



## DELAWARE COUNTY PLANNING COMMISSION

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January 21, 2022

LINDA F. HILL  
DIRECTOR

Ms. Jane C. Billings  
Swarthmore Borough  
121 Park Avenue  
Swarthmore, PA 19081

RE: Name of Dev't: 110 Park Avenue  
DCPD File No.: 41-7726-22  
Developer: 110 Park Avenue, LLC  
Location: South side of Park Avenue, approximately  
200' east of North Chester Road  
Recv'd in DCPD: November 30, 2021

Dear Ms. Billings:

In accordance with the provisions of Section 502 of the Pennsylvania Municipalities Planning Code, the above described proposal has been sent to the Delaware County Planning Commission for review. At a meeting held on January 20, 2022, the Commission took action as shown in the recommendation of the attached review.

Please refer to the DCPD file number shown above in any future communications related to this application.

Very truly yours,

Thomas P. Shaffer  
Interim Director

cc: 110 Park Avenue, LLC  
H. Gilroy Damon Associates, Inc.



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Date: January 20, 2022  
File No.: 41-7726-22

PLAN TITLE: 110 Park Avenue

DATE OF PLAN: November 24, 2021

OWNER OR AGENT: 110 Park Avenue, LLC

LOCATION: South side of Park Avenue,  
approximately 200' east of North  
Chester Road

MUNICIPALITY: Swarthmore Borough

TYPE OF REVIEW: Preliminary subdivision and land  
development

ZONING DISTRICT: TC

SUBDIVISION ORDINANCE: Local

PROPOSAL: Subdivision: Incorporate two lots  
totaling 0.5877 acre into one lot

Land development: Develop a mixed-  
use building

UTILITIES: Public

RECOMMENDATIONS: Subdivision: Revise and resubmit,  
contingent on obtaining the  
necessary conditional use approval

Land development: Revise and  
resubmit, contingent on both  
obtaining the necessary conditional  
use approval, and addressing staff  
comments

PREPARED BY: Michael A. Leventry



Date: January 20, 2022  
File No.: 41-7726-22

REMARKS:

**CURRENT PROPOSAL**

The applicant proposes to demolish three existing buildings and consolidate their parcels into one. Subsequently, the applicant proposes to build a 5-story mixed use building with associated parking and stormwater management facilities.

**SITE CHARACTERISTICS**

The site is located within a downtown commercial district and neighbored by commercial and office buildings.

**APPLICABLE ZONING**

The proposal is located within the TC district and is subject to applicable regulations set forth by the Municipal zoning code.

**NONCONFORMITIES**

The project's proposed/necessary demolition does not appear to have its conditional use approval.

**COMPLIANCE**

Upon the applicant obtaining the required conditional use approval, the proposal appears to comply with the TC district provisions.

**SITE DESIGN AND STREETScape**

Staff supports the tiering of the proposed new building as it visually sets back the imposing 5-story portion of the structure from the street which helps to preserve a pedestrian scaled streetscape. The proposed greenery incorporated within the tiers

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REMARKS (continued):

is also a positive element. While tiering is helpful, additional design characteristics can also be employed to go further to meld and blend the development with the surrounding town center and further improving the pedestrian scale.

Frontage variations/articulations: The proposed new building will occupy what currently is three separate street addresses. To help maintain scaling, it is recommended that the proposed building's frontage have some degree of visual alternation along its frontage for interest versus one continuous style. Alterations are suggested at the thirds, mimicking the town center's development pattern. Consideration should be given to providing the retail spaces with a distinct aesthetic versus the lobby area for the residences (perhaps awnings).

Architectural elements: It is suggested that the use of bold vertical architectural elements be lessened on the upper floors of the building as, visually, they emphasize a building's height and make it seem more imposing from a streetscape standpoint. While building materials are subjective, softer and more muted traditional tones for the upper floors could aid in minimizing the visual impact, helping the project to better meld with the surrounding town center.

**ROOFTOP OPTIONS/STORMWATER MANAGEMENT**

A green roof is recommended for the project. The green roof space will help lessen the burden of stormwater on the site's stormwater system. Additionally, if roof access is provided and the green roof is designed for usage, it could double as a passive-use resident open space amenity. In the event a green roof is not preferred, it is recommended that solar panel installation be considered instead. If solar is not currently feasible, it is recommended that the roof still be designed to structurally support a future system should it become a viable option.

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REMARKS (continued):

**GARAGE ACCESS AND MOVEMENTS**

It is noted that 8 garage spaces are required for the proposed retail uses and 27 for the residences, however, no barrier exists preventing residential spaces from being occupied by store patrons. This could become problematic especially during community events and/or peak shopping times. It is recommended that the residential portion of parking be gate controlled.

The parking garage does not provide means for vehicles to turn around in the event the facility is at capacity. At least one striped hammerhead style turn-around area is recommended at the deepest part of the parking garage drive isle (near the retail).

Staff questions how patrons will get from the garage parking to the stores. Will they have to pass through the lobby or will rear accessways to the stores be provided?

**PEDESTRIAN SAFETY**

The applicant should provide some method to protect pedestrians on the sidewalk from motorists exiting the garage, perhaps improving the site lines or installing mirrors.

**ON-STREET PARKING MODIFICATIONS**

Of the two alternative on-street parking arrangements for Park Avenue described in the traffic study (back-in angle parking on one side of the street or parallel parking on both sides), we recommend that the applicant install parallel parking on both sides of Park Avenue to replace the existing front-in angle parking. Parallel parking would resolve the difficulty for eastbound Park Avenue motorists to park in either back-in or front-in angle parking.

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REMARKS (continued):

**HISTORICAL AND ARCHEOLOGICAL SIGNIFICANCE**

This development proposes to demolish 102-104 Park Avenue which was built in 1925-6 and 110 Park Avenue. Both are listed in the Swarthmore Historic Resource Survey and are of local historic significance. This development will also alter the overall historic nature and scale of the present town center of Swarthmore. It is hoped the developer will work with local officials to consider a design that will be more in keeping with the present overall character, scale and character-defining features of the district, as well as consider re-using 102-104 and 110 Park Avenue in their mixed-use development plan.

**PEDESTRIAN ALLEY**

The shown alley (10' wide driveway easement) along the western property line appears to also provide pedestrian access to points of interest within the block bounded by Park and Rutgers Avenues. With some collaboration among the surrounding property owners and the Borough, a more formal and well-articulated midblock pedestrian walkway connection could be feasible. It is recommended that the lighting proposed with this project for the alley not be the traditional glaring wall pack fixtures but instead be down lighting that effectively lights the space but in a gentler manner.

**SEWAGE FACILITIES**

The developer should contact the Pennsylvania Department of Environmental Protection regarding the need for sewage facilities planning approval.

The Municipality should confirm receipt of any necessary Pennsylvania Department of Environmental Protection planning approval prior to final approval.

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REMARKS (continued):

**STORMWATER MANAGEMENT**

The Municipal Engineer must verify the adequacy of all proposed stormwater management facilities.

**RECORDING**

In accordance with Section 513(a) of the Pennsylvania Municipalities Planning Code (MPC), final plans must be recorded within ninety (90) days of municipal approval.