WOODLAWN STORAGE | 33 E WOODLAWN ST
Self-Storage Development
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CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: [Redacted]

What is the trigger causing the project to require CDR Review? Explain briefly:
Creates more than 100,000 SF of new gross floor area

PROJECT LOCATION
Planning District: Upper Northwest Council District: 8
Address: 33 E Woodlawn St
Philadelphia, PA 19144

Is this parcel within a Master Plan District? Yes No X

CONTACT INFORMATION
Applicant Name: Dave Urffer Primary Phone: 215.926.9331
Email: duffer@kjrparchitects.com Address: 100 E, Penn Square, Suite 1080
Philadelphia, PA 19107

Property Owner: Philadelphia Suburban Development Corporation Developer: JSF Management, LLC
Architect: JKRP Architects

SITE CONDITIONS
Site Area: .71 Acres
Existing Zoning: CMX-3 Are Zoning Variances required? Yes X No

SITE USES
Present Use: Parking Lot
Proposed Use: Self-storage Facility
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):

Projected Total: 131,667 SF Self-storage use
Total Gross SF: [Redacted]

Proposed # of Parking Units:

Project Totals:
16 total parking spaces: 1 handicapped accessible, 12 parking spaces, 3 loading spaces, 14 bike parking spaces

COMMUNITY MEETING
Community meeting held: Yes No X
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: 02.27.2020 Time: 6:00pm
AERIAL VIEW LOOKING FROM NORTHWEST

AERIAL VIEW LOOKING FROM EAST

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SITE CONTEXT
LOOKING WEST AT KENYON ST AND WOODLAWN ST

LOOKING NORTHWEST FROM WOODLAWN ST

LOOKING SOUTH ON WOODLAWN ST

LOOKING NORTHWEST FROM WOODLAWN ST

LOOKING SOUTH ON E ARMAT ST

LOOKING NORTH ON E ARMAT ST

LOOKING NORTHWEST ON KENYON ST

LOOKING SOUTH DOWN WOODLAWN ST

LOOKING SOUTH FROM KENYON ST

LOOKING SOUTH FROM KENYON ST

LOOKING SOUTH FROM KENYON ST

LOOKING SOUTH FROM KENYON ST AND CHELTEN AVE

LOOKING SOUTH ON CHELTEN AVE
ENTRANCE LEVEL PLAN (-3'-6" FROM +0'-0" LEVEL 1)

WOODLAWN STORAGE | 33 E WOODLAWN ST
GROUND FLOOR PLAN

KENYON STREET

WOODLAWN STREET

STORAGE
VERTICAL CIRC
OFFICE CIRC
FEATURE WALL
UTILITY ROOMS
TOILET ROOMS

 môn

STAIR
BREAK ROOM
TOILET ROOM
OFFICE
ELEV 1
ELEV 2
FIRE PUMP ROOM

PARKING
ELEC ROOM

STAIR EXITS TO GRADE AT +1'-9"

ENTRANCE LEVEL PLAN (-3'-6" FROM +0'-0" LEVEL 1)
KENYON ST ELEVATION

SOUTHWEST ELEVATION (REAR ELEVATION)

NORTHWEST ELEVATION (FACING CHELTEN AVE)

WOODLAWN ST ELEVATION

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KENYON ST ELEVATION

SOUTHWEST ELEVATION (REAR ELEVATION)

NORTHWEST ELEVATION (FACING CHELTEN AVE)

WOODLAWN ST ELEVATION

1. Thin Brick
   Running Bond, Grey

2. Ground Face CMU
   Running Bond, Charcoal

3. Corrugated Metal Panel
   Grey PVDF Finish

4. Faux-metal EIFS
   Grey, Blue, & Yellow

5. MCM Panel
   Charcoal PVDF Finish

6. Spandrel Glazing
   Opaque White & Opaque Yellow

7. Faux Storage Doors
   (Behind Clear Vision Glazing)
   Corrugated Metal, Yellow PVDF Finish

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ELEVATIONS

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The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on sustainable design, which represents important city-wide concerns about environmental conservation and civic design.

### Categories

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<th>Benchmark</th>
<th>Sustainable Sites</th>
<th>Water Efficiency</th>
<th>Location and Transportation</th>
<th>Energy and Atmosphere</th>
<th>Innovation</th>
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</thead>
<tbody>
<tr>
<td>(1) Access to Quality Transit</td>
<td>All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.</td>
<td>No. No preferred parking is proposed.</td>
<td>Yes. Street buses 23, 38, J, and K have stops within 400 ft. The Chestnut Hill East line is 0.2 mile walking distance.</td>
<td>Yes. To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to outdoor areas.</td>
<td>No. No residential development proposed.</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.</td>
<td>No. No preferred parking is proposed.</td>
<td>Yes. Street buses 23, 38, J, and K have stops within 400 ft. The Chestnut Hill East line is 0.2 mile walking distance.</td>
<td>Yes. To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to outdoor areas.</td>
<td>No. No residential development proposed.</td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles.</td>
<td>Yes. Preferred parking is proposed.</td>
<td>No. No preferred parking is proposed.</td>
<td>Yes. To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to outdoor areas.</td>
<td>No. No residential development proposed.</td>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing trolley/light rail or enclosed subsurface rail lines or subways)</td>
<td>To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to outdoor areas.</td>
<td>Yes. Preferred parking is proposed.</td>
<td>No. No preferred parking is proposed.</td>
<td>Yes. To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to outdoor areas.</td>
<td>No. No residential development proposed.</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td>Yes. Proposed vegetation does not require irrigation.</td>
<td>No. Proposed access to transportation alternatives.</td>
<td>No. No residential development proposed.</td>
<td>No. No residential development proposed.</td>
</tr>
</tbody>
</table>

### Sustainable Sites

- Provides vegetated and/or pervious open space that is 30% or greater of the site’s Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.
- No. 25.2% of the site’s Open Area is vegetated and/or pervious.
- Conform to the stormwater management requirements of the Philadelphia Water Department (PWW) and either: A) Develop a green street and dedicate it to PWW; designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations.
- No. There are no heat island reduction strategies proposed.
- Reduce the heat island effect through one or all of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.

### Water Efficiency

- Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site’s peak watering month.
- Yes. Proposed vegetation does not require irrigation.

### Location and Transportation

- The site development will conform to the stormwater management requirements of PWW but will not include a green street or manage additional runoff from adjacent streets.
- Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy.
- Produces renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage.
- Innovations for sustainable development.
- Any other sustainable measures that could positively impact the public realm.

### Energy and Atmosphere

- PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC.
- No. Site is not a residential development.

### Energy Performance - Adherence to New Building Code

- PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC.
- No. Site is not a residential development.

### Energy Performance - Going Beyond the Code

- Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? i) Reduce energy consumption by achieving 10% energy savings or more from an established baseline using ASHRAE standard 90.1-2016 (LEED v4.1 metrics). ii) Achieve certification in Energy Star for Multifamily New Construction (MFNC). iii) Achieve Passive House Certification.
- No. Site is not a residential development.

### Innovation

- Any other sustainable measures that could positively impact the public realm.
- No. Site is not a residential development.

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2. Title 4 The Philadelphia Building Construction and Occupancy Code
4. LEED 4.1, Optimize Energy Performance in LEED v4.1
5. For Energy Star: www.energystar.gov
6. For Passive House, see www.phius.org
7. Section 99.04.504.6 “Filters” of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways.