



September 25, 2023

Richard Maggetti
Department of Licenses and Inspections
Municipal Services Building, Concourse
1401 John F. Kennedy Boulevard
Philadelphia, PA 19102

Re: Civic Design Review for 120-26 Green Lane (Application # ZP-2022-008801)

Dear Richard,

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 building at 120-26 Green Lane.

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 multi-family residential building totaling 63,788 square feet of gross floor area. This proposal includes 61 dwelling units, 35 car parking spaces, and 36 bicycle parking spaces. The parcel is zoned RM-1 Residential Multi-Family and is a by-right project.

This proposal was first discussed at the June 6, 2023, meeting and was asked back for a second review. The design team redesigned the ground floor and parking level in response to comments made by the RCO and CDR Committee at the first review and presented the new design at the second review. At its meeting of September 5, 2023, the Civic Design Review Committee completed the CDR process and offered the following comments:

RCO Comments (Manayunk Neighborhood Council):

At the first review, the representative from the Manayunk Neighborhood Council made five recommendations to improve the design. The RCO felt that, despite meeting the zoning requirement, there is not enough parking provided and that the curb cut adjacent to the narrow lobby is not an active frontage on Green Lane. The changes made to the design increased the parking count from 25 to 36 and the lobby frontage was enlarged to promote pedestrian activity. The RCO representative did not think these changes properly addressed their concerns. The RCO representative stated that the lobby will not be animated despite its larger size and that the project still does not provide enough parking for the demand in Manayunk.

The RCO was also concerned with the proposed parking and loading arrangement on Green Lane. Specifically, that reverse movements in this location are dangerous. Further, it was noted that trash collection seems to be unworkable with the proposed car lift and that a setback on Green Lane would allow for vehicles to service the property outside of the right-of-way.

The RCO also criticized the project's density, bicycle access, and overall vehicular circulation due to narrow, one-way streets in the project's vicinity.

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CDR Committee Comments

The CDR Committee concerns centered on the Green Lane frontage. The committee noted that even the redesigned ground floor frontage on Green Lane was hostile to pedestrians and expressed support for the RCO's recommendation to set the building back from Green Lane. It was noted that, due to the site's location and layout, a less dense proposal would enable the design team to better address the comments made by the committee and the RCO.

The Committee also focused on the design's lack of integration with the Manayunk Bridge Trail. Due to the site's location between the Manayunk Bridge and the Schuylkill River Trail, the Committee noted that the bridge should be seen as a resource. The Committee proposed that the design team better integrate the project with the parking lot for the Manayunk Bridge by adding a connection from Green Lane through the site to the bridge.

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,

Martine Decamp, AICP
Interim Executive Director

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September 25, 2023

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Re: Civic Design Review for 901 N Front Street (Application # ZP-2023-000960)

Dear Richard,

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 building at 901 N Front 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 multi-family residential building totaling 76,033 square feet of gross floor area. This proposal includes 96 dwelling units, 24 car parking spaces, and 37 bicycle parking spaces. The parcel is zoned CMX-3, Community Commercial Mixed-Use in the Central Delaware Overlay and is a by-right project.

This proposal was first discussed at the July 7, 2023, meeting and was asked back for a second review. The design team redesigned the ground floor in response to comments made by the RCO and CDR Committee at the first review and presented the new design at the second review. At its meeting of September 5, 2023, the Civic Design Review Committee completed the CDR process and offered the following comments:

RCO Comments (Northern Liberties Neighborhood Association):

At the first review, the representative from the Northern Liberties Neighborhood Association made six recommendations to improve the design. Two of these dealt with the design of the ground floor. These comments were addressed by the design team by the redesign of the ground floor. Other comments not addressed by the design team, include a desire for more landscaping on the Canal Street frontage, a desire for larger units with improved layouts, and a better plan for ride shares and deliveries. The RCO representative was not present at the second review.

CDR Committee Comments

The CDR Committee made six recommendations and comments at the first review. Three of these dealt with the design of the ground floor and were addressed at the second review. The comments requested the applicant team look to better activate the ground floor and provide for a more lively street frontage. The applicant team was able to redesign portions of the first floor to activate with usable space and remove utility rooms to other locations. These changes were commended and cited as an example of how the CDR process should work.

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One comment from the first review, not addressed in the changes made to the ground floor, was the disappointment that the parking is still proposed to be accessed from Canal Street. This arrangement limits the opportunity for Canal Street to be pedestrianized in the future.

It was noted that the design of the roof deck, without shading, limits its utility in the summer. The design team was encouraged to consider solar panels and other means of shading this space. The design team stated that they will investigate opportunities to incorporate solar panels later in the design process.

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,

Martine Decamp, AICP
Interim Executive Director

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September 25, 2023

Paulose Issac
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1401 John F. Kennedy Boulevard
Philadelphia, PA 19102

Re: Civic Design Review for 2001 E. Lehigh Avenue (Application # ZP-2022-013011)

Dear Paulose 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 multifamily development at 2001 E. Lehigh 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 131,131 square feet of gross floor area. It includes 127 residential units, 7,763 square feet of commercial spaces, 59 below-grade vehicular parking spaces, and 76 bike parking spaces. The parcel is zoned ICMX and there are refusals issued for the use and the height of the building proposed.

At its meeting of September 5, 2023, the Civic Design Review Committee completed the CDR process and offered the following comments:

RCO Comments (New Kensington CDC):

The RCO representative mentioned that the development was out of scale and out of character with the neighborhoods south and north of Lehigh Avenue which were predominantly two-story row homes. This particular proposal was not only significantly taller than the newest additions to Lehigh Avenue, which similarly disregard neighborhood context, but would tower over the taller row homes that line much of this part of E Lehigh Avenue, including the block directly across the street. The RCO representative noted that a development of this size would dramatically increase the traffic on this section of Lehigh Avenue, which already feels unsafe to neighborhood residents, despite recent changes to the lane striping and bicycle lanes.

RCO Comments (East Kensington Neighbors Association):

The RCO representative from EKNA was not present at the meeting but sent their letter including the notes below:

"[The RCO] strongly supports the project at 2001 Lehigh Ave for the following reasons:

- Needed and reasonable density near Lehigh bike routes and the Huntington EL station
- New commercial spaces along Lehigh Ave

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- New development will pressure City to make Lehigh safer for pedestrians, cyclists, and public transit users over time
- Increased density with minimal parking will encourage other modes of travel and decrease car dependency in the surrounding neighborhoods
- Increased tax revenue for the city and increased commercial activity from new tenants to East Kensington
- Strongly in favor of bike parking and space for the Lehigh Viaduct Trail to be connected behind/through property
- Strongly opposed to any more off-street parking, as this will encourage more driving, which leads to a more dangerous neighborhood and increased levels of deaths from car crashes
- New development should encourage the modes of travel we want to see more of in Philadelphia, which are walking, cycling, and public transit. We should not be encouraging dangerous, unsustainable, outdated car centric residential infrastructure.

1st Council District Office Comments:

A representative from the 1st Council District's office joined the panel to observe the presentation and listen to the Planning Commission staff and the public comments. The Council Office representative also mentioned that the two-way entrance and exit to the parking garage was concerning and asked whether Frankford Avenue was going to change to a right-in, right-out only to access the proposed parking garage.

CDR Committee Comments:

The Committee Chair believed that the proposed building was attractive, and its size and scale was consistent with the surrounding developments as well as the width of Lehigh Avenue. The Chair also mentioned that the setbacks around the concrete piers in the back had been nicely designed but suggested that security measures be taken into account if the open space was going to be open to the public. The Committee was concerned about the large blank wall above the residential entrance and supported the development team's intention to add a mural or other treatments to avoid leaving a blank wall on an otherwise attractive building elevation.

One Committee member mentioned that this development would set a nice precedent for the future developments with the inclusion of below-grade parking and supported the intention of the larger multi-bedroom units in the mix as mentioned by the development team. The Committee member also appreciated the inclusion of large commercial spaces on the ground floor and noted the majority of the roof was dedicated to green roof and the inclusion of solar panels on the roof may not be possible, however suggested that solar panels be added to the roof deck shading structures instead.

Another Committee member asked about how the commercial space at the corner of Frankford and Lehigh Avenue would be serviced and encouraged the development team to work on a better loading configuration to avoid further traffic and safety impacts along Lehigh Avenue. The Committee also encouraged the inclusion of shade trees with bigger larger canopies as well as the inclusion of larger tree trenches for better tree survival rates. The Committee suggested replacing the proposed invasive tree and plant a more native tree species.

There was some discussion about the lack of proper communications between the development team and the community based on the public comment during the meeting and

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encouraged having deeper connections and communications with community members moving forward. The developer representative mentioned that they had had three separate community meetings as well further door to door interactions with them and would continue to do so moving forward.

Finally, a Committee member described the project site next to rail line as an opportunity to be a place similar to Highline in New York City and recommended that public bathrooms be included close to the outdoor open space for public use as well as outdoor programming and elements to activate that space.

Lastly, the CDR Committee adopted the Planning Commission staff comments, which included recommendations to work with other City agencies and partners on trail connections and future upgrades along Lehigh Avenue; recommendations to better improve the open space and site design components of the building; and suggestions on improving the building facades and solar options. Finally PCPC staff also suggested more improvements for the residential units that face the active rail and should consider additional sound and air quality measures to be considered.

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,

Martine Decamp, AICP
Interim Executive Director

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September 25, 2023

Andrew Kulp
Department of Licenses and Inspections
Municipal Services Building, Concourse
1401 John F. Kennedy Boulevard
Philadelphia, PA 19102

Re: Civic Design Review for 5800 City Avenue - Saint Joseph's University Residence Hall (Application # ZP-2023-007104)

Dear Andrew,

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 proposed student residences at 5800 City 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 proposed residence hall is within the SP-INS zoning district of the Saint Joseph's University Hawk Hill campus and is bound by City Avenue to the North, Cardinal Avenue to the East, Overbrook Avenue to the South, and private parcels to the West. The facility contains 240,000 gross square feet and 578 student beds.

At its meeting of June 6, 2023, the Civic Design Review committee completed the CDR process for a Master Plan proposal which included this residence hall. At its meeting of September 5, 2023, the Civic Design Review Committee completed the CDR process for the residence hall under zoning permit application #ZP-2023-007104 and offered the following comments:

**Registered Community Organization (RCO) Comments
(Wynnefield Residents Association and City Avenue Special Services District):**

The City Avenue Special Services District noted that conversations for bus shelter and the extension of the Indego bike program were in progress between themselves and St Joseph's University. The Wynnefield Residents Association noted their excitement for the project and what it can do for the community, and the need to accommodate students. They noted it is a well-designed project and it will be an asset to the community.

CDR Committee Comments:

The CDR Committee's recommendations include comments adopted from Planning Commission staff.

The Committee noted that they had limited comments due to the thoughtful design and planning of the proposal, and that it was consistent with the Master Plan reviewed by the

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committee on June 6, 2023. The Committee expressed support for the architectural consistency and quality of the façade designs as well as its response to the central spine connecting campus elements on the east and west sides of Cardinal Avenue. The location of the spine relative to the significant site grading allowed convenient and clear circulation for those with disabilities to building entries and open space amenities.

The Committee noted the thoughtful range of uses on the ground floor – exemplifying a nuanced balance between active uses and semi-private spaces with good permeability that engages the open spaces around it. They encouraged additional refinements to design and operations including extended hours to present activity to the street at night, and to consider making some amenities more public and open to visitors. They were also encouraged to consider more daylighting and social connections for the laundry spaces, and to mitigate any negative impacts of service areas on student bedroom spaces above.

For Cardinal and City Avenues, the Committee had comments regarding the bus shelters, bicycle facilities, pedestrian protections, and loading spaces. They encouraged the applicant team to explore ornamental fencing and other screens in greater detail, noting the proximity to Cardinal Avenue sidewalks. The Committee also noted the bus stops at the intersection of City and Cardinal Avenues, and that some of the routes have high numbers of riders. The committee encouraged the development team to adjust the sidewalk designs to allow for waiting and queuing of transit riders and to follow through on exploring the implementation of bus shelters with the City Avenue Special Services District.

Regarding bicycle facilities, the development team was encouraged to explore bike lanes on Cardinal Avenue which connected to 57th Street and to provide bike parking in higher numbers, consistent with the 120 spaces recommended in their Complete Streets review. Bike parking should be explored on the Cardinal Avenue side of the building, to discourage riding on the network of pedestrian pathways internal to the site. Additionally, the Committee commended the development team for the pedestrian protections provided on Cardinal Avenue, including bump outs and parking buffers, and wondered if similar measures could be explored on City Avenue.

Regarding sustainable design, the Committee commended the development team for pursuing LEED Silver registration, including geothermal heating, and details which would support future rooftop solar installations. They encouraged the development team to follow through and implement all sustainable design features in the construction of the building.

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.

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Department of Planning and Development

Civic Design Review

CITY OF PHILADELPHIA

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