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Resolution No. 64-14, a Resolution to establish “No Parking” on Pilgrim Lane at the exit driveway from the Pilgrim Gardens Shopping Center

Mr. Rankin: Thank you, Mr. Bonnett. I will ask the Solicitor to give a brief on Resolution No. 64-14.

Solicitor: Certainly. Resolution No. 64-14 is a Resolution to establish “No Parking” on Pilgrim Lane at the exit driveway from the Pilgrim Gardens Shopping Center

Mr. Rankin: Thank you. I move for the adoption of Resolution No. 64-14.

Mrs. Crawford: Seconded.

Mr. Bonnett: Moved and seconded. All those in favor signify by saying aye. Opposed? The ayes have it.

Resolution No. 65-14, a Resolution to establish “No Right Hand Turn” for trucks on Pilgrim Lane at the exit driveway from the Pilgrim Gardens Shopping Center

Mr. Rankin: Thank you, Mr. Bonnett. I will ask the Solicitor to give a brief on Resolution No. 65-14.

Solicitor: Certainly. Resolution No. 65-14 is a Resolution to establish “No Right Hand Turn” for trucks on Pilgrim Lane at the exit driveway from the Pilgrim Gardens Shopping Center

Mr. Rankin: Thank you. I move for the adoption of Resolution No. 65-14.

Mr. Santora: Seconded.

Mr. Bonnett: Moved and seconded. All those in favor signify by saying aye. Opposed? The ayes have it.

Motion to authorize the Mayor to write to Penndot requesting that a traffic light be installed at the intersection of State Road and Concord Avenue

Mr. Rankin: As Chairman of the Public Safety Committee, I will make a Motion to authorize the Mayor to write to Penndot requesting that a traffic light be installed at the intersection of State Road and Concord Avenue.

Mr. Santora: Can we have a discussion?
Mr. Bonnett: Can we have a second?

Mr. Santora: Seconded.

Mr. Bonnett: Moved and seconded. Discussion?

Mr. Santora: I also heard the request for a crosswalk. Can we add that?

Mr. Bonnett: That’s going to be an Administrative action.

Mr. Santora: OK.

Mr. Judge: A crosswalk is an Administrative action review and we do not need to seek their written approval.

Mr. Santora: OK.

Mr. Bonnett: Moved and seconded. All those in favor signify by saying aye. Opposed? The ayes have it.

Mr. Rankin: Mr. President, that concludes the report of the Public Safety Committee.

Mr. Bonnett: The next committee is the Finance and Appropriations Committee. In the absence of Councilman Wagner, I will ask Councilman Bierling to chair the committee.

Finance and Appropriations Committee
Thomas P. Wagner, Chairman

Introduction of Ordinance 3018, “An Ordinance of Upper Darby Township, Delaware County, Pennsylvania authorizing that part of certain unencumbered appropriations allocated by the annual budget for Upper Darby Township for the Year 2014 be transferred from various departments, offices and agencies to other departments, offices and agencies within the Township. All Ordinances and parts of Ordinances inconsistent herewith are hereby repealed.”

Mr. Bierling: Thank you, Mr. Bonnett. I will ask the Solicitor to give a brief on proposed Ordinance No. 3018.

Solicitor: Certainly. Ordinance 3018 is “An Ordinance of Upper Darby Township, Delaware County, Pennsylvania authorizing that part of certain unencumbered appropriations allocated by the annual budget for Upper Darby Township for the Year 2014 be transferred from
various departments, offices and agencies to other departments, offices and agencies within the Township. All Ordinances and parts of Ordinances inconsistent herewith are hereby repealed.

Mr. Bonnett: At this time a motion would be in order that the proposed Ordinance No. 3018 be duly advertised and placed on the agenda for the December 3, 2014 regular Council Meeting.

Mrs. Crawford: So moved.

Mr. Bonnett: Moved and seconded. All those in favor signify by saying aye. Opposed? The ayes have it. The next Committee is the Law and Government & Rules and Rules and Procedures Committee, Mr. Wagner please.

Law and Government & Rules and Procedures Committee
Thomas P. Wagner, Chairman

Public Hearing for Ordinance No. 3017, an Ordinance of Upper Darby Township, Delaware County, Pennsylvania, adopting the Re-alignment Plan of the seven Councilmanic districts in the Township in accordance with Section 313(B) of the Home Rule Charter and 53 PA.C.S.A. § 901 et seq.

Mr. Bonnett: This is for the purpose of conducting a Public Hearing on proposed Ordinance No. 3017. I will ask the Solicitor to give a brief on the Ordinance.

Solicitor: Certainly. Ordinance No. 3017 is an Ordinance of Upper Darby Township, Delaware County, Pennsylvania, adopting the Re-alignment Plan of the seven Councilmanic districts in the Township in accordance with Section 313(B) of the Home Rule Charter and 53 PA.C.S.A. § 901 et seq.

Mr. Bonnett: At this time, we will open a Public Hearing on proposed Ordinance No. 3017. Anyone wishing to speak on this Ordinance, please come to the podium and state your name and address for the record.

Mr. Achten: Alfred Achten, 7228 Radbourne Road. The Municipal Re-apportionment Act that’s the one that’s referred to in the Ordinance by number requires that districts shall be composed of compact and contiguous territory and the important phrase here is “as nearly equal in population as practicable.” The Home Rule Charter was adopted by in the mid 70’s and since that time, particularly case law regarding re-apportionment has brought the standards of what is practicable tighter and tighter and tighter. Following the 1980 Census, one of the cases that was appealed to the Supreme Court of the United States established a variation of if you were within 10% between any two districts, you would not be subject to equal protection challenges. But, if any two districts varied more than 10% it would be prima fascia a violation of equal protection. That was established following the 1980 Census. Following the 2000 Census, there were hints that the Supreme Court was moving away from that in a case where they denied certiorari. And
then the Haverford case where they re-districted Haverford Township, the case when that was appealed to the Commonwealth Court here in Pennsylvania, Judge Pellegrino’s dissent reference to that case that was supposedly in court, he speculated that they were moving away from the safe harbor of 10%. He said that was quite reasonable because with better computer technology, you can do a lot better than that and when you look at the State House and the State Senate population by district, it is quite close- 1 to maybe 3%. That’s what we’re working with there now. Granted we only have 7 districts and 71 building blocks, 71 precincts of various sizes, so I don’t think you would necessarily be able to get each district down to 1% variation from the mean population. But, you can certainly do better than what is proposed here. There were several plans that were submitted by people not on the Committee. I think all of them came down with less of a deviation than the Committee’s plan did. You would think that this might make, now there is no obligation to adopt any particular one of those, but there is a suggestion that you can do better than that. On the Holt case, Amanda Holt, when she sued the latest re-apportionment of the State legislature, that was the first time that any re-districting in the state of Pennsylvania was overturned and it was overturned because she was looking at the whole picture and not saying “well, I don’t like the way my district is drawn” but saying that the whole thing didn’t come up to the standards and the Legislative Re-apportionment Committee was essentially asking the state Supreme Court to say “well, what number, how close do we have to get to this before we can be sure that you won’t say no that’s not good enough?” And the court refused to do that and they said that it should be as the law says as “equal as practicable”. And, the Supreme Court speculated that if they put a number to it it would be that far out and if you put the number here it would be there but you’d never really get down to as good as you can do and I don’t think you’ve come anywhere near doing it very well as demonstrated by some other plans that were submitted some of them with very little work to it that did better than the plan that you have before you tonight. I would urge you to reject this and go back to either do it yourself or adopt an amendment to this plan or go back to the Committee and say try again and come up with something better. Also, in the language that we have in the Ordinance before you, there is a problem with the way you designate the 7th District. The 7th District in the plan you have before you, Precinct 7-6 was removed from the 7th District and no other precinct was moved in to occupy that number. So, the Ordinance is saying that we’ll have 11 precincts in the 7th district, 7-1 through 5 and 7 through 12 which is going to be extremely confusing to people who are going to be sitting down and working with this. When they see the highest number precinct is 12 they’ll think “I ought to have 12 precincts so how come I only got 11 street lists? What happened to this other precinct?” I’ve never seen it done that way anytime that we’ve done re-districting here. I’ve never seen it done that way anytime anybody has done re-districting anywhere. The sensible thing to do would be to re-number 7-12 as 7-6. Fill in the gap. You didn’t have a problem when you added a precinct to a district without moving anything out. There’s no problem that if this district had 10 precincts there is no problem with saying that this now will be precinct 11. You didn’t have any problem there. You certainly could bring the numbers down so you go one through whatever and not leave any gaps in the numbers in the precincts. Also, you have to go back and proofread the exhibit, I think C, the one that spells out the courses of the precincts. I didn’t get a chance to go through the whole thing but I came across 2 errors in there. The most serious one is where 1-8 you are missing the course
along Bloomfield Avenue from Childs to the point where it deviates from Bloomfield Avenue to go to Darby Creek. That course is just skipped so you need to go back and proofread that. In Precinct 2-6, the southern boundary and this is an error on the map that I have already pointed out to the Township engineer because I know we are going to be re-doing the map and it should be corrected there but the southern boundary of 2-6 is not Darby Boro, it’s Darby Township. There is a big difference between Darby Boro and Darby Township. I don’t think Upper Darby is adjacent to Darby Boro anywhere.

Mayor Micozzi: Yes it is.

Mr. Achten: Oh, Penn Pines. But, Penn Pines is not adjacent to anything else. That’s that island out there that we have. But, that is Darby Township there and we should correct that. If I found that getting through the middle of the 5th District then I think somebody should proofread the rest of it beyond there and see if there are any other errors in there. I would urge you to reject this, send it back or else amend it and come up with something better or pull it back and re-do it yourself. This is not really acceptable. Thank you.

Mr. Bonnett: Next speaker. Please state your name and address for the record.

Mr. Desnoyers: Thank you for allowing me to speak before Council. My name is Neil Desnoyers and I live at 133 Green Valley Road. If you don’t mind, I have some remarks that I wrote up and would like to read them. I’m kind of emotional about this re-districting thing. My name is Neil Desnoyers. I’ve been a resident of Upper Darby for almost 20 years. I am a teacher or should I say that I was a teacher because I am currently unemployed. Or maybe I should say that I was forced into early retirement. I believe that democracy only works if an active citizenry makes it work. I only recently became a little bit active in democracy in Upper Darby and I did so only because I found myself this Fall with plenty of time on my hands. I remind you that I am unemployed. At this point, I’m not sure if I’ll remain retired. If I do, I will become very active in democracy in Upper Darby. After all, I am not the type of person to spend the next 40 years sitting in a rocking chair on my front porch. This meeting allows me as a longtime resident of Upper Darby to make comments on the re-districting process. I happened to have attended last month’s Council meeting at which Plan 5SRC was recommended by the Redistricting Committee and is scheduled to be voted on tonight. What I heard at last month’s Council meeting and I’ve learned in the past 6 weeks about the re-districting process led me to question the transparency and fairness of the re-districting process here in the Township. In my research I came across a book entitled “A Citizen’s Guide to Re-districting”. It’s a book you can download from the web for free. I have the info here and have a copy for every Council member. I also came across a research paper titled “The Philadelphia Districting Contest-designing territories for City Council based on the 2010 Census.” The point of the contest was to let citizens take a shot at developing City Council districts in Philadelphia that were fair and impartial. The committee of 70 supported the contest. That’s an organization that knows something about the election and administration of fair and impartial governments. The research paper was written by 4 researchers who used current and standard quantitative decision
methodologies. That’s fancy terms for math and statistics and structured decision making. The 4 researchers used current and standard quantitative decision methodologies to produce numerous valid re-districting plans. Now, the contest rules allow both individuals and teams to enter. The researchers decided that since they didn’t work together, they would submit 1 entry as a team instead of each researcher submitting 1 of the team’s entries as individuals in each in a different contest category. The team fared pretty well in the contest. The plan the team submitted won its category in the contest and as a result the team of researchers was invited to testify before City Council about re-districting. I should stress that the team of researchers achieved this outcome without even revealing their best results. If you are a mathematician, you would say revealing their best solutions. So, what did I learn about re-districting in my research? A few thoughts I would like to share with Council. Quoting the research paper, gerrymandering is like pornography. You know it when you see it. Second. Council has stated that the highest priority in the re-districting process is to abide by the Upper Darby Charter Rule that limits variations between district populations to +/- 10% of the mean population for all districts. This is what AI was talking about a minute ago. Council should be made aware that again, according to the research paper, any variance limit greater than 5% is legally at risk. I believe that’s the point AI was making. Council has stated as was stated at the meeting last month that I attended the 2nd highest priority in the re-districting process is that incumbents retain their seats. I have come to believe that incumbents retaining seats shouldn’t even appear on the priority list. Remember, I’m unemployed. I’ve also come to believe that the re-districting process in order to be judged as fair and impartial should result in every voter having equal probability that their vote will influence the selection and operation of their government. Note the emphasis on operation of THEIR government. I think the next task I will take up is the review of the Township’s budget. I might have some comments on that in a few weeks or maybe I’ll take a look at County government. Thank you.

Mr. Bonnett: Thank you, Mr. Desnoyers.

Mr. Desnoyers: As I said, I have information about the free book and I have copies of the research paper for everyone on Council.

Mr. Bonnett: Would you like to leave that with us?

Mr. Desnoyers: Yes, they’re all in the box.

Mr. Bonnett: Is there anyone else wishing to speak?

Mr. Silva: Matt Silva, 3907 James Street, Drexel Hill. Is it permissible to ask a question of Council about the re-apportionment?

Mr. Bonnett: This is a Public Hearing, Mr. Silva. Make your statements please.
Mr. Silva: Well, I'd like to enter the question as part of my... but reviewing this proposed realignment, there are 7 precinct shifts. The one clearly makes sense, moving 7-6 out of the 7th District which is the most populous of the 7 Districts and out of compliance with the Home Rule Charter to the 5th District. That actually makes complete sense and I commend you for doing that. I have some issues with the other 6 shifts just because they are in the 3 Districts which are closest to the mean already so I don’t quite understand why we would be moving them leaving the 1st and 2nd least populous Districts alone and leaving the 2nd most populous District alone. And, actually my other concern is this. Primarily in the shifts from the 4th District to the 5th District; reviewing Census data and I’ll try to make this as brief as I can. In the last 10 years, there has been a lot of a demographic shift in the 2 precincts that are being shifted from the 4th District to the 5th District. In 2000 in the Census block there were 9 Census blocks with a population of 70-90% Caucasian. In 2010, that number has dropped from 9 Census blocks to zero. There were 13 Census blocks where the population was 50-70% Caucasian and that number in 2010 becomes 1. In 2010, there were 3 Census blocks where the population was 33-50% Caucasian and that number shifts to 4. And, then in 2000, there were 3 Census blocks where the population was 27-33% Caucasian and that number shifts to 2 in 2010. In 2010, there was 1 Census block that was 50-70% African American in these 2 precincts and that number in 2010 becomes 5. There were 0 Census blocks that were 33-50% African American and in these 2 precincts that number changes to 9. And, in 2000 there were 0 Census blocks that were 27-33% in these 2 precincts and that number changes to 1. I guess if you look at a Census map, I only made 1 copy and I apologize. I’d be happy to email you a copy if that would help. But, between the changes in the Census, this is what the map looks like. If you look at the legend, blue is primarily Caucasian and then this becomes the map in 2010. I would hate if anyone were to think that that might be the logic for moving those 2 precincts from the 4th District to the 5th District. I would hope that is not the case. I’m sure perhaps you had another reason. Again, unfortunately I cannot ask that question at this time. I would love to know the logic of why we are moving these 6 precincts around that don’t necessarily need to be moved for the Home Rule Charter and they don’t need to be moved for any other purpose. But, I would like to know why those precincts are being moved and again, weigh the census demographic data changes from 2000 to 2010, it concerns me to think that perhaps that demographic shift has hinted to why these moves were made. So, that concludes my comment. Thank you.

Mr. Bonnett: Does anyone else with to speak on Ordinance No. 3017? Seeing no one else interested in speaking, before I ask for a vote on Ordinance No. 3017 I’d like to re-familiarize everyone with the fact that Mayor Micozzie had appointed a 5 person Committee to consider options for re-districting. Numerous plans were evaluated, all of which were ultimately presented publicly. There were 4 public meetings conducted here in this room that were advertised and this was strictly at the Committee level. On the 5th of November, this was introduced to Council. There was a presentation made to the entire Council by the Chairperson of the Committee, Mr. Salvucci and tonight’s Public Hearing was advertised on the 8th of November, 2014 in the Daily Times. Thus, we had the Public Hearing this evening. I’d like to ask our Solicitor, Mr. Holsten, if you could outline the parameters by which that Committee was permitted to consider.
Mr. Holsten: Addressing some of the speakers that were here, there were numerous public meetings where there was opportunity for the public to attend those meetings. The presentation and the methodology and the reasoning behind the plan that was finally adopted was explained by the Chairman of the Re-districting Committee during those public meetings. I'm not sure everyone was there. I know Mr. Achten was there and I know we disagree about his interpretation of the law as far as to what is required as opposed to the Solicitor's office as to what is required. I'm not sure the other speakers were at all of the meetings. I'm not sure the other speakers were at all of the public meetings.

Mr. Bonnett: I believe Mr. Silva was at some of the meetings.

Mr. Holsten: I don't think that those concerns that were being presented were presented at those meetings. Be that as it may, the Ordinance as it has come to the Council's consideration tonight complies in the Solicitor's office opinion with both the Home Rule Charter and the case law and the statutes as well as the case law that has been interpreted under the interpreting of the statutes. So, I think we're in compliance. The issue is, is there a better plan? Well, an individual is always going to think that they have the best plan. The point is, this plan is not unconstitutional and in my opinion complies with all of the laws that we are required to comply with and is for the choosing.

Mr. Bonnett: And, it's also worth noting that upon approval of a plan by this Council by adopting an Ordinance, it leaves this Township and is handed off to the Delaware County Election Board and ultimately to the Courts for approval. So, it needs to pass the scrutiny of the Courts and if there are any legal issues at that point, they would be flagged at the Court level, I would assume.

Mr. Holsten: They would be, yes.

Mr. Bonnett: And this does not go into effect until we receive that Court approval, correct?

Mr. Holsten: Correct.

Mr. Bonnett: At this time, Members of Council, I would ask for a motion for the approval of Ordinance No. 3017?

Mr. Bierling: I'd like to make a motion for the adoption of Ordinance No. 3017.

Mrs. Crawford: Seconded.

Ms. Keffer: Discussion?

Mr. Bonnett: Moved and seconded. Point of discussion?
Ms. Keffer: What about Mr. Achten’s point about the way the numbers are decreasing in the 7th District, the way that 7-6 is being skipped over.

Mr. Bonnett: Individuals can consider that. I don’t know that that is …..

Mr. Holsten: I don’t there’s anything illegal.

Ms. Keffer: But, it just looks sloppy, I think just to skip it. That’s my opinion.

Mr. Bonnett: OK, your opinion is registered and it’s up to each individual to consider it. Any other comment?

Mr. Santora: My question is that at one point Councilwoman Coles had a concern that this addresses that shift.

Mr. Bonnett: It’s my understanding that…..

Mr. Holsten: I believe the final plan was adopting a part of Councilwoman Coles’s……...

Mr. Bonnett: That’s a matter of record.

Mr. Holsten: That is incorporated into this present plan.

Mr. Bonnett: That changed the plan and you have the distinction, Sekela, to have the C at the end of that plan. It’s 5SRC.

Ms. Coles: That was because I had a concern about the change between the 6th District and the 7th District that was unnecessary but just because I’m not the District Councilperson representing the 4th or the 5th, I don’t think that my comments on the unnecessary moves from the 4th to the 5th and the 5th to the 3rd were considered because that was when I asked the Committee to seriously consider Option 8K which only moved the 7-6 into the 5th and I just wanted to go on the record again. I understand that we have to move forward being this is a process that has to be looked at by the Courts in time for next year’s election cycle. But, I do appreciate the Committee amending the change for the 7th District but I think we really need to consider that this Option 5SRC seems in some way to really deal with politics and not population. There is no reason that can be explained as to why the 2 precincts being moved out of the 4th are being moved into the 5th and then 2 out of the 5th into the 3rd and then 2 in the 3rd into the 5th and just because something is not unconstitutional does not mean that it has to happen so regardless of how Council votes tonight I just want to make sure it’s understood. I appreciate the amendment to my District but I do have serious concerns about that unnecessary movement going on for Districts 3, 4 and 5 and I know we talked about the Committee and the qualifications on the Committee that was appointed by the Mayor but again, I’m sure Councilwoman Keffer, Councilman Gwin
and I are on record as voting against that particular Committee that was initially formed in January.

Mr. Bonnett: Thank you for your comments.

Mr. Gwin: I would just like to second Sekela’s comments regarding the -------as it relates to we lost Districts in the 5th----COULD NOT HEAR-NOT CLOSE ENOUGH TO MICROPHONE

Mr. Bonnett: Thank you Bob. Any other comments? The motion has been made and seconded to adopt Ordinance No. 3017. Mr. Secretary, please take a roll call vote.

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<th>In favor of Ordinance No. 3017</th>
<th>Opposed to Ordinance No. 3017</th>
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Mr. Rankin: That gives seven in favor, three opposed and one excused.

Mr. Bonnett: Thank you, Mr. Rankin. The Ordinance is duly adopted. Mr. Solicitor, do you have any business for council?

Solicitor: No further business.

**Adjournment**

Mr. Bonnett: A motion would be in order for adjournment.
Mr. Monaghan: So moved.

Mrs. Crawford: Seconded.

Mr. Bonnett: Moved and duly seconded. All those in favor signify by saying aye. Opposed? The ayes have it. This meeting stands adjourned.

Respectfully submitted,

[Signature]

Richard G. Nolan
Chief Municipal Clerk
RESOLUTION NO. 61-14

WHEREAS, ORDINANCE NO. 2141 OF UPPER DARBY TOWNSHIP FIXES THE MAXIMUM SPEED FOR VEHICLES AT "FIFTEEN (15) MILES PER HOUR SPEED LIMIT" WITHIN CERTAIN BUSINESS OR RESIDENT DISTRICTS AND IMPOSES PENALTIES FOR THE VIOLATION THEREOF:

NOW, THEREFORE, BE IT RESOLVED:

THAT ORDINANCE NO. 2141 BE AND THE SAME IS HEREBY AMENDED AND SUPPLEMENTED BY ADDING TO SECTION 1 THE FOLLOWING:

ESTABLISH "FIFTEEN (15) MILES PER HOUR SPEED LIMIT ON:

THE 700 BLOCK OF WILDELL AVENUE

RESOLVED THIS 19TH DAY OF NOVEMBER, A.D., 2014

UPPER DARBY TOWNSHIP

DONALD P. BONNETT
PRESIDENT OF COUNCIL

ATTEST: JOHN B. RANKIN, JR.
SECRETARY OF COUNCIL

THOMAS N. MICOZZIE, MAYOR

ATTEST: THOMAS I. JUDGE, JR.,
CHIEF ADMINISTRATIVE OFFICER
RESOLUTION NO. 62-14

WHEREAS, ORDINANCE NO. 449 OF THE TOWNSHIP OF UPPER DARBY PROHIBITS PARKING OF VEHICLES ON CERTAIN HIGHWAYS AND REGULATES THE PARKING OF VEHICLES ON CERTAIN HIGHWAYS AND IMPOSES PENALTIES FOR THE VIOLATION THEREOF:

NOW, THEREFORE, BE IT RESOLVED;

THAT ORDINANCE NO. 449 BE AND THE SAME IS HEREBY AMENDED AS FOLLOWS:

ESTABLISH "NO PARKING OF TRUCKS OR COMMERCIAL VEHICLES" ON MARSHALL ROAD BETWEEN BLANCHARD ROAD AND CHESWOLD ROAD

RESOLVED, THIS 19TH DAY OF NOVEMBER, A.D., 2014.

UPPER DARBY TOWNSHIP

DONALD P. BONNETT
PRESIDENT OF COUNCIL

ATTEST: JOHN B. RANKIN, JR.
SECRETARY OF COUNCIL

THOMAS N. MICOZZIE, MAYOR

ATTEST: THOMAS J. LIDGE, JR.,
CHIEF ADMINISTRATIVE OFFICER
RESOLUTION NO. 63-14

WHEREAS, ORDINANCE NO. 1156 OF UPPER DARBY TOWNSHIP PROVIDES THAT TRAFFIC SHALL COME TO A STOP BEFORE ENTERING OR CROSSING CERTAIN STREETS AND HIGHWAYS IN THE TOWNSHIP AND IMPOSES PENALTIES FOR THE VIOLATION THEREOF:

NOW, THEREFORE, BE IT RESOLVED:

THAT ORDINANCE NO. 1156 IS HEREBY AMENDED BY ADDING TO SECTION 1 THE FOLLOWING:

REMOVE 2 STOP SIGNS AT THE FOLLOWING LOCATION:

ON HUEY AVENUE AT THE INTERSECTION OF KENWOOD ROAD CREATING A FOUR WAY STOP

RESOLVED, THIS 19TH DAY OF NOVEMBER, A.D., 2014.

UPPER DARBY TOWNSHIP

__________________________
DONALD P. BONNETT
PRESIDENT OF COUNCIL

ATTEST:___________________

JOHN B. RANKIN JR.
SECRETARY OF COUNCIL

THOMAS N. MICOZZIE, MAYOR

ATTEST:___________________

THOMAS J. JUDGE, JR.,
CHIEF ADMINISTRATIVE OFFICER

Tabled

No Vote
Resolution No. 64-14

UPPER DARBY TOWNSHIP

WHEREAS, ORDINANCE NO. 449 OF THE TOWNSHIP OF UPPER DARBY PROHIBITS PARKING OF VEHICLES ON CERTAIN HIGHWAYS AND REGULATES THE PARKING OF VEHICLES ON CERTAIN HIGHWAYS AND IMPOSES PENALTIES FOR THE VIOLATION THEREOF:

NOW THEREFORE, BE IT RESOLVED,

THAT ORDINANCE NO. 449 BE AND THE SAME IS HEREBY AMENDED AND SUPPLEMENTED BY ADDING THE RESTRICTION OF NO PARKING AT THE FOLLOWING LOCATION:

ON PILGRIM LANE AT THE EXIT DRIVEWAY FROM THE PILGRIM GARDENS SHOPPING CENTER

RESOLVED, THIS 19TH DAY OF NOVEMBER, A.D. 2014

TOWNSHIP OF UPPER DARBY

By: DONALD P. BONNETT
President of Council

Attest: JOHN B. RANKIN JR.
Secretary of Council

Resolution No.64-14 above is hereby approved this 19th day of November 2014

Approved: THOMAS N. MCOZZIE
Mayor

Attest: THOMAS J. JUDIC, JR.
Chief Administrative Officer
RESOLUTION NO. 65-14

WHEREAS, Ordinance No. 2648 prohibits traffic from making RIGHT HAND TURNS onto certain Township highways, streets and/or roads and imposes penalties for the violation thereof:

NOW, THEREFORE BE IT RESOLVED:

That Ordinance No. 2648 be and the same is hereby amended and supplemented by creating Section 1 to read: “No Right Hand Turn” on the following street:

ESTABLISH “NO RIGHT HAND TURN” ON PILGRIM LANE AT THE EXIT DRIVEWAY FROM THE PILGRIM GARDENS SHOPPING CENTER

RESOLVED, this 19th day of November, A.D. 2014

TOWNSHIP OF UPPER DARBY

DONALD P. BONNETT
PRESIDENT OF COUNCIL

JOHN B. RANKIN JR.
SECRETARY OF COUNCIL

APPROVED:

THOMAS N. MICOZZIE, MAYOR

ATTEST:

THOMAS J. JOHNSON JR.
CHIEF ADMINISTRATIVE OFFICER
UPPER DARBY TOWNSHIP

ORDINANCE No. 3017

AN ORDINANCE OF UPPER DARBY TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA, ADOPTING THE REALIGNMENT PLAN OF THE SEVEN COUNCILMANIC DISTRICTS IN THE TOWNSHIP IN ACCORDANCE WITH SECTION 313(B) OF THE HOME RULE CHARTER AND 53 Pa.C.S.A. § 901, et seq.

WHEREAS, the Upper Darby Township Council has received a report from the Upper Darby Township Redistricting Committee, dated October 8, 2014, relative to the realignment of the seven (7) councilmanic districts in the Township; and

WHEREAS, the report recommends that certain electoral precincts be entirely switched to different districts; and

WHEREAS, pursuant to Section 313(B) of the Home Rule Charter, which was adopted at the election held May 21, 1974, and in accordance with 53 Pa.C.S.A. § 903(a), the Township is required to adopt said realignment by Ordinance.

NOW THEREFORE, Upper Darby Township hereby ordains:

Section 1. Adoption of Plan

Council Hereby adopts the redistricting plan presented by the Upper Darby Township Redistricting Committee on October 8, 2014, a copy of which is attached hereto as Exhibit “A’.

Section 2. Realigned Districts

The realigned districts shall be as follows:

District 1: District 1 shall be unchanged and shall have a population of 10,889 as determined by the 2010 census.

District 2: District 2 shall be unchanged and shall have a population of 11,294 as determined by the 2010 census.
District 3: District 3 shall contain Districts 3-1 through 3-2, 3-4, 3-6 through 3-11. District 3 shall also contain District 3-3 which was formerly District 5-3. District 3 shall also contain District 3-5 which was formerly District 5-7. District 3 will have a population of 11,823 as determined by the 2010 census.

District 4: District 4 shall contain Districts 4-2 through 4-3 and 4-5 through 4-10. District 4 shall also contain District 4-1 which was formerly District 3-3. District 4 shall also contain District 4-4 which was formerly District 3-5. District 4 will have a population of 11,561 as determined by the 2010 census.

District 5: District 5 shall contain Districts 5-1 through 5-2, 5-4 through 5-6 and 5-8 through 5-9. District 5 shall also contain District 5-10 which was formerly District 4-1. District 5 shall also contain District 5-3 which was formerly District 4-4. District 5 shall also contain District 5-7 which was formerly District 7-6. District 5 will have a population of 12,747 as determined by the 2010 census.

District 6: District 6 shall be unchanged and shall have a population of 12,439 as determined by the 2010 census.

District 7: District 7 shall contain Districts 7-1 through 7-5 and 7-7 through 7-12. District 7 will have a population of 12,042 as determined by the 2010 census. There is intentionally no District 7-6.

Attached hereto as Exhibit “B” is a graph showing the realigned Districts and the corresponding previous Districts. Attached hereto as Exhibit “C” are descriptions of the realigned Districts. Attached hereto as Exhibit “D” is a map of the Township showing the realigned districts.

Section 3. Authorization of Effectuate Realignment

The Mayor, Chief Administrative Officer and Solicitor are hereby authorized to take all steps necessary to effectuate the realignment adopted by this Ordinance.

Section 4. Repealer
All Ordinances, Resolutions and parts of Ordinances and Resolutions inconsistent herewith are hereby repealed.

ENACTED and ORDAINED this 19th Day of November 2014

UPPER DARBY TOWNSHIP

BY: 
DONALD P. BONNETT
President of Council

Attest: 
John B. Rankin, Jr.,
Secretary of Council

Ordinance No. 3017 above is hereby approved this 19th Day of November 2014

THOMAS N. MICHELE
Mayor

Attest: 
THOMAS J. JUDGE, Jr.,
Chief Administrative Officer
AN ORDINANCE OF UPPER DARBY TOWNSHIP, DELAWARE COUNTY, PENNSYLVANIA, ADOPTING THE REALIGNMENT PLAN OF THE SEVEN COUNCILMANIC DISTRICTS IN THE TOWNSHIP IN ACCORDANCE WITH SECTION 313(B) OF THE HOME RULE CHARTER AND 53 Pa.C.S.A. § 901, et seq.
## Precinct changes - Option 5SRC

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</table>
Option 5SRC-Before/After District Population

Upper Darby Revised District Population—2014 District Plan

District Mean plus 10%—13,011 residents

District Mean minus 10%—10,645 residents

This Option
Option 5SRC
2010 Census
Mean + 10%
Mean - 10%

Exhibit B
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<th>Realigned District</th>
<th>Previous District</th>
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</tbody>
</table>
PRECINCT #1-1

Beginning at the intersection of State Road (SR 0001) and Darby Creek; then in a northerly direction along the centerline of Darby Creek (being the boundary line between Upper Darby Township and Springfield Township) to a point in the boundary line between Haverford Township and Upper Darby Township then in a northeasterly direction along said boundary line to the intersection with the centerline of Burmont Road (SR 2007); then in a southeasterly direction along the centerline of Burmont Road (SR 2007) to the intersection with Bond Avenue; then in a southwesterly direction along the centerline of Bond Avenue extended to the intersection with Township Line Road (SR 0001); then in a southerly direction along the centerline of Township Line Road (SR 0001) to the intersection with State Road (SR 0001/SR 2026); then in a southwesterly direction along the centerline of State Road (SR 0001) to the intersection with Darby Creek, the Place and Point of Beginning.

PRECINCT #1-2

Beginning at the intersection of State Road (SR 2026) and Township Line Road (SR 0001); then in a northerly direction along the center line of Township Line Road (SR 0001) to the intersection with Bond Avenue extended; then in a northeasterly direction along the centerline of Bond Avenue extended to the intersection with Burmont Road (SR 2007); then in a southeasterly direction along the centerline of Burmont Road to the intersection with State Road (SR 2026); then in a southwesterly direction along the centerline of State Road (SR 2026) to the intersection with Township Line Road (SR 0001), the Place and Point of Beginning.

PRECINCT #1-3

Beginning at the intersection of the SEPTA tracks (Media Branch) and Darby Creek; then in a westerly direction along the centerline of Darby Creek (being the boundary line between Upper Darby Township and Springfield Township) to the intersection with State Road (SR 0001); then in a northerly direction along the centerline of State Road (SR 0001) to the intersection with State Road (SR 2026); then in a northeasterly direction along the centerline of State Road (SR 2026) to the intersection with Burmont Road (SR 2007); then in a southeasterly direction along the centerline of Burmont Road (SR 2007) to the intersection with the SEPTA tracks (Media Branch); then in a southwesterly direction along the SEPTA tracks (Media Branch) to the intersection with Darby Creek, the Place and Point of Beginning.
UPPER DARBY TOWNSHIP
2010 CENSUS NOVEMBER 2014
COUNCIL DISTRICT REALIGNMENT

PRECINCT #1-4

Beginning at a point in the centerline of Darby Creek approximately 400 feet downstream from the intersection of Darby Creek with Garrett Road (SR 2019); then in a northeasterly direction to the intersection of Garrett Road (SR 2019); then in a northeasterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Childs Avenue; then in a southeasterly direction along the centerline of Childs Avenue to the intersection with Lasher Road; then in a northeasterly direction along the centerline of Lasher Road to the intersection with Childs Avenue; then in a southeasterly direction along the centerline of Childs Avenue to the intersection with Redden Road; then in a northeasterly direction along the centerline of Redden Road to the intersection with Cheswold Road; then in a southerly direction along the centerline of Cheswold Road to the intersection with Marshall Road; then in a northeasterly direction along the centerline of Marshall Road to the intersection with the SEPTA tracks (Sharon Hill Branch); then in a southerly direction along the SEPTA tracks (Sharon Hill Branch) to a point approximately 750 feet north of the centerline of Darby Creek; then in a southwesterly direction along the extended rear property lines of the southern (even) side of Evans Lane to the intersection with the rear property lines of the eastern (odd) side of Wilde Avenue; then in a northerly direction along the rear property lines of the eastern (odd) side of Wilde Avenue to the intersection with the extended rear property lines of the southern (even) side of Blythe Avenue; then in a southwesterly direction along and following the extended rear property lines of the western (even) side of Blythe Avenue to the intersection with the centerline of Marshall Road extended; then in a northeasterly direction along the centerline of Marshall Road extended approximately 200 feet; then in a northwesterly direction paralleling Darby Creek to the intersection with the centerline of Lasher Road extended; then in a southwesterly direction to the intersection with the centerline of Darby Creek; then in a westerly direction along the centerline of Darby Creek to a point approximately 400 feet downstream from the intersection of Darby Creek with Garrett Road (SR 2019), the Place and Point of Beginning.

PRECINCT #1-5

Beginning at the intersection of Garrett Road (SR 2019) and Childs Avenue; then in a northwesterly direction along the centerline of Childs Avenue to the intersection with Bloomfield Avenue; then in a northeasterly direction along the centerline of Bloomfield Avenue to the intersection with Childs Avenue; then in a northwesterly direction along the centerline of Childs Avenue to the the intersection with the SEPTA tracks (Media Branch); then in a southeasterly direction along the SEPTA tracks (Media Branch) to the intersection with School Lane; then in a southwesterly direction along the centerline of School Lane to the intersection with Burmont Road (SR 2007); then in a southeasterly direction along the centerline of Burmont Road (SR 2007) to the intersection with Garrett Road (SR2019); then in a southwesterly direction along the centerline of Garrett Road to the intersection with Childs Avenue, the Place and Point of Beginning.
UPPER DARBY TOWNSHIP
2010 CENSUS NOVEMBER 2014
COUNCIL DISTRICT REALIGNMENT

PRECINCT #1-6

Beginning at a point on Bishop Avenue (SR 2019) approximately 600 feet south of the intersection of Bishop Avenue with Darby Creek; then in a northerly direction along the centerline of Bishop Avenue to the intersection with Rosemont Avenue; then along the centerline of Rosemont Avenue to the intersection with Darby Creek; then in northwesterly direction along the centerline of Darby Creek (being the boundary line between Upper Darby Township and Springfield Township) approximately 1200 feet to a point; then in a northeasterly direction approximately 600 feet to the intersection with Bloomfield Avenue; then in a northeasterly direction along the centerline of Bloomfield Avenue to the intersection with Childs Avenue; then in a southeasterly direction along the centerline of Childs Avenue to the intersection with Garrett Road (SR 2019); then in a southwesterly direction along the centerline of Garrett Road (SR 2019) to a point approximately 600 feet southeast of the centerline of Darby Creek; then in a southerly direction to the intersection with the centerline of Darby Creek; then in a southwesterly direction partially along the creek and crossing Sycamore Road to Bishop Avenue (SR 2019), the Place and Point of Beginning.

PRECINCT #1-7

Beginning at the intersection of Redden Road and Childs Avenue; then in a northwesterly direction along the centerline of Childs Avenue to the intersection with Lasher Road; then in a southwesterly direction along the centerline of Lasher Road to the intersection with Childs Avenue; then in a northwesterly direction along the centerline of Childs Avenue to the intersection with Garrett Road (SR 2019); then in a northeasterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Burmont Road (SR 2007); then in a southeasterly direction along the centerline of Burmont Road (SR 2007) to the intersection with the SEPTA tracks (Sharon Hill Branch); then in a southerly direction along the SEPTA tracks (Sharon Hill Branch) to Marshall Road; then in a southwesterly direction along the centerline of Marshall Road to the intersection with Cheswold Road; then in a northerly direction along the centerline of Cheswold Road to the intersection with Redden Road; then in a southwesterly direction along the centerline of Redden Road to the intersection with Childs Avenue, the Place and Point of Beginning.
UPPER DARBY TOWNSHIP
2010 CENSUS NOVEMBER 2014
COUNCIL DISTRICT REALIGNMENT

PRECINCT #1-8

Beginning at a point in the centerline of Darby Creek approximately 1800 feet upstream of the intersection of Garrett Road (SR 2019) with Darby Creek; then along the centerline of Darby Creek (Being the boundary line between Upper Darby Township and Springfield Township) to the intersection with the SEPTA tracks (Media Branch); then in an easterly direction along the SEPTA tracks (Media Brach) to the intersection with Childs Avenue; then in a southeasterly direction along the centerline of Childs Avenue to the intersection with Bloomfield Avenue; then in a southwesterly direction approximately 1900 feet to the intersection with the centerline of Darby Creek, the Place and Point of Beginning.

PRECINCT #1-9

Beginning at the intersection of Burmont Road (SR 2007) and the SEPTA tracks (Media Branch); then in a northwesterly direction along the centerline of Burmont Road to the intersection with State Road (SR 2026); then in a northeasterly direction along the centerline of State Road to the intersection with Edmonds Avenue; then in a southeasterly direction along the centerline of Edmonds Avenue to the intersection with School Lane; then in a southwesterly direction along the centerline of School Lane to the intersection with the SEPTA tracks (Media Branch); then in a northwesterly direction along the SEPTA tracks to the intersection with Burmont Road (SR 2007), the Place and Point of Beginning.
PRECINCT #2-1

Beginning at the intersection of Providence Road (SR 2010) and Springfield Avenue (SR 2009); then northwesterly along the centerline of Springfield Avenue approximately 1400 feet to a point; then easterly 660 feet to a point approximately 120 feet west of the centerline of Maryland Avenue; then northwesterly along a line parallel to Maryland Avenue approximately 300 feet; then northeasterly to a point intersecting the centerline of Darby Creek approximately 600 feet southeast of the SEPTA tracks (Elwyn Branch) (all of these lines being the boundary between Upper Darby Township and Aldan Borough); then southeasterly along the centerline of Darby Creek to a point approximately 1300 feet southeast of Providence Road (SR 2010); then southwesterly along a line (being the boundary between Upper Darby Township and Darby Borough) to the intersection with Springfield Avenue (SR 2009); then northwesterly along the centerline of Springfield Avenue (being the boundary between Upper Darby Township and Aldan Borough) to the intersection with Providence Road (SR 2010), the Place and Point of Beginning.

PRECINCT #2-2

Beginning at the intersection of Berkley Avenue and Shadeland Avenue; then in a southerly direction along the centerline of Shadeland Avenue being the boundary between Upper Darby Township and Lansdowne Borough) to the intersection with Darby Creek; then northwesterly along the centerline of Darby Creek (being the boundary between Upper Darby Township and Clifton Heights Borough) to the intersection with the centerline of Lasher Road extended; then easterly along the centerline of Lasher Road extended approximately 300 feet to a point; then in a southeasterly direction along a parallel line with Childs Avenue to the intersection with the centerline of Marshall Road extended; then southwesterly along feet the centerline of Marshall Road extended to the intersection with the extended rear property lines of the western (even) side of Blythe Avenue; then southeasterly along feet to the intersection and following the extended rear property lines of the southern (even) side of Blythe Avenue to the intersection with the rear property lines of the eastern (odd) side of Wilde Avenue; then in a southerly direction along the rear property lines of the eastern (odd) side of Wilde Avenue to the intersection with the extended rear property lines of the southern (even) side of Evans Lane; then in a northeasterly direction along the extended rear property lines of the southern (even) side of Evans Lane to the intersection with the SEPTA tracks (Sharon Hill Branch); then southerly along the rail line to the intersection with the centerline of Anne Street extended; then in a northeasterly direction along the centerline of Anne Street extended to the to the intersection with Burmont Road (SR 2007); then northwesterly along Burmont Road (SR 2007) to the intersection with Berkley Avenue; then northeasterly along the centerline of Berkley Avenue to the intersection with Shadeland Avenue, the Place and Point of Beginning.
UPPER DARBY TOWNSHIP
2010 CENSUS NOVEMBER 2014
COUNCIL DISTRICT REALIGNMENT

PRECINCT #2-3

Beginning at the intersection of Westpark Drive and Bishop Avenue (SR 2019); then northerly on Bishop Avenue (SR 2019) along the boundary line between Upper Darby Township and Springfield Township approximately 600 feet; then northeasterly to a point of intersection with the centerline of Darby Creek; then southeasterly along the centerline of Darby Creek to a point approximately 600 feet south of Palmer Mill Road; then southwesterly to a point along a line roughly perpendicular to the intersection with the centerline of Darby Creek approximately 310 feet; then southerly to a point along a line approximately 340 feet; then westerly along a line to a point approximately 40 feet; then southerly along a line approximately 90 feet to the intersection with the northern roadway edge of Crestwood Drive extended to the intersection feet; then southwesterly along the northern roadway edge of Crestwood Drive extended to the intersection with Oak Avenue (SR 2015) (all of these lines being the boundary between Upper Darby Township and Clifton Heights Borough); then northwesterly along the centerline of Oak Avenue (SR 2015) to the intersection with Gramercy Drive; then southwesterly along the centerline of Gramercy Drive to the intersection with Westpark Drive; then northwesterly along the centerline of Westpark Drive to the intersection with Bishop Avenue (SR 2019), the Place and Point of Beginning.

PRECINCT #2-4

Beginning at the intersection of Bishop Avenue (SR 2019) and Springfield Avenue (SR 2009) then northerly along the centerline of Bishop Avenue (SR 2019) to the intersection with Westpark Drive; then southeasterly along the centerline of Westpark Drive to the intersection with Gramercy Drive; then northeasterly along the centerline of Gramercy Drive to the intersection with Oak Avenue (SR 2015); then southeasterly along the centerline of Oak Avenue (SR 2015) to the intersection with the northern roadway edge of Crestwood Drive; then southwesterly along the northern roadway edge of Crestwood Drive (being the boundary between Upper Darby Township and Clifton Heights Borough) to a point approximately 125 feet east of Westpark Drive; then southeasterly along a line (being the boundary between Upper Darby Township and Clifton Heights Borough) to the intersection with Springfield Avenue (SR 2009); then westerly along the centerline of Springfield Avenue (SR 2009) to the intersection with Bishop Avenue (SR 2019), the Place and Point of Beginning,
UPPER DARBY TOWNSHIP
2010 CENSUS NOVEMBER 2014
COUNCIL DISTRICT REALIGNMENT

PRECINCT #2-5

Beginning at the intersection of Bishop Avenue (SR 2019) and Baltimore Pike (SR 2016); then northerly along the centerline of Bishop Avenue (SR 2019) (being the boundary between Upper Darby Township and Springfield Township) to the intersection with Springfield Avenue (SR 2009); then easterly along the centerline of Springfield Avenue (SR 2009) to a point approximately 600 feet east of the centerline of West Park Drive; then southerly along a line (being the boundary between Upper Darby Township and Clifton Heights Borough) to a point approximately 300 feet south of the centerline of Davis Avenue; then southwesterly along a line (being the boundary between Upper Darby Township and Clifton Heights Borough) to the intersection of Baltimore Pike (SR 2016) and Delmar Road; then westerly along the centerline of Baltimore Pike (SR 2016) to the intersection with Bishop Avenue (SR 2019), the Place and Point of Beginning.

PRECINCT #2-6

Beginning at the intersection of Oak Avenue (SR 2015) and Providence Road (SR 2010); then southeasterly along the centerline of Oak Avenue to a point approximately 400 feet southeast of the centerline of Green Lane; then southwesterly along a line to a point approximately 200 feet southwest of the centerline of Brookwood Lane; then northerly along a line approximately 25 feet to a point; then westerly along a line approximately 510 feet to a point 520 feet south of the centerline of Larkspur Lane (all these lines being the boundary between Upper Darby Township and Darby Township); then northwesterly along a line (being the boundary between Upper Darby Township and Ridley Township) to a point intersecting the southern boundary of the SEPTA tracks (Elwyn Branch); then northeasterly along the SEPTA tracks (Elwyn Branch) to the intersection with Oak Avenue (SR 2015); then southerly along the centerline of Oak Avenue (SR 2015) to the intersection with Providence Road (SR 2010), the Place and Point of Beginning.
Beginning at the intersection of Delmar Road and Baltimore Pike (SR 2016); then easterly along the centerline of Baltimore Pike (SR 2016) (being the boundary between Clifton Heights Borough and Upper Darby Township) to the intersection with Oak Avenue (SR 2015); then southeasterly along the centerline of Oak Avenue (SR 2015) to a point approximately 300 feet northwest of the centerline of Broadway Avenue; then northeasterly along a line to a point approximately 320 feet northeast of the centerline of Boro Road; then southeasterly along a line parallel to Boro Road to the SEPTA tracks (Elwyn Branch) (all of these lines being the boundary between Upper Darby Township and Clifton Heights Borough); then southwesterly along the SEPTA tracks (Elwyn Branch) to a point approximately 200 feet west of the centerline of North Avenue; then northwesterly along a line to a point approximately 90 feet to the centerline of Providence Road (SR 2010); then westerly along the centerline of Providence Road (SR 2010) to a point approximately 350 feet west of North Avenue; then northwesterly along a line to a point approximately 500 feet southwest of North Avenue (all these lines being the boundary between Upper Darby Township and Ridley Township); then northeasterly along a line to a point approximately 665 feet northwest of North Avenue; then northwesterly approximately 590 feet along a line roughly parallel with South Bishop Avenue (SR 2019); then northerly along a line extending from the centerline of South Bishop Avenue (SR 2019) to the intersection of Baltimore Pike (SR 2016) and North Bishop Avenue (SR 2019) (all of these lines being the boundary between Upper Darby Township and Springfield Township); then northeasterly along the centerline of Baltimore Pike (SR 2016) to the intersection with Delmar Road, the Place and Point of Beginning.
UPPER DARBY TOWNSHIP
2010 CENSUS NOVEMBER 2014
COUNCIL DISTRICT REALIGNMENT

PRECINCT #3-1

Beginning at the intersection of State Road (SR 2026) and a distance approximately 125 feet from the centerline of Kenwood Road between Irvington Road and Kenwood Road; then in a southerly direction to a point in Arlington Cemetery approximately 300 feet from the centerline of State Road (SR 2026); then in a southwesterly direction and parallel to State Road (SR 2026) for approximately 650 feet to the intersection with the extended rear property lines of the eastern (odd) side of Shadeland Avenue; then in a southeasterly direction along the extended rear property lines of the eastern (odd) side of Shadeland Avenue to the intersection with School Lane; then in a southwesterly direction along the centerline of School Lane to the intersection with Edmonds Avenue; then in a northwesterly direction along the centerline of Edmonds Avenue to the intersection with State Road (SR 2026); then in a northeasterly direction along the centerline of State Road (SR 2026) to approximately 125 feet from the centerline of Kenwood Road between Kenwood Road and Irvington Road, the Place and Point of Beginning.

PRECINCT #3-2

Beginning at the intersection of Bond Avenue and Agnew Drive; then in a southeasterly direction along Agnew Drive extended to a point approximately 250 feet feet from the centerline of Bond Avenue; then in a northeasterly direction approximately 240 feet to the intersection with Kenwood Road; then in a southeasterly direction along the centerline of Kenwood Avenue to the intersection with Fariston Road; then in a northeasterly direction along the centerline of Fariston Road approximately feet 125 feet to the rear property lines of the eastern (odd) side of Kenwood Road; then in a southeasterly direction parallel with Kenwood Road along the extended rear property lines of the eastern (odd) side of Kenwood Road to State Road (SR 2026); then in a southwesterly direction along the centerline of State Road (SR 2026) to the intersection with Turner Avenue; then in a northwesterly direction along the centerline of Turner Avenue to the intersection with Bond Avenue; then in a northeasterly direction along the centerline of Bond Avenue to the intersection with Agnew Drive, the Place and Point of Beginning.
PRECINCT # 3-3 (Formerly #5-3)

Beginning at the intersection of School Lane extended and the centerline of the PECO right-of-way (abandoned railroad tracks); then in a southeasterly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with Garrett Road (SR 2019); then in a southwesterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Shadeland Avenue; then in a northwesterly direction along the centerline of Shadeland Avenue to the intersection with School Lane; then in a northeasterly direction along the centerline of School Lane extended to the intersection with the centerline of the PECO right-of-way (abandoned railroad tracks), the Place and Point of Beginning.

PRECINCT # 3-4

Beginning at the intersection of Township Line Road (SR 0001) and Agnew Drive; then in a southeasterly direction along the centerline of Agnew Drive to the intersection with Marvine Avenue; then in a northeasterly direction along the centerline of Marvine Avenue to Naylor's Run Creek; then in a southeasterly direction along the centerline of Naylor's Run Creek to Bond Avenue extended; then in a westerly direction along the centerline of Bond Avenue extended to the intersection with Turner Avenue; then in a northwesterly direction along the centerline of Turner Avenue to the intersection of Township Line Road (SR 0001); then in a northeasterly direction along the centerline of Township Line Road (SR 0001) to the intersection with Agnew Drive, the Place and Point of Beginning.
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PRECINCT 3-5 (Formerly #5-7)

Beginning at the intersection of School Lane and Shadeland Avenue; then in a southeasterly direction along the centerline of Shadeland Avenue to the intersection with Garrett Road (SR 2019); then in a southwesterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Burmont Road (SR 2007); then in a northwesterly direction along the centerline of Burmont Road (SR 2007) to the intersection with School Lane; then in a northeasterly direction along the centerline of School Lane to the intersection with Shadeland Avenue, the Place and Point of Beginning.

PRECINCT #3-6

Beginning at the intersection of Township Line Road (SR 0001) and Lansdowne Avenue (SR 2005); then in a southeasterly direction along the centerline of Lansdowne Avenue- (SR 2005) to the intersection with Naylors Run Creek; then in a westerly direction along the centerline of Naylors Run Creek to the intersection with Township Line Road (SR 0001); then in a northeasterly direction along the centerline of Township Line Road (SR 0001) to the intersection with Lansdowne Avenue (SR 2005), the Place and Point of Beginning.

PRECINCT #3-7

Beginning at the intersection of Township Line Road (SR 0001) and Naylors Run Creek; then in a southerly direction along the centerline of Naylors Run Creek to the intersection with Marvine Avenue; then in a southwesterly direction along the centerline of Marvine Avenue to the intersection with Agnew Drive; then in a northwesterly direction along the centerline of Agnew Drive to the intersection with Township Line Road (SR 0001); then in a northeasterly direction along the centerline of Township Line Road (SR 0001) to the intersection with, Naylors Run Creek, the Place and Point of Beginning.
PRECINCT #3-8

Beginning at the intersection of Township Line Road (SR 0001) and Turner Avenue; then in a southeasterly direction along the centerline of Turner Avenue to the intersection with State Road (SR 2026); then in a southwesterly direction along the centerline of State Road (SR 2026) to the intersection with Cornell Avenue; then in a northwesterly direction along the centerline of Cornell Avenue to the intersection with Township Line Road (SR 0001); then in a northeasterly direction along the centerline of Township Line Road (SR 0001) to the intersection with Turner Avenue, the Place and Point of Beginning.

PRECINCT #3-9

Beginning at the intersection of Township Line Road (SR 0001) and Cornell Avenue; then in a southeasterly direction along the centerline of Cornell Avenue to the intersection with State Road (SR 2026); then in a southwesterly direction along the centerline of State Road (SR 2026) to the intersection with Childs Avenue; then in a northwesterly direction along the centerline of Childs Avenue to the intersection with Drexel Avenue; then in a northeasterly direction along the centerline of Drexel Avenue to the intersection with Township Line Road (SR 0001); then in a northwesterly direction along the centerline of Township Line Road (SR 0001) to the intersection with Cornell Avenue, the Place and Point of Beginning.

PRECINCT #3-10

Beginning at the intersection of Township Line Road (SR 0001) and Drexel Avenue; then in a southeasterly direction along the centerline of Drexel Avenue to Dermond Avenue; then in a southwesterly direction along the centerline of Dermond Avenue to Childs Avenue; then in a southeasterly direction along the centerline of Childs Avenue to the intersection with State Road (SR 2026); then in a southwesterly direction along the centerline of State Road (SR 2026) to the intersection with Burmont Road (SR 2007); then in a northeasterly direction along the centerline of Burmont Road (SR 2007) to the intersection with Township Line Road (SR 0001); then in a northeasterly direction along the centerline of Township Line Road (SR 0001) to the intersection with Drexel Avenue, the Place and Point of Beginning.
PRECINCT #3-11

Beginning at the intersection of State Road (SR 2026) and Lansdowne Avenue (SR 2005); then in a northeasterly direction along State Road (SR 2026) to the PECO right-of-way (abandoned railroad tracks); then in a southeasterly direction along feet the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with the centerline of School Lane extended; then in a southwesterly direction along the centerline of School Lane extended to the extended rear property lines of the eastern (odd) side of Shadeland Avenue feet; then in a northwesterly direction along the extended rear property lines of the eastern (odd) side of Shadeland Avenue to a point approximately 300 feet from the centerline of State Road; feet; then in a northeasterly direction approximately 650 feet along a parallel line to State Road (SR 2026) to a point of intersection feet in Arlington Cemetery; then in a northerly direction approximately 125 feet from the centerline of Kenwood Road to the intersection with State Road (SR 2026); then in a northeasterly direction along the centerline of State Road (SR 2026) to the intersection with Lansdowne Avenue (SR 2005), the Place and Point of Beginning.
PRECINCT # 4-1 (Formerly #3-3)

Beginning at the intersection of Bond Avenue extended and Naylors Run Creek; then in a southeasterly direction along the centerline of Naylors Run Creek to a point approximately 350 feet from the centerline of Bond Avenue; then in a southerly direction along the extended rear property lines between Stoneybrook Road and Irvington Road to the intersection with Fairfax Road; then in a southeasterly direction along the centerline of Fairfax Road to the intersection with Irvington Road; then in a southerly direction along the centerline of Irvington Road for a distance of approximately 120 feet to the rear property lines of the eastern (odd) side of Fairfax Road; then in an southeasterly direction along the rear property lines of the eastern (odd) side of Fairfax Road to the intersection with State Road (SR 2026); then in a westerly direction along the centerline of State Road (SR 2026) to a point approximately 125 feet from the centerline of Kenwood Road between Irvington Road and Kenwood Road; then in a northwesterly direction parallel with Kenwood Road along the rear property lines of the eastern (odd) side of Kenwood Road to the intersection with Fariston Road; then in a westerly direction along the centerline of Fariston Road to the centerline with Kenwood Road; then in a northwesterly direction along the centerline of Kenwood Road to the intersection of Fairfax Road; then in a westerly direction to a point approximately 250 feet from the centerline of Bond Avenue and Agnew Drive extended; then in a northerly direction to the intersection of Bond Avenue and Agnew Drive; then in an easterly direction along the centerline of Bond Avenue extending to the intersection with Naylors Run Creek, the Place and Point of Beginning.

PRECINCT #4-2

Beginning at the intersection of State Road (SR 2026) and Wayne Avenue; then in a southeasterly direction along the centerline of Wayne Avenue to the intersection with Keystone Avenue; then in a southeasterly direction along the centerline of Keystone Avenue to the intersection with the PECO right-of-way (abandoned railroad tracks); then in a northerly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with State Road (SR 2026); then in a northeast direction along the centerline of State Road (SR 2026) to the intersection with Wayne Avenue, the Place and Point of Beginning.
PRECINCT #4-3

Beginning at the intersection of South Carol Boulevard and West Chester Pike (SR 0003); then in a easterly direction along the centerline of West Chester Pike (SR 0003) to the intersection with State Road (SR 2026); then in a westerly direction along the centerline of State Road (SR 2026) to the intersection with Merion Avenue then in a northwesterly direction along the centerline of Merion Avenue to the intersection with South Carol Boulevard; then in a northeasterly direction along the centerline of South Carol Boulevard to the intersection with West Chester Pike (SR 0003), the Place and Point of Beginning.

PRECINCT # 4-4 (Formerly #3-5)

Beginning at a point in the centerline of Naylors Run Creek feet approximately 350 feet downstream from the centerline of Bond Avenue extended; then easterly along the centerline of Naylors Run Creek to the intersection with Lansdowne Avenue (SR 2005); then in a southeasterly direction along the centerline of Lansdowne Avenue (SR 2005) to the intersection with State Road (SR 2026); then in a southwesterly direction along the centerline of State Road (SR 2026) to the rear property line between Fairfax Road and Gainsboro Road; then in a northwesterly direction along the rear property line between Fairfax Road and Gainsboro Road to the intersection with Irvington Road; then in a northeasterly direction along the centerline of Irvington Road to the intersection with Fairfax Road; then in a northwesterly direction along the centerline of Fairfax Road to meet the extended rear property line between Stoneybrook Road and Irvington Road; then in a northeasterly direction along the extended rear property line between Stoneybrook Road and Irvington Road to the intersection with a point in the centerline of Naylors Run Creek approximately 350 feet downstream from the centerline of Bond Avenue extended, the Place and Point of Beginning.
PRECINCT #4-5

Beginning at the intersection of the centerline of North Cedar Lane extended and Cobbs Creek; then in a southeasterly direction along the centerline of Cobbs Creek (being the boundary line between Upper Darby Township and the City of Philadelphia) to the intersection of Cobbs Creek with the centerline of North Fairview Road extended; then in a southerly direction along the centerline North Fairview Road extended to the intersection with Parkview Avenue; then in an easterly direction along the centerline of Parkview Avenue to the intersection with North Pennock Avenue; then in a southerly direction along the centerline of North Pennock Avenue to the intersection with West Chester Pike (SR 0003); then in a westerly direction along the centerline of West Chester Pike (SR 0003) to the intersection with St. Laurence Road; then in a northerly direction along the centerline of St. Laurence Road to the intersection with the centerline of Lennox Road extended; then in an easterly direction along the centerline of Lennox Road extended to the intersection with the centerline of North Cedar Lane extended; then in a northerly direction along the centerline of North Cedar Lane extended to the intersection with Cobbs Creek, the Place and Point of Beginning.

PRECINCT #4-6

Beginning at the intersection of Township Line Road (SR 0001) and Cobbs Creek; then in a southeasterly direction along the centerline of Cobbs Creek (being the boundary line between Upper Darby Township and the City of Philadelphia) to the intersection with the centerline of North Cedar Lane extended; then in a southerly direction along the centerline of North Cedar Lane extended to the intersection of the centerline of Lennox Road extended; then in a westerly direction along the centerline of Lennox Road extended to the intersection of St. Laurence Road; then in a southerly direction along the centerline of St. Laurence Road to the intersection with West Chester Pike (SR 0003); then in a westerly direction along the centerline of West Chester Pike (SR 0003) to the intersection with North Lynn Boulevard (SR 2003); then in a northwesterly direction along the centerline of North Lynn Boulevard (SR 2003) to the intersection with Township Line Road (SR 0001); then in a northeasterly direction along the centerline of Township Line Road (SR 0001) to the intersection with Cobbs Creek, the Place Point of Beginning.
PRECIINCT #4-7

Beginning at the intersection of Township Line Road (SR 0001) and North Lynn Boulevard (SR 2003); then in a southeasterly direction along the centerline of North Lynn Boulevard to the intersection with Cloverdale Avenue; then in a southeasterly direction along the centerline of Cloverdale Avenue extended to the intersection of West Chester Pike (SR 0003); then in a westerly direction along the centerline of West Chester Pike (SR 0003) to the intersection with Township Line Road (SR 0001); then in a northeasterly direction along the centerline of Township Line Road (SR 0001) to North Lynn Boulevard (SR 2003), the Place and Point of Beginning.

PRECIINCT #4-8

Beginning at the intersection of Township Line Road (SR 0001) and West Chester Pike (SR 0003); then in an easterly direction along the centerline of West Chester Pike (SR 0003) to the extended rear property lines of the western (even) side of Ardmore Avenue approximately 80 feet from the centerline of Ardmore Avenue; then in a southerly direction along the extended rear property lines of the western (even) side of Ardmore Avenue to the intersection with Lansdowne Avenue (SR 2005); then in a northerly direction along the centerline of Lansdowne Avenue (SR 2005) to the intersection with Township Line Road (SR 0001); then in a northeasterly direction along the centerline of Township Line Road (SR 0001) to the intersection with West Chester Pike (SR 0003), the Place and Point of Beginning.

PRECIINCT #4-9

Beginning at the intersection of South Cedar Lane and West Chester Pike (SR 0003); then in an easterly direction along the centerline of West Chester Pike (SR 0003) to the intersection with South Carol Boulevard; then in a southerly direction along the centerline of South Carol Boulevard to the intersection with Merion Avenue; then in a southeasterly direction along the centerline of Merion Avenue to the intersection with State Road (SR 2026); then in a westerly direction along the centerline of State Road (SR 2026) to the intersection with Lansdowne Avenue (SR 2005); then in a northerly direction along the centerline of Lansdowne Avenue (SR 2005) to the intersection with South Cedar Lane; then in a northeasterly direction along the centerline of South Cedar Lane to the intersection with West Chester Pike (SR 0003); the Place and Point of Beginning.
PRECINCT #4-10

Beginning at the intersection of Cloverdale Avenue and North Lynn Boulevard (SR 2003); then at a southeasterly direction along the centerline of North Lynn Boulevard (SR 2003) to the intersection with West Chester Pike (SR 0003); then in an easterly direction along the centerline of West Chester Pike (SR 0003) to the intersection with South Cedar Lane; then in a southwesterly direction along the centerline of South Cedar Lane to the intersection with Lansdowne Avenue (SR 2005); then in a northwesterly direction along the centerline of Lansdowne (SR 2005) to the extended rear property lines of the western (even) side of Ardmore Avenue; then in a northeasterly direction along the extended rear property lines of the western (even) side of Ardmore Avenue to the intersection with West Chester Pike (SR 0003); then in a westerly direction along the centerline of West Chester Pike (SR 0003) to the intersection with Cloverdale Avenue extended; then in a northeasterly direction along the centerline of Cloverdale Avenue extended to the intersection with North Lynn Boulevard (SR 2002), the Place and Point of Beginning.

PRECINCT #4-11

Beginning at the intersection of the centerline of North Fairview Road extended and Cobbs Creek; then in an easterly direction along the centerline of Cobbs Creek (being the boundary line between Upper Darby Township and the City of Philadelphia) to the intersection with North State Road (SR 2026); then in a southwesterly direction along the centerline of North State Road (SR 2026) to the intersection with West Chester Pike (SR 0003); then in a westerly direction along the centerline of West Chester Pike (SR 0003) to the intersection with North Pennock Avenue; then in a northerly direction along the centerline of North Pennock Avenue to the intersection with Parkview Road; then in a northwesterly direction along the centerline of Parkview Road to the intersection with North Fairview Road; then in a northerly direction along the centerline of North Fairview Road extended to the intersection with Cobbs Creek, the Place and Point of Beginning.
PRECINCT #5-1

Beginning at the intersection of Keystone Avenue and Wayne Avenue; then in a southeasterly direction along the centerline of Wayne Avenue crossing the SEPTA tracks and extending to the centerline of Garrett Road (SR 2019) then in a southwesterly direction along the centerline of Garrett Road (SR 2019) to the intersection with the PECO right-of-way (abandoned railroad tracks); then in a northwesterly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with Keystone Avenue extended; then in a northeasterly direction along the centerline of Keystone Avenue extended to the intersection with Wayne Avenue, the Place and Point of Beginning.

PRECINCT #5-2

Beginning at the intersection of Garrett Road (SR 2019) and Springton Road; then in a southeasterly direction along the centerline of Springton Road to the intersection with Sanford Road; then in an easterly direction along the centerline of Sanford Road to the intersection with Shirley Road; then in a southwesterly direction along the centerline of Shirley Road to the intersection with Springton Road; then in a southeasterly direction along the centerline of Springton Road to the intersection with Bradford Road; then in a southwesterly direction along the centerline of Bradford Road extended to the intersection with the PECO right-of-way (abandoned railroad tracks); then in a northwesterly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with Garrett Road (SR 2019); then in a northeasterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Springton Road, the Place and Point of Beginning.

PRECINCT # 5-3 (Formerly #4-4)

Beginning at the intersection of State Road (SR 2026) and West Chester Pike (SR 0003); then in an easterly direction along the centerline of West Chester Pike (SR 0003) to the intersection with Elm Avenue; then in a southerly direction along the centerline of Elm Avenue to the intersection with Keystone Avenue; then in southwesterly direction along the centerline of Keystone Avenue to the intersection with Elm Avenue; then in a southeasterly direction along the centerline of Elm Avenue to the intersection with Garrett Road (SR 2019); then in a southwesterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Wayne Avenue extended; then in a northwesterly direction along the centerline of Wayne Avenue extended to the intersection with State Road (SR 2026); then in a northeasterly direction along the centerline of State Road (SR 2026) to the intersection with West Chester Pike (SR 0003), the Place and Point of Beginning.
PRECINCT #5-4

Beginning at the intersection of Garrett Road (SR 2019) and Lansdowne Avenue (SR 2005); then in a southeasterly direction along the centerline of Lansdowne Avenue (SR 2005) to the intersection with Marshall Road (SR 2024); then in a southwesterly direction along the centerline of Marshall Road (SR 2024) to the intersection with Lakeview Avenue; then in a northwesterly direction along the centerline of Lakeview Avenue to the intersection with the extended rear property lines of the northern (odd) side of Lakeview Avenue between Lakeview Avenue and Fairfax Road; then in a northwesterly direction along the rear property lines of the northern (odd) side of Lakeview Avenue and extended to the intersection with Garrett Road (SR 2019) approximately 180 feet from the centerline of Lakeview Avenue; then in a northeasterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Lansdowne Avenue (SR 2005), the Place and Point of Beginning.

PRECINCT #5-5

Beginning at the intersection of Garrett Road (SR 2019) and the centerline of the PECO right-of-way (abandoned railroad tracks) extended; then in a southeasterly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection the centerline of Bradford Road extended; then in a southeasterly direction and parallel with Sherbrook Boulevard approximately 270 feet to the intersection with Marshall Road (SR 2024); then in a southwesterly direction along the centerline of Marshall Road (SR 2024) to the intersection with Lansdowne Avenue (SR 2005); then in a northwesterly direction along the centerline of Lansdowne Avenue (SR 2005) to the intersection with Garrett Road (SR 2019); then in a northeasterly direction along the centerline of Garrett Road (SR 2019) to the intersection with the centerline of the PECO right-of-way (abandoned railroad tracks) extended, the Place and Point of Beginning.
PRECINCT #5-6

Beginning at the intersection of Garrett Road (SR 2019) and Shadeland Avenue; then in a southeasterly direction along the centerline of Shadeland Avenue to the intersection with Berkley Avenue; then in a southwesterly direction along the centerline of Berkley Avenue; to the intersection with Burmont Road (SR 2007); then in a northwesterly direction along the centerline of Burmont Road (SR 2007) to the intersection with Garrett Road (SR 2019); then in a northeasterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Shadeland Avenue, the Place and Point of Beginning.

PRECINCT #5-7 (Formerly #7-6)

Beginning at the intersection of Sanford Road and Shirley Road; then in a northwesterly direction along the centerline of Sanford Road to the intersection with Sprinorton Road; then in a northwesterly direction along the centerline of Sprinorton Road to the intersection with Garrett Road (SR 2019); then in a northeasterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Avon Road; then in a southeasterly direction along the centerline of Avon Road to the intersection with Shirley Road; then in a southwesterly direction along the centerline of Shirley Road to the intersection with Sanford Road, the Place and Point of Beginning.

PRECINCT #5-8

Beginning at the intersection of Garrett Road (SR 2019) and the extended rear property lines of the northern (odd) side of Lakeview Avenue approximately 180 feet from the centerline of Lakeview Avenue between Lakeview Road and Fairfax Road; then in a southeasterly direction along the extended rear property lines of the northern (odd) side of Lakeview Avenue to the intersection with Lakeview Avenue; then in a southeasterly direction along the centerline of Lakeview Avenue to the intersection with Marshall Road (SR 2024); then in a southwesterly direction along the centerline of Marshall Road (SR 2024) to the intersection with Shadeland Avenue; then in a northwesterly direction along the centerline of Shadeland Avenue to the intersection with Garrett Road (SR 2019); then in a northeasterly direction along the centerline of Garrett Road (SR 2019) to the intersection with the extended rear property lines of the northern (odd) side of Lakeview Avenue approximately 180 feet from the centerline of Lakeview Avenue between Lakeview Avenue and Fairfax Road, the Place and Point of Beginning.
PRECINCT #5-9

Beginning at the intersection of the SEPTA tracks (Sharon Hill Branch) and Burmont Road (SR 2007); then in a southeasterly direction along the centerline of Burmont Road (SR 2007) to the intersection with Anne Street; then in a southwesterly direction along the centerline of Anne Street extended to the intersection with the SEPTA tracks (Sharon Hill Branch); then in a northerly direction along the SEPTA tracks (Sharon Hill Branch) to the intersection with Burmont Road (SR 2007), the Place and Point of Beginning.

PRECINCT # 5-10 (Formerly #4-1)

Beginning at the intersection of North State Road (SR 2026) and Cobbs Creek (being the boundary line between Upper Darby Township and the City of Philadelphia); then in an easterly direction along the centerline of Cobbs Creek to the intersection with the centerline of Chatham Road extended; then in a southeasterly direction along the centerline of Chatham Road extended to the intersection with Market Street (SR 0003); then in a westerly direction along the centerline of Market Street (SR 0003) which becomes West Chester Pike (SR 0003) to the intersection with State Road (SR 2026); then in a northeasterly direction along the centerline of North State Road (SR 2026) to the intersection with Cobbs Creek, the Place and Point of Beginning.
PRECINCT #6-1

Beginning at the intersection of Walnut Street and Powell Lane; then in a southeasterly direction along the centerline of Powell Lane to the intersection with Walnut Street; then in a northeasterly direction along the centerline of Walnut Street extended to the intersection with Cobbs Creek; then in a southerly direction along the centerline of Cobbs Creek (being the boundary line between Upper Darby Township and the City of Philadelphia) to a point of intersection with Naylors Run Creek; then in a westerly direction along the centerline of Naylors Run Creek extended to and parallel with the rear property lines of Walnut Park Drive to the intersection with North Church Lane (SR 2001); then in a northwesterly direction along the centerline of North Church Lane (SR 2001) which becomes 69th Street Boulevard (SR 2001) to the intersection with Marshall Road (SR 2024); then in a northeasterly direction along the centerline of Marshall Road (SR 2024) to the intersection with Kent Road; then in a northwesterly direction along the centerline of Kent Road to the intersection with Walnut Street; then in a northeasterly direction along the centerline of Walnut Street to the intersection with Powell Lane, the Place and Point of Beginning.

PRECINCT #6-2

Beginning at the intersection of Chestnut Street and Overhill Road; then in a southeasterly direction along the centerline of Overhill Road to the intersection of Walnut Street; then in a northwesterly direction along the centerline of Walnut Street to the intersection with Kent Road; then in a southeasterly direction along the centerline of Kent Road to the intersection with Marshall Road (SR 2024); then in a northwesterly direction along the centerline of Marshall Road (SR 2024) to the intersection with 69th Street Boulevard (SR 2001); then in a northerly direction along the centerline of 69th Street Boulevard to the intersection with Chestnut Street; then in a northeasterly direction along the centerline of Chestnut Street to the intersection with Overhill Road, the Place and Point of Beginning.
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PRECINCT #6-3

Beginning at the intersection of Chestnut Street and Powell Lane; then in a southeasterly direction along the centerline of Powell Lane to the intersection with Afton Road; then in a northeasterly direction along the centerline of Afton Road extended to the intersection with Cobbs Creek; then in a southerly direction along the centerline of Cobbs Creek (being the boundary line between Upper Darby Township and the City of Philadelphia) to the intersection with the centerline of Walnut Street extended; then in a southwesterly direction along the centerline of Walnut Street extended to the intersection with Powell Lane; then in a northwesterly direction along the centerline of Powell Lane to the intersection with Walnut Street; then in a southwesterly direction along the centerline of Walnut Street to the intersection with Overhill Road; then in a northwesterly direction along the centerline of Overhill Road to the intersection with Chestnut Street; then in a northeasterly direction along the centerline of Chestnut Street to the intersection with Powell Lane, the Place and Point of Beginning.

PRECINCT #6-4

Beginning at the intersection of Market Street (SR 0003) and Cobbs Creek; then in a southerly direction along the centerline of Cobbs Creek (being the boundary of Upper Darby Township and the City of Philadelphia) to the centerline of Afton Road extended; then in a southwesterly direction along the centerline of Afton Road extended to the intersection with Powell Lane; then in a northwesterly direction along the centerline of Powell Lane to the intersection with Chestnut Street; then in a southwesterly direction along the centerline of Chestnut Street to the intersection with 69th Street Boulevard; then in a northwesterly direction along the centerline of 69th Street Boulevard to the intersection with Market Street (SR 0003); then in a northeasterly direction along the centerline of Market Street (SR 0003) to the intersection with Cobbs Creek, the Place and Point of Beginning.
PRECINCT #6-5

Beginning at the intersection of Naylors Run Creek and Cobbs Creek; then in a southerly direction along the centerline of Cobbs Creek (being the boundary line between Upper Darby Township and the City of Philadelphia) to the intersection with the extended rear property lines of the southern (even) side of Clover Lane; then in a westerly direction along the rear property lines of the southern (even) side of Clover Lane to the intersection with North Church Lane (SR 2001); then in a northerly direction along the centerline of North Church Lane (SR 2001) to the intersection with the centerline of Naylors Run Creek extended and parallel with the rear property lines of Walnut Park Drive; then in a northeasterly direction along the centerline of Naylors Run Creek extended and parallel with the rear property lines of Walnut Park Drive to the intersection with Cobbs Creek, the Place and Point of Beginning.

PRECINCT #6-6

Beginning at the intersection of the centerline of the PECO right-of-way (abandoned railroad tracks) and 69th Street Boulevard (SR 2001); then in a southerly direction along the centerline of 69th Street Boulevard (SR 2001) which becomes North Church Lane (SR 2001) to the intersection with Clinton Road; then in a southwesterly direction along the centerline of Clinton Road to the intersection with Long Lane; then in a northwesterly direction along the centerline of Long Lane to the intersection with the PECO right-of-way (abandoned railroad tracks); then in an easterly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with 69th Street Boulevard (SR 2001), the Place and Point of Beginning.

PRECINCT #6-7

Beginning at the intersection of Clinton Road and Crosley Avenue extended; then in a southeasterly direction along the centerline of Crosley Avenue extended to the intersection with Long Lane; then in a northwesterly direction along the centerline of Long Lane to the intersection with Clinton Road; then in an easterly direction along the centerline of Clinton Road to the intersection with Crosley Avenue extended, the Place and Point of Beginning.
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PRECINCT #6-8

Beginning at the intersection of North Church Lane (SR 2001) and the extended rear property lines of the southern (even) side of Clover Lane; then in a northeasterly direction along the extended rear property lines of the southern (even) side of Clover Lane to the intersection with Cobbs Creek; then in a southeasterly direction along the centerline of Cobbs Creek (being the boundary line between Upper Darby Township and the City of Philadelphia) to the intersection with Fairview Avenue extended; then in a southwesterly direction along the centerline of Fairview Avenue extended to the intersection with Baltimore Pike (SR 0013); then in a westerly direction along the centerline of Baltimore Pike (SR 0013) to the intersection with North Church Lane (SR 2001); then in a northerly direction along the centerline of North Church Lane (SR 2001) to the intersection with Long Lane; then in a northwesterly direction along the centerline of Long Lane to the intersection with Crosley Avenue; then in a northwesterly direction along the centerline of Crosley Avenue to the intersection with Clinton Road; then in a northeasterly direction along the centerline of Clinton Road to the intersection with North Church Lane (SR 2001); then in southerly direction along the centerline of North Church Lane (SR 2001) to the intersection with the extended rear property lines of the southern (even) side of Clover Lane, the Place and Point of Beginning.

PRECINCT #6-9

Beginning at the intersection of Marshall Road (SR 2024) and 69th Street Boulevard (SR 2001); then in a southeasterly direction along the centerline of 69th Street Boulevard (SR 2001) to the intersection with the PECO right-of-way (abandoned railroad tracks); then in a westerly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with Timberlake Road extended; then in a northwesterly direction along the centerline of Timberlake Road extended to the intersection with Marshall Road (SR 2024); then in a northeasterly direction along the centerline of Marshall Road (SR 2024) to the intersection with 69th Street Boulevard (SR 2001), the Place and Point of Beginning.

PRECINCT #6-10

Beginning at the intersection of Marshall Road (SR 2024) and Long Lane; then in a northeasterly direction along the centerline of Marshall Road (SR 2024) to the intersection with Littlecroft Road; then southeasterly direction along the centerline of Littlecroft Road to the PECO right-of-way (abandoned railroad tracks); then in a westerly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with Long Lane; then in a northwesterly direction along the centerline of Lone Lane to the intersection with Marshall Road (SR 2024); the Place and Point of Beginning.
PRECINCT #6-11

Beginning at the intersection of the centerline of the PECO right-of-way (abandoned railroad tracks) and Long Lane; then in a southeasterly direction along the centerline of Long Lane to the intersection with the extended rear property lines of the southern (even) side of Radbourne Road; then in a northwesterly direction along the centerline of the extended rear property lines of the southern (even) side of Radbourne Road to the intersection with the PECO right-of-way (abandoned railroad tracks); then in a northerly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with Long Lane, the Place and Point of Beginning.

PRECINCT #6-12

Beginning at the intersection of Marshall Road (SR 2024) and Timberlake Road; then in a southeasterly direction along the centerline of Timberlake Road to the intersection with the PECO right-of-way (abandoned railroad tracks); then in a northwesterly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with Littlecroft Road then in a northwesterly direction along the centerline of Littlecroft Road to the intersection with Marshall Road (SR 2024); then in a northeasterly direction along the centerline of Marshall Road (SR 2024) to the intersection with Timberlake Road, the Place and Point of Beginning.
PRECINCT #7-1

Beginning at the intersection of Wycombe Avenue and Guilford Road; then in an easterly direction along the centerline of Guilford Road and extending to the intersection with the PECO right-of-way (abandoned railroad tracks); then in a southerly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection with Baltimore Pike (SR 2016); then in a southwesterly direction along the centerline of Baltimore Pike (SR 2016) to the intersection with Union Avenue; then in a northerly direction along the centerline of Union Avenue which becomes Wycombe Avenue to the intersection with Guilford Road, the Place and Point of Beginning.

PRECINCT #7-2

Beginning at the intersection of Chestnut Street and Long Lane; then in a northerly direction along the centerline of Long Lane to the intersection with Garrett Road (SR 2019); then in a northeasterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Market Street (SR 0003); then in a southeasterly direction along the centerline of Market Street (SR 0003) to the intersection with 69th Street Boulevard; then in a southeasterly direction along the centerline of 69th Street Boulevard to the intersection with Chestnut Street; then in a northwesterly direction along the centerline of Chestnut Street to the intersection with Long Lane, the Place and Point of Beginning.

PRECINCT #7-3

Beginning at the intersection of Marshall Road (SR 2024) and Hampden Road; then in a southwesterly direction along the centerline of Marshall Road (SR 2024) to the intersection with Long Lane; then in a northerly direction along the centerline of Long Lane to the intersection with Walnut Street; then in a southeasterly direction along the centerline of Walnut Street to the intersection with Hampden Road; then in a southerly direction along the centerline of Hampden Road to the intersection with Marshall Road (SR 2024), the Place and Point of Beginning.
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PRECINCT #7-4

Beginning at the intersection of Walnut Street and Long Lane; then in a northeasterly direction along the centerline of Long Lane to the intersection with Chestnut Street; then in a southeasterly direction along the centerline of Chestnut Street to the intersection with 69th Street Boulevard; then in a southeasterly direction along the centerline of 69th Street Boulevard to the intersection with Walnut Street; then in a westerly direction along the centerline of Walnut Street to the intersection with Long Lane, the Place and Point of Beginning.

PRECINCT #7-5

Beginning at the intersection of Calvin Road and Long Lane; then in a southwesterly direction along the centerline of Long Lane to the intersection with Locust Street; then in a northwesterly direction along the centerline of Locust Street to the intersection with Shirley Road; then in a northeasterly direction along the centerline of Shirley Road to the intersection with Avon Road; then in a northwesterly direction along the centerline of Avon Road to the intersection with Garrett Road (SR 2019); then in a northeasterly direction along the centerline of Garrett Road (SR 2019) to the intersection with Calvin Road; then in a southeasterly direction along the centerline of Calvin Road to the intersection with Long Lane, the Place and Point of Beginning.

PRECINCT #7-6 INTENTIONALLY LEFT BLANK

PRECINCT #7-7

Beginning at the intersection of Wycombe Avenue and Guilford Road; then in a northerly direction along the centerline of Wycombe Avenue to the intersection with Marshall Road (SR 2024); then in a northeasterly direction along the centerline of Marshall Road (SR 2024) to the intersection with Long Lane; then in a southeasterly direction along the centerline of Long Lane to the intersection with the PECO right-of-way (abandoned railroad tracks); then in a southwesterly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) to the intersection of the PECO right-of-way (abandoned railroad tracks) and parallel with Wycombe Avenue; then in a northwesterly direction along the centerline of the PECO right-of-way (abandoned railroad tracks) parallel Wycombe Avenue to the intersection with Guilford Road extended; then in a westerly direction along the centerline of Guilford Road extend to the intersection with Wycombe Avenue, the Place and Point of Beginning.
UPPER DARBY TOWNSHIP
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PRECINCT #7-8

Beginning at the intersection of Long Lane and Calvin Road; then in a northwesterly
direction along the centerline of Calvin Road to the intersection with Garrett Road (SR
2019); then in a northeasterly direction along the centerline of Garrett Road (SR 2019)
to the intersection with Long Lane; then in a southwesterly direction along the
centerline of Long Lane to the intersection with Calvin Road, the Place and Point of
Beginning.

PRECINCT #7-9

Beginning at the intersection of Long Lane and Marshall Road (SR 2024); then in a
southwesterly direction along the centerline of Marshall Road (SR 2024) to the
intersection with Wycombe Avenue; then in a northwesterly direction along Marshall
Road (SR 2024) (being the boundary between Upper Darby Township and Lansdowne
Borough) to a point approximately 1400 feet east of Clearbrook Avenue; then in a
northwesterly direction and parallel with Sherbrook Boulevard approximately 200 feet
to the intersection with the PECO right-of-way (abandoned railroad tracks); then in a
northeasterly direction along the centerline of Bradford Road extended to the
intersection with Springton Road; then in a northwesterly direction along the centerline
of Springton Road to the intersection with Shirley Road; then in a northeasterly
direction along the centerline of Shirley Road to the intersection with Locust Street;
then in a southeasterly direction along the centerline of Locust Street to the intersection
with Long Lane; then in a southerly direction along the centerline of Long Lane to the
intersection with Marshall Road (SR 2024); the Place and Point of Beginning.

PRECINCT #7-10

Beginning at the intersection of Elm Avenue and West Chester Pike (SR 0003); then in
a southeasterly direction along the centerline of West Chester Pike (SR 0003) to the
intersection with Garrett Road (SR 2019); then in a southwesterly direction along the
centerline of Garrett Road (SR 2019) to the intersection with the centerline of Elm
Avenue extended; then in a northwesterly direction along the centerline of Elm Avenue
extended to the intersection with Keystone Avenue; then in a northeasterly direction
along the centerline of Keystone Avenue to the intersection with Elm Avenue; then in a
northeasterly direction along the centerline of Elm Avenue to the intersection with West
Chester Pike (SR 0003), the Place and Point of Beginning.
PRECINCT #7-11

Beginning at the intersection of Walnut Street and 69th Street Boulevard; then in a southwesterly direction along the centerline of 69th Street Boulevard to the intersection with Marshall Road (SR 2024); then in a southwesterly direction along the centerline of Marshall Road (SR 2024) to the intersection with Hampden Road; then in a northerly direction along the centerline of Hampden Road to the intersection with Walnut Street; then in a southeasterly direction along the centerline of Walnut Street to the intersection with 69th Street Boulevard, the Place and Point of Beginning.

PRECINCT #7-12

Beginning at the intersection of Union Avenue and Baltimore Pike (SR 2016); then in an easterly direction along the centerline of Baltimore Pike (SR 2016) which becomes Baltimore Pike (SR 0013) to the intersection with the centerline of Fairview Avenue extended; then in a southwesterly direction along the centerline of Fairview Avenue extended (being the boundary line between Upper Darby Township and Yeadon Borough) to the intersection with Union Avenue; then in a northwesterly direction along the centerline of Union Avenue to the intersection with Baltimore Pike (SR 2016), the Place and Point of Beginning.