PHILADELPHIA CITY PLANNING COMMISSION
July 15, 2014

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

Executive Director:	Gary J. Jastrzab
Deputy Executive Director:	Alan Urek

Chair Alan Greenberger convened the City Planning Commission Meeting of July 15, 2014 at 1:09pm.

The minutes for June 10 will be approved at our next meeting.

1) Executive Director's Update

Mr. Jastrzab stated he would like to call your attention to a few things.

- **CDR**
  The next scheduled CDR Committee meeting is August 5th, and we are expecting 4 cases for that meeting.

- **PLANNING ACTIVITIES**
  The Philadelphia City Planning Commission staff is participating in the 30TH Street Station Precinct Plan serving on the Coordinating Committee. That Plan is an effort by Amtrak, Drexel University, and Brandywine Development Corporation to develop a Precinct Plan for the 30th Street Station area.

  We are also participated in helping to choose and develop the Strategic Plan for the City's new Land Bank. We are working on that for the summer. Some of the efforts regarding that Strategic Plan and development are under way now.

- **STAFF RECOGNITION**
  Mary Morton, who was our office manager, recently retired after 27 years of service. She served in several different departments for the City, most recently the City Planning Commission for the past 8 years.

  Rick Redding, Director of the Community Planning, will be retiring the end of next week with nearly 40 years of service with the City. March of 1975 is when Rick started. We thank Rick profoundly for his service to the City and the Commission specifically.

- Welcome new hire, Abigail Poses, to our GIS Division.

LEGISLATIVE BILLS RECOMMENDED FOR ADMINISTRATIVE APPROVAL:
All of the legislative bills listed below are consistent with policies of the Commission. The sidewalk encroachment bills all meet City guidelines for pedestrian clear space:

1. **Streets Bill 140605** amends Section 5 of an ordinance (Bill #130079) by extending the time for compliance with terms and conditions. Bill # 130079 permitted an open air sidewalk café encroachment at 119 South 39th Street. It was originally approved by the commission on February 19, 2013.

2. **Streets Bill 140606** for right-of-way encroachments at 2930 Chestnut Street.
   a. Structured sidewalk: For public access to the building (the Walnut Street Tower) necessary to meet the existing bridge deck and projecting onto the right-of-way by approximately 11 feet in width and 230 feet in length.

b. Stairway: For public access to the building (the Walnut Street Tower) and projecting onto the right-of- way by 11 feet in width and 50 feet in length leaving 12 feet of clearance for pedestrian traffic.

c. Planters: Three (3) separate planters shall be placed along Walnut Street. The first will be located along the east end of Walnut Street site frontage at a maximum dimension of approximately 22 feet in length and 33 feet in width, and projecting approximately 11 feet onto the right-of-way, leaving over 12 feet of clearance for pedestrian traffic. The second planter shall be along the center of Walnut Street site frontage at a maximum dimension of 92 feet in length and 20 feet in width and projecting approximately 3 feet onto the right-of-way, leaving over 12 feet of clearance for pedestrian traffic. The third planter shall be along the west end of the Walnut Street site frontage at a maximum dimension of 22 feet in length and 22 feet in width and projecting approximately 7 feet onto the right-of-way, leaving over 12 feet of clearance for pedestrian traffic.

Existing 23 ft. wide sidewalk. PCPC policy, through the adoption of the *Bicycle and Pedestrian Plan,* requires a minimum of 12 feet of clear and unobstructed footway for pedestrians on Walnut Street. This proposed encroachment will leave sufficient walking zone for pedestrians.

Mr. Syrnick asked if all of the encroachments are on the Walnut Street side.

Mr. Jastrzab replied yes.

2) *Staff Presentation:* Philadelphia2035 “THRIVE” Implementation Update

John Haak stated today’s update is on the THRIVE section of our Philadelphia2035 Plan. He touched on all 3 elements of the THRIVE element: neighborhoods, economic development, and land management. And to illustrate all of the activities under this, he will add a few words about benefits and partnerships. Neighborhood centers under THRIVE is a key goal is serve the public in several community-serving public facilities, such as, Children’s Hospital and South Philadelphia Family Care Center at Broad and Morris. Neighborhood centers are also reinforced by viable commercial corridors. The Planning Commission Staff have been working with City Council and communities on zoning remapping, for example in East Frankford and Northern Liberties to help guide commercial investments for the appropriate locations. Second, we are also working with Commerce on numerous streetscape improvement projects, such as the reconstruction of the Maplewood Mall in Germantown. And in walkable transit friendly Philadelphia, we are taking steps to boost transit centers for Transit Oriented Development with zoning and remapping, and to encourage greater density and mixed-use, for example, the Frankford Transportation Center, and around the 46th and Market El Station. The step also includes our specific project reviews, where we work to ensure the public realm is safe and convenient for people using public transit. And making our neighborhood centers healthy also involves access to healthy food. In our work with the District Plans, staff continues to look for opportunities to fill in gaps where neighbors might lack healthy food access. Housing is the 2nd key topic under the neighborhood element – to improve housing equality and diversity, staff has been working again on remapping in various communities to help preserve market based, single-family housing stock. And where the market has not been meeting healthy needs, such as public intervention include Choice Neighborhoods Transformation Plan, Promise Zone, John C. Anderson Apartments in Center City, and Nugent Senior Apartments in Mt. Airy and

Germantown. Shifting to the economic development part, the special economic centers - Zoning and street changes like the one we just discussed, and infrastructure investments on a number of large projects moved forward to reinforce our Metropolitan Center of Greater Philadelphia's Economic Development. These include Cira South project in University City, the Comcast project in Market West, and the Market East project on the Girard Estates site. Our Metropolitan sub-center - Agreement in Principal has been announced recently between the City and adjoining jurisdictions of Delaware County to help implement the critical Capacity Enhancement Program (CEP). Navy Yard Master Plan Implementation have been moving ahead with hotel, office, restaurant, research, and flex industrial projects. We are paying attention to the City's smaller Regional Centers too, for example we are working with Commerce and other agencies to implement the suggested implementations in the Central Northeast Plan; to strengthen Cottman and the Boulevard, to improving its appearance, accessibility, and its mixed-uses. Philadelphia2035 economic development element also calls for certain types of economic development activities, such as industrial activities, for example, adequate supply industrially-zoned land. There are steps to implement the recent Lower Schuylkill Master Plan, and to purchase part of the Frankford Arsenal. It is the City's commitment to invest in viable industrial districts. And our District Plans look to maintain key concentrations of contiguous industrial parcels, and infrastructure. However, we are also undertaking repositioned former industrial sites for remapping less competitive sites. Remapping reuses included 50th and Parkside, Southwest Philadelphia, and again East Frankford, and Northern Liberties. Institutional type of development continues to be an economic driver. The City and community stakeholders have been busy working recently with Drexel, Penn and Children's Hospital, and Temple University on a variety of new investments underutilized but strategically located sites. They are also supporting the needs of the tourism industry. Capital Program funds are also being used to leverage other investments on performance venues, parks and waterfront attractions, Museums, and Zoo, and hotels. In our Districts Plans we regularly use, we regularly use a mapping tool developed by our Office of Arts, Culture and Greater Economy to identify places that have the potential to attract new tourism activity. The 3rd element under THRIVE is land management, and the big news is implementation of the new Land Bank. It is a consolidate inventory of publically owned parcels. The organizational set is in progress requires; and the strategic plan is under development. Less dramatic perhaps, but just as important, is the progress being made on land management. OHCD's mortgage foreclosure prevention program; and by encouraging the reuse of vacant structures to address barriers to re-use being conducted by Urban Land Institute and the National Trust for Historic Preservation. Land management is also about protecting sensitive land in order to protect life, property, and the environment. Our new zoning code has more strength then limitations for development on steep slopes and steam buffers.
Staff is now working with FEMA on the updated flood maps to take effect in 2015. Philadelphia2035 is also looking at land management like warehouses and repair shops to support City operations. The City is making continued investments in energy efficiency (MOS), facility consolidations and relocations, such as at 4601 Market, and making initial investments in new software for Asset Management Program (AMP). Philadelphia2035 set the expectations for all of the implementation produced interrelated benefits to our economy and our environment. We are making it happen in partnerships with many other agencies, organizations. To check out what is happening next check out Philadelphia2035.org.

Ms. Ruiz asked is that all of the neighborhoods involved. You mentioned TOD at 46th and Market, but there is no mention of 9th and Berks or the neighborhood that just happened now in North Philadelphia

Mr. Haak replied they are present in other documents. The great work of APM at 9th and Berks has seen so much publicity, and a few other areas.

Ms. Ruiz replied in Philadelphia2035 you have all of these neighborhoods mentioned but you don't have that reflected.

3) Action Item: Acceptance of the North of Lehigh Neighborhood Revitalization Plan

David Fecteau stated today you are going to hear from me and an employee from the New Kensington CDC, Andrew Goodman, on acceptance of the North of Lehigh Neighborhood Plan. He is going to present the plan itself, and Andrew will speak on some of the implementation plan. Acceptance of a neighborhood plan when an organization, other that a City representative, has robust public involvement and participation from a wide variety of stakeholders in a certain neighborhood. We ask the neighborhood organization, who is sponsoring it, to hold meetings that could include participations from a wide variety of stakeholders, and they will address the issues in the neighborhood. They will also reach out to City agencies with any requests for improvements that my have. The New Kensington CDC has proved to staff that these things have occurred. In March of this year, we asked you to accept the East Kensington Transportation and Community Development Plan. North is Clearfield, south is Lehigh Avenue Viaduct is bounded by Kensington Avenue on the west, Aramingo Avenue on the east, Clearfield Street on the north, and Lehigh Avenue on the south. The neighborhood is located approximately four miles northeast of Philadelphia City Hall. This is primarily a residential area that was built around 3 Market –Frankford El Stations. This plan was started as part of a larger effort the New Kensington CDC has been working in this area since about 2007; organizing activities, trying to get organizations started, and doing outreach and such. The planning efforts was started in 2010.This is the final wrap up of the plan that was done so far. There were about 12 City agencies, and also in excess of 400 residents were involved. Interface Studio was hired to do this Plan. The parties of interest are New Kensington Community Development Corporation and the Somerset Neighbors for Better Living. The New Kensington CDC involved both Council Districts, both of the State Representatives, and some of the non-profits also. Here are some of the findings: the median household income is one of the lower of the Citywide averages; there are 2700 households here. They have a high rate of addiction and property crime here. There is one in four properties that are vacant. It has a very high owner/occupancy rate in this section of the City; there are probably 90% of home that are owner occupied. There is a pretty good basis for businesses, but there is not a lot of variety here. A little less than one-fourth of the vacant land is City-owned. That may seem like a lot but it isn't. It's about 33 vacant lots. The Plan's major recommendations focus on the following:

- Improving public safety and mitigating the drug market
- Strategically rehabilitating housing
- Reducing vacant land and improving green spaces
- Spurring capital investment using the Orinoka Mill redevelopment as a catalyst
- Calming traffic and improving local streets
- Rebuilding the neighborhood through economic development and environmental justice

Kensington and Somerset has been known as one of the City's biggest drug corners. The Office of City Services is located here. The Lehigh Avenue Viaduct is important here. It is a hiding space for drug users. Ninety percent of the housing stock doesn't need major repair work. Increase what's good in the area. You are going to hear more about this project in the

future. Orinoka Mill is proposed to become 50 one and two-bedroom apartments and offices for CDC and ground floor retail, maybe coffee shop and farm and garden behind this building. The goal is to stabilize the factory and then do infill. It is going to take longer to improving the Trenton Street playground, which is just north of the carpet factory. The First District Councilman said if they could organize a group for it. He would be interested in improving the playground. One of the traffic patterns we see in older neighborhoods. We have endorsed it in our District Plans for the City to come out and make streets changes. There is a hope that if we can reduce congestion. Environment – scrape yards; it's also an acknowledgement that they help clean up the area. The Somerset and Kensington intersection has a lot of drug traffic.
They are working at transforming Lehigh Avenue. New Kensington CDC has discussed it in their Waterfront Plan. We have not endorsed their bike plan. In the Philadelphia2035 Plan – repositioning adapting reuse in this area. He asked Andrew Goodman from the New Kensington CDC to come and give his presentation.

Andrew Goodman, Community Engagement Officer for the New Kensington CDC, replied since the Plan was finalized in January 2013 or 2014. This really lays out a road map for us, which we didn't have before. Implementation – we have the capacity and leadership of residents there. We continue to train and support the neighbors there. Last week we started cleaning the areas around the Frankford and Kensington Avenues. The City has officially given transfer of Orinoka Mill. The housing stock is affordable. We are pairing them with façade improvements and working with the scrap yards. It is important from a public health issue. We are constantly having fund raisers to support this Plan.

Mr. Fecteau replied if you accept this Plan, this will be one of the Riverward Plans.

Mr. Greenberger replied there is relative stability. He recognized that you can deal with all of the problems. See if you can find a scrap yard to work with you.

Mr. Goodman replied we have been looking for one to work with us.

Mr. Eiding asked him if he is looking at Aramingo Avenue.

Mr. Goodman replied they are not quite at Aramingo.

Mr. Goodman replied many are tucked away.

Mr. Greenberger replied he has an image of what a scrap yard looks like. It looks like nobody cares. It can be made to look presentable.

Ms. Ruiz replied we have one who is a good neighbor. They sweep and keep things cleaned up.

Upon motion by Mr. Syrnick, seconded by Ms. Ruiz, the City Planning Commission approved the accepted the North of Lehigh Neighborhood Revitalization Plan.

4) Action Item: ZBA Case No. 23052 for the construction of a 75-unit residential development at 3811 Main Street (ZBA Hearing Date: August 6, 2014).

Matthew Wysong stated this is a ZBA Case No. 23052 for 3811 Main Street. It is located in the Manayunk neighborhood on Lower Main Street, between Ridge Avenue and Shurs Lane. The existing zoning is "ICMZ" Industrial Commercial Mixed Use. The location of a paper street is next to it. There is only a small area of the property that doesn't have any environmental restriction. The following are variances requested:

	Required	**Proposed**
Use	Industrial, Commercial	Residential
Height	38 feet, max.	85.81 feet
Steep Slope Disturbance (>25%)	No site clearing or earth moving	Site clearing and earth moving
Parking Space Size	8.5' x 18', min.	8.0' x 18', min.
Roof Deck Setback	5 feet	0 feet

A meeting has not yet been held with the two affected RCOs – Manayunk Neighborhood Council and Wissahickon Neighbors Civic Association. As a result of December 2013 amendments to the Zoning Code, Civic Design Review is not required for this project. The Lower Northwest District Plan is currently underway for this area. The applicant's stormwater management plan received conceptual approval from the Philadelphia Water Department on April 25, 2014. He introduced Stephen Goldner and his development team.

William O'Brien, Esq., attorney for the developer, introduced Stephen Goldner and Charles Whitlock, Developers; Steve Forster, Property Owner; Frank Montgomery, Consultant for Traffic Planning and Design, Inc.; and Dimitri Armenakis, Architect with Lance Kraemer & Associates. He replied it is not part of a Historic District, it is zoned Industrial. It was improved 20 years ago. He passed around photos of different buildings on Main Street - from 3720 Main Street to 4445 Main Street: the Manayunk Diner is at 3720 Main Street; 3759 Main Street was a furniture store; CVS is at 3780 Main Street; at 3791 Main Street was an Asian teak furniture store/warehouse; office furniture at 3800 Main Street; all commercial warehouse buildings from 3800 to 3901 Main Street; at 4001 Main Street used furniture and clothing store; at 4015 Main Street is the former Arthur Ashe Tennis Center, which is now a soccer center; 4045 Main Street is the only surviving wool an dye operating in the United States. There is one public parking lot and one private parking lot for a total of 120 spaces. There are 33 vacant storefronts from Shurs Lane to Green Lane. In addition to everything else, Manayunk has faced a development on Venice Island that has reduced parking. We have two fallow developments site. This is an opportunity to develop the vacant sites that are available. On Thursday we received a suggestion to reduce the 1 to 1 parking. To put this in context, the Manayunk Civic Association has an understanding that whenever a developer comes in, they need to have 1 to 1 parking. The developer can do what staff suggested, but the civic association will not accept it. We would like to have the civic association's support.

Stephen Goldner replied he has been an architect since 1960, from single-family housing to the Dorchester in Rittenhouse Square. He went to school in Philadelphia and spent a lot of time in Manayunk. He did a lot of infill housing in Philadelphia. He didn't want to be in competition with his clients. Someone showed him the site on Ridge. This new site, Lance Kraemer made an executive decision. It is 5-stories over. It is a difficult site. He came up with the idea to split it. The location is wonderful. This building is set back 40 ft. There is a pool

deck; that is the common area, which looks over the street – over looking Mt. Laurel Cemetery and the river. He first thought 1 to 1 parking, and then the Philadelphia City Planning Commission coming back and saying 3 to 1 parking. We had this 2-level garage, and the lobby above flood plain. Three for one is what they had years ago. He is looking at ZIP car and 50 spaces. He would not do it less than 50 cars. Main Street elevation is 24; it's in the flood plain; lobby is up 8 ft. There will be an elevator. The railroad is near it, so it will need screening; and then up Cresson Street. The people living on Cresson Street can still see the vista. What he has done with Lance, is he took 1 level garage and softened it with landscape. He kept the deck, and made it smaller. The garage will look smaller. If you can approve this, we still have to go to the community to accept it.

Mr. O'Brien replied the lobby of the building is set back.

Mr. Goldner replied the City also asked for a pedestrian walkway back to the lobby. The apartments are 1 and 2 bedrooms.

Mr. Wysong replied the Project Highlights are the following:

- 75 multi-family units
- 77 space parking structure
- Open space amenities on roof of parking structure
- 25 interior bicycle parking spaces
- Civic Design Review is not required due to change in zoning language

The following variances have been requested:

	Permitted	Proposed
▪ Use (ICMX)	Industrial, Commercial	Residential
▪ Height (ICMX)	38ftmax.	85.81 ft, max.
▪ Steep Slope Disturbance (>25%)	No site clearing or earth disturbance	Site clearing and earth disturbance
▪ Parking Space Dimensions	8.5'x18'	8.0 x 18'
▪ Roof Deck Setback	5 feet, min.	0 feet

The following are staff's findings:

- Obsolete Industrial Zoning
- Demand for multi-family housing
- Revisioning process underway
    - Transition to new uses
    - Active and attractive streetscape
    - Mitigate "canyon effect" from new buildings
    - Prevent loss of life and property from flooding

The current zoning in place is industrial, but when we looked at what is there, there is a hodge podge of commercial retail, multi-family residential, industrial, and vacant land. We met with the Manayunk Neighborhood Council and Wissahickon Neighbors Civic Association, and agreed that the zoning is obsolete.

The City Planning Commission staff recommendation is approval contingent on the following provisos:

- Adhere to a parking ratio that is more appropriate for the proposed use (1 space per 2 to 3 units), thereby reducing the footprint of the parking structure. This will significantly reduce the negative impact of the proposed parking structure upon the pedestrian realm and streetscape of Main Street.
- Further enhance the architectural and vegetative screening of the parking structure along Main Street. It is recommended that any façades visible from Main Street mimic the materials and rhythm of the vernacular mill architecture of Manayunk.
- Create a formal pedestrian walkway to the primary entrance of the multi-family structure.
- Submit an Earth Disturbance Plan for stabilization of steep slopes, sediment control, and erosion mitigation.

In addition, in order to ensure the safety of residents, we recommend the following:

- Make a good faith effort to create a flood evacuation plan acceptable to the Office of Emergency Management and Fire Department.
- Dedicate a pedestrian access easement along the rear of the property. A continuous easement along the high ground abutting the rail line can provide an appropriate flood evacuation route as other properties along Lower Main Street are redeveloped in a similar manner.

This comes under the Citywide Vision for THRIVE and RENEW. The City Planning Commission staff recommendation is approval with provisos.

Ms. Miller asked where to the quick access to the train station.

Mr. Wysong replied the Wissahickon train station is a mile away.

Mr. Syrnick replied it is hard to find a parking space in that area.

Mr. Wysong replied this is very forward thinking ahead.

Frank Montgomery replied if he had his choice, he'd take his chance on Main Street.

Mr. Lee asked what is the parking situation at 3750 Main Street.

John Hunter, representing the 2 RCO's – the Manayunk and Wissahickon Civic Associations, replied as it has been suggested the residential scheme will remain the same. He presented 80 residential with 80 parking spaces. Then it was reduced to 75. It will be 80 ft. over Main Street. That development provides 100% parking. Half of his site is slope. What the developer is doing is removing a huge amount of rock. We have a new zoning code to provide life on any street. Here we have Main Street. We suggest the parking should be in the rear. It is a difficult site. Opposition remains there. We think Bridge 5 is horrible. We were disappointed that this development is next to industrial. We would like it to be mixed. All of our conversations with the developers have been that we would like a mixed development - lively and vibrant. He looks at how many parking spaces he can have and then he figures how many apartments he can have; more residential and less cars. It is a very, very challenging steep site, and that is why the FAR doesn't work. We accept that this is the first. Maybe there is a phase approach. Maybe 15-20 years from now there could be commercial. Putting parking there freezes it. Thirty

percent parking in the future. At this stage, now that we have 37 parking spaces it is reasonable.

Kevin Smith, with the Manayunk Neighborhood Council, replied their request for 1 to 1 parking like Venice Lofts on Leverington and Watermill. Venice Lofts had 1 space per bedroom. Watermill also had it. The Bridge 5 has 2 bedrooms there. Fifty percent parking is not adequate for the use. What is being proposed here, you will need 1 to 1. There is no supermarket nearby. You will need a car. Everyone has at least one car. It is not an urban location, and it is a popular location because it is near King of Prussia. If it's 1 to 1, they will have 76 cars on Main Street. You can't have every site taking up 4 spaces. It doesn't fit. The reduction in the garage in the parking, creates no active street presence. The reduction in scale and parking didn't make much of a difference. Regarding traffic calming - the office workers park on Main Street. There isn't a lot of space with the bicyclist. It creates a lot of difficulties for bikes. Flood frequencies - it floods all the way to Shurs Lane. We are seeing it every 2 to 3 years now.

Gabriel Gottleib replied there are several bus lines that go to Center City and King of Prussia, and train station too. If you have ZIP car spaces, that is what people will use to go to the supermarket.

Ms. Rogo Trainer replied for 26 years she has walked up and down Main Street. There are so many categories for the variance. She thinks it's a very dangerous precedence. And she is concerned about the rocky slope. For 8 years she lived in Manayunk without a car.

Mr. Greenberger asked about the flood plain usage.

Mr. Wysong replied base flood elevation, commercial can be under, but mixed use residential cannot.

Mr. Greenberger replied so it is not a substandard issue. There is a lot of conflicting agendas here. Staff is trying to sort them out. This is a mixed use building. He is concerned like Nancy about the rock. The piece of Main Street can handle parking, but long term it can be a problem.

Ms. Miller replied she has taken 1 or 2 grocery bags on the bus.

Mr. Greenberger replied people who ride bikes can also carry things too. He thinks they can do with less parking. He doesn't mind the height on Main Street. He's worry about the rock blasting and the economic development.

Mr. Goldner replied the first level is 24, and the top is 74. He's not getting rid of the rock. It is 2 buildings connected by the elevator. He knows there are problems developing that site.

Mr. O'Brien replied Manayunk is a story of 2 streets, and it is suffering. This building is set-back from the other buildings. Set-back about 8 feet. You don't see the first building on Cresson Street.

Ms. Ruiz replied when she heard the presentation, she was wow. She is not familiar with this area. She thinks it would bring more people here.

Ms. Rogo Trainer replied she thinks it is walkable on Main Street.

Mr. Goldner replied he has softened the garage.

Mr. Smith replied the upper level is leveled with the train station.

Mr. Eiding replied he is trying to be respectful, he would not go against it. He has been in that area, and he is looking at what is there. He doesn't like what he is seeing there now. He doesn't see the negative; only the positive.

Mr. Lee asked if you cannot put commercial there, it would be a canyon effect.

Mr. Eiding replied if there is anything negative; it's the pool.

Mr. Greenberger replied he thinks something can be worked out here. He would like to buy another month, and see if this can be worked out.

Mr. Goldner replied he is a residential person. He doesn't do commercial. He has reduced the number from 75 to 73. If the commercial goes there, it will go to the other end.

Mr. Greenberger replied it is life against the street.

Ms. Ruiz replied before life can happen, something has to happen.

Mr. Goldner replied this is a building sitting on top of the hill with an elevator.

Mr. Syrnick replied this is a difficult site. Mr. Goldner has attempted to do something unique. People are going to drive here. If this were easy, we would have voted on it 40 minutes ago. He thinks Alan's idea to work on it for the next month is a good idea.

Upon motion by Mr. Eiding, seconded by Ms. Rogo Trainer, the City Planning Commission tabled ZBA Case No. 23052 for the construction of a 75-unit residential development at 3811 Main Street.

5) Action Item: Subdivision Plat: 2100 N. 49th Street,

Sarah Chiu stated this is a Subdivision Plat to create two new, interior parcels without public street frontage at 2100 N. 49th Street. It is in the Overbrook neighborhood of the City. The total site is 12 ½ acres. The purpose is to create two interior parcels without public street frontage:

1) Parcel G, 1.85 acres, is proposed for the expansion of an existing senior living facility containing 30 beds (35,789 square feet).

2) Parcel H, 0.23 acres, will be maintained as an existing cemetery.

There is a golf course behind it. The City Planning Commission staff recommendation is approval.

Ms. Ruiz asked is there a tax credit deal being done.

Bernard Kolodner, Esq. replied no. They will be building a rehab unit.

Mr. Syrnick asked why not expand on the parcel you have.

Mr. Kolodner replied within that area the condominium living and assisted care are there.

Mr. Syrnick asked what happens if a new owner comes in and it is landlocked.

Mr. Kolodner replied we have a trustee agreement.

Mr. Syrnick wanted to know if the cemetery is active.

Mr. Kolodner replied no; it's filled.

Mr. Greenberger replied it's an interior financial agreement. You could not sell it unless there is an easement involved.

Ms. Chiu replied there already are a lot of complicated easements.

Mr. Lee asked will the easement be put on.

Mr. Kolodner replied it will be on the land.

Upon motion by Ms. Rogo Trainer, seconded by Mr. Eiding, the City Planning Commission approved the Subdivision Plat for 2100 N. 49th Street.

Mr. Greenberger adjourned the City Planning Commission Meeting of July 15, 2014 at 3:24pm.

SUMMARY

1) Executive Director's Update.

2) *Staff Presentation: Philadelphia2035* "THRIVE" Implementation Update (Presented by John Haak). Presented

3) Action Item: Acceptance of the North of Lehigh Neighborhood Revitalization Plan (Presented by David Fecteau and Andrew Goodman from the New Kensington CDC). Accepted

4) Action Item: ZBA Case No. 23052 for the construction of a 75-unit residential development at 3811 Main Street (ZBA Hearing Date: August 6, 2014; Presented by Matthew Wysong). Tabled

5) Action Item: Subdivision Plat: 2100 N. 49th Street (Presented by Sarah Chiu). Approved