

PHILADELPHIA CITY PLANNING COMMISSION
June 12, 2012

PRESENT:

Alan Greenberger, Chairman
Joseph Syrnick, Vice Chairman
Brian Abernathy, representing Richard Negrin
Patrick J. Eiding
Bernard Lee, Esq.
Elizabeth K. Miller
Nancy Rogo Trainer
Nilda Ruiz
Saskia Thompson, representing Rob Dubow

ABSENT:

Executive Director: Gary J. Jastrzab
Deputy Executive Director: Eva Gladstein

Chairman Alan Greenberger convened the City Planning Commission Meeting of June 12, 2012 at 1:10pm.

Mr. Greenberger stated after the 12 items on the Agenda are completed, there will be the hearing on the Philadelphia City Planning Commission Regulations that we adopted on April 17.

- 1) Approval of the Minutes for the May 29, 2012 meeting.

Upon motion by Mr. Syrnick, the City Planning Commission approved the minutes for the May 29, 2012 meeting.

- 2) Executive Director's Update

Mr. Jastrzab stated there are several items.

- **ACKNOWLEDGE INTERNS**

Community Planning: Samantha Kuntz, Li Tang, Jesse Blitzstein, Logan Axelson.
Strategic Planning & Policy: Alexander Harris, Jun Zhou, Ivi Kusta, Christina Haworth.
Urban Design: Cynthia Dorta-Quinones.
Deputy Mayor's Office: Samantha Schmidt

- **CPI UPDATE**

Another 30 Citizen Planners will be graduating this month. This now totals 120 citizen planners, with representation from 75 neighborhoods. Grads to be recognized and receive certificates during the *Greenworks Philadelphia 2012* progress update, to be held June 21 at the Academy of Natural Sciences.

Thanks to everyone who contributed to our 4th semester of 7-week course series. Dolores Harley, who puts together neighborhood maps for these classes; Brian Wenrich and urban design folks for graphics assistance; Ian Litwin for being a presenter and helper at the Saturday workshop; Dave Fecteau for helping out with videotaping; Beverly Beltz for helping with room and equipment reservations; And to many other Philadelphia City Planning Commission staffers who helped with room setup and knock-down.

This summer, we are conducting 6 zoning code trainings -- some here, some in neighborhood locations. These sessions will be greatly simplified from the public trainings taking place now. More details to follow.

- **PHILADELPHIA2035 DISTRICT PLANS UPDATE – ANOTHER REMINDER**

The first meeting for the LNE District is tonight at 6:30pm at St. Martin of Tours School, 5450 Roosevelt Boulevard.

Central District – The first 2 public meetings will be held on the following dates:

1. June 18 at 5:30pm at the German Society of Pennsylvania, 611 Spring Garden Street

2. June 20 at 5:30pm at the Hamilton Garden at the Kimmel Center, 300 South Broad Street.

- **TEXTIZEN**

Since February, our staff has been working with a team from Code for America, a non-profit that develops technology tools to make government more efficient and transparent.

The first result of this collaboration is a tool called *Textizen*, which allows Philadelphia City Planning Commission to gather input on questions via text messages. Those who respond receive 1-2 follow up questions. A database automatically sorts and analyzes the results.

We are currently piloting this tool in the Central and Lower Northeast Districts, where District Plans are underway. Posters with questions have been placed on buses, in transit shelters, at recreation centers, and in local businesses (on slide/hold up example). We are also promoting this tool through Facebook and Twitter.

In the first week, we've received 125 responses. The feedback will inform plan recommendations, and hopefully generate increased interest in planning issues facing different parts of the city. As the pilot draws to a close later this summer, the Philadelphia City Planning Commission staff will provide a more detailed report on findings and next steps.

ITEMS IN ACCORD WITH PREVIOUS POLICY – RECOMMENDED FOR ADMINISTRATIVE APPROVAL:

The first is a **Redevelopment Agreement** with Spruce Street Senior Residences, LP, for an affordable, 56-unit residential development at 249-57 S. 13th Street, in the WashWest Urban Renewal Area. Est. development cost = \$19M.

The second is an **Amendment to American Street Industrial Corridor Urban Renewal Plan**, authorizing acquisition of 49 properties in Eastern North Philadelphia. This is in accord with the North Philadelphia Redevelopment Area Plan.

- a) 46 properties assembly for new affordable housing on behalf of Arab American CDC (block bounded by Oxford, Cadwallader, Jefferson and Bodine Streets).
- b) 2 vacant lots on American Street will be acquired on behalf of Commerce Dept. for future economic development
- c) 1 vacant lot on N. 3rd St. will be used for expansion of an existing restaurant.

There is a series of Streets Bills.

The third is **Streets Bill 120524** is a time extension Bill. It places and dedicates to the City, 26th Street from Penrose Avenue southward for 1/3 of mile (1800 feet) to a dead end near the new Tastykake facility. (Bill 080279 was introduced in March 2008, and this Commission approved it on April 15, 2008; and the subsequent time extension Bill 100220 was approved by this commission on April 20, 2010).

Items 4 through 10 are sidewalk café encroachment Bills. We are recommending Administrative Approval for all of them except for #10. As we were going through them, we found there was an error regarding Alder Street. It was misspelled as Adler Street.

The fourth is **Streets Bill 120420**: Authorizing Caffe Italia construct, own, and maintain open air sidewalk café at 1424 Snyder Avenue (Introduced by Councilmember Johnson on May 17, 2012). Two tables and 3 chairs will be placed adjacent to the building and will encroach 2'6" onto the south sidewalk of Snyder Avenue. Another 2 tables and 4 chairs will be placed along the existing bollards and fence along the curbline, and will encroach 4'6" onto the sidewalk, leaving 8' clear and unobstructed walking zone for pedestrians.

The fifth is **Streets Bill 120550**: Authorizing Bill Murphy's Irish Saloon to construct, own and maintain an open air sidewalk café at 3333-35 Conrad Street (Introduced by Councilmember Jones on June 7, 2012). 6 tables and 12 chairs will be located adjacent to the building and will encroach 5 feet 9 inches onto the south sidewalk of Indian Queen Lane, leaving approximately 6 feet 3 inches clear and unobstructed walking zone for pedestrians.

The sixth is **Streets Bill 120551**: authorizing J.B. Sweets & Treats LLC to construct, own, and maintain an open air sidewalk café at 3138 Richmond Street (Introduced by Councilmember Squilla on June 7, 2012). 2 benches will be located adjacent to the building and will encroach approximately 2 feet onto the west sidewalk of Richmond Street, and 2 tables and 4 chairs will be located along the curb line and will encroach 3 feet 6 inches onto the same sidewalk, leaving approximately 6 feet 9 inches clear and unobstructed walking zone for pedestrians.

The seventh is **Streets Bill 120552**: authorizing Green Olives Café to construct, own, and maintain an open air sidewalk café at 992 N. 2nd Street (Introduced by Councilmember Squilla on June 7, 2012). 9 tables and 18 chairs will be located adjacent to the building and will encroach no more than 4 feet into the south sidewalk of Wildey Street between 2nd and American Streets, leaving approximately 6 feet clear and unobstructed walking zone for pedestrians.

The eighth is **Streets Bill 120553**: authorizing Cantina Dos Segundos to construct, own, and maintain an open air sidewalk café at 931-933 N. 2nd Street (Introduced by Councilmember Squilla on June 7, 2012). 2 tables and 4 chairs will be located adjacent to the building and will encroach approximately 2 feet onto the east sidewalk of N. 2nd Street, and 4 tables and 8 chairs will be located along the curb line and will encroach 4 feet onto the same sidewalk, leaving approximately 7 feet clear and unobstructed walking zone for pedestrians.

The ninth is **Streets Bill 120554**: authorizing Dock Street Brewery to construct, own and maintain an open air sidewalk café at 701 S. 50th Street (Introduced by Councilmember Blackwell on June 7, 2012). 14 tables and 28 chairs will be located adjacent to the building and will encroach approximately 7 feet 9 inches onto the south sidewalk of Willow Ave; leaving 9 feet clear and unobstructed walking zone for pedestrians. Existing footway width of Willow Ave between S 50th Street and Baltimore Ave is 18 feet.

The tenth is **Streets Bill 120565**: authorizing PNC Bank, NA to construct, use, and maintain encroachments within the right-of-way on South Street between 10th and Alder, and on Alder between South and Bainbridge Streets (Introduced by Councilmember Squilla on June 7, 2012):

- a) 3 concrete planters will encroach approximately 5 feet onto the south footway of South Street between 10th & Alder Street adjacent to the curb line, leaving approximately 7 feet of clear and unobstructed walking zone for pedestrians.
- b) 1 concrete planters will encroach 1 foot 9 inches onto the east footway of Alder Street between South & Bainbridge Streets, leaving approximately 5 feet of clear and unobstructed walking zone for pedestrians.

3) *Information Only: Philadelphia Complete Streets Design Handbook*

Ariel Ben-Amos, Mayor's Office of Transportation and Utilities, stated they have been working with other agencies to for a Steering Committee, which included the Philadelphia City Planning Commission, Streets Department, Water Department, SEPTA, Pennsylvania Department of Transportation, Center City District, and Urban Land Institute. This handbook is not completed at this time. In June 2009, Mayor Nutter issued the Complete Streets Executive Order, requiring all City departments and agencies to balance the needs of pedestrians, bicyclists, public transit users, and motorists when making decisions regarding the transportation system and development projects. The *Philadelphia Complete Streets Design Handbook* provides city agencies, design professionals, private developers, and community groups the design guidance necessary to implement the Complete Streets Executive Order. The Handbook will inform all changes to the public right-of-way in Philadelphia, including construction of new streets and improvements to existing streets. The Handbook will also promote more efficient project implementation by serving as a comprehensive resource to guide Streets Department review of all projects within the public right-of-way. The Water Department is creating a green infrastructure handbook, *Green Streets Design Manual*. And SEPTA is working with DVRPC on *SEPTA Transit Stop Design Standards* handbook. The handbook is suppose to be use by both those in the City, and those coming into the City. This does not supersede any City, State, or Federal laws. Two things you need to understand about the handbook when it comes out in July: pedestrian component, and streets component. The way this will be used, we are developing a check list that they will need to use. There will be a series of training to get a better sense of what it is before we enforce the handbook.

Mr. Greenberger thanked him for his presentation.

Mr. Abernathy asked how will it be enforced.

Mr. Ben-Amos replied working with Streets and Law.

Sarah Clark Stuart, with the Bike Coalition, replied there is a need to better understand it. And also a process to determine a periodic review to see how that handbook is being used.

Mr. Greenberger replied this also makes sense with the next presentation. We have heard from people who are concerned with how the small streets are used for bicyclists.

Mr. Ben-Amos replied our office doesn't believe that you throw down the handbook and expect people to use it.

Mr. Greenberger replied he has almost been run over by a bike going the wrong way in traffic.

4) Adoption of PCPC Bicycle and Pedestrian Plan

Deborah Schaaf, Strategic Planning and Policy Division, stated today we are asking you to adopt this plan. This was presented to you in April. In Phase 2 of the Pedestrian and Bicycle Plan incorporates and expands recommendations for the pedestrian and bicycle networks to include West, Southwest, and Northeast Philadelphia, Olney/Oak Lane, and the River Wards. It also expands coverage of the Street Type classification to the entire city, which will enable use of the sidewalk design standards developed in Phase 1. In addition, Phase 2 includes a sidewalk inventory of arterial and collector streets citywide and a GIS-based prioritization of missing sidewalks and sidewalks in very poor condition. The Pedestrian and Bicycle Plan was commissioned by the City of Philadelphia and managed by the Philadelphia City Planning Commission. The project was made possible by funding from the Department of Health and Human Services and Get Healthy Philly, an initiative of the Philadelphia Department of Public Health, and from the Delaware Valley Regional Planning Commission's Transportation and Community Development Initiative. The consultant team was led by Toole Design Group, together with Campbell Thomas & Company and MFR Consultants. The Pedestrian and Bike Plan is incorporated into the Philadelphia2035 Plan. The City Planning Commission staff recommendation is adoption.

Ms. Clark Stuart replied the Bike Coalition is very pleased with this report.

Upon motion by Ms. Rogo Trainer, seconded by Ms. Ruiz, the City Planning Commission adopted the PCPC Bicycle and Pedestrian Plan.

5) ZBA Calendar No. 18151: William Way Senior Housing, 249-257 S. 13th Street, a 56-unit residential development with ground-floor retail.

Larissa Klevan, Development Planning Division, stated this is for a site located at 249-257 S. 13th Street. The block bounded by 13th, Camac, Spruce, and Locust Streets. The developer proposes to construct a six-story structure, approximately seventy feet tall, for 56 senior housing units and approximately 2,000 square feet of commercial space on the first floor. This proposed development needs 5 variances: for Height: required 35 ft., proposed 77 ft.; for Stories: required three, proposed six; for Rear Yard Area: required 5644 sq. ft., proposed 0 sq. ft.; for Parking: required three spaces, proposed 0 spaces; and for Rear Yard Minimum Depth: required nine ft., proposed 0 ft. She introduced Matt McClure and Joe Salerno.

Matt McClure, Esq., attorney with Ballard Spahr, stated he is representing the developer, and he is here today with Joe Salerno.

Joe Salerno replied this project is particularly satisfying to him. As a member of the LGBT, there is a need for senior housing. He said most importantly, and most challenging, interesting site that has been given to an architect. The site runs through 13th Street to Camac Street. The building fronts on 13th Street. It is 6-stories, but steps down to 4-stories on Camac Street. It is surrounded by high rises. There will be an inside courtyard. There will be retail space on 13th Street. On the Camac Street side will be community laundry and offices. Floors 4 to 6 drops off on Camac Street. Lower portion is brick on 13th Street. The back street elevation will be a mix of red brick and panel trying to break the scale down.

Ms. Klevan stated we reviewed this proposal and it is in accord with the Philadelphia2035 Plan. The City Planning Commission staff recommendation is to support the relief to the ZBA.

Mr. Syrnick asked where does it line up.

Mr. Salerno replied set back is 2 ½ ft.

Ms. Rogo Trainer asked what is the relief you are asking for.

Mr. McClure replied property is zoned "C1" Commercial. Across the street it is zoned "C5" Commercial. The relief is height, stories (3-stories in "R10"), and the large court area that functions as a rear yard. The last one is for parking, senior parking is 3 for 10 ratios. The 56 units would require 17 spaces. Since we are in Center City, and the residents we are targeting are senior citizens, we don't feel that we need parking spaces.

Ms. Rogo Trainer asked if the side alley is for the public.

Mr. McClure replied no, it is a private alley.

Ms. Rogo Trainer replied even though it is private, people use it.

Mr. Greenberger replied we are going to see over the next several years, as we do District Plans, which the zoning has not caught up with the uses around it. This zoning is obsolete. This is going to come up every now and then.

Mr. Eiding asked what do you believe the panels are going to look like.

Mr. Salerno replied pressed semi-panel, with a sort of stone coloration.

Upon motion by Ms. Ruiz, seconded by Mr. Syrnick, the City Planning Commission approved ZBA Calendar No. 18151: William Way Senior Housing, 249-257 S. 13th Street, a 56-unit residential development with ground-floor retail.

- 6) Plan of Development Review for a 180-unit residential development with ground-floor retail at 230-250 N. Christopher Columbus Boulevard in the Central Delaware Riverfront Overlay District.

Beige Berryman, Urban Design Division, stated the location of this site is 230 N. Christopher Columbus Boulevard. The proposed development is on the block bounded by N. Christopher Columbus Boulevard, Water Street, Summer Street and Vine Street. It falls within the Central Delaware Riverfront Overlay District. According to Zoning Code 14-1638, a Plan of Development review is required. There are other overlays that affect the site: Old City Historic District, and the Old City Height Control, It is zoned "C4", and is a vacant lot. It is immediately north of the western anchorage of the Benjamin Franklin Bridge. It is walking distance to Race Street Pier. The garage will include 180 parking spaces. The structure will be mixed-use, and will include retail on the ground floor. The vehicular arrival drive to the main entrance of the building is located off of Vine Street. All of the Plan of Development Submission requirements were submitted to the Philadelphia City Planning Commission by May 29, 2012. The design

materials have been addressed, but we would like to see more. The ground floor pedestrian entrances/exits have not been addressed.

Carl S. Primavera, Esq., Partner with Klehr Harrison Harvey Branzburg, LLP stated he is here today with Eric M. Rahe, AIA, LEED AP, Principal from BLT Architects. He stated that they received input from the community groups and others. There were meetings with River's Edge and Old City Civic Association.

Eric Rahe, architect, replied circulation on three of the streets is one-way. There will be 180 apartments over a 3 level parking garage. Location of the rear of the garage is on Winter Street. There is a cross section at Columbus Boulevard and I-95 ramp. The ground floor includes retail with other hotel amenities. We had envisioned parking here, but we have moved. There will be two tones of texture paving. We were asked to bring building out and create an outdoor entertaining, but that wasn't what we decided. We took them inside. There has been a discussion with retail in this corner, but the owner has decided maybe in the future. It will be closed for bike storage. It is an "L" shaped hotel tower. There will be a green roof on the garage with no exposed parking. Top floor will have 3 bedrooms. Garage should be ventilated with cover. At the wall of the garage there will be 3 screens of vertical fins. All of the screens go down to the ground. They feel that all of these components with green roof go a long way. The sidewalk width varies. There is a 50 ft. right-of-way on Vine Street. In terms of the materials, the base of the building pre-cast concrete.

Ms. Rogo Trainer asked about the tan color.

Mr. Rahe replied he wants to work a little more on it.

Ms. Rogo Trainer asked how much of that is glass.

Mr. Rahe replied 50%.

Ms. Rogo Trainer asked what provisions are you providing for retail there.

Mr. Rahe replied it is solid concrete there.

Ms. Rogo Trainer replied putting retail there would be a major renovation.

Mr. Rahe replied need to remove tree, etc.

Ms. Berryman replied this is in accord with the Citywide Vision: Philadelphia2035 Plan for vacant land and structure, and also with the Central Delaware Master Plan. The City Planning Commission staff recommendation is approval for the Plan of Development.

Ms. Rogo Trainer asked could you explain what kind of review are you doing.

Mr. Greenberger replied Plan of Development, we are an approval body. Our job is not specifically approve an architect's rendering. Our job is to protect the public realm.

Mr. Eiding replied it deserves a reaction from this group. Whether we approve or disapprove, we should have that input.

Mr. Greenberger replied we should give that advice. We had a project that we have told a developer that the color was so garish that it was not in the public interest.

Mr. Lee asked what is the developer's commitment to Water Street.

Mr. Rahe replied Belgian block, to rebuild the street here. The entire street is difficult to drive at best.

Mr. Primavera replied there are 3 ft. holes in that street. What we have previously entered with Streets Department is to redo the block. We have no objection to do the whole street with Belgian block, but we are going to need help. We don't have the financial aid to do the entire block.

Ms. Rogo Trainer asked are you tearing any of Water Street up.

Mr. Primavera replied they are tearing it up and replacing it.

Sarah Thorp, from the Delaware River Waterfront Corporation, replied they tried very much to follow the Delaware River Master Plan. There are a few details: in the building height, and mass. What we did was put in an exception for a height in the Master Plan. This development as proposed, it is certainly up to the Philadelphia City Planning Commission's discretion. Also requested not to block waterfront - "L" shaped building does block it. We would like to see active uses on Delaware Avenue. We are glad that they have decided to put in retail, but we would recommend that they would place something to activate that corner with retail, and an entrance on Columbus Boulevard. Lastly, they support residential development here.

Richard Thom, from Old City Civic Association, replied they have seen this proposal several times. They are concerned with the entrance off of Vine Street, and a sliver of retail. Some changes have been made with spindle panels. They have a mixture of spindle panels. This building needs more commercial on Columbus Boulevard.

Matt Rubin, chair of CDAG, submitted a letter (see Exhibit "6A") . They feel that absolutely mixed use residential is great here. The Master Plan has detailed of what they want on street level. We concur with the statements on mixed use and the entrance other than Vine Street. If there is a problem with flood plain, and you go another 30 ft. to 130 ft., they are concerned about that. We don't feel that case has been used. They are concerned with the nature of the massing, It obscures the view of the historic Benjamin Franklin Bridge anchorage. He knows the City has a lot of belgian block laying around.

Mr. Primavera replied there is a right-of-way on Vine Street. They could not shift it here. Most of the neighbors live on Water Street.

Mr. Eiding replied it bothers him when he saw the material. He would love to see more along the riverfront, but we need to be careful what we do along the riverfront.

Mr. Greenberger replied when you come into that parking garage, what are you to see.

Mr. Rahe replied slope ramp from here to there.

Mr. Greenberger replied might be retail someday, but you are doing bike storage. That is a lot of space for bike storage. Why not make a commitment now to make it happen.

Mr. Syrnick replied if you do it now, that would save you time when you do it later.

Mr. Greenberger replied with that much space that is available, you could use part of that for bike storage, but why not extend it for retail. There are parking spaces is 180 for 180 units. Try to get the potential for street activity.

Mr. Greenberger replied he understand that the market may or may not be there to fill up. He feels that this is more important than fixing Belgian block in the street.

Ms. Rogo Trainer replied trade off public realm for height. This is an opportunity we will not have again.

Mr. Greenberger replied we need to ask for it and get it. If it has to come back, it has to come back.

Mr. Primavera replied his client has spent a lot of money on this site for the bubble. His client has put together a financial package that is tipping the balance. In the beginning it was over 300 ft. Now we are down to 130 ft. We have as of right zoning, which takes us to where we are going. He said the underwriters have no interest in retail. He invites us to look at the positive points.

Ms. Rogo Trainer replied what we have said today has not changed from what we said in the past. We recognized that we have limited time to weigh in. The other Commissioners feel differently than me, and that is alright.

Mr. Abernathy replied we are either setting precedent or getting people there. There will not be stronger retail along the waterfront. He doesn't believe that market today can sustain what you want to see.

Mr. Greenberger replied he agrees with Brian said about getting people to live there.

Mr. Lee replied at Summer Street and Columbus Boulevard, he would not push retail at this time. He doesn't know why they are using it for bicycle storage.

Mr. Rahe replied we could use other material.

Mr. Lee replied if you used other material, you would still use it as bicycle storage.

Mr. Greenberger asked about them coming south.

Mr. Rahe replied none of the building is in the flood plain. If they expanded south, they would lose parking spaces.

Mr. Greenberger and Ms. Rogo Trainer realized they were looking at the wrong area.

Mr. Greenberger replied there is a lot of good things here.

Mr. Eiding replied our constructive criticism is that if you are going to get a lot of stuff, give something up. This is the first and we don't want to set a precedence.

Mr. Greenberger replied 100 ft. is a guideline and it seems right. We do have some flexibility.

Ms. Miller asked can we look at the other 2 projects before we vote on this.

Mr. Lee replied each project should stand on it's own.

Ms. Miller replied she wants to see them. Not set a precedence.

Ms. Ruiz replied she also wants to see them.

Ms. Thompson left at 3:05pm.

- 7) *Information Only: Pier 40 North, 933 N. Penn Street, a proposed 200-unit residential development in the Central Delaware Riverfront Overlay District.*

Mr. Primavera replied he represents Cope Linder Architects. He is here today with Rob Keppel from Cope Linder.

Mr. Keppel stated 933 N. Penn Street is also known as Pier 40 North. It is north of SugarHouse. It is zoned "C3" Commercial, and is 140,000 sq. ft. – 5.2 building footprint. It will be 20 floors, 215 ft., with 240 parking spaces and 2 loading bays. Some of the units will be studios, and other units will have bedrooms. The property abuts Waterfront Square. Ellen Street is the intersecting street back to Columbus Boulevard. There will be a driveway and parking. We are aware of 12 ft. wide bike path. We will arrange that it does extend that for the public. We will state that at our POD review. Retail functions – glazing on the first floor. Parking starts at the ground floor and goes to the 5th floor. We are looking at developing colors and textures. The setback is 215 ft.

Mr. Primavera replied SugarHouse is using their property for parking at this time.

Ms. Rogo Trainer asked what do you see happening when your project is built.

Mr. Keppel replied Penn Street is vacant. There is a private driveway into SugarHouse.

Mr. Primavera replied they are willing to dedicate it to the City or waterfront as a public right-of-way.

- 8) *Information Only: Piers 34-35 South, 735 S. Christopher Columbus Boulevard, a proposed 202-unit residential development in the Central Delaware Riverfront Overlay District.*

Dave Ertz, architect, stated Piers 34-35 South, 735 S. Christopher Columbus will have 204 units with 204 parking spaces and some car share program. There will be 2 bedroom and 1 bedroom units, and studios. This site is a partially collapsed pier. They want to remove this

collapsed pier. It will be a 12-story building with paving and stone at street level. There will be a single point of entrance for automobiles and loading. There will be an area for a fitness center that can be move upstairs if retail proves viable. On Columbus Boulevard, you will not see any parking. There will be a terrace level, green roof, and planters. They will need to filter and contain some stormwater. It minimizes its overlap with Dockside. They ate at 128 ft. to their roof. Panels will shift around a little to reflect the water. Interior elevations, you will see parking, pre-cast panels, glass, and stonelike.

Mr. Greenberger replied lets go back to the POD for 230-250 N. Christopher Columbus Boulevard.

Upon motion by Mr. Eiding, seconded by Ms. Ruiz, the City Planning Commission approved the Plan of Development Review for a 180-unit residential development with ground-floor retail at 230-250 N. Christopher Columbus Boulevard in the Central Delaware Riverfront Overlay District.

Mr. Syrnick and Ms. Rogo Trainer opposed this item.

Item 7 Comments on Pier 40 North:

Mr. Greenberger replied this is a very tight site.

Ms. Rogo Trainer asked if the driveway just south of the lot is private.

Mr. Keppel replied yes.

Ms. Rogo Trainer replied it seems there will be some negotiations on how high you can build this.

Mr. Greenberger replied it is in fact not developable.

Mr. Primavera replied the Army Corps of Engineers stated it is complicated. Also how deep is the river there?

Mr. Greenberger asked is it developable at a lower scale. Like a 3-story townhouse?

Mr. Keppel replied it is a different proposal.

Mr. Primavera replied they like to avoid the dispute, and keep out of the water.

Ms. Rogo Trainer replied develop green there. It is only a suggestion.

Mr. Primavera relied it was an abandoned boat there. The client paid a lot of money to remove the ship. The owner doesn't want a nuisance next door. That would be a liability.

Mr. Syrnick asked where is the public right-of-way.

Mr. Keppel replied this sidewalks on both sides of the driveway. The public could walk on the sidewalk.

Mr. Syrnick asked could the public go all the way down there.

Mr. Keppel replied we may put a gate at the end. It would be up to the management if they would want to keep it open all of the time. Pennoni is surveying it.

Mr. Greenberger asked what is the financial cost.

Lou Cicalese replied 60 to 75.

Mr. Greenberger replied 1 side is a gated community, and 1 side is a casino. It is considerably smaller than Waterfront Square.

Ms. Rogo Trainer asked what is the budget.

Mr. Greenberger replied 6 million dollars.

Mr. Primavera replied this is preliminary. Could there be a bridge to take you out to the pier?

Mr. Greenberger asked what is usable here.

Mr. Cicalese replied there was a discussion to use Pier 35 for a park. They don't want it. This would not come under riparian rights. You could not put a bike path on there because of the pier. Just to remove it, and go to 120 ft.; it would cost 7 million dollars.

Ms. Ruiz asked how about public art. Something pretty to look at.

Mr. Cicalese replied they would be willing to do whatever would work for the public.

Ms. Rogo Trainer replied we have to say that the mass and the height, we have to give back to the public.

Ms. Thorp replied this is one of the reasons that a height limit has been put in the Master Plan. The project just approved 180 units. Hopefully as the waterfront is developed, it will be absorbed. As for that pier being open space, we didn't recognize it. It is not on the Master Plan for open space. The new overlay has not been approved by Council. The setback would have to be 100 ft.

Matt Rubin, replied we just saw this recently. We need to be really clear. Are you going to send a message to the developer that 215 ft. are not appropriate here? The pier was enabling them to go as high as they can go. The pier is their public give back, but they can't build on it, and it would cost millions of dollars to take it down. It is up to you. You need to decide. Boundaries are in Northern Liberties. We saw it in 2006, when it was going to be a high rise. We decided we are done. We will not look at any more high rises on Delaware.

Item 8 Comments on Piers 34-35 South:

Mr. Greenberger replied he is interested in seeing a project that will bring it into 100 ft. This is like the first one. It would put some action on the street that it lacks.

Ms. Rogo Trainer replied if we are going to go over the height limitations of the plan, we need to see give backs to the public realm.

Mr. Ertz replied removing the pier is the give backs.

Mr. Greenberger replied he doesn't buy that argument. You need to remove that pier.

Ms. Thorp replied the concern is how it meets that street frontage and the pilings. We are also concerned with the orientation of the building. Maybe they want to look at what they can do with the piles.

Mr. Greenberger replied the plan does not talk about buildings on a pier. The restaurant on the pier cuts off the waterfront.

Ms. Thorp replied we are promoting retail at the basin. It is not a good spot to walk around the garages.

Mr. Greenberger stated we are going to move item #10 up to item #9; and item #9 will become item #10.

- 9) Zoning Bill 120480: Remapping parcels of land located within an area bounded by 37th, 38th, Chestnut, and Ludlow Streets, from mixed "R16 and C2" zoning to "C4" Commercial; amending provisions of the "C4" and "C5" Districts; and amending provisions of the Zoning Code concerning "Parking in Residential Districts" (Introduced by Councilmember Blackwell on May 24, 2012).

Ms. Klevan stated this Bill proposes to change the zoning designations of an area of land located within an area bounded by 38th Street, Ludlow Street, Chestnut Street, and 37th Street; and a line parallel to and 220' east of 38th Street from partly "R-16" Residential and partly "C-2" Commercial to a single zoning classification of "C-4" Commercial. The Bill also proposes the following alterations to the newly created "C-4" Commercial area: "C-4" Commercial and "C-5" Commercial Districts - Lots within this area may have a gross floor area of seven hundred and fifty percent of the lot and will not be eligible for additional bonus floor area; and Parking in Residential Districts - For dwellings containing twenty-five or more families, parking will be provided at a ratio of one and five/tenths (1.5) parking spaces for every 10 units. The staff recommends technical amendments to the bill that include using maps rather than text to rezone the designated properties – adjustment of measurement. This site currently contains open space, two existing parish houses which are used as office space, and an apartment building. There will be the demolition of the houses on the site, which was approved by the Historical Commission on Friday. The applicant proposes a new mixed-use structure that will be 258 feet tall, with 48 below-grade parking spaces, and daycare services in the basement of the existing Philadelphia Episcopal Cathedral. The tower will contain 288 rental units, 2,570 square feet of retail space on the ground floor, and gathering space and offices for the Philadelphia Episcopal Cathedral. The City Planning Commission staff recommendation is approval with technical amendments.

Mr. Greenberger replied they are looking at retail on the ground floor, the entrance to the apartments above, and the cathedral offices. What is in front?

Ms. Klevan replied it replicates the floor.

Mr. Greenberger replied it is fairly extensive and was seen by the Historical Commission. They cannot afford the upkeep of the property. They have come forward and asked that in order to generate some income that is why they have come forward with this proposal. Historical Commission approved it 8 to 2. It is the zoning remapping before us that will allow this to happen.

Ms. Rogo Trainer replied even though this comes under the Philadelphia2035 for historic preservation, this will now be demolished.

Mr. Greenberger replied the Historical Commission has regulatory function regarding this site. We are only here for rezoning.

Neil Sklaroff, Esq. replied this site is almost unique with "R16" zoning. The "R16" will not allow mixed uses. When the new code comes in, the "R16" will go away and will be reduced in size.

Ms. Rogo Trainer asked about the height of the next building.

Ms. Klevan replied she didn't know.

Mr. Sklaroff replied 160 to 180 ft. There are other tall buildings in the area.

Ms. Rogo Trainer asked could you show the "C4" area.

Ms. Klevan replied the IDD for Penn are there.

Mr. Greenberger explained about the other buildings in the Penn IDD.

Upon motion by Mr. Eiding, seconded by Ms. Ruiz, the City Planning Commission approved Zoning Bill 120480.

Ms. Rogo Trainer opposed this Bill.

Mr. Greenberger and Mr. Lee left and 4:12pm.

- 10) Zoning Bill 120386: Remapping the Conestoga Recreation Center at 52nd and Media Streets from mixed "R9, C2 and G2" zoning to "REC" Recreational (Introduced by Councilmember Blackwell on May 10, 2012).

Martin Gregorski, Development Planning Division, stated the purpose of this Bill is a corrective action to rezone two parcels of land along Media Street, the existing Conestoga Recreation Center, from their mixed zoning classifications to a more appropriate "REC" Recreational zoning classification. Only the Rec Center is being rezoned. It will continue to be a rec center. This is a corrective zoning action recommended by the adopted West Park District Plan. The City Planning Commission staff recommendation is approval.

Upon motion by Mr. Eiding, seconded by Ms. Ruiz, the City Planning Commission approved Zoning Bill 120386.

- 11) Streets Bill 120519: Authorizing bay window and balcony encroachments above the 2300 blocks of Bainbridge Street and Grays Ferry Avenue (Introduced by Councilmember Johnson on May 31, 2012).

Sarah Chiu, Development Planning Division, stated this Bill is to allow bay windows and balconies encroachments at 2nd, 3rd and 4th floors of the building in the 2300 blocks of Bainbridge Street and Grays Ferry Avenue. It is for a mixed-use development proposal at this site. These encroachments are 14 feet above the street level, and projecting approximately 3 feet into the public sidewalk. The City Planning Commission staff recommendation is approval.

Ms. Rogo Trainer asked do the trees touch the encroachments.

David Orphanides, Esq., attorney for the developer, stated the trees are shown for demonstration purposes. They will be planting trees with Fairmount Park criteria; they will not be in the way. There will be screens. It would be ineffective to plant trees that would be in the way of the screens. They stagger from floor to floor. It is a good comment, and he will make sure to tell them it.

A resident stated she has not heard about them putting up the balcony or baywindows. It is an intrusion to them. They will block out the sun. We are overpopulated, and there is no parking. The contractors don't want to come to our homes because they have to move their vehicles every 2 hours. They have plenty of trees.

Mr. Syrnick replied he is smiling because his office is at S. 30th Street; and they only have 2 hour parking.

Mr. Abernathy replied he understands her concerns.

Mr. Orphanides replied it will be 4 stories high for 27 families with 24 off street parking with ADA compliance. They are going back for 24 units with 24 off street parking. They have change the plan since 2010. They may put underground parking. License and Inspection approved it.

Upon motion by Mr. Eiding, seconded by Mr. Abernathy, the City Planning Commission approved Streets Bill 120519.

- 12) Property Bills (Presented by Brian Wenrich):
 - a. Property Bill 120413: Authorizes the City to convey 1224-28 Mascher Street to PAID for further conveyance (Introduced by Councilmember Greenlee for Council President Clarke on May 17, 2012).
 - b. Property Bill 120414: Authorizes the City to convey 1849 Frankford Avenue to PAID for further conveyance (Introduced by Councilmember Greenlee for Council President Clarke on May 17, 2012).

- c. Property Bill 120421: Authorizes the City to convey 3129 S. 70th Street to PAID for further conveyance (Introduced by Councilmember Johnson on May 17, 2012).
- d. Property Bill 120427: Authorizes the City to convey 3300 N. Front and 130 W. Westmoreland Streets to PAID for further conveyance (Introduced by Councilmember Sanchez on May 17, 2012).

Brian Wenrich, Development Planning Division, stated the purpose of these 4 Property Bills is to allow the City to convey to PAID for further conveyance.

- a. Property Bill 120413 – This site is located at 1224-1228 Mascher Street. The party-at-interest is Northern Liberties Press. Their company is located across the street from the parcel to be conveyed. They want to use this site for a parking lot and to expand their business.
- b. Property Bill 120414 – This site is located at 1849 Frankford Avenue. It is the Fishtown neighborhood of the City. BMK Properties is the party-at-interest. It is for the construction of a single-family home.
- c. Property Bill 120421- This site is located at 3129 S. 70th Street. The party-at-interest is Payless Car Rental. It will be used for the expansion of their business.
- d. Property Bill 120427 – This site is located at 3300 N. Front Street. It is the former 24/25 Police Districts. It is to be used as a day care. The party-at-interest is Seymore Ruban and Associates.

The City Planning Commission staff recommendation is approval for the Property Bills.

Ms. Ruiz replied there were environmental problems at 3300 N. Front Street. Who will be the operator?

Mr. Wenrich replied the party-at-interest is Seymore Ruban and Associates.

Ms. Ruiz asked who is financing it.

Mr. Jastrzab replied we don't know. This is only conveying it.

Upon motion by Ms. Ruiz, seconded by Mr. Abernathy, the City Planning Commission approved Property Bills 120413, 120414, 120421, and 120427.

Mr. Synchron adjourned the City Planning Commission Meeting of June 12, 2012 at 4:30pm.

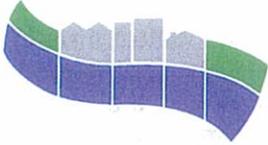
SUMMARY

- 1) Approval of the Minutes of the May 29, 2012 meeting. Approved
- 2) Executive Director's Update.
- 3) *Information Only: Philadelphia Complete Streets Design Handbook (Presented by Ariel Ben-Amos, Mayor's Office of Transportation and Utilities)* Presented
- 4) Adoption of PCPC Bicycle and Pedestrian Plan (Presented by Debby Schaaf). Adopted
- 5) ZBA Calendar No. 18151: William Way Senior Housing, 249-257 S. 13th Street, a 56-unit residential development with ground-floor retail (Presented by Larissa Klevan). Approved
- 6) Plan of Development Review for a 180-unit residential development with ground-floor retail at 230-250 N. Christopher Columbus Boulevard in the Central Delaware Riverfront Overlay District (Presented by Beige Berryman, with Carl Primavera representing Ensemble Real Estate, aka Louis Cicalese). Approved
- 7) *Information Only: Pier 40 North, 933 N. Penn Street, a proposed 200-unit residential development in the Central Delaware Riverfront Overlay District (Presented by Ian Cope, Cope Linder Architects)* Presented
- 8) *Information Only: Piers 34-35 South, 725 S. Christopher Columbus Boulevard, a proposed 202-unit residential development in the Central Delaware Riverfront Overlay District (Presented by Ian Cope, Cope Linder Architects).* Presented
- 9) Zoning Bill 120480: Remapping parcels of land located within an area bounded by 37th, 38th, Chestnut, and Ludlow Streets, from mixed "R16 and C2" zoning to "C4" Commercial; amending provisions of the "C4 and C5" Districts; and amending provisions of the Zoning Code concerning "Parking in Residential Districts" (Introduced by Councilmember Blackwell on May 24, 2012; Presented by Larissa Klevan).
Approved w/technical amendments
- 10) Zoning Bill 120386: Remapping the Conestoga Recreation Center at 52nd and Media Streets from mixed "R9, C2, and G2" zoning to "REC" Recreational (Introduced by Councilmember Blackwell on May 10, 2012; Presented by Martin Gregorski). Approved
- 11) Streets Bill 120519: Authorizing bay window and balcony encroachments above the 2300 blocks of Bainbridge Street and Grays Gerry Avenue (Introduced by Councilmember Johnson on May 31, 2012; Presented by Sarah Chiu). Approved

12) Property Bills (Presented by Brian Wenrich):

- e. Property Bill 120413: Authorizes the City to convey 1224-28 Mascher Street to PAID for further conveyance (Introduced by Councilmember Greenlee for Council President Clarke on May 17, 2012).
- f. Property Bill 120414: Authorizes the City to convey 1849 Frankford Avenue to PAID for further conveyance (Introduced by Councilmember Greenlee for Council President Clarke on May 17, 2012).
- g. Property Bill 120421: Authorizes the City to convey 3129 S. 70th Street to PAID for further conveyance (Introduced by Councilmember Johnson on May 17, 2012).
- h. Property Bill 120427: Authorizes the City to convey 3300 N. Front and 130 W. Westmoreland Streets to PAID for further conveyance (Introduced by Councilmember Sanchez on May 17, 2012).

All of the above Bills were Approved



June 11, 2012

Philadelphia City Planning Commission
1515 Arch Street, 13th Floor
Philadelphia, PA 19102

**RE: 230-50 North Columbus Boulevard; Proposed Marina View Apartments
Plan of Development Review, June 12**

Dear Commission Members:

The Central Delaware Advocacy Group (CDAG) is excited by the recent influx of development proposals focused on the Central Delaware district. As an active participant in the creation of the Master Plan for the Central Delaware, CDAG endeavors to offer constructive comment on each new development proposal from the perspective of its conformity, or non-conformity, with the principles of the Master Plan recently adopted by this Commission.

CDAG views the Commission's POD review of this important development proposal as an opportunity to demonstrate its commitment to the principles and goals of the Master Plan for the Central Delaware.

The following are our comments:

- Design Concept – The proposed residential high-rise tower is placed on a three-story podium base of structured parking, with only approximately 50% of the Columbus Boulevard street frontage dedicated to pedestrian-friendly commercial activity. Further, nearly 70% of the linear street frontage of the entire structure will present as parking garage or loading area garage; not at all the active pedestrian-level uses intended by the Master Plan. The commercial potential of the ground floor areas has not been embraced by the development team and the most viable commercial location, the southeast corner, is not utilized at all.
- Building Massing – The current plan conspicuously exceeds the 100-foot height limit recommended by the Master Plan. The placement of the 130-foot high residential tower directly along Columbus Boulevard effectively obscures view of the historic Benjamin Franklin Bridge anchorage. Unlike previous development programs for this site, this proposal makes no attempt to respect the iconic architecture of the bridge or preserve bridge anchorage views from the roadway or pedestrian path. Some set-back of the upper floors of the east edge of the planned structure seems an appropriate remedial effort, even if that mass must be re-allocated to the north edge of the plan.
- Street Level Urban Design – In order to meet flood plain requirements, the building is set 5'-6" above street level. The berm now proposed is an improvement over the previous plan, but it need not be so monotonous an effect and could be broken by access to the ground-floor commercial space(s) or a secondary entrance to the residential use, establishing a more enhanced pedestrian experience along the east edge.

Delaware River City Corporation • Dickinson Narrows Civic Association • Fishtown Neighbors Association • Franklin Bridge North Neighbors • Neighbors Allied for the Best Riverfront • New Kensington Community Development Corporation • Northern Liberties Neighbors Association • Old City Civic Association • Old Swedes Court Homeowners Association • Olde Richmond Civic Association • Penn Future • Pennsport Civic Association • Pennsylvania Environmental Council • Pennsylvania Horticultural Society • Port Richmond on Patrol and Civic Association • Queen Village Neighbors Association • River's Edge Community Association • Society Hill Civic Association • Society Hill Towers Homeowners Association • South Street Headhouse District • Whitman Council •

- Water Street Re-Paving – The developer is proposing to re-construct the Belgian Block street paving for only 100 feet south from the Vine Street intersection to facilitate access to the project's loading docks. Given the one-time opportunity this full-block development proposal affords to restore a significant historic street asset of the district, it would seem appropriate that the city mandate full street reconstruction, including granite block surfacing, as was required by the developer of National West on Bread Street north of Arch Street to Quarry Street. Alternatively, the city could partner with the developer to complete reconstruction, and granite block surfacing of historic Water Street.
- Parking – The developer proposes parking far in excess of the base requirement for the parcel and conventional standards for proposed use. Perhaps, the intention is to convert some portion of the built parking capacity to public parking, in the future. However, the potential of ground-floor commercial space along the east edge of the development has, been unnecessarily forfeited to parking spaces. Parking spaces along the N. Columbus Boulevard edge could yield to a commercial use that would enhance the pedestrian experience and help to activate the corridor, and still, the standards of the Code be met.
- Parking Garage Entrance – Locating the garage entrance at Summer Street unnecessarily interrupts the green area at the south end of the development. Shifting the garage entrance to Water Street will serve to activate that edge of the development and break up the mass of the garage structure at Water Street. Further, opening the opportunities to incorporate the green area into the suggested commercial space at the southeast corner.
- Screening of Parking Structure – The proposed landscaping and parking structure screening plan has been enhanced, but still renders the pedestrian experience unfriendly at Water Street, especially for the River's Edge residential community, who frequent this route.
- Project Aesthetics – Aesthetics are certainly subjective, however, this design is singularly unimaginative in its general massing scheme, unarticulated façade planes, and material pallet inferred to date. As such, at this time, there is still ample opportunity for additional improvements.

Marina View is one of the first major development proposals to come forward since the Planning Commission unanimously adopted the Master Plan on March 6 of this year. The Master Plan is now official Planning Commission, and City, policy. If the Master Plan is to become a reality, it must become the standard against which each development proposal along the Central Delaware is measured. We therefore believe it is incumbent upon the Commission to apply it rigorously, and we call on the Commission to urge the Marina View development team to improve this proposal, in every possible way, to conform to the principles and goals of the Plan.

Thank you for the opportunity to comment on this important development proposal.

On behalf of the Board of CDAG,



Matthew Ruben
Chair, Central Delaware Advocacy Group

c. Mr. Carl Primavera, for Ensemble Real Estate (via email)