Prepared for Haverford Township

Comprehensive Parking Study

July 15, 2026



WALKER CONSULTANTS

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July 15, 2026

Jaime Jilozian
Director of Community Development
Haverford Township
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Re: *Report for Haverford Township*
Comprehensive Parking Study
14-005146.00

Dear Jaime:

Walker Consultants is pleased to submit for your review this report for Haverford Township.

We appreciate the opportunity to be of service to you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

WALKER CONSULTANTS

Megan Gardo
Senior Analyst

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Executive Summary

Existing Conditions

The types and quantities of parking spaces vary significantly from zone to zone within the larger study area, reflective of the different characteristics and make-up of each local neighborhood. Utilization also varies widely throughout the day and throughout the year. While Walker completed occupancy counts during early October, our survey day is not representative of typical busy conditions. Walker used historic parking transaction data from the on- and off-street public parking facilities in Haverford to adjust the survey day observations. Weekday observations in public and private parking facilities were increased by 10% while the parking occupancy data from the Saturday survey day increased by 40%. Design day parking demand was then compared to the operational capacity in each lot to determine parking surpluses and deficits.

Operational capacity, rather than the total available parking capacity of a lot or street, is used to determine parking adequacy because a parking facility is perceived as "full" before it reaches capacity. The small cushion of spaces between the operational capacity and total supply encourage smoother day to day operation, reduce search times and lessen drivers' frustration. Small one- or two-space deficits in a parking lot are less concerning than larger shortfalls; however, if these small, localized deficits accumulate, they can create larger issues.

The highlights associated with design day parking conditions within the study area are summarized below:

Oakmont Zone

- Localized on- and off-street shortages of one- or two-spaces are anticipated throughout the day on a typically busy weekday. There is adequate public supply within a block or two to meet any localized shortages.
- On a busy Saturday, several private lots are expected to experience parking shortages of up to five (5) spaces at various times throughout the day. Generally, the public off-street parking supply in the Oakmont, South Ardmore, and public lot at the former township building (Oakmont South) are sufficient to meet any private parking shortages for most of the day.
- On a busy Saturday night in the Oakmont Zone, the projected parking deficit could be about 35 spaces. Parking shortfalls are projected in all three public lots, as well as multiple private lots and along several blocks with on-street parking.

Eagle Road Zone

- There are no municipally-owned public parking lots in the Eagle Road zone, and limited on-street parking.
- The business typology along Eagle Road is oriented toward professional and personal retail services (nail salons, hair dressers, insurance agencies, banks) rather than restaurants. As a result, many businesses are closed on nights and weekends, which is reflected in the occupancy data.
- The most significant parking shortage in the zone on both a weekday and a Saturday is associated with the YMCA, where a 34-space deficit on most mornings is projected. Other lots may experience small shortages for an hour or two throughout the day.

Township Line Zone

- No major problems are anticipated in the Township Line zone on a weekday or Saturday under design conditions.

County Line Zone

- The County Line Zone includes two commercially oriented half blocks between Biddle Street and Loraine Street in an otherwise residential area. While the spaces along County Line Road are metered, there is no public off-street parking. All other parking is in private off-street lots.
- It is interesting to note that there is a shared parking agreement in place between Carlino's and the Main Line Italian American Civic Association, increasing the available parking capacity for Carlino's during select hours.
- Most of the off-street parking facilities during both weekday and Saturday conditions are projected to have a parking surplus in the future. While one or two lots may experience shortages sporadically throughout the day, there is typically on-street parking available to mitigate any shortfalls.
- Most notably, on-street metered parking is only enforced from 8:00 am until 6:00 pm. After 6:00 pm is also when on-street parking is busiest. While there are some businesses operating into the evening hours, it is more likely that local residents are occupying these spaces.

Manoa Zone

- While the Manoa Zone includes the 19-space public parking lot as well as both metered and unregulated on-street parking, most of the parking system consists of private off-street lots for each individual business/building.
- During the weekday, select lots are projected to experience one-, two-, or three-space deficits at least once during the day; however, there is adequate on-street parking, both on West Chester Pike and the side streets, to meet any overflow demand from these individual facilities. Only the Falcon Center lot is expected to experience a more significant 14-space deficit during the mid-morning period.
- To model design day activity on a Saturday, observed demand in public and private lots was increased by 40%. Under these conditions, several of the private lots in the Manoa District are projected to experience modest parking deficits at various points throughout the day. The maximum combined shortage from multiple lots is about 30 spaces. Some of this overflow can be absorbed by public off- and on-street parking, but may require the customer or employee to walk a block or two. It should be noted that there is an overall surplus of private off-street parking within the zone and that alternative parking strategies should be considered before any additional parking is added to the area.

Llanerch Zone

- No major problems are anticipated in the Llanerch Zone on a weekday or Saturday under design conditions.

Lancaster Zone

- There are about 30 metered on-street parking spaces in the Lancaster Zone, as well as several private parking facilities.
- During a typical busy weekday, no on-street deficits are anticipated. One or two lots may experience parking shortfalls up to five (5) spaces for a few hours throughout the day, but there is adequate on-street capacity to mitigate the localized shortage. Additionally, the lots with the projected shortages (CHOP employee lot and Enterprise) have more flexibility in their ability to meet overflow demand due to the types of parkers.
- On a very busy Saturday, on-street parking along Lancaster Avenue may near capacity. Customers may need to park on both the north and south sides of Lancaster Avenue.

- It is also important to note that while there is likely surplus capacity on Martin Avenue, the parking restrictions (vehicles must face Lancaster Avenue), reduce the usefulness of these spaces as overflow from Lancaster Avenue.

Brookline Zone

- There is an 80-space public parking lot, as well as several blocks of metered, timed, or unregulated on-street parking within the zone. Additionally, while not contiguous with the Oakmont Zone, the boundaries are within walking distance.
- One of the challenges facing Brookline is access to the on-street parking on the west side of Darby Road. There are over 60 on-street spaces on the west side of the street, but only two intersections with pedestrian crosswalks. A pedestrian may park directly across the street from their destination and still need to walk two plus blocks.
- Under typically busy weekday conditions, several blocks may experience a one- or two-space shortage for a short period, but available parking is expected within one block. Similar conditions are anticipated in private off-street lots at various times throughout the day. While a single lot may experience a small deficit, the Brookline public lot is projected to have a significant surplus throughout the day.
- Again, adjusting for a very busy Saturday, the on-street parking system is projected to meet the projected parking demand throughout the day. While several private off-street parking lots are expected to experience parking shortfalls at least once, adequate public parking is available within the study area to meet any localized shortages. Parkers may have to walk a block or two to find a parking space.

Future Conditions

Haverford is a well-established community. As such, most of the parcels have been built out. Through discussions with the township, Walker identified the few new project sites anticipated to be developed over the next few years, as well as currently vacant properties that will likely be leased soon. In addition to new development/ vacancies, Walker applied a 1% annual growth rate to the on- and off-street parking demand, in line with the projections in the 2035 Comprehensive Plan, to model overall growth in the area over a ten-year period. The model does not account for any significant shifts in the mix of land uses within a zone. For example, if the professional and service-oriented retail along Eagle Road was replaced by several new restaurant uses. Lastly, any changes to the existing parking supply were also accounted for while developing the future conditions model.

The highlights associated with future weekday and Saturday design day parking conditions within the study area are summarized below:

Oakmont & Eagle Road Zones

- During the weekday, both the Oakmont and Eagle Road Zones are generally projected to have a surplus of parking. Although small, localized hotspots may occur, adequate supply should be available within a block or two to meet any localized shortages. The YMCA lot is the only parking facility in the zone expected to experience a significant shortage. During the mid-morning peak, the lot is projected to have a 34-space shortfall.
- Peak parking conditions on a Saturday in the future are projected to occur at different times in the Oakmont and Eagle Road Zones. Eagle Road is projected to peak around 10:00 am. Like the weekday, the

YMCA is projected to experience a 32-space deficit during the peak hour. Most other parking facilities in the zone are expected to have a surplus of parking for most of the day.

- The public and private lots closest to the Darby/Eagle Road intersection are projected to experience localized shortages throughout a typically busy Saturday in the future. The size of the deficit ranges from about 40 spaces to over 100 spaces, depending on the time of day. The larger deficit also accounts for shortages throughout the Oakmont zone in public and private lots as well as on street.

Township Line Zone

- No major problems are anticipated in the Township Line Zone on a weekday or Saturday under design conditions.

County Line Zone

- No significant development was proposed in the County Line Zone. As a result, the future parking adequacy reflects the modest 1% annual growth in on- and off-street facilities.
- High demand for the on-street parking along the 2600 block of County Line Road compared to the 2700 block is expected to continue in the future, during both weekday and weekend conditions. As a result, customers may need to walk a block to find available parking. Walker also anticipates on-street parking during the evening to be heavily utilized, with shortages on all streets within the zone. This is likely due to residential overflow rather than commercial demand.

Manoa Zone

- Two development projects just outside of the zone boundaries are anticipated to be built over the ten-year planning horizon; however, they are also expected to be built with sufficient on-site capacity. Walker also assumed the remaining tenant vacancies in the Falcon Center would be leased.
- Peak parking conditions on a weekday are projected around 2:00 pm. The Manoa public parking lot should have an adequate surplus of parking to meet any localized shortages along Manoa Road. However, the Falcon Center is also projected to experience a parking deficit around mid-afternoon on a weekday. While an approximately five-space off-street parking shortage is anticipated, there is adequate on-street parking in the area to support the shortfall.
- Peak demand is projected around 10:00 am in the Manoa zone on a Saturday. While the Starbucks is projected to experience a five-space deficit, the lot is connected to several other private surface lots through a series of driveways and alleys. It is also likely that spaces at the coffee shop will turn over quickly, meaning the deficit may be short-term.
- More significant shortages are expected at facilities closer to the Manoa public lot, both during the mid-morning peak and in the evening on a Saturday. The deficit is projected to range from four spaces to 12 spaces.

Llanerch Zone

- No major problems are anticipated in the Llanerch Zone on a weekday or Saturday under design conditions.

Lancaster Zone

- No new development is planned in the Lancaster zone, but future conditions do include the demand generated by filling an existing vacancy.
- Two lots are projected to experience future shortages on a weekday during the noontime peak, the CHOP employee lot and the Enterprise lot. There is available capacity on street to support the overflow.

However, it is more likely both facilities will continue "stacking" vehicles in the lot. Both office employees and rental vehicles don't typically need to come and go frequently throughout the day.

- Larger localized shortages in the future are projected on Saturdays. After accounting for design day demand and modest 1% annual growth, a 14-space deficit is projected in the ACME lot. A shortfall is also expected for on-street parking along Lancaster Avenue. With Martin Avenue, the shortage could be mitigated. However, vehicles cannot easily utilize these spaces. Parked vehicles must face Lancaster Avenue, meaning a driver would have to approach the spaces from the south rather than from Lancaster Avenue.

Brookline Zone

- Like existing design day conditions, any localized shortages can be accommodated within one block during the weekday peak. Parkers may need to access spaces on the west side of Darby Road.
- On a Saturday, peak parking conditions are projected to occur around 2:00 pm. With the on-street spaces on the west side of Darby Road, many of the localized deficits could be mitigated. However, the Brookline public lot is also expected to experience an 11-space deficit during the peak. The existing on-street capacity may not be able to mitigate the shortfall.

Recommendations

To address these challenges and capitalize on opportunities, the study outlines a series of strategic recommendations, including policy, program, and infrastructure improvements. These recommendations incorporate the following strategies that promote effective management of the entire parking system:

- Prudent use of available parking technologies;
- Consistent but fair enforcement;
- Promotion of a range of parking and mobility choices;
- Clear and understandable options, policies, signage, and wayfinding;
- Balancing the needs of residents, employees, visitors, and business owners; and
- Establishing a sustainable financial structure.

Internal Parking Operations and Organizational Structure

Organizationally, the township is encouraged to review and update its parking mission statement, as well as its job descriptions, policies, and standard operating procedures for all parking-related roles. The expanded uses of new technologies and the onboarding of new parking enforcement officers present an opportunity to review the parking system's goals and align policies and practices to support the vision of the 2035 Comprehensive Plan.

Communication, Marketing, and Wayfinding

Communication is a key component of any successful parking management program, whether it is sharing information on the township's website, posting updates and improvements on social media, or helping drivers navigate to and from public parking lots. Refining the township-branded wayfinding and identification program is critical in communicating where parking is located, how to get there, who is allowed to park, and when paid parking is enforced. Additionally, as changes are implemented, the community must see the positive impacts of

policy changes – how parking permits keep business owners' and employees' parking costs low while prioritizing customers; how revenue is used to improve accessibility and the overall environment.

Curb Management

While most of the residential parking permit zones were located outside of the eight districts in the study area, the township should review and update the policies and practices around the residential parking permit. This includes reviewing the appropriateness of all the zones in the ordinance and confirming the signage at the curb is up to date. Walker also recommends requiring residents to renew their permits on an annual or biannual basis.

Walker recommends inventorying existing on-street regulatory signage such as no parking, time limits, ADA, and special reserved areas to review the appropriateness of the regulations and ensure signage is consistent and legible across the township. The existing signage should be cross referenced with the listings in the township's zoning ordinance schedules. On-street parking is the most valuable resource in a downtown commercial setting and should be maintained for short-term visitors.

Lastly, Walker recommends pursuing the addition of a new crosswalk along Darby Road in both the Oakmont and Brookline Districts and on Eagle Road. If a visitor parks in an on-street space directly across the street from their destination, they may have to walk two or three blocks to legally cross the street. Easier access to parking on both sides of the street would help improve walkability and increase the usable parking supply.

Parking Management

Revenues generated from paid parking should be used to create a self-sustaining parking system that, to the greatest extent possible, generates a revenue stream from parking customers that is sufficient to cover ongoing operating and maintenance expenses, as well as plan for future capital investments. Operating and maintenance expenses include everything from the cost of lighting, resurfacing and restriping parking facilities to the labor and benefits of ALL staff, and the partial costs of supportive administrative labor like IT, Finance, and HR. The parking rates in Haverford have not increased in over a decade, while enforcement and maintenance costs continue to rise. Walker recommends increasing parking rates to $1/hour across on- and off-street parking in all districts. At a minimum, the hourly rate in the Oakmont and Brookline Districts should be increased to $1/hour to align with the proposed zoning changes in those districts.

With several new developments on the horizon, there is also a need to maintain balance between supply and demand, particularly regarding employee parking. Walker recommends revising the existing commercial parking permit program by offering two types of permits for business owners and employees: one at low cost for those participating in a carpooling program, and a second permit for single occupancy vehicles that aligns with the new hourly rates.

Walker also recommends working with Discover Haverford and other businesses to educate, advocate, and facilitate discussions around parking. This includes promoting shared parking agreements between complementary businesses for access to parking, posting customer parking guidance on their websites, and encouraging employees to park in designated lots.

Zoning Requirements

Planning policy reforms are also critical. Minimum parking requirements for various residential and commercial uses should be modified to reflect the more walkable downtown character of the area. The zoning ordinance should also be revised to incorporate shared parking methodologies and other parking reductions like transit proximity and small business exemptions by right. However, it is important to remember that any planning policy changes that reduce or eliminate parking minimums need to be combined with comprehensive on- and off-street parking management practices that balance supply and demand, as well as complementary multi-modal programs that encourage alternative accessibility like walking, biking, and public transit.

Technology and Infrastructure Improvements

Haverford recently transitioned its commercial parking permit program to an online permitting system. Walker recommends also transitioning the residential parking permitting program to an online permitting system. Long-term, Walker recommends transitioning all permitting programs to a virtual permit management system, where the parking credential is the license plate to streamline processes and enhance user experience. This will require investments in complimentary technologies.

There are limited opportunities to increase the public off-street parking supply in most districts, especially the Oakmont, Brookline, and Manoa Districts where modest to significant shortages are anticipated over the ten-year planning horizon. The capacity of the existing public off-street lots cannot be increased by redesigning the layout of the lots, and, except for the Brookline Lot, the size of most existing lots is not conducive to an efficient structured parking solution. One option is to purchase additional property to build a new lot. There are limited parcels available in the neighborhoods most in need of additional parking, likely resulting in the demolition of an existing building to add parking. The second option is pursuing shared parking agreements with private property owners to gain access to those spaces, if only on nights and weekends.

A third option, to increase the public parking capacity in the Oakmont and Brookline Districts, is to reconfigure the on-street parking along Darby Road. This option needs to be studied in more detail to assess the viability of implementation. Essentially, putting Darby Road on a “road diet” would create the space to transition the parallel on-street parking to 60° angled parking. While the length of the curb and number of curb cuts on each block face is different, a single parallel space can typically be converted to two angled spaces.

Implementation Plan

Implementation is envisioned in three phases. In the short term (0–1 years), foundational steps such as revising the mission statement, increasing hourly and permit parking rates, and updating zoning ordinances will be prioritized. The mid-term (1–3 years) will focus on expanding the township-branding parking and wayfinding signage, shifting enforcement hours, transitioning residential permits to the online system, and initiating annual parking system reports. Long-term (and ongoing) efforts (5–10 years) will emphasize pursuing shared parking agreements, pursuing additional crosswalks across Darby Road, and investigating on-street parking reconfiguration. The table below summarizes the recommendations, timeframe, estimated costs, and feasibility of implementation.

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Recommendations	Implementation Timeframe	Cost /Staffing	Technology	Revenue Impact	Feasibility
Internal Parking Operations					
Review Mission Statement	Near-Term	Existing Staff	None	None	High
Review and Revise Written Job Descriptions, Policies, and Standard Operating Procedures	Near-to Mid-Term	Existing Staff	None	None	High
Mine Existing Data Resources	Near-Term	Existing Staff - Quarterly Revenue	Existing Technology May be helpful to reach out to ParkMobile to refine dashboard	Minimal - operational changes may increase revenue through targeted monitoring	High
Communications, Marketing, and Wayfinding					
Expand Branded Identification Signs for all Public Parking Facilities	Mid-Term	Signage and Installation; Possibly need to engage 3rd party/develop a signage master plan Planning/Design- $10,000 to $30,000 Install and Signs - $50,000 to $150,000	None	None	Medium
Update Township Website to Include Parking Homepage	Near-Term	Variable, depending on whether performed in house or by 3rd party	Existing Technology	None	High
Tag Public Parking Facilities on Google/Apple /Wayze Maps with Designated Lot Name	Near-Term	Existing Staff	Existing Technology	None	High
Publish Annual Parking System Report	Mid-Term	Existing Staff	None	None	Medium
Curb Management					
Inventory Existing On-Street Signs and Take Appropriate Action	Near-Term	Existing Staff & Walker Report; Variable, depending on any new signage needed or remove of existing signage	None	None	High
Evaluate the Residential Parking Permit Program	Near-Term	Existing Staff	Expansion of Passport Contract	Minimal Parking Revenue Increase	Medium
Update Signage on Meters to Align with Posted Signage	Near-Term	Existing Staff	None	None	High
Add Additional Crosswalks along Darby Road and Eagle Road	Mid- to Long-Term	Traffic Engineering Firm, PennDOT, Township Staff Study & Engineering - $30,000 to $60,000 Construction - $50,000 to $250,000	No investment in technology, but data collection may include installation of temporary counters	Minimal Parking Revenue Increase	Low
Parking Management					
Update Metered Parking Rates	Near-Term	Existing Staff	Short-Term - None, as Township already has ParkMobile and Mechanical Meters Long-Term Discussion about Mechanical Meter Replacement	Moderate Parking Revenue Increase	High

Oakmont Zone
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Lancaster Zone
Brookline Zone

Recommendations	Implementation Timeframe	Cost /Staffing	Technology	Revenue Impact	Feasibility
Monitor and Expand/Shift Hours of Enforcement	Mid-Term	Existing staff (3 PEOs)	Existing Citation Management Software	Moderate Parking Revenue Increase	High
Evaluate Fees Associated with Commercial Parking Permit	Near-Term	Existing Staff	None	Moderate Parking Revenue Increase	High
Adopt a Graduated Parking Fine Schedule that Deters Repeat Offenders While Educating Customers	Mid-Term	Existing Staff	None; Confer with T2 about functionality of their citation software	Potential Increased Citation Revenue	Medium
Educate, Advocate for, and Facilitate the Development of Shared Parking Agreements Between and with Location Business	On-Going	Existing Staff	None; Existing ParkMobile Technology	Potential Parking Revenue; Deferred cost of building additional parking	Low to Medium
Coordinate with Discover Haverford to Formalize and Promote Parking Options	On-Going	Existing Staff	None	None	Low to Medium
Zoning Requirements					
Update Minimum Parking Requirements for Residential Uses	Near-Term	Existing Staff	None	None	High
Revise Minimum Parking Requirements for Commercial Uses	Near-Term	Existing Staff	None	None	Medium
Introduce Parking Alternatives Section in the Ordinance	Near-Term	Existing Staff	None	None	Medium
Require Parking to be Located to Rear or Side of Building	Near-Term	Existing Staff	None	None	Medium
Technology					
Transition Residential Permits to Online Permit System	Mid-Term	Existing Staff Training; Public Awareness Campaign	Existing ToCite Platform	None	Medium
Transition to a Virtual Permit Management System	Near-Term	Existing Staff	Consider T2 and ParkMobile Integration	Minimal to None	Medium
Install Mobile Payment in Shared Parking Lots	On-Going	Material and Installation of ParkMobile Signage Long-Term, May Require Additional PEOs	Existing ParkMobile	Minimal to Moderate Parking Revenue Increase	Low to Medium
Infrastructure Improvements					
Investigate On-Street Parking Reconfiguration	Long-Term	Traffic Engineering Firm, PennDOT, Township Staff Study & Design - $200,000 to $300,000 Construction - $500,000 - $1.5M+	None	Moderate Parking Revenue Increase	Low

Oakmont Zone
Eagle Road Zone
Township Line Zone
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Lancaster Zone
Brookline Zone



01

Observation, Inputs, and Analysis

Observation, Input, and Analysis

Introduction

Haverford Township, as with many communities of the Main Line, is considered a first-tier suburb of the City of Philadelphia. Over 50,000 people are living in the 10 square miles designated as Haverford Township. A network of rail lines, roadways, bus routes, and trails not only allows for connection between individual neighborhoods within the township but also affords convenient access to the city and the surrounding area. As a mature community, Haverford's population is only expected to grow modestly. The challenge and opportunity are to create a flexible framework of zoning policies and planning initiatives that encourage development without overbuilding.

In support of the goals outlined in the 2035 Comprehensive Plan, the township engaged Walker Consultants to review and revise its parking management policies, operating practices, and zoning regulations to better respond to the economic needs of the community and continue attracting new commercial development to the business districts.

Project Approach and Methodology

There is no such thing as a one-size-fits-all solution for a community. Each neighborhood faces its own unique set of challenges and opportunities, advocates and detractors. Walker's approach to addressing the issues Haverford Township faces begins with listening and gathering qualitative background about the community. This starts during the kick-off meeting with township staff, where the needs, goals, and resources are discussed, and continues throughout the project with progress meetings to ensure the project stays on track. This qualitative information was combined with our quantitative analysis of the parking needs.

The findings of the supply and demand phase of the project are the foundation of the management and operations recommendations. We must understand existing conditions within the study area before identifying opportunities to develop or improve parking or recommending changes to existing parking policies. Walker collected occupancy data on Wednesday, October 8th and 15th, and Saturday, October 11th. Four counts on both the weekday and Saturday were performed. This data was used to establish baseline parking conditions for the study area. Parking was inventoried and tabulated by lot and categorized as on-street, off-street, public, or private (commercial or residential) for the entire study area.

This information was used to create a model of existing conditions and project potential future parking needs based on known development projects and vacancies provided by the township. After quantifying current and future conditions in the study area, Walker identified strategies to address the challenges and goals in each neighborhood. These strategies ranged from changes to parking management practices and policies to improvements to neighborhood streetscape. Finally, the recommendations were vetted by township staff and a Steering Committee before creating a feasible action plan. The Steering Committee, comprised of a Commissioner, staff, representatives of Discover Haverford, and business owners, helped provide guidance throughout the process. The Steering Committee's involvement included: input on the general mission of the parking study, review of preliminary observations and data, and providing input on the study recommendations.

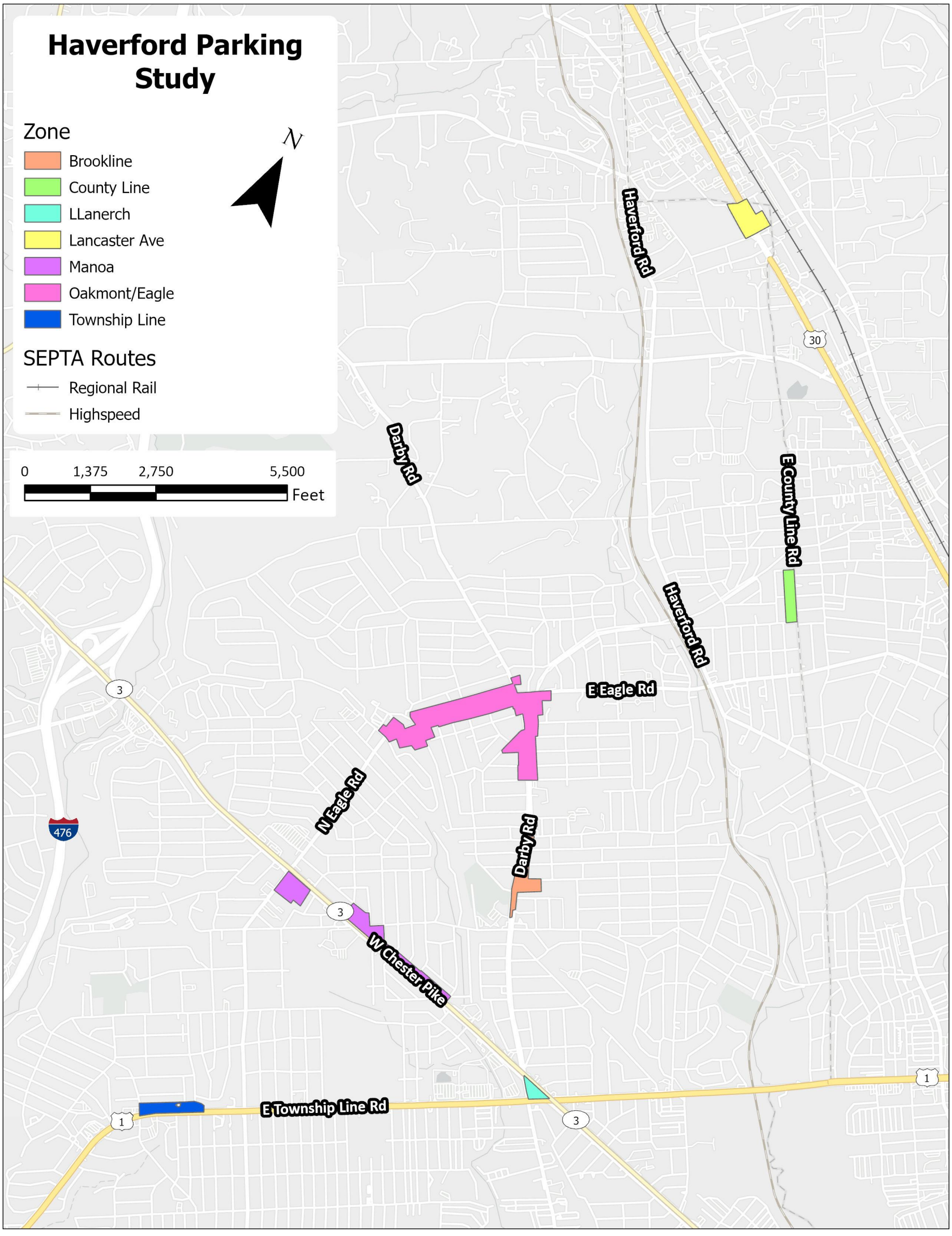
Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
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Brookline Zone

Study Area

Haverford Township contains Havertown as well as portions of the unincorporated communities of Haverford, Ardmore, and Wynnewood, and the census-designated places of Bryn Mawr and Drexel Hill. Several major roadways run through the area, including US Route 30/Lancaster Avenue, State Route 3/West Chester Pike, and US Route 1/Township Line Road. Both SEPTA Regional Rail and the Norristown High Speed Line operate stops in Haverford.

Because there are several unique communities and individual neighborhoods that fall under the umbrella of Haverford Township, Walker's study area includes several smaller focus areas or zones, as shown in the following figure.

Figure 1: Overall Study Area



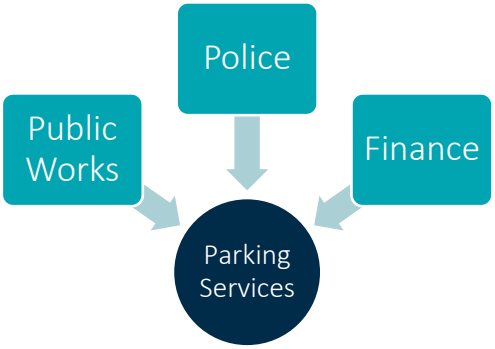
Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
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Parking Policies and Practices

Organizational Structure

While there is a "parking authority" page on the township's website, there is not a separate, independent "parking authority" agency in the legal sense, the way there is in the Cities of Philadelphia, Lancaster, or Allentown. Parking is a special division of the Police Department. The Special Ops Unit employs three full-time parking enforcement officers (PEO) and two administrative staff in addition to the sergeant in charge.



Tasks are split between the Special Ops Unit of the Police Department, Public Works, and the township's Department of Finance. The Police Department is responsible for the maintenance of the meters and coin collection, as well as enforcement, issuing parking permits, collecting parking fees and citations, and maintaining associated records. Public Works is responsible for the restriping of on- and off-street spaces and street maintenance (sweeping, leaves, snow). While the Special Ops Unit tracks the revenue generated by parking, the finance department is ultimately responsible for reporting revenue and expenses for the entire township, which includes the Special Ops unit. The township does not maintain a parking enterprise fund, or separately track the revenues and expenses associated with parking services.

Parking Regulations

Special Purpose Permit Parking / Residential Permits

Chapter 175, Article IV of the township's Municipal Code describes the provisions of Special Permit Parking, including special purpose parking zones, sticker parking only zones, and residential parking zones. Schedules XX and XXIV detail the specific streets, or portions thereof, designated as special purpose parking zones or sticker parking only zones. The special purpose zones designate handicapped parking on residential streets, loading areas, and patient parking for doctor's offices. The special purpose permit for doctor office parking generally is authorized for facilities without off-street parking, potentially in single-family homes converted to commercial use. The buildings may front along a primarily residential or commercial street. A special permit is also available for the township's volunteer fire fighters, allowing them to park at all metered parking locations in the township for no fee.

As a subsect of the Special Purpose Permit Zones, Chapter 175-37.1 designates sticker parking only zones. The application cost for permits and resident parking stickers is $3. To be issued a residential permit, a resident/owner of a single-family home must submit proof of residence on the designated street/zone, current driver's license, and vehicle registration. For residents that rent a home within a sticker permit zone, both the property owner and the resident must appear at the township building, presenting a copy of the lease and a copy of the current, approved housing license, in addition to the renter's driver's license and vehicle registration. There is no limit to the number of permits issued to a household. Permits or stickers must be displayed on the vehicle. Parking sticker

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

designation for commercial vehicles can only be issued by resolution. Per township staff, the residential permits are not renewed annually. The resident receives a hang tag for their vehicle.

24-Hour Commercial Permit and Light-Weight Truck Overnight Permits

While Special Purpose Permit Zones and Sticker Parking Only Zones are generally limited to on-street parking areas, the township also offers parking permits for off-street parking. Application for the commercial truck permit must be completed in person (175-51.G) and costs $15/month. The township has not issued any commercial truck permits recently. The second type of permit issued for off-street locations is the 24-hour permit (175-54). These permits cost $90/quarter and allow the permitholder to park overnight in a designated lot. Up to 45% of a lot can be designated for permit parking, and most of the lots are already sold out. Permitholders are issued a hangtag. Unlike the residential on-street permit, 24-hour permits must be renewed quarterly.

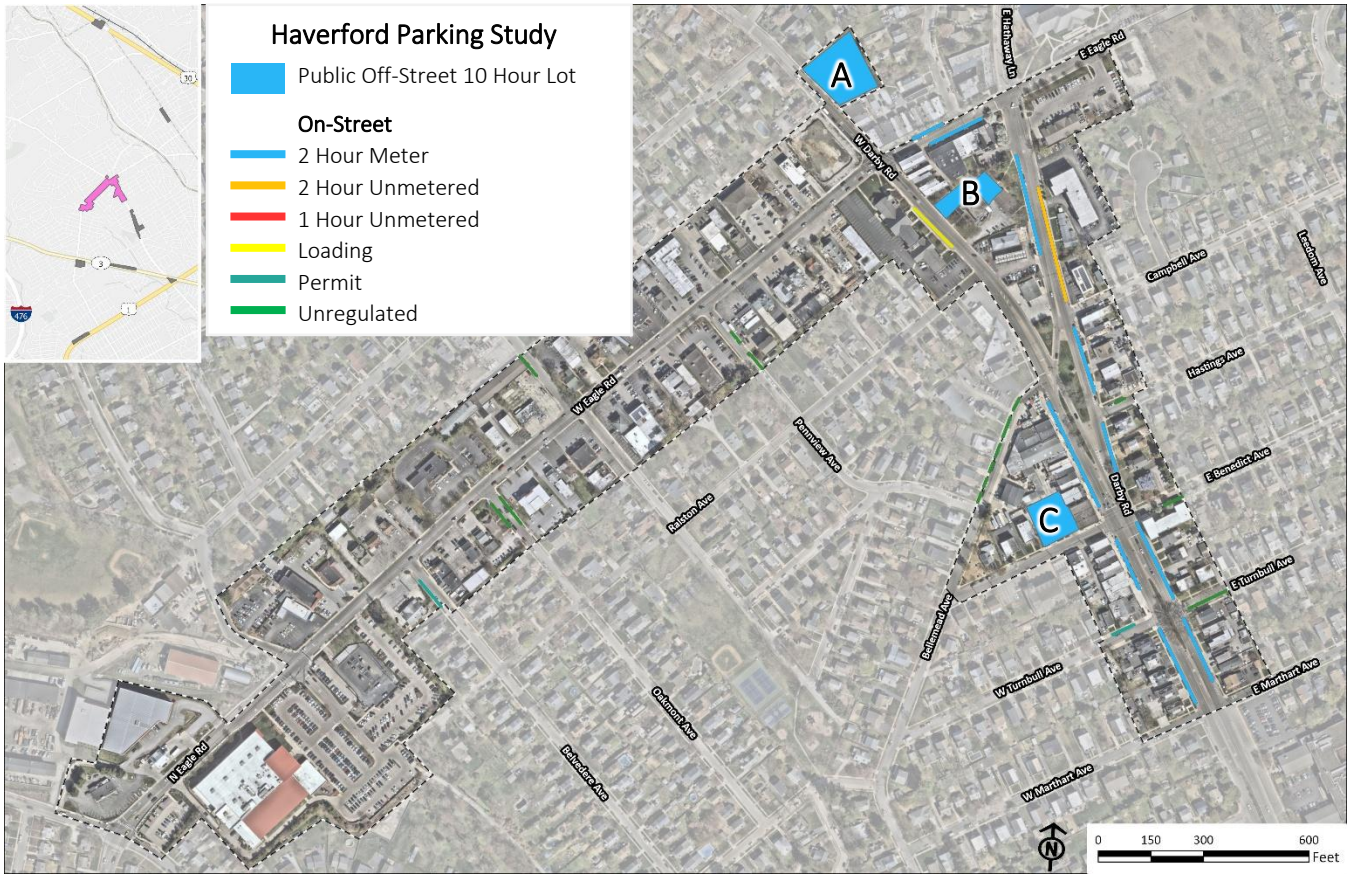
Per the zoning ordinance, a second type of permit is available. For $15/month, trucks under 8,000 pounds gross weight can park overnight in one of the municipal lots. The permitholder must be a resident of the township and only one permit per resident is allowed. Walker understands this permit type is not active.

Parking Rates and Time Limits

Parking is enforced Monday through Saturday from 8:00 am to 6:00 pm. The township charges $0.25/30 minutes to park at a metered parking space. On- and off-street parking is charged at the same rate; the rate also does not change by zone. Time limits do vary throughout the township, depending on proximity to commercial areas and other key parking generators. On most commercial streets within the study area, posted signage limits the length of stay to two hours; this is consistent across metered and unmetered locations. A limited number of streets have posted one-hour time limits. Off-street parking is limited to 10 hours.

The figure on the following page shows the time limits and parking rates at the public parking facilities in the Oakmont/Eagle Road Zones. Maps illustrating the time limits and parking rates in additional zones within the larger study area have been included in the appendix.

Figure 2: Parking Time Limits and Rates in the Oakmont/Eagle Road Zones



Note: A – Oakmont Lot; B – Oakmont South Lot; C – South Ardmore Lot

Source: Walker Consultants, 2026

Zoning

Chapter 182-707 address off-street parking regulations, including stall dimensions and minimum parking requirements for each land use. Parking spaces must be a minimum of 162 square feet of usable area, with a minimum dimension of nine feet wide and 18 feet long. In computing the minimum parking requirement, any fraction of a space is rounded up.

Under the ordinance, a new building, expansion of an existing building, or change of land use triggers the review of minimum off-street parking requirements for the property. The more common uses are detailed in the table below.

Table 1: Haverford Minimum Parking Requirements

Land Use	Spaces	Per Unit
Residential		
Single Family and Two-Family Dwellings	2	/Dwelling Unit
Apartments, Townhouses, and Multifamily Dwellings	2	/Dwelling Unit
Personal Care/Assisted Living	1	/3 beds, plus 1 space per employee on largest shift
Commercial		
Retail	5	/KSF, excluding basements if not used for office space
Theaters, Churches, Lodges, Meeting Places	1	/Three fixed seats or 1 /60 SF of floor area devoted to patron use if capacity is not fixed
Office/Bank	5	/KSF, excluding basements if not used for office space
Medical Office	1 4	/Two Employees, plus /Doctor
Restaurants	10	/KSF of floor area devoted to patron use
Hotel/Motel	1	/Room If there is a connected restaurant, the restaurant must meet the minimum for the land use as well
Tourist Rooming or Boarding Houses	1 1	/Rental Room, plus /Resident Family
Shopping Center	4	/KSF GLA (GLA= 7.5% less the total floor area)
Personal Services	10 1	/KSF of customer service area, plus /Employee
Hotel/Motel	1	/Room
Buildings or uses other than those specified above	1	/KSF of GFA or lot area, whichever is the larger except when otherwise authorized by the Zoning Hearing Board as a special exception consistent with the principles set forth herein for comparable buildings

Note: /KSF - Per 1,000 square feet; SF – Square feet; GLA – Gross Leasable Area; GFA – Gross Floor Area

Source: Haverford Zoning Ordinance Chapter 182-707.B, 2025

Shared Parking

The Haverford Zoning Code does not allow for reductions to the minimum parking requirement via alternative methods such as shared parking, fee-in-lieu-of-parking, transit reductions, etc. While two or more uses can use the same lot, the minimum number of spaces for each land use must be met. Developers can apply for a variance, appearing before the Zoning Hearing Board, to seek a reduction to the minimum number of parking spaces required.

Parking Citations

Haverford's municipal code specifies on- and off-highway parking meter zone violations. Fines can be paid in person at the township building between 8:00 am and 4:00 pm Monday through Friday or online. If a citation is issued on Friday, Saturday, or Sunday, or on a holiday, the violator has until 4 pm the next day the office is open to pay the fine.

The table below identifies the section of code and the associated fine.

Table 2: Haverford Citation Schedule

Section	Description	Fine
175-23	Parking a trailer, house trailer, motor home, boat, or boat trailer on-street	$25 to $300[a]
175-24	Failing to park within the marked lines	$25[b]
175-25	Stopping or standing prohibited	$25[b]
175-26	Failing to park at the angle designated	$25[b]
175-27	No parking any time	$25[b]
175-28	No commercial vehicle parking any time	$25[b]
175-29	Parking during prohibited hours	$25[b]
175-30	Parking longer than the posted time limit	$25[b]
175-31	Parking in a special purpose parking zone, specifically a handicapped space	$50
175-32	Parking on public property (no overnight parking, parking in employee only areas, exceeding 3 hours)	$300
175-33 - 37	Parking in a special purpose parking zone, specifically a RPP or sticker only zone	$300
175-38 & 175-39	Parking in a fire lane	$50[b]
175-40 - 50	Illegally parking at an on-street meter, including not paying, remaining after the meter expired, paying for/staying longer than the posted time limit, using a broken meter, damaging a meter, using a slug	$15 [b]
175-51 - 57	Illegally parking at an off-street meter, including not paying, remaining after the meter expired, using a broken meter, damaging a meter, using a slug	$15 [b]
175-61A	Parking on designated streets during a snow and ice emergency	$25 [b]

Notes: [a]Each daily occurrence of the same offence shall be considered a new offense and each offense is $25. If not paid in 48 hours, violator is subject to prosecution and upon conviction $300 plus cost of prosecution.
[b]If not paid in five days, an additional administrative fee of $20 is added.

Source: Haverford Zoning Ordinance Chapter 175, 2025

Technology



The township currently uses both mobile payment technology and mechanical single-space meters at its on- and off-street parking facilities. The single-space, mechanical ("dumb") meters, installed on-street and at a few spaces in each public off-street lot, accept coins and a pre-paid "ParkCard" that can be purchased at the township building. They are pre-smart/pre-EMV generation meters and are nearing the end of their lifecycle. A sticker is also applied on each meter with the ParkMobile zone listed and a scannable QR code. The township uses a mix of single space meters manufactured either by POM or Flowbird/Parkeon.

Parking enforcement is performed using citation management software and handheld devices equipped with LPR technology manufactured by T2 Systems. The handheld devices integrate with the ParkMobile system, but are unable to integrate with the township's law enforcement system. Haverford also hosts its parking permit and ticket payment portal through the municipally-branded "ToCite" website.

Figure 3: Haverford Township Parking Ticket Portal

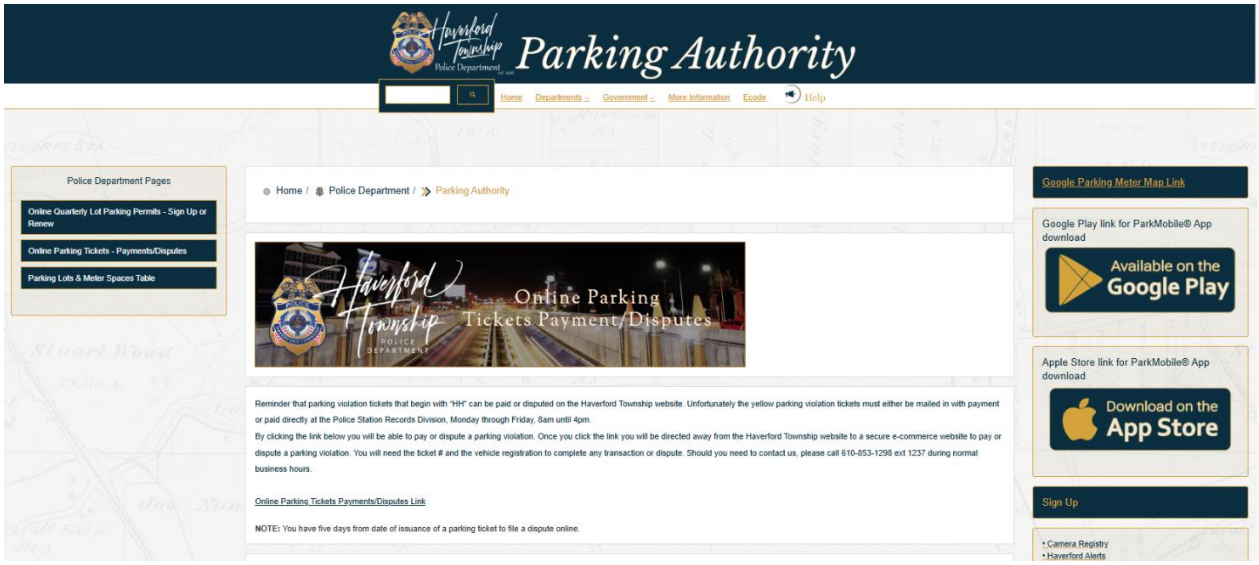


Source: Haverford Township, 2026

Parking Website

A Google search for "Haverford Township Parking Authority" sends visitors directly to the parking authority page hosted on the police department website, as seen in the figure below.

Figure 4: Haverford Parking Authority Website

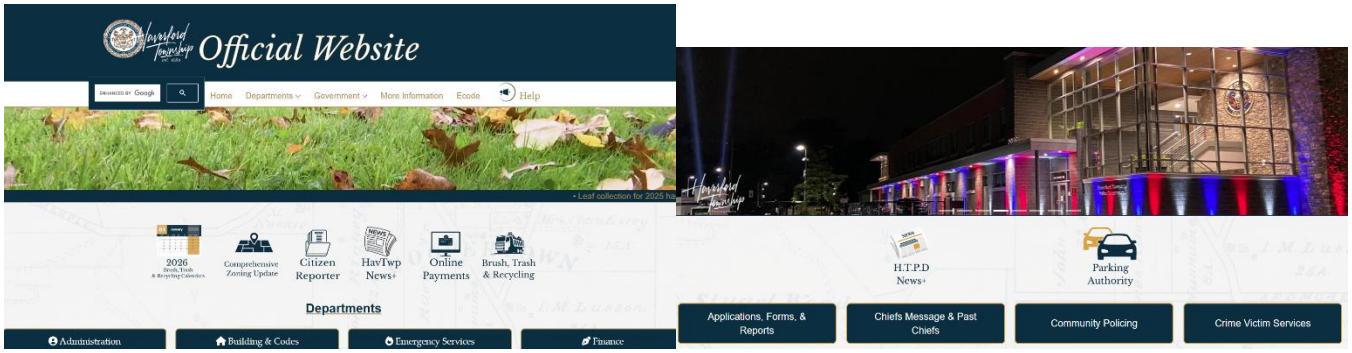


Source: Haverford Township, 2026

On the parking authority landing page there is information about ParkMobile, a Google-based map and table identifying the location of on- and off-street parking (and other relevant information), and links to other services such as paying a parking ticket and pursuing a commercial parking permit. Visitors can also dispute a parking ticket.

Navigation from the township's homepage is less clear. There is no "Parking Authority" link on the township's landing page. However, using the search function will direct a visitor to the appropriate page and information. From the police landing page, a link to the Parking Authority is clearly visible.

Figure 5: Haverford Website Homepage and Police Landing Page



Source: Haverford Township, 2026

Existing Conditions

Parking Supply

Due to both their geographic separation and individual character, Walker evaluated conditions within each zone both independently and collectively. For purposes of this inventory, parking was categorized as follows:

- On-Street Parking – Parking located within the public right-of-way. This category includes metered parking, time-restricted parking, residential permit parking, and unregulated curbside parking in both residential and commercial areas.
- Private Off-Street Parking – Parking facilities owned by private entities and allocated to a specific business, institution, or commercial use. These spaces are generally intended for customers, employees, or authorized users of the associated property.
- Residential Off-Street Parking – Parking facilities reserved for residents of multifamily housing developments, including apartment and condominium complexes.
- Public Off-Street Parking – Municipally owned parking lots and garages that are available to the public, whether metered, permit-based, or unrestricted.

The following parking resources were excluded from the analysis:

- Residential driveways and private residential garages.
- Parking lots containing fewer than four spaces.
- Vehicle-storage facilities such as automobile dealerships and vehicle repair lots (i.e. areas dedicated solely to vehicle storage, sales inventory, or repair activities).

In several locations, a single parking lot serves multiple purposes. Where a portion of a lot was designated for private parking and another portion was reserved for vehicle repair or storage activities, only the spaces available for parking associated with the primary land use were included in the inventory.

The tables and figures below summarize the overall operational capacity within the larger study area. There are approximately 3,025 parking spaces within the larger study area. Public off-street parking is available in the Oakmont, Manoa, Llanerch, and Brookline Zones.

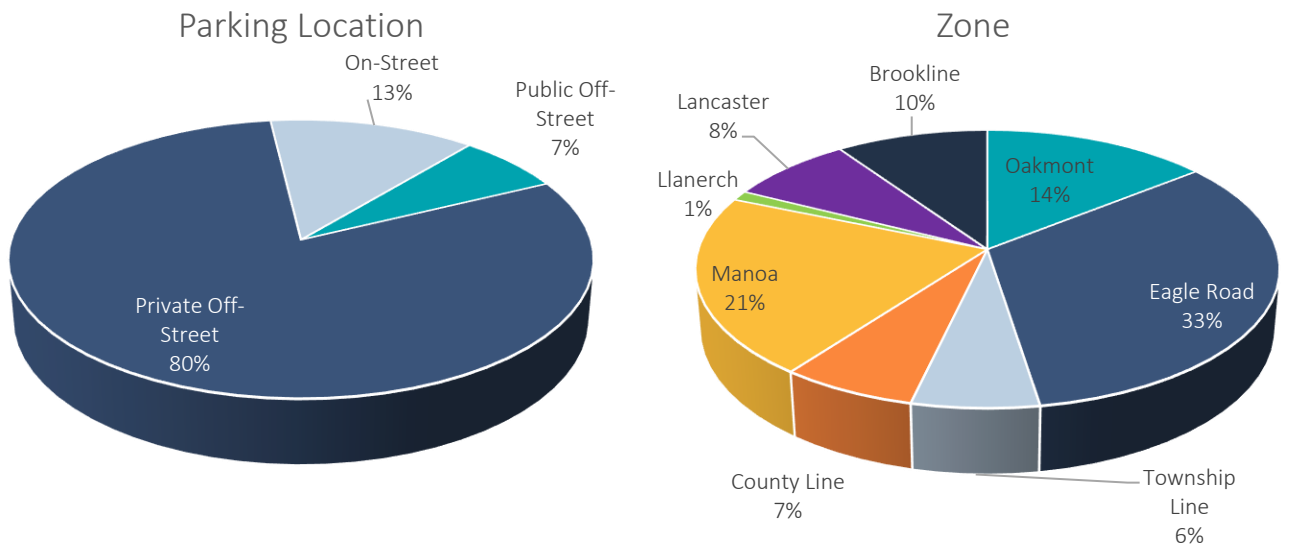
Table 3: Overall Parking Supply by Type & Zone

Zone	Public Off-Street	Private Off-Street	Residential Off-Street	On-Street	Total
Oakmont	92	235	12	92	431
Eagle Road	0	929	59	22	1,010
Township Line	0	170	0	17	187
County Line	0	167	0	33	200
Manoa	19	548	29	42	638
Llanerch	18	5	0	11	34
Lancaster	0	212	0	27	239
Brookline	76	80	0	130	286
Total	**205**	**2,346**	**100**	**374**	**3,025**

Source: Walker Consultants, 2025

As illustrated in the figures below, more than 80% of the available parking supply within the study area is in private (and residential) off-street parking facilities. Public off-street parking accounts for approximately 7% of the overall capacity. The amount of parking in each zone also varies, in part due to the size of the study area. The Eagle Road, Manoa, and Oakmont Zones, are both the largest areas and account for the most parking. By comparison, the Llanerch Zone, consisting of a single block, accounts for only 1% of the available parking supply in the overall study area.

Figure 6: Parking Supply Characteristics



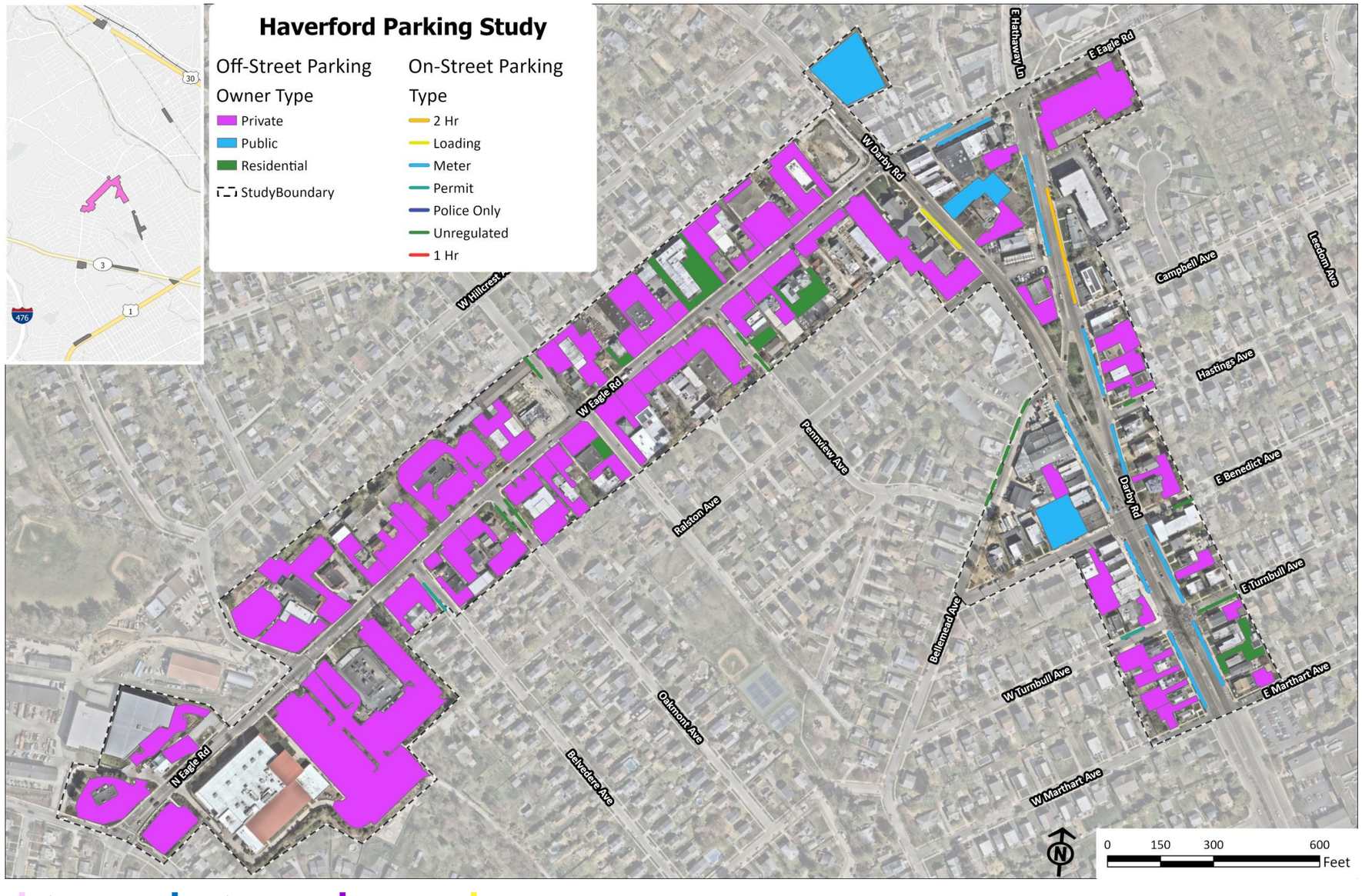
Source: Walker Consultants, 2025

Detailed breakdowns by zone are included in the subsections.

Oakmont & Eagle Road

The figure below shows the distribution of on- and off-street parking within the Oakmont and Eagle Road Zones.

Figure 7: Oakmont & Eagle Road Zones Parking Supply by Owner Type



The Oakmont Zone includes all the parking along Darby Road, including the Oakmont public parking lot and the loading zone in front of Grace Chapel. The Eagle Road Zone consists of the parking along Eagle Road. The lot supporting Grace Chapel is included in the Oakmont Zone.

The table below shows the distribution of on- and off-street parking by type in each zone. Between the two zones, there are about 1,604 parking spaces. 70% of the spaces are in the Eagle Road Zone and only 30% in the Oakmont Zone. Additionally, the Eagle Road Zone is primarily supported by private off-street parking lots, while the Oakmont Zone has a mix of on- and off-street parking, including nearly 70 metered on-street spaces.

Table 4: Oakmont & Eagle Road Zones Parking Supply

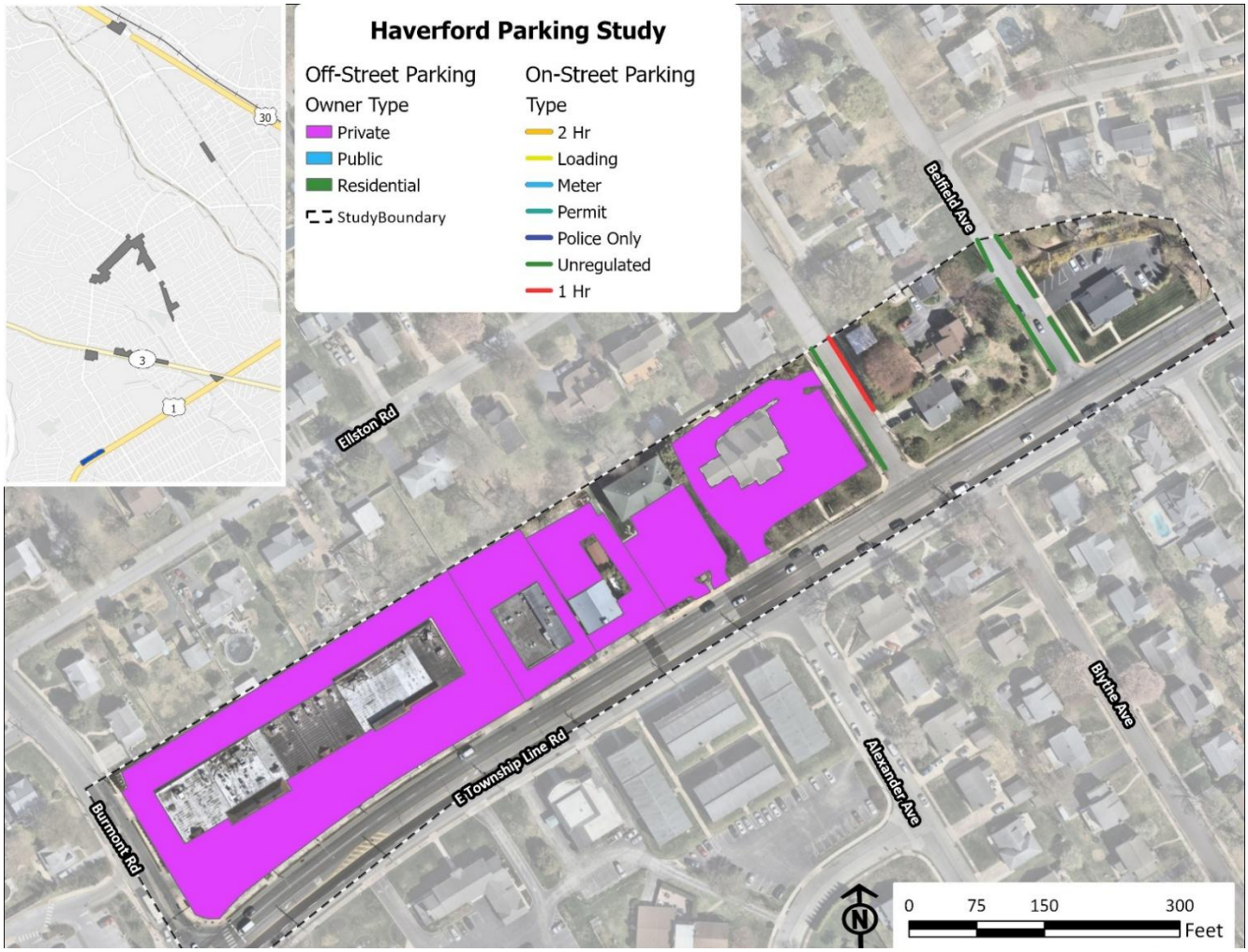
Off-Street	Oakmont	Eagle Road	Total
Public	102	0	102
Private	261	1,032	1,293
Residential	13	62	75
Subtotal	**376**	**1,094**	**1,470**
On-Street			
Meter	68	0	68
2 Hour	8	0	8
1 Hour	0	0	0
Unregulated	19	21	40
Permit	3	5	8
Loading	10	0	10
Police Only	0	0	0
Subtotal	**108**	**26**	**134**
Total	**484**	**1,120**	**1,604**

Source: Walker Consultants, 2026

Township Line

The Township Line Road Zone includes the commercial area between Burmont Road and Belfield Avenue. Private off-street parking lots primarily support the zone; however, there is on-street parking along both Belfield Avenue and Peach Lane. Signage on Peach Lane indicates a one-hour time limit on the east side of the street and No Parking Monday through Friday on the west side of the street.

Figure 8: Township Line Zone Parking Supply by Owner Type



There are about 209 parking spaces in the Township Line Road Zone, including 189 private off-street spaces and 20 on-street spaces.

Table 5: Township Line Zone Parking Supply

Off-Street	Supply	On-Street	Supply
Public	0	Meter	0
Private	189	2 Hour	0
Residential	0	1 Hour	4
Subtotal	**189**	Unregulated	16
		Permit	0
		Loading	0
		Police Only	0
		Subtotal	**20**

Total On and Off-Street Supply

209

Source: Walker Consultants, 2026

Oakmont Zone | Township Line Zone | Manoa Zone | Lancaster Zone
Eagle Road Zone | County Line Zone | Llanerch Zone | Brookline Zone

County Line

The County Line Road Zone consists of a two-block strip of mixed commercial/residential land uses between Biddle Street and Lorraine Avenue. There is metered parking along County Line Road, but the off-street parking is primarily private. Note, there are several auto repair shops located behind buildings fronting County Line Road. These lots were excluded from the analysis.

Figure 9: County Line Zone Parking Supply by Owner Type



There is a total of 224 parking spaces in the County Line Road Zone, including 185 private off-street spaces and 39 on-street spaces. The parking lot supporting the Palombaro Club, which is mainly outside the study boundaries, is included in the figures below.

Table 6: County Line Zone Parking Supply

Off-Street	Supply	On-Street	Supply
Public	0	Meter	22
Private	185	2 Hour	8
Residential	0	1 Hour	7
Subtotal	**185**	Unregulated	2
		Permit	0
		Loading	0
		Police Only	0
		Subtotal	**39**

Total On and Off-Street Supply

224

Source: Walker Consultants, 2026

Manoa

There are over 700 parking spaces in the Manoa Business District Zone, including 660 off-street spaces and 49 on-street spaces.

Table 7: Manoa Zone Parking Supply

Off-Street	Supply	On-Street	Supply
Public	21	Meter	8
Private	609	2 Hour	0
Residential	30	1 Hour	4
Subtotal	**660**	Unregulated	34
		Permit	0
		Loading	0
		Police Only	3
		Subtotal	**49**

Total On and Off-Street Supply

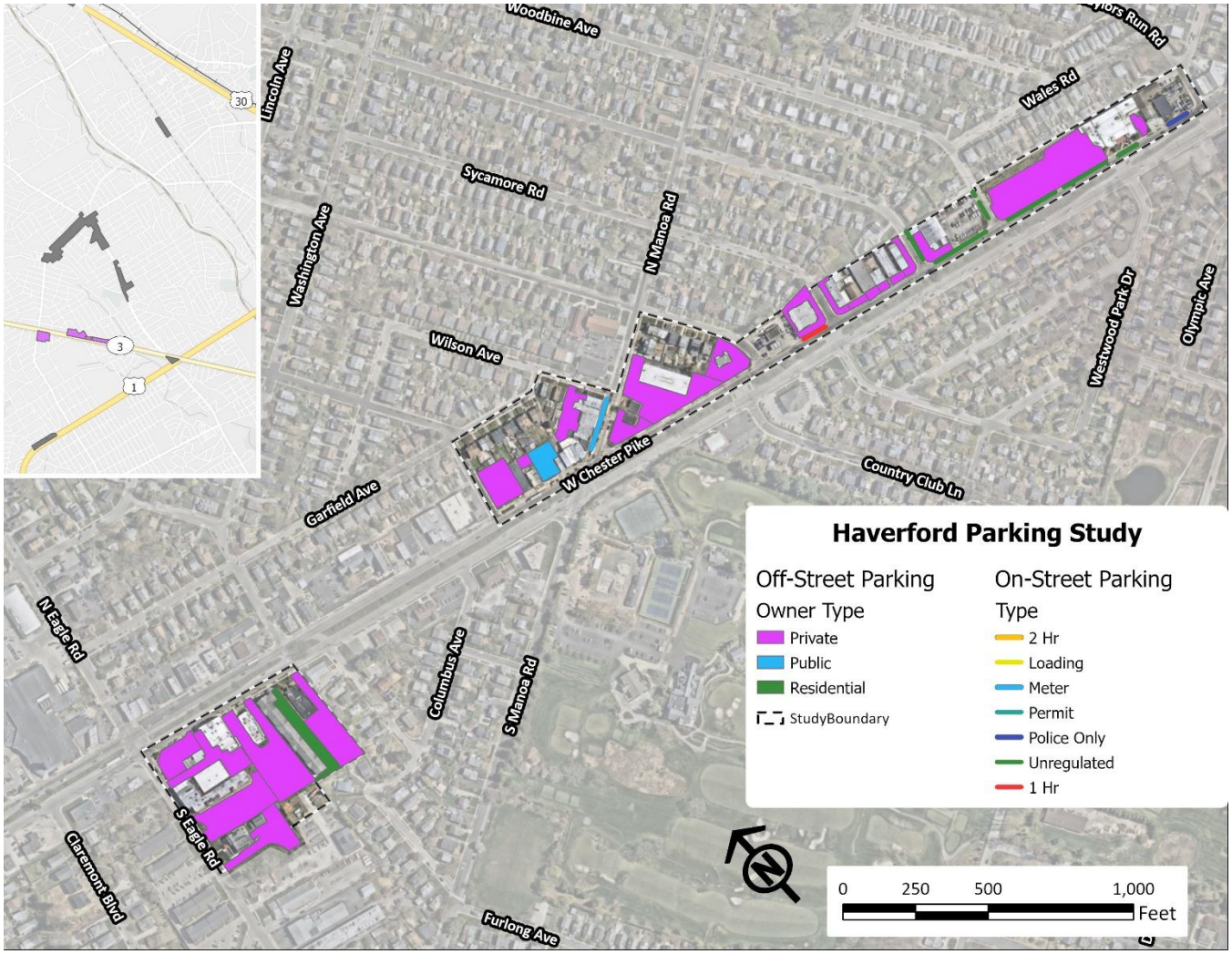
709

Source: Walker Consultants, 2026

There is a mix of on- and off-street, public and private parking along West Chester Pike. While most of the off-street parking is in privately owned lots, the Manoa Business District lot is available for public parking. There is also metered on-street parking along N Manoa Road, as shown in the following figure.

As previously noted, Walker excluded any auto repair shop parking areas from the survey.

Figure 10: Manoa Zone Parking Supply by Owner Type



Source: Walker Consultants, 2026

Llanerch

The Llanerch Zone consists of the 20-space public lot, a small five-space private lot only accessible through the public lot, and on-street metered parking. There are 13 on-street spaces. Five of the 13 spaces become a turning lane from 7 am to 9 am and again from 4 pm to 6 pm.

Figure 11: Llanerch Zone Parking Supply by Owner Type

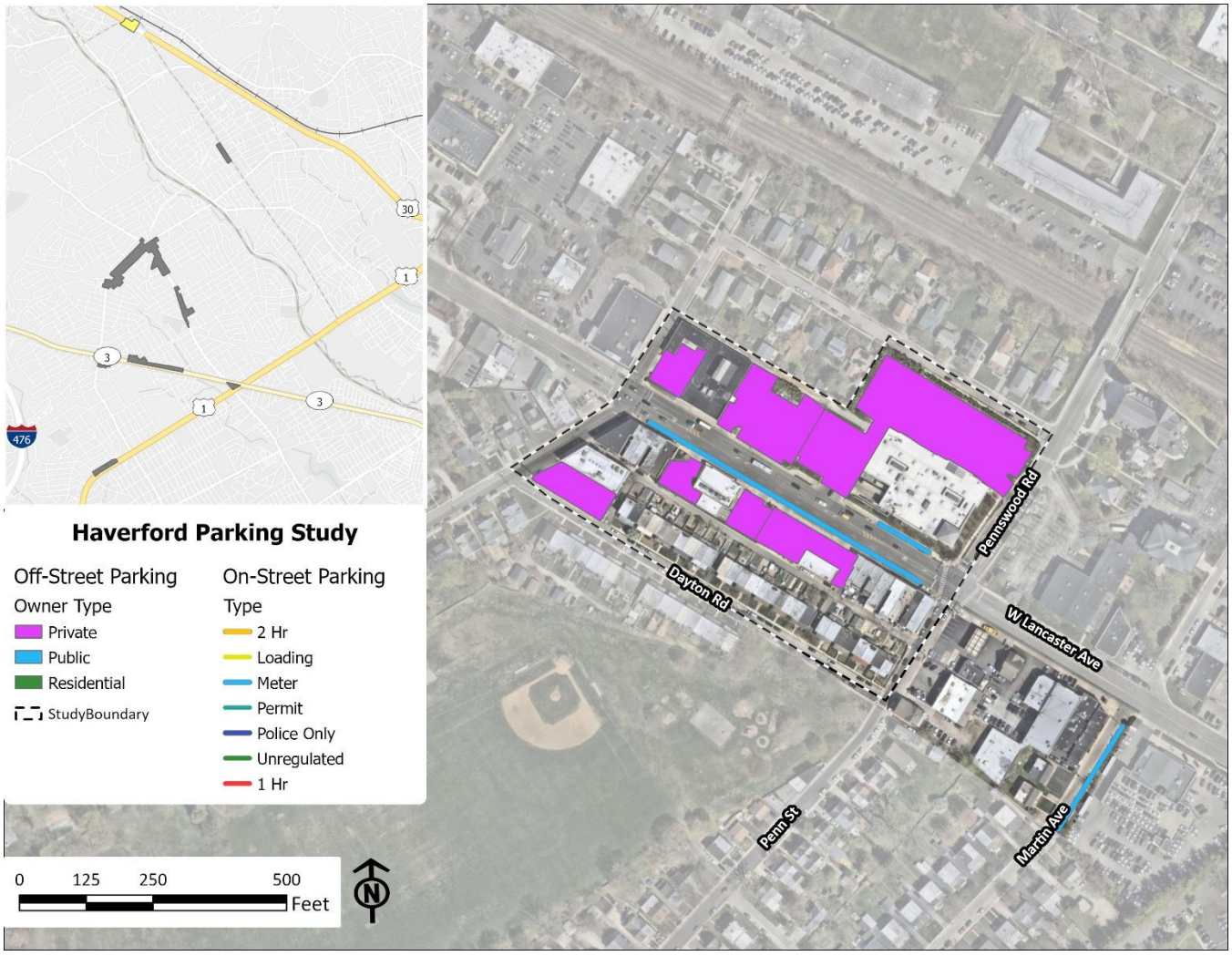


Source: Walker Consultants, 2026

Lancaster

The Lancaster Avenue Zone is the northernmost zone within the larger study area. Like the County Line Road Zone, it sits on the border between Delaware County and Montgomery County. There is no public off-street parking in the zone, but the on-street parking along Lancaster Avenue and Martin Avenue is metered. There are 236 private off-street spaces and 32 on-street metered spaces in the zone. Cars utilized the metered spaces on Martin Avenue must be facing Lancaster Avenue.

Figure 12: Lancaster Ave Zone Parking Supply by Owner Type



Source: Walker Consultants, 2026

Brookline

The Brookline Zone includes businesses along Darby Road between Golf Road and Pennsylvania Avenue/ Skatium driveway. The township building and police station are immediately south of the zone. The east side of Darby Road is primarily occupied by commercial uses, with some residential in between. The west side of Darby Street is nearly 100% residential in nature until the Skatium. Portions of Darby Road are metered, while other blocks are unregulated. Both the public library and the fire station are in this zone. The Brookline public parking lot is also in this zone. Because the Haverford Middle and High Schools are located just north of the zone, crossing guards are stationed at several intersections within the zone to manage pedestrian traffic in the afternoon.

Table 8: Brookline Zone Parking Supply

Off-Street	Supply	On-Street	Supply
Public	84	Meter	58
Private	89	2 Hour	16
Residential	0	1 Hour	0
Subtotal	**173**	Unregulated	79
		Permit	0
		Loading	0
		Police Only	0
		Subtotal	**153**

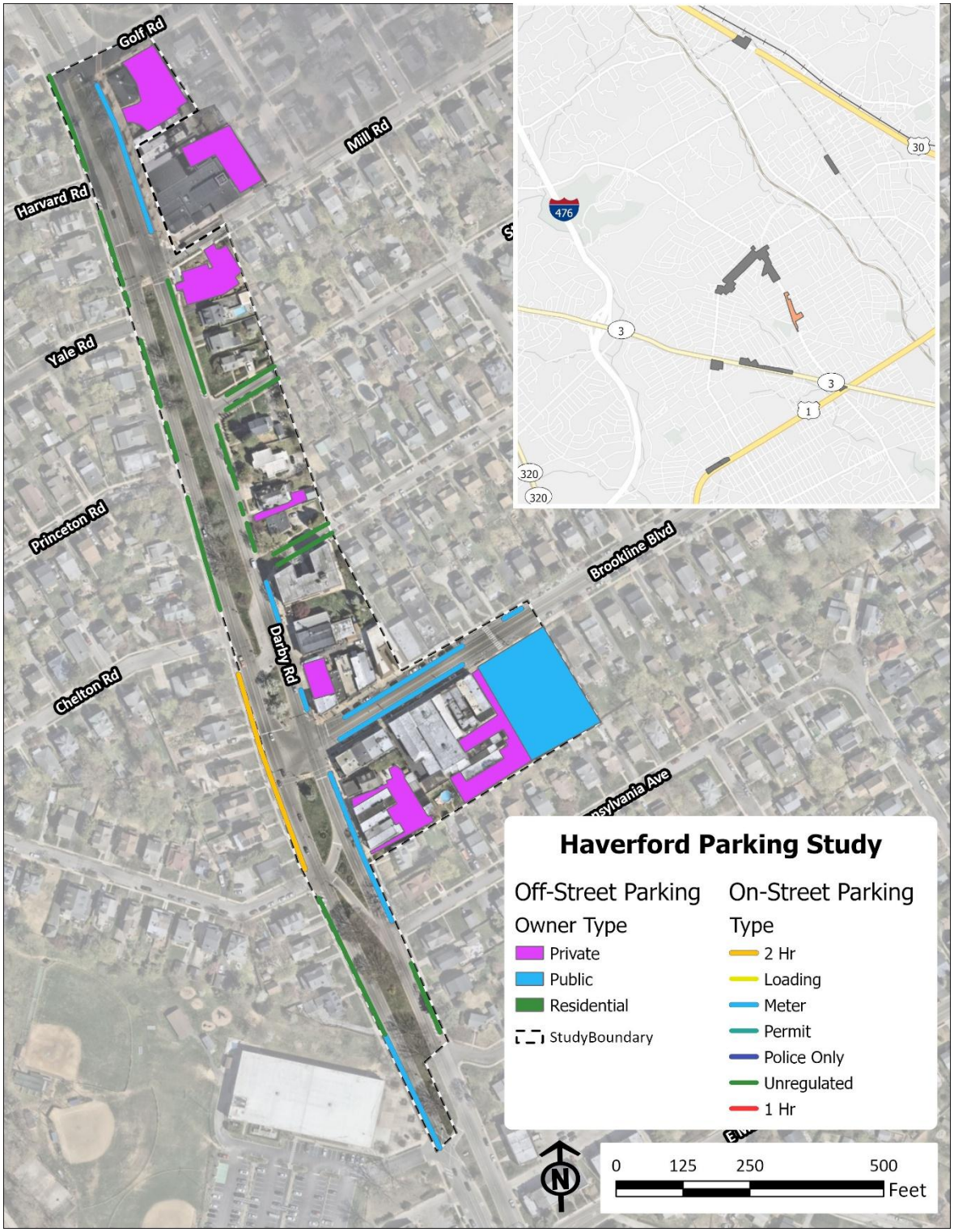
Total On and Off-Street Supply

326

Source: Walker Consultants, 2026

There are about 326 parking spaces in the Brookline Zone, 47% on-street and 53% in off-street facilities. The on-street parking includes a mix of metered, two-hour time-restricted, and unregulated parking spaces.

Figure 13: Brookline Zone Parking Supply by Owner Type



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Operational Capacity

The inventory of parking within the Study Area is adjusted to allow for a cushion necessary for vehicles moving in and out of spaces and to reduce the time needed to find the last few remaining spaces when the parking supply is nearly full. We derive the operational capacity by deducting this cushion from the total parking capacity. The cushion allows for vacancies created by restricting parking spaces to specific users (reserved spaces), mis-parked vehicles, minor construction, and debris removal. A parking supply operates at peak efficiency when parking occupancy, including both transient and monthly parking patrons, is 85 percent to 95 percent of the supply. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though some spaces are available in the parking system.

As a result, operational capacity is used to analyze the adequacy of the parking system rather than the total supply or inventory of spaces. The following are some factors that affect the efficiency of the parking system:

- Capacity – Large, scattered surface lots operate less efficiently than a more compact facility, such as a parking structure, which offers consolidated parking in which traffic generally passes more available parking spaces in a more compact area. Moreover, finding available spaces in a widespread parking area is more complex than in a centralized parking facility.
- Type of users – Monthly or regular parking patrons can find the available spaces more efficiently than infrequent visitors because they are familiar with the parking facility's layout and typically know where the spaces will be available when they park.
- On-street vs. off-street—On-street parking spaces are less efficient because patrons must find the last few vacant spaces while navigating traffic. In addition, patrons are typically limited to one side of the street at a time and often must parallel park in traffic to use the space. Frequently, on-street spaces are not striped or clearly signed, leading to lost spaces and frustrated parking patrons.

Another factor, unique to Haverford, is accessibility of the road network. In several of the focus areas, there are one-way streets, multi-lane roads, and/or landscaped divided highways, making both vehicular and pedestrian circulation more challenging. For example, between Eagle Road and Brookline Boulevard on Darby Road (0.8 miles), a pedestrian can only legally cross at five points. If a driver finds a parking spot directly across the street from their destination, they may still need to walk two blocks to legally cross the street.

The cushion size depends on the type of user and facility. A factor of 85 percent adjusts on-street parking because of the difficulty of finding an open space while negotiating traffic. A factor of 90 percent adjusts public and commercial off-street parking to account for user unfamiliarity and the challenges of safely navigating the area while searching for a space. Residential off-street parking is adjusted by 95 percent because residents are familiar with the area and generally park in the exact location daily.

The table below shows the operational parking capacity by zone and parking type. The operational capacity is about 3,400 spaces, or about 90% of the total parking supply. On a zone-by-zone basis, the operational adjustment factor ranges from 88% to 90% depending on the mix of parking types. Those with more on-street parking have a slightly lower adjustment factor.

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Table 9: Operational Capacity Summary

Zone	Public Off-Street	Private Off-Street	Residential Off-Street	On-Street	Total	Operational Cushion	Adjustment Factor
Oakmont	102	235	12	108	484	53	89%
Eagle Road	0	929	59	26	1,120	110	90%
Township Line	0	170	0	20	209	22	89%
County Line	0	167	0	39	224	24	89%
Manoa	21	548	29	49	709	71	90%
Llanerch	20	5	0	13	38	4	89%
Lancaster	0	212	0	32	268	29	89%
Brookline	84	80	0	153	326	40	88%
Total	**227**	**2,346**	**100**	**440**	**3,378**	**353**	**90%**

Source: Walker Consultants, 2026

Weekday Parking Occupancy

As noted above, the general characteristics, as well as the geographic distance between the focus areas, recommended the assessment of parking occupancy within each zone separately rather than as a cohesive entity. For example, with almost five miles distance between them, the parking activity in the County Line and Township Line zones have very little to do with each other. This is not to say that there are not some sharing opportunities between focus areas, particularly between the Eagle Road, Oakmont, and Brookline zones. For example, the physical walking distance between the Oakmont and Brookline public lots is less than a mile, or about a 20-minute walk.

Walker observed weekday parking conditions on Wednesday, October 8th in four of the seven zones. Note, the weather on October 8th was overcast in the morning, but cleared up by about 11:00 am. The Brookline, Lancaster Avenue, and County Line Road Zones were surveyed on Wednesday, October 15th. Occupancy data was collected at 10:00 am, 12:00 pm, 2:00 pm, and 6 pm to understand utilization throughout the day. Peak parking conditions across the entire study area were observed during the 10:00 am survey. However, each zone experienced peak activity at different times, depending on the mix of land uses.

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

The table below summarizes the overall on- and off-street occupancy rates in each zone throughout the survey day.

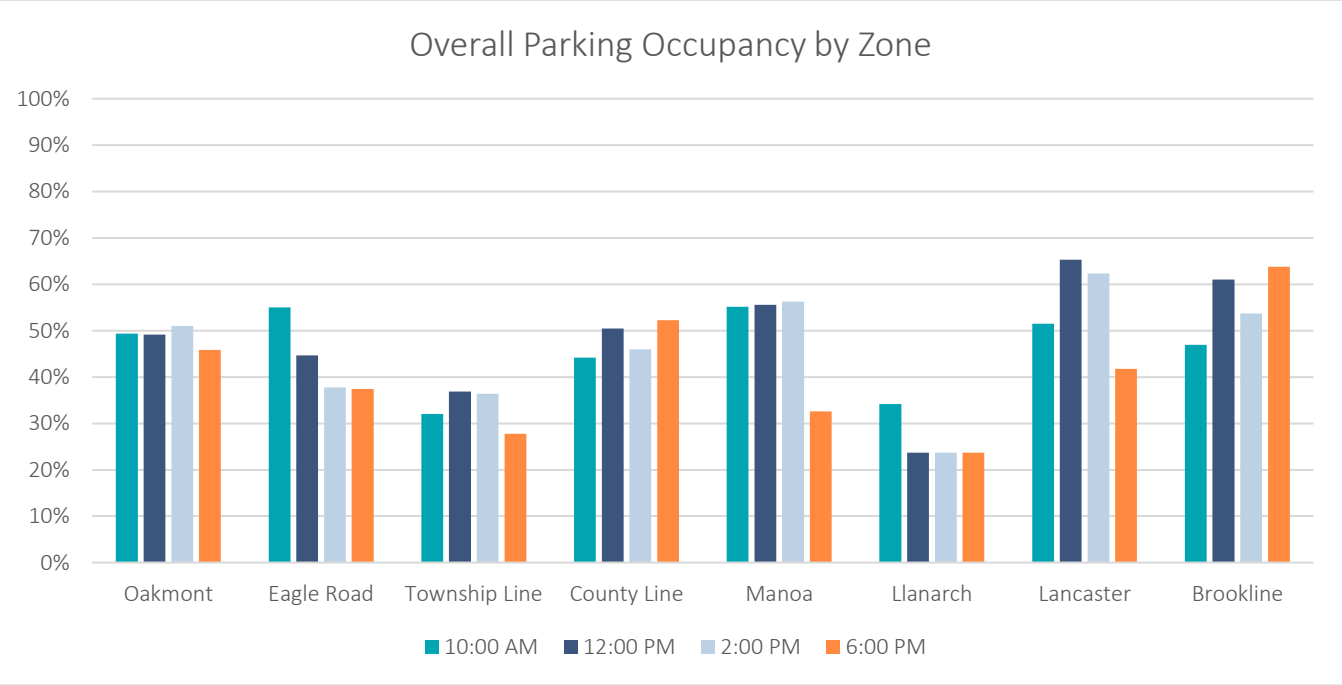
Table 10: Weekday Parking Occupancy by Zone

	Off-Street				On-Street			
Zone	10:00 am	12:00 pm	2:00 pm	6:00 pm	10:00 am	12:00 pm	2:00 pm	6:00 pm
Oakmont	46%	46%	46%	42%	61%	60%	68%	59%
Eagle Road	55%	45%	38%	38%	42%	42%	38%	12%
Township Line	33%	39%	40%	29%	20%	20%	0%	15%
County Line	40%	45%	39%	45%	64%	77%	77%	87%
Manoa	57%	58%	59%	34%	29%	18%	20%	12%
Llanerch	36%	36%	32%	36%	31%	0%	8%	0%
Lancaster	56%	67%	67%	43%	22%	50%	28%	31%
Brookline	43%	63%	55%	66%	51%	59%	52%	61%
Total	**51%**	**50%**	**47%**	**40%**	**48%**	**51%**	**48%**	**48%**

Source: Walker Consultants, 2026

Observed weekday occupancy rates do not indicate a parking shortage within any of the eight zones. The overall occupancy rate in most zones didn't exceed 50% of capacity during the survey day. Parking in the Lancaster Avenue and Brookline Zones experienced the highest occupancy levels, with about 65% of spaces occupied during peak times. On-street parking in the County Line Zone was also heavily utilized (77% to 87%) for most of the day.

Figure 14: Weekday Parking Occupancy by Zone



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

While the overall occupancy rates do not indicate a parking shortage, localized "hot spots," where occupancy is at or above 85% of capacity, were observed. The section below highlights peak occupancy conditions in each zone within the study area in more detail.

Oakmont & Eagle Road

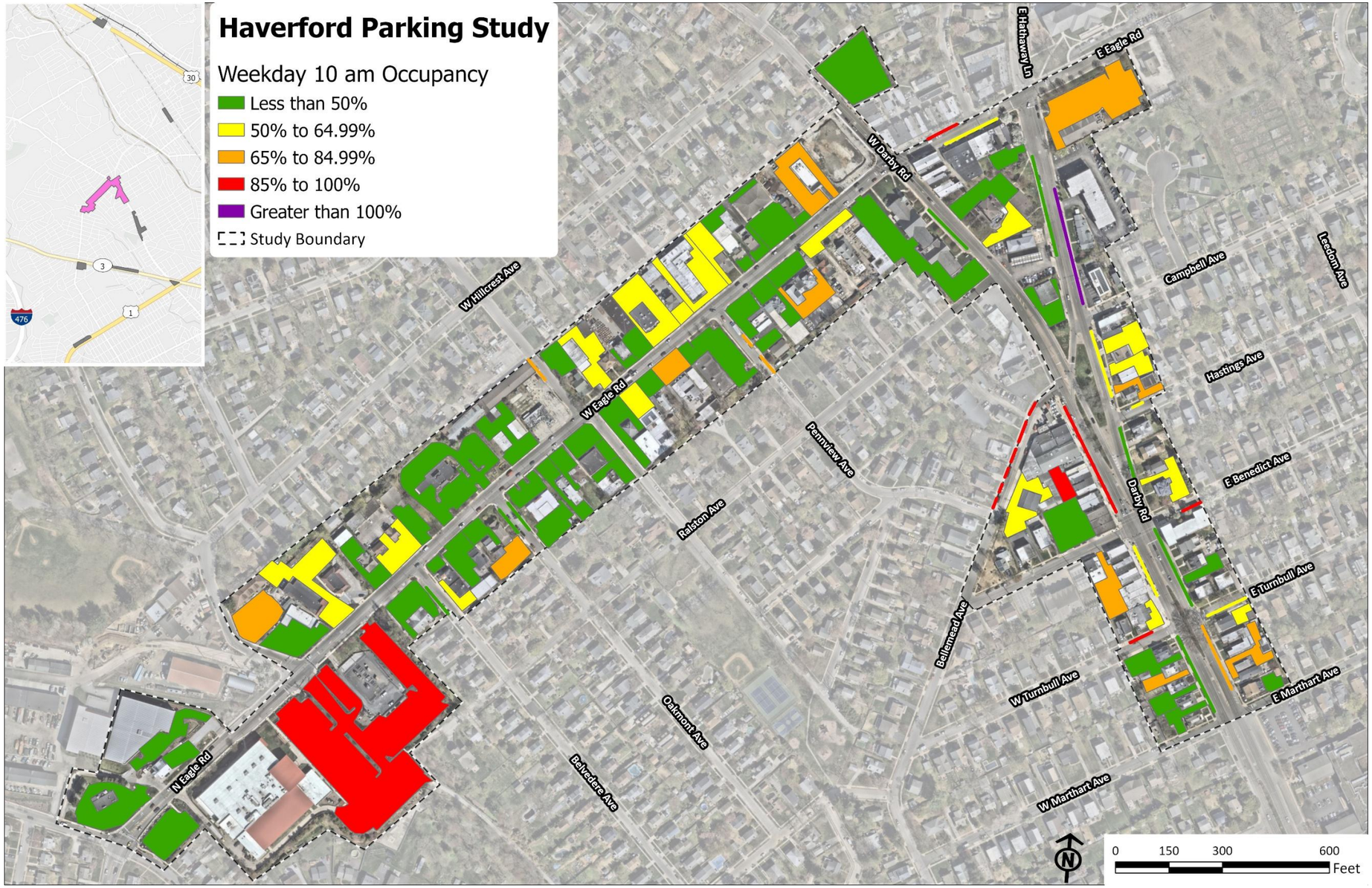
Peak parking conditions in the Oakmont & Eagle Road Zones occurred during the 10:00 am count, with approximately 855 of the 1,604 spaces (53%) occupied. In Oakmont, about 49% of the parking spaces were occupied, while about 55% of spaces in the Eagle Road Zone were occupied at the peak hour. Current occupancy rates within the focus zones do not indicate a parking shortage; however, there are a few "hot spots" of activity where occupancy rates on certain blocks or for a specific facility exceed 85 percent of capacity. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though some spaces are available in the parking system.

The following map identifies parking usage patterns and provides insights into areas requiring additional parking solutions or management policies during the peak hour. All parking lots and on-street parking spaces are shaded in different colors based on their observed parking occupancy levels, visually representing where parking demand is higher or lower. The following color scheme indicates the color-coded occupancy levels:

Green: Parking occupancy is less than 50%.
Yellow: Parking occupancy ranges from 50% to 64.99%.
Orange: Parking occupancy is between 65% and 84.99%.
Red: Parking occupancy is between 85% and 100%
Purple: Parking occupancy is greater than 100%.

Only two parking lots experienced parking occupancy levels between 85% and 100% of capacity – the YMCA and the private spaces behind the Oakmont South public lot. The private spaces are likely utilized by employees or business owners of Buona Sera Ristorante, House Cup Coffee Roasters, Cute Little Nails & Spa, and the other businesses on the 2100 block of Darby Road. It is also possible that these spaces are used by residents of apartments above the businesses. During the peak hour, several blocks also experienced occupancy levels at or above 85% of capacity, including the north side of the unit block of E Eagle Road, Bellemeade Avenue, the west side of the 2100 block of Darby Road, E Benedict Avenue, and W Turnball Avenue. Additionally, due to construction vehicles, the east side of the 2300 block of E Darby Road was over 100% utilized during the peak hour.

Figure 15: Oakmont & Eagle Road Zones Peak Weekday Occupancy



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

The table below details the on- and off-street occupancy by type throughout the survey day in the Oakmont Zone. While overall peak occupancy was observed during the 2:00 pm count with approximately 51% of spaces occupied, the 10:00 am and noon occupancy rates were about 49%. Off-street parking was about 46% utilized for much of the day. The public lots were about 40% occupied most of the day, until the 6:00 pm count when occupancy rates increased to 58%.

On-street parking was busiest during the 2:00 pm count when almost 70% of the 108 spaces were occupied. The two-hour parking was more than 100% occupied for most of the day due to construction vehicles parked in a no parking area on the 2300 block of E Darby Road.

Table 11: Oakmont Zone Weekday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	102	40%	33%	40%	58%
Private	261	47%	49%	48%	35%
Residential	13	69%	77%	69%	62%
Off-Street Subtotal	**376**	**46%**	**46%**	**46%**	**42%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	68	53%	53%	59%	65%
2 Hour	8	138%	125%	150%	88%
1 Hour	0	0%	0%	0%	0%
Unregulated	19	84%	84%	84%	58%
Permit	3	100%	100%	100%	67%
Loading	10	0%	0%	20%	0%
Police Only	0	0%	0%	0%	0%
On-Street Subtotal	**108**	**61%**	**60%**	**68%**	**59%**
Total	**484**	**49%**	**49%**	**51%**	**46%**

Source: Walker Consultants, 2026

Along Eagle Road, peak parking conditions were observed during the 10:00 am count with about 55% of the spaces occupied. The off-street parking supply, which primarily consists of private lots allocated for a specific business, was also 55% occupied during the peak hour. Off-street parking occupancy levels decreased until the 6:00 pm count when only 38% of parking was occupied. This pattern is consistent with the types of businesses on West Eagle Road. While there are night-time economy/hospitality services, most businesses were closed by 6:00 pm.

Table 12: Eagle Road Zone Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	0	0%	0%	0%	0%
Private	1,032	56%	44%	37%	37%
Residential	62	52%	56%	56%	61%
Off-Street Subtotal	**1,094**	**55%**	**45%**	**38%**	**38%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	0	0%	0%	0%	0%
2 Hour	0	0%	0%	0%	0%
1 Hour	0	0%	0%	0%	0%
Unregulated	21	43%	43%	38%	10%
Permit	5	40%	40%	40%	20%
Loading	0	0%	0%	0%	0%
Police Only	0	0%	0%	0%	0%
On-Street Subtotal	**26**	**42%**	**42%**	**38%**	**12%**
Total	**1,120**	**55%**	**45%**	**38%**	**37%**

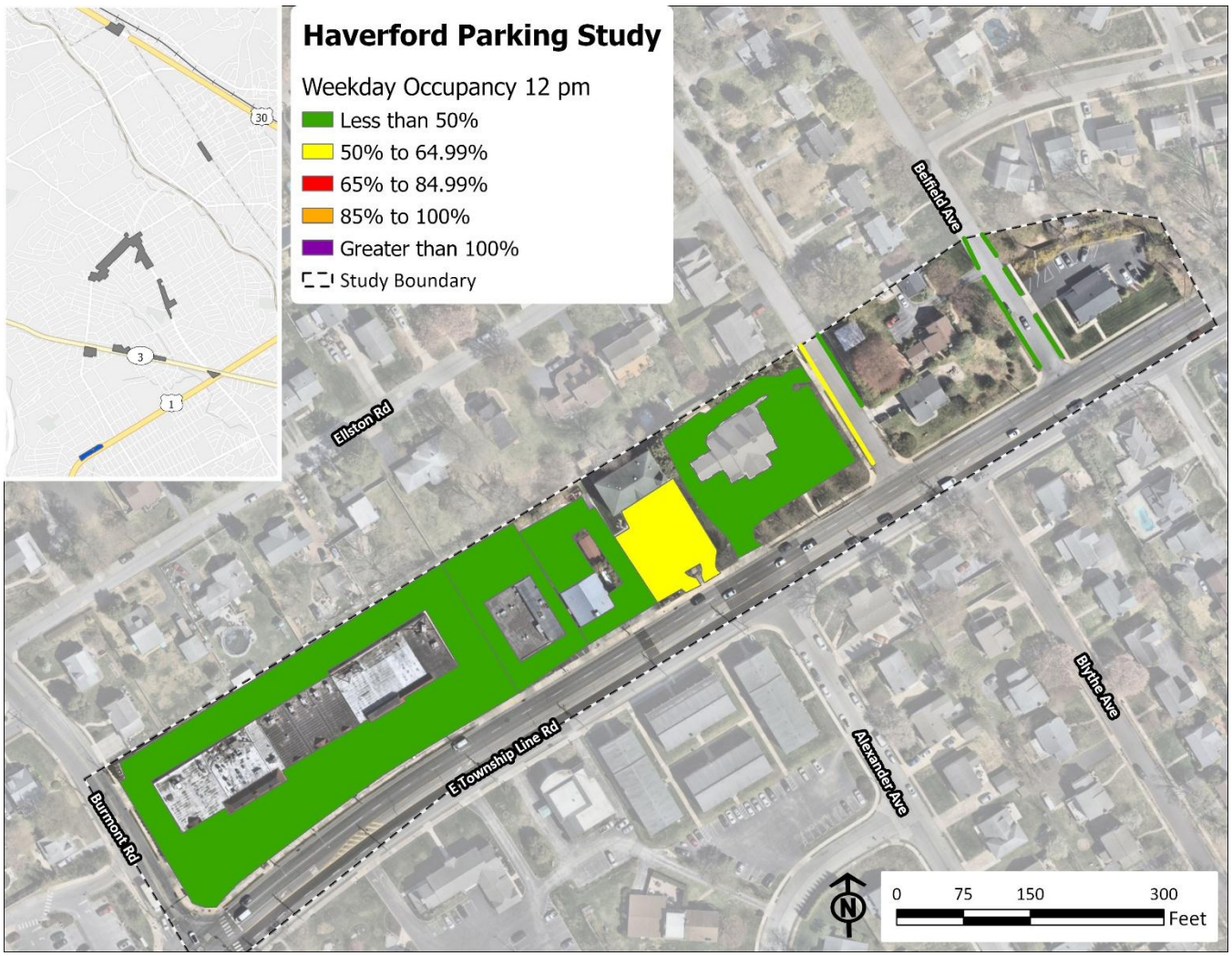
Source: Walker Consultants, 2026

There is also no parking along W Eagle Road and a limited number of on-street spaces on the residential streets abutting the main commercial throughway. On-street parking peaked with about 42% of spaces occupied; by 6:00 pm, on-street parking was only 12% occupied.

Township Line

Weekday parking occupancy peaked during the noon count in the Township Line Road Zone. Most of the lots in the zone were less than 50% occupied.

Figure 16: Township Line Zone Peak Weekday Occupancy



Source: Walker Consultants, 2026

During the noon peak, about 37% of spaces in the zone were occupied. Off-street parking was only 39% occupied, while on-street parking was only 20% occupied.

Table 13: Township Line Zone Weekday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	0	0%	0%	0%	0%
Private	189	33%	39%	40%	29%
Residential	0	0%	0%	0%	0%
Off-Street Subtotal	**189**	**33%**	**39%**	**40%**	**29%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	0	0%	0%	0%	0%
2 Hour	0	0%	0%	0%	0%
1 Hour	4	0%	0%	0%	0%
Unregulated	16	25%	25%	0%	19%
Permit	0	0%	0%	0%	0%
Loading	0	0%	0%	0%	0%
Police Only	0	0%	0%	0%	0%
On-Street Subtotal	**20**	**20%**	**20%**	**0%**	**15%**
Total	**209**	**32%**	**37%**	**36%**	**28%**

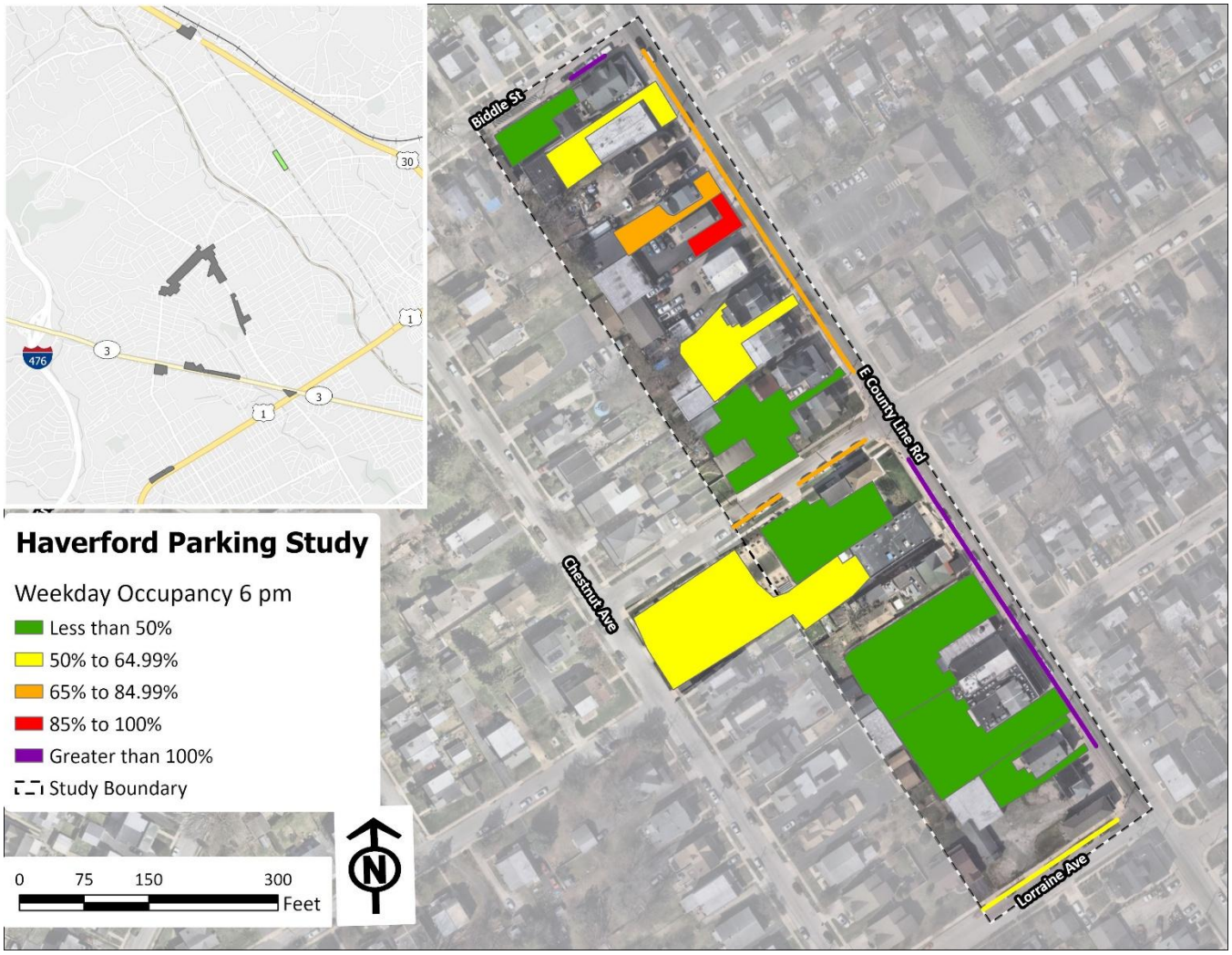
Source: Walker Consultants, 2026

County Line

Peak parking occupancy in the County Line Road Zone occurred during the 6:00 pm count with about 52% of spaces occupied. The map in the following figure shows occupancy rates in individual lots and on the street during the peak hour. Note, there were several mechanic shops and/ vehicle storage areas behind the primary buildings fronting on County Line Road. These lots were excluded from the analysis.

It is also interesting to note that the occupancy rate of the metered parking along County Line Road, which is only enforced until 6:00 pm, increased throughout the day, peaking during the evening count. The increase in utilization is likely overflow from the residential uses on both sides of County Line Road, as many of the businesses fronting County Line Road close after 5:00 pm. Only one small lot experienced occupancy rates above 85% during the peak hour, and this may have been overflow from the mechanic in the building behind it. Most of the private parking lots in the area were less than 50% occupied during the evening peak.

Figure 17: County Line Zone Peak Weekday Occupancy



Source: Walker Consultants, 2026

On-street parking increased throughout the survey day, peaking at 87% during the 6:00 pm survey. Utilization along County Line Road between Humphreys Road and Loraine Street exceeded capacity. While Carlino's Market closes at 6:00 pm, there is a restaurant and social club on the block.

The following table summarizes occupancy throughout the day by parking type.

Table 14: County Line Zone Weekday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	0	0%	0%	0%	0%
Private	185	40%	45%	39%	45%
Residential	0	0%	0%	0%	0%
Off-Street Subtotal	**185**	**40%**	**45%**	**39%**	**45%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	22	50%	73%	73%	91%
2 Hour	8	75%	63%	63%	75%
1 Hour	7	86%	100%	86%	57%
Unregulated	2	100%	100%	150%	200%
Permit	0	0%	0%	0%	0%
Loading	0	0%	0%	0%	0%
Police Only	0	0%	0%	0%	0%
On-Street Subtotal	**39**	**64%**	**77%**	**77%**	**87%**
Total	**224**	**44%**	**50%**	**46%**	**52%**

Source: Walker Consultants, 2026

Manoa

The Manoa District consists of a long, narrow strip of commercial uses along West Chester Pike. Peak parking occupancy occurred during the 2:00 pm count, when 56%, or 399 of the 709 spaces were utilized. Again, overall occupancy levels do not suggest a parking shortage. However, localized “hot spots” were observed.

Table 15: Manoa Zone Weekday Parking Occupancy

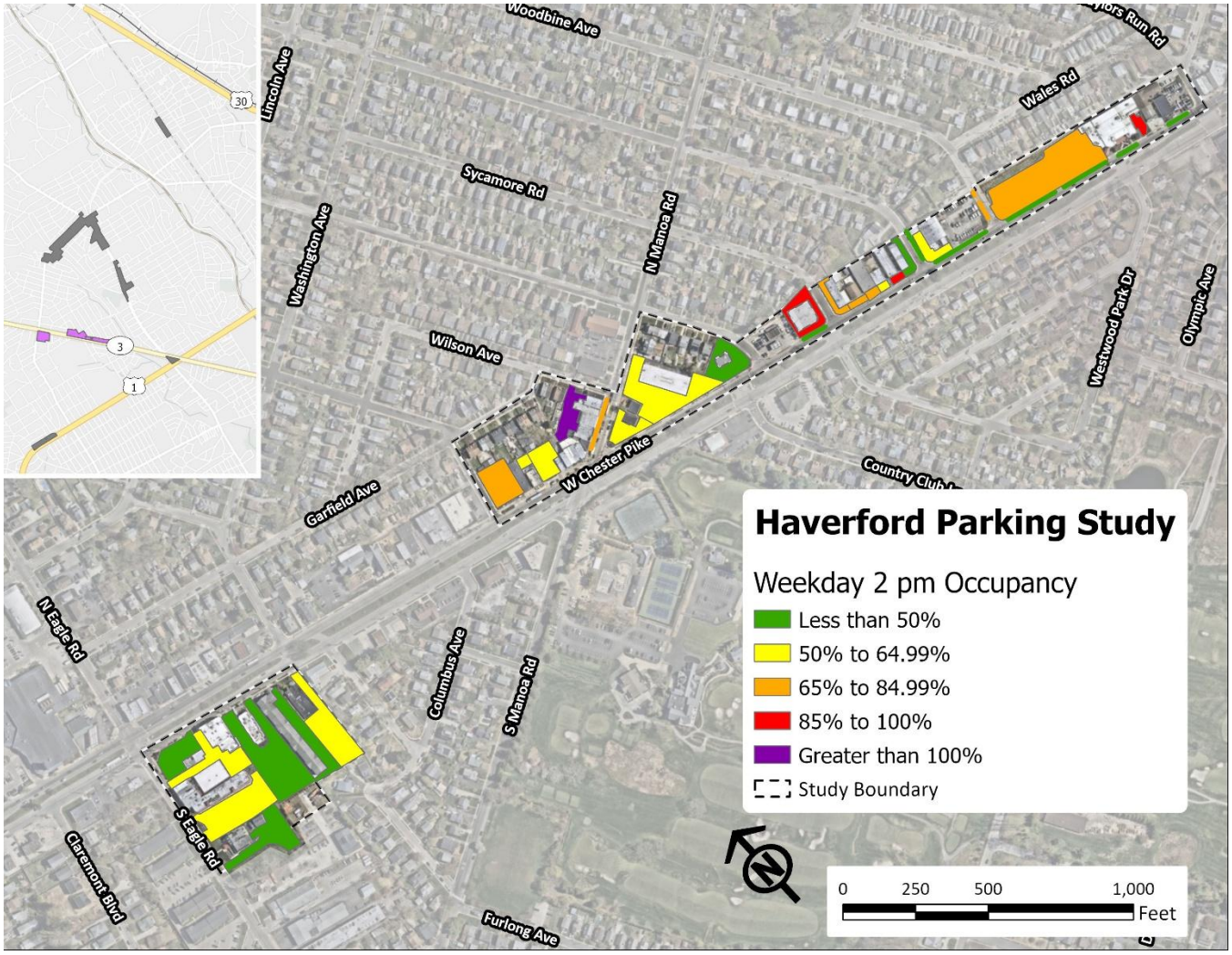
Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	21	52%	67%	57%	86%
Private	609	57%	58%	60%	31%
Residential	30	57%	57%	47%	60%
Off-Street Subtotal	**660**	**57%**	**58%**	**59%**	**34%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	8	100%	75%	75%	38%
2 Hour	0	0%	0%	0%	0%
1 Hour	4	25%	0%	0%	0%
Unregulated	34	15%	9%	12%	9%
Permit	0	0%	0%	0%	0%
Loading	0	0%	0%	0%	0%
Police Only	3	0%	0%	0%	0%
On-Street Subtotal	**49**	**29%**	**18%**	**20%**	**12%**
Total	**709**	**55%**	**56%**	**56%**	**33%**

Source: Walker Consultants, 2026

The off-street parking in the Manoa Zone was about 60% occupied until the 6:00 pm count. The decrease during the evening count is likely associated with the medical office space at the Falcon Center. While private off-street parking decreased during the 6:00 pm count, the public lot was 86% occupied. On-street activity was highest during the 10:00 am count and decreased throughout the survey day.

The figure below shows several lots experienced parking rates at or above capacity during the 2:00 pm peak.

Figure 18: Manoa Zone Peak Weekday Occupancy

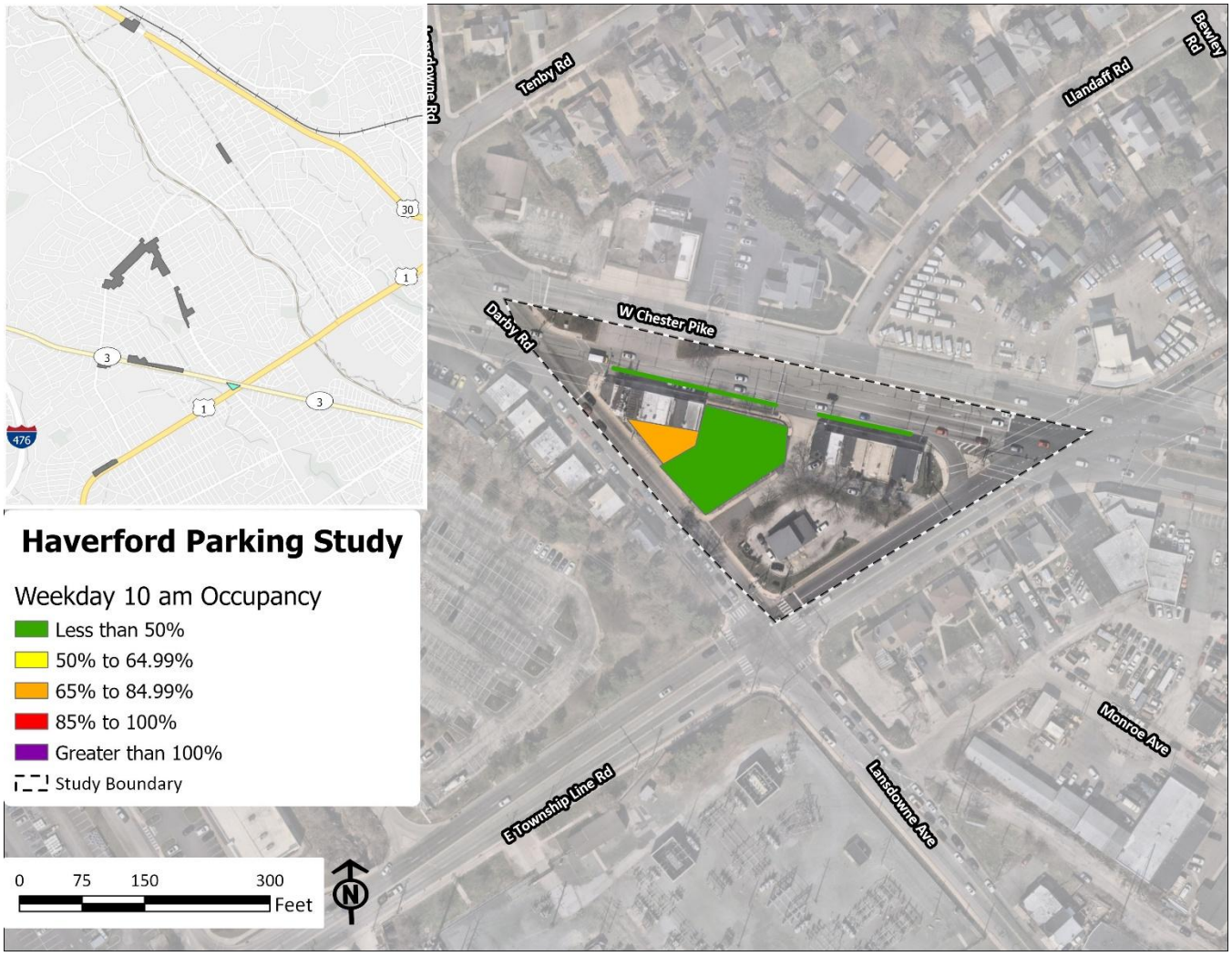


Source: Walker Consultants, 2026

Llanerch

Parking in the Llanerch Zone peaked during the 10:00 am count with about 34% of spaces occupied. The private lot behind the businesses on West Chester Pike was about 80% occupied during the peak hour, while public parking was only about 30% occupied throughout the day.

Figure 19: Llanerch Zone Peak Weekday Occupancy



Source: Walker Consultants, 2026

On-street parking was only about 30% occupied at 10:00 am. No cars were parked on-street during the noon and 6:00 pm counts, as shown in the table below. It is also important to note that the metered on-street spaces closest to Township Line Road are signed as “no parking” between 4:00 pm and 6:00 pm.

Table 16: Llanerch Zone Weekday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	20	25%	30%	30%	30%
Private	5	80%	60%	40%	60%
Residential	0	0%	0%	0%	0%
Off-Street Subtotal	**25**	**36%**	**36%**	**32%**	**36%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	13	31%	0%	8%	0%
On-Street Subtotal	**13**	**31%**	**0%**	**8%**	**0%**
Total	**38**	**34%**	**24%**	**24%**	**24%**

Source: Walker Consultants, 2026

Lancaster

Parking activity in the Lancaster Avenue Zone peaked during the noon count with approximately 65% of spaces occupied. The table below details occupancy rates by parking type throughout the day in the Lancaster Avenue Zone. Parking levels overall do not indicate a parking shortage; however, localized shortages did occur.

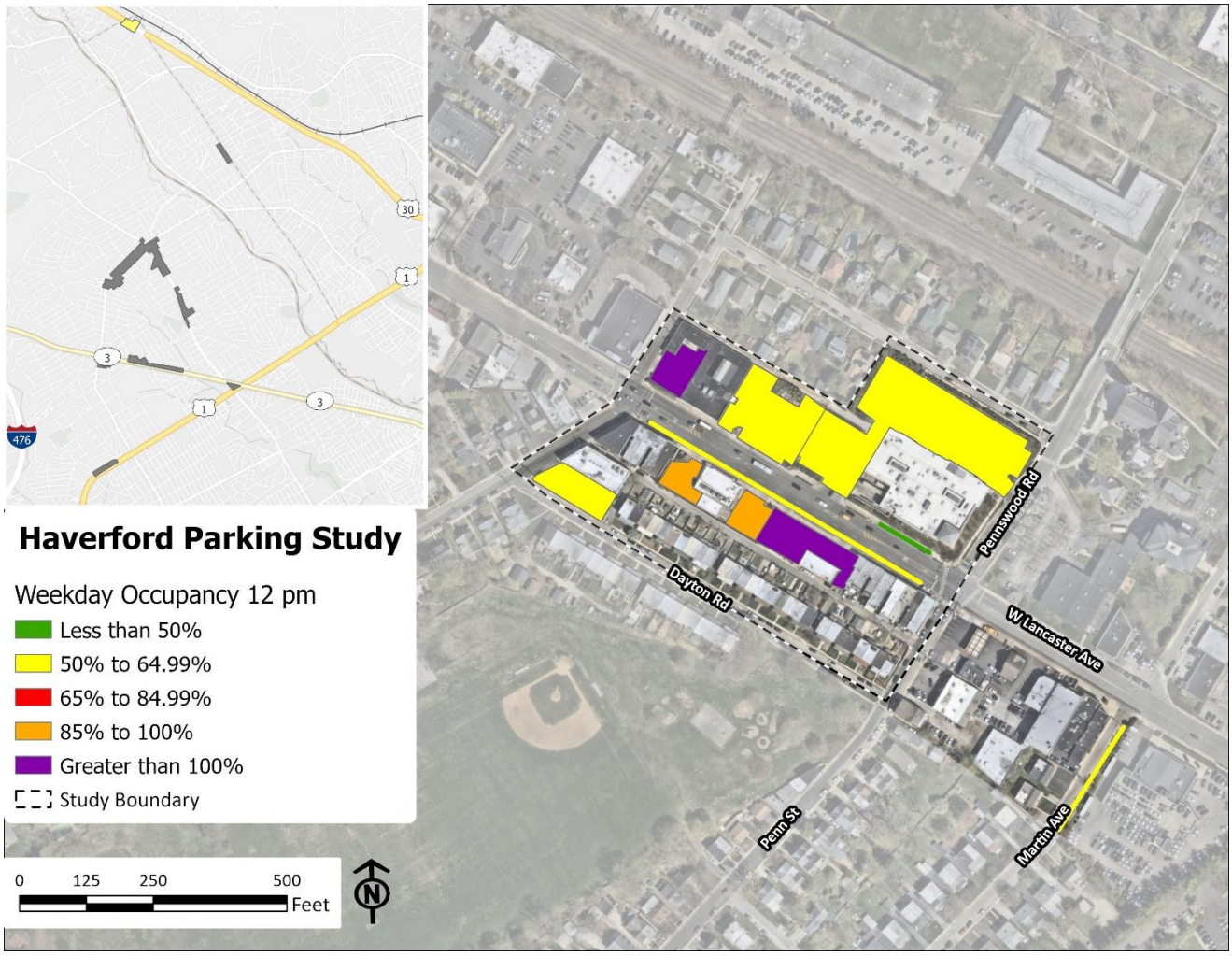
Table 17: Lancaster Avenue Zone Weekday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	0	0%	0%	0%	0%
Private	236	56%	67%	67%	43%
Residential	0	0%	0%	0%	0%
Off-Street Subtotal	**236**	**56%**	**67%**	**67%**	**43%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	32	22%	50%	28%	31%
On-Street Subtotal	**32**	**22%**	**50%**	**28%**	**31%**
Total	**209**	**51%**	**65%**	**62%**	**42%**

Source: Walker Consultants, 2026

As shown in the figure below, occupancy in two of the lots exceeded capacity. The lot on the north side of Lancaster Avenue is used by CHOP employees while the lot on the south side of Lancaster Avenue serves the Enterprise. On-street parking on the south side of Lancaster and Martin Avenue was about 50% occupied while the spaces on the north side were largely vacant most of the day.

Figure 20: Lancaster Ave Zone Peak Weekday Occupancy

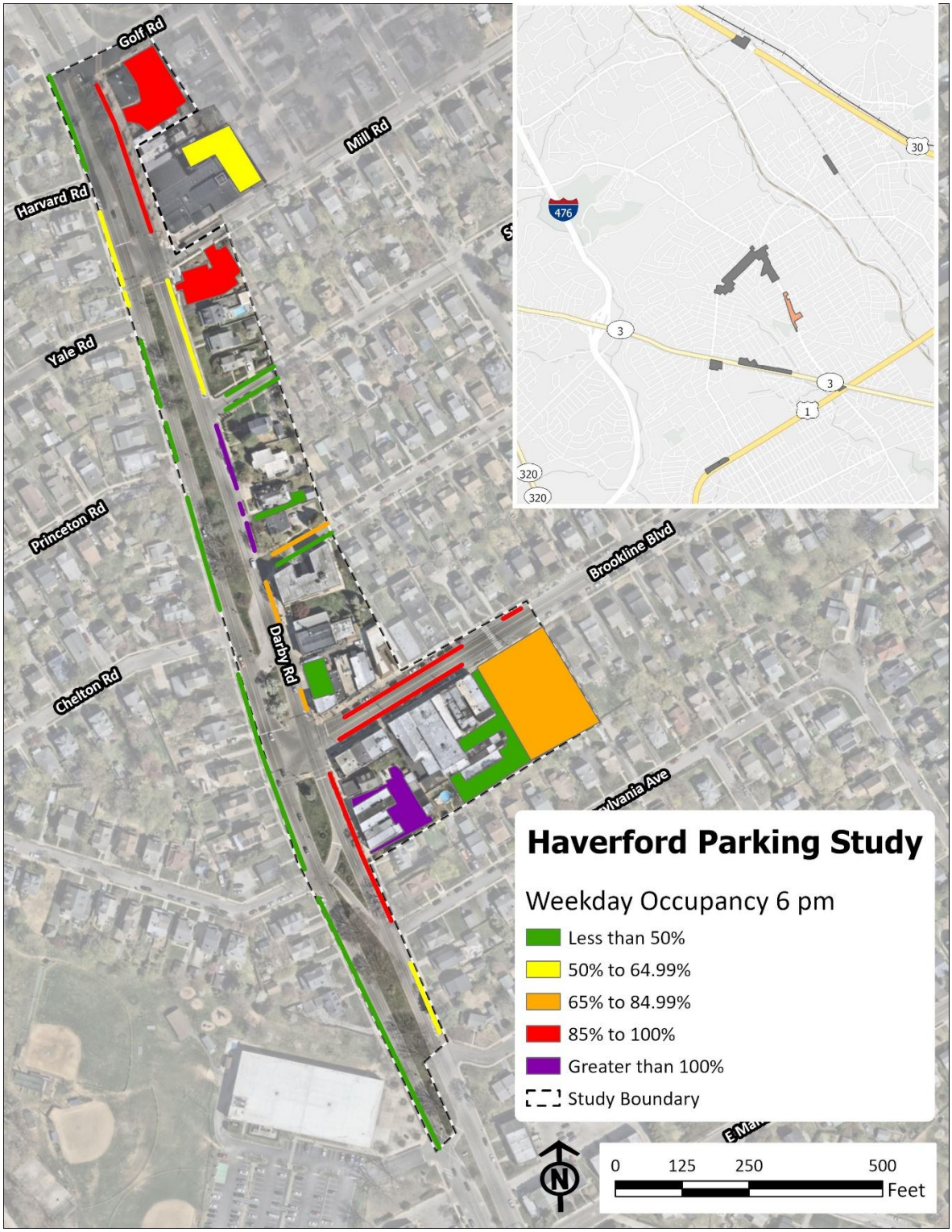


Source: Walker Consultants, 2026

Brookline

Parking activity in Brookline peaked during the 6:00 pm count with 208 occupied spaces, or 64% of the available supply. Several lots in the zone experienced occupancy rates at or above capacity, as indicated by red and purple on the map below. These lots include the orthodontia office at Golf Road, the new library lot at Mill Road, and the lot behind the businesses on the 1200 block of Darby; this lot may also serve residential above the businesses. On-street parking on several blocks was also significantly utilized during the evening count, as there are numerous restaurants at the intersection of Brookline Blvd and Darby Road.

Figure 21: Brookline Zone Peak Weekday Occupancy



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Parking activity in the Brookline public parking lot peaked at lunch and again around dinner, while the private lots were between 60% and 70% occupied throughout the day. On-street parking was also consistently occupied throughout the day, as shown in the table below. During the evening count, the metered spaces were about 84% occupied, likely due to the number of restaurants around Brookline and Darby.

Table 18: Brookline Zone Weekday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	84	26%	57%	38%	65%
Private	89	60%	69%	71%	67%
Residential	0	0%	0%	0%	0%
Off-Street Subtotal	**173**	**43%**	**63%**	**55%**	**66%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	58	43%	64%	52%	84%
2 Hour	16	50%	56%	44%	25%
1 Hour	0	0%	0%	0%	0%
Unregulated	79	57%	56%	54%	51%
Permit	0	0%	0%	0%	0%
Loading	0	0%	0%	0%	0%
Police Only	0	0%	0%	0%	0%
On-Street Subtotal	**153**	**51%**	**59%**	**52%**	**61%**
Total	**326**	**47%**	**61%**	**54%**	**64%**

Source: Walker Consultants, 2026

Weekend Parking Occupancy

Walker observed weekend parking conditions on Saturday, October 11th. The weather was mild, but sunny. Occupancy data was collected at 10:00 am, 12:00 pm, 2:00 pm, and 6:00 pm to understand utilization throughout the day. Peak parking conditions across the entire study area were observed during the 10:00 am survey, with about 43% of the available parking supply occupied. However, each zone experienced peak activity at different times, depending on the mix of land uses.

The table below summarizes the on- and off-street occupancy rates in each zone throughout the survey day.

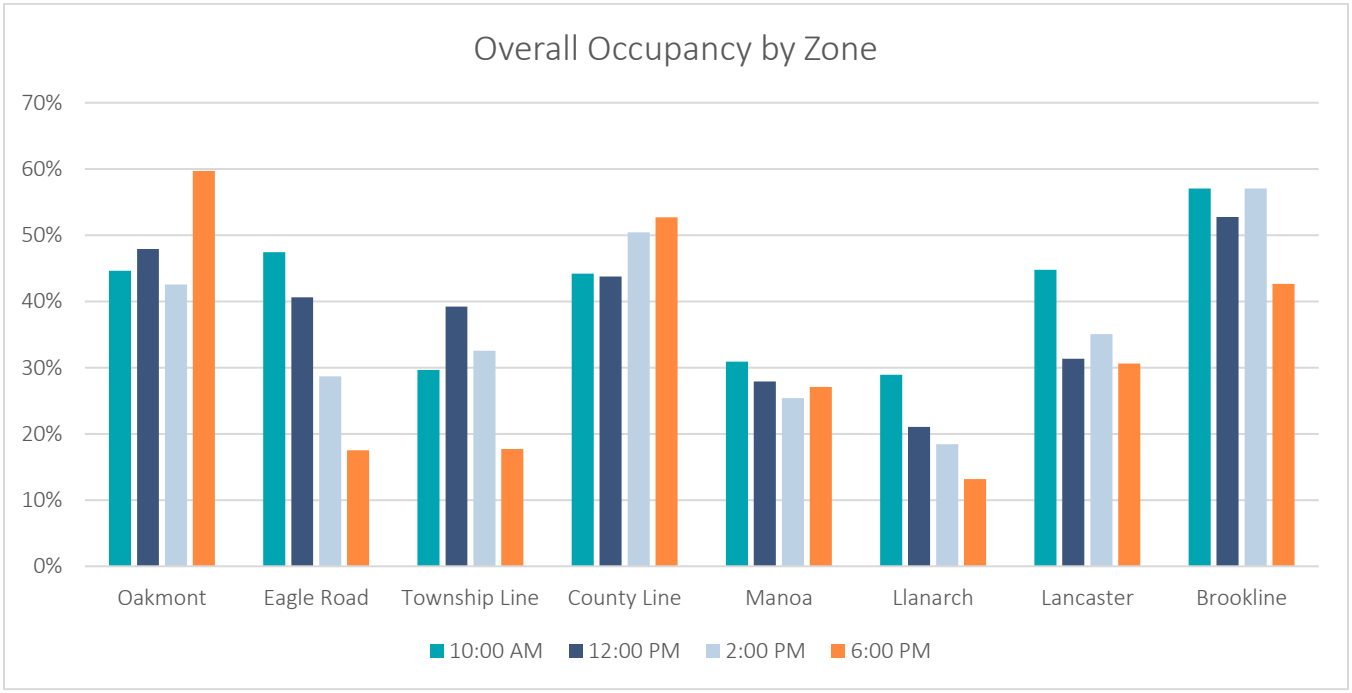
Table 19: Saturday Parking Occupancy by Zone

	Off-Street				On-Street			
Zone	10:00 am	12:00 pm	2:00 pm	6:00 pm	10:00 am	12:00 pm	2:00 pm	6:00 pm
Oakmont	47%	51%	40%	55%	35%	39%	51%	75%
Eagle Road	48%	41%	29%	18%	12%	19%	15%	12%
Township Line	31%	43%	36%	20%	15%	0%	0%	0%
County Line	39%	38%	47%	43%	69%	69%	67%	97%
Manoa	31%	28%	26%	28%	33%	29%	20%	20%
Llanerch	20%	28%	16%	8%	46%	8%	23%	23%
Lancaster	45%	33%	37%	27%	41%	22%	22%	59%
Brookline	55%	46%	64%	42%	59%	60%	50%	43%
Total	**42%**	**39%**	**34%**	**29%**	**45%**	**43%**	**41%**	**50%**

Source: Walker Consultants, 2026

The occupancy rates observed on Saturday, October 11th, do not indicate a parking shortage within any of the eight zones. Like weekday conditions, the overall occupancy rate in most zones didn't exceed 50% of capacity during any of the four counts on the weekend survey day. Parking in the Oakmont and Brookline zones experienced the highest occupancy levels, with about 60% of spaces occupied during peak times, as illustrated in the figure below.

Figure 22: Saturday Parking Occupancy by Zone



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

While the overall occupancy rates do not indicate a parking shortage, localized "hot spots," where occupancy is at or above 85% of capacity, were observed. The section below highlights peak occupancy conditions in each zone within the study area in more detail.

Oakmont & Eagle Road

While the Oakmont and Eagle Road Zones share a boundary, the mix of land uses and parking types within each zone differs. As a result, the zones experienced peak activity during two different counts on the Saturday survey day. Peak parking conditions in the Oakmont Zone during the 6:00 pm count and in the Eagle Road Zone during the 10:00 am count.

The table below details the on- and off-street occupancy by type throughout the survey day in the Oakmont Zone. Overall peak occupancy was observed during the 6:00 pm count, with approximately 60% of spaces occupied. Off-street parking was about 50% utilized for much of the day but increased to 55% occupied during the evening peak. Occupancy rates in the three public lots varied throughout the survey day. During the peak hour, over 90% of spaces were occupied.

On-street parking was busiest during the 6:00 pm count when 75% of the 108 spaces were occupied. The two-hour parking was more than 100% occupied during the peak hour, likely due to cars parking illegally near the corner of Campbell Avenue and Darby Road.

Table 20: Oakmont Zone Saturday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	102	63%	49%	34%	93%
Private	261	41%	50%	42%	40%
Residential	13	62%	69%	46%	69%
Off-Street Subtotal	**376**	**47%**	**51%**	**40%**	**55%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	68	29%	41%	56%	79%
2 Hour	8	25%	38%	75%	125%
1 Hour	0	0%	0%	0%	0%
Unregulated	19	68%	42%	47%	79%
Permit	3	67%	67%	67%	67%
Loading	10	10%	10%	0%	0%
Police Only	0	0%	0%	0%	0%
On-Street Subtotal	**108**	**35%**	**39%**	**51%**	**75%**
Total	**484**	**45%**	**48%**	**43%**	**60%**

Source: Walker Consultants, 2026

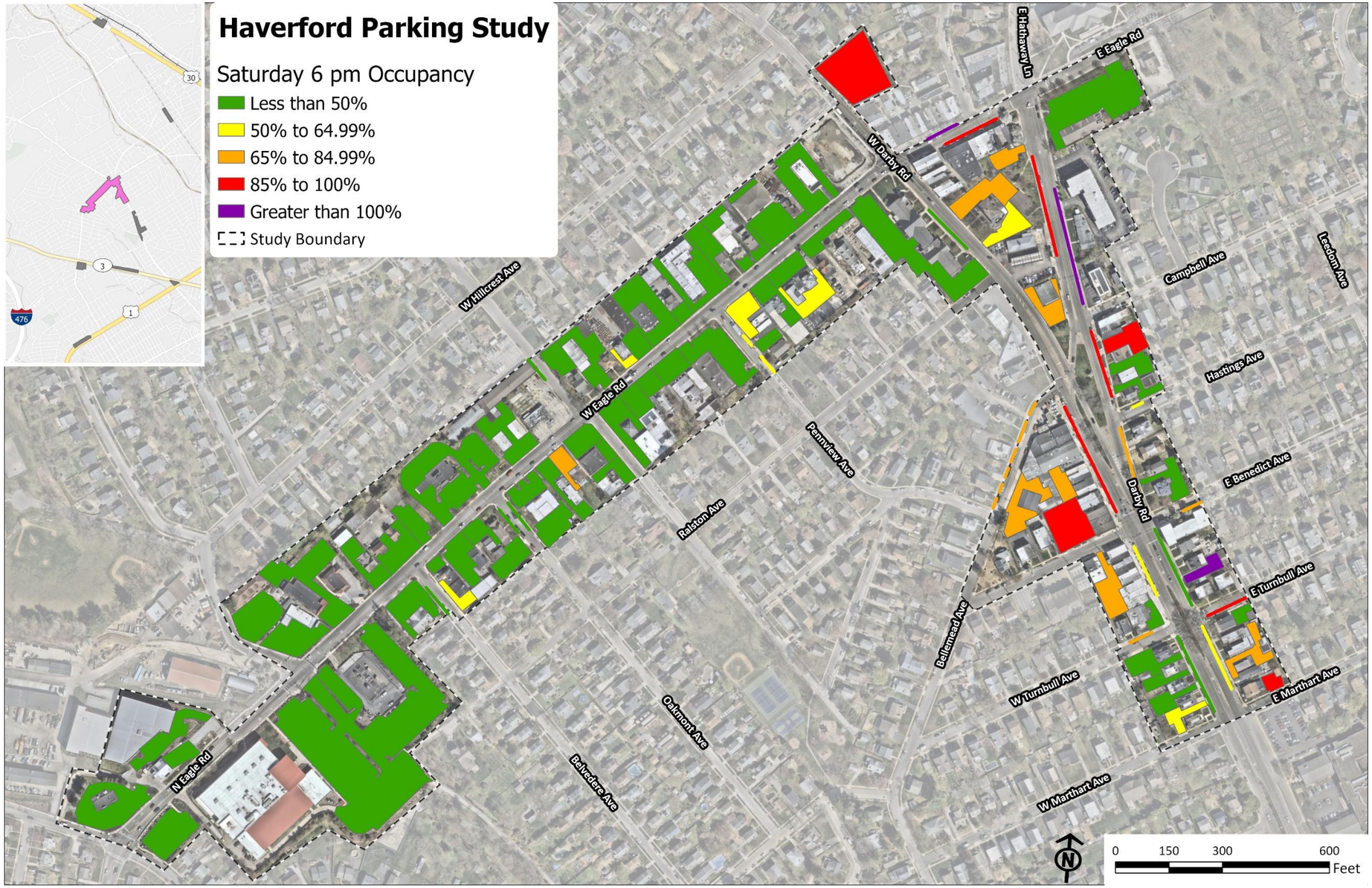
Maps illustrating activity at both 10:00 am and 6:00 pm are shown on the following pages to identify usage patterns and provide insights into areas requiring additional parking solutions. All parking lots and on-street parking spaces are shaded in different colors based on their observed parking occupancy levels, visually representing where parking demand is higher or lower. The following color scheme indicates the color-coded occupancy levels:

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Green: Parking occupancy is less than 50%.
Yellow: Parking occupancy ranges from 50% to 64.99%.
Orange: Parking occupancy is between 65% and 84.99%.
Red: Parking occupancy is between 85% and 100%
Purple: Parking occupancy is greater than 100%.

Both the Oakmont and Oakmont South public parking lots were nearly 100% occupied at 6:00 pm. While there was still capacity in the metered spaces around the former Township Building, it is interesting to note that this lot is not signed as public parking like other public parking lots in the township. Several blocks along E and W Darby Road and E Eagle Road were at or near capacity during the 6:00 pm peak, likely due to the number of restaurants in the area.

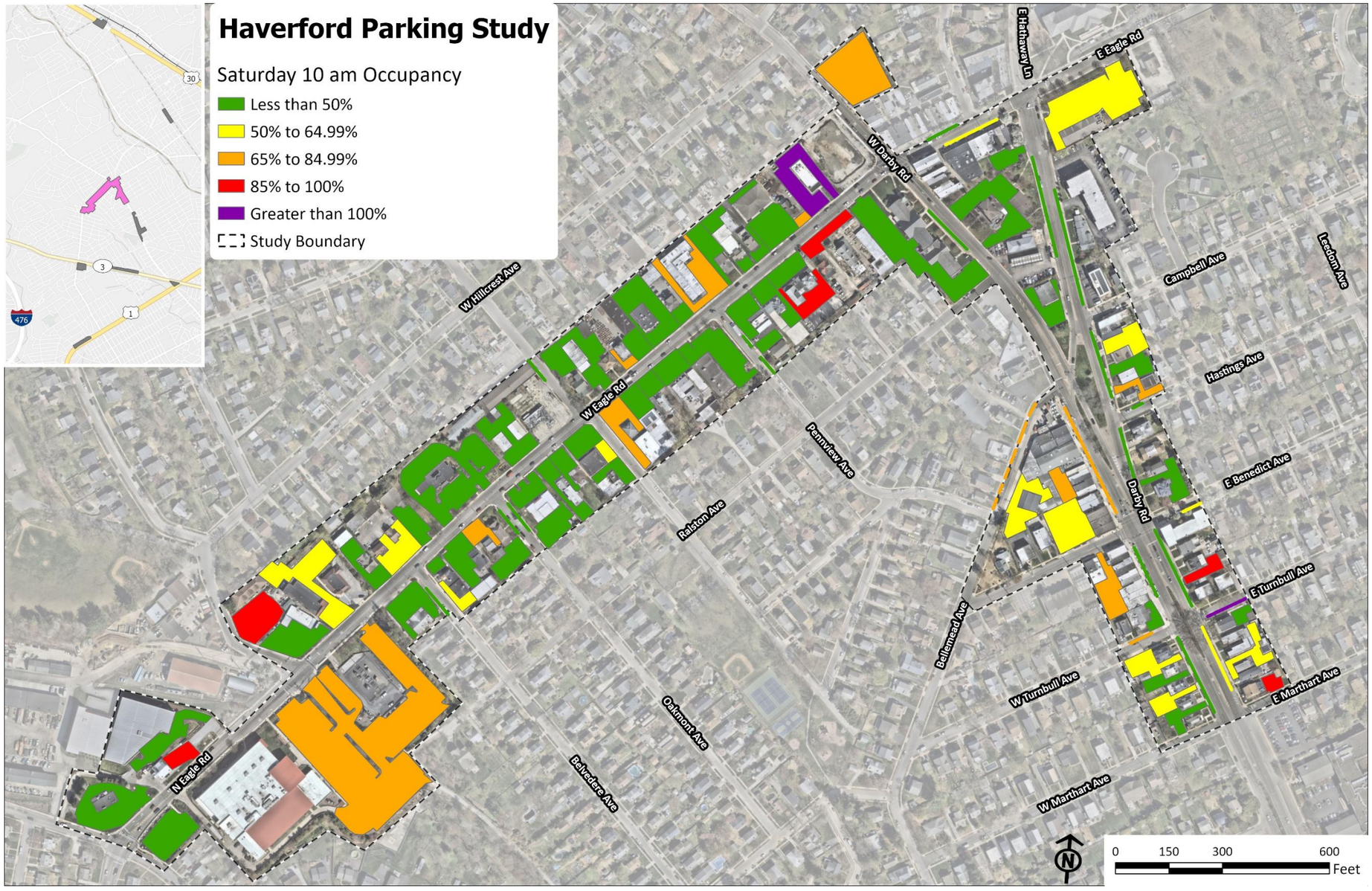
Figure 23: Oakmont Zones Peak Saturday Occupancy



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Figure 24: Eagle Road Zones Peak Saturday Occupancy



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

The Eagle Road Zone includes all the buildings and parking facilities between Lawrence Road and Darby Road. While activity in the Oakmont Zone peaked during the evening count, almost every parking lot in the Eagle Road Zone was less than 50% occupied. Many were vacant. Only about 18% of the off-street supply was utilized at 6:00 pm.

During the 10:00 am peak, about 47% of the available parking supply was occupied. Current occupancy rates within the focus zone do not indicate a parking shortage during the morning peak; however, there are a few “hot spots” of activity where occupancy rates on certain blocks or for a specific facility exceed 85% of capacity. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. For example, the Nudy’s parking lot was over 100% occupied during the mid-morning peak. Four other lots along Eagle Road were also between 85% and 100% occupied during the 10:00 am count. Walker also noted that the Oakmont public lot, while not in the Eagle Road Zone, had surplus capacity during the morning peak.

As noted previously, off-street parking in the Eagle Road Zone peaked during the mid-morning count with about 48% of spaces occupied. By 6:00 pm, only 18% of off-street parking was occupied. Most of the businesses along Eagle Road provide professional services (salons, banks, office) and are open during normal business hours.

Additionally, while there is no parking along W Eagle Road, there are a limited number of on-street spaces on the residential streets abutting the main commercial throughway. On-street parking was less than 20% utilized all day.

Table 21: Eagle Road Zone Saturday Parking Occupancy

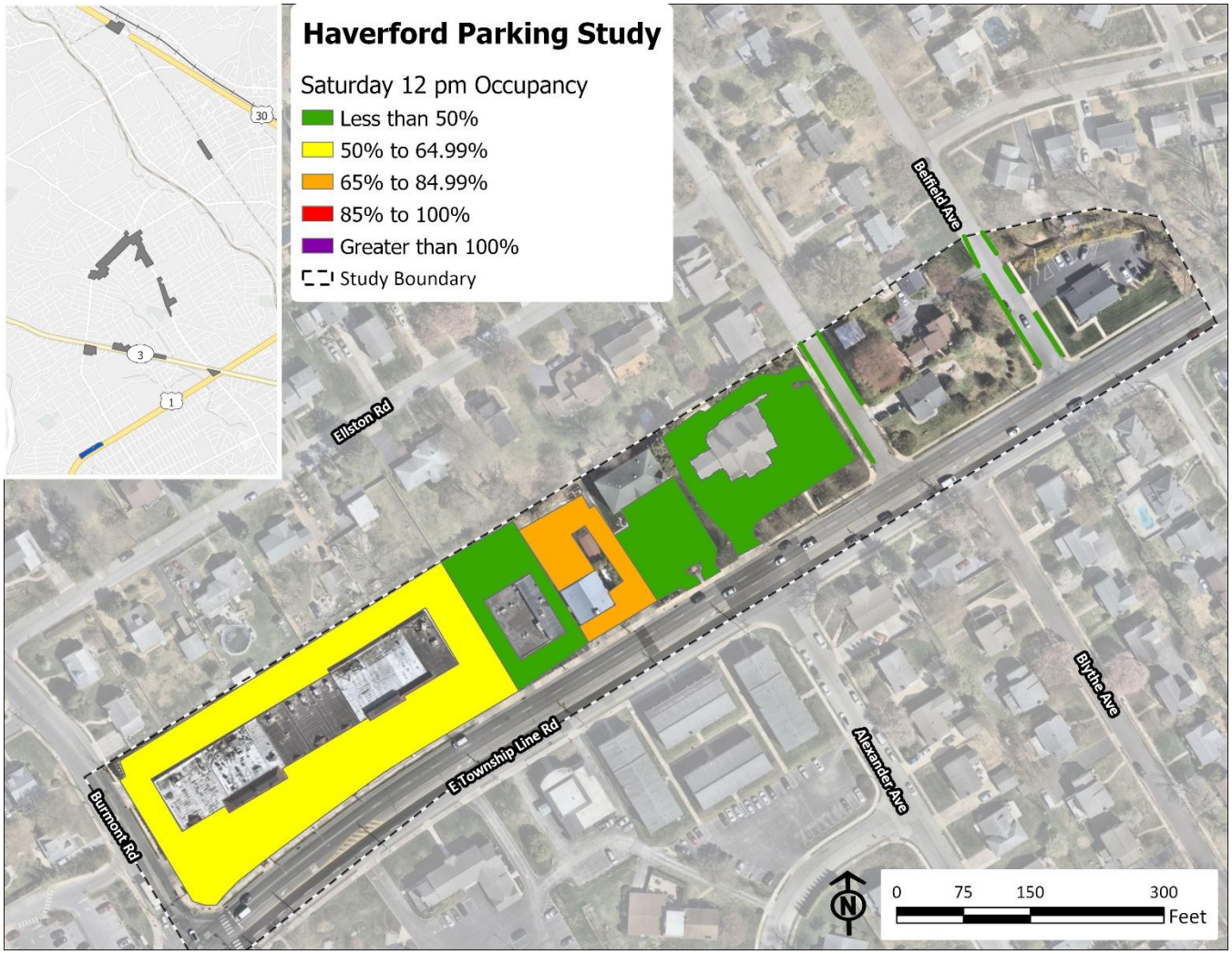
Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	0	0%	0%	0%	0%
Private	1,032	47%	40%	27%	16%
Residential	62	68%	68%	69%	48%
Off-Street Subtotal	**1,094**	**48%**	**41%**	**29%**	**18%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	0	0%	0%	0%	0%
2 Hour	0	0%	0%	0%	0%
1 Hour	0	0%	0%	0%	0%
Unregulated	21	10%	19%	14%	14%
Permit	5	20%	20%	20%	0%
Loading	0	0%	0%	0%	0%
Police Only	0	0%	0%	0%	0%
On-Street Subtotal	**26**	**12%**	**19%**	**15%**	**12%**
Total	**1,120**	**47%**	**41%**	**29%**	**18%**

Source: Walker Consultants, 2026

Township Line

Saturday parking occupancy peaked during the noon count in the Township Line Road Zone. During the peak hour, about 39% of the available parking supply was occupied. There were no cars parked on Belfield Ave or Peach Ln most of the day.

Figure 25: Township Line Zone Peak Saturday Occupancy



Source: Walker Consultants, 2026

The Township Line Shopping Center likely accounted for the noon peak, due to the mix of restaurants and service retail tenants.

Table 22: Township Line Zone Saturday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	0	0%	0%	0%	0%
Private	189	31%	43%	36%	20%
Residential	0	0%	0%	0%	0%
Off-Street Subtotal	**189**	**31%**	**43%**	**36%**	**20%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	0	0%	0%	0%	0%
2 Hour	0	0%	0%	0%	0%
1 Hour	4	0%	0%	0%	0%
Unregulated	16	19%	0%	0%	0%
Permit	0	0%	0%	0%	0%
Loading	0	0%	0%	0%	0%
Police Only	0	0%	0%	0%	0%
On-Street Subtotal	**20**	**15%**	**0%**	**0%**	**0%**
Total	**209**	**30%**	**39%**	**33%**	**18%**

Source: Walker Consultants, 2026

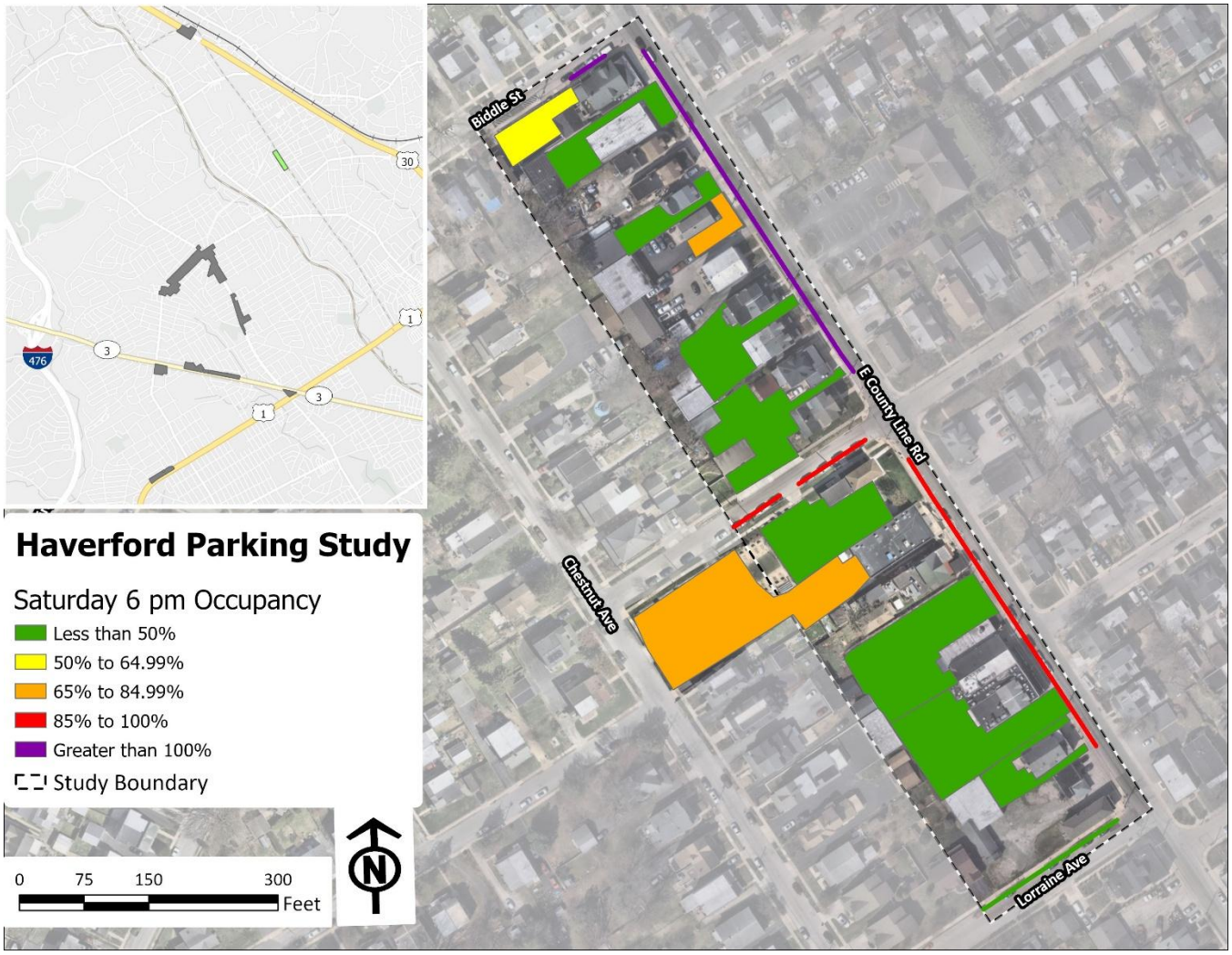
County Line

Peak parking occupancy in the County Line Road Zone occurred during the 6:00 pm count with about 53% of spaces occupied. The map in the following figure shows occupancy rates in individual lots and on the street during the peak hour.

Like the weekday observations, the occupancy rate of the metered parking along County Line Road, which is only enforced until 6:00 pm, peaked during the last count. The increase in utilization is likely overflow from the residential uses on both sides of County Line Road, as many of the businesses fronting County Line Road close after 5:00 pm. Humphreys Road and Biddle Street also were at or above capacity during the evening count.

While most of the private parking lots in the area were less than 50% occupied during the evening peak, three lots experienced slightly higher utilization. These include the lot behind Marrone's, the spaces next to Norman Rubin Insurance Agency, and the lot behind the Palombaro social club.

Figure 26: County Line Zone Peak Saturday Occupancy



Source: Walker Consultants, 2026

The table below summarizes occupancy throughout the day by parking type. On-street parking was about 70% occupied throughout the survey day, and nearly 100% occupied during the evening peak. Off-street parking was consistently about 40% utilized during the weekend survey day.

Table 23: County Line Zone Weekday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	0	0%	0%	0%	0%
Private	185	39%	38%	47%	43%
Residential	0	0%	0%	0%	0%
Off-Street Subtotal	**185**	**39%**	**38%**	**47%**	**43%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	22	50%	55%	50%	105%
2 Hour	8	100%	88%	88%	100%
1 Hour	7	86%	86%	71%	43%
Unregulated	2	100%	100%	150%	200%
Permit	0	0%	0%	0%	0%
Loading	0	0%	0%	0%	0%
Police Only	0	0%	0%	0%	0%
On-Street Subtotal	**39**	**69%**	**69%**	**67%**	**97%**
Total	**224**	**44%**	**44%**	**50%**	**53%**

Source: Walker Consultants, 2026

Manoa

Peak parking occupancy in the Manoa Zone occurred during the 10:00 pm count, when 31%, or 219 of the 709 spaces were utilized. Again, overall occupancy levels do not suggest a parking shortage. However, localized "hot spots" were observed on Saturday morning.

Table 24: Manoa Zone Saturday Parking Occupancy

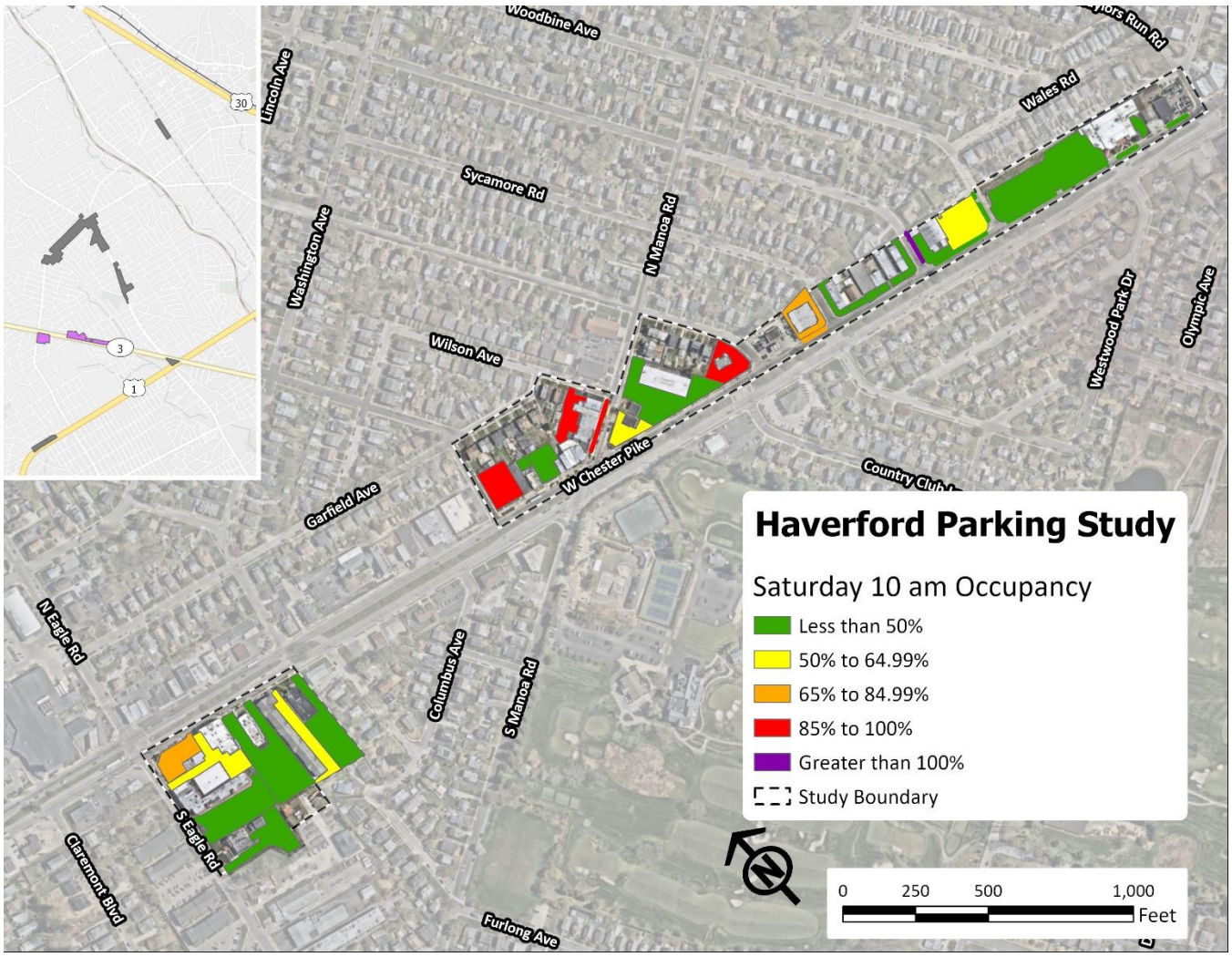
Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	21	24%	43%	62%	90%
Private	609	30%	26%	23%	24%
Residential	30	53%	57%	50%	47%
Off-Street Subtotal	**660**	**31%**	**28%**	**26%**	**28%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	8	88%	100%	75%	88%
2 Hour	0	0%	0%	0%	0%
1 Hour	4	75%	25%	0%	0%
Unregulated	34	18%	15%	12%	9%
Permit	0	0%	0%	0%	0%
Loading	0	0%	0%	0%	0%
Police Only	3	0%	0%	0%	0%
On-Street Subtotal	**49**	**33%**	**29%**	**20%**	**20%**
Total	**709**	**31%**	**28%**	**25%**	**27%**

Source: Walker Consultants, 2026

The off-street parking in the Manoa Zone was about 30% occupied throughout the day. The lower occupancy rate, compared to weekday activity, is likely associated with the medical office space at the Falcon Center. While private off-street parking decreased during the 6:00 pm count, the public lot was 90% occupied. On-street activity was highest during the 10:00 am count and decreased throughout the survey day.

The figure below shows several lots experienced parking rates near capacity during the morning peak.

Figure 27: Manoa Zone Peak Saturday Occupancy

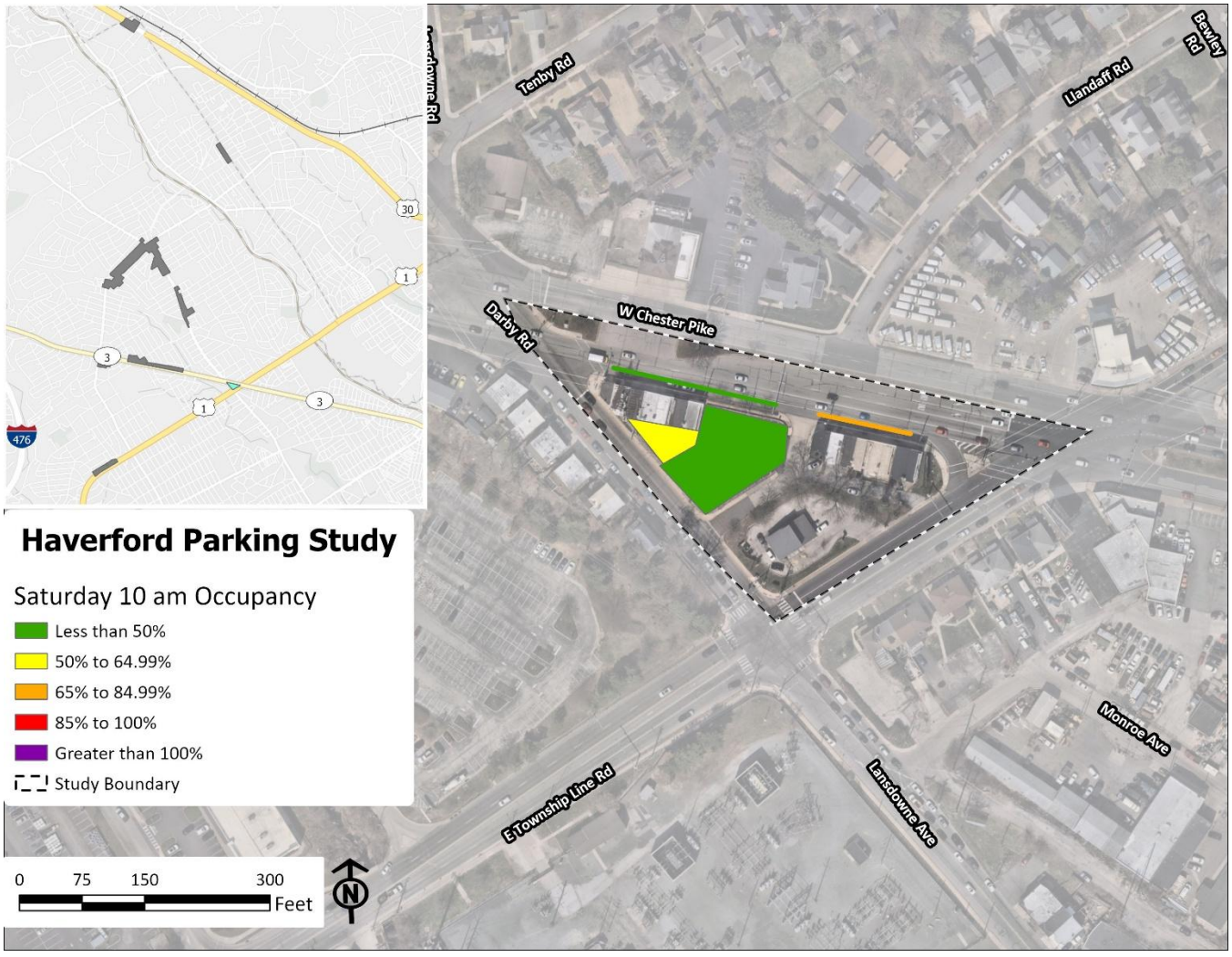


Source: Walker Consultants, 2026

Llanerch

The Llanerch Zone consists of two parking lots and about a dozen on-street spaces. Weekend parking utilization in the Llanerch Zone peaked during the 10:00 am count with about 29% of spaces occupied. The private lot behind the businesses on West Chester Pike was about 60% occupied during the peak hour, while public parking was only about 10% occupied. Overall utilization during the Saturday survey was very low both on- and off-street.

Figure 28: Llanerch Zone Peak Saturday Occupancy



Source: Walker Consultants, 2026

On-street parking was only about 46% occupied at 10:00 am. Again, it is also important to note that five of the 13 metered on-street spaces closest to Township Line Road are signed as no parking between 4:00 pm and 6:00 pm.

Table 25: Llanerch Zone Saturday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	20	10%	15%	5%	0%
Private	5	60%	80%	60%	40%
Residential	0	0%	0%	0%	0%
Off-Street Subtotal	**25**	**20%**	**28%**	**16%**	**8%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	13	46%	8%	23%	23%
On-Street Subtotal	**13**	**46%**	**8%**	**23%**	**23%**
Total	**38**	**29%**	**21%**	**18%**	**13%**

Source: Walker Consultants, 2026

Lancaster

Parking activity in the Lancaster Avenue Zone peaked during the 10:00 am count, with approximately 45% of spaces occupied during the Saturday survey. The table below details occupancy rates by parking type throughout the day in the Lancaster Avenue Zone. Parking levels overall do not indicate a parking shortage.

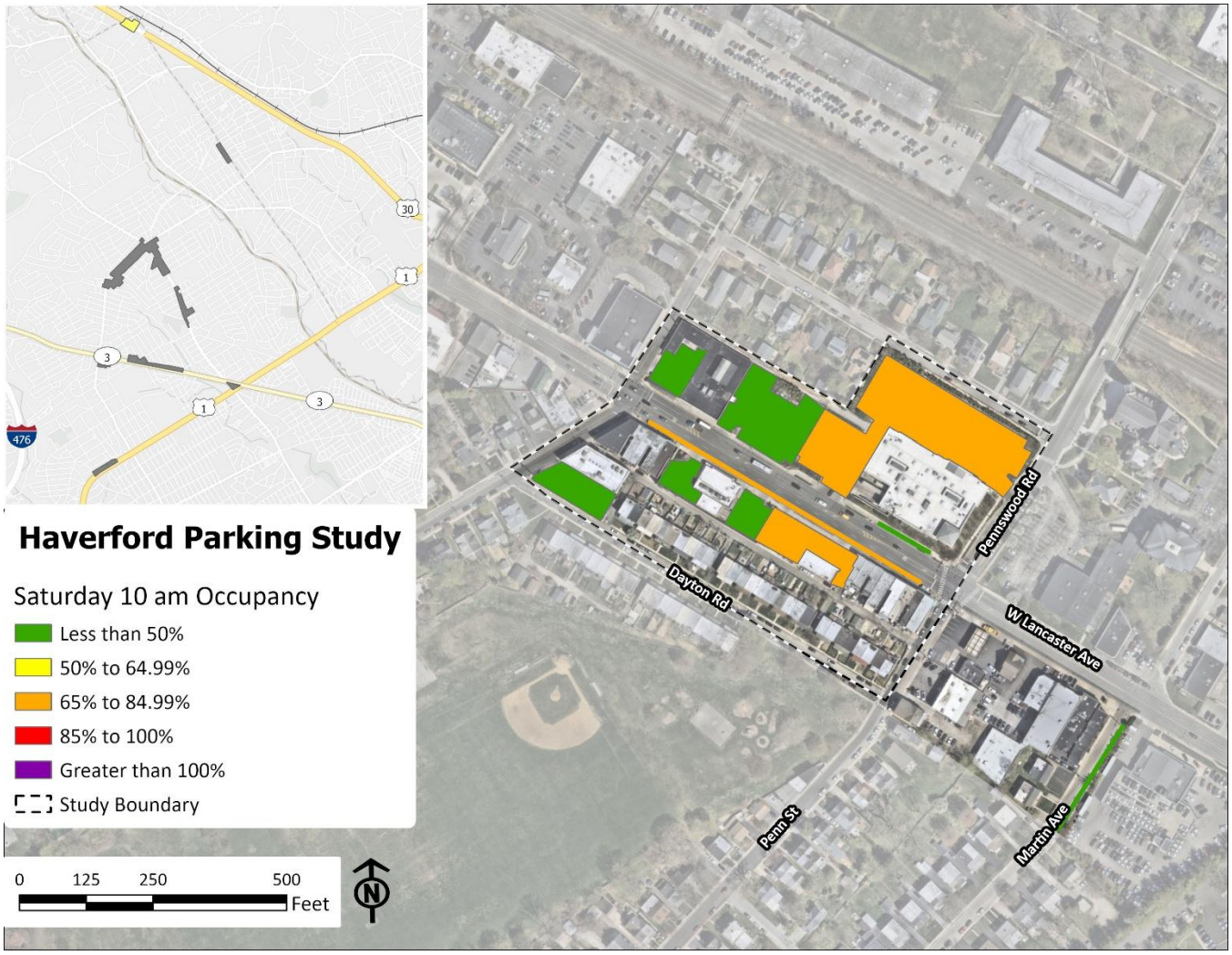
Table 26: Lancaster Avenue Zone Saturday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	0	0%	0%	0%	0%
Private	236	45%	33%	37%	27%
Residential	0	0%	0%	0%	0%
Off-Street Subtotal	**236**	**45%**	**33%**	**37%**	**27%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	32	22%	50%	28%	31%
On-Street Subtotal	**32**	**22%**	**50%**	**28%**	**31%**
Total	**209**	**45%**	**31%**	**35%**	**31%**

Source: Walker Consultants, 2026

As shown in the figure below, occupancy did not exceed capacity in any of the parking facilities in the zone. On-street parking on the south side of Lancaster and Martin Avenue was about 70% occupied while the spaces on the north side were largely vacant most of the day. There was also very little activity on Martin Avenue during the survey day.

Figure 29: Lancaster Ave Zone Peak Saturday Occupancy



Source: Walker Consultants, 2026

Brookline

During the weekend survey, parking activity in Brookline peaked during the 10:00 am count with 186 occupied spaces, or 57% of the available supply.

Parking activity in the Brookline public parking lot peaked around 2:00 pm and remained high during the 6:00 pm count. Private lots were busiest during the 10:00 am and 2:00 pm counts, but only 26% occupied during the last count. On-street parking was most utilized during the 10:00 am peak, with occupancy decreasing throughout the day, as shown in the following table. During the peak hour, the metered spaces were about 74% occupied; by 6:00 pm, occupancy fell below 50%.

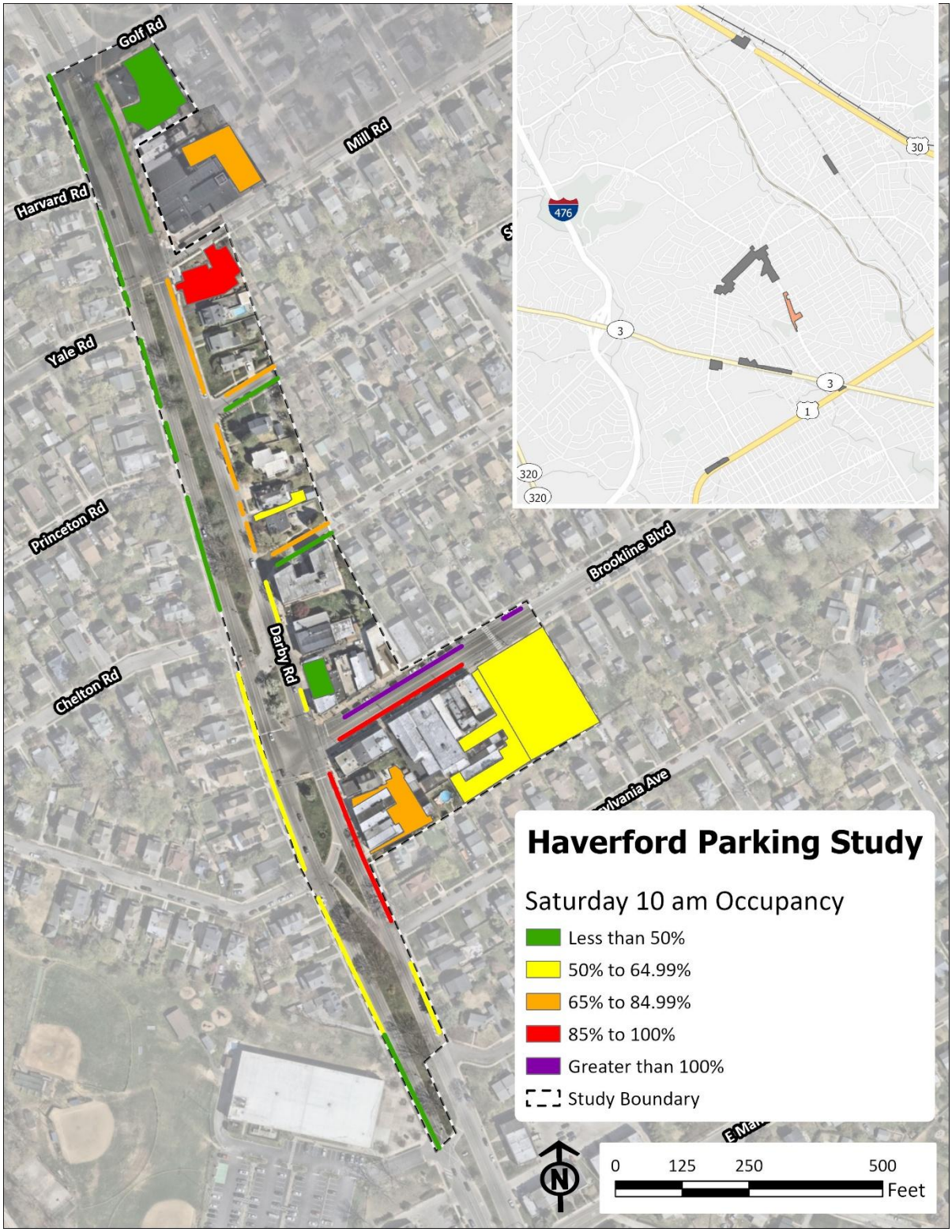
Table 27: Brookline Zone Saturday Parking Occupancy

Off-Street	Supply	10:00 AM	12:00 PM	2:00 PM	6:00 PM
Public	84	52%	48%	65%	60%
Private	89	58%	45%	62%	26%
Residential	0	0%	0%	0%	0%
Off-Street Subtotal	**173**	**55%**	**46%**	**64%**	**42%**
On-Street	**Supply**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**6:00 PM**
Meter	58	74%	66%	64%	47%
2 Hour	16	56%	56%	31%	38%
1 Hour	0	0%	0%	0%	0%
Unregulated	79	48%	57%	43%	42%
Permit	0	0%	0%	0%	0%
Loading	0	0%	0%	0%	0%
Police Only	0	0%	0%	0%	0%
On-Street Subtotal	**153**	**59%**	**60%**	**50%**	**43%**
Total	**326**	**57%**	**53%**	**57%**	**43%**

Source: Walker Consultants, 2026

Several blocks, as well as the overflow library lot, experienced occupancy rates at or above capacity, as indicated by red and purple on the map below during the peak hour.

Figure 30: Brookline Zone Peak Saturday Occupancy



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

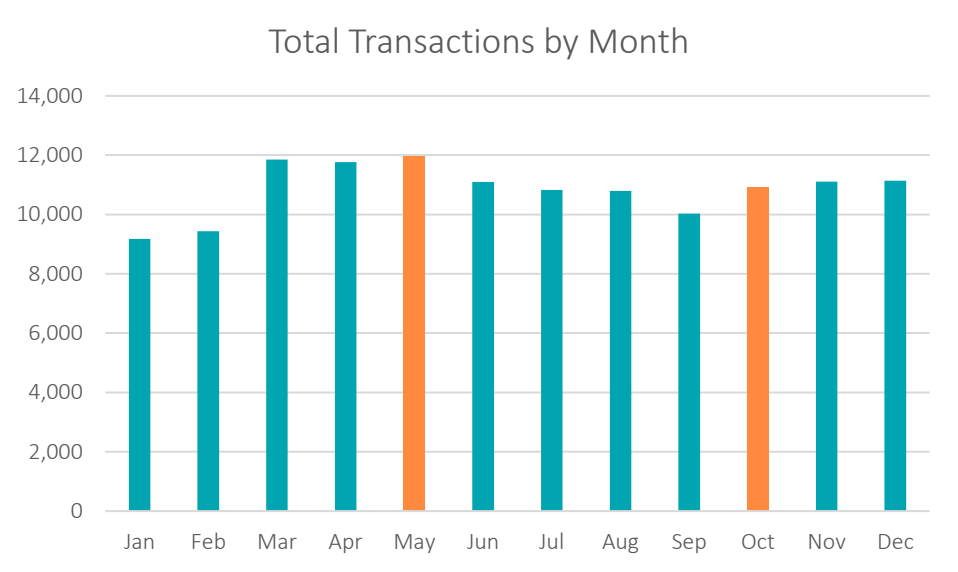
Design Day Conditions

Because there is no perfect day to observe parking conditions, it is sometimes necessary to adjust survey day conditions to reflect a higher level of activity or design day conditions. Designing for average parking volumes would result in parking shortages for half of the year. Conversely, designing the parking system to meet parking needs on the busiest day of the year would leave many unused spaces during most of the year. Design day conditions are meant to accommodate a day that is sufficiently busy enough to represent conditions that occur frequently enough to warrant planning for.

To understand parking activity throughout the year, Walker reviewed 365 days of parking transaction reports from the ParkMobile payment system (2024), using that data as a proxy for occupancy at on- and off-street parking in both public and private facilities. While the Township Line Road and Eagle Road Zones do not contain public parking, the remaining six zones have either on- or off-street public parking. It is also important to note that ParkMobile transactions do not represent a complete picture of parking activity in Haverford. There are a handful of single-space meters designated for seniors in the off-street lots. On-street spaces also offer parkers the option to pay at the meter or through ParkMobile.

The figure below shows the total ParkMobile transactions in Haverford by month in 2024. May was the busiest month with nearly 12,000 transactions across the entire system. By comparison, there were only 10,900 transactions in October 2024, approximately 10% lower.

Figure 31: 2024 ParkMobile Transactions by Month



Source: Haverford Parking Authority, 2025

Total transactions per month does not always present a complete picture of the variability in activity by day of the week or time of day. Therefore, Walker further analyzed the Parkmobile transaction data, looking at occupancy levels during peak periods of activity (10:00 am and noon). The figures below show the number of transactions

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

per month as a percentage of the peak month for both weekdays and weekends. A very different pattern of utilization appears when the weekday and weekend transaction data is considered separately.

Figure 32: 2024 ParkMobile Transactions by Month, Day, and Time



Source: Haverford Parking Authority, 2025

As noted previously, Walker observed parking activity in Haverford in October. In general, parking transaction volumes on a weekday in October were only about 10% lower than the peak month. However, there were significantly fewer parking transactions on Saturdays in October compared to Saturdays during the rest of the year. The transaction data suggests that Walker's Saturday observations were about 40% lower than typical busy

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Saturday conditions in Haverford. As a result, Walker increased the observed parking occupancy on the survey days to represent design day conditions when analyzing the adequacy of the parking system. On-street, public off-street, and private off-street parking were adjusted accordingly.

Parking Adequacy

Parking adequacy expresses the number of parking spaces remaining when parking demand is subtracted from the operational capacity. Because a parking lot is perceived as full before it reaches 100% utilization, operational capacity, rather than total parking supply, is used when assessing the adequacy of a parking system. A negative adequacy indicates a deficit; a positive result reflects a surplus. As discussed in the operational capacity section, different adjustment factors are applied to different parking facilities. For example, the operational capacity of on-street parking is typically 15% less than the total on-street supply because it is more challenging to find while navigating traffic. Depending on the typical user type, off-street parking is adjusted by 5% to 10%.

Weekday

The table below summarizes the parking surplus or deficit by parking type within each zone. Zones without a specific type of parking are designated with a “N/A.” Within each zone, there is generally adequate parking capacity to meet design day parking demand at various times throughout the day. While the County Line and Manoa Zones are both expected to experience a small deficit, alternative parking options are available within the zone. A more detailed breakdown of parking adequacy is available in the appendix.

Table 28: Weekday Parking Adequacy Summary

Zone	Type	Operational Capacity	10:00 am	12:00 pm	2:00 pm	6:00 pm
Oakmont	On-Street	93	16	17	12	18
	Public Off-Street	92	47	55	47	27
	Commercial Off-Street	234	99	92	97	134
	Residential Off-Street	12	3	2	3	4
	Total	**431**	**165**	**166**	**159**	**183**
Eagle Road	On-Street	21	10	10	11	18
	Public Off-Street	0	N/A	N/A	N/A	N/A
	Commercial Off-Street	931	303	429	514	517
	Residential Off-Street	60	27	24	24	20
	Total	**1,012**	**340**	**463**	**549**	**555**
Township Line	On-Street	16	12	12	16	13
	Public Off-Street	0	N/A	N/A	N/A	N/A
	Commercial Off-Street	171	101	90	87	111
	Residential Off-Street	0	N/A	N/A	N/A	N/A
	Total	**187**	**113**	**102**	**103**	**124**
County Line	On-Street	34	5	1	2	(1)
	Public Off-Street	0	N/A	N/A	N/A	N/A
	Commercial Off-Street	168	89	76	88	75
	Residential Off-Street	0	N/A	N/A	N/A	N/A
	Total	**202**	**94**	**77**	**90**	**74**
Manoa	On-Street	41	27	31	30	35
	Public Off-Street	19	7	4	6	(1)
	Commercial Off-Street	551	166	159	152	344
	Residential Off-Street	29	12	12	15	11
	Total	**640**	**212**	**206**	**203**	**389**
Llanerch	On-Street	11	7	11	10	11
	Public Off-Street	18	12	11	11	11
	Commercial Off-Street	5	1	2	3	2
	Residential Off-Street	0	N/A	N/A	N/A	N/A
	Total	**34**	**20**	**24**	**24**	**24**
Lancaster	On-Street	27	19	9	17	16
	Public Off-Street	0	N/A	N/A	N/A	N/A
	Commercial Off-Street	213	69	38	38	100
	Residential Off-Street	0	N/A	N/A	N/A	N/A
	Total	**240**	**88**	**47**	**55**	**116**
Brookline	On-Street	130	47	36	42	34
	Public Off-Street	76	52	23	41	15
	Commercial Off-Street	80	21	12	10	14
	Residential Off-Street	0	N/A	N/A	N/A	N/A
	Total	**286**	**120**	**71**	**93**	**63**

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

It is important to note that the projected deficit at any single parking facility is typically smaller than four spaces. This deficit is typically within the parking cushion between the total supply and the operational capacity. Throughout the entire study area and across all time periods, there were about 150 instances of a parking shortage in an off-street facility. Of those instances, there were only seven instances where the anticipated deficit exceeded four spaces and only two instances where a significant parking deficit was projected at some point throughout the day. These two locations include the YMCA lot in the Eagle Road zone and the Falcon Center in the Manoa District.

Weekend

To understand parking adequacy under design day conditions on a busy Saturday, Walker again compared the weekend design day demand to the operational capacity in each zone. Design day parking demand was adjusted by increasing observed parking occupancy on the survey day by 40% to represent a typical busy day in May. While overall, a parking surplus is projected in each district during each time frame, localized shortages for a specific type of parking and individual facilities are anticipated throughout the day. Generally, there is surplus capacity (public or private) within a block or two to meet any localized shortages. Mitigation strategies may include negotiated shared parking agreements between private and/or public parking owners.

A nine-space shortage around 2:00 pm for the on-street parking spaces in the Oakmont Zone is expected. However, during the same period, there are more than 40 public off-street parking spaces available. There is also a 10-space public off-street shortage projected during the evening period in Oakmont on a busy Saturday night. This deficit is important to note, as there is also no surplus capacity on-street to mitigate the off-street shortage. The County Line, Manoa, Llanerch, and Brookline zones are also expected to have small one- or two-space deficits throughout the day for a specific parking type.

Like the weekday design day conditions, most instances of parking shortages at an individual off-street parking facility are limited to four spaces or less. Across the entire system, Walker projected 74 instances of localized shortages at an individual facility at a specific time during the day. Of these instances, there were only 13 occasions where the projected shortage for an individual facility exceeded four spaces. Furthermore, there were only five instances where the parking deficit at a single facility was projected to reach double digits at least once throughout the day. These locations again include the YMCA on Eagle Road, the CVS in the Manoa zone (around 10:00 am and noon), the Oakmont public lot, and the ACME on Lancaster Avenue.

Table 29: Weekend Parking Adequacy Summary

Zone	Type	Operational Capacity	10:00 am	12:00 pm	2:00 pm	6:00 pm
Oakmont	On-Street	93	33	17	(9)	0
	Public Off-Street	92	3	23	43	(10)
	Commercial Off-Street	234	85	67	80	89
	Residential Off-Street	12	4	3	6	3
	Total	**431**	**125**	**110**	**120**	**82**
Eagle Road	On-Street	21	18	9	16	17
	Public Off-Street	0	N/A	N/A	N/A	N/A
	Commercial Off-Street	931	284	372	556	706
	Residential Off-Street	60	18	18	17	30
	Total	**1,012**	**320**	**399**	**589**	**753**
Township Line	On-Street	16	12	16	16	16
	Public Off-Street	0	N/A	N/A	N/A	N/A
	Commercial Off-Street	171	89	56	76	120
	Residential Off-Street	0	N/A	N/A	N/A	N/A
	Total	**187**	**101**	**72**	**92**	**136**
County Line	On-Street	34	4	1	2	(2)
	Public Off-Street	0	N/A	N/A	N/A	N/A
	Commercial Off-Street	168	69	74	50	56
	Residential Off-Street	0	N/A	N/A	N/A	N/A
	Total	**202**	**73**	**75**	**52**	**54**
Manoa	On-Street	41	22	25	25	25
	Public Off-Street	19	12	6	1	(2)
	Commercial Off-Street	551	297	329	352	351
	Residential Off-Street	29	13	12	14	15
	Total	**640**	**344**	**372**	**392**	**389**
Llanerch	On-Street	11	3	10	7	7
	Public Off-Street	18	15	14	17	18
	Commercial Off-Street	5	1	(1)	1	2
	Residential Off-Street	0	N/A	N/A	N/A	N/A
	Total	**34**	**19**	**23**	**25**	**27**
Lancaster	On-Street	27	9	18	17	7
	Public Off-Street	0	N/A	N/A	N/A	N/A
	Commercial Off-Street	213	64	106	92	125
	Residential Off-Street	0	N/A	N/A	N/A	N/A
	Total	**240**	**73**	**124**	**109**	**132**
Brookline	On-Street	130	17	16	29	37
	Public Off-Street	76	14	20	(1)	6
	Commercial Off-Street	80	7	24	1	50
	Residential Off-Street	0	N/A	N/A	N/A	N/A
	Total	**286**	**38**	**60**	**29**	**93**

Oakmont Zone | Township Line Zone | Manoa Zone | Lancaster Zone
Eagle Road Zone | County Line Zone | Llanerch Zone | Brookline Zone

Future Conditions

Comprehensive Plan

Haverford Township adopted their 10-year Comprehensive Plan in June 2025, outlining their goals for revitalization through redevelopment and establishment of new town centers/key commercial areas. The challenge is balancing the historical appeal and character of existing neighborhoods and commercial corridors while updating policies and regulations that encourage mixed-use development. Additionally, the township's existing public transit system offers a unique opportunity to build a walkable, less auto-centric community featuring a mix of local businesses, accessible green spaces, and housing. The plan focuses on improving accessibility through investments in roadway safety, bicycle and pedestrian facilities and pathways, and expanding public transit both within and across municipal borders.

The population in Haverford has been relatively stable over the last decade, with minimal growth (0.217% annually) anticipated over the next 10 years. Additionally, while much of the township has been built out, there are opportunities for infill development focused on integrating a mixture of land uses and promoting multi-modal accessibility. Many of the recommendations in the Comprehensive Plan focus on updating the zoning ordinance to encourage a wider range of housing types and densities, enhance streetscape and other public design elements, and accommodate mixed-use development in limited existing business districts and the sharing of parking.

Future Development and Vacancy

As a long-established community, much of Haverford has already been built out. The Comprehensive Plan imagines minimal year-over-year growth over the next ten years. However, township leadership are aware of a few parcels poised for infill redevelopment within the next five years. The proposed redevelopment projects are at various stages in the planning process, with several simply identified as potential locations with no definitive building program. For planning purposes, Walker worked with the township to identify a conceptual mix of land uses and quantities at these locations, which may change as the projects advance in the planning process.

Vacancies were identified on the Discover Haverford website. Formerly known as HPED, Discover Haverford is a partnership between the township, local business and property owners, and residents. Vacancies and/or proposed development projects are in the Lancaster, Oakmont, Brookline, and Manoa Zones. Walker included two projects and vacancies immediately adjacent to zones for reference, as well as those within the zone boundaries.

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

The table below summarizes the mix of proposed developments and vacancies within the study area. The land use type and quantity, as well as the zone are included.

Table 30: New Development and Vacancies Summary

Location	Land Use	Quantity	Unit Type	Zone	Notes
New Development					
Development 1*	Multi-Family Residential	10	DU	Manoa	Replaces SF residential
Development 2*	Commercial/Office	14,600	SF	Manoa	Partially replacing existing office
Development 3	Fine/Casual Restaurant	926	SF	Oakmont	Permanent structure replacing canopy
Development 4	Office Multi-Family Residential	3,600 4	SF DU	Oakmont	Under Construction
Development 5	Office	6,000	SF	Oakmont	Former Township Building
Development 6	Fine/Casual Restaurant	5,995	SF	Eagle Road	Vacant Parcel
Development 7	Retail/Convenience	1,388	SF	Eagle Road	Currently vacant gas station
Vacancies			SF		
Vacancy 1	Retail	1,200	SF	Brookline	No private off-street parking on-site
Vacancy 2	Retail	1,000	SF	Oakmont	No private off-street parking on-site
Vacancy 3	Retail	750	SF	Lancaster Ave	No private off-street parking on-site
Vacancy 4	Medical Office Building	2,100	SF	Manoa	Falcon Center
Vacancy 5	Office	1,200	SF	Manoa	Falcon Center

Note: *Property is located adjacent to the study area, but outside the zone. For completeness, the developments were included in the map and table, but the associated supply and demand generated by the projects was excluded from the future projections.

Source: Walker Consultants, 2026

Future Parking Supply

As much of Haverford is already developed, minimal changes to the future parking supply are anticipated over the next five to ten years. No changes to the public off-street or on-street parking are expected. All changes are to the private parking supply.

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Of the seven infill projects identified during the planning process, four of them have progressed such that plans have been submitted to the township as part of the approval process. For these projects, Walker included the proposed parking supply shown on the drawings when projecting the future parking supply. For the remaining three projects, Walker calculated the minimum parking required by zoning.

Table 31: Future Parking Supply at New Developments

Location	Land Use	Zone	Future Parking Supply	Zoning Assumptions
Development 1[1,2]	Multi-Family Residential	Manoa	18	
Development 2[1,2]	Commercial/Office	Manoa	73	
Development 3[1]	Fine/Casual Restaurant	Oakmont	(1)	
Development 6[1]	Fine/Casual Restaurant Office	Eagle Road	30	
Development 7	Retail/Convenience	Eagle Road	7	5/1000 SF

Note: [1]Indicates future parking supply was obtained from zoning sketch plans provided by the township.

[2]Development is located outside the study area. Walker assumed the projects would not impact future parking supply or demand within the study area.

Source: Haverford Township, 2026

It is important to note that while included in the table above, Developments 1 and 2 are outside of the study area. They are assumed to be self-supporting developments and any future parking supply and demand generated by these projects was not included in Walker's future projections.

In total 36 new parking spaces could be added to the study area if the infill projects within the study area are realized over the next five to 10 years. The table below summarizes the net change in the parking supply over the planning horizon in the impacted zones. No changes to the future parking supply are expected in the Lancaster Avenue, County Line, Township Line, Llanerch, Manoa, or Brookline Zones.

Table 32: Future Parking Supply Summary

Zone	Type	Existing Supply	Net Change	Ten Year Supply
Oakmont	Public	102	0	102
	Private/Residential	274	(1)	273
	Total Off-Street	**376**	**(1)**	**375**
	Total On-Street	**108**	**0**	**108**
Eagle Road	Public	0	0	0
	Private/Residential	1,094	37	1,131
	Total Off-Street	**1,094**	**37**	**1,131**
	Total On-Street	**26**	**0**	**26**

Source: Haverford Township, 2026

It is important to remember that both infill development projects in the Manoa zone are outside, but immediately adjacent to the zone boundary.

Future Parking Demand Methodology

Like the seasonal adjustment analysis, Walker used the parking demand ratios recommended by the Urban Land Institute's *Shared Parking,* adjusted for time of day, time of year, and a modal factor to model future parking demand. Shared parking methodology has been a widely accepted industry standard for rightsizing parking facilities for over 40 years. It has been adopted by municipalities and developers across the United States and is included in zoning ordinances as an acceptable practice. Shared parking is endorsed by organizations such as the Urban Land Institute (ULI), the International Council of Shopping Centers (ICSC), the American Planning Association (APA), and the National Parking Association (NPA) as a valid method for parking planning and management.

This approach allows for the sharing of parking spaces among different uses in mixed-use environments rather than requiring a minimum number of parking spaces for each land use. Implementing shared parking often results in a significant reduction in the total number of parking spaces required. The extent of this reduction depends on the variety and quantity of uses and local code requirements.

The shared parking methodology begins by assessing a development's land use quantities, such as the number of residential dwelling units, and multiplying these figures by a base demand ratio. These base parking demand ratios, found in the ULI Shared Parking model and sometimes refined through additional research by Walker, serve as a starting point for the analysis. Based on studies of parking generation rates for standalone developments, these industry standards are later adjusted to reflect specific site conditions.

The table below summarizes the base parking ratios used to project future parking demand associated with vacancies and infill development in Haverford.

Table 33: Base Parking Demand Ratios

Land Use	Weekday Base Ratio		Weekend Base Ratio	
Multi-Family Residential	1.40	/Unit	1.40	/Unit
Medical Office Building	4.50	/1,000 SF GLA	0.00	/1,000 SF GLA
Office	2.80	/1,000 SF GFA	0.38	/1,000 SF GFA
Retail	3.60	/1,000 SF GLA	4.00	/1,000 SF GLA
Fine/Casual Dining	15.50	/1,000 SF GLA	17.75	/1,000 SF GLA
Fast/Casual Dining	14.40	/1,000 SF GLA	14.70	/1,000 SF GLA

Note: The base ratio includes customer/visitor and the employee/resident components.
Source: Walker Consultants, 2025

The base ratios are adjusted to account for seasonality and hourly fluctuations. It is expressed as a percentage of potential demand modified for the time of day and time of year. The parking demand for each land use may peak at different times, which generally means that fewer parking spaces are needed for the combination of land uses in a project than would be required if each land use were considered separately.

The mix and quantity of land uses associated with each project can also impact peak conditions. While developing the model, Walker projected parking needs at four different times between 10:00 am and 6:00 pm to determine

if the peak time of day changed with new development. The peak weekday and Saturday scenarios are summarized in the section below.

Walker also made two additional adjustments to the base parking demand ratios: one to reflect an estimate of the local transportation modal split (called the drive ratio) and another to account for the best estimate of captive market effects (called the non-captive ratio). The drive ratio was adjusted using census data. Walker assumed between 85% and 95% of employees and customers who arrive at a site drove, while the remaining used an alternative mode such as walking, biking, public transit, carpooling, or rideshare. The captive factor accounts for customers who visit a second location while already parked for a different reason. An example is an office employee who visits a restaurant during lunch without driving and reparking at the second location. No captive adjustment factor was applied to residential or office/MOB space; however, Walker adjusted the captive factors for fine/casual dining, fast/casual dining, and retail uses. A more in-depth summary of the assumptions applied to each project for both weekday and Saturday conditions is included in the appendix.

The following graphic provides an illustrative view of the steps involved in the shared parking methodology.

Figure 33: Steps of Shared Parking Analysis



Source: Walker Consultants, 2025

Allowing multiple land uses and entities to share parking spaces has allowed for and led to the creation of many popular real estate developments and areas, resulting in the combination of office, residential, retail, hotel, and entertainment districts that rely heavily on shared parking for economic viability while providing parking accommodations to meet the actual demand generated by the development. Traditional downtowns in large and small cities alike have depended on the practice to be compact, walkable, and economically viable.

In addition to overlaying the demand associated with known/proposed future developments on design day conditions, Walker also applied a 1% annual growth rate to public on- and off-street parking demand. The 1% annual growth rate aligns with the population growth projections presented in the 2035 Comprehensive Plan.

Weekday Parking Demand – Ten Year

As noted in the existing conditions section, different zones within the study area experienced peak parking conditions at different times throughout the survey day. Additionally, Walker used ParkMobile data to understand seasonal parking patterns and adjust the parking demand observed on the October survey days to represent design conditions. These design day conditions represent a day with a sufficiently high level of activity that occurs frequently enough to warrant planning for. Walker then modeled future parking demand within each zone by overlaying parking demand associated with known/proposed development projects and/or existing vacancies and adjusting for any additional parking supply built. The vacancies and development projects were assumed to occur

within the first five years. A small 1% annual growth factor was also applied to the public on- and off-street design day activity to correlate with the overall growth projected by the 2035 Comprehensive Plan.

The following table summarizes the on- and off-street occupancy rates within each zone at the ten-year planning horizon. Overall, adequate on and off-street parking is anticipated across most zones and during most periods of the day. This is not to say that localized shortages in a specific lot or on a block face are not anticipated. These shortages are visualized in more detail in the maps on the following pages.

Table 34: Weekday Parking Occupancy by Zone – Ten Year

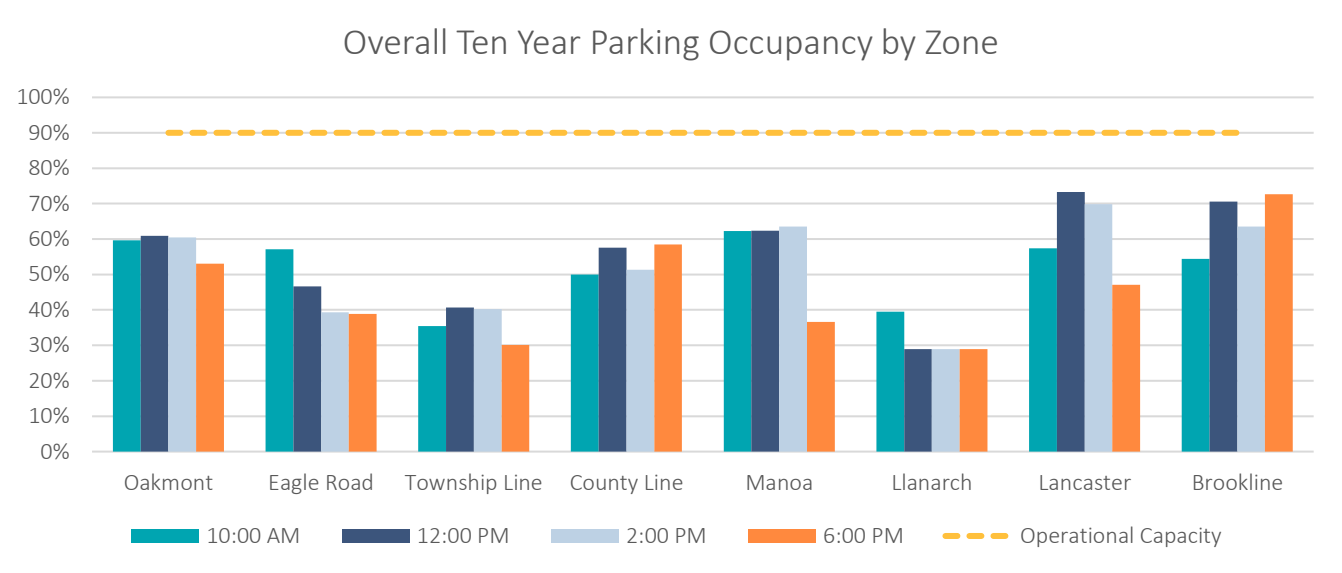
	Off-Street				On-Street			
Zone	**10:00 am**	**12:00 pm**	**2:00 pm**	**6:00 pm**	**10:00 am**	**12:00 pm**	**2:00 pm**	**6:00 pm**
Oakmont	59%	63%	59%	58%	69%	76%	83%	73%
Eagle Road	58%	48%	40%	40%	42%	42%	38%	12%
Township Line	37%	43%	44%	32%	20%	20%	0%	15%
County Line	43%	50%	43%	50%	85%	95%	90%	97%
Manoa	65%	65%	66%	38%	31%	22%	24%	12%
Llanerch	44%	44%	40%	44%	31%	0%	8%	0%
Lancaster	61%	74%	74%	48%	31%	67%	38%	41%
Brookline	50%	75%	64%	78%	59%	66%	63%	67%
Total	**57%**	**57%**	**53%**	**45%**	**55%**	**61%**	**58%**	**56%**

Source: Walker Consultants, 2026

Only the on-street parking in the County Line Zone is anticipated to exceed 85% of capacity at the ten-year planning horizon. The on- and off-street demand within most zones is not expected to exceed 75% of capacity. The graph below compares the overall occupancy levels in each zone throughout the day. The graph also includes a reference line of 90%. When parking facilities and/or parking systems begin to reach 85% to 90% of capacity, parking is perceived as “full.” It takes more time to find the last remaining spaces, increasing drivers' frustration.

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Figure 34: Weekday Parking Occupancy by Zone – Ten Year



Source: Walker Consultants, 2026

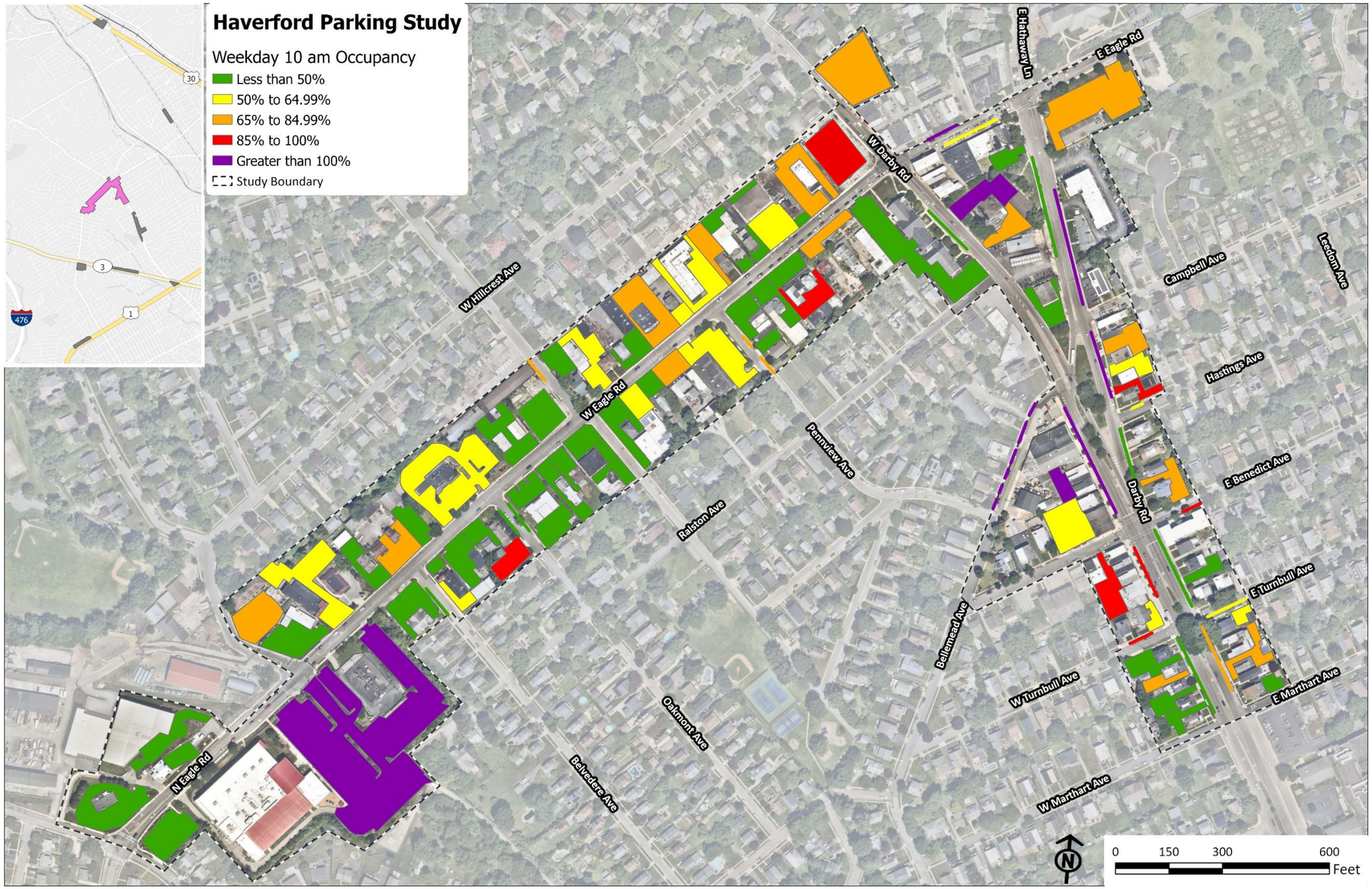
Oakmont & Eagle Road

There are several new development projects and vacancies in the Oakmont and Eagle Road Zones planned over the next few years that will likely impact parking occupancy levels. Additionally, the new mixed-used office/residential development in the Oakmont Zone would likely park in the Oakmont South Lot (next to former administration building) and potentially enter a shared parking agreement to use some of the Grace Chapel Lot. It's important to note that the Oakmont South Lot is shown as two separate areas on the map below. The north section includes the metered parking spaces that will be used by new development in the area. The southern portion includes the spaces reserved for EMS/ambulance services for the township.

A restaurant expansion in the Oakmont Zone would increase demand on nearby streets. Similarly, filling vacant storefront space and developing any remaining vacant parcels would likely increase parking demand in the Oakmont public parking lot. As a result, the Oakmont public parking lot is expected to be around 75% occupied during the 10:00 am peak. The public/private parking lots around the former township building are also expected to exceed capacity during peak weekday conditions, along with on-street parking along several blocks. While localized shortages are anticipated, additional public and private parking is available typically within one block. For example, while the on-street parking along the 2100 block of Darby Road is expected to exceed capacity, the Oakmont South public lot, accessible from W. Benedict Avenue is projected to have surplus capacity during the 10:00 am peak. Lastly, demand in the lot supporting the YMCA is expected to exceed the available supply over the ten-year planning horizon.

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Figure 35: Oakmont & Eagle Road Zones Peak Weekday Ten Year Occupancy



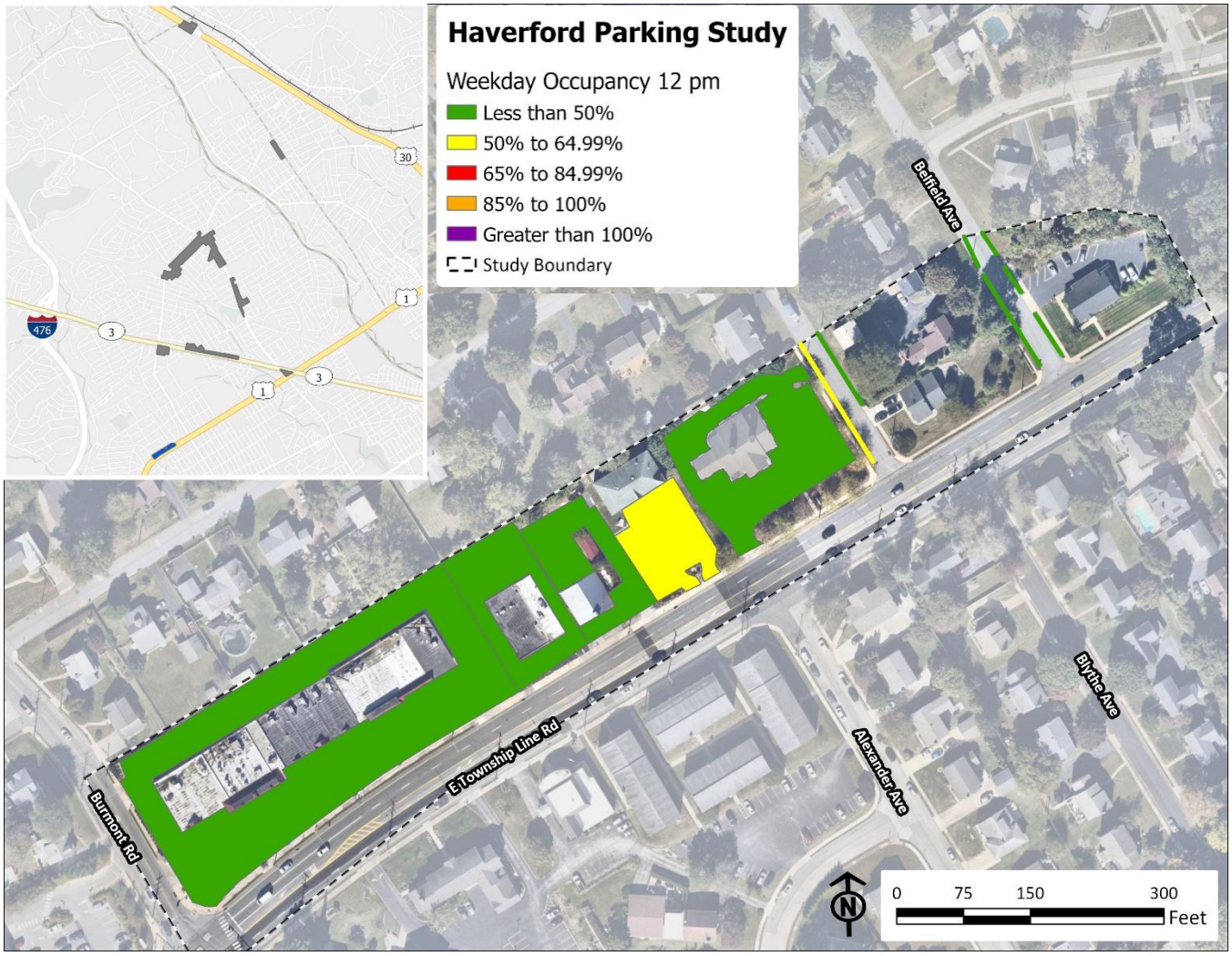
Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Township Line

Peak weekday parking conditions in the Township Line Zone are still projected to occur around noon. With no new developments or vacancies, minimal growth assumptions were applied to the observed parking activity. As a result, adequate parking is anticipated over the ten-year planning horizon under design conditions.

Figure 36: Township Line Zone Peak Weekday Ten Year Occupancy



Source: Walker Consultants, 2026

County Line

Figure 37: County Line Zone Peak Weekday Ten Year Occupancy



Source: Walker Consultants, 2026

During our weekday survey, the County Line Zone peaked during the evening count. While no new developments were anticipated in the County Line Zone, Walker did adjust our observations to account for increased activity associated with design conditions and a general 1% annual growth rate over the next ten years. As a result, on-street demand on most of the streets within the zone is expected to reach or exceed 100% of capacity. While on-street parking is projected to experience a deficit, adequate parking is expected in most off-street parking lots.

The mix of land uses in this zone includes several mechanic shops, usually behind a residential or commercial building (professional service like hair salons, insurance agents, doctor's office, rather than retail) fronting along County Line Road. There are also a few restaurants and private social clubs. Most of the businesses have off-street parking. It is likely that the on-street parking demand, especially in the evening, is impacted by overflow from the surrounding residential community rather than generated by the restaurants and limited professional

commercial service uses. The increased demand also aligns with the end of the metered parking enforcement on County Line Road.

Manoa

Figure 38: Manoa Zone Peak Weekday Ten Year Occupancy



Source: Walker Consultants, 2026

Based on discussions with the township, Walker understands there are two new development projects planned on the boundary of the Manoa study area. These projects are anticipated to self-park, with no overflow demand into the boundaries of the Manoa Zone. Walker's future projections for the Manoa Zone also include two new tenants in the Falcon Center medical office building.

As a result of the filled vacancies and general growth in the area, several lots are expected to be near or above 100% capacity during the 2:00 pm peak, including the Falcon Center, Tuscany Café, and the mixed-use building at 737 West Chester Pike. Additionally, while the Manoa public lot is projected to have surplus capacity during the

2:00 pm peak, demand is projected to exceed capacity in the evening. This is likely due to the number of restaurants in the immediate area.

Llanerch

Peak weekday parking conditions in the Llanerch Zone are projected to occur around 10:00 am. Many of the businesses supported by the Llanerch public lot and the on-street metered spaces along West Chester Pike typically operated during the day. If a significant number of the buildings were to transition from retail to restaurant, the Llanerch lot may see increased activity in the evening or lunchtime hours.

Figure 39: Llanerch Zone Peak Weekday Ten Year Occupancy

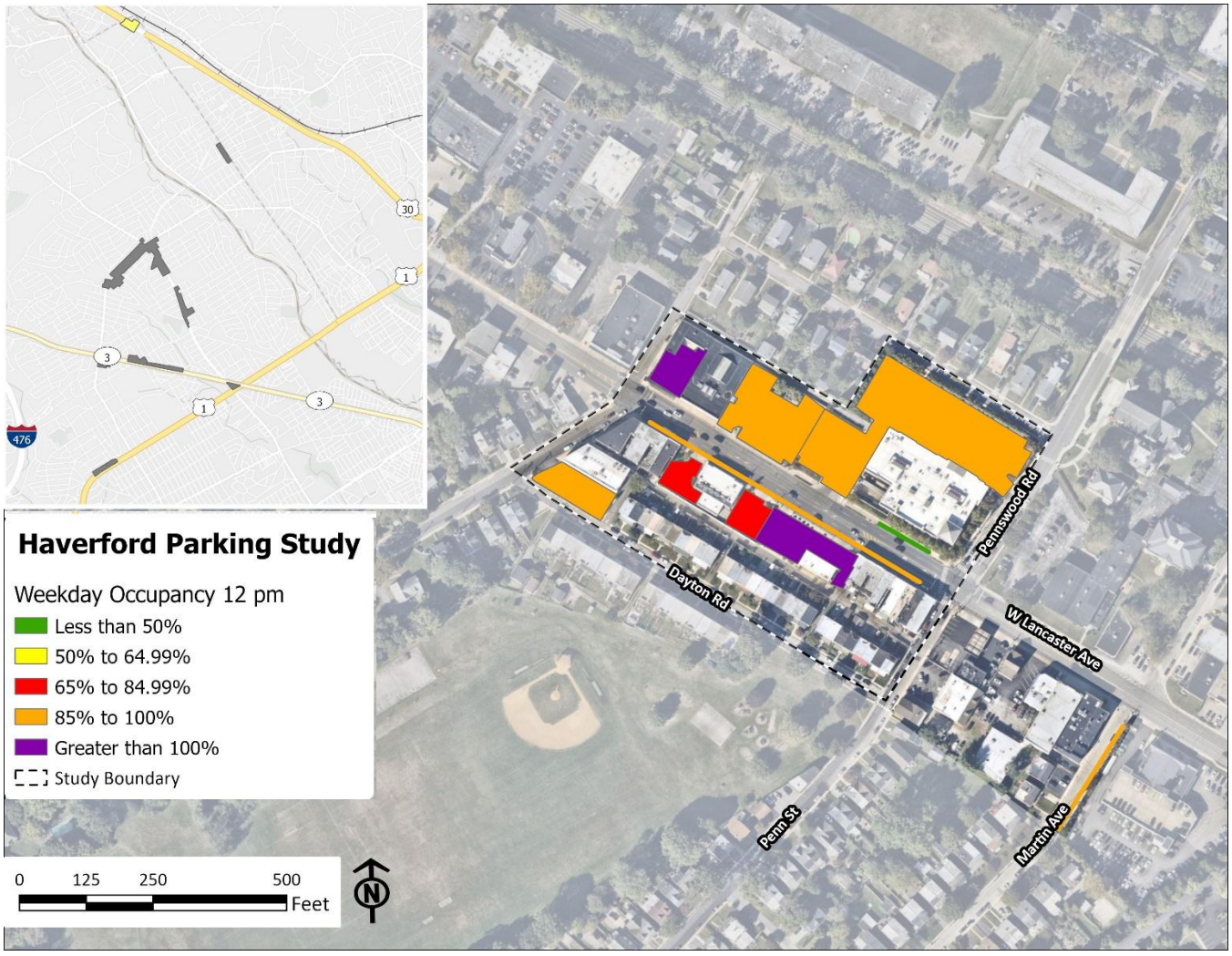


Source: Walker Consultants, 2026

Lancaster

Activity in the Lancaster Avenue Zone is projected to peak around noon on a weekday. The commercial spaces in the zone are generally well established, but Walker assumed a new retail tenant would occupy an existing vacancy over the long-term planning horizon in addition to the general 1% annual growth rate in the area. Over the 10-year planning horizon, several localized shortages are anticipated during the noon peak; however, there is surplus capacity at the on-street meters to support any overflow.

Figure 40: Lancaster Ave Zone Peak Weekday Ten Year Occupancy



Source: Walker Consultants, 2026

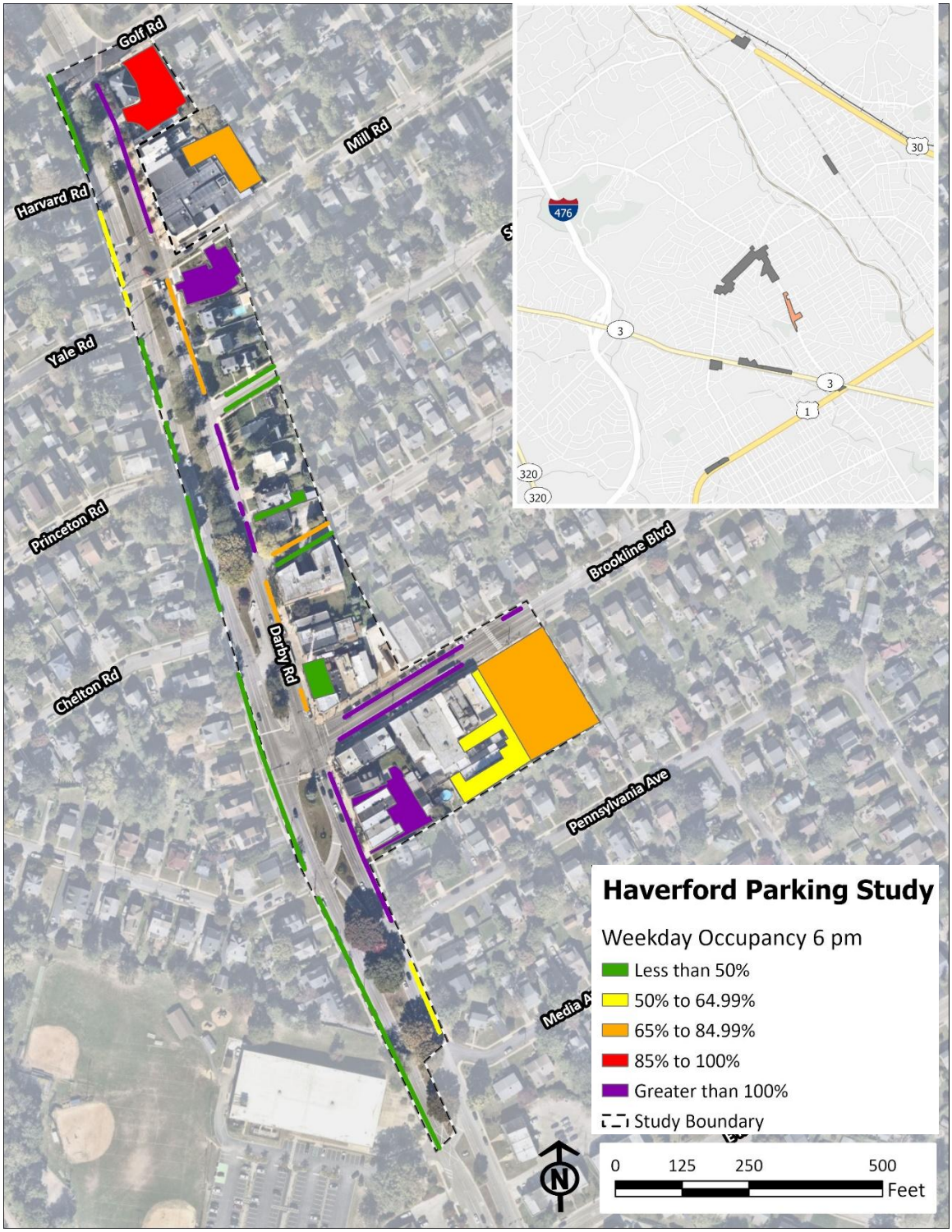
Brookline

The Brookline Zone is projected to experience peak parking activity during the evening in the future, like existing parking patterns in the area. The mix of land uses along the eastern side of Darby Road includes residential, office/medical office, retail, and restaurants. Meanwhile, on the western side of Darby Road, there are mostly single-family residential homes.

The on-street parking in the immediate area around the intersection of Brookline Boulevard and Darby Road is projected to exceed capacity in the future. However, surplus capacity is available in the Brookline public lot to support overflow demand. There are also available on-street spaces on the west side of Darby Road. It is likely that the limited pedestrian crosswalks discourage utilization of the on-street parking on the west side of Darby Road, despite availability.

It is also important to note that the overflow library lot is anticipated to continue being very busy during the evening hours, likely exceeding the available parking supply in the lot. While the lot on the library parcel is anticipated to have surplus capacity in the future, it is important to note that the functionality of the lot may deter parkers. The library has installed an automated parking count system to help mitigate the reticence of parkers.

Figure 41: Brookline Zone Peak Weekday Ten Year Occupancy



Source: Walker Consultants, 2026

Weekend Parking Demand – Ten Year

Future weekend parking demand was modeled based on 1% growth of design day activity, on top of the known development projects and existing vacancies. Over the ten-year planning horizon, modest growth of on- and off-street public parking demand is expected. Localized shortages in a particular zone, lot, or block face are anticipated for a few hours on the busiest days. Overall, adequate parking is anticipated.

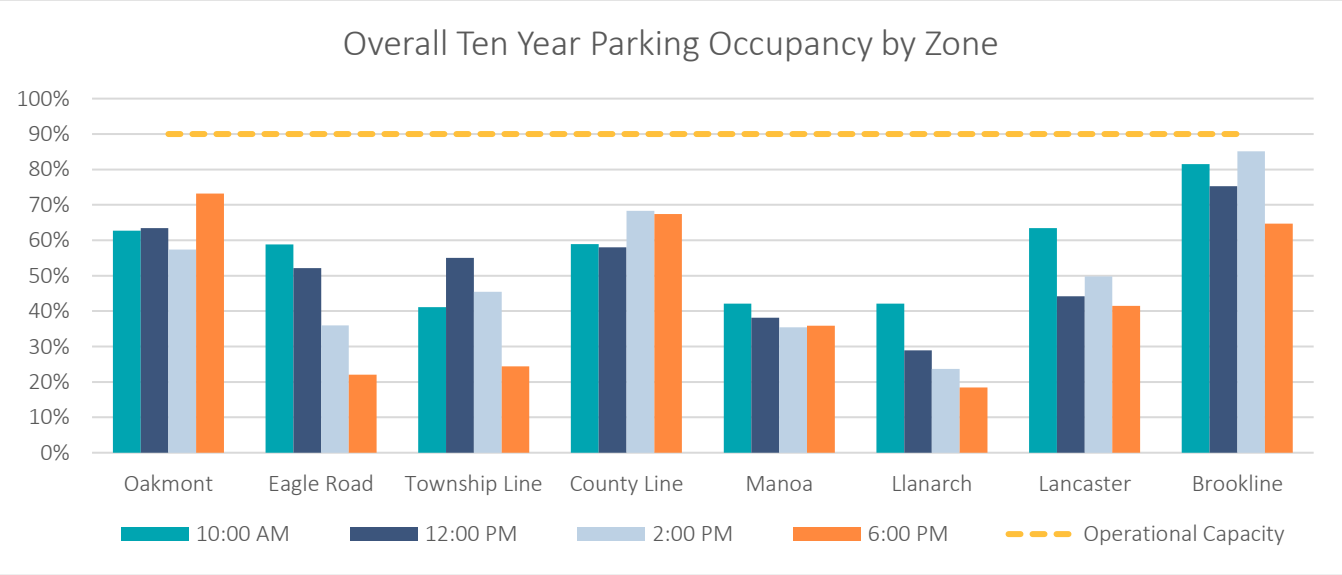
Table 35: Weekend Parking Occupancy by Zone – Ten Year

	Off-Street				On-Street			
Zone	**10:00 am**	**12:00 pm**	**2:00 pm**	**6:00 pm**	**10:00 am**	**12:00 pm**	**2:00 pm**	**6:00 pm**
Oakmont	69%	74%	58%	79%	57%	60%	76%	102%
Eagle Road	61%	53%	37%	22%	12%	50%	19%	15%
Township Line	43%	61%	50%	27%	20%	0%	0%	0%
County Line	54%	51%	64%	61%	85%	92%	90%	100%
Manoa	42%	38%	35%	36%	41%	35%	35%	35%
Llanerch	28%	40%	20%	12%	69%	8%	31%	31%
Lancaster	63%	45%	51%	37%	66%	36%	39%	72%
Brookline	82%	70%	96%	63%	80%	82%	73%	67%
Total	**57%**	**53%**	**46%**	**39%**	**62%**	**61%**	**61%**	**68%**

Source: Walker Consultants, 2026

The off-street supply in each zone is expected to sufficiently support any future growth in parking demand over the next ten years. However, the on-street parking in the Oakmont and County Line zones is expected to be near or at capacity during different times throughout the day.

Figure 42: Weekend Parking Occupancy by Zone – Ten Year



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

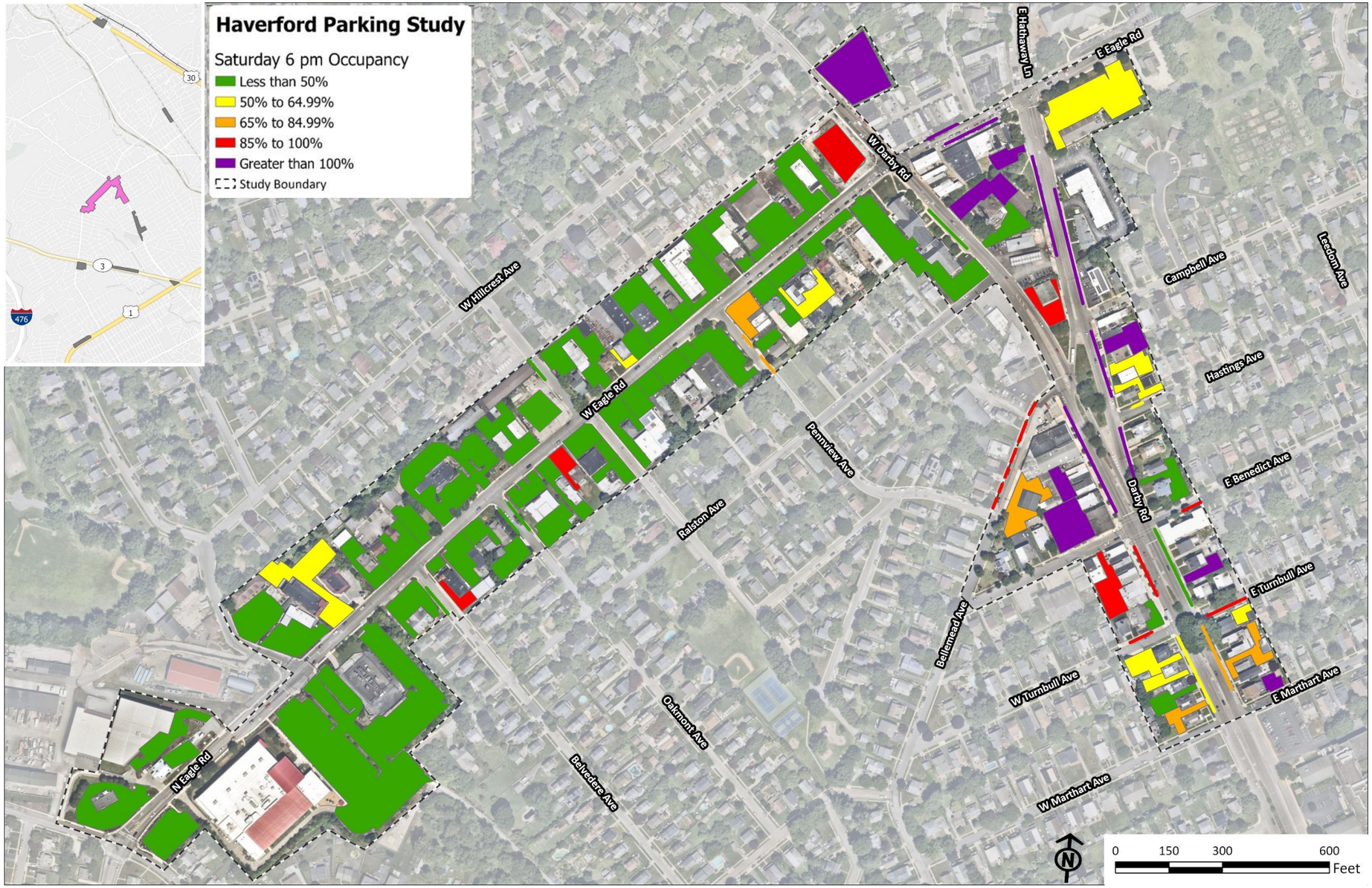
As shown in the previous figure, overall parking in most zones is expected to be below 70% of capacity at most periods throughout the day on a Saturday. Only the Brookline Zone is projected to regularly near 85% to 90% of capacity. It is when parking occupancy reaches these levels of activity, that parkers begin to have difficulty locating a parking space.

Oakmont & Eagle Road

While the Oakmont and Eagle Road Zones both peak around 10:00 am on a weekday, the mix of land uses in both zones causes each zone to peak at a different time on a typically busy Saturday. In the future, under design day conditions, peak parking demand in the Oakmont Zone is projected to occur in the evening around 6:00 pm. As shown in the following figure (Figure 43), several lots and blocks of on-street parking are expected to experience occupancy levels at or above capacity. Both the Oakmont and South Admore public lots, as well as the public portion of the lot at the former township building, are projected to exceed capacity (indicated by the purple). The portion of the Oakmont South Lot reserved for EMS/ambulance services is expected to be less than 50% occupied. While public on- and off-street assets are anticipated to experience occupancy rates above capacity, there is a surplus of parking in various private lots, including Grace Chapel.

The businesses in the Eagle Road zone trend towards operating Monday through Friday during typical business hours and Saturday morning. By 6:00 pm, many of the businesses, like banks and insurance agencies, are closed on Saturdays. As a result, future peak parking conditions in the Eagle Road zone are expected to occur during the morning around 10:00 am. Figure 44 shows the occupancy rates during a typically busy Saturday morning. The projections reflect the increased activity associated with design day conditions, as well as the impact of new development and 1% annual growth. While both the Oakmont and South Ardmore lots, and on-street spaces along several blocks, are expected to be at or above capacity around 10:00 am, there is typically available parking within a one-block walk. Select lots along Eagle Road, like the YMCA and Nudy's are also projected to experience occupancy rates at or above capacity during a Saturday morning in the future.

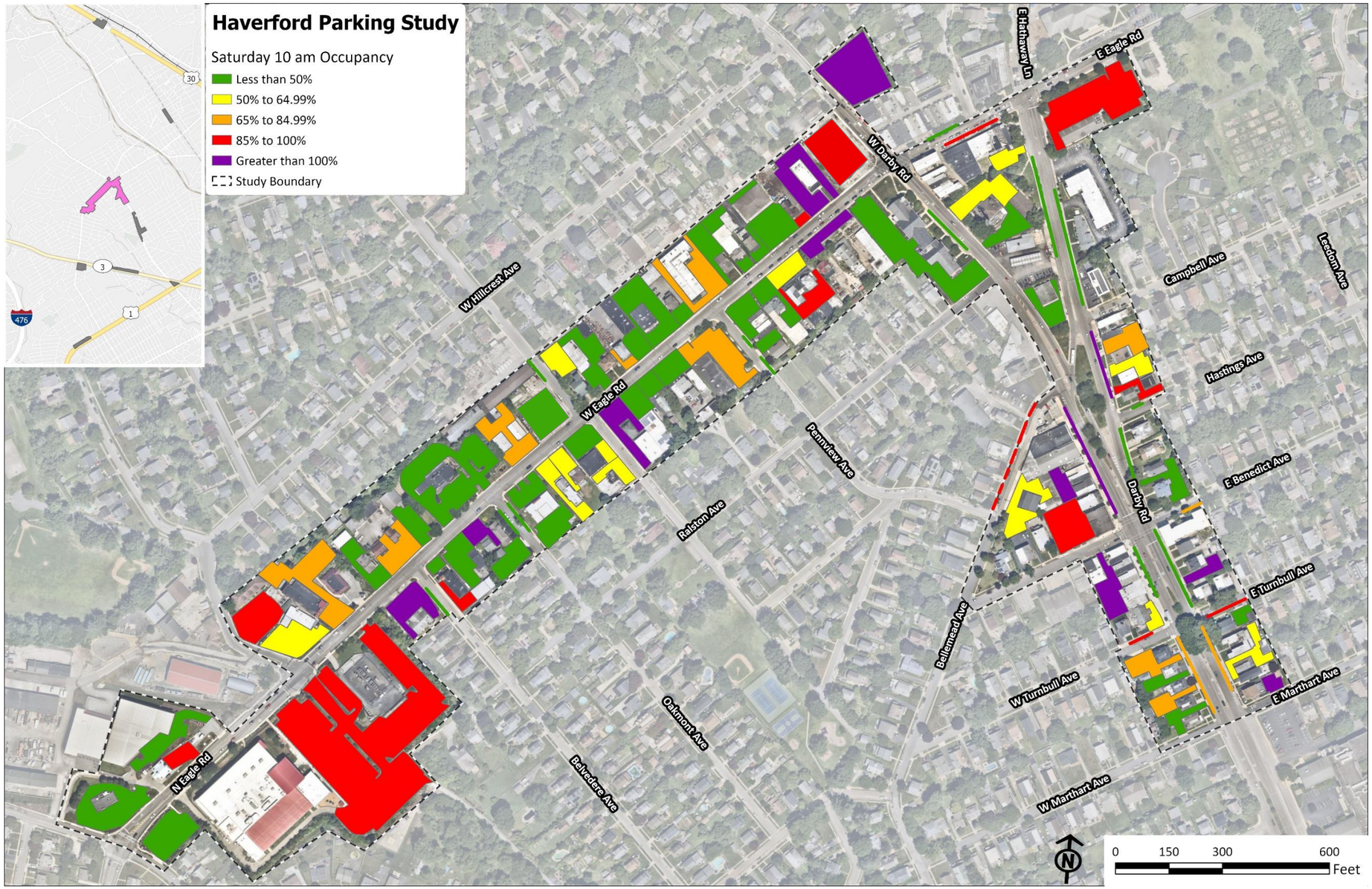
Figure 43: Oakmont Zone Peak Weekend Ten Year Occupancy



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Figure 44: Eagle Road Zone Peak Weekend Ten Year Occupancy



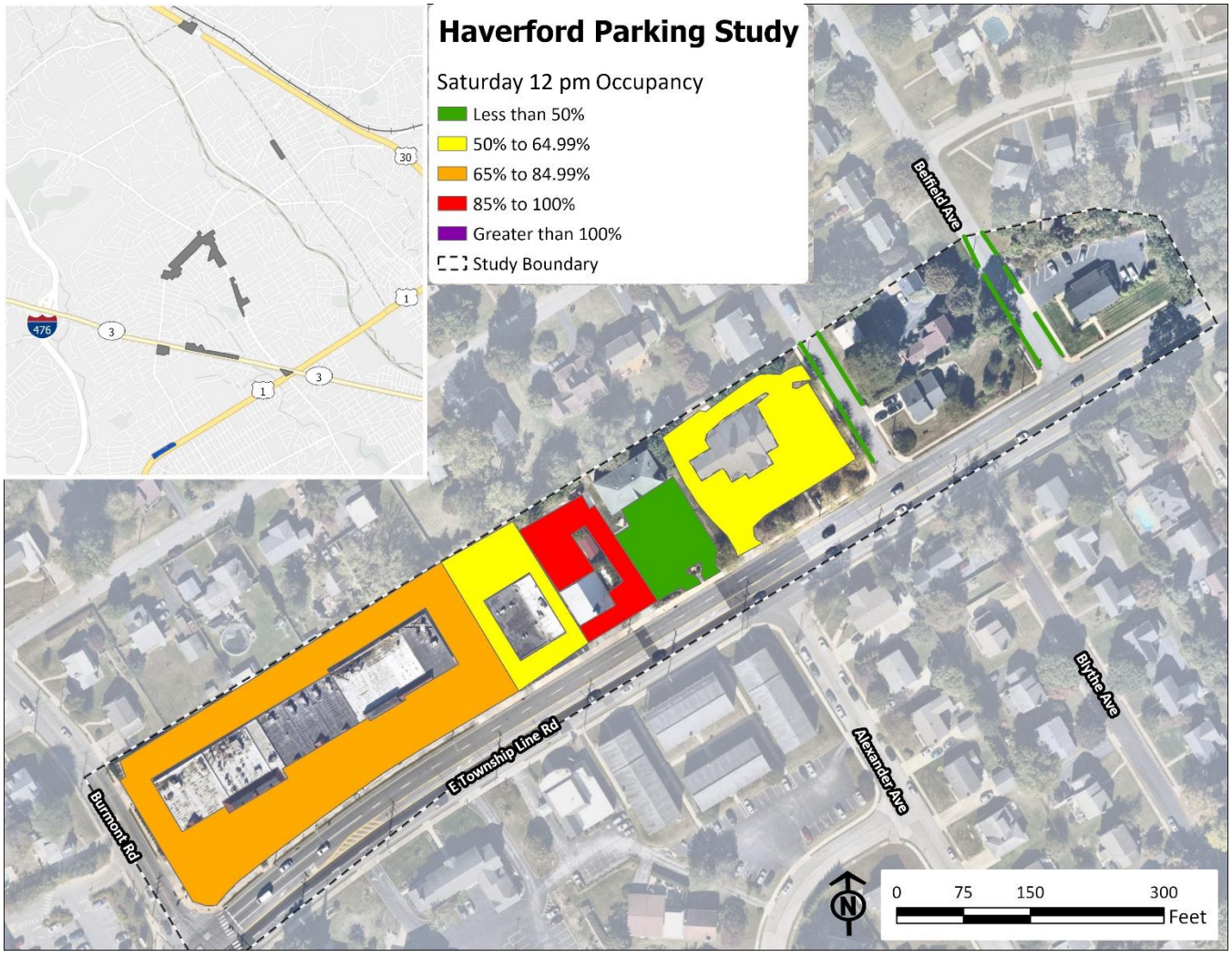
Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Township Line

Future parking demand in the Township Line Zone is expected to peak around noon on a Saturday. No major development is expected. Occupancy rates reflect the 40% design day increase in demand compared to observed conditions, as well as the 1% annual growth rate. Most locations in the zone are expected to have adequate parking during the noon peak.

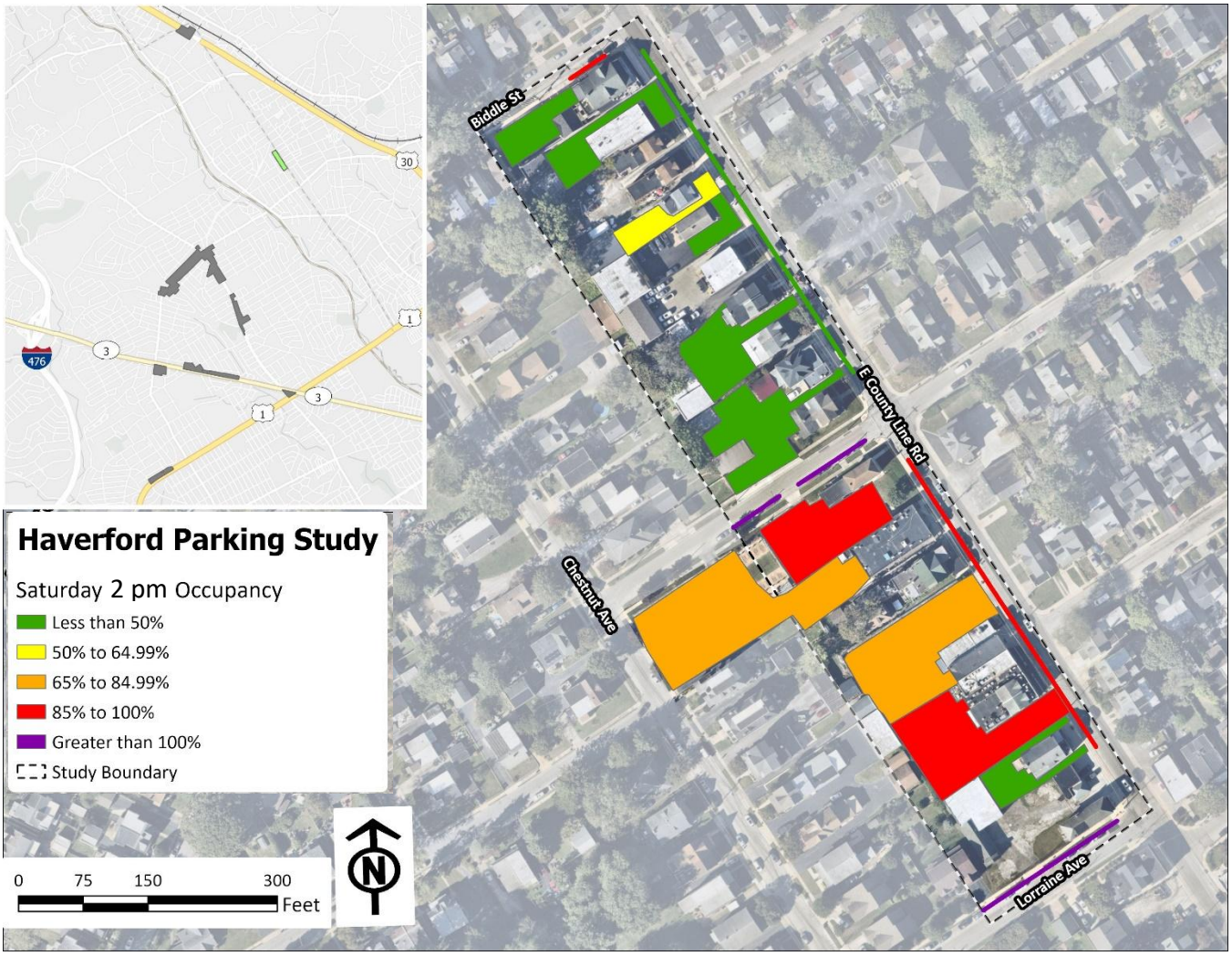
Figure 45: Township Line Zone Peak Weekend Ten Year Occupancy



Source: Walker Consultants, 2026

County Line

Figure 46: County Line Zone Peak Weekend Ten Year Occupancy



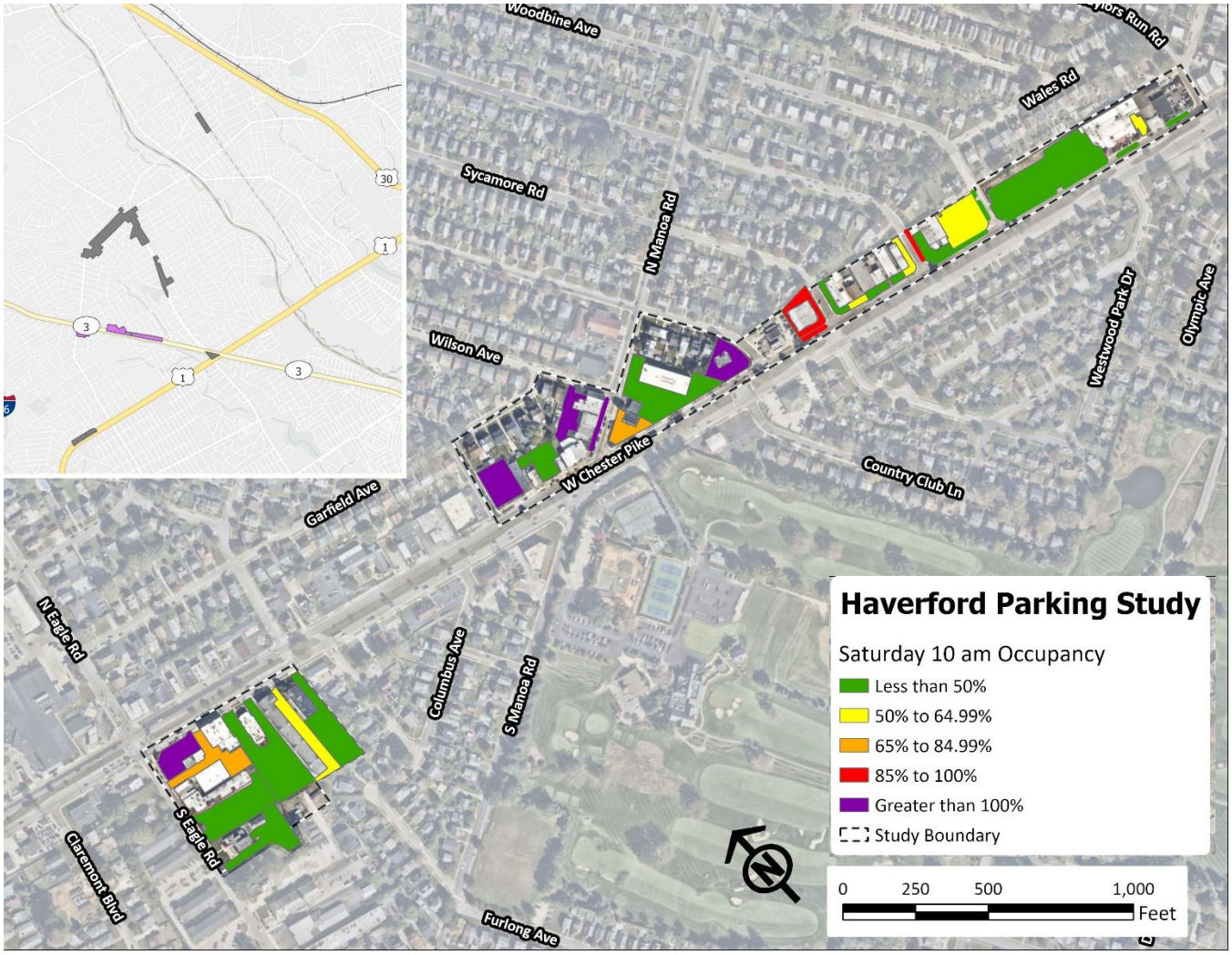
Source: Walker Consultants, 2026

Peak parking conditions in the County Line Zone are projected to occur on a Saturday around 2:00 pm in the future. Several of the on- and off-street parking locations around Carlino's and the social clubs are expected to be near capacity. Surplus on-street capacity is projected one block away. It is important to note that the metered spaces along County Line Road are enforced on Saturdays until 6:00 pm.

Manoa

Future peak weekend parking activity in the Manoa Zone is expected to peak around 10:00 am. There are two new developments anticipated just outside the boundary of the study area, but they should have adequate on-site parking to meet their own needs. The future projections in the Manoa Zone also reflect filled vacancies in the Falcon Center. At 10:00 am, most lots have a surplus of parking.

Figure 47: Manoa Zone Peak Weekend Ten Year Occupancy



Source: Walker Consultants, 2026

It is important to note that while the Manoa public lot is expected to be less than 50% full around mid-morning, occupancy rates are projected to exceed capacity during the late afternoon and evening hours, as the restaurants in the area get busy. There is also limited on-street parking in the area. It may be beneficial to encourage shared parking agreements between and/or with private businesses in the area to increase publicly available parking on nights and weekends.

Llanerch

Figure 48: Llanerch Zone Peak Weekend Ten Year Occupancy



Source: Walker Consultants, 2026

No significant parking shortages are anticipated in the Llanerch Zone over the long-term planning horizon even after accounting for the increased activity during design conditions and a modest 1% annual growth rate.

Lancaster

Figure 49: Lancaster Ave Zone Peak Weekend Ten Year Occupancy



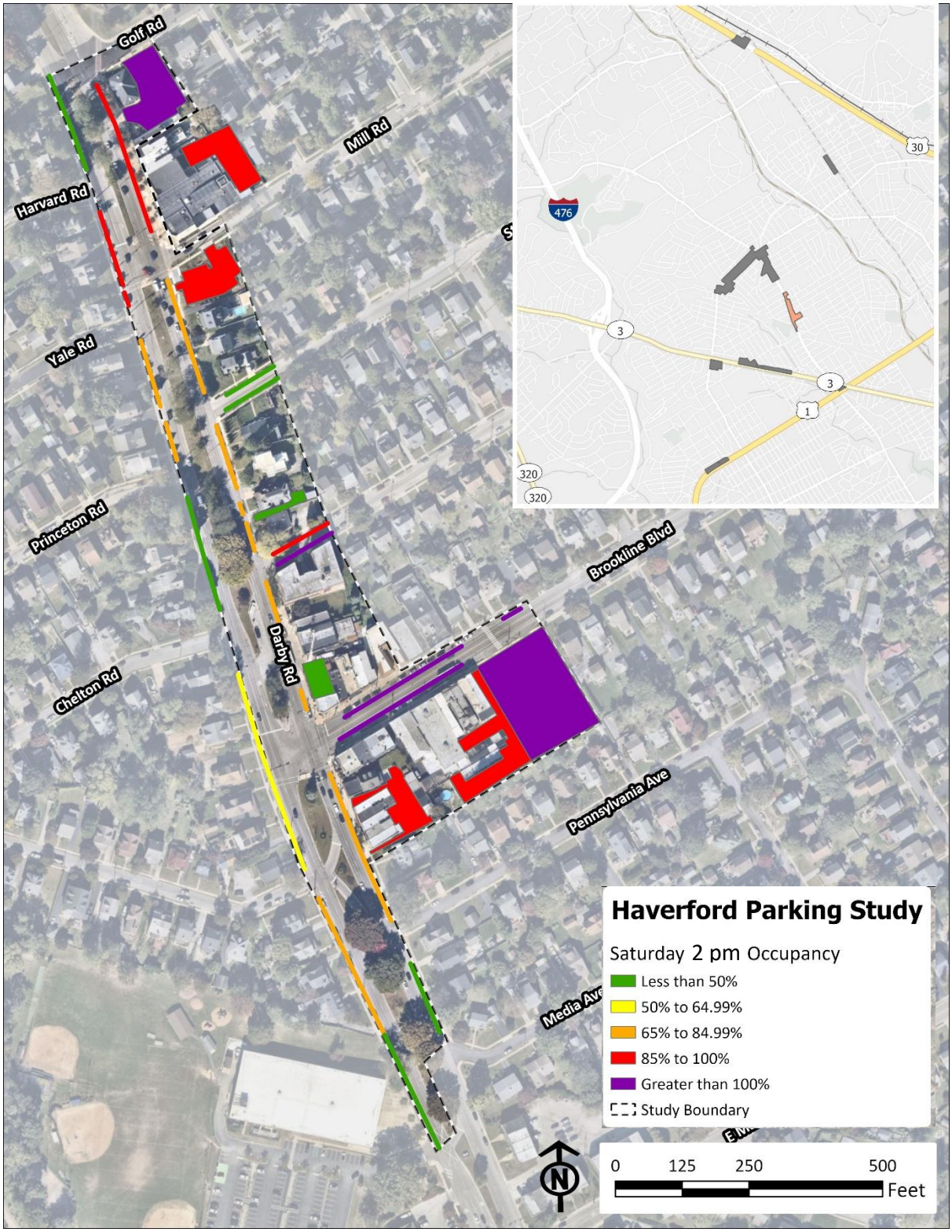
Source: Walker Consultants, 2026

Saturday peak parking conditions in the Lancaster Avenue Zone reflect the 40% adjustment factor associated with design conditions, occupancy of a small vacant storefront, and a general 1% annual growth rate applied to public parking facilities. Under these conditions, localized shortages are anticipated both on- and off-street. For example, demand in the grocery store lot is expected to exceed 100% capacity on a Saturday morning, but the medical office building immediately adjacent is expected to be less than 50% occupied.

Brookline

Parking activity in the Brookline Zone is expected to peak around 2:00 pm on a Saturday in the future, as shown in the figure on the following page. While there are localized hotspots on several blocks, as well as in the Brookline public parking lot, there is typically parking available within a one or two block walk of these shortages. It is important to note that the available parking is often on the west side of Darby Road, which may be seen as inaccessible due to limited pedestrian crosswalks.

Figure 50: Brookline Zone Peak Weekend Ten Year Occupancy



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Future Weekday Parking Adequacy

As noted earlier, the parking supply is perceived as full before it reaches capacity. Thus, when measuring the surplus or deficit in a lot, the adequacy of a lot, the parking demand is subtracted from the operational capacity rather than the total available parking supply. The operational capacity, typically 5% to 15% less than the total parking supply, allows for the cushion of spaces necessary for the movement of cars in and out of spaces, maintenance, snow, and other issues. Walker compared the projected peak hour parking demand under design conditions in each zone to the operational capacity and mapped it in the figures below to visualize the location and size of potential deficits in the future.

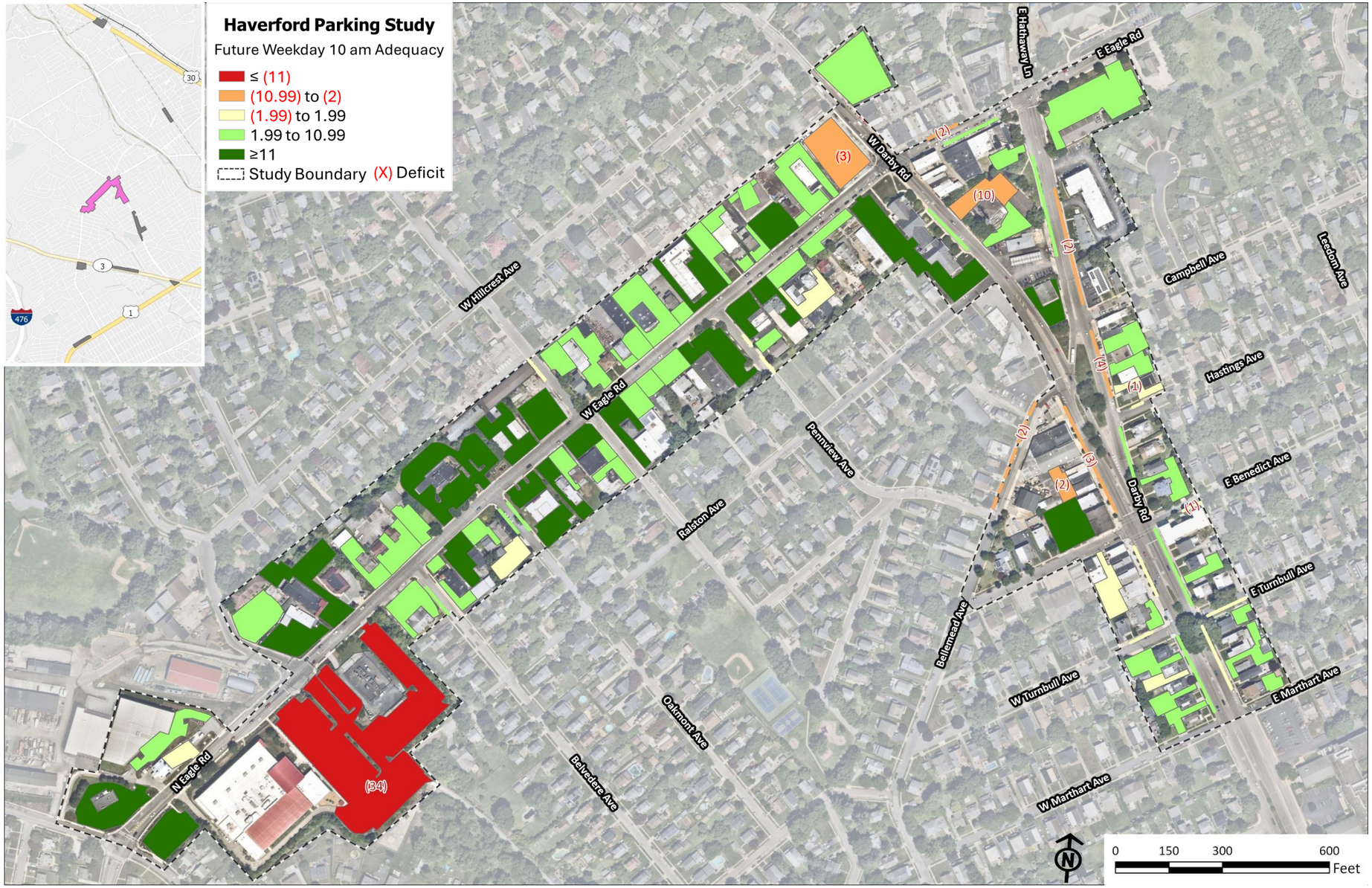
All parking lots and on-street parking spaces are shaded in different colors based on their projected parking adequacy, visually representing where parking demand is in surplus or deficit. When a parking shortage is projected, the localized deficit is shown on the map. Areas of orange and red indicate notable shortages. Any shortages projected in the areas shaded in yellow likely fall within the parking cushion. Locating that last space or two may take more time and cause greater delays and frustration. The following color scheme indicates the color-coded occupancy levels:

Dark Green: Parking surplus of 11 or more spaces
Light Green: Parking surplus between 2 spaces and 10 spaces
Yellow: Between a one space deficit and a one space surplus
Orange: Parking deficit between 2 spaces and 10 spaces.
Red: Parking deficit of 11 or more spaces.

Oakmont & Eagle Road

The Oakmont and Eagle Road Zones are expected to experience peak parking conditions around mid-morning on a weekday. Many lots are expected to have a surplus of parking available to meet their projected parking needs; however, localized shortages are anticipated. The largest of these shortages is associated with the YMCA lot, where a 34-space deficit is anticipated. Smaller deficits between two and seven spaces are expected on select streets or lots. The Oakmont South public lot (the public lot at the former township building) is projected to experience a parking shortage during the weekday morning peak; however, there are available spaces in both the Oakmont and South Ardmore (West Benedict) public lots about 1.5 blocks away.

Figure 51: Oakmont & Eagle Road Zones Peak Weekday Ten Year Adequacy



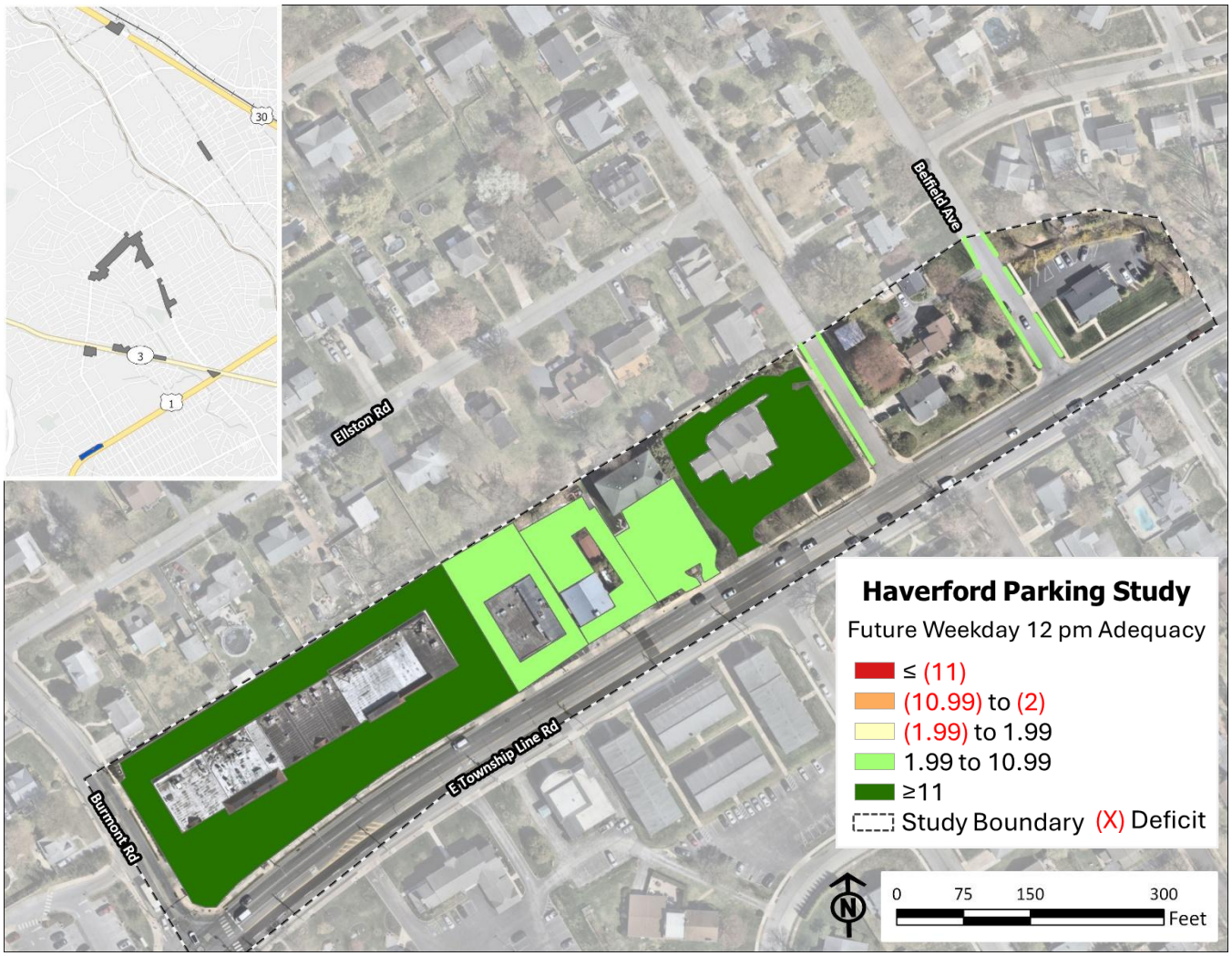
Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Township Line

No deficits are anticipated in the Township Line Zone during the noon weekday peak in the future.

Figure 52: Township Line Zone Peak Weekday Ten Year Adequacy



Source: Walker Consultants, 2026

County Line

Peak parking conditions in the County Line Zone are projected to occur around 6:00 pm on a weekday in the future. While most of the off-street parking facilities are expected to have a surplus of parking available during the evening peak, most of the blocks with on-street parking are projected to experience parking deficits between one and three spaces. As discussed previously, the on-street parking is only metered until 6:00 pm. While there are restaurants and social clubs on these blocks, the on-street parking is likely being utilized by neighborhood residents.

Figure 53: County Line Zone Peak Weekday Ten Year Adequacy



Source: Walker Consultants, 2026

Manoa

Figure 54: Manoa Zone Peak Weekday Ten Year Adequacy



Source: Walker Consultants, 2026

The commercial block at the corner of S Eagle Road and West Chester Pike is expected to have a parking surplus during the afternoon weekday peak. However, further down West Chester Pike towards the Manoa public lot continuing through to the magisterial district court, localized shortages are expected. In all instances there is available public on- or off-street parking to mitigate the projected deficit within a one-block walking distance.

Llanerch

Figure 55: Llanerch Zone Peak Weekday Ten Year Adequacy



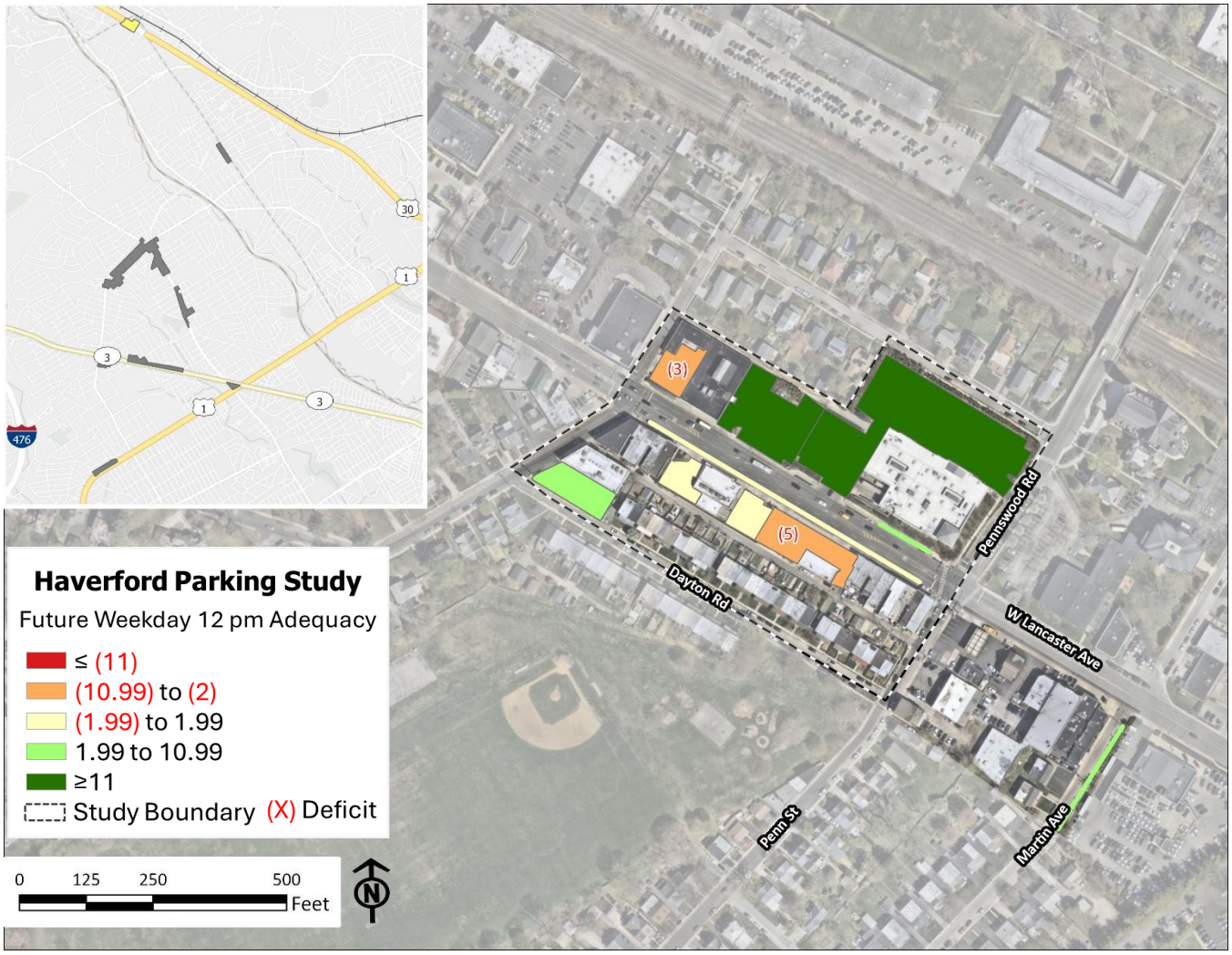
Source: Walker Consultants, 2026

No deficits are anticipated in the Llanerch Zone during the noon weekday peak in the future.

Lancaster

Parking demand is projected to peak around noon on a weekday in the future. During the noon peak, localized shortages are expected in one or two lots within the zone. The CHOP employee lot is projected to have a three-space shortage over the ten-year planning horizon. There is already a shortage in this lot today. Employee vehicles are "stacked" in the lot, exceeding the striped spaces, to mitigate the shortage. Unlike customer parking areas that regularly experience parking turnover, most employees do not come and go during the day. The lot currently supporting Enterprise is also expected to continue experiencing a parking shortage in the future. Due to the nature of the business, vehicles are often "stacked" in the lot during the busiest periods.

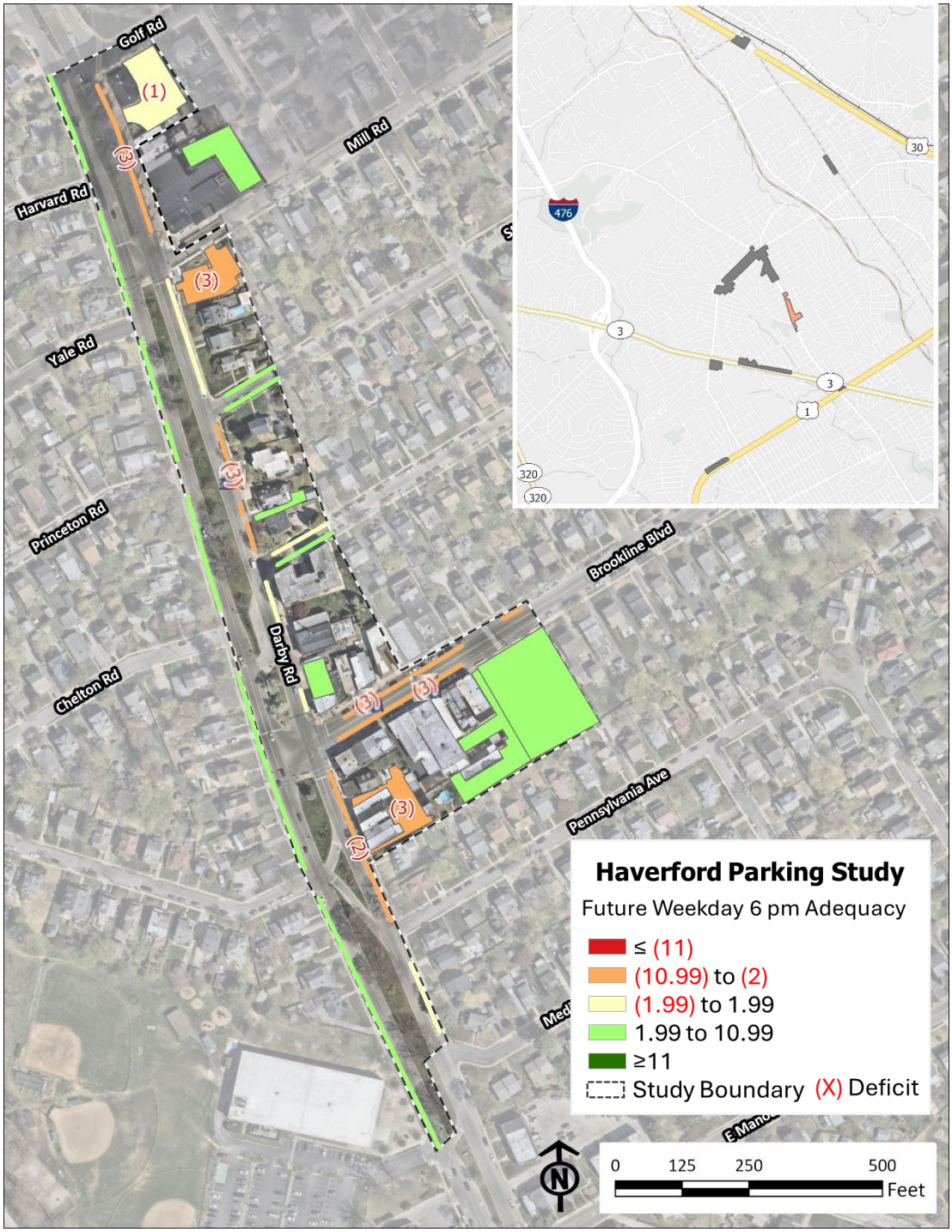
Figure 56: Lancaster Ave Zone Peak Weekday Ten Year Adequacy



Source: Walker Consultants, 2026

Brookline

Figure 57: Brookline Zone Peak Weekday Ten Year Adequacy



Source: Walker Consultants, 2026

Small deficits between one and three spaces are projected in several lots and on street in the Brookline Zone. As noted previously, there is adequate parking capacity in the Brookline public lot and on the west side of Darby Road to mitigate any localized shortages.

Future Weekend Parking Adequacy

Weekend parking demand was adjusted and increased by 40% compared to the observed parking activity on the survey day to account for design day conditions. After accounting for seasonality, Walker also applied a general 1% annual growth rate to the observations and overlayed the parking demand generated by new development projects and leased vacancies in the various study areas. The projected ten-year parking demand was then compared to the operational capacity to understand localized parking surplus and deficits in each zone. The peak activity period is represented in each map below, as activity levels in each zone varied throughout the day.

Oakmont & Eagle Road

Peak parking conditions in the Oakmont Zone occur during the evening hours on a Saturday, while peak parking conditions in the Eagle Road Zone are projected to occur around 10:00 am. As a result, the maps on the followings pages illustrate the parking adequacy (surplus or deficit) in each lot or along each block face during these two periods.

Several areas are expected to experience parking deficits in the Oakmont Zone on a Saturday night. Assuming the new development projects are realized and any vacancies are filled, additional parking could be needed to meet the projected parking demand on Saturday evenings in the Oakmont zone. In total, the Oakmont Zone could experience a 107-space deficit on a Saturday evening in the future. This deficit is a result of the following shortages:

- Public off-street parking - 65-space deficit
- On-street parking – 26-space deficit
- Private off-street parking – 16-space deficit

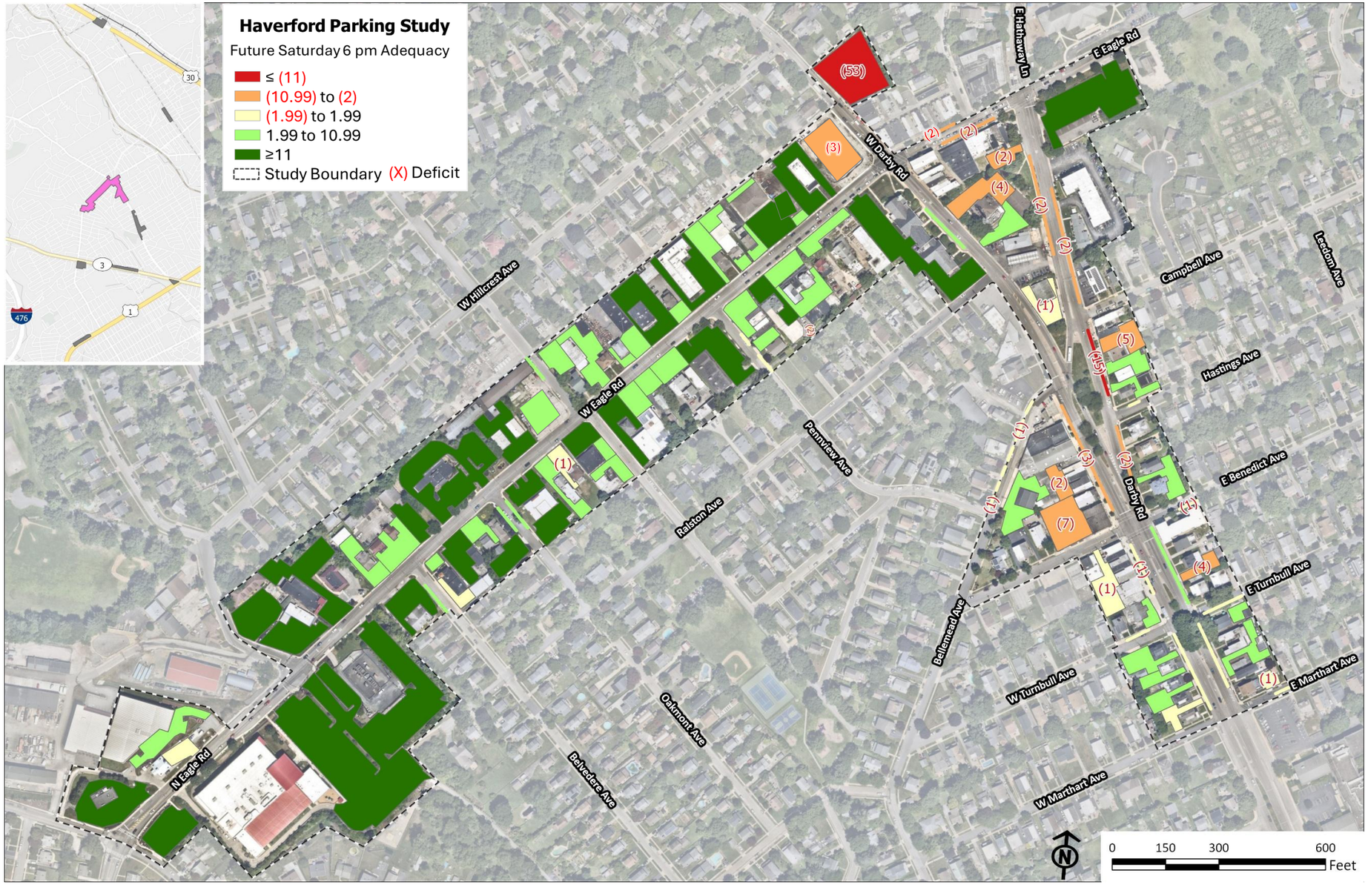
While there are additional private parking lots in the area, most lots are not big enough to mitigate the potential long-term shortfall in the Oakmont Zone, apart from the Grace Chapel lot. No shortages are projected along Eagle Road on a Saturday night, based on the current mix of land uses.

Although the most significant shortage is projected for a Saturday evening, Oakmont is likely to experience parking shortfalls throughout a typically busy Saturday in the future, as illustrated in

Figure 59 on the following page. Mid-morning, a 25-space deficit is anticipated in the Oakmont public lot, as well as several other small shortages in private lots along Darby Road. Some parcels in the Eagle Road Zone are also expected to experience parking challenges on a Saturday morning unless parking is incorporated into the project and shared parking opportunities are encouraged. While the other public off-street lots and on-street spaces can accommodate some overflow from the Oakmont lot and other private lots, an approximately 36-space shortfall is likely.

On the southern end of Eagle Road, parking activity is projected to be busiest on a Saturday morning. Specifically, the parking lot supporting the YMCA is projected to experience a 32-space deficit on a Saturday morning. Localized shortages up to four spaces may occur, but there is available parking on the side streets to accommodate the shortages.

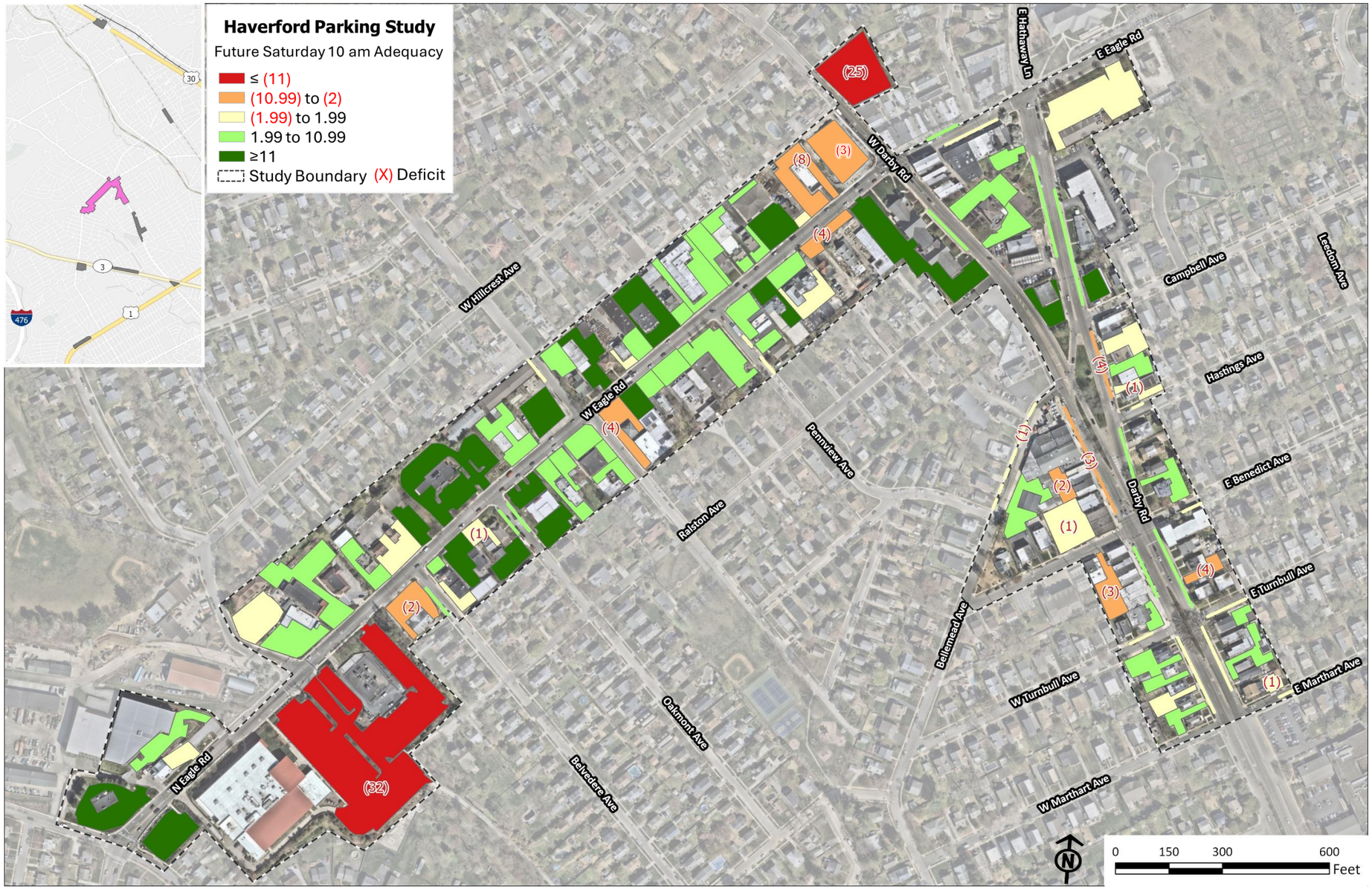
Figure 58: Oakmont Zone Peak Weekend Ten Year Adequacy



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Figure 59: Eagle Road Zone Peak Weekend Ten Year Adequacy



Source: Walker Consultants, 2026

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Township Line

No deficits are anticipated in the Township Line Zone during the noon Saturday peak in the future.

Figure 60: Township Line Zone Peak Weekend Ten Year Adequacy



Source: Walker Consultants, 2026

County Line

Several blocks of on-street parking in the County Line Zone are projected to experience parking shortages on a Saturday over the long-term planning horizon. Peak conditions are projected to occur around 2:00 pm. While the on-street parking deficit is projected to be about six spaces on the 2600 block of E County Line Road, there are surplus spaces on the 2700 block. One private off-street lot is also projected to experience a small two-space shortage during future peak Saturday conditions.

Figure 61: County Line Zone Peak Weekend Ten Year Adequacy



Source: Walker Consultants, 2026

Manoa

The Manoa Zone is expected to experience peak weekend parking conditions around 10:00 am. The projected deficits reflect the increase in activity associated with design day activity and the leased vacancies at the Falcon Center. Most of the private lots closest to the South Eagle Road and West Chester Pike intersection are expected to have a surplus of parking, except for the Starbucks lot at the corner. Parking spaces at coffee shops tend to turnover quickly, meaning the deficit may be short-term. Additionally, while there is no on-street parking in the immediate area, the lot is connected to several other private surface lots through a series of driveways and alleys.

Figure 62: Manoa Zone Peak Weekend Ten Year Adequacy



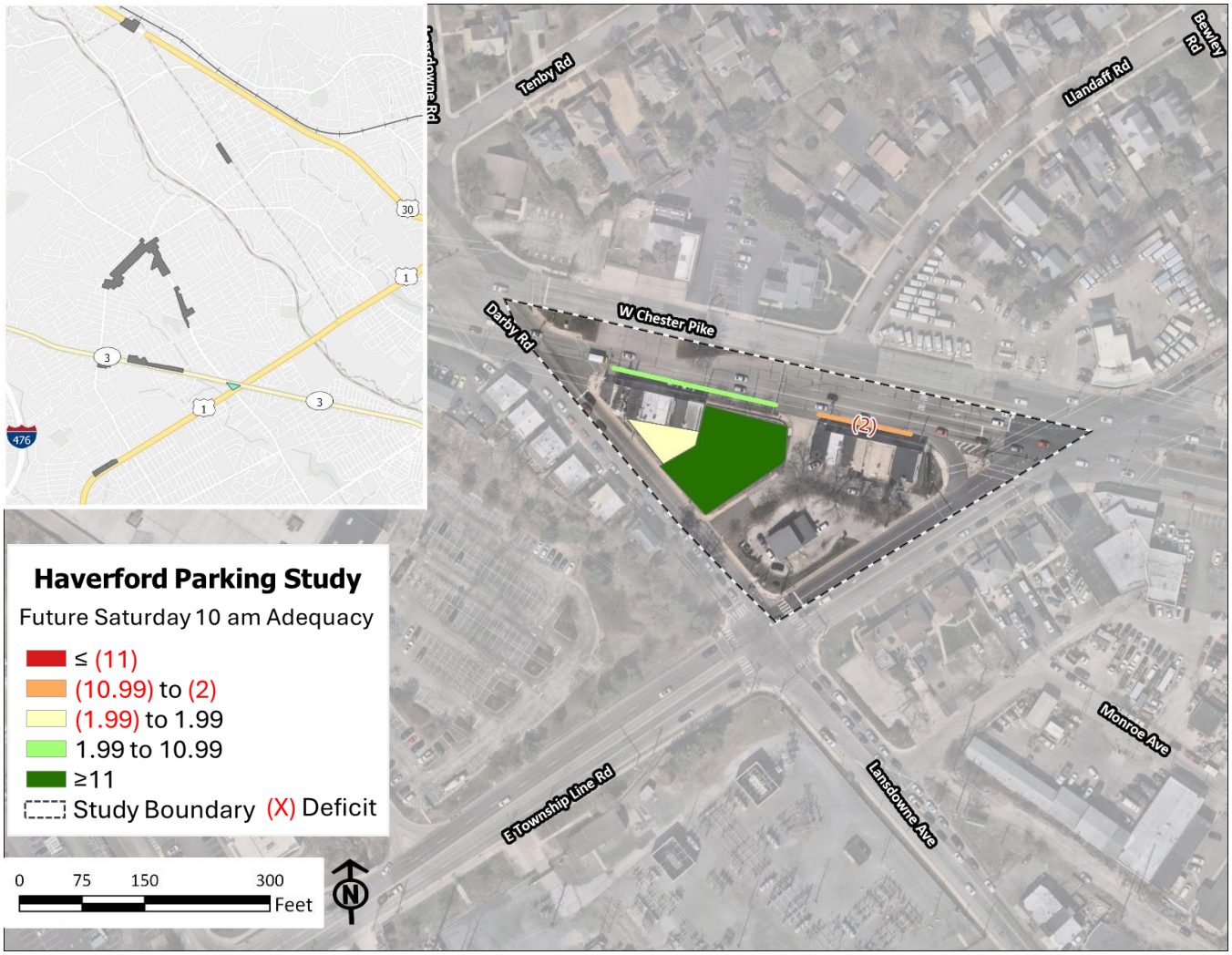
Source: Walker Consultants, 2026

Also of interest is the activity around the Manoa public lot on a Saturday night over the long-term planning horizon. While not shown above, Walker is projecting a four-space shortage in the lot. Other lots in the immediate area, along with the on-street parking along North Manoa Road are also projected to experience shortages during the evening, likely due to restaurant activity in the area. In total, an approximately 12-space

shortage is anticipated during the evening. One possible resolution is to encourage shared parking agreements between private businesses, such as Sacred Heart School, the Llanerch Country Club, and Trinity Lutheran Nursery School. Even relocating a few employees to a shared lot could be enough to mitigate any future shortages.

Llanerch

Figure 63: Llanerch Zone Peak Weekend Ten Year Adequacy



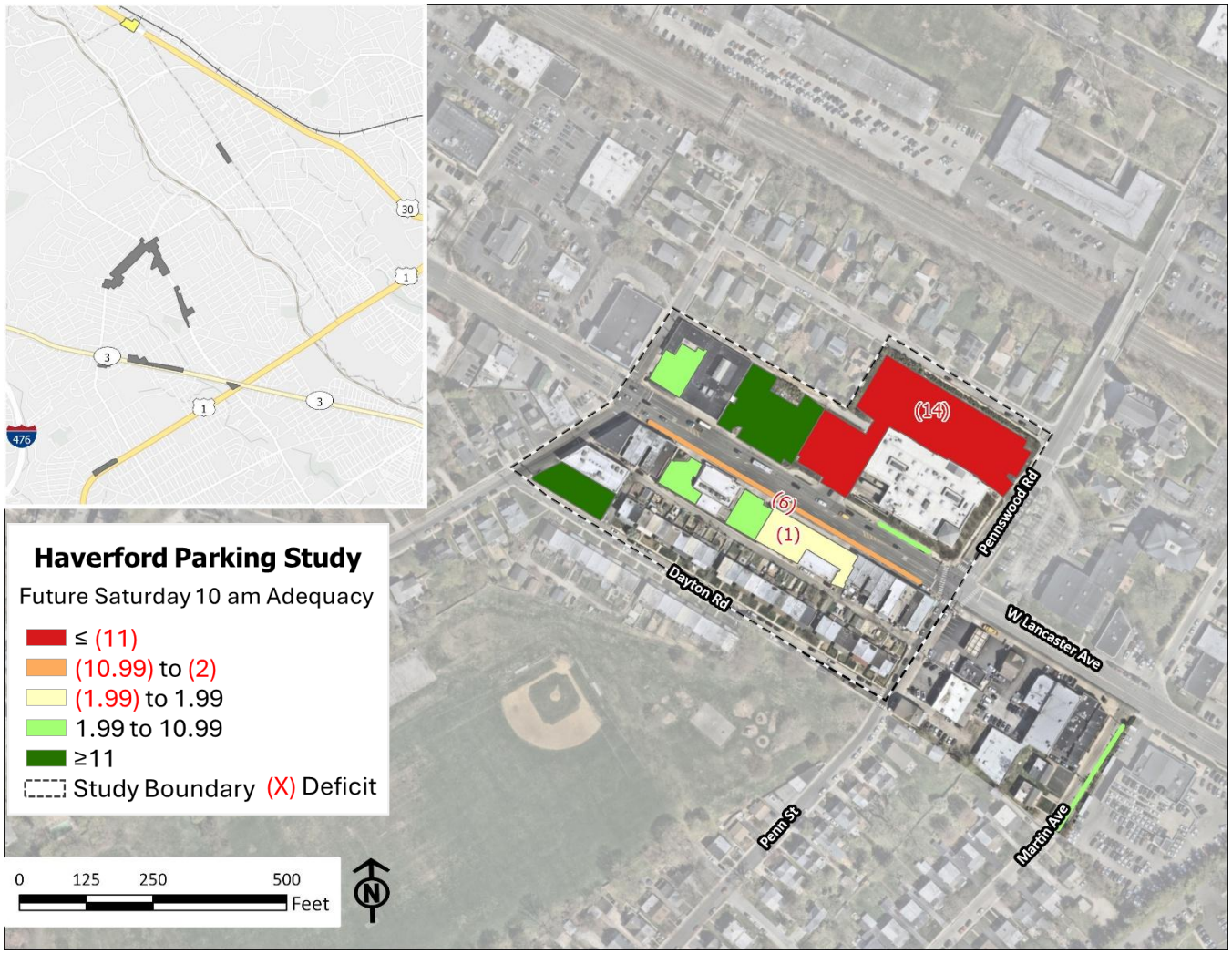
Source: Walker Consultants, 2026

Although the map above shows a small on-street deficit on one segment of the metered on-street parking along West Chester Pike, there is adequate capacity further along the block and in the public lot on the block.

Lancaster

The map below shows the peak hour adequacy on a Saturday morning in the future. After accounting for seasonal variations and future growth, most lots are expected to have sufficient capacity to meet future demand. The ACME lot is projected to experience a 14-space deficit. On-street parking is also expected to experience a localized deficit of six spaces. While the north side of West Lancaster Avenue should be able to absorb some of the projected shortage, a one- or two-space deficit may be realized. It is important to note that there are metered spaces along Martin Avenue, but parked vehicles must face West Lancaster Avenue, making them inconvenient for customers.

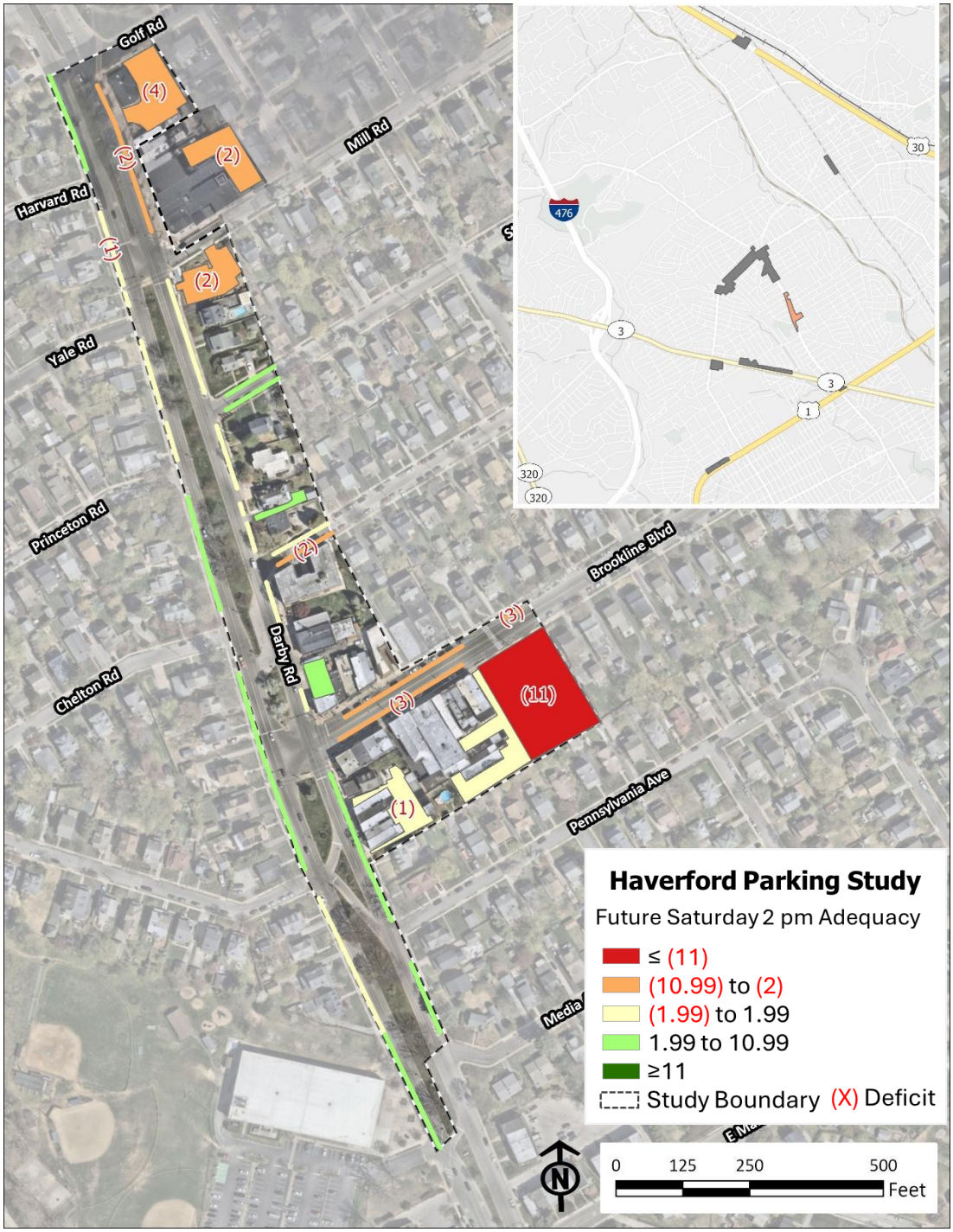
Figure 64: Lancaster Ave Zone Peak Weekend Ten Year Adequacy



Source: Walker Consultants, 2026

Brookline

Figure 65: Brookline Zone Peak Weekend Ten Year Adequacy



Source: Walker Consultants, 2026

Several parking lots and on-street parking areas are projected to experience parking deficits over the long-term planning horizon in the Brookline Zone, primarily on the east/commercial side of Darby Road. There is adequate supply on street on the west side of Darby to meet most localized shortages; however, the Brookline lot is projected to experience an 11-space deficit. While on-street parking may be able to absorb some of the excess demand, alternative strategies during peak periods may be needed in the future.

Parking Conditions Summary

Existing Conditions

The types and quantities of parking spaces vary significantly from zone to zone within the larger study area, reflective of the different characteristics and make-up of each local neighborhood. Utilization also varies widely throughout the day and throughout the year. While Walker completed occupancy counts during early October, our survey day is not representative of a typical busy conditions. Walker used historic parking transaction data from the on- and off-street public parking facilities in Haverford to adjust the survey day observations. Weekday observations in public and private parking facilities were increased by 10% while the parking occupancy data from the Saturday survey day increased by 40%. Design day parking demand was then compared to the operational capacity in each lot to determine parking surpluses and deficits.

Operational capacity, rather than the total available parking capacity of a lot or street, is used to determine parking adequacy because a parking facility is perceived as "full" before it reaches capacity. The small cushion of spaces between the operational capacity and total supply encourage smoother day to day operation, reduce search times and lessen drivers' frustration. Small one- or two-space deficits in a parking lot are less concerning than larger shortfalls; however, if these small, localized deficits accumulate, they can create larger issues.

The highlights associated with design day parking conditions within the study area are summarized below:

Oakmont Zone

- Localized on- and off-street shortages of one- or two-spaces are anticipated throughout the day on a typically busy weekday. There is adequate public supply within a block or two to meet any localized shortages.
- On a busy Saturday, several private lots are expected to experience parking shortages of up to five (5) spaces at various times throughout the day. Generally, the public off-street parking supply in the Oakmont, South Ardmore, and public lot at the former township building (Oakmont South) are sufficient to meet any private parking shortages for most of the day.
- On a busy Saturday night in the Oakmont Zone, the projected parking deficit could be about 35 spaces. Parking shortfalls are projected in all three public lots, as well as multiple private lots and along several blocks with on-street parking.

Eagle Road Zone

- There are no municipally-owned public parking lots in the Eagle Road zone, and limited on-street parking.
- The business typology along Eagle Road is oriented toward professional and personal retail services (nail salons, hair dressers, insurance agencies, banks) than restaurants. As a result, many businesses are closed on nights and weekends, which is reflected in the occupancy data.

- The most significant parking shortage in the zone on both a weekday and a Saturday is associated with the YMCA, where a 34-space deficit on most mornings is projected. Other lots may experience small shortages for an hour or two throughout the day.

Township Line Zone

- No major problems are anticipated in the Township Line zone on a weekday or Saturday under design conditions.

County Line Zone

- The County Line Zone includes two commercially oriented half blocks between Biddle Street and Loraine Street in an otherwise residential area. While the spaces along County Line Road are metered, there is no public off-street parking. All other parking is in private off-street lots.
- It is interesting to note that there is a shared parking agreement in place between Carlino's and the Main Line Italian American Civic Association, increasing the available parking capacity for Carlino's during select hours.
- Most of the off-street parking facilities during both weekday and Saturday conditions are projected to have a parking surplus in the future. While one or two lots may experience shortages sporadically throughout the day, there is typically on-street parking available to mitigate any shortfalls.
- Most notably, on-street metered parking is only enforced from 8:00 am until 6:00 pm. After 6:00 pm is also when on-street parking is busiest. While there are some businesses operating into the evening hours, it is more likely that local residents are occupying these spaces.

Manoa Zone

- While the Manoa Zone includes the 19-space public parking lot as well as both metered and unregulated on-street parking, most of the parking system consists of private off-street lots for each individual business/building.
- During the weekday, select lots are projected to experience one-, two-, or three-space deficits at least once during the day; however, there is adequate on-street parking, both on West Chester Pike and the side streets, to meet any overflow demand from these individual facilities. Only the Falcon Center lot is expected to experience a more significant 14-space deficit during the mid-morning period.
- To model design day activity on a Saturday, observed demand in public and private lots was increased by 40%. Under these conditions, several of the private lots in the Manoa District are projected to experience modest parking deficits at various points throughout the day. The maximum combined shortage from multiple lots is about 30 spaces. Some of this overflow can be absorbed by public off- and on-street parking, but may require the customer or employee to walk a block or two. It should be noted that there is an overall surplus of private off-street parking within the zone and that alternative parking strategies should be considered before any additional parking is added to the area.

Llanerch Zone

- No major problems are anticipated in the Llanerch Zone on a weekday or Saturday under design conditions.

Lancaster Zone

- There are about 30 metered on-street parking spaces in the Lancaster Zone, as well as several private parking facilities.

- During a typical busy weekday, no on-street deficits are anticipated. One or two lots may experience parking shortfalls up to five (5) spaces for a few hours throughout the day, but there is adequate on-street capacity to mitigate the localized shortage. Additionally, the lots with the projected shortages (CHOP employee lot and Enterprise) have more flexibility in their ability to meet overflow demand due to the types of parkers.
- On a very busy Saturday, on-street parking along Lancaster Avenue may near capacity. Customers may need to park on both the north and south sides of Lancaster Avenue.
- It is also important to note that while there is likely surplus capacity on Martin Avenue, the parking restrictions (vehicles must face Lancaster Avenue), reduce the usefulness of these spaces as overflow from Lancaster Avenue.

Brookline Zone

- There is an 80-space public parking lot, as well as several blocks of metered, timed, or unregulated on-street parking within the zone. Additionally, while not contiguous with the Oakmont Zone, the boundaries are within walking distance.
- One of the challenges facing Brookline is access to the on-street parking on the west side of Darby Road. There are over 60 on-street spaces on the west side of the street, but only two intersections with pedestrian crosswalks. A pedestrian may park directly across the street from their destination and still need to walk two plus blocks.
- Under typically busy weekday conditions, several blocks may experience a one- or two-space shortage for a short period, but available parking is expected within one block. Similar conditions are anticipated in private off-street lots at various times throughout the day. While a single lot may experience a small deficit, the Brookline public lot is projected to have a significant surplus throughout the day.
- Again, adjusting for a very busy Saturday, the on-street parking system is projected to meet the projected parking demand throughout the day. While several private off-street parking lots are expected to experience parking shortfalls at least once, adequate public parking is available within the study area to meet any localized shortages. Parkers may have to walk a block or two to find a parking space.

Future Conditions

Haverford is a well-established community. As such, most of the parcels have been built out. Through discussions with the township, Walker identified the few new project sites anticipated to be developed over the next few years, as well as currently vacant properties that will likely be leased soon. In addition to new development/ vacancies, Walker applied a 1% annual growth rate to the on- and off-street parking demand, in line with the projections in the 2035 Comprehensive Plan, to model overall growth in the area over a ten-year period. The model does not account for any significant shifts in the mix of land uses within a zone. For example, if the professional and service-oriented retail along Eagle Road was replaced by several new restaurant uses. Lastly, any changes to the existing parking supply were also accounted for while developing the future conditions model.

The highlights associated with future weekday and Saturday design day parking conditions within the study area are summarized below:

Oakmont & Eagle Road Zones

- During the weekday, both the Oakmont and Eagle Road Zones are generally projected to have a surplus of parking. Although small, localized hotspots may occur, adequate supply should be available within a block or

two to meet any localized shortages. The YMCA lot is the only parking facility in the zone expected to experience a significant shortage. During the mid-morning peak, the lot is projected to have a 34-space shortfall.

- Peak parking conditions on a Saturday in the future are projected to occur at different times in the Oakmont and Eagle Road Zones. Eagle Road is projected to peak around 10:00 am. Like the weekday, the YMCA is projected to experience a 32-space deficit during the peak hour. Most other parking facilities in the zone are expected to have a surplus of parking for most of the day.
- The public and private lots closest to the Darby/Eagle Road intersection are projected to experience localized shortages throughout a typically busy Saturday in the future. The size of the deficit ranges from about 40 spaces to over 100 spaces, depending on the time of day. The larger deficit also accounts for shortages throughout the Oakmont zone in public and private lots as well as on street.

Township Line Zone

- No major problems are anticipated in the Township Line Zone on a weekday or Saturday under design conditions.

County Line Zone

- No significant development was proposed in the County Line Zone. As a result, the future parking adequacy reflects the modest 1% annual growth in on- and off-street facilities.
- High demand for the on-street parking along the 2600 block of County Line Road compared to the 2700 block is expected to continue in the future, during both weekday and weekend conditions. As a result, customers may need to walk a block to find available parking. Walker also anticipates on-street parking during the evening to be heavily utilized, with shortages on all streets within the zone. This is likely due to residential overflow rather than commercial demand.

Manoa Zone

- Two development projects just outside of the zone boundaries are anticipated to be built over the ten-year planning horizon; however, they are also expected to be built with sufficient on-site capacity. Walker also assumed the remaining tenant vacancies in the Falcon Center would be leased.
- Peak parking conditions on a weekday are projected around 2:00 pm. The Manoa public parking lot should have an adequate surplus of parking to meet any localized shortages along Manoa Road. However, the Falcon Center is also projected to experience a parking deficit around mid-afternoon on a weekday. While an approximately five-space off-street parking shortage is anticipated, there is adequate on-street parking in the area to support the shortfall.
- Peak demand is projected around 10:00 am in the Manoa zone on a Saturday. While the Starbucks is projected to experience a five-space deficit, the lot is connected to several other private surface lots through a series of driveways and alleys. It is also likely that spaces at the coffee shop will turn over quickly, meaning the deficit may be short-term.
- More significant shortages are expected at facilities closer to the Manoa public lot, both during the mid-morning peak and in the evening on a Saturday. The deficit is projected to range from four spaces to 12 spaces.

Llanerch Zone

- No major problems are anticipated in the Llanerch Zone on a weekday or Saturday under design conditions.

Lancaster Zone

- No new development is planned in the Lancaster zone, but future conditions do include the demand generated by filling an existing vacancy.
- Two lots are projected to experience future shortages on a weekday during the noontime peak, the CHOP employee lot and the Enterprise lot. There is available capacity on street to support the overflow. However, it is more likely both facilities will continue "stacking" vehicles in the lot. Both office employees and rental vehicles don't typically need to come and go frequently throughout the day.
- Larger localized shortages in the future are projected on Saturdays. After accounting for design day demand and modest 1% annual growth, a 14-space deficit is projected in the ACME lot. A shortfall is also expected for on-street parking along Lancaster Avenue. With Martin Avenue, the shortage could be mitigated. However, vehicles cannot easily utilize these spaces. Parked vehicles must face Lancaster Avenue, meaning a driver would have to approach the spaces from the south rather than from Lancaster Avenue.

Brookline Zone

- Like existing design day conditions, any localized shortages can be accommodated within one block during the weekday peak. Parkers may need to access spaces on the west side of Darby Road.
- On a Saturday, peak parking conditions are projected to occur around 2:00 pm. With the on-street spaces on the west side of Darby Road, many of the localized deficits could be mitigated. However, the Brookline public lot is also expected to experience an 11-space deficit during the peak. The existing on-street capacity may not be able to mitigate the shortfall.



02

Recommendations

Recommendations

Goals

The goals of any parking system are centered on providing the most efficient and friendly parking experience to residents, employees, patrons, and visitors. This outcome is accomplished through various parking policies promoting a positive customer experience while ensuring supply is available for commercial, residential, and civic activity. Management of the parking supply plays a key role in ensuring that residents, employees, visitors, and patrons find parking quickly and efficiently while mitigating unwanted on-street parking by long-term users, including employees. Parking policies also need to be adaptable to meet the ever-evolving needs of a growing community. Walker's recommendations for Haverford incorporate the following strategies that promote effective management of the entire parking system:

- Prudent use of available parking technologies;
- Consistent but fair enforcement;
- Promotion of a range of parking and mobility choices;
- Clear and understandable options, policies, signage, and wayfinding;
- Balancing the needs of residents, employees, visitors, and business owners; and
- Establishing a sustainable financial structure.

The community can address the parking challenges by creating more supply, better managing the existing resources, or a measured combination of both. The recommendations in this report discuss the merits of each. Most recommendations address parking management challenges before committing to long-term capital investments like structured parking.

Parking Operations & Management Considerations

Basic Parking System Operations Tasks

Various functional tasks are necessary in operating an on- and off-street parking operation. These include taking payment, controlling access to certain facilities, managing contracts and permits for use of on- and off-street spaces, encouraging compliance and conducting enforcement, maintaining and caring for physical assets, and collecting regular data to inform operational decisions and policies (data-driven performance management). These essential elements must be considered when designing policies and operational strategies and procuring and utilizing technology. Haverford has invested in many of these basic parking system operations over the years, and is now looking for ways to maximize efficiency.

Calibrating Parking System Finances

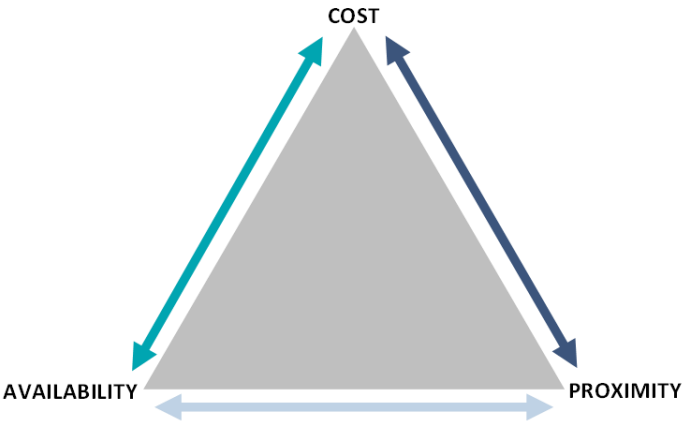
From a financial perspective, a parking system is ideally self-supporting through user fees. The concept is that those who do not use parking infrastructure should not be taxed through the general fund or other measures to

pay for this service. By applying natural market forces that recognize the demand for parking, particularly curbside parking, a revenue stream can be generated to fund planning, construction, operations/management, and maintenance.

It is important that all costs associated with operating and maintaining the parking system are considered. Tasks associated with parking services are often spread across multiple departments. Public Works is responsible for maintenance of the lots, restriping and/or resurfacing, trash, snow removal, and lighting. Police manage enforcement, from the PEO in the field to the administrative and leadership staff in the office. Even administrative overhead associated with HR services, IT support, legal services, and payroll should all be considered in calibrating finances. Costs associated with technology, such as software subscriptions for citation management software and mobile payment platforms, as well as maintenance of parking meters. A self-supporting system also needs to fund future infrastructure replacement and investments, whether that is new meters, the purchase of land, or signage and wayfinding upgrades.

Parking Supply Management

The success of any parking program depends on the effective enforcement of regulations for its respective on-street and off-street parking systems. In setting parking rates, fees, and associated time limits, the logic is to control parking demand by pricing the most convenient and desirable parking locations higher than less convenient parking locations. This practice is best represented by the "parking triangle" of cost, availability, and proximity (convenience).



In a thriving environment, it is possible for customers to have two of these three criteria met, but it is not possible to have all three met at the same time.

Following the laws of market economics, conveniently located facilities with available spaces typically come at a premium price. Parking facilities that are low-cost or free and consistently have available spaces are likely not conveniently located. The facilities providing the highest overall service should be priced the highest. Users are willing to pay for a high degree of service (i.e., conveniently located parking and assurance that parking will be available) when they are confident the service will be delivered accordingly. Less convenient and longer-term

parking should be priced lower to promote longer-term parking in these areas. Even with off-street parking, the locations closest to key destinations should be priced higher than facilities on the periphery.

The same approach is taken by airlines, hotels, theaters, stadiums, and similar venues where premium seating is priced higher than less desirable seating locations. Like tickets to a baseball game or concert, where the value of a front-row seat is far greater than one in the last row, a municipality could price its on-street and off-street parking assets similarly. Using this practice with parking encourages users to make a choice that best meets their needs, distributes demand accordingly (not to have all users demanding the same parking spaces), and thereby reduces circling in search of parking and customer frustration, encourages the turnover of the most convenient spaces, and promotes better overall availability of parking throughout the system. For on-street parking, hourly rates should be set so that one or two spaces on each block are available at any time. The hourly rate is likely too low if parking is consistently 100% occupied (under typical non-event conditions).

Parking Management Recommendations

This section provides detailed parking operations and management recommendations and considerations. Municipalities and parking operators can employ various policy, program, and infrastructure strategies. Care was taken to present customized strategies that are most relevant to Haverford, and each study area within Haverford. The recommendations provided herein are meant to address the specific needs, issues, and opportunities identified through the evaluation phases of this project.



There are also eight different zones within the overall study area in Haverford Township, each with their own characteristics, mix of land uses, access to parking and multi-modal transit, and goals. Most of the

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

recommendations included below are applicable to the entire system, while others address issues and concerns specific to a single neighborhood.

Internal Parking Operations

Review the Parking Services Mission Statement

Walker understands Haverford's Parking Services has an existing mission statement to help guide the discussion and actions of the township around parking. We recommend reviewing the mission statement to ensure that it extends beyond the day-to-day operation of the system and encompasses all aspects of government that touch parking (police, public works, economic development, zoning/code officials, planning, etc.). Consider the larger goals of the parking system and its role in the community. How parking is managed greatly influences the accessibility and mobility in a community. In the Management's Discussion and Analysis section of the 2023 Financial Statement for the township, the following was included regarding parking management.

"Efficient parking management is essential for supporting local businesses, accommodating visitors, and maintaining the vitality of commercial districts, while simultaneously respecting the quality of life of nearby residents."

The goals of the parking system are best formalized by township leadership and best communicated to the public through a mission statement. The following are offered as examples:

"To provide safe, well-maintained on- and off-street parking facilities, to manage those facilities efficiently, effectively, and equitably to benefit a wide variety of parking needs, to operate in a welcoming but business-like manner, to maximize parking performance, keep operating costs low, and be fiscally and operationally responsive to the changing parking needs of Haverford's residents, visitors, employees, business owners, and property owners."

"The mission of Parking Services is to responsibly manage the municipality's public parking resources in a manner that ensures convenient access to community destinations, supports local economic vitality, and enhances neighborhood quality of life. Through efficient operations, fair and consistent enforcement, and the prudent use of user-fee revenues, the parking system will operate as a financially self-sustaining resource that maintains and reinvests in public parking assets for the benefit of residents, visitors, and businesses."

Other examples of mission statements from peer institutions, like West Chester, Upper Darby, Philadelphia, Pittsburgh, Gettysburg, and Dunellen.

- https://www.west-chester.com/170/Parking-Committee#:~:text=Mission%20Statement,current%20best%20parking%20industry%20standards
- https://www.upperdarby.org/parking
- https://www.philapark.org/wp-content/uploads/PPA-Mission-Statement-.pdf
- https://www.gettysburgpa.gov/parking-department
- https://www.pittsburghparking.com/About
- https://www.dunellen-nj.gov/boards_and_commissions/dunellen_parking_authority.php

Review and Revise Written Job Descriptions, Policies, and Standard Operating Procedures

While Haverford has a department dedicated to parking services, some parking-related tasks are allocated to other departments like public works and administrative staff. As is common in small municipalities, the workload is informally allocated, and roles are fluid. The township has recently increased the number of PEO positions on staff from one to three, freeing administrative staff from sharing the duties of the PEO role. The on-boarding of new staff presents a unique opportunity for Haverford to review and revise the job descriptions of staff, from the PEO to the administrative assistant to the director of parking services. Each parking-related role must have a defined set of responsibilities so that employees in those roles are aware of their duties and that responsibility for all necessary parking-related functions is addressed. It is also a helpful measuring tool when evaluating employee performance.

Job descriptions should be updated regularly as each position's function(s) evolve within the department. For example, the township recently engaged two new Parking Enforcement Officers. Are these role 100% in-field enforcement? Should back-of-house administrative tasks such as data review, citation reconciliation, appeals, and non-payment letters account for x% of work week hours?

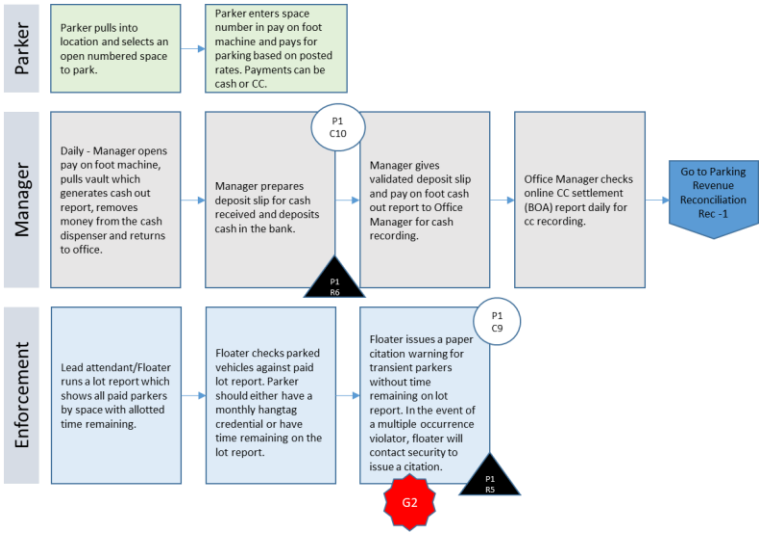
Job descriptions should also detail educational and experience requirements and expectations for ongoing training. This is especially important as the scope and scale of the township's parking services expand.

Clear day-to-day roles and responsibilities for each position are necessary to ensure that all functions are being addressed and that there is no unnecessary duplication or overlap of duties. Written descriptions of roles and responsibilities are also helpful when evaluating which position(s) may be best suited to take on new or additional tasks or responsibilities. Position roles and responsibilities should be updated regularly as the functions performed by each position evolve.

Walker reviewed the job description and responsibilities outlined for PEOs at Haverford and believes they are in line with the typical roles and responsibilities for this position in a moderately-sized municipality.

In addition to employee job descriptions, written operating policies and procedures are essential. The township recently transitioned the purchase of its commercial off-street permits to an online system. An example of such a flowchart is included in Figure 66. If they don't exist, these should be developed primarily as internal documentation of policy expectations. These serve as additional detail for the "how" and "why" specific tasks and responsibilities are carried out and are an extension of documented employee roles and responsibilities. The township should develop policies and standard operating procedures related to the following:

Figure 66: Internal Parking Management Flowchart



Source: City of Knoxville Public Building Authority, 2023

- Contract parking permitting and enforcement;
- Transient parking payment collection and enforcement;
- Residential parking permitting and enforcement;
- Employee professionalism and customer service;
- Accounting and reconciliation; and
- Performance management.

Mine Existing Data Collection Resources

Several years ago, Haverford transitioned its off-street parking lots to 99% mobile payment only through ParkMobile. A handful of spaces in each lot continue to operate with the option to pay at a meter; these spaces are branded for senior citizen use. Both mobile and metered payment are accepted at its on-street parking spaces. The existing meters are basic and don't allow for a more in-depth analysis of parking patterns and behaviors, like hourly occupancy and average length of stay. Conversely, through ParkMobile, the township has access to any number of key metrics used to monitor and evaluate the efficiency and effectiveness of parking operations and provide evidence-based data to support changes to policies, practices, and programs.

Through ParkMobile's API Dashboard, Haverford can understand transaction metrics, revenue metrics, duration metrics, temporal metrics, operational metrics, and pricing and rate metrics for the entire system, district, and individual zone. Understanding patterns in transaction metrics would enable Parking Services to more effectively enforce different zones within the township and modify pricing. For example, if the Brookline District experiences a higher volume of transactions on Thursdays and little to no activity on Mondays, PEOs could spend more time in

other zones or on other tasks on Mondays. Similarly, if the township notices a trend over three to six months of activity during a particular time of day or day of the week, the enforcement routes could be altered to reflect these changes. Or, if a street or lot is consistently underutilized, the township could consider removing meters.



Many of the goals and recommendations in the 2035 Comprehensive Plan, especially in the Land Use, Housing, and Economic Development section, include updating the zoning ordinance, with a focus on reducing parking demand and creating a more walkable commercial corridor. Reducing or eliminating parking minimums has many positive benefits, but the township also needs to be prepared for increased pressure on public parking resources and have the policies in place to address issues as they arise. One way to prepare is to start monitoring hourly parking occupancy rates and average occupancy rates on a week-over-week basis. Parking lots or blocks that are regularly seeing occupancy levels at or above 85% of capacity require a response, typically increasing capacity or increasing rates to manage demand. While changing parking rates is never easy, having data to support that decision is critical.

Having access to average occupancy rates and typical length of stay in any one district is also important information when the zoning board and planning department are approving new development projects. If the public parking system is already nearing capacity, and that is communicated during the approval process, a more informed decision regarding variances can be made, or the township can begin investing in new facilities ahead of the project opening.

Similar data is available through the township's citation management system. What are the most common citations being written? When and where are they written? Tracking a few key metrics would allow the township to proactively respond to parking issues in the community. If vehicles are consistently exceeding the posted time limit on a particular street, the next question should be about the state of the posted signage, whether the time limits are appropriate, and if the violations are consistently written to a few offenders.

Walker recommends that the township pull quarterly reports from both the ParkMobile and citation management systems to monitor several key metrics, with the goals of improving the effectiveness and efficiency of enforcement operations and preparing for the impact proposed zoning changes could have on public parking utilization. At a minimum, the township should track occupancy and average duration (length of stay) in each zone by hour, day, and week. Increases to average weekly occupancy may trigger rate adjustments, changes to the enforcement schedule, or amendments to parking policies.

Often, ParkMobile and T2 Systems (citation management) can work with the township to update the system dashboards to automatically tabulate the desired key metrics and visualize the data in tabular and geographical formats.

Communication, Marketing, and Wayfinding

Expand Branded Wayfinding and Identification Signage

Haverford Township, in coordination with Discover Haverford, invested in signage and wayfinding in the community, installing “Welcome to” identification signage at parking lot entrances and branded vehicular directional signs at some key decision points on roadways. And, while the signage features some of the components of successful vehicle parking signage, there are key elements missing.

Components of Successful Vehicle Parking Signage

1. Consistency of signs across system
2. Limited bright, distinct colors
3. Large fonts with limited text
4. Prominent “P” symbol and directional arrows
5. Reflective font or lit-up for nighttime visibility
6. Distinguishes facility name



The figure below shows examples of both types of signage found in Haverford. The identification signage is consistent across the entire system, limited in colors (although maybe not bright, distinct colors), uses a large font, and includes the facility's name. The identification signage is missing the prominent “P” and is not reflective or lit up at night. More importantly, the identification signage at the parking lot entrance doesn’t identify the lot as public parking. It is also not easily readable until the driver is turning into the lot. The wayfinding signage clearly states public parking, with the prominent “P”, directional arrows, and is somewhat reflective with limited bright, distinct colors. The name of the intended facility is smaller, but still legible.

Figure 67: Example Wayfinding and Identification Signage



Source: Walker Consultants, 2026

A comprehensive parking signage and wayfinding plan is recommended to guide drivers and visitors efficiently to parking facilities, reduce congestion, and improve accessibility. For municipalities like Haverford, this usually includes a combination of regulatory, directional, informational, and branding elements. The process typically starts with an inventory and assessment of all existing parking signage, organizing the signage by type or role. In coordination with township leadership and the community, the next step is to develop (or refine) the brand – color, font, pictograms, height, reflectivity, and general placement to ensure consistency. After the design is complete, the system is mapped – the location and type of sign are identified on a map for installation.

As noted previously, the township already has branded parking wayfinding signage in place. There are just gaps in the messaging. In the short-term, the township may want to consider the following for the Oakmont Zone:

- Aligning the names of the lots per the identification signage to the names of the lots on the township's parking website.
    - Currently, the identification signage at the lot on West Benedict Avenue calls this location Oakmont South, while the township's website calls the lot South Ardmore.

- The township's website refers to the lot at the former Township building as Oakmont South. However, there is no branded wayfinding or identification signage at the entrance designating this as public parking. There is only ParkMobile regulatory signage, as shown in the figure below. Walker recommends adding, at a minimum, the red, white, and blue branded wayfinding signage to the lot entrance to indicate public parking.

Figure 68: Lacking Identification Signage at Oakmont South Public Lot



Source: Google, 2026

- Adding branded wayfinding sign(s) at the entrance to the Oakmont and Oakmont South/South Ardmore Lots, visible to on-coming traffic in both directions, to "close the gap". There is already unbranded directional signage at the Oakmont Lot, visible to vehicles traveling west of W Darby Road. An example at the Oakmont South/South Ardmore Lot is shown in the figure below.

Figure 69: Examples of Directional Signage in Oakmont Zone





Source: Google, 2026

Again, if a comprehensive signage and wayfinding plan cannot be executed in the near term, adding branding wayfinding signs at the entrance to the Brookline Lot, visible to on-coming traffic in both directions, is recommended to "close the gap." The image below shows the view vehicles have when approaching the Brookline Lot. The last directional wayfinding sign guiding drivers to the public parking lot is at the light on Darby Road.

Figure 70: Brookline Lot Vehicular Approach





Source: Google, 2026

Utilization of the Llanerch Lot on West Chester Pike was significantly lower than that of other public lots in other zones, making the need to modify/add wayfinding signage to the lot entrance slightly lower in priority. As seen in the image to the right, there is already wayfinding signage directing drivers to the lot about half a block before the driveway. Rather than create visual clutter and confuse visitors, Walker recommends relocating the existing sign from its current telephone pole to the telephone pole immediately after the entrance to the Llanerch Lot. Because West Chester Pike is a divided highway, a second sign for traffic traveling in the opposite direction is not needed.

Figure 71: Llanerch Lot Signage

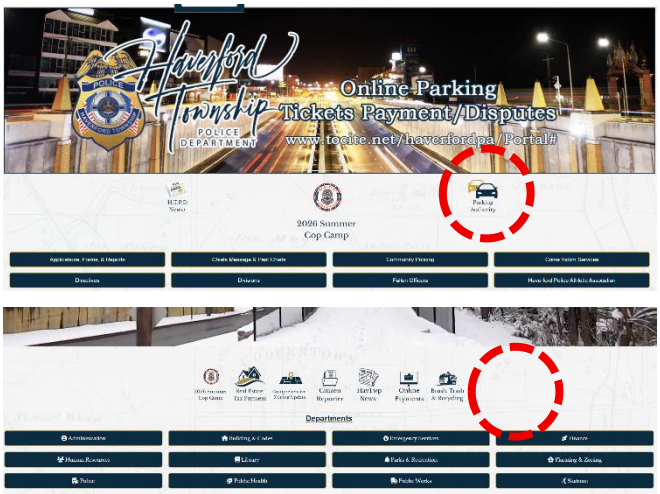


Source: Walker Consultants, 2026

Update the Township's Parking Website

In addition to consulting web and app-based sources for restaurant recommendations and points of interest, people visiting a city for the first time often look to similar resources for parking information. Providing easily accessible and clear parking information can significantly reduce the stress experienced by first-time or infrequent visitors to a city. Quickly navigating from the landing page to relevant information, like registering for a permit or paying a citation, is key for residents.

Figure 72: Haverford Webpage



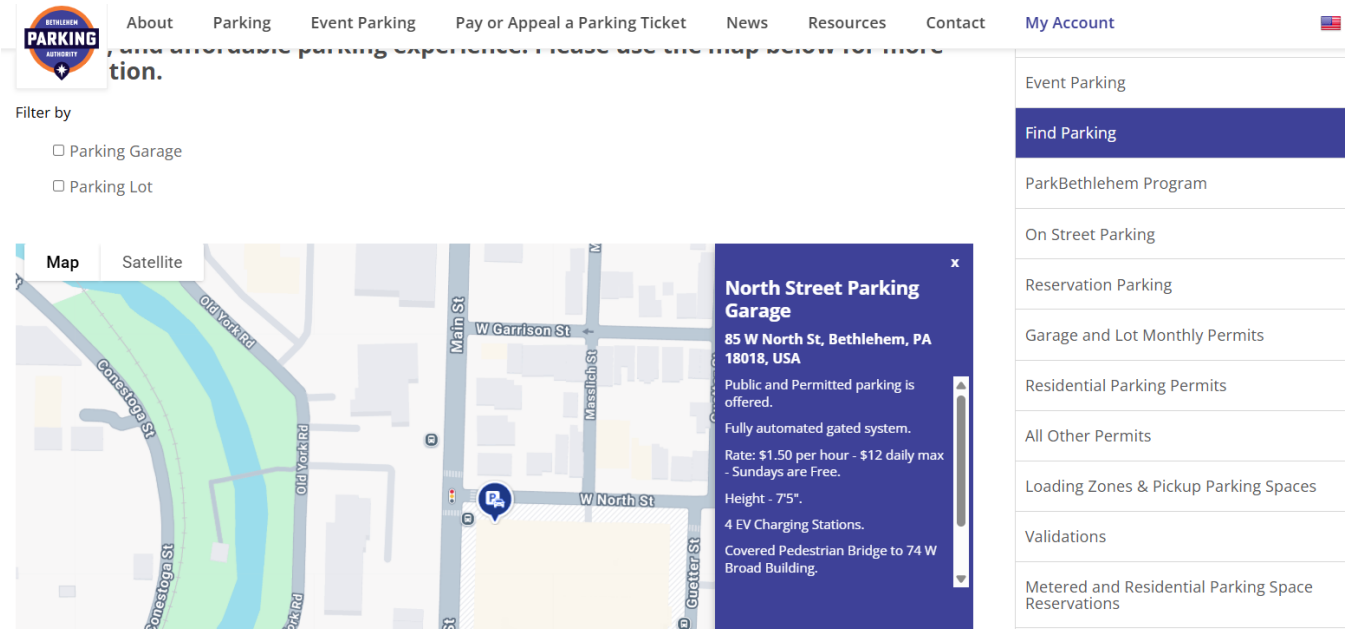
The township has done a good job making parking information accessible from its parking department homepage by providing a link to the "Parking Authority" landing page. However, it should consider adding a link to the "Parking Authority" page directly from the township's main homepage. For example, the "Parking Authority" icon could be added to the other seven icons for zoning, taxes, online payments, and trash, as shown in the image to the right.

The Parking Authority landing page does include many of the building blocks recommended to efficiently and effectively relay parking information to visitors, residents, and businesses. There are links to the online quarterly lot parking permits, citation payment/ disputes, and ParkMobile. The parking landing page does include a link to a Google map showing the location of metered lots and on-street spaces. A visitor can also click on the link for the "Parking Lots & Meter Spaces Table" that directs them to a listing, organized by ParkMobile Zone further down the page. By clicking on one of the on-street sections or off-street "P"s for a lot, a visitor can obtain information about the number of spaces,

enforcement hours, time limits, and rates. Again, the information focuses on the ParkMobile Zone and not the street or lot name.

Walker recommends reformatting the Google map and embedding it in the "Parking Authority" landing page. Clicking on a specific lot or street should result in a fly-out with the name of the facility, address, ParkMobile zone, enforcement hours, and hourly rates. The name of the lot should be highlighted by larger/bolder font, with the name of the facility consistent across all media communications. Color-coding each on-street ParkMobile zone could be replaced/simplified by color-coding on-street parking by district or by hourly rates. Both Bethlehem and West Chester include this function on their maps. West Chester goes further by including a picture of the facility or its entrance for reference. Below is a snapshot of the Bethlehem Parking Authority's map with a facility info window.

Figure 73: Example of Parking Map Information



Source: Bethlehem Parking Authority, 2025

If the township plans to continue the residential/special permit districts, Walker recommends adding a link to information about the permit, such as cost, renewal, application, etc.

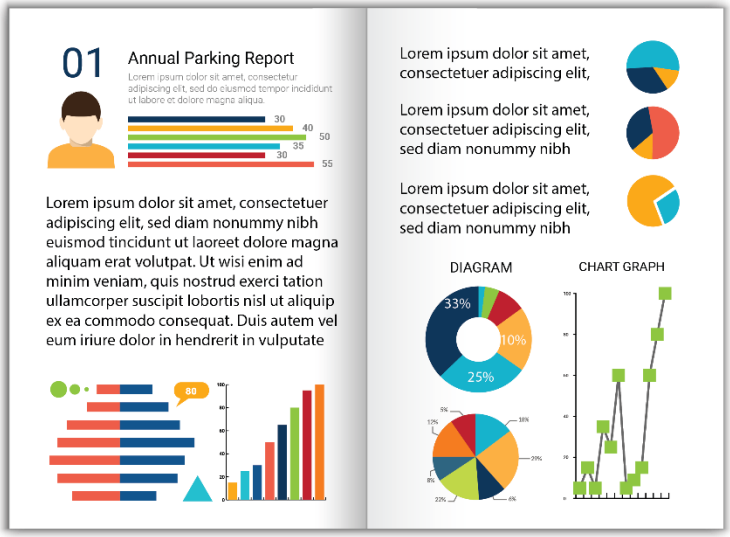
Tag Public Parking Facilities on Google/Apple/Wayze Maps with Designated Lot Name

Walker recommends that the township work with Google and Apple Maps to add the locations and names of the public parking facilities to online mapping services. Information about the lot, including facility name, hours of operation, time limits, and fees (if applicable), could be included in the listing, along with a link to the township's parking authority landing page. Once the township has "claimed a business" through Google, the parking facilities become searchable locations for visitors unfamiliar with the parking options available in the community. Walker has included the link to Google My Business for reference: https://www.google.com/business/

Currently, the South Ardmore/Oakmont South Lot on W Benedict Avenue has been tagged, and a link to the township's homepage provided. However, the lot has been named "W Benedict Ave Parking Lot," which is not the recognized name of the facility. The Oakmont and Brookline Lots have been tagged with a "P" but not claimed by the township. The Oakmont South Lot (the lot at the former Administration building), Manoa Lot, and Llanerch Lot are not identified on Google Maps at all.

Publish Annual Parking System Report

Communication and transparency are essential to cultivating a good relationship between any public entity and its constituents. Parking is expensive to build, operate, and maintain. Haverford has limited undeveloped space and is committed to maintaining its charm, built environment, and natural aesthetic. As a result, parking supply is and will remain limited. Charging for parking is critical to operating and maintaining the public parking system for businesses, employees, residents, and visitors, generating necessary revenue, and deterring parking system abuse by generating space turnover.



Haverford publishes the township manager's report annually, summarizing expenses and revenues, and providing general updates about investments in staff and capital projects. Walker recommends expanding on this practice by including a parking system report detailing accomplishments throughout the year and reports on performance metrics, including the use of facilities, revenues, and expenses in the township manager's report. The report should discuss plans for the upcoming year and work to communicate what parking services does, why it does what it does, how money flows through the system, and how the managed parking system benefits the community, region, and visitors. As more services are offered, keeping the public informed is vital to compliance.

Curb Management

The term "curb management" is a catch-all term that references the intentional act of defining the use, designation, and organization of curb space. While the phrase "curb management" has become more commonplace in recent years, implementation of a managed curb has always occurred in the form of on-street parking geared toward single occupancy vehicles (SOVs).

While historically, single occupancy vehicles (SOV) were the primary mode of transportation to dominate on the street and at the curb, in many places, the curb has become a hub for a variety of modes and services. Other modes and major activities seeking access to the curb include pick-up/drop-off associated with food and goods

delivery services and Uber/Lyft, dockless scooters and bikes, pedestrian/bicycle/transit modes, parklets, food trucks, and social gatherings.



While curb space has primarily served parking, with the increase in user groups and changing needs, it is increasingly important for communities to understand the utilization of their curbs and determine if parking is the best use based on actual activity and demand. The curb also has the potential to provide greater access to more people if options beyond parking are considered. To reach that potential, communities need to establish a hierarchy of curb uses and leverage infrastructure and policy to serve the right user groups, in the right locations, at the right times of day and days of the week.

Because activity at the curb is not static, many of Walker's recommendations in the section focus on re-evaluating policies, mostly vehicular policies, at the curb to optimize for the increasingly dynamic demands placed on the curb. The mix of land uses and/or the density of land uses changes from block to block and over the years. Is there still a need for time-restricted parking? Would a 15-minute loading space facilitate better access for a business? Where would bike/scooter parking be most beneficial?

Inventory Existing On-Street Regulatory Signage and Take Action

As is common in most municipalities, signage, especially regulatory signage related to parking and the curb, is added over time in response to a specific need on a specific street. Unfortunately, this often means that the signage posted at the curb is not always consistent in physical condition, or in message. An inventory of all directional, informational, identification, and regulatory signage is typically the first step in a comprehensive signage and wayfinding master plan. However, this step can be implemented regardless of whether the township pursues a signage and wayfinding master plan in the near future. Some examples of the regulatory signage posted within the study area are included in the following figure. Walker observed at least four different types of one- and two-hour parking restrictions. There were residential sticker parking only and permit parking only signs, as well as numerous no commercial vehicle parking signs.

Figure 74: Examples of Regulatory Signage



Source: Walker Consultants, 2026

Inventorying and reviewing regulatory signage helps with visual clutter at the curb and helps identify signs that are no longer legible due to peeling and fading or that are blocked by foliage. Reviewing the existing posted signage also presents an opportunity to replace older signage or convert signage to one consistent, unified style and message.

Lastly, inventorying and reviewing regulatory signage provides the township with an opportunity to evaluate the need for the signage in the first place and ensure that the zoning ordinance and physical signage on the street are current and in agreement. In Haverford, the designation of a curb as no parking, two-hour parking, or special permit parking is recorded in the township code. There are 15-minute, 30-minute, one-hour, two-hour, and four-hour time-limited spaces per Schedule XIX in the ordinance. There are a significant number of spaces allocated for ADA parking or Doctor's office parking on residential streets in Schedule XX. Each street or section of street is listed in the appropriate section, along with the date of adoption. The designation of some streets dates to the 1970s. The designation may still be valid, but verification after such a long period is recommended. Even streets that were added as recently as five years ago may have experienced a shift in activity that warrants changes in policy, signage, and the ordinance.

Evaluate the Residential Parking Permit Program

Residential parking permit (RPP) programs are typically established to mitigate spillover in residential neighborhoods from commercial or institutional uses or when historic land development has limited the amount of parking available in residential areas. For example, areas around a train station, where commuters park on-street in residential neighborhoods rather than pay for a parking pass in a designated lot, or in transitional neighborhoods between the downtown core and residential areas, where employees or visitors compete with residents for (typically free) on-street space rather than pay. It is essential to understand that RPPs do NOT guarantee a resident a parking space in front of their home, on their street, or within their zone.

RPP programs are typically codified in the township code, with specific criteria defined for creating a zone and enforcement hours, restrictions, zone boundaries, and other operating requirements. Chapter 175 of the township's code addresses special permit parking. The section states that a resident must show proof of residency to be issued a permit and that the permit is $3. There is no annual registration. Schedules XX and XXIV in Chapter 175 also identify the blocks that have been designated as special purpose or sticker-only and during what times. Also included in this chapter is a special permit for volunteer firefighters, enabling them to park at metered spaces for free. The permit must be renewed annually. This practice is primarily due to the lack of on-site parking available at the fire station and the need for expediency during an emergency.

Most of the streets participating in the special permit/RPP program were outside of Walker's study area, except for a portion of Belvedere Avenue in the Eagle Road District and W Turnbull Avenue in the Oakmont District. Presumably these streets were added to protect residents from infringement by commercial uses, but is the need still present? Walker recommends reviewing all streets designated as special permit/sticker-only parking, specifically for on-going need.

Beyond reviewing whether there is still a need for residential/sticker-only/special permit parking on specific streets, it is industry best practice to require residents to renew their residential permits annually or bi-annually. Walker recommends the township adopt this practice, especially on streets where more renters are expected to participate in the program in the future. This process could be streamlined should the township transition to an

online permit system and/or a virtual permit management system. They have already transitioned to online permitting for the commercial permit, but do not use the license plate as the virtual credential. Rather than residents coming into the office yearly or biannually, they can enter their information into the online portal system, the township can validate their eligibility, and then the vehicle's license plate becomes the parking credential rather than a sticker or hang tag. More information about the online permit portal and virtual permit system is available in the technology section below.

Industry best practices also advise implementing a fee associated with purchasing a permit and limiting the number of permits per household. There is currently a one-time $3 charge to issue the residential permit but no limit to the number of permits issued. The cost for the sticker-only/residential/special purpose permit is also very low compared to other peer communities. West Chester and Phoenixville both charge about $15 annually, while Lower Merion charges $20/year and Wayne/Radnor Township charges $25/year. The current system also provides limited tracking of the permits once issued. A more automated process would again aid in tracking of valid permits.

Update Signage on Meters to Align with Posted Signage

Haverford already implements flex space at the curb during certain times of the day. For example, the on-street spaces along West Chester Pike near the Llanerch Lot and the on-street spaces on the unit block of E Eagle Road are metered from 8:00 am until 6:00 pm Monday through Saturday; however, during the morning and/or evening rush hours (7:00 am to 9:00 am and 4:00 pm to 6:00 pm), these spaces are converted to a traveling lane to improve traffic congestion.

Walker noted the regulatory signage posted on the street and the sticker on the meter on West Chester Pike do not match and recommends either removing the sticker on the meter or updating the sticker on the meter to match the posted signage.

Figure 75: Example of Outdated/Mis-Matched Messaging



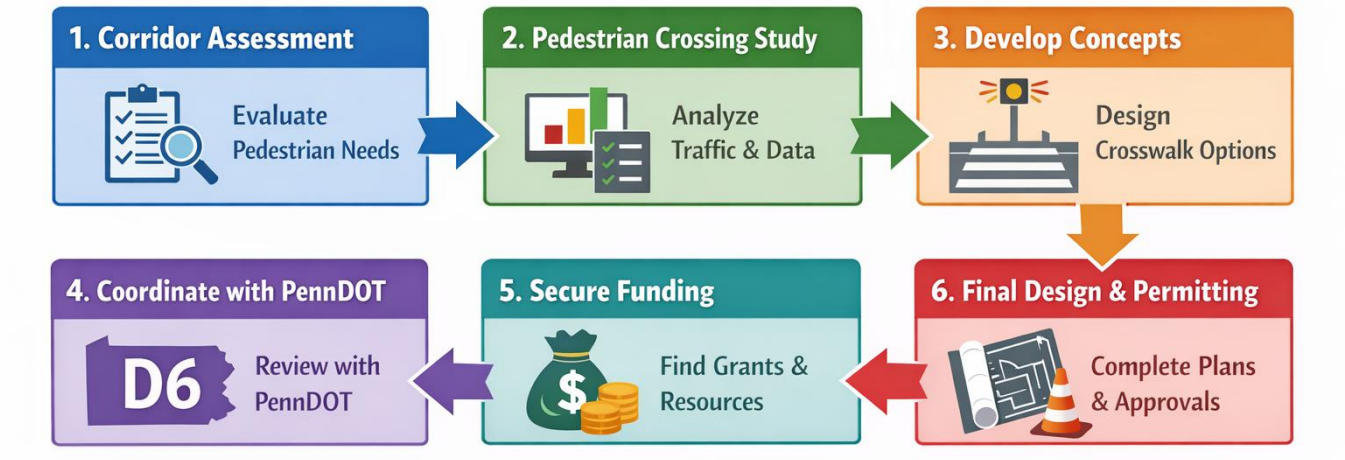
Source: Walker Consultants, 2026

Add Additional Crosswalks along Darby Road and Eagle Road

One of the biggest parking-related challenges Haverford faces is the disconnect between pedestrian and vehicular access. In the Brookline District, there are a significant number of available spaces on the west side of Darby Road throughout the day and into the evening on both weekdays and the weekend. Unfortunately, utilizing those spaces is challenging – first because of the divided roadway. A vehicle traveling north on Darby Road can only turn around at certain intersections. The second challenge is the limited number of pedestrian crossing points. A vehicle that parks near the intersection of Darby and Princeton Roads, with the intention of running an errand at the bike shop at Kathmere Road would have to walk two blocks out of their way (up to Mill Road or down to Brookline Boulevard) too safely cross, or risk illegally crossing in traffic.

Darby Road is a state roadway, but it is much more of a walkable, commercial main street than other state roads in the area. As such, PennDOT must approve (and often design) any new crosswalks. However, the township can initiate and drive the process. The figure below illustrates the general series of steps involved in pursuing a new pedestrian crosswalk on a state roadway.

Figure 76: New Pedestrian Crosswalk with PennDOT Workflow



Source: https://chatgpt.com/s/m_69b9c75bfa708191808284b7e7b9b40f

Working with a traffic consultant, the township would first need to identify pedestrian generators and discuss their goals, specifically related to activating parking on both sides of the street. The corridor assessment and pedestrian crossing study would include pulling data on traffic volumes, speeds, and crash history, pedestrian volumes, sight distances, and observing midblock crossings. Particularly in the Brookline District, the streets that intersect with Darby Road are staggered, meaning there is always a midblock crossing from one side. The goal is to establish a need, or at a minimum, present PennDOT with a reasonable context (i.e., improving walkability in a commercial neighborhood) for allowing the crosswalk.

For Darby Road, the presence of the landscape median should work in the township's favor, as it can act as a pedestrian refuge island. While a traffic engineer is better suited to develop and evaluate different concepts for the crossing, some solutions might features a mid-block crosswalk with high-visibility striping that uses the median as a refuge, user-activated flashing lights (RRFBs) at the crosswalk, signalized crossing activated by pedestrians (HAWK beacons), or modifications to the medians. No matter the solution, coordinating early with

PennDOT should help facilitate the process quicker. The goal is to align the crossings to actual pedestrian paths without adding a new crosswalk to close to an existing crosswalk or a signalized intersection.

Once the design is selected, the township will need to secure funding. Some funding options include PennDOT's Multimodal Transportation Fund, transportation alternative set-asides from the Delaware Valley Regional Planning Commission programs, and local capital funds. After final approval of the design, ensuring ADA compliance and permitting, the crosswalk can be implemented.

There is a similar need for additional pedestrian crosswalks in the Oakmont District, with the goal of activating parking on both sides of the street. The image below shows the pedestrian crossings at Eagle Road and W Benedict Avenue. Pedestrian access across Darby Road is in orange, while the intersecting road access is illustrated in blue. The next pedestrian crossing is four blocks south, at Braeburn Road in front of the middle school. An intermediary pedestrian crossing at Turnbull or Marthart Avenues could help facilitate activation of the block.

Figure 77: Oakmont District Pedestrian Crossings



Source: Walker Consultants, 2026

Currently, there are pedestrian crosswalks at the intersection of Eagle and Darby Roads and at the signalized intersection in front of the YMCA. A pedestrian crosswalk at the intersection of W Eagle Road and Grasslyn Avenue may be helpful in the future. The current density, mix of land uses, and geography make the Eagle Road District less attractive to pedestrians. However, the proposed reclassification of the parcels along Eagle Road as a mixed-use zoning district could encourage a more walkable corridor in the future.

Parking Management

Update Parking Rates

Revenues generated from paid parking should be used to create a self-sustaining parking system that, to the greatest extent possible, generates a revenue stream from parking customers that is sufficient to cover ongoing operating and maintenance expenses. Excess revenue should fund parking and other transportation-related capital and operational improvements that enhance access to and within the commercial districts. Additionally, rates should be set at a level that does not deter patrons from using the space. If rates are set too high, patrons could park in unmanaged neighboring residential areas, creating conflicts between downtown and residential parking demand.

Currently, the expenses allocated to Parking Services are limited to the labor of the three (3) part-time PEOs, maintenance (battery replacement, repairs, and shipping) of the mechanical meters, licensing fees for handheld enforcement devices, and other miscellaneous equipment. Walker understands the revenues generated by the parking system have been sufficient to cover these costs over the last few years. However, there are more expenses associated with operating the parking system that should be considered when establishing the hourly meter rates and monthly commercial permit rates. Items such as maintenance of the parking lots, resurfacing and restriping, lighting, trash, and landscaping. The enforcement officers are overseen by the police, but the labor and benefits of the officer are not included in the expenses generated by Parking Services. Administrative overhead associated with HR services, IT support, legal services, and payroll should also all be considered in calibrating finances.

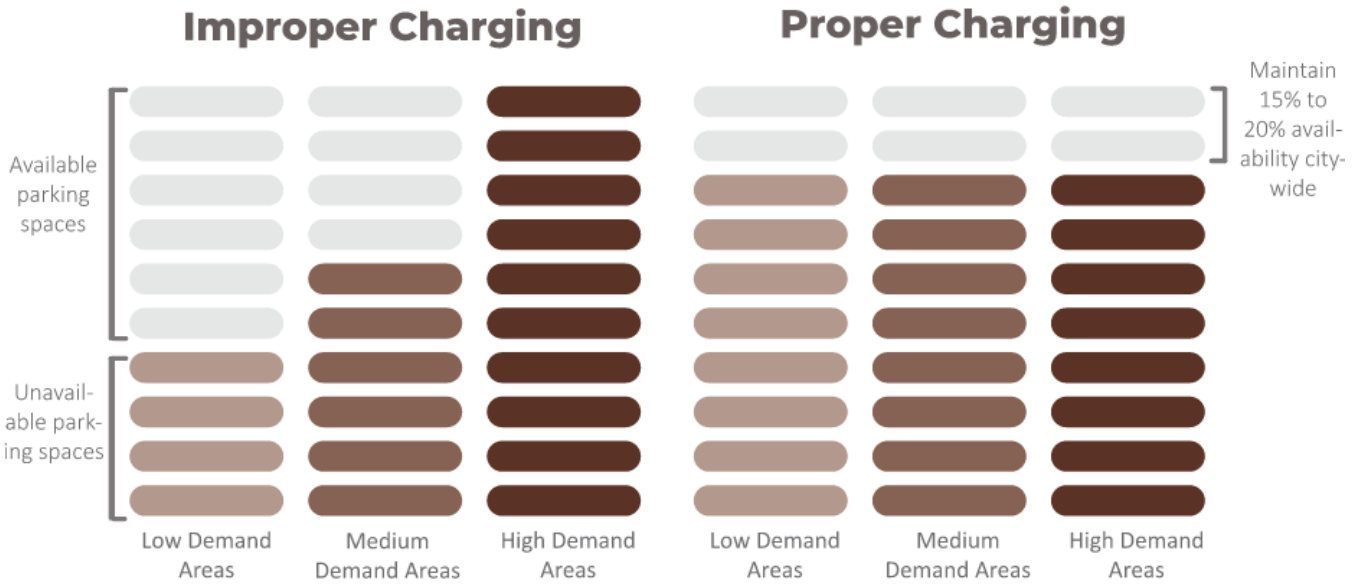
When setting parking rates, a municipality should typically consider the following:

- Transparency and ease of understanding
- Utilization of the parking facilities
- Reducing traffic and congestion in the downtown core, and
- Balancing the needs of locals and visitors.

Haverford should also consider the impacts of policy changes on the parking system when setting its parking rates. Many of the goals and recommendations in the 2035 Comprehensive Plan focus on changes to zoning ordinances, including reducing parking minimums to help encourage growth and investment, enhance streetscape, support walkability, and improve multi-modal access. Reducing parking minimums has many positive benefits for communities, but it can also place increased pressure on the public parking system. Implementing parking policy changes in tandem with or in advance of the proposed zoning changes and anticipated economic growth would enable the township to proactively prepare for infrastructure investments, rather than react to a crisis/conflict situation with a costly build.

Walker recommends increasing the hourly parking rates to $1.00/hour across all parking districts, especially at on-street spaces. On-street spaces are some of the most valuable real estate in a vibrant commercial district. Valuing on-street parking at a higher hourly rate than off-street parking is one management strategy the township can use to encourage higher turnover and shorter parking durations at the curb, while offering long-term parkers a more cost-effective solution in off-street lots. The more often a curbside space turns over, the more customers have convenient access to the businesses on the block. Ideally, an on-street space in a commercial district should turn over four or more times throughout the day.

At a minimum, Walker recommends increasing the hourly rate at both the on- and off-street spaces in the Oakmont and Brookline Districts to $1.00/hour. Changes to the zoning ordinance, including minimizing parking requirements, will impact these districts first and increase demand for public parking. This includes the Oakmont, Oakmont South, and South Ardmore Lots, the Brookline Lot, and the on-street spaces along Darby and Eagle Roads and Brookline Boulevard. If occupancy rates regularly exceed 85% of capacity throughout the enforcement period, additional increases in rates should be considered. Adjusting parking rates also helps balance low and high demand areas within the districts.



Charging too much or too little can lead to unevenly distributed parking in a city, without enough turnover in high-demand areas.

Again, if the township prefers to take a more individualized approach to setting parking rates for each district, the Manoa District should also be considered for hourly rate adjustments. Parking occupancy rates at on- and off-street metered spaces in the Manoa District should be monitored and, if parking occupancy levels regularly exceed 85% of capacity, an increase to $1.00/hour should be implemented.

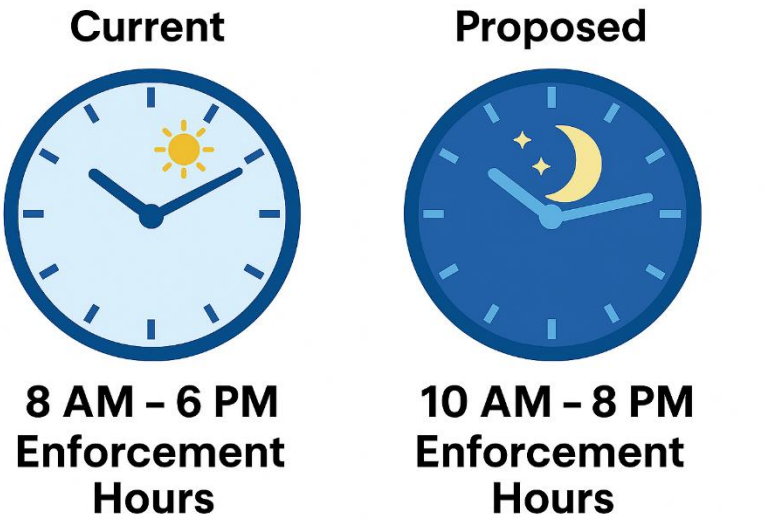
Modify Hours of Enforcement

Walker observed parking occupancy rates across all the districts in Haverford during both weekday and weekend conditions. In zones with more restaurants and nightlife, parking levels were higher in the evening. Additionally, parking utilization is expected to rise as new developments are built and vacant commercial space is filled. Currently, public parking is enforced Monday through Saturday, 8:00 am to 6:00 pm, across all zones/districts in

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Haverford. After 6:00 pm, on- and off-street parking is free. There is no incentive to consider alternative modes of transportation. And, there's no incentive for businesses to pursue shared parking agreements with the township or between themselves.

Walker recommends shifting enforcement hours in the Oakmont and Brookline Districts to later in the evening – 10:00 am to 8:00 pm. Operationally, a parking enforcement officer typically returns to the office about 30 minutes before their shift ends to complete back-of-office tasks. As a result, a restaurant employee could park on the street at the start of their shift (around 3:30 pm), pay for two hours of parking, and stay all night in a valuable curbside space. By shifting the hours of enforcement later into the evening in the Oakmont and Brookline Districts, Haverford could encourage long-term parkers into off-street locations and maintain the curbside spaces for customers and other pick-up/drop-off activities such as Uber/Lyft and DoorDash.



In Brookline, shifting the enforcement hours could also encourage long-term parkers, such as employees, to utilize the curbside space on the west side of Darby Road. These spaces represent an untapped resource of publicly accessible parking.

Public parking utilization in the Manoa District should be monitored, and adjustments made to the enforcement hours as needed. Based on Walker's observations of weekday and Saturday parking activity, peak conditions occurred during the day. However, increased restaurant activity in the area could easily shift demand later into the evening. Again, the goal of shifting enforcement hours is to encourage turnover at the curb and incentivize shared parking agreements between private businesses. For example, could the local restaurants pursue a shared parking agreement with Spear Jiu Jitsu or the law office or the doctor's office across West Chester Pike to utilize its lots on Friday and Saturday night for their employees? Could the township facilitate a shared parking agreement to expand public parking supply to these lots on certain nights?

The last parking district where the township may want to consider shifting enforcement hours is the County Line Road District. There is no off-street public parking, but there are about a dozen on-street metered spaces. Many of the businesses along County Line Road close by 6:00 pm, or have their own off-street parking supply. There are also a few vacant properties that could increase demand in the evening hours. However, despite the lower commercial activity, on-street occupancy rates peaked during the 6:00 pm counts. It is likely that the on-street parking is being occupied by residents from the adjacent neighborhood. Unless the township is getting complaints from businesses that customers can't find evening parking, Walker does not recommend shifting enforcement hours. However, economic development on the block should be monitored as more restaurant activity would warrant a shift or expansion of enforcement hours to ensure curbside customer access.

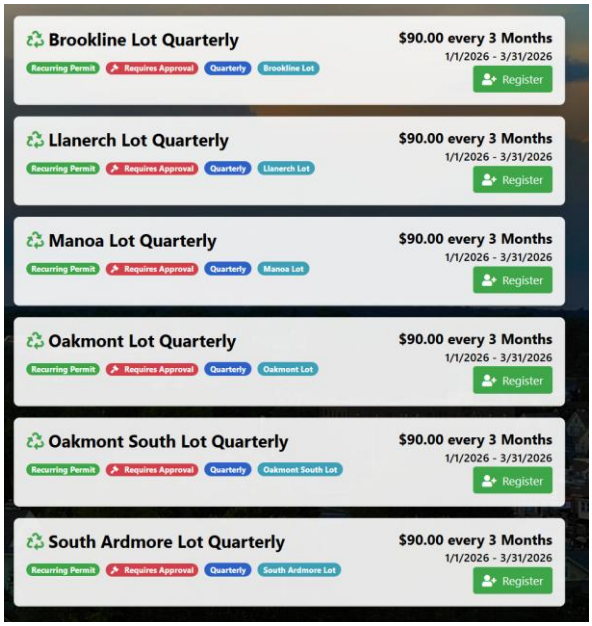
Evaluate Fees Associated with Commercial Parking Permit

Haverford Township offers a commercial parking permit for owners and employees of businesses located in districts with public off-street parking, particularly Brookline, Oakmont, and Manoa. Up to 45% of a single lot can be designated for permit parking, and most of the lots are already sold out. The commercial parking permit is $90 per quarter, or about $30 per month. Assuming there are about 20 workdays per month, the average permit holder pays $1.50/day. If an employee did not have a parking permit, the average daily cost would be about $4.50/day (9 hours at $0.50/hour); this equates to about a 66% discount for parking. While it is not uncommon for monthly parking to be offered at a discount compared to daily parking rates, the fact that monthly parking permits are sold out and there are waiting lists for access suggests the monthly rate is set below market value.

Walker recommends increasing the cost of the commercial parking permit to a minimum of $120 per quarter or $40 per month. This increase would still offer a discount of approximately 55%, assuming the township did not increase the hourly off-street meter rate.

If the township does increase the hourly off-street meter rate, Walker would recommend maintaining a similar discount rate compared to the new hourly rate. This would result in a quarterly permit rate of $240 ($9 x 55% discount = $4 x 20 days a month x 3 months). Recognizing this is a large sum of money for an employee or business to expend at one time, additional changes, like a monthly payment option, should be considered. A monthly purchasing option would also likely necessitate other program changes, such as utilizing the license plate as the credential rather than a hang tag. Alternatively, the township could mail out hang tags monthly, but this option would increase administrative costs and could cause confusion/frustration for permit holders.

Figure 78: Quarterly Commercial Permit Options



In some municipalities, there are multiple public off-street parking options, allowing for tiered programs where the more convenient lots are priced at market value and the less convenient lots (lots with a longer walking distance) are offered at a discounted rate. In Haverford, there are limited off-street parking options available in each district, and the distance between the districts with and without capacity is generally not walkable.

One alternative is to offer a discounted permit for those participating in a carpooling program, while those who want to drive alone would pay the higher standard rate. If the township doesn't increase the hourly off-street meter rate, the discounted carpool permit would continue to cost $90/quarter, while the standard single occupancy permit would cost $120/quarter. If the off-street hourly meter rate is increased, as recommended, the discounted carpool and standard single occupancy permit rates would increase commensurately ($180/quarter for the carpool permit and $240 for the standard permit).

Through the Delaware County Transportation Management Association (TMA) employees can participate in the Share-A-Ride program (https://sharearide.agilemile.com/#about-anchor), which is a free online service that helps

match riders and drivers in southeastern Pennsylvania. The website and app also offer information about alternatives to driving alone like bike and walking routes, vanpool programs, and public transportation. As part of the Share-A-Ride program, commuters also have access to the Emergency Ride Home service. In the case of a family emergency or other unscheduled event, this service is available for those who otherwise commute using alternative modes of transportation, providing them access to a free ride home. The TMA will also work with the community to organize transit fairs and attract participation.

Any employee that purchases the carpool commercial parking permit would be required to submit additional documentation with their application on the ToCite permit management platform. Information such as the names and addresses of those riding in the car, commute frequency, and employer verification. It would also require the township to confirm that the other participants have not purchased a commercial permit.

Adopt a Graduated Parking Fine Schedule that Deters Repeat Offenders While Educating Customers

The citation management software used by the township greatly improves the ability to monitor parking compliance and craft an effective parking fine strategy. Some municipalities have recently made changes to their fine strategy by implementing a graduated fine and penalty system. Graduated fines mean that parkers who routinely violate parking rules and regulations are subject to an increased fine upon each violation, up to an established maximum during a defined period. The period could be six months or a full year. Typically, the maximum rate is reached by the 3rd or 4th ticket. Some communities, especially those with a heavy tourist population, even issue first-time offenders warning tickets, rather than a ticket with a fine. With a graduated fine system, the township could educate visitors, residents, and employees who may occasionally commit a violation about the regulations, rather than leaving them with a bad impression of the community. Meanwhile, repeat offenders trying to “game” the system will be impacted.

When fines are too low or enforcement is infrequent, some parkers risk getting caught because they believe it is unlikely or the penalty is minor enough to justify the risk.

Again, if not immediately adopted, the township should schedule reviews of citation statistics every three months to monitor changes in parking patterns and ticketing volumes/types. Implementing changes to hourly meter rates, commercial permit rates, enforcement hours, etc., will likely have a ripple effect on compliance with parking regulations, causing some parkers to push the boundaries between commercial and residential areas. Monitoring conditions and being prepared with an implementable policy change will allow the township to proactively address the issue. While Pennsylvania systems historically have used flat fines with escalating late fees and booting/towing or registration holds, it is generally permissible. Implementation will require changes to the township code, accurate tracking, consistent application, and the fines must stay with the legal caps.

Educate, Advocate, and Facilitate the Development of Shared Parking Agreements Between and with Local Businesses

Walker recommends that the township continue to pursue shared parking agreements with private property owners and encourage shared parking agreements between businesses to increase the area's available “public” parking supply. While shared parking is not currently encouraged by the zoning ordinance, either through reductions associated with shared parking, off-site parking through formal agreements between private parties,

or through fee-in-lieu-of-parking, there are several opportunities. The goal is to encourage private demand generators to work with private property owners to solve their parking needs without burdening the township. Alternatively, the township could step in and negotiate the lease of an underutilized private lot, even if only on nights and weekends. As part of our study, Walker identified over 2,400 privately owned parking spaces across the eight districts. Many of the spaces are less than 50% occupied throughout the day.

One example of a possible shared opportunity is the Spear Jiu Jitsu lot and doctor office lot at 1010 West Chester Pike in the Manoa District. These businesses are typically only open during typical business hours, leaving the lots mostly vacant on nights and/or weekends. Meanwhile, several businesses within one block of the property have evening hours, no on-site parking, and limited access to the public parking spaces in the Manoa Lot.

Another example is the Wawa lot at the corner of E Eagle Road and E Darby Road. A portion of the spaces in the back corner could be used by employees of the restaurants along E Eagle Road, freeing the spaces in the Oakmont and Oakmont South Lots, as well as the metered on-street spaces in the area for customers.

There are several reasons why shared parking is such a beneficial approach:

- From an environmental perspective, it is always preferable to make good use of existing parking resources before building additional ones.
- From an aesthetic perspective, adding to the existing checkerboard of surface lots is not desirable. Parking is not conducive to the community's charm and walkable character. Additionally, while a garage would consolidate parking and reduce the surface area devoted to parking, it is usually an expensive option and may not be warranted yet.
- From a financial perspective, owners may be relieved of insurance and other operating costs. At the same time, the township gets parking without spending the large amount of money needed for a garage.

Many businesses express concern over not having enough parking for their customers or employees today, and worry that sharing their limited supply will harm their business. The key is to find complementary businesses and establish and enforce clear restrictions. The township may have to assist with this by providing enforcement or stepping in as a partner in the agreement.

Currently, parking is free after 6:00 pm, making it difficult to provide a user-based financial incentive for property owners. Without an economic incentive for businesses to pool their parking, the township can only continue offering information and resources to those individuals interested in organizing shared parking arrangements between themselves or the township.

Examples of information and resources include:

- Sharing the findings and recommendations of the parking study with the business community;
- Informally collecting parking occupancy data at different times of the day/week at a particular business that is potentially interested to show parking availability;
- Offering assistance with negotiating strategic agreement components, such as:
    - Compensation in the form of increased lot maintenance, lot improvements, added security, etc.
    - Restricting access to the shared parking via permits to area employees to reduce risk and increase accountability

    - Defining any added security or enforcement measures necessary to ensure that the primary uses of the lot are prioritized
- When feasible, stepping in to remove barriers to viable agreements, which commonly includes assuming added liability insurance costs related to the agreements; and
- Providing a sample shared parking agreement.

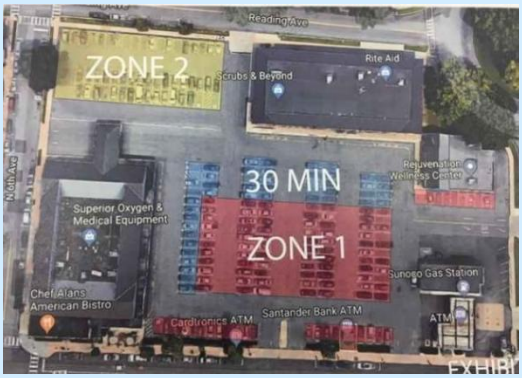
The township could provide a financial incentive for shared opportunities during the day. A paid parking program in the shared lot could be used to generate and share revenue with a partnering business or property owner, as was done in West Reading, PA. Many communities rely solely on mobile payment applications like ParkMobile and Passport in these situations, a concept already in practice in Haverford. Through a shared parking arrangement, the township would install and enforce the paid parking lot/zone on the private business's lot. The property owner's business would share in the revenue generated through the use of the lot.

West Reading Shared Parking Case Study

The Borough experienced modest but steady growth in the downtown area, with numerous restaurants operating along Penn Avenue, partly due to eliminating off-street parking requirements for businesses in the Central Business District. While parking demand grew downtown, the parking supply did not. The largest parking source in the Central Business District was the approximately 200-space West Reading Shopping Center on the 500 block of Penn Avenue. The lot was the de facto "public" parking downtown due to its capacity, general vacancy, central location, and lax enforcement of posted restrictions.

The property owner grew frustrated with the increasing number of drivers illegally parking in his lot for downtown visits. Signage was posted identifying the lot as reserved for patrons of the adjacent businesses. The owner then engaged a towing contractor to remove vehicles parked in the lot late at night, which, while within his rights, adversely affected restaurants and bar establishments along Penn Avenue.

After more than a year of negotiations, the Borough reached an agreement with the Shopping Center concerning public usage of the private lot. The Borough secured a $50,000 grant from the BB&T Economic Growth Fund of Berks County Community Foundation and used part of the funds to install signage and two multi-space meters in the lot. Approximately 100 public spaces have been made available for $1.00 per hour.



The agreement has been in place since September 2019 and is considered an overall success. Per the terms of the shared parking agreement, the Borough was responsible for all costs associated with installing the meters, as well as liability insurance. The Borough is also responsible for the enforcement of the lot and keeps the citation revenue. The Borough and the property owner split the revenue 50/50. The shared parking agreement also requires the lot to be empty between 3:00 am and 6:00 am, primarily to prevent long-term parkers from utilizing the lot.

The kiosks accept coin and credit payments, and the Borough also accepts payments through the MobileNow app. Per West Reading, the lot generated between $2,500 and $3,000 in revenues per month from September 2019 to March 2020. Approximately 60% of revenue is collected via the MobileNow app. The Borough also reports interest from a second private lot owner in entering into a shared parking agreement.

While overall successful, the Borough reports some issues, including overflow demand on residential streets where parking is still free. This is assumed to be employee demand, and the Borough is looking for an alternative (and free) lot for this user group.

Coordinate with the Discover Haverford and Other Outside Organizations to Formalize and Promote Parking Options

The township should work with Discover Haverford to advertise on-and off-street parking options for visitors, coordinate parking during special events, and encourage employee parking in designated areas and carpooling programs. If possible, feature a map of the commercial districts with the location of each member business identified, as well as public parking options, enforcement hours, meter rates, etc. Printed materials could also be shared with association members to display in their shops. It is also essential to advertise parking options during special events and create a parking plan. Creating and advertising a parking plan makes it easier to manage both pedestrian and vehicular traffic and gives event attendees confidence in their ability to find parking, ultimately leading to a more positive experience for all. The parking plan should address things like designated parking areas and/or parking lots being closed, temporary signage, campaign strategies to encourage alternative modes of transportation, and employee/staff/vendor/volunteer parking.

Lastly, ensuring customers have convenient and plentiful parking is essential to the vitality of the commercial district. Unfortunately, employees and business owners often compete with customers for the closest, preferred parking spaces. Because employees frequently arrive before customers, they can claim almost any space. And, their selection is often based on ease of access after a shift, usually for safety reasons, especially at night. Addressing this issue requires a multi-pronged approach. The township should work with Discover Haverford to identify two or three locations, like the west side of Darby Road in the Brookline District, that can be designated as overflow employee parking. The second step is to improve the accessibility and safety around these lots or street locations. Is the path of travel between major employers and the lot(s) well-lit? Are there sidewalks, and are they well-maintained? Is the lot or street itself well-lit? Are the trees and shrubbery trimmed to limit hiding places? Can an emergency blue light phone be installed in the lot or along the primary travel path?

The association then needs to work with business owners to educate and encourage their employees to use these alternative parking options. From the association side, businesses could also work to implement a buddy system, so that employees don't walk alone at night.

Zoning Requirements

Update Minimum Parking Requirements for Residential Uses

Through discussions with leadership, Walker understands the township is considering several changes to the ordinance in response to recent challenges it has faced. Walker commends the township for taking a holistic approach to updating its zoning mandates and addressing needs unique to Haverford and the districts within the township. As part of this holistic approach, Walker reviewed the minimum parking requirements for residences and vehicle ownership rates in the township. Vehicle ownership rates vary significantly from tract to tract. Based on the 2024 American Community Survey, more than half of the renter-occupied homes in zip code area 19083 own one vehicle; another 18% own two cars and 13% don't own a car. This roughly equates to 1.18 vehicles per renter-occupied household. By comparison, a greater percentage of owner-occupied households are shown to own multiple cars, with an average vehicle ownership of two vehicles per household. Even within this primary zip code area, the percentage of households without a car varied from 0% to 21%. In the Oakmont area, most renter-

occupied homes owned one vehicle; in the Brookline area, vehicle ownership was closer to 1.6 vehicles per renter-occupied household.

Per the township's code, single-family, two-family, apartments, townhouses, and multifamily dwellings must provide two spaces per dwelling unit. No minimum is outlined for an accessory dwelling unit or senior housing/retirement community.

Industry best practice recommends a system based on the number of bedrooms per unit rather than a flat mandate per dwelling unit. The intention is to allow for the development of ample parking, but not mandate the over- or under-building of parking. Overbuilding of parking is well-documented in towns across the country and results in myriad negative consequences, including discouraging growth. Underbuilding could put additional stress on the existing on- and off-street parking system. Several peer communities have modified their minimum residential parking requirements in recent years. For example, Phoenixville has eliminated the minimum in the form-based code areas around Bridge Street, opting for a prescriptive, demand-driven assessment using shared parking. For multi-family housing, West Chester has implemented minimums based on the number of bedrooms, ranging from 1.2 spaces per studio/one-bedroom unit to 2.2 spaces per three-bedroom unit.

The table below outlines the recommended minimum parking requirements for four different types of residential spaces.

Table 36: Recommended Minimum Parking Requirements for Residential Uses

Land Use	Recommendation
Single Family Attached/Semi-Attached/ Detached/Townhouse/ Two-Family Residential Dwellings	2 spaces per single-family dwelling unit
Multiple-Family Residential Dwellings	Efficiency/Studio – 1 space per unit One-Bedroom – 1.25 spaces per unit Two-Bedroom – 1.80 spaces per unit Three or More Bedrooms – 2.65 spaces
Accessory Dwelling Unit (ADU)	1 space per unit
Active Senior Housing	0.85 space per unit

Source: Walker Consultants, 2026

Below is sample language to define terms not already included in the zoning ordinance's definitions section. The township's legal counsel should review the definitions.

Active Senior Housing

Independent living developments that are called various names, including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically at least 55 years of age for at least one household resident. Each housing unit shares a floor or ceiling with an adjoining dwelling unit. Residents in these communities are typically considered active and require little to no medical supervision.

Accessory Dwelling Unit

A residential dwelling unit located on the same lot as a single-family detached dwelling, single-family semidetached dwelling, and single-family attached dwelling unit, which provides complete independent living facilities for a maximum of two persons. It may take various forms: a detached dwelling unit, a dwelling unit that is part of an accessory structure, such as a detached garage, or a dwelling unit that is part of an expanded or remodeled principal dwelling unit. The adaptive reuse of a historic carriage house for an accessory dwelling unit shall not be considered an ADU.

Revise Minimum Parking Requirements for Commercial Uses

Parking minimums have traditionally been used to determine the amount of parking a new development is required to provide, ensuring there is sufficient off-street parking for each new development based on the building use and size. Unfortunately, many zoning codes have not been updated in decades, and the recommended parking ratios do not always reflect current needs and planning philosophies. As a result, minimums result in a large number of under-utilized spaces in lots spread over large areas. Additionally, cheap, convenient, and plentiful parking promotes increased vehicular traffic and can discourage access by other transportation modes. Some municipalities have transitioned to parking maximums, while others have eliminated requirements in their entirety, or in specific districts. However, it is important to note that **any strategy that removes or reduces parking minimums needs to be combined with targeted on-street parking policies** to avoid on-street spill over and **complementary programs** that work in tandem with parking reform. Without a strong on-street program, residents, employees, or other long-term parkers may occupy on-street spaces needed for customers of local businesses.

A local example of a successful transition to eliminating parking minimums can be seen in Phoenixville. Phoenixville revised the ordinance in 2015, essentially adopting a form-based code. As part of the update, they eliminated minimum parking requirements in the Town Center District (Bridge Street and any adjacent side streets). For the remaining zoning districts, a project must submit a parking demand study based on industry best practices.[1] It doesn't matter if the project is a single land use or a mixed-use development. While Phoenixville was able to adopt this strategy, it is also important to note that their parking system is enforced daily from 6:00 am to 2:00 am, they charge $2/hour at the municipal lots, and most of the on-street parking in the surrounding area is restricted to residents only after 5:00 pm. West Chester is another city that has changed their ordinance to allow for more flexible parking management. In 2021, West Chester updated the code to require a parking study for each new project, based on industry-accepted standards and methodologies such as those proscribed in the Urban Land Institute's Shared Parking. The code does state prescriptive minimums for residential uses, hospitals, nursing homes, and short-term rentals. Eliminating minimums, or most minimums, and instead requiring a parking study for every potential project is one option Haverford could pursue.

While there may be some concern about inadequate parking supply when parking minimums are reduced or eliminated, supply and demand eventually find a balance. The goal is to focus on provisions to right-size parking over eliminating minimums as a whole. Haverford is in the early phases of updating its zoning/land use categories, particularly in the C-3 (mixed-use) districts, to offer a robust and extensive menu of strategies and options for

[1] https://ecode360.com/28051249?highlight=parking&searchId=3849399013614438#28051248

adapting and tailoring parking to the specific needs of a new development. These options are discussed in more detail in the next section.

When recommending changes to the minimum parking requirements, Walker considered industry standards published by the Urban Land Institute, Institute of Traffic Engineers, National Parking Association, and our own experience. We also considered our own observation of parking demand generated by land uses in Haverford. This is an approach several communities have elected to use when revising their minimum parking requirements. For each land use, a sampling of standalone locations within the municipality is identified, and parking occupancy data is collected during peak weekday and weekend conditions. The observed peak parking occupancy is compared to the occupied square footage to determine the parking demand ratio. The average of the observations is used to establish the minimum parking requirement for each land use. It is important that the sample sites are generally standalone locations not well served by alternative modes of transportation to get an accurate result.

The table below shows the existing parking ratios by land use for Haverford and Walker's recommended changes. Note, Walker introduced two different restaurant land uses: sit-down restaurants (fine/casual) and carry-out/fast food restaurants (sometimes called fast/casual dining). A definition of both types of restaurants should be included in the zoning code. Per the Urban Land Institute, a sit-down or fine/casual restaurant includes venues with lower turnover and a higher price point that often accept reservations and moderately priced chains that don't accept reservations. Both typically include a bar or lounge, but at a minimum serve alcohol. They don't serve breakfast and may or may not serve lunch. Conversely, at a carry-out or fast/casual restaurant, food is ordered at the counter and either carried out or to the table. They don't serve alcohol, but may provide bottle service. And, many have drive-thrus, which decreases parking demand, but increases the loading/queuing area. These types of restaurants typically experience higher activity around lunchtime.

For land uses that don't fit into one of the standard land uses, Walker recommends requiring a parking study to be submitted with the application to support the requested minimum parking requirement.

Table 37: Existing and Proposed Parking Minimums

Land Use	Existing	Proposed
Residential		
Personal Care/Assisted Living	1/3 beds, plus 1 space per employee on largest shift	No Change
Commercial		
Retail	5/KSF, excluding basements if not used for office space	4 spaces/ 1,000 SF GLA, plus one space for all vehicles used directly in the conduct of such business
Theaters, Churches, Lodges, Meeting Places	1/Three fixed seats or 1 /60 SF of floor area devoted to patron use if capacity is not fixed	No Change
Office/Bank	5/KSF, excluding basements if not used for office space	3 spaces/ 1,000 SF GFA
Medical Office	1/Two Employees, plus 4/Doctor	4 spaces/ 1,000 SF GFA
Restaurants (Sit Down)	10/KSF of floor area devoted to patron use	14 spaces/ 1,000 SF GLA
Restaurants (Carry-out/Fast Food)	10/KSF of floor area devoted to patron use	8 spaces/ 1,000 SF GLA
Hotel/Motel	1/Room If there is a connected restaurant, the restaurant must meet the minimum for the land use as well	No Change
Tourist Rooming or Boarding Houses	1/Rental Room, plus 1/Resident Family	No Change
Shopping Center	4/KSF GLA (GLA= 7.5% less the total floor area)	No Change
Personal Services	10/KSF of customer service area, plus 1/Employee	5 spaces/ 1,000 SF GLA
Hotel/Motel	1/Room	No Change
Buildings or uses other than those specified above	1/KSF of GFA or lot area, whichever is the larger except when otherwise authorized by the Zoning Hearing Board as a special exception consistent with the principles set forth herein for comparable buildings	Parking Study based on ULI or ITE Methodology

Note: [1]Gross Leasable Area (GLA) is defined as the total floor space in a commercial property available for tenants to occupy and lease, including basements and mezzanines, but excluding common areas such as lobbies, elevators, stairwells, etc.

Source: Haverford Zoning Ordinance and Walker Consultants, 2026

Introduce a Parking Alternatives Section in the Ordinance

Shared Parking Reduction

Walker recommends Haverford allow for parking reductions through shared parking for mixed-use development in all zoning districts in the township. The shared parking provision in a zoning ordinance typically allows for a reduction of parking through the sharing of spaces between multiple land uses instead of each meeting its full individual minimum requirement. This can significantly reduce the total parking required for a project, particularly when the project includes land uses that experience different peak parking periods. An example of this is office space sharing parking with residential space. Office space peaks during the day while residential space peaks in the evening.



Diagram of shared parking agreement between a residential development (with higher nighttime demand) and an office (with higher daytime demand).
Source: Green Caltech

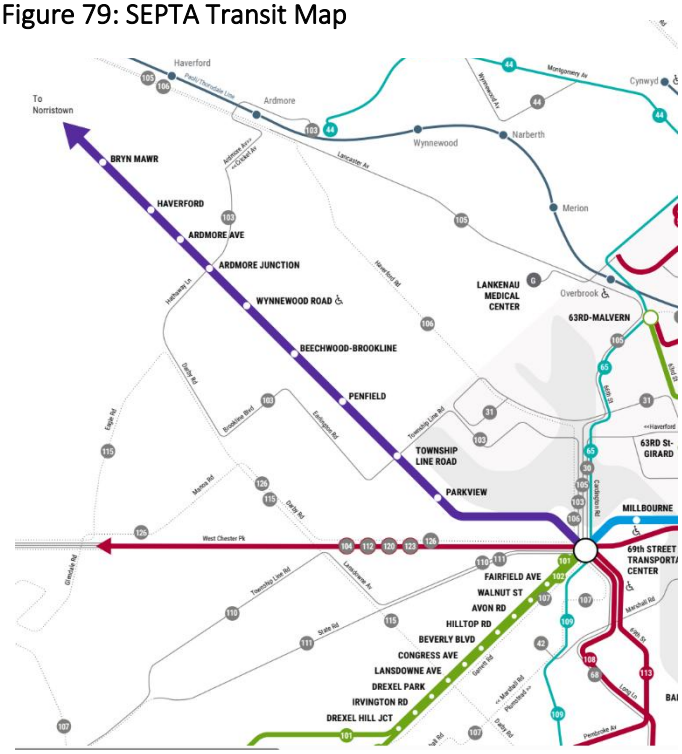
While some municipalities publish their own shared parking calculation table within the ordinance, Walker recommends simply including language such as "submit a parking study using industry-accepted methodologies such as ULI's shared parking to calculate the demand based on the mix of land uses sharing parking." The shared parking reduction could be tiered, such that reductions below X% don't require council approval, but reductions between X% and 50% must go through a conditional use approval process. Both reductions are subject to documentation of complimentary usage and peak hour analysis via a parking study.

An example of the proposed language is included in the appendix.

Transit Reduction

While single-occupancy vehicles are still the primary mode of transportation, Haverford is well served by bus and rail. The Norristown High Speed Line, the Paoli/Thorndale Regional Rail Line, and several bus lines connect to points both within and around Haverford, providing residents and employees the choice to own and/or commute by private vehicle or an alternative mode of transportation. The map to the right shows the various routes through Haverford and how it connects to the larger region. Most of Haverford sits between the purple and burgundy routes.

Figure 79: SEPTA Transit Map



Walker recommends adding a transit proximity parking reduction alternative to the township's zoning ordinance. Transit proximity reductions are typically implemented through the creation of a TOD overlay (more common in Pennsylvania) or a proscribed distance (more common in New Jersey). In this case, Walker recommends the distance band over a TOD overlay. New development projects within 800 feet of a rail, high-speed, and/or bus line would be eligible, by right, for an X% reduction to the minimum parking requirement per code. While the reduction could be anywhere between 10% and 50%, Walker recommends a more conservative approach based on the relatively high preference for single-occupancy travel. An example of the proposed language is included in the appendix.

Small Business Parking Reduction

The Oakmont District is within the boundaries of the proposed mixed-use land use recommended by the 2035 Comprehensive Plan. As such, there is an opportunity to support infill development, encourage walkability, and promote new investment with additional parking reduction alternatives through the zoning ordinance. Oakmont also has more public on- and off-street parking resources than other commercial corridors in the area, which allows for more flexibility in relaxing minimums and supporting overflow demand.

As a way to offer relief to small businesses and other change-of-use infill projects, many municipalities have adopted the concept of eliminating parking minimums under a certain threshold. This type of policy reduces the barriers to cafes, boutiques, and personal service establishments, especially in older commercial districts like Oakmont that were historically more walkable. Creating a by-right reduction process, rather than requiring a business to pursue a variance through the zoning board or council, reduces the time and resources a start-up business expends to open the doors. A simplified process also reduces the time a storefront remains vacant due to process or parking non-compliance.

Walker recommends that the township eliminate the minimum parking requirements for the first 500 SF to 1,000 SF of a non-residential land use on the ground floor in the Oakmont District for new development and change-of-

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

use/infill development. While the Eagle Road area is part of the C-3/mixed-use district, the density, geography, and walkability of the area is very different to Oakmont. Extending this reduction into the mixed-use land use/C-3 district along Eagle Road should only be considered if the township sees a significant investment in new, denser development. Extending this policy into the Eagle Road District should also be paired with an investment in new public parking resources in the area and other supportive policies.

An example of the proposed language is included in the appendix.

Off-Site/Remote Parking Alternative

In the older commercial core districts like Oakmont and Brookline, there is often limited opportunity to provide on-site parking, or at least all the required parking on-site. As an alternative to meeting the minimum parking required on-site, Walker recommends that the township include a provision allowing businesses to meet the minimum parking requirement through off-site parking facilities. The maximum distance allowed for off-site parking typically ranges between 400 feet and 1,000 feet from the parcel, and the parking location must be under the same ownership as the parcel seeking the off-site parking. Some municipalities do allow for off-site parking on a parcel not owned by the same business, but the business must be able to prove legal control either through lease, easement, or shared parking agreement for the life of the use.

While the previous parking reduction alternatives are recommended as a “by right” permitted use, the off-site/remote parking alternative should be considered by conditional use or special exception to allow Haverford greater oversight on how and when this policy is implemented. An example of the proposed language is included in the appendix.

Require Parking to be Located to the Rear or Side of the Building

Aesthetically, locating parking at the rear or side of buildings allows the storefronts, doors, and windows to create visual interest and drive activity in the area. Pedestrians feel more engaged and comfortable walking, which in turn affects economic performance in the area. When parking is placed in front of a building, the result is a streetscape with gaps and a “broken tooth” feel. Placing parking towards the back or sides of buildings also minimizes the number of curb cuts on a main street, creating a continuous, uninterrupted sidewalk for pedestrians, reducing pedestrian vehicular conflict, and generally enhancing the public realm.

In line with the goals and recommendations of the 2035 Comprehensive Plan, Walker recommends that the township encourage parking in the Oakmont/Eagle Road and Brookline Districts to be placed at the rear or side of the main building to preserve the historic character of the community and encourage a more walkable streetscape by adding a provision to the zoning ordinance. New development or expansion of existing structures above X% of the total square footage would need to locate parking behind or to the side of the business.

Technology

Transition Residential Parking Permits to an Online Permit System

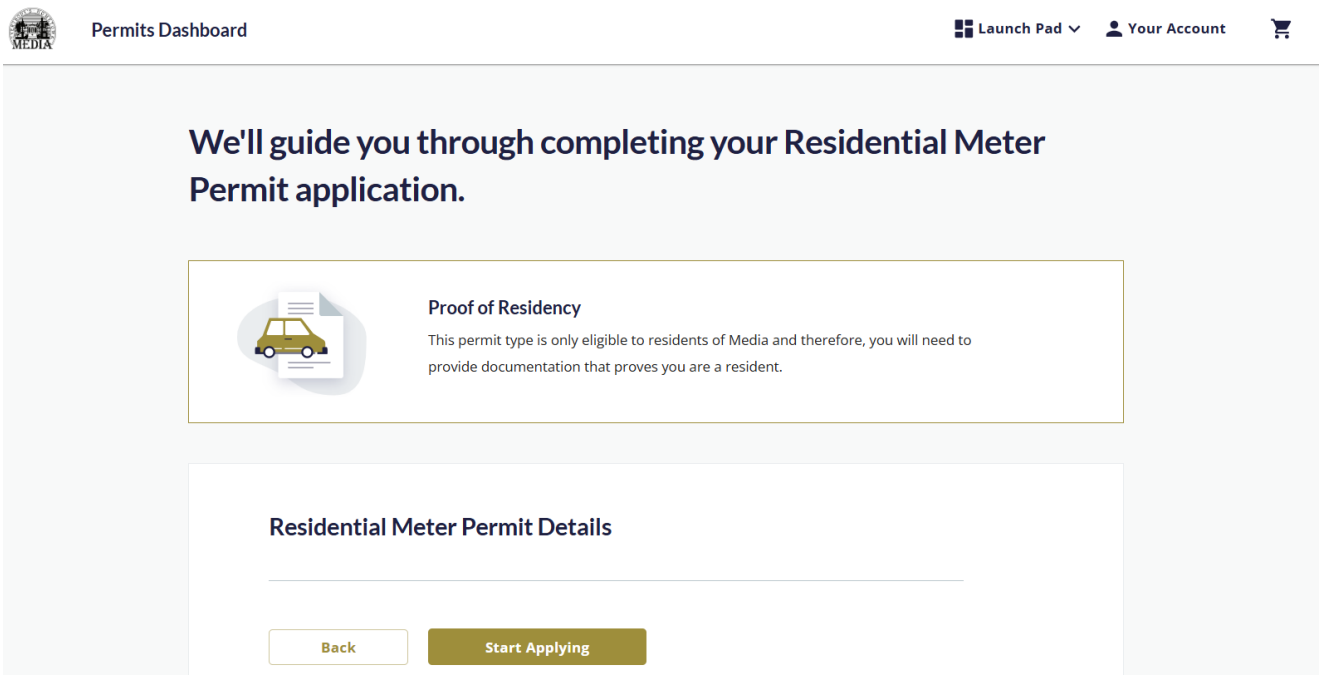
Haverford recently transitioned its commercial parking permit program to an online registration platform. Those interested in purchasing a permit can visit the ToCite website, select a permit for a specific lot, and register and

pay for the permit. The township reviews and approves the request before a hangtag is mailed. Permits are automatically renewed every quarter and a new hangtag issued.

In concert with Walker's recommended changes to the residential parking permit program, Walker also recommends transitioning the residential parking permit program to an online permit system. Requiring residents to renew their residential permits every year or every other year would place a greater administrative load on Parking Services; transitioning to the online permit system would improve process efficiency. An online registration system reduces staff time spent on in-person processing and manual recordkeeping, centralizes applications, improves accuracy, standardizes the required documentation, and creates a searchable database that can support enforcement and reporting. It also provides a higher level of customer convenience, as patrons no longer have to visit the office and wait in line to purchase the permit. The system could also automatically email residents when it is time to renew the permit.

The online permitting system would also allow the township to perform address-based residency eligibility verification, customize rules and restrictions based on different permit types and zones, and create data-driven reports. The added benefit for Haverford is the integration of citations, permits, and mobile parking on one comprehensive platform, and the ability to see financials and run data-driven reports.

Figure 80: Example Online Residential Permit System



Source: Media, PA Passport Online Permit System, 2025

Ideally, the township would also transition to a virtual permit management system, where the license plate is the credential rather than a physical hang tag and enforcement is performed via mobile license plate recognition, either with a handheld device or a vehicle-mounted system. Walker recognizes this is not a step the township is ready to move forward with. As a result, the township will need to maintain dual systems – the digital administrative side and the physical distribution side. While this may add some operational complexity, this hybrid

option offers a cost-effective and practical long-term solution that enhances administrative procedures while preserving reliable enforcement practices.

Transition all Permits to a Virtual Permit Management System

Long-term, the township should consider transitioning both the commercial and residential permit programs to a virtual permit management system (VPMS), where the plate is used as the credential rather than a physical hang tag or sticker. As part of the application process, the permit holder would provide their license plate, which is added to a digital database. The database is queried, either by handheld device or in-vehicle tools, as part of regular enforcement. License plates can be geotagged to a specific street or lot. Again, the benefits of a combined online permit registration and VPMS include reduced printing and distribution costs, improved data tracking and reporting, streamlined user experience and flexibility.

Transitioning to a VPMS also requires investment in additional supportive technology and resources, such as a Mobile License Plate Recognition camera and software, integrations with existing enforcement tools, staff training, a public outreach campaign, and changes to the zoning ordinance.

Install Mobile Payment in Shared Parking Lots

In the Parking Management section above, Walker recommended encouraging and/or facilitating shared parking agreements between private businesses and pursuing shared parking agreements to expand the public parking supply. Examples included pursuing a shared parking agreement with the businesses at 1010 or 1025 West Chester Pike, even if only on nights and weekends, to support the nightlife at the intersection of West Chester Pike and Manoa Road. Other opportunities include the orthodontist's office at the corner of Golf Road and Darby Road, the Wawa on E Eagle Road, and the businesses nearest the intersection of W Eagle Road and W Darby Road. Because many of these businesses are closed in the evenings or on the weekend, their parking spaces go unused.

One incentive to encourage or entice participation in a shared parking agreement is revenue sharing. And, because Haverford already primarily uses mobile payment technology (ParkMobile) in its off-street parking lots, the public is familiar with the practice, making the transition to mobile payment in a private lot leased or shared by the township easier. With an agreement in place, the township should install the same type of ParkMobile signage found in the municipal lots. The ParkMobile signage should include the zone #, and QR code.

Infrastructure Improvements

Investigate On-Street Parking Reconfiguration

The capacity of the existing public parking lots in all the districts has been maximized. To increase the public off-street capacity, the township would need to demolish an existing structure and build a new lot or purchase a vacant parcel to build parking, or pursue a shared parking or lease agreement with a private owner. Most of the existing lots are also not conducive to structured parking. While structures can be designed on parcels smaller than 120’ wide by 180’ long, the efficiency, and thus cost per space, increases significantly.

The alternative is to reconfigure the on-street parking spaces, shifting from parallel spaces to angled parking. The most likely location this could be implemented is along Darby Road in both the Oakmont and Brookline Districts. Reconfiguration would require significant coordination with PennDOT, if it is permitted at all. Essentially, Darby Road would undergo a "road diet," reducing the number of travel lanes in one or both directions to create the space needed to flip the on-street parking from parallel to 60° angled spaces. Vehicles would pull into the space and back out into the travel lane, which can lead to visibility conflicts and traffic slowdowns. To minimize vehicle/bike conflicts and improve safety, the bike lane would likely be relocated between the sidewalk and the on-street parking, rather than remain behind the parked cars. From a capacity standpoint, converting from parallel to angled on-street parking could increase the on-street capacity by up to 50%. The conversion rate will differ from block to block depending on the length of the curb and the number of driveways/curb cuts, but one parallel space can typically be replaced with two 60° angled parking spaces.

While less conventional, angled back-in spaces are also an option, if the township is interested in angled on-street parking. Rather than pull into the space and reverse out into traffic when leaving, a driver pulls past the space and backs in, allowing them to safely pull forward when leaving. This style of angled parking limits the ability to enforce parking by vehicle, as Pennsylvania only has rear license plates. An example of this type of on-street parking layout can be seen on High Street in Pottstown, PA.

Figure 81: Back-In Angled On-Street Parking Example



Additional studies are needed to determine the viability of angled on-street parking in Haverford.



03

Implementation Plan

Implementation Plan

Walker developed near-, mid-, and long-term recommendations for parking in Haverford. When considering implementing these recommendations, it is important to recognize that policy decisions and investments made today will last for decades. Therefore, those decisions should consider how people will get around in the future and be flexible to adapt as travel behavior changes by implementing mobility options that do not involve driving and parking. Recommendations are categorized along the following timeline:

- Near-Term: Strategies that can be implemented in the next 12 months.
- Mid-Term: Strategies and infrastructure can be implemented within one to three years.
- Long-Term: Strategies and infrastructure that may require more than three years to implement.

Each solution recommendation also includes estimates of the following factors.

- Cost/Staffing – estimated cost to implement. Unless otherwise stated, we assume township staff may absorb any required tasks within their existing roles.
- Technology – whether there is a need to use existing technology or invest in new technology.
- Revenue Impacts – whether there may be potential positive impacts on revenue.
- Feasibility: low, medium, or high rating based on the level of township control over solution implementation and the estimated ease of implementation.

Table 38: Implementation Matrix

Recommendations	Implementation Timeframe	Cost /Staffing	Technology	Revenue Impact	Feasibility
Internal Parking Operations					
Review Mission Statement	Near-Term	Existing Staff	None	None	High
Review and Revise Written Job Descriptions, Policies, and Standard Operating Procedures	Near-to Mid-Term	Existing Staff	None	None	High
Mine Existing Data Resources	Near-Term	Existing Staff - Quarterly Revenue	Existing Technology May be helpful to reach out to ParkMobile to refine dashboard	Minimal - operational changes may increase revenue through targeted monitoring	High
Communications, Marketing, and Wayfinding					
Expand Branded Identification Signs for all Public Parking Facilities	Mid-Term	Signage and Installation; Possibly need to engage 3rd party/develop a signage master plan Planning/Design- $10,000 to $30,000 Install and Signs - $50,000 to $150,000	None	None	Medium
Update Township Website to Include Parking Homepage	Near-Term	Variable, depending on whether performed in house or by 3rd party	Existing Technology	None	High
Tag Public Parking Facilities on Google/Apple /Wayze Maps with Designated Lot Name	Near-Term	Existing Staff	Existing Technology	None	High
Publish Annual Parking System Report	Mid-Term	Existing Staff	None	None	Medium
Curb Management					
Inventory Existing On-Street Signs and Take Appropriate Action	Near-Term	Existing Staff & Walker Report; Variable, depending on any new signage needed or remove of existing signage	None	None	High
Evaluate the Residential Parking Permit Program	Near-Term	Existing Staff	Expansion of Passport Contract	Minimal Parking Revenue Increase	Medium
Update Signage on Meters to Align with Posted Signage	Near-Term	Existing Staff	None	None	High
Add Additional Crosswalks along Darby Road and Eagle Road	Mid- to Long-Term	Traffic Engineering Firm, PennDOT, Township Staff Study & Engineering - $30,000 to $60,000 Construction - $50,000 to $250,000	No investment in technology, but data collection may include installation of temporary counters	Minimal Parking Revenue Increase	Low
Parking Management					

Oakmont Zone | Township Line Zone | Manoa Zone | Lancaster Zone
Eagle Road Zone | County Line Zone | Llanerch Zone | Brookline Zone

Recommendations	Implementation Timeframe	Cost /Staffing	Technology	Revenue Impact	Feasibility
Update Metered Parking Rates	Near-Term	Existing Staff	Short-Term - None, as Township already has ParkMobile and Mechanical Meters Long-Term Discussion about Mechanical Meter Replacement	Moderate Parking Revenue Increase	High
Monitor and Expand/Shift Hours of Enforcement	Mid-Term	Existing staff (3 PEOs)	Existing Citation Management Software	Moderate Parking Revenue Increase	High
Evaluate Fees Associated with Commercial Parking Permit	Near-Term	Existing Staff	None	Moderate Parking Revenue Increase	High
Adopt a Graduated Parking Fine Schedule that Deters Repeat Offenders While Educating Customers	Mid-Term	Existing Staff	None; Confer with T2 about functionality of their citation software	Potential Increased Citation Revenue	Medium
Educate, Advocate for, and Facilitate the Development of Shared Parking Agreements Between and with Location Business	On-Going	Existing Staff	None; Existing ParkMobile Technology	Potential Parking Revenue; Deferred cost of building additional parking	Low to Medium
Coordinate with Discover Haverford to Formalize and Promote Parking Options	On-Going	Existing Staff	None	None	Low to Medium
Zoning Requirements					
Update Minimum Parking Requirements for Residential Uses	Near-Term	Existing Staff	None	None	High
Revise Minimum Parking Requirements for Commercial Uses	Near-Term	Existing Staff	None	None	Medium
Introduce Parking Alternatives Section in the Ordinance	Near-Term	Existing Staff	None	None	Medium
Require Parking to be Located to Rear or Side of Building	Near-Term	Existing Staff	None	None	Medium
Technology					
Transition Residential Permits to Online Permit System	Mid-Term	Existing Staff Training; Public Awareness Campaign	Existing ToCite Platform	None	Medium
Transition to a Virtual Permit Management System	Near-Term	Existing Staff	Consider T2 and ParkMobile Integration	Minimal to None	Medium
Install Mobile Payment in Shared Parking Lots	On-Going	Material and Installation of ParkMobile Signage Long-Term, May Require Additional PEOs	Existing ParkMobile	Minimal to Moderate Parking Revenue Increase	Low to Medium
Infrastructure Improvements					
Investigate On-Street Parking Reconfiguration	Long-Term	Traffic Engineering Firm, PennDOT, Township Staff Study & Design - $200,000 to $300,000 Construction - $500,000 - $1.5M+	None	Moderate Parking Revenue Increase	Low

Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone



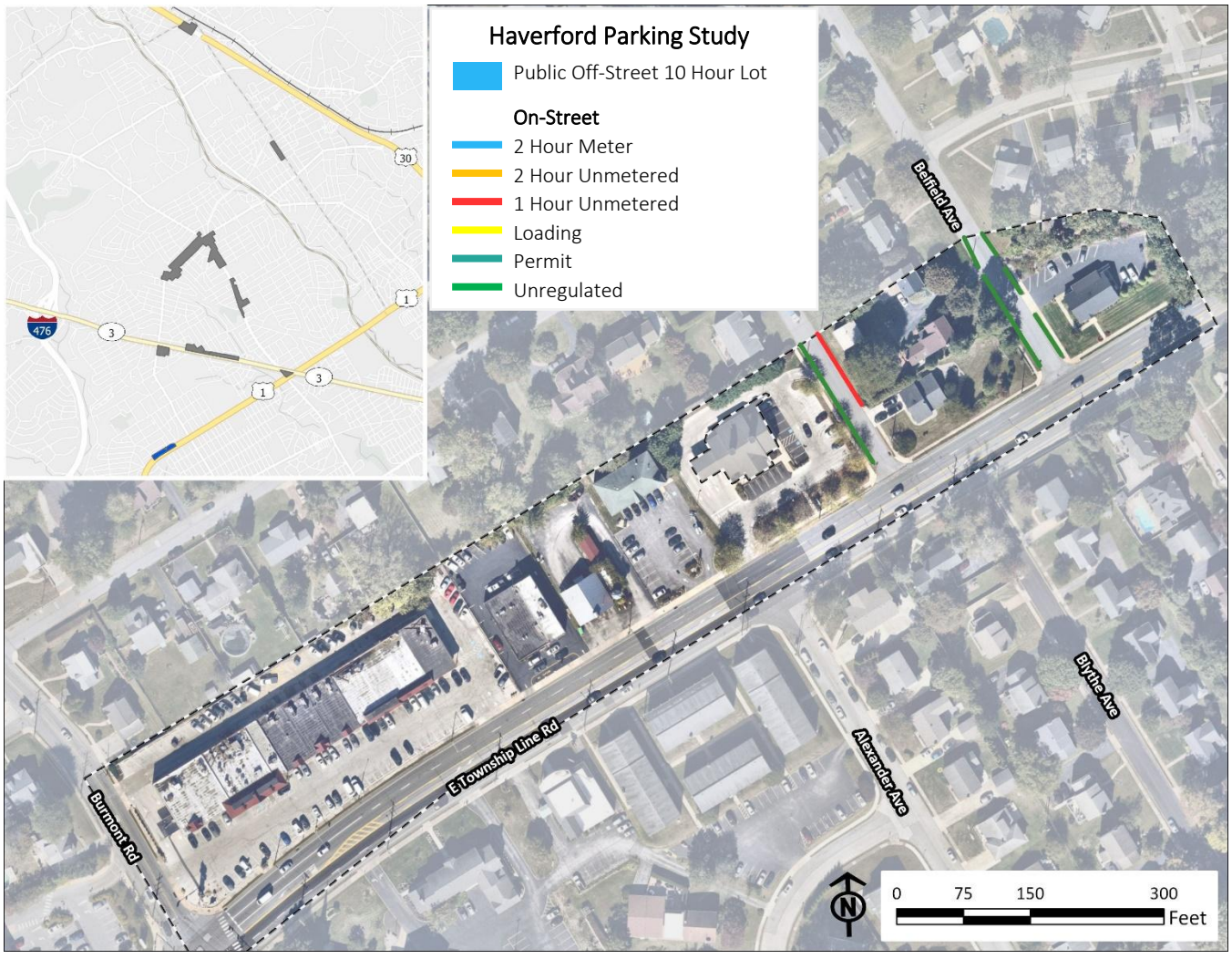
Appendices

Appendix

Parking Rates and Time Limits Maps

Township Line Zone

Figure 82: Parking Time Limits and Rates in the Township Line Zone



County Line Zone

Figure 83: Parking Time Limits and Rates in the County Line Zone



Manoa Zone

Figure 84: Parking Time Limits and Rates in the Manoa Zone



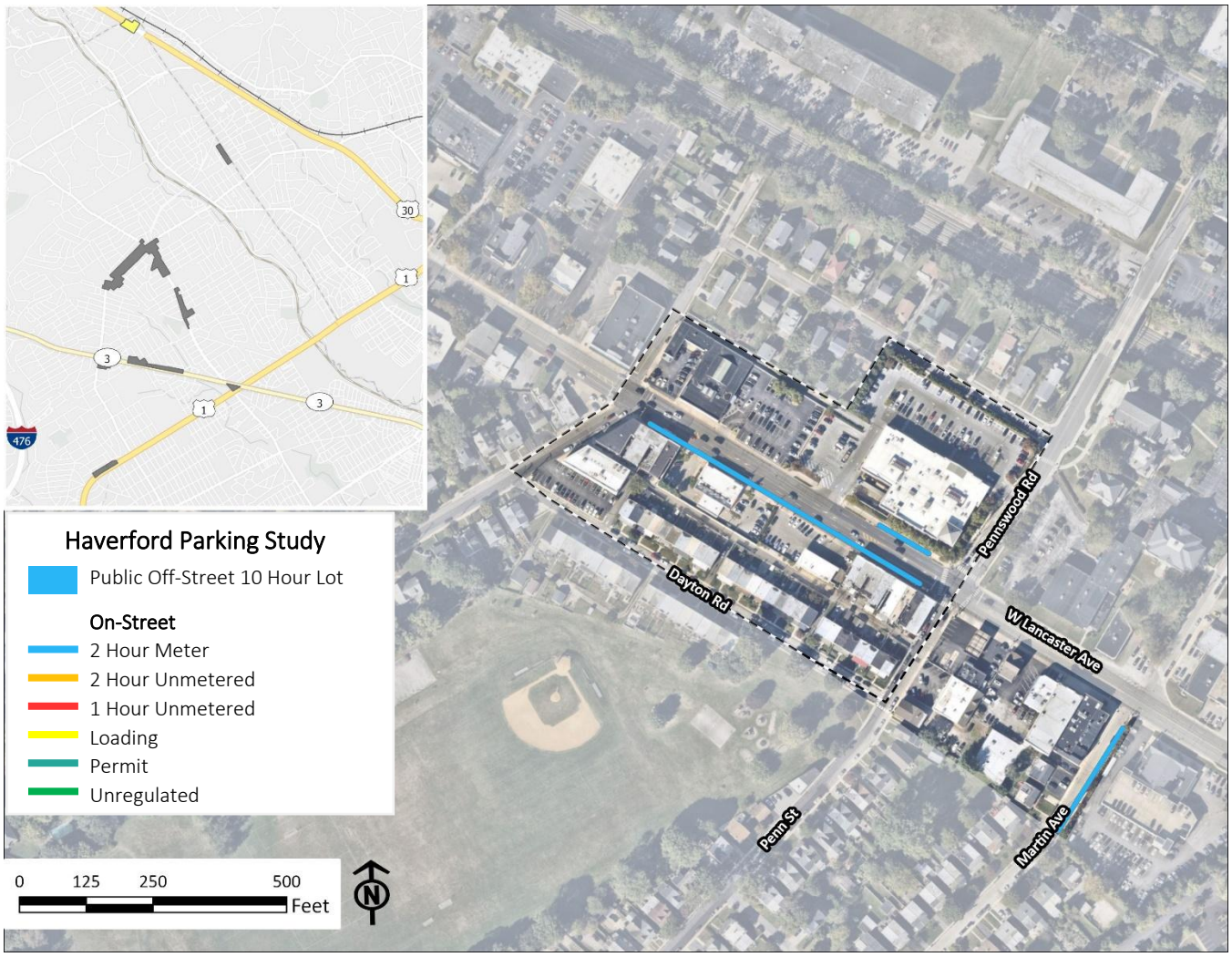
Llanerch Zone

Figure 85: Parking Time Limits and Rates in the Llanerch Zone



Lancaster Avenue Zone

Figure 86: Parking Time Limits and Rates in the Lancaster Avenue Zone



Brookline Zone

Figure 87: Parking Time Limits and Rates in the Brookline Zone



Oakmont Zone
Eagle Road Zone
Township Line Zone
County Line Zone
Manoa Zone
Llanerch Zone
Lancaster Zone
Brookline Zone

Weekday Parking Adequacy Detail

Table 39: Oakmont/Eagle Road Weekday Parking Adequacy Detail

Oakmont (Surplus/Deficit)					
Off-Street	**Operational Capacity**	**10 am**	**12 pm**	**2 pm**	**6 pm**
Public	92	47	55	47	27
Private	234	99	92	97	134
Residential	12	3	2	3	4
Total	**338**	**149**	**149**	**147**	**165**
Storage	11	4	4	2	0
Total	**349**	**153**	**153**	**149**	**165**

Oakmont (Surplus/Deficit)					
On-Street	**Operational Capacity**	**10 am**	**12 pm**	**2 pm**	**6 pm**
Meter	57	19	18	13	11
2 Hour	7	(1)	(1)	(1)	(1)
1 Hour	0	0	0	0	0
Unregulated	17	1	0	0	7
Permit	3	0	0	0	1
Loading	9	9	9	7	9
Police Only	0	0	0	0	0
Total	**93**	**28**	**26**	**19**	**27**

Eagle Road (Surplus/Deficit)					
Off-Street	**Operational Capacity**	**10 am**	**12 pm**	**2 pm**	**6 pm**
Public	0	0	0	0	0
Private	931	303	429	514	517
Residential	60	27	24	24	20
Total	**991**	**330**	**453**	**538**	**537**
Storage	0	0	0	0	0
Total	**991**	**330**	**453**	**538**	**537**

Eagle Road (Surplus/Deficit)					
On-Street	**Operational Capacity**	**10 am**	**12 pm**	**2 pm**	**6 pm**
Unregulated	17	8	8	9	15
Permit	4	2	2	2	3
Total	**21**	**10**	**10**	**11**	**18**

Table 40: Township Line Weekday Parking Adequacy Detail

Township Line (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	0	0	0	0	0
Private	171	101	90	87	111
Residential	0	0	0	0	0
Total	**171**	**101**	**90**	**87**	**111**
Storage	0	0	0	0	0
Total	**171**	**101**	**90**	**87**	**111**
Township Line (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
1 Hour	3	3	3	3	3
Unregulated	13	9	9	13	10
Total	**16**	**12**	**12**	**16**	**13**

Table 41: County Line Weekday Parking Adequacy Detail

County Line (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	0	0	0	0	0
Private	168	89	76	88	75
Residential	0	0	0	0	0
Total	**168**	**89**	**76**	**88**	**75**
Storage	0	0	0	0	0
Total	**168**	**89**	**76**	**88**	**75**
County Line (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	19	6	1	3	(1)
2 Hour	7	0	1	1	0
1 Hour	6	(1)	(1)	(1)	2
Unregulated	2	0	0	(1)	(2)
Permit	0	0	0	0	0
Loading	0	0	0	0	0
Police Only	0	0	0	0	0
Total	**34**	**5**	**1**	**2**	**(1)**

Table 42: Manoa Weekday Parking Adequacy Detail

Manoa (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	19	7	4	6	(1)
Private	551	166	159	152	344
Residential	29	12	12	15	11
Total	**599**	**185**	**175**	**173**	**354**
Storage	43	4	2	6	18
Total	**642**	**189**	**177**	**179**	**372**
Manoa (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	7	(1)	0	0	4
2 Hour	0	0	0	0	0
1 Hour	3	2	3	3	3
Unregulated	28	23	25	24	25
Permit	0	0	0	0	0
Loading	0	0	0	0	0
Police Only	3	3	3	3	3
Total	**41**	**27**	**31**	**30**	**35**

Table 43: Llanerch Weekday Parking Adequacy Detail

Llanerch (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	18	12	11	11	11
Private	5	1	2	3	2
Residential	0	0	0	0	0
Total	**23**	**13**	**13**	**14**	**13**
Storage	0	0	0	0	0
Total	**23**	**13**	**13**	**14**	**13**
Llanerch (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	11	7	11	10	11
Total	**11**	**7**	**11**	**10**	**11**

Table 44: Lancaster Weekday Parking Adequacy Detail

Lancaster (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	0	0	0	0	0
Private	213	69	38	38	100
Residential	0	0	0	0	0
Total	**213**	**69**	**38**	**38**	**100**
Storage	0	0	0	0	0
Total	**213**	**69**	**38**	**38**	**100**
Lancaster (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	27	19	9	17	16
Total	**27**	**19**	**9**	**17**	**16**

Table 45: Brookline Weekday Parking Adequacy Detail

Brookline (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	76	52	23	41	15
Private	80	21	12	10	14
Residential	0	0	0	0	0
Total	**156**	**73**	**35**	**51**	**29**
Storage	0	0	0	0	0
Total	**156**	**73**	**35**	**51**	**29**
Brookline (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	49	21	11	16	(2)
2 Hour	14	5	4	6	10
1 Hour	0	0	0	0	0
Unregulated	67	21	21	20	26
Permit	0	0	0	0	0
Loading	0	0	0	0	0
Police Only	0	0	0	0	0
Total	**130**	**47**	**36**	**42**	**34**

Weekend Parking Adequacy Detail

Table 46: Oakmont/Eagle Road Weekend Parking Adequacy Detail

Oakmont (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	92	3	23	43	(10)
Private	234	85	67	80	89
Residential	12	4	3	6	3
Total	**338**	**92**	**93**	**129**	**82**
Storage	11	4	5	4	2
Total	**349**	**96**	**98**	**133**	**84**

Oakmont (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	57	25	20	11	(8)
2 Hour	7	4	3	(1)	(1)
1 Hour	0	0	0	0	0
Unregulated	17	3	10	7	0
Permit	3	0	0	0	0
Loading	9	8	8	9	9
Police Only	0	0	0	0	0
Total	**93**	**40**	**41**	**26**	**0**

Eagle Road (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	0	0	0	0	0
Private	931	284	372	556	706
Residential	60	18	18	17	30
Total	**991**	**302**	**390**	**573**	**736**
Storage	0	0	0	0	0
Total	**991**	**302**	**390**	**573**	**736**

Eagle Road (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Unregulated	17	15	12	13	13
Permit	4	3	(3)	3	4
Total	**21**	**18**	**9**	**16**	**17**

Table 47: Township Line Weekend Parking Adequacy Detail

Township Line (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	0	0	0	0	0
Private	171	89	56	76	120
Residential	0	0	0	0	0
Total	**171**	**89**	**56**	**76**	**120**
Storage	0	0	0	0	0
Total	**171**	**89**	**56**	**76**	**120**
Township Line (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
1 Hour	3	3	3	3	3
Unregulated	13	9	13	13	13
Total	**16**	**12**	**16**	**16**	**16**

Table 48: County Line Weekend Parking Adequacy Detail

County Line (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	0	0	0	0	0
Private	168	69	74	50	56
Residential	0	0	0	0	0
Total	**168**	**69**	**74**	**50**	**56**
Storage	0	0	0	0	0
Total	**168**	**69**	**74**	**50**	**56**
County Line (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	19	6	3	4	(3)
2 Hour	7	(1)	(1)	(1)	(1)
1 Hour	6	(1)	(1)	(1)	2
Unregulated	2	0	0	0	0
Permit	0	0	0	0	0
Loading	0	0	0	0	0
Police Only	0	0	0	0	0
Total	**34**	**4**	**1**	**2**	**(2)**

Table 49: Manoa Weekend Parking Adequacy Detail

Manoa (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	19	12	6	1	(2)
Private	551	297	329	352	351
Residential	29	13	12	14	15
Total	**599**	**322**	**347**	**367**	**364**
Storage	43	21	21	23	22
Total	**642**	**343**	**368**	**390**	**386**
Manoa (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	7	(1)	(1)	(1)	(1)
2 Hour	0	0	0	0	0
1 Hour	3	(1)	2	3	3
Unregulated	28	21	21	20	20
Permit	0	0	0	0	0
Loading	0	0	0	0	0
Police Only	3	3	3	3	3
Total	**41**	**22**	**25**	**25**	**25**

Table 50: Llanerch Weekend Parking Adequacy Detail

Llanerch (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	18	15	14	17	18
Private	5	1	(1)	1	2
Residential	0	0	0	0	0
Total	**23**	**16**	**13**	**18**	**20**
Storage	0	0	0	0	0
Total	**23**	**16**	**13**	**18**	**20**
Llanerch (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	11	3	10	7	7
Total	**11**	**3**	**10**	**7**	**7**

Table 51: Lancaster Weekend Parking Adequacy Detail

Lancaster (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	0	0	0	0	0
Private	213	64	106	92	125
Residential	0	0	0	0	0
Total	**213**	**64**	**106**	**92**	**125**
Storage	0	0	0	0	0
Total	**213**	**64**	**106**	**92**	**125**
Lancaster (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	27	9	18	17	7
Total	**27**	**9**	**18**	**17**	**7**

Table 52: Brookline Weekend Parking Adequacy Detail

Brookline (Surplus/Deficit)					
Off-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Public	76	14	20	(1)	6
Private	80	7	24	1	50
Residential	0	0	0	0	0
Total	**156**	**21**	**44**	**0**	**56**
Storage	0	0	0	0	0
Total	**156**	**21**	**44**	**0**	**56**
Brookline (Surplus/Deficit)					
On-Street	Operational Capacity	10 am	12 pm	2 pm	6 pm
Meter	49	4	5	2	16
2 Hour	14	1	1	7	6
1 Hour	0	0	0	0	0
Unregulated	67	12	10	20	15
Permit	0	0	0	0	0
Loading	0	0	0	0	0
Police Only	0	0	0	0	0
Total	**130**	**17**	**16**	**29**	**37**

Weekday Future Development Demand Assumptions

Table 53: Weekday Future Development Demand Assumptions

Zone	Land Use	Quantity	Unit Type	Weekday Base Ratio	TOD Factor	Monthly Factor	Captive Factor	Drive Ratio	Parking Demand
New Development									
Manoa	Multi-Family Residential	10	DU	1.4	60%	100%	100%	90%	8
Manoa	Office	9,600	SF	2.8	100%	100%	100%	95%	26
	Office	5,000	SF	2.8	100%	100%	100%	95%	13
Oakmont	Fast/Casual Dining	926	SF	14.4	55%	96%	90%	85%	5
Eagle	Fine/Casual Dining	5,995	SF	15.5	50%	93%	90%	85%	33
Eagle	Retail	1,388	SF	3.6	60%	69%	85%	85%	1
Oakmont		3,600	SF	2.8	100%	100%	100%	95%	10
	Multi-Family Residential	4	DU	1.4	60%	100%	100%	90%	3
Oakmont	Office	6,000	SF	2.8	100%	100%	100%	95%	16
Vacant									
Brookline	Retail	1,200	SF	3.6	60%	69%	85%	85%	1
Oakmont	Retail	1,000	SF	3.6	60%	69%	85%	85%	1
Lancaster	Retail	750	SF	3.6	60%	69%	85%	85%	1
Manoa	MOB	2,100	SF	4.5	100%	100%	100%	90%	9
Manoa	Office	1,200	SF	2.8	100%	100%	100%	95%	3

Monthly Factor – October

Hourly TOD Factor – 10:00 am

Saturday Future Development Demand Assumptions

Table 54: Weekend Future Development Demand Assumptions

Zone	Land Use	Quantity	Unit Type	Weekend Base Ratio	TOD Factor	Monthly Factor	Captive Factor	Drive Ratio	Parking Demand
New Development									
Manoa	Multi-Family Residential	10	DU	1.4	77%	100%	100%	90%	10
Manoa	Office	9,600	SF	0.38	5%	100%	100%	95%	0
	Office	5,000	SF	0.38	5%	100%	100%	95%	0
Oakmont	Fast/Casual Dining	926	SF	14.7	85%	96%	90%	85%	8
Eagle	Fine/Casual Dining	5,995	SF	17.75	95%	93%	90%	85%	72
Eagle	Retail	1,388	SF	4	75%	69%	85%	85%	2
Oakmont	Office	3,600	SF	0.38	5%	100%	100%	95%	0
	Multi-Family Residential	4	DU	1.4	77%	100%	100%	90%	4
Oakmont	Office	6,000	SF	0.38	5%	100%	100%	95%	0
Vacant									
Brookline	Retail	1,200	SF	4	75%	69%	85%	85%	2
Oakmont	Retail	1,000	SF	4	75%	69%	85%	85%	1
Lancaster	Retail	750	SF	4	75%	69%	85%	85%	1
Manoa	MOB	2,100	SF	0	0%	100%	100%	90%	0
Manoa	Office	1,200	SF	0.38	5%	100%	100%	95%	0

Monthly Factor – October

Hourly TOD Factor – 6:00 pm

Sample Zoning Ordinance

§182-XXX Off-Street Parking Requirements (Amended)

A. Residential Parking Requirements

1. Single-Family Detached and Townhouse Dwellings
   A minimum of **two (2) off-street parking spaces per dwelling unit** shall be required.

2. Multifamily Dwellings
   Off-street parking shall be provided based on the number of bedrooms per dwelling unit as follows:

Unit Type	Minimum Parking Requirement
Efficiency / Studio	1.0 space per unit
One-bedroom	1.25 spaces per unit
Two-bedroom	1.8 spaces per unit
Three or more bedrooms	2.65 spaces per unit

3. Accessory Dwelling Units (ADUs)
   A minimum of **one (1) off-street parking space per accessory dwelling unit** shall be required.

4. Senior Housing / Age-Restricted Housing
   A minimum of **0.85 parking spaces per dwelling unit** shall be required for developments restricted to residents aged 55 and over or otherwise meeting the Township's definition of senior housing.

5. Personal Care/Assisted Living
   A minimum of **1 parking space per three (3) beds, plus 1 space per employee on largest shift** shall be required.

B. Commercial/Industrial Parking Requirements

Land Use	Proposed
Commercial	
Retail	4 spaces/ 1,000 SF GLA, plus one space for all vehicles used directly in the conduct of such business
Theaters, Churches, Lodges, Meeting Places	1/Three fixed seats or 1 /60 SF of floor area devoted to patron use if capacity is not fixed
Office/Bank	3 spaces/ 1,000 SF GFA
Medical Office	4 spaces/ 1,000 SF GFA
Restaurants (Sit Down)	14 spaces/ 1,000 KSF GLA
Restaurants (Carry-out/Fast Food)	10 spaces/ 1,000 KSF GLA
Hotel/Motel	1/Room If there is a connected restaurant, the restaurant must meet the minimum for the land use as well
Tourist Rooming or Boarding Houses	1/Rental Room, plus 1/Resident Family
Shopping Center	4/KSF GLA (GLA= 7.5% less the total floor area)
Personal Services	5 spaces/ 1,000 SF GLA
Hotel/Motel	1/Room
Buildings or uses other than those specified above	Parking Study based on ULI or ITE Methodology

B. Shared Parking Reduction Provisions

Oakmont Zone | Township Line Zone | Manoa Zone | Lancaster Zone
Eagle Road Zone | County Line Zone | Llanerch Zone | Brookline Zone

1. Two or more uses may satisfy their parking requirements jointly on **privately-owned lots** where peak demands do not substantially overlap.
2. The Zoning Officer may approve shared-parking reductions of up to 25 percent upon submission of a Shared Parking Plan demonstrating overlapping peak demands based on the latest ULI Shared Parking Manual or equivalent.
3. Reductions greater than 25 percent require Township Council approval after Planning Commission review.

C. Transit Proximity Reduction

1. Up to a **twenty percent (20%) reduction** in the minimum required off-street parking shall be permitted for any use located within **eight hundred (800) feet** of:
    - A rail station
    - A high-speed transit station
    - A bus line station or stop
2. Distance shall be measured along a **safe and accessible pedestrian route**.

D. C-3 District Small Commercial Exemption

1. Within the **C-3 Commercial District**, no off-street parking shall be required for the **first five hundred (500) square feet** of ground-floor non-residential floor area.
2. Parking requirements shall apply only to floor area exceeding this threshold.

E. Off-Site (Remote) Parking

1. Required off-street parking spaces may be located on a separate lot from the principal use, provided that:

    a. The off-site parking area is located within **six hundred (600) feet** of the principal use, measured along a safe and accessible pedestrian route;

    b. The parking spaces are either:
    - Under the same ownership as the principal use; or
    - Secured through a **recorded lease, easement, or shared parking agreement** acceptable to the Township;

    c. Such agreement shall guarantee the continued availability of the parking spaces **for the duration of the use**.

2. Documentation of legal control shall be submitted prior to zoning approval and recorded where applicable.
3. Failure to maintain the required off-site parking arrangement shall constitute a violation of this chapter.

F. Applicability

These provisions shall apply in all zoning districts unless otherwise specifically modified.