



**July 7, 2022**

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**Re: Civic Design Review for 1130-54 N Delaware Ave (Application # ZP-2022 -001709)**

Dear Ms. Dahal,

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of a proposed mixed-use development at 1130-54 N Delaware Avenue.

This letter is a summary of the Civic Design Review Committee's advisory recommendations. It is not an expression of the City Planning Commission's recommendation or opinion regarding zoning variances, special exceptions, or other discretionary approvals associated with this proposal.

The proposal is for a 7-story, 132,130 square foot structure containing 182 dwelling units (55 townhomes and 84 apartments), 35 parking spaces (revised down from 44), and 61 bicycle parking spaces. Through the CDR process, a roughly 3,000 square foot retail space was added to the Delaware Avenue ground floor frontage. The inclusion of this space brings the project into compliance with Section 14-507(4)(c)(.3) of the Philadelphia Zoning code which regulated active ground floor frontages on Delaware Avenue within the Central Delaware Overlay.

At its meeting of July 5, 2022, the Civic Design Review Committee completed the CDR process and offered the following comments:

**RCO Comments:**

There were no RCO representatives present at the CDR meeting.

**CDR Committee Comments:**

Before any discussion occurred among the CDR Committee members, the chair noted that he was appreciative of the changes made to the ground floor in consultation with Planning Commission staff. A member of the committee then noted that the ground floor could be further enhanced by placing the parking below grade, thus allowing for more active uses on the ground floor and deeper retail and lobby spaces. Another member of the committee noted that if the parking could not be placed below grade, that an art installation could be used to better screen the remaining parking frontage.

A lengthy discussion of sustainability followed. The design team was encouraged to go beyond code requirements for energy efficiency and on-site renewable energy to match the high-level of architectural design of the project. The design team noted that insulation will exceed code requirements.

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Lastly, landscape design was discussed with the project's landscape architect who was in attendance. The CDR Committee appreciated the inclusion of thru-building connections and courtyards; however, it was noted that they are too narrow to support the plantings as shown in the project renderings. The design team noted the renderings are too bright, and that they are planning for shade tolerant species. It was also noted that temporary irrigation will be used as needed to establish the plantings for the first three years of the project.

The CDR Committee voted to include comments made by Planning Commission staff, which mostly mirror those discussed by the Committee. Staff noted that this project will require design review for parking screening before a building permit can be issued.

In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the Committee's action.

Sincerely,

Eleanor Sharpe  
Executive Director

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**Re: Civic Design Review for 2201 E Allegheny Ave (Application # ZP-2022-001058)**

Dear Mr. Issac,

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of a proposed cold storage warehouse at 2201 E Allegheny Ave.

This letter is a summary of the Civic Design Review Committee's advisory recommendations. It is not an expression of the City Planning Commission's recommendation or opinion regarding zoning variances, special exceptions, or other discretionary approvals associated with this proposal.

The project proposes a cold storage warehouse building totaling 163,817 square feet of gross square feet. This proposal includes 86 car parking spaces for employees. The parcel is zoned I-2 Medium Industrial and is a by-right project.

At its meeting of July 5, 2022, the Civic Design Review Committee completed the CDR process and offered the following comments:

**RCO Comments: (Note RCO)**

Representatives from Harrowgate Civic Association and Port Richmond On Patrol & Civic Association (PROPAC) filled the rotating seats on the CDR Committee. These RCOs had met with the applicant ahead of the CDR meeting to develop a Community Benefits Agreement (CBA) requiring opportunities for local job seekers. Additionally, the development team worked with the RCOs to make sure that trucks would be prohibited on Tulip Street. Both RCOs expressed appreciation that sustainable features, such as solar panels and additional street trees, are being provided.

**CDR Committee Comments**

The CDR Committee applauded certain aspects of the project. The Committee commended the development team for providing rooftop solar panels and going above street tree requirements along Allegheny Avenue. Committee members also appreciated that the development team listed to community concerns and worked out a Community Benefits Agreement for local hiring.

However, the Committee expressed that additional sustainable metrics could be achieved by installing a green wall along the street facing façade on Allegheny Avenue, which would screen the blank grey wall while cooling the building. Other suggested measures include providing additional landscaping and stormwater

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infrastructure in the parking and loading area and exploring opportunities for publicly accessible green space.

The Committee commended the development team for adding a five-foot-wide walkway from the main entrance to the employee parking and Westmoreland Street and encouraged additional ADA-compliant pathways to building entrances. While the truck turning plan provided by the development team depicted the need for two 50-foot-wide curb cuts and a 100-foot gap between employee parking and loading docks, the Committee encouraged the development team to creatively explore ways to reduce those distances, which would improve safety for pedestrians and bicyclists as well as reduce the heat island effect. It was also noted that bicycle parking could be provided, especially since Allegheny Avenue has a conventional bike lane.

In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the Committee's action.

Sincerely,

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Department of Planning and Development

**Civic Design Review**

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**Re: Civic Design Review for 4701-15 Wayne Avenue (Application # ZP-2021-016602)**

Dear Mr. Issac,

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of a proposed multi-family development at 4701-15 Wayne Avenue.

This letter is a summary of the Civic Design Review Committee's advisory recommendations. It is not an expression of the City Planning Commission's recommendation or opinion regarding zoning variances, special exceptions, or other discretionary approvals associated with this proposal.

The project proposes a total of 78,065 square feet of gross floor area in four stories. This proposal includes 90 dwelling units (including 9 on-site affordable units), no vehicular parking spaces, and 50 bike parking spaces. The parcel is zoned RM-1 and there are no zoning refusals identified for this proposal. It is utilizing Mixed-income Housing and Green Roof bonuses as well.

At its meeting of July 5, 2022, the Civic Design Review Committee completed the CDR process and offered the following comments (The proposal was heard on June 7, 2022, for the first time):

**RCO Comments (Faith CDC)**

The RCO representative was disappointed that no consideration had been made to change the location of the trash pickup. The RCO had also asked for the inclusion of cameras and lighting for safety reasons, none of which was incorporated.

**RCO Comments (SOLO)**

The RCO representative from SOLO expressed disappointment that this was the last time this project would be heard at CDR. The RCO mentioned that the community was concerned about not being heard and that was obvious in the changes that had been made to the proposal. For instance, the community asked for a bike share station, and the design team added two bike racks on the sidewalk, or the community asked for access to a grocery store, and the design team mentioned a grocery store was not possible to include in the design.

The RCO representative emphasized that this proposal was the first large development on Wayne Avenue, and a better example for future developments could be set. It was also mentioned that none of the sustainability measures had been taken into account.

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### **Council District Representative Comments:**

The representative from the Council District office mentioned it was disappointing that more significant changes had not been made to this proposal based on the previous meeting comments, and the planning Commission Staff comments were only regarding the incorporation of the small changes throughout the submission documents.

### **CDR Committee Comments**

The Civic Design Review Committee encouraged the development team to incorporate their suggestions as well as the community's requests and concerns, although it is an advisory committee. The CDR chair emphasized that the development team had not engaged the community effectively.

Lastly, the CDR Committee adopted the Planning Commission staff comments:

### **Site Design**

- Staff appreciates the addition of planters in front of the entrances and tree trenches on Wayne Avenue, however, asks that these be updated on the site plan.
- Staff acknowledges that the building is set back for a portion of the W. Abbottsford Avenue property length, however, recommends that the walking zone be consistent along this corridor as entrance stoops are creating pinch points.
- Please consider an off-street location for loading and trash pickup.

### **Building Design**

- Staff appreciates the fourth-floor design changes and asks that the rest of the submission get updated consistently. Staff recommends moving the cornice line down to further enhance the proportions of the fourth-floor elevation.
- Staff appreciates the design team's willingness to explore larger window areas, however, would like to see the changes reflected in the design.

### **Sustainable Design**

- Staff encourages the development team to meet more sustainable design metrics. Consider addition of solar panels on the roof.

In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the Committee's action.

Sincerely,

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**Re: Civic Design Review for 6523 Lansdowne Avenue (Application # ZP-2022-000787)**

Dear Mr. Wilson,

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of a new pre-K through 8<sup>th</sup> grade public school at 6523 Lansdowne Avenue.

This letter is a summary of the Civic Design Review Committee's advisory recommendations. It is not an expression of the City Planning Commission's recommendation or opinion regarding zoning variances, special exceptions, or other discretionary approvals associated with this proposal.

The project proposes a three-story, 87,727 square foot educational building for pre-k through 8<sup>th</sup> grades and include classrooms, auditorium and gym space, for approximately 500 school children. The proposal also includes a series of indoor and outdoor learning and play spaces, gardens, and 33 surface parking spaces for building staff. The site is zoned RSA-3 and thus has a number of variances, specifically:

- Educational use requires special exception in RSA-3
- Fence height: 4 ft allowed; 6 ft proposed
- Building height: 38 ft allowed; 43 ft proposed
- Front yard setback: 8 ft required; 0 proposed on Kenmore and Atwood Roads
- Parking:
  - 83 vehicular parking spaces required; 33 spaces proposed
  - 2 electric vehicle spaces required; 0 proposed
  - 8 bicycle spaces required; 0 proposed

At its meeting of July 5, 2022, the Civic Design Review Committee completed the CDR process and offered the following comments:

**RCO Comments: (Neighbors of Overbrook Association)**

An RCO representative did not attend the July 5 meeting, but PCPC staff received a letter noting that a public meeting was held on June 6, 2022. PCPC staff received confirmation of the meeting on June 29, 2022.

**CDR Committee Comments**

The CDR Committee, as well as PCPC staff were generally appreciative of the project and provided the following comments.

The Committee noted their appreciation for how pedestrians and school children access the school. The Committee noted the well-designed access points which lead through landscaped and play spaces in a sensitive way. The Committee also

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appreciated the bridge over the stormwater elements of the site, which is an educational opportunity for both students and visitors.

The Committee and staff applauded the overall school yard development, site design and greening efforts. It was noted that the last several Philadelphia School District projects have had strong designs and align with the neighborhood scale and context. The Committee and staff commended on the well detailed design and building material palette. The Committee asked if security grills would be installed, and it was noted the design will use impact resistant glass rather than grills allowing for maximum transparency and a cleaner, more welcoming look.

There were some suggestions for improvement, specifically enhancing the uses of the outdoor spaces. One Committee member noted that the long linear planting beds along Kenmore and Atwood Roads should be increased in size to increase plant viability. The Committee requested that the applicant consider increasing these bed sizes, provide additional street trees, and remove as much concrete as possible. Staff noted that new street trees should be planted along the perimeter of the project where possible or replace trees that are in poor condition. The Committee agreed and encouraged adding trees within tree trenches which would help the plants thrive. The Committee also encouraged the design team to consider irrigation and provide a detailed maintenance plan for the School District noting that the planting plan proposed is fantastic but plant material needs to be cared for early and often, especially within the first three years.

The Committee commended the School District and design team for attempting LEED Gold v4.1 and encouraged solar opportunities for both the building and surface parking area. Providing solar during the initial construction would benefit the project from a cost perspective and provide addition functionality of the underutilized parking area.

Several Committee members requested that the design team investigate more uses for the parking lot, particularly when cars are not utilizing the space, such as on weekends, during the evening, or over summer break. The Committee provided several suggestions including paint or graphics for sports or games, or new uses for neighbors, or reconsider the surface parking all together, noting underground parking as a better option. The parking area could also transform into a secondary space for exploration or education. The Committee Chair noted that outdoor space for students is lacking, and the applicant should consider the surface parking or roof for additional creative ways to add green, outdoor space. There is a missed opportunity to prioritize outdoor space over parking. The applicant noted they are meeting the School District's standards of 50 square feet per student. Finally, it was suggested that the design team provide removable planters for additional greening and creation of spaces within the school yard and parking lot area. Movable planters could provide separation between parking and other outdoor functions for the community or students.



In conclusion, the Civic Design Review process has been completed for this project.  
Please contact me if you have any questions about the Committee's action.

Sincerely,

Eleanor Sharpe  
Executive Director

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**Re: Civic Design Review for 6808 Ridge Avenue (Application # ZP-2021-013206)**

Dear Mr. Isaac,

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of a proposed multi-family residential proposal at 6808 Ridge Avenue.

This letter is a summary of the Civic Design Review Committee's advisory recommendations. It is not an expression of the City Planning Commission's recommendation or opinion regarding zoning variances, special exceptions, or other discretionary approvals associated with this proposal.

The development team proposes a five-story, mixed-use building including 80 dwelling units and 2,220 square feet of ground floor commercial space, totaling 77,780 square feet of new gross floor area (GFA). The proposal includes 18 vehicular parking spaces and 28 bicycle parking spaces, while providing a green roof. The lot was zoned CMX-2.5 when the zoning permit application was filed and no variances have been identified. The lot has since been remapped to CA-1.

At its meeting of July 5, 2022, the Civic Design Review Committee completed the CDR process and offered the following comments:

**RCO Comments:**

No Registered Community Organization representatives were present.

**CDR Committee Comments**

The Committee agreed with PCPC staff comments and provided the following:

The Committee appreciated the changes made to the project between the first and second CDR meetings, particularly the addition of a residential lobby entrance along Ridge Avenue.

The Committee noted the lack of thoughtful design for the building's front yard area, which is proposed as lawn. Trees, shrubs, and perennials are suggested to help soften the massing of the building and increase walkability along the Ridge Avenue commercial corridor.

The Committee suggested that doors accessed from the proposed interior sidewalk be recessed so that they do not swing out onto the sidewalk.

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The Committee noted that the floor-to-ceiling height of the building's ground floor needs to increase so that trucks can access the interior of the building for loading and trash pickup. An increase in height will also allow for greater functionality of the ground-floor commercial space.

Sincerely,

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**Re: Civic Design Review for 3618-32 Haverford Ave (Application # ZP-2021-013293C)**

Dear Mr. Chen,

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of a proposed mixed-use development at 3618-32 Haverford Avenue.

This letter is a summary of the Civic Design Review Committee's advisory recommendations. It is not an expression of the City Planning Commission's recommendation or opinion regarding zoning variances, special exceptions, or other discretionary approvals associated with this proposal.

The proposal is for a 4-story, 60,280 square foot structure containing 61 dwelling units, 4,910 square feet of retail space, and 22 bicycle parking spaces. There is no parking required for this project and none is provided. The parcel is zoned CMX-2 and this is a by-right proposal.

At its meeting of July 5, 2022, the Civic Design Review Committee completed the CDR process and offered the following comments:

**RCO Comments:**

There were no RCO representatives present at the CDR meeting.

**CDR Committee Comments**

The CDR Committee noted that the proposal accomplishes many urban and architectural best practices. The chair noted that he appreciated the inclusion of on-site affordable units and the plan to work with the community to fill the commercial space. The design team was complimented for making the connection between Haverford Avenue and Brandywine Street publicly accessible.

The committee had some suggestions to improve the project's ground floor and its interaction with the public realm. In alignment with Planning Commission staff comments, a committee member encouraged the design team to add direct entry from the sidewalk to the Brandywine Street units. The design team noted they are exploring this option. The design team was also encouraged to maximize street trees where possible. In addition, the design team was instructed to relocate the indoor bike storage room so that it is accessible directly from Haverford Avenue and the thru-block pedestrian connection.

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The design team was encouraged to explore adding solar panels to the roof as this is a large project without tall buildings nearby. There are a number of effective strategies that have been deployed in Philadelphia to combine solar panels with a green roof, especially in buildings with occupied roof areas, such as is planned for this project. The applicant is encouraged to contact the Philadelphia Energy Authority (PEA) for more information on this topic and for cost-neutral solutions that provide both the stormwater and urban heat island benefits of a green roof with the distributed, renewable energy from rooftop solar photovoltaic panels. This combination would bring sustainable design in line with the high quality urban and architectural design of the proposal.

In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the Committee's action.

Sincerely,

Eleanor Sharpe  
Executive Director

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**July 7, 2022**

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Department of Licenses and Inspections  
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*Executive Director*

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**Re: Civic Design Review for 2201 E Tioga Street (Application # ZP-2021-015462)**

Dear Mr Isaac,

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of a proposed storage facility at 2201 E Tioga Street.

This letter is a summary of the Civic Design Review Committee's advisory recommendations. It is not an expression of the City Planning Commission's recommendation or opinion regarding zoning variances, special exceptions, or other discretionary approvals associated with this proposal.

The project proposes a four-story residential development bounded by Tioga Street to the west, Sepviva Street to the north, private parcels to the east and Witte Street to the south. The parcel is zoned ICMX and there are zoning refusals for use and for the landscaping of surface parking areas.

At its meeting of July 5, 2022, the Civic Design Review Committee completed the CDR process and offered the following comment, which include Planning Commission staff observations adopted by the CDR Committee:

**CDR Committee Comments**

The Committee supported the architectural design of the building facades, including its use of brick and complementary colored panels, the inclusion of balconies and residentially scaled windows. Overall, the detailing of the façade was considered to be very handsome, but the applicant is also encouraged to use brick on the facades facing Witte Street which has brick faced rowhomes.

For parking design, the committee encourages the removal of one of the two curb cuts on Sepviva Street, which will help create a more contiguous sidewalk for pedestrians and street trees. The committee also encouraged the development team to consider angled parking along Witte Street, which could result in a wider planting bed that fosters healthier and more rapid growth for the proposed vegetation, including canopy trees.

For Complete Streets standards, it is noted that Tioga Street will support pedestrians heading to local commercial corridors and a nearby primary school. The applicant is encouraged to expand the sidewalk of Tioga Street to 12' in width, which is consistent with the Complete Streets Handbook recommendation for Tioga Street's

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classification as a City Neighborhood Street. The applicant is also encouraged to plant street trees on Witte Street and to explore larger 4'x4' tree pits with linked tree trenches on all of the frontages which could support them.

For building design and planning, the committee also encourages the applicant to consider larger three-bedroom units to foster more diversity within the project. The committee notes that the higher rents for the larger units could potentially offset revenue losses due to building fewer units, and that fewer units could ease burdens on off-street parking. This could make it possible to consider parking reductions and larger landscaped areas, consistent with other recommendations in this letter.

For sustainable design, the committee encourages the installation of rooftop solar photovoltaic panels and notes that such installations are likely to become more economically feasible as energy prices continue to rise. The applicant is also encouraged to achieve more metrics from the sustainable design checklist and to pursue 3<sup>rd</sup> party sustainable design certification.

In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the Committee's action.

Sincerely,

Eleanor Sharpe  
Executive Director

cc: Michael Johns, Chair, Civic Design Review, [mdesigns@msn.com](mailto:mdesigns@msn.com)  
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Department of Planning and Development

**Civic Design Review**

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