

Chapter 5

Neighborhood Planning Area Profiles

As a developed small town, the Borough contains established areas that have specific and unique characteristics that distinguish them from other areas in the Borough. In order to address and respect those unique neighborhood characteristics, this Chapter divides the Borough into 19 neighborhood planning areas and provides individual 'mini-plan' (text and map) profiles for each neighborhood planning areas. Through this Comprehensive Plan, Malvern is not only examined as a whole, but looked at on the neighborhood level in this Chapter, as well.

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OVERVIEW

Within each neighborhood planning area profile, specific features are analyzed and recommendations suggested using the following outline:

Inventory Outline

- ***Location and relationship with neighboring areas*** – A brief description of where the planning area is situated, and how it relates to the immediate surrounding vicinity.
- ***Existing Land Use*** – A discussion of the types of land uses (e.g. commercial, single-family residential, institutional uses, etc) within the planning area.

- **Current Zoning** – A description of the current zoning district (including permitted uses, required lot areas, and nonconformities with either where readily known) in the planning area, based on the current Borough zoning ordinance (2003) as amended through April 2009, and a comparison of those zoning regulations with the existing land use and development pattern in the planning area. The 2003 zoning ordinance update was a comprehensive update that largely focused on ensuring, and updating as needed, zoning regulations to reflect Malvern's small town character and development patterns and thereby allowing that character/development patterns to continue into the future.
- **Natural and Historic Resources and Recreational Issues** – An overview of the natural and historic resources as well as recreational facilities/lands in the planning area.
- **Circulation Issues** – A discussion of the extent and condition of existing roadway, pedestrian facilities, and traffic issues in the planning area to determine where transportation related improvements may be needed.
- **Potential for change/development** – The types of land use and development patterns expected in the future based on the character of the planning area, amount of remaining developable land, development pressure, and existing land use pattern, among other specific planning area related items.

Recommendations Outline

- **Future Land Use and Recommended Zoning Changes** – Proposed land use and zoning ordinance changes based on information presented in the inventory.
- **Natural and Historic Resources and Recreational Recommendations** – Future plans or projects relating to historic or natural resources or recreational facilities.
- **Circulation Recommendations** – Proposed roadway, access, traffic management, and pedestrian circulation and facility improvements.

The 19 planning areas/boundaries were generally determined based on established neighborhood areas, physical character, development patterns, and land uses, and are displayed on Map 5-1.

PAOLI PIKE RESIDENTIAL - PLANNING AREA 1



Inventory

Location and relationship with neighboring areas

- **Location** - Planning Area 1 lies in the southeastern corner of the Borough and is bordered by Paoli Pike and Willistown Township on the south and east, South Warren Avenue on the west, and St Joseph's Retreat on the north. The southeastern quadrant of the Borough is characterized as low density and open/wooded lands.
- **Edges** - The edges of this neighborhood are well defined as this area is visually separated from other developed areas of the Borough and its land use pattern is more compatible with neighboring single-family housing in Willistown Township.
- **Impacts** - Current impacts to this area come from high levels of through-traffic along Paoli Pike and the traffic light and turning movements at South Warren Avenue causing noise and turning/access difficulties for these residents to/from their properties. Further regional development resulting in increased traffic levels along Paoli Pike would provide additional impact on this area via increased noise and congestion. Conversely, turning movements/access to and from these residential properties in this area may also have an impact on through-traffic traveling along Paoli Pike as well as traffic approaching/departing the traffic light.

Existing Land Use

- **Uses and Lot Size** - This planning area is low density residential in use, comprised of single-family housing on relatively large lots for the Borough with an mean lot size of 60,000 sq. ft. There is one residential dwelling which contains a commercial (veterinary hospital/office) use resulting in a mixed-use on South Warren Avenue.

- **Pattern** - The area has remained low density residential since the 1976 inventory. This neighborhood displays a suburban character with larger lot sizes, flag lots, deep setbacks, and an automobile orientation (with sole access from Paoli Pike). This area is disconnected from the small town pattern of the Borough both in physical location and development pattern.
- **Sewer/Water** – This planning area is served by public water and on-lot individual sewage systems.
- **Stormwater** – This planning area is not served by a stormwater collection system. However, there are no identified stormwater run-off issues.

Current Zoning

- The entire area lies in the **R-1 residential** zoning district, which has a minimum lot size of one acre.
 - **Uses By Right:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Bed and Breakfast, Major Home Occupation, and Supplemental Dwelling Unit
- **Nonconformities** – Three of the 17 parcels in this planning area have nonconforming lot sizes. Some nonconformity between existing use/lot size and that required in zoning is normal and expected. There is one nonconforming use in this area, which is a mixed-use that is a 'grandfathered' existing nonconformity.

Natural and Historic Resources and Recreational Issues

- **Natural** - The eastern half of this planning area lies within the headwaters of the Crum Creek. There is a small area of hydric soils in the extreme southeastern corner of the area, which is indicative of wet soils. Very steep slopes greater than 20% are located along the very western edge and steep slopes (15%-20%) are located along the very eastern edge and the central portion of this area. This area contains woodlands along the northern border. Due to its lower density, much of this area is part of a County-designated biodiversity corridor.
- **Historic** - Based on Malvern's 2008 Historic Resources Atlas, this area contains six locally significant (Class 2) historic resources.
- **Recreation** - Appendix A identifies a proposed multi-municipal trail network including potential Patriots Path South corridors/linkages, which connect the Patriots Path in the Borough with Willistown, East Whiteland, and East Goshen Township's parks, schools, open space areas, etc. There are obstacles that limit opportunities for pedestrian and bicycle access, facilities, and improvements in this planning area; the high functional roadway classification and the large number of property owners along Paoli Pike are two such obstacles.

Circulation Issues

- **Roadway Access** - Paoli Pike provides the primary access to the vast majority of properties in this planning area, with South Warren Avenue serving the few properties fronting it. High traffic volumes on Paoli Pike along this road segment make turning movements to and from the properties in this planning area (and properties on the south side of Paoli Pike in Willistown

Township) difficult and hazardous, particularly during peak traffic periods. There were about 13,600 average daily vehicular trips on Paoli Pike east of South Warren Avenue in 2007.

The intersection of Paoli Pike and South Warren Avenue is a key traffic congestion point. Congestion at this intersection is one of the contributors to pass-through traffic using King Street as an alternative commuter route to get to Routes 30 and 202. There is reduced visibility caused by a bend (both horizontal and vertical) in Paoli Pike just east of South Warren Avenue, which limits both horizontal and vertical sight distance at the intersection. Safety improvements at this intersection are recommended as a project on the 2011 Chester County Transportation improvements Inventory (TII).

- **Pedestrian Access** - This area is accessible by automobile, and has very limited access for bicycle travel and is not accessible by pedestrian travel. The combination of high functional classification (high volume and fast moving through-traffic), intersection congestion problems, and natural constraints close to the roadways greatly limits pedestrian as well as bicycle circulation opportunities in this area. Pedestrian and bicycle access could be vastly improved through the implementation of the proposed multi-municipal trail network in Appendix A.

Potential for change/development

- This planning area has a stable, established development pattern. Since the 1976 and 1998 existing land use inventories, the land use and character of this planning area has remained the same.
- Based on R-1 zoning standards, four parcels (that are 2+ acres in size) could technically accommodate further development. Due to the established low density development pattern in this area and surrounding areas in Willistown, as well as the current placement of structures on parcels, further development in this planning area is unlikely.
- If land use change would occur, then the nonresidential use of bed-and-breakfast permitted in the R-1 zoning would allow adaptive reuse of the existing residences which in turn would serve to maintain the building stock and physical character of the neighborhood. Home occupations, also permitted under zoning, allow a live/work environment for Borough residents, a general goal of this Plan. Given the large lot sizes in this area, any additional home occupations would have minimal impact in terms of added traffic or noise but positive impact in terms of contributing to the Borough as a place of employment allowing residents to live/work within the same community.

Recommendations

Future Land Use and Recommended Zoning Changes

- **Future land use** in this neighborhood is expected to remain mostly single-family residential housing. Due to the context and development pattern, for future land use purposes this area is expected to maintain a lower density suburban development pattern as is consistent with the neighboring development patterns along Paoli Pike in Willistown Township.
- **Zoning** - Since there are few instances of lot sizes not meeting the minimum required in zoning, no zoning changes are proposed for this neighborhood. During the next regular zoning ordinance review/update, it is recommended that density in the area is taken into consideration.

- **Stormwater** - Though at present there are no stormwater collection lines in this area, stormwater management requirements, as applicable, should be followed to maintain water quality within the Crum Creek High Quality watershed and as a headwaters area.

Natural and Historic Resources and Recreational Recommendations

- **Natural and Historic** - This planning area contains local historic resources, natural resources, and the eastern half lies within headwaters. Take these resources into account during planning or development activities in this area. Implement the recommendations of the (future) Crum Creek Act 167 Watershed Management Plan and well as current stormwater management and resources protection zoning provisions. Consider natural and historic resources protection during zoning, stormwater management, and SLDO updates. Work to preserve character defining local historic resources within this planning area.
- **Recreation** - This area is small enough and the residences in this area consist of large enough lot sizes that there is no need for a recreational area directly located within this planning area. Work cooperatively with Willistown and PaDOT on the planning and implementation of Patriots Path South, so that Willistown's planned trail alignments are coordinated with Malvern's and so that when PaDOT eventually in the future undertakes improvements along Paoli Pike, the Patriots Path South along Paoli Pike will be implemented. Work cooperatively with East Goshen and East Whiteland to realize the other portions of the Patriots Path South.

Circulation Recommendations

- **Roadway Access** - Continue to work with PaDOT and Willistown Township to get the Paoli Pike/South Warren Avenue intersection improvements, currently listed on the Chester County Transportation improvements Inventory(TII), onto the Transportation improvements Inventory (TIP) and funded. Improvements can entail adding dedicated turn lanes, a phased signal, or both. Reducing congestion on Paoli Pike can assist in reducing pass-through traffic via the Borough/ King Street. Any intersection improvement should also include reducing the horizontal and vertical curve/sight distance visibility issues on Paoli Pile immediately east of South Warren.

Access management along Paoli Pike should also be considered; the number of driveways in this planning area and in Willistown, create traffic conflicts and safety concerns. Opportunities for access management are relatively limited in this planning area since it is a developed area in a Borough, but the Borough could investigate the potential of combining access points from properties along this stretch of Paoli Pike and could work with Willistown to do the same. To avoid further exacerbating the issue, no new additional access points should be approved in this planning area.

- **Pedestrian Access** - Pedestrian and bicycle access could be vastly improved through the implementation of the proposed multi-municipal trail network in Appendix A, also reflected in Map 9-5.

MALVERN RETREAT - PLANNING AREA 2



Inventory

Location and relationship with neighboring areas

- **Location** - Planning Area 2 lies in the southeastern section of the Borough, and is bordered by South Warren Avenue on the west, East Second Avenue to the north, wooded portions of Willistown Township and Randolph Woods to the east, and the single-family detached residential lots in Planning Area 1 to the south. The southeastern quadrant of the Borough is characterized as low density and open/wooded lands.
- **Edges** - The edges of this area are well defined by roadways and residential uses except to the east where this highly wooded area is adjacent to and blends with other wooded areas in Malvern (Planning Area 9) and in Willistown. This planning area is nearly entirely wooded and appears totally wooded from any location of public view.
- **Impacts** - The area is one of the Borough's most important remaining open space resources, and provides a positive impact for the Borough.

Existing Land Use

- **Uses, Lot Size, and Pattern** - This planning area is comprised entirely by the St. Joseph-in-the-Hills (aka Malvern) Retreat and is located on a single lot of approximately 107 acres. Though there are buildings associated with the retreat use, overall the property remains largely undeveloped with significant woodlands intact. The adjacent parcel of approximately 42 acres, to the east in Willistown Township, was previously part of the Retreat grounds before being sold and subsequently developed as the Rustmont residential development; the wooded areas in Rustmont abut the Retreat property in Malvern.

The retreat was established in 1920 by a layperson's organization affiliated with the Catholic Church and both this ownership and affiliation are maintained today. The property is used for retreats by religious and non-religious organizations and can house and feed 450 occupants. Accommodations include private and semi-private rooms.

- **Sewer/Water** – This area is not connected to public water or public sewer, and instead uses on-site private wells for water supply and has on-site sewage disposal system.
- **Stormwater** – This planning area is not served by a stormwater collection system. However, there are no identified stormwater run-off issues.

Current Zoning

- While the existing Retreat use will very likely remain over the timeframe of this Plan, the entire planning area lies within the **I-2 Institutional** zoning district that allows for other uses. **I-2 Institutional** zoning has a minimum lot size of: 20 acres for Planned Campus Developments; one acre for Institutional Homes; and minimum tract size of 10 acres and lot size of 10,000 sq.ft. for Cluster Residential Development with Single-Family Detached dwellings.
 - **By Right Uses:** Accessory Use (Commercial, Institutional, Industrial, and Residential), Adult Housing/Care Facility Use, Commercial Communication Antennae (Attached), Forestry, Institutional Home, and Planned Campus Development (Educational and/or Religious)
 - **Conditional Uses:** Cluster Residential Development with Single-Family Detached Dwelling
- **Nonconformities** – There are no known nonconformities in this planning area.

Natural and Historic Resources and Recreational Issues

- **Natural** - This planning area is heavily wooded. It lies within the headwaters of the Crum Creek watershed. Northeastern portions of the area contain isolated areas of steep slopes (15%-20%) and very steep slopes greater than 20%. The extreme southern portion of the area contains an east-west oriented geologic fracture that suggests the proximity of an underground aquifer. The area contains rich (Class 1, 2, and 3) soils, which are equally suitable for development and agriculture. There are no floodplains or known wetlands on the site.

This planning area represents a key open space and woodlands resource for the Borough. In conjunction with Malvern Prep, these areas of the Borough serve as an open space “gateway” to the Borough from the south and highly contribute to Borough character. Due to its significant undisturbed open space and woodlands, much of this area is part of a County-designated biodiversity corridor. This area contains important natural resources, particularly biotic and land resources. The Retreat lands are not protected under a conservation easement and thus could be developed outright based on zoning and other regulations.

- **Historic** - Based on Malvern's 2008 Historic Resources Atlas, the Retreat is a locally significant (Class 2) historic resource.
- **Recreation** - There are no public recreation facilities in this planning area. The Retreat contains walking paths solely for private retreat use.

Circulation Issues

- **Roadway Access** - Sole access to the Retreat/this planning area is from South Warren Avenue where there are two vehicular entrances, a main entrance closer to Second Avenue and a minor entrance (which is gated closed except during times of expected high use) near the entrance to Malvern Prep. While high traffic volumes on Warren are of concern, this planning area is not a significant generator of traffic volumes, particularly peak hour traffic.
- **Pedestrian Access** - There are no pedestrian facilities adjacent to this planning area on either Warren or Second Avenues, but there is a demand for such facilities.

Potential for change/development

- The Retreat has been in place for 90 years and has expressed a desire to stay in place indefinitely. This Retreat use appears to be stable and no changes are anticipated in the foreseeable future.
- The Retreat use appears to be a stable use and development in this planning area is highly unlikely during the life of this Plan, though zoning in the area allows for a variety of other uses should all or part of the area be developed. Given the increased desirability of Malvern as a residential community, there would likely be a strong market for any residential units built in this planning area.

Recommendations

Future Land Use and Recommended Zoning Changes

- **Future land use** – The Retreat land use is expected to continue as the sole use in the planning area over the life of this Plan. Changes in this area could have a significant impact on Borough character, land use patterns, environmental concerns, and circulation patterns. This area is a key part of the ‘open space’ gateway to the Borough and the Borough should take any feasible action to preserve this site in its current use and/or configuration.
- **Zoning** - The Borough must recognize the possibility that the Retreat could be sold at some point in the future, and should reexamine zoning to ensure it represents desired appropriate types of development for this area. Because there are residential uses immediately to the north, east, and south of this planning area, the most appropriate future use of this property, should it ever develop, would also be residential. Any such residential development should blend into the traditional neighborhood pattern found in the Olde Towne South planning area and should conserve the majority of this area as permanent open space that is protected in perpetuity via conservation easements. A greenway corridor connection with the Patriots Path, Randolph Woods, and the Paoli Battlefield site should also be required in ordinance changes.
- **Stormwater** - Though at present there are no stormwater collection lines in this area, stormwater management requirements, as applicable, should be followed as critical elements in maintaining water quality within the Crum Creek High Quality watershed and as a headwaters area.

Natural and Historic Resources and Recreational Recommendations

- **Natural** – This planning area is deemed key to the Borough’s southern gateway and for its undisturbed concentrated natural resources. To this end, it is vital for the Borough to maintain open communication with the Retreat to continue to work cooperatively to protect the existing natural resources which are an asset for the Borough as well as the larger region. The Borough should approach the Retreat about having the Retreat lands be protected under a conservation easement. Coordinate with the Retreat and strongly promote restoration of any vegetated areas that have become overcome/dominated by non-native or invasive plants. As well, work to achieve protection of woodlands and biodiversity from any site improvements, re-vegetation of steep slopes, reduced stormwater runoff from impervious surfaces, and to ensure that any land improvements account for the geologic fracture transversing the area so as to not result in groundwater contamination. Site responsive design should be implemented in regard to sensitive natural resources protection.
- **Historic** – Work to preserve character defining local historic resources in this planning area.
- **Recreation** - A greenway corridor connection (see Map 4-2) along the northernmost part of this area parallel to Second Avenue linking the Patriots Path, Randolph Woods, and the Paoli Battlefield site should be pursued with the Retreat and formalized via an easement. A walking pathway along South Warren Avenue should be pursued (see Map 9-5). Implement Appendix A, which identifies a potential trail corridor that could link the Borough with East Goshen Township Park via Willistown using right-of way along Paoli Pike.

Circulation Recommendations

- **Roadway Access** - As long as the existing Retreat use of this planning area is in place, no internal roadway improvements are recommended. If traffic volumes continue to increase on South Warren Avenue, improvements may be needed, and are likely to be focused at the intersection with Paoli Pike. Improvement of this intersection is a proposed project on the 2011 Chester County Transportation improvements Inventory(TII).

Should development of all or part of the planning area occur, an internal road network would be needed. For example, if such development were limited to the northern portion of the planning area, access could be provided from Second Avenue and extensions of the north/south oriented streets in the Olde Towne South planning area. In this scenario, the greenway corridor connection (see recreation recommendations above) would need to be taken into consideration. Use an Official Map to promote a greenway connection along the northern of the area and for any future development to be designed as an extension of the Olde Towne neighborhood using a traditional neighborhood design.

- **Pedestrian Access** – See Map 9-5 and recreation recommendations above.

MALVERN PREP - PLANNING AREA 3



Inventory

Location and relationship with neighboring areas

- **Location** - Planning Area 3 lies in the southern section of the Borough and is bordered by Warren Avenue to the east, the Paoli Battlefield site to the north, Willistown Township to the west, and Paoli Pike to the south. The southwestern quadrant of the Borough is characterized as low density and open lands.
- **Edges** - The edges of this area are well defined by roads to the south and east, but blend into the areas to the north and west, which consist of open fields and woodlands (north) and single-family detached dwellings and the Phelps School, another large institutional facility (east). This planning area has a distinctive open space feel as compared to many other areas in the Borough.
- **Impacts** - The area is one of the Borough's most important remaining open space resources, and provides a positive impact for the Borough.

Existing Land Use

- **Uses, Lot Size, and Pattern** – This planning area is in institutional use, comprised primarily of the Malvern Preparatory School campus (97 acres), plus one smaller institutional use, Remed, a rehabilitation facility (10 acres), to the southwest off Paoli Pike. Along with Planning Area 2, this planning area is one of the Borough's most important remaining open space areas and functions as an open space “gateway” to the Borough from the south.

- **Sewer/Water** – This planning area is served by public water and public sewer systems. Parts of Malvern Prep (the older buildings) are connected to public sewer via Willistown’s system, while other parts of the campus continue to use an on-site sewerage disposal system. Remed, the rehabilitation facility uses an on-lot sewerage system that is at-capacity and any further development of that property would require the use of public sewer.
- **Stormwater** – This planning area is served by a stormwater collection system. There are no identified deficiencies with the system.

Current Zoning

- The planning area lies within the **I-1 Institutional** zoning district which requires a minimum lot area of 20 acres for Planned Campus Development and 1 acre for Institutional Homes.
 - **By Right Uses:** Accessory Use (Commercial, Institutional, Industrial, and Residential), Adult Housing/Care Facility Use, Commercial Communication Antennae (Attached), Forestry, Planned Campus Development (Educational and/or Religious), Temporary Community Event, and Uses Similar to Permitted Uses
 - **Conditional Uses:** Institutional Home and Planned Campus Development (Professional Use)
- **Nonconformities** – There are no nonconforming uses or lot sizes in this planning area.

Natural and Historic Resources and Recreational Issues

- **Natural** - This planning area lies within the headwaters of the Crum Creek watershed, with different parts of the area draining into two different tributaries of Crum Creek. One tributary (Massacre Run) flows from north to south along the eastern edge of the Malvern Prep property, creating an associated pond, floodplain, high water table area, and areas of hydric soils. Massacre Run, where Malvern Prep has undertaken a number of stream stabilization projects, meets state stream standards. The second tributary (East Branch Crum Creek) is located in the southwestern portion of the planning area, creating an associated pond, floodplain, high water table area, and areas of hydric soils; it is a state designated Impaired stream. Both these water resource areas are partially forested, and based on an agreement with PaDEP as part of a recent past pond dredging project at Malvern Prep, a riparian buffer (with reforestation and a meadow) is underway in the central section of Massacre Run.

Much of the planning area, with the general exceptions of developed areas and water resource areas, contains rich (Class 1, 2, and 3) soils, which are equally suitable for development as well as agricultural uses. There are steep (15-20%) and very steep slopes (greater than 20%) focused along Massacre Run and isolated areas of slopes throughout the planning area. There is an east-west oriented geologic fracture in the southern part of the area that indicates the proximity of an underground aquifer, which once was a source for Borough water supply. Due to its significant open space and natural resources, the southeastern portion of this area is part of a County-designated biodiversity corridor. This planning area represents a key open space resource for the Borough, and in conjunction with Malvern Retreat, serves as an open space southern “gateway” to the Borough, and highly contributes to the Borough’s character.

- **Historic** - Based on Malvern’s 2008 Historic Resources Atlas, Malvern Prep is a locally significant (Class 2) historic resource. To the north of and serving as a wooded/open pasture buffer for Malvern Prep is the now preserved site of the Paoli Massacre; Malvern Prep owned the 40-acre historic resource until 1999 when the site was purchased and preserved as a nationally significant historic resource.

- **Recreation** - Malvern Prep provides a full complement of recreational and athletic facilities for its enrolled students, but generally do not allow access by the general public or other groups with some exceptions. For example, Malvern Swimming Association (MSA) sponsors a team that trains in the swimming facilities at Malvern Prep. Walking paths through the Paoli Battlefield site leading to West First/Monument Avenues via the Paoli Memorial Association Parade Grounds are accessible from the Malvern Prep property at its northern border. Obstacles such as high road functional classification and steep slopes and wet soils in this planning area along Paoli Pike limit opportunities for pedestrian and bicycle access/improvements along Paoli Pike.

Circulation Issues

- **Roadway Access** - South Warren Avenue and Paoli Pike abut this planning area, with access to Malvern Prep via Warren and access to the rehabilitation facility via Paoli Pike. While high traffic volumes on South Warren Avenue are of concern, this planning area is not a significant generator of traffic volumes. Significant rush hour traffic congestion at the intersection of Paoli Pike and South Warren Avenue is a contributing factor to high levels of pass-through commuter traffic in the Borough, and the lands at the southeastern most corner of Malvern Prep's property could be impacted/needed for intersection improvements.
- **Pedestrian Access** - There are no pedestrian facilities adjacent to this planning area on either South Warren Avenue or Paoli Pike but there is a demand for such.

Potential for change/development

- Malvern Prep is a stable use and there is limited potential for additional development on this site. This is particularly true given Malvern Prep's expansion in 1999 with the construction of a sports center, several athletic fields added in 2002-03, and the construction of an arts center in 2008. Unless the school were to unexpectedly cease operations and open the entire site to development, further development (other than minor expansion of the school itself) is unlikely will occur during the timeframe of this Plan.
- Remed's on-lot sewerage system is at-capacity so unless they connect to public sewer there is no potential for further development of their property in Malvern. In recent years, they have instead built two facilities in Willistown.

Recommendations

Future Land Use and Recommended Zoning Changes

- **Future land use** – Institutional land use is expected to continue as the primary type of use in the planning area over the timeframe of this Plan. Changes in this area could impact Borough character, land use patterns, environmental concerns, and circulation patterns. Malvern Prep is part of the open space southern gateway to the Borough and the Borough should take any reasonable action to preserve this property in its current use and configuration. The Borough should work cooperatively with the school, by keeping open lines of communication, discussing and sharing future plans, to ensure that the current uses and character of the property is maintained to the greatest extent possible.
- **Zoning** – The Borough must recognize the possibility, though extremely remote, that the school could be sold at some point in the future, and should reexamine zoning to ensure it represents desired appropriate types of development for this area.

- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this High Quality watershed and as a headwaters area.

Natural and Historic Resources and Recreational Recommendations

- **Natural** – As this area is deemed to be a key part of the Borough’s southern gateway/contains important natural resources, the Borough should maintain open communication with Malvern Prep to continue to work cooperatively to protect existing resources, which are an asset for the Borough and the larger region. Stream restoration/re-vegetation projects along the Massacre Run should continue and the Borough should work with property owners to continue to expand stream restoration efforts to include East Branch Crum Creek (a PA designated impaired stream). As well, work to achieve re-vegetation of steep slopes, reduced stormwater runoff from impervious surfaces, and to ensure that any land improvements account for the geologic fracture transversing the area so as to not result in groundwater contamination. Site responsive design should be implemented in regard to sensitive natural resources protection.
- **Historic** – Work to preserve character defining local historic resources within this planning area. The now preserved (since the 1999 Comprehensive Plan) Paoli Battlefield site provides a buffer between the Monument Avenue neighborhood to the north and Malvern Prep. As such and due to the national historical importance of the Battlefield, the Borough should require that any proposed development in this area be context sensitively sited and designed.
- **Recreation** – A path/trail along South Warren Avenue should be considered (see Map 9-5). A trail corridor connecting the Borough with East Goshen Township Park via Willistown using right-of way along Paoli Pike should be investigated (see Appendix A); the Borough should continue to coordinate with Willistown and PaDOT for implementation to occur at the time PaDOT undertakes improvements along Paoli Pike in the future. Appendix A recommendations have also been adopted by Willistown.

In order to provide a greater range of recreational opportunities for Borough residents, the Borough should continue to work with Malvern Prep to encourage possible limited community use of Malvern Prep recreational facilities.

Paoli Pike is designated as a Commuter/Connector bike route and, though a challenging bike route with its high speed/traffic volumes, presents another multi-modal option for regional residents to access Borough amenities including the SEPTA commuter rail line.

Circulation Recommendations

- **Roadway Access** - As long as the existing institutional uses remain in place, no internal roadways improvements are recommended. If traffic volumes continue to increase on South Warren Avenue, traffic calming measures may be needed. The Borough should continue to work with PaDOT and Willistown Township to move the South Warren Avenue/Paoli Pike intersection improvement project to the next step of listing on the 2013 Transportation improvements Inventory (TIP) and funded. Such improvements could require additional right-of-way at the intersection, but should have little impact on Malvern Prep as a school use.

If in the highly unlikely event that the Malvern Prep property changes use, a second road access point might be considered to ensure adequate ingress and egress for the new use. Paoli Pike could be a possible location for such a second access point as it has greater capacity (than Warren), traffic from such new use would likely approach via Paoli Pike, and

turning movements at its intersection with Warren could be reduced thus lessening further degradation of intersection conditions. Placing another major access point on Paoli Pike, possibly requiring a traffic signal, could be counter to the Borough objective to improve mobility on Paoli Pike and PaDOT's objectives for access management. If a new use ever came to pass, the Borough would need to work closely with the applicant, PaDOT, and Willistown to examine these issues further before determining where, or if, another access point should be.

- **Pedestrian Access** - Map 9-5 recommends completion of the sidewalk network along West First Avenue, which would be accessible from Malvern Prep via walking paths/trails in the Paoli Battlefield site. As part of the proposed Patriots Path (Appendix A), a pedestrian link to Monument Avenue would link Malvern Prep to the Borough's existing pedestrian amenities via the Paoli Battlefield site and the Paoli Memorial Association Parade Grounds. Also see Map 9-5 and recreation recommendations above.

TIDEWATER/REMINGTON - PLANNING AREA 4



Inventory

Location and relationship with neighboring areas

- **Location** - This area lies in the southwestern section of the Borough and is bordered by Sugartown Road and suburban single-family residential developments in Willistown Township on the west, open passive and active recreational lands (Paoli Memorial Association Grounds/Paoli Battlefield site) to the northeast, and large scale institutional uses with open lands to the southeast.
- **Edges** - The edges of this neighborhood are well defined to the northeast, northwest, and southeast due to the different surrounding uses, land patterns, architectural styles, and Sugartown Road. To the southwest there is similar suburban residential development and the lines of this neighborhood blend with this development in Willistown.
- **Impact** - Edges around this area have different impacts on this area: there is low impact from the suburban residential development and institutional use to the southwest; higher impact from Sugartown Road due to traffic, higher speeds, noise, and difficult turning movements; and moderate impact from the activities at recreational uses to the northeast, which also in turn provide a positive impact to the area via informal open space connections to the recreational lands. Further regional development causing increased traffic levels along Sugartown Road could impact this area through increased congestion and noise.

Existing Land Use and Development Pattern

- **Uses and Lot Size** - The vast majority of this planning area is comprised of the Tidewater, a condominium development made up of tightly clustered townhouses on 12 acres, and the more

recent Village at Pennwyck, 12 single-family detached residences on lots with a mean size of 26,000 sq.ft. with open space in Malvern and that spills into Willistown to the west. The overall land use composition of this area has changed greatly since the 1976 inventory, when it was undeveloped woodland and field, and has changed since the 1998 inventory with the development of the Village at Pennwyck. The vast majority of the housing stock is relatively new, with Tidewater dating back to 1991. This planning area also contains five single-family detached houses located off of Sugartown Road. The three single-family dwellings on Sugartown Road are on lots of one-third acre. The two newer (1996/97) single family dwellings on flags lots off Sugartown Road are on larger lots (1 acre). There are no undeveloped parcels in this neighborhood.

- **Pattern** - This area displays a somewhat more suburban development pattern than most other areas in the Borough, with vehicular access only onto Sugartown Road and a system of internal curvilinear roads through Tidewater and cul-de-sacs at the Village at Pennwyck. This suburban development pattern does not detract from the character of the Borough, as this planning area is isolated from the more traditional small town development pattern that is characteristic of the Borough. Instead this planning area more closely relates in pattern to adjacent development in Willistown Township rather than to other Borough neighborhoods.
- **Sewer/Water** - This entire planning area is served by public water. It is also served by public sewer, however it is not conveyed to VFSA via Malvern's system but rather connects to Willistown Township's public sewer system. The Village of Pennwyck also uses public sewer.
- **Stormwater** - This planning area is served by a stormwater collection system. There are no identified deficiencies with the system.

Current Zoning

- The planning area lies in the **R2 and R7 Residential** zoning districts, both built-out as of 2010. Prior to the 2003 zoning ordinance update, this entire planning area was zoned for a minimum lot size of one acre for all uses. However, based on a court ordered decision over a zoning use issue, Tidewater was permitted to be developed as townhouses at a higher density.
- **R2 Residential** consists of the five single-family dwellings and the Village at Pennwyck, and permits a minimum lot area of 15,000 sq. ft. for residential uses and 20,000 sq. ft. for Bed and Breakfasts and other nonresidential uses.
 - **Uses By Right:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Bed and Breakfast, Major Home Occupation, and Supplemental Dwelling Unit
- **R7 Residential** consists of Tidewater and permits a minimum lot area of 5,000 sq. ft. for Single Family Dwellings, Two-Family Semi-Detached Dwellings, and Two-Family duplexes (per dwelling unit) and 4,000 sq. ft. for Multi-Family Dwellings (per dwelling unit).
 - **Uses By Right:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Duplex, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Multi-Family Dwelling
- **Nonconformities** - There are no nonconforming uses in this planning area. Two of the five lots off Sugartown are smaller than the required 15,000 sq.ft. lot size and are pre-existing grandfathered nonconforming lots. Some nonconformity between existing use/lot size and that required in zoning is normal and expected.

Natural and Historic Resources and Recreational Issues

- **Natural** - This planning area lies fully within the headwaters of the Crum Creek watershed, with the southeastern portion draining into a small pond that is a source for the East Branch Crum Creek, an impaired tributary of Crum Creek. The portion just outside of Malvern to the west is unforested and this likely contributes to some of its impairment. Part of the floodplain falls within the southernmost open space lot (in Malvern) for the Village at Pennwyck. There are small areas of steep slopes (15-20%) in the eastern portions of the planning area and areas of very steep slopes (greater than 20%) surrounding the small pond. Much of the planning area, with the general exceptions of developed portions and water resource portions, contains rich (Class 1, 2, and 3) soils.
- **Historic** - There are no identified historic resources within this area, however, this area borders the Paoli Battlefield site and the Paoli Memorial Association Grounds, a Class 1 resource and National Register listed resource commemorating the historic Revolutionary War Paoli Massacre. The development of this area has resulted in limited encroachment on the historic context of these resources since the development is relatively well buffered for a small town setting and is compact.
- **Recreation** - The Paoli Memorial Association Grounds provide recreational opportunities within very close proximity to this planning area, and Tidewater has informal pathway and the Village at Pennwyck open space connections to the Grounds.

Circulation Issues

- **Roadway Access** - Vehicular access to this area is solely from Sugartown Road, which isolates it from other areas of the Borough. The five single-family houses have driveways off Sugartown Road, while Carters Grove Lane, a private roadway, provides internal circulation for Tidewater and Remington Lane in Willistown Township provides internal circulation for Pennwyck.

Sugartown Road is a north-south corridor in Willistown providing access to Borough amenities including the SEPTA commuter rail line for the Malvern region. Traffic safety is a concern in this planning area. Turning movements to/from Sugartown are difficult particularly during rush hour and events at the Paoli Memorial Association Grounds. Intersection improvement to Monument Avenue/Sugartown Road is a listed project on the 2011 Chester County Transportation Improvement Inventory (TII).

- **Pedestrian Access** - Sidewalks are only found in the Village at Pennwyck. An informal walking pathway and open space area connect this planning area to and through the Paoli Memorial Association Grounds with eventual access to sidewalks on Monument Avenue providing pedestrian access to the rest of the Borough. The linkages are not formally dedicated for public use; they are only for use by residents of Tidewater and the Village at Pennwyck. The informal path at Tidewater was built at a width to accommodate the emergency service vehicle access.

Potential for change/development

- This planning area is fully developed and change to this planning area is unlikely due to the relative recentness of Tidewater and the Village of Pennwyck residential developments, plus the two newer flag lot residences.

Recommendations

Future Land Use and Recommended Zoning Changes

- **Land use** - Land use is expected to remain multi-family residential (townhouses) at Tidewater and single-family detached residential at the Village at Pennwyck and on the five individual lots.
- **Zoning** - Current residential uses in this planning area are permitted uses in zoning and mostly meet lot density requirements. No zoning changes are suggested. The planning area is built-out as of 2010 and no redevelopment is anticipated. ▬
- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this High Quality watershed and as a headwaters area.

Natural and Historic Resources and Recreational Recommendations

- **Natural** - The small pond (in Tidewater) is a source for the East Branch Crum Creek, an impaired tributary of Crum Creek, and measures should be taken in this planning area to the extent possible to buffer this pond with appropriate plantings and trees to assist filtering of sediments and pollutants directly into the pond.
- **Historic** - Since this planning area is fully built out as of 2010, it will have no additional impact on the adjacent historic resource of the Paoli Memorial Association Grounds and the Paoli Battlefield site. The existing buffer between this planning area and the historic resource should be maintained to continue to limit encroachment of development on the historic context of these resources to the extent possible.
- **Recreation** - This area is in very close proximity and has informal pedestrian access to the Paoli Memorial Association Grounds so no added recreation uses are needed. Formalizing pedestrian access to the Paoli Memorial Association Grounds via the proposed Patriots Path (Appendix A and Map 9-5) should be undertaken. Work to implement access to proposed Patriots Path South links including how to overcome obstacles along Sugartown Road that limit opportunities for pedestrian and bicycle mobility; high road functional classification, high traffic speed and volume, and varied topography are examples of such obstacles. Continue to work with Willistown and PaDOT so that when PaDOT eventually undertakes future improvements along Sugartown Road, Appendix A recommendations are implemented. Willistown has also adopted Appendix A.

Circulation Recommendations

- **Roadway Access** – Though currently listed on the 2011 Chester County Transportation Improvement Inventory (TII), the Borough should continue to work with PaDOT and Willistown to have safety improvements to the Monument Avenue/Sugartown Road intersection funded. Improvements to this intersection could help improve turning movement difficulties experienced by residents in this planning area, as well as may help traffic speeds and improve overall safety along this segment of Sugartown Road. Also, along with any investigation/promotion of intersection improvements, the Patriots Path and proposed links should be taken into consideration, to improve multi-modal accessibility for this area and the Borough as a whole.
- **Pedestrian Access** - The informal paths that connect Tidewater with the Paoli Memorial Association Grounds leading to the sidewalk network on Monument Avenue should be formally

dedicated/built to allow for better access/ greater safety. A walking path through the open space that connects Pennwyck with the Paoli Memorial Association Grounds could also be considered to provide better pedestrian access for those residents. Section 515 of the SLDO requires creation of sidewalks or trails to provide for pedestrian access, and could also require publicly accessible pedestrian linkages in new development. Continue to work to implement the Patriots Path South links to provide pedestrian access for residents in the five homes in this area along Sugartown Road.

PAOLI BATTLEFIELD and MEMORIAL PARK - PLANNING AREA 5



Inventory

Location and relationship with neighboring areas

- **Location** - This planning area spans the south/central portion of the Borough and is bordered by South Warren Avenue to the east, single-family residential neighborhoods to the north, Sugartown Road to the west, and Malvern Prep to the south, to which the Paoli Battlefield site belonged prior to 1999.
- **Edges** - The edges of this area are relatively well defined; this planning area consists of large open lands, recreational uses, and woodlands and is mostly surrounded by residential development except for the southern edge of the Paoli Battlefield site, which blends into the wooded portion of Malvern Prep's property. South Warren Avenue separates a heavily wooded portion of the Paoli Battlefield site with the heavily wooded Malvern Retreat property.
- **Impact** - The active and passive recreational uses in this planning area attract residents from Malvern, the region, and the nation, and create traffic and noise impacts on surrounding neighborhoods. Likewise, the recreational, open space, and historic and natural resource opportunities in this area provides a positive impact and resource for surrounding areas.

Existing Land Use and Development Pattern

- **Uses and Lost Size** - This planning area is comprised of the National Register listed the Paoli Battlefield site (44 acres) and the Paoli Memorial Association Grounds (22 acres including the Parade Grounds and Memorial Park). It contains passive and active recreational uses as well as historic interpretive and educational uses. The planning area is effectively open space including pasture, open lands, and woodlands.

- **Sewer/Water** – This planning area is not served by public sewer or public water, but public service could be considered in the future for recreational amenities, such as the use of public sewerage for restroom facilities.

Current Zoning

- The planning area lies in the **Public Open Space and Conservation (POSC)** zoning district, which has a minimum lot area of 10,000 sq. ft.
 - **Uses By Right:** Accessory Use (Commercial, Institutional and Industrial), Forestry, Passive Recreation Use, Temporary Structure or Building Use, and Temporary Community Event.
 - **Conditional Uses:** Active Recreational Use.
- **Nonconformities** - There are no nonconforming uses or lot sizes in this planning area.

Natural and Historic Resources and Recreational Issues

- **Natural** - This area lies within the headwaters of the Crum Creek watershed, with the eastern areas draining into Massacre Run, a tributary of Crum Creek, and creating an associated floodplain, high water table area, and areas of hydric soils. Massacre Run has been designated by PaDEP as meeting State quality stream standards under the 1977 Federal Clean Water Act. The headwaters of this tributary are buffered with woodlands which provide natural filtration of pollutants and erosion control. The southern and eastern portions of the Battlefield site are heavily wooded, and appear much as they did at the time of the battle in 1777. There are areas of steep slopes (15-20%) and very steep slopes (greater than 20%) primarily in the eastern portion of the Paoli Battlefield site along the stream corridor and along the southern border of the Paoli Battlefield site where it meets the Malvern Prep. property.
- **Historic** - This area holds the location of the “Paoli Massacre” that occurred during the 1777 Philadelphia Campaign of the Revolutionary War. Key battle action occurred in the open field of the Battlefield site when British forces attacked an encampment of Continental Army troops, killing 53 and wounding over 100 Continental soldiers. This planning area is largely oriented around this historic event.
 - Paoli Battlefield Site was subdivided from the Malvern Prep campus in 1998 for purposes of its preservation/ purchase by the non-profit Paoli Battlefield Preservation Fund (PBBF). Locally raised donations and federal funds in the form of the “Patriots Act” (passed by the U.S. Congress specifically to help fund the preservation of this battlefield (as well as lands in the Brandywine Battlefield and activities at Valley Forge National Historical Park) were used to purchase this site. The PBBF still administers the site, even though it has since deeded the property’s ownership to the Borough.
 - Paoli Memorial Association Grounds were established as a memorial to soldiers who fell during the battle and contains a small mass burial graveyard of soldiers from that battle.
 - Paoli Battlefield site and Paoli Memorial Association Grounds are listed on the National Register of Historic Places. As of 2010, all lands in this planning area were preserved as a tribute to the battle and the soldiers who fought for the nation’s freedom.

This battlefield site is unique in that the lands where the battle took place have remained undisturbed since 1777, the time of the battle, as open fields and woodlands. The eastern portions of the Paoli Memorial Association are also relatively undisturbed having been protected since the early 19th century as a military drill field and parade ground for Chester and Delaware County militia. Due to lack of ground disturbance of much of the lands within this planning area, there remain significant amount of prime soils (Class 1, 2, and 3), as well as

long standing/original heavily wooded lands and farm field. Due to the pristine nature of the lands, there have been ongoing archeological investigations in the Battlefield site.

In 2011, an animated map study of the battle action was completed via a grant from the American Battlefield Protection Program.

- **Recreation** – The Paoli Battlefield site is partially wooded and partially open field and includes walking paths and educational historic interpretation signage and events. Memorial Park contains active recreation including ball fields and tennis courts, and the Parade Grounds contain passive recreation and historic interpretation (including a large area of open land with a paved parade loop road/path, a small graveyard, and memorial area, all still used for memorial events). All recreational activities in this planning area are daytime activities as there is no outdoor lighting. Patriot Path alignments in this planning area are proposed to be located along Monument Avenue, using existing sidewalks, and would pass through the Paoli Memorial Association Grounds and the Paoli Battlefield site using existing paths. In this planning area, the Patriots Path is proposed to connect with the Patriots Path South links in Willistown on Monument at its intersection with Sugartown Road. Sites in this area are key destinations along the Patriots Path connecting Malvern and these sites with the surrounding region.

Circulation Issues

- **Roadway Access** - A key circulation issue in this planning area revolves around vehicular and pedestrian access to/from the Paoli Battlefield site and the Paoli Memorial Association Grounds. Monument Avenue provides primary access to the Paoli Memorial Association Grounds. There is no direct vehicular access to the Paoli Battlefield site. As the Paoli Battlefield site becomes better understood for its role in the Philadelphia Campaign of 1777 and national history, visitation/ events may grow, thus impacting traffic and parking as well as the Battlefield's and the Paoli Memorial Association Grounds' relationship with the immediately surrounding Highland and Monument Avenues (residential) planning areas (6 and 7) and to a lesser extent Tidewater/Remington planning area (4).

Monument Avenue is an east-west corridor in the Borough. Sugartown Road is a north-south corridor in Willistown that distributes Malvern-area traffic onto Monument for access to Borough amenities including the SEPTA commuter rail line. As a traffic calming method, speed bumps were installed along Monument since the 1999 Comprehensive Plan; they provide some level of traffic calming, but do not entirely deter speeding. Monument Avenue/Sugartown Road intersection does not function effectively and turning movements to/from both roads are difficult, particularly during rush hour and events at the Paoli Memorial Association Grounds. Traffic safety is a concern in this planning area. Intersection improvement to Monument Avenue/Sugartown Road is a listed project on the 2011 Chester County Transportation Improvement Inventory (TII).

During events at Memorial Park, parking along the paved looped at the Memorial Grounds is of concern due to the two-way traffic on the loop and erratic vehicle parking and traffic flow.

- **Pedestrian Access** - Sidewalks are provided on Monument east of Malvern Avenue (see Map 9-3), so there is pedestrian access to the Paoli Memorial Association Grounds, but not along its entire frontage. There are few sidewalks immediately near the Battlefield site so primary access is via the Paoli Memorial Association Grounds loop road/path. Erratic parking/vehicular traffic flow on the loop creates a safety issue for pedestrian access. There is also pedestrian access to the Battlefield site via a dedicated southern extension of Powelton Avenue right-of-way and a paved dedicated southern extension of Wayne Avenue. The Borough owns "paper" rights-of-way extensions to Griffith north and south of First Avenue, which is used respectively as a

residential side yard and as a residential side yard/ driveway. The Borough owned a “paper” right-of-way extension to Prospect south of First Avenue, but has extinguished/relinquished its use for a right-of-way.

Potential for change/development

- There is little possibility of any development occurring on the publicly owned and nonprofit administered Paoli Battlefield site and the nonprofit owned/operated Paoli Memorial Association Grounds. The only likely potential change for either site might be further interpretive planning for educational purposes about the national significance of the battle and commemorative parade grounds. For example, interpretive planning could include an on-site history or interpretive center, a kiosk with multi-media information, buffering residences that back on to the Battlefield site, and continued archeological investigations and education about known/found artifacts.

Recommendations

Future Land Use and Recommended Zoning Changes

- **Land Use/Zoning** - No future land use or zoning changes are recommended within this planning area.
- **Stormwater** - Though at present there are no stormwater collection lines in this area, stormwater management requirements, as applicable, should be followed as critical elements in maintaining water quality within the Crum Creek High Quality watershed and as a headwaters area.

Natural and Historic Resources and Recreational Recommendations

- **Historic** - The nationally significant historic resource, Paoli Battlefield site and Paoli Memorial Association Grounds, should continue to be planned for/maintained to protect its historic and open lands/natural resource value (see ideas under Potential for change/development above). Further historic interpretation of the battle should be continued for educational and tourism/economic development purposes, but the preservation of the Battlefield and Parade Ground lands in their current original largely undisturbed state should remain a primary consideration as the undisturbed quality of the natural and historic resources/lands is an integral part of the uniqueness and distinctiveness of the site.

Support a National Historic Landmark application process for the Battlefield (see Chapter 8). Support a possible 2013-14 grant application to the federal ABPP for a Paoli Battlefield, Battle of the Clouds, and associated sites Preservation Plan as a follow-up/implementation to the 2011 ABPP funded animated map study of the Paoli Massacre battle action. Consider how to use information gained from the animated map study to provide education and outreach about the battle to the public, e.g. supporting the installation of informational kiosks featuring the animated map on or near the Battlefield site, in the Library, and/or Borough Hall.

- **Natural** – Preserve and maintain the original heavily wooded areas on the Battlefield site, to help continue to protect the Crum Creek headwaters and buffer Massacre Run by providing natural filtration of pollutants and land erosion control.
- **Recreation** - Promote and implement the “Patriots Path” themed pedestrian linkages which traverse Malvern, East Whiteland, and Tredyffrin connecting the Battlefield site with the other

Revolutionary war sites of Valley Forge and Battle of the Clouds. Promote and implement Patriots Path South linkages, which propose multiple possible scenarios to connect the Patriots Path by way of the Borough to Willistown and East Goshen; with the Borough serving as the 'keystone' of the planning effort tourism and other spin-off economic development benefits are expected for the Borough. The primary purpose of the Patriots Path is to honor the sacrifice of the 53 continental soldiers who lie in the mass grave at the Paoli Memorial Association Grounds, as well as the other soldiers who gave their lives during the Philadelphia Campaign of 1777. The day to day function of the Patriots Path will be for walking and passive recreation use. The multi-use Patriots Path from Malvern to Valley Forge is listed on the Chester County Transportation improvements Inventory (TII) and has been advanced and listed on the 2011 Chester County Transportation Improvements Inventory (TIP) waiting eventual funding.

Sugartown Road is an intermediate level recreation bike route. Though it is not without cycling challenges, it presents another multi-modal option for regional residents to access the Paoli Memorial Association Grounds and Battlefield site as well as for Borough residents to access the surrounding region and local road network for recreation.

Circulation Recommendations

- **Roadway Access** - Speed bumps along Monument Avenue do not entirely deter speeding. Due to through-traffic, the speeding situation will need to be monitored and enforcement may need to be increased. Continue to promote intersection improvements at Monument/Sugartown and work assertively with Willistown and PaDOT for this project to be added to the 2013 TIP and funded. Traffic conditions during events at the Paoli Battlefield site and the Paoli Memorial Association Grounds are not at a high enough level to be of concern as of 2011, though they should be monitored particularly if additional Battlefield events or related facilities are developed.

As of 2011, there is an adequate supply of nearby parking available at the Paoli Memorial Association Grounds and Borough Hall for Battlefield site and Paoli Memorial Association Grounds activities. Depending on future level of outreach and programming as well as the development of the Patriots Path/Southern links, parking could become a concern and should be monitored. To improve safety of parking/vehicular circulation on the Paoli Memorial Association Grounds loop road during events, the Borough should work with the Paoli Memorial Association to consider whether the loop road should become one-way west-east.

- **Pedestrian Access** – As a high priority, extend and complete the sidewalk system along Monument and First Avenues in this planning area to provide pedestrian access to the Paoli Memorial Association Grounds. Since primary access to the Battlefield site is currently via the Paoli Memorial Association Grounds loop road/path, implement safety improvements under Roadway Access above to help resolve current safety concerns related to pedestrian traffic.

For the near future, access to the Battlefield site will continue to be via the Paoli Memorial Association Grounds loop road/path and the more direct access via Powelton and Wayne Avenues. Depending on future visitations/activities at the Battlefield site and the Paoli Memorial Association Grounds, reconsideration may be needed as to whether pedestrian access is adequate/ if additional access is necessary. While the Borough technically owns "paper" rights-of-way for southerly extensions of Griffith south and north of First Avenue, their use as such may be difficult as they are currently used as residential side yards/ driveways and residents may not be aware that these rights-of-way exist. Using these rights-of-ways for walking paths is a good way to improve access to the Battlefield site, if needed, and further integrate it with the community, there would be impacts for the Monument Avenue neighborhood associated with their use for pedestrian access.

HIGHLAND AVENUE - PLANNING AREA 6



Inventory

Location and relationship with neighboring areas

- **Location** – This planning area lies in the western central area of the Borough and is bordered by Sugartown Road and Willistown Township on the west, Paoli Memorial Association Grounds on the south, single-family residential areas on the east, King Street to the north, and townhouses to the northwest.
- **Edges** - The edges of this neighborhood are relatively well defined due to differing surrounding uses, architectural styles, and densities with the exception of the Monument Planning Area (7) to the east which exhibits a similar residential character to this planning area.
- **Impact** - Adjacent lands in Willistown to the west are already developed in a suburban residential development pattern and so there will be minimal impact from immediately neighboring development. However, increased levels of traffic on the adjacent state roadway (Sugartown Road), due to any future increases in development in the larger region, could impact this planning area. Likewise, any future increases in activity at the adjacent Memorial Park could affect this planning area through greater traffic, noise, and overall activity.

Existing Land Use and Development Pattern

- **Uses** - This planning area is comprised primarily of single-family detached residences, with the exception of three commercial/residential mixed uses, and a few two-family and multifamily dwellings.

- **Lot size** - Single-family lot sizes fall within a wide range from around 9,000 sq. ft. to 87,000 sq. ft. with the mean lot size being about 19,000 sq. ft.
- **Pattern** - The housing stock is mostly older, dating to the early 20th century. This is an established area which has changed little since the 1976 and 1998 existing land use inventories. The development pattern displays the traditional small town grid system of roadways. The smaller lot sizes in this area generally exist east of Malvern Avenue; however, there is no definitive pattern or grouping to the lot sizes.
- **Sewer/Water** - This planning area is served by public water and public sewer.
- **Stormwater** – This planning area contains stormwater management issues. There is periodic flooding during and after storm events in the areas near Crest Avenue, Malvern Avenue, and Highland Avenue, where there are no stormwater lines. There are periodic stormwater issues on Monument between Malvern Avenue and Sugartown Road.

Current Zoning

- **R2 Residential** zoning consists of dwellings that front Highland, Monument, and Malvern Avenues. This zoning district has a minimum lot area of 15,000 sq. ft. for residential uses and 20,000 sq. ft. for Bed and Breakfasts and other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Bed and Breakfast, Major Home Occupation, and Supplemental Dwelling Unit
- **R3a and R3b Residential** consists of the remaining dwellings fronting on King Street, Monument, Highland, Malvern, and Crest Avenues. The R3a zoning district's minimum lot area is 12,000 sq. ft. for single family detached dwellings and Bed and Breakfasts, 10,000 sq. ft. for Two-family semi-detached and duplex dwellings and 20,000 sq. ft. for other uses. The R3b zoning district's minimum lot area for residential uses is 10,000 sq. ft. and 20,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Duplex, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Bed and Breakfast, Funeral Home, Major Home Occupation, and Supplemental Dwelling Unit
- **Nonconformities** – There is an existing commercial/residential mixed use (grave marker memorial business use) that qualifies as a grandfathered pre-existing nonconforming use as it was in place before the time of the zoning ordinance. The other two mixed-uses appear to be home occupations, a permitted use in zoning. The two-family and multi-family dwellings in R2 are also nonconforming uses. Of greater potential impact in this planning area, however, is that there are some lots with nonconforming lot size, meaning that the existing lot sizes are smaller than the minimum permitted in the current zoning regulations. Specifically, there appear to be 3 single-family lots in R2 and 7 single-family lots (out of 33 total lots) in R3b that have smaller lot sizes. The two-family dwellings in the R3a in this planning area also appear to be nonconforming in terms of lot size. Some nonconformity between existing use/lot size and that required in zoning is normal and expected.

Natural and Historic Resources and Recreation Issues

- **Natural** - This planning area lies within the headwaters of two watersheds; the northern part of this planning area drains into the Little Valley Creek ultimately flowing into Valley Creek and the southern part of this planning area drains into two tributaries (West and East Branch) of the Crum Creek. Its location at the intersection of two watershed boundaries would make this planning area particularly relevant as related to groundwater discharge, but because stormwater lines service almost the entire Borough, this should not be of issue in this area.
- **Historic** - Based on Malvern's 2008 Historic Resources Atlas there are locally significant (Class 2) historic resources along Monument and Crest Avenues. This area borders the Paoli Battlefield site and the Paoli Memorial Association Grounds, a Class 1 and National Register listed resource commemorating the historic Revolutionary War Paoli Massacre. Monument Avenue provides a distinct buffer border between these two areas.
- **Recreation** – This planning area lies adjacent to the Paoli Memorial Association Grounds (Memorial Park and Parade Grounds) to the south, so there are plentiful active and passive recreational opportunities within immediate proximity to this area. These activities can impact this residential area including related noise, parking, and traffic in the vicinity. The Paoli Memorial Association Grounds do not have outdoor lighting, so light pollution is not an issue as of 2011. Residents from this area use the Paoli Memorial Association Grounds loop road/path for passive walking recreation but the erratic parking and traffic flow on the loop particularly during events at the Paoli Memorial Association Grounds create a safety issue for pedestrian use.

Circulation Issues

- **Roadway Access** - Monument and Highland Avenues are key roads in this planning area. Monument Avenue is an east-west corridor in the Borough. Sugartown Road is a north-south corridor in Willistown that distributes Malvern-area traffic onto Monument for access to Borough amenities including the SEPTA commuter rail line. As a traffic calming method, speed bumps have been installed along Monument since the 1999 Comprehensive Plan; they provide some level of traffic calming, but do not entirely deter speeding. The Monument Avenue/Sugartown Road intersection does not function effectively and turning movements to/from both roads are difficult particularly during rush hour and events at the Paoli Memorial Association Grounds. Traffic safety is a concern in this planning area. Intersection improvement to Monument Avenue/ Sugartown Road is a listed project on the 2011 Chester County Transportation Improvement Inventory (TII). The Borough and Willistown are jointly pursuing a stop sign possibility at this intersection.

Speed bumps were installed along Crest Avenue and successfully help control road speed. The dedicated right-of-way on Crest at Highland Avenue which formerly housed a Borough-owned water tower has been turned over to the adjacent residential uses as side yard area.

- **Pedestrian Access** - Sidewalks in this planning area are primarily along King Street and on Monument Avenue, east of Malvern Avenue; there are intermittent sidewalks elsewhere in this area. Since this neighborhood is residential, abuts the recreational area to the south, and Monument Avenue provides the primary access to both these planning areas, facilitating pedestrian access in this area is an important consideration.

Potential for change/development

- This planning area has a stable, established development pattern and has changed little since the 1976 and 1998 existing land use inventories. Due to the stability and residential nature of this area, it is highly unlikely that this area will experience much change.
- If land use change does occur, then the nonresidential uses permitted in zoning including bed-and-breakfasts and funeral homes lend themselves to adaptive reuse of existing residences which in turn would serve to maintain the building stock and character of the neighborhood. Home occupations also permitted in this area could contribute to the Borough as a live/work community for its residents, an objective of this Plan.

Recommendations

Future Land Use and Recommended Zoning Changes

- **Land Use** - Land use is expected to remain primarily single-family residential. Continue to monitor impacts to residents in this area caused by the adjacent recreational use activities.
- **Zoning** - Since there are few instances of uses and lot sizes not meeting that required in zoning, no zoning changes are proposed for this neighborhood.
- **Stormwater** - There is periodic flooding during and after storm events in the Borough and the Borough Revitalization Plan (see Appendix D) recommends conducting a Stormwater Study. Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within the Valley Creek Exceptional Value watershed, Crum Creek High Quality watershed, and as a headwaters area.

Natural and Historic Resources and Recreational Recommendations

- **Historic** – Work to preserve character defining local historic resources within this planning area.
- **Recreation** - Promote and implement the “Patriots Path” themed pedestrian network to connect residents to destinations in East Whiteland and Tredyffrin Townships. Promote and implement the proposed Patriots Path South linkage connecting Borough residents with sites/destinations Willistown and East Goshen and to the larger Patriots Path network. Monument Avenue, using existing sidewalks, is recommended as the alignment for the western part of the Patriots Path in the Borough and connection with the Patriots Path South links in Willistown at its intersection with Sugartown provides further future potential recreational opportunities for residents of this planning area.

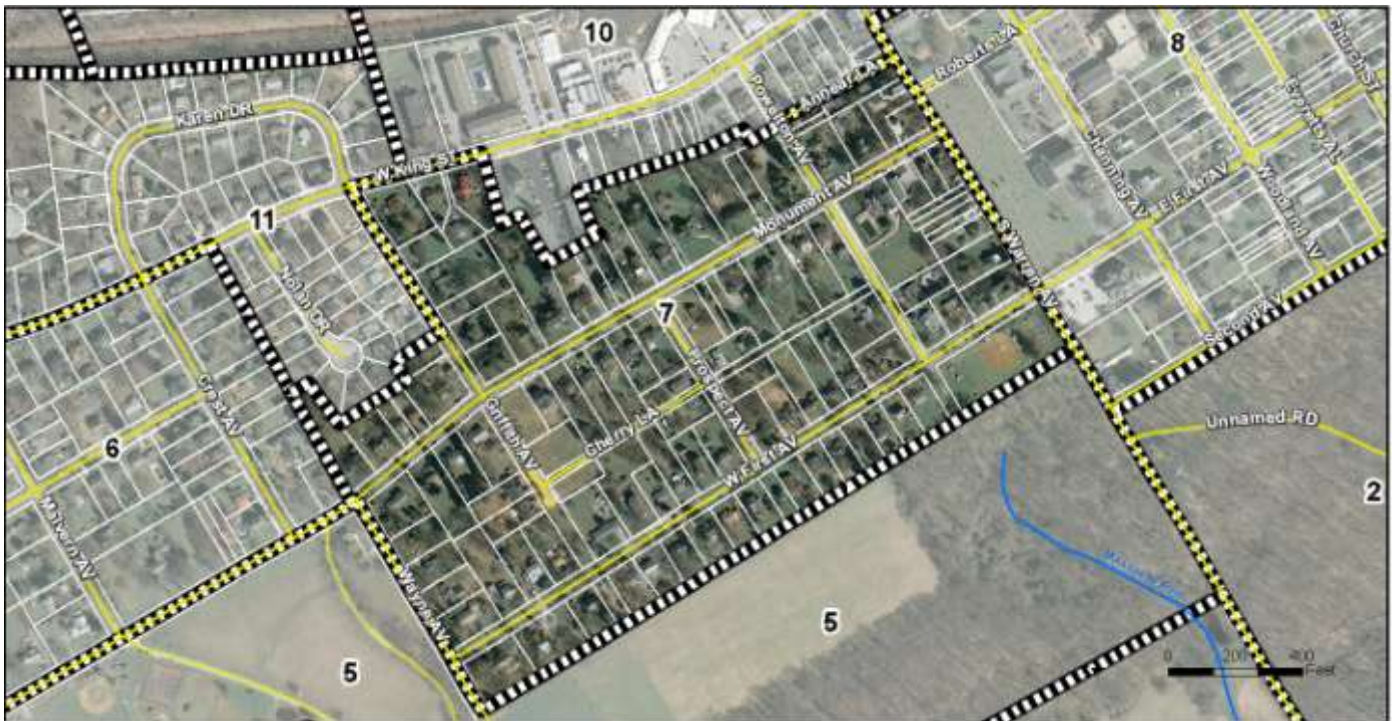
Sugartown Road is an intermediate level recreation bike route and through it is not without cycling challenges, it presents another multi-modal option for regional residents to access the Paoli Memorial Association Grounds and the Battlefield site as well as for Borough residents to access the surrounding region and local road network for recreation.

Circulation Recommendations

- **Roadway Access** – Speed bumps along Monument Avenue do not entirely deter speeding. Due to through-traffic, the speeding situation will need to be monitored and enforcement may need to be increased. Continue to promote intersection improvements at Monument/Sugartown and work assertively with Willistown and PaDOT for this project to be added to the 2013 TIP and funded. Traffic conditions during events at the Paoli Battlefield site and the Paoli Memorial Association Grounds are not at a high enough level to be of concern as of 2011, though they should be monitored particularly if additional Battlefield events or related facilities are developed.
- **Pedestrian Access** - Installation of additional sidewalks on both sides of the street along Monument Avenue west of Malvern Avenue is a critical priority (north side) and high priority (south side) within this area to facilitate pedestrian circulation to/from the Paoli Memorial Association Grounds. The installation of a walking pathway along Sugartown Road north of Highland Avenue is also a high priority.

To improve safety of parking/vehicular circulation on the Paoli Memorial Association Grounds loop road during events, the Borough should work with the Paoli Memorial Association to consider whether the loop road should become one-way west-east.

MONUMENT AVENUE - PLANNING AREA 7



Inventory

Location and relationship with neighboring areas

- **Location** - This area lies in the western section of the Borough, north of the Paoli Battlefield site, and is bordered by South Warren Avenue on the east, King Street on the north, and single-family residential dwellings and the Paoli Memorial Association Grounds on the west.
- **Edges** - The edges of this neighborhood are relatively well defined due to differing surrounding uses and densities, except for the Highland Avenue planning area (6) to the west which is also comprised of mainly single-family detached housing and exhibits a similar character.
- **Impact** - Adjacent planning areas have differing impacts on this area, with higher impact more intensive commercial/mixed uses to the north, the north-south South Warren Avenue corridor to the east, and active recreation of the Paoli Memorial Association Grounds to the west, and lower impact passive recreation of the Paoli Battlefield site to the south.

Existing Land Use

- **Uses** - The majority of this area is comprised of single-family detached residences. Along and around South Warren Avenue, there is a mix of uses including mixed commercial/residential uses. There are also a few two- family, multi-family, and institutional uses in this area.
- **Lot size** - Lot sizes vary and range from around 2,500 sq. ft. to around 60,000 sq. ft., with the mean lot size being around 16,500 sq. ft.

- **Pattern** - This area displays a traditional small town development pattern with a grid system of roadways. The housing stock is mostly older, dating to the late 19th and early 20th centuries. The overall land use composition has changed little since the 1976 and 1998 land use inventories. Though, as expected due to the mixed use nature and higher roadway functional classification, some changes in land use have occurred along South Warren Avenue.
- **Sewer/Water** - This planning area is served by public water and public sewer. The (sewer collection) pumping station at 1st and Powelton Avenues and Wayne Avenue (sewer) ejector station are owned and maintained by the Borough.
- **Stormwater** - This planning area is served by a stormwater collection system. There are no identified deficiencies with the system.

Current Zoning

- **R3a Residential** comprises the entire planning area. This district has a minimum lot area of 12,000 sq. ft. for single family detached dwellings and Bed and Breakfasts, 10,000 sq. ft. for Two-family semi-detached and duplex dwellings, and 20,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Duplex, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Bed and Breakfast, Funeral Home, Major Home Occupation, and Supplemental Dwelling Unit
- **Nonconforming Use** - The commercial/residential mixed uses, multi-family dwellings, the church, and Montessorri School are nonconforming uses. Of greater impact in this planning area, however, is that there are some lots with nonconforming lot size, meaning that the existing lot sizes are smaller than the minimum permitted in the current zoning regulations. There appears to be 19 single-family and 8 two-family lots (out of 117 total lots) that have smaller lot sizes. The nonconforming school use, church use, and a few mixed uses, if permitted under 'other' in zoning are smaller than the 20,000 sq.ft. requirement.

Natural and Historic Resources and Recreation Issues

- **Natural** - This area lies at the intersection of the Crum Creek and Valley Creek watershed boundaries and contains isolated small areas of steep (15%-20%) and very steep slopes (greater than 20%). There are mature street trees in this area.
- **Historic** - Based on Malvern's 2008 Historic Resources Atlas, there are many locally significant (Class 2) historic resources, generally concentrated along Monument and South Warren Avenues. Paoli Battlefield site and Paoli Memorial Association Grounds, a Class 1 and National Register listed resource commemorating the historic Revolutionary War Paoli Massacre, is located immediately to the south of this planning area.
- **Recreation** - This planning area contains Quann Park and lies adjacent to the Paoli Battlefield site and the Paoli Memorial Association Grounds to the south, so there are plentiful active and passive recreational opportunities within immediate proximity. These activities, however, can impact this residential area including related noise, parking, and traffic in the vicinity. None of these recreational areas have outdoor lighting so that is not an issue at this point.

Circulation Issues

- **Roadway Access** - A key road within this planning area is Monument Avenue, an east-west corridor in the Borough, and bordering this area is South Warren Avenue a main north-south corridor in the Borough. Traffic from Sugartown is distributed onto Monument and traffic from Paoli Pike onto South Warren to access Borough amenities including the SEPTA commuter rail line for the Malvern region. A key circulation issue in this planning area is vehicular access to the Paoli Battlefield site and the Paoli Memorial Association Grounds. As a traffic calming method, speed bumps were installed along Monument since the 1999 Comprehensive Plan; they provide some level of traffic calming, but do not deter speeding entirely. This area abuts a small segment of King Street, but this has no impact on the planning area as a whole. Two speed bumps on Crest Avenue help control road speed. Cherry Lane, though still a Borough “paper” right-of-way, is effectively used as part of residential back yards and the Borough has no plans for its use/development as a roadway in the timeframe of this Plan.
- **Pedestrian Access** - Sidewalks are primarily provided on the west side of South Warren and both sides of Monument. There are patches of sidewalks in other parts of this area. There are few sidewalks immediately near the Paoli Battlefield site and the Paoli Memorial Association Grounds, so primary pedestrian access is byway of the Paoli Memorial Association Grounds loop road/path and Wayne Avenue paved dedicated right-of-way via Monument and also through a path south of First Avenue that follows the dedicated right-of-way of Powelton. Erratic parking/vehicular traffic flow on the loop creates a safety issue for pedestrian access. The Borough owns “paper” rights-of-way extensions to Griffith north and south of First Avenue, which is used respectively as a residential side yard and as a residential side yard/ driveway. The Borough owned a “paper” right-of-way extension to Prospect south of First Avenue, but has extinguished/relinquished its use as a right-of-way.

Potential for change/development

- With the exception of probable future land use changes along South Warren Avenue, which is expected given its higher roadway function classification, proximity and a part of the King Street commercial corridor, and its existing mix of uses, this area has remained a stable residential area since the 1976 and 1998 land use inventories.
- The permitted nonresidential bed and breakfast and funeral home uses in zoning could lend themselves to adaptive reuse and preservation of larger historic houses in this area, thus preserving the architectural character of this neighborhood. Home occupations, also permitted in this area, would allow an increase in the Borough as a place of employment allowing Borough residents to live and work within Malvern, an objective of this Plan.

Recommendations

Future Land Use and Recommended Zoning Changes

- **Land Use** - Future Land Use is expected to remain primarily single family residential in character. While there currently exists mixing of uses along and near South Warren Avenue, expansion of such uses west of Powelton should be discouraged in this area so as not to encroach on the residential character/ appeal of this area. Future land use and development patterns in this area may be influenced by the future of the Paoli Battlefield site, particularly around South Warren where additional or changes in commercial service or other commercial uses spawned by visitors/activities at the site may occur.

- **Zoning** – While some nonconformity between existing use/lot size and that required in zoning is normal and expected, lot size and use nonconformity in this planning area could be considered during a zoning update.
- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within the Valley Creek Exceptional Value watershed, Crum Creek High Quality watershed, and as a headwaters area.

Natural and Historic Resources and Recreational Recommendations

- **Historic** – Work to preserve character defining local historic resources within this planning area.
- **Recreation** - Promote and implement the “Patriots Path” themed pedestrian network to connect residents to destinations in East Whiteland and Tredyffrin Townships. Promote and implement the proposed Patriots Path South linkage connecting Borough residents with sites/destinations Willistown and East Goshen and to the larger Patriots Path network. Monument Avenue, using existing sidewalks, is recommended as the alignment for the western part of the Patriots Path in the Borough and Powelton, using existing sidewalks as available, is the recommended main north-south link within the Borough. For this planning area, connection with the Patriots Path South links in Willistown is via West First Avenue to a proposed pathway along South Warren and provides further future potential recreational opportunities for residents of this planning area.

Circulation Recommendations

- **Roadway Access** – Speed bumps along Monument Avenue do not entirely deter speeding. Due to through-traffic, the speeding situation will need to be monitored and enforcement may need to be increased. Traffic conditions during events at the Paoli Battlefield site and the Paoli Memorial Association Grounds are not at a high enough level to be of concern as of 2011, though they should be monitored particularly if additional Battlefield events or related facilities are developed. As funding becomes available, complete any remaining recommended streetscape improvements on Powelton Avenue, as shown on Map 9-5.

Currently, there is an adequate supply of nearby parking available for Battlefield site and Memorial Ground events/activities including spaces at the Parade Grounds, Memorial Park, and Borough Hall. However, depending on the future level of outreach and programming at the Battlefield site, as well as the development of the Patriots Path/Southern links, parking could become a circulation concern that should be monitored.

- **Pedestrian Access** - Installation of additional sidewalks West First Avenue is a critical priority (east of Powelton) and high priority (west of Powelton) to facilitate pedestrian access to/from Quann Park, the Battlefield site, the Paoli Memorial Association Grounds, and King Street commercial corridor via South Warren. It is also important as a step towards ensuring the overall sidewalk network is adequate to provide access to these key facilities from anywhere in the Borough. Installation of additional sidewalks along Wayne, Prospect, and Powelton Avenues should be explored to assist in facilitating pedestrian circulation to/from the Battlefield site, the Paoli Memorial Association Grounds, and Quann Park.

For the near future, access to the Battlefield site will continue to be via the Paoli Memorial Association Grounds loop road/path and the more direct access via Powelton and Wayne Avenues. Depending on future visitations/activities at the Battlefield site and the Paoli Memorial Association Grounds, reconsideration may be needed as to whether pedestrian access is

adequate and whether additional access is necessary. While the Borough technically owns “paper” rights-of-way for southerly extensions of Griffith Avenue south and north of First Avenue, their use as such may be difficult as they are currently used as residential side yards/driveways and residents may not be aware that these rights-of-way exist. Permitting the use of these rights-of-ways as walking paths is a good way to improve access to the Battlefield site, if needed, and further integrate it within the community.

OLDE TOWNE SOUTH - PLANNING AREA 8



Inventory

Location and relationship with neighboring areas

- **Location** – This planning area is located in the eastern central portion of the Borough and is bordered by Randolph Woods to the east, Malvern Retreat to the south, South Warren Avenue to the west, and the King Street commercial corridor to the north.
- **Edges** – The edges of this neighborhood are very well defined by the town center commercial area to the north, open lands to the east and south, and South Warren to the west. This area is notably different from its immediate surroundings with its mixing of uses, small town pattern, and higher densities it contrasts with the surrounding areas.
- **Impacts** – The primary impact to this area is west-east and south-north cut-through-traffic and the more intensive commercial uses to the north. This area provides a transition of uses and intensity of development between the planning areas to the north and south/east.

Existing Land Use and Development Pattern

- **Uses** – This area represents the southern portion of the oldest parts of Malvern, displaying the traditional development pattern, higher densities, mixing of uses, etc that gives the Borough its small town character as well as offers some of the Borough's more affordable housing in a diverse range of housing types. The area displays a grid development pattern of relatively narrow streets and buildings located close to the roadway and to each other, which is consistent with the older areas, "Olde Towne", of the Borough and is a development pattern that characterizes the Borough's small town charm.

This planning area offers a healthy mix of uses comprised predominantly by a mixing of single-family detached and two-family residential uses. It also includes multi-family dwellings, churches, a few smaller scale commercial and mixed commercial/residential uses, Burke Park, and the Borough Hall/Library complex. Most of the churches are on single lots similar in size to the residential lots found in the area, but the St. Patrick Church is a large complex consisting of the church, rectory, school, and cemetery. This complex occupies the full block bounded by Warren, Channing, and First Avenues and Roberts Lane, as well as half of the block east of Channing Avenue.

- **Lot Size** – Lot sizes in this planning area range in size from nearing 3,000 sq.ft. to over 3 acres, with the mean lot size being around 11,500 sq.ft.
- **Pattern** – The overall types of land uses have changed little in this area since the 1976 and 1998 land use inventories, although the composition of housing types has changed somewhat, with a few conversions of single-family into multi-family dwellings and vice versa. Historically, the multi-family dwellings in this area are generally products of conversions of other types of residences and few were originally built as multi-family structures. A nearly full block that was an industrial use in 1976 became Burke Park.
- **Sewer/Water** – This area is served by public water and sewer
- **Stormwater** – This area is served by a stormwater collection system. There are no identified deficiencies with the system.

Current Zoning

- **R4 Residential** has a minimum lot area of 7,000 sq. ft. for residential uses and 12,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling and Temporary Structure, Building or Use
 - **Special Exception Uses:** Major Home Occupation, Religious Use, and Residential Conversion
- **R5 Residential** has a minimum lot area of 4,250 sq. ft. for all residential uses and 10,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling, and Temporary Structure, Building or Use
- **I4 Institutional** located in the planning area's western edge consists of Borough Hall/Library, St. Patrick's Church/Rectory/Cemetery, and Burke Park, and has a minimum lot area of 1 acre for Educational or Religious Use, 10,000 sq. ft. for Municipal Use, Police Station, or Library use, and 9,000 sq. ft. per dwelling unit for Single-Family Detached Dwelling, Two-Family Semi-Detached, or Two-family Duplex Dwellings.
 - **Uses By Right:** Accessory Use (Residential, Commercial, Institutional and Industrial), Commercial Communication Antennae (attached), Forestry, Library, Municipal Use, Police Station, Single-Family Detached Dwelling, Two-Family Duplex, and Two-Family Semi-Detached Dwelling.
 - **Special Exception Uses:** Cemetery (when part of a contiguous religious and/or educational use), Educational Use, and Religious Use.

- **Nonconformities** – The few commercial uses and commercial/residential mixed uses as well as the one institutional use in the R4 District are nonconforming. The multi-family uses in R4 though not permitted outright are permitted via residential conversions. There are a few multi-family dwellings, a commercial use, a mixed (commercial/residential) use, and an institutional use in the R5 district, which are nonconforming uses.

As this is one of the oldest areas of Malvern and this area directly abuts the commercial area, it is an appropriate area in terms of planning policy for a variety of uses. Borough policy is to maintain this traditional primarily residential area as such. A greater mixing of uses is found along the King Street commercial corridor directly to the north. The residential nature of the permitted uses in this district reflects current Borough policy, and the Borough accepts that this means there will be some nonconformities in use in this area. During future zoning updates, the Borough may consider reviewing its policy for this planning area in terms of permitted uses.

Of greater possible impact in this planning area, however, is that there are some lots with nonconforming lot size, meaning that the existing lot sizes are smaller than the minimum permitted in the current zoning regulations. In R5, there appear to be 18 single-family and two-family residential lots and 3 nonresidential lots, while in R4 there appear to be 20 single-family and two-family residential lots and 5 multi-family lots (out of 77 total lots in R4 in this planning area) that have smaller sizes. There also appear to be 2 nonresidential uses (one in R4 and one in R5) that have lot sizes smaller than the required for 'other' uses. This indicates that residents in this planning area would be unable to add to their homes or may be unable to add typical outbuildings, such as garages or storage sheds, under zoning.

Natural and Historic Resources and Recreation Issues

- **Natural** – This planning area is relatively free from natural constraints. The bulk of this area lies within the Crum Creek drainage basin, although the northwest portion of the area is within the Little Valley Creek drainage basin, which ultimately flows into the Valley Creek. The entire planning area is a headwaters area. The area is relatively flat, with no areas of notable slope.
- **Historic** – Nearly every property within this area is considered a Class II historic resource based on the 2008 Malvern Historic Resources Atlas. Paoli Battlefield site and Paoli Memorial Association Grounds, a Class I historic Resource listed on the National Register of Historic Places, is located immediately to the southeast of this planning area, across South Warren Avenue.
- **Recreation** – Burke Park, the location of many Borough community/recreational events held by the Borough Recreation Committee, is found in the northwestern corner of the planning area, and this area directly abuts/has the closest access in the Borough to the passive recreational amenities of Randolph Woods. As well, Paoli Battlefield site is nearby, across South Warren.

Existing Circulation and Access and Related Issues

- **Roadway Access** – Roads serving this area are mostly local roads that form the heart of the Borough's grid system of roadways.
- **Pedestrian Access** – Sidewalks are generally in place on at least one side of the roads in the northern parts of this area, though largely lacking in the southern parts which makes pedestrian access to some major recreational uses in the Borough an issue for consideration (See Map 9-5) Traffic on roadways lacking sidewalks in this area is generally light, so pedestrians use the streets to connect to the Borough sidewalk network to the north and west.

Potential for change/development

- The overall land use pattern in this area appears to be reasonably stable, although residential uses remain somewhat dynamic, with ongoing changes in housing types between single family, two-family, multi-family, and residential conversions, and as market conditions change. In addition, there are many (over 20) larger parcels in the planning area that may be able to accommodate additional infill development. Some of the smaller structures in the area could eventually be demolished as new owners choose to build new, larger homes.

Recommendations

Recommended Future Land Use and Zoning Changes

- **Zoning** - The I4 district may need to be expanded further south of Roberts Lane to account for expansions to the church complex/land holdings that have occurred since the 2003 zoning ordinance. Due to the variety of land uses existing in this area, during future zoning updates, the Borough may consider reviewing its policy for this planning area in terms of permitted uses.

While some nonconformity between existing use/lot size and that required in zoning is normal and expected, lot size and use nonconformity in R4 and R5 in this planning area could be considered during a zoning update.

- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within the Valley Creek Exceptional Value watershed, Crum Creek High Quality watershed, and as a headwaters area.

Recommendations for Natural and Historic Resources and Recreation

- **Historic** – Work to preserve character defining local historic resources in this planning area.
- **Recreation** – Proposed Patriots Path alignments are along East First Avenue and Second Avenue along the southern boundary of this area linking Randolph Woods, Malvern Retreat, and the Paoli Battlefield site. Promote and implement the “Patriots Path” themed pedestrian network to connect residents to destinations in East Whiteland and Tredyffrin Townships. Promote and implement the proposed Patriots Path South linkage connecting Borough residents with sites/destinations Willistown and East Goshen and to the larger Patriots Path network. For this planning area, connection to the Patriots Path South links in Willistown is via a proposed pathway along South Warren and provides further future potential recreational opportunities for residents of this planning area.

Recommendations for Circulation and Access

- **Roadway Access** – Investigate funding to move forward with and implement streetscape Projects on Channing and Woodland Avenues (see Map 9-5 and Chapter 9).
- **Pedestrian Access** – Complete the sidewalk network as high priority recommendations along/near East First Avenue and along South Warren Avenue to provide pedestrian access to some major recreational uses in the Borough.

RANDOLPH WOODS - PLANNING AREA 9



Inventory

Location and relationship with neighboring areas

- **Location** - This area extends out from the eastern side of the Borough lying adjacent to Olde Towne South and Malvern Retreat planning areas and is bordered on three sides by Willistown Township. Access to this planning area is through Olde Towne South.
- **Edges** - This area is relatively isolated from adjacent developed areas and the edges are fairly well defined with medium density residential uses in Olds Towne South area to the west and Willistown to the east. However, this area blends with both the highly wooded Malvern Retreat area and the open space of a townhouse development to the south in Willistown.
- **Impact** - The adjacent residential neighborhood of Olde Towne South is nearly built-out, and future development or redevelopment should have minimal impact on this area. Though continued improvement in this planning area for passive recreation could increase vehicular and pedestrian traffic as well as noise thus impacting Olde Towne South. Randolph Woods will also likely attract nearby residents in Willistown, for its passive recreation. Further development in neighboring areas in Willistown would likely increase the intensity of use of this park.

Existing Land Use and Development Pattern

- **Use/Lot Size** - This planning area is mostly composed of the heavily wooded 48-acre Borough park, Randolph Woods, used for walking and passive recreation. The vast majority of Randolph Woods is preserved in perpetuity under a conservation easement held by Willistown Conservation Trust. There are a number of water wells on this site which have been capped and are no longer in use since Aqua PA took over water service for the Borough years ago.

The Borough-owned building and satellite dishes, leased to Comcast Cable to 2019 for equipment, are located along Ruthland Avenue in the western portion of the planning area. Comcast once had offices at this location so there are bathrooms on-site. The northern section of this area on East King Street contains the Malvern Fire Company property.

- **Sewer/Water** –Malvern Fire Company and Borough-owned building are served by public water and public sewer. Otherwise, there is no public sewer or water in this planning area. There is a Borough owned and maintained (sewer collection) pumping station on Ruthland Avenue.

Current Zoning

- **Public Open Space and Conservation (POSC)** zoning district comprises most of Randolph Woods and has a minimum lot area of 10,000 sq. ft.
 - **Uses By Right:** Accessory Use (Commercial, Institutional and Industrial), Forestry, Passive Recreation Use, Temporary Structure or Building Use, and Temporary Community Event Use.
 - **Conditional Uses:** Active Recreational Use
- **I3 Institutional** zoning district located in the planning area's northwest consists of the Malvern Fire Company, a portion of Randolph Woods, and the Borough owned building/land leased to Comcast Cable, and has a minimum lot area of 1 acre.
 - **Uses By Right:** Accessory Use (Commercial, Institutional and Industrial), Commercial Communication Antennae (attached), Fire Station, Forestry, Municipal Use, Temporary Structure or Building Use, and Temporary Community Event Use.
- **Nonconformities** – There are no known nonconforming lots or uses in this planning area.

Natural and Historic Resources and Recreation Issues

- **Natural** - This area contains extensive sensitive environmental resources, and is a valuable and significant natural resources area for the Borough. The area is heavily wooded, is part of a county biodiversity corridor, lies within the headwaters of the Crum Creek watershed, contains Class 1, 2, and 3 soils in the southeast, and the northwestern portion contains seasonal high water table soils. Ruth Run stream enters the park from the south. There are steep slopes (15-20%) and very steep slopes greater than 20% primarily in the south central portion along Ruth Run. There are also smaller isolated areas of steep slopes elsewhere in the park. There are extensive invasive plant species which have already notably degraded natural resources at Randolph Woods.
- **Historic** – Based on the 2008 Malvern Historic Resources Atlas, there are no historic resources within this planning area.
- **Recreation** – Randolph Woods provides significant passive recreational paths for Borough residents, and includes a small seating area, small picnic grove, and a parking area. This park is not well linked to the rest of the Borough. To the east in Willistown is Greentree Park.

Circulation Issues

- **Roadway Access** – Primary access from the Borough to Randolph Woods is by way of Ruthland Avenue, and there are no formal internal roadways. There is recent access to Randolph Woods on the east side from Duffryn Avenue in Willistown Township, necessary for purposes of maintenance and emergency services access. The Malvern Fire Company property has direct access to East King Street via a private lane.

- **Pedestrian Access** - Currently, there are walking trails in Randolph Woods. An issue for consideration for the Borough is pedestrian access to this park and its interconnection to the Borough sidewalk network.

Potential for change/development

- The majority of this area as Borough-owned and under conservation easement and Malvern Fire Company having recently completed a significant renovation to their property means that the only change in this planning area is expected to be improvements at Randolph Woods.
- When the lease to Comcast of the Borough-owned building ends in 2019, there may be consideration of the potential for a municipal use of the building, e.g. a community center.

Recommendations

Future Land Use and Recommended Zoning Changes

- **Land Use** - The significant environmental constraints in this area prohibit significant development, thus the primary use in this planning area should remain as passive parkland. When the Comcast Cable lease on the Borough Building ends in 2019, the Borough will need to decide the best use for the land and building, and this presents an opportunity to use the building and land for a municipal or community use such as a community center. A Borough public works facility might also be considered in this area. The Borough should form a Task Force in 2015 to examine this idea.
- **Zoning** – There are no recommended zoning changes for this planning area.
- **Wells** - Since the water wells are no longer in use, the Borough should consider their removal during any improvements to the park for passive recreation.
- **Stormwater** - Though at present there are no stormwater collection lines in this area, stormwater management requirements, as applicable, should be followed as critical elements in maintaining water quality within the Crum Creek High Quality watershed and as a headwaters area.

Natural and Historic Resources and Recreational Recommendations

- **Natural** - The environmental sensitivity of Randolph Woods could be further protected through ensuring and updating, as needed, natural resource protection measures in zoning. The extensive invasive plant species at Randolph Woods should be addressed/removed. The Borough should work with Willistown Conservation Trust to develop a land management plan including an invasive species management plan for this site.
- **Recreation** – Randolph Woods is recommended to be connected to the Paoli Memorial Association Grounds via a greenway corridor, and this in turn would create an open space network in the Borough. This park is also a recommended part of a larger corridor connecting the Patriots Path to the west and Patriots Path South links in Willistown to the east and via South Warren (see Appendix A). Continue to maintain open communication with Willistown about possible connections.

Implement the Randolph Woods Master Plan (see Map 11-2) that involves improvements to existing trails/installation of new trails to form a more complete trail network, plantings, wooden walking bridges, and signage, among other items, as well as includes phased improvements.

Circulation Recommendations

- **Roadway Access** – As Ruthland Avenue is the primary roadway access leading into this area, the Borough will need to continue to monitor use levels/ access for this road, particularly when the Patriots Path/South linkage are developed and improvements to Randolph Woods occur, as well as if the Borough building is reclaimed/reused for a community-oriented use. Likewise, presently, on-site parking for Randolph Woods is sufficient, but it would not be in the future if the above uses are realized and the parking situation will need to be monitored and analyzed.
- **Pedestrian Access** - While sidewalks within this planning area along Ruthland Avenue are a low priority recommendation, connection to the park along First Avenue with the addition of sidewalks is a high priority recommendation for the Borough. Another primary circulation consideration is the continued establishment of the pedestrian trail network within the park. Existing trails are recommended to be improved and linked to new trails in order to create a complete trail network within this planning area (see above under Recreation recommendations). The Borough should ensure that the trail network is connected with the Borough sidewalk system.

KING STREET COMMERCIAL CORRIDOR - PLANNING AREA 10



Inventory

Location and relationship with neighboring areas

- **Location** – Planning Area 10, consisting of the King Street commercial corridor, lies in the eastern central part of the Borough and is part of the oldest section of the Borough, known as Olde Towne Malvern. King Street bisects this planning area, which is bordered by Willistown Township to the east, the SEPTA rail line to the north, and mostly residential and some institutional uses to the south and west. In addition to this planning area discussion, the Borough Revitalization Plan (see Appendix D) addresses this planning area in more detail.
- **Edges** - The edges of the planning area are relatively well defined as the commercial development pattern in this planning area is distinctly different from the surrounding largely residential neighborhoods/uses. There has been a slight spillover of smaller scales commercial and mixed (commercial/residential) uses onto South Warren Avenue. There are larger scale business and industrial uses (Planning Area 14) located off North Warren Avenue to the northwest.
- **Impacts** - Being the Borough's core commercial retail and service district, this planning area creates direct noise, parking, and traffic-related impacts on surrounding neighborhoods, as well as indirect impacts throughout the Borough. The SEPTA rail line buffers residential areas to the north from these impacts to a degree; however, it creates similar issues. Bridge Street is the primary access across the SEPTA rail line for the northern Borough neighborhoods, East Whiteland Township, and Route 30, resulting in significant traffic, and most notably truck (cargo/hauling) traffic to/from the Industrial area (14), at its intersection with East King Street.

Existing Land Use and Development Pattern

- **Uses** - This planning area contains a mix of uses characteristic of many small town business districts. The predominant use is commercial, with some residential uses. The King Street commercial corridor has an existing base of older buildings as well as a variety of newer buildings.

- **Commercial/Mixed Use** - There is a mix of retail, professional office, service, and restaurant uses, and a mixing of both smaller scale (e.g. individual retail shop) and larger scale (e.g. strip mall) uses.

Small scale, compact commercial uses are concentrated in the core of the planning area, between Warren Avenue and Bridge Street, as well as scattered throughout, particularly on the south side of King Street. These businesses are characterized by a variety of retail and service uses.

Larger scale commercial uses characterized by larger lots and on-site parking, which exhibit a more auto-oriented quality, are found on the eastern and western ends of the planning area. East of Bridge Street is the Malvern Design Center. At the eastern Borough border is the King Street commercial center and the proposed East King Street mixed use Redevelopment project. West of Warren Avenue are offices, mixed uses, the post office, banks, and a strip mall.

- **Residential** - There are multiple residential uses within the planning area, including single-family, two-family, and multi-family dwellings. Three large multi-family complexes are located at the westernmost end of the planning area. These uses provide a transition between the King Street town center and residential neighborhoods to the west.
- **Adaptive Reuse/Conversions** - Several residential structures have been successfully converted for commercial use, and the remaining residences also have the potential for conversion should demand arise. Buildings along King Street have been remodeled during conversion from residences to new businesses.
- **Lot Size** - Lots range in size from about 1,600 sq. ft. to 1.7 acres. The mean lot size is 11,000 sq.ft.to 12,000 sq.ft. A little more than half of the lots in this planning area are less than 7,000 sq.ft. and about two-thirds are less than 10,000 sq.ft.
- **Pattern** – This area predominantly displays a traditional town development pattern and grid system of roadways; however the north/south grid pattern is impacted by the SEPTA rail line. Although specific uses and individual businesses have changed since the 1976 and 1998 land use inventories, and changes in specific individual uses will continue as would be expected in a mixed use small town commercial area, the overall land use composition in this area has remained relatively consistent and changed little in recent decades. This area has been the established commercial area for the Borough.
- **Sewer/Water** – This planning area is served by public water and public sewer.
- **Stormwater** – This planning area is served by a stormwater collection system. There are no identified deficiencies with the system.

Current Zoning

- **R7 Residential** zoning consists of the three multi-family complexes and one commercial use that front West King Street in the westernmost portion of the planning area. This district has a minimum lot area of 5,000 sq. ft. for Single Family Dwellings, Two-Family Semi-Detached Dwellings, and Two-Family Duplexes (per dwelling unit), and 4,000 sq. ft. for Multi-Family Dwellings (per dwelling unit) with a minimum 1 acre tract.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling, and Temporary Structure, Building or Use.
 - **Special Exception Uses:** Multi-Family Dwelling.
- **C1 Commercial** zoning consists of seven parcels that front the north side of West King Street immediately west of North Warren Avenue. This district has a minimum lot area of one acre for Multi-shop Retail uses and 12,000 sq. ft. for all other uses.
 - **By Right Uses:** Accessory Use (Commercial, Institutional and Industrial), Bank or Similar Financial Institution, Forestry, Personal Service Shop, Post Office, Professional/Business Office, Restaurant or Similar Establishment, Retail Service Shop, Retail Store, Studio, Temporary Structure, Building or Use, Temporary Community Event, and Upper Floor Dwelling Unit.
 - **Conditional Uses:** Club or Lodge, Day Care Center, Dry Cleaner, Gas Station, Medical or Veterinarian Clinic, Motor Vehicle Service, Movie Theater, Multi-shop Retail, Outdoor Café, and Tavern.
 - **Special Exception Uses:** Amusement Center and Parking Garage.
- **C2 Commercial** zoning consists of sixteen parcels that front King Street to the west of South Warren Avenue and two parcels that front South Warren Avenue north of Annear Lane. This district has a minimum lot area of 4,000 sq. ft. for all uses.
 - **By Right Uses:** Accessory Use (Commercial, Institutional and Industrial), Bank or Similar Financial Institution, Forestry, Personal Service Shop, Professional/Business Office, Restaurant or Similar Establishment, Retail Service Shop, Retail Store, Studio, Temporary Structure, Building or Use, Temporary Community Event, and Upper Floor Dwelling Unit.
 - **Conditional Uses:** Bed and Breakfast, Boarding House, Club or Lodge, Day Care Center, Dry Cleaner, Funeral Home, Medical or Veterinarian Clinic, Outdoor Café, and Tavern.
- **C3 Commercial** zoning consists of parcels that front East King Street directly east of North and South Warren Avenue. Bridge Street on the north and Ruthland Avenue on the south are the eastern bounds of C3. One parcel on the south side of king is split between C3 and R5 zoning. The C3 district has a minimum lot area of 3,000 sq. ft. for all uses.
 - **By Right Uses:** Accessory Use (Commercial, Institutional and Industrial), Bank or Similar Financial Institution, Forestry, Personal Service Shop, Professional/Business Office, Restaurant or Similar Establishment, Retail Service Shop, Retail Store, Studio, Temporary Structure, Building or Use, Temporary Community Event, and Upper Floor Dwelling Unit.
 - **Conditional Uses:** Boarding House, Dry Cleaner, Medical or Veterinarian Clinic, Outdoor Café, and Tavern.
- **C4 Commercial** zoning consists of nineteen lots that front East King Street (from east of Bridge Street to the eastern Borough border and from Ruthland Avenue to the eastern Borough border). This district has a minimum lot area of one acre for Multi-shop Retail, Movie Theater, and Hotel Uses and 4,000 sq. ft. for all other uses.
 - **By Right Uses:** Accessory Use (Commercial, Institutional and Industrial), Bank or Similar Financial Institution, Forestry, Personal Service Shop, Professional/Business Office,

- Restaurant or Similar Establishment, Retail Service Shop, Retail Store, Studio, Temporary Structure, Building or Use, Temporary Community Event and Upper Floor Dwelling Unit.
- **Conditional Uses:** Amusement Center, Automatic Self Laundry Service, Club or Lodge, Day Care Center, Drive-Through Service, Hotel/Motel, Medical or Veterinarian Clinic, Motor Vehicle Sales, Movie Theater, Multi-shop Retail, Tavern, Outdoor Café, and Multi Use Development.
- **R5 Residential zoning**, which is limited to two parcels on Roberts Lane (one parcel is split between C3 and R5), has a minimum lot area of 4,250 sq. ft. per dwelling unit and 10,000 sq. ft. for other nonresidential uses.
 - **By Right Uses:** Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling, Minor Home Occupation Residential Accessory Use, Forestry, Residential Accessory Use, and Temporary Structure, Building, or Use.
- **Nonconformities** – In C1, there are 3 nonconforming lots in terms of size, though 2 of which are part of the Malvern Shopping Center and effectively function as one unified multi-shop retail use. There are no nonconforming uses.

In C2, there are 10 nonconforming two-family and multi-family residential uses, and 3 of the two-family (nonconforming use) dwellings also have lots of less than 4,000 sq.ft. and thus would not be nonconforming in terms of lot size even if they were permitted uses.

In C3, there are 8 nonconforming lots in terms of size (out of 47 total lots), and there are 12 single-family, two-family, and multi-family uses plus one institutional use all of which are nonconforming in use.

In C4, half of the lots are part of the proposed East King Street mixed-use Redevelopment. In terms of nonconforming use, there are 4 two-family dwellings that are not part of the Redevelopment project, while the rest of any existing nonconforming residential uses are part of that project and when it is built, will be no longer of issue. Of the 4 to-be remaining nonconforming two-family uses, 3 have lots of less than 3,000 sq.ft. and thus would not be nonconforming in terms of lot size even if they were permitted uses.

In R5, there is one mixed-use and one commercial use (split with the C3), both of which are nonconforming uses and have lot sizes of less than 10,000 sq.ft., thus would not meet the minimum lot size for 'other' uses even they were allowed R-5 uses.

Existing Natural and Historic Resources and Recreation and Related Issues

- **Natural** – West of the Church Street/King Street intersection, this area lies within the headwaters of the Valley Creek watershed, which ultimately flows into the Valley Creek, designated as Exceptional Value. East of the Church Street/King Street intersection, this area lies within the headwaters of the Crum Creek watershed, designated as High Quality. There are very steep (greater than 20%) slopes along parts of the SEPTA rail line in this area.
- **Historic** – Malvern's 2008 Historic Resources Atlas identifies the majority of structures in this area as locally significant (Class 2) historic resources, including approximately 80 such resources. Additionally, although not within this planning area, the western portion of the SEPTA rail line (west of Warren) is considered to be a locally significant Class 2 resource.
- **Recreation** - This planning area contains no parks or recreational areas, but Burke Park is immediately adjacent to the south and includes a pedestrian accessway onto East King Street.

Olde Towne Malvern and Streetscape Analysis

- Revitalization activities for the King Street commercial corridor have been ongoing since the mid-1980s using Federal, County, and Borough resources. These activities have had a dramatic effect on this area and have included physical repair, aesthetic improvements, and business enhancements. An attractive and safe streetscape draws pedestrians to this planning area and pedestrian circulation is critical to its success as a business district and as the core of Malvern. Significant improvements have been made with regard to the streetscape, pedestrian amenities, and pedestrian safety including the addition of street trees, benches, bump outs, new sidewalks with brick pavers, and Victorian 'gas lamp' streetlights. The Borough has been progressing in their planning for the King Street commercial corridor through undertaking and completing two Revitalizations Plans in the past decade (see Appendix D). However, additional work remains to be completed. The King Street commercial corridor lacks a definitive, attractive, and welcoming entrance on the eastern end of town; this will be mostly resolved with the proposed East King Street mixed use Redevelopment project that will include landscaping, signage, and streetscape amenities. Way finding signage is lacking at the eastern and western entrances to the Borough and within the business district. Existing deficiencies also include pedestrian safety concerns in specific locations (see Pedestrian Access, below). The Olde Towne area of Malvern includes Planning Areas 8 and 16.

Existing Circulation and Access and Related Issues

- **Roadway Access** – The primary roadway in this planning area is King Street, which bisects the length of this area. King Street is a major collector in terms of its roadway functional classification. The planning area is readily accessible to other areas of the Borough through a grid network of streets and sidewalks. One identified issue is the volume of through-traffic using local Borough streets without having an origin or destination within the Borough, which can impact pedestrian circulation. Through-traffic is an issue on King Street as well as surrounding roads. Another issue is the truck traffic that uses Bridge Street via King Street to access the industrial planning area to the north (14). King Street and Bridge Street are relatively narrow roads that are not designed for significant truck traffic. King Street is considered a commuter/ connector roadway for bicycle functional classification.

The intersection of King Street and Warren Avenue has one of the highest levels of traffic in the Borough. During peak morning and evening hours there is severe congestion at this intersection. After Paoli Pike, King Street carries the highest levels of traffic within the Borough, particularly the segment west of Warren Avenue, followed by Warren Avenue and Sugartown Road. Congestion also occurs during peak morning and evening hours at the intersection of King Street and Bridge Street. A 3-way stop sign controls the traffic. Congestion at this intersection is due to Bridge Street functioning as a primary corridor across the SEPTA rail line in the area and in the Borough.

- **Parking** – The availability of adequate and convenient parking is an important element for a healthy business district. In addition to the businesses, the SEPTA train line generates significant demand for parking. Parking is an issue for Borough residents, visitors, shoppers, and those who use the Malvern train station for commuting purposes, and thus parking impacts this planning area significantly. Continuing to address parking for all of these users is key to keeping and enhancing the Borough as a destination for shoppers and visitors and a convenient transit point for train riders. Specific areas of concern include parking for the train station and the Malvern Shopping Center, and these are detailed in the Revitalization Plan.

- **Malvern Train Station** – The Malvern train station serves a vital function in the Borough, and its continued success is important to the Borough and King Street corridor businesses. Improvements have recently been completed (improved parking and pedestrian tunnel), but continued improvements to the Malvern train station, particularly in light of proposed improvements to the Paoli train station, will be important to maintaining and enhancing Malvern train station as a convenient option for train riders, thus retaining a flow of potential customers to businesses within the planning area. Understanding the pedestrian and vehicular circulation patterns of train station users could help the Borough business enhancement.
- **Bus** – SEPTA's bus route #92 runs along King Street, and provides service between West Chester and King of Prussia, and via transfers, to Philadelphia and Wilmington, Delaware. There are no bus shelters found within the Borough, particularly along King Street.
- **Pedestrian Access** – One of the Borough's key assets is its pedestrian orientation. Preserving and enhancing this pedestrian orientation through a combination of connectivity improvements, sidewalk improvements, streetscape improvements, and further implementation of traffic calming measures is critical. Pedestrian circulation within the planning area is very good, but deficiencies have been identified at the King Street/Powelton Avenue and King Street/Woodland Avenue intersections. Additionally, sections of sidewalk are in need of repair on the north side of King Street, as noted on Map 9-5 and the Sidewalk Survey in Appendix B.
- **Circulation and Economic Development** - Within this planning area there are businesses which benefit from both pedestrian and auto-oriented traffic. The extent to which businesses benefit from commuter traffic is unknown. Since many of the businesses are not yet open for business during the peak morning commuting hours, it is clear that evening commuter trips may have a greater influence. Commuter traffic associated with the SEPTA rail line increases potential customer volume.

Potential for change/development

- This planning area is and has been the established commercial area for the Borough.
- The Borough has already taken substantial efforts towards revitalization, and additional efforts would benefit the business community and the Borough overall.
- Intensity of use might increase if additional businesses are created through the conversion of existing residential uses or larger scale redevelopment (such as the proposed East King Street mixed use Redevelopment).
- As redevelopment occurs along King Street, issues of parking, access management, traffic calming, pedestrian movement, and traffic circulation will need to be addressed.
- Potential future train station improvements, and increased commuter traffic associated with those improvements, could provide a large influx of clients to King Street corridor businesses.
- Continued revitalization of the King Street corridor as outlined in the Borough Revitalization Plan would provide positive changes and enhance development along King Street.

Recommendations

The following principles guide the formulation of the recommendations.

- In future planning for the King Street corridor, it will maintain its small town character, general land use and development pattern, and charm and will continue as the focus for commercial and business opportunities in the Borough community.
- The present mix of uses along the King Street corridor will be maintained and increased, contributing to a healthy business climate and serving the various needs of a diversity of people.
- The King Street corridor will be targeted to serve local commercial needs of Borough residents and sub-regional needs. Such a mix helps provide a balanced tax base for the Borough and a diversity of businesses to meet the needs of Borough residents.

Recommended Future Land Use and Zoning Changes

- **Land Use** - Future land uses for this area should remain predominantly commercial with a mixing of uses including retail, professional office, service, and restaurants and upper floor dwelling units.
- **Zoning** - Generally, existing permitted uses within the zoning districts appear to be appropriate. This area should continue to be the focus for commercial uses and businesses in the Borough. Supporting and retaining a concentration of commercial development in the King Street corridor is a key component to maintaining the Borough's vibrant small town character and appeal. To broaden the potential for redevelopment, particularly around the train station, the Borough should periodically review zoning regulations for the area to ensure that they are in keeping with current viewpoints and needs on uses and density.

Malvern Borough has taken a lead on the Malin Road Extension, a proposed collector road. The Borough will need to continue to push for the advancement of this project, which would alleviate truck traffic in the residential neighborhoods in the northern portion of the Borough, provide for better flow of traffic through the industrial area, and provide a new/additional option for accessing the Malvern Train Station and King Street corridor. Given the potential for a new access to the Malvern Train Station, the Borough should explore what additional uses would be appropriate in the vicinity of the train station and should consider adopting a Transit-Oriented Development (TOD) Overlay in zoning. It would be appropriate to maintain current uses in the planning area, but also appropriate to add other potential uses or increase density to allow the area to fully capitalize on the improved access, at such time when the Borough deems it best. The Borough should seek out funding sources to undertake Malin Road extension engineering.

When a zoning update occurs, the Borough may consider in relation to addressing current nonconformities the following:

- Change the one commercial use/lot in this planning area that is currently in R7 to C1.
- Add two-family and multi-family residential uses as permitted in C2.
- Add C3 single-family, two-family, and multi-family uses and institutional uses as permitted in C3.
- Change the one commercial use lot and one mixed-use lot in this planning area that is currently in R5 to C3, given their uses and lot sizes.

- **Revitalization** - The progressive steps the Borough has undertaken towards revitalization efforts have helped to build this planning area and increase its charm. These efforts should continue and are detailed below. To continue to embrace this area's unique character, zoning regulations, in particular C1 and C4 use regulations, should be examined to ensure they still support the Borough's policy for its small town commercial area.

Recommendations for Natural and, Historic Resources, and Recreation

- **Natural** – Maintaining the stormwater collection system and following the requirements of the MS4 permit are critical elements of maintaining water quality within the Valley Creek Exceptional Value watershed, Crum Creek High Quality watershed, and as a headwaters area.
- **Historic** - The Borough and property owners should continue to work to preserve character defining local historic resources within this planning area
- **Recreation** – The Borough should continue to promote the Patriots Path as a link between Valley Forge National Park in Tredyffrin Township and both the Paoli Battlefield site and the Battle of the Clouds Park in East Whiteland Township. The purpose of the Patriots Path is to honor the sacrifice of the 53 continental soldiers who lie in the mass grave at the Paoli Massacre Site, as well as the other soldiers who gave their lives during the Campaign of 1777. The path will provide opportunities for pedestrians and bicyclists for transportation and recreation. Path alignments within this area connect with the alignments from Powelton Avenue in the Monument Avenue area (7) and run along King Street using the existing sidewalks and extend south at the eastern edge of the Borough into the Randolph Woods area (9) and north via Bridge Street (see Appendix A).

Recommended Streetscape Improvements

- In order to improve this commercial area, revitalization efforts by the Borough should continue. Streetscape improvements should continue as funding becomes available, focusing on the Woodland, Channing, and remaining Powelton Avenue portions of the King Street corridor. These efforts will achieve a more cohesive environment for this important commercial area of the Borough.
- The Borough should advocate that vacant properties on King Street be maintained at a minimum and enhanced so they do not look as abandoned thus not only detracting from the King Street corridor as a whole but also from their possible appeal to a tenant for their reuse.
- Planting of additional street trees should be considered. Street trees provide shade and enhance the appearance of an area while serving as a buffer between pedestrian traffic on the sidewalk and vehicular traffic on the road. Street trees, as well as planters or planting beds, also help to define the edges of the pedestrian areas, for example between the sidewalk and a parking lot or larger scale commercial building. This definition provides an additional comfort level for the pedestrian experience and validates the pedestrian orientation of the business district. In addition to completing the Olde Towne Malvern streetscaping design theme, street trees would further visually tie the two planning areas (8 and 16) to the north and south of King Street together as a unified Olde Towne area. Street trees would also lessen the stark appearance yielded by the numerous utility poles and overhead lines along King Street. The SLDO should be reviewed, and updated as necessary, to strengthen street tree protection.
- Providing additional street furniture such as the benches and planters along King Street both east and west of Warren Avenue might also be considered for this area. Benches could provide

rest areas and encourage public interaction in the business district, while planters add to the visual appeal and pedestrian orientation of the business district.

- The Borough should maintain its focus on appropriate signage and enforce requirements. Currently, the Borough's signage regulations are appropriate for a small town center and have yielded an attractive visual appearance for this area.
- The King Street corridor could be enhanced with a visual gateway. Currently, the business area fades into residential areas. Placing appropriately scaled banners or landscaping features would distinguish the entrances to this area at either end of King Street.
- In the long term, the Borough could consider the possibility of relocating or burying the overhead wires along King Street which detract from the appearance of the corridor. The primary consideration for this option is the cost, which would be very high. If this activity is chosen by the Borough, it needs to be coordinated with the other streetscape activities and should be completed prior to the installation of the other improvements since significant construction activities will need to occur for this to be undertaken.

Recommendations for Circulation and Access

- **Roadway Access** - Improved circulation and access is the focus of the Malin Road Extension, a proposed collector road. Malvern Borough has taken a lead on this project and will need to continue to push for its advancement. The results of the December 2010 Malin Road Feasibility Study identified next steps to advance the project. The Borough needs to maintain a focus on this project and its progress in order to alleviate the significant truck traffic that traverses the residential neighborhoods in the northern portion of the Borough, as well as to provide for better flow of traffic through and to the industrial area and a new/additional option for accessing the Malvern Train Station and King Street corridor. New access could improve ridership by drawing in riders who currently commute by auto to other stations and could provide new and added clientele to Borough businesses.

Malvern Borough has already begun the process of working with East Whiteland Township regarding the Malin Road Extension, and with Willistown, East Whiteland, and Tredyffrin Townships on a Patriots Path/South regional trail network. Coordination on roadways and transportation projects in general is imperative, as advancing transportation improvement projects requires the support of all affected municipalities. Regular coordination will ensure that the Borough and its surrounding municipalities are moving together for future improvements.

Due to safety, traffic congestion, and intersection functioning issues, the Borough should work to have intersection improvements at King Street/Warren Avenue and King Street/Bridge Street added to the 2013 Chester County Transportation improvements Inventory (TII).

The Borough has implemented several traffic calming measures in recent years, but other opportunities have already been identified and more will likely arise in the future. It is vital that the Borough keep a focus on implementing traffic calming measures that serve all modes of transportation, and that funding be sought to address multi-modal issues. Specific traffic calming locations are noted below, in Pedestrian Access.

- **Parking** – To best address parking issues, the Borough should begin by conducting a new parking survey to determine parking needs, including those related to train station users and the King Street corridor overall. If determined necessary by the survey, a formal study should be undertaken to identify parking solutions, possibly including construction of additional surface lots or a parking garage. Parking along the King Street corridor remains a concern and a new survey

would assist in clarifying the needs of train riders, shoppers, visitors, and residents. Parking is also discussed in the Borough Revitalization Plan, 2009 Update.

In addition, coordination with the Malvern Shopping Center to reconfigure parking and access patterns at the shopping center to add parking spaces and improve traffic flow should be undertaken. This issue is discussed at greater length in the Borough Revitalization Plan, 2009 Update. Similar to the upgrades that occurred to the parking at the Malvern Train Station in 2010/2011, minor changes to the existing parking shopping center lot, e.g. relining parking spaces, can create additional spaces and improve traffic flow, making the best use of existing infrastructure.

Consideration should also be given to expanding the Borough parking permit system. Changes to the parking permit system could be investigated to ensure that the system is serving the needs of Borough residents and visitors to the King Street corridor as effectively as possible.

- **Bus** - There are no bus shelters found within the Borough, particularly along King Street, and the Borough should work with SEPTA to have a bus shelter installed, at a minimum, on King Street at Kingsbury.
- **Pedestrian Access** - Although the Borough has recently added crosswalks in the King Street corridor, additional pedestrian improvements should be investigated. Implementing the recommendations of the Sidewalk Survey (see Map 9-5 and Appendix B), focusing initially on replacement/repair of sidewalks and addition of new sidewalks identified as 'critical' by the Survey, is the next step. One critical need identified in the Survey is replacement of existing sidewalk at 138 East King Street, an area of high traffic that needs safety improvements.

In addition to sidewalk improvements, streetscape improvements and traffic calming measures will further improve the pedestrian environment and make the area more inviting to pedestrians. Construction of raised intersections at King Street/Powelton Avenue and King Street/Woodland Avenue would decrease conflicts between motorists and pedestrians by more clearly delineating the pedestrian right of way and slowing traffic. The Sidewalk Survey and raised intersections are discussed in more detail in Chapter 9 and Appendix B.

Other Suggested Future Revitalization Plans and Projects

Revitalization of the King Street Commercial Corridor Planning Area overlaps significantly with the overall economic development of the Borough. Discussion of those economic development recommendations most relevant to the King Street corridor are included below, and correspond to recommendations included in Chapter 7, Economic Development, where additional information on each topic can be found.

- Coordinate with the **Malvern Business and Professional Association** (MBPA) to market existing businesses to Borough residents and neighboring communities through newsletters, websites, flyers, and other marketing opportunities. Both the Borough and the MBPA have informative websites that should continue to be utilized for highlighting the business district.
- Designate a "**King Street Enhancement Area**" as described in the Borough Revitalization Plan, 2009 Update, implement a façade improvement program for commercial or mixed-use properties within the designated area, and develop way-finding signage for the Borough. The Borough should investigate funding options, including the PA Main Street Program (see below), which provides grant funding for façade improvements, or the TCDI program administered by the Delaware Valley Regional Planning Commission (for way-finding signage).

- Continue to provide support for existing businesses through **community events** that draw people to King Street and showcase local shopping and business services. King Street is the center of business activity in the Borough and also the venue for numerous community events including the Victorian Christmas celebration, the Fall Arts Festival, and Malvern Blooms in the spring. These types of events provide arts, cultural, and recreation opportunities for Borough residents but also draw people from the surrounding area and generate interest in and patronage of local businesses.
- Coordinate with **SEPTA** on an ongoing basis to facilitate maintenance and improvements to the train station property, e.g. potential needed repairs to the train station building.
- Provide regulatory support and incentives to desirable businesses that have an interest in locating at the **East King Street Redevelopment** project and the King Street commercial corridor in general. The East King Street Redevelopment project holds great potential for economic development in the Borough. The development is designed to continue the small town and mixed use “Main Street” feel of the King Street corridor and the Borough could provide consider ways to attract appropriate businesses to this location.
- Determine the requirements and apply to the Delaware Valley Regional Planning Commission for the “**Classic Towns**” designation. The DVRPC Classic Towns designation is a marketing initiative designed to promote the Philadelphia region's older developed communities, such as first generation suburbs. The criteria used to choose these towns include a mix of housing types and people, walkable main streets, and good transit access to downtown Philadelphia. Malvern Borough meets all of these criteria.
- Identify opportunities for **redevelopment of vacant or underutilized properties** and facilitate public-private partnerships to bring those properties into active commercial or industrial use, or a mix of commercial and residential uses. The East King Street Redevelopment is a good example of redevelopment of an underutilized property that is expected to have a positive impact on the economic development of the King Street corridor and the community overall.
- Facilitate **adaptive reuse** of historic properties through the use of tax incentives and appropriate land use regulations, as well as other available historic reservation funding and programs. The Federal Historic Preservation Tax Incentives program (10% tax incentive), administered by the National Park Service, is a potential resource for the rehabilitation of historic structures. It promotes the rehabilitation of locally historic structures (placed in service before 1936) for non-residential use. (see Chapter 8 for more information)

Land use ordinances may inadvertently discourage or even prohibit the adaptation of older buildings for new uses due to inappropriate requirements for lot size, setback, parking, impervious surface, or building code, among others. Ensuring that land use regulations are reflective of existing development puts reuse of existing buildings on a level playing field, in terms of Borough regulatory controls, with new development. In terms of historic buildings, updating the zoning ordinance to expand the types of permitted uses for historic buildings provides a good economic incentive for their reuse.

- The **Chester County Community Revitalization Program** was created in 2001 to assist the County's urban centers with streetscapes and infrastructure improvements. As of 2011, the Borough had been awarded one infrastructure grant and five streetscape improvement grants for a total of over \$1.9 million. Malvern should continue to utilize the Revitalization Program, and in addition, seek other local, state, or federal grants, to carry out projects identified in the Borough Revitalization Plan, 2009 Update.

- The **Main Street Program** is a comprehensive, community-based approach to revitalizing downtowns and central business districts. It has been in place throughout the nation since the early 1980s. The program emphasizes broad community support, community reinvestment, leveraging private funding, and reuse of existing structures. Technical support, advocacy, and training is handled by the nonprofit Pennsylvania Downtown Center, which serves as the official coordinating program for Main Street in PA while the Pennsylvania Department of Community and Economic Development (DCED) provides grants and funding of the Main Street program in Pennsylvania.

PaDCED is currently not accepting applications for this program, however, the Borough should periodically review the status should it re-open in the future. The Borough, in conjunction with the Malvern Business and Professional Association, should create a work group to pursue an application for Main Street designation and grant funding for the King Street business district when the program re-opens.

Grants for the establishment and administration of a Main Street Program extend over a five year period, and are intended to assist revitalization efforts through the establishment of a local organization dedicated to downtown revitalization, and hiring of a full time Main Street Manager. These grants also fund: Planning Grants, Façade Improvement Grants, and Regional Main Street Coordination Designation, Local matching funds are required on an increasing scale from year 1 to year 5.

The program uses a four-point strategy to guide revitalization of business districts. These points include the following:

- **Organization** – establish an organization using a cooperative approach with support and commitment from private and public sector entities, which is key for a successful revitalization effort;
- **Design** - develop an attractive and unified design for the business area that incorporates the existing building stock;
- **Economic Restructuring** – develop and maintain a solid business and economic base through retaining existing business and recruiting new business;
- **Promotion** - create public interest in the downtown through a concerted advertising and publicity strategy to attract customers, as well as business.

Another component of the Main Street Program is funding for **Downtown Reinvestment and Investment in Anchor Buildings**. Uses of funding are for physical improvements supported by the downtown plan for the Downtown Reinvestment Component, and acquisition costs and physical building improvements for the Anchor Building component. Local matching funds are required for these projects.

Examples of eligible activities funded in through the Main Street Program in the past have included rental rehabilitation, rehabilitating commercial facades, reusing older or underused buildings, and improving public sites (e.g. streetscape improvements). Grants are available to projects supported by a Downtown Plan, which assess strengths and weaknesses and recommends a multi-year strategy.

KING STREET RESIDENTIAL WEST - PLANNING AREA 11



Inventory

Location and relationship with neighboring areas

- **Location** - This area lies west of the King Street commercial corridor and is traversed by West King Street, with the SEPTA rail line to the north, single family residential areas to the south, and large scale multi-family uses to the west.
- **Edges** - The edges of this neighborhood are relatively well defined due to the street pattern, land uses, densities, and architectural styles.
- **Impact** - If expansion or improvements occur to King Street or the adjacent rail line, these could impact this area due to increases in traffic volumes or service. The higher elevation and buffering of this area help reduce the impact of the rail line on this area.

Existing Land Use and Development Patterns

- **Uses** - This area is comprised of medium density single-family residences. Several house along West King Street near Nolan Drive were condemned during the past few years due to their structural degradation and have since been rebuilt anew. There is one municipal use, a sewage pumping station, located on a larger wooded lot off Crestside Way.
- **Lot Size** – Lot sizes range from 2,500 sq.ft. to 25,000 sq.ft, excluding the Borough's 3.5 acres Crestside Way property, with a mean lot size of around 11,500 sq.ft. Nearly half the lots fall between 10,000 sq ft. and 13,000 sq. ft.

- **Pattern** - The housing stock dates mostly from the 1950s to 1970s. Since the 1976 land use inventory, this area had been further developed with single-family residential occurring along Crestside Way and Jennings Lane, and more recently Winston Cutting Drive.

This planning area displays a more suburban development pattern than is generally associated with the Borough, with cul-de-sacs that do not conform to the more traditional grid pattern of streets in the surrounding areas to the south and in the Borough overall. However, existing environmental constraints (north of Crestside Way) would have made establishment of through-streets difficult.

The housing styles on Nolan Drive and Griffith Avenue are very similarly designed with the unique distinguishing feature of angled roofs, dating to the 1960s-1970s. The homes along Karen Drive are part of a single development and consist of the only “Sears” kit type houses in the Borough; these homes were ready-to-assemble mail order houses designed and sold by the Sears, Roebuck, and Co. which fulfilled the demand for affordable and modern housing particularly desired in post-war America.

- **Sewer/Water** – This planning area is served by public sewer and water. There is a Borough owned and maintained (sewer collection) pumping station on the Borough-owned wooded parcel at the end of Crestside Way.
- **Stormwater** – There are no stormwater lines along Nolan Drive so stormwater flows onto King Street and is deposited into those stormwater lines.

Current Zoning

- The planning area is comprised of two zoning districts: R3b and R4 Residential.
- **R3b Residential** consists of the western and northern portion and includes the majority of the planning area. This district has a minimum lot area of 10,000 sq. ft. for residential and bed and breakfast uses and 20,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Bed and Breakfast, Funeral Home, Major Home Occupation, and Supplemental Dwelling Unit
- **R4 Residential** consists of lots that front King Street in the eastern portion of this area and Nolan Drive. This district has a minimum lot area of 7,000 sq. ft. for residential uses and 12,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling and Temporary Structure, Building or Use
 - **Special Exception Uses:** Major Home Occupation, Religious Use, and Residential Conversion
- **Nonconformities** – The municipal sewage pumping station use is nonconforming in the R3b district. There appears to be only one nonconforming lot in terms of required lot size in R3b, and no nonconforming lot sizes in the R4 in this planning area.

Existing Natural and Historic Resources and Recreation and Related Issues

- **Natural** - This area lies at the headwaters of the Valley Creek watershed and contains the West Branch Warren Run, which is located north of Jennings Lane on the Borough owned parcel. The west branch Warren Run has been designated by the State as being an Impaired Stream, which does not meet State implemented Federal Clean Water Act standards. There are areas of steep and very slopes north of Crestside Way and north and east of Jennings Lane. These slopes are largely on the Borough owned parcel. The Borough owned parcel, which is about 145,000 sq.ft., is highly wooded and the southern section of a much larger swath of thick woodlands extending north into East Whiteland Township and part of the proposed General Warren Greenway (see Map A-1). Due to its environmental constraints, this site can not accommodate significant development, so its use by the Borough is appropriate.
- **Historic** - Based on Malvern's 2008 Historic Resources Atlas there is one locally significant (Class 2) historic resource on West King Street.
- **Recreation** -. Recreational opportunities are available at the nearby Paoli Memorial Association Grounds.

Existing Circulation and Access and Related Issues

- **Roadway Access** - King Street acts as an east-west corridor within the Borough and is a major collector road with an estimated daily traffic volume in 2007 of, around 12,000 vehicles east of Sugartown Road to Warren Avenue. There are some traffic safety concerns along West King Streets at intersection with various residential streets in this planning area. Those accidents are likely due to the difficulty of turning movements onto King Street given the quantity of traffic. . Traffic speeds along King Street are 25 mph though that speed is often not honored and periodic police monitoring has been needed particularly as the speed limit is 40 mph in Willistown. Bicycling plays a very limited role in the Borough as a circulation mode, King Street through Malvern is designated as a Commuter/Collector bike road (see Map 9-1).
- **Transit** – Bus #92, which provides service between West Chester Borough and King of Prussia, runs along King Street. The planning area is in fairly close and walkable proximity to the train station.
- **Pedestrian Access** - Sidewalks are relatively well provided in this area, however there are a few small segments where sidewalks are lacking. The area is 5 minutes by foot to the train station as well as ease of access to other parts of the Borough. Pedestrian circulation does not appear to be problematic overall in this planning area.

Potential for change/development

- The planning area is built out and is fairly stable, however due to its proximity to the train station, location on a cul-de-sac, and the smaller size of the housing, Nolan Drive presents a possible area for tear-downs that should be monitored.
- Based on existing zoning regulations, while other uses, such as residential conversion in R4 or funeral home in R3b, are permitted, it seems unlikely that the dwellings type and sizes would lend themselves to be adaptively reused. There does not appear to be potential for any significant land use changes within this district due to limitations on uses and dimensional standards, the housing stock in the area, and the land constraints.

Recommendations

Recommended Future Land Use and Zoning Changes

- **Land Use** - This area is expected to remain as a single-family residential neighborhood. Although additional residential land uses are permitted in this district, these should not affect future land use as this area is developed in single family residential.
- **Zoning** - Though not a priority item, if other zoning updates are contemplated, the Borough should consider adding municipal uses as a permitted use in the R3b district to account for the existing Borough sewage pumping station. The lot on which the pumping station is located is environmentally constrained so another use for that lot is highly unlikely. No other zoning changes are recommended.
- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this Exceptional Value watershed and as a headwaters area.

Recommendations for Natural and, Historic Resources, and Recreation

- **Natural** – Given the highly constrained nature of the land north of Crestside Way and Jennings Lane, this land should be maintained as highly wooded, which is key to helping to restore the west branch Warren Run stream quality, which is a highly important resource as part of the headwaters for the Valley Creek watershed. The Borough should develop a property maintenance schedule for the Borough-owned parcel (Crestside Way sewage pumping station) and should monitor and remove invasive species from that property.
- **Historic** – The Borough should work with the property owner to determine how to preserve the local historic resources in this planning area.
- **Recreation** – There is no parkland suggested in this area due to its proximity to the Paoli Memorial Association Grounds. However, this area is the southern section of the proposed General Warren Greenway and although separated by the SEPTA rail line (to the north of this planning area), this planning area should still be taken into account in any future greenway planning as an important southern tip of the greenway for its sensitive natural resources and important role as a wooded natural area in the headwaters for the west branch Warren Run.

Recommendations for Circulation and Access

- **Roadway Access** – Access and safety along King Street should continually be monitored and assessed to determine if additional safety, access, or traffic calming measures are needed particularly where King Street intersects with residential streets. King Street as a designed commuter/connector bicycling route within the larger regional bicycling network should be considered if and when implementing these measures as they could also be of tertiary benefit to cyclists using King Street could be a way to incidentally also promote multi-modal circulation.
- **Bus** – An additional bus stop along King Street near the new East King Street Redevelopment should be considered at a minimum. The Borough should work with SEPTA to achieve this idea.
- **Pedestrian Access** - Installation of sidewalks at the intersection of Nolan Drive at King Street and in places along Griffith Avenue should be considered as a high priority to fill gaps/complete the sidewalk network in this area.

LANDMARK/RAINTREE - PLANNING AREA 12



Inventory

Location and relationship with neighboring areas

- **Location** - This planning area lies in the northwestern corner of the Borough and is bordered by Sugartown Road and Willistown Township to the west, East Whiteland Township to the north, the SEPTA rail line to the northeast, and single-family residences in the Highland Avenue and King Street Residential West planning areas to the south and east respectively. West King Street bisects the central portion of this planning area.
- **Edges** - The edges of this neighborhood are somewhat defined due to a roadway, rail line, and differing surrounding uses as edges, except to the north where a townhouse development flows into East Whiteland Township.
- **Impact** - These edges have different impacts on this planning area, with the most significant being the higher traffic volumes and speeds along Sugartown Road, traffic generated by adjacent higher density residential uses outside of Malvern, as well as the noise associated with the adjacent rail line. King Street bisecting this area also provides an impact, though traffic calming measures completed in this area at the Borough's western gateway help reduce this impact.

Existing Land Use and Development Pattern

- **Uses** – With the exception of two single-family detached homes and a PECO utility lot on Sugartown, the entire area is comprised of large multi-family townhouse and condominium developments. This includes Raintree, Charlestown Greene, Landmark, Booksellers, and a small part of Erin Glen (which is otherwise mostly located in E. Whiteland). Access to four of the multi-family developments is solely from Sugartown Road, which isolates these residential

developments from rest of the Borough. Though, the largest of the developments, Charlestown Greene, is directly accessible from West King Street, so it is better connected to the Borough.

The overall land use composition of this area has changed greatly since the 1976 land use inventory, when the area north of West King Street was undeveloped, but has changed little since the 1998 land use inventory.

- **Lot Size** – Landmark and Erin Glen are the only two developments with individual lots per dwelling unit, otherwise the residential developments are on tracts that are not “lotted-out”. The 46 lots in Landmark range from about 1,000 sq. ft. to 3,000 sq. ft. with an average of about 1,500 sq. ft. plus there are nearly 4 acres of HOA land. The six lots in the Borough portion of Erin Glen range from about 1,000 sq. ft. to 6,000 sq. ft., plus about 5,000 sq.ft. of HOA land falls within the Borough section. The Booksellers tract is nearly one acre, Charlestown Greene tract is nearly 16 acres, and the Raintree tract is a little over 8 acres.

The two single-family lots are around 16,000 sq.ft and 22,000 sq.ft. The PECO lot is undeveloped except for one small building and is large enough (1.6 acres) to have the potential for residential infill development.

- **Pattern** – The development pattern is highly suburban with limited, mostly single-access roadway, no connecting/through-streets, and limited pedestrian access. The housing stock is relatively new as compared to the age of housing in the Borough overall, with Raintree, the oldest development in this planning area, dating back to the 1970s.
- **Sewer/Water** – This planning area is served by public water and public sewer, which is conveyed to the East Whiteland public sewer system. The PECO lot does not have public sewer.
- **Stormwater** – This planning area is served by a stormwater collection system. There are no identified deficiencies with the system.

Current Zoning

- **R7 Residential** has a minimum lot area of 5,000 sq. ft. for Single-Family Detached Dwellings, Two-Family Semi-Detached Dwellings, and Two-Family duplexes (per dwelling unit) and 4,000 sq. ft. for Multi-Family Dwellings (per dwelling unit) with a minimum tract area of one acre.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single-Family Detached Dwelling, Two-Family Semi-Detached Dwelling, Two-Family Duplex, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Multi-Family Dwelling.
- **Nonconformities** – The PECO lot as a public utility use is technically nonconforming in use, and all the lots in Landmark and half the lots in Erin Glen (in the Borough) are nonconforming in lot size.

Existing Natural and Historic Resources and Recreation and Related Issues

- **Natural** - This area lies largely within Valley Creek watershed at its border with Crum Creek watershed and contains linear swathes of steep (15%-20%) and very steep slopes (greater than 20%). The PECO lot adjacent to the rail line is mostly undeveloped and highly wooded. A County-designated biodiversity corridor swoops into the northern most part of this area.
- **Historic** - Based on Malvern's 2008 Historic Resources Atlas there are two locally significant (Class 2) historic resources in this planning area.

- **Recreation** – Raintree contains a small park, internal walking path, pool, and community center, and Charlestown Greene contains an internal sidewalk, pool, community center, and tennis court for use by their respective residents. At this point, recreational demands for these larger developments appear to be fulfilled.

Existing Circulation and Access and Related Issues

- **Roadway Access** - King Street serves as an east-west corridor within the Borough. The intersection of West King Street and Sugartown Road is the key western “gateway” to the Borough. This intersection is currently controlled by 4-way stop signs and there is anecdotal evidence that higher traffic volumes on King Street and Sugartown Road may still create some congestion on the approaches during peak traffic times. Streetscaping measures completed on West King Street to create a western entryway into the Borough in this area also provides traffic calming helping to reduce speeds in this residential area.
- **Pedestrian Access** – Pathways and sidewalks provide pedestrian access to King Street amenities for Charlestown Greene and Raintree. Private roadways with limited traffic within the other developments provide adequate internal pedestrian circulation, and limited traffic on Sugartown north of King allows pedestrian access to sidewalks along King Street.

Potential for change/development

- This area is nearly built out and stable and no significant changes are anticipated in the future.
- Based on zoning, development can only be accommodated on the large PECO flag lot adjacent to the rail line. Its woodlands would need to be a consideration if ever developed.

Recommendations

Recommended Future Land Use and Zoning Changes

- **Land Use/Zoning** - Land use is expected to remain as predominantly a multi-family residential neighborhood. The area is nearly built-out and mostly consistent with zoning in terms of land uses. In spite of that, with the many nonconformities in lot size in Landmark plus those in Erin Glen, the Borough should consider whether R7 zoning in this planning area should be revised during the next zoning update.
- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this Exceptional Value watershed and as a headwaters area.

Recommendations for Natural and Historic Resources and Recreation

- **Natural** – Should the PECO lot ever develop, ensure that the on-site woodlands are maintained to the extent possible as they are an initial step to help control stormwater run-off in this planning area and sedimentation/erosion from going into the West Branch Warren Run.
- **Historic** – The Borough should work with the two property owner to determine how to preserve the local historic resources in this planning area.

- **Recreation** – Work with Willistown to implement the proposed Patriots Path South links along Sugartown and King Roads to provide additional potential recreational opportunities in the future for residents of this planning area.

Recommendations for Circulation and Access

- **Roadway Access** – The King Street/Sugartown Road intersection should be monitored at peak rush hour for possible congestion on the approaches to determine if any additional traffic controls are needed.
- **Pedestrian Access** – A low priority recommendation is to investigate a sidewalk or pedestrian pathway along Sugartown Road in this planning area. Pedestrian and drainage improvements at Pennsylvania and North Warren Avenues are a recommended project and listed on the 2011 Chester County Transportation improvements Inventory (TII).

NORTH OPEN - PLANNING AREA 13



Inventory

Location and relationship with neighboring areas

- **Location** - This area lies in the northwestern section of the Borough, with the SEPTA rail line to the south and west, East Whiteland Township to the north, and industrial uses to the east.
- **Edges** - This area is largely isolated from most of the Borough. There is only one developed parcel at the eastern side of the planning area, which is adjacent to similar uses found in the Industrial planning area (14).
- **Impacts** - This area currently has limited impact on neighboring areas due to its largely undeveloped state.

Existing Land Use and Development Pattern

- **Uses**— There is only one developed parcel in this planning area; it has a light industrial use; the remainder of the planning area is undeveloped and highly wooded with a stream valley. There is a PECO corridor just south of the area with utility lines.
- **Lot Size** – The sole developed parcel is about 82,250 sq. ft. The undeveloped parcel is approximately 10 acres.
- **Pattern** - This is an established area which has changed little since the 1976 and 1998 land use inventories. Although specific individual uses have changed over time as would be expected, the area was already predominantly industrial by 1976, and has maintained a very stable land use pattern.

- **Sewer/Water** – Only the eastern portion of this area is served by public water and sewer currently, however those services could be extended.
- **Stormwater** – This planning area is not served by stormwater collection lines.

Current Zoning

- The planning area is zoned **LI1 Industrial** and has a minimum lot area of one acre.
 - **By Right Uses:** Accessory Use (Commercial, Institutional, Industrial), Commercial Communication Antennae Facility, Executive or Administrative Office, Forestry, Laundry, Dry Cleaning, or Dyeing Plant, Manufacturing, Mini-Warehouse or Storage Units, Package Distribution Service, Parking and Storage of Buses and Commercial Vehicles, Passenger Rail Station and Accessory Parking, Printing or Publishing Establishment, Public Utility Facility, Research and Development Laboratory, Temporary Structure, Building Use, Temporary Community Event, Warehouse: Storage, Sale, and Distribution, and Wholesale Business.
 - **Conditional Uses:** Abattoir or Stock Yard, Accessory Use: Mobile Home, Adult Commercial Uses, Chemical Manufacturing, Incineration or Reduction of Garbage, Junk, Salvage or Automobile Wrecking Yard, Mobile Home Park, Motor Vehicle Sales, Uses Similar to Permitted Uses, and Any lawful use not specifically provided for elsewhere.
- **Nonconformities** – There are no nonconforming uses or lot sizes in this planning area.

Existing Natural and Historic Resources and Recreation and Related Issues

- **Natural** - This planning area lies within the headwaters of Valley Creek; the West Branch Warren Run, which is designated by PA as an impaired stream, bisects the planning area. Steep slopes surrounding the West Branch Warren Run dominate the landscape of the planning area, which is mostly wooded. There is a limited area of more level terrain in the western portion of the area. This area lies within a County-designated biodiversity corridor.
- **Historic** – There are no historic resources in this planning area.
- **Recreation** - There are no formal recreational facilities in or near this planning area.

Existing Circulation and Access and Related Issues

- **Roadway Access** - There are no roadways in this planning area. Access to the only developed site in this planning area is via a driveway off Pennsylvania Avenue. An extension of Pennsylvania Avenue or Quaker Lane is the only present means to provide vehicular access to this area.
- **Pedestrian Access** – There is no pedestrian access within this planning area, nor are there sidewalks along Pennsylvania Avenue or Quaker Lane in the adjacent planning area 14, although the roadways are wide and could possibly accommodate walking.

Potential for change/development

- Given the level of environmental constraints, development of this area would be challenging.
- With the undeveloped parcel in this area being approximately 10 acres in size, this planning area presents the largest remaining available undeveloped lots in the Borough.

- The adjacent Industrial planning area (14) is mostly developed, and though these lots could be redeveloped, the general lack of available industrial lands in the Borough may increase pressure to develop this planning area.
- Current access to this planning area is very limited, which restricts its development potential. As it has the largest remaining available undeveloped parcel in the Borough and is located adjacent to existing industrial uses, the potential development value of this planning area is high, and its development would increase the tax base/rate-ables for the Borough and provide opportunity for economic growth in the Borough. Improved access would be necessary to effectively develop this planning area, though, as Borough roadways are already negatively impacted by industrial and business traffic from the existing level of industrial and commercial development in the adjacent Industrial planning area.

Development would be a stronger possibility in this area if access were improved. In December 2010, the Borough in partnership with East Whiteland Township completed a Feasibility Study for the extension of Malin Road. Such an extension, approximately one mile in length, would connect Malin Road in East Whiteland's industrial area to Pennsylvania Avenue in Malvern's industrial area. Such road extension would provide trucks with direct access to/from these industrial areas onto US Routes 30 and 202, redirecting it away from residential neighborhoods. In brief summary, the Study found that such extension would be challenging from a grading, right-of-way alignment, private property rights, municipal interests, and funding perspective, but that a new roadway is potentially feasible.

Recommendations

Recommended Future Land Use and Zoning Changes

- **Land Use/Zoning** - Current zoning for the planning area is appropriate. As part of any future/continuing studies for the extension of Malin Road to Pennsylvania Avenue, the Borough should explore what, if any, other additional uses would be appropriate, keeping in mind the improved and additional vehicular circulation/access that would result from a Malin Road extension. It would be appropriate to maintain industrial uses as a by-right use in the planning area, but also appropriate to add other potential uses to allow the area and the Borough fully capitalize on the improved access, at such a time when the Borough deems it best.
- **Stormwater** - Though at present there are no stormwater collection lines in this area, stormwater management requirements, as applicable, should be followed as critical elements in maintaining water quality within the Valley Creek Exceptional Value watershed and as a headwaters area.

Recommendations for Natural and Historic Resources and Recreation

- **Natural** - Given the environmental constraints in the area, flexibility in siting any future development and adherence to environmental protection standards will be critical.
- **Recreation** – Future recreation in this planning area is highly dependent on the outcome of the proposed Malin Road extension project. Depending on the types of uses the Borough may permit in the future, an increased focus on some (limited) recreational opportunities in this area may be advisable, if only in the form of walking paths to provide users of this planning area with a convenient place to walk during a lunch break for recreation purposes, or to access the King Street commercial corridor amenities.

Recommendations for Circulation and Access

- **Roadway Access** - The Malin Road Extension is a proposed one-mile roadway that will connect Malin Road in East Whiteland's industrial area to Pennsylvania Avenue in Malvern's industrial area. The extension will provide trucks with direct access to and from these industrial areas onto US Route 30, redirecting it away from residential neighborhoods. Malin Road extensions is proposed as a new collector road and listed on the 2011 Chester County Transportation improvements Inventory (TII).

The extension of Malin Road to Pennsylvania Avenue is a proposal that has been recently studied, and will continue to be advanced by the Borough. Extending Malin Road to Pennsylvania Avenue would accomplish several goals.

- It would provide improved access for the existing industrial and commercial uses within the Industrial planning area (14), increasing the value of these properties and strengthening the potential for redevelopment and added tax revenue for the Borough.
- It would remove truck traffic associated with the industrial and commercial uses in this/planning area 14 from and that is negatively impacting narrow residential roadways in the Borough (see Olde Towne North Planning Area) that are currently being (inappropriately) used for commercial trucking/hauling access, and thus would improve the quality of life in those residential neighborhoods.
- Most important for this planning area, it would provide access to the largest undeveloped available parcel in the Borough. Although it is clear that such a roadway extension would require right-of-way from this parcel, it is also clear that without such access, the entire parcel, as is, is currently undevelopable.

In addition to extending Malin Road to Pennsylvania Avenue, the Borough should explore how to link Quaker Lane to Malin Road/Pennsylvania Avenue, creating multiple access points for all properties within Planning Areas 13 and 14.

- **Pedestrian Access** - In light of the proposal to extend Malin Road and the corresponding development and redevelopment that could occur as a result, it is advisable that a pedestrian connection from this planning area to the adjacent planning area, and then into the pedestrian network throughout Malvern, be developed. Pedestrian and drainage improvements at Pennsylvania and North Warren Avenues are a recommended project and listed on the 2011 Chester County Transportation improvements Inventory (TII).

INDUSTRIAL - PLANNING AREA 14



Inventory

Location and relationship with neighboring areas

- **Location** - This planning area is located in the northern portion of the Borough and is bordered by North Warren Avenue to the east, the SEPTA rail line to the south, largely undeveloped available land to the west, and East Whiteland Township to the north. This area is well isolated from most of the Borough.
- **Edges** - The edges of this industrial area are relatively well defined by roads and rail lines to the south and east, and topographic changes and vegetation to the north and west.
- **Impacts** – Given that this is the Borough’s primary industrial area, its physical isolation, but not great distance, from other areas of the Borough is appropriate and results in less impacts to other areas/uses than might otherwise occur. This area creates (negative) noise and traffic impacts, as well as (positive) economic development and tax base impacts. However, regarding noise, the residential area to the east is buffered by significantly sloped and woodland area on the east side of North Warren Avenue. Similarly, residential uses to the north (in East Whiteland Township) are buffered by a significant area of slope and woodland. The commercial and residential areas to the south and west are somewhat buffered by the SEPTA rail line, which creates its own noise impacts.

The commercial truck traffic generated by this area is a more significant impact than noise, and creates the most direct impact to the Olde Towne North residential planning area. Trucks currently must pass through a residential portion of Broad Street (see Planning Area 16) due to traffic circulation and access constraints both north and south on Warren Avenue.

Existing Land Use and Development Pattern

- **Uses** - This planning area is comprised of industrial and larger scale commercial uses, with two vacant (useable) lots located in the western and two vacant (highly constrained/unusable) lots in the eastern portion of the planning area. There is also a SEPTA parking lot in the southeastern corner of the area that serves the rail line commuters. Only one residential use remains in this area.
- **Lot size** - Lots range in size from approximately 11,000 sq. ft. to 2.8 acres with the mean lot size being approximately 63,000 sq. ft.
- **Pattern** – This planning area contains lots larger in size than most within the Borough, reflecting the industrial land uses and zoning. Unlike modern industrial parks, the area was developed in a piecemeal fashion, rather than as a single industrial park.
- **Sewer/Water** – This planning area is served by public water and sewer.
- **Stormwater** – This planning area is served by a stormwater collection system. There is on-going significant maintenance to the existing system related to managing natural springs in the planning area. Stormwater flows from this area down the sloping lands and across North Warren Avenue into the tributary.

Current Zoning

- The planning area consists of two zoning districts (**LI and LI1**). Both districts have a minimum lot area of one acre. **LI Industrial** includes those parcels fronting on Pennsylvania Avenue. **LI1 Industrial** is located north of the LI district, and includes those businesses along Quaker Lane. Both districts have the same By Right Uses and Conditional Uses, with the LI1 District having Mobile Home Park as an additional use.
 - **By Right Uses:** Accessory Use (Commercial, Institutional, Industrial), Commercial Communication Antennae Facility, Executive or Administrative Office, Forestry, Laundry, Dry Cleaning, or Dyeing Plant, Manufacturing, Mini-Warehouse or Storage Units, Package Distribution Service, Parking and Storage of Buses and Commercial Vehicles, Passenger Rail Station and Accessory Parking, Printing or Publishing Establishment, Public Utility Facility, Research and Development Laboratory, Temporary Structure, Building Use, Temporary Community Event, Warehouse: Storage, Sale, and Distribution, and Wholesale Business.
 - **Conditional Uses:** Abattoir or Stock Yard, Accessory Use: Mobile Home, Adult Commercial Uses, Chemical Manufacturing, Incineration or Reduction of Garbage, Junk, Salvage or Automobile Wrecking Yard, Mobile Home Park (LI1), Motor Vehicle Sales, Uses Similar to Permitted Uses, and any lawful use not specifically provided for elsewhere.
- **Nonconformities** – Technically, the existing single-family residence is a ‘grandfathered’ nonconforming use that existed well before the industrial zoning. Otherwise, it appears there are no other nonconforming uses in this planning area. There appear to be 7 nonconforming lots (out of 31 total lots) in terms of required minimum size of 1 acre in LI and LI1.

Existing Natural and Historic Resources and Recreation and Related Issues

- **Natural** - This area lies within the headwaters of the Valley Creek watershed, designated as Exceptional Value. The northern and northeastern edges contain very steep slopes (greater than 20 percent) and wooded lands as well as isolated areas of Class 1, 2, and 3 soils. A County-designated biodiversity corridor spans the northern portion of this planning area.
- **Historic** - Malvern's 2008 Historic Resources Atlas identifies the one residential use as a locally significant (Class 2) historic resource.
- **Recreation** - There are no formal recreational facilities in or near this planning area.

Existing Circulation and Access and Related Issues

- **Roadway Access** - This planning area is accessible from North Warren Avenue and has two roads, Pennsylvania Avenue and Quaker Lane, both of which end in cul de sacs rather than linking to each other.

While the planning area is accessible to automobiles and small trucks via North Warren Avenue, the larger commercial hauling and cargo trucks accessing the area pose a significant transportation/circulation problem. Large trucks are unable to access the planning area from North Warren Avenue because of constraints both to the north and south of the planning area that trucks are unable to negotiate. Immediately to the south, the SEPTA rail line passes over Warren Avenue, leaving vehicular traffic on Warren to negotiate an underpass that is too low for medium and large size trucks. To the north, a small bridge on North Warren Avenue that passes over a creek slightly south of Old Lancaster Pike in East Whiteland Township is posted for a maximum weight of five tons. Any significantly sized truck hauling a load would easily exceed this limit and is, therefore, prevented from connecting with Old Lincoln Highway and Route 30 to the north via North Warren. In addition to this weight limited bridge, the North Warren Avenue corridor in this area is a narrow road with two curves in particular that are difficult for large vehicles to negotiate and is a road not well suited to carry large trucks.

Medium to large trucks accessing this area currently must use West Broad Street passing through the residential neighborhoods of Olde Towne North (Planning Area 16) in order to enter or leave the Borough via Bridge Street and Old Lincoln Highway, and ultimately to Route 30 to the north and King Street to the south. These trucks create significant impacts for the residents of the area. Additionally, the existing narrow roadways with tight turning radiuses through these residential neighborhoods limit the size of truck that can access the Industrial planning area, thus limiting the potential types of uses as well as economic potential of the Industrial area.

- **Pedestrian Access** – There are no sidewalks along Pennsylvania Avenue and Quaker Lane, although the roadways are wide and could possibly accommodate walking.

Potential for change/development

- While redevelopment of individual lots and development of the vacant lots within this planning area is a possibility, the general overall development pattern is unlikely to change under current zoning and given the current roadway network. There are 6 lots that are technically large enough to accommodate additional development under current zoning, though the current placement of buildings on these lots may make that difficult or impossible.

- Development would be a stronger possibility in this area if access were improved. In December 2010, the Borough in partnership with East Whiteland Township completed a Feasibility Study for the extension of Malin Road. Such an extension, approximately one mile in length, would connect Malin Road in East Whiteland's industrial area to Pennsylvania Avenue in Malvern's industrial area. Such road extension would provide trucks with direct access to/from these industrial areas onto US Routes 30 and 202, redirecting it away from residential neighborhoods. In brief summary, the Study found that such extension would be challenging from a grading, right-of-way alignment, private property rights, municipal interests, and funding perspective, but that a new roadway is potentially feasible.

Recommendations

Recommended Future Land Use and Zoning Changes

- **Land Use/Zoning** - Current zoning for the planning area is appropriate. As part of any future/continuing studies for the extension of Malin Road to Pennsylvania Avenue, the Borough should explore what, if any, other additional uses would be appropriate, keeping in mind the improved and additional vehicular circulation/access that would result from a Malin Road extension. It would be appropriate to maintain industrial uses as a by-right use in the planning area, but also appropriate to add other potential uses to allow the area and the Borough fully capitalize on the improved access, at such a time when the Borough deems it best.
- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this Exceptional Value watershed and as a headwaters area. High flows of stormwater from this area need to be addressed as part of the Stormwater and Erosion Control discussed/recommended in Planning Area 15.

Recommendations for Natural and Historic Resources and Recreation

- **Natural** – Given its industrial use, protection of the water quality within this Exceptional Value watershed is of importance, as is maintaining vegetative cover in sloped areas in order to minimize erosion and sedimentation, as well as protect the integrity of the biodiversity corridor as much as feasible within this industrial setting. Due to the very steep slopes covering the two vacant lots along North Warren in the eastern part of this area, development of those lots is not recommended.
- **Historic** – The Borough and property owner should work to protect the one local historic resource within this planning area.
- **Recreation** – Future recreation in this planning area is highly dependent on the outcome of the proposed Malin Road extension project. Depending on the types of uses the Borough may permit in the future, an increased focus on some (limited) recreational opportunities in this area may be advisable, if only in the form of walking paths to provide users of this planning area with a convenient place to walk during a lunch break for recreation purposes, or to access the King Street commercial corridor amenities.

Recommendations for Circulation and Access

- **Roadway Access** – The Malin Road Extension is a proposed one-mile roadway that will connect Malin Road in East Whiteland's industrial area to Pennsylvania Avenue in Malvern's industrial area. The extension will provide trucks with direct access to and from these industrial areas onto US Route 30, redirecting it away from residential neighborhoods. Malin Road extensions is proposed as a new collector road and listed on the 2011 Chester County Transportation improvements Inventory (TII).

The extension of Malin Road to Pennsylvania Avenue is a proposal that has been recently studied, and will continue to be advanced by the Borough. Extending Malin Road to Pennsylvania Avenue would accomplish several goals.

- It would provide improved access for the existing industrial and commercial uses within the Industrial planning area (14), increasing the value of these properties and strengthening the potential for redevelopment and added tax revenue for the Borough.
- It would remove truck traffic associated with the industrial and commercial uses in this/planning area 14 from and that is negatively impacting narrow residential roadways in the Borough (see Olde Towne North Planning Area) that are currently being (inappropriately) used for commercial trucking/hauling access, and thus would improve the quality of life in those residential neighborhoods.
- Most important for this planning area, it would provide access to the largest undeveloped available parcel in the Borough. Although it is clear that such a roadway extension would require right-of-way from this parcel, it is also clear that without such access, the entire parcel, as is, is currently undevelopable.

In addition to extending Malin Road to Pennsylvania Avenue, the Borough should explore how to link Quaker Lane to Malin Road/Pennsylvania Avenue, creating multiple access points for all properties within Planning Areas 13 and 14.

- **Pedestrian Access** – Pedestrian access within this planning area should be improved, particularly in light of the proposal to extend Malin Road and the corresponding development and redevelopment that could occur as a result. As properties within the planning area are changed over time, sidewalks should be added along Pennsylvania Avenue and Quaker Lane. Sidewalks should also be added along North Warren to connect this planning area with the train station and parking. In time, if the Malin Road extension occurs, sidewalks should connect between this planning area to the adjacent Open North planning area.

MALVERN HILLS - PLANNING AREA 15



Inventory

Location and relationship with neighboring areas

- **Location** – This area lies in the northeastern section of the Borough and is bordered by North Warren Avenue to the west, East Whiteland Township to the north, the Valley View Road two-family residential area to the east, and Olde Towne residential areas to the south.
- **Edges** – The edges of this neighborhood are well defined. This neighborhood is somewhat isolated from neighboring areas in the Borough due to its significantly sloped topography, woodlands, and its suburban cul-de-sac design, which makes development in this area accessible only by Old Lincoln Highway. The wooded terrain buffers this area from the industrial uses in Planning Area 14.
- **Impacts** – There appears to be limited potential for future development in the vicinity of this planning area, as most areas are already developed. The few vacant parcels within and adjacent to the area could create slight impacts should they be developed. However, all of these parcels have steep slope constraints that would need to be overcome for development to occur. Due to the natural woodland buffers, this area has little impact on adjacent areas.

Existing Land Use and Development Pattern

- **Uses** – The majority of the area is comprised of single-family detached housing developments, Malvern Hills I and II, built in the 1990s. These developments have a compact developed area and used the cluster development zoning option to compensate for their location in areas of sloping land; the steeply sloping areas make up the open space portion of the cluster development. A small development of two-family dwellings is located along Daisey Lane.

The remaining lots in this area are single-family residential. There are two vacant (wooded and steeply sloped) lots along the Warren Run stream and North Warren Avenue in the northernmost section of this area.

- **Pattern** - This area was essentially undeveloped in the 1976 land use inventory. By the 1998 inventory, the area had experienced extensive development whereby much of the development seen today had occurred since 1992 or was underway in 1998, leaving the area nearly built-out today. This planning area displays a more suburban development pattern than is generally associated with the Borough, with cul-de-sacs that do not conform to the more traditional grid pattern of streets in the surrounding areas and the Borough. This is largely due to the environmentally constrained and steeply sloping nature of the land in this area. Although the housing in Malvern Hills I and II is newer in design than that generally found in Malvern, traditional elements, such as trim, were incorporated into their design and relate to features found on older housing in the Borough.
- **Lot Size** – Malvern Hills I lots range in size from nearly 5,000 sq.ft. to 9,700 sq.ft. Lots in Malvern Hills II are larger ranging from about 8,000 to 16,800 sq. ft. Residential lots along Daisey Lane range from 12,000 sq.ft. to 16,000 sq.ft. The two vacant lots along North Warren Avenue are 1.0 acre and 2.3 acres.
- **Sewer/Water** – This area is served by public sewer and water.
- **Stormwater** – The developed portion of this area is served by the Borough stormwater collection system. There are no identified deficiencies with the system. On the undeveloped steeply sloping lands along North Warren Avenue, there are notable stormwater run-off related erosion concerns.

Current Zoning

- **R3b Residential** has a minimum lot area of 10,000 sq. ft. for residential uses and 20,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Bed and Breakfast, Funeral Home, Major Home Occupation, and Supplemental Dwelling Unit
- **Nonconformities** – There are no nonconforming uses in this area. All of the lots in Malvern Hills I and about half the lots in Malvern Hills II are nonconforming in size as of current 2003 zoning, as they were designed under the cluster residential development option permitted prior to the 2003 zoning ordinance that permitted a minimum lot size of 8,000 sq. ft. Lot size non-conformities pose minimal issues for property owners except in the case of requested lot line adjustments and building expansions/additions. There appear to be no other lot size nonconformities in this planning area.

Existing Natural and Historic Resources and Recreation Issues

- **Natural** – This planning area lies within the Valley Creek watershed, with Warren Run stream along the western boundary of this planning area. In contrast to much of the rest of the Borough, this planning area is not a headwaters area. Much of the terrain along Old Lincoln Highway and North Warren Avenue is very steeply sloped, with the residential developments of Malvern Hills I and II on plateaus above those roadways. Designated wooded open space,

maintained by homeowners' associations surrounds both Malvern Hills I and II but does not contain formal or public recreational resources.

The Daisey Lane two-family dwellings were built within the steep slopes and as a result expansive retaining walls support most of these residences. The two vacant lots along North Warren Avenue contain very steep slopes greater than 20 percent and Warren Run stream. The northern portion of this planning area is crossed by a County-designated biodiversity corridor. This planning area contains significant woodlands that is part of a woodlands corridor that stretches across the Borough's northern border with East Whiteland Township.

- **Historic** – The 2008 Malvern Historic Resources Atlas identifies two locally significant (Class 2) historic resources in this planning area.
- **Recreation** – There are no formal public recreation facilities within this planning area. The closest public recreation facilities are Old Lincoln basketball court, Rubino Park, and Burke Park. Designated wooded HOA open space in Malvern Hills II has a formal trail to North Warren, which was required as part of the land development, while HOA open space in Malvern Hills I has scattered informal paths.

Existing Circulation and Access and Related Issues

- **Roadway Access** – Old Lincoln Highway bisects this neighborhood and provides the sole access to the residential developments of Malvern Hills I and II and Daisey Lane. With the development of Malvern Hills II, the intersection of Old Lincoln Highway and Longford Avenue had been improved a decade ago with the addition of a stop sign on Longford Avenue. However, there remains difficulty in making left turns from Longford onto Old Lincoln Highway due to high traffic volumes on Old Lincoln Highway. North Warren Avenue abuts this planning area to the west, but only provides access for two highly constrained unusable vacant lots. The stretch of Old Lincoln Highway in this planning area, designed as a 'minor collector', is part of the larger road network linking Malvern's industrial area to Route 30, via North Warren Avenue/Bridge Street/Old Lincoln Highway. In comparison the average daily traffic volume along the eastern stretch of Old Lincoln Highway in the Borough, designed as a local distributor road, is notably lower. The high traffic volumes along Old Lincoln Highway and lack of other through-roads in this area present both vehicular access and pedestrian circulation issues.
- **Pedestrian Access** – Due to its suburban design pattern and significantly hilly terrain, this planning area is not pedestrian oriented and contains few sidewalks. There is a sidewalk along one side of Daisey Lane and Old Lincoln Highway south of Daisey Lane, however high traffic volumes and speeds along Old Lincoln Highway make pedestrian circulation to access other areas of the Borough uninviting. Pedestrian linkages from Malvern Hills I and II that circumvent North Warren Avenue could improve pedestrian circulation/access to other areas of the Borough. There are no sidewalks within Malvern Hills I and II, however roadways within these developments are wide enough and have low enough traffic volume that pedestrian circulation could occur on-road and the lack of formal sidewalks may not matter significantly.

Potential for change/development

- This area has been built-out with residential uses, with the exception of the two vacant parcels along North Warren Avenue. Development of these two parcels would be highly challenging, given the very steep slopes and presence of Warren Run. Due to the relative newness of development in much of this planning area and the environmental constraints on the small amount of vacant land that remains, it is very unlikely there will be any land use changes.

Recommendations

Recommended Future Land Use and Zoning Changes

- **Zoning** - Due to changes in zoning since Malvern Hills I and II were constructed, there are now nonconformities in lot sizes in this planning area. While this potentially creates problems for property owners should they wish to redevelop or make additions to their existing residences, the Borough must weigh those concerns against the need to maintain an appropriate density in the very rare chance that redevelopment occurs. These nonconformities may not by themselves create an adequate need for zoning changes.
- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this Exceptional Value watershed. Given the notable stormwater run-off related erosion concerns on the undeveloped steeply sloping lands along North Warren Avenue, a Stormwater and Erosion Control Study should be considered in this area and Planning Area 14 (also see Appendix D).

Recommendations for Natural and Historic Resources and Recreation

- **Natural** – Appropriate maintenance of the heavily wooded and very steeply sloped open space HOA lands associated with Malvern Hills I and II should be undertaken by the HOA as these woodlands provide multiple benefits including buffering, stabilizing the steeply sloped land, maintaining a biodiversity corridor, as well as providing open space for residents of those developments. The Borough should review the zoning regulations on the vacant parcels along North Warren Avenue to ensure that the very steep slopes and Warren Run stream are well protected in the event the parcels are developed in the future.
- **Historic** – The Borough and property owners should continue to work to preserve the locally significant historic resources in this planning area.
- **Recreation** - The Borough and Malvern Hills I and II HOAs should work together to determine how to safely allow for pedestrian access to Old Lincoln basketball court, Rubino Park, and Burke Park from this planning area. Consider creating a formal walking trail connecting Malvern Hills I and II with the Old Lincoln and/or Olde Towne North planning areas via the HOA lands.

Promote and implement the “Patriots Path” themed pedestrian network along Old Lincoln to connect residents to the linkages/destinations in East Whiteland and Tredyffrin Townships providing further future potential recreational opportunities. Patriots Path alignment in this area connects with the proposed Pathon Bridge St. in Planning Area 16 and runs along Old Lincoln Highway in this area extending north into East Whiteland (as shown on Map A-1).

Recommendations for Circulation and Access

- **Roadway Access** – Traffic calming and streetscaping improvements should be made along Old Lincoln Highway. Examine methods to resolve the difficulty in making left turns from Longford onto Old Lincoln Highway that are caused by high traffic volumes on Old Lincoln Highway, and work to have this project listed on the 2013 Chester County Transportation improvements Inventory (TII). Creating a gateway area at both the northern (as well as the eastern (in Planning Area 18) boundary of the Borough would better identify this planning area as part of the Borough, slow/calm traffic, and improve vehicular and pedestrian safety. Signage, street trees, and raised landscaped medians (as on West King Street) or other traffic calming measures would be a benefit to all planning areas along Old Lincoln Highway.

- **Pedestrian Access** - Safe and convenient pedestrian linkages, such as a trail connection via the HOA lands, from Malvern Hills I and II (see recreation recommendations above) should be considered to provide access to other areas of the Borough. Construction of a sidewalk along Longford Avenue is a recommended high priority and would be a logical route to better connect this area with the rest of the Borough. Repair the existing sidewalk on Daisey Lane is a high priority recommendation.

OLDE TOWNE NORTH - PLANNING AREA 16



Inventory

Location and relationship with neighboring areas

- **Location** – This planning area is located in the northeastern portion of the Borough and is bordered by the SEPTA rail line directly to the south, North Warren Avenue to the west, and Old Lincoln planning area to the north and east. The boundary of this planning area has changed/reduced since the 1999 Comprehensive Plan as this area now generally encompasses the older, compact small town grid development that is characteristic of Malvern’s Olde Towne.
- **Edges** – The edges of this planning area are defined by the rail line and different surrounding development pattern.
- **Impacts** – Truck traffic to/from the industrial planning area (14) passes through the western portions of this residential planning area and provides a significant impact; this issue is discussed in greater detail later in this planning area.

Existing Land Use and Development Pattern

- **Uses** – This area is entirely residential in use having a fairly equal distribution of two-family dwellings and single-family detached dwellings. There are two multi-family uses.
- **Pattern** - This planning area represents the northern section of “Olde Towne” Malvern, displaying the traditional small town development pattern that gives the Borough its character and offers some of the Borough’s more affordable housing. The area has a grid development pattern of relatively narrow streets and residences cited close to each other and the roadway.

This area has changed since the 1976 and 1998 land use inventories. The 1976 inventory showed more vacant land. There has been some shifting of the types of residential uses on individual lots since 1998 with several conversions or infill redevelopment including two-family into single-family, multi-family into single-family, and two-family into multi-family, and as well the vacant lot that was on Broad Street has since had infill of a two-family dwelling.

- **Lot Size** – Lots in this planning area range in size from about 2,500 sq. ft. to 25,000 sq. ft. , with a mean lot size of around 7,000 sq.ft. Many of the lots along Broad and High Streets fall in the 4,000 sq. ft. to 8,000 sq. ft. range.
- **Sewer/Water** – This area is served by public water and sewer.
- **Stormwater** – This area is served by a stormwater collection system. There are no identified deficiencies with the system.

Current Zoning

- **R3b Residential** zoning accounts for three lots in the northern part of the area and has a minimum lot area of 10,000 sq. ft. for all residential uses and 20,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Bed and Breakfast, Funeral Home, Major Home Occupation, and Supplemental Dwelling Unit
- **R6 Residential** makes up nearly the entire planning area and has a minimum lot area of 4,000 sq. ft. for multi-family dwelling units, 5,000 sq. ft. for all other residential uses and 8,000 sq. ft. for other nonresidential uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Multiple Family Dwelling
- **Nonconformities** – There are no nonconforming uses. About 40% of the lots in R6 in this planning area have nonconformities related to minimum lot size; more specifically, there appears to be 23 two-family lots, 4 single-family lots, and one multi-family lot in R6 (out of 70 lots total in R6) that have nonconforming lot sizes. There are no lot size nonconformities in the three lots that fall into R3b in this planning area.

Existing Natural and Historic Resources and Recreation Issues

- **Natural** – This area lies within the Valley Creek drainage basin, which ultimately flows into the Valley Creek, designated as an Exceptional Value stream. This planning area is not a headwaters area. There are very steep slopes (greater than 20%) in the vicinity of High and West Broad Street.
- **Historic** –Based on Malvern’s 2008 Historic Resources Atlas, nearly the entire area is made up of locally significant (Class 2) historic resources.
- **Recreation** – Old Lincoln basketball court is just to the north of this planning area. Rubino Memorial Park and Burke Park are located a few blocks from this planning area.

Existing Circulation and Access Issues

- **Roadway Access** – The key roads in this planning area are Bridge Street (north-south), and Broad Street (east-west). Bridge Street to Old Lincoln Highway are part of the major road network through the Borough connecting to Routes 30 and 202 to the north outside the Borough. There is a ‘paper road’ that runs between Bridge and Miner Streets. The Borough has no plans to develop this road.

Truck traffic passing through the residential neighborhood on Broad Street west of Bridge Street poses an important transportation issue. Medium and large cargo trucks travelling to/from the industrial area in Planning Area 14 cannot use North Warren Avenue to enter or leave the Borough because of the height limit for the SEPTA railroad underpass (to the south) and a weight limit on a bridge in East Whiteland Township (to the north). As such, all large and medium sized trucks coming from/returning to Malvern’s industrial area are forced to use Broad Street as their primary connection to Bridge Street and Old Lincoln Highway or Bridge Street to South Warren Avenue via King Street, as the primary routes out of or through the Borough. Given that Broad Street is a narrow residential street with houses close to the road, trucks passing through the area and attempting to negotiate turns at the intersection of Broad and Bridge Streets create a significant impact on the quality of life for residents of this area, including noise and safety implications, as well as physical damage to the roadway, street signs, and sidewalks. What should be functioning as a local, residential road (Broad Street) is instead functioning as a through connection for industrial truck traffic. .

The King Street commercial corridor is located immediately to the south of this planning area; however the SEPTA line effectively isolates this planning area from the King Street commercial area. The only connection point between the area is the Bridge Street Bridge, which crosses over the SEPTA line and provides both motorized and pedestrian access to the King Street town center commercial area as well as to much of the rest of the Borough.

- **Pedestrian Access** – Pedestrian facilities in this planning area have significant gaps, with sections of no sidewalk or sidewalk on only one side of the street posing a pedestrian access concern given the truck traffic situation and the overall traffic volumes along Bridge Street (see Map 9-3). Crossing Bridge at Broad to walk to King Street is nearly impossible and pedestrians need to walk north to the intersection of Old Lincoln and Bridge to cross Bridge safely or at all; effectively having to walk north first before being able to go to a destination south of this planning area. These sidewalk gaps also inhibit safe pedestrian movement in the areas east of Bridge Street (including access to Rubino Memorial Park), as well as across the SEPTA rail line via Bridge Street to the King Street commercial area.

Potential for change/development

- This area appears to have reached a point of relative land use stability with single and two-family dwellings forming the core uses of the planning area. Many of these dwellings are older and some are not well maintained, indicating that this area could be subject to a potential for limited residential redevelopment should economic conditions warrant it. Also, further shift in residential use types/housing composition could occur.

Recommendations

Recommended Future Land Use and Zoning Changes

- **Land Use** - There is moderate potential for land use change and redevelopment in some residences that have not been maintained to the level of other residences in the Borough.
- **Zoning** - The Borough should ensure that the zoning regulations encourage any future development, or redevelopment, in a character appropriate for the Olde Towne section of the Borough. While some nonconformity between existing use/lot size and that required in zoning is normal and expected, lot size nonconformity in R6 in this planning area could be considered during a zoning update.
- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this Exceptional Value watershed.

Recommendations for Natural and Historic Resources and Recreation

- **Natural** – There are no natural resources recommendations.
- **Historic** –With its many Class 2 historic resources, this planning area is a key part of the Borough's character. The Borough and property owners should continue to work to preserve character defining local historic resources.
- **Recreation** – There are no recreation recommendations for this planning area.

Recommendations for Circulation and Access

- **Roadway Access** – Finding a way to route truck traffic to avoid the residential neighborhood along Broad Street is perhaps the most difficult circulation problem facing the Borough. The extension of Malin Road to Pennsylvania Avenue is a proposal that has been recently studied, and will continue to be advanced by the Borough. Extending Malin Road to Pennsylvania Avenue would accomplish several goals, including the removal of industrial-related traffic from residential roadways in the Borough. This would improve the quality of life this planning area, as well as within the Old Lincoln and Malvern Hills planning areas.
- **Pedestrian Access** – Pedestrian circulation within the planning area needs improvements for safety and better access to the rest of the Borough. New sidewalks along East Broad Street are recommended as a high priority. The Borough should investigate how to improve pedestrian access and circulation across Bridge Street at Broad and could consider working to advance to project to be listed on the 2013 Chester County Transportation improvements Inventory (TII), possibility to be completed in coordination with (or as part of) the recommended intersection improvement at King and Bridge Street or the pedestrians improvements at Longford and Old Lincoln.

VALLEY VIEW ROAD - PLANNING AREA 17



Inventory

Location and relationship with neighboring areas

- **Location** – This planning area is located in the northeastern portion of the Borough and is cited on the northern ridgeline with East Whiteland. This area consists of the Valley View “loop road” residential development. A commercial use in East Whiteland Township is to the north, single-family dwellings and wooded HOA open space of Malvern Hills I to the west, Old Lincoln planning area to the south, and three long narrow vacant lots to the east.
- **Edges** – The edges of this neighborhood are well defined and buffered from its surroundings in part due to its high topography alone. Valley View is distinct in that the surrounding residential development is much newer and more upscale. This area includes some of the Borough’s more affordable housing.
- **Impacts** - This area is mostly surrounded by developed parcels, with the exception of land immediately to the east, in Planning Area 19. Development of those three vacant parcels that could impact this area dependent on land uses and development layout/design. This planning has long been developed in residential use and with it somewhat isolated location and proximity to the major roadway of Old Lincoln it does not impact adjacent areas.

Existing Land Use and Development Pattern

- **Uses** – This planning area is comprised entirely of a 1950s two-family (twin) residential development.

- **Lot Size** – Lots in this planning area range in size from around 3,800 sq.ft. to 17,000 sq.ft. the mean lot size in this area is around 5,750 sq. ft., while corner lots can be double that size.
- **Pattern** - This area has not changed in use since the 1976 or the 1998 land use inventories.
- **Sewer/Water** – This area is served by public water and sewer.
- **Stormwater** – This area is served by a stormwater collection system. There are no identified deficiencies with the system.

Current Zoning

- **R5 Residential** has a minimum lot area of 4,250 sq. ft. for all residential uses and 10,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling, and Temporary Structure, Building or Use
- **Nonconformities** - There are no known nonconforming uses. While the zoning in 2003 was changed to better fit the existing land uses within this planning area, expectedly nonconformities remain, whereby it appears that 25 of the 50 lots in this planning area are smaller (typically 3,800 sq. ft. to 4,225 sq. ft.) than the minimum permitted in R5 zoning.

Existing Natural and Historic Resources and Recreation Issues

- **Natural** - This area lies within the Valley Creek drainage basin, which ultimately flows into the Valley Creek, an Exceptional Value stream/watershed. This area is not a headwater. Portions of the area are steeply sloped (15%-20%) and very steeply sloped (greater than 20%). The planning area is within a County-designated biodiversity corridor. Although this planning area has very limited canopy coverage, there are immediately adjacent wooded areas in Planning Areas 15 and 19.
- **Historic** – Based on the 2008 Malvern Historic Resources Atlas, there are presently no historic resources in the planning area.
- **Recreation** - There are no recreational facilities in the planning area. Old Lincoln basketball court and Rubino Park are the closest public recreational facilities.

Existing Circulation and Access Issues

- **Roadway Access** – The western portion of the loop road is Valley View Road and the eastern portion of the loop is Miner Street. Access to this area is via Miner Street in Planning Area 19 to Old Lincoln Highway.
- **Pedestrian Access** – There are sidewalks on both sides of eastern part of the loop road and on only one side on the western part. There is a sidewalk on one side of the road to the south that connects this area with Old Lincoln Highway. OldeTowne Malvern streetscaping design of brick sidewalk pavers and Victorian street lighting has been installed along all these stretches of sidewalks.

Potential for change/development

- Land uses in this planning area are stable and no changes are anticipated.

Recommendations

Recommended Future Land Use and Zoning Changes

- **Zoning** – With the 2003 zoning update, many changes were made to better reflect existing land use and lot sizes, nonconformities in lot sizes remain in this planning area. This potentially creates problems for property owners should they wish to redevelop, and the Borough must weigh those concerns against the need to maintain an appropriate density should any redevelopment occur. Some nonconformity between existing use/lot size and that required in zoning is normal and expected, though the Borough might want to consider the nonconformities in lot size in this planning area as related to R5 during the next zoning update.
- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this Exceptional Value watershed.

Recommendations for Natural and Historic Resources and Recreation

- **Natural** – Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this Exceptional Value watershed.
- **Recreation** - Continue maintenance of the readily accessible public recreation facilities to provide residents of this area quality recreation opportunities for their use/enjoyment.

Recommendations for Circulation and Access

- **Roadway Access** – Traffic calming and streetscaping improvements to Old Lincoln Highway, as described in the Old Lincoln planning area (19) would also benefit this planning area.
- **Pedestrian Access** – Sidewalk improvements (see Map 9-5) should be undertaken to connect this area with the rest of the Borough, as recommended in the Old Lincoln planning area (19).

Consideration should be given to improving streetscaping in this area, including adding pedestrian amenities such as benches and additional street trees. In addition to improving conditions for the residents of the area, it would make the area more visually consistent with the newer subdivisions located to the east and west of this planning area.

MALVERN WOODS - PLANNING AREA 18



Inventory

Location and relationship with neighboring areas

- **Location** - This planning area lies in the northeastern corner of the Borough, with Willistown Township immediately adjacent to the north and east. Old Lincoln Highway forms much of the southern boundary and cuts through the eastern portion of the area. Three Long narrow vacant lots are to the west.
- **Edges** – The edges of this neighborhood are relatively well defined due to municipal boundaries and the differing surrounding development patterns. Its topography and wooded lands to the northeast and northwest help buffer this area from nearby land uses.
- **Impacts** – In the Borough, this area is surrounded by developed residential parcels, except to the northwest. Outside the Borough, this area is abutted by larger scale nonresidential uses except to the northeast. Development of three vacant lots to the northwest and lands to the northeast could impact this area, particularly if access is provided off Old Lincoln Highway.

Existing Land Use and Development Pattern

- **Uses** - The large majority of the area consists of Malvern Woods, a single-family detached housing development built in 1998. The area also contains single-family residential uses along Old Lincoln Highway and Lovers Lane. This area has remained residential in nature since the 1976 and 1998 land use inventories. Prior to construction of Malvern Woods, this area was only partially developed with residential uses. The green area in Malvern Woods is its stormwater management basin.

- **Lot Size** - Lot sizes in this area range from just under 12,000 sq. ft. to almost 48,000 sq. ft. Lots in Malvern Woods range from just under 12,000 sq. ft. to about 17,500 sq. ft.
- **Pattern** – Malvern Woods displays a suburban development pattern with a cul-de-sac and wide roadway not reflective of the traditional Borough grid street pattern. Other development in the area appears to have been completed on a lot-by-lot basis.
- **Sewer/Water** – This planning area is served by public water and public sewer.
- **Stormwater** - This planning area is served by a stormwater collection system. There are no identified deficiencies with the system.

Current Zoning

- **R3b Residential** has a minimum lot area of 10,000 sq. ft. for all residential uses and 20,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Duplex, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Bed and Breakfast, Funeral Home, Major Home Occupation, and Supplemental Dwelling Unit
- **Nonconformities** - There is one multi-family use in this planning area, a use not permitted under current zoning. The small part of institutional (Villa Maria Academy) tract that spills into Malvern from Willistown in the northernmost corner of this area is technically a nonconforming use but is of no concern as it is wooded vacant land on the larger institutional school tract. Lot sizes conform to current zoning requirements.

Existing Natural and Historic Resources and Recreational Issues

- **Natural** – This planning area within the Valley Creek watershed, an Exceptional Value watershed, but is not within its headwaters. There is a small vacant wooded area in the northeastern corner, prime soils (Class 1, 2, and 3) still remain in the northern half, and a swathe of County-designated biodiversity corridor is across the northern tier of the area. This area has few natural resources.
- **Historic** – Based on 2008 Malvern Historic Resources Atlas, this planning area contains four locally significant (Class 2) historic resources.
- **Recreation** – Rubino Park and Old Lincoln basketball court is located nearby to this area.

Existing Circulation and Access Issues

- **Roadway Access** - Old Lincoln Highway provides the sole access to much of Malvern Woods and this planning area in general. The section of Old Lincoln, designated as a local distributor, in this planning area has relatively low traffic volumes (as compared to the section west of Bridge Street), and there appear to be no traffic circulation issues in this planning area.
- **Pedestrian Access** – There is sidewalk on only one (north) side of Old Lincoln Highway for much of its length through the Borough, which may present difficulties for pedestrian connection from this area to the remainder of the Borough. As a requirement of the Malvern

Woods development project, sidewalks were installed on both sides of Old Lincoln and Raffaella Drive using Olde Towne Malvern streetscaping standards.

Potential for change/development

- Since the construction of Malvern Woods in 1998, this planning area has become built out. Based on the existing R3b zoning there are a few parcels which have lot sizes large enough to accommodate further/infill development. Given the position of existing structures on these lots, further subdivision would be difficult or impossible without redevelopment of the entire lot. Based on the permitted uses in the R3b district and the surrounding residential development, it seems likely that if these few parcels are ever redeveloped, residential uses would be most likely. In the short term, infill or redevelopment in this area seems unlikely.

Recommendations

Recommended Future Land Use and Zoning Changes

- **Land Use/Zoning** - This area is expected to remain a residential neighborhood predominately of single-family detached housing. No zoning changes are proposed for this neighborhood.
 - **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this Exceptional Value watershed.

Recommendations for Natural and Historic Resources and Recreation

- **Natural** – Maintaining the stormwater collection system and following the requirements of the MS4 permit are critical elements in maintaining water quality in this Exceptional Value watershed.
- **Historic** – The Borough and property owners should continue to work to preserve the limited number of remaining character defining local historic resources within this planning area.
- **Recreation** – Continued maintenance of Rubino Park and old Lincoln basketball court will provide residents of this planning area with nearby access to quality recreation.

Recommendations for Circulation and Access

- **Roadway Access** – Traffic calming and streetscaping improvements could be made along Old Lincoln Highway. Creating a gateway area at both the northern and eastern boundaries to the Borough would better identify this area as part of the Borough, slow traffic, and improve pedestrian safety. Signage, landscaping, and potentially raised medians or other traffic calming measures would be a benefit to all planning areas along Old Lincoln Highway.
- **Pedestrian Access** – Recommended sidewalk additions on Old Lincoln and Broad west and south of this planning area (see Map 9-5 and Appendix B), though low priority recommendations, will better connect this area with the rest of the Borough.

OLD LINCOLN - PLANNING AREA 19



Inventory

Location and relationship with neighboring areas

- **Location** – This planning area is located in the middle of the northeastern portion of the Borough and is centered along Old Lincoln Highway. It is bordered by other planning area on nearly all sides. This is a new planning area since the 1999 Comprehensive Plan; it has incorporated portions of several surrounding planning areas to account for newer development/patterns that have a distinctively suburban pattern and larger lots, which has occurred along Old Lincoln Highway.
- **Edges** – The edges of this planning area are not as well defined and this planning area is not as cohesive as others in the Borough due to its meandering nature to capture newer lots/uses that better relate to the more suburbanized development along and nearby Old Lincoln than to other surrounding areas.
- **Impacts** – Pass-through and local traffic using Bridge to access Old Lincoln and vice versa including truck traffic from the industrial area to the west (Planning Area 14) provides the prime impact in this area.

Existing Land Use and Development Pattern

- **Uses** – This planning area contains a mixing of various uses. Half of the uses are in single-family detached residential. There are also two-family residential dwellings, several commercial uses as well as an electric power substation and two Borough parks, Rubino Park and Old Lincoln basketball court. Not all of the current uses/lots had been developed at the time of the 1999 Comprehensive Plan. This area also contains a larger triangularly shaped undeveloped

but highly environmentally constrained lot on Old Lincoln at Longford and an undeveloped, wooded area with three narrow subdivided lots east of the Valley View neighborhood.

- **Pattern** – This area contains a more disjointed lot-by-lot development pattern as found along Old Lincoln Highway, in comparison to the more traditional pattern immediately to the south in Olde Towne North and in other parts of the Borough, which has resulted in a less pedestrian friendly streetscape.

This area has changed since the 1976 and 1998 land use inventories; the 1976 inventory showed more vacant land and commercial uses, while the 1998 inventory showed larger lots and vacant lots along Bridge Street and Old Lincoln Highway, which mostly have since been subdivided/developed. There has also been some very slight shifting of the types of residential uses on individual lots since 1998.

- **Lot Size** – Lots in this planning area generally range in size from nearly 4,500 sq. ft. to 2.1 acres, with the mean lot size being about 20,000 sq.ft.
- **Sewer/Water** – This area is served by public water and sewer. There are numerous underground springs along Old Lincoln Highway that may impact sewer lines in this area causing unplanned sewer main and secondary line repairs and replacements.
- **Stormwater** – This area is served by a stormwater collection system. There are no identified deficiencies with the system.

Current Zoning

- **R3b Residential** has a minimum lot area of 10,000 sq. ft. for all residential uses and 20,000 sq. ft. for other uses.
 - **By Right Uses:** Accessory Use (Residential), Forestry, Minor Home Occupation, Single Family Detached Dwelling, Two-Family Duplex, Two-Family Semi-Detached Dwelling, and Temporary Structure, Building or Use
 - **Special Exception Uses:** Bed and Breakfast, Funeral Home, Major Home Occupation, and Supplemental Dwelling Unit
- **Nonconformities** - The commercial uses in the planning area as well as the parks and utility use are non-conforming uses, some of which were built before existing zoning regulations were in place. There appears to be 15 single-family and two-family residential lots (out of 53 total lots) of nonconformities related to minimum lot size. There are also 3 nonresidential lots (nonconforming in use) that even if they did meet the "other" category in terms of use, they do not in terms of minimum lot size required. Some nonconformity between existing use/lot size and that required in zoning is normal and expected.

Existing Natural and Historic Resources and Recreation Issues

- **Natural** – This planning area lies within the Valley Creek watershed, but is not within its headwaters. There are steep (15%-20%) and very steep slopes (greater than 20%) located in the western portion of this planning area, along Old Lincoln and Longford. The vacant areas remain wooded. There is a County-designated biodiversity corridor in northernmost portion of the planning area.
- **Historic** – Based on Malvern's 2008 Historic Resources Atlas, this area contains many locally significant (Class 2) historic resources.

- **Recreation** – Rubino Memorial Park and Old Lincoln basketball court are located in this area.

Existing Circulation and Access Issues

- **Roadway Access** – Old Lincoln Highway bisects this planning area and serves as its primary access. Another key road in this planning area is Bridge Street (north-south direction). Bridge Street and Old Lincoln Highway are part of the major road network through the Borough and connect to Routes 30 and 202 to the north outside the Borough. Traffic using Bridge to access Old Lincoln and vice versa includes truck traffic from the industrial area to the west (Planning Area 14) and is a circulation consideration for this planning area.

With the development of Malvern Hills II, the intersection of Old Lincoln Highway and Longford Avenue had been improved a decade ago with the addition of to be controlled with a stop sign on Longford Avenue. However, there remains difficulty in making left turns from Longford onto Old Lincoln Highway due to high traffic volumes on Old Lincoln Highway.

The undeveloped, wooded area with three subdivided lots, east of the Valley View neighborhood, has access to Old Lincoln via a private roadway, as well as has the potential for access north (outside of the Borough) directly onto Route 30.

- **Pedestrian Access** – Pedestrian facilities in this planning area have notable gaps with sections of no sidewalk or sidewalk on one side of the street (see Map 9-3). The sidewalk gaps impact safe pedestrian movement along Old Lincoln Highway, which is of particular concern given the volume and speed of vehicular traffic and difficult pedestrian access to the two parks.

Potential for change/development

- This area appears to have reached a point of some land use stability. Though given the nature of Old Lincoln Highway, a potential for land use change is always a possibility even more so than in other less well traveled areas of the Borough. For example, there is potential for land use change/development of the three undeveloped lots that have access to Route 30 as well as to Old Lincoln. The larger triangular shaped undeveloped lot is wooded and partially sloped so in the unlikely event it is developed it would likely be small portion along Old Lincoln that is less sloped. This area will likely continue to have some commercial uses. The large commercial use that dominates the southeastern corner of this planning area is likely to continue during the timeframe of this Comprehensive Plan.

Recommendations

Recommended Future Land Use and Zoning Changes

- **Land Use/Zoning** - During zoning updates, the Borough should add park and public utility uses as permitted uses in the R3b zoning district. The Borough could also consider whether to add commercial uses and mixed (commercial/residential) uses to the zoning district to reflect the high roadway functional classification that is Old Lincoln Highway and to allow the current uses to come into conformance with zoning. During a zoning update, the Borough could consider whether the nonconforming lot sizes in this new planning area (new since the 1999 Comprehensive Plan) should be addressed.
- **Sewer/Water** – The potential disruptive impacts of the numerous underground springs along Old Lincoln Highway on sewer lines in the area should be taken into account when planning and budgeting future sewer line upgrades or repairs.

- **Stormwater** - Maintain the stormwater collection system and follow MS4 permit requirements as critical elements in maintaining water quality within this Exceptional Value watershed.

Recommendations for Natural and Historic Resources and Recreation

- **Natural** – The three undeveloped parcels that are wooded in the northernmost portion of the planning area are within a biodiversity corridor. The Borough should ensure that regulations are in place to protect these natural resources in the event the parcels are developed.
- **Historic** –The Borough and property owners should continue to work to preserve character defining local historic resources.
- **Recreation** – Continued maintenance of Rubino Park and Old Lincoln basketball court will provide residents quality recreation facilities. Access to the park could be improved by adding sidewalks along both sides of Old Lincoln Highway.

Recommendations for Circulation and Access

- **Roadway Access** – Intersection improvements to address turns at Longford and Old Lincoln Highway should be promoted by the Borough for future listing on the 2013 Chester County Transportation improvements Inventory (TII). Promote the extension of Malin Road to Pennsylvania Avenue to help address intersection and traffic conditions on Old Lincoln. Traffic calming and streetscaping improvements could also be made along Old Lincoln Highway, in particular between Longford and Bridge.

Creating a gateway area at both the northern and eastern boundaries to the Borough would better identify this area as part of the Borough, slow traffic, and improve pedestrian safety. Signage, landscaping, and potentially raised medians or other traffic calming measures would be a benefit to all planning areas along Old Lincoln Highway.



- **Pedestrian Access** –To improve pedestrian circulation within this planning area, sidewalks on both sides of Old Lincoln at the basketball court should be completed as a high priority pedestrian improvement. As well, a sidewalk should be installed on Longford as a recommended high priority. Extending sidewalks on both sides of Old Lincoln in the eastern part of this planning area and a new sidewalk along Miner Street are recommended lower priority projects.

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Neighborhood Planning Areas

- ## Base Features

 Roads
 Railroad



A horizontal scale bar with a black border. It is divided into four equal segments by three vertical tick marks. Above the bar, the numbers 0, 500, 1,000, and 2,000 are placed at the corresponding tick marks. The word "Feet" is written at the right end of the bar.

December 2011

Data Source: CCPC and Malvern Borough, 2011.

