

August 19, 2020

RE: 1901 N. AMERICAN STREET CDR SUBMISSION  
RESPONSE TO CDR COMMENTS

## **GENERAL COMMENTS**

### **1. CDR: The proposal appears to be out of context with the surrounding blocks.**

RESPONSE: We have added massing models that show the surrounding buildings and the relationship of the proposal with the existing neighborhood context. This part of Norris Square is experiencing a large amount of new multi-family density and commercial activity. Our proposal is responsive to that fact while being cognizant of the existing smaller scale development on neighboring Philip Street, as evidenced by the open-air courtyards and setback balconies included along the Philip Street side.

### **2. CDR: We like the continuous tree line and green along American Street and that the adjacent streets also have trees.**

RESPONSE: The trees and landscaping proposed are an important aspect of the project and we have updated our plans to better illustrate these benefits to the project. The updated plans now show all four sidewalks including the walking zone and furnishing dimensions, and the plans now conform to PCPC standards.

### **3. CDR: It's hard to get a sense of the variations of spaces on N. American Street. We can't quite understand the experience of moving down American Street.**

RESPONSE: We have prepared new drawings and renderings illustrating the proposed facade treatment on American Street, including a new mid-block view of the retail storefronts, signage, green wall elements, murals, and the massing of the apartments above to give a better sense of the experience on American Street. In addition, we have included a close up view of the public open park space we are proposing.

### **4. CDR: Being able to move back and forth across that parking lot seems important.**

RESPONSE: We have revised the first-floor plan to illustrate the simple and safe circulation path that allows pedestrians to safely avoid the traffic lanes of the proposed parking garage while still allowing for direct access to bike rooms and other amenity spaces located on the first-floor for the residents.

### **5. CDR: We can't quite get a grasp of how this building is serviced.**

RESPONSE: We have revised the ground floor plan to clearly identify the building service and parking entrance on Norris Street. The previously shown entrances on Philip Street and N. American Street have been removed. Vehicular movements are also clearly delineated on the revised plan.

**6. CDR: Please provide a detailed landscape plan.**

RESPONSE: Please see our proposed landscape plan and planting material schedule.

**7. CDR: Steps/stoops still appear to be encroaching into the right-of-way on Philip Street. Can you pull the building back or remove the steps?**

RESPONSE: The steps have been relocated within the property line.

**8. CDR: We are concerned about the lack of waiting space on the sidewalk for bus riders at American/Norris Streets.**

RESPONSE: The plan has been revised to clearly show walking zones that will provide ample space for pedestrians to wait for buses.

**9. CDR: Please consider not using Philip Street for loading. It is too narrow with too much traffic.**

RESPONSE: Our understanding is that there is little to no traffic on Phillip Street. However, in the event traffic on Philip is exasperated by the loading zone, we can add a curb cut on N. American Street, if necessary.

**10. CDR: The project team may be exaggerating the benefits of the 13-foot-wide sidewalk on N American Street.**

RESPONSE: We have confirmed that the sidewalk width on N. American Street is actually 18 feet wide with a 4 feet wide furnishing zone. The proposed public open space is 110 Sq. Ft. in area. Trees and landscaping have been added. Ultimately, we believe this will become a welcome new open space for public use and support the greening of N. American St.

**11. CDR: Removing the curb cut on American Street deserves praise. The minimum sidewalk width for new construction of Philip Street is 10 feet. The proposal does not meet this standard. N. Philip Street could accommodate street trees if the furnishing zone were widened.**

RESPONSE: We have confirmed that the existing sidewalk width on Philip St. is 8 feet and is a pre-existing non-conforming condition. We intend to explore the possibility of adding trees.

**12. CDR: Please add two U racks each, for bicycle parking, on Berks and Norris Streets.**

RESPONSE: Two U racks were added to both Berks and Norris Street.



- 13. CDR: The bicycle parking spaces in the garage must be accessible to riders using N. American Street. Please indicate what route they will take. Staff are concerned that cyclists will conflict with dumpsters and vehicles entering and exiting the garage.**

RESPONSE: We have updated the ground floor plans to illustrate accessible routes to all of the proposed bike parking spaces within the building as well as direct access to North American Street.

- 14. CDR: Please indicate what size trucks will be servicing the building and whether they can turn into/out of the site.**

RESPONSE: We propose to provide adequate space for standard front-loading trash trucks , including standard turning radii and ceiling heights (15 ft). We have also added a truck circulation diagram as part of our revised presentation materials.

- 15. CDR: Please show how/where emergency vehicles will enter and exit the site.**

RESPONSE: We have provided emergency vehicle access on Norris Street.

#### **BUILDING DESIGN COMMENTS**

- 1. CDR: We need to understand the scale of the proposal. Please consider breaking up that mass, possibly with a pedestrian corridor from N American Street to Philip Street.**

RESPONSE: The proposed building is 66 ft. in height. The maximum allowable height in this zoning district is 60 ft., so the proposal does not excessively exceed the permitted height in this location. Further, the perceived bulk of the building is actually broken up by several open-air courtyards at floors 2-6 on both the Philip and North American Street frontages as well as recessed balconies along Philip Street.

- 2. CDR: Can parking spaces on the ground floor be swapped out for more commercial spaces?**

RESPONSE: We have reduced the parking garage frontage on N. American St. by 110 linear feet and added additional retail space.

- 3. CDR: To the untrained eye, this looks like a parking lot with buildings around it.**

RESPONSE: We have refined the building design and facade treatment to integrate the ground floor and upper stories. Please see the attached revised exterior building rendering.

- 4. CDR: We appreciate that the applicant has begun to step back the façade on the Philip Street side. Perhaps more can be done on this side?**

RESPONSE: With the combination of the stepped back façade along Philip Street along with the open-air courtyard areas, the developer believes the Philip Street side has been improved to be more responsive to the existing development on Philip Street.

**5. CDR: Please show how/where emergency vehicles will enter and exit the site.**

RESPONSE: We have provided an entrance for emergency vehicles on Norris Street.



# SITE CONTEXT



1901 N AMERICAN ST , PHILADELPHIA PA



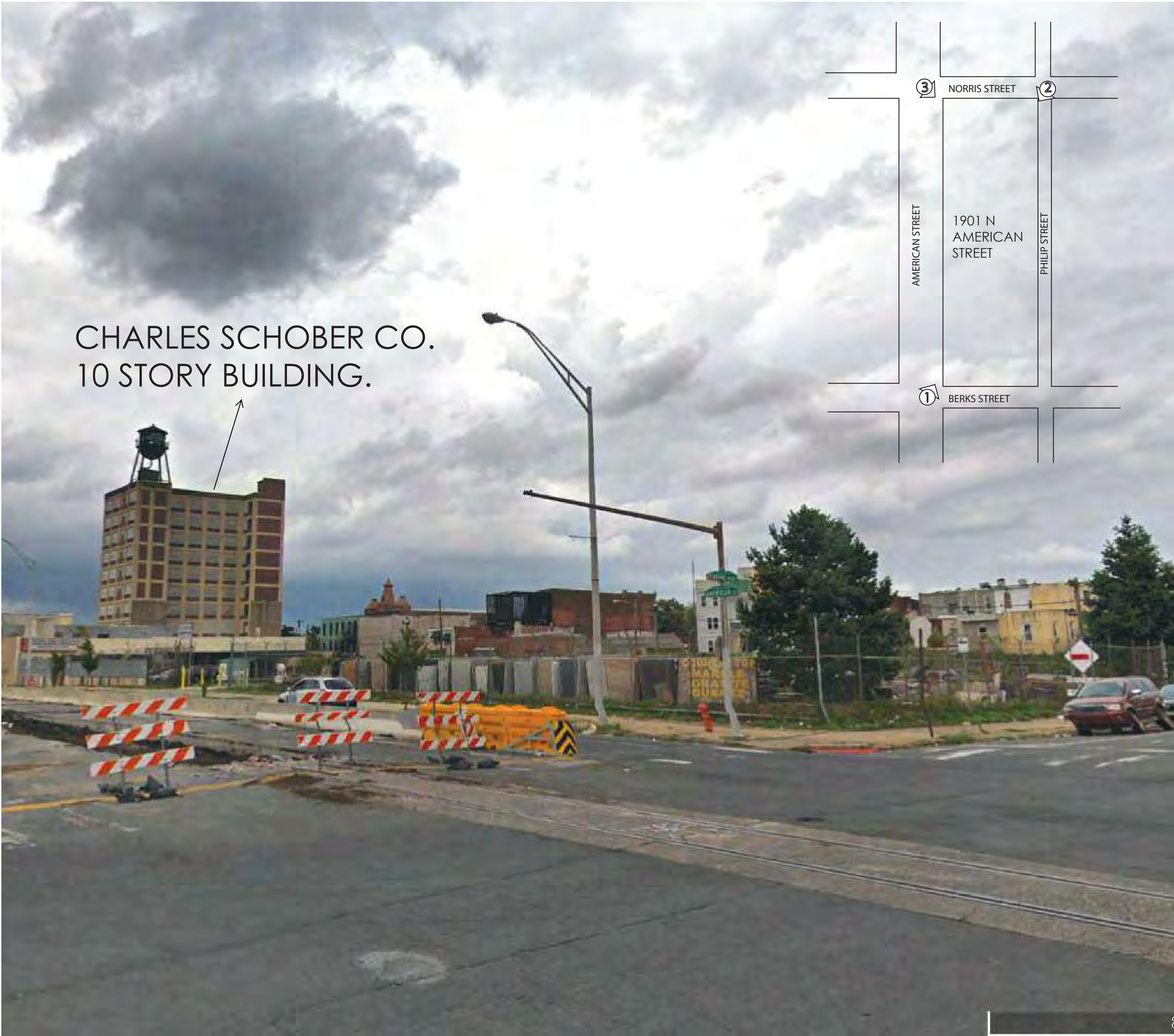
# SITE PHOTOS



3 NORTHWEST CORNER, LOOKING SOUTHEAST



2 NORTHEAST CORNER, LOOKING SOUTHEAST



1 SOUTHWEST CORNER, LOOKING NORTHEAST



1901 N AMERICAN ST , PHILADELPHIA PA



# SITE PHOTOS

SgRA



NORTH PHILIP STREET LOOKING SOUTH



NORTH PHILIP STREET LOOKING NORTH



WEST BERKS & NORTH PHILIP STREET

1901 N AMERICAN ST , PHILADELPHIA PA

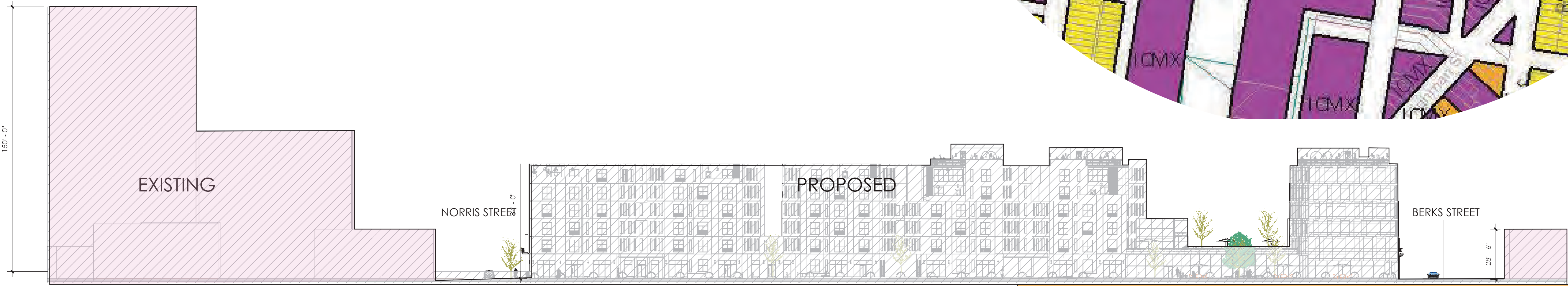


# ZONING MAPS

1901 N AMERICAN ST



ZOOMED OUT MAP



1901 N AMERICAN ST , PHILADELPHIA PA



# NEIGHBORHOOD CONTEXT



NEIGHBORHOOD AMENITIES MAP

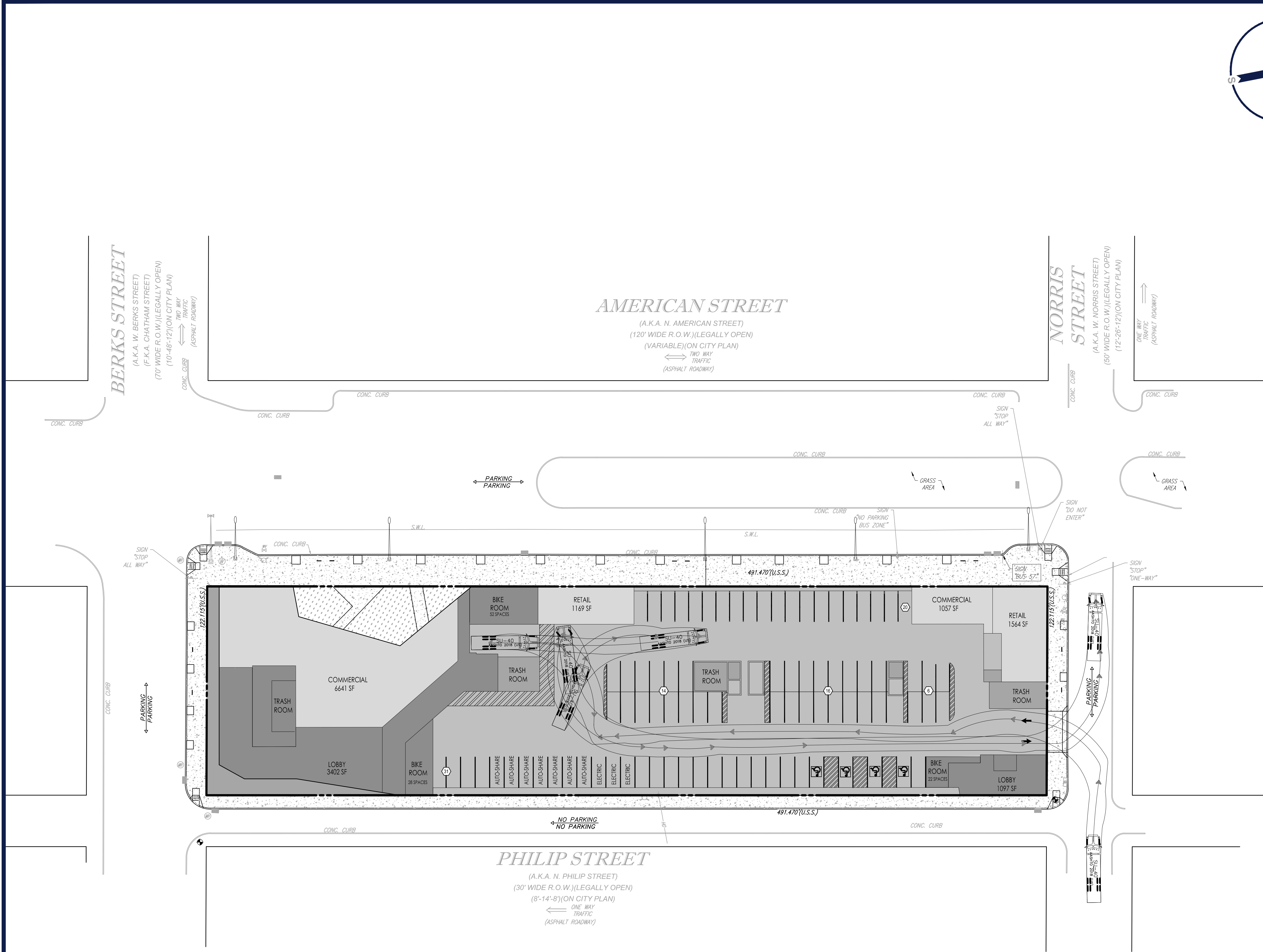
1901 N AMERICAN ST , PHILADELPHIA PA



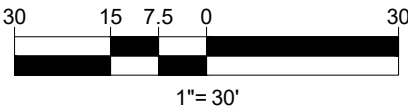
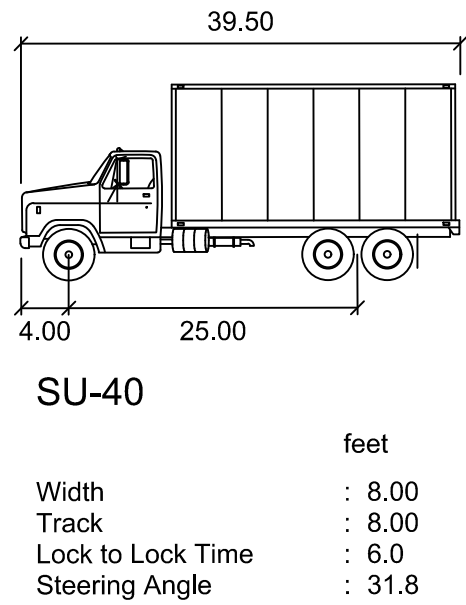




R:\09\PP\193182\DRAWINGS\PLAN SET\BASE\REV 8 (ZONING REV 9)\WORKING\PP193182BASE.dwg -> LAYOUT: 21-CAR CIRCULATION



LOCATION MAP  
SCALE: 1"=1000'



SITE CIVIL AND CONSULTING ENGINEERING  
PROGRAM MANAGEMENT  
LANDSCAPE ARCHITECTURE  
SUSTAINABLE DESIGN  
PERMITTING SERVICES  
TRANSPORTATION SERVICES

REVISIONS				
REV	DATE	COMMENT	DRAWN BY	
1	2/26/2020	PER L&I COMMENTS	MJK	
2	3/13/2020	PER L&I COMMENTS	MJK	
3	5/1/2020	PER L&I COMMENTS	MJK	
4	5/27/2020	PER L&I COMMENTS	MJK	
5	8/18/2020	PER CDR COMMENTS	MJK	

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AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A  
CONSTRUCTION DOCUMENT UNLESS INDICATED  
OTHERWISE.

PROJECT No.:	PP193182
DRAWN BY:	NOL
CHECKED BY:	MJK
DATE:	01/22/2020
CAD ID:	PP193182BASE-8

PROJECT:

ZONING PLANS

FOR

BRICK  
MANAGEMENT, LLC

1901 N. AMERICAN STREET  
18TH WARD  
CITY AND COUNTY OF  
PHILADELPHIA, PA

1515 MARKET STREET, SUITE 920  
PHILADELPHIA, PA 19102  
Phone: (267) 402-3400  
Fax: (267) 402-3401  
www.BohlerEngineering.com

PROFESSIONAL ENGINEER  
NEW JERSEY LICENSE NO. 10096  
NEW JERSEY LICENSE NO. 24061041400

SHEET TITLE:

CAR  
CIRCULATION  
PLAN

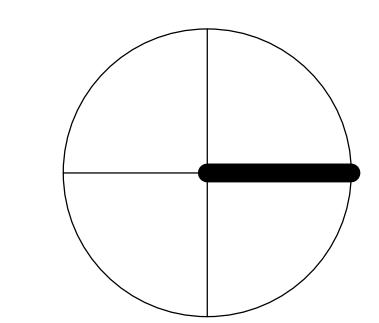
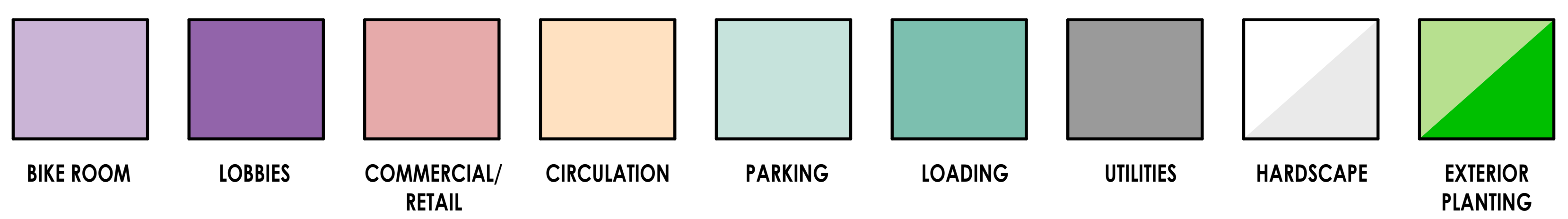
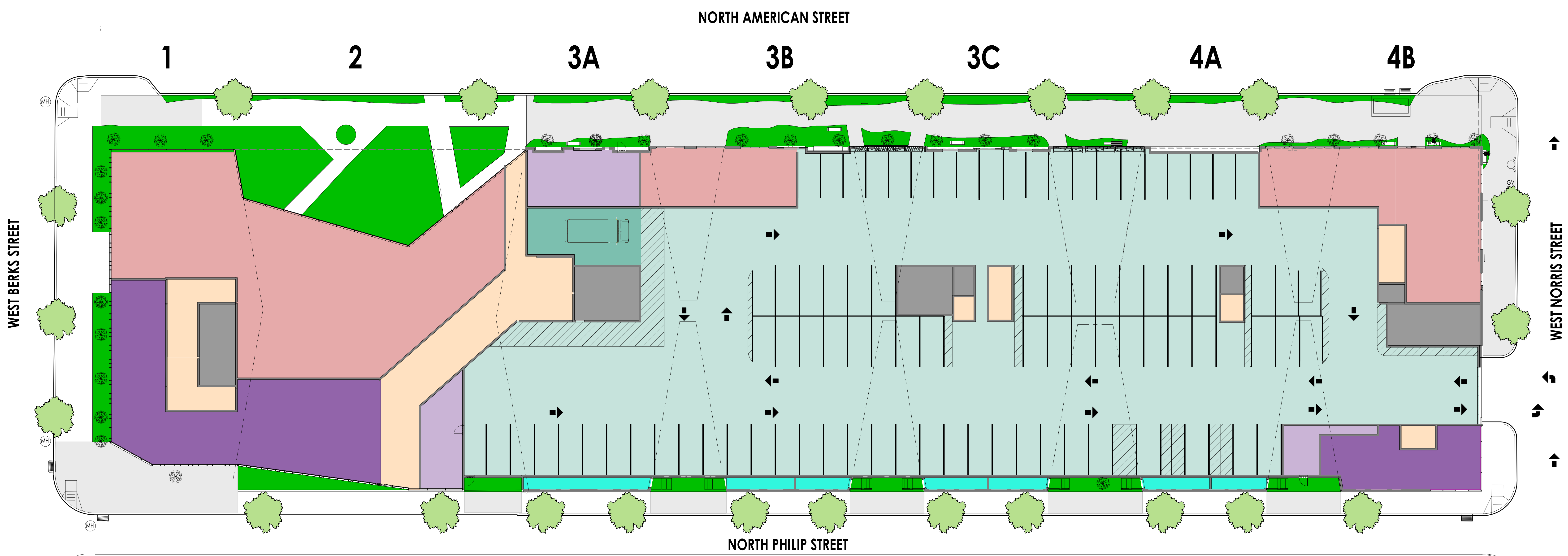
SHEET NUMBER:

3

REVISION 5 - 8/18/2020



01 LEVEL PLAN  
1/16" = 1'-0"

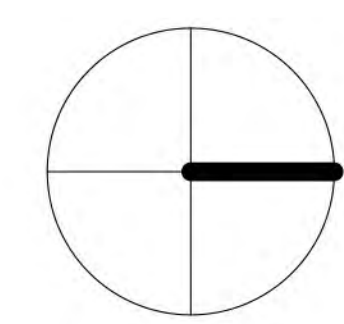
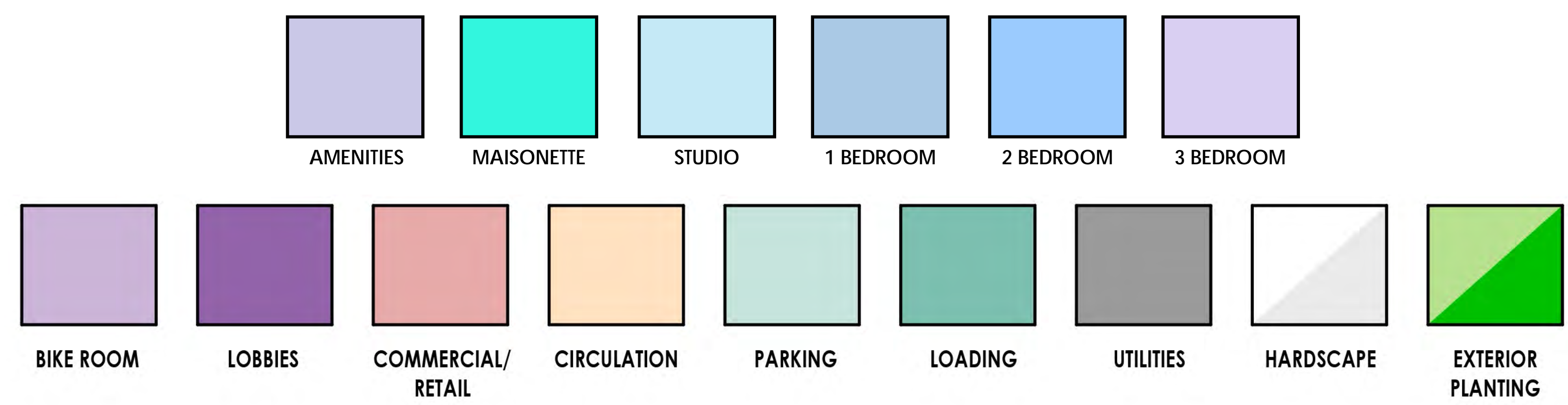


FIRST FLOOR PLAN

Scale: As indicated



SCHEMATIC PLANS

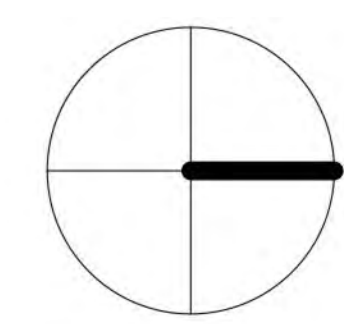
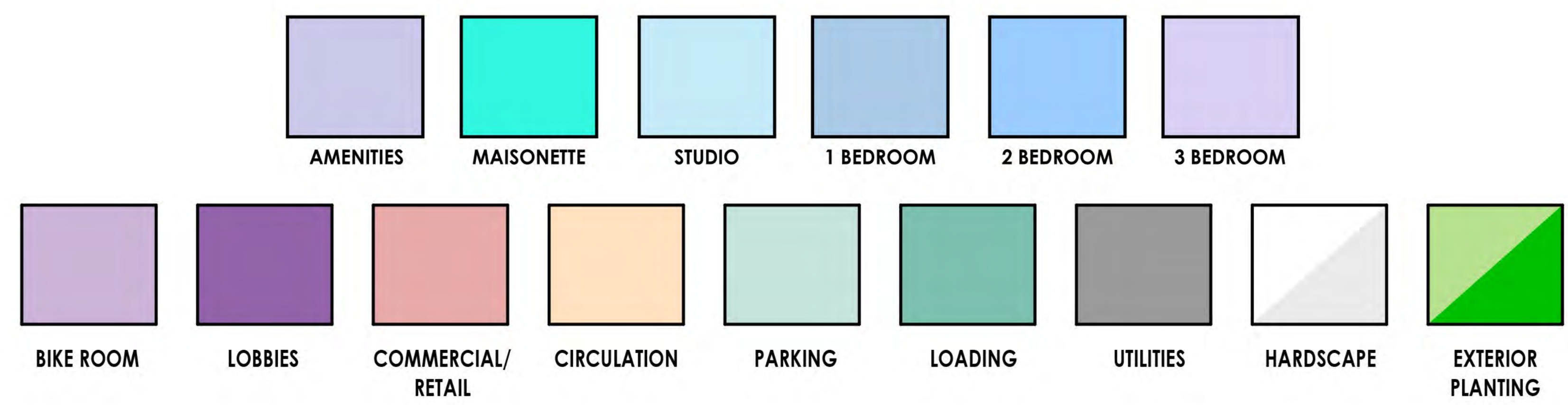




SCHEMATIC PLANS

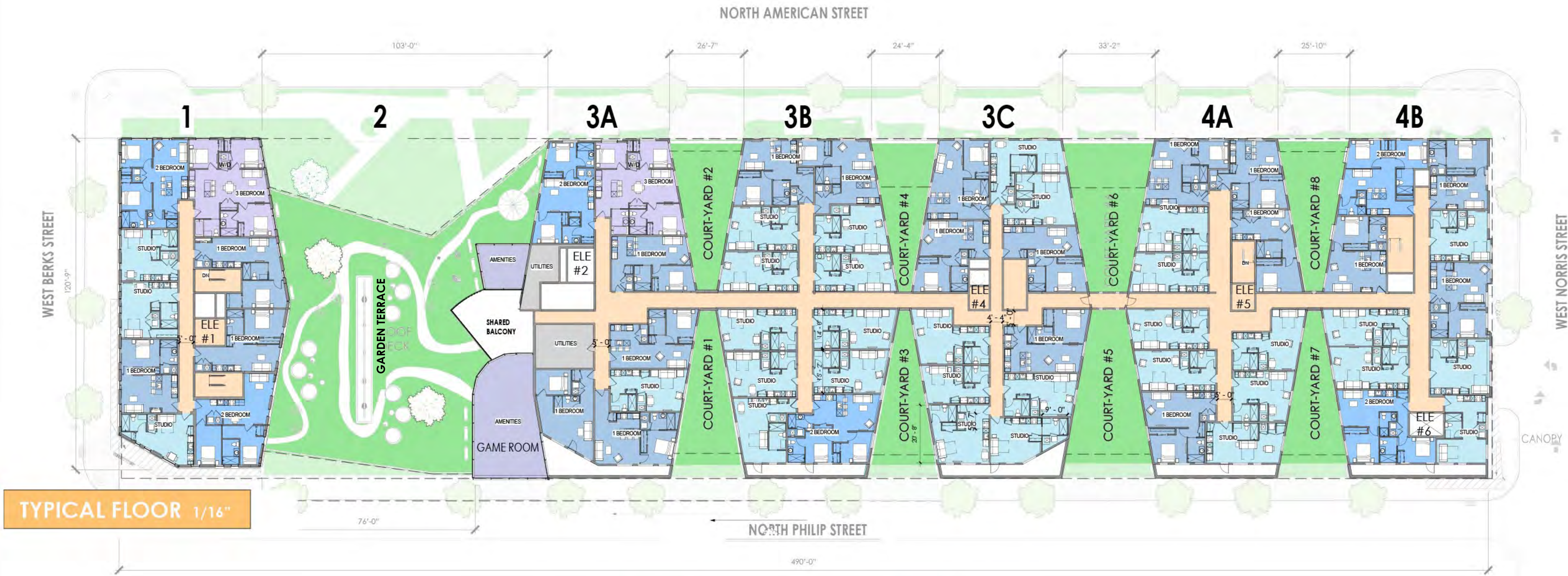


SECOND FLOOR 1/16"

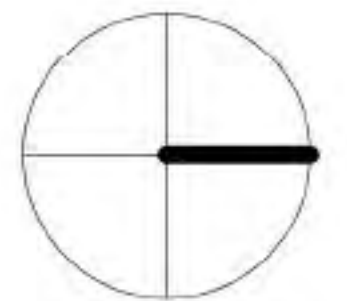
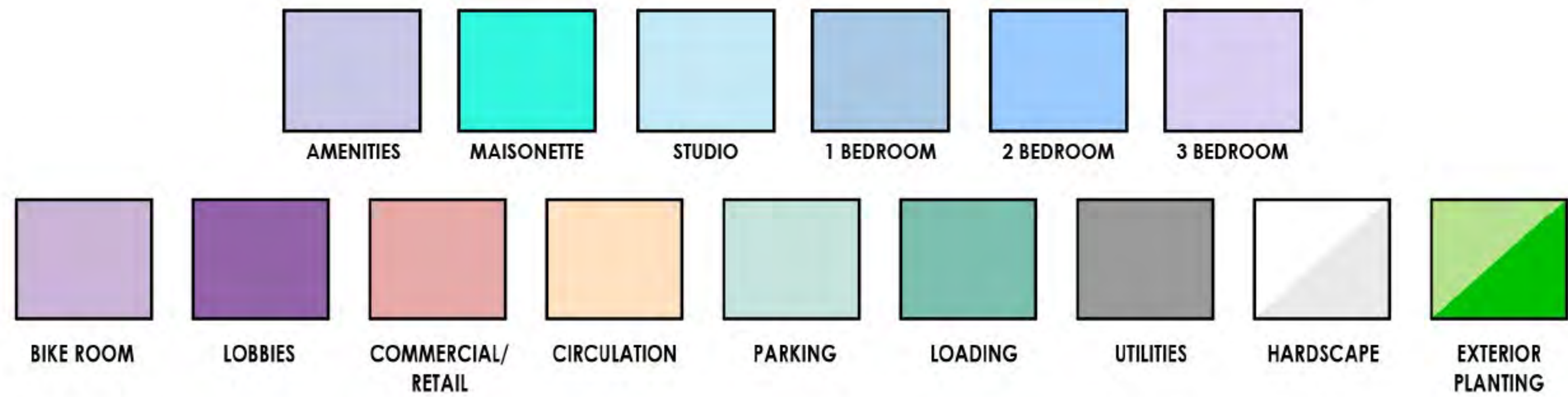




# SCHEMATIC PLANS



TYPICAL FLOOR 1/16"





# SCHEMATIC PLANS



ROOF PLAN



ROOF  
DECK



CIRCULATION



HARDSCAPE



EXTERIOR  
PLANTING





40' SETBACK

23'-3" SETBACK  
FROM BUILDING'S EDGE

ROOF DECK

SETBACK 10'-0"

ROOF  
66'-0"

SETBACK

SETBACK 10'-0"

LEVEL 6  
56'-0"

LEVEL 5  
46'-0"

SETBACK 10'-0"

LEVEL 4  
36'-0"

LEVEL 3  
26'-0"

LEVEL 2  
16'-0"

1ST FLOOR  
0'-0"

66'-0"

76'-0"

30'-0"

16'-0"

COMMERCIAL

TRASH ROOM

PARKING  
GARAGE

N AMERICAN ST

PHILIP STREET

**SgRA**

CROSS SECTION 2

**SECTION.**  
19-979: 1901 NORTH AMERICAN STREET

Scale: 3/16" = 1'-0"

08/18/2020

STUART G. ROSENBERG ARCHITECTS, P.C.  
230 SOUTH BROAD STREET, 14TH FLOOR  
PHILADELPHIA, PA 19102



40' SETBACK

23'-3" SETBACK  
FROM BUILDING'S EDGE

ROOF DECK

SETBACK 10' - 0"

SETBACK 10' - 0"

SETBACK

66' - 0"

5' - 0"

SETBACK 10' - 0"

76' - 0"

5' - 6"

MAISONETTE

30' - 0"

COMMERCIAL

LOADING DOCK

TRASH ROOM

PARKING  
GARAGE

EXISTING  
28' - 0"  
APPROX

1ST FLOOR  
0' - 0"

PHILIP STREET

N AMERICAN ST

120' - 4"

CROSS SECTION

Scale: 3/16" = 1'-0"

SECTION

19-979: 1901 NORTH AMERICAN STREET

08/18/2020

SgRA

STUART G. ROSENBERG ARCHITECTS, P.C.  
230 SOUTH BROAD STREET, 14TH FLOOR  
PHILADELPHIA, PA 19102



# INITIAL MASSING STUDY



VIEW FROM NORTH AMERICAN STREET



VIEW FROM NORTH PHILIP STREET



# ELEVATIONS

SgRA



**EAST BUILDING ELEVATION - NORTH PHILIP STREET**  
SCALE: 1/16" = 1'-0"



**WEST BUILDING ELEVATION - NORTH AMERICAN STREET**  
SCALE: 1/16" = 1'-0"

1901 N AMERICAN ST , PHILADELPHIA PA



# ELEVATIONS

SgRA



**NORTH BUILDING ELEVATION - WEST NORRIS STREET**  
SCALE: 1/8" = 1'-0"

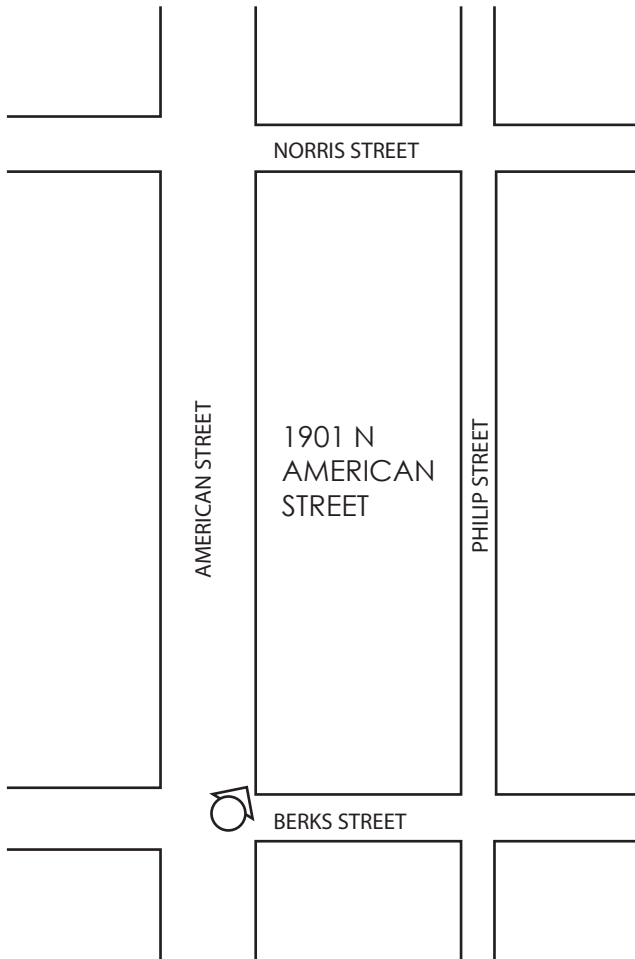


**SOUTH BUILDING ELEVATION - WEST BERKS STREET**  
SCALE: 1/8" = 1'-0"

1901 N AMERICAN ST , PHILADELPHIA PA



RENDERING



SOUTHWEST CORNER, LOOKING NORTHEAST

1901 N AMERICAN ST , PHILADELPHIA PA



RENDERING

SgRA



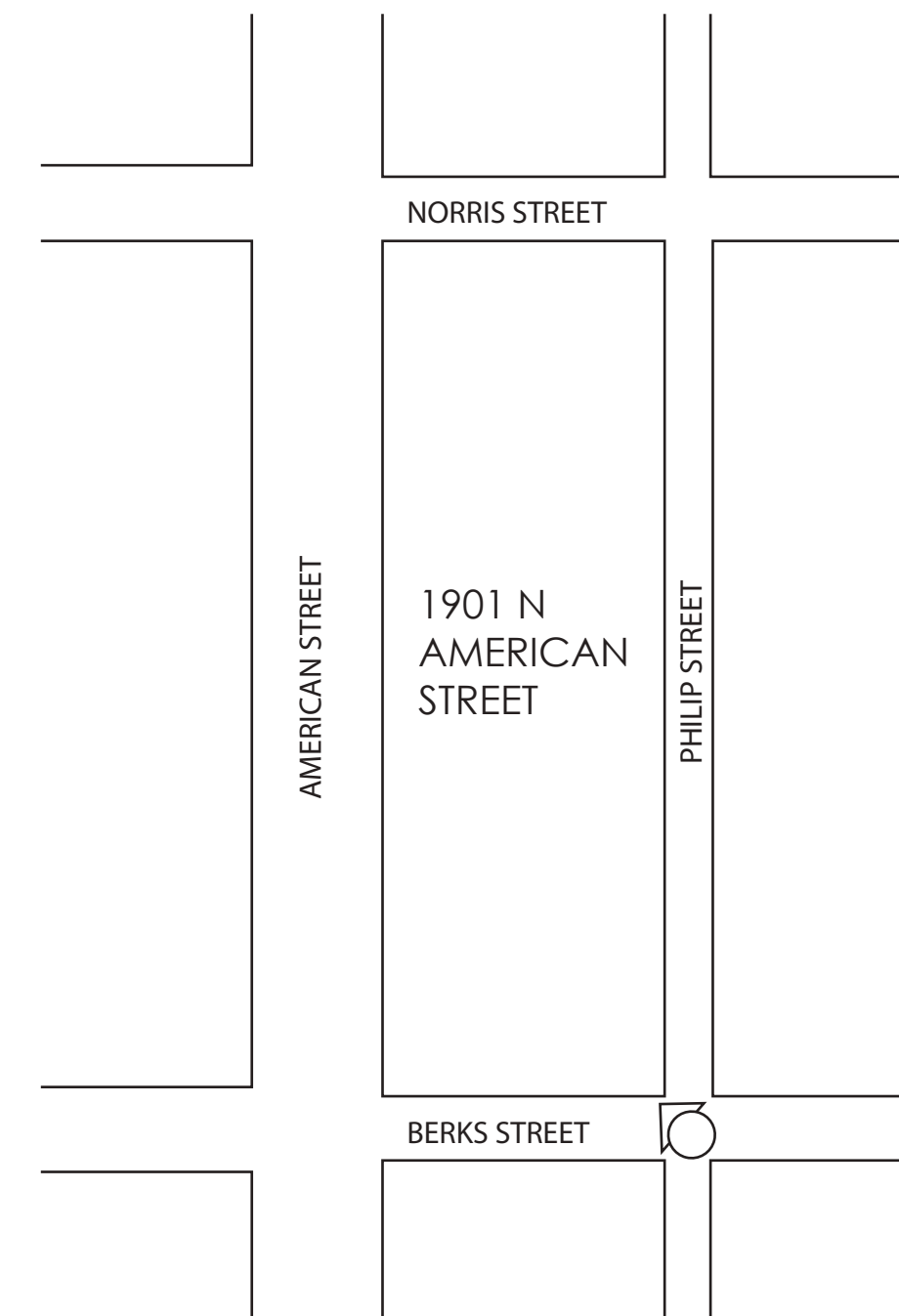
NORTH AMERICAN STREET.

1901 N AMERICAN ST , PHILADELPHIA PA



# RENDERING

SgRA



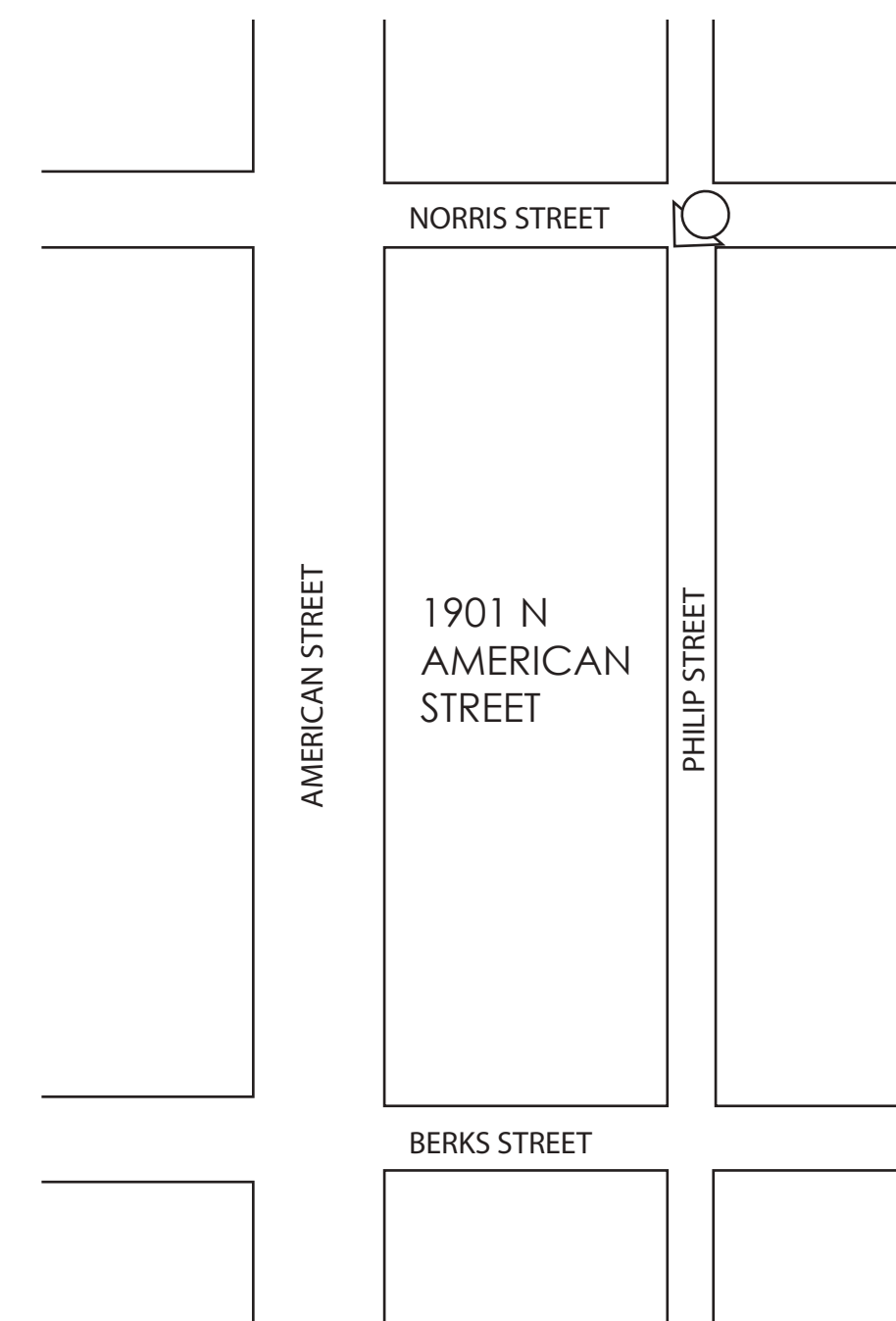
SOUTHEAST CORNER, LOOKING NORTHWEST

1901 N AMERICAN ST , PHILADELPHIA PA



# RENDERING

SgRA



NORTHEAST CORNER, LOOKING SOUTHWEST

1901 N AMERICAN ST , PHILADELPHIA PA



# RENDERING



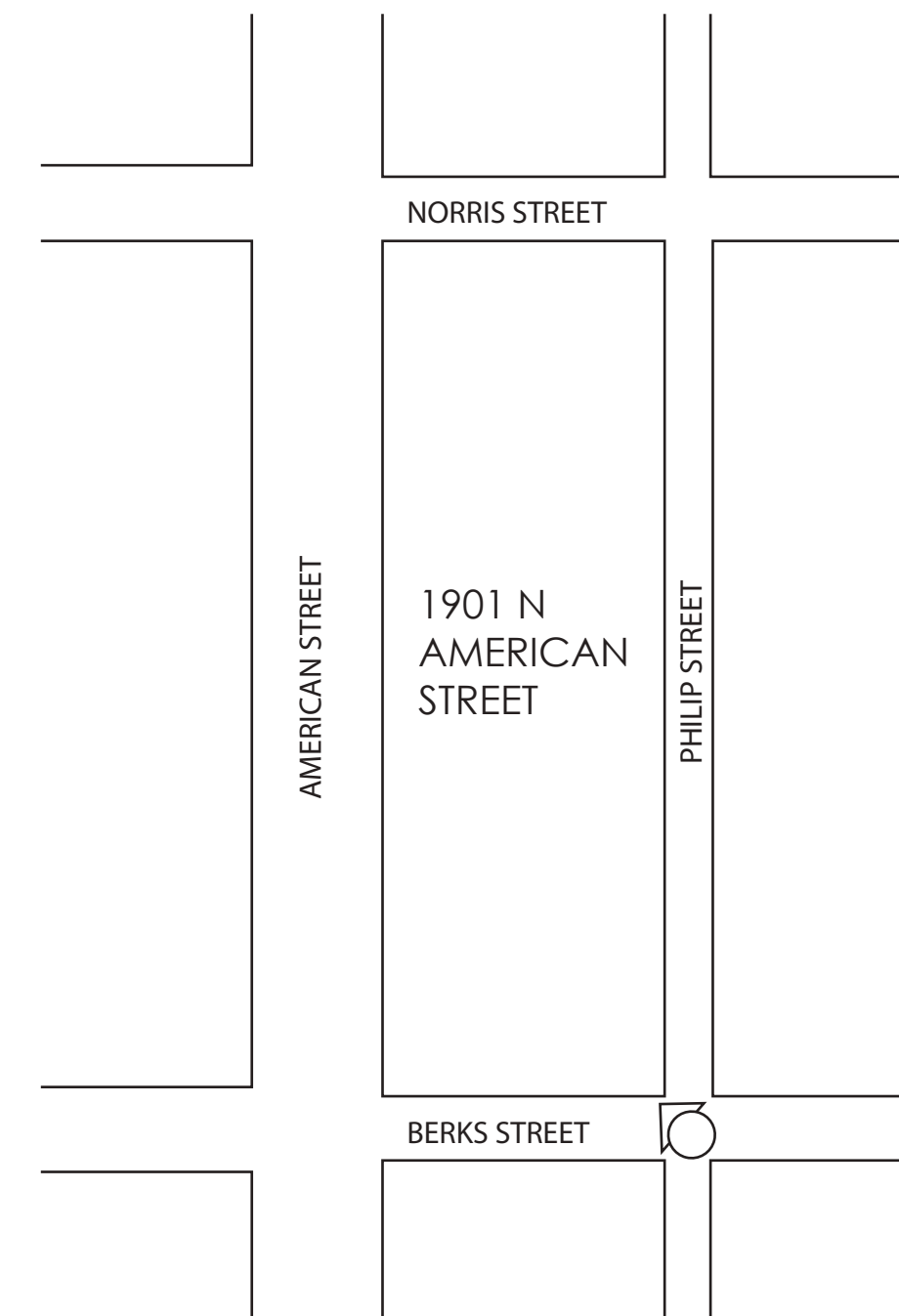
NORTH PHILIP STREET.

1901 N AMERICAN ST , PHILADELPHIA PA



RENDERING

SgRA



SOUTHEAST CORNER, LOOKING NORTHWEST

1901 N AMERICAN ST , PHILADELPHIA PA



# 1901 LOFTS

SgRA



1901 N AMERICAN ST , PHILADELPHIA PA



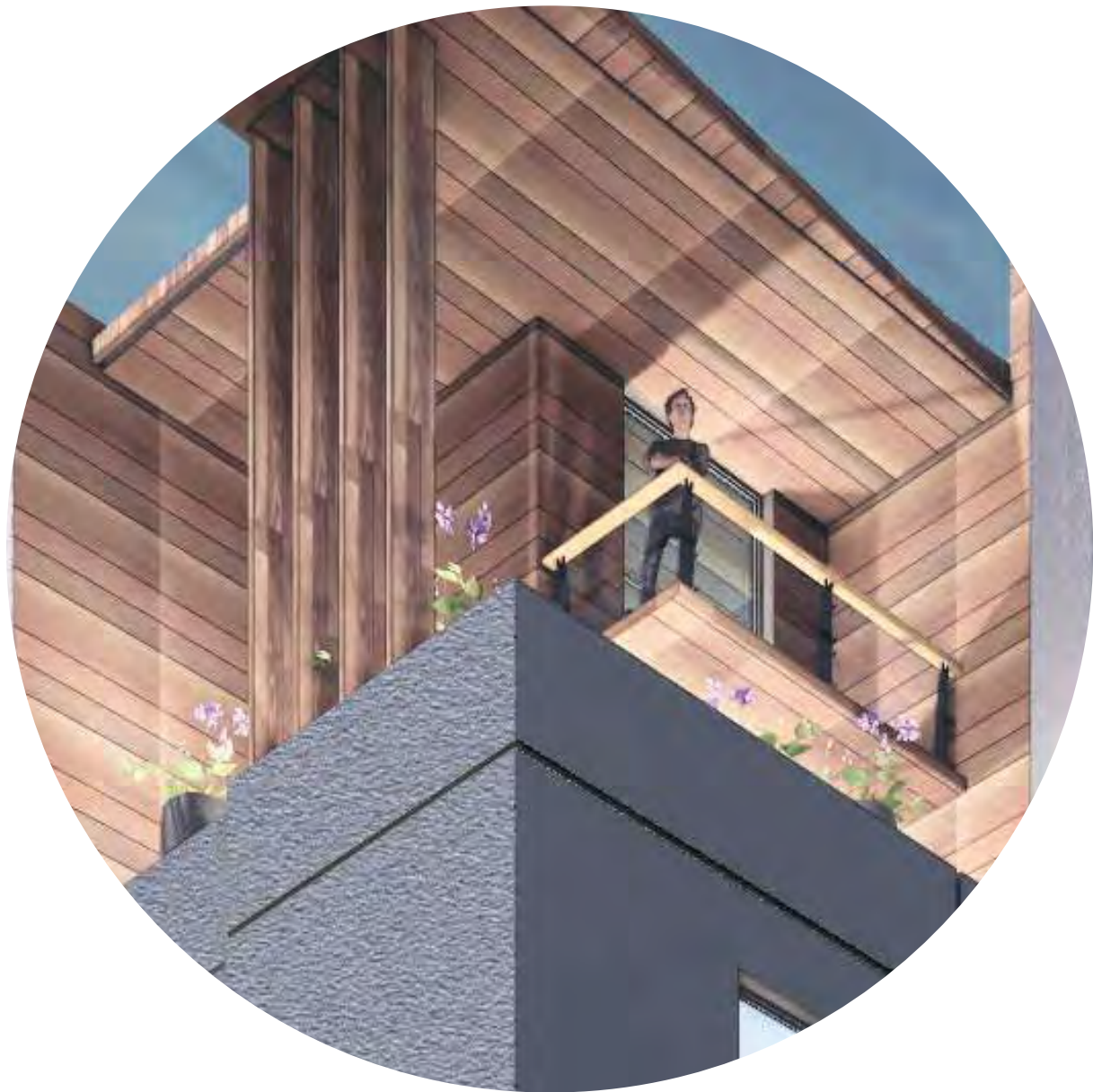
MATERIAL SELECTION

SgRA

① STUCCO



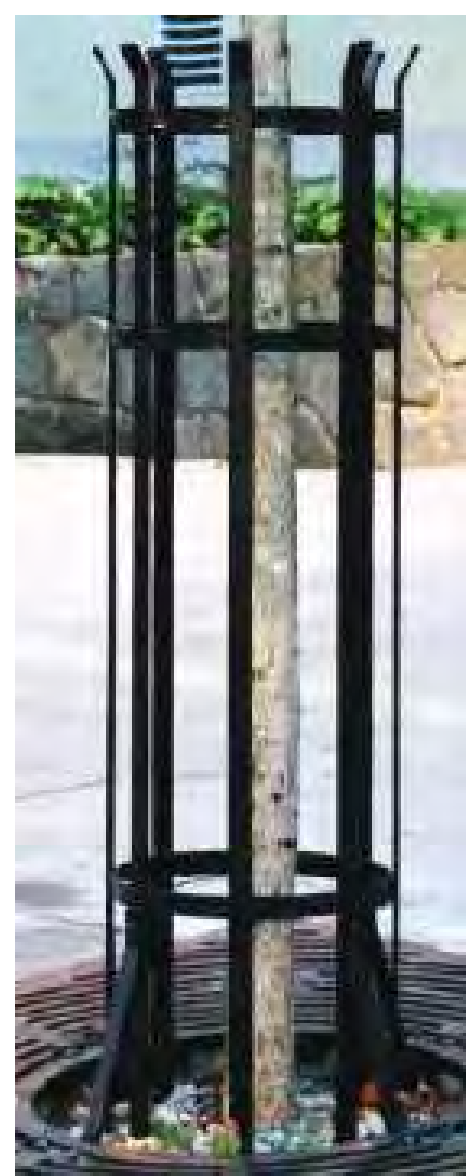
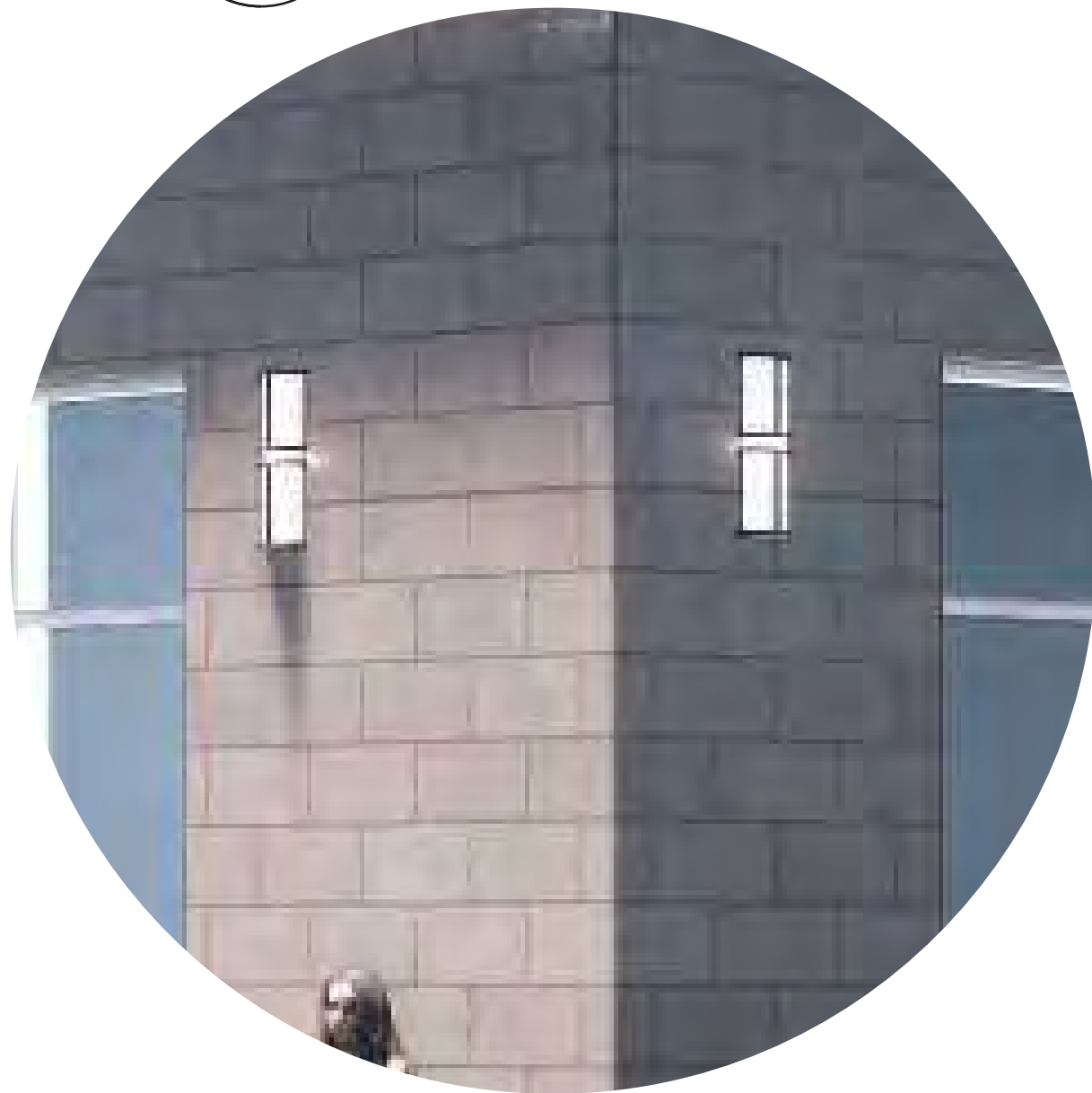
② WOOD



③ GLASS



④ STONE



①



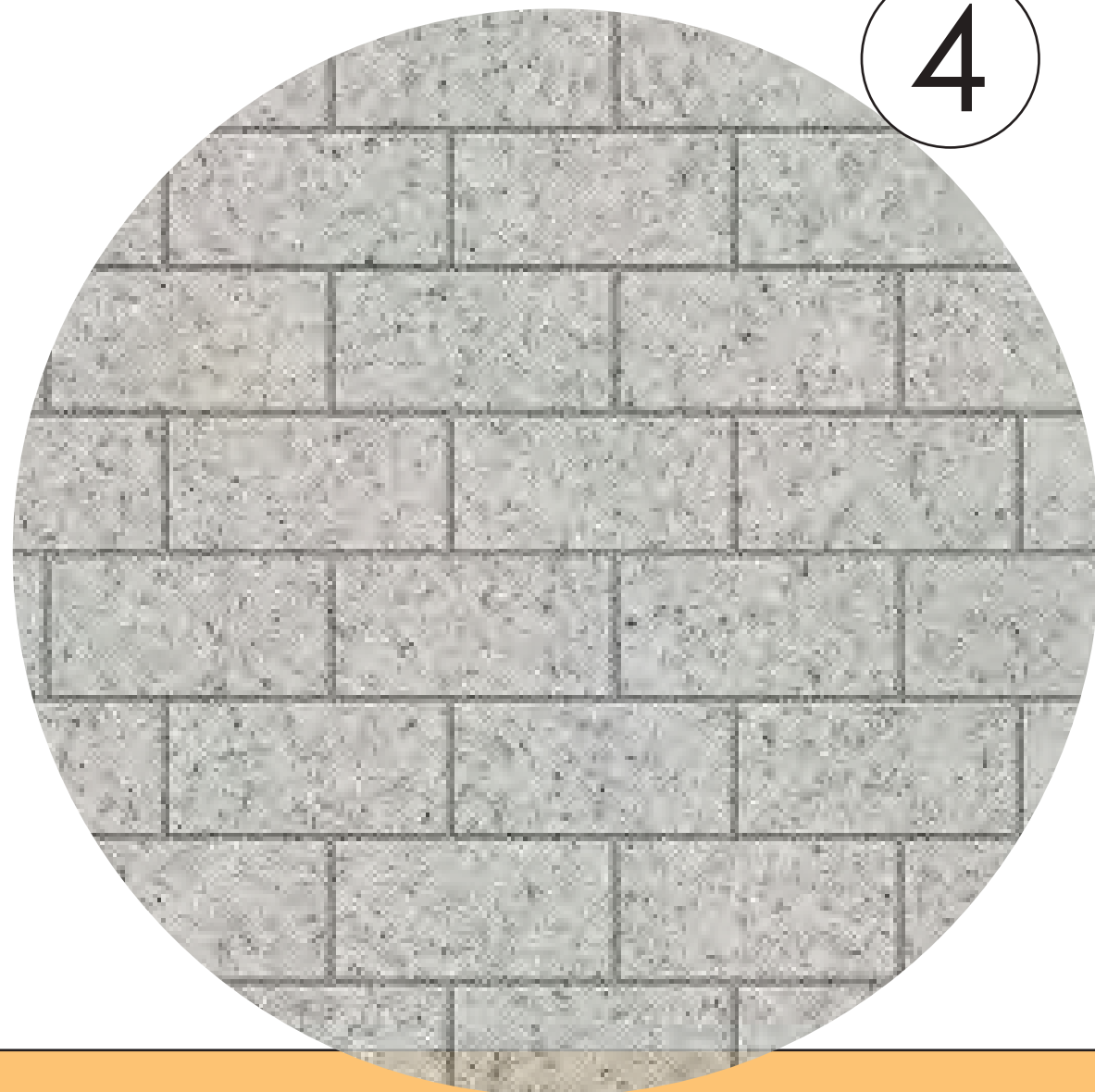
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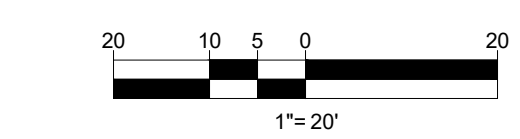
③



④







PLANT SCHEDULE						
CANOPY TREES		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
GTK	10		GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	SKYLINE THORNLESS HONEYLOCUST	2.5" CAL.	B&B
ZS	12		ZELKOVA SERRATA	ZELKOVA	2.5" CAL.	B&B
ORNAMENTAL TREES		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
AC	2		AMELANCHIER CANADENSIS	SHADLOW SERVICEBERRY	8-10"	B&B
CC	12		CERCIS CANADENSIS	EASTERN REDBUD	2-2 1/2" CAL.	B&B
SHRUBS		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
CSK	37		CORNUS SERICEA 'KELSEY'	KELSEY DOGWOOD	15-18"	CONTAINER
IGS	30		ILEX GLABRA 'SHAMROCK'	SHAMROCK INBERRY	24-30"	CONTAINER
IJD	3		ILEX VERTICILLATA 'JIM DANDY'	JIM DANDY WINTERBERRY	30-36"	CONTAINER
IJWR	21		ILEX VERTICILLATA 'WINTER RED'	WINTER RED WINTERBERRY	30-36"	CONTAINER
GRASSES		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
CKF	21		CALAMAGROSTIS X ACUTIFOLIA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL.	CONTAINER
GROUND COVERS		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
PR	49		PARTHENOCISSUS QUINQUEFOLIA 'RED WALL'	VIRGINA CREEPER	1 GAL.	CONTAINER
						SPACING 12" o.c.
PERENNIALS		QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
SA	60		SEDUM X ANGELINA	ANGELINA SEDUM	1 GAL.	CONTAINER
						SPACING 12" o.c.



# Seat Walls

(Suggestion Only)



# Pavers

(Suggestion Only)



# Movable Tables & Chairs

(Suggestion Only)



# Opaque Fence

(Suggestion Only)



# Aluminum Fence

(Suggestion Only)



# Lounge Seating

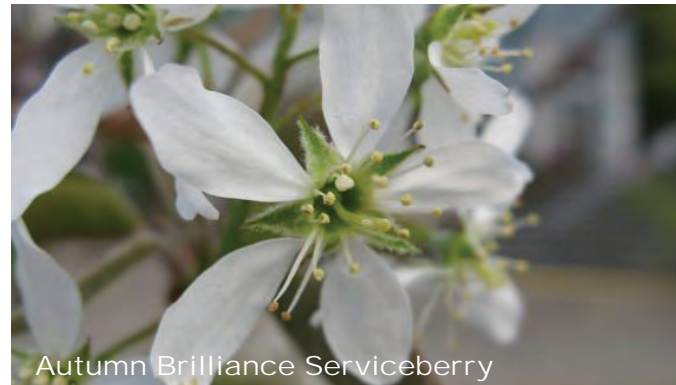
(Suggestion Only)





# Ornamental Trees

(Suggestion Only)



Autumn Brilliance Serviceberry



Kousa Dogwood



Sourwood Tree



Autumn Brilliance Serviceberry



Kousa Dogwood

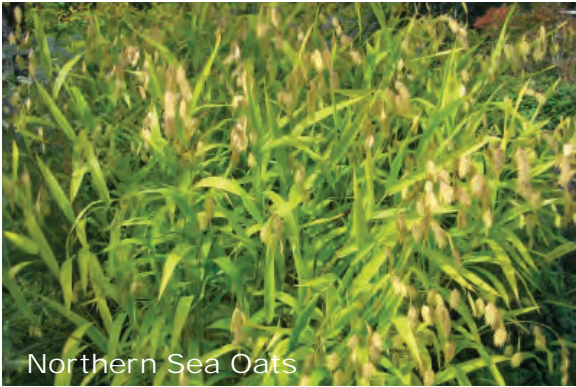


Sourwood Tree



# Herbaceous

(Suggestion Only)





# INITIAL MASSING STUDY

SgRA



VIEW FROM NORTH PHILIP STREET

1901 N AMERICAN ST , PHILADELPHIA PA



# INITIAL MASSING STUDY



VIEW FROM NORTH AMERICAN STREET

1901 N AMERICAN ST , PHILADELPHIA PA



## Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

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 adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
<b>Location and Transportation</b>		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. SEPTA MFL Berks Station at Front Street is less than 1/4-mile to the east. And SEPTA bus routes 3 and 57 travel along W. Berks St. and N. American St., respectively.
(2) Reduced Parking Footprint	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.	Yes. An indoor, ground floor parking facility will be provided.
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	Yes. Designated parking spaces are identified and labeled on parking level floor plans.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	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 60dBA. <b>(If setback used, specify distance)<sup>i</sup></b>	N/A - no railway frontage.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. Two (2) stations are currently exist within 1/4-mile of the project along W. Berks St.; at 5th St., and at Front St.



Water Efficiency		
(6) Outdoor Water Use	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.	NO
Sustainable Sites		
(7) Pervious Site Surfaces	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
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, 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
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either 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.	NO
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the 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 90.01-2016. 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. <sup>ii</sup>	NO
(11) Energy Commissioning and 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? <sup>iii</sup> <ul style="list-style-type: none"> <li>•Reduce energy consumption by achieving 10% energy savings or more from an established baseline using</li> </ul>	NO



	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ●Achieve certification in Energy Star for Multifamily New Construction (MFNC). ●Achieve Passive House Certification	(See page 2 of the document)
(12) Indoor Air Quality and Transportation	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. <sup>iv</sup>	N/A. No highway is within 1,000 feet of the project site.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	NO
<b>Innovation</b>		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	NO

<sup>i</sup> Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

<sup>ii</sup> Title 4 The Philadelphia Building Construction and Occupancy Code  
See also, "The Commercial Energy Code Compliance" information sheet:  
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>

and the "What Code Do I Use" information sheet:  
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

<sup>iii</sup> LEED 4.1, Optimize Energy Performance in LEED v4.1

For Energy Star: [www.Energystar.gov](http://www.Energystar.gov)

For Passive House, see [www.phius.org](http://www.phius.org)

<sup>iv</sup> 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



# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



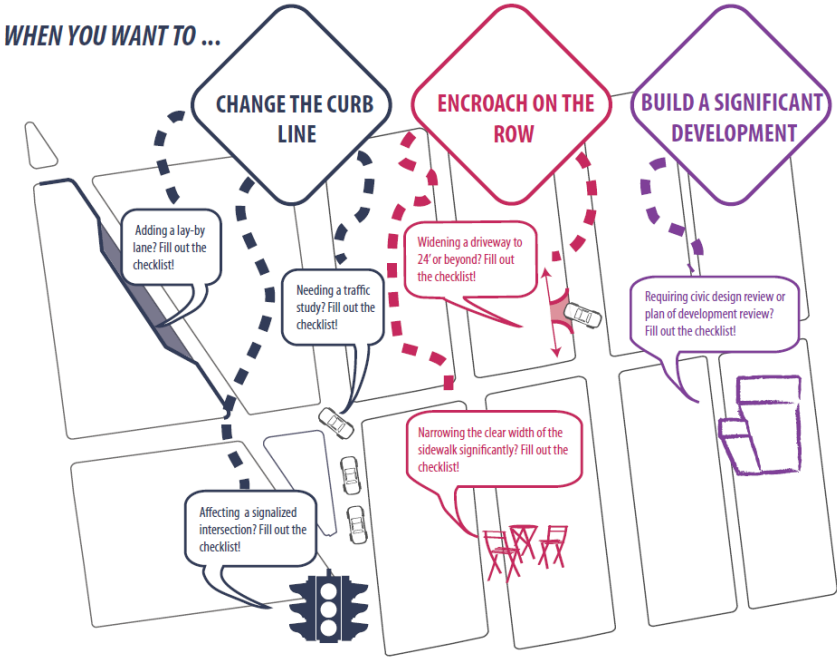
## INSTRUCTIONS

This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

## WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?



PRELIMINARY PCPC REVIEW AND COMMENT:	DATE
_____	_____
FINAL STREETS DEPT REVIEW AND COMMENT:	DATE
_____	_____



# COMPLETE STREETS HANDBOOK CHECKLIST

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## INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- ☐ This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- ☐ All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- ☐ All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- ☐ Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ☐ ADA curb-ramp designs must be submitted to Streets Department for review
- ☐ Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit> . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  - Placing of a new street;
  - Removal of an existing street;
  - Changes to roadway grades, curb lines, or widths; or
  - Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement\*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED
  - CURB CUTS/DRIVEWAYS/LAYBY LANES
  - TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  - PROPOSED TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS

**\*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY**



# COMPLETE STREETS HANDBOOK CHECKLIST

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## GENERAL PROJECT INFORMATION

1. PROJECT NAME  
1901 NORTH AMERICAN STREET
2. DATE  
July 10, 2020
3. APPLICANT NAME  
STUART G. ROSENBERG, AIA
5. PROJECT AREA: list precise street limits and scope  
THE SITE IS A FULL CITY BLOCK BOUND BY NORTH AMERICAN AND NORTH PHILIP STREETS TO THE WEST AND EAST RESPECTIVELY, AND BETWEEN WEST BERKS AND WEST NORRIS STREETS TO THE SOUTH AND NORTH RESPECTIVELY.
4. APPLICANT CONTACT INFORMATION  
230 SOUTH BROAD STREET, SUITE M30, PHILADELPHIA, PA 19102
6. OWNER NAME  
BRICK MANAGEMENT, LLC
7. OWNER CONTACT INFORMATION  
222 SOUTH MANOA ROAD, HAVERFORD, PA 19083
8. ENGINEER / ARCHITECT NAME  
STUART G. ROSENBERG, AIA
9. ENGINEER / ARCHITECT CONTACT INFORMATION  
230 SOUTH BROAD STREET, SUITE M30, PHILADELPHIA, PA 19102
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
<u>NORTH AMERICAN</u>	<u>WEST BERKS</u>	<u>WEST NORRIS</u>	<u>Auto Oriented Commercial/Industrial</u>
<u>WEST BERKS</u>	<u>NORTH AMERICAN</u>	<u>NORTH PHILIP</u>	<u>City Neighborhood</u>
<u>WEST NORRIS</u>	<u>NORTH PHILIP</u>	<u>NORTH AMERICAN</u>	<u>City Neighborhood</u>
<u>NORTH PHILIP</u>	<u>WEST NORRIS</u>	<u>WEST BERKS</u>	<u>Local</u>

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
  - a. Parking and loading regulations in curb lanes adjacent to the site YES ☒ NO ☐
  - b. Street Furniture such as bus shelters, honor boxes, etc. YES ☒ NO ☐ N/A ☐
  - c. Street Direction YES ☒ NO ☐
  - d. Curb Cuts YES ☒ NO ☐ N/A ☐
  - e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES ☒ NO ☐ N/A ☐
  - f. Building Extensions into the sidewalk, such as stairs and stoops YES ☒ NO ☐ N/A ☐

### APPLICANT: General Project Information

Additional Explanation / Comments: Thank you, reviewer, for your attention on this project.



# COMPLETE STREETS HANDBOOK CHECKLIST

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DEPARTMENTAL REVIEW: General Project Information



# COMPLETE STREETS HANDBOOK CHECKLIST

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## PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
<u>NORTH AMERICAN STREET</u>	<u>&gt;12' / VARIES / 18.8'</u>	<u>20' / 18.8'</u>
<u>WEST BERKS STREET</u>	<u>&gt;12' / 12' / 12.2'</u>	<u>12' / 12.2'</u>
<u>WEST NORRIS STREET</u>	<u>&gt;12' / 12' / 12.4'</u>	<u>12' / 12.4'</u>
<u>NORTH PHILIP STREET</u>	<u>&gt;10' / 8' / 8.3'</u>	<u>8' / 8.3'</u>

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE Required / Existing / Proposed
<u>NORTH AMERICAN STREET</u>	<u>&gt;6' / 13.8' / 13.1'</u>
<u>WEST BERKS STREET</u>	<u>&gt;6' / 8.2' / 7.5'</u>
<u>WEST NORRIS STREET</u>	<u>&gt;6' / 8.1' / 7.7'</u>
<u>NORTH PHILIP STREET</u>	<u>&gt;5' / 5' / 5.1'</u>

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

### EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>CURBCUT</u>	<u>24'</u>	<u>NORTH AMERICAN STREET</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>CURBCUT</u>	<u>24'</u>	<u>WEST NORRIS STREET</u>
<u>CURBCUT</u>	<u>24'</u>	<u>NORTH PHILIP STREET</u>
_____	_____	_____
_____	_____	_____



# COMPLETE STREETS HANDBOOK CHECKLIST

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## PEDESTRIAN COMPONENT (continued)

### DEPARTMENTAL APPROVAL

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

YES ☒ NO ☐

YES ☐ NO ☐

### APPLICANT: Pedestrian Component

Additional Explanation / Comments: Existing sidewalks and curbs are in poor condition. This project proposes to replace all sidewalks and curbs to provide safe and comfortable access for all pedestrians at all times of the day.

### DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:



# COMPLETE STREETS HANDBOOK CHECKLIST

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## BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, **existing and proposed** Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>NORTH AMERICAN STREET</u>	<u>0 / 0</u>
<u>WEST BERKS STREET</u>	<u>0 / 0</u>
<u>WEST NORRIS STREET</u>	<u>0 / 0</u>
<u>NORTH PHILIP STREET</u>	<u>0 / 3'-10" STAIRS</u>

17. FURNISHING ZONE: list the MINIMUM, **recommended, existing, and proposed** Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>NORTH AMERICAN STREET</u>	<u>&gt;5' / 5' / 5.7'</u>
<u>WEST BERKS STREET</u>	<u>&gt;4' / 4' / 4.7'</u>
<u>WEST NORRIS STREET</u>	<u>&gt;4' / 4' / 4.7'</u>
<u>NORTH PHILIP STREET</u>	<u>&gt;3.5' / 3' / 3.2'</u>

18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

YES ☒ NO ☐ N/A ☐  
 YES ☒ NO ☐ N/A ☐  
 YES ☒ NO ☐ N/A ☐  
 YES ☒ NO ☐ N/A ☐  
 YES ☒ NO ☐ N/A ☐

### DEPARTMENTAL APPROVAL

YES ☐ NO ☐  
 YES ☐ NO ☐  
 YES ☐ NO ☐  
 YES ☐ NO ☐  
 YES ☐ NO ☐  
 YES ☐ NO ☐  
 YES ☐ NO ☐

19. Does the design avoid tripping hazards?  
 20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

YES ☒ NO ☐ N/A ☐  
 YES ☐ NO ☐ N/A ☒



# COMPLETE STREETS HANDBOOK CHECKLIST

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## BUILDING & FURNISHING COMPONENT (continued)

- |   |   |                             |                              |                              |                             |
|---|---|-----------------------------|------------------------------|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections?                    | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

**APPLICANT: Building & Furnishing Component**

Additional Explanation / Comments: Class 1A bicycle parking facility will be provided.

**DEPARTMENTAL REVIEW: Building & Furnishing Component**

Reviewer Comments:



# COMPLETE STREETS HANDBOOK CHECKLIST

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## BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
<b>1901 NORTH AMERICAN STREET</b>	<b>85.8</b>	<b>0 / 0</b>	<b>0 / 12</b>	<b>0 / 100</b>
_____	_____	<b>12 /</b> _____	_____ / _____	<b>110 /</b> _____
_____	_____	_____ / _____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____	_____ / _____

25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street
- Indego Bicycle Share Station

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

### DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

### APPLICANT: Bicycle Component

Additional Explanation / Comments: 25-27. Class 1A bicycle parking facility will be provided. Additionally, bicycle lanes are described in the American Street Improvement Project by others.

### DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:



# COMPLETE STREETS HANDBOOK CHECKLIST

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## CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

						DEPARTMENTAL APPROVAL	
						YES	NO
						YES	NO
						YES	NO
28.	Does the design limit conflict among transportation modes along the curb?	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	YES	<input type="checkbox"/>
29.	Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
30.	Does the design provide a buffer between the roadway and pedestrian traffic?	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	N/A	<input type="checkbox"/>
31.	How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	YES	<input type="checkbox"/>

### APPLICANT: Curbside Management Component

Additional Explanation / Comments: 30. Proposed site furnishing zones will provide buffer. 31. No changes are proposed to current accessibility, visibility, connectivity, and/ or attractiveness of public transit.

### DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:



# COMPLETE STREETS HANDBOOK CHECKLIST

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## VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design? SINGLE UNIT TRUCK (SU)

34. Will the project affect a historically certified street? An [inventory of historic streets](#)<sup>(1)</sup> is maintained by the Philadelphia Historical Commission.

35. Will the public right-of-way be used for loading and unloading activities?

36. Does the design maintain emergency vehicle access?

37. Where new streets are being developed, does the design connect and extend the street grid?

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

SINGLE UNIT TRUCK (SU)

YES ☐ NO ☒

YES ☒ NO ☒

YES ☒ NO ☐

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

YES ☒ NO ☐

### DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

### APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: A ground floor, indoor parking facility is proposed for this project. Vehicular access/egress will occur on West Norris Street and North Philip Street. No changes to existing traffic patterns are proposed.

### DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

(1) [http://www.philadelphiastreet.com/images/uploads/documents/Historical\\_Street\\_Paving.pdf](http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf)



# COMPLETE STREETS HANDBOOK CHECKLIST

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## URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES ☒ NO ☐ N/A ☐

YES ☒ NO ☐ N/A ☐

YES ☒ NO ☐ N/A ☐

### DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

**APPLICANT: Urban Design Component**

Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Urban Design Component**

Reviewer Comments: \_\_\_\_\_



# COMPLETE STREETS HANDBOOK CHECKLIST

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## INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

			DEPARTMENTAL APPROVAL
			YES <input type="checkbox"/> NO <input type="checkbox"/>
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
<i>If yes, City Plan Action may be required.</i>			
47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?			YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

### APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: No changes to existing traffic patterns are proposed.

### DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: \_\_\_\_\_



# COMPLETE STREETS HANDBOOK CHECKLIST

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## ADDITIONAL COMMENTS

### APPLICANT

Additional Explanation / Comments: Thanks again, reviewer, for your time.

### DEPARTMENTAL REVIEW

Additional Reviewer Comments: \_\_\_\_\_