

SECTION 10 EXISTING LAND USE AND LAND USE PLAN

A. Introduction and Statement of Goals

In general, there is much more to a comprehensive plan than just land use and a land use plan. That is especially true in this case, where, as will be seen below, virtually all of Radnor Township is already developed and where changes in land use are not likely to be great in the future. As emerges from virtually every section of this Plan, almost all uses of land in Radnor are delighted with their respective locations. The prevailing theme is “...keep it just the way it is,” although almost all uses would like to grow and expand. More of the same. That simply cannot happen.

The objective of this critical section of the Comprehensive Plan Update is to describe existing land use in the Township, set forth goals and objectives relating to land uses in this already highly developed Radnor Township context, and, pursuant to the Municipalities Planning Code, set forth a plan for land use in the future. Because of the special “already developed” nature of Radnor, this land use planning component has focused on two especially important maps to guide and influence land use-related actions in the future: the “concept plan” for the Wayne Business District and the Preliminary Map of Neighborhoods for Radnor Township, admittedly a somewhat unorthodox approach to the conventional land use plan. Nevertheless, the Wayne Business District and Radnor neighborhoods have emerged as most critical for future land use planning during this comprehensive planning process, although it should be noted that there are numerous land use-related issues dealt with in detail in the other sections of the Comprehensive Plan Update as well. This land use discussion concludes with a review of land use issues in neighboring municipalities and planning ongoing in these communities.

1. Goals and Objectives

Although the Mission of the Comprehensive Plan and the General Planning Goals, as set forth below, do not specifically focus on land use, use of land is essential to their successful implementation.

Goal

Mission of the Comprehensive Plan: To maintain the excellent quality of life in Radnor Township, preserving the community and its character and accommodating additional development with strict adherence to sustainable design principles.

Objectives

General Planning Goals (Note: Specific functional area goals are addressed in their respective sections in this Plan and are not repeated here).

1. *Accommodate reasonable growth, using innovative growth management techniques such as transit oriented development, traditional*

neighborhood design, and other flexible design techniques that harmonize with and enhance the existing community and promote overall sustainability of the community.

2. *Maintain and protect the many residential neighborhoods that make the Township such a unique community.*
3. *Reinforce the excellent overall business climate within the Township, with special emphasis on strategies to enrich business districts including Wayne and Garrett Hill.*
4. *Protect existing aesthetic values and restore areas where aesthetics have been degraded through use of appropriate planning techniques and rigorous performance standards.*
5. *Work to preserve as many remaining open spaces in the Township as possible through a full range of direct and indirect open space protection strategies.*
6. *Work carefully to preserve the balance of land uses and ensure adequate buffering in the many critical interfaces between commercial, residential, and other different land uses.*

The dominant planning theme that has informed so much of this comprehensive planning process has been to “maintain” and “protect” and “enhance” so many different features of the Township which already exist, including overall existing patterns of land use. With the possible exception of the Wayne Business District, where some new development concepts are set forth below, Radnor Township stakeholders clamor for “business as usual.” In a strange way, the plan almost becomes a “non plan”--at least in terms of physical land use planning. Maintaining existing patterns, however, is not necessarily a simple matter. The reality is that, confronted by powerful economic and land development forces, Radnor Township with its strong and excellent markets will naturally evolve. “Business as usual,” so simple sounding, is actually much more challenging and complex to achieve than one might expect.

B. Existing Land Use

Table 10-1 and Figure 10-1 summarize existing land use in Radnor Township, and Figure 10-2 maps these uses as of 2000. Not surprisingly, Table 10-1 indicates that the primary land use in Radnor by a wide margin is Residential Low Density (half acre to 2 acre lots). Residential Rural adds another 9 percent, with Residential Medium Density another 11 percent. In total, single-family residential uses comprise a very large 51 percent of the total area of the Township, with another 2 percent being residential Multi-Family (a total of 53 percent for all residential uses). Based on this data, it is tempting to conclude that Radnor is largely a “bedroom community.”

Obviously, there are other land uses represented as well. Beyond the Residential categories, Recreation is the next largest category, including the two large public/private golf courses and country clubs and Chanticleer (see discussion in Recreation and Open Space Section). Radnor plans to increase this considerable inventory of facilities, of which it is quite proud, as difficult and challenging (and expensive) as these additions may be. Transportation gets a surprising 11 percent (1,009 acres). Clearly the construction of I-476, the Blue Route, added substantial acreage to this category, although at the same time the Township is criss-crossed with a grid of large and small local streets and roadways. Additionally, the two major commuter rail lines also add to the Transportation land use total. The Institution use gets an inordinately large 9.0 percent (793 acres), again larger than one might expect. Villanova University, Eastern University, Cabrini College, and Valley Forge Military Academy and College make up the lion's share of this category. The Institutional Use Section discusses this land use in much greater detail. Despite losses in local real estate taxes resulting from most institutions' tax exempt status, this Institutional land use ought to be viewed as a municipal asset as well. Community Services, which includes public schools and parochial schools as well as other Community Services uses, adds another 2.5 percent (222 acres) to the total.

Table 10-1. Existing Land Uses within Radnor Township

Land Use	Area, Sq. Miles
Residential - Low Density	4.15
Recreation	1.71
Transportation	1.58
Residential - Med Density	1.57
Residential - Rural	1.25
Institution	1.24
Commercial	0.57
Agriculture	0.48
Conservation Easement	0.45
Community Service	0.35
Residential - Multifamily	0.33
Vacant	0.10
Utility	0.02
TOTAL	13.80

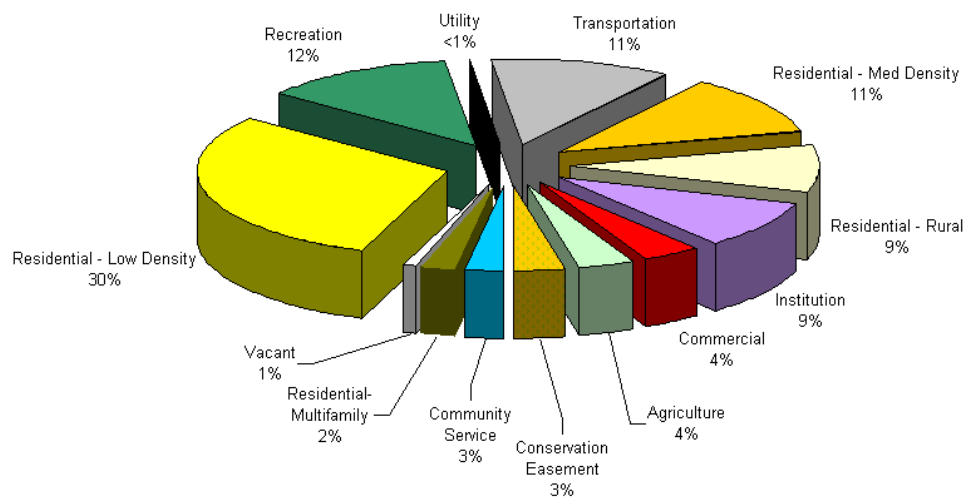


Figure 10-1. Percentage of Land Uses within Radnor Township

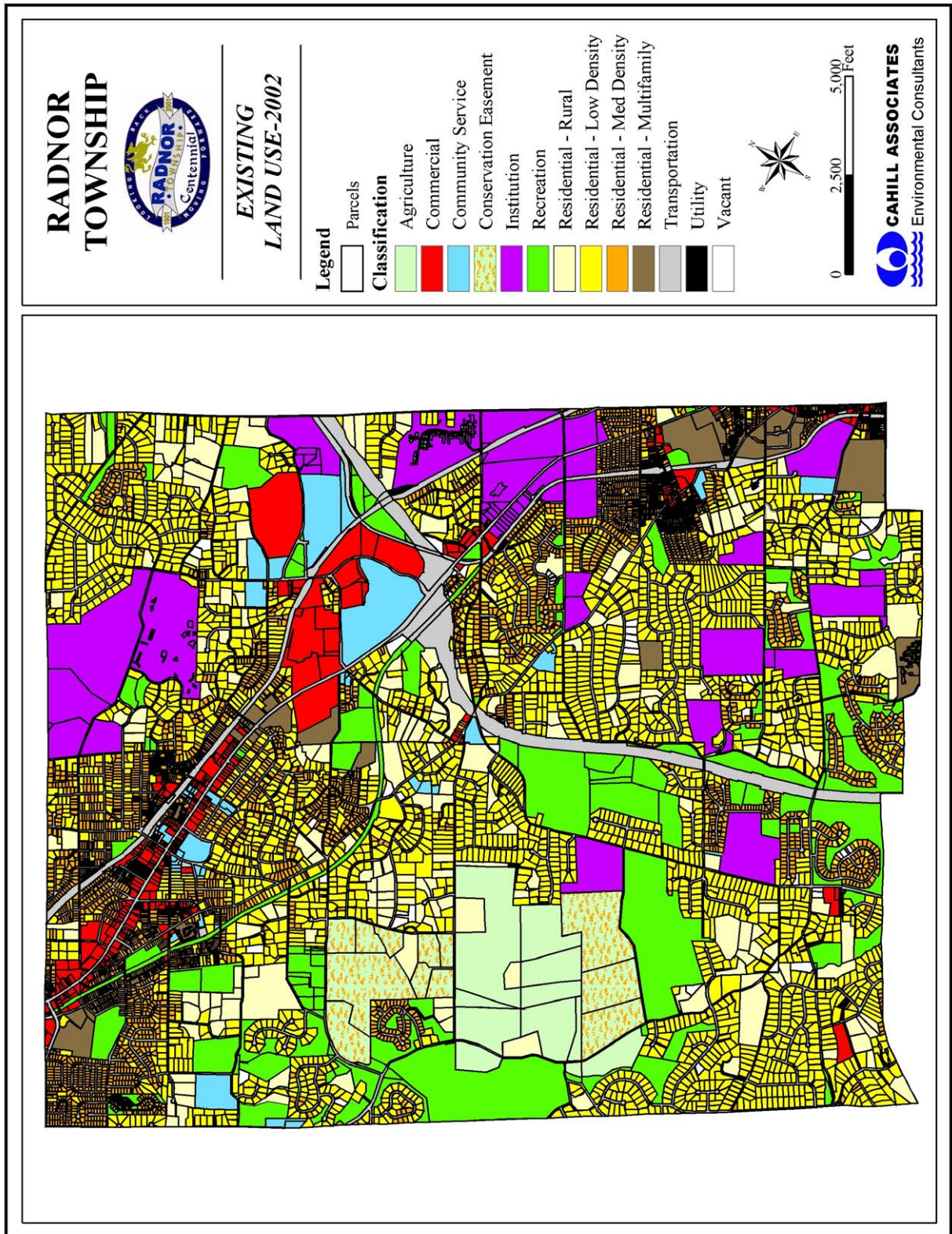


Figure 10-2. Existing Land Use Map for Radnor Township

Commercial uses account for only 4 percent (365 acres) of total land use. By most measures, this 4 percent appears to be quite modest. Perhaps most remarkably, this total comprises most all of the employment locations (i.e., businesses, large and small) located within Radnor Township. What makes the smallness of the number so remarkable is the fact that, as discussed in the Economics and Business section, Radnor is home to a relatively large number of jobs, listed as 29,450 (full-time, part-time, seasonal) by the Delaware Valley Regional Planning Commission as of Year 2000. Though many of these jobs are dispersed along the Lancaster Pike commercial retail corridor, a very large number of these jobs are extremely concentrated in the major business park(s). Given this employment count, which is projected to increase more than the residential population, calling the Township a “bedroom community” is hardly an accurate statement. Radnor is an extremely diverse and balanced community in terms of its total land use array.

Finally, it is clear from the table and figures that Radnor Township is virtually totally “developed.” Furthermore, although some new development will occur, it is not likely that there will be significant changes in the existing land use patterns in the Township. Undeveloped or Vacant land use (excluding the undeveloped land at the Ardrossan Farm, classified as Agriculture; see below) is listed as a scant 61 acres or less than 1 percent of the total land area of the Township. These few parcels, typically quite small, are dispersed and scattered about the Township, not focused in any one location. There also exist a small number of “underdeveloped” sites, where parcels are developed, typically with single-family residences, but where the parcel is large enough for some further residential subdivision. This further development may or may not occur in the future.

Given skyrocketing land prices and residential demand, a case can be made for existing owners to exploit the subdivision potential. On the other hand, many owners seem to increasingly appreciate and value undeveloped open space buffering their properties from encroaching development; these larger lots command a premium and may be viewed as a sound investment for the future such that owners are content with holding them as “undeveloped” opportunities for the future.

Agriculture, measured at 310 acres or about 4 percent of the total Township, is often construed to be Undeveloped or Vacant land; however, in this case, this cultivated land must be viewed as something of a special case. Virtually all of this Agriculture land is part of the Montgomery-Scott Family’s Ardrossan Farm estate, much of which has already been incrementally developed and converted to Conservation Easement. Currently, this large holding of an estimated 310 acres is being used as Agriculture and is in no way protected or removed from the development market. In that sense, this land might be included in the Vacant category.

In reality, the Montgomery-Scott Family itself has been undertaking various evaluations of this exceptional property which surrounds the Ardrossan Farms mansion itself. Some of these evaluations have involved Radnor Township directly, and would serve to potentially increase the inventory of Recreation and Open Space facilities in the Township. Evaluations also have involved private recreational facility development (golf course), also increasing Recreation and Open Space facilities. There is likely to be additional “mini-estate” development as well,

adding to the existing mini-estate development (Conservation Easement land uses) which already has occurred at Ardrossan.

It goes without saying that this remaining Ardrossan holding is extremely valuable and one of the most coveted sites in the Philadelphia metropolitan area. Coincident with this comprehensive planning process, intensive discussions have been occurring with Township officials and Ardrossan representatives to carefully plan and consider the future of the remaining acreage here. Although final disposition is not clear at this time, this Agriculture acreage, or the bulk of this acreage, is likely to cease to exist in the relatively near future. This change would constitute the largest single land use change in the Township.

1. Existing Land Use Mapping Methodology

Land use categories themselves are important for a variety of reasons. Only ten land use categories were used in the previous 1988 Radnor Township Comprehensive Plan. For the sake of consistency, there is an advantage in making current categories used in this planning process compatible with these previous categories. DVRPC uses a different category system of 28 categories, applied in their 1995 existing land use mapping and likely to be used in their update of existing land use in the near future. Again, for the sake of consistency, making the Radnor land use category system compatible with this expanded DVRPC system would be useful for a variety of planning reasons and has been selected for application in this planning. Unfortunately, the DVRPC mapping of land use is not done by parcel, as is the case here. In addition, DVRPC uses several distinctions such as separation of parking (over 10 spaces) from the related land use which make little or no sense for Radnor Township planning.

Existing land use categories mapped include:

- **Residential**
 - Rural: ≥ 2 acre parcel
 - Low Density: $\frac{1}{2}$ - 2 acre parcel
 - Medium Density: $\leq \frac{1}{2}$ acre parcel
 - Multifamily: apartments, condominiums
- **Commercial**
 - Office parks
 - Retail, wholesale, service uses
- **Community Services**
 - Hospital, medical facilities
 - Post office
 - Library
 - Fire company
 - Senior center
 - Schools (both public and private)
 - Churches, Cemeteries
- **Institutions**

- Colleges (both public and private)
- Universities (both public and private)
- Academies
- **Utilities**
 - Power and substations
 - Transmission lines
 - Towers (when separate)
 - Water and wastewater
 - Landfills
- **Transportation**
 - Roads, streets (double lane and divided roads)
 - Municipal-owned parking lots
 - Right-of-ways (SEPTA, P&W)
- **Manufacturing**
 - Light or heavy industrial uses were NOT found in the township
- **Recreational**
 - Municipal and community parks
 - Golf courses and country clubs (both public and private)
 - Private recreation (e.g., Chanticleer)
 - Designated or restricted open space provided in developments and subdivisions
- **Military**
 - No military uses could be interpreted from aerials
- **Mining**
 - No mining uses could be interpreted from aerials
- **Agriculture**
 - Cultivated land
 - Land used to support livestock
- **Vacant**
 - All parcels with no interpretable building/structure (thereby “undeveloped”)
 - All parcels with no obvious land use category as listed above
- **Conservation Easement**
 - Ardrossan Farm “mini-estates” with easements held by the Brandywine Conservancy

Land use mapping is based on gross area of parcel or tract, including open spaces provided as part of subdivisions and land developments that have been assigned to a homeowners’ association and are mapped as some other use (presumably Recreation). There are no Wooded

or Water/Wetlands categories in the above land use category scheme. These resources will be mapped, inventoried and analyzed in the Environmental Section, and are not uses per se; tending to defy parcel boundaries.

In terms of the existing land use mapping methodology, consultants first prepared a draft existing land use map, based on DVRPC's most recent (Year 2000) air photos plus the 1995 DVRPC existing land use mapping plus the Radnor Township base map plus miscellaneous other sources. This mapping, based on parcel mapping obtained indirectly from the Delaware County Board of Assessment, is based on the predominant land use of the parcel (i.e., a 10 acre parcel with a home will be categorized as Residential Rural), unless otherwise specified.

2. Existing Land Use and Existing Zoning

Existing Township zoning is shown in Figure 10-3; size and extent of zoning districts appears in Table 10-2. Obviously, the largest portion of the Township is zoned for large-lot (1-acre lot size) residential development, known as R-1. Significantly smaller portions are zoned for the higher density residential categories (a total of 6, 7 including the AC); although only 1.0 percent (66.5 acres) is devoted to PA Planned Apartment, the high maximum allowed densities allow for a considerable number of units to be accommodated and a relatively large number of residents to be housed here in a small area. A large 14.0 percent (1,244 acres) of the Township total is zoned for AC Agricultural Conservation, which is applied largely to the Ardrossan Farms parcels, as well as to the Overbrook Golf Club and Radnor Valley Country Club. PI Planned Institutional is reserved for the large number of institutions in the Township; as such, PI constitutes a surprisingly large proportion of Radnor. PLU Public Land Use is reserved for schools and municipal facilities, including parks and recreation facilities. FC Flood Plain Conservation is an overlay district intended for floodplain management.

There are six commercial zoning districts as well in Radnor. C-O Commercial Office tends to follow smaller office uses along Lancaster Pike, as does C-2 General Commercial. A small amount of C-3 Service Commercial also is tucked into the Lancaster Pike corridor. C-1 Local Commercial is reserved for Garrett Hill and Ithan and West Wayne Avenue businesses and is intended to be neighborhood-serving establishments. At the other extreme are the much large planned commercial establishments in both PB Planned Business and PLO Planned Office-Laboratory, which are largely regional in their scope (e.g., the former Wyeth facility). The need for so many different commercial districts, like the different residential districts, reflects the nature and extent of commercial uses in Radnor and the need for a sophisticated approach to managing this broad array of different types of land uses. Though some suburban municipalities may choose to exist with fewer districts, the increasing complexity of these land uses in Radnor is likely to give rise to more districts, rather than fewer districts, as discussed below, or at least to use of “overlays” on the existing districts.

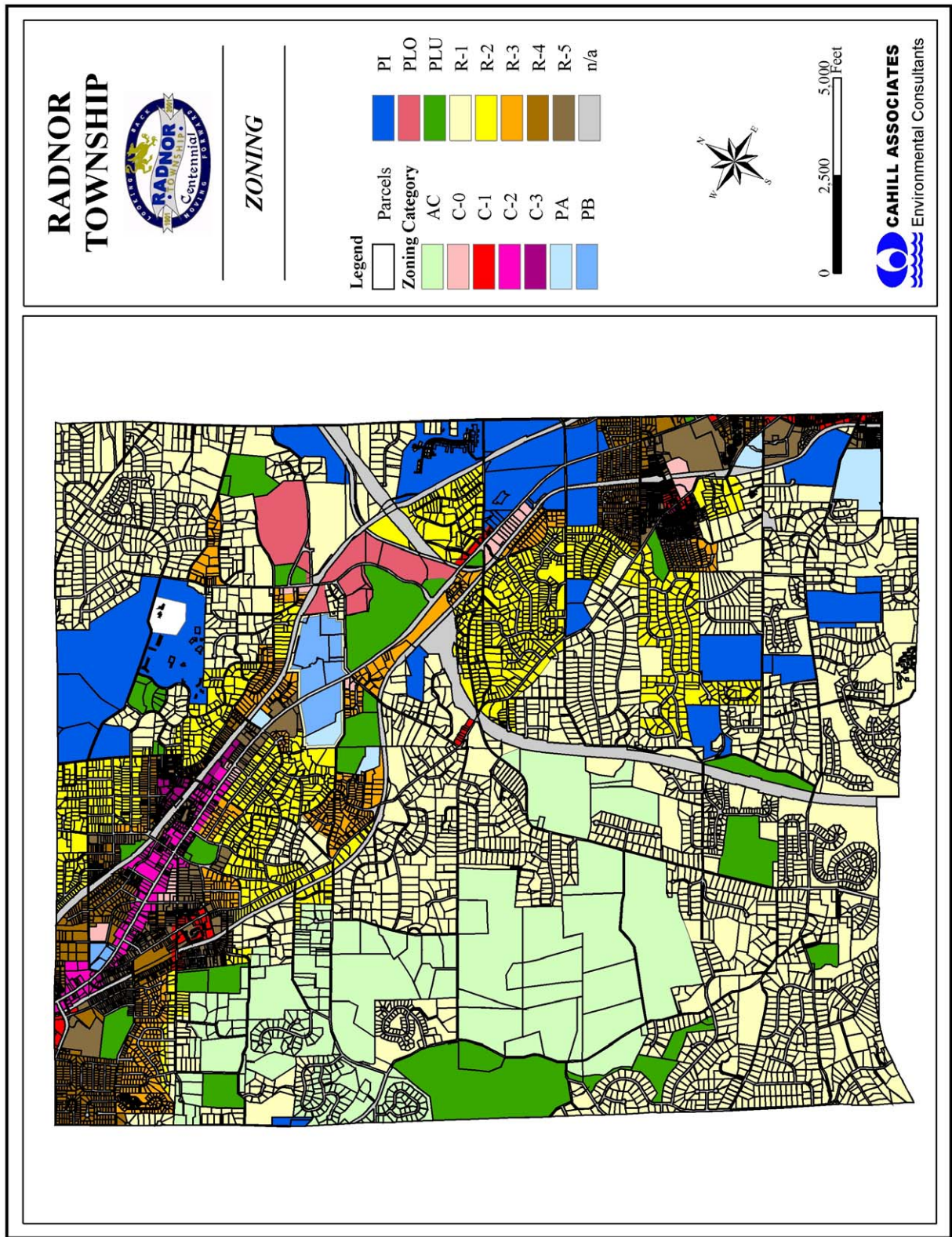


Figure 10-3. Zoning Map for Radnor Township

Table 10-2. Percentage of Zoning Category within Radnor Township

Zoning Code	Area, Sq. Mi.	Percentage of Twp
AC	1.94	14%
C-0	0.06	0%
C-1	0.08	1%
C-2	0.13	1%
C-3	0.03	0%
P-I	0.03	0%
PA	0.10	1%
PB	0.12	1%
PI	1.06	8%
PLO	0.20	1%
PLU	0.79	6%
R-1	5.11	37%
R-2	1.31	10%
R-3	0.42	3%
R-4	0.43	3%
R-5	0.41	3%
TRA	1.58	11%

3. Development Potential of Radnor Township

Development of the 61 acres of Vacant land, most of which is zoned R-1, is likely to accommodate a maximum of 50 additional homes in Radnor in the future. In fact, given the various constraints on these Vacant parcels, it is unlikely that 50 additional residences will get constructed. Of course, some demolitions and removals of existing structures also will occur on other Township parcels, allowing for some redevelopment (see Housing Section for discussion of “monster homes” redevelopment in Radnor).

The development potential of the AC acreage at Ardrossan Farms, as discussed above, is difficult to assess. Applying a maximum-zoned density calculation would make little or no sense in this case. Assuming continued development of mini-estates lots here plus other uses, a more likely calculation would be 25 to 50 additional residences. In sum, full and complete build out of the Township translates into approximately another 100 homes at the maximum.

Some additional development may also occur on those parcels which are “underdeveloped,” defined as properties that are developed but not at maximum zoned density (e.g., developed R-1 lots of 4 acres where at least 1 or 2 additional residential lots could be subdivided). Although this underdevelopment could apply to both residential and non-residential properties (i.e., there could be commercially zoned properties which could be redeveloped at higher density or intensity), the issue relates primarily to residential lots, specifically to the R-1 zoning category.

Figure 10-4 is a GIS identification of all R-1 parcels having a single residence but also having at least 2.25 acres of land area, where additional subdivision might be possible (though not proven), provided that all other Township requirements were to be satisfied (technically, a lot of 2.0 acres could be subdivided into two 1.0 acre lots; in reality, lot configuration and other constraints almost always require that some excess land area be available). These parcels are not numerous and do not provide substantial growth potential, although certainly modest

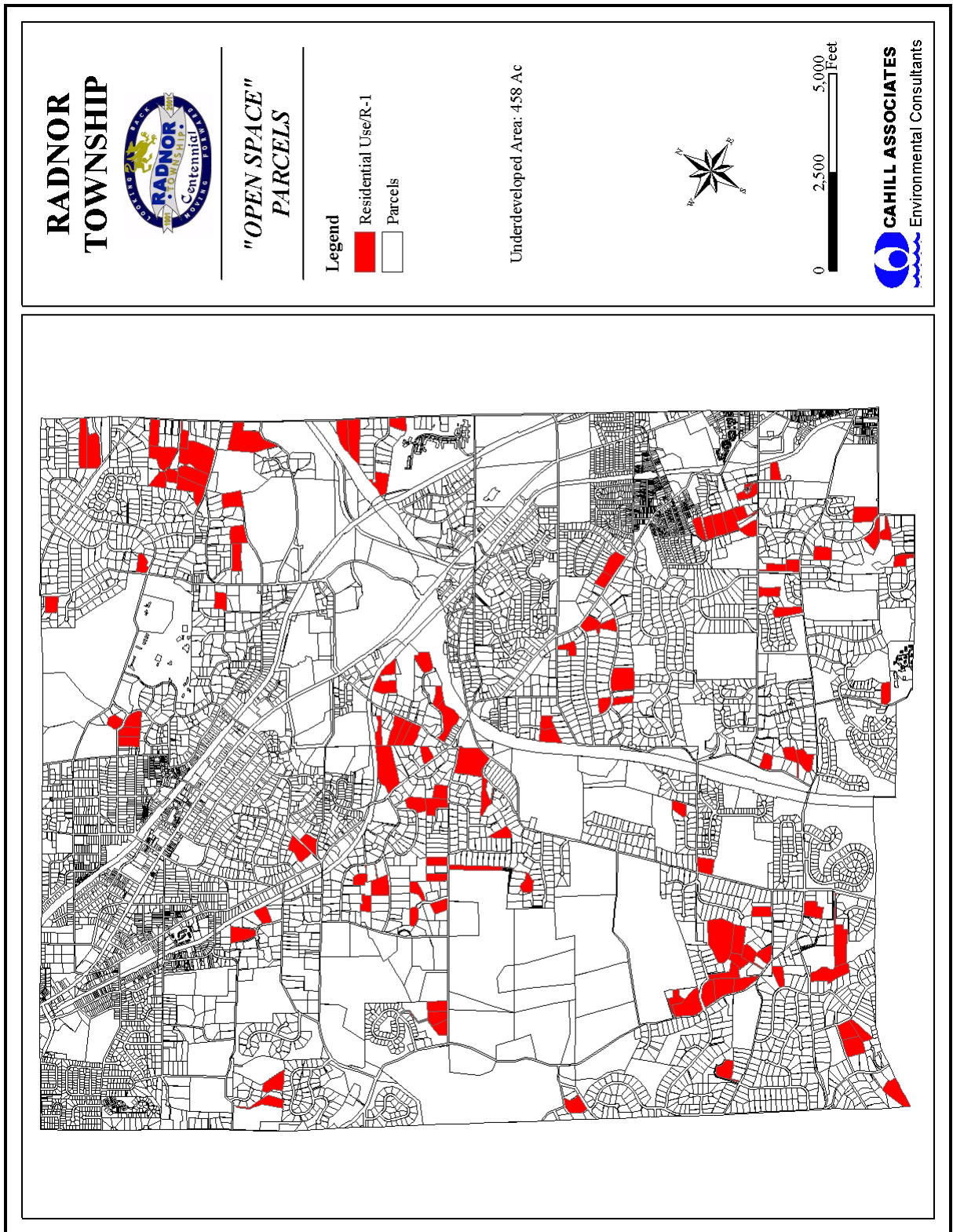


Figure 10-4. Small “Open Space” Parcels with Residential Use and R-1 Zoning

number of lots could be developed, assuming that existing and/or future owners opt to subdivide and intensify development (as stated above, a strong argument could be made in this Township that these larger lots are an excellent investment, commanding premium real estate prices, such that owners will chose to keep them open and enjoy the ever more valuable open space values which they afford).

It is worthy of note that although the larger conservancies and land trusts in the area would not be interested in negotiating conservation easements with owners of these “underdeveloped” properties, development of conservation easements to be undertaken by more local efforts (e.g., a Radnor Township Land Trust) may be quite worthwhile. In fact, many owners may be enjoying an income and tax bracket situation, which would work well with donation of conservation easements. Many owners might appreciate the notion of conserving their properties for environmental and other reasons. Furthermore, the market values of conserved properties in this upscale real estate market could continue to bring a premium, regardless of the “official” appraisal results.

C. Land Use and Planning Issues in Adjacent Municipalities

Radnor Township shares its border with seven municipalities in three counties: Easttown and Tredyffrin Townships in Chester County; Haverford, Marple, and Newtown Townships in Delaware County; and Lower Merion and a very small section of Upper Merion Townships in Montgomery County. Each municipality has its own planning program and schedule for undertaking significant planning efforts, as well an internal process for ordinance review and update. Radnor Township and its neighbors are essentially all well-developed “mature” Townships and are relatively close to being “built out.” The majority of land uses span Township boundaries and indeed blend “into each neighboring municipality such that township borders are largely imperceptible. This blending of land uses holds especially true for residential and commercial land uses. On the other hand, because so many Recreation and Institutional uses are either directly or indirectly a function of their municipality, these uses are typically contained within specific municipalities. Recreational uses including The Willows and Skunk Hollow Park in the western portion of the Township are township-managed and owned, so would obviously not extend into adjacent Newtown Township. In terms of Institutional land use, Villanova University historically has been situated within Radnor Township; Villanova’s property line is aligned with the Township boundary line. In some cases, Institutional land use in Radnor Township abuts Residential land use in Lower Merion Township; nevertheless, these changes in land use do not constitute significant conflicts in existing land use patterns, with a few exceptions (see discussion above in the Institutional Land Use section). In some cases, especially where and when special events such as regionally popular athletic events do occur at the various institutions, conflicts become more apparent and require special planning accommodations.

The Pennsylvania Municipalities Planning Code (MPC) specifies that all municipal comprehensive plans shall include:

A statement indicating that the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous

municipalities, or a statement indicating measures which have been taken to provide buffers or other transitional devices between disparate uses, and a statement indicating that the existing and proposed development of the municipality is generally consistent with the objectives and plans of the county comprehensive plan. (Article III Comprehensive Plan)

The comprehensive plans of Radnor’s “neighbors” have been consulted and reviewed; the recommendation of this particular section as well as the recommendations appearing throughout this Plan are compatible with plans of neighboring municipalities which have been reviewed, as is the case with planning ongoing by Delaware County. Special attention has been paid to compatibility with PADCNR’s recently released Draft River Conservation Plan for the Darby Creek Watershed (also being prepared by consultant, Cahill Associates).

In terms of the MPC, recently added provisions promote “multimunicipal planning” and “joint zoning” with a variety of new provisions requiring “intergovernmental cooperative planning and implementation agreements.” All of these more areawide approaches to planning are available to Radnor and its neighbors. These options have not been utilized in this planning process, in many respects because of the size and complexity of the existing municipalities, coupled with the relative maturity of the development patterns which already exist. The fact that three different counties are involved also complicates any “multimunicipal” and/or “joint” planning efforts.

Below is a summary of the status of planning within adjacent municipalities, as well as a brief comparison between existing land uses and future land uses for that area near the Radnor Township borders.

Planning Status of Adjacent Municipalities

** Indicates no update planned as of October 2002*

Easttown Comprehensive Plan, June 2001
 Zoning, 1997 as Amended
 Subdivision and Land Development Ordinance 1998, Updated
Existing Land Use: The land use on the Radnor side of Easttown Township is primarily residential, matching the existing land uses along the Easttown side of the boundary. No conflicts are apparent with existing uses.
Comprehensive Plan: Easttown Township’s Future Land Use map shows the entire boundary area with Radnor Township mapped as Low Density Residential. Again, no conflicts exist with the Radnor Township Existing Land Use Map, which also has the shared boundary classified as Residential.

Tredyffrin Comprehensive Plan, 1987
 Open Space, Recreation, and Envr. Resources Plan, Draft 1992
 Zoning, Amended 1979
 Subdivision/Land Development Regulations, Ch. 181, July 1998
Existing Land Use: Tredyffrin Township shares the entire northern boundary with Radnor Township, including an area within the Route 30 commercial district. Uses are

consistent along township lines, with Residential matching Residential, Commercial matching Commercial, and private Recreation matching Private Institution.

Comprehensive Plan: Both municipal plans are consistent, with Tredyffrin classifying the Route 30 Devon-Strafford Area as a “Special Development District” whereby special guidelines and procedures are recommended to be developed to enhance the renewal and reuse potential of the area. Generally, this seems to be quite consistent with the Route 30 corridor commercial designations in Radnor, as well as the concept plan for the Wayne Business District as set forth above. Tredyffrin planning is striving to enhance the Lancaster Avenue commercial corridor, consistent with this Plan.

Haverford Comprehensive Plan, 1988 (Volume I and II)
Zoning, Chapter 182, 1974 as Amended to Current
Subdivision/Land Development, As Amended to Current

Existing Land Use: Land uses along the Haverford - Radnor boundaries are similar. Residential use dominates the existing conditions, with Institutional and Residential sometimes falling in adjacent areas. There are no inconsistencies with existing land uses between township lines.

Comprehensive Plan: Both Plans are consistent and no major conflicts are evident. The Haverford Future Land Use Plan generally recommends the continuation of existing (1988) uses for those neighborhoods adjacent to the Radnor Township border. It is unknown at time of writing whether Haverford Township intends to update the Comprehensive Plan, but given the age it is likely.

Marple Comprehensive Plan, April 1991
Zoning, Amended May 1998

Existing Land Use: The small area that Radnor and Marple Townships share is currently residential use which blends across township lines.

Comprehensive Plan: The Future Land Use Plan for Marple Township, at the border with Radnor Township, maintains the existing residential land uses.

Newtown Comprehensive Plan, Draft October 2001
Zoning Ordinance
Subdivision/Land Development Regulations, 1995

Existing Land Use: Newtown Township includes a large portion of Radnor’s western boundary line, and both townships share a large portion of the Darby Creek Watershed. Residential uses coincide along township lines, and as expected, Institutional use in Newtown does not extend into Radnor.

Comprehensive Plan: Areas in Newtown that are labeled “Permanent Open Space” coincide with the Radnor Township parks that are Open Space/Recreation Features, specifically the Willows and Skunk Hollow Park. Additional shared land along Township boundaries is represented in both Plans to remain in low density residential use.

Lower Merion Comprehensive Plan, 1979 (Volume I and II)*
Park and Recreation Plan, 1996
Zoning Ordinance, Chapter 155, 2000

Subdivision/Land Development, Chapter 135, 1998

Existing Land Use: The land use patterns along the Radnor – Lower Merion Township borders are consistent. The majority of the land use is Residential, with the Route 30/Bryn Mawr area in Commercial use, as expected. No major conflicts exist.

Comprehensive Plan: The Comprehensive Plan dates from 1979, and no update is scheduled. In addition to the documents listed here, the Township has also produced an Open Space and Environmental Resource Protection Plan, a Scenic Road Corridor and Viewshed Analysis, and a Lower Merion Township Natural Areas Study, which have not been reviewed for this report. The existing Comprehensive Plan is dated and is likely to be superseded by these various other official and unofficial planning documents.

A special comment is in order regarding the rather dramatic master planning currently underway by the Bryn Mawr Hospital in Lower Merion. Given the nature and extent of this facility planning, proposed uses may affect nearby Radnor Township neighborhoods. Consequently, Radnor should contact Lower Merion and amicably request that it have an opportunity to review and comment on this major planning action.

It should be noted that the above comments relating to “multimunicipal planning” notwithstanding, the Radnor’s Lancaster Avenue commercial area to the west of the Wayne Business District (discussed below) could benefit substantially from coordinating efforts with neighboring Tredyffrin which has also indicated an interest in improving the planning in its portion of this commercial strip. Because these commercial areas are indistinguishable in so many ways and function to some extent as a unit and because this planning process has not had the resources to devote to detailed study of the issues surrounding this particular commercial area, joint planning efforts for this specific area would make sense. Although the nature and extent of these joint efforts is not at all clear, effort should be made to initiate dialogue with Tredyffrin and explore potential coordinated planning efforts for this commercial area.

D. The Radnor Township Land Use Plan: Recommended Actions

1. Introduction

In terms of physical land use and future planning, the discussion thus far indicates that there is little opportunity for land use change, given the paucity of vacant land in the Township. Some re-development may occur, as has been discussed in the Housing Section and other sections, in some cases changing land use or at least intensifying existing land uses. In sum, a case could be made that there is relatively little to say in terms of a conventional Future Land Use Plan.

There are at least two major exceptions to this quick summation—two areas where physical planning is critical for the future of Radnor Township. First, intensive effort has been devoted in this planning process to a physical land use plan on a conceptual level for the Wayne Business District. This Business District planning, discussed below, builds on the Recommended Actions set forth in the Business and Economics Section, as well as recommendations from a variety of other functional areas.

The theme, Making Wayne's Great Business Even Better: Gateways and Greens, Pedestrians and Promenades, Parking and Stormwater Infrastructure, is interdisciplinary in scope, integrating landscape and design, aesthetics and quality of life, economics and business, and a variety of environmental objectives into a set of conceptual recommendations intended to make one of Pennsylvania's wonderful towns increasingly robust and successful. Given the existing success of so much of Wayne, the temptation is to sit back, its problems notwithstanding, and do nothing. This Comprehensive Plan argues for proactive intervention by both public and private sectors to achieve the vision of the best Wayne possible.

The second physical land use imperative to emerge from this comprehensive planning process relates to Radnor's neighborhoods. This element of comprehensive planning is less physically defined than that for the Business District. In fact, the focus during planning has been to take the first step of simply defining the neighborhoods that evoke such positive and passionate reactions. The bulk of these neighborhoods are residential in character, though the commercial enclaves of Garrett Hill and Ithan and elsewhere are critical to neighborhood life in many respects and need to be supported (though at the same time not expanded; a delicate balance). Recreational facilities are critical in many cases; existing institutional uses are critical as well.

In the section below, these neighborhoods are physically sketched and mapped. This mapping is intended to be preliminary in nature and to provide a springboard for broader neighborhood programming in the Township. In some cases, neighborhoods like South Wayne and North Wayne, are already well defined and have well-developed neighborhood organizations representing their interests. In other cases, neighborhoods are much more amorphous and lacking in definition. Other neighborhoods, such as those represented by the newer Bryn Rose Civic Association, fall somewhere in between. Recommended Actions, at least those that are physical in nature, will vary by neighborhood and will evolve over time, especially for those neighborhoods, which are in the early stages of formation. Again, the overall goal is neighborhood conservation.

A sub-text to this theme of neighborhood conservation is working to ensure the continuing vibrancy of the neighborhoods, which comprise Radnor Township. Although the exact mechanisms and planning actions, which may evolve to support this program, both public and private, are not clear and have not been identified in this Comprehensive Plan, additional management actions may be forthcoming in the future. As discussed in the housing section, concern exists that real estate market pressures will increase re-development of existing homes, possibly with much larger homes or even with more houses, all within the existing zoning and other relevant codes. Concern exists that success of commercial uses will lead to expansion of commercial uses, encroaching into immediately adjacent residential neighborhoods. Conservation of neighborhoods means maintaining the sometimes delicate balance between mixes of uses, often in remarkably close proximity. Careful buffering is essential. And although Radnor has already worked to make its codes and ordinances address many of these issues, the challenges remain and are even intensifying. More intensive consideration must be given to these vital neighborhood "compatibility" issues. In both cases, from the Wayne Business District to Radnor neighborhood conservation, the overriding goal is to build on the significant strengths that already define the Radnor community. In so doing, the Comprehensive Plan can and should help to make this great community even better.

2. The Vision Plan for the Wayne Business District: Recommended Actions

A variety of concepts – Vision Plan elements – contribute to the Making Wayne’s Great Business Even Better: Gateways and Greens, Pedestrians and Promenades, Parking and Stormwater theme for the Wayne Business District (Figure 10-5). All of these vision elements need to be fleshed out in more detail and evaluated for their feasibility. Some elements may work; some may not. Some may need to be modified. Some may be able to move forward relatively quickly; some may have to be deferred for some time. The objective is to set forth these concepts in the Comprehensive Plan to guide public and private actions in the future. Some actions, such as the School Board’s decision on location of the new Middle School and disposition of the existing Middle School, may be major and immediate. Some may be more subtle and long-term.

The Wayne Vision concept features creation of several **Town Commons areas**, a concept which emerged from Focus Group discussions. Town Commons areas are intended to provide community focus, a sense of public space and definition, which for the most part does not exist at the present time. These Town Commons areas would be intended to be high activity meeting areas, focused on “people use,” with both considerable landscaping as well as design enhancement features (lighting standards, outdoor furniture, possibly sculpture, etc.). They are intended to be defining meeting locations. Town Commons areas would function to provide aesthetic enhancement through additional landscaping and street trees and other improvements, as well as provide facilities for pedestrians. Finally, Town Commons areas might also be able to incorporate some environmentally-friendly stormwater management opportunities (see below).

This Plan recommends a Town Commons area in the vicinity of the existing Middle School site on South Wayne Avenue; the Commons could “open up” (or daylight) the enclosed and buried Ithan Creek tributary. This Plan also recommends a Town Commons area at the southwest quadrant of the Lancaster Pike and Wayne Avenue intersection, extending from the intersection and westward, unifying the strip of open areas in front of the bank, church, and Old Library facilities. The Plan envisions a smaller Town Commons area to be integrated into the existing North Wayne Avenue parking lot, converting an existing alley just to the south of 121 North Wayne Avenue into a landscaped “mini-Green;” this concept could be integrated with a reduced width parking area just to the south of the Ritz Building, adding another “mini-Green” but holding parking spaces constant. The Town Commons here would be coordinated with other proposed concepts for North Wayne Avenue, including a new mid-block crossing on North Wayne Avenue.

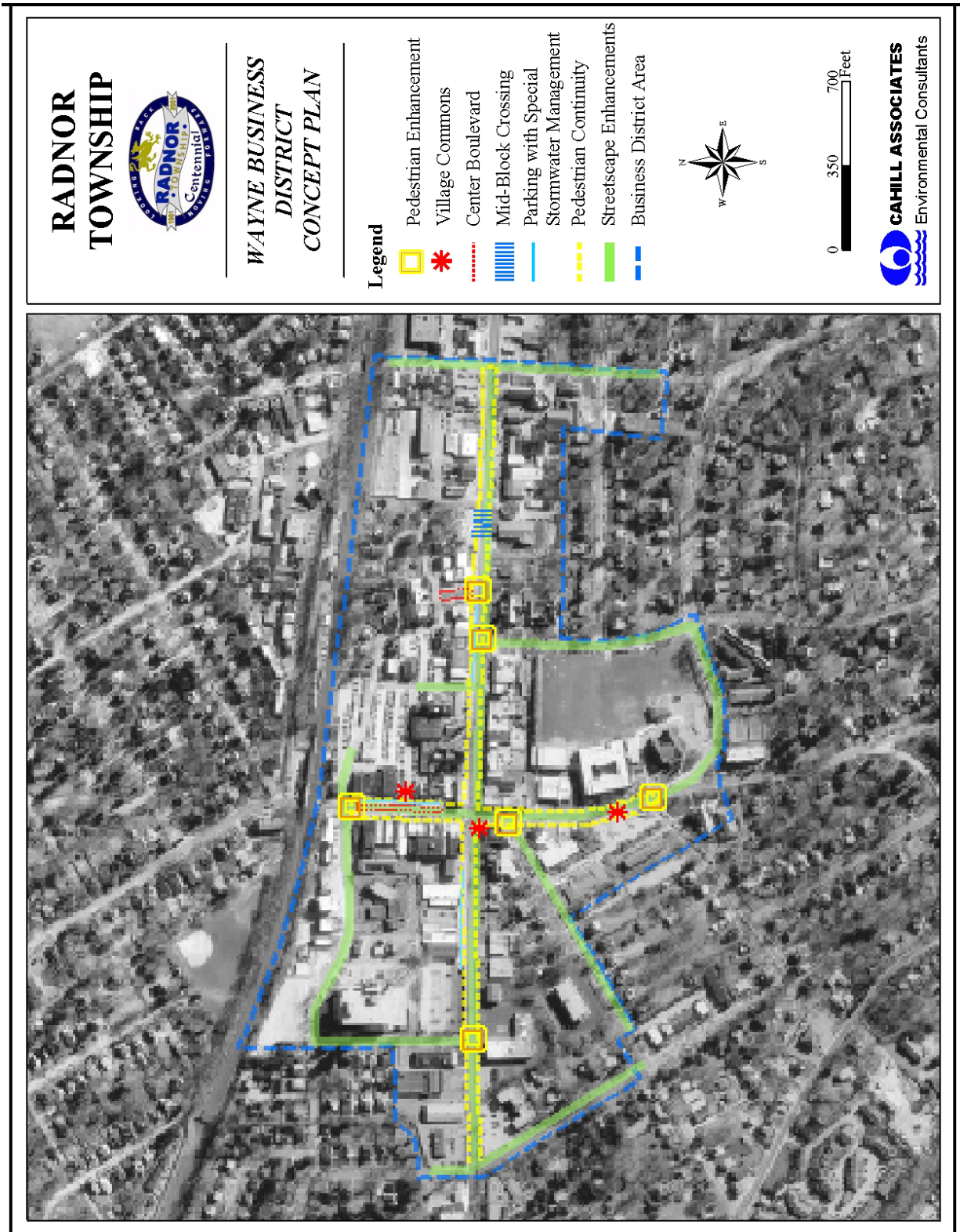


Figure 10-5. Wayne Business District Concept Plan

Pedestrians: Wayne Vision Plan elements include eight nodes of Pedestrian Enhancements/Crossings at strategic locations along Lancaster and Wayne Avenues, plus continuous Pedestrian Continuity improvements along Lancaster and Wayne Avenues. Pedestrian Enhancements include a variety of features: bump outs, resurfacing, elevated walkways, signalization, landscaping, special street furniture and signage, special lighting in order to accommodate pedestrian traffic with greater ease and comfort. These are placed at locations of greatest perceived need. This Plan proposes special mid-block crossings of Lancaster Avenue (both West in the area of Anthropologie and East in the area of Wayne Presbyterian Church Lancaster Avenues) in order to get people back and forth across this busy highway safely. In addition, a variety of Pedestrian Continuity improvements are envisioned: reconstruction of sidewalks with consistent surfacing and texturing and landscaping to integrate the walking experience, eliminating the frequent changes in grade and sidewalk widths, and so forth. Town Commons, as described above, will provide focused destination points for pedestrians (i.e., places to sit, gather, socialize, etc.). In general, efforts should be made to further buffer pedestrians from the intense traffic movement along Lancaster Avenue, as well as along the busier roadways such as North and South Wayne Avenues (see Landscape Islands/Aisles and Allee and Promenade below), as has been accomplished along West Lancaster Avenue at the recent AT&T parking lot project with its additional landscape buffer.

Landscape Islands/Aisles are proposed for the northwest side of Lancaster Avenue and for the northeast side of Lancaster Avenue (east of the Wayne Hotel), where the existing extra depths will allow parking to be brought out to the street, thereby gaining a strip of about an additional 10 feet between the end of parking and the sidewalk. This additional strip should be planted to further separate and buffer the sidewalk from the Lancaster Avenue traffic. Gaining approval from PennDOT for this proposed change will be challenging but should be feasible; the West Lancaster Avenue section is made especially feasible by the “defense” provided by the long traffic light delays at the Lancaster Avenue and Wayne Avenue intersection, allowing angled parkers along West Lancaster Avenue to exit by backing into Lancaster Avenue safely. These changes can be accommodated without any reduction in existing parking spaces.

Additionally, along the northeastern side of Lancaster Pike, to the west of the Waynewood intersection and in front of the Wayne Hotel is an existing deceleration lane which does not function and which could be integrated into enhanced greenway/pedestrian way/stormwater system, blending into the next block to the west in front of the Wayne Presbyterian Church, with the proposed mid block pedestrian crossing as the defining point. This could be accomplished through addition of a bulb on the northeast corner of Waynewood. Every effort should be made to accomplish traffic calming objectives through landscaping treatments in Wayne, as well as elsewhere in Radnor.

Parking: The extent of parking problem in Wayne is very much a function of how one defines “problem.” To the extent that upscale shoppers expect to locate parking immediately in front of their intended destinations, problems do exist; the general sense is that these problems peak during the business week lunch hour. On the other hand, recent parking studies by McMahon Associates and Pennoni Engineers, though partial in their focus, do not conclude that there are serious existing parking shortages and do not argue for addition of major new parking lots or garages at least in the immediate future.

Clearly, every opportunity to add parking spaces distributed throughout the Wayne business district should be explored and exploited (within reason). Extreme care should be taken in all Wayne planning to maintain the existing inventory of parking spaces maximally distributed east and west, north and south. In fact, a high priority in all planning should be incremental “squeezing” in of additional parking spaces where practicable; preliminary investigations indicate that these opportunities do exist and could provide a short-term solution to parking needs, likely at lesser expense than any parking structure. Furthermore, a key concept here is distribution of spaces throughout the business district, an objective which is very hard to accomplish with a large parking structure located by definition in one location. In addition, a parking opportunity may also exist along School Lane which runs parallel to Lancaster Avenue, just to the south; feasibility of partially decked/structured pull-in parking along School Lane may be a very cost effective way to provide a number of additional parking spaces in this general area, potentially serving both local retail along Lancaster Pike as well as the public and civic uses located in the South Wayne Avenue area.

A certain number of the existing parking spaces in Wayne (either along the street or in the existing parking lots) are occupied by employees of any of the existing public and private uses/business establishments in and around Wayne. A way to increase available parking expressly for shoppers in the highest intensity retail locations experiencing the greatest perceived shortages would be to investigate these parking pattern realities and determine if some sort of centrally located parking facility would be able to siphon off employee cars (offered on a monthly or longer term basis), thereby freeing up existing street spaces for shorter term shoppers. The new multi-story parking garage in West Chester Borough provides a cost effective parking solution in an historically and aesthetically sophisticated manner. In the longer term, this type of facility might be useful in solving the future parking needs of Wayne as well.

The Allee and Promenade: Perhaps the most daring element of the Wayne Vision is a concept proposed for North Wayne Avenue, where a European-inspired allee is envisioned for this unusually broad section of roadway, applying traffic calming concepts to the maximum. For the bulk of the road length, North Wayne would become two separated one-way traffic lanes, north and south, with a planted landscaped/tree lined pedestrian strip in the middle (far more than a mere median), possibly including seasonal uses such as kiosks, outdoors cafes, and the like. Parallel parking on both sides of the one-way lanes would be possible (in other words, four lanes of parallel parking) and could be accommodated, given the significant width of the total roadway here. Such a concept would have a dramatic effect on the North Wayne users, both in car and on foot, dramatically improving its quality (and profitability) and giving it a decidedly people orientation. The intent would be to significantly increase pedestrian activity in all but the most inhospitable of days, comparable to European town settings. The roadway would require two southbound lanes as it approached the Lancaster Avenue intersection, for a total of three lane widths. There would also be added a mid block pedestrian crossing along North Wayne, allowing car access into the existing parking lot on the east side of North Wayne; a mini-Town Commons area is also proposed on this east side. The Township should contact PennDOT to discuss the feasibility of this and other proposed pedestrian crossings.

An alternative, easier to implement variation of this concept would be to continue the angled parking on both sides of North Wayne, rather than the parallel parking, with the special uses in the median area. An even less dramatic variation would be eliminating the central alley and locating the landscaped strips along both the east and west sides of the street, between the shops and the parking, still a significant improvement over the existing configuration. The point is that there are many different variations which need to be explored in more detail, virtually all of which would add an exciting new dimension to the Wayne shopping experience. It should be noted that ongoing and committed short-range lighting and traffic lighting projects also should be reviewed as soon as possible to coordinate with this longer-term alley and promenade concept. Financing will be important; creative financing, as has occurred at the existing AT&T parking lot with parking space rental fees being directed into Radnor Community Enhancement Trust Fund for eventual improvements, all need to be explored. In sum, these concepts need to be examined in more detail without delay. North Wayne Avenue offers exciting potential and deserves immediate attention.

Louella Court and Other Special Uses: Louella Court is an unrealized retail opportunity. The excessively wide opening onto Lancaster Pike should be redesigned with attractive landscaping and street furniture, constricted and narrowed, extending into the existing median mini-park. Parking should be preserved, with sidewalk areas improved with landscaping and street furniture. A pedestrian crossing to the south side of Lancaster Avenue should be evaluated here, adding to the activity at Louella Court. To the east and west of this Louella Court location, reconfiguration of parking along Lancaster Avenue with the addition of Landscape Islands or Aisles is proposed (see above). Farther to the east on Lancaster Pike is an existing gas station which is a major re-use opportunity given its large size. An appropriate town/village-scale commercial retail use or series of uses should be incorporated consistent with the Wayne vision performance standards, with residential uses on upper floors and parking in the rear.

Wayne Business District Gateways: Highlighting the entrance to Wayne on Lancaster Pike, both on the east (Aberdeen) and on the west (Bloomingdale) is critical for a variety of reasons. Such “gateways” must accomplish several objectives, including automatic deceleration and traffic calming, in addition to announcing one’s arrival at a very special shopping experience. How this announcement can most effectively occur is not clear. Perhaps sculpture could be used, or a gateway developed which spans Lancaster Pike. Gateways which are much more conspicuous and visually appealing to both the pedestrian and the auto user must be incorporated into the Wayne plan.

Stormwater: Virtually all of these visioning elements have important stormwater elements by design (a further subtext of the visioning might be “...people, plants, and precipitation...”). Separate stormwater studies have been undertaken by Township consultants, Cahill Associates, demonstrating the serious stormwater problems, in terms of both quantity and quality, which exist in the Wayne Business District’s Ithan Creek headwater areas. A severe need has emerged to better manage peak stormwater rates, total volume of stormwater, and stormwater quality in this very highly disturbed and altered landscape where natural hydrology has been dramatically impacted. The worst-case stormwater (and stream) reality is reflected in the

extent of streams which are totally enclosed and buried and desperately need to be “daylighted” in this Wayne area.

To achieve these stormwater objectives, the proposed Town Commons would be designed with subsurface stormwater infiltration systems, “feeding” the new landscaping and overflowing into the groundwater. The Promenade should be similarly designed, as should all of the Landscaped Islands/Aisles along Lancaster Avenue; although stormwater volume reduction would not be great in any one of these locations, the combined volume and peaking effects would have a significant flood reduction impact on the downstream Middle School and other existing flood problem locations. All of these stormwater provisions would serve to reduce nonpoint source pollutant loadings as well.

General Action Elements: Finally, some general and specific comments need to be made relating to Wayne visioning. This Plan concludes that the Middle School should remain in Wayne for a number of important Comprehensive Planning reasons. The Middle School is important to the Wayne Business District and broader Wayne community, as are our churches, our Post Office and Fire Department, our Library, and the many special services, facilities, and institutions which define life in this very special town center. The Middle School reinforces residential and commercial vitality which makes Wayne such a special place. The School and Business District complement one another in a variety of mutually supportive ways, with the positive effects of the School extending beyond the Business District itself into the surrounding tightly-knit dense and compact residential neighborhoods. As a catalyst for many of the activities that are so essential for the life of the town, the Middle School complements the Village-like atmosphere and promotes walking through the downtown area where shoppers are served by an ever-widening and diverse group of retailers.

The conclusion reached in the previous paragraph is based solely on comprehensive planning factors. While these comprehensive planning factors should be considered in any decision relating to the relocation of the Middle School, it is not within the scope of this Plan to determine their specific interplay with the equally important educational and site-specific planning factors relating to this decision. However, should the School Board determine that the Middle School is to be relocated, the School site should be used for institutional/community purposes and should not be converted to commercial, office or residential uses, for all of the reasons stated above. The site must continue in some civic-related function.

Additionally, the abandoned gas station on the south side of Lancaster Avenue (across from Anthropologie and the old hardware store) should be razed with the pie-shaped lot used for parking for the adjacent building and the remainder of the site “greened” (a possible stormwater opportunity). Although the existing Wayne post office function should continue, the distribution center function should be relocated, thereby freeing up needed spaces.

Secondly and more generally, mixing uses and promoting residential uses on the upper floors of commercial and retail uses and on other available land in the heart of the business district seems like an excellent way to provide some additional housing which is so desperately needed, as well as support retail and commercial uses even more. More and better street furniture, improved and more attractive lighting, general enhancement of the pedestrian

environment (better surfacing and aesthetic treatment), buffering of sidewalks from street traffic (such as has been accomplished at the recent reconstruction of the AT&T Building parking lot); keeping stores and store windows attractive and protected along the streetscape, and taking advantage of every possible “pocket park” and “pocket parking” opportunity are all part of the planning vision.

Thirdly, although Wayne enjoys wonderful rail system access which should be preserved, at the same time Township representatives have argued against encouraging expansion of commuter parking facilities and the functioning of the Wayne Station as a regional commuter facility, attracting additional non-Radnor commuters. There already exist more parking spaces at this location than anywhere else in Wayne; with the exception of the need for parking adjacent to the Middle School use, parking must be broadly distributed.

Finally, an overlay district should be defined and developed, in order to implement this Wayne Vision. A set of performance standards should be developed as the first step in developing this overlay in the zoning ordinance. These performance standards should be far-reaching, expansive, and complex. They will not be easily established, and agreement will be difficult to achieve. Of special interest is better and more aesthetically pleasing façade lighting, as well as allowance for outdoor seasonal dining, where appropriate. Signage should be used for the utmost beneficial effects aesthetically, helping to unify this Wayne Vision. The most effective mechanism to impose and enforce these standards needs to be evaluated. In all likelihood, the standards should be imposed through an overlay-zoning district. However, all options should be considered.

3. Planning for Radnor Township Neighborhood Conservation: Recommended Actions

As stated above, conservation of Radnor’s neighborhoods is the second physical land use “imperative” to emerge from this comprehensive planning process. This element of comprehensive planning is less physically defined than that for the Wayne Business District, as discussed above. In fact, the focus during this planning process has been to take the first initial step of simply defining the neighborhoods that evoke such positive and passionate reactions in Radnor residents. The bulk of these neighborhoods are residential in character, though the commercial enclaves of Wayne and Garrett Hill and Ithan are critical to neighborhood life in many respects and need to be supported (though once again not expanded). Recreational facilities are critical in many cases to this neighborhood definition; existing institutional uses are critical as well.

In the section below, these neighborhoods are physically sketched and mapped. This mapping is intended to be preliminary in nature and to provide a springboard for broader neighborhood programming in the Township in coming months and years. In some cases, neighborhoods like South Wayne and North Wayne, are already well defined and have well-developed neighborhood organizations representing their interests. In other cases, neighborhoods are much more amorphous and lacking in definition. Recommended Actions, at least those that are physical in nature, will vary by neighborhood and will evolve over time, especially for those neighborhoods which are in the early stages of formation. Again, the goal is neighborhood conservation.

Neighborhoods have been developed here based on analysis conducted during a special Neighborhood Workshop, held at Radnor Township, February 2, 2002. The well-attended event first heard preliminary remarks by the consultants relating to defining neighborhoods; four breakout groups, defined by Township quadrant (roughly, northwest, northeast, southwest, southeast) then were distributed with maps to undertake preliminary neighborhood mapping. Participants were instructed that the goal of this Workshop was to target only those specific neighborhoods with the most distinctly definable physical characteristics, again in anticipation of developing ways to better manage these physical features through comprehensive planning and zoning and other forms of municipal management. The point was stressed that many other neighborhoods, many wonderful and worthwhile neighborhoods, certainly might exist in Radnor and should not feel slighted if they have not been identified during the course of the Workshop. Notes of these sessions are included in Appendix A; these notes include a considerable amount of valuable information relating to neighborhood definition and should be valuable in the identification of those next steps to be taken to better manage neighborhood values in Radnor.

Methodology for Neighborhood Identification

Participants were given an overall structure to be addressed in the neighborhood identification process:

- 1. Name the Neighborhood:** List first choice and second choice names
- 2. Locate the Neighborhood(s):** Using the detailed 2000 photomaps and markers provided, pencil neighborhood limits in first. Use streets and whatever other boundaries you feel are appropriate. If there is disagreement, try to come to consensus; otherwise, show alternative lines if necessary. After completing Task 3, you will come back to this and confirm.
- 3. Describe the Neighborhood:** How is this Neighborhood defined physically? This is the most ambitious task. We are setting out “measures” below to get you started. But you may have other measures that you feel are important. If you all draw a blank and nothing comes to mind as you move down the list, move on. The point is to get you neighborhood experts to move through the list and decide what is important/what isn’t, what means something here, and what doesn’t. Admittedly, some of this may be frustratingly “approximate.” But do your best. We’re shooting for a “typical.”
- 4. Quantitative Indicators:** Try to answer the following:
 - Average (typical) lot size?
 - Average building coverage?
 - Average impervious/paved coverage?
 - Average height/number of stories?
 - Upper story setbacks?
 - Total mass or volume or floor area?
 - Yard setbacks?
 - Front, Side, and Rear?

- Out buildings or garages (Extant? Location? Size? Configuration? Treatment?)
- Neighborhood Consistency or Regularity?
- Age or history?

5. Qualitative Indicators: Try to answer the following:

- Definable Architectural Style or Design?
- Coloring?
- Textures, Surfacing, Building Materials?
- Roofline and Eaves (Style, Slope, Other Characteristics)?
- Special Features: Towers, Turrets, Gables, Shutters, Other?
- Windows (Size, Configuration, Shape, etc.)
- Porches, Entry (Scale, Style, Configuration, etc.)?
- Landscaping Elements?

6. Review/Confirm Neighborhood Location: Based on neighborhood definition work, go back to the location boundaries and make sure you are comfortable with your neighborhood location line.

The Township was split into four quadrants according to geography. The following Radnor Township neighborhoods have emerged (Figure 10-6), listed below by Township quad:

1. Southwest Area

- Ithan Creek Valley Neighborhood
- Darby Creek Valley Neighborhood

2. Northwest Area

- West Wayne
- Ithan

3. Northeast Area

- North Wayne Village
- South Wayne Village
- Additional Northeast Neighborhoods to be Added

4. Southeast Area

- Aldwyn Lane
- Ashwood Manor
- Conestoga Village/Black Friar/Oak Terrace
- Garrett Hill
- Glenbrook

What has emerged with great clarity as the result of this planning process and planning workshop activity is that neighborhoods are extremely important to Radnor residents. Although there may be some dispute in terms of exactly where to draw the boundary lines and where one neighborhood stops and another starts, Radnor residents feel very strongly about where they live. Protecting and conserving these neighborhood values, whatever they might be and however they might be defined, therefore should be taken quite seriously by planners.

As stated earlier, this is the first step in neighborhood planning. Figure 10-6 should be viewed as a draft map. The Township should consider sponsoring a follow-up neighborhood workshop to accomplish several important objectives:

- Confirmation of Neighborhood Values
- Identification of Neighborhood Threats
- Public and Private Neighborhood Conservation Opportunities

Based on this refinement and expansion, meaningful planning steps can then be developed.

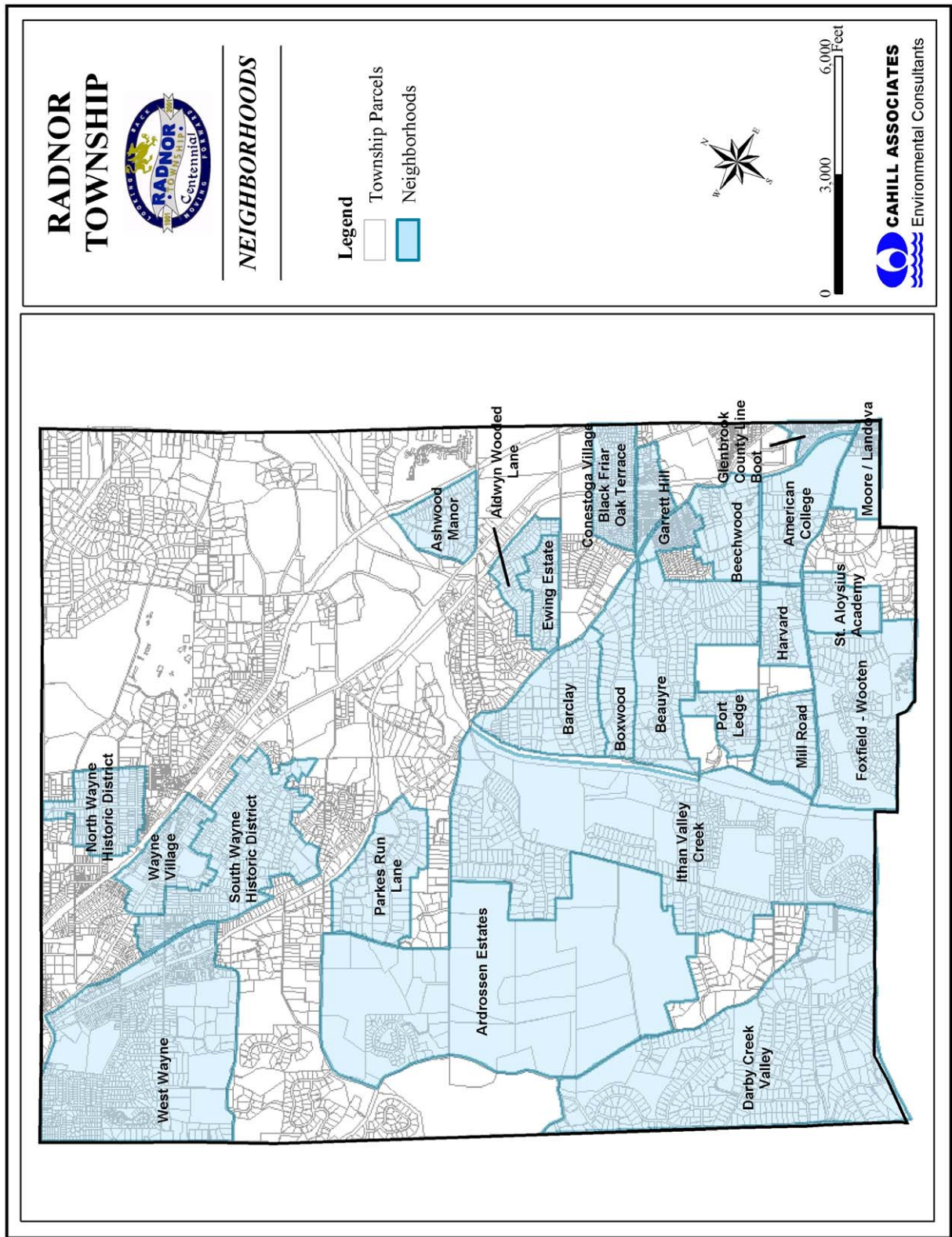


Figure 10-6. Neighborhoods located within Radnor Township (DRAFT)

4. Recommended Actions

This final section on land use is treated and formatted in a somewhat different manner than the other sections of the Plan. The overarching Goal is repeated below, together with Objectives. Two major Recommended Actions are listed as the major implementing actions for land use. These Recommended Actions are described in much greater detail in the text sections above, both in terms of the plan concepts for the Wayne Business District as well as an expanded action program for conservation of Radnor's neighborhoods. These text sections should be consulted for those interested in additional detail.

Goal

Mission of the Comprehensive Plan: To maintain the excellent quality of life in Radnor Township, preserving the community and its character even as essential changes are accommodated.

Objectives

General Planning Goals (Note: Specific functional area Goals are addressed in their respective sections in this DCP and are not repeated here).

- 1. Accommodate reasonable growth, using innovative growth management techniques such as transit oriented development, traditional neighborhood design, and other flexible design techniques that harmonize with and enhance the existing community.*
- 2. Maintain and protect the many small residential neighborhoods that make the Township such a unique community, with attention toward special re-use and re-development strategies.*
- 3. Reinforce the excellent overall business climate within the Township, with special emphasis on strategies to enrich the Wayne Business District.*
- 4. In all of its planning, protect existing aesthetic values and restore areas where aesthetics have been degraded through use of appropriate planning techniques and rigorous performance standards.*
- 5. Work to preserve as many remaining open spaces in the Township as possible through a full range of direct and indirect open space protection strategies.*
- 6. Work carefully to preserve the balance of land uses and ensure adequate buffering in the many critical interfaces between commercial, residential, and other different land uses.*

Recommended Actions

- **Multiple planning concepts have been recommended for conservation and enhancement of the Wayne Business District. These recommendations are conceptual in nature and need to be evaluated**

in the immediate future. To this end, preparation of a Wayne Business District “master plan” should be discussed, evaluated, and undertaken, if recommended.

- **Neighborhoods have been designated by preliminary mapping which needs to be reviewed and confirmed. Next critical steps include development of neighborhood plans and programs designed to provide the conservation that has been identified as so important to Radnor community life.**
- **Specifically, maintain as much open space “green” area at the intersection of the Blue Route and Lancaster Avenue, particularly between the P&W railroad bridge and Radnor-Chester Road, to enhance the sense of “gateway,” minimize traffic problems, and achieve other planning objectives, including the rigorous implementation existing commercial zoning specifications; avoid commercial expansion in any way.**
- **Transitional land use zones such as the area along Lancaster Avenue from Aberdeen to Chamounix need special care, as land uses blend from commercial to residential. Retention of the many older residential structures is desirable. Existing policy of using the special exception process to conserve these structures should be continued, possibly even expanded. In other comparable situations, explore ways to use the special exception process to maximize conservation of older existing structures, in preference to new development.**
- **Further study of the Lancaster Avenue commercial corridor west of Bloomingdale Avenue to Old Eagle School Road including abutting residential uses should be undertaken, ideally in conjunction with Tredyffrin Township; special attention should be paid to residential areas behind the Wawa and Minellas Diner and any other residential areas specifically impacted by activity in the corridor.**
- **Rather dramatic master planning is currently underway by the Bryn Mawr Hospital in adjacent Lower Merion Township. Given the nature and extent of this facility planning, proposed uses may affect nearby Radnor Township neighborhoods. Consequently, Radnor should contact Lower Merion and amicably request that it have an opportunity to review and comment on this major planning action.**