



Garrett Hill Master Plan

Zoning Workshop

April 15, 2008



Campbell Thomas & Company



Agenda

- Debrief from the Prioritization Workshop
- Summarize zoning issues to consider
- Zoning exercise
- Summary & next steps



Prioritization Workshop

- Confirmed the Master Plan Vision and Guiding Principles
- Tested reaction to proposed public improvements





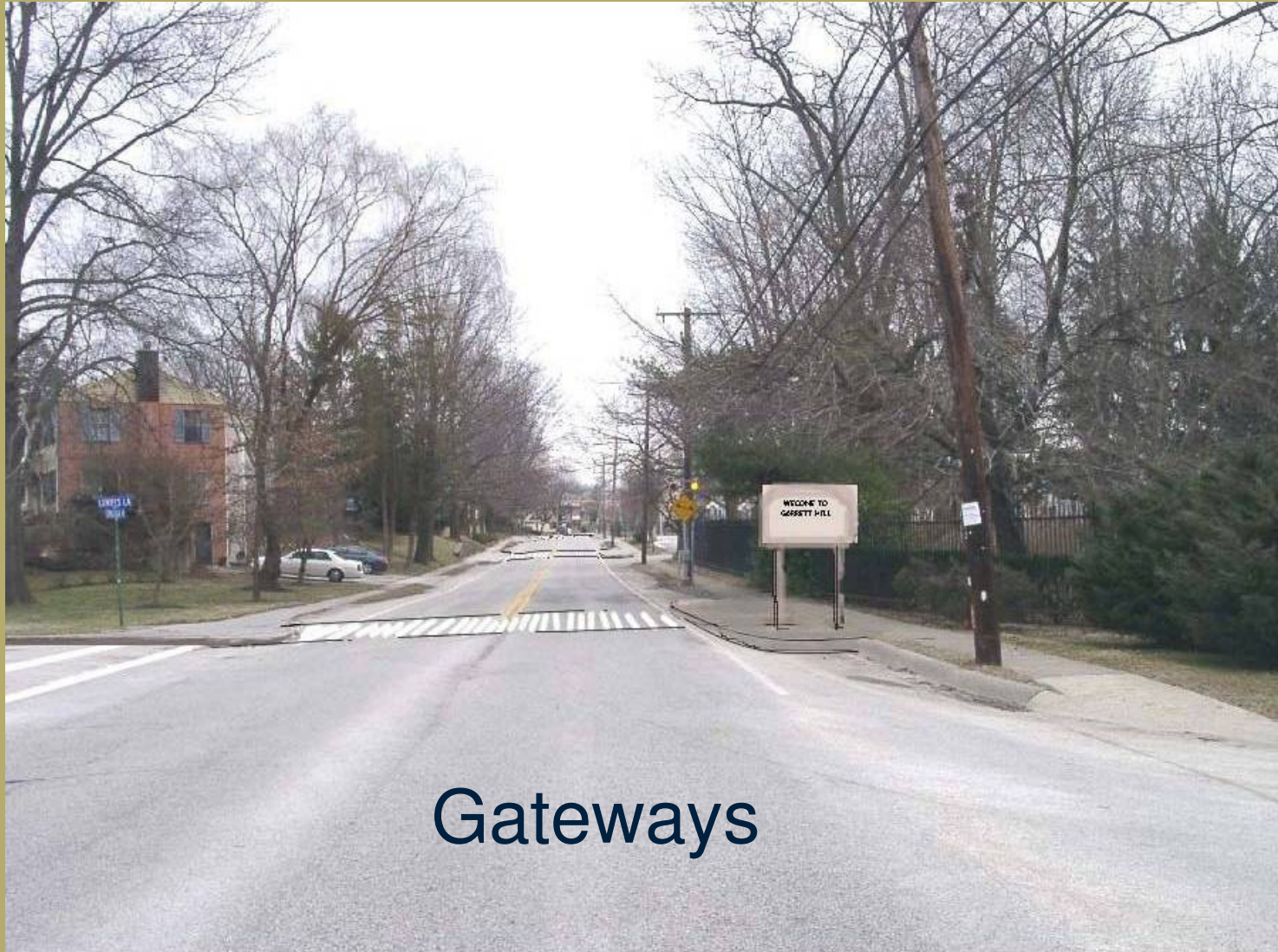
High Priorities



Park Preservation
& Improvement



High Priorities



Gateways



High Priorities



Spillway
Improvements



Medium Priorities



Conestoga
Village Center



Medium Priorities

Garrett Avenue Improvements





Medium Priorities

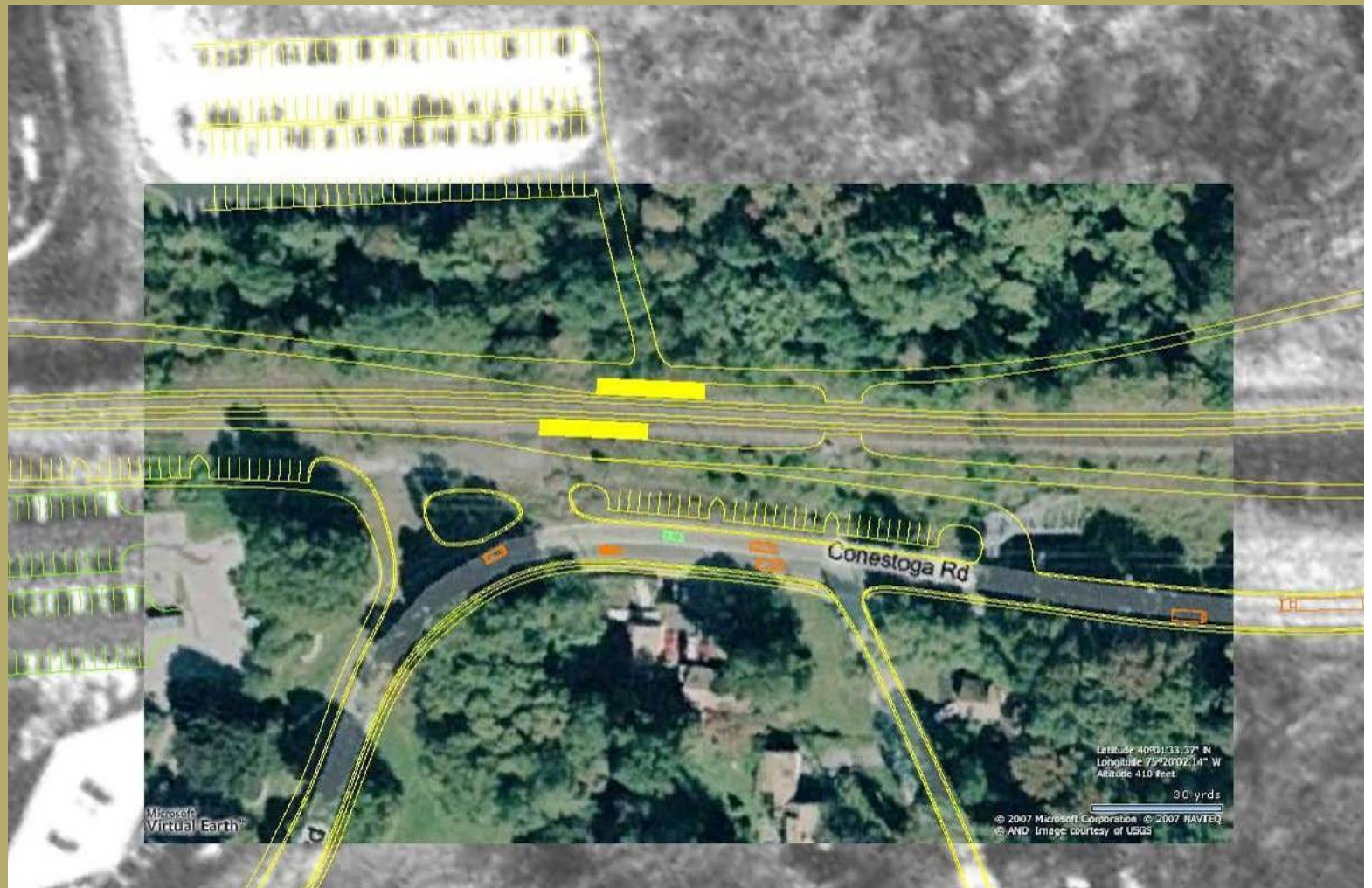
Route 100 Station Improvements





Low Priority

New Route 100 Station





Prioritization Workshop

- **Strong support for most proposed projects**
- **Negative responses to:**
 - **New Route 100 Station on Spillway**
 - **Creating a one-way segment on Garrett Avenue to allow for wider sidewalks**
- **Feedback shaped draft Master Plan recommendations**
- **Master Plan includes all recommended improvements EXCEPT for the new Route 100 station and the one-way segment on Garrett Ave.**
- **Draft Plan is posted on www.savegarretthill.org and the Radnor Township website**



Zoning

- **Our task is to create zoning standards that preserve the unique character of Garrett Hill**
 - Land use
 - Tools to address intensity of development:
 - Density
 - Building size/height
 - Setbacks
 - Tools to address design of development
 - Roof shapes/upper story setbacks
 - Signage
 - Parking



Parking

- **Current zoning parking standards need to be fine-tuned to specific Garrett Hill conditions**
 - Residential
 - Commercial
- **Conestoga Road Village Center**
 - Recognize parking spaces given up if a business/property owner allows these to be transferred to the right-of-way



Zoning Exercise

- **Slightly different format than Visioning & Prioritization**
- **Presentation summarizes key issues**
- **Display boards illustrate issues to consider**
- **Answer questions on a questionnaire handout instead of on the boards**
- **Responses will be summarized on project website and used to shape zoning recommendations**



Land Use

- **Current zoning is not consistent with current land uses, making many homes and some businesses “nonconforming”**
- **These can continue in their current form, but are at risks if they become vacant or the owner wants to rebuild**
- **Feedback from Visioning Workshop**
 - **Allow residential uses**
 - **Prohibit liquor-related uses on Garrett Avenue**
 - **Provide for some auto-related uses on Conestoga Road – preserving full service auto repair**
 - **Limit density and intensity of development to current levels**



Land Use

- Master Plan characterizes Garrett Hill as four separate “sub-districts”
 - Garrett Avenue – low-intensity, residential/commercial mixed-use development.
 - Conestoga Road – low to medium-intensity commercial/residential mixed-use development.
 - Rosemont Business Campus – a commercial office park
 - Emlen Tunnell Field and Clem Macrone Park –the neighborhood's park and open spaces



Land Use Exercise

- Proposed uses listed in the handout
- Listed by “sub-district”
- Refined set of uses from Visioning Workshop
- Attempts to clarify residential preferences
- Check those you think are appropriate for each sub-district

Conestoga Road Sub-District Land Uses

Zoning should permit the following uses Conestoga Road:

Single-family detached dwelling	<input type="checkbox"/>
Single-family semi-attached dwelling (twin)	<input type="checkbox"/>
Single-family attached dwelling (row house)	<input type="checkbox"/>
Duplex (two dwellings under the same ownership)	<input type="checkbox"/>
Dwelling combined with a business	<input type="checkbox"/>
Commercial building with one accessory apartment	<input type="checkbox"/>
Commercial building with two accessory apartments	<input type="checkbox"/>
Retail store	<input type="checkbox"/>
Restaurant	<input type="checkbox"/>
Personal services (barber shop, beautician, nail salon, etc.)	<input type="checkbox"/>
Bakery, ice cream, candy shop, prepared food store	<input type="checkbox"/>
Tailor	<input type="checkbox"/>
Catering establishment	<input type="checkbox"/>
Small appliance repair shop	<input type="checkbox"/>
Business office	<input type="checkbox"/>
Professional office (doctor, lawyer, veterinarian, etc.)	<input type="checkbox"/>
Bank or financial institution	<input type="checkbox"/>
Self-service laundry	<input type="checkbox"/>
Dry cleaning pick up location	<input type="checkbox"/>
Parking lot	<input type="checkbox"/>
Church	<input type="checkbox"/>
Bar	<input type="checkbox"/>
Beer distributor	<input type="checkbox"/>
Florist	<input type="checkbox"/>
Locksmith	<input type="checkbox"/>
Hardware store	<input type="checkbox"/>
Builder/contractor's office	<input type="checkbox"/>
Laundry service	<input type="checkbox"/>
Full-serve automobile repair	<input type="checkbox"/>
Gasoline station with full service auto repair	<input type="checkbox"/>
Day care center	<input type="checkbox"/>

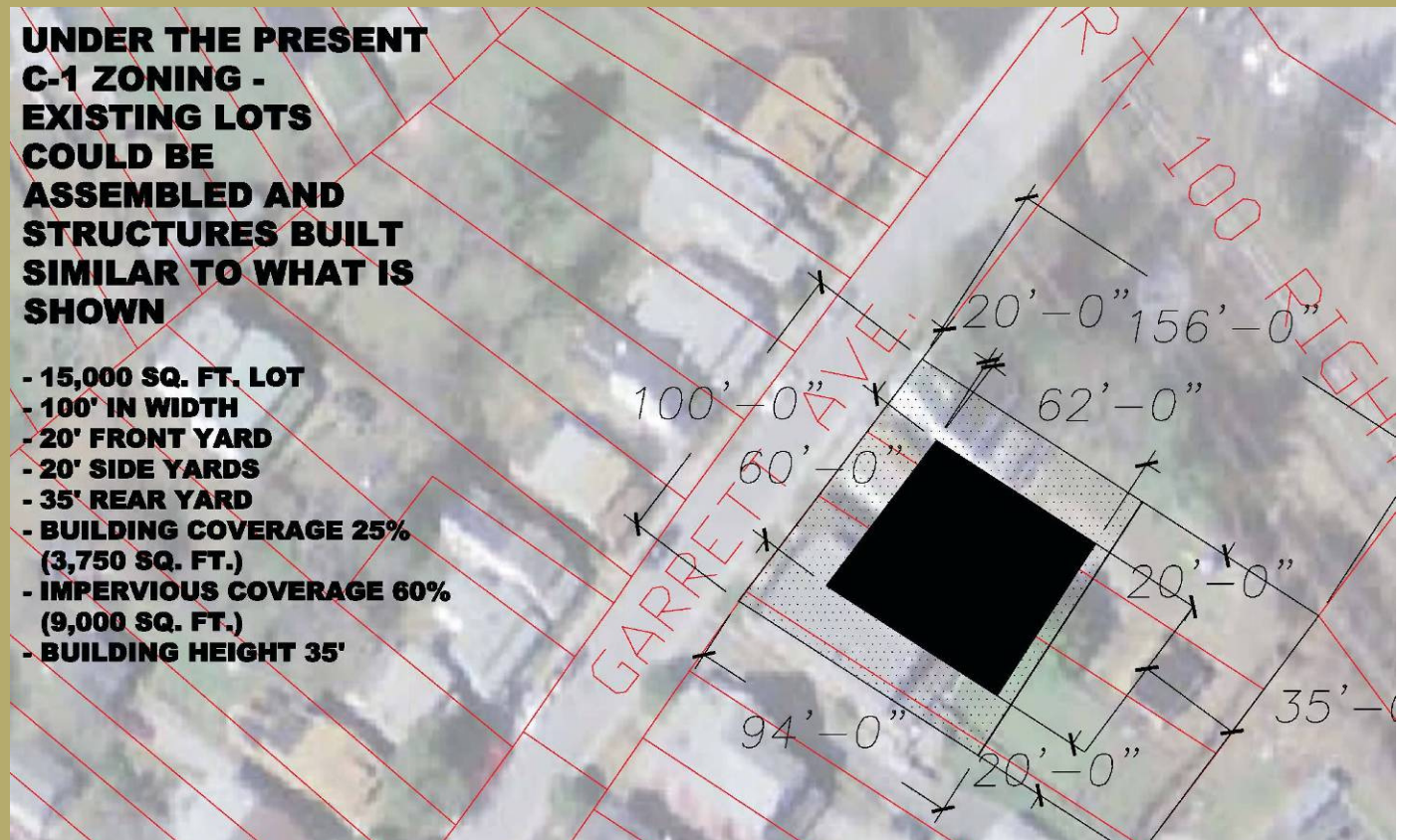


Development Standards

- Design can be as important as use
- Development standards in current zoning are geared toward “green field” suburban development
- If we are to preserve what we have here today, we need to change standards to reflect the current built environment

UNDER THE PRESENT C-1 ZONING - EXISTING LOTS COULD BE ASSEMBLED AND STRUCTURES BUILT SIMILAR TO WHAT IS SHOWN

- 15,000 SQ. FT. LOT
- 100' IN WIDTH
- 20' FRONT YARD
- 20' SIDE YARDS
- 35' REAR YARD
- BUILDING COVERAGE 25% (3,750 SQ. FT.)
- IMPERVIOUS COVERAGE 60% (9,000 SQ. FT.)
- BUILDING HEIGHT 35'





Development Standards

- Your questionnaire summarizes the development standards we are considering changing
- These are merely a starting point and may not prove to be the best tools to controlling intensity, scale and density
- They are measurable and relatively straightforward to present
- Your feedback on these issues tonight will help us to select among these and other tools to create zoning standards that work for Garrett Hill



Minimum Lot Area

- This standard sets the size form the smallest possible developable lot
- Current zoning standard: 15,000 SF
- Average lot size on Garrett is about 5,000 SF
 - Typically 3,500–4,000 SF for residential lots
 - Larger lots for commercial uses (6,000-16,000 SF)
- Average lot size on Conestoga is about 6,100 SF
 - Most are in the 3,000 to 9,000 range



Minimum Lot Area

- To maintain existing character, we need a standard that:
 - Allows most lots to “conform” with existing zoning
 - Is not so small that it encourages excessive subdividing, which could increase densities
- Use the “Lot Area” map to help you answer these questions





Maximum Lot Area

- A maximum lot standard would put a limit on how large a lot could be
- Not regulated current zoning
- Average lot size on Garrett is about 5,000 SF
- Average lot size on Conestoga is about 6,100 SF
- To maintain existing character, we could consider a standard that prevents the creation of “super-sites”
- Use the “Maximum Lot Area Map” to consider how to answer these questions, look at:
 - Current development on larger size lots as examples
 - What could happen if some lots were combined



Maximum Building Size

- This standard limits how big a building can be
- Current zoning sets a maximum building length or width of 160 feet
- This is equal to the approximate lot depth on Garrett and greater than the total lot depth on Conestoga
- If we are going to regulate maximum building size, it should be smaller than 160 feet
- Use the “Maximum Building Size” display to consider how to answer these questions



Maximum Building Coverage

- This standard limits the portion of a lot that can be covered by buildings – house, garage, commercial structure, etc.
- Current zoning standard:
 - 25% of total lot area in C-1
 - 35% of total lot area in R-5 and C-3
- On Garrett, many residential and all commercial parcels exceed 25% building coverage
- On Conestoga nearly all parcels exceed 25% building coverage
- Use the “Maximum Building Coverage” display to consider how to answer these questions



Maximum Lot Coverage

- This standard sets the maximum portion of a lot that can be covered by any impervious surface – buildings, parking lot, patios, decks, etc.
- Current zoning standard allows up to 60% impervious surface coverage
- On Garrett:
 - Most residential parcels are within the 60% limit
 - Nearly all commercial parcels exceed the 60% limit
- On Conestoga nearly all parcels exceed the 60% limit and many are approaching 100% coverage
- Use the “Maximum Lot Coverage” display to consider how to answer these questions



Front Yard Setbacks

- This measures how far from the back of the sidewalk a building is located
- Current zoning requires a 20 foot front yard setback
- On Garrett most front yards are less than six feet deep
 - Buildings close to the sidewalk contribute to the village character of the neighborhood
 - Narrow sidewalks combined with shallow front yards sometimes make pedestrian access a challenge
 - Need to balance current patterns with desired long term character and access



Front Yard Setbacks Cont.

- **On Conestoga:**
 - Front yards range from zero to 25 deep
 - Deeper yards accommodate parking in front
- **Flexibility is an issue on Conestoga**
 - Conestoga Village Concept proposes converting some of the existing front parking to the public right-of way
 - Successful implementation would require very shallow setback requirements
 - Assuming that not all property owners want to participate, we would also want to maintain the depth to have parking in front
- **Use the “Yard Examples” display to consider how to answer these questions**



Side Yard Setbacks

- This measures how far from the side lot lines a building must be located
- Current zoning requires a 20 foot front yard setback
- On Garrett:
 - No developed property meets this requirement
 - Parcels with parking usually have one 10-foot and one 5-foot side yard
 - Parcels without parking usually have two 5-foot yards most front



Side Yard Setbacks Cont.

- **On Conestoga**
 - Few properties meet the 20-foot requirement
 - Parcels with rear parking usually have one 10-foot and one zero to 5-foot side yard
 - Parcels with parking on the side have at least one 20-25-foot wide side yard.
- **Use the “Yard Examples” display to consider how to answer these questions, considering:**
 - How you would like to see parking accommodated in the future
 - How to best maintain the close-knit “village” scale of the neighborhood
 - Level of flexibility needed to accommodate the diversity of development in Garrett Hill



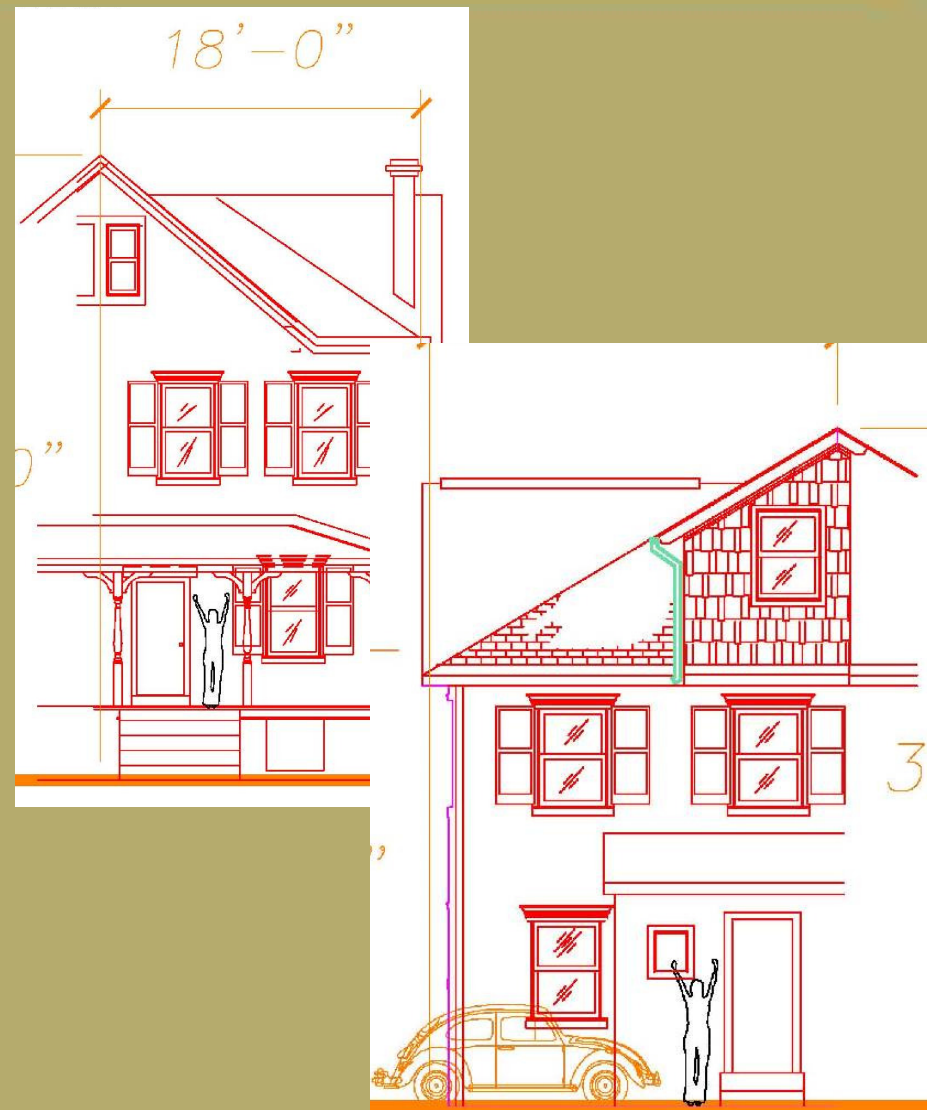
Rear Yard Setbacks

- Current zoning requires at least a 35-foot deep rear yard
- On Garrett about half of properties meet this requirement today
- On Conestoga almost none meet it
- Use the “Yard Examples” display to consider how to answer these questions, considering:
 - Appropriate site development flexibility, given that our small lots can be a challenge
 - Best tools to buffer different uses from each other



Design Issues: Height

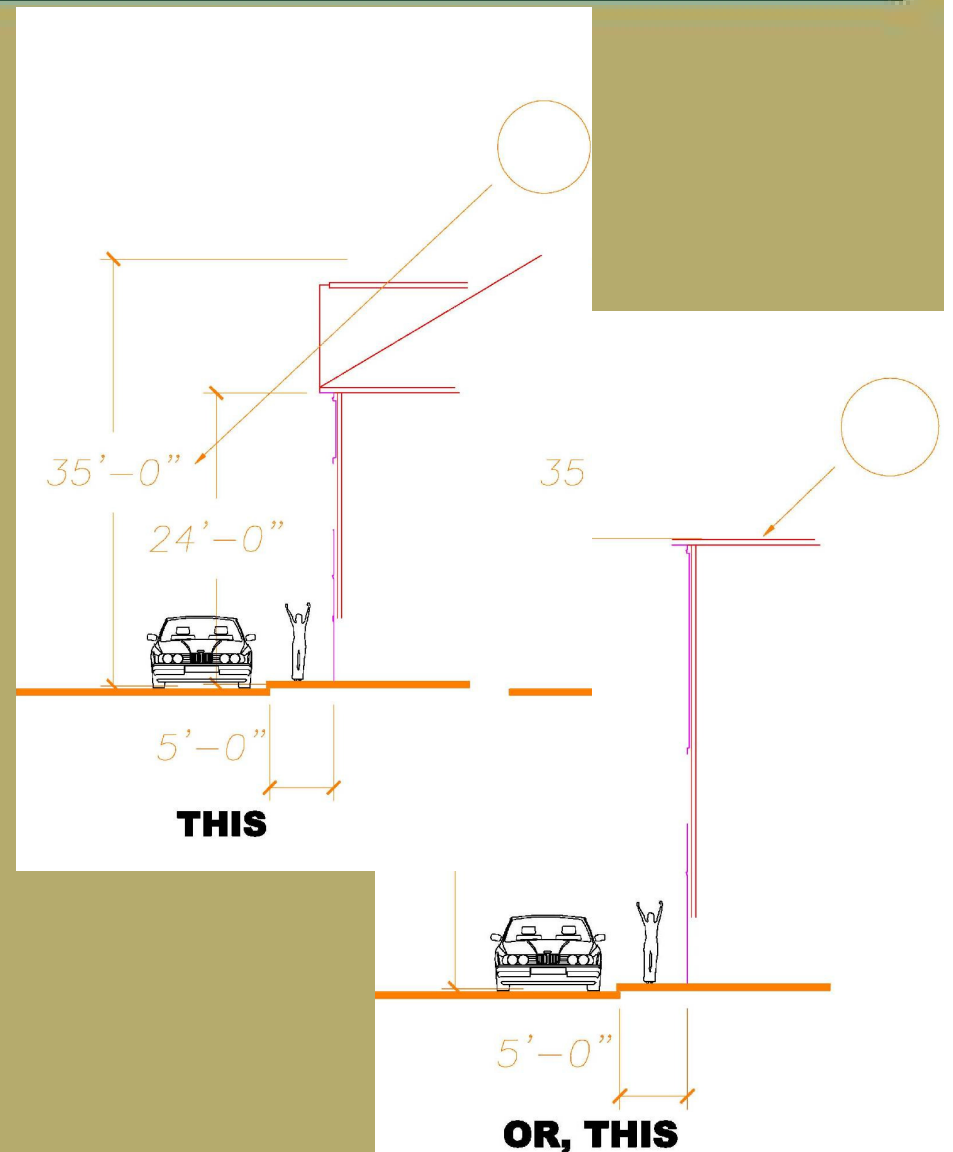
- Some discussion of lowering height limit from existing 35 feet
- Shaky legal ground in this area as 35 feet is pretty commonly the lowest maximum height in zoning ordinances
- A lower building height can limit ceiling heights, the ability to have daylight basements, etc.
- Need to consider how rooflines and other design elements affect how tall a building feels





Design Issues: Rooflines

- Most roofs in Garrett Hill are pitched
- This makes building “feel” smaller
- Do we want to make this a requirements
 - For all development
 - For buildings above a certain height
- Need to consider
 - Relationship to other development
 - Balance desire for diversity with the need to keep the small-scale of development





Design Issues: Signs

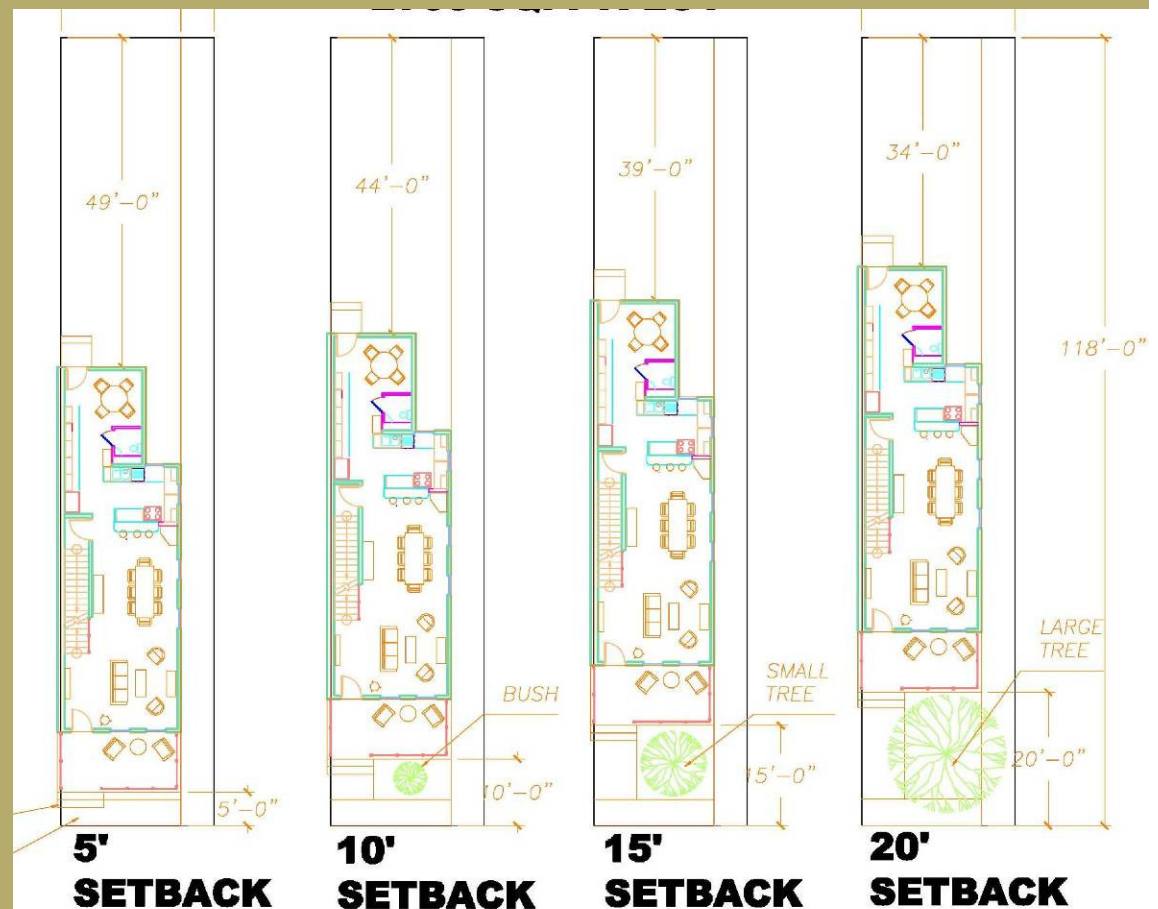
- Existing sign regulations are fairly restrictive
- Do we want to consider new types of signage that could be appropriate to Garrett Hill's small-scale and pedestrian-orientation?





Caveat

- Please note that many of the displays depict buildings that are attached on one side.
- This is NOT a recommendation for how buildings should be constructed
- The information we are trying to illustrate is complex, and we were looking for ways to simplify it





Next Steps

- Visit the displays, ask questions & fill out the questionnaire to tell us what you think
- Regroup for summary and questions at 8:30ish
- Steering Committee meeting tomorrow night to review results from tonight
- Begin drafting Zoning Overlay

**Next Community Meeting:
June 24th**