

# **GARRETT HILL MASTER PLAN**

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## Introduction

### Why Plan?

Garrett Hill is a wonderful community of new and long-term residents and businesses. The neighborhood's vibrancy and resiliency are rarely seen and experienced in many of today's more modern developments. These qualities make Garrett Hill unique and worthy of special consideration to preserve it. The Master Plan focuses on strategic policy changes and capital investments needed to preserve the exceptional community resources of Garrett Hill far into the future.

The Master Plan's organizing concept echoes that of the Radnor Township 2003 Comprehensive Land Use Plan's Executive Summary, "the challenge becomes keeping [Garrett Hill] as it is."

In the course of the planning initiative, many Garrett Hill residents and businesses wondered why a plan is needed if the goal of the community is to stay as it is today. The short answer to that question is that it takes a conscious effort to preserve what we have – in effect to "stay the same." Further investigation reveals that most people do not want Garrett Hill to stay exactly as it is today but would like to improve the appearance of the commercial district, create stronger gateways into the neighborhood and invest in local parks. Looking at zoning regulations in place at Plan initiation, it is clear that changes are needed to preserve the Garrett Hill of today.

Township zoning for Garrett Hill is inconsistent with the mix of land uses and small-scale of development that forms the basic character of the neighborhood. This situation has created barriers to reinvestment as very little can be done to most properties without going before the Zoning Hearing Board to obtain a variance. The variance process adds time, expense and uncertainty to each affected development application – whether for an addition to expand an existing home or business or to completely redevelop a property.

### Plan Components

The Garrett Hill Master Plan incorporates two major components, a Master Plan that outlines specific action items to pursue to implement the community's vision for its future and a Zoning Overlay District that establishes zoning and subdivision standards for the commercial core and neighborhood parks.

The Master Plan recommends policy changes needed to encourage desired public and private investment over time. The policy recommendations have been paired with recommended capital improvements to support private investment and enhance neighborhood appearance and improve pedestrian, bicycle and transit access in a manner that is consistent with the village character of Garrett Hill.

The Garrett Hill Overlay District translates many of the policy recommendations of the Master Plan into development code, providing the tools to preserve existing development patterns, mix of uses, densities, building heights and setbacks. It addressed parking requirements, signage, access management, sidewalks, architectural guidelines, landscaping, stormwater management and other elements that can be regulated through zoning and subdivision ordinances.

## **Planning Process**

### **Comprehensive Plan**

The initial genesis for the Garrett Hill Master Plan and Overlay District is found in the Township's 2003 Comprehensive Plan. The Comprehensive Plan listed strengthening Garrett Hill as a "pedestrian-oriented neighborhood convenience district" as one of its goals. While this goal was generally supported by the Garrett Hill community, the specific recommendations for the neighborhood were far more controversial. The recommended actions included rezoning to prohibit auto-related businesses, promotion of multi-story mixed-use buildings, elimination of parking requirements for upper floor residential uses, encouraging zero-front yard setbacks, and provision of a community parking lot. It also recommended a specific redevelopment strategy for the Garrett Hill Auto Service property.

Following adoption of the Comprehensive Plan, Radnor Township sought funding to complete a Master Plan and Overlay District for Garrett Hill. The concept at that time was that the Master Plan would further develop the goal and recommended actions proposed in the Comprehensive Plan. The Township was successful in obtaining a \$48,000 grant from the Delaware Valley Regional Planning Commission to create a Garrett Hill Master Plan and Overlay District, which it matched with \$12,000 for a total of \$60,000.

### **Garrett Hill Coalition**

Members of the Garrett Hill community expressed significant concern over the specific Comprehensive Plan recommendations when they learned that the Township was seeking a consultant to prepare a plan to implement those recommendations. Many felt that the Garrett Hill community had not had an adequate opportunity to participate in the Comprehensive Plan process and that the recommendations did not reflect local aspirations for the neighborhood. As a result, the Garrett Hill Coalition was formed in October 2007 to seek an active role in the development of the Garrett Hill Master Plan and Overlay District – and ultimately the future of the community.

Prior to the selection of a consultant, the Coalition held a town meeting and business and resident forums to discuss the strategies recommended in the Comprehensive Plan and to explore community priorities. These ideas were further tested in a community survey administered to area residents, local businesses and residents of Garrett Avenue. While little support for Comprehensive Plan recommendations was found, other ideas – including preservation of local parks, streetscape improvements and beautification of and stormwater management for the Route 100 tracks adjacent to the Rosemont Business Campus – received considerable support.

The Coalition provided this information and considerable additional background information to the Garrett Hill Master Plan consulting team at project initiation. The information was used to help frame the issues discussed in both the stakeholder interviews and the Visioning Workshop described in the Community Outreach section.

### **Garrett Hill Steering Committee**

Ultimately, the Garrett Hill Coalition worked with Township staff and Board of Commissioners to nominate and appoint a Garrett Hill Master Plan and Overlay District Steering Committee that would represent the local community and, together with Township planning staff, oversee the planning initiative. The Steering Committee was initially made up of seven members and ultimately

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expanded to nine local residents and business owners who met weekly, sometimes more often, during the planning process. All Steering Committee meetings were open to the public, and most were held in the neighborhood at Radnor United Methodist Church. Once each month the meetings were held at the Township Building in order to be televised.

The Garrett Hill Steering Committee along with the Garrett Hill Coalition hosted each of the community meetings and the stakeholder interviews conducted as a part of the master planning process. The Steering Committee's Master Plan kick-off meeting was attended by about 100 residents and business owners. Meeting participants were very concerned that the Master Plan would recommend changes for the neighborhood, particularly that zoning changes would increase densities or otherwise change the character of the community. While there was some support for the idea that the Master Plan would result in physical improvements to the streetscape, one woman summed up the concerns of many in the room when she asked, "Why should we have to pay for improved sidewalks with zoning changes we don't want?"

This comment helped to transition the discussion to the status of the zoning requirements for the Garrett Hill Overlay District. This was important because much of the zoning for the area was inconsistent with neighborhood land uses and development patterns. The consulting team summarized some of the differences and proposed that zoning changes could be a very important tool to preserving the existing character and mix of uses in Garrett Hill. The discussion set the stage for further exploration of the zoning issue in both the stakeholder interviews and the Visioning Workshop.

## Existing Conditions Analysis

### Historic & Physical Context

Garrett Hill is the size and has the overall character of a small village with a recognizable mixed-use core and surrounding residential areas. Garrett Hill, or Garrettsville as it was once called, is situated between Old Lancaster, now Conestoga Road, and what was the Lancaster Turnpike, now Lancaster Avenue west of Haverford and Bryn Mawr.



*Garrett Hill Overlay District Map*

Looking at the historic maps of the area, it appears that the first village residences were constructed in about 1870 on Dr. Garrett's subdivision south of his house. The lots were small – obviously oriented toward those of modest means. By the 1890s the historic maps show what looks like a business core beginning to solidify as most of the Garrett Avenue and Callanan Avenue residences were now constructed. It also appears that Mrs. Eachus had planned a subdivision, but no houses were yet constructed. Adding to the importance of the developing Garrettsville was the construction of the Methodist Church and Radnor Public School No. 5.

By 1908, with the construction of the Philadelphia and Western Electric Railroad and its Garrett Hill Station, the Eachus Avenue houses were being built as were those on Wentworth and Lowrys Lanes. As shown on the 1926 map, the community could now support the new Rosemont public school and further subdivisions were planned to the south of Conestoga Road. The Great Depression slowed growth, and it is not until 1937 that renewed development occurs. The post World War II 1948 map shows very active construction of housing to the south and west of Garrett Hill and the 1961 map shows the neighborhood almost as it is today in terms of the extent of the community and surrounding subdivisions.

Today, physically, Garrett Hill is a complex collection of older and more recent modest residences interspersed with a fair number of businesses at the core. They seem to represent a seamless evolution of a small central business node surrounded by many styles and periods of similarly-scaled and homogenously combined housing stock. Garrett Hill exhibits the incremental growth pattern of how villages once grew and has been able to maintain that identify. The present roadways have evolved from early paths before the automobile and are now heavily burdened with traffic and parking for the residences and businesses. Conestoga Road now provides a convenient high speed alternative route to the slower Lancaster Avenue. Garrett Avenue and Lowrys Lane also provide convenient traffic cut-through routes for those whose destinations are beyond the immediate community.



*Brothers at Conestoga Road and Garrett Avenue*

Since much of the planning for the community was done before community and roadway standards were established, the sidewalks adjacent to some streets were created almost as an afterthought – only wide enough in most instances to walk in single file. Electrical, telephone, and television cables are strung from pole to pole placed economically for the utility company convenience – but not for the pedestrian. A few cobra-head streetlights hang from the utility poles to help light the roadways, and unfortunately provide little illumination for the pedestrian.



*Garrett Hill Auto Service at Garrett Avenue and Conestoga Road*

On Garrett Avenue/Williams Road, Callanan Avenue and Wentworth Lane/Summit Terrace, most of the residential architecture is of a cottage style and most commonly of wood construction. This type of style was popularized in the 19th century by easily obtained pattern books from architects like Andrew Jackson Downing and Alexander Jackson. It is characterized by peaked roofs, front porches, well ordered windows, often with dormers, and by its small size. Often these houses had a single central chimney in the center of the house. The houses could be economically constructed and heated. The cottages are typically small, ranging from less than 500 square feet up to about 1,000 square feet, though a limited number of the cottages are 1,300 square feet or larger.

The residential lots are generally narrow and often deep, which allowed in earlier periods for the development of a vegetable garden, a well and an outhouse. Many of the businesses grew from former residential properties along Conestoga Road and Garrett Avenue. The Garrett Avenue buildings are generally characterized by an enclosed porch or front yard addition that added square footage for a store or office. There are also a few buildings that were purposely built for commercial use. All are on small lots by today's standards and many have parking in the front as well as in the rear.

In looking beyond the Overlay District and into greater Garrett Hill, there are many different architectural styles. The neighborhood has elements of Gothic Revival, Italianate, Second Empire, Stick Style, Shingle Style, Colonial Revival, Queen Anne Victorian, Tudor Revival, Arts and Crafts, Bungalow, Art Moderne, Ranch, Postmodern, Neo-eclectic and Contemporary. However, almost all share a similar scale and characteristics. None of the commercial buildings are more than two stories in height with the exception of the Rosemont Business Campus. Almost all buildings are on lots of less than 15,000 square feet. On Garrett Avenue most buildings have modest front yards and front porches.



*Typical residential development*

There are two parks within the boundaries of the Overlay District. Both are heavily used by the community; however, there is a concern that in particular, Emlen Tunnell Field on Garrett Avenue could be at risk for more intense development.

## **Zoning**

As described in the introduction to the Master Plan, the Township's zoning for the proposed Garrett Hill Overlay District was inconsistent with current uses. This situation does not favor reinvestment because very little can be done to most properties without going before the Zoning Hearing Board to obtain a variance. The variance process adds time, expense and uncertainty to each affected development application.

Most properties on Garrett Avenue and Conestoga Road are in the C-1: Local Commercial District, which allows low intensity commercial uses meant to serve the local neighborhood. Residential uses and more intense commercial development, including automobile servicing, are prohibited in the C-1 District. Garrett Auto Service is on the only site in the C-3: Service Commercial District, which allows the widest range of commercial uses in the Township, including automotive service and gas stations. The Rosemont Business Campus is zoned C-O: Commercial Office, which is consistent with its current use. Both parks are zoned PLU: Public Land Use District, which allows for a range of public and institutional uses including parks, schools and government buildings.

In addition to the inconsistencies in use, the development standards for both the C-1 and C-3 Zoning Districts are incompatible with Garrett Hill's built environment. The minimum lot size for the C-1 District is 15,000 square feet, larger than all but a handful of lots in the Overlay District. No site zoned C-1 or C-3 meets the 30,000 square foot minimum required by the C-3 District



regulations. Other inconsistencies include setback requirements and allowable building and impervious surface coverage.



*Garrett Hill Overlay District Map with existing zoning districts*

## Traffic

### Garrett Avenue

Garrett Avenue is a township-owned roadway and functions as an "Urban Collector," serving both businesses and private residences and providing a link between Conestoga Road and Lancaster Avenue, both arterial roadways. It is a two-way, two lane roadway, traveling in generally the north/south direction.

Through the project area, Garrett Avenue has a total roadway width of 24 feet with parking along the western side of the roadway. Though there are no pavement markings along most of the roadway, assuming a standard parking bay width of eight feet, this leaves only an eight foot travel lane in each direction. Recommended travel lane widths vary by roadway classification, speed and traffic volume, however the minimum recommended width for a travel lane within any roadway classification is 10 feet, with travel lanes on collectors ranging from 10 to 12 feet.

Because Garrett Avenue links Conestoga Road with Lancaster Avenue, it has relatively high traffic volumes. The relatively narrow travel lane width as well as several existing speed humps along the roadway, serve to calm the flow of traffic. The following picture displays the current roadway conditions along Garrett Avenue.



*Garrett Avenue looking south*

There are sidewalks along both sides of Garrett Avenue. However, as seen in the picture above, the utility poles along the western side of the roadway are situated near the middle of the sidewalk. This impedes pedestrians, especially those with disabilities. The sidewalk along this side of the roadway is especially important because it serves as a direct link from the businesses along Conestoga Road to the Garrett Hill station stop of the SEPTA Route 100 line.

There are several options for improvements along Garrett Avenue. However, vehicular travel lane width, parking and sidewalks all compete for space in the roadway right of way. Without a significant widening of the roadway, which is not practical given the current land use pattern that has buildings at or near the sidewalk line, there is no way to improve all three at once.

Because the existing vehicular travel lanes currently have a deficient width, any option that would reduce this, such as adding parking along the eastern side or widening the sidewalks, would not be recommended from a safety or vehicular flow perspective. Garrett Avenue could be made into a one-way pair with Lowrys Lane, which could provide the room to widen sidewalks, however there still would not be enough room for parking along both sides of the street with the current roadway width.

A possible recommendation along Garrett Avenue would be to place the utility lines along the western side of the street underground or to relocate the utility poles to the rear of the properties. This would be expensive to implement, however it would enhance aesthetics by reducing clutter along the roadway and it would create more useable space for pedestrians.

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Alternately, this situation could be mitigated to some degree by installing a crosswalk at the entrance to the station stop so that pedestrians could safely access the eastern, more adequate sidewalk.

Another possible recommendation would be to prohibit all but local truck and bus traffic on Garrett Avenue and/or to make all truck and bus traffic one way from Lancaster Avenue to Conestoga Road. This would reduce the number of times the street becomes blocked by such traffic attempting to pass each other on the street.

### **Conestoga Road**

Conestoga Road (State Route 1019) is a state-owned roadway. It travels in generally the east/west direction and has a posted speed limit of 25 miles per hour through the project area. It is classified by PennDOT as an "Urban Minor Arterial." According to PennDOT's Internet Traffic Monitoring System website, Conestoga Road has a two-way Average Annual Daily Traffic (AADT) volume of 12,713 vehicles, as measured in 2003.

Conestoga Road is a two-way, two lane roadway. It has a variable cross section through the travel area, but generally has 12 foot wide travel lanes with up to eight-foot wide shoulders and/or parking in portions. Though a formal speed study was not performed, there is a perception that vehicles regularly exceed the posted speed limit.

Conestoga Road is considerably wider than Garrett Avenue and offers a number of potential improvements that could slow the speed of traffic, improve the pedestrian environment and enhance the physical appearance of the commercial core. Several ideas are summarized on the numbered list below:

#### **Gateways**

Gateways could be created at either end of the project area along Conestoga Road by using a combination of physical and textural changes that would create an identity for the area and alert motorists that they are entering a special zone. Gateways themselves, do not create a reduction in vehicular speed, however they can help to increase driver awareness. Other physical measures, such as some of those discussed in the following, are often combined with gateways to effectively slow traffic.

#### **Curb Extensions**

Curb extensions could be installed along Conestoga Road to help slow traffic and improve pedestrian safety. These are typically "bulbs" created at each corner of an intersection by extending the curb line six to eight feet into the roadway for a distance of about 20 feet. Although curb extensions can slightly reduce vehicular speeds by one to two miles per hour, they mainly improve pedestrian safety by reducing crossing distance and enhancing the visibility between pedestrians and drivers.

#### **Textured Pedestrian Crosswalks**

Marked crosswalks are provided at several locations along Conestoga Road. However, as seen in the following picture, the pavement markings in the area are somewhat faded, reducing their visibility.



*Conestoga Road looking east*

Crosswalks with decorative textured and colored pavement could be used in the project area. These would help to further enhance street appearance and indicate to motorists they are entering a pedestrian-friendly area. Additionally, high visibility, fluorescent yellow-green pedestrian warning signs (W11-2) should be installed in conjunction with the crosswalks. The following is an example a textured pavement crosswalk with 12-inch white painted edge lines.



*Example of textured crosswalk*

### **Sidewalks**

The sidewalk is discontinuous along the northern side of Conestoga Road. There appears to be sufficient roadway width to install curbing and sidewalk in this area. Doing so would increase pedestrian safety and mobility between residences and businesses. The addition and renovation of curbs and gutters on both sides of the road would also better manage stormwater runoff, helping to reduce flooding risks as well as providing a significant aesthetic improvement.

### **Parking**

There is some on-street parking along Garrett Avenue and portions of Conestoga Road, but not enough to meet the demands of the area. There is a 30-minute time limit for most on-street parking on Conestoga Road to encourage turnover – effectively increasing supply – but it is not adequately enforced, so spaces meant to be used many times during the day are often taken by one user for all or most of a day. Another issue for parking in Garrett Hill is the fairly recent loss of shared use of spaces in the Rosemont Business Campus. Previously patrons of local businesses were able to park their cars in the Business Campus lot in the evenings.

The commercial core experiences two peak demand periods – lunchtime, which includes customers and truck deliveries, and weekend evenings when the local bars and restaurants are at their peak business volume. There is a high degree of “shared parking” already occurring in the business district. This includes formal agreements between business owners to use one another’s parking to meet parking minimums under the Zoning Ordinance and informal shared parking in which business owners understand that a car parked in their lot belongs to a customer of another business. The fact that existing parking is fully exploited through these formal and informal shared parking arrangements makes it clear that an effective solution to the parking problem must include increased supply.

Despite a fairly high level of shared parking in practice, the following picture shows the numerous signs regulating these spaces, threatening violators with towing. Steep fines make the area uninviting to shoppers and customers making a trip to more than one business. Once the supply issue has been adequately addressed, expanding the use of formal shared parking arrangements should be investigated to increase available parking in the area and make it more attractive to potential customers. While liability of such programs is often a concern, the use of a formal shared use parking agreement can minimize such concerns and address a broad range of other issues including maintenance, insurance, signage and hours of operation.



*Signs regulating parking at a private business along Conestoga Road*

Area business owners estimate that there are as many as 50 employee vehicles parked in Garrett Hill. At the stakeholder interviews, most were receptive to the idea of creating an off-site location for employee parking. The location would need to be within easy walking distance of the commercial core, but most felt that gaining open spaces in front of businesses would be worth a slight inconvenience to employees.

Parking on Garrett Avenue and the surrounding residential district is affected both by residential needs and commercial overflow. Many homes lack off-street parking or have fewer off-street spaces than cars in the household. Garrett Avenue has a limited permit-parking program, but it is only available to residents on Garrett Avenue who do not have off-street parking. As with the time limit on Conestoga Road, enforcement has been identified as a problem.

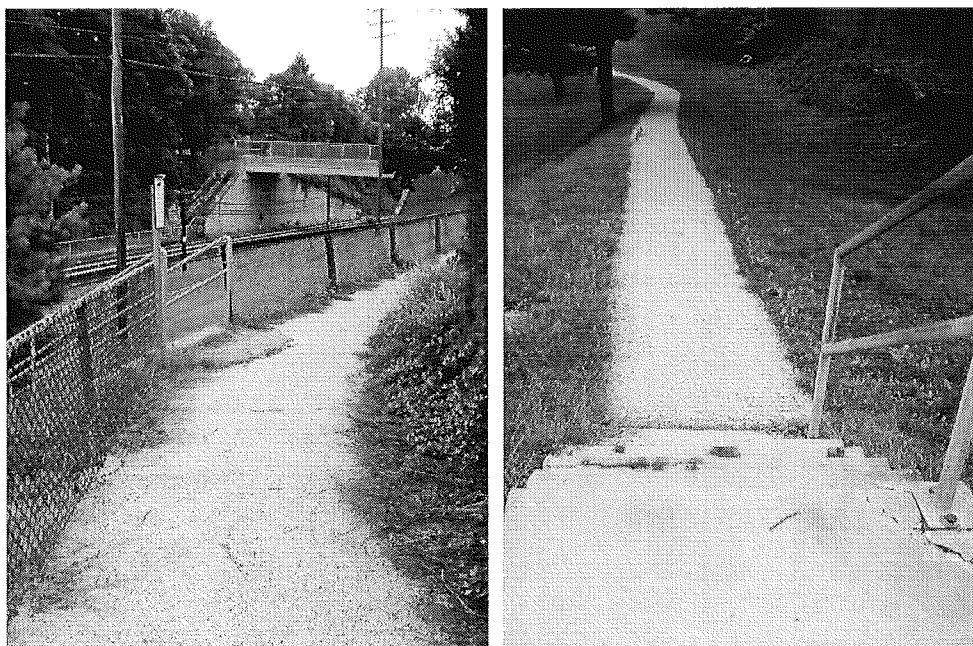
### **Route 100 Station**

Garrett Hill is served by its own stop on the Norristown High Speed Line. According to SEPTA, in 2007 the Garrett Hill Route 100 stop had a daily average of 139 boardings and 108 alightings. This is a relatively low level of ridership when compared to the overall Route 100 ridership levels. A number of residents use the station at least occasionally and some local employees use it regularly. During the stakeholder interviews, the reason most often cited for low ridership was the current lack of desirable destinations on the R100 line in contrast to the nearby R5 line. It is also possible that ridership is negatively impacted by poor visual, pedestrian and vehicular station access.



*Access to Route 100 station*

The sidewalks approaching the station on both Lowrys Lane and Garrett Avenue are narrow and in poor condition, providing poor pedestrian access. The station is located in a deep cut and access is provided via steep stairs accessed on Lowrys Lane, Garrett Avenue and Eachus Avenue. The stairs link to access ramps that consist of three-foot wide asphalt paths which are approximately 660 feet in length. These paths, especially in the outbound direction, are patched in places and become very slippery in inclement weather. Once at the station, riders wait in painted concrete block shelters that hide them from view by people on sidewalks or in adjacent homes above.



*Substandard access to Route 100 station along three-foot wide pathways*



*Unattractive concrete block shelters with inadequate waiting area*



## Community Outreach

In addition to the Garrett Hill Steering Committee meetings, the Garrett Hill Master Plan included a series of stakeholder interviews and two community workshops to help understand community issues and desires.

### Stakeholder Interviews

A set of four focus group-style business and resident stakeholder interviews were held on January 29 and 30, 2008. The groups consisted of:

- Business owners who rent their business premises
- Commercial property owners – including business owners who own their business premises and commercial and residential landlords
- Residents of Garrett Avenue
- Residents of the broader Garrett Hill community

#### Garrett Hill Master Plan Group Interview Meetings

Radnor Township and the Garrett Hill Coalition are creating a Master Plan for the Garrett Hill Neighborhood. The Plan will describe the neighborhood's vision for its future and recommends specific policies and investments to implement that vision.

To understand local needs, interests and concerns, we have scheduled a Group Interview for you to attend. Marian Hull, the Team Leader for the planning firm (URS Corp.), will conduct the group interviews.

We hope you will join fellow Garrett Hill stakeholders and take this opportunity to share your views directly with the Planner. Please attend! Help start to shape the future of Garrett Hill!

**Group #2 Interview Meeting: Commercial Property Owners & Residential Landlords**  
**Wednesday, January 30<sup>th</sup> at 2:30 PM**  
*\*All interviews will be conducted at Radnor United Methodist Church, 930 Conestoga Road.*

For more information, please contact:

Rick Parker, Acting Garrett Hill Steering Committee Chair @ 610-525-1250 or damoca1@verizon.net  
OR

Matt Baumann, Planning Manager for Radnor Township @ 610-688-5600 or mbaumann@radnor.org

#### *Invitation to stakeholder interview*

The discussions at the stakeholder interviews confirmed many of the issues raised in the first Steering Committee meeting and in the outreach conducted by the Garrett Hill Coalition. It also provided more detail on a number of challenges and opportunities for the Master Plan to consider. Each discussion focused on the need to preserve the unique social and physical character of Garrett Hill. The issues for residents and businesses were surprisingly similar, with each group stating the need for a healthy diverse neighborhood and vibrant business district, and both were very concerned with the inadequate supply of parking. Most thought that the Route 100 station was an important amenity, though many were concerned about its current condition and lack of visibility from the road.

None of the groups felt that the business district should be expanded beyond its current extent, though many would like to see a small grocery or pharmacy in the area. Some local businesses shared that they have attempted to add grocery sales to their operations, but stated that the local market is simply not adequate to support a small, even accessory, grocery use at this time.

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Most businesses saw the surrounding residential neighborhood as an important part of their customer base, though all also relied on outside market support from sources such as Villanova University, Rosemont Business Campus employees and the broader region. All of the businesses felt that Garrett Hill is a good business location, and many have long-term investment strategies to maximize the productivity of their businesses. Most were concerned about the potential for zoning changes to negatively impact their existing investments or future plans. This was especially true for businesses that did not own their properties.

In addition to parking and zoning issues, residents were particularly concerned with traffic speeds and pedestrian safety, cut-through traffic on Garrett Avenue, preservation of local parks, stormwater management, the appearance of the SEPTA rock slope at the eastern edge of the neighborhood along Conestoga Road, and future development that would increase density or alter the existing scale.

All wanted to see Clem Macrone Park and Emlen Tunnell Field preserved as open space as well as improvements to both parks.

Many were concerned about enforcement of existing Township laws and codes, particularly the permit parking program, the limitation on the number of unrelated people who can live in a house or apartment and noise and other nuisance violations. Despite concerns, residents of Garrett Avenue generally felt that enforcement of nuisance violations – such as noise and public intoxication – has improved, resulting in fewer problems with student renters and bar patrons. When asked about their perception of this issue, residents of the broader community stated that they had not observed an improvement and cited problems with parking, noise, drunk driving and public intoxication.

### **Community Meetings**

In addition to the Steering Committee meetings and stakeholder interviews, two community meetings were held to describe the Master Plan and seek community guidance on issues to pursue in both the Master Plan and Overlay District. The first meeting was structured as a Visioning Workshop, which sought to identify areas of agreement on general concepts. The second was a Prioritization Workshop, which was designed to confirm areas of agreement and delineate priorities.

### **Visioning Workshop**

Going into the Visioning Workshop, the community was very clear that it wants Garrett Hill to remain as it is today – a diverse, tight-knit, mixed-used community with a small-scale neighborhood feel and its business district comprised of locally-owned and operated businesses. A key message from the consulting team at the Workshop was that it takes a conscious effort to stay the same and that zoning changes and physical investments are needed to preserve Garrett Hill as it is today.

An initial presentation summarized the existing conditions analysis and described potential options for addressing parking, traffic, streetscape, parks, land use and development issues, including a description of areas where the current Zoning Ordinance was inconsistent with existing land uses and development scale in the Overlay District.



*Presentation at the Visioning Meeting*

Following the presentation, workshop participants moved to an exercise in which they responded to illustrated examples of many of the issues raised in the presentation, using "sticker dots" to indicate whether they supported a proposed idea. The following is a summary of the feedback from the Visioning Workshop.

### **Land Use**

Overall, participants in the Visioning Workshop indicated support for the range of uses currently existing in the Garrett Hill Overlay District, whether or not allowed by current zoning. For Conestoga Road, the visioning exercise results showed at least moderate to strong support for all uses allowed under current C-1 zoning. Participants were generally supportive of currently permitted uses on Garrett Avenue except for liquor-related uses.

The exercise also tested reactions to residential uses and a range of uses allowed in the Township's more intensive commercial districts, C-2 and C-3. There was general support for only a few of these uses on Garrett Avenue including: single family home, combined single-family home and business and no more than two apartments above a store. There were inconsistencies in how this question was answered for Garrett Avenue and Conestoga Road. This issue was revisited during the Zoning Workshop held as a part of the development of the Overlay District language, where the majority favored one apartment above a store on Garrett Avenue.

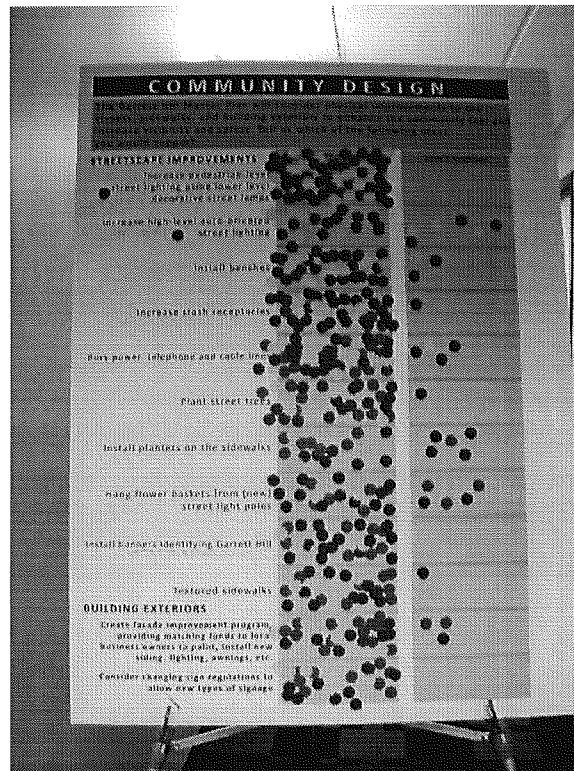
For Conestoga Road, interest in residential uses was limited to single-family homes and up to one apartment above a store. There was a broader acceptance of more intense commercial uses on Conestoga Road, including automobile servicing or repair businesses.

### **Scale of Development**

There was strong support for maintaining the traditional rhythm and scale of development in the Overlay District. The majority of participants felt that the minimum lot size in the District should be reduced from the current 15,000 square feet and there was considerable interest in creating a maximum lot and/or building size and height to prevent development that is out of scale with the current built environment.

### **Community Design**

There was strong support for all streetscape and building exterior ideas raised in the Workshop including community gateways, improved crosswalks, a range of traffic calming measures, pedestrian-oriented street lighting, landscaping, more flexibility in the types of signage allowed and building façade improvements.



*Community feedback on streetscape and building exterior design issues*

### **Transportation – Garrett Avenue**

There was strong support for limiting truck access on Garrett Avenue, but almost no support for additional traffic humps or making Garrett Avenue a one-way street. Other ideas presented got positive responses, including sidewalk improvements, provision of additional parking and enforcement of existing parking regulations.

### **Transportation – Conestoga Road**

There was strong support for all of the improvements proposed for Conestoga Road. Participants wanted continuous sidewalks, crosswalks at each intersection, curb extensions at some intersections and gateways into the community. The most popular gateway locations were at Clem Macrone Park and Locust Grove Road.

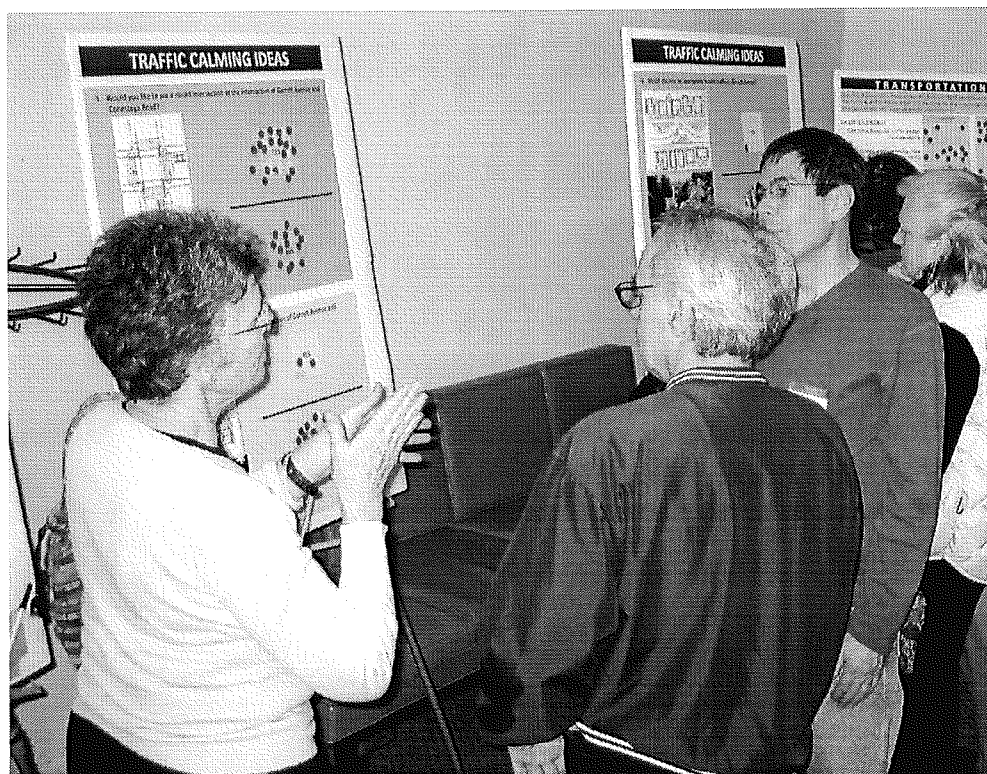
### **Transportation – Route 100 Station**

The idea of moving the Route 100 station to a more visible and accessible location was raised at the Visioning Workshop. Response to moving the station was mixed, with more people against the idea than for it. Conversely, there was considerable support for improvements to the existing

station including better stairs and pathways, added trash cans, installation of clear shelters to improve visibility and improved lighting and landscaping.

### **Traffic Calming**

Participants generally liked the traffic calming ideas presented, including textured and raised crosswalks, gateways and raised intersections. People had some concerns about curb extensions reducing parking on Garrett Avenue, though they supported them on Conestoga Road.



*Participants discuss traffic calming issues*

### **Parking**

The Workshop presented a number of ideas for tools to address the parking shortage in Garrett Hill. Participants supported the idea of finding a location for off-street parking for employees and were supportive of spending public funds to do so. The idea of expanding the residential permit-parking program also received support. Opinion was mixed on the idea to limit delivery times to free up on-street parking during peak demand periods.

### **Parks & Recreation**

There was strong support for all potential park improvements presented at the Workshop and strong opposition to using the parks for anything other than recreation. Desired improvements included rehabilitation of restrooms, construction of a picnic pavilion and restoration of stream banks and other natural features at Clem Macrone Park. There was also interest in providing educational opportunities about the role and value of such streams in the local watershed. This could include interpretive signage as well as environmental education programs.

At Emlen Tunnell Field, meeting participants wanted to see construction of restrooms and improvements to the walking track. Many people would like to have the additional services that a

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community center could provide – particularly senior programs, indoor sports and meeting space – but few felt that the parks were an appropriate location for a community center.

Other ideas raised for recreation improvements included a dog park, swimming pool, recreational opportunities for 13- to 17- year-olds, stream bank restoration and vegetated buffers at Clem Macrone and a bike connection to the R-5 station.

### **Environmental Issues**

Environmental issues, particularly stormwater management and beautification of the SEPTA rock slope along Conestoga Road were discussed in Steering Committee meetings and at the stakeholder interviews, but were not specifically addressed in the Visioning Workshop. Both issues were raised by participants at the Visioning Workshop and are clearly priorities for the community.

### **Prioritization Workshop**

The Prioritization Workshop sought to confirm the draft Vision and Guiding Principles, gain feedback on proposed physical improvements to the Overlay District and identify community priorities for proposed improvements.

After an initial presentation that summarized findings from the Visioning Workshop, presented the draft Vision and Guiding Principles and described proposed physical improvements, the meeting transitioned to an interactive workshop using the display board format developed for the Visioning Workshop. One display board tested reaction to the draft Vision and Guiding Principles, which was overwhelmingly positive.

The remainder of the display boards illustrated proposed improvements and projects including:

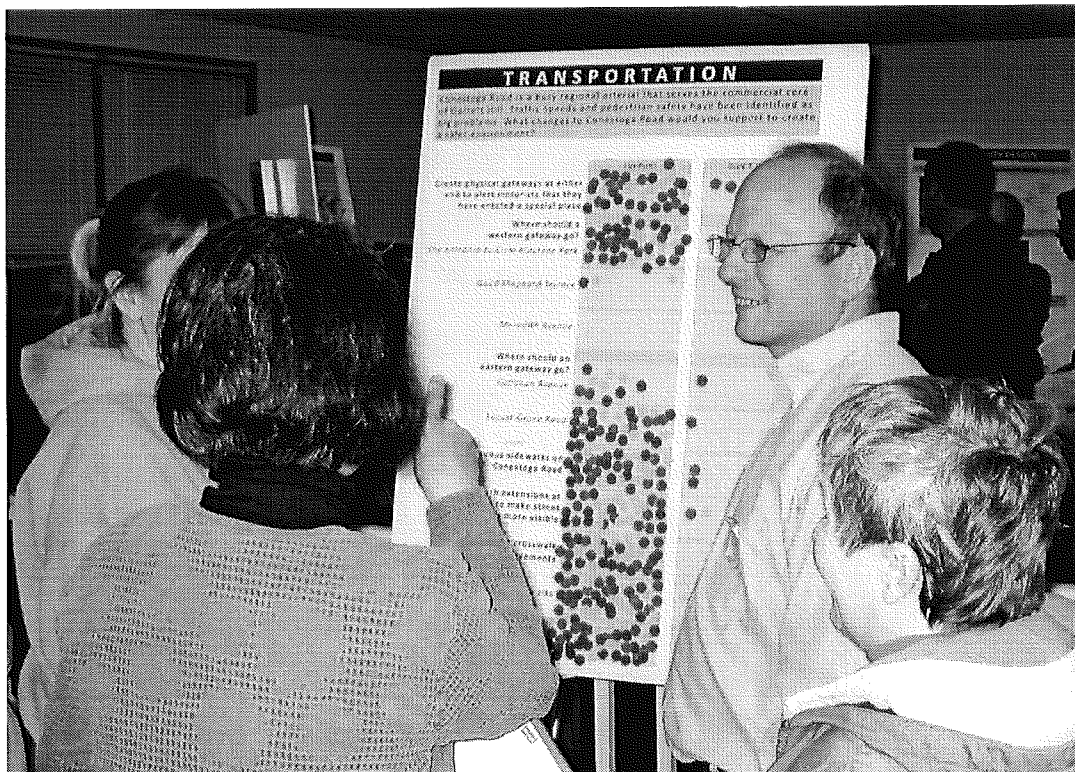
- Garrett Avenue streetscape
- Conestoga Road village center
- Gateways
- Route 100 Station improvements
- SEPTA rock slope improvements along Conestoga Rd.
- Park investments
- Development of a new Route 100 Station on the Conestoga Rd. rock slope

Participants viewed images of each proposal and answered questions indicating whether or not they supported the ideas proposed. After viewing all of the displays, participants were invited to prioritize proposed improvements by inserting "Garrett Hill Bucks" into pockets attached to each display. The relative cost of each improvement was indicated by the number of dollars needed to select that as a priority. The total cost of all improvements listed was about \$30, and each person had only \$10 to spend.

Nearly all of the ideas presented received strong support. Only two ideas received significant negative response – the proposal to develop a new Route 100 station at the SEPTA Conestoga Rd. rock slope and a suggestion to limit a small segment of Garrett Avenue to one-way traffic to allow for wider sidewalks and street lighting.

The top priorities by a considerable margin were park protection as permanent open space and investments in local parks, gateways and SEPTA rock slope beautification. Conestoga Road

Village Center Improvements, Garrett Avenue Improvements and Route 100 Station Improvements received middle priority. Development of a new Route 100 Station on the rock slope received a low priority. These priorities were expressed by the following rankings determined by “Garrett Hill bucks” vs. relative cost of improvement:



*Participants weighing in on which issues are most important*

High Priority:

1. Park Improvements (70)
2. Gateways (69)
3. SEPTA Rock Slope Beautification (61)

Middle Priority:

4. Village Center/Conestoga Road Improvement (29)
5. Garrett Avenue Improvements (26)
6. Existing SEPTA station improvement (24)

Low Priority:

7. Construction of new SEPTA station (7)

The Steering Committee met the night after the Prioritization Workshop to identify issues to pursue in the Master Plan on the basis of feedback from the Visioning and Prioritization Workshops. The Committee opted to incorporate all of the proposed physical improvements except for the new Route 100 station and the proposal to limit a segment of Garrett Avenue to one-way traffic into the Master Plan. While the Committee felt that both ideas provided some benefits, it ultimately decided not to move forward with them.

## **Vision & Guiding Principles**

Developed through the community outreach process described above, the following Vision and Guiding Principles encapsulate community aspirations and needs and have been used to guide the development of the Master Plan and Overlay District.

### **Vision**

Garrett Hill is an exceptional community made up of new and long term residents and businesses that serve the community. We envision the preservation and enhancement of Garrett Hill, a place where local residents and businesses work together to protect our diverse population, small-town community character, diversity of homes, close community ties and locally-owned and operated businesses.

### **Guiding Principles**

- Encourage ongoing local investment in homes and businesses
- Ensure that the mix of land uses here today is permitted to remain
- Maintain the small-scale neighborhood character and density
- Improve pedestrian access and safety
- Slow traffic speeds through our community
- Protect our open space and invest in our parks and natural environment
- Enhance the community's access to public transportation
- Improve storm water management within our community
- Ensure adequate parking through enforcement, policy, ordinance and investment to increase the supply of parking spaces.
- Encourage and support development of an enhanced streetscape.



## **Community Investment Recommendations**

The first of two sets of recommendations for the Garrett Hill Overlay District, the Community Investment Recommendations, focus on physical changes needed to implement the Vision and Guiding Principles.

### **Gateways**

At both the Visioning and Prioritization Workshops, community members expressed strong support for creating visual gateways at the entrance points to Garrett Hill. A primary purpose of the gateways is to signal to drivers that they have entered a special place – one in which people are likely to be out walking and shopping – so drivers need to slow down and take notice of their surroundings. Gateway signage could incorporate some reference to Garrett Hill's historic character.

Participants in the master planning process thought it was important to create the initial gateways at the far western and eastern boundaries of the Overlay District and then to reinforce the message of community through improved pedestrian crossings and streetscape improvements throughout the District along Conestoga Road and Garrett Avenue.

### **Western Gateway**

The preferred location of the Western Gateway is at Clem Macrone Park – well before the entrance to the commercial core, but where children and adults regularly cross the street to access the park. The 25-mile per hour speed limit signs and flashing overhead lights warn drivers to slow down in this location, but the warnings often go unheeded. Recommended gateway elements for this location include signage welcoming people to Garrett Hill and improved pedestrian crossings – with curb extensions to narrow the street at the entry point to the neighborhood and textured crosswalks to provide another cue to drivers to slow down.



*Existing condition of the western gateway*



*Proposed condition of the western gateway with crosswalk, signage, and curb extensions*

### **Eastern Gateway –SEPTA Rock Slope Improvements on Conestoga Road**

The eastern gateway location was identified as the SEPTA rock slope – currently a rocky eyesore and an unwelcoming entrance to the community. The enhancements recommended for this location include both aesthetic improvements and increased stormwater storage capacity to reduce runoff. This will include new landscaping to screen the rocky slope and construction of an engineered drainage swale behind the screening. The addition of trees above the drainage swale would provide additional stabilization and aesthetic improvements. In addition to improvements to the rock slope itself, the Master Plan recommends installing welcome signage similar to that created for the western gateway. The Steering Committee recommends the Eastern gateway signage be located just east of the entrance to Radnor United Methodist Church, between the Church property and Rosemont Business Campus.



*Existing condition of the eastern gateway*



Proposed condition of the eastern gateway with aesthetic and stormwater improvements

### **Garrett Avenue Improvements**

Streetscape improvements to Garrett Avenue were identified as a high priority in the Prioritization Workshop. Because it is so narrow, Garrett Avenue is extremely challenging to improve. The entire right-of-way is only about 30 feet wide, and it needs to accommodate sidewalks on both sides of the street, two lanes of traffic and a parking lane. Utility poles are located in the middle of the narrow sidewalk on the west side of the street, blocking passage for pedestrians. Utility wires produce significant visual clutter, and the existing sidewalks are in poor condition and even missing at the Route 100 overpass.

Acquisition of additional right-of-way is not possible because most homes and businesses are set back less than five feet from the back of the sidewalk. The planning process considered making at least a portion of Garrett Avenue one-way to provide space for wider sidewalks, but traffic and logistical concerns made this unrealistic.

Given these limitations, it is not possible to expand parking to both sides of the street, widen sidewalks or install landscaping. Instead, the Master Plan recommends the following improvements to Garrett Avenue:

- Replace existing sidewalks from Conestoga to the Route 100 station, filling the gaps where sections are missing
- Bury the electric, phone and cable utility lines to improve pedestrian access on the west side of the street and reduce visual clutter
- Move the fire hydrants from the west side (where on-street parking is located) to the east side of the street to increase the number of on-street parking spaces

- Install pedestrian-level street lighting on small bulb-outs – this approach may result in the loss of a parking space or two, but it would keep the very narrow sidewalks clear for pedestrian and wheelchair access



*Existing condition of Garrett Avenue*



*Proposed condition of Garrett Avenue with crosswalks, new sidewalks, and underground utilities*

## **Conestoga Road Village Center**

Conestoga Road from Bailey Road to Callanan Avenue forms the commercial core of Garrett Hill with a variety of restaurants and take-out establishments, bars, dry cleaner, laundromat, auto repair and other community-serving businesses. Conestoga Road, which began as a free alternative to the Lancaster Turnpike, has evolved into a state-owned arterial roadway that carries large volumes of traffic at speeds generally higher than the posted 25 mile per hour limit. Many of the buildings on Conestoga were built before the automobile – and resulting parking needs – was so prominent.

The Master Plan has proposed creating a “village center” along Conestoga Road. The challenge of the village center concept is to balance conflicting vehicular and pedestrian needs to support a vibrant, balanced commercial district. This entails adding parking, slowing traffic speeds, improving pedestrian safety and comfort and enhancing the appearance of the commercial district.

### **Streetscape Improvements**

Streetscape improvements are an important part of the village center concept. The recommended streetscape improvements include:

- Burying the electric, phone and cable utility lines to reduce visual clutter
- Construction of continuous sidewalks and curbing on the north and south side of Conestoga Road from Clem Macrone Park to the eastern edge of Rosemont Business Campus and to the entrance of Radnor United Methodist Church
- Installation of landscaping, including planters and street trees, pedestrian-level street lighting, benches, trash cans and banners
- Providing well-marked, textured crosswalks at each intersection, with curb extensions at major intersections where feasible

### **Façade Improvement Program**

The village center concept also recommends encouraging private investment in façade improvements to complement the public investment in the streetscape. This would entail implementing a façade improvement grant program. Programs typically provide funding and architectural services to help design improvements that are consistent with the existing and desired commercial character of a neighborhood. Most grants provide a 50% match to business or property owners up to a specified maximum. The types of investments typically eligible for funding include:

- Brick or wall surface cleaning
- Patching and painting of façade walls
- Signage or lighting replacement/repair
- Canopy, porch, awning installation/repair
- Window and/or door replacement/repair
- Mortar joint repair
- Railings, ironwork repair, replacement or addition
- Cornice repair and/or replacement
- Railings and ironwork replacement/repair to exterior steps



*Existing condition of facades*



*Proposed condition of facades with new planters, banners, awnings, and other improvements*

### **Parking Strategy**

The most aggressive recommendation in the village center concept addresses how parking in front of businesses is accommodated. Currently, a number of businesses have perpendicular parking

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located on the property in front of their buildings. In places, this arrangement interrupts sidewalks and forces pedestrians to walk behind parked cars.

The village center concept proposes integrating the perpendicular parking arrangement into the streetscape design to describe how sidewalks and other streetscape elements will link between properties with and without perpendicular parking. The goal is to provide for consistent, continuous sidewalks adjacent to buildings, regardless of how the parking is arranged. Such a proposal would bring most commercial buildings on Conestoga Road up to the sidewalk and provide an opportunity to increase the total amount of parking available in the core.

Not all property owners would need to participate for this strategy to work, but the greater the participation the greater the impact on the parking supply, pedestrian environment and streetscape appearance.



*Existing conditions on Conestoga Road*

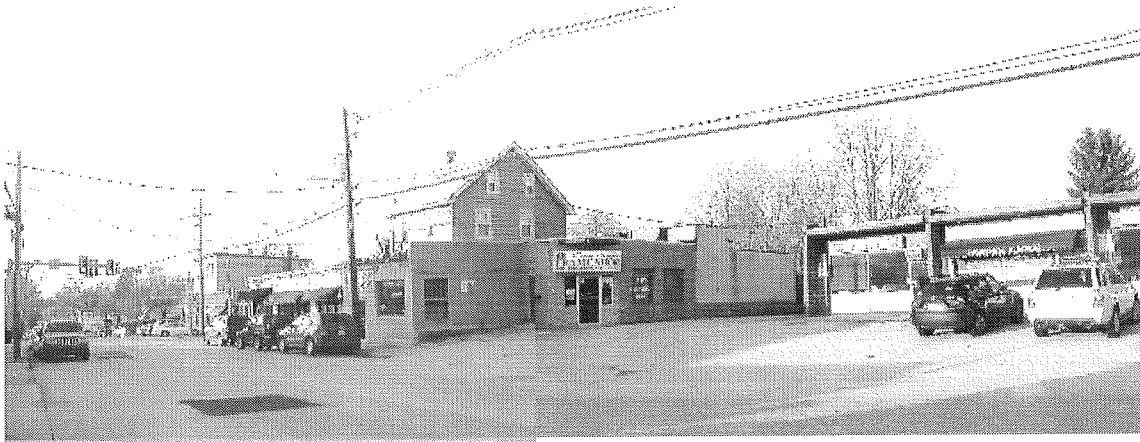




*Proposed conditions on Conestoga Road with perpendicular parking and new development*

As is discussed in more detail in the Policy Recommendations section, provision of adequate parking is a critical issue to the long-term viability of local businesses and the residential quality of life in Garrett Hill. The Master Plan also needs to pursue additional off-street supply. This strategy will require property acquisition and construction of new parking lots. Ideally the new spaces would be linked to an existing lot to provide good access to local businesses.

Once basic supply issues are addressed – likely through a combination of new construction and shared use strategies as described in the Policy Recommendations – the business district as a whole may consider creating a formal shared parking district, in which local businesses share parking. This provides a benefit to local customers, who can park once and then run all of their errands without moving their cars between stops. Since it is likely that new parking would be located off of Conestoga Road, the Master Plan recommends the installation of new signage that directs customers to the spaces.



*Existing conditions in the village center*



*Proposed conditions in the village center with new planters, sidewalks, and pedestrian lighting*

## **Route 100 Station Improvements**

The Route 100 station has been identified as an important community asset, but community members have significant concerns about the condition, appearance and access to the station as it exists today. During the planning process, there was considerable discussion about what improvements to the station would be possible given the difficulties of providing disabled access to the station under the requirements of the Americans with Disabilities Act (ADA).

Discussions with SEPTA confirmed that ADA would permit repair of facilities without requiring the entire station to be fully ADA compliant. This was important because full ADA compliance would require the station to be wheelchair accessible – a major challenge given its location in a gully. ADA does provide some limitations to the improvements that can be made to the station before requiring full accessibility. Repairs are allowed, but anything replaced must be replaced with an ADA compliant feature. This means that the station stairs and paths can be repaired in their current configuration – but not replaced. Elements that can be replaced include lighting, railings and shelters as each of these can be replaced with ADA compliant fixtures. SEPTA's long term plan for making the Route 100 station fully accessible is to install a zigzag ramp to provide access to Lowrys Lane from the end of the station platforms.

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The Master Plan recommends the following improvements for the Route 100 station in order to affect a coherent attractive overall design:

- Repair existing stairs and install new railings
- Install glass shelters
- Reconstruct the paths
- Install new lighting
- Bicycle racks
- Eventually, provide ADA access to Lowrys Lane with a ramp



*Existing conditions at the Route 100 station*



*Proposed new shelters at the Route 100 station and improved, ADA compliant access*

## **Park Improvements**

Permanent preservation of open space and investment in Clem Macrone Park and Emlen Tunnell Field are among the highest community priorities for Garrett Hill. The Policy Recommendations section outlines changes to zoning that would limit use of Garrett Hill's parks to open space and low-intensity recreation uses. The text below describes the physical investments needed to fully realize each of the park's potential.

### **Clem Macrone Park**

The following improvements are recommended at Clem Macrone Park:

- Improve pedestrian access from the neighborhood
- Improve walking trails inside the park
- Construction of a picnic pavilion with a water source
- Rehabilitate the restrooms
- Stream bank restoration
- Interpretive/educational signage describing the role and environmental benefits of the park's stream and natural features
- Continuation of periodic natural education programs in the park
- Study and provide for maintenance and replacement of heritage and specimen trees



Existing conditions of the Clem Macrone Park



Proposed new crosswalk access to park and new picnic pavilion

## Emlen Tunnell Field

The following improvements are recommended at Emlen Tunnell Field:

- Rehabilitate the walking track
- Construct restrooms
- Study and provide for maintenance and replacement of heritage and specimen trees
- Clear title and transfer Emlen Tunnell Field ownership to Radnor Township to assure zoning for permanent park status/open space. This is critical to achieve satisfaction of the GHOD park preservation goal.



*Existing conditions in Tunnell Field*



*Proposed picnic pavilion and walking track improvements at Tunnell Field*

### **Other Recreation and Transportation Ideas**

Several other ideas were raised during the planning process for recreation improvements. While it is beyond the scope of this project to provide detailed recommendations for implementation of these concepts, the community could consider further development of the following ideas as a part of a more comprehensive recreation strategy:

- Development of a dog park
- Provision of recreational opportunities for 13- to 17- year-olds
- Sidewalk improvements on Route 30 from Garrett Avenue to Airdale Road
- Creation of an adequate bus stop area for the westbound SEPTA route 105 bus service on Lancaster Avenue

## Policy Recommendations

The policy recommendations below focus on changes needed to implement Overlay District land use, community design and preservation, parking and stormwater goals. The policy recommendations will guide the development of the zoning and subdivision language for the Garrett Hill Overlay District and address issues such as development densities, building heights, setbacks, parking requirements, mix of uses, signage and other elements that can be regulated through Township ordinances.

### Land use

One of the Guiding Principles for the Master Plan is to ensure that the mix of land uses here today is permitted to remain. Township zoning for the Overlay District is not consistent with this principle because land uses permitted under the C-1, C-3 and PLU Districts do not match those in place in the Overlay District today. The C-1 and C-3 districts do not permit residential uses, which conflicts with the existing mixed-use character of Garrett Avenue and Conestoga Road. The PLU District allows for a range of public uses including schools, government buildings and even art galleries, which is inconsistent with the goal of protecting existing open space for open space and low-intensity recreation uses

The C-O and C-3 zoning in the Overlay District is consistent with the current uses of those sites, though there is little recognition of how each site should relate to the character of the surrounding development.

The Zoning Overlay needs to address these inconsistencies by creating a set of land use regulations that support existing land uses and better integrate the auto-related and large-scale office uses into the overall built environment. Specific use-related issues to consider in the Zoning Overlay include:

- Allowing residential uses in the areas currently zoned for C-1 and C-3
- Prohibiting liquor-related uses on Garrett Avenue
- Addressing auto-related uses on Conestoga Road – preserving full service auto repair shops while preventing uses adverse to the community such as an auto body shop, tire replacement center or muffler shop
- Limiting density and intensity of development to current levels:
  - For residential uses, this includes single-family homes, residences combined with a business and commercial structures with one to two apartments
  - For commercial uses, this means small-scale, low-intensity uses on Garrett Avenue, with somewhat more intense uses on Conestoga Road

The Garrett Hill Overlay District can be considered five separate sub-districts:

- Garrett Avenue Neighborhood, which is characterized by residential development.
- Garrett Avenue Mixed-Use, which is characterized by low-intensity, residential/commercial mixed-use development.
- Conestoga Road, which is characterized by low to medium-intensity commercial/residential mixed-use development.
- Rosemont Business Campus, which is a commercial office park.



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- Emlen Tunnell Field and Clem Macrone Park, which together make up the District's park and open spaces.

The following pages summarize the types of uses that would be considered consistent with the existing uses in each of the sub-districts. While the list of uses ultimately included in the Overlay may differ somewhat than those listed below, future uses should be compatible with existing uses and those included on the lists below.

### **Garrett Avenue Neighborhood Sub-District**

Uses to be considered for the Garrett Avenue Neighborhood Sub-district include:

- Single-family detached dwelling
- Single-family semi-attached dwelling

### **Garrett Avenue Mixed-Use Sub-District**

Uses to be considered for the Garrett Avenue Mixed-use Sub-district include:

- Single-family dwelling
- Dwelling combined with a business
- Commercial building with accessory apartment
- Personal services (barber shop, beautician, nail salon, etc.)
- Tailor
- Florist
- Small appliance repair shop
- Business office
- Professional office
- Off-street surface parking

### **Conestoga Road Sub-District**

Uses to be considered for the Conestoga Road Sub-district include:

- Commercial building with accessory apartment
- Retail store
- Restaurant
- Personal services (barber shop, beautician, nail salon, etc.)
- Tailor
- Catering establishment
- Small appliance repair shop
- Business office
- Professional office
- Self-service and/or full service laundry
- Dry cleaning pick up location or wet cleaning
- Off-street parking
- Place of worship
- Prepared food store
- Medical office
- Bar (by special exception)

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- Beer distributor
- Florist
- Locksmith
- Builder/contractor's office
- Full service auto repair

### **Rosemont Business Campus Sub-District**

Uses to be considered for the Rosemont Business Sub-district include:

- Business office
- Professional office
- Medical office
- Bank or financial institution
- Day care center

### **Parks and Open Space Sub-District**

Uses to be considered for the Parks and Open Space Sub-district include:

- Open space
- Public park
- Playground
- Natural turf playing fields
- Playing courts
- Track
- Trails
- Pavilion
- Nature center

### **Community fabric & scale**

The design of development can be as important as its use in terms of its suitability for a location. The C-1 and C-3 development design standards are geared to a "greenfield" suburban environment rather than a traditional built out community like Garrett Hill. This has resulted in minimum lot size, setback and other development standards that are simply not possible for existing parcels to meet.

As with land uses, the community strongly supported maintaining the current scale of development and the existing density in Garrett Hill. Development standards in the Township Zoning Ordinance work against existing development patterns, requiring larger lot sizes, deeper setbacks and wider lots, which, if implemented, would ultimately result in a commercial development pattern more frequently seen in auto-oriented commercial strips. Due to small lot sizes and limited parking options, many parcels in Garrett Hill exceed the maximum building coverage allowance and impervious surface coverage requirements in the Zoning Ordinance.

The recommendations in this section will cover two basic topic areas. The first will address inconsistencies between current zoning and the existing built environment. The second will provide some initial ideas on topics to address in potential design guidelines and/or standards that go beyond what can be regulated in a standard zoning ordinance.

The Garrett Hill Overlay District is being created under the "Traditional Neighborhood Development (TND) Zoning" standards as defined by the Pennsylvania Municipalities Planning Code (MPC). The TND provisions permit more detailed development and design requirements than would otherwise be allowed under state law. While the MPC generally limits regulation of design in zoning – instead of limiting regulations to those that promote "health, safety and general welfare" of local inhabitants – it allows for more flexibility in TND districts. Standards and guidelines developed under the TND provisions of the MPC will be able to go further to ensure that future development reinforces the small-scale village-style development found in Garrett Hill today.

### **Development Standards**

As with land uses, the issues vary by sub-area. Development standards for Garrett Avenue should be different than those for Conestoga Road, reflecting its lower intensity development patterns. The development standards in current zoning to be addressed in this section are listed below:

- Minimum lot area: 15,000 square feet
- Minimum lot width: 100 feet
- Maximum building area: No more than 25% of lot area
- Maximum lot coverage: No more than 60% of a lot to be covered by impervious surface
- Front yard setback: Not less than 20 feet in depth
- Side yard setback: Not less than 20 feet in depth for detached buildings
- Rear yard setback: Not less than 35 feet in depth or no less than 35% of lot depth, whichever is greater
- Maximum building length/width: 160 feet
- Maximum building height: 35 feet

### **Garrett Avenue Sub-Districts**

Development standards for the Garrett Avenue sub-districts need to preserve their historic character and support investment in existing homes and businesses, while accommodating the development of new commercial and residential structures.

**Minimum lot area:** The lot area requirement should be reduced, and it may be useful to vary it by the use of a structure. An analysis of existing lot sizes indicated that 3,000 square feet would be a reasonable minimum lot size in each of the Garrett Avenue sub-districts.

**Maximum lot width:** A maximum lot width should be considered in order to preserve the overall character and scale.

**Minimum lot width:** The minimum lot width requirement should be eliminated for the Garrett Avenue sub-districts.

**Maximum building area:** For the small lot sizes generally found on Garrett Avenue, a 25% building coverage maximum is too low. Thirty-five percent for residential uses and up to 70% for commercial uses may be more realistic.

**Maximum lot coverage:** While many of the residential uses currently appear to meet the 60% impervious surface coverage limitation, few of the commercial uses do. For commercial development, the small lot sizes require nearly everything not covered by building to be

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covered by parking. Given the importance of reducing impervious coverage wherever possible, it appears that there should be separate coverage standards for residential and commercial uses. The 60% standard appears high for residential uses and could even be reduced to as little as 40%. It would be reasonable to increase the coverage allowance for commercial uses to as much as 85% or 90% with implementation of the Township's standard requirements for stormwater management.

**Front yard setback:** No parcel on Garrett Avenue meets the 20 foot minimum front yard setback. The Overlay District should include a maximum front yard setback (sometimes called a "build to" line) to maintain the existing "building wall" on Garrett. A maximum setback of 10 to 20 feet from the sidewalk would appear to be reasonable.

**Side yard setback:** Few buildings on Garrett Avenue meet the 20 foot minimum side yard setback. A more realistic setback might be five feet for detached structures with 10 to 12 feet for side parking access.

**Rear yard setback:** A casual review shows that about half of the parcels on Garrett Avenue meet the 35 foot rear yard setback requirement. Reducing the requirement for commercial development would provide more flexibility in site layout that could be useful in developing these smaller lots.

**Maximum building length/width:** This measurement is a useful tool for limiting building size to keep new structures in scale with existing development. The 160 foot maximum described in the C-1 zoning is too large for Garrett Avenue. An analysis of existing structures indicates that 80 feet could be an appropriate dimension.

**Maximum building height:** The 35-foot maximum appears high for Garrett Avenue. Design standards should be created to preserve the 2-story scale.

### Conestoga Road Sub-District

Development standards for Conestoga Road need to support a mix of commercial and residential uses in a manner that allows for good quality pedestrian and vehicular access.

**Minimum lot area:** The lot area requirement should be reduced. An analysis of existing lot sizes indicates that a 4,000 square foot minimum would be reasonable.

**Maximum lot width:** A maximum lot width should be considered in order to preserve the overall character and scale.

**Minimum lot width:** The minimum lot width requirement should be eliminated for the Conestoga Road sub-district.

**Maximum building area:** For the small lot sizes generally found on Conestoga Road, a 25% building coverage maximum is too low. An analysis of existing conditions indicates that an 80% maximum building area is consistent with current development patterns.

**Maximum lot coverage:** Much of the development along Conestoga Road is approaching 100% impervious surface coverage in order to meet parking requirements. This needs to be

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recognized by the Overlay District. Future development that would further increase the impervious coverage area should be required to provide stormwater retention to store additional runoff and consideration should be given to requiring “over correction” of stormwater impacts – basically reducing runoff from the site to an amount less than what occurred before the new development.

**Front yard setback:** Few parcels on Conestoga Road meet the 20 foot minimum front yard setback. The front yard setback requirement should be changed to a “build to” line that places buildings close to the sidewalk but allows for both parallel parking on the street and perpendicular parking in the front yard of buildings located on Conestoga Road.

**Side yard setback:** A smaller side yard setback would create more development flexibility without sacrificing the village character of Conestoga Road. A reduction of the side yard for detached structures to 10 to 12 feet would provide more flexibility and still allow for rear access. Attached structures should continue to be allowed.

**Rear yard setback:** A casual review shows that few parcels on Conestoga Road meet the 35 foot rear yard setback requirement. Reducing the requirement would provide more flexibility in site layout that could be useful in developing these smaller lots. A rear setback of as little as five feet could be appropriate for a parcel that backs onto a commercial use. A 15 foot setback may be more appropriate for a parcel that backs onto a residential use.

**Maximum building length/width:** This measurement is a useful tool for limiting building size to keep new structures in scale with existing development. The 160 foot maximum described in the C-1 zoning is too large for Conestoga Road. An analysis of existing structures indicated an appropriate dimension of about 75 feet.

**Maximum building height:** The 35-foot maximum appears reasonable for Conestoga Road. Design standards should be created to preserve the 2-story scale.

### Design Issues

As described above, the TND provisions of the Pennsylvania MPC allow some flexibility in regulating design issues in designated TND districts. This provides the opportunity to incorporate more specific design standards to protect the character of Garrett Hill. Design discussions in the Master Plan process to date have focused largely on inconsistencies with the current Zoning Ordinance. More discussion is needed during the second phase of the project – preparation of the Overlay District – to identify design issues to be included in the Overlay District. That said, a number of issues were raised during the master planning process, these include:

**Signage:** Plan participants generally supported the idea of creating more flexible sign standards to allow projecting signs and externally lit signs that meet specific design criteria.

**Upper story setbacks:** The community has expressed concern over the total size and perceived mass of new construction. While people generally supported maintaining a 35 foot maximum building height, the idea of requiring upper stories of buildings to reduce in square footage and to be set back to provide a more open feel was raised by a number of people.

**Building articulation:** Building articulation refers to the building elements that contribute to a lively streetscape. These include number, placement and size of windows and doors, roof shape, awnings, building materials, corner treatments, porches and balconies, and other architectural details that define both the building and the public realm. The Overlay District will identify important elements and incorporate them into design standards or guidelines.

Each of these and other design issues raised during the preparation of the Overlay District will be considered for inclusion in the Overlay. The next step will be to consider how to best incorporate design standards into the Overlay. This may include designating certain elements as absolute requirements for each building, but will also likely include some flexibility that allows property owners to select from a list of elements to decide what is appropriate for that specific building and how it relates to those around it.

### **Historic preservation**

The question of whether the Master Plan and Overlay District should include a specific historic preservation element was raised. During the development of the Overlay, many of the traditional elements (height, scale, articulation, etc.) of Garrett Hill buildings were incorporated into the zoning and subdivision standards. More specific design standards that would require evaluation by a Design Review Board were not included in the Overlay. Many involved in the planning process felt that it was important to understand the impacts of the new zoning and subdivision requirements before adding another development review step. A more detailed review of the traditional building characteristics of Garrett Hill should be conducted and consideration given to the development of more detailed design standards and a design review process as plan implementation proceeds.

### **Parking**

Provision of adequate parking is a critical issue to the long-term viability of local businesses and the residential quality of life in Garrett Hill. The existing commercial parking supply is already very well managed, with local businesses engaged in both formal and informal shared parking arrangements. Any real solution to the parking problems in Garrett Hill must involve an increase in supply – either by creating access to existing supply at the Rosemont Business Campus and/or through construction of new supply as discussed in the Community Investment Recommendations section of the Master Plan.

### **Permit Parking**

An expanded permit parking program should be considered to better manage the existing supply of residential parking. The current program is limited to those residences located on Garrett Avenue that lack off-street parking. Changes to consider include:

- Expanding the residential streets in the neighborhood that have permit parking
- Creating visitor parking passes for house guests
- Increasing enforcement of the provisions that limit number of permits per household to two
- Consider expanding permit availability to homes that have off-street parking

### **Zoning Requirements**

The parking regulations in the Zoning Overlay need to be more closely tailored to the specific uses found in Garrett Hill. The Township's standards are fairly general. For example under restaurants the Zoning Ordinance treats a nightclub, where patrons tend to linger, the same as a diner, where

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patrons tend to spend less time. Experience in the area has shown a big impact resulting from these kinds of differences. The Overlay District parking requirements should be specific enough to address these differences.

In addition, zoning ordinances in many pedestrian-oriented mixed-use districts allow business owners to count the number of spaces in front of their establishments towards their required parking. This policy recognizes the space limitations in many older commercial districts and eases the logistical and financial burdens of parking provision. For Garrett Hill, such a policy would have the added benefit of helping to implement one of the changes proposed in the Community Investment Recommendations of the Master Plan. It would ensure that any property owner who agreed to transfer storefront parking to the public right-of-way would maintain credit for any existing spaces and reap benefits from any increase in spaces that the new alignment provided.

### **Shared Use Parking**

A key element of the shared use parking approach is focused on expanding the supply of employee parking. Employee parking experiences lower turnover and is not as sensitive to location as customer parking, making it suitable for spaces that may be available at the edge of the commercial core. By freeing up spaces currently used by employees in the core, the supply of readily-available customer parking would be expanded. During the stakeholder interviews, local businesses indicated that as many as 50 spaces are needed for employee parking at peak periods, a significant number for a small commercial district.

One potential solution would be to approach Rosemont Business Campus about opening a portion of its lot for employee-only parking. The parking lot is unused in the evening and has significant unused capacity at the back side of the lot during the day. The Business Campus has allowed some evening patron parking in the past, but recently discontinued the practice. One concern was liability, a worry that was accentuated by the significant portion of bar patrons using the parking.

Employee parking would be more attractive than customer parking from a liability and management prospective. Employees are in the area to work and presumably not to consume alcohol. Lower space turnover means less traffic in and out of the parking lot. Employee vehicles can be identified as such with a permit that would enable the Business Campus to know which and how many cars were using the lot. Using a permit system, business district employee parking could be limited to a specific area of the lot.

In order for this strategy to be feasible, the Rosemont Business Campus's prior concerns about shared use parking would need to be addressed and the provisions spelled out in a shared use parking agreement that would be signed by all participating parties. The agreement would spell out insurance requirements and legal indemnification for the shared parking program. Model agreements are readily available, but the insurance and indemnification sections should be developed with legal assistance. The agreement would also cover issues such as hours of use, permit or other vehicle identification requirements, signage, enforcement, maintenance and termination clauses.

Once basic supply issues are addressed – likely through a combination of shared use strategies and new construction – the business district as a whole should consider creating a parking district, in which local businesses share parking. This provides a benefit to local customers, who can park once and then run all of their errands without moving their car between stops. This strategy would

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also require a shared use parking agreement and would be required to address insurance and indemnification needs.

### **Stormwater**

Radnor Township has required storm water management since the late 1970s. It completed a Comprehensive Drainage Study in March 2000 and adopted a comprehensive Stormwater Management Ordinance in May 2005. Under the ordinance, new development is required to control peak runoff to reduce post-development runoff to pre-development levels. Redevelopment proposals are held to the same standard unless the redevelopment of a site will result in a reduction of at least 20% of the total impervious surface on the site.

The Overlay District could consider increasing the requirements for runoff control for development and redevelopment of sites within Garrett Hill. Many ordinances require development to reduce post-construction runoff to levels below pre-construction levels. This increases the cost of development, but provides incremental reductions in runoff over time as properties are redeveloped.

The 2000 Comprehensive Drainage Study also included projects to address identified problem areas. Two of these projects are located in the Overlay District, at Rosemont Business Campus and the SEPTA rock slope.

According to the study, runoff from the business campus and parking lot was controlled by an underground recharge basin that had an emergency outlet. The outlet discharged periodically, even during moderate rainfall events. The discharges from the emergency outlet flowed onto the SEPTA rock slope and further aggravated the flooding conditions that periodically occur along Conestoga Road.

The study recommended that the recharge basin at Rosemont Business Campus be converted to an underground detention basin with controlled releases. The purpose was to provide reasonable control of the standard rainfall design storms and to reduce the periodic uncontrolled or under-controlled releases from the emergency outlet. This project has already been implemented. The recharge nature of the basin should continue, but should not be the primary control feature for stormwater management.

The study further identified the existing rock covered slope between Conestoga Road and the SEPTA rails as an eyesore and a source of rocks being washed onto the roadway during moderate to heavy rainfall events. The plan recommended that the existing slope be improved with the addition of screening planting along the roadway and with an engineered drainage swale behind the screening. It recommended that tree planting continue up the slope to provide additional stabilization and appearance enhancement. These recommendations have been incorporated into the SEPTA rock slope improvements described in the Community Investment Recommendations.

The Master Plan recommends that Radnor Township take all actions necessary to obtain a controlling interest in the SEPTA rock slope so that these improvements can be made and maintained over time.



**Access Management**

Prohibit all but local truck and bus traffic from Garrett Avenue and install the appropriate signage to identify and enforce the truck and bus restrictions.

## Implementation Strategy

### Management Structure

The zoning and subdivision regulations in the Garrett Hill Overlay will be an important tool for implementing the Garrett Hill Master Plan. The regulations contained in the Overlay will regulate how development occurs over time; however, the community investment recommendations along with a number of the policy recommendations are beyond the scope of the Overlay District language. These recommendations are described briefly in the Action Plan below.

The Garrett Hill Steering Committee has been endorsed by the Radnor Township Board of Commissioners to advise Township staff and the Commissioners on the development of the Master Plan and Overlay District. The Steering Committee should continue in this role for the implementation of the Master Plan. The Steering Committee's task, over time, is to prioritize the recommended Action Plan and to communicate these priorities to the Board of Commissioners, Township staff and other Township boards and organizations that will be responsible for ultimate implementation of the projects.

### Project Funding

The projects described in the Action Plan will be implemented using a variety of resources including state; federal and non-profit grant sources, Radnor Township's Capital Improvement Program and private investment. Most grant resources will require some type of local match – commonly Township funds, but may also include private sources. Each year during the capital planning process, the Steering Committee will be responsible for working with the Board of Commissioners and Township staff to identify its top priorities for implementation in the coming year.

The Steering Committee will also need to have a working understanding of state and federal funding programs for the Action Plan projects. Some programs are funded through grant applications; others may be decided as a part of the regional transportation funding strategy. A basic understanding of the processes involved in each will help the Steering Committee to prioritize efforts and understand the lead time needed to move each project forward. Given the limited funding available, it is not uncommon for projects to be submitted several times for funding before ultimately winning a grant award.

Streetscape investments, particularly those along Conestoga Road, a PennDOT owned facility, will become a part of the Regional Transportation Improvement Program (TIP), which is a regionally agreed upon list of priority projects and required by federal law. The TIP document lists all projects that intend to use state or federal funds, along with other funded projects that are deemed "regionally significant." The TIP is updated regularly and includes projects for a four-year period. This means that a project added to the current TIP may not be scheduled to receive funding for four years.

The Steering Committee also needs to understand matching requirements for each funding source. Most funding sources require a 20% to 50% local match. In many cases this is provided by the Township, so understanding match requirements and likely timing of funding is critical to setting priorities for the Township's annual Capital Improvement Program.

## Action Plan

The Master Plan recommendations not addressed in the Overlay District language are listed below along with potential project implementers and partners, planning-level cost estimates, potential funding sources and project status. Each project has been designated short-, medium- or long-term on the basis of community priorities identified in the master planning process, overall project cost and potential funding availability. The cost estimates listed below are merely “ballpark” estimates based on knowledge of similar efforts.

Please note that while Pennsylvania Department of Economic and Community Development (DCED) Main Street and Elm Street Programs are listed as potential funding sources, Garrett Hill is not large enough to qualify as a full “Main Street” community. Garrett Hill does qualify for “associate” status. As an associate, many funding sources are available for construction-based projects, but the Overlay District would not qualify for the funding of a Main Street Manager.

In terms of project phasing, short-term is estimated to mean implementation in the first three years after plan adoption. Medium-term estimates implementation in three to five years, and long-term is any project expected to take more than five years for full implementation.

### Short-term

#### Western Gateway

<b>Proposed Improvements:</b>	Proposed improvements for the Western Gateway include: <ul style="list-style-type: none"><li>▪ Welcome sign at Lowry’s Lane</li><li>▪ Textured crosswalk and curb extensions at Lowry’s Lane</li><li>▪ Textured crosswalks at Clem Macrone Park entrance and the Rockingham Road/Good Shepherd Terrace intersection</li></ul>
<b>Implementation Partners:</b>	Garrett Hill Steering Committee, Radnor Township, PennDOT
<b>Cost Estimate:</b>	\$55,000
<b>Potential Funding Sources:</b>	U.S. Department of Transportation, Radnor Township
<b>Project Status:</b>	Not yet begun

#### Eastern Gateway – SEPTA Rock Slope Improvements

<b>Proposed Improvements:</b>	Proposed improvements for the Eastern Gateway include: <ul style="list-style-type: none"><li>▪ Welcome sign</li><li>▪ Landscaping of rock slope with trees and screening vegetation</li><li>▪ Construction of flood control and drainage swales</li><li>▪ Textured crosswalk from the Rosemont Business Campus to the corner of Summit Terrace</li></ul>
<b>Implementation Partners:</b>	Garrett Hill Steering Committee, Radnor Township, Pennsylvania Department of Environmental Protection, PennDOT, SEPTA, PECO
<b>Cost Estimate:</b>	\$225,000
<b>Potential Funding Sources:</b>	Pennsylvania Department of Environmental Protection grants and low-interest loans, PECO Greenway Program, Radnor Township

**Project Status:** Not yet begun, though landscaping and drainage swale construction recommendations are included in Radnor Township's 2000 Comprehensive Drainage Study.

**Clem Macrone Park Improvements**

**Proposed Improvements:** Proposed improvements for Clem Macrone include:

- Improved pedestrian access from the neighborhood
- Rehabilitation of walking trails inside the park
- Construction of a picnic pavilion
- Restroom rehabilitation
- Stream bank restoration
- Installation of natural resource interpretive signage
- Continuation of periodic natural education programs
- Study, replacement and maintenance of heritage and specimen trees

**Implementation Partners:** Garrett Hill Steering Committee, Radnor Township, Pennsylvania Department of Conservation and Natural Resources (DCNR)

**Cost Estimate:** \$250,000

**Potential Funding Sources:** DCNR Conservation Partnership Program, Radnor Township

**Project Status:** Not yet begun, though the picnic pavilion is included in the Radnor Township 1991 Parks, Recreation & Open Space Plan.

**Emlen Tunnell Field Improvements**

**Proposed Improvements:** Proposed improvements for Emlen Tunnell Field include:

- Installation of restrooms
- Rehabilitation of walking track
- Study, replacement and maintenance of heritage and specimen trees
- Clear title and Township ownership to assure preservation as permanent open space

**Implementation Partners:** Garrett Hill Steering Committee, Radnor Township, DCNR

**Cost Estimate:** \$300,000

**Potential Funding Sources:** DCNR Conservation Partnership Program, Radnor Township

**Project Status:** Not yet begun, though the installation of restrooms is included in the Radnor Township 1991 Parks, Recreation & Open Space Plan.

**Façade Improvement Program**

**Proposed Improvements:** The proposed improvements are described on page 21. Implementation of this task entails:

- Obtaining grant funding
- Administering with existing staff resources or through contractual services

**Implementation Partners:** Garrett Hill Steering Committee, Radnor Township, Pennsylvania Department of Community and Economic Development (DCED), possibly a consultant to operate the program

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<b>Cost Estimate:</b>	\$25,000, plus costs to construct each façade improvement, which could range from \$5,000 to \$25,000, depending on the extent of the construction
<b>Potential Funding Sources:</b>	DCED Main Street Program, participating businesses and/or property owners
<b>Project Status:</b>	Not yet begun

### Expand Residential Permit Parking

<b>Proposed Improvements:</b>	The proposed improvements are described on page 31. Implementation of this task entails: <ul style="list-style-type: none"><li>▪ Obtaining agreement from residents on expanded blocks</li><li>▪ Developing policy changes including expansion of permit parking to homes that have off-street parking, creating limited time visitor parking passes and expanded enforcement</li></ul>
<b>Implementation Partners:</b>	Garrett Hill Steering Committee, Radnor Township
<b>Cost Estimate:</b>	\$1,000
<b>Potential Funding Sources:</b>	Radnor Township
<b>Project Status:</b>	Not yet begun

### Employee Parking Strategy

<b>Proposed Improvements:</b>	The proposed improvements are described on pages 31 to 32. Implementation of this task entails: <ul style="list-style-type: none"><li>▪ Negotiations with Rosemont Business Campus for access to parking</li><li>▪ Consideration of land purchase and development of parking</li><li>▪ Developing a management structure for parking, including consideration of liability and insurance issues, permits, hours of use, signage, enforcement</li></ul>
<b>Implementation Partners:</b>	Radnor Township, Rosemont Business Campus, Garrett Hill business and/or property owners
<b>Cost Estimate:</b>	\$10,000 for shared parking at Rosemont Business Campus \$200,000 to construct a 20 space surface lot
<b>Potential Funding Sources:</b>	Radnor Township, participating businesses and/or property owners, DCED Main Street Program
<b>Project Status:</b>	Not yet begun

### Garrett Hill Enhancement Trust

<b>Proposed Improvements:</b>	Create a Garrett Hill Enhancement Trust to facilitate funding and implementation of physical improvements, such as site amenities. Implementation of this task entails: <ul style="list-style-type: none"><li>▪ Investigate the feasibility of the Enhancement Trust for Garrett Hill</li><li>▪ Form a Board of Directors to oversee Trust Activities</li><li>▪ Incorporate as a non-profit organization</li></ul>
<b>Implementation Partners:</b>	Radnor Township, Garrett Hill Steering Committee, Garrett Hill residents, businesses and property owners

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**Cost Estimate:** \$2,500 for legal services  
**Potential Funding Sources:** Radnor Township, participating businesses and/or property owners, Garrett Hill Coalition  
**Project Status:** Not yet begun

### Medium-term

#### Route 100 Station Improvements

**Proposed Improvements:** The proposed improvements are described on page 22. Implementation of this task entails:

- Applying to SEPTA's fund for community-based improvements
- Construction of improvements:
  - Repair existing stairs and install new railings
  - Install glass shelters
  - Reconstruct paths
  - Install new lighting
  - Install bicycle racks

**Implementation Partners:** Garrett Hill Steering Committee, Radnor Township, SEPTA  
**Cost Estimate:** \$180,000  
**Potential Funding Sources:** SEPTA, Radnor Township  
**Project Status:** Not yet begun

#### District-wide Shared Use Parking

**Proposed Improvements:** The proposed improvements are described on pages 20 to 21. Implementation of this task entails:

- Negotiations with business and/or property owners for shared access to parking
- Developing a management structure for parking, including consideration of liability and insurances issues, permits, hours of use, signage, enforcement

**Implementation Partners:** Radnor Township, Rosemont Business Campus, Garrett Hill business owners and/or property owners  
**Cost Estimate:** \$15,000  
**Potential Funding Sources:** Radnor Township, participating businesses  
**Project Status:** Not yet begun

#### Garrett Hill Historic Overlay

**Proposed Improvements:** Consider the development of a historic district overlay for Garrett Hill.  
**Implementation Partners:** Garrett Hill Steering Committee, Radnor Township, Radnor Historic and Architectural Review Board  
**Cost Estimate:** \$5,000  
**Potential Funding Sources:** Radnor Township,  
**Project Status:** Not yet begun

**Garrett Hill Design Standards**

**Proposed Improvements:** Consider the development of design standards that reflect the traditional development types of Garrett Hill.

**Implementation Partners:** Garrett Hill Steering Committee, Radnor Township, Radnor Historic and Architectural Review Board, Radnor Design Review Board

**Cost Estimate:** \$10,000

**Potential Funding Sources:** DCED LUPTAP grant, Radnor Township,

**Project Status:** Not yet begun

**Long-term**

**Garrett Avenue Streetscape**

**Proposed Improvements:** The proposed improvements are described on pages 19-20. Implementation of this task entails:

- Securing grant funding for design of improvements
- Hiring consultant to design improvements
- Securing funding for construction of improvements
- Consideration of prohibiting all but local truck and bus traffic on Garrett Avenue and/or making truck and bus traffic one-way from Lancaster Avenue to Conestoga Road
- Constructing improvements:
  - Replacing existing sidewalks from Conestoga to the Route 100 station, filling the gaps where sections are missing
  - Installing textured crosswalks across Garrett Avenue north and south of the Route 100 bridge to provide safe crossing
  - Burying or relocating the electric, phone and cable utility lines to improve pedestrian access on the west side of the street and reduce visual clutter
  - Moving the fire hydrants from the west side (where on-street parking is located) to the east side of the street to increase the number of on-street parking spaces
  - Installing pedestrian-level street lighting on small bulb-outs – this approach may result in the loss of a parking space or two, but it would keep the very narrow sidewalks clear for pedestrian and wheelchair access
  - Installing welcome signs

**Implementation Partners:** Garrett Hill Steering Committee, Radnor Township, DCED, PECO

**Cost Estimate:** \$600,000

**Potential Funding Sources:** DCED Community Revitalization Program, DCED Elm Street, U.S. Department of Transportation, Radnor Township, PECO

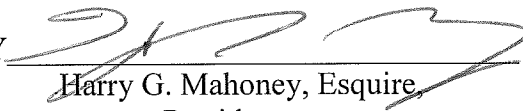
**Project Status:** Not yet begun

**Conestoga Road Streetscape**

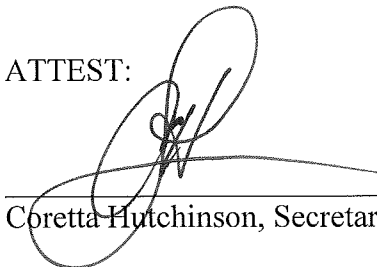
- Proposed Improvements:** The proposed improvements are described on pages 20-21. Implementation of this task entails:
- Securing grant funding for design of improvements
  - Hiring consultant to design improvements
  - Securing funding for construction of improvements
  - Constructing improvements:
    - Burying the electric, phone and cable utility lines to reduce visual clutter
    - Construction of continuous sidewalks from Clem Macrone Park to the eastern edge of Rosemont Business Campus on both sides of Conestoga
    - Installation of landscaping, including planters and street trees, pedestrian-level street lighting, benches, trash cans and banners
    - Providing well-marked, textured crosswalks at each intersection, with curb extensions at major intersections where feasible
- Implementation Partners:** Garrett Hill Steering Committee, Radnor Township, PennDOT, DCED, PECO
- Cost Estimate:** \$900,000 to \$1 million
- Potential Funding Sources:** U.S. Department of Transportation, DCED Main Street, DCED Local Municipal Resources & Development Program, DCED Community Revitalization Program, DCED Growing Greener II Main Street & Downtown Redevelopment (as gap funding) Radnor Township, PECO
- Project Status:** Not yet begun

ENACTED and ORDAINED by the Board of Commissioners this 21<sup>st</sup> day of July 2008, A.D.

TOWNSHIP OF RADNOR

BY   
Harry G. Mahoney, Esquire,  
President

ATTEST:

  
Coretta Hutchinson, Secretary