



Garrett Hill Master Plan

Existing Conditions

February 13, 2007



Campbell Thomas & Company



EXISTING CONDITIONS

Garrett Hill is:

- a wonderful community of
 - new and long term residents and businesses
 - investment for people of all ages
 - diverse and stable population
- attractive for investment / re-investment
- well located

The Residential and Business Community

VIBRANT and RESILIENT

- rarely seen and experienced in many of today's more modern developments
- characterized by regular re-investment
- care and concern for the greater community



These qualities make

- **Garrett Hill unique and worthy of special consideration**



In size

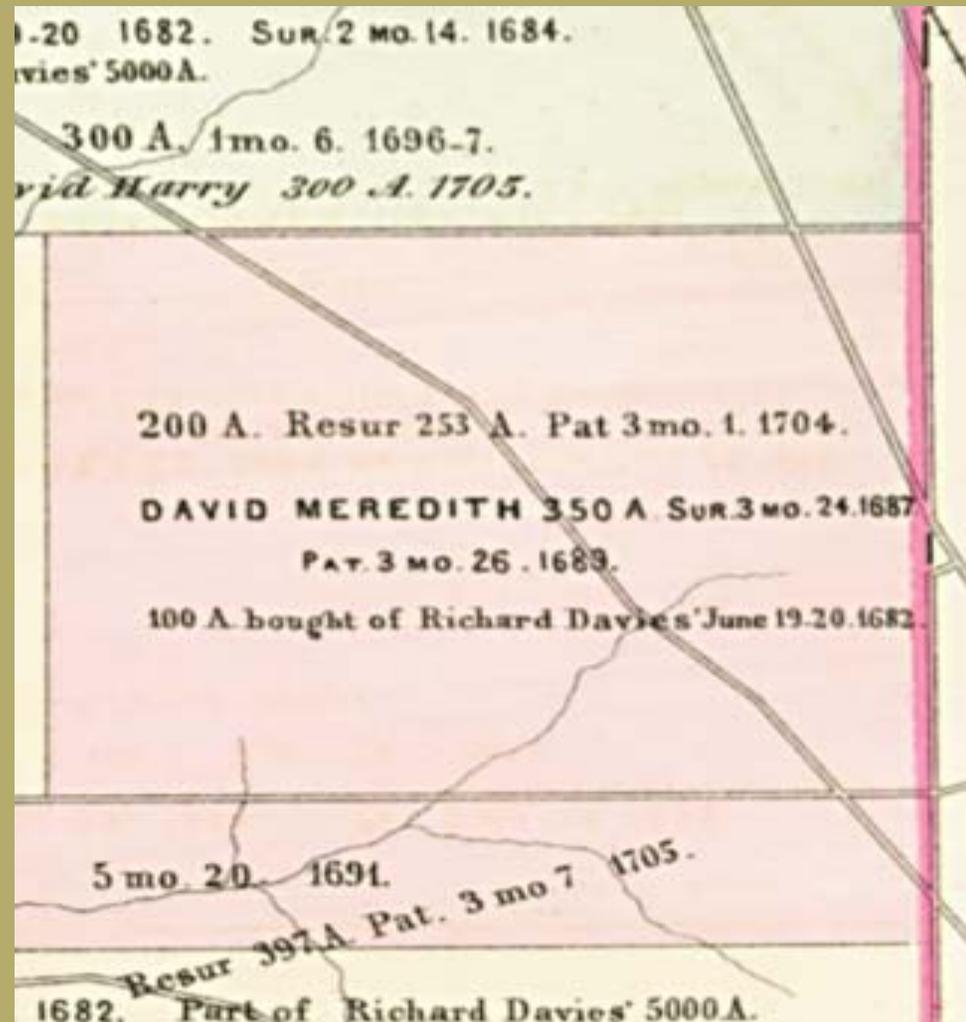
- **a small village**

- **recognizable core**
- **surrounding residential areas**
- **varying Densities**



Historically

situated between
two paths, the
Old Lancaster or
Conestoga Road
and what was the
Lancaster
Turnpike, now
Lancaster
Avenue



1860's & 70's - First Houses



United Methodist Church, 1834, Colonial



- were constructed upon Dr. Garrett's subdivision south of his house

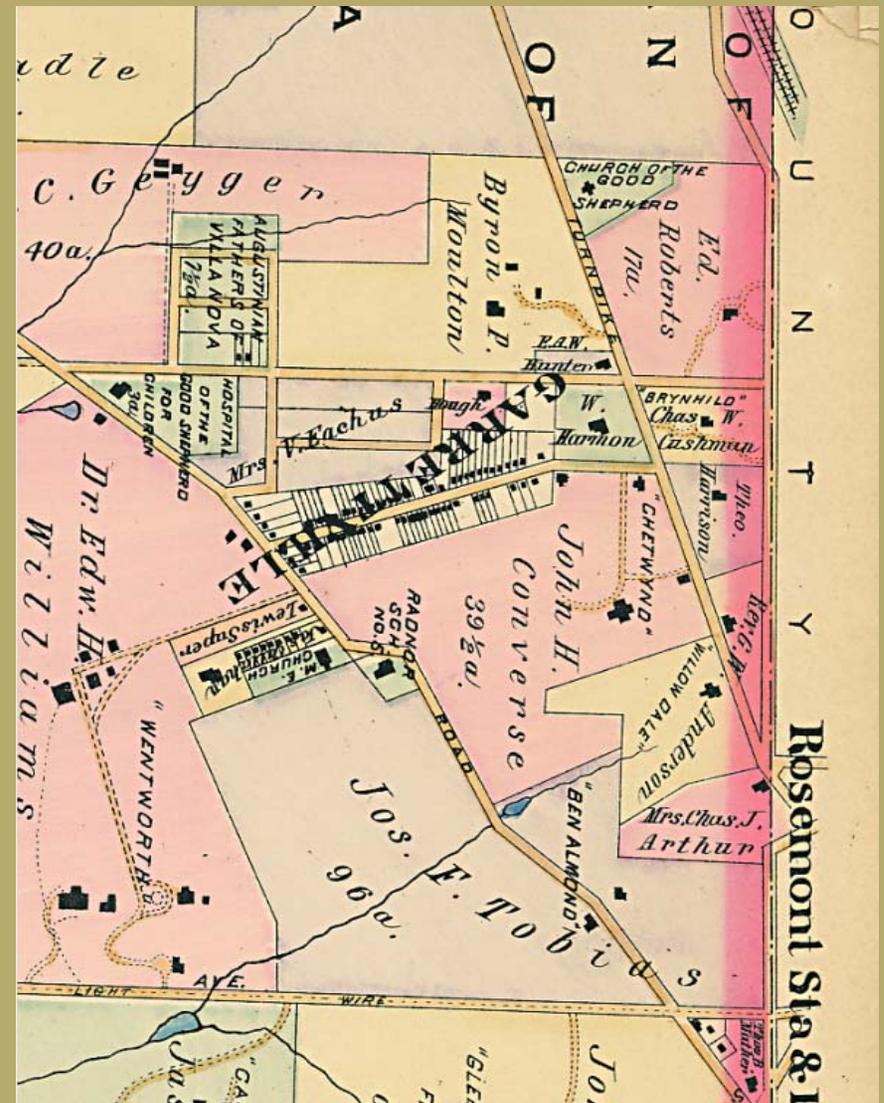
1890's Growth

- houses built along Conestoga Road, Garrett and Callanan Avenues

- » Mrs. Eachus planned a subdivision
- » Radnor Public School No. 5 added to the importance



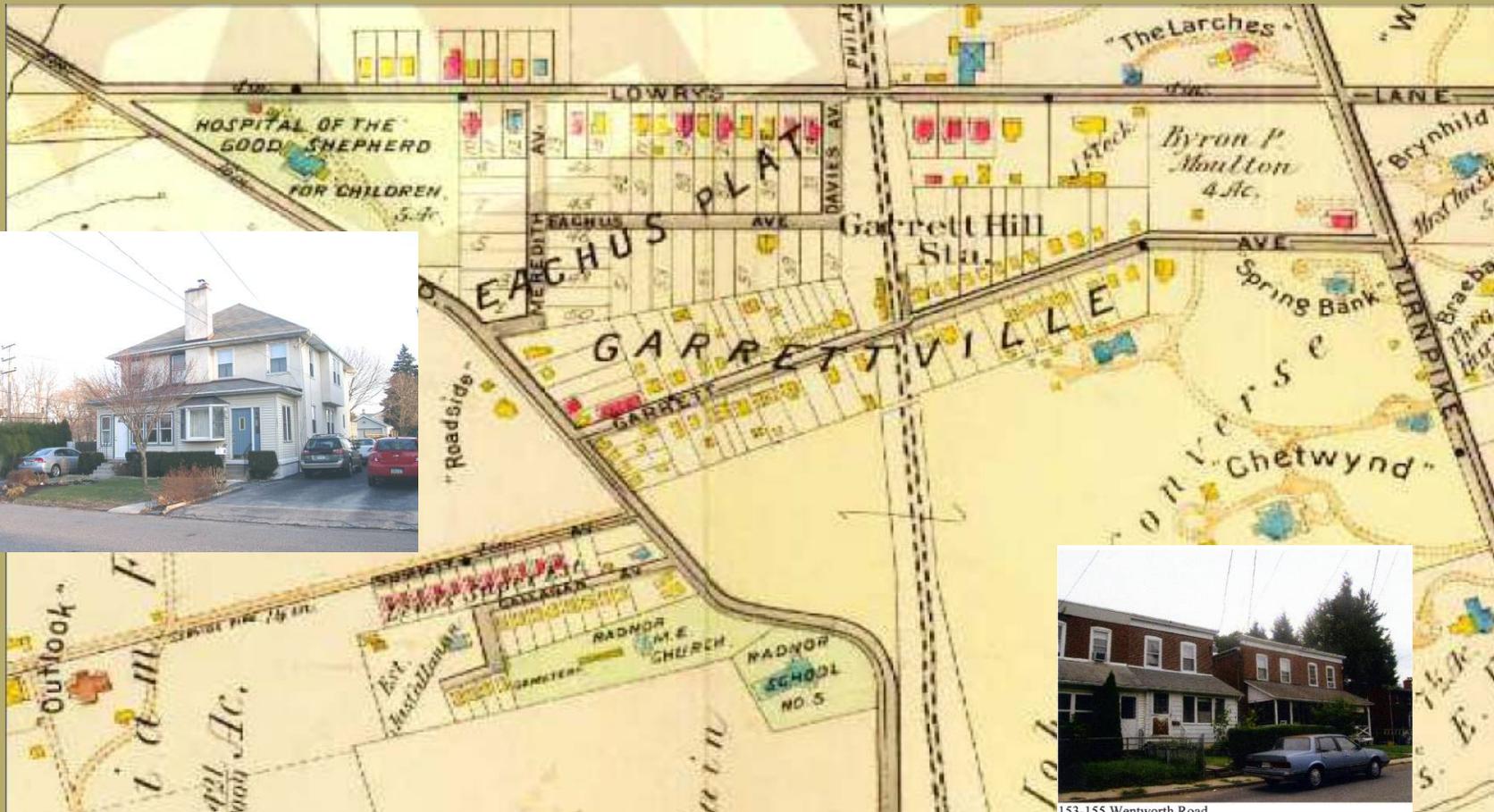
215 Callahan Street



1908 - The P&W

turn of the century

- **Garrettsville with the Garrett Hill Station**
 - *Located where ridership could be developed*



153-155 Wentworth Road

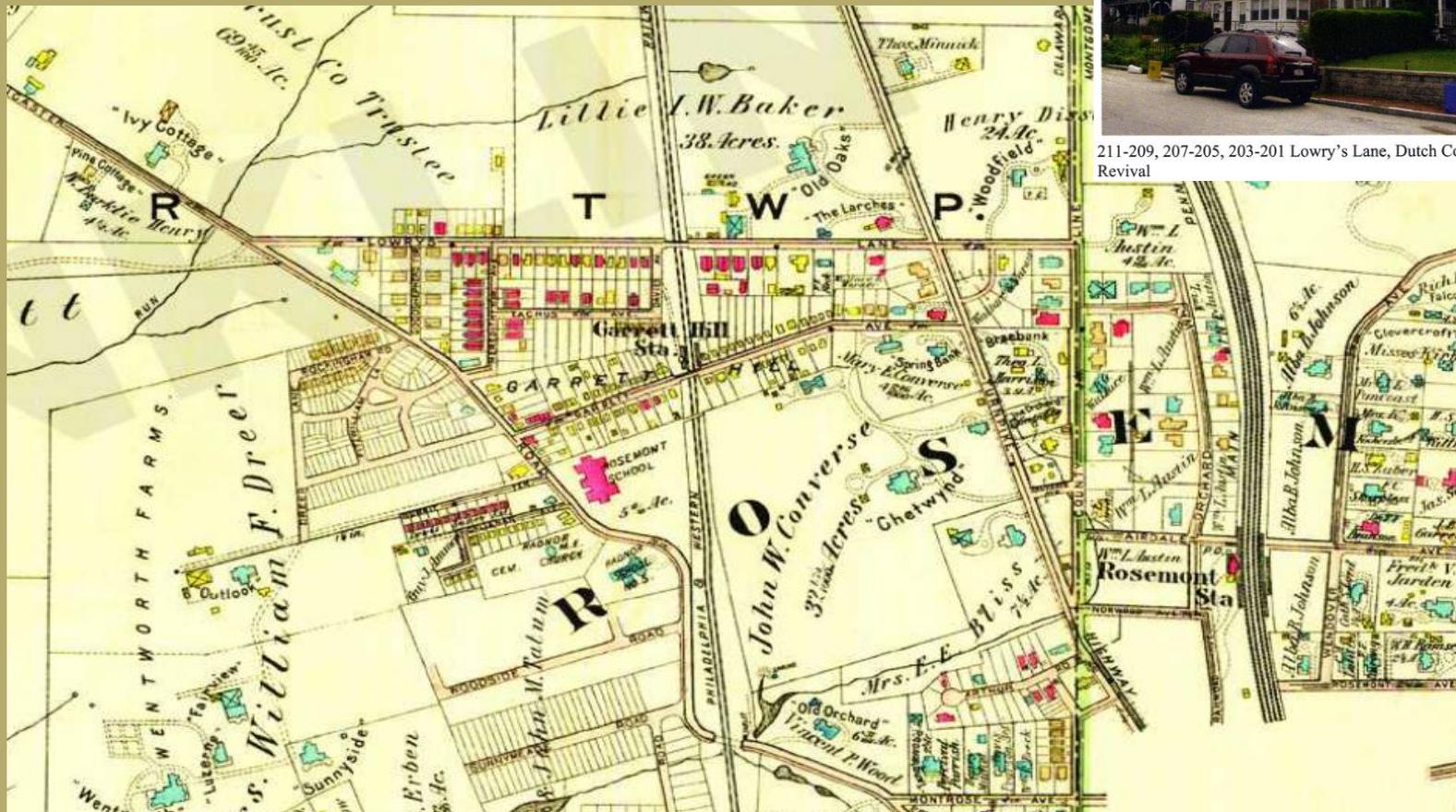
1926 - The Roaring '20s

now known as Garrett Hill

- new Rosemont Public School
- subdivisions to the south



211-209, 207-205, 203-201 Lowry's Lane, Dutch Colonial Revival

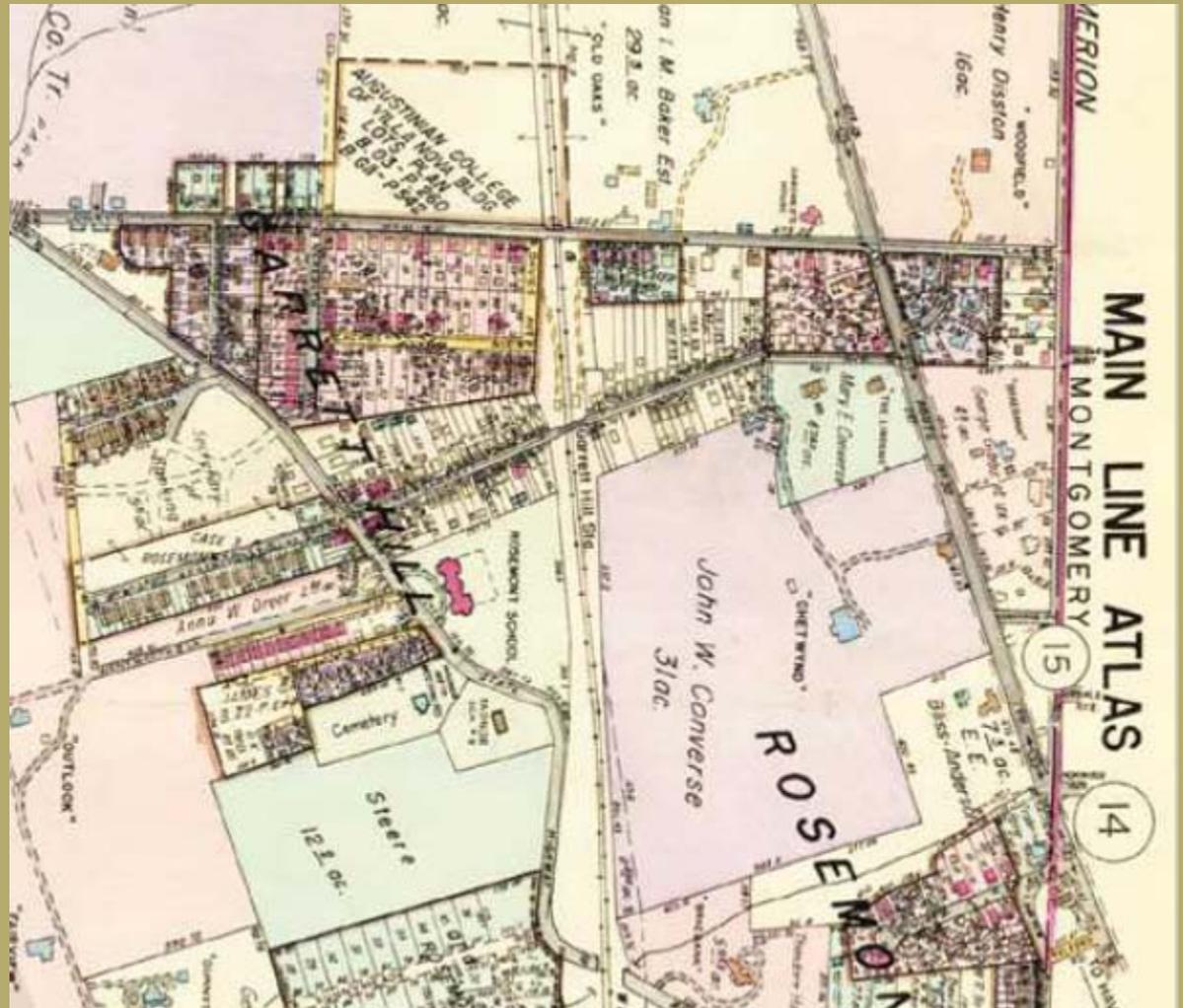




1937 - Post Depression

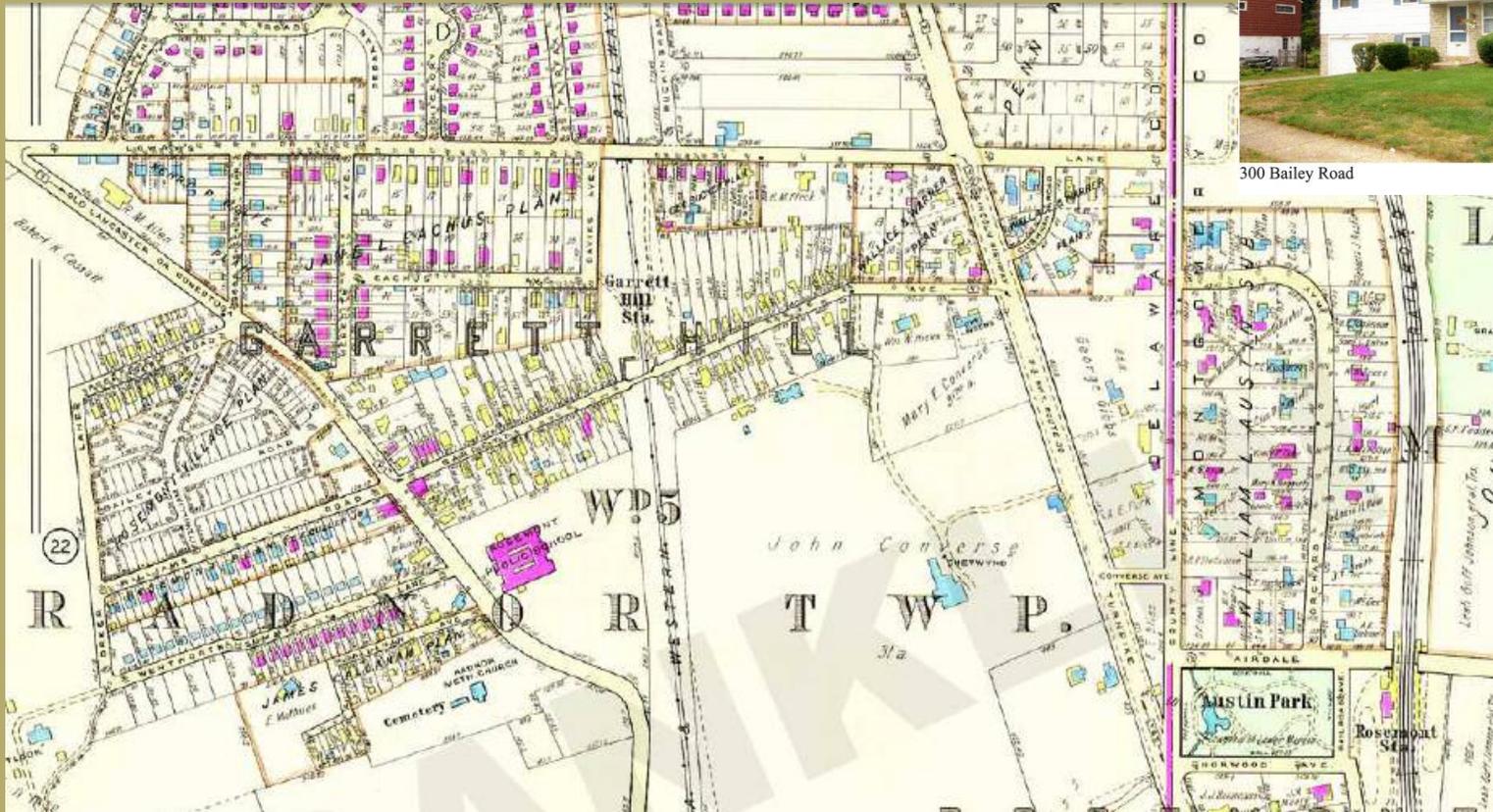
***RENEWED
Development***

***RENEWED
Hope***



1948 - Post WWII

- *very active construction of housing to the south and west*
- *development of the suburban ideal*



300 Bailey Road

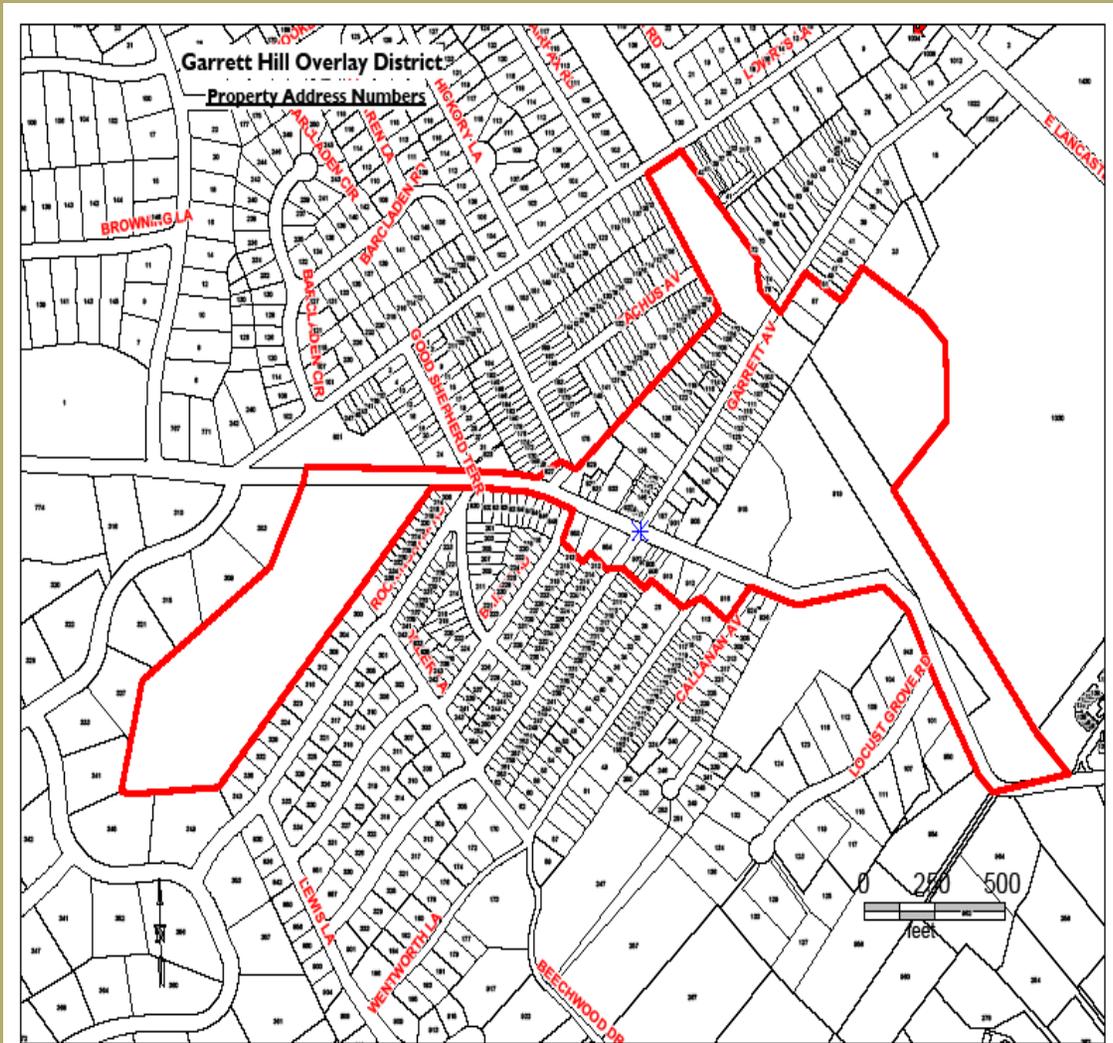
1961 - The Roaring 60's

- *reached almost what we have today*
 - *inexpensive energy*
 - *increasing Middle Class*
 - *desire for larger lots or “frontier ideal”*
 - *desire for better schools*



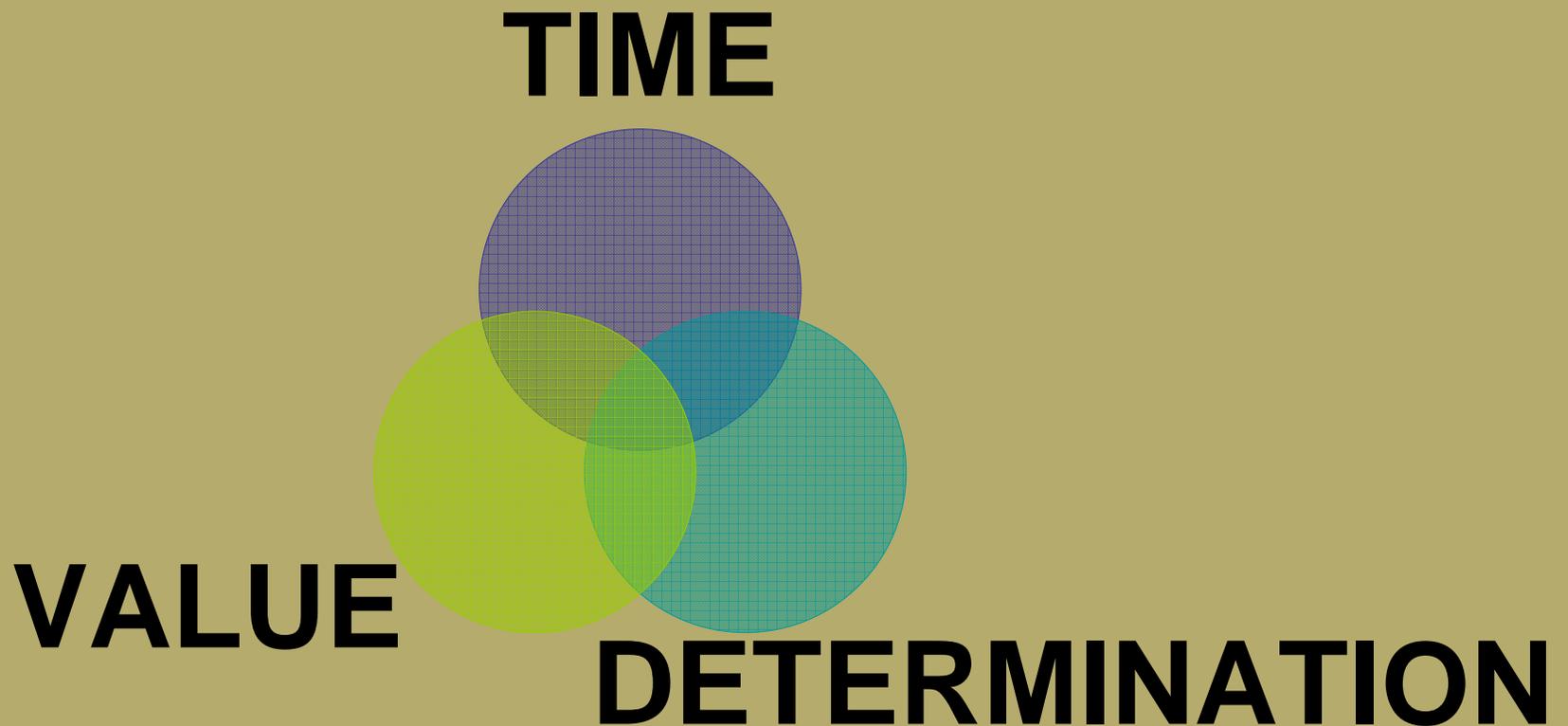
TODAY

- **community and surrounding subdivisions not much changed**
 - **already high compared to other surrounding communities**
 - **little space or opportunity to increase without assembling multiple parcels**



Lessons Learned

Change Inevitably Occurs Over Time



Today's Housing



249-251 Williams Road



164 - 72 Garrett Avenue, Late Victorian Vernacular

- *complex collection of older as well as more recent residences interspersed with a fair number of businesses at the core*
 - *on Garrett and , Callanan Avenues, Summit Terrace and Wentworth Lane*
 - *most of a cottage style*
 - *commonly of wood construction*
 - *popularized in the 19th Century*

Cottage Style Houses

– *characterized by:*

- *peaked roofs*
- *front porches*
- *Well-ordered windows*
- *often with dormers*
- *often with a single central chimney*



215 Callahan Street



Lot Sizes:

– *characterized by:*

- *generally narrow and often deep*
- *allowed for the development of a vegetable garden, a well, and an outhouse*





The Greater Village Today

– *many different styles evident.*

– *elements of:*

- » *Gothic Revival, Italianate, Second Empire, Stick Style, Shingle Style, Colonial Revival, Neoclassical Revival, Dutch Colonial, Queen Anne Victorian, Tutor Revival, Arts and Crafts, Bungalow, Art Moderne, Ranch, Postmodern, Neoelectic, and Contemporary.*



The Businesses

- **some grown from former residential properties**
 - **generally characterized by enclosed porch or front yard addition**
 - **added square footage for the store or office**
 - **residential use kept in some**
- **some purposely built for commercial**
 - **on rather small lots by today's standards**
 - **many have parking in the front as well as in the rear**
 - **some have residences above**



Today's Architecture

– *almost all share similar:*

- *scale*

- *no building is more than three stories in height*
- *any two story structures with habitable attics*

- *characteristics*

- *almost all are on small lots*
- *modest front yards or set backs*
- *many with front porches, small setbacks, or additions*

Today's Parks

- ***two wonderful parks***
 - *heavy recreational use*
 - *need some investment*
 - *concern about adverse development*



Macrone Park - baseball diamond and tennis courts



Homes across Emlen Tunnell Field on Garrett Avenue

Today's Entrances



- *to the west*
 - *no real defined entrance*
- *to the north and south*
 - *no real defined entrances*

- *little that clearly defines Garrett Hill*
 - *to the east*
 - *steep winding drive with high speed traffic*



Today's Parking

– ***On-street Parking***

- ***limited***
- ***overburdened and not adequately controlled***
 - ***no meters***
 - ***inconsistent enforcement***
 - ***permit parking not available for everyone***

– ***Off-street Parking***

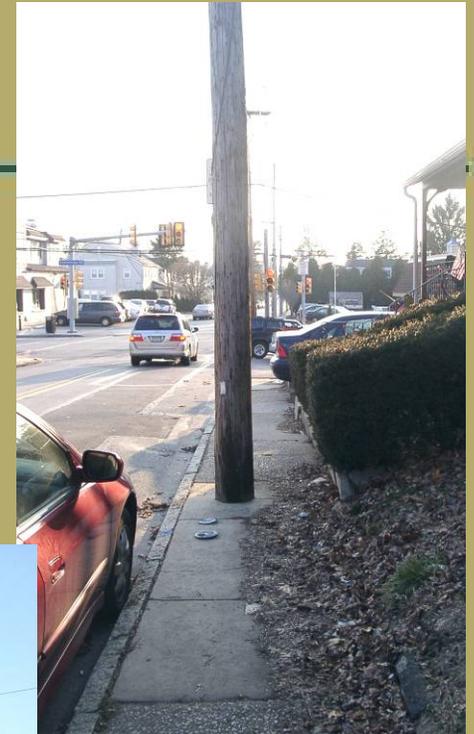
- ***insufficient and unorganized***
- ***not always well located***



Today's Sidewalks

– Today's Sidewalks

- created almost as an afterthought*
- wide enough only to walk in single file, in most instances*



Today's Utilities



- *electrical, telephone, and television cables are strung from pole to pole*
 - *placed economically for the utility company convenience*



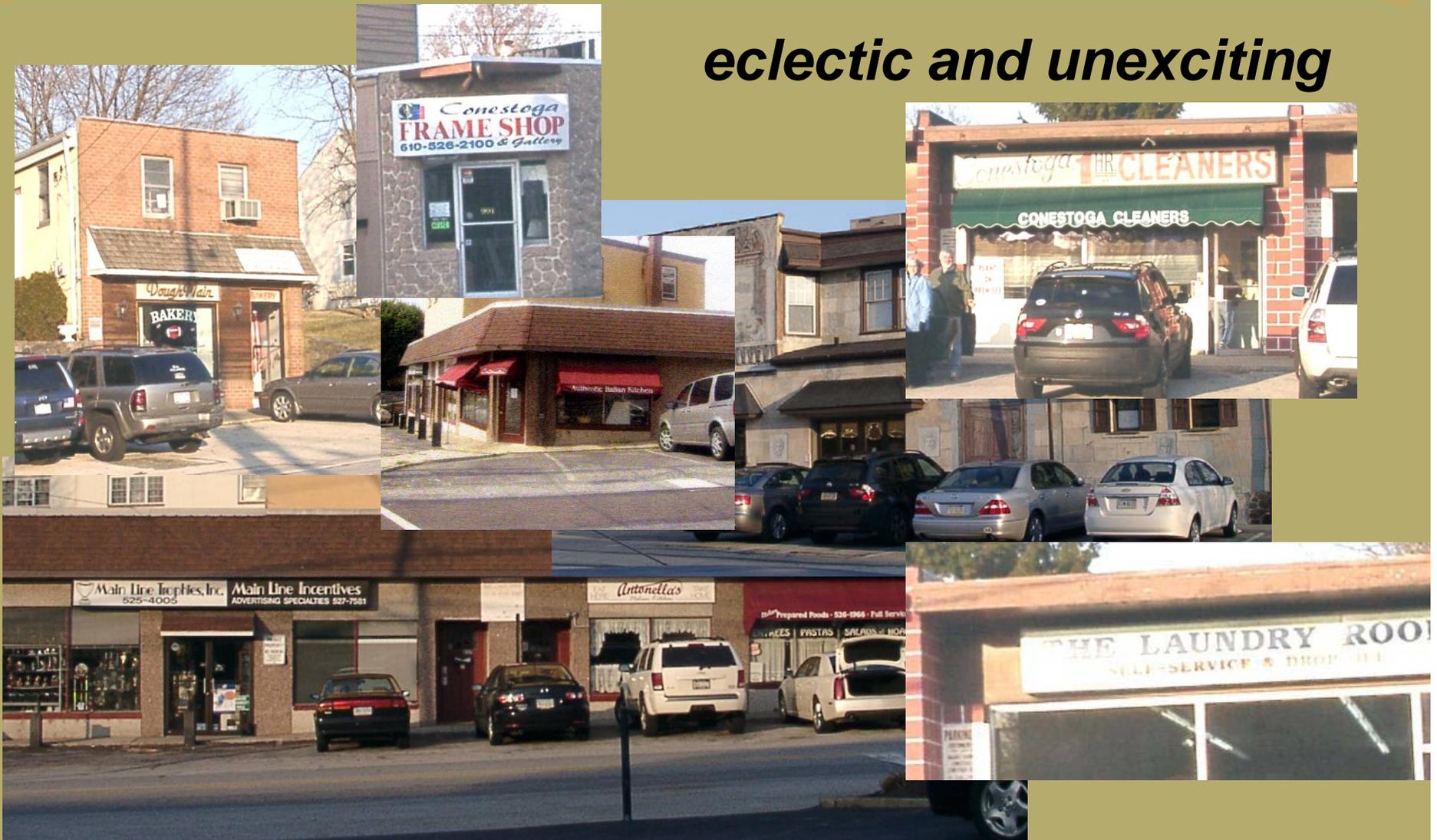
Today's Street Lighting

- *few cobra-head streetlights hang from the utility poles*
 - *to help light the roadways*
 - *not pedestrian-oriented*
 - *not attractive*
 - *say nothing about Garrett Hill*



Today's Signage

eclectic and unexciting



Today's Crosswalks

– minimum and fading



Today's Public Transportation

- **Route 100 Trolley**
 - *low ridership*
 - *station in an inconvenient location*
 - *not accessible*
 - *no real drop-offs*
 - *demand has changed*
- **Route 105 Bus**
 - *no real stop - no protection*



Other

- *no car sharing or rental facilities*
- *little taxi service*
- *no designated bike routes, lanes, or parking*
- *no good connections to other transportation*

