

DEVELOPMENT REVIEW COMMITTEE

Minutes of the Meeting of June 21, 2016

Members Present

<input checked="" type="checkbox"/>	Larry McEwen, Co-Chair	<input type="checkbox"/>	CH Business Association
<input type="checkbox"/>	John Landis, Co-Chair [on leave]	<input type="checkbox"/>	Traffic, Transportation, and Parking
<input checked="" type="checkbox"/>	Cynthia Brey, LUPZC	<input checked="" type="checkbox"/>	Mark Keintz, CH Parking Foundation
<input checked="" type="checkbox"/>	John Haak, LUPZC	<input checked="" type="checkbox"/>	John Romano, Streetscape Committee
<input checked="" type="checkbox"/>	Patricia Cove, HDAC	<input checked="" type="checkbox"/>	Bob Rossman, VP Physical Division
		<input type="checkbox"/>	Laura Lucas, CHCA President

Others Attending

Kate O'Connor, SEPTA
Scott Savett, SEPTA
Jerry McGovern, SEPTA
Neil Yersak, B&B Engineering for SEPTA
Neighbors of Chestnut Hill East Station
Kevin Dicciani, Chestnut Hill Local reporter
Melissa Nash, recorder

Larry McEwen, acting co-chair, opened the meeting at 7:35 p.m. Intros were made. The process was briefly reviewed. The presentation for 8432 Ardleigh has been postponed. Agenda items include SEPTA CHE station repairs and Jenks ramp update. The May minutes were reviewed. It was moved that the minutes be accepted as presented. The motion was seconded and passed.

SEPTA Repairs to the Chestnut Hill East Station

•Presentation: The stone walls on the tracks leading to the station have failures. The most severe are on the sidewalk side on Railroad Avenue (East Chestnut Hill Ave). Portions of the wall need to be removed and replaced from the Summit Street bridge to the curve. The repairs include improving the sidewalk and the chain link fence. The Jersey barriers would be removed. There would be a wall built at sidewalk level as a car barrier; a fence would sit on top of the wall. The work would necessitate closing East Chestnut Hill Ave from Summit to the curve. No resident access would be impaired. The only driveway that opens onto the street in this segment has another access on Summit. Detours would be posted. Pedestrians would be able to use the opposite sidewalk. The two failures on the street side would use precast retaining walls with stamped stone. It is easier to use the precast sections as it allows the tracks to be unobstructed during construction. They will work on the repairs after the morning peak to before the evening peak. A single track can be used for off-peak hours. The wall will be replaced from the failure closest to the station back to the bridge. The protective wall would be 3'-6" tall. It is planned to have the precast stone on the track side and concrete on the street side. The fence above would be 1" chain link, which comes in black, brown and green.

•Committee & Audience Discussion/Questions: Patricia Cove asked if SEPTA would consider facing the concrete with stone, and referred the SEPTA reps to the new West Willow Grove Avenue bridge that uses materials sensitive to the area. Bill Ervin of Summit Street noted the repairs should look historic. Kate O'Connor stated that safety is the first consideration but that they will look at alternatives. It is important to keep the project moving along. It was also suggested that the chain link fence be replaced by a solid wall. This was not thought to be a positive solution, as openness is desired. A discussion followed about the pros and cons of chain link vs. a solid wall.

- Committee Summary: Three issues need to be resolved or worked out: track side safety, the cladding of the barrier wall (street side), type of fencing to be used. K O'Connor stated a form liner could be used on the sidewalk side of the wall or a veneer of schist could be used. The veneer is preferred. The curb will be a standard curb. The total height of the wall and fence is to be 8'-0". The wall/fence will step down due to the slope. It was asked if there would be an alternative to chain link. It is possible that some form of estate fencing would meet the requirements for opening size. SEPTA described the structure to be built. K O'Connor noted that a solid wall is a target for graffiti. J Haak asked if the wall/fence could be continuous rather than stepped. It is possible but difficult. Steps would be about 8". L McEwen suggested a subcommittee to work with SEPTA to resolve the issues. Patricia Cove and an HDAC member will participate as will Cynthia Brey. P Cove noted that samples of the materials are valuable. A neighbor asked about the hours of work. Work will occur in daylight hours. No work will be done between the hours of 11 PM and 4 AM. SEPTA will mock up the appearance. There will be a fenced area for staging materials and equipment on the street. Chestnut Hill West will be used as the major staging area with material and equipment moved to the site as needed. There will be a foreman on the job. Neighbors will have his number if there are problems. Scott Savett, SEPTA Community Relations, will coordinate meetings with the subcommittee. SEPTA was thanked for its good outreach.

2 East Chestnut Hill Avenue Update

- Report: L McEwen reported that a letter explaining the community's position was sent to ZBA. From the ZBA website, it does appear that the request for variances was granted.

Jenks Ramp Update

- Report: There have been two meetings. One outcome is that trash will be picked up every day, lessening the daily volume. The dumpsters will be kept in the existing driveway. The driveway might be gated. Trash is an issue and there may be a need to build an alcove in the driveway. It was also suggested that the granite steps be reconditioned rather than replaced with concrete. P Cove noted that it seems the SDP was more open to suggestions. This is true; there has been some agreement but the ramp is still on the table. There would be no parking and no dumpsters at the ramp. Stone removed to build the ramp will be used to build the piers but not to cover the walls of the ramp. The gates would open inward with the ramp remaining flat until after the swing. Two trees will be removed. It was suggested that a hedge and new trees should be planted. No further meetings have been set up.

Old Business

- 8010 Winston Road: M Keintz asked about the status of the fence on Winston Rd. He asked how to follow up on it. It was suggested that the Community Association should communicate with the owners. It was also suggested that someone should communicate with zoning. The trash trucks are still meeting on the street on Fridays.

- Parking Pad on Evergreen: The appeals court supported ZBA's decision. Some discussion of the decision followed, as well as some general discussion of parking in Chestnut Hill. M Keintz noted that about 100 of the 700 spaces belonging to the Parking Foundation was rented. The dumpsters in the Bank of America lot are going to be replaced with a compactor, which will free up a few spaces.

Adjournment

- The meeting was adjourned at 9:00 p.m.