

# DEVELOPMENT REVIEW COMMITTEE

Minutes of the Meeting of May 19, 2015

## Members Present

<input type="checkbox"/>	Larry McEwen, Co-Chair	<input checked="" type="checkbox"/>	Deb Flynn, CH Business Association
<input checked="" type="checkbox"/>	John Landis, Co-Chair	<input type="checkbox"/>	TT&P
<input type="checkbox"/>	John Haak, LUPZC	<input checked="" type="checkbox"/>	Mark Keintz, CH Parking Foundation
<input type="checkbox"/>	Ned Mitinger, LUPZC	<input checked="" type="checkbox"/>	John Romano, Streetscape Committee
<input checked="" type="checkbox"/>	Patricia Cove, HDAC	<input type="checkbox"/>	Larry McEwen, VP Physical Division
		<input type="checkbox"/>	Will Detweiler, CHCA President

## Others Attending

Jonathan and Lindsay Berardino, owners 210 E. Evergreen Avenue  
Neighbors of 210 E. Evergreen Avenue  
Lisa DiGiacomo and Gary Fescine, owners 8010 Winston Road  
John and Kristin McDonald, owners, 8109 St. Martins Lane  
Larry McEwen, architect 8109 St. Martins Lane  
Joyce Lenhardt, LUPZC  
Melissa Nash, recorder

John Landis, co-chair, opened the meeting at 7:35 pm. The minutes of the April meeting will be deferred until the end of the meeting. He briefly explained the process. He noted that although the new zoning code requires only one meeting for a project, the Community Association asks applicants to go through the standard process.

### **210 E. Evergreen Avenue Parking Space and Curb Cut**

•Presentation and Discussion: Jonathan Berardino, owner of 210 E. Evergreen, presented the proposal. He and his wife, Lindsay, would like to create a single parking space on their property. They began the process but were informed that they needed to apply to L&I. They did and were refused, as parking in the front setback is not allowed. The side yard of the house is too narrow for a driveway. He presented a drawing with a 19'-4" by 12'-0" space, primarily in front of the house. John Landis noted that variances usually require evidence of a hardship. There is no extreme hardship but his wife often finds it difficult to park on the street. J Landis asked why the space was so wide. It could be narrower, possibly 7'. Patricia Cove stated that the green space along the street is important; cars should be kept out of the front setback. Eileen Reynolds of the 100 block of E Evergreen stated that a parking space is not a driveway. Parking is prohibited in the front, side and rear setbacks. She said that parking is an issue and that the neighbors obtained permit parking down to Anderson. She explained that 4 years ago the property was purchased by a developer who planned to improve and flip the property. He wanted to add a front yard parking space but the neighbors stopped him. The property was sold as having street parking. Many of the existing spaces are grandfathered. She also asked what would happen if a new owner with a large car or truck moved in. The car would encroach on the sidewalk. Elliot Rood of 226 E Evergreen stated that there should be no cars in front yards; there should be grass.

•Committee Action: J Landis suggested that the project be referred to LUPZC. He noted there should be more detail in the plan with actual dimensions. There should also be more signatures; neighbors should be talked to in order to see if a compromise can be reached. P Cove suggested that more pictures be shown. Mark Keintz moved that the project be seen by the LUPZC and the HDAC.

The motion was seconded and passed. The meetings are both on June 4: HDAC is at 6:30 pm and LUPZC is at 8:00 pm.

### **Winston Avenue Fence Violation**

- Discussion: Lisa DiGiacomo noted that Celeste Hardester has contacted them regarding the sight triangle. L DiGiacomo stated that they propose the front and most of the side fence be 4' tall and be opaque as it is now. The gate would remain as is with a transition from 6' to 4'. The sight triangle would be smaller than required by the City Planning Commission. It would use the first posts back from the corner and the fence would be 4' until the alley. The fence between the twins would be lowered but will be 4' above the top of the slope with a transition to the street fence. This plan would need to be endorsed by the committees before going to the CHCA Board. There will need to be a variance for the opacity. Neighbors need to approve. L DiGiacomo asked about the idling trash trucks. J Landis noted that there was no connection between the fence and the trash trucks. Streets should be contacted. They have called 311 and complained. Trucks stop idling for a while but then go back. It was suggested that they write a letter to Celeste Hardester, outlining the proposed changes. Another application to L&I might be needed. If everything is complete they may go to the May CHCA Board meeting. The Board would send a letter to ZBA.

### **8109 St. Martins Lane Garage**

- Presentation: Larry McEwen, architect for the project, presented. The house is on a lot 102' wide by 310' deep. It is zoned RSD 1 and is not sub-dividable. The property backs up to the Chestnut Hill West train line, which is on a raised track bed. At present there is a long driveway from the street to the back and there are two garages with 5 parking bays. There is a larger garage across the street. There will be at least 3 refusals (not yet received) for size, height, and accessory dwelling. The old garages would be demolished. The new garage would have 3 bays with a dormitory and bathroom on the second level. There will also be an exercise pavilion with a storage room between the garages and exercise room. There will be no kitchen. Currently there are 2 garage buildings with a small connecting building. There will be no change to the impervious coverage. The footprint would be increased plus 450-500 sq ft upstairs. The present buildings are 16' tall; the new building will be 18'. There may be a raised centerpiece. There are dense hedges between the neighbors. The house, built in 1904, is listed as significant. P Cove asked if committee members could walk back to see the construction site. They may. Most planting will be preserved. The new building would be 4' from the rear property line.

- Committee Action: J Landis asked if it would be prudent to move the project to committees without a refusal. It was moved that the project be moved to the LUPZC and HDAC once the refusal is in hand. The motion was seconded. It was suggested that neighbor signatures, a fact sheet, and better pictures be provided to those committees. The right-of-way location for the SEPTA line should also be verified. P Cove asked about materials. The house is stone and stucco with a metal roof. The garage would have some stone (no faux stone) and wood doors. The motion passed.

### **Approval of Minutes**

- J Landis asked if there was a motion to approve the April minutes. The motion was made to approve. It was seconded, and the minutes were approved with no changes.

### **Committee Discussion**

- Weavers Way Dumpsters: It was noted that the alleyway to parking by Weavers Way is disgusting. A follow-up letter should be sent, asking Weavers Way to clarify its plan to clean up this area. There was to be an investigation of compactors. The Business Association should also be brought

into the action. First, Weavers Way should be reminded of the terms of the conditions for their variance. Deb Flynn asked how the CHBA should be brought in. The letter to Weavers Way should be cc-ed to the CHBA.

**Adjournment**

- The meeting was adjourned at 9:15 pm.