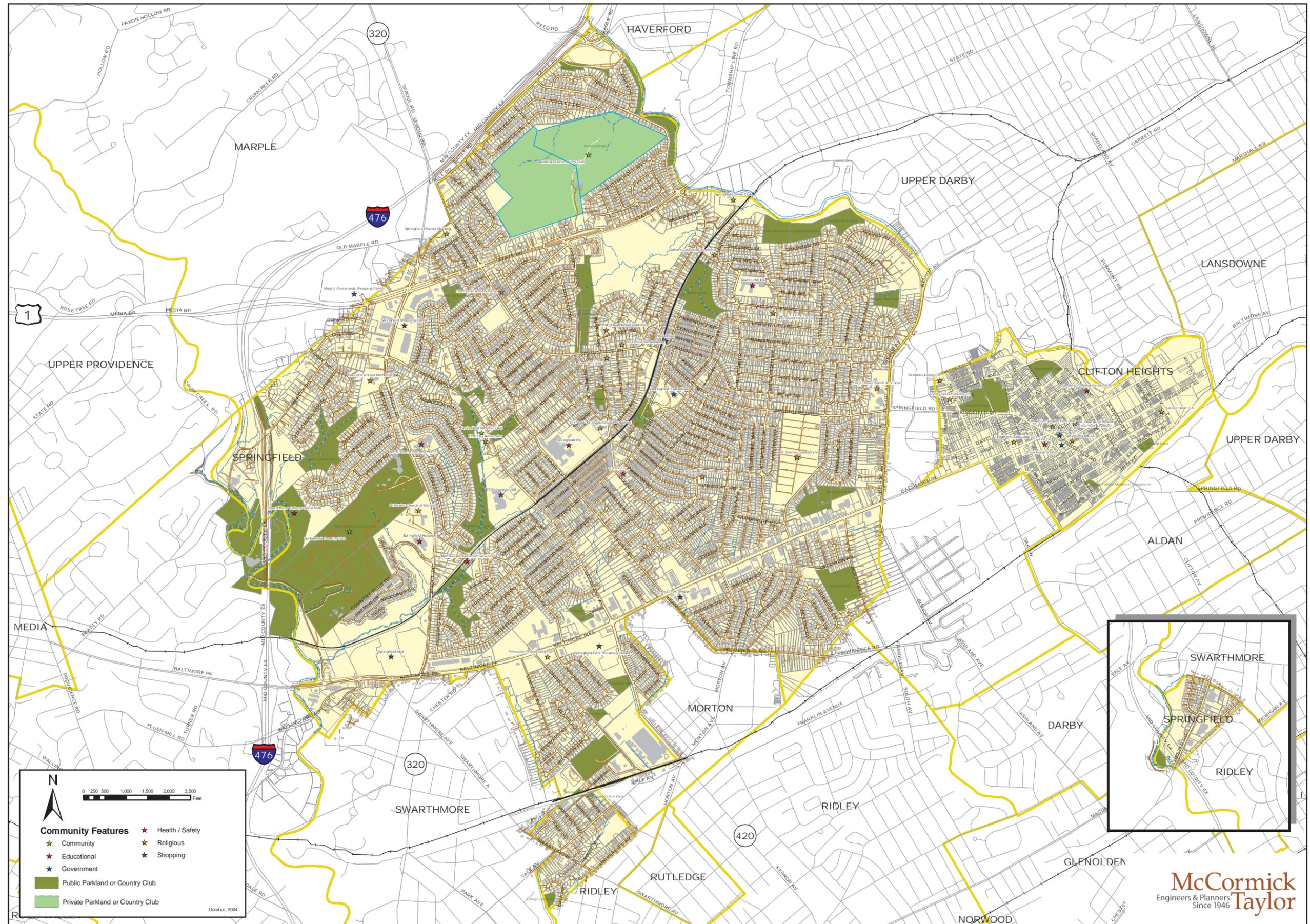
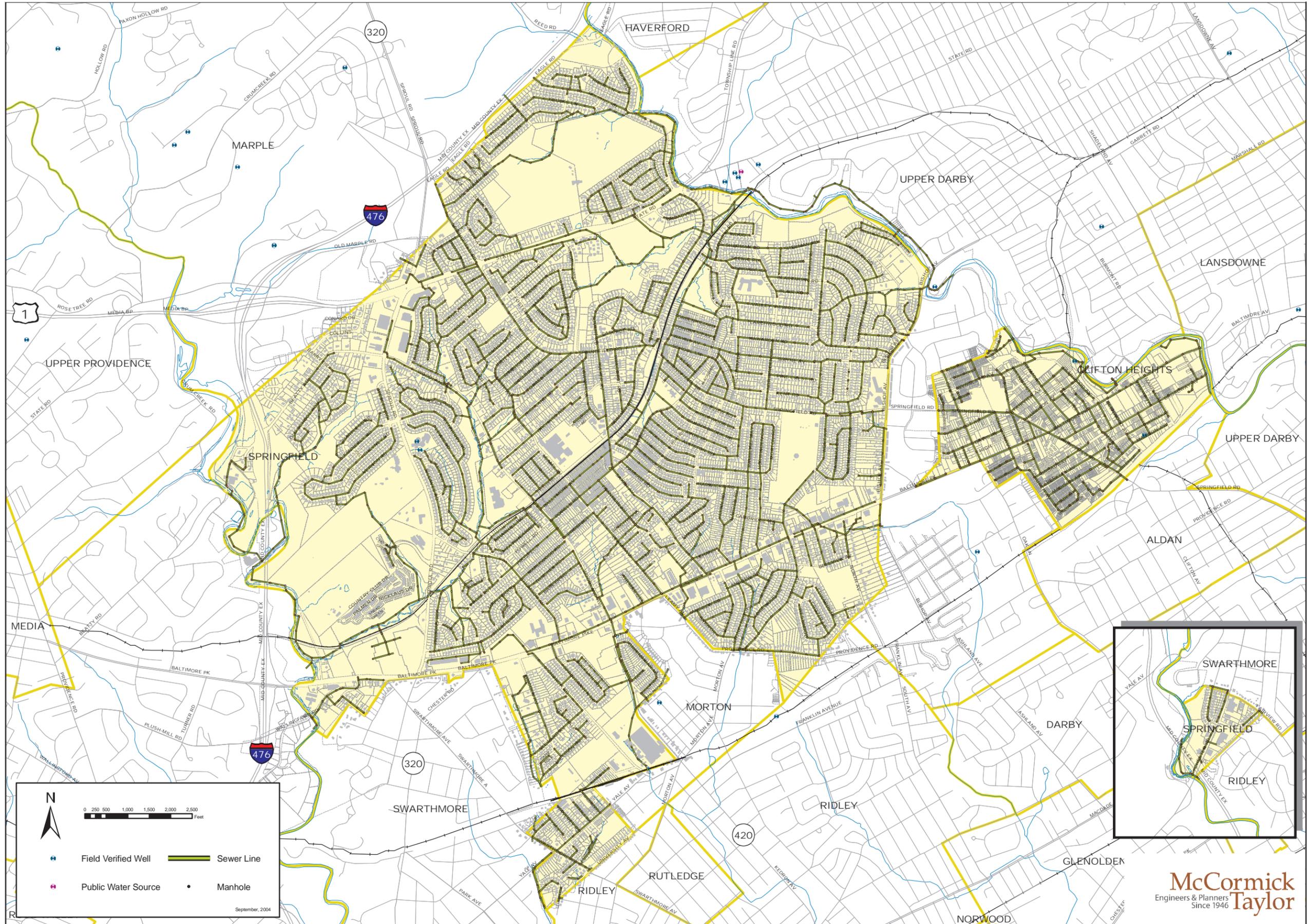


Figure 2.9.1



Chapter Three: Redevelopment and Revitalization Plan

SECTION 1: GENERAL INTRODUCTION

The Redevelopment and Revitalization Plan is intended as a guide for future growth and land development in Springfield Township and Clifton Heights Borough. Several months of background research and analysis, monthly meetings with the Joint Comprehensive Plan Task Force, focused surveys, and Public Information Meetings described in Chapter One, form the basis for the Plan. It reflects not only a comprehensive set of goals and policies for development, but also attempts to embody the wants and aspirations of the township and borough.

The Redevelopment and Revitalization Plan is composed of several elements pertaining to land use, circulation, housing, community facilities, utilities, conservation, and environmental protection. Prior to discussion of the elements, Section 2 presents a summary of goals, objectives, and policies upon which the Plan has been structured. The remainder of the chapter develops the components of the recommended development pattern for Springfield Township and Clifton Heights Borough.

The Redevelopment and Revitalization Plan represents a guide to be followed by Springfield Township and Clifton Heights Borough, other public and quasi-public organizations, citizens, and by private developers in order to address important issues and problems related to the Joint Planning Area's overall development. Many of these problems and issues are interrelated, so that effective resolution of one cannot take place without simultaneous efforts to resolve others.

An especially significant aspect of the Redevelopment and Revitalization Plan is the close coordination and mutual-reliance between the Land Use Plan (Section 3) and Circulation Plan (Section 4). The character of the land use concepts outlined in Section 3 is closely tied to the circumstances and potentials of the transportation system, and the recommended traffic, transit, pedestrian, and bicycle circulation improvements respond to and advance the framework for development embodied in the Land Use Plan.

Other mandatory planning processes, such as requirements for municipalities to complete Act 537 sewage facilities plans, are fundamental in the presentation of the various elements of the Redevelopment and Revitalization Plan.

The Redevelopment and Revitalization Plan is focused on the location, character, and timing of future development. In particular, the Plan proposes that future development be directed to locations and in a manner that allows the phasing-in of specific transportation and community improvements. The incremental processes of development are also primary concerns of the Plan

Chapter Three: Redevelopment and Revitalization Plan

with reference to natural resource protection and open space conservation. The Redevelopment and Revitalization Plan provides opportunities for growth. Under Pennsylvania statutory law, the right of approval for subdivision and land development is (with limited exceptions) exercised by municipalities, and not, for example, by counties, as it often is in some neighboring states.

Under Pennsylvania case law, all municipalities must provide land development opportunities for all reasonable uses. The only alternative to providing growth opportunities in all municipalities is through the joint municipal planning and zoning provisions of the Pennsylvania Municipalities Planning Code, whereby two or more municipalities can, through shared efforts and actions, produce joint development ordinances and direct growth to selected locations within the combined area of the participating municipalities.

The Commonwealth of Pennsylvania has recently enacted legislation that significantly expands opportunities for municipalities to undertake planning activities jointly; this Joint Springfield Township and Clifton Heights Borough Comprehensive Plan reflects those opportunities. Following independent adoptive actions by the Springfield Township Commissioners and Clifton Heights Borough Council with respect to this Plan, the two governing bodies should consider various follow-through intermunicipal planning options and pursue them in the coming years. But until such time as a Joint Zoning Ordinance comes into being, this Redevelopment and Revitalization Plan for Springfield Township and Clifton Heights Borough must be mindful of the central role of individual municipalities in approving and providing for growth in Pennsylvania.

Chapter Three: Redevelopment and Revitalization Plan

SECTION 2: GOALS, OBJECTIVES, AND POLICIES

A. Development Pattern

GOAL: Achieve a future overall development pattern that is responsive to the economic, social, and cultural needs of residents of Springfield Township and Clifton Heights Borough and that considers the realities of regional trends.

GOAL: Preserve and enhance the physical characteristics that make the Joint Planning Area a distinctive and identifiable locale, while at the same time provide for the needs of existing and prospective residents.

GOAL: Identify opportunities for development and redevelopment in the Joint Planning Area.

GOAL: Ensure that development occurs in ways that minimize degradation of natural and cultural environments.

GOAL: Conserve the remaining open areas of Springfield Township and Clifton Heights Borough.

GOAL: Encourage development to take place in an efficient and logical manner, and in ways that minimize short- and long-term costs to the public and private sectors.

Objective: Maintain existing districts and neighborhoods so as to ensure their continuing suitability for residential, commercial, industrial, recreational, and institutional use and their attractiveness for compatible development.

Objective: Designate areas for development and redevelopment that are adequate and appropriate to accommodate expected activities and that can be served over the planning period by an upgraded network of roads, as well as other public services.

Objective: Encourage mixed-use development at selected locations along major transportation corridors, including transit corridors.

Objective: Locate community facilities at strategic locations in the township and borough.

Objective: Accommodate prospective development that will result in the creation of substantial acreage of permanent and contiguous open space and significant publicly-accessible areas.

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Policies:

1. The Township and Borough shall encourage the creation of mixed-use retail/office/community/residential centers along Baltimore Pike at three locations — Marple Avenue to Darby Creek in Clifton Heights Borough, at the intersection of Woodland Avenue in Springfield Township, and at the Springfield Mall site in Springfield Township.
2. The Township and Borough shall encourage new and intensified Transit-Oriented Development (TOD) at four Regional Rail and designated trolley stops — former Boeing Site, Church Road, Springfield Township (Morton Station, R-3 Regional Rail); Penn Street-to-Holley Avenue, Clifton Heights Borough (Clifton-Aldan Station, R-3 Regional Rail); Springfield Mall, Springfield Township (Route 101 Trolley stop); and Woodland Avenue (Route 101 Trolley stop).
3. The Borough shall promote a revitalized borough center area in Clifton Heights, including pedestrian-oriented activities along Baltimore Pike, from Marple Avenue to Springfield Road; Springfield Road, from Baltimore Pike to the Clifton-Aldan Station; Jefferson Street, from the Clifton-Aldan Station to Glenwood Avenue; and Glenwood Avenue, from Jefferson Street to Baltimore Pike.
4. The Township and Borough shall promote the formation of a permanent open space network throughout the two municipalities, incorporating landscaped roadway rights-of-way, a local system of trails, and the establishment of new publicly-accessible areas at selected locations.
5. On tracts undergoing residential development, the Township and Borough shall promote the concept of residential clustering for a more efficient use of land and infrastructure, preservation of natural and historic resources, and creation of usable open space and recreation lands.
6. The Township and Borough shall enact development regulations to ensure compatibility between adjacent land uses and to effect transition zones between potentially incompatible uses.

B. Economic Base

GOAL: Encourage opportunities for businesses in the township and borough.

Objective: Locate businesses and employment centers within major transportation corridors, particularly the Baltimore Pike corridor but also

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including transit corridors, in order to maximize accessibility for employees and clients and limit traffic impacts on residential areas.

Objective: Enhance commercial concentrations that are key elements in the municipalities' tax base and that serve residents of the township and borough and surrounding municipalities.

Objective: Recognize potential markets for local businesses including that represented by a strengthened residential presence in the Baltimore Pike corridor and by mixed-use districts.

Objective: Provide locations for new and revitalized retail and other commercial uses to meet the needs of residents for goods and services.

Policies:

1. The Township and Borough shall promote new mixed-use centers at selected locations along Baltimore Pike, new and intensified Transit-Oriented Development (TOD) at Regional Rail and designated trolley stops, and a revitalized borough center area in Clifton Heights.
2. The Township and Borough shall promote mixed-use centers that effectively link transit services and development sites.
3. The Township and Borough shall promote mixed-use centers that accommodate cultural venues and events to draw people for entertainment, leisure-time activities, and shopping.
4. The Township and Borough shall emphasize new commercial activities and other development that is compatible with a desired character for the mixed-use centers.
5. The Township and Borough shall work toward upgrading and enhancing the Baltimore Pike corridor, with improved circulation, parking, and landscaping; increased prospects for one-stop patronage of several kinds of facilities; and expanded opportunities for pedestrian circulation.
6. The Township and Borough shall enact and enforce performance standards with respect to noise and traffic and generally good planning practice in commercial and mixed-use areas in order to ensure compatibility with adjacent and neighboring uses and to maintain a setting that anticipates and accommodates subsequent development.

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C. Circulation

GOAL: Achieve a safe, efficient, and pleasant circulation system that is compatible with the character of Springfield Township and of Clifton Heights Borough and that will best serve both necessary and pleasure trips.

Objective: Encourage inter-community traffic to use arterial roads and discourage dispersion of this traffic into the residential neighborhoods of the two municipalities.

Objective: Identify roadway corridors, segments, and intersections with safety problems, along with methods of eliminating these deficiencies.

Objective: Identify roadway corridor, segment, and intersection changes that would enhance circulation, economic growth, and quality-of-life in the two communities.

Objective: Identify additional road linkages to be constructed in concert with development and redevelopment of land.

Objective: Identify and generally set priorities for projects that are appropriate for inclusion on DVRPC's Transportation Improvement Plan (TIP) and PennDOT's twelve-year Highway Program.

Policies:

1. The Township and Borough shall work toward upgrading and enhancing the Baltimore Pike corridor so as to create specific areas for integrated retail, office, institutional, residential, and open space uses, constituting attractive mixed-use districts with improved circulation, parking, and landscaping, increased prospects for "one-stop" patronage of several kinds of facilities, and expanded opportunities for pedestrian circulation.
2. The Township and Borough shall work toward transforming the Baltimore Pike corridor into a "green boulevard," including street trees and, through Springfield Township and as far east as Oak Lane, a landscaped median and setbacks.
3. The Borough shall work toward the reinforcement of the Baltimore Pike corridor as the community's shopping area in the central part of the community and the establishment of an attractive, pedestrian-friendly, mixed-use "superblock" bounded by Baltimore Pike, Springfield Road, Jefferson Street, and Glenwood Avenue.

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4. The Township and Borough shall regulate the number and spacing of access driveways and intersecting streets to arterial and collector routes so as to maintain free-flowing, safe, vehicular movement.
5. The Township and Borough shall review all development proposals for appropriate vehicular access in keeping with the road classification system.
6. The Township and Borough shall continue to work with state, county, and other local municipalities toward resolving regional traffic problems.

Objective: Encourage opportunities for travel in Springfield Township and Clifton Heights Borough by means other than private automobiles.

Objective: Promote the goals of the Clean Air Act Amendments.

Policies:

1. The Township and Borough shall work toward the provision for sidewalks along all streets in the community and shall direct the construction of sidewalks in areas where existing or potential pedestrian traffic warrant such facilities.
2. The Township and Borough shall establish a network of community trails in accordance with a trail system plan.
3. The Township and Borough shall provide suitable opportunities for pedestrian circulation all through the Baltimore Pike corridor, including continuous sidewalks along both sides of the Pike, crosswalks across all intersecting streets, and crosswalks across the Pike at all signalized intersections.
4. The Township and Borough shall provide expanded opportunities for pedestrian circulation at designated mixed-use centers along the Baltimore Pike corridor, in the center of the borough, and within ¼-mile of all Regional Rail stations and Route 101 and 102 trolley stops.
5. The Township and Borough shall promote Transit-Oriented Development in the vicinity of the Clifton-Aldan and Morton Regional Rail stations and Springfield Mall and Woodland Avenue Route 101 Trolley stops.
6. The Township and Borough shall encourage transit passenger amenities such as shelters at transit stops and the promotion to employers and businesses of incentives such as DVRPC's TransitChek and SEPTAs Compass programs.
7. The Township and Borough shall support low-cost physical improvements to new roads and roads undergoing upgrading to accommodate bicyclists.

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D. Community Services

GOAL: Provide public services, facilities, and utilities in the most cost-effective manner, taking into account community needs, and environmental factors.

Objective: Maintain services and facilities that are consistent with the development patterns envisioned for the two municipalities.

Policies:

1. The Township and Borough shall review all development proposals to determine their probable effects on public service systems, including schools, emergency services, utilities, recreation, and administrative services, and shall consider approval of such proposals only when they are consistent with the Comprehensive Plan.
2. The Township and Borough shall promote the primary locations designated in the Comprehensive Plan for development and redevelopment — mixed-use centers along Baltimore Pike, new and intensified Transit-Oriented Development (TOD) at four Regional Rail and designated trolley stops, and a revitalized borough center area in Clifton Heights — as locations for community facilities such as libraries, senior centers, day-care centers, and civic open space.
3. The Township and Borough shall plan for expansion of central sewage system capacities and extensions and upgrades of mains as needed to serve existing and projected residences and businesses.

Objective: Provide an adequate supply and mix of accessible parks, playgrounds, and other recreation facilities, both active and passive, to serve the existing and projected population of Springfield Township and Clifton Heights Borough.

Policies:

1. The Township and Borough shall promote the development of a network of pedestrian and cycling paths through open space and along roadway and utility corridor areas designated in this Comprehensive Plan.
2. The Township and Borough shall work toward creation of open space linkages from residential neighborhoods to significant destinations in the Joint Planning Area and beyond its borders, including designated park and recreation areas and commercial and institutional centers.

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3. The Township and Borough shall promote the concept of residential clustering for a more efficient use of land, conservation of natural resources, and creation of usable open space and recreation lands.
4. The Township and Borough shall develop and maintain existing and prospective community recreational facilities for their use and enjoyment by residents.

E. Housing

GOAL: Provide for a diversity of housing opportunities, in harmony with existing development and the historical and natural environments.

Objective: Facilitate a range of housing types, sizes, and price levels, to respond to changing housing needs and to provide housing for various stages of the life cycle, household configurations, and income levels.

Objective: Ensure a high level of housing quality, both for new construction and for the existing housing stock.

Objective: Maintain the character of existing residential neighborhoods.

Objective: Identify policies that will provide for the housing needs of elderly and disabled residents.

Policies:

1. The Township and Borough shall conserve the existing housing stock of the municipalities to maintain their residential character, neighborhood identities, and housing affordability.
2. The Township and Borough shall direct development of “infill” housing that is compatible with the structural types, scale, and neighborhood physical patterns of the built-up areas of the communities.
3. The Township and Borough shall facilitate the development of single-family attached and multi-family housing, as well as small-lot single family detached dwellings, in appropriate areas as designated in the Land Use Plan.
4. On tracts undergoing residential development, the Township and Borough shall promote the concept of residential clustering for a more efficient use of land and infrastructure, preservation of natural and historic and archaeological resources, and creation of usable open space and recreation lands.

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5. The Township and Borough shall, with the assistance of the County, monitor the available sources of federal and state funding for housing rehabilitation, low- and moderate-income housing construction, and infrastructure improvements, and shall consider participation in these programs.

6. The Township and Borough shall continue to enforce their respective building and housing codes.

F. Resource Protection

GOAL: Protect and enhance environmentally-sensitive and culturally-significant areas of Springfield Township and Clifton Heights Borough.

Objective: Protect groundwater, floodplains, streams, wetlands, mature woodlands and specimen trees, steep slopes, ridge lines, scenic viewsheds, wildlife habitat, and other environmental features of Springfield Township and Clifton Heights Borough.

Policies:

1. The Township and Borough shall enforce regulations in order to ensure that development in areas of environmentally-sensitive resources is undertaken in a manner that minimizes their destruction or impairment.

2. The Township and Borough shall continue to enforce regulations to restrict the construction of any structures for residential, commercial, industrial, or institutional use in floodplains.

3. The Township shall continually monitor private sewage treatment and disposal systems and shall enforce system upgrades or mandate connection to public systems, as required, to prevent environmental degradation.

4. The Township and Borough shall consider a variety of techniques, including developer incentives, to promote environmental resource protection objectives.

Objective: Preserve and enhance the significant historical, archaeological, and cultural resources of Springfield Township and Clifton Heights Borough.

Objective: Reinforce the character and ambience of historic sites, road corridors, and landscapes.

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Policies:

1. The Township and Borough shall review and revise their existing controls, such as Zoning and Subdivision and Land Development Ordinances, over development in areas of historic- and culturally-valuable resources, to minimize their destruction or impairment and promote their sensitive reuse and maintenance.
2. The Township and Borough shall consider a variety of techniques, including density bonuses, revised development standards, limited tax or sewer tap-in fee abatements, fee-in-lieu amendments, design guidelines, and historic overlay district creation to promote historic resource protection objectives.

G. Aesthetics

GOAL: Protect Springfield Township and Clifton Heights Borough's aesthetic assets, as well as enhance the image of the two municipalities.

Objective: Identify roadways with particularly strong visual characteristics as well as scenic vistas that are worthy of outstanding special preservation efforts.

Objective: Discourage strip development and encourage mixed-use development.

Objective: Protect and enhance the natural amenities of newly-developing tracts.

Policies:

1. The Township and Borough shall consider the adoption of special corridor frontage development standards for Baltimore Pike and other road corridors in the Joint Planning Area that would limit the frequency of driveways, mandate landscaping and tree planting, control setbacks, establish sidewalks and trails, and protect historic sites and vistas along property frontages for new developments.
2. The Township and Borough shall enforce development standards in order to ensure the compatibility of new development with adjacent and neighboring uses and to maintain a setting that anticipates and accommodates subsequent development.

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3. The Township and Borough shall develop and enforce regulations governing development in harmony with the natural landscape, including maintenance of existing and planting of new trees and other vegetation, retention of topsoil, landscaping of setbacks, and perpetuation of views.

H. Identity

GOAL: Establish a firm identity for Springfield Township and Clifton Heights Borough in the minds of its residents and its visitors and places to assemble.

Objective: Facilitate the development of usable and recognizable community facilities.

Objective: Make visitors aware of their presence in Springfield Township and Clifton Heights Borough.

Policies:

1. The Township and Borough shall work toward the creation of additional places for civic-type events and the establishment of community facilities at specific places in the municipalities integrated with compatible retail, office, and residential uses at these locations.

2. The Township and Borough shall consider adding markers, gateways, and other wayfaring aids for visitors that identify arrival in and departure from Springfield Township and Clifton Heights Borough respectively.

I. Planning

GOAL: Put in place a variety of approaches, mechanisms, and tools appropriate for dealing with the challenges posed by growth.

Objective: Continue to coordinate planning and development efforts between Springfield Township and Clifton Heights Borough and adjacent and neighboring municipalities.

Objective: Continue to coordinate planning activities with Delaware County, the Springfield and Upper Darby School Districts, other area institutions, the Delaware Valley Regional Planning Commission, and State and Federal agencies.

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Policies:

1. The Township and Borough shall prepare and adopt updated zoning and subdivision and land development ordinances to implement the recommendations of this Comprehensive Plan.
2. The Township shall consider the preparation of a more-focused Baltimore Pike Corridor Plan that follows from and is a more-detailed study of the recommendations of the Land Use Plan, examining the circumstances and potential of this major arterial roadway and its bordering lands.
3. The Township and Borough shall work with Delaware County, the Commonwealth of Pennsylvania, the school districts, the Delaware Valley Regional Planning Commission, and with other local municipalities toward resolving regional planning issues.

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SECTION 3: LAND USE PLAN

Introduction

The 4 into 1 Concept Plan (Figure 3.3.1) and Land Use Plan (Figure 3.3.2) tie together all the elements that make up the Springfield Township & Clifton Heights Borough Joint Comprehensive Plan. Thus, they become the primary reference against which land use decisions, as well as decisions on major public expenditures, can be measured for the next ten to twenty years. The Land Use Plan is concerned with the proposed location, intensity, and amount of different uses. It strives to be in harmony with trends affecting economic development in the Joint Planning Area and its environs, the county, and the region, while mirroring the values, needs, and expectations of the residents of Springfield Township and Clifton Heights Borough.

The Land Use Plan, as well as the other specific elements of the Redevelopment and Revitalization Plan, is oriented toward planned development of the Joint Planning Area through 2025, and reflects modest population growth, a balanced land use mix, conservation of natural and cultural resources, and efficient utilization of the existing local road network and servicing systems. The Redevelopment and Revitalization Plan is based upon a 2025 population for the Joint Planning Area of around 28,000 to 31,000 persons, and an increase of about 500 to 800 housing units above the present inventory.

Major Concepts

The Land Use Plan incorporates four main interrelated concepts for the Joint Planning Area, summarized as follows:

1. New mixed-use centers at selected locations along Baltimore Pike;
2. New and intensified Transit-Oriented Development (TOD) at Regional Rail and designated trolley stops;
3. Revitalized borough center area in Clifton Heights;
4. Extensive system of open space and greenways throughout the two municipalities, including a transformation of Baltimore Pike into a landscaped boulevard.

Collectively, the first three concepts represent a common approach toward the future for the two municipalities, proposing a series of attractive, economically-viable, mixed-use settings for living, working, shopping, and recreating. These are intended to be clearly identifiable and recognizable places that can act as a focus for community life, including locally-oriented

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businesses and community institutions.

For residents of Springfield Township and Clifton Heights Borough, these places should represent multiple destinations, including shops and community functions (such as civic open space, day care centers, post offices, and indoor recreation facilities). A mix of commercial and community activities at one location can encourage “one-stop” patronage of several kinds of facilities and opportunities for internal pedestrian circulation. Attractive places for services and community facilities increase the probability that residents in the township and borough will be able to find what they need close at hand and not head out of the local area for shopping, recreational, and social needs. Residents should also be able to spend less time driving, reduce gasoline consumption, and lessen vehicle emissions.

For residents and employees of these focused locations (Centers, TODs, and Clifton Borough Center), potential benefits include the convenience of a multiplicity of uses and activities right at hand and the availability of transportation options, including transit, for mobility elsewhere in the community and to regional locations.

The fourth concept (Greenways and Baltimore Pike Boulevard) complements the other three concepts, providing for additional local recreational opportunities, corridors for trail connections to important destinations, open space preservation, and an aesthetic and environmental enhancement to the main commercial corridor of the area. Upgrades to the ambiance of the Baltimore Pike corridor are important to protect a key element in Springfield Township’s and Clifton Heights Borough’s tax base.

Mixed-use Centers on Baltimore Pike

The Centers on Baltimore Pike concept encourages mixed-use hubs of retail, office, and residential uses in both municipalities. Centers should be developed or redeveloped areas with walkable, compact concentrations of residential, retail, and office uses that also incorporate public open spaces and pedestrian amenities and that can attract residents of the two municipalities to these areas for shopping, dining, and recreating. Because these areas are concentrated hubs of activity, there also exists the potential for improved public transportation to them.

Designated Centers on Baltimore Pike include the following locations:

- Marple Avenue to Darby Creek in Clifton Heights Borough;
- Intersection of Woodland Avenue in Springfield Township;
- Springfield Mall site in Springfield Township.

If carefully planned and designed, Centers on Baltimore Pike can be appealing

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settings, with aesthetic and environmental harmony. What is envisioned are places for retail, office, combined retail-office, residential, and community facilities together in a closely-knit walking precinct. While many different kinds of uses are possible, some uses are clearly more compatible with Centers, as noted below:

Recommended

- Mixed-use, multi-story buildings, with retail shops at ground level, and offices or apartments above;
- Commercial buildings interspersed with community uses such as, senior center, day care center, branch library, post office, educational center, museum, or indoor recreation facility;
- Residential uses within walking distance of community uses and commercial services;
- Pedestrian-oriented buildings, directly accessible from sidewalks along Baltimore Pike and perpendicular and parallel streets and/or from a walkway system;
- Pedestrian-oriented lighting, benches, and landscaping;

Not Recommended

- “Big-box” retail, office, or other business uses that require large single-floor selling or working spaces;
- Single-floor, free-standing, single-use retail buildings;
- Sparse or non-existent landscaping.

Transit-Oriented Development at Regional Rail and Designated Trolley Stops

Transit-oriented development or TOD refers to the combining of residential, office, and retail land uses in a neighborhood or district surrounding a transit station in a form that maximizes resident and employee access from the neighborhood to the station. The presence of the transit service can provide market support for a variety of uses at or near the station and TOD can create demand for additional transit service.

Nationally and regionally, there is currently a great deal of interest in transit-oriented development, as new light rail transit systems are being constructed to serve expanding metropolitan areas and provide an alternate mode to commuting on congested roadways. Mixed-use, relatively dense land development in TODs provides a form of “captive” ridership for transit and a compact, attractive neighborhood center atmosphere for TOD residents, employees, and other daily users.

Springfield Township and Clifton Heights Borough already have an extensive

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public transportation network, with SEPTA bus, regional rail, and trolley service in both communities. The TOD concept would enhance transportation and development opportunities in both municipalities by focusing on locations surrounding SEPTA R-3 Regional Rail and selected Route 101 and 102 trolley stations. These locations would develop or redevelop with walkable, compact mixed uses (residential, retail, office) that also incorporate public open spaces, bicycle and pedestrian amenities, and lighting and safety considerations. These TODs would be similar in composition to the Centers on Baltimore Pike, but would be located near rail or trolley stations.

TOD is recommended for the following locations:

- Former Boeing Site, Church Road, Springfield Township (Morton Station, R-3 Regional Rail);
- Penn Street-to-Holley Avenue, Clifton Heights Borough (Clifton-Aldan Station, R-3 Regional Rail);
- Springfield Mall, Springfield Township (Route 101 Trolley stop);
- Woodland Avenue, Springfield Township (Route 101 Trolley stop).

The list of Recommended and Not Recommended uses and characteristics discussed above with respect to Centers on Baltimore Pike are also applicable to TOD sites.

Note that while the composition of these TODs is envisioned as similar to the Centers on Baltimore Pike (mix of uses, compact, relatively intense, walkable), the overall scale may be similar to the Centers or be different, depending on the setting. For example, the scale of a Center like the Springfield Mall and a TOD such as the former Boeing site might be comparable (six-story buildings, structured parking, new internal streets), but other TODs, such as Penn Street-to-Holley Avenue in Clifton Heights and Woodland Avenue in Springfield, might be smaller in extent and less densely developed.

Below are some of the general guidelines that should be followed for TODs in the Joint Planning Area:

- In order to attract pedestrian use of transit facilities, most patrons should live or work within $\frac{1}{4}$ -mile of the station. A concentration of users should be located within $\frac{1}{8}$ -mile of the station. In general, the greatest distance people are willing to walk to a transit station is about $\frac{1}{3}$ -mile;
- Residential density should be at least 20 dwelling units per acre and preferably greater;
- Housing is typically apartments and/or townhouses;
- Buildings typically have a minimum of three floors and a maximum of six or seven floors.

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Clifton Heights Borough Center

The western part of Baltimore Pike in Clifton Heights is recommended for landscaping, sidewalk, and lighting improvements similar to those for the Springfield Township portion of the Pike (see discussion under Open Space and Greenway System/Baltimore Pike as Landscaped Boulevard, below), while the eastern end of the borough is a designated Center on Baltimore Pike (see discussion above). For the central portion of the borough, Baltimore Pike and some adjacent streets should be revitalized as a traditional “Main Street USA” convenience retail, eating and drinking, and small-scale office and residential district.

This approach will encourage sensitive redevelopment of the commercial core of Clifton Heights, emphasizing ground floor retail shops, restaurants, and services, with offices and/or residences in the upper floors. Opportunities to expand pedestrian activity, including traffic calming, landscaping, bus bays and shelters, and on-street parking are envisioned. This approach also uses the Main Street experience to link other areas of development and redevelopment, such as TOD planned for the area near the Clifton-Aldan Station and Center on Baltimore Pike planned for the eastern of the borough.

The Borough Center Main Street redevelopment concept is targeted for a walkable “square,” comprised of four borough streets, as follows:

- Baltimore Pike, from Marple Avenue to Springfield Road;
- Springfield Road, from Baltimore Pike to the Clifton-Aldan Station;
- Jefferson Street, from the Clifton-Aldan Station to Glenwood Avenue; and
- Glenwood Avenue, from Jefferson Street to Baltimore Pike.

Baltimore Pike and Springfield Road have historically been the borough’s main commercial and mixed use corridors. This area contains a mix of many types of residential development, office buildings, and small- and large-scale commercial uses and is a logical location for mixed-use activities and selected property redevelopment.

The Land Use Plan proposes that commercial frontages along these corridors be upgraded through reinvestment and sensitive redevelopment and through changes to the regulations that control how properties are developed. Permitted uses, property access standards, and landscaping requirements are among the tools for ensuring that future changes to individual properties result in net visual and functional improvements to the corridor as a whole. Infill and property redevelopment should be encouraged within these standards. In addition, participation in the Pennsylvania Department of Community and Economic Development’s Main Street and/or Elm Street programs is recommended in order to fund business retention and improvement programs

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and to devise strategies to preserve the character of this area.

Further details regarding the use of the Main Street/Elm Street approach for revitalization and the preservation of historic resources appears in Section 7 of this chapter.

Open Space and Greenway System/Baltimore Pike as Landscaped Boulevard

The Land Use Plan incorporates an extensive system of open space throughout the Joint Planning Area, consisting of the following elements:

- Environmental resource protection, natural areas retention and conservation, including stream courses, floodplains, wetlands, steep slopes, and woodlands;
- Recreational lands, including playing fields, parks, public and civic space, and golf courses;
- Deed-restricted permanently undeveloped lands, part of land development approvals;
- A network of trails;
- Greenways along major roadway corridors, including the development of a green boulevard along Baltimore Pike;
- Historic resources;
- Buffers between incompatible land uses, where feasible.

The open space system forms a network throughout the Joint Planning Area and links the major land use elements of the Land Use Plan together. Based as it is on existing natural features such as floodplains associated with Crum Creek, Darby Creek, and their tributary stream courses, the system can be said to be at least partly established already. For example, in many instances, floodplain and wetlands regulations administered by the municipalities and by the Pennsylvania Department of Environmental Protection, U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency already prohibit or restrain development in these areas. The Land Use Plan incorporates these significant natural resource areas, including woodlands and steep slopes, together with deed-restricted permanent undeveloped lands, greenways, and a variety of designated recreational lands to create the open space system for the Joint Area.

As depicted in the Land Use Plan, the continuous, interconnected, permanent open space network is intended to serve several purposes, as follows:

1. Conserve areas of environmentally sensitive and culturally valuable resources;

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2. Establish a framework for trails for walking, hiking, and cycling;
3. Permit pedestrian and bicycle access to a variety of destinations, including adjacent and nearby residential developments, schools, special natural features, shopping, and specific sites for recreational facilities;
4. Provide for private open space and recreational space needs of the residents of residential developments;
5. Create sites where public recreational facilities may be developed;
6. Provide appropriate buffers between roadways and residential areas;
7. Provide appropriate buffers, where possible, between areas of incompatible land use;
8. Provide landscaped setbacks along road corridors; and
9. Maintain and enhance wildlife habitat.

Natural-feature corridors, combined with projected linear buffers and greenways, are an important feature of the Land Use Plan. As well as the primary mechanism to protect natural resources, these areas may offer additional long-term benefits to the community, such as the control of potential stormwater flood damage and maintenance of stable groundwater levels.

Regulations governing land development are extremely important in helping to ensure the protection of environmentally-sensitive and culturally-valuable lands and in creating the important buffers and greenways. Zoning alternatives such as residential clustering, which concentrates a tract's potential development on a small portion of the overall property, leaving the remaining area as permanent open space, are significant implementation tools. A primary means by which the protection of environmentally-sensitive and culturally-valuable lands and the creation of important greenways and buffers would be achieved is the use of residential cluster development zoning provisions by landowners, in combination with existing and potential new development regulations.

In addition to residential clustering opportunities, permanent open space and greenways is supported by the establishment, through development regulations, of landscaped buffers and setbacks along road corridors and along the perimeter of developed tracts of land. In instances where tracts with incompatible land uses adjoin one another, the setback open space may also serve as a linear buffer, containing dense vegetation and/or berming to ensure adequate screening between the differing land uses. These corridors of open space also have the capability of becoming easements for pedestrian movement along the perimeter of major tracts of land as part of municipal-wide and multi-municipal networks of trails.

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Through various means, then, Springfield Township and Clifton Heights Borough may become the beneficiary of lands to be permanently preserved as open space, including an interconnected greenway system. This system offers an opportunity to expand open space and recreational opportunities in the township, and is intended to be complementary to existing local recreational facilities.

A major feature of the Open Space and Greenway network for the Joint Area is the “greening” of Baltimore Pike. The road throughout Springfield Township and the portion of Clifton Heights from the western municipal boundary to Springfield Road should have a landscaped median and side landscaped boulevards, with street trees, provisions for bicycle and pedestrian use, special lighting, banners, and other planted features and street furniture components. These improvements should be implemented with the cooperation and participation of Upper Darby Township for that portion of Baltimore Pike that falls in between Springfield Township and Clifton Heights Borough.

Other Concepts

In support of and, in some cases, in addition to the preceding four main concepts, the Land Use Plan contains a combination of ideas for residential, retail, office, industrial, institutional, and recreational uses in the township, as follows:

Residential

- Maintained neighborhood character in all existing residential areas, with compatible residential “infill” where opportunities exist;
- Mostly low density residential development on the remaining large parcels of land in Springfield Township, primarily in a clustered form, in order to create permanent open space;
- Mixed use development that incorporates residential uses at medium-high residential densities at key areas along Baltimore Pike, TODs, and as part of the Clifton Heights Borough Center.

Commercial

- Defined areas for integrated, mixed use Centers along Baltimore Pike at Marple Avenue to Darby Creek in Clifton Heights Borough, at the intersection of Woodland Avenue in Springfield Township, and at the Springfield Mall site in Springfield Township. In addition, the State Road-Sproul Road intersection area is designated as an integrated, mixed use center. As described previously, these centers would consist of a mix

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- of commercial, office, residential, community, and open space uses;
- Four Transit-Oriented Development (TOD) areas in the two municipalities, with mixed land uses including office and retail commercial;
- Moderate-scale commercial development in the center of Clifton Heights, particularly on Baltimore Pike and Springfield Road;
- Limited-scale corridor retail uses on Baltimore Pike west of the center of Clifton Heights in the borough and on Baltimore Pike from Bishop Avenue to the Woodland Avenue Center and between that Center and the Springfield Mall;
- Limited-scale neighborhood commercial centers on Springfield Road near the Upper Darby line, and at the Springfield Road and Saxer Avenue trolley stops.

Industrial

- Maintained industrial/flex space areas along the railroad east of Marple Avenue in Clifton Heights Borough and at the southwest corner of the borough.

Recreational

- Recreational use in conjunction with designated parkland and golf courses, the open space and greenway system (described above), and community areas part of new mixed-use and TOD centers.

Fiscal Impacts of the Land Use Plan

Greater efficiencies for the two municipalities in providing services through the planning horizon of about twenty years, especially with respect to utilities, transportation, and public safety, have been a central factor in shaping the Land Use Plan. Focused growth and investment on Baltimore Pike Centers, TODs, and the crossroads center of Clifton Heights is a model for development that should serve the municipalities well in controlling their costs.

A concentration of residential, commercial, and mixed uses in designated areas should make upgrades of service networks more economically feasible than widely-spread development. As well, a concentration of new development in designated areas should enhance the existing commercial concentrations of the Joint Planning Area on Baltimore Pike and protect a key element in the communities' tax bases.

Recent suburban growth trends, in general, often have led to a development

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pattern that tends to promote longer-distance trips for shopping and services. In contrast, the combination of new and existing residents near the Baltimore Pike corridor and rail and trolley stations can represent a potential “captive” market for local businesses. The insertion of appropriate types of commercial businesses would add to the tax bases of the communities and generate local employment opportunities.

Finally, more-concentrated as opposed to less-concentrated development should be easier and cheaper to provide with police and other emergency services, as well as school bussing, mail delivery, and solid waste collection.

Relationship of the Land Use Plan to Local and County Plans

A total of ten municipalities border the Joint Planning Area, including Upper Darby Township, Lansdowne Borough, Aldan Borough, Haverford Township, Morton Borough, Ridley Township, Swarthmore Borough, Nether Providence Township, Upper Providence Township, and Marple Township. All ten municipalities are in Delaware County.

Upper Darby Township

Upper Darby Township borders both Springfield Township and Clifton Heights, with a narrow strip of Upper Darby interceding between Springfield and Clifton Heights. In the areas of Upper Darby Township that border the Joint Planning Area, most uses are medium-density residential, open space, and recreation.

Upper Darby Township updated its comprehensive plan in 2004. The plan identified the Darby Creek area as part of a county-wide greenway network. The Darby Creek in the Joint Planning Area has been identified as part of the open space and greenway network for Springfield Township and Clifton Heights Borough.

Lansdowne Borough

A small portion of western Lansdowne Borough abuts Clifton Heights Borough. In general, this part of Lansdowne Borough is low-density residential, however, a passive municipally-owned park is being planned for the southeast corner of the intersection of Baltimore Avenue and Scottdale Road along Darby Creek at Lansdowne Borough’s municipal line with Aldan Borough. With similar plans for open space preservation at the Baltimore Pike Center as part of the Joint Planning Area, these two open space concepts will not only be compatible, but will mutually contribute to the open space network in the region.

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Aldan Borough

Aldan Borough extends across the southeastern border of Clifton Heights Borough along SEPTA's R3 Regional Rail line for nearly three-quarters of a mile. Similar to Clifton Heights Borough, Aldan Borough contains a mixture of land uses ranging from single-family detached to multi-family residential and from open space/recreational to commercial and heavy industrial.

Aldan Borough, in conjunction with Collingdale Borough, Colwyn Borough, and Sharon Hill Borough, is in the process of preparing a multi-municipal comprehensive plan. The 2004 draft plan proposes three bike routes in Aldan Borough, two of which extend into Clifton Heights Borough. Potential bike routes along Springfield Road and Oak Lane would benefit residents in Clifton Heights Borough through increased recreational opportunities.

The draft plan also targets a residential area located east of the Clifton Heights Borough border, along Maryland Avenue northeast of Springfield Road, for improvements. No negative impacts from the land use changes proposed in either that plan or this Redevelopment and Revitalization Plan are expected on either side of the municipal boundary line.

Haverford Township

A small piece of Haverford Township abuts the northern tip of Springfield Township. This is a residential area known as Pilgrim Gardens, which contains single-family medium density residential land uses. Publicly owned land along Darby Creek Valley Park is also present here.

Haverford Township last updated its comprehensive plan in 1988. Although the land use changes proposed for Springfield Township in this Redevelopment and Revitalization Plan will vary slightly from those in Haverford Township, they will remain compatible.

Ridley Township

Ridley Township has a 1¼ mile-long boundary with Springfield Township's southern side, in two pieces. The northern piece, adjacent to Upper Darby Township, contains primarily medium density residential uses; SEPTA's R3 Regional Rail line transects this area. The southern piece, adjacent to Swarthmore Borough, contains low-density residential land uses.

The comprehensive plan for Ridley Township has not been updated since 1974; however, the township is currently exploring the possibility of preparing a joint comprehensive plan with Eddystone Borough. As single-family

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detached residential uses are proposed in both the northern and southern areas of Springfield Township, no significant changes to land use on either side of the municipal boundary line are foreseen by either that plan or this Redevelopment and Revitalization Plan.

Morton Borough

The southeastern side of Springfield Township is penetrated by Morton Borough. Similar to the township, land uses in the borough vary widely, with a mixture of commercial, residential, industrial, and utility uses. A pocket of public open space, Jacob's Park and Upper Field Complex, is located near the intersection of Greenbriar Lane and Woodland Avenue.

In 2003, Morton Borough updated its comprehensive plan. Within that plan, the only potential source of conflict with the Redevelopment and Revitalization Plan is the borough's continuing desire to see commercial uses in the area between Yale Avenue and University Avenue. Within the borough, this area is currently a mixture of commercial, single-family attached, and apartment uses. However, single-family detached residential uses exist and are proposed in Springfield Township. Over the planning period, cooperation between the two municipalities will be needed to minimize potential impacts.

Swarthmore Borough

Swarthmore Borough abuts the southwestern portion of Springfield Township, as well as the latter's isolated southern piece. Land uses in Swarthmore Borough are primarily moderate-density residential, with some high-density residential and scattered institutional/commercial facility uses. Just north of SEPTA's R3 Regional Rail line is a small parcel of private recreational open space. Another small piece of public open space is located adjacent to Yale Avenue.

Swarthmore Borough, in conjunction with Nether Providence Township, Rose Valley Borough, and Rutledge Borough, is in the process of preparing a multi-municipal comprehensive plan. No significant changes to land use on either side of the municipal boundary line are foreseen by either that plan or this Redevelopment and Revitalization Plan.

Nether Providence Township

The western portion of Springfield Township shares a 1¼ mile border with Nether Providence Township along Crum Creek. A large portion of Nether Providence Township is moderate-density residential; however, land uses along the municipal boundary line include institutional/community facility,

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heavy industrial, and office/light industrial. Springfield Country Club, which is a public open space, borders Nether Providence Township in this area. Nether Providence Township, in conjunction with Swarthmore Borough, Rose Valley Borough, and Rutledge Borough, is in the process of preparing a multi-municipal comprehensive plan. No significant changes to land use on either side of the municipal boundary line are foreseen by either that plan or this Redevelopment and Revitalization Plan.

Upper Providence Township

Upper Providence Township just touches the western corner of Springfield Township along Crum Creek. In general, this part of Upper Providence Township is low- to moderate-density residential without public or community sewage. Two open space areas along Crum Creek Road are located in this area as well, although only Martin Park offers public access.

Upper Providence Township's comprehensive plan was last updated in 2005. The plan proposes to shift the land use bordering Springfield Township to moderate-density residential. It also proposed to eliminate open space areas throughout the municipality without public access. Over the next few years coordinated planning activities involving the two townships will be required relative to prospective development proposals that straddle or are adjacent to the municipal boundary.

Marple Township

Marple Township shares the longest border with Springfield Township, extending for more than 2.5 miles along the latter's northwestern side. Interstate 476, which traverses Marple Township's eastern border, has interchanges with US Route 1 and PA Route 320 (Sproul Road). As a result dominate land uses adjacent to Springfield Township are light industrial and office, with some scattered low- to medium-density residential and institutional.

The comprehensive plan for Marple Township was updated in 1991. The plan proposes maintaining light industrial uses and low-to medium residential uses. A few pockets of institutional and open space uses are also proposed. No significant change is envisioned for land uses along the municipal boundary.

Delaware County

Delaware County is in the process of updating its County comprehensive plan; a draft is under review with the Department of Community and Economic Development. In conjunction with DVRPC, Delaware County has created a 2025 future land use map that maintains the Joint Planning area as a

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developed urban area with small areas of open space.

The Springfield Township and Clifton Heights Borough Joint Comprehensive Plan is consistent with this classification of an urban community with an older “Main Street” character. The combination of residential, commercial, industrial, and mixed-use areas shown on the Land Use Plan effectively represents an urban community in the meaning of the county plan.

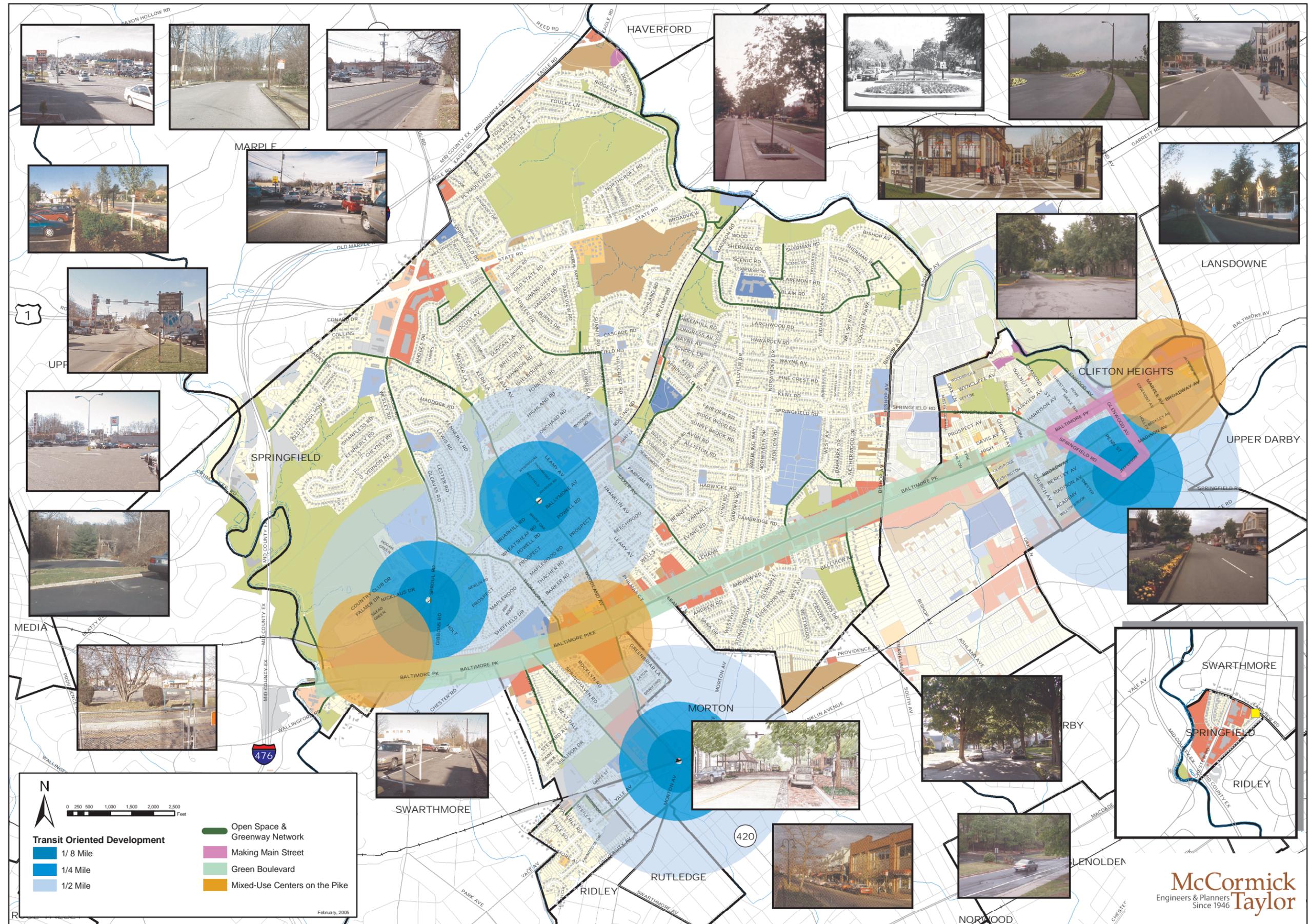
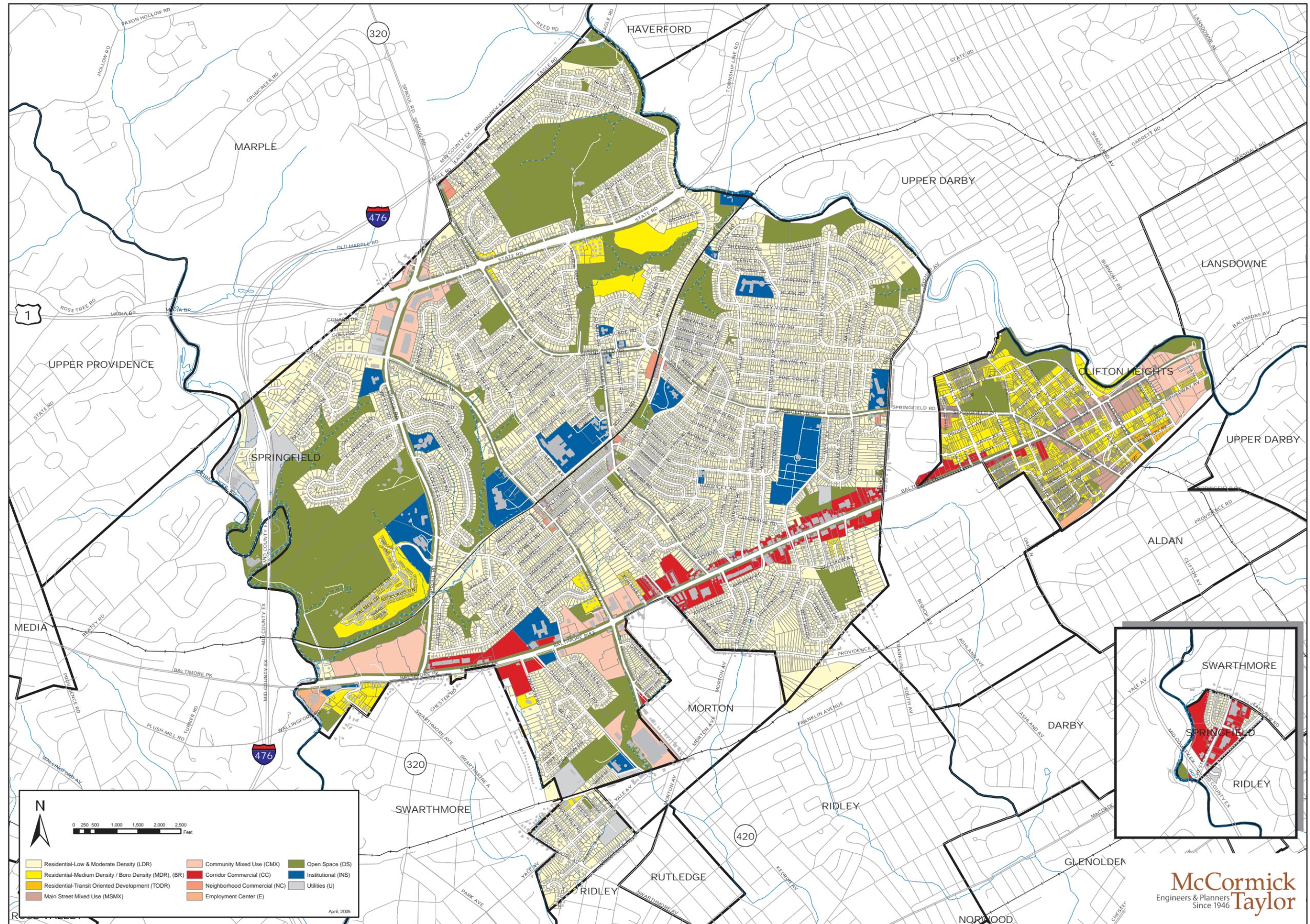


Figure 3.3.1



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Figure 3.2.2

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SECTION 4: CIRCULATION PLAN

Introduction

The Joint Planning Area enjoys a good balance of travel opportunities. Residents, employees, and visitors can use private vehicles, transit, or bicycles, or walk. In terms of the system of roads, the area is served by an Interstate Highway and five Principal Arterials. For transit, a Southeastern Pennsylvania Transportation Authority (SEPTA) R-3 Regional Rail line, two trolley lines, and three bus routes service Springfield Township and Clifton Heights Borough. The Bicycle Coalition of Greater Philadelphia has designated cycling routes that traverse the Joint Planning Area on the Greater Philadelphia Regional Bike Map. And, in part owing to the age of the communities, a system of sidewalks accompanies much of the network of arterial, collector, and local roads in the two municipalities.

The Redevelopment and Revitalization Plan seeks to take advantage of the favorable circumstances for mobility and to harness these advantages in support of focused development and redevelopment in the two communities, upgraded physical circumstances, and an improved quality of life for residents through the planning period. Key elements are designated mixed-use centers, including transit-oriented development (TOD), changes to Baltimore Pike, the main commercial spine of the Joint Planning Area, and the creation of a network of trails.

Transit-Oriented Development

Transit-oriented development is recommended at four primary locations — at the Morton R-3 Regional Rail Station, at the Clifton-Aldan R-3 Regional Rail Station, at the Springfield Mall Route 101 Trolley Stop, and at the Woodland Avenue Route 101 Trolley Stop. These locations already have the transit service but, in a general sense, remain underutilized in terms of the concentration and mix of residential, retail, office, community, and open space uses and the pedestrian-orientation that characterize TOD and that can form a significant anchor for new development and redevelopment in the two municipalities.

All four prospective TOD sites have good road access. In the case of the first three, there are generous sites for additional land development in the vicinity of the stations/stops and for intermodal opportunities, such as commuter parking and access by rubber-tired transit vehicles at the stations/stops. Additional public transportation (bus, vanpool, shuttle bus) for TODs, with service by SEPTA, the Delaware County Transportation Management

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Association (DCTMA) or other entity, should be seriously considered as TODs are built up. As TODs get constructed, a concentration of transit patrons will provide additional ridership for the primary modes (Regional Rail and trolley, respectively), and SEPTA should be prepared to partner with TOD developers in constructing improved transit facilities at these locations. In addition, SEPTA should be prepared to provide more frequent transit service.

For the former Boeing Site (Morton R-3 Regional Rail Station) and the Springfield Mall (Route 101 Trolley Stop), the large acreage potentially to be redeveloped as part of a TOD may mean that site planning will necessarily include new local road systems. If this is the case, Springfield Township will need to ensure that such a circulation system is supportive of TOD principles, maximizing resident and employee pedestrian access to the station/stop.

Mixed-use Centers along Baltimore Pike

The Centers on Baltimore Pike concept encourages mixed-use hubs of retail, office, and residential uses in both municipalities at three locations — from Marple Avenue to Darby Creek in Clifton Heights Borough (“Clifton East”); at and around the intersection of Woodland Avenue in Springfield Township; and at the Springfield Mall site in Springfield Township. In a manner similar to TODs, a concentration of uses in a form that is supportive of “one-stop” shopping, close physical relationships among residential, employment, retail, eating-and-drinking, and recreating components, and internal pedestrian movement, are emphasized.

Unlike the prospective TOD locations, which already have transit on fixed guideways (Regional Rail and trolleys), the Baltimore Pike Centers only have SEPTA bus service, itself rather limited in terms of headways and span of service and moving in mixed traffic along the often-congested Pike. As these Centers are developed, improved transit service will be required. These may take the form of upgraded SEPTA bus service along Baltimore Pike and new transit linkages. For example, a shuttle from the Woodland Avenue Center to the Morton R-3 Regional Rail Station may be warranted, as could a similar connection from the Clifton East Center to the Clifton-Aldan R-3 Regional Rail Station. Shuttles could be provided by DCTMA, the owner/operator of a development part of a Center, a municipality, or some other entity.

The Clifton East development area may be large enough that, similar to what is described above relative to the former Boeing Site and Springfield Mall, new internal road systems may need to be created. As was noted with respect to TOD areas, these systems should consist of pedestrian-friendly routes in a grid or modified-grid arrangement that provides comfortable and safe conditions for circulating on foot or on a bike as well as in a car.

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Note that the Springfield Mall location qualifies as both a potential TOD location and as a Center on Baltimore Pike. The site is large and the Route 101 Trolley Stop is at the extreme northeast corner, so there is a need to consider both the “front” and “back” portions of the parcel. With any future redevelopment of this site, circulation issues pertaining to substantial volumes of cars coming to the site along the Baltimore Pike frontage, internal movement of both vehicles and pedestrians, and pedestrian mobility to the Route 101 Trolley Stop all need to be acknowledged.

In addition to the internal circulation factor, there is also the neighborhood access factor. Centers on Baltimore Pike and TODs are presumed to be destinations for local residents nearby. Local access will, in part, be via adjoining local streets that connect to new or reconstituted streets that form the internal circulation system for the Center or TOD.

Baltimore Pike

As the major commercial corridor of the Joint Planning Area, Baltimore Pike is asked to achieve a number of functions, including moving substantial volumes of vehicles through the corridor, providing access to intersecting streets and adjacent neighborhoods, allowing ingress to bordering properties, and, in parts of Clifton Heights Borough, supporting on-street parking. Complicating Baltimore Pike’s role is its very different circumstances in the easternmost part of the Joint Planning Area when compared to the rest of the corridor.

For most of its length, from I-476 in the west to Oak Lane in the east, a distance of about 3¼ miles, Baltimore Pike is a five-lane (four travel lanes and a center turning lane) arterial highway, with bordering uses primarily in the form of 1950s-through-2000s strip commercial properties (Springfield Mall is an exception). Baltimore Pike moves large volumes of traffic and features signalized intersections with multiple lanes for turning movements. Baltimore Pike has computer coordinated signalization for most of its length. The roadway has numerous driveways along its length, sporadic sidewalks, limited crosswalks, and generally sparse landscaping.

For the easternmost one-mile extent of the corridor, all within Clifton Heights Borough, Baltimore Pike takes on a character more like a traditional commercial main street in a pre-twentieth-century town, with one through travel lane in each direction. In contrast to the setting to the west, buildings are frequently sited up to the front property line and a sidewalk comes up to the curb. In the center of the borough, on-street parking is permitted. There are center turning lanes at the intersection with Springfield Road, but the right-of-way width is constrained by buildings and the cross-street intersects at an acute angle, making for substandard lane geometries and short left-turn

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lanes.

Since the circumstances for the western three-quarters of the corridor are so different than those for the eastern one-quarter, it follows that each section must be examined separately, even while acknowledging that both parts together form one continuous corridor.

Eastern Portion of Baltimore Pike

In fact, a basic question relative to the eastern portion is whether it should be more like the western part. For some residents of Clifton Heights, the forced passage of large volumes of traffic from the five-lane Baltimore Pike into their constricted two-lane portion begs the question: Can't we have five lanes and freer flow through our community? This prospect raises more problems than it solves, however. At the present time, the five-lane portion of Baltimore Pike frequently exhibits acute congestion. The possibility of introducing such a cross-section into the borough will not necessarily mean freer flow. In addition, the roadway will have to become constricted, in terms of number of travel lanes, at some point, either at Oak Lane or somewhere east of that point. Unless Lansdowne Borough wants a five-lane cross-section, the constriction will still have to occur somewhere within the borough; it cannot be eliminated. And the cost of putting in five lanes means sacrificing the Main Street character of the central part of the borough.

Taken as a whole, the eastern portion of the corridor should be made to work better as a Main Street condition. Where feasible, such as fronting the designated Clifton East redevelopment area, a wider cartway can be contemplated. But since the roadway will still be one travel lane to the east and to the west of this area, additional through travel lanes for just this ¼-mile extent would not appear to be very beneficial. Instead, the Main Street character can be enhanced by providing designated turning lanes and parking lanes with bulb-outs for on-street parking and bus stops. Completing the picture would be access management in the form of designated intersecting roadways in lieu of driveways; generous-width sidewalks, traffic signals, and unit-paver crosswalks for pedestrian mobility and safety; and street trees, pedestrian-scaled lights, and bus shelters.

For the revitalized borough center area in Clifton Heights (including Baltimore Pike from Marple Avenue to Springfield Road), the existing framework of travelway, parking, sidewalks, intersections, and crosswalks should be employed and enhanced. PennDOT is considering changes at Baltimore Pike and Springfield Road and these may make this a safer intersection. The Main Street ingredients enumerated in the preceding paragraph should be used, to help bring about a gradual improvement of this area into a lively and attractive mixed retail/restaurant/residential/office area

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as described in Section 3 of this chapter.

The continuity of the Baltimore Pike corridor from east to west — from its Main Street portion into its Golden Mile section — may be reinforced by a common system of streetscape elements, including sidewalk and crosswalk materials, street trees, lighting standards (poles) and luminaires, and bus shelters. The employment of a “toolkit” of shared physical components can quickly convey a unified appearance to motorists on the Pike as they travel its length.

Western Portion of Baltimore Pike

Within the western portion of the Baltimore Pike corridor, for the most part, buildings are sited back from the right-of-way and the character of the corridor is derived chiefly from the travelway and its verges. The view currently is predominantly asphalt and signage. Over the planning period, the opportunity to take advantage of right-of-way not used for vehicle movement in order to develop a “green boulevard” should be pursued.

Physically, there are two areas of the right-of-way that offer opportunities to develop a lush, landscaped, and attractive thoroughfare. The first is the sides of the roadway, comprising the area between the cartway and the parking lots or buildings of the bordering properties. There is room in this area to have street trees, sidewalks, special lighting, and a planted ground plane. The second area is the center of the cartway, currently a largely undifferentiated zone supporting free left turns, but it is possible to program this space more diligently, so that designated left turn lanes are accommodated where required and a curbed and planted median is predominant.

As is the case with respect to any right-of-way improvements recommended in the Redevelopment and Revitalization Plan, a reconfiguration of the western portion of Baltimore Pike may be able to take place in conjunction with other roadway upgrades, such as those programmed by PennDOT for safety or congestion relief. There may be opportunities, in conjunction with prospective roadway right-of-way improvements, to “piggyback” Baltimore Pike streetscape enhancements. Such undertakings as planting street trees, constructing sidewalks, and installing special lighting standards (poles) and luminaires may be possible in conjunction with cartway widenings and/or other kinds of changes to the roadway. Corridor improvements should also recognize the need for better and more frequent pedestrian crosswalks and provisions for bus shelters and bike lanes.

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Open Space and Greenway System

The opportunity to develop Baltimore Pike as landscaped boulevard is linked to another major feature of the Redevelopment and Revitalization Plan — the development of an open space and greenway network throughout the entire Joint Planning Area. Greenways are recommended for major streets intersecting with Baltimore Pike, carrying the “greening” of Baltimore Pike into adjacent areas and supporting pedestrian and bicycle access to a variety of destinations, including nearby residential developments, schools, special natural features, shopping, and specific sites for recreational facilities.

Greenways are recommended for Sproul Road, Woodland Avenue, Saxer Avenue, Springfield Road, Glenwood Avenue, and State Road. Where feasible, trails alongside these roadways should provide for off-road biking opportunities in addition to walking. Buffers and setback requirements can provide additional space along these roadways for greenways and trails where current rights-of-way are insufficient. As with Baltimore Pike, improvements to include trail elements may come through PennDOT programmed roadway improvements or from other State agencies and programs.

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SECTION 5: HOUSING PLAN

Introduction

The goal of the housing element of the Redevelopment and Revitalization Plan is to provide the opportunity for a range of housing types and sizes within the Joint Planning Area to meet diverse housing needs while at the same time supporting the other major goals of the plan.

The number of dwelling units in the Joint Planning Area has not increased significantly in the last fifteen years. In 1990, there were 11,440 housing units in the Joint Planning Area. Springfield Township had 8,435 units, of which 7,478 units (86.9%) were single-family detached units. Clifton Heights had 2,836 units, the largest percentage of which were single-family attached units 1,703 (60%). The borough also had 297 single-family detached units, which made up 10.5% of the total number of housing units. By 2000, the number of dwelling units in the Joint Planning area had increased less than 1% to 11,683 total units. Of the approximately 243 units erected since 1990, 95 are single-family detached units and 259 are single-family attached (townhouse) and multi-family (apartment) units. Thus, the distribution of housing units by structural type is similar to 1990, with about 7,870 single-family detached dwellings (67.4%) and 3,813 single-family attached and multi-family units now in the Joint Planning Area.

In general, the Joint Planning Area offers a wide variety of housing opportunities, from apartments to townhouses to small-, medium-, and large-lot single family detached units. While some of the housing stock is new, most of it dates from prior to 1960 and its overall character may also be considered “mature,” since there is a good range of housing choice, both by structural type and period of construction.

Areas Available for New and Infill Residential Development

The housing element recognizes that reinforcement of the character of residential areas within the township and borough is a significant aspect of planning for residential use in the Joint Planning Area. Because the communities are older suburbs of Philadelphia, they are very near built out. Parcels still available for development in residential areas on average range from less than one acre to 49 acres in size. Where small-to-medium-sized sites may be found, they should be developed generally at densities comparable with existing housing, in a form that is compatible with the existing neighborhood or district character.

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Housing in Mixed-Use Developments

In addition, the Mixed-Use Centers on Baltimore Pike, Transit-Oriented Development at Regional Rail and Designated Trolley Stops (TODs), and the Clifton Heights Borough Center (described in Section 3 of this Chapter) may also represent significant opportunities to develop and redevelop properties for mixed uses, including residential components. Parcels in these areas are suitable for higher-intensity types of residential uses, such as multi-family (apartment) and single-family attached (townhouse) units, and perhaps specialized residential uses such as life-care facilities. These areas may have prospects for new residential uses in place of current uses or may include new multiple-use (residential and commercial, for example) structures consistent with the special character intended for these parts of the community.

Higher density residential construction in conjunction with commercial/mixed use initiatives in the township and borough may be able to respond to current and expected market demands over the planning period. Demographic and other changes may mean that residential units in mixed-used developments in these kinds of settings can tap into an increasing need for housing structural types other than single-family detached units.

Housing & Access to Transportation & Community Facilities

The Joint Planning Area already offers supporting circumstances for residential development by virtue of the major transportation systems in the area, including Interstate 476, State Road, and Baltimore Pike, as well as public transit service. Access to major roadways and to public transportation can be important determinants for the development of single-family attached and multi-family units, in particular.

In the future, a concentration of residential units at Mixed-Use Centers on Baltimore Pike, TODs, and the Clifton Heights Borough Center may provide an impetus for the Southeastern Pennsylvania Transportation Authority (SEPTA) and the Delaware County Transportation Management Association of (DCTMA) to provide higher levels of fixed-route bus, “circulator,” and other types of transit services.

In general, it is appropriate to locate higher-intensity housing along major transportation and transit routes, where residents would have a wider range of transportation options than elsewhere in the Joint Planning Area. It is important that the form of housing built in this area be as “transit-friendly” as possible. Measures that should be incorporated into new developments include placing building access oriented to the transit corridor or station, good pedestrian connections in the form of sidewalks and all-weather pathways, and

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amenities for transit riders and other pedestrians such as shelters, building canopies, and shade trees.

Housing and Demographics

Springfield Township

Springfield Township's population has been aging (see Chapter 2, Section 6). From 1990 to 2000 the median age of residents rose from 39.8 to 41.9 years of age. The median age of the township was higher than that of the county median age of 37.4 years of age as of 2000.

As described above and in Chapter 2, more than 85% of the housing in Springfield Township takes the form of single-family detached dwellings. New residential development from 1980 to 2000 followed the composition established in earlier decades, with mostly single-family detached units being built, but a modest number of single-family attached and multi-family units were also being constructed. As the current population ages, alternatives to the single-family detached form of housing may become increasingly important through the planning period. In order to permit “empty-nesters” to remain in the community in which they have lived and raised families, new opportunities to develop single-family attached and multi-family dwelling units in areas such as Mixed-Use Centers on Baltimore Pike, TODs, and the Clifton Heights Borough Center should be provided.

Clifton Heights

In contrast to Springfield Township, Clifton Heights has a population that is aging but is younger on average than that of Springfield Township and Delaware County, with a median age of 32.1 years in 1990 and 35.5 years in 2000 for the borough. Clifton Heights Borough's housing stock, which consists primarily of small-lot single family attached and detached dwellings, provides a range of affordable choices for young families and single people.

During the planning period, Clifton Heights Borough should continue to support this type of housing diversity, through new development at the designated Mixed-Use Center on Baltimore Pike (Marple Avenue to Darby Creek), in the Penn Street-to-Holley Avenue (Clifton-Aldan Station) vicinity, as part of the Clifton Heights Borough Center, and small-lot “infill” housing on the remaining vacant lots in the borough.

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Housing & Open Space

The housing element recognizes the Redevelopment and Revitalization Plan's goals and objectives with respect to community services and resource protection. The system of open space throughout the Joint Planning Area, portrayed in the Land Use Plan, depends on creation of permanent open space on each tract of land and a high degree of connectivity of open space from one tract to another. The trail system proposed to be implemented over the planning period will rely to a great extent on the availability of conservation/trail easements through existing and prospective residential developments. It is recommended that residential clustering, which permits a concentration of a tract's potential development on a small portion of the overall tract and leaving the remaining area available for open space and recreation use, be promoted for the larger available parcels, mainly located in Springfield Township, in order to help realize the open space system.

Residential clustering reduces the amount of land consumed for residences when compared with conventional development methods, while at the same time preserving a portion of development tracts for permanent open space uses. "Clustering" can refer to any development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for preservation of environmentally-sensitive areas, permanent buffers or open space, or recreational uses. Clustering can involve only modest set-asides of land for these uses, or can involve set-asides of sixty percent or more of the whole tract being considered for development. From the point of view of the Redevelopment and Revitalization Plan, the latter kind of clustering is desirable, since more permanent open space would result.

The essence of residential clustering, recommended by the Redevelopment and Revitalization Plan, is determining the total number of dwelling units to be permitted on a tract on the basis of the tract as a whole and then actually constructing the units on a smaller part of the tract, while preserving the rest of it as permanent open space. Housing structural types such as small-lot single family detached and single-family attached (townhouse) that can be accommodated on relatively small lots will consume less of a tract undergoing development than medium- or large-lot single-family detached dwellings.

In general, flexibility in permitting a variety of structural types of housing, and even encouraging single-family attached and multi-family construction in lieu of single-family detached dwellings, can help in meeting a wide variety of the needs of residents through the planning period. Springfield Township should identify specific vacant and redevelopable parcels that are large enough for this type of development to take place and develop new requirements for township zoning for these areas.

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Residential Classifications — Low, Medium, and High

Residential Classifications — Low Density

Low-density residential development, generally less than 3½ dwelling units per acre, is proposed to remain the predominant land use in the Joint Planning Area over the planning period. Existing low density residential areas, covering about half of Springfield Township, are stable and are projected to remain much as they are through the planning period. Any development of several units simultaneously, or of a substantial tract, is proposed to incorporate corridors of contiguous open space as part of the land development process. This technique is recommended in order to protect environmentally-sensitive resources, provide lands for recreation, accommodate greenways along road corridors, and to allow for a trail network throughout the community.

Residential Classifications — Medium Density

Medium density residential development, from about 3½ to 12 dwelling units per acre, corresponds generally with single-family attached (twins and townhouse) developments in the two municipalities and single-family detached dwelling areas in Clifton Heights Borough. Prospective sites for medium-density housing include some perimeter portions of the new Mixed-Use Centers on Baltimore Pike and the TODs (but not the core areas of these centers), and “infill” housing on remaining vacant lots in both the township and borough. Densities of these prospective residential developments are consistent with the construction of single-family attached (townhouse) and small-lot single-family detached dwellings.

As in the case of low density residential development, any development of several medium density units simultaneously, or of a substantial tract, should include corridors of contiguous open space.

Residential Classifications — High Density

High density residential development, at over 12 dwelling units per acre, is currently represented in the Joint Planning Area primarily by multi-family (apartment) and single-family attached (rowhouse) developments in Clifton Heights Borough. As has already been suggested, the appropriate locations for development of high density residential uses in the future include new Mixed-Use Centers on Baltimore Pike, TODs, and the Clifton Heights Borough Center area. With a mix of commercial services, restaurants, and community functions, as well as advantages with respect to proximity to transportation and employment, these areas should be well-positioned to gain attractive, high-quality dwelling units at these locations.

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Fair Share & Affordability

The term “fair share” comes from legal decisions that have been made, beginning in the mid-1970s. Courts have held that local government land use regulations must allow for the housing needs of people who may desire to live within a municipality’s borders. In that regard, an ordinance may not exclude legitimate uses of land, such as multi-family housing, either by specifically prohibiting the use or by failing to make provisions for the use. Each municipality, then, must do its “fair share” in accommodating various housing types that may be in demand in a region.

In Pennsylvania, there are no precise measures for determining whether a municipality has provided its fair share. According to the Municipalities Planning Code, when undertaking a comprehensive plan, communities must “accommodate expected new housing in different new dwelling types and at appropriate densities for all income levels.”¹

At the present time, of the approximately 11,683 dwelling units in the Joint Planning Area, about 3,813 (32.7 %) are single-family attached or multi-family units, a favorable fair share position compared to many other areas in the suburbs of Philadelphia. For the future, the Redevelopment and Revitalization Plan makes provisions for a range of housing options in the township and borough, including those for multi-family housing. In addition to the existing housing types located in the Joint Planning Area, the plan has provided for additional medium-density and high-density residential areas, with a focus on new mixed use areas that contain medium- and high-density residential components.

New Mixed-Use Centers on Baltimore Pike, TODs, and the Clifton Heights Borough Center area are Redevelopment and Revitalization Plan designations that will support housing types that include single-family attached and multi-family residential structural types. Over the planning period, the percentage of these types of units in the Joint Planning Area should increase, putting the Joint Planning Area in an even more favorable position from a fair share perspective.

The Redevelopment and Revitalization Plan for the Joint Planning Area advocates a variety of housing opportunities, to meet the needs of residents as their circumstances change through the life cycle, to help conserve open space, to help create and reinforce mixed-use and TOD special-identity areas, to provide for affordable housing units, and to provide for a fair share of regional housing needs.

¹ Pennsylvania Municipalities Planning Code, January 2001, p. 11

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SECTION 6: COMMUNITY FACILITIES PLAN

Introduction

The goal of the community facilities element of the Redevelopment and Revitalization Plan is to provide the complement of facilities and services necessary to serve the residents of the Joint Planning Area through the planning period. Public school, park and recreation, community, administration, and emergency services facilities are reviewed in this section.

Schools

The Springfield School District encompasses Springfield Township and Morton Borough. Most district facilities are in Springfield Township, including the district administrative offices, Springfield High School, E.T. Richardson Middle School, Scenic Hill Elementary School, Sabold Elementary School, and two multi-purpose fields. Clifton Heights Borough is part of the Upper Darby School District, with Westbrook Park Elementary School in the borough.

The current number of public schools will be adequate to serve the Joint Planning Area's population through the planning period. The schools are well-positioned with respect to the distribution of housing unit types (single-family detached and single-family attached) that are likely to yield school-age children. Modest population change is expected over the planning period, although a continuing trend toward older residents in Springfield Township may translate into a drop in total school enrollment, at least over the first half of the twenty-year planning horizon. Potential additions of new multi-family units in Mixed-Use Centers on Baltimore Pike, TODs, and the Clifton Heights Borough Center area (see Section 5 of this chapter) are unlikely to mean additional school-age students in any great numbers. Periodic fluctuations in enrollments may be accommodated through alterations to existing school physical plants.

Educational facilities are the focus for considerable numbers of vehicle trips, as buses and automobiles travel to and from the schools and district offices. Trips generated by public institutions such as schools can be substantial and resulting traffic impacts on area roads can be significant, especially school opening and closing periods. Many schools are conveniently located, presenting opportunities for students to walk or bike. In the future, enhanced opportunities to reach schools from dwellings via the Joint Planning Area's open space and trail system should make the proximity to school sites even more of an advantage to residents of the township and borough. This proximity favors adults in the Joint Planning Area as well as school-age

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residents, especially in the context of schools as resources for the entire community.

The role of schools as community facilities, beyond a basic function as educational institutions, should not be overlooked. School buildings and grounds are important community amenities and should be made available for general community use outside of regular school hours. School districts and municipalities should work cooperatively to ensure that educational facilities are true community resources, with opportunities for use by the general resident population as well as by enrolled children. The fortuitous location of district facilities relative to the resident population is also a factor in consideration of the role of these facilities, in the broadest sense, in the life of the community.

Parks and Recreation Facilities

According to the National Recreation and Park Association (NRPA), municipalities should be provided with three types of parks — playlots, neighborhood parks, and community parks — in the following ranges:

Type of Park	Acreage Range per 1,000 Population
Playlot	1
Neighborhood Park	1 - 2
Community Park	<u>5 - 8</u>
TOTAL	7 - 11

For a 2025 Joint Planning Area population of 28,000 to 31,000 persons (see Section 3 of this chapter and Chapter 2, Section 6), some 200 to 300 acres of parkland would be required, according to the NRPA standards. Springfield Township has about 180 acres of developed parkland currently (excluding Springfield County Club), and Clifton Heights Borough has about 22 acres. By NRPA standards, Springfield Township has sufficient parkland, whereas Clifton Heights Borough does not.

NRPA standards should be taken merely as a guide and should not necessarily be followed strictly. Local circumstances may indicate that a departure from these standards may be in order. Publicly-accessible open space inside the township and borough that technically may not qualify as “parks” under the NRPA standards are nonetheless important resources for local residents. Such areas would include undeveloped but publicly-accessible open space and school district athletic fields and play areas.

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Over the planning period, opportunities to make additional lands accessible and usable as park and recreation areas may become available. For example, the Marple Avenue-to-Darby Creek Mixed-Use Center envisioned for Clifton Heights Borough should incorporate generous park/open space, especially along the Darby Creek edge of the redevelopment area. In a similar vein, the Penn Street-to-Holley Avenue TOD development/redevelopment area in the borough should also contain publicly-accessible and publicly-usable parkland. For Springfield Township, it is possible that the land development process for new residential construction on medium- and large-sized tracts, consistent with cluster design principles, will result in new public open space coming into the township fold. In this manner, the township and borough may be able to keep pace with demands for parks and open space as the municipalities continue to evolve.

When projecting future demand for parks and recreational facilities and programs, it is necessary to consider not only existing circumstances but evolving demographic changes, land use forecasts, and broad cultural trends as well. For some municipalities, population growth and new residential development will suggest increased demands for recreational facilities, but office commercial growth might also call for corresponding development of recreational sites for corporate sports teams and fitness programs. For the Joint Planning Area, a population shift toward age groups over 55 suggests the need for a greater variety of indoor and outdoor recreational opportunities. Multiple-use facilities and shared-use, community-oriented buildings and sites should be pursued as a cost-effective way to maximize recreational opportunities in the Joint Planning Area, the school district, and surrounding areas.

The development of Mixed-Use Centers on Baltimore Pike, TODs, and the Clifton Heights Borough Center area suggest inclusion of relatively small but intensively-used “civic square” open spaces and associated community facilities, perhaps indoors, for cultural events, at these locations.

The Land Use Plan (Figure 3.3.2) contains a network of interconnected open space areas that is a composite of a variety of different kinds of spaces, including natural resource protection, deed-restricted, greenway, and buffer areas, as well as potential trail corridors, playing fields, parks, and civic space. New areas for public use in the Joint Planning Area can be created out of the extensive network of spaces shown in the Land Use Plan, and can come into being in a variety of ways, including the following:

1. Outright purchase by the municipality or county or by a private, not-for-profit organization among whose purposes is the conservation of open space land and/or operation of park and recreation facilities;
2. Dedication of property to the municipality through the land development process;

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3. Acquisition of an easement for open space and/or park and recreation uses by the municipality or county or by a private, not-for-profit organization; or
4. Donation of property or easements to the municipality or county or to a private, not-for-profit organization.

In general, the utility of the land development process to gain usable open space for the community as a whole should be recognized. The cluster form of residential development has several potential public benefits, including making land available for community park and recreation purposes. Creation of permanent open space lands through the land development process and, in some instances, the dedication of such lands to the municipality, may be the most efficient and cost-effective means of gaining additional community parkland.

Another source of funds, this time for recreational facility development, is Recreational Improvement and Rehabilitation Act Program (RIRA) grants, allocated to municipalities by the Pennsylvania Department of Conservation and Natural Resources (DCNR), usually with county involvement to the extent of submitting letters of support to the Commonwealth. Other State funding programs, including Growing Greener grants, should be pursued by municipalities to assist in acquiring and developing lands for recreation.

Municipal and Emergency Services

The Springfield Township municipal building on Powell Road provides a suitable complex for administering local government, including police and District Court functions. The site is sufficiently large to accommodate expansion of operations, should that become necessary, and adjoins parkland and the Springfield Township Library. This facility will continue to serve the township well as an administrative and police center throughout the planning period.

The Clifton Heights Borough Hall, on Springfield Road, also houses police operations. This is a serviceable facility, but one lacking a strong civic image. An opportunity to create a borough hall with greater visual distinction and improved function may come about through the implementation of the Clifton Heights Borough Center concept. This approach will encourage sensitive redevelopment of the commercial core of Clifton Heights, emphasizing ground floor retail shops, restaurants, and services, with offices and/or residences in the upper floors. Included in the concept are opportunities to expand pedestrian activity, including traffic calming, landscaping, bus bays and shelters, and on-street parking on Springfield Road, from Baltimore Pike to the Clifton-Aldan Station. The current site of the Borough Hall could be transformed into a new municipal building or become an alternative use as

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borough functions occur on an alternative parcel within the Borough Center area.

Fire and emergency services provided for the residents of Joint Planning Area are expected to be adequate through the planning period. The Springfield Fire Company, Springfield Ambulance Corps, and Clifton Heights Borough Station 3 have sufficient members, apparatus, and stations to be able to provide for area coverage. Springfield Hospital is within the Joint Planning Area and Taylor Park Hospital is nearby.

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SECTION 7: CULTURAL, HISTORIC, AND LANDSCAPE RESOURCES CONSERVATION PLAN

Recent Preservation Efforts

Springfield Township and Clifton Heights Borough are rich in historic resources. The two municipalities contain a handful of eighteenth-century buildings and many nineteenth- and early twentieth-century buildings, although the historic fabric of the Joint Planning Area is comprised of many elements, including historic buildings, road corridors, bridges, fences and walls, trees and hedgerows, and other elements. These components are interrelated, so that an appreciation of one kind of element is enhanced when it is viewed together with others.

The Springfield Township Historical Society has maintained an updated survey of historic properties in the township (see Chapter 2, Section 5). Clifton Heights Borough has not undertaken a survey of resources to date. The resources for the borough that are listed in the Chapter 2 have been identified as part of this comprehensive planning process.

Although the two municipalities' extant historic resources are already found within developed areas, development and redevelopment pressures may be expected to continue to pose threats to the resources. In the Joint Planning Area, the key to preserving these resources lies in sensitively integrating them into the changing landscape of the community.

Preservation Approach

The Cultural, Historic, and Landscape Resources Conservation Plan element has three basic preservation planning goals: Enhancing the municipalities' quality-of-life; protecting their historic resources; and promoting research into and education about the area's history.

Historic resources are only one part of the Joint Planning Area's character. The goals of historic preservation may be seen as integral with those of conserving open space, protecting environmental resources, and providing recreational opportunities. The challenge of the Redevelopment and Revitalization Plan is in creating, communicating, and implementing a unique community character, accommodating elements of the natural environment, the Joint Planning Areas' human history, and contemporary demands for places to live, work, shop, and play.

To this end, important measures to be taken in the interest of historic preservation in the Joint Planning Area are the further refinement and timely

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implementation of the other redevelopment and revitalization recommendations included in this Comprehensive Plan. Most important among these recommendations are:

- Development incentives to achieve a higher degree of protection for important resources than would otherwise be the case;
- Provisions to encourage residential clustering in order to achieve set-asides of permanent open space for resource protection and recreational purposes;
- Implementation of an open space network; and
- Revitalization efforts in Clifton Heights' Borough Center area.

Development incentives built into the zoning ordinance may help to achieve a higher degree of historic and cultural resource protection than would otherwise be the case. A development density bonus in return for specific historic preservation actions where such resources exist on a site is a possible tool, but the development incentives need to be attractive to developers to ensure that the historic and cultural preservation actions the municipalities are looking for would actually be achieved.

Another technique may be the expansion of the provisions of municipal Subdivision and Land Development Ordinances. Currently, Springfield Township requires set-asides or fees-in-lieu for open space/recreation areas by all developers of residential land. Historic structures are sometimes found intermingled with existing open space and with the Redevelopment and Revitalization Plan's recommended open space network. Efforts to establish this network, a permanent intermunicipal open space resource, invariably will lead to opportunities to preserve historic and cultural resources along the way, and the explicit inclusion of historic and cultural areas in the list of community facilities associated with the Subdivision and Land Development Ordinance's required set-asides or fees-in-lieu should allow the municipalities to tap this source of funding toward historic and/or landscape preservation efforts.

Regulations governing land development can be extremely important in helping to ensure the protection of historic and cultural resources, in addition to environmentally-sensitive lands. The encouragement of cluster development and the flexible gross density development approach in newly-developing residential areas, for example, have the potential to be valuable tools to help protect historic and cultural resources. Essentially, the maximum number of units that would be permitted on a tract should be calculated based on an adjusted gross acreage of the tract as a whole. Having arrived at a figure for the total number of units permitted, the size and configuration of individual house lots becomes a much less critical issue than in conventional development, and these may be smaller or larger depending on

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the occurrence, extent, and significance of natural or cultural features that may be found on the tract. The location, extent, and characteristics of any historic or cultural resources found on the tract are more easily accommodated in a land development approach based on cluster development principles than one based upon conventional, lot-by-lot development.

The open space system envisioned in this Comprehensive Plan (see Sections 3 and 6 of this chapter) should be implemented. This open space system is a framework that can incorporate and integrate lands containing historic resources with environmentally-constrained areas, municipal-owned parcels, public and private recreational lands, and public right-of-ways, as well as future conservation-easement protected lands and areas that may become protected by other preservation mechanisms. The result can be a linked network of resources, providing convenient access to these places and benefit from them for all residents of the two municipalities. Once part of this integrated system, historic and cultural resources may be ideally situated for various kinds of interpretation techniques (see “Education & Research,” below).

While coordinating preservation activities with environmental and open space objectives is one approach that will work for scattered resources in Springfield Township and parts of Clifton Heights Borough, additional techniques to redevelop and revitalize Clifton Heights’ Borough Center area will be necessary. Strategies using the Pennsylvania Department of Community and Economic Development’s *Main Street* and *Elm Street* programs as well as other *New Communities* programs can integrate revitalization and economic development objectives with the preservation of historic resources and community character.

The most promising historic and cultural preservation techniques integrate preservation goals, objectives, and policies into broader Redevelopment and Revitalization Plan implementation efforts. These may include a variety of development incentives built into the zoning ordinance to achieve a higher degree of historic and cultural resource protection into the future even as they also achieve higher degree of open space and natural resource protection than would otherwise be the case.

Resource Management

As the comprehensive planning process proceeds into the implementation phase, it will be important to explore ways that the two municipalities can participate more fully in the evolution of land development plans, especially during the early formative phases, and that the land development plans can be more creative in preserving community character, including historic and cultural resources. The municipalities’ development regulations need to be

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creative, flexible, and participatory, carefully balancing the rights of ownership with the long-term interests of the communities. They may require new incentives and disincentives.

Historic Resource Inventories and Assessments

One of the priority tasks should be for Clifton Heights Borough to undertake an inventory of historic resources. The borough should work in conjunction with the Preservation Planning staff of the Delaware County Planning Department and with the Delaware County Historical Society. The inventories should use existing inventories as a point of departure. The new inventories should include an overview of municipal history; a review of common themes that tie the historic resources together; an assessment of individual resources and of the resources as a whole; the preparation and filing of Pennsylvania Historical and Museum Commission (PHMC) Historic Resource Survey Forms; the mapping of historic resources and correlation of resources with lot numbers; an outline of county and/or municipal historic preservation goals, programs, and tools; and a bibliography. Survey information should be submitted to the Delaware County Planning Department, which can coordinate the submissions to PHMC and the National Park Service for inclusion in the National Register of Historic Places database.

Main Street/Elm Street Programs

Historic preservation is sometimes viewed largely as a financial burden to developers and as an obstruction to the progressive development of a municipality. One way to encourage economic development through historic preservation is by participating in the Pennsylvania Department of Community and Economic Development's Main Street program. Clifton Heights Borough should investigate the feasibility of participating in this program. If program criteria are met, a Main Street community receives state technical assistance and grants for commercial revitalization projects. Different program levels can provide full or partial funding for economic development, preservation, and promotion activities. Main Street communities can also develop additional tools, such as Business Improvement Districts in conjunction with the state program. The state has recently passed the Elm Street Bill, which will provide similar assistance to residential districts adjacent to Main Street communities.

Additional Funding Sources

In addition to state grants geared directly to historic preservation goals, other sources of funding can be used to further the aims of preservation and community revitalization. For instance, if historic rehabilitation guidelines are met, Community Development Block Grant (CDBG) funds can be used for housing and economic development projects for historic buildings.

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Additionally, federal tax credits such as the Low Income Housing Tax Credit and the Historic Rehabilitation Tax Credit can be combined in projects where rehabilitation guidelines are met. Also, Transportation Enhancement Projects provide funding for certain types of historic transportation projects. Both municipalities should investigate available funding sources to further the aims of revitalizing historic areas and develop a way of promoting these programs to local property owners and developers.

Historic Resources Overlay Ordinances

It is recommended each municipality enact a historic resources overlay zoning ordinance. Historic resources overlay zoning involves the identification and mapping of scattered resources throughout a community. Historic resources overlay zoning protects the character of the resources by regulating the subdivision and land development review process. It clearly communicates to developers the desire of the community to preserve historic resources, and it identifies those resources. Historic resources overlay zoning requires a developer to assess the impact of a proposed subdivision or land development plan upon the historic resources on the tract being developed as well as upon adjacent affected tracts. Mitigation of the impact is required and/or negotiated through the exploration of design alternatives, buffering, landscaping, design standards, and other appropriate measures. Lot sizes and configurations as well as the design and location of improvements are controlled to preserve the integrity of the historic resources and their context. Demolition of historic resources or impairment of landscape resources can be delayed by the ordinance to allow for acceptable alternatives to be negotiated. Sensitive adaptive reuse of historic resources is encouraged through the provision of special “use alternatives” not normally permitted in the underlying zoning district. As part of the overlay zoning, it is recommended each municipality establish an Historic Commission or have an existing governmental body perform the functions of such a commission in order to review proposed developments that may have impacts on the communities’ historic resources.

Design Controls & Guidelines

The creation of design guidelines for the preservation of historic resources would be valuable in communicating to developers both the vision and the technical means of achieving preservation goals. It should be clear that the preservation of historic resources means not only the preservation of historic buildings, but the preservation of the contexts that are integral to the historical significance of those buildings.

The municipal Historic Commissions (or other bodies charged with historic review) should establish design guidelines for the historic resources overlay ordinance. Developers should be required to submit sketch plans for township review that demonstrate how proposed development complies with design

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guideline requirements.

Other Tools for Historic Districts

Traditionally, Historical and Architectural Review Boards were established under Pennsylvania Act 167 authorizing the creation of historic districts in municipalities. In addition to the Act 167 Historic Districts, there are other, more flexible controls for preserving historic districts allowed in Pennsylvania. These include historic ordinances allowed by Act 247 (Pennsylvania Municipalities Planning Code), which establish Historic Commissions previously discussed in the Historic Resources Overlay Ordinances section above, Historic District Overlay Zones, Village Commercial Zoning, Historic District Cluster Zoning, and Special Exception Ordinances. These tools have been used successfully in municipalities throughout Pennsylvania. Springfield Township and Clifton Heights Borough should assess the appropriateness of these standards for their communities and should develop and promote ordinances for these types of programs.

Education & Research

The erection of plaques or markers at the locations of historic resources is an interpretative technique that can make some of the history of a community tangible to both residents and visitors. As has been the case in nearby communities, such as Newtown Township, Delaware County, markers have been put in place that are visible from streets and other public places and are physically of sufficient size to support text and other elements to help explain the nature of the resource and its significance. The inclusion of these kinds of plaques along the municipal trail systems would reinforce it as a community resource for recreation, as well as contributing toward an understanding of the two communities' heritage.

Self-guided tour brochures would complement the markers, placing them in the context of a circuit (or several smaller circuits) of local historic sites, containing further information on resources themselves, and providing additional information on the municipalities and their history.

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SECTION 8: UTILITIES PLAN

Sewage System

For many suburban communities, the availability of central sewer service is a major determinant for growth — both the amount of growth and where it takes place. Where sewer facilities exist and have sufficient capacity to allow new development, there has been incentive for growth to occur; likewise where they are not available growth has been relatively discouraged. The critical element, in most cases, has been the sewage treatment plant capacity above that which is now being used, and is thus available for future development.

Similarly, government decision-making with respect to utility service network extensions and upgrades has often been employed as a growth management device. The extension of water and sewer service to designated locations has often been, along with development regulations such as zoning, a major planning implementation tool.

For both Springfield Township and Clifton Heights Borough, this paradigm is no longer applicable. Sewer lines blanket nearly all of the Joint Planning Area (see Figure 2.9.2) and there are virtually no properties with private on-lot disposal systems. The respective Public Works departments of the two municipalities own and maintain the public sewer system and collection and treatment employs the Darby Creek Authority, Muckinipattis Authority, and Central Delaware County Authority trunk lines. The treatment for the municipalities' wastewater occurs at two facilities, the Delaware County Regional Authority (DELCORA) plant and the Southwest Philadelphia Regional Treatment Plant.

As an older network of sewage collection lines, the chief challenge for the two local systems over the planning period is likely to be inflow and infiltration, which can lead to excessive sewer flow during wet periods and overload downstream facilities. Both municipalities should be diligent in metering flows and infiltration rates and correct excessive inflow/infiltration problems where they exist.

Water System

Similar to the sewer system, piped water from the franchise holder for central water supply, Aqua Pennsylvania (formerly known as Philadelphia Suburban Water Company), is available virtually throughout the Joint Planning Area. It is expected that any new residential, commercial, industrial, or institutional developments in the township or borough over the planning period will receive water service from the central water supply system.

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Storm Sewers

Springfield Township has faced problems with flooding during and following storm events, particularly in the eastern Baltimore Pike area. This issue is an outgrowth of relatively permissive impervious coverage and stormwater detention regulations during the decades that the Baltimore Pike corridor was developed and the gradual reduction of permeable area of properties on the Pike and on either side of it over the years. At this point, the total area of buildings and paving produce substantial surface flows that cannot be accommodated by current stormwater facilities in certain locations. It is vital that these and similar facility overload problems be corrected, to eliminate the flooding threat and to reduce the likelihood of adverse environmental effects (also see Section 9 of this Chapter).

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SECTION 9: ENVIRONMENTAL PROTECTION PLAN

Introduction

The Environmental Protection element of the Redevelopment and Revitalization Plan identifies specific areas in the Joint Planning Area that are environmentally sensitive, based on several sources: The U.S. Army Corps of Engineers' 100-Year Floodplain designation prepared for the National Flood Insurance Program; the National Wetlands Inventory undertaken by the U.S. Fish and Wildlife Service and Pennsylvania Department of Environmental Resources (now Pennsylvania Department of Environmental Protection); the Soil Survey of Chester and Delaware Counties prepared by the U. S. Department of Agriculture Soil Conservation Service; United States Geological Survey quadrangle series maps; and aerial photography. Areas that have been mapped include floodplains, wetlands, seasonal high-water table, and steep slopes (see Figures 2.4.1, 2.4.2, and 2.4.3).

These classes of environmentally-sensitive features are not uniform in their impact on development potential nor in what they represent as hazards to human life and property. There are levels of sensitivity, suggesting corresponding levels of response.

Floodplains/Stormwater Management

The first and most specific level is represented by the 100-year floodplain designated by the federal government. There is clear authority for a complete prohibition of residential development within the designated floodplain, and a set of standards for regulating the design and construction of nonresidential development within the floodplain so as to prevent exacerbation of the flood hazard. Flood prone soils, identified by the USDA Soil Conservation Service Soil Survey, at times do not correspond precisely with the federal floodplain designations. The flood prone soils, so classified because of their alluvial nature, indicating that they were deposited by floodwaters, reflect not only 100-year floods but also floods of lesser frequency. Where flood prone soils lie outside the federally-designated areas, the burden of proof should be on land developers to demonstrate by specific on-site tests, engineering analysis, and analysis of effects of impervious cover percentages of upstream development that could alter flow levels, that the generalized soil classification is in error for the specific site or that any construction will be designed to avoid any possibility of creating a hazard to human life and property or exacerbating local flooding. Thus, as a matter of policy, the flood prone soils initially should be subject to all of the development restrictions of the land within the 100-year floodplain.

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The Composite Constraints map is an extremely important resource for the two municipalities. The information represented, particularly with respect to floodplains, is a strong determinant for land use planning and was significant in shaping the Land Use Plan (Figure 3.3.2) for the Joint Planning Area. Implementation of the Land Use Plan, as well as the preservation of environmentally-sensitive resources, will rely to a considerable degree on the protection of the network of floodplains within the communities.

With the recent experience of acute flooding in Delaware County of Darby Creek, Springfield Township, Clifton Heights Borough and their neighboring municipalities should be vigilant in ensuring that new development does not occur in floodplains or flood prone areas unless specific special construction methods are employed. Regional efforts to control flooding should be supported. Local flooding caused by inadequate storm sewer capabilities (see Section 8 of this Chapter) should be remediated.

Stormwater management and flood and erosion control along Darby Creek, Crum Creek, and their tributaries are necessarily closely linked to upstream land development and stormwater management policies and practices, and it is essential that local regulations promulgated in Springfield Township and Clifton Heights Borough and in all surrounding municipalities be based on watershed-wide considerations.

BMPs & Cluster Development

Close inter-municipality and County-initiated cooperation on all stormwater management issues will be needed over the planning period. Watershed Act 167 Stormwater Management Plans and similar studies examine potential effects of land development upon discharge rates into streams and creeks, and should lead to local development regulations to assure that developments use the best available technology to minimize off-site stormwater runoff, increase on-site infiltration, minimize off-site discharge of pollutants, and encourage natural filtration functions. Best management practices (“BMPs”) for stormwater management control may include measures such as detention and retention basins, recharge trenches, porous paving and piping, contour terraces, and swales. All stormwater retention, detention, and other stormwater management facilities should be designed to include and provide stormwater recharge in conjunction with other best management practices.

A key factor in reducing stormwater runoff from newly-developing sites may be a curtailment of the amount of impervious cover on a parcel through improved site planning and design. Planning concepts such as clustering inherently decrease the percentage of land in impervious cover when compared to conventional development. Design features such as narrower local roadways and enhanced buffers and landscaping are also critical means toward the goal of reducing the amount of stormwater runoff.

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Detention & Retention Basins

Stormwater detention and retention basins have been regarded for some time as the standard for dealing with stormwater runoff from tracts undergoing development, but are now coming under scrutiny. Basins occupy space that might be better used for something else, and basins often discharge directly into streams, precluding opportunities for on-site groundwater recharge.

In addition, older basins are in private hands and may not be adequately maintained. Without proper maintenance, these systems do not work as designed, and flooding may occur.

In lieu of basins, porous underground pipe systems may be installed. These promote on-site groundwater recharge, save surface areas for more-useful purposes, and represent less of a hazard than basins. All stormwater management systems should be approved conditioned on regular maintenance and authorization of periodic inspections or, with the municipality's consent, dedication to the township or borough.

Wetlands

A second level of environmental sensitivity is represented by wetlands; generally areas within forested lands with a high water table and poor drainage, and having some degree of surface ponding during the year. Under the jurisdiction of the U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection, there is at the present time a steadily evolving regulatory framework concerning wetlands in Pennsylvania, mandating wetland surveys by developers of land and controlling the degree and type of wetland disturbance permitted.

Municipalities can provide long-term wetlands protection by directing development away from these areas, by encouraging clustered construction on higher ground surrounding wetlands, and by purchasing wetlands important to protecting local floodplains or ecological systems. The Land Use Plan incorporates a variety of natural resource areas, including floodplains and significant wetlands, where known, under the Open Space designation.

Riparian Buffers

The water quality of streams in the Joint Planning Area such as Darby Creek and Crum Creek should be protected. One of the chief ways in which stream course water quality may be affirmed or improved is through the maintenance of riparian buffers. A riparian buffer is a corridor of varying width adjacent and generally parallel to a stream or similar water course, extending for some

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distance back from the stream bank. Ideally, the buffer is wooded, shading and cooling the water, trapping nutrients and sediment runoff, stabilizing stream banks, and providing food and cover for aquatic and terrestrial wildlife.

The characteristic combination of a floodplain with a stream course and the frequent association of environmental-sensitive areas such as wetlands and steeply-sloped terrain, in addition to woodlands, with streams, can begin to define a specific dimensional width to a riparian buffer. Many municipalities have adopted riparian buffer provisions into their zoning ordinances, limiting the development of lands within a certain distance of a stream bank, and taking into account whether floodplains, wetlands, steeply-sloped terrain, and woodlands are present.

The two municipalities should also consider applying to the Pennsylvania Department of Environmental Protection for a watershed restoration and protection grant, as authorized by the state's Growing Greener initiative. These grants can fund a wide variety of watershed projects, including installing stream buffers.

Aquifer Recharge Protection

Springfield Township and Clifton Heights Borough are served by the central water distribution system of Aqua Pennsylvania, so for individual properties within the service area, local groundwater is only an indirect source for drinking water for residential units and businesses. Nonetheless, the principle of groundwater recharge is important, since the aquifer that underlies the Joint Planning Area feed springs that supply area creeks and streams and, ultimately, Aqua Pennsylvania's surface intakes and wells.

The Land Use Plan reveals an intent to protect a significant percentage of the Joint Planning Area as Open Space. This Open Space area can act as an extensive aquifer recharge area and assure a permanent framework for groundwater recharge even as development may proceed into the future. Both municipalities should employ this framework for groundwater recharge and protection of groundwater quality. A key technique is adoption of appropriate land use regulations, including those that would:

- Provide incentives for clustered development;
- Conserve floodplains, wetlands, steep slopes, and woodlands;
- Ensure the use of "BMP" measures, outlined previously; and
- Encourage the use of infiltration technology for sewage treatment, when appropriate.

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Wildlife and Plants

Species of plants and animals may be found in the Joint Planning Area's three main types of habitat — open field or pasture, forest, and wetlands. (Wetlands include streams, springs, ponds, and meadows.) Although some species have adapted to more than one habitat, other flora and fauna have adapted to very specific needs and conditions, and are critically dependent upon particular habitat types. Generally speaking, man-made features are considered disruptive to natural habitats, but some, such as fields, pasture, hedgerows, and treelines, offer important food and cover sources.

The Land Use Plan affords open fields, forest, and wetlands the highest degree of protection through the application of the Open Space designation to them to the maximum extent feasible. Prohibited uses in this land use category would include any commercial or industrial facilities and, except in rare circumstances, any new residential dwellings.

The Land Use Plan describes an extensive, interconnected network of protected open space areas incorporating a wide variety of sizes and types of landscapes and habitats. The continuous corridors of open space are a significant aspect of the Land Use Plan's system, providing for essential movement, dispersion, and migration of wildlife. Especially important to wildlife are the maintenance of natural corridors such as stream valleys and wooded hillsides and ridgelines.

Other Natural Features

A further level of environmental sensitivity includes areas affected by the following constraints: Mature woodlands; areas of steep slopes; and areas having a seasonal high water table within six inches of the soil surface. These features, especially when occurring in combination (Figure 2.4.3), suggest that little or no development should take place within the areas exhibiting these conditions or that development should be severely curtailed and closely regulated.

The thrust of the Land Use Plan is the broad protection of these sensitive features. Affected areas are designated generally as open space or for low density residential uses. The policy toward these environmentally-sensitive areas should be one of discouraging development wherever possible to prevent destruction of important resources or to protect residents of the Joint Planning Area from future problems.

One instrument that the municipalities will have at their disposal to protect these areas will be the encouragement of cluster development and the flexible gross density development approach in newly-developing residential areas.

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Essentially, the maximum number of units that would be permitted on a tract should be calculated based on the developable acreage of the tract (gross acreage minus existing rights-of-way, easements, floodplains, wetlands, and perhaps some proportion of steep slopes). Having arrived at a figure for the total number of units permitted, the size and configuration of individual house lots becomes a much less critical issue than in conventional development, and these may be smaller or larger depending on the occurrence, extent, and significance of natural or cultural features that may be found on the tract. In turn, by requiring developers to base the number of dwelling units allowed to be built on the gross developable acreage of their development parcels, areas designated by the Joint Comprehensive Plan and any ensuing studies as being environmentally-sensitive are more likely to end up being set aside.

The Redevelopment and Revitalization Plan's goals and objectives with respect to resource protection may be assisted through development regulations that provide incentives for developers to pursue cluster development and, having elected to follow the cluster course, to set aside large proportions of a tract as permanent open space. Regulatory flexibility is recommended, giving property owners a variety of choices if they choose to develop their land and containing various economic inducements to build compactly and to support the long-term goals and objectives of the plan for open space conservation and resource protection.

In addition to encouraging cluster development in the Joint Planning Area, development at a higher density at TODs, Baltimore Pike Centers, and in the Clifton Heights Center area will concentrate the majority of new development in designated areas away from environmentally-sensitive portions of the two municipalities. (Development at the Marple Avenue to Darby Creek Baltimore Pike Center in Clifton Heights Borough will, however, include the verges of the creek and it is recommended that the full extent of floodplain and riparian buffer areas associated with Darby Creek and its tributaries be incorporated as permanently-protected open space in any redevelopment plans for this area.)

In addition to these incentives, development regulations can provide targeted measures to help protect important environmental features, such as steep slopes and trees. A new Environmental Protection article within the two municipal zoning ordinances should incorporate regulations that currently exist, such as those for steep slopes, with new provisions that address such issues as riparian buffers.

Surveys of Environmentally-Sensitive Features

It must be recognized that the maps in this Plan of environmentally-sensitive areas are accurate to a general level only. Developers should be required as a matter of municipal policy to undertake more detailed field studies of specific parcels proposed for development that will verify or modify the precise

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location of the sensitive features on the Joint Comprehensive Plan or other, similar maps. By requiring such studies, especially where there is a strong suspicion or known presence of environmentally-sensitive features, developers will be more aware of the need to protect scarce resources and to avoid future problems at an early point in the development process, leading to better land planning and design solutions in the long run.

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Introduction

The Springfield Township and Clifton Heights Borough Joint Comprehensive Plan provides an overall guide and framework for the future development of the two municipalities. The Plan anticipates and accommodates a variety of opportunities for growth in the Joint Planning Area, while at the same time striving to protect the area's community character, natural features, and historic resources. The Plan designates appropriate locations for all land uses expected to be in the Joint Planning Area over the next ten to twenty years. The Plan also sets the stage for specific actions that are necessary by all the different kinds of decision-makers in the township, borough, school district, county, and State, in order to implement the Plan's recommendations.

This Plan must be used as a primary reference for evaluating and influencing future change in Springfield Township and Clifton Heights Borough. The procedures and actions in this chapter are provided, among other things, as the instructions for use of this Plan by the Township Board of Commissioners, Borough Council, and the Planning Commissions, Zoning Hearing Boards, and staff of the two municipalities.

Adoption of the Plan

The first and most basic step in the implementation of the Springfield Township and Clifton Heights Borough Joint Comprehensive Plan is its official adoption by the Township Board of Commissioners and Borough Council. The Joint Comprehensive Plan will then form the policy foundation for day-to-day decisions concerning development, as well as the framework for the zoning and subdivision ordinances that are the primary administrative tools for the control of growth and development in the two municipalities.

It is particularly important that the Plan be understood and endorsed by the officials of the township and borough. Without such understanding and support, the Plan will not be useful nor will it be followed. Since, under Pennsylvania's Municipalities Planning Code (MPC), the right of approval for subdivision and land development is (with limited exceptions) exercised by municipalities, it follows that successful implementation of the Springfield Township and Clifton Heights Borough Joint Comprehensive Plan relies to a very great extent on municipal follow-through on the ideas presented in the Plan. A prerequisite for Plan implementation is for the governing bodies, Planning Commissions, Zoning Hearing Boards, and municipal staffs to advocate the recommendations in the Plan. If no one "signs on" to it, its recommendations cannot be put into effect.

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Amendments to Municipal Land Development Regulations

The Springfield Township and Clifton Heights Borough Joint Comprehensive Plan's recommendations with respect to land use, transportation, housing, community facilities, open space, historic and cultural resources, natural features, and other areas of concern also provide a basis for changes to the development regulations for the municipalities. Zoning ordinance and subdivision and land development ordinance changes are among the most significant implementing tools for the Plan, translating its sometimes broad concepts into specific regulations with which to guide future development.

Zoning Changes

Zoning of land use is the single most important legal tool available to a municipality for management of growth and development. The respective municipal zoning ordinances should be updated and revised to reflect the goals, objectives, and policies of the Joint Comprehensive Plan, and to effect its implementation. An updated Zoning Ordinance is the most efficient and effective device for municipalities to ensure rezonings and subdivision and land development approvals are in conformance with the Joint Comprehensive Plan. A number of revisions to the current zoning ordinance are recommended to contribute to the implementation of the Redevelopment and Revitalization Plan. These are summarized below.

New Districts to Create Baltimore Pike Mixed-Use Centers, TODs, and a Revitalized Clifton Heights Borough Center

The Land Use Plan, Section 3 of Chapter 3, makes wide-ranging recommendations concerning four main interrelated concepts for the Joint Planning Area, summarized as follows:

1. New mixed-use centers at selected locations along Baltimore Pike;
2. New and intensified Transit-Oriented Development (TOD) at Regional Rail and designated trolley stops; and
3. Revitalized borough center area in Clifton Heights.

Collectively, these three concepts represent a common approach toward the future of the two municipalities, proposing a series of attractive, economically-viable, mixed-use settings for living, working, shopping, and recreating. These are intended to be clearly identifiable and recognizable places that can act as a focus for community life, including locally-oriented businesses and community institutions. Since the characteristics of these areas would be different from the qualities supported by the present zoning districts for these locales, it follows that new zoning districts should be created and applied to the target locations.

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Regulations ungirding new Baltimore Pike Mixed-Use Centers, for example, will need to explicitly endorse the mixing of retail, office, residential, community, and open space components and support a pedestrian-oriented physical structure for the centers. Bulk and setback standards, access conditions, on- and off-street parking provisions, and landscaping requirements will determine whether the vision endorsed by the Redevelopment and Revitalization Plan for these areas may be realized.

A key element to control traffic growth in the Joint Planning Area may be the degree to which residents and employees can be attracted to alternate modes of commuting such as car and van pools, shuttle buses, and transit. Baltimore Pike Mixed-Use Centers will need to have site layouts that anticipate access by these alternative modes. For example, road and driveway systems need to provide the means for car and van pools, shuttle buses, and transit vehicles to reach the front doors of buildings, for quick and easy drop-off and pick-up of passengers. Buildings will need to be close to Baltimore Pike, so that commuters arriving by transit are only a short distance from the building entrance when they alight from the bus. It is expected that these kinds of provisions will be incorporated into the new Baltimore Pike Mixed-Use Centers and TOD zoning districts.

Historic Resources Overlay District

As outlined in Section 7 of Chapter 3, a Historic Resource Overlay District that would encompass the entire municipality should be enacted as part each community's zoning ordinance. The ordinance should be based upon the types of similar ordinances used in other municipalities in the region. These ordinances address dispersed historic resources in a suburban context and address a variety of historic preservation issues on a municipality-wide basis.

Developable Acreage as Base Site Area

The concept of "developable" tract acreage, as opposed to gross acreage, should be embraced by the respective municipal zoning ordinances. Developable acreage may exclude floodplains and wetlands from consideration in determining base site area density calculations, and may also integrate consideration of a site's extent and type of steep slopes in the calculation. Many municipalities have now enacted provisions to protect environmentally-sensitive features and to exclude or partially-exclude environmentally-sensitive lands from consideration in determining the "base site area" upon which the total number of permitted units or total permitted floor area for a tract is calculated. These kinds of provisions should be applicable in all zoning districts in the township and in the borough, residential and non-residential.

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Clustering in Residential Districts

A most basic change to the zoning ordinances would be revised regulations to expand residential clustering provisions in order to maximize the amount of set-asides of permanent open space for recreational and resource protection purposes. Clustering is recommended particularly for sizable tracts that are still largely open or have been assembled from multiple parcels to provide a basis for redevelopment.

The Redevelopment and Revitalization Plan makes the case that permanent open space areas in the township and borough can come about in a variety of ways, but that an essential technique is the use of cluster provisions for residential development. In order to encourage residential clustering, developers of land must be attracted to this method. Zoning regulations for residential districts need to be amended so that applicants prefer to pursue a cluster option rather than conventional lot-by-lot residential development and, in addition, prefer to cluster units to a high degree (above a basic cluster threshold) in order to permanently preserve greater proportions of land on a given tract.

There are some basic ways to attract developers to a residential cluster option for a given residential district. First, incentives such as bonuses to the conventional densities prescribed for the district(s) can be offered in return for specific community benefits to be achieved through the development process, such as very large percentages of a tract being set aside for permanent open space, preservation or restoration of historic sites and buildings, or preservation of scenic views. Second, developers of land may be given flexibility in the selection of housing types to be constructed.

The disposition of lands permanently protected from development on tracts built upon through the residential clustering process is a matter for the municipalities to determine. Since the residential cluster option is noncompulsory, the municipality can impose requirements on applicants who chose to pursue it. Open space may be required to be offered for dedication to the municipality, although the municipality can elect not to accept it unless it desires to do so. By not accepting it, the municipality can mandate that the protection of permanent open space be the responsibility of a homeowner's association or a land conservation organization, or other types of arrangements.

Recreational Set-Asides/Fee-in-Lieu

Some natural resource areas of a tract that may not be suitable for buildings or similar intensive use may be usable in other ways. To meet the need for recreational use areas by residents of new housing developments (and employees, in the case of non-residential development), tracts undergoing

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development should have areas set aside for recreational use. Some of these areas may be in natural resource portions of a tract that can support these kinds of uses. The developable acreage concept is consistent with the principle of providing some portion of a tract undergoing development as a permanent recreational resource for the residents or users of that tract; conventional lot-by-lot residential development does not inherently recognize the need to provide such areas.

In addition to providing areas for a permanent open space and recreational resource for new residential and non-residential developments, recreational set-asides for tracts undergoing development also add amenity value to the community that can be a help in gaining high-quality development and enhance property values for bordering and neighboring dwellings.

Provisions for set-asides for recreational and open space lands for residential development as part of municipal subdivision and land development ordinances should be extended to cover non-residential developments and similar “fee-in-lieu” provisions should also be made applicable to non-residential development.

Protection of Environmental Features

The existing zoning ordinances of Springfield Township and Clifton Heights Borough Joint Township contain provisions for the protection of environmentally-sensitive features. However, distinct, all-inclusive environmental protection articles within each ordinance would assist property owners, developers, planning commissions, and staff in understanding the range of provisions for the protection of both natural and man-made resources. Basic contents of this article would incorporate floodplain, steep slope, woodlands, riparian buffers, and historic resource sections.

Zoning Ordinance Contents and Format

In general, planning and zoning regulations that may be relevant to applications for building or use permits should be found in one place — the Zoning Ordinance. An application may not qualify as a land development but may still need to be cognizant of, for example, floodplains and steep slopes. For this reason, the Zoning Ordinance should be highly inclusive of potentially-relevant regulations. An applicant for a building or use permit who reviews the Zoning Ordinance should be confident that all relevant planning and zoning regulations are contained in it.

Development regulations in the Zoning Ordinance are often dense and wordy, making use of the document difficult. The Zoning Ordinance can be made more “user-friendly” by presenting most permitted use and development standards information in tables rather than long descriptive texts, for ease of

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use and to permit side-by-side comparison of standards among related districts. Benefits of this approach include an easy understanding of the ordinance by residents and more efficient administration by the municipality.

Subdivision Regulations

Subdivision regulations are second only to the zoning ordinance as a tool for managing growth, especially in influencing the quality of new developments. These regulations detail the standards of any required improvements accompanying construction. The Springfield Township and Clifton Heights Borough Joint Comprehensive Plan makes several recommendations that affect street access and curb cuts, landscaping and open space, and other improvements. Adoption of these recommendations within the Springfield Township Subdivision and Land Development Ordinance and Clifton Heights Borough Subdivision and Land Development Ordinance will implement better quality development.

Potentially wide-ranging changes to Subdivision and Land Development Ordinance standards are suggested by the Plan's recommendations with respect to residential streets standards. For example, a more pedestrian-oriented area should have road right-of-way and cartway widths that are different from conventional areas, with sidewalk requirements, tighter horizontal curve radii, and revised parking regulations and sight-distance standards, similar to those outlined in the American Society of Civil Engineers, National Association of Homebuilders, and Urban Land Institute publication *Residential Streets*, 2nd ed. and increasingly followed in many municipalities trying to create more "pedestrian-friendly" neighborhoods.

Pennsylvania Watershed Act 167 Stormwater Management Plans and similar studies by area counties and municipalities have been examining potential effects of land development upon discharge rates into the creeks and their tributary streams. Such studies produce sets of recommendations for changes to municipal subdivision and land development regulations. In turn, the respective Springfield Township and Clifton Heights Borough Subdivision and Land Development Ordinances may need to be amended to reflect these recommendations, including content to assure that developments use the best available technology to minimize off-site stormwater runoff, increase on-site infiltration, minimize off-site discharge of pollutants, and encourage natural filtration functions. "Best management practices" may include measures such as detention and retention basins, recharge trenches, porous paving and piping, contour terraces, and swales.

Further Planning Studies

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Baltimore Avenue Corridor Revitalization Plan: This planning study, involving Clifton Heights Borough, along with Upper Darby Township, Lansdowne Borough, East Lansdowne Borough, Yeadon Borough, and the City of Philadelphia, is currently examining a 4½-mile-long stretch of Baltimore Pike, from Bishop Avenue (at the Springfield Township line) to 52nd Street in the Kingsessing neighborhood of Philadelphia. Land use, economic development, circulation, and streetscape circumstances have been documented and analyzed, and a set of planning recommendations is emerging, consistent with the Springfield Township and Clifton Heights Borough Joint Comprehensive Plan. As both plans are completed and implementation steps are contemplated, full coordination of the two plans should be foremost for Clifton Heights Borough, Upper Darby Township, and Springfield Township. In this way, the goals and objectives of both the Joint Comprehensive Plan and the Baltimore Avenue Corridor Revitalization Plan may be achieved.

Urban Design Plans for Baltimore Pike Mixed-Use Centers, TODs, and Revitalized Clifton Heights Borough Center Areas: The Land Use Plan's direction for the future for the Joint Planning Area will require follow-up studies. For example, recommendations concerning new Baltimore Pike Mixed-Use Centers, Transit-Oriented Development (TOD) at Regional Rail and designated trolley stops, and a Revitalized Clifton Heights Borough Center within the Joint Planning Area mean that these areas should be looked at in greater detail, focusing on land use; vehicular and pedestrian circulation; parking; building scale, placement, orientation, and character; landscaping; and lighting. More-focused plans should be developed for each of the prospective areas. Once these detailed plans have been formulated, the municipalities will be in a position to publicize and promote them and to solicit property owner and developer interest in implementation. Technical and funding assistance for implementation may also come through planning partnerships with the State's Main Street and Elm Street programs (see Section 7 of Chapter 3).

Using the Plan

After official adoption, the use of the Joint Comprehensive Plan as a reference document on a frequent basis becomes the most important part of the Plan implementation program. Neither the Redevelopment and Revitalization Plan nor the zoning and subdivision and land development ordinances can completely anticipate or absolutely control the future of the Joint Planning Area. Future development will be determined by day-to-day decisions made by the Springfield Township Board of Commissioners and Clifton Heights Borough Council and the respective municipal Planning Commissions, Zoning Hearing Boards, and municipal staffs, largely in response to proposals made by private developers. In each situation where Springfield Township and

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Clifton Heights Borough must respond to a specific development proposal, the Joint Comprehensive Plan should be used as a reference to guide the municipality in the evaluation of the proposal.

The natural resource maps, part of the Joint Comprehensive Plan, are one of the first sources to be referred to in considering any development proposal. The maps should be able to identify potential problem areas. In some cases, the developer will be required to supply more precise information on the natural determinants of development suitability. Technical expertise of township, borough, county, and State agency staff and consultants will be needed to determine whether any potential problems so identified can be overcome.

The Land Use Plan should be consulted early in the review of any development proposal. If the proposed use corresponds to that shown on the Land Use Plan, the major issues will concern design considerations, technical questions, and guarantees of performance on the part of the developer. If the proposed use differs from that shown on the Land Use Plan, the proposal will require the most careful kind of scrutiny. Despite the effort to make the Redevelopment and Revitalization Plan as “comprehensive” as possible, it is conceivable that uses will be proposed in the Joint Planning Area over the planning period that do not fit comfortably into one of the use categories outlined in the Land Use Plan. It is critical that, in this event, the municipality consider fully all of the planning implications of any such proposed uses.

In addition to using the Redevelopment and Revitalization Plan for more day-to-day technical consulting, the plan should be reviewed periodically and updated, if necessary. While the comprehensive plan uses twenty years as a planning horizon, the Pennsylvania Municipalities Planning Code indicates that the plan should be reviewed at least every ten years.

Information Gathering, Processing, Storage and Retrieval

Both municipalities need to make use of current and emerging computer and data processing technology for processing, storing, and retrieving information regarding subdivision, land development, and zoning applications and approvals. Geographic Information System applications with direct links to computerized document management, permit management, and computer aided drawing systems are essential. All subdivision and land development drawings should be submitted in both digital and hardcopy formats. Applications and other pertinent paper documents should be able to be scanned into the document management system and stored in both the native and electronic formats, and the signature sheets of approved record drawings should be able to be scanned and stored in both hardcopy and electronic formats. Documents and drawings need to be linked electronically in the GIS

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system to their subject parcels for ready access. Such a system provides secure and efficient storage and retrieval of this data for both municipal staff and the public.

The Planning Commissions should ensure that they submit annual reports to their respective governing bodies, summarizing development activities in the municipality. The compilation and publication of the following data would be useful in documenting the character and quantity of change in the community over time and would be extremely useful in the day-to-day administration of its planning and zoning activities. The items recommended for inclusion in the report are as follows:

- Population estimates
- School population
- Employment estimates
- Development activity summary (new development & redevelopment)
 - Residential development
 - New housing units, by type
 - Acres of residential development
 - Acres of private and dedicated open space
- New nonresidential construction
 - Acres of new development by land use
 - Gross floor area by use
- Changes of zoning

Planning Commission Annual Reviews

The Planning Commissions should, as an annual agenda item, formally review the annual long-range capital improvements program for the municipality to ensure that physical improvements that are being programmed are in accordance with the overall intent of the Joint Comprehensive Plan. The review should also include consideration of items which are called for by the Joint Comprehensive Plan. A formal review and recommendation concerning the long-range capital improvements program should be forwarded to the governing body prior to consideration of the adoption of the long-range capital improvements program.

A second annual agenda item should be the Planning Commission Annual Plan, which should:

- Review the degree of accomplishment of the previous year's objectives;

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- Summarize studies or projects finished or underway;
- Identify Joint Comprehensive Plan recommendations that are planned to be addressed in the next year;
- Plan for future projects or studies, including issues that the Planning Commission intends to review or initiate and ordinances that require review.

TABLE 4.1
Action Plan for Implementation of the Joint Comprehensive Plan

	<u>Action</u>	<u>Timing</u>	<u>Primary Responsible Parties</u>
1.	Adopt the Joint Comprehensive Plan	Immediate	• Commissioners/Council
2.	Update Zoning Ordinances	Within 2 yrs.	• Regulations Update Task Force
3.	Update Subdivision & Land Development Ordinances	Within 2 yrs.	• Regulations Update Task Force
4.	Prepare Urban Design Plans for Baltimore Pike Centers, TODs, & Clifton Borough Centers	Within 3 yrs.	• Centers Task Force
5.	Prepare Clifton Heights Historic Resources Inventory	Within 1 yr.	• Historic Survey Task Force
6.	Update Sewage Facilities Plans	Within 3 yrs.	• Township/Borough Engineer(s)
7.	Update Parks, Recreation, & Open Space Plans	Within 4 yrs.	• Parks & Recreation Boards
8.	Implement a Greenway System	Within 6 yrs	• Parks & Recreation Boards
9.	Implement Baltimore Pike Centers, TODs, & Clifton Borough Centers Urban Design Plans	Within 10 yrs.	• Commissioners/Council
10.	Review the Comprehensive Plan, Consider an Update	Within 10 yrs.	• Planning Commissions