2. Existing Conditions

This section summarizes the existing transportation and land use characteristics within the study area as they relate to each other. PennDOT's recently adopted *Smart Transportation Guidebook* places particular emphasis on defining a study area's transportation and land use context in order to provide flexible solutions that are sensitive to the character of the study area and provide an appropriate improvement scope.
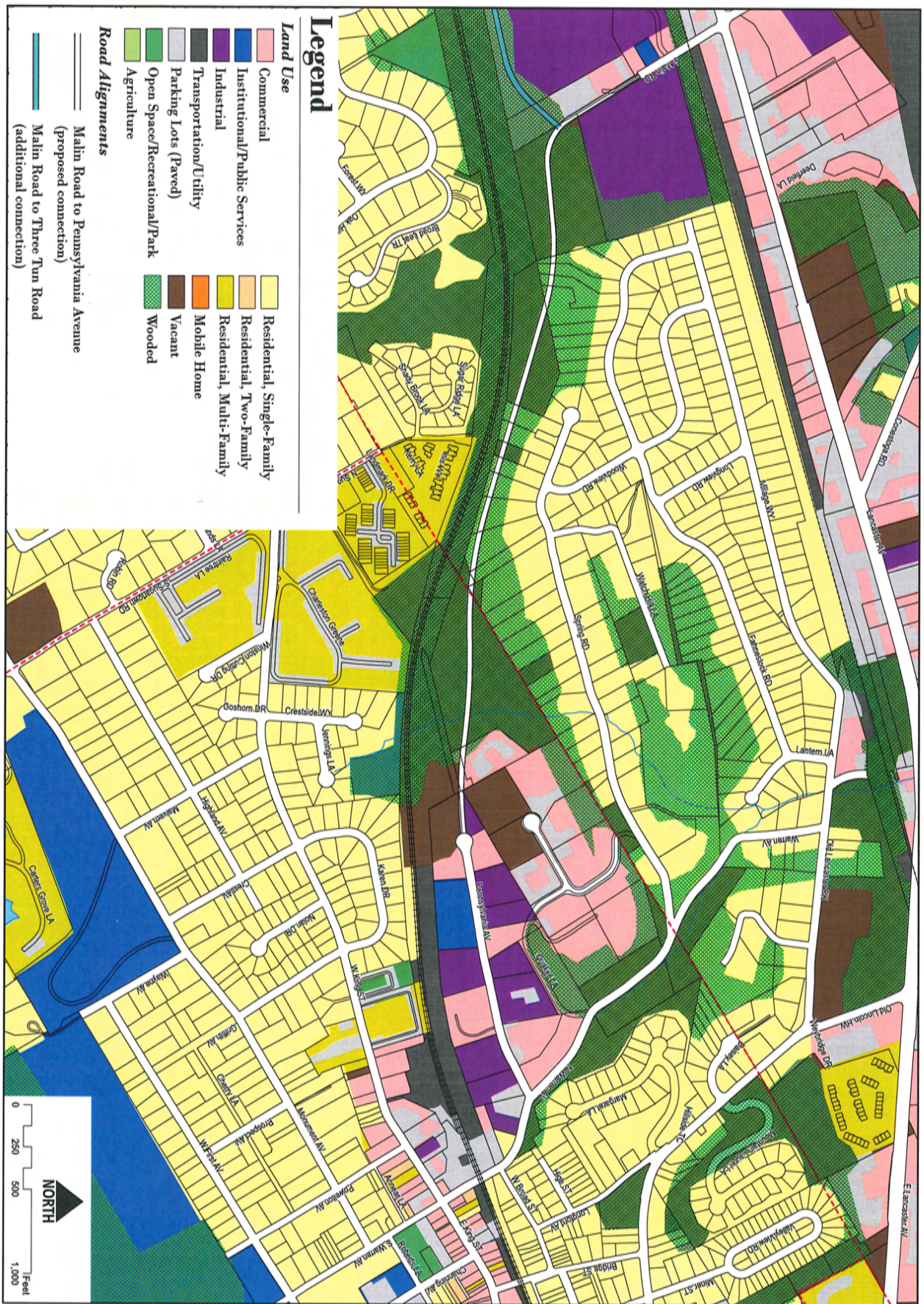
Land Use & Context

Land uses surrounding the study area include a mix of residential, commercial, industrial uses, and transportation land uses. The potential new roadway alignment also parallels portions of the Norfolk Southern Rail line (to the north, just south of Lancaster Avenue) and the AMTRAK/ SEPTA rail line (to the south, just north of King Street) and traverses land that is comprised primarily of undeveloped wooded land intersected by overhead electric, cable, and telephone lines. No buildings or structures are located within the actual alignments of the proposed new road extensions, but there are various light industrial, manufacturing, office/warehouse, and storage buildings along Malin Road, Three Tun Road, Quaker Lane, and Pennsylvania Avenue. The rear yards of approximately 12 residential lots along Spring Road in General Warren Village are situated within the project study area, just to the north of Quaker Lane and the easternmost portion of the new roadway alignment. These yard areas are wooded with no lawn, landscaping, or accessory buildings observed within the study area. **Figure 2** illustrates the area land uses in East Whiteland Township and Malvern Borough.

Smart Transportation Context

PennDOT's *Smart Transportation Guidebook* seeks to integrate land use and transportation considerations into the planning and design of roadway networks. As such, the *Smart Transportation Guidebook* provides characteristics of different land use type areas (contexts) and roadway classifications that can be cross-referenced to determine an appropriate roadway design that best fits the character (context) of the surrounding area for that particular locale. These land use context categories differ from typical land use classifications (see Figure 2) as they seek to classify a larger area by considering the overall area character rather than by identifying land use on a parcel-by-parcel basis. According to the *Smart Transportation Guidebook*, there are a variety land use context categories that identify different areas within the overall study area, which include:

- SUBURBAN CORRIDORS are characterized by commercial strip centers, big box stores, restaurants, auto dealerships, office parks and sometimes interspersed with natural areas and clusters of homes.

- SUBURBAN CENTERS are often a collection of cohesive mix of land uses that may include residential, office, retail, and restaurants and are typically

Legend

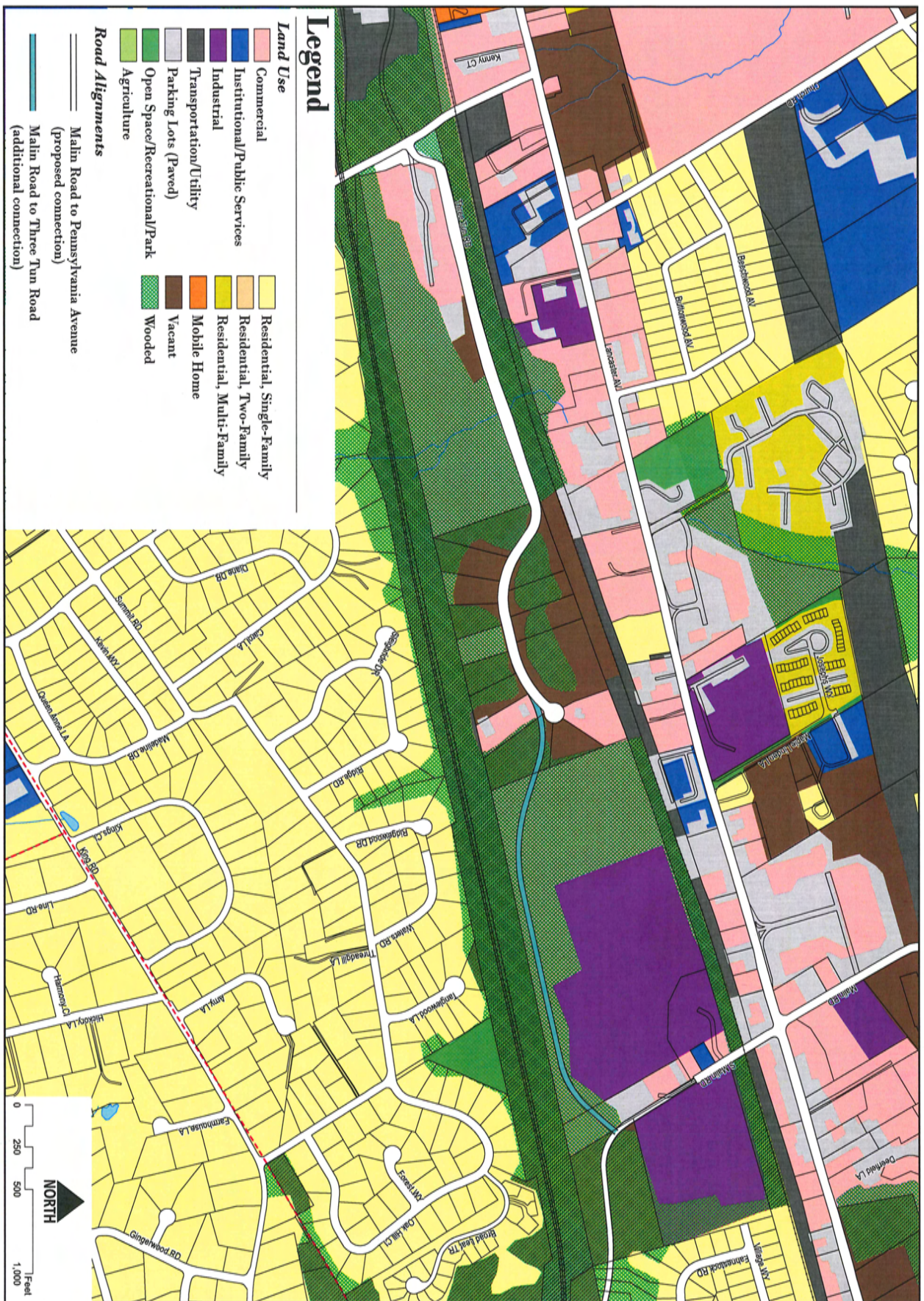### Land Use

▨	Commercial
▨	Institutional/Public Services
▨	Industrial
▨	Transportation/Utility
▨	Parking Lots (Paved)
▨	Open Space/Recreational/Park
▨	Agriculture

▨	Residential, Single-Family
▨	Residential, Two-Family
▨	Residential, Multi-Family
▨	Mobile Home
▨	Vacant
▨	Wooded

Road Alignments

— Malin Road to Pennsylvania Avenue
(proposed connection)

— Malin Road to Three Tun Road
(additional connection)

NORTH

0 250 500 1,000 Feet

EXISTING LAND USE

Malin Road Extension Feasibility Study
Malvern Borough and East Whiteland Township

Figure
2-A

December 2010

Legend

Land Use

- Commercial
- Institutional/Public Services
- Industrial
- Transportation/Utility
- Parking Lots (Paved)
- Open Space/Recreational/Park
- Agriculture
- Residential, Single-Family
- Residential, Two-Family
- Residential, Multi-Family
- Mobile Home
- Vacant
- Wooded

Road Alignments

- Malin Road to Pennsylvania Avenue (proposed connection)
- Malin Road to Three Tun Road (additional connection)

NORTH

0   250   500   1,000   Feet

EXISTING LAND USE

Malin Road Extension Feasibility Study
Malvern Borough and East Whiteland Township

designed to be accessible by car and are less accommodating to pedestrians than town centers.

- TOWN CENTERS are mixed-use, high density areas with buildings adjacent to sidewalks, with ground floor offices/retail and residences above, and with parallel parking usually occupying both sides of the street.

- TOWN/VILLAGE NEIGHBORHOODS are predominantly typical residential neighborhoods, sometimes with an intermittent mix of retail, restaurants and offices.

The potential roadway alignment is in a transitional area between the noted land use context categories and the design of the new roadway will likely incorporate or blend characteristics of more than one roadway classification.