

1030 N AMERICAN STREET

LIBERTIES WALK ASSOCIATES

07.31.2020

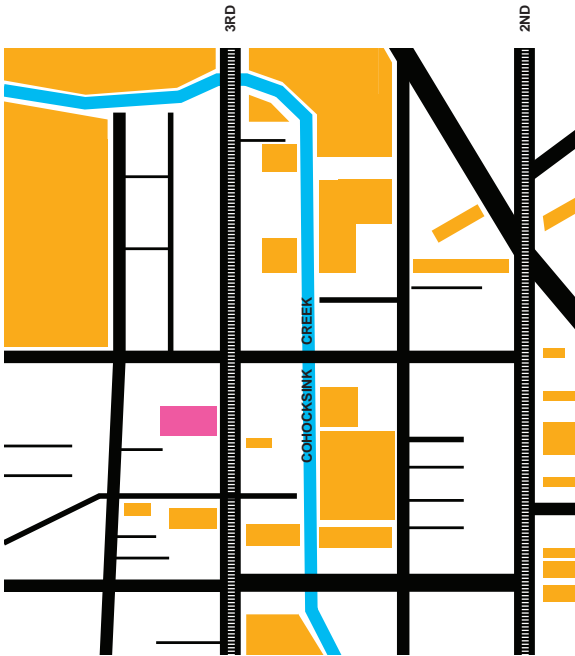
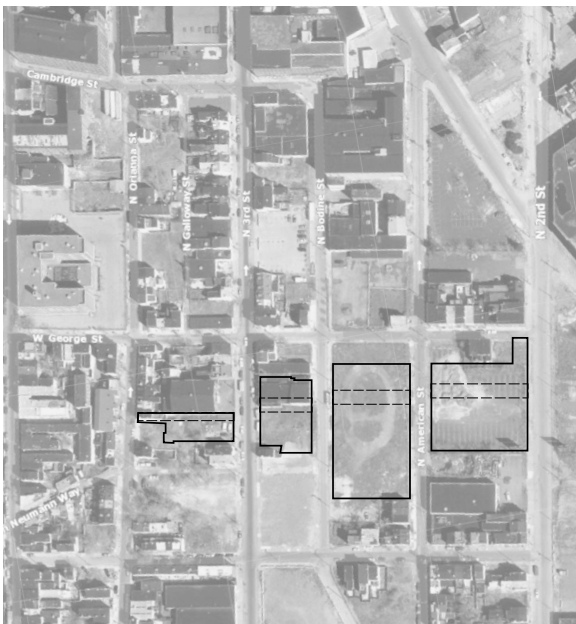
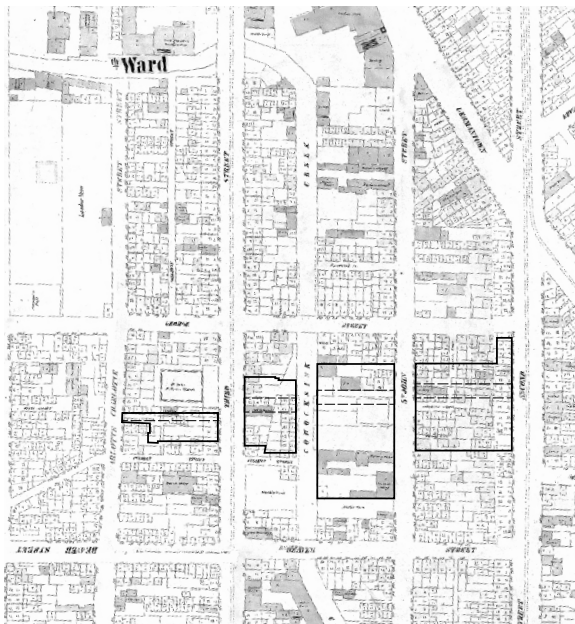
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CONTEXT
SITE AERIALS



AN EVOLVING FABRIC



1850s

1950s

1990s

TODAY

- INDUSTRIAL
- COMMERCIAL / INSTITUTIONAL

- GREEN SPACE
- VACANT INDUSTRIAL

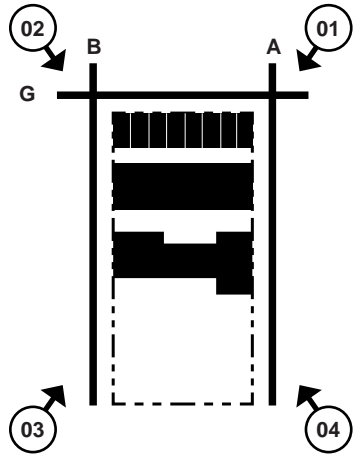
EXISTING SITE PHOTOS



01 NE CORNER



02 NW CORNER

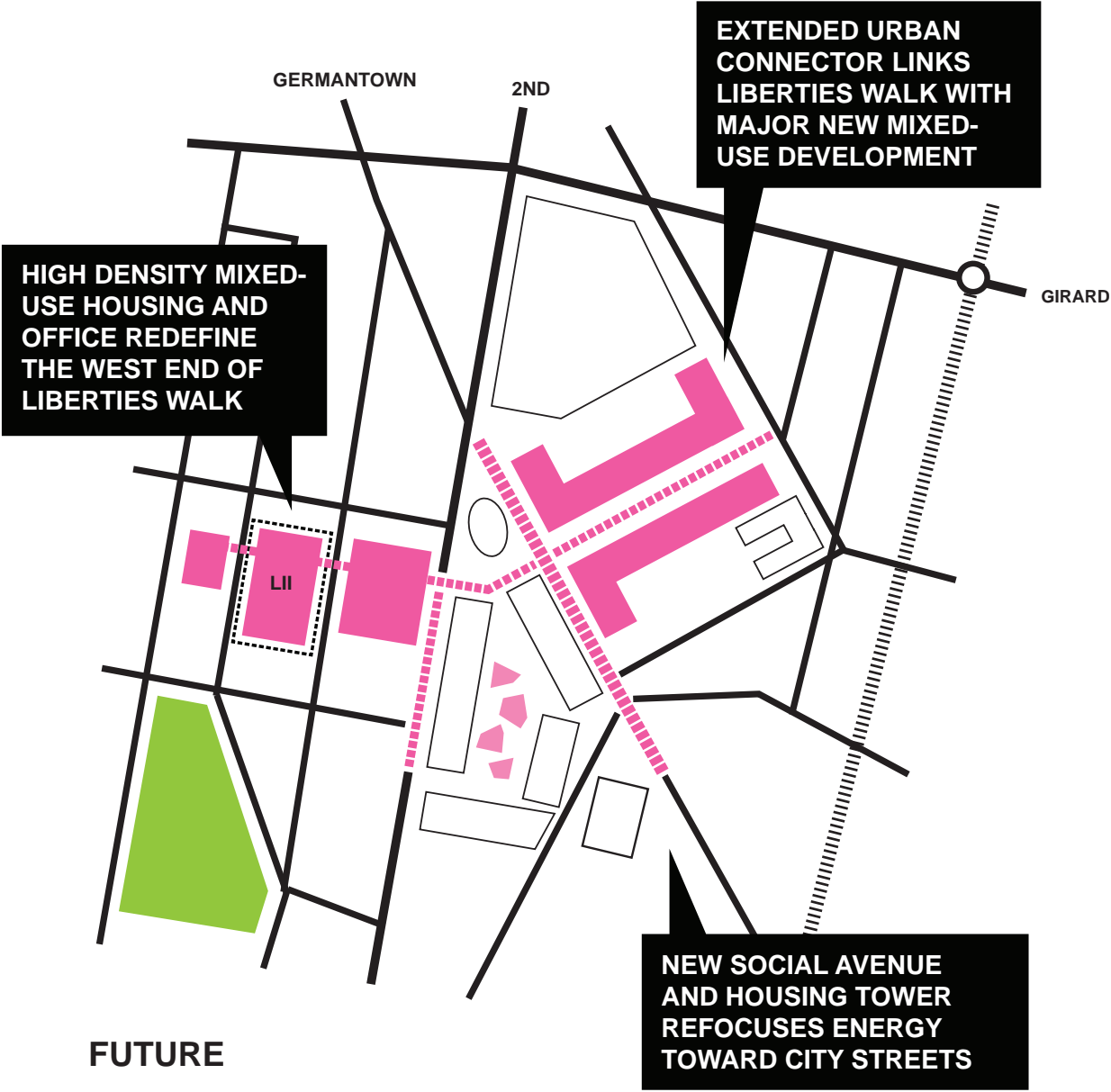
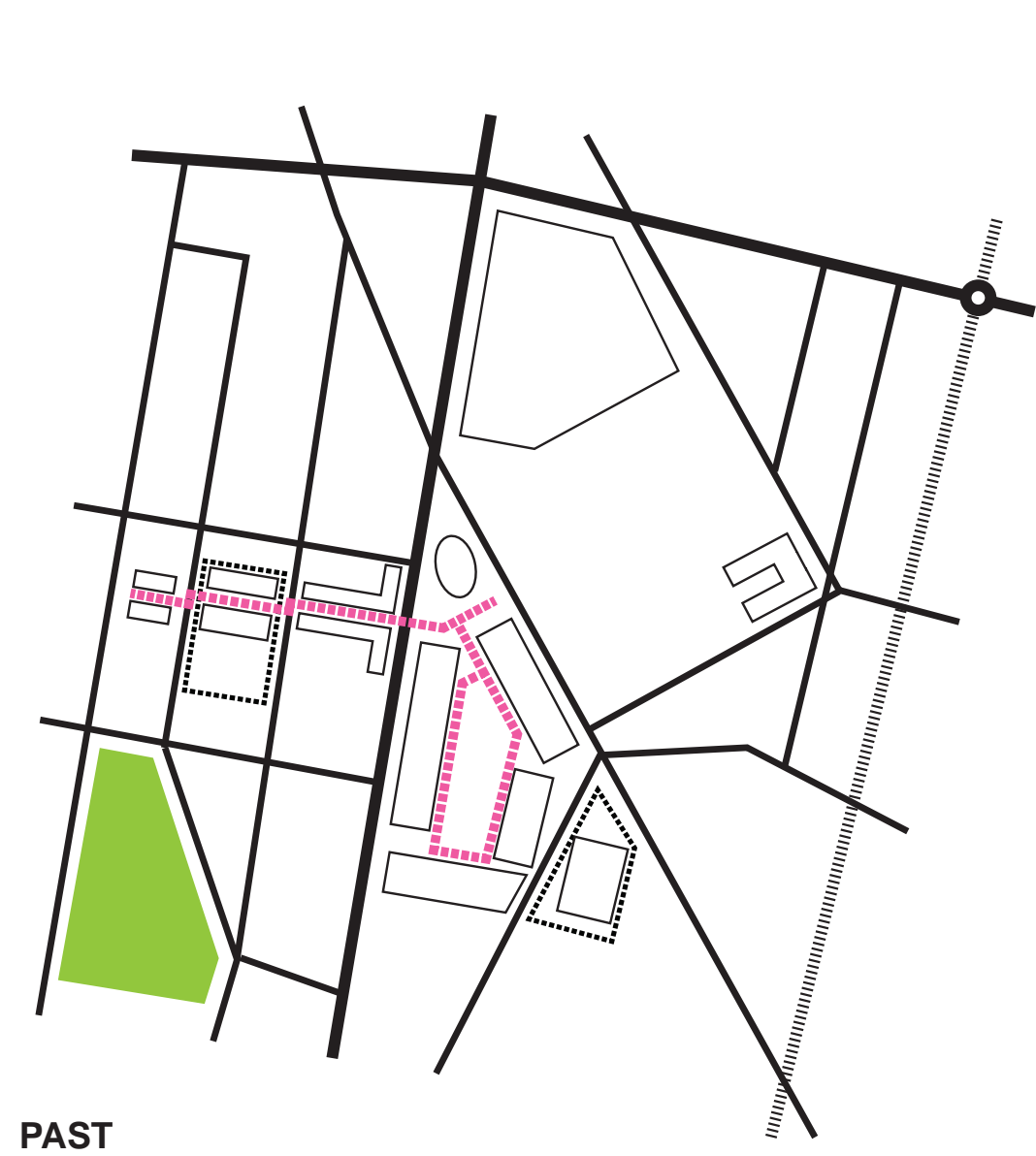


03 SW CORNER



04 SE CORNER

NEW CONNECTIVITY



CONCEPT

A NEW LIBERTIES WALK

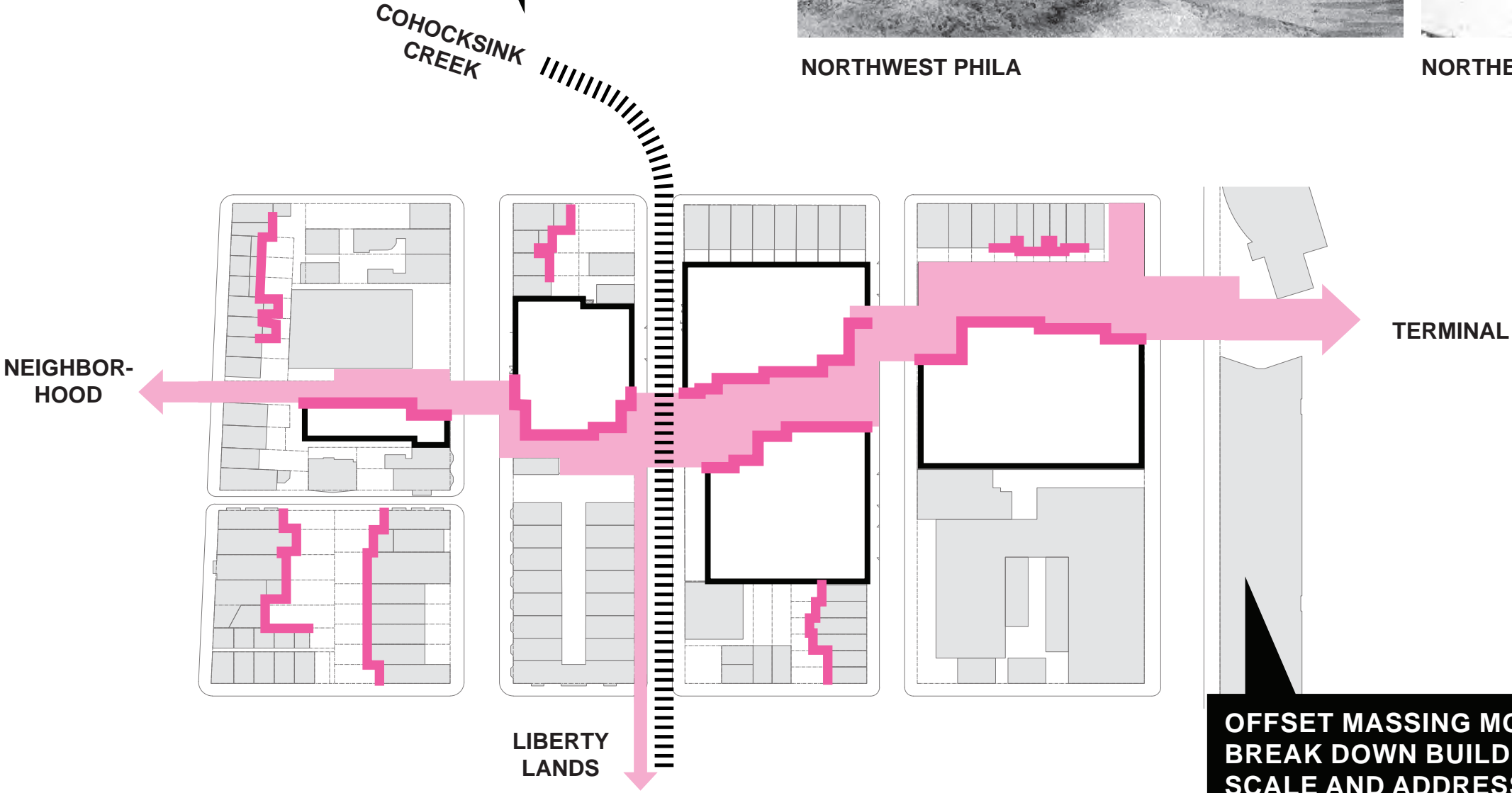
ERODED EDGES RECALL THE NATURAL AND CONSTRUCTED CONTEXT OF THE FORMER COHOCKSINK CREEK AND ALLOW FOR MORE FLUID PUBLIC CIRCULATION.



NORTHWEST PHILA



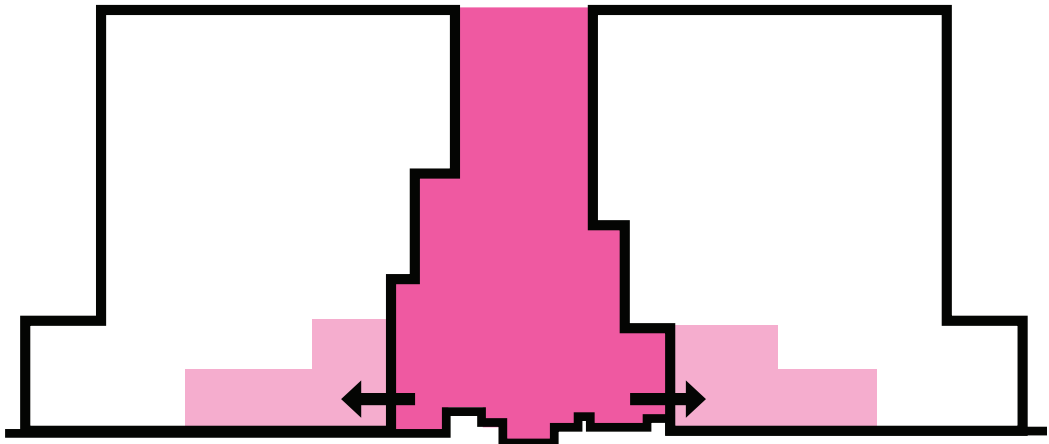
NORTHERN LIBERTIES



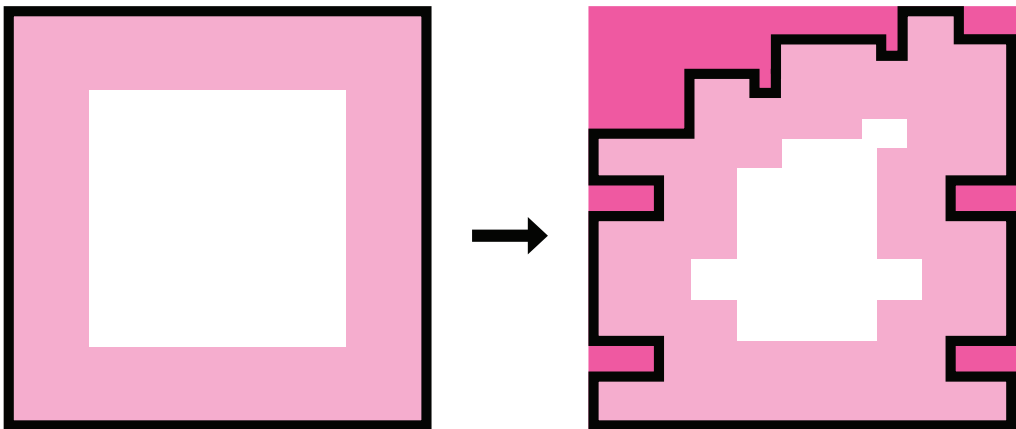
OFFSET MASSING MOVES BREAK DOWN BUILDING SCALE AND ADDRESS THE NEIGHBORHOOD ROWHOUSE CONTEXT.

CONCEPT

ERODED AND OFFSET EDGES PROVIDE REQUIRED OPEN AREA WHILE CREATING A GENEROUS PUBLIC EXPERIENCE ALONG LIBERTIES WALK. CARVED PRIVATE DECKS BRING LIGHT AND AIR INTO DEEP FLOORPLATES, ALLOWING FOR MAXIMIZED LOT COVERAGE AND A LUXURIOUS UNIT EXPERIENCE.



SECTION
ENHANCE PUBLIC EXPERIENCE
AT GROUND LEVEL



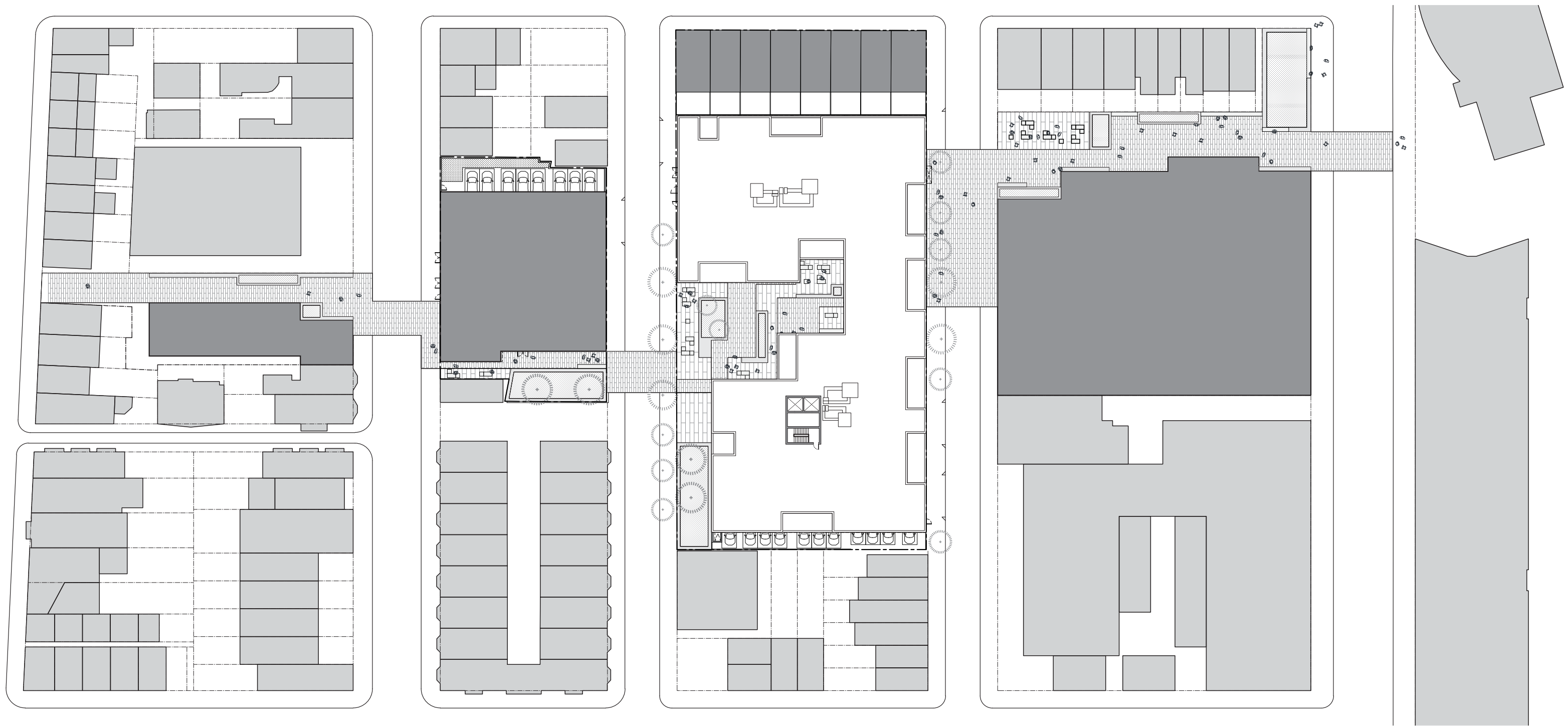
PLAN
ENHANCE PRIVATE EXPERIENCE
AT UPPER LEVELS

AERIAL VIEW



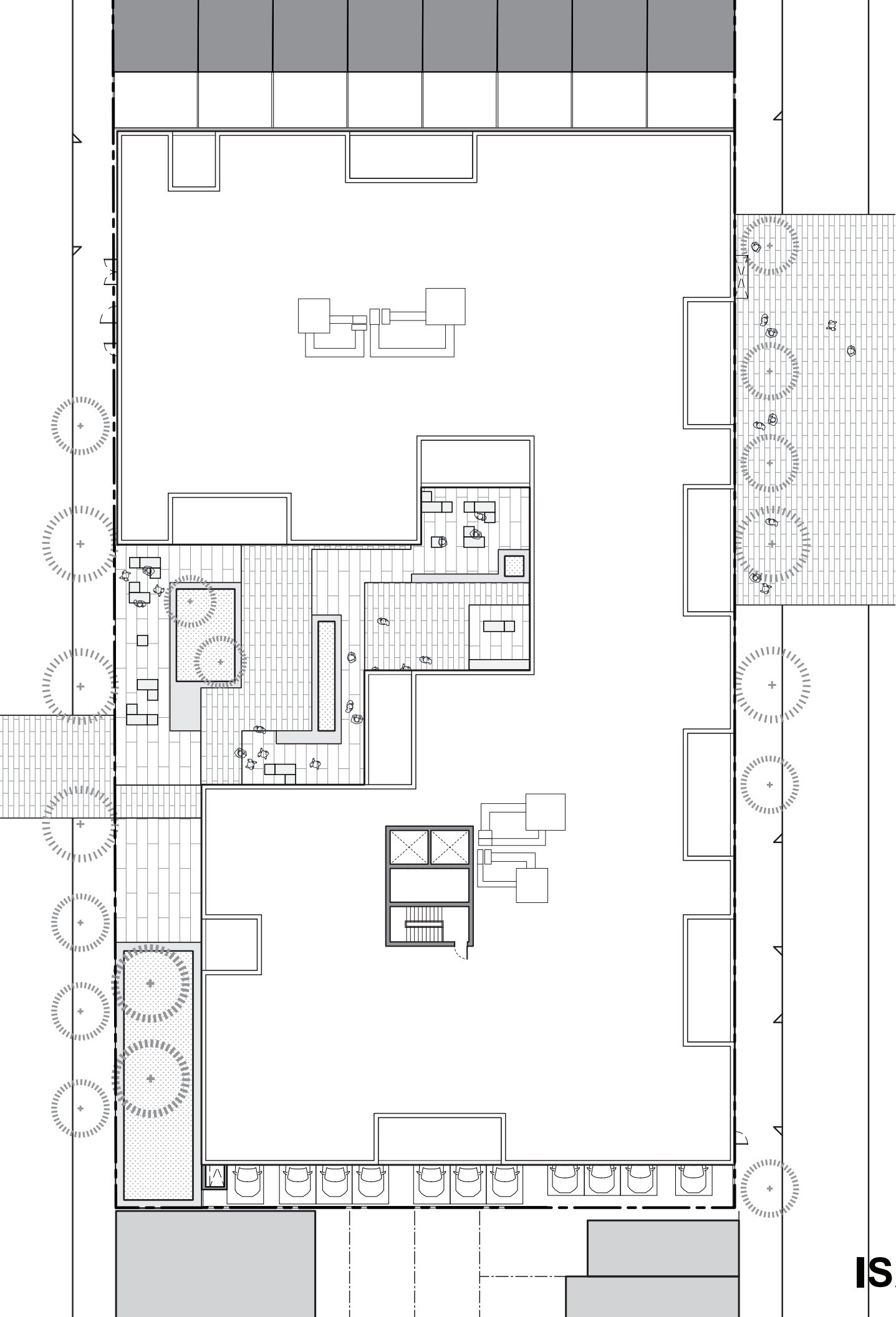
PROPOSAL

MASTER PLAN



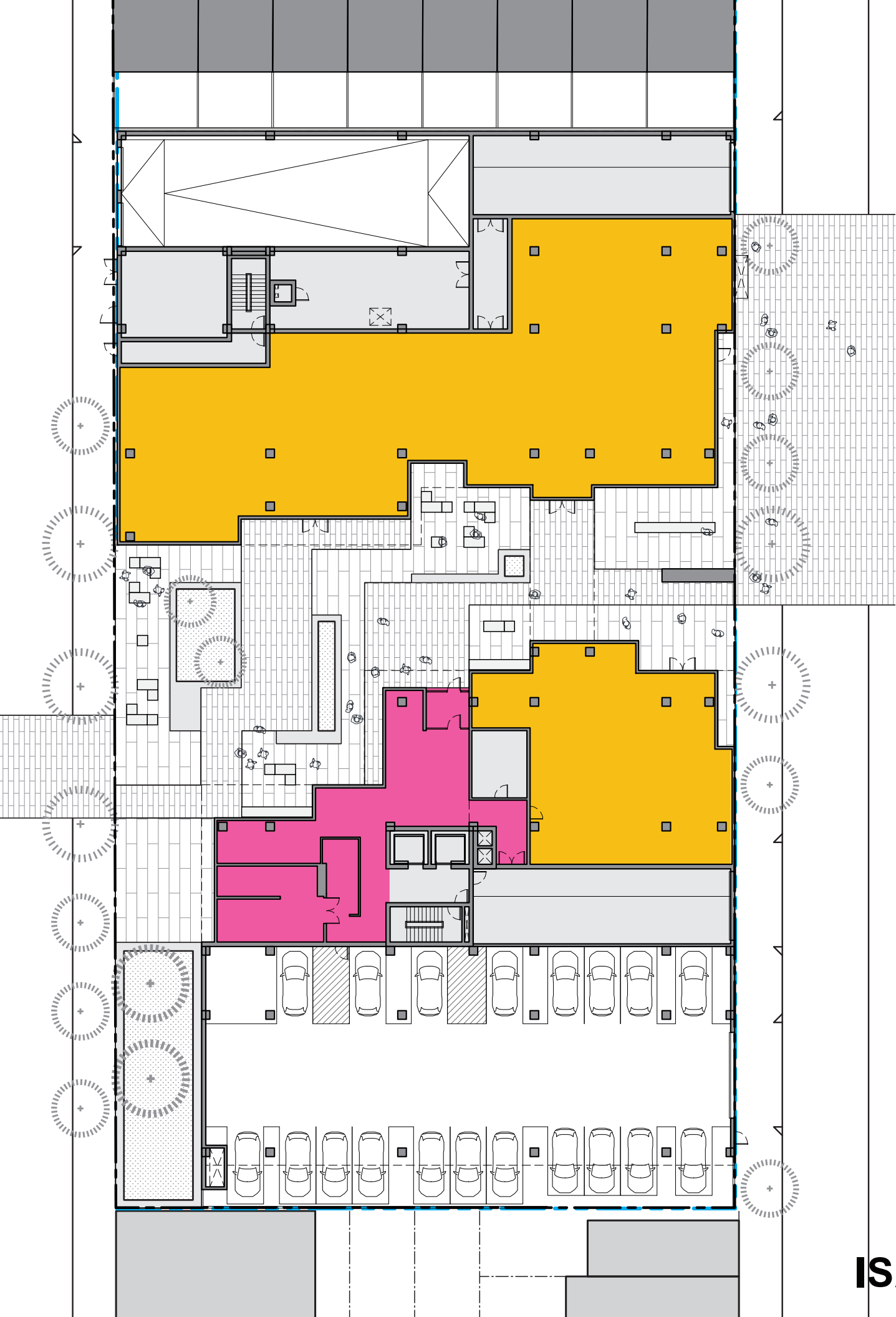
SITE INFORMATION

	CMX-3	
ADDRESS	1030 N AMERICAN STREET	
LOT AREA		43,525 SF
MAX OCCUPIED	80%	34,820 SF
MAX FAR	500%	217,625 SF
FRONT YARD	0'	0'
SIDE YARD	8' IF USED	0'
REAR YARD	0'	0'
MAX HEIGHT	N/A	106'-0"
PARKING	3/10 RES	89 SPACES



PROGRAM

COMMERCIAL	
6,605	COMMERCIAL SPACE 01 SF
2,365	COMMERCIAL SPACE 02 SF
8,970	TOTAL COMMERCIAL SF
AMENITY	
750	LOBBY SF
600	LOUNGE SF
200	MAIL / PACKAGE SF
450	BIKE STORAGE SF
2,000	TOTAL AMENITY SF
CIRCULATION + MECHANICAL	
5,210	TOTAL C+M SF
COURTYARD	
9,435	TOTAL EXTERIOR SF

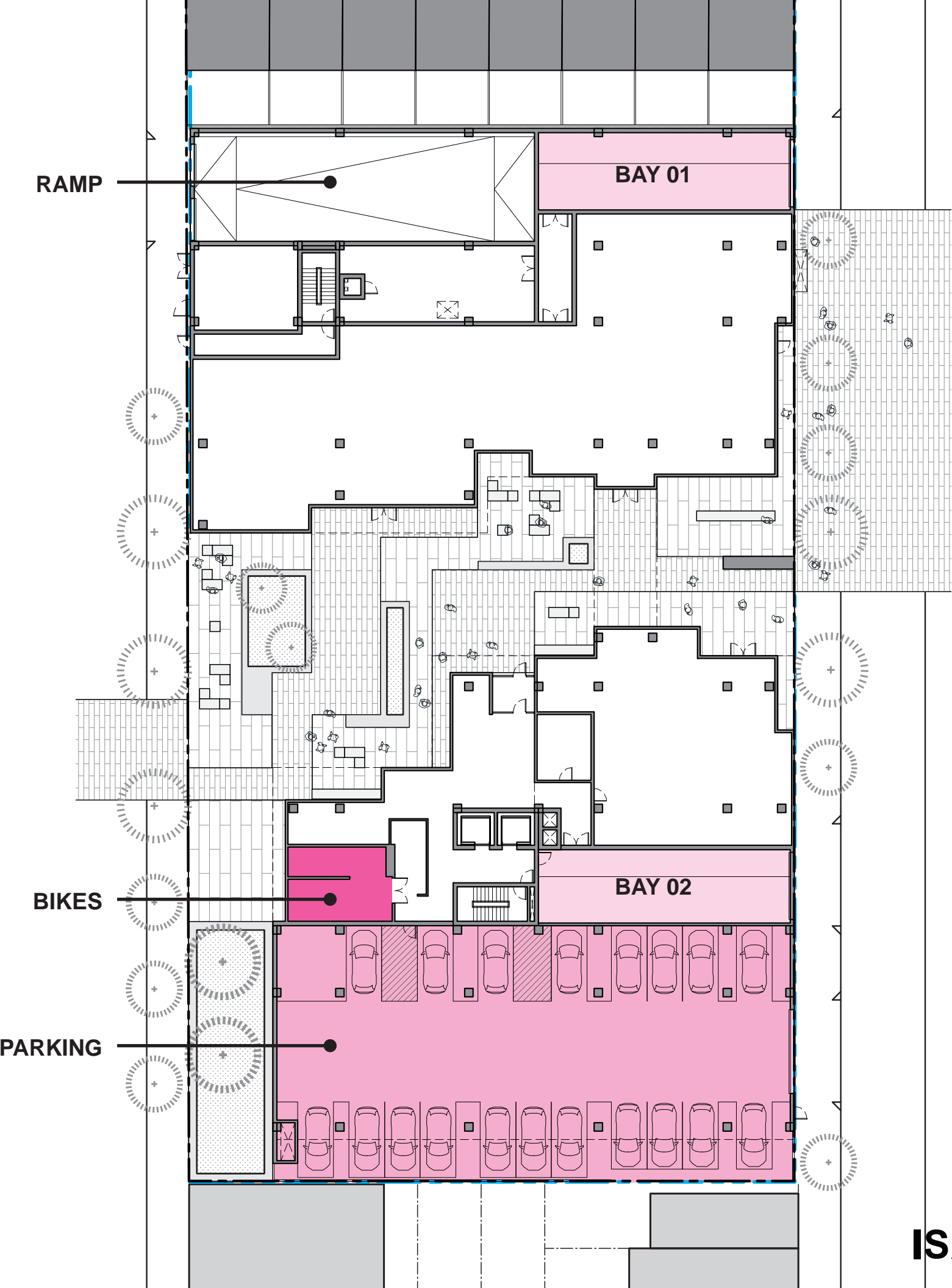


PARKING

	PARKING / CAR
11	STANDARD
4	ADA
4	COMPACT
70	STANDARD BELOW GRADE
89	TOTAL SPACES

	PARKING / BIKE
33	BIKE ROOM TOTAL

	LOADING
1,100	BAY 01 SF
1,045	BAY 02 SF
2,145	TOTAL LOADING SF



LANDSCAPE PLAN

ORNAMENTAL GRASS



DWARF FOUNTAIN GRASS



ITEA "LITTLE HENRY"

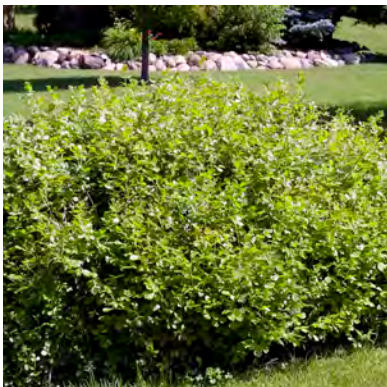


FEATHER REED GRASS

DECIDUOUS SHRUBS



BLUE MUFFIN
ARROWWOOD

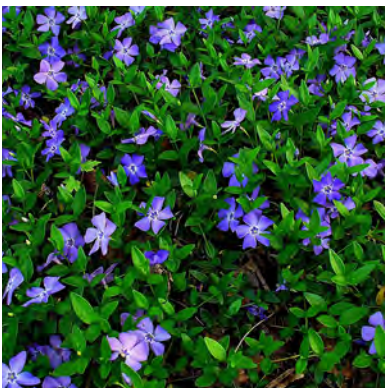


GRO LOW SUMAC
RHUS AROMATICA

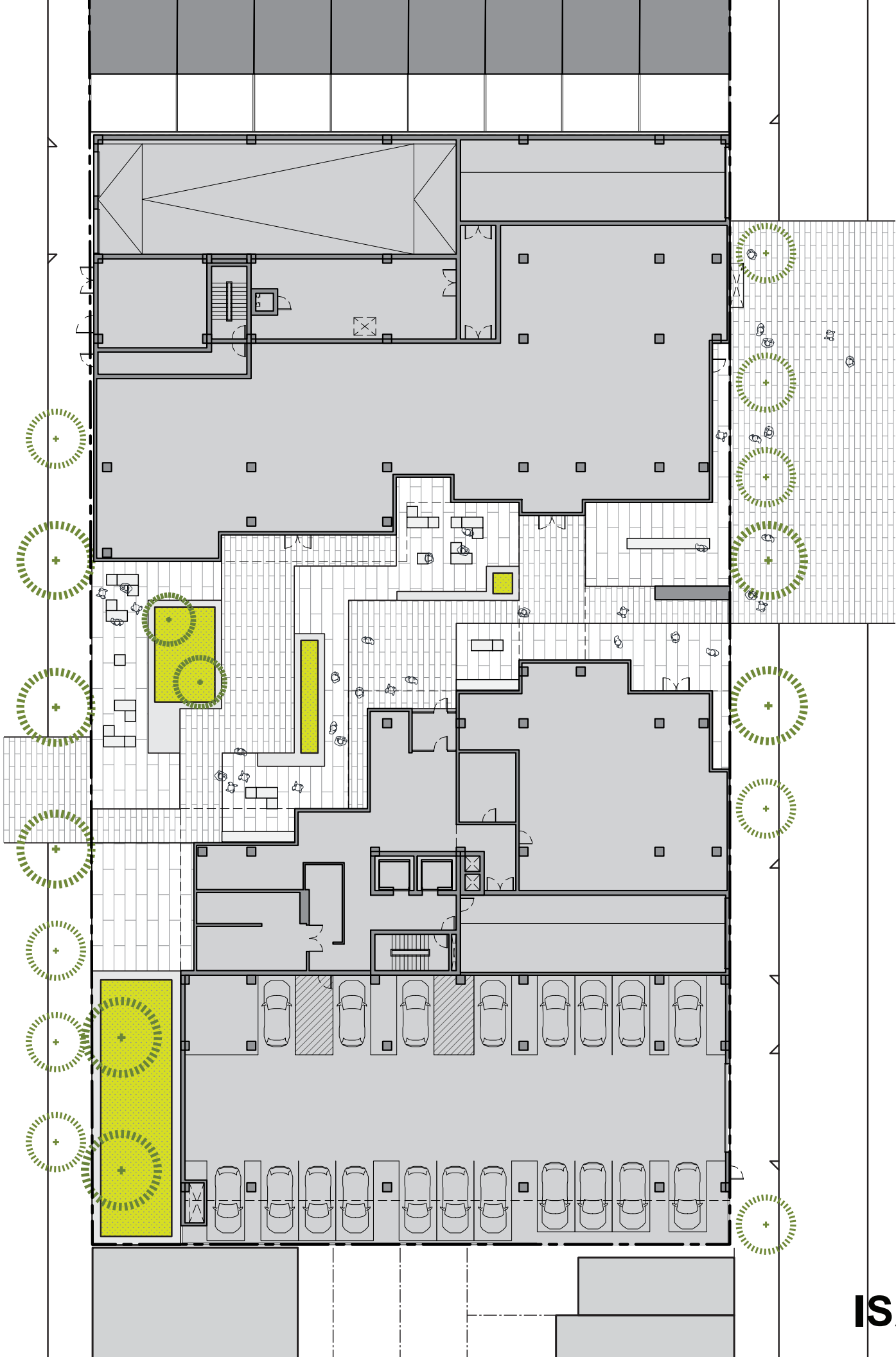


OAK LEAF HYDRANGEA
HYDRANGEA QUERCIFOLIA

GROUND COVER



VINCA MINOR



LANDSCAPE SPECIES

EVERGREEN SHRUBS



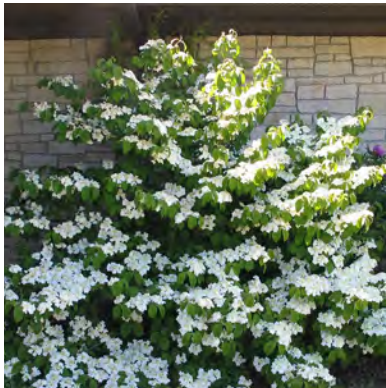
BLACK-EYED SUSAN



JAPANESE HOLLY
ILEX CRENATA COMPACTA



FLORISTAN WHITE
LIATRIS SPICATA



ALLEGHENY LEATHERLEAF
VIBURNUM

STREET TREES



EASTERN REDBUD
CERCIS CANADENSIS



IVORY SILK
SYRINGA RETICULATA

ON-SITE ORNAMENTALTREES



SEEDLESS SWEETGUM



RED SUNSET MAPLE



SHADBLOW SERVICEBERRY



BLACK GUM
NYSSA SYLVATICA



WHITE FLOWERING
DOGWOOD



COURTYARD



MATERIAL PALETTE



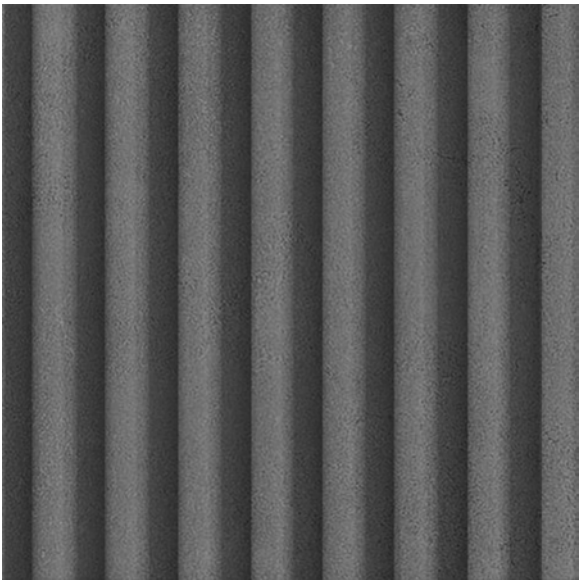
STONE VENEER PANEL



GLASS CURTAIN WALL SYSTEM



ALUMINUM FIN SYSTEM



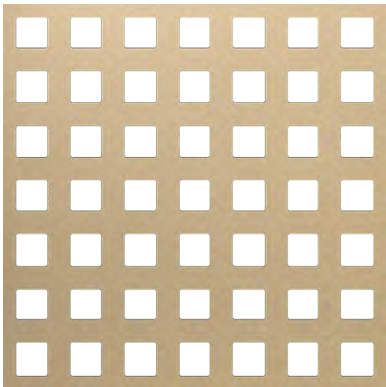
TERRACOTTA PANEL / TEXTURED



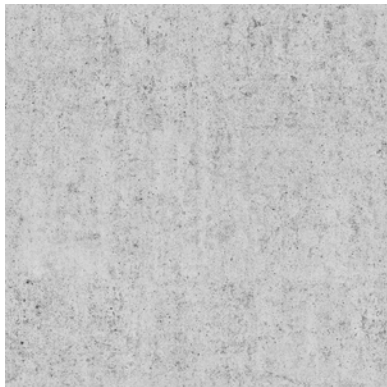
TERRACOTTA PANEL / FLAT



ALUMINUM PANEL



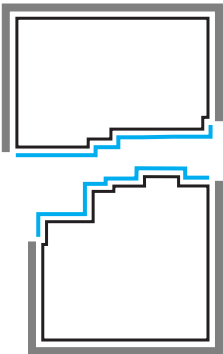
ALUMINUM PANEL PERF.



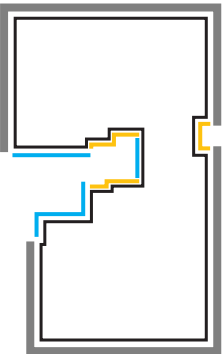
CONCRETE



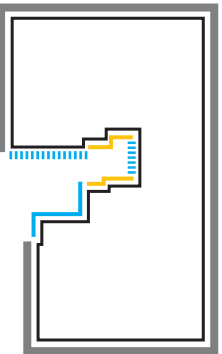
FLAT METAL ACCENT PANEL



LOWER
LEVEL

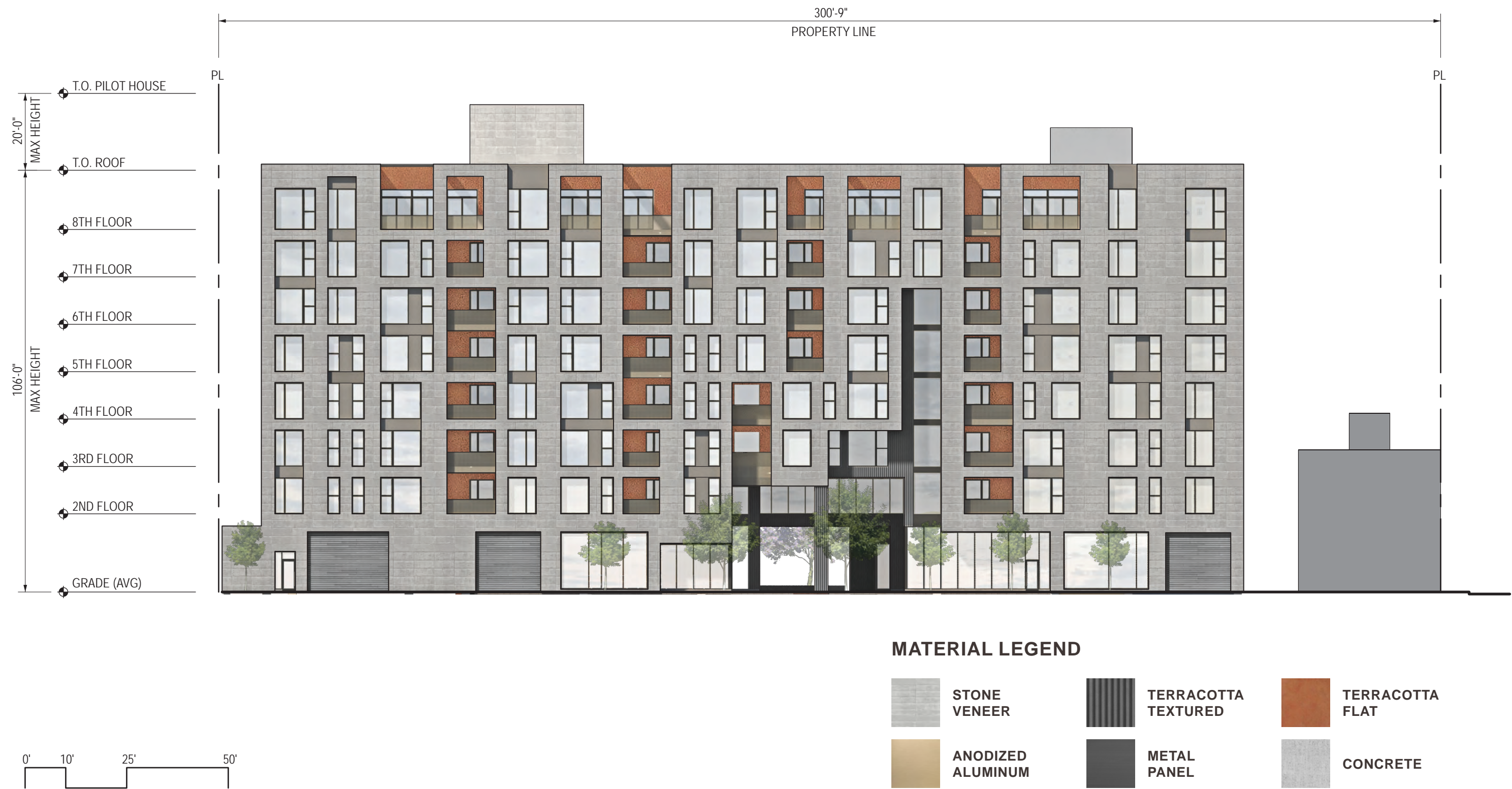


MID
LEVEL



UPPER
LEVEL




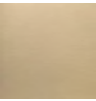


N AMERICAN ELEVATION

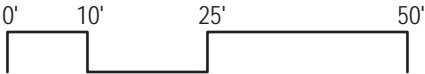


BODINE ELEVATION



MATERIAL LEGEND

	STONE VENEER		TERRACOTTA TEXTURED		TERRACOTTA FLAT
	ANODIZED ALUMINUM		METAL PANEL		CONCRETE



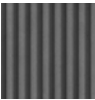
NORTH ELEVATION



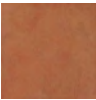
MATERIAL LEGEND



STONE
VENEER



TERRACOTTA
TEXTURED



TERRACOTTA
FLAT



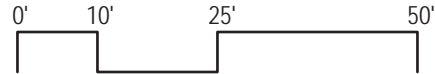
ANODIZED
ALUMINUM



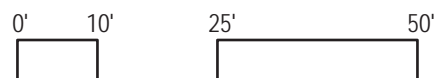
METAL
PANEL





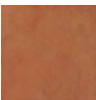



CONCRETE



SOUTH ELEVATION

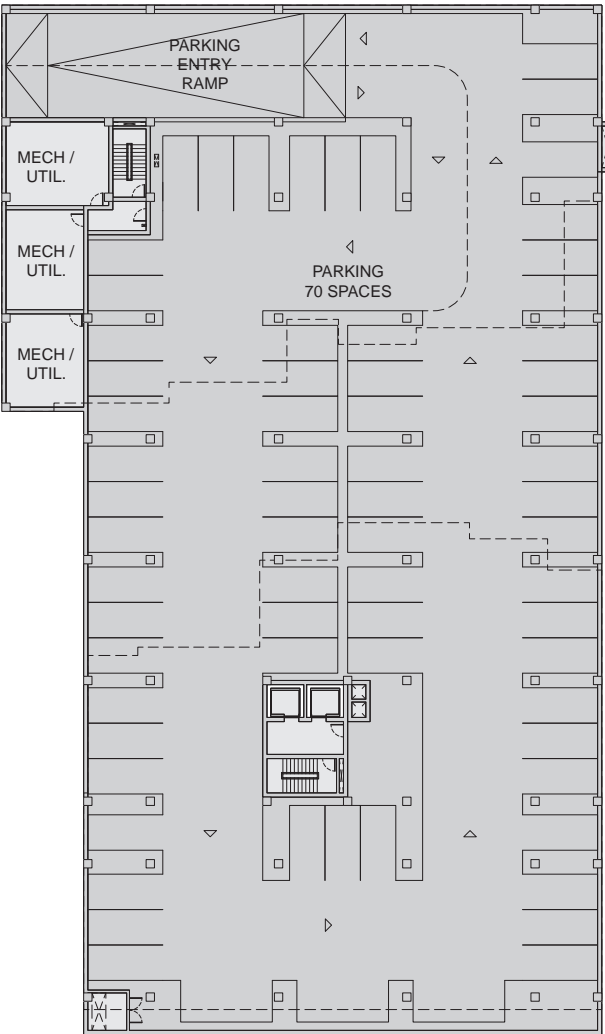


MATERIAL LEGEND

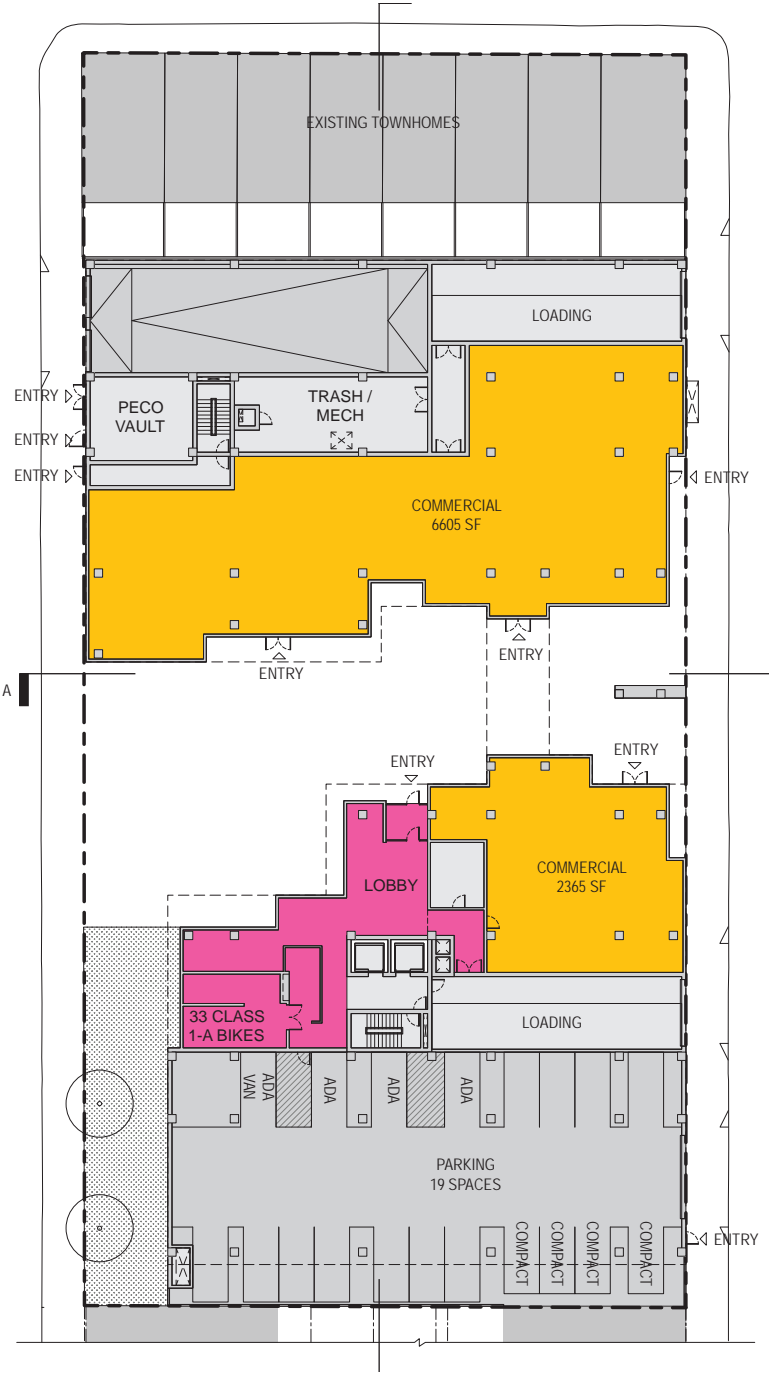
	STONE VENEER		TERRACOTTA TEXTURED		TERRACOTTA FLAT
	ANODIZED ALUMINUM		METAL PANEL		CONCRETE

FLOOR PLANS

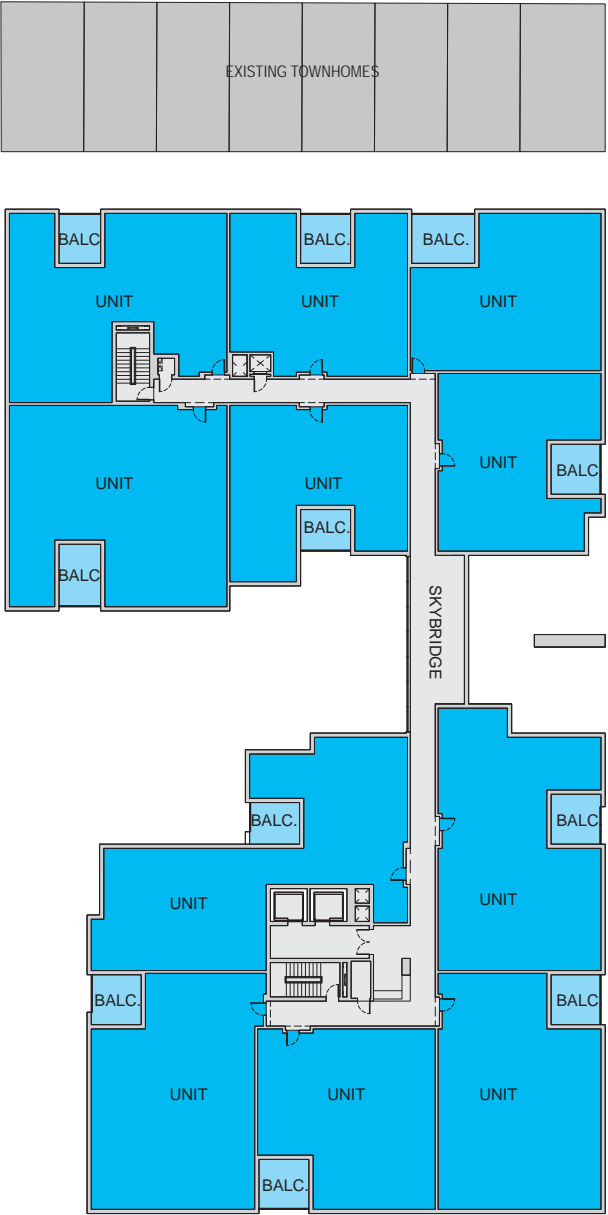
UNITS	76 @ 1200 - 2600 SF	TOTAL AREA	197,323 GSF
PARKING	89 SPACES	TOTAL RES AREA	160,679 SF
		COMMERCIAL	8,970 SF
		AMENITY	1,530 SF



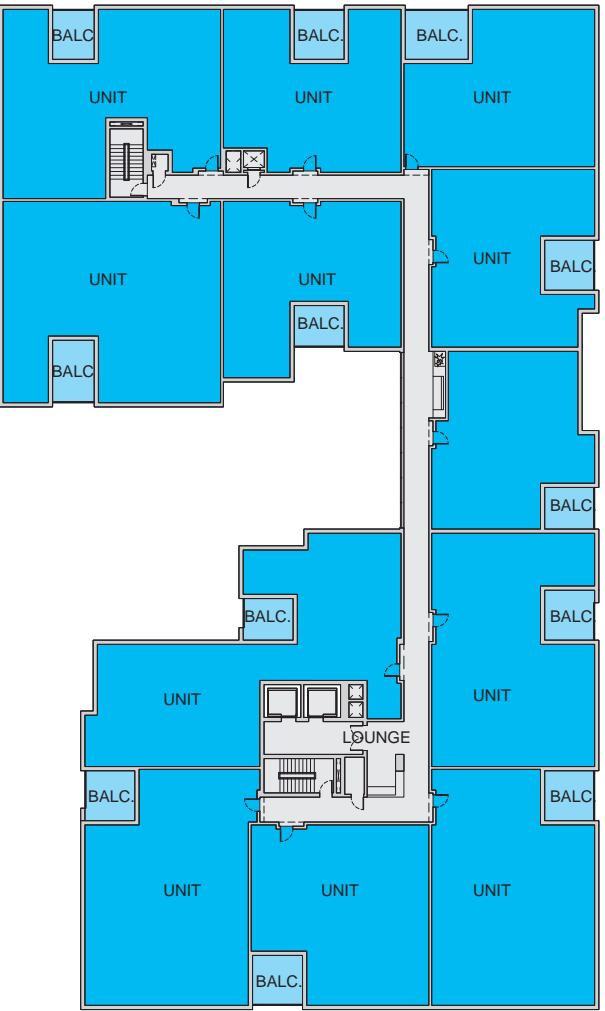
B



L1



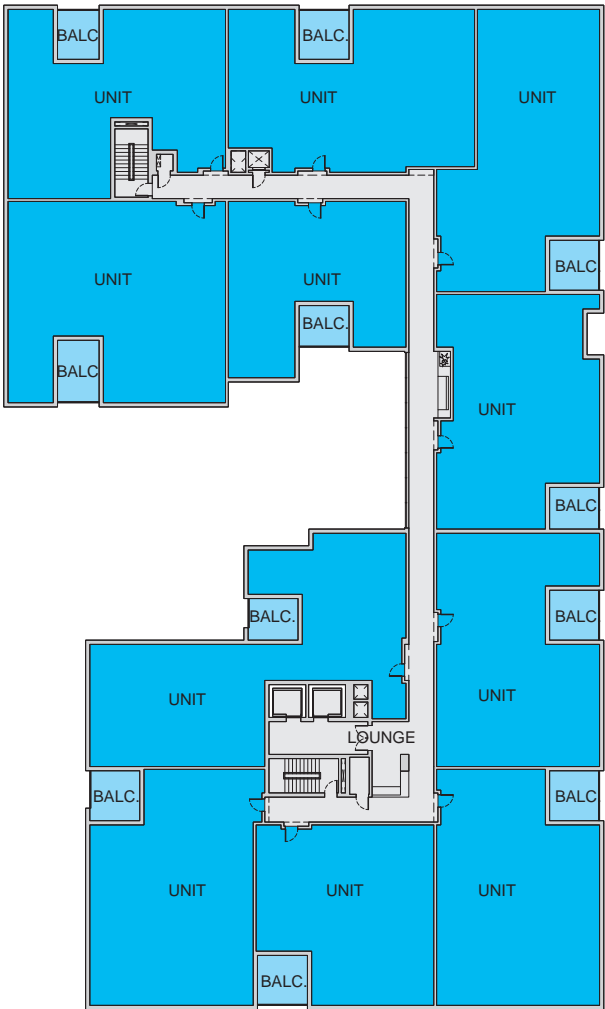
L2



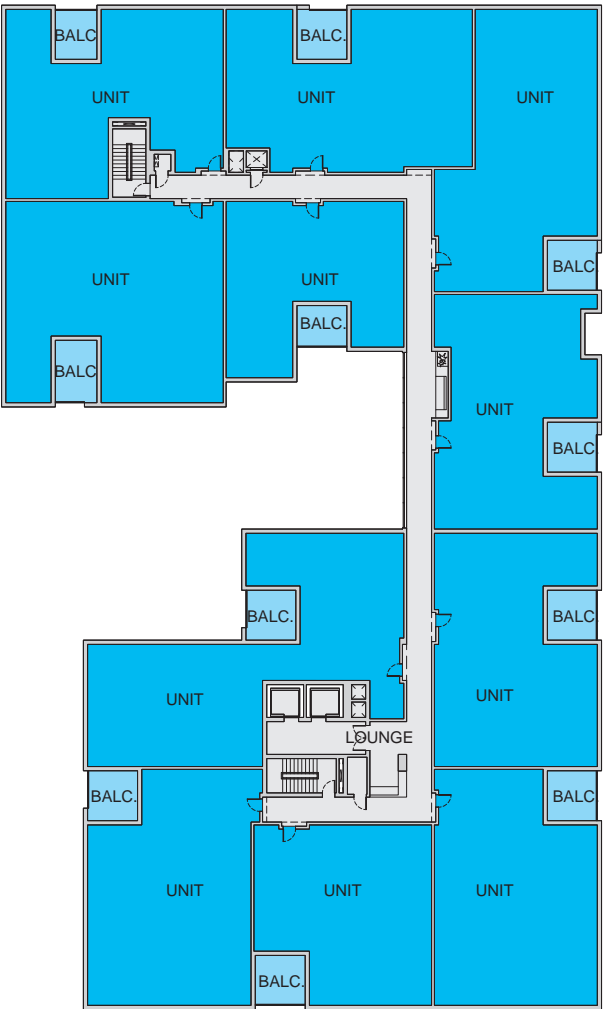
L3

FLOOR PLANS

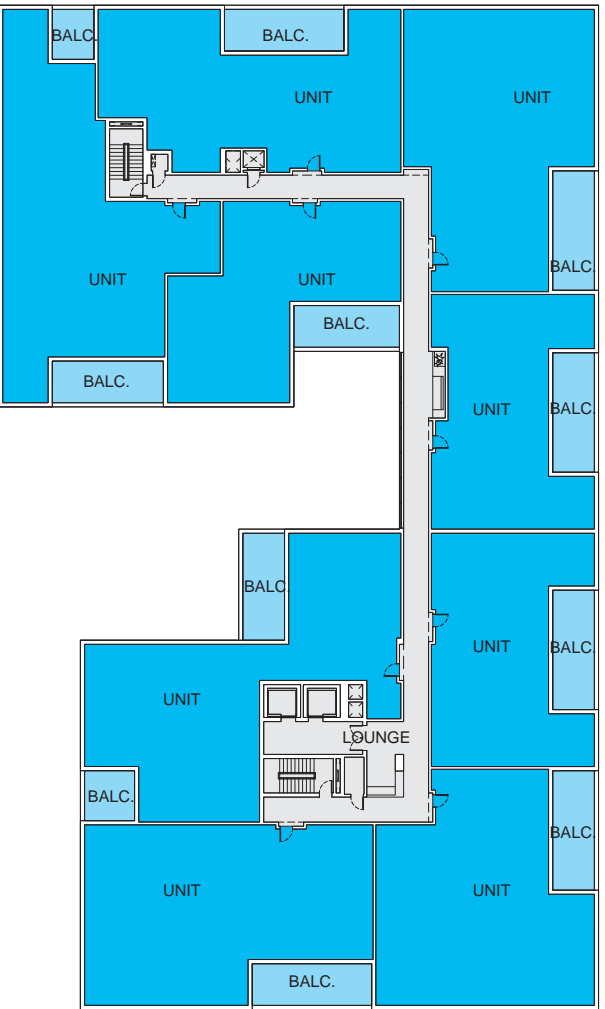
UNITS	76 @ 1200 - 2600 SF	TOTAL AREA	197,323 GSF
PARKING	89 SPACES	TOTAL RES AREA	160,679 SF
		COMMERCIAL	8,970 SF
		AMENITY	1,530 SF



L4

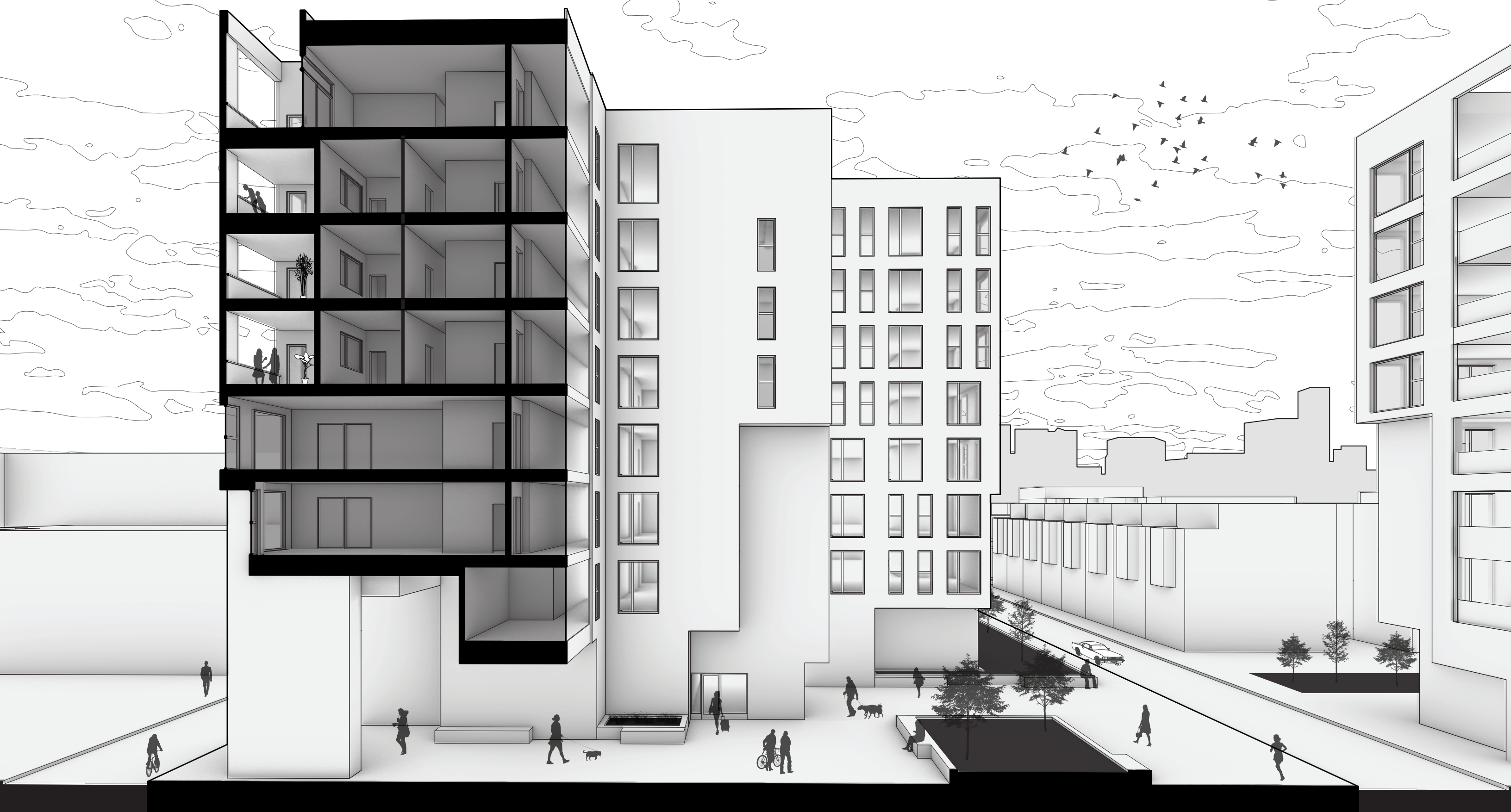


L5 - L7



L8

SITE SECTION 01



SITE SECTION 02



SHADOW STUDIES

9 AM

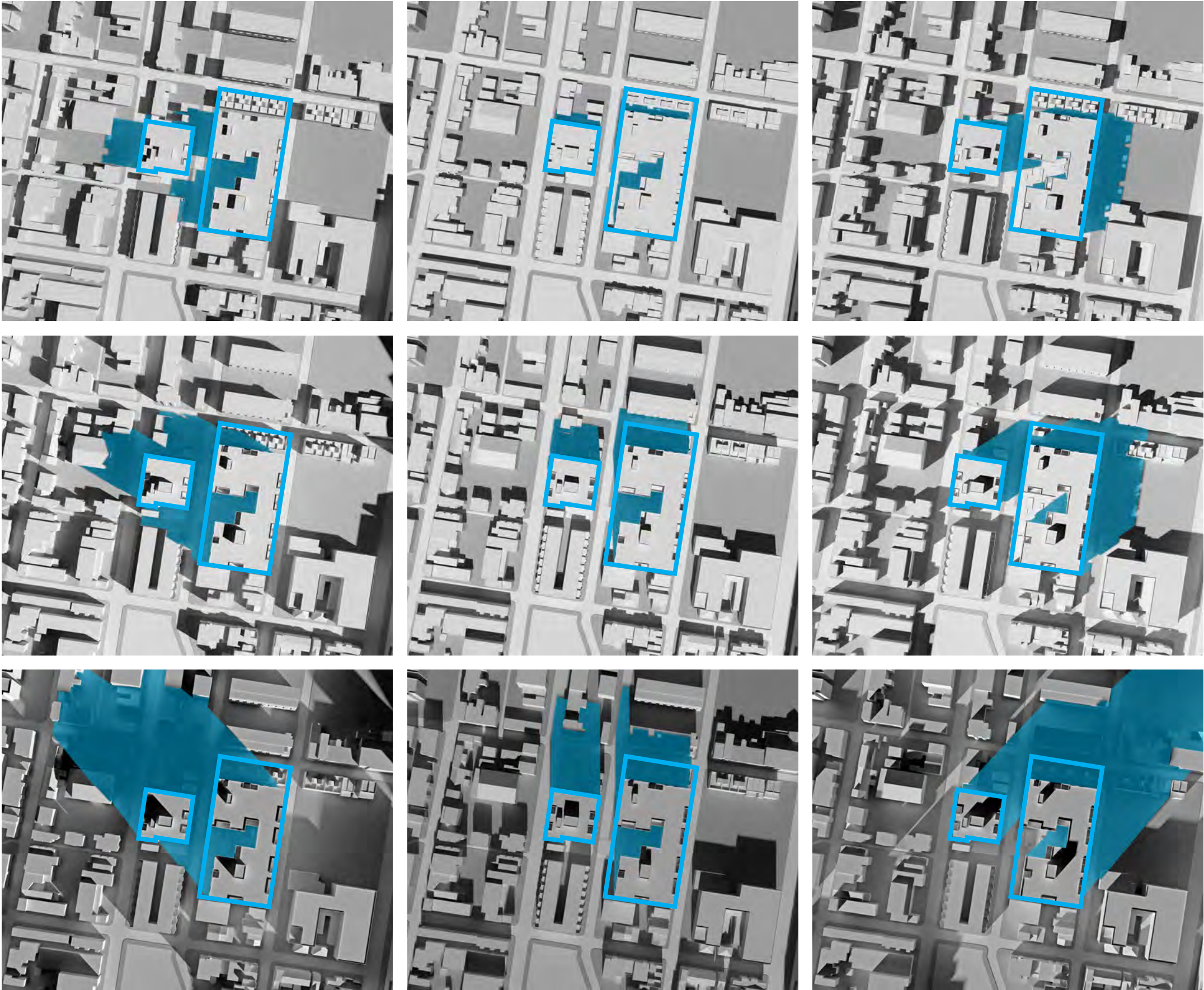
12 PM

3 PM

SUMMER

SPRING / FALL

WINTER



N BODINE ST





CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: [redacted]

What is the trigger causing the project to require CDR Review? Explain briefly.

The project contains more than 50 dwelling units and exceeds 50,000 SF of new gross floor area.

PROJECT LOCATION

Planning District: Central Council District: 1

Address: 1030 N American St
Philadelphia, PA 19123

Is this parcel within an Opportunity Zone? Yes No
If yes, is the project using Opportunity Zone Funding? Yes No

CONTACT INFORMATION

Applicant Name: Ronald Patterson Primary Phone: 215-569-4585

Email: rpatterson@klehr.com Address: 1835 Market Street Suite 1400
Philadelphia PA 19103

Property Owner: Liberties Walk Associates Developer: Liberties Walk Assocaites
Architect: Interface Studio Architects



SITE CONDITIONS

Site Area: 43411.6 SF

Existing Zoning: CMX-3 Are Zoning Variances required? Yes No X

Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
Residential (76 units): 160679 SF
Mech / Circulation: 26220 SF
Commercial: 9430 SF
Proposed # of Parking Units:
89 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: 8/31 Time: 6:30pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X

If yes, indicate the date hearing will be held:
Date:

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.
Location and Transportation		
(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.	The project is located within a ¼ mile walking distance from multiple bus stops and the Girard Ave trolley line.
(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.	All new parking at grade is predominantly under the building. The majority of spaces are located in a basement level garage.
(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.	The parking allocation meets the zoning requirement for plug-in electric vehicles.
(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. (If setback used, specify distance) ⁱ	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	This project will not incorporate a bike share station.

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.	The design will reduce watering requirements to at least 50% from the calculated baseline for the site’s peak watering month.
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.	A significant portion of the open space is over a structured parking. As a result, 24% of the site's open space is designed as vegetated/permeable.
(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	The project will meet PWD standards.
(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.	Shading will be provided by trees and the building structure to reduce the heat island effect for at least 50% of all on-site hardscapes.
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. ⁱⁱ	The project will pursue energy conservation compliance by following the performance path under ASHRAE 90.01-2016.
(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? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	The project will pursue a LEED rating and reduce energy consumption by 10% or more based on an established baseline using ASHRAE 90.1-2016 (LEED v4.1 metric).

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none">•Achieve certification in Energy Star for Multifamily New Construction (MFNC).•Achieve Passive House Certification	
(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. ^{iv}	Rooftop mechanical units conveying untreated and unfiltered outdoor air will utilize MERV 13 filters and will be installed prior to occupancy.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	This project will not produce renewable energy on-site.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	N/A

ⁱ 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.

ⁱⁱ 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>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1
For Energy Star: www.Energystar.gov
For Passive House, see www.phius.org

^{iv} 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



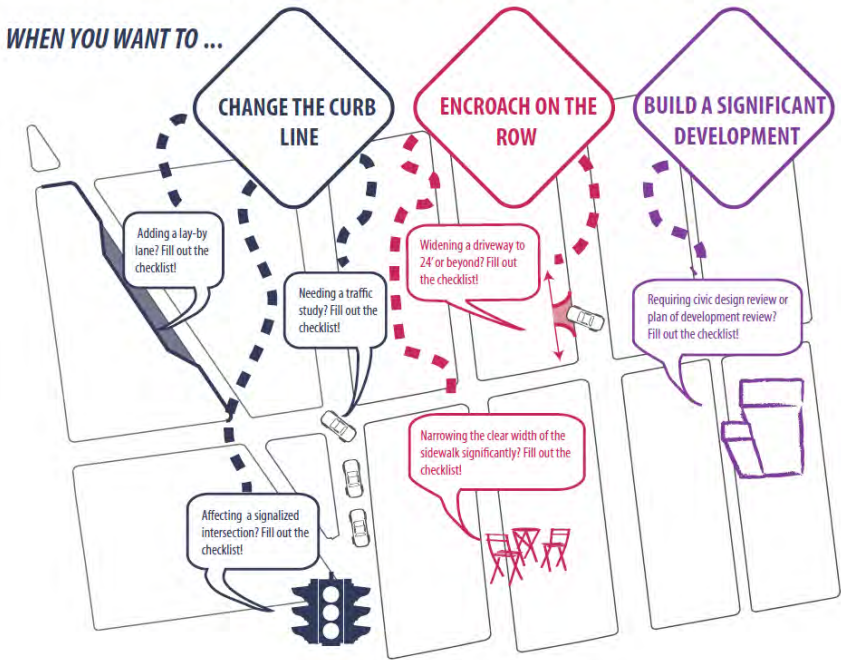
INSTRUCTIONS

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

Philadelphia City Planning Commission



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:
 - o Placing of a new street;
 - o Removal of an existing street;
 - o Changes to roadway grades, curb lines, or widths; or
 - o 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
 - o FULLY DIMENSIONED
 - o CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o PROPOSED TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o 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

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

Liberty Walk 2 - Proposed Mixed-Use Development
2. DATE

07/01/2020
3. APPLICANT NAME

Liberty Walk Associates, L.P.
5. PROJECT AREA: list precise street limits and scope

43,525 SF of site area. Surrounded by Bodine Street, George Street and American Street.
4. APPLICANT CONTACT INFORMATION

Ron Patterson, rpatterson@klehr.com, 215-569-4585
6. OWNER NAME

Liberty Walk Associates, L.P.
7. OWNER CONTACT INFORMATION

Ron Patterson, rpatterson@klehr.com, 215-569-4585
8. ENGINEER / ARCHITECT NAME

Cornelius Brown
9. ENGINEER / ARCHITECT CONTACT INFORMATION

cbrown@bohlereng.com 267-402-3400
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
Bodine St	Wildey St	George St	Local
American St	Wildey St	George St	Local

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: The redevelopment proposes a mixed use building with retail and parking on the ground floor, and residential in the floors above. The project will have pedestrian access points on Bodine St. and American St., and vehicle access points on American St.

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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
Bodine Street	10' / 10' / 10'	10' / 10'
American Street	10' / 10' / 10'	10' / 10'

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
Bodine Street	5' / 6.5' / 6.5'
American Street	5' / 6.5' / 6.5'

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.

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	29'	Bodine St
Curb Cut	27'	Bodine St
Curb Cut	29'	American St
Curb Cut	30'	American St

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	29'	Bodine St
Curb Cut	27'	Bodine St
Curb Cut	29'	American St
Curb Cut	30'	American St

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	24'	American St
Curb Cut	24'	American St
Curb Cut	24'	American St
Curb Cut	24'	Bodine St

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

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 ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: The proposed development will replace the sidewalks to provide safe and comfortable access for pedestrians

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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>Bodine Street</u>	<u>0' / 0'</u>
<u>American Street</u>	<u>0' / 0'</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>Bodine Street</u>	<u>3.5' / 3.5' / 3.5'</u>
<u>American Street</u>	<u>3.5' / 3.5' / 3.5'</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

YES

NO

N/A

YES

NO

N/A

YES

NO

N/A

YES

NO

N/A

YES

NO

N/A

19. Does the design avoid tripping hazards?

YES ☒ NO ☐ N/A ☐

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 ☐

DEPARTMENTAL APPROVAL

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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☐ NO☐ N/A☒

YES☐ NO☐
22. Does the design maintain adequate visibility for all roadway users at intersections?

YES☒ NO☐ N/A☐

YES☐ NO☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: Street furnishing zones will be maintained.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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>
- N/A
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
1030-40 N. American St	26	0 / 0	0 / 0	0 / 33

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☐

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

YES☒ NO☐ N/A☐

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

YES☒ NO☐ N/A☐
- DEPARTMENTAL APPROVAL

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐
- APPLICANT: Bicycle Component

Additional Explanation / Comments:
- DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:
- VII / 1030 N AMERICAN STREET / APPENDIX / COMPLETE STREETS CHECKLIST
- ISA

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input 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"/>	YES <input type="checkbox"/> NO <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"/>

There will be no change in accessibility, visibility, connectivity, and/or attractiveness of public transit

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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
N/A	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design?	SU - 40		DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
35. Will the public right-of-way be used for loading and unloading activities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
36. Does the design maintain emergency vehicle access?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
37. Where new streets are being developed, does the design connect and extend the street grid?	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
38. Does the design support multiple alternative routes to and from destinations as well as within the site?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

(1) http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

				DEPARTMENTAL APPROVAL
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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
N/A	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				DEPARTMENTAL APPROVAL
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 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 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 type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
If yes, City Plan Action may be required.				
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 type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input 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 type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input 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 checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input 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 checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

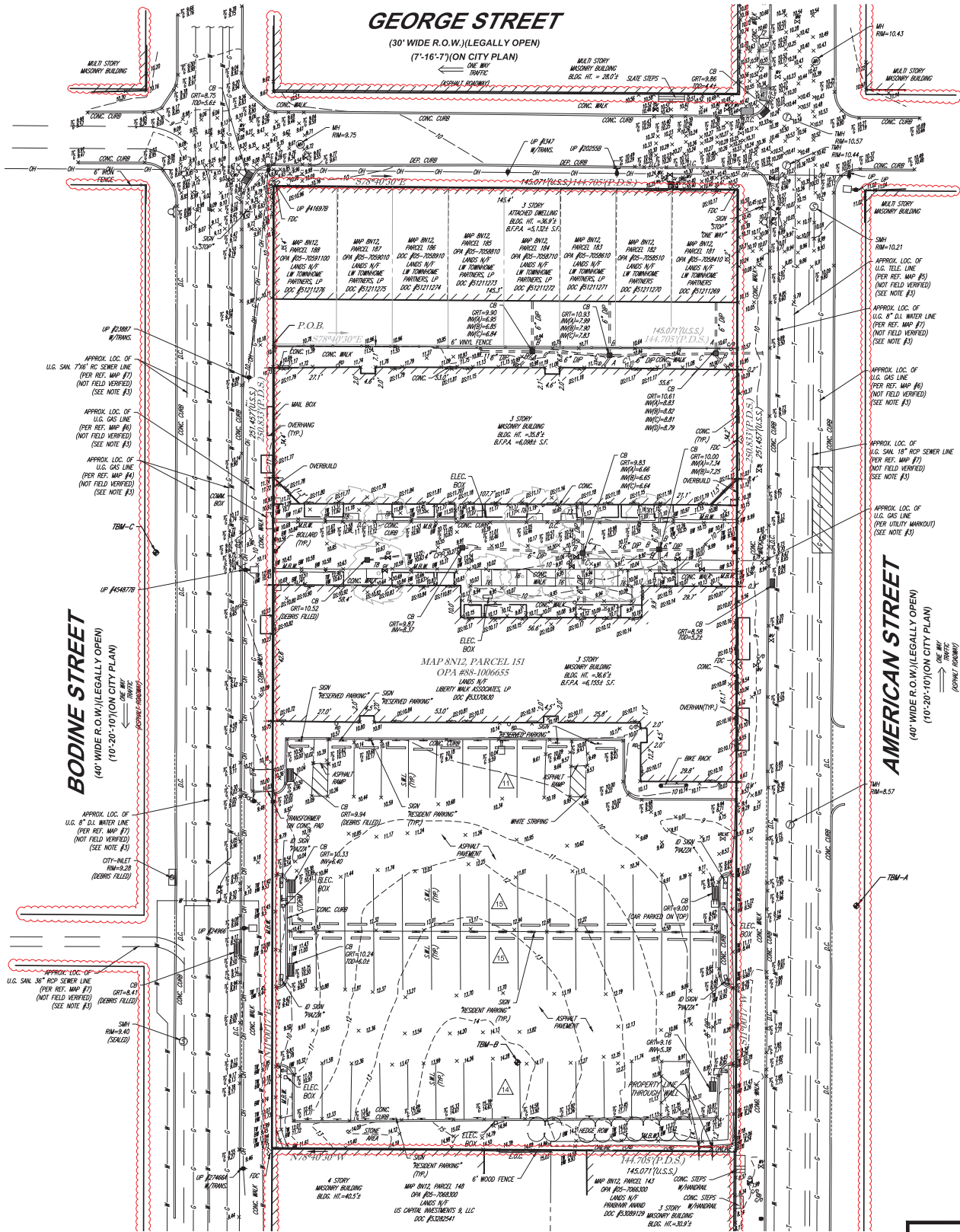
APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

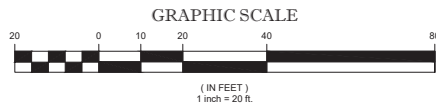
Additional Reviewer Comments: _____

LEGEND	
124	EXISTING CONTOUR
125	EXISTING SPOT ELEVATION
X 123.45	EXIST. TOP OF CURB ELEVATION
X G 122.95	EXIST. GUTTER ELEVATION
X TW 123.45	EXIST. TOP OF WALL ELEVATION
X BW 122.95	EXIST. BOTTOM OF WALL ELEVATION
X DS 123.45	EXIST. DOOR SILL ELEVATION
G	APPROX. LOC. UNDERGROUND GAS LINE
---	DEPRESSED CURB
HY	HYDRANT
WV	WATER VALVE
UV	UNKNOWN VALVE
GV	GAS VALVE
EM	ELECTRIC METER
DMH	DRAINAGE/STORM MANHOLE
TMH	TELEPHONE MANHOLE
UMH	UNKNOWN MANHOLE
C/O	CLEAN OUT
P	POST
V	VENT & NUMBER OF VENTS
UP	UTILITY POLE
SIGN	SIGN
BOLLARD	BOLLARD
U-BOLLARD	U-BOLLARD
AREA LIGHT	AREA LIGHT
CATCH BASIN OR INLET	CATCH BASIN OR INLET
DECIDUOUS TREE & TRUNK SIZE	DECIDUOUS TREE & TRUNK SIZE
PARKING SPACE COUNT	PARKING SPACE COUNT
A.G.	ABOVE GROUND
U.G.	UNDER GROUND
CL.F.	CHAIN LINK FENCE
D.C.	DEPRESSED CURB
E.O.C.	EDGE OF CONC.
E.O.P.	EDGE OF PAVEMENT
MC	METAL COVER
(TYP.)	TYPICAL
S.W.L.	SOLID WHITE LINE
S.Y.L.	SOLID YELLOW LINE
HT.	HEIGHT
BLDG.	BUILDING
B.F.P.A.	BUILDING FOOTPRINT AREA
N.K.P.	NO VISIBLE PIPE



UTILITIES:
THE FOLLOWING COMPANIES WERE NOTIFIED BY PENNSYLVANIA ONE CALL SYSTEM, INC. 1-800-242-1776) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST. SERIAL NUMBER(S): 20200792951

UTILITY COMPANY	PHONE NUMBER
AT & T	800-222-0400
COMCAST CABLEVISION	215-961-3800
MCI	800-888-0800
PECO	610-943-5522
PHILADELPHIA CITY WATER DEPT	215-685-6300
PHILADELPHIA DEPT OF STREETS	215-696-5503
PHILADELPHIA GAS WORKS	215-678-3000
VERIZON	215-963-6000
VICINITY	857-557-7800



THIS SURVEY HAS BEEN PERFORMED IN THE FIELD UNDER MY SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, BELIEF, AND INFORMATION, THAT THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENTLY ACCEPTED ACCURACY STANDARDS.

NOT VALID UNLESS SEALED IN RED INK

7/9/2020

DATE

JAMES ROBERT AIKEN II

PENNSYLVANIA PROFESSIONAL LAND SURVEYOR #ISU075233

- NOTES:
- PROPERTY KNOWN AS MAP BN12, PARCEL 151, OPA #88-1006655, AS IDENTIFIED ON THE TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
 - AREA (P.D.S.) = 36,296.8 S.F. OR 0.83326 AC.
AREA (U.S.S.) = 36,478.5 S.F. OR 0.83743 AC.
 - LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD, AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE AS-BUILT PLANS AND UTILITY MARKOUT DOES NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES. BEFORE ANY EXCAVATION IS TO BEGIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES. CONTROL POINT ASSOCIATES, INC. DOES NOT GUARANTEE THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED.
 - THIS PLAN IS BASED ON INFORMATION PROVIDED BY A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.
 - THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN.
 - THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.
 - ELEVATIONS ARE BASED UPON PHILADELPHIA CITY PLAN DATUM UTILIZING BENCHMARKS PROVIDED BY THE CITY OF PHILADELPHIA 5TH SURVEY DISTRICT.
- TEMPORARY BENCH MARKS SET:
TBM-A: MAG NAIL SET IN SIDEWALK
ELEVATION = 8.84
TBM-B: MAG NAIL SET PARKING LOT
ELEVATION = 14.25
TBM-C: MAG NAIL SET PARKING LOT
ELEVATION = 10.72
- PRIOR TO CONSTRUCTION IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT HE BENCHMARKS ILLUSTRATED ON THIS SKETCH HAVE NOT BEEN DISTURBED AND THEIR ELEVATIONS HAVE BEEN CONFIRMED. ANY CONFLICTS MUST BE REPORTED PRIOR TO CONSTRUCTION.
- BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER REF. MAP #2.
 - UNDERGROUND STORM SEWER AND SANITARY SEWER PIPES ARE DRAWN GRAPHICALLY ON THIS SURVEY AND SHOULD BE CONSIDERED APPROXIMATE. UNDERGROUND STORM AND SANITARY PIPES SHOULD BE VERIFIED INDEPENDENTLY AS TO THEIR LOCATION, SIZE AND TYPE BY THE CONTRACTOR OR DESIGN CONSULTANT PRIOR TO CONSTRUCTION.
 - THIS SURVEY IS PREPARED TO UNITED STATES STANDARD (U.S.S.), OTHER DISTANCES SHOWN ARE IN PHILADELPHIA DISTRICT STANDARD AND ARE MARKED (P.D.S.).
 - ENCROACHMENTS AND VAULTS, IF ANY, BELOW SURFACE NOT SHOWN HEREON.
 - THE CONVERSION FROM INCHES TO THE MORE PRECISE DECIMAL EXPRESSION MAY RESULT IN MINOR CHANGES IN THE SECOND AND THIRD DECIMAL PLACES, THESE ARE NOT ERRORS OR OVERSIGHTS BUT MORE PRECISE VALUES.
 - ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
 - PLAN IS MADE PER INSTRUCTION OF LIBERTY WALK ASSOCIATES, LP.
 - BUILDING DIMENSIONS SHOWN HEREON ARE MEASURED AT GROUND LEVEL OF BUILDING EXTERIOR.

- REFERENCES:
- MAP #33-324 OF THE OFFICIAL TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
 - MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM, FLOOD INSURANCE RATE MAP, CITY OF PHILADELPHIA, PHILADELPHIA COUNTY, PENNSYLVANIA, PANEL 184 OF 230", MAP NUMBER 4207570184H, MAP REVISED: NOVEMBER 18, 2016.
 - MAP ENTITLED "ALTA/ACSM LAND TITLE SURVEY OF LIBERTIES WALK BLOCK 1, 1030-40 NORTH AMERICAN STREET (FORMERLY KNOWN AS 1009-1041 N. BOODINE STREET), SITUATE 5TH WARD, PHILADELPHIA, PENNSYLVANIA", PREPARED BY TEI CONSULTING ENGINEERS, INC., DATED 5-9-2005, REVISED 4-30-2018.
 - UTILITY COMPILATION MAPS OBTAINED FROM THE CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS
 - MAPS SHOWING THE LOCATION OF UNDERGROUND TELEPHONE FACILITIES PROVIDED BY VERIZON.
 - MAP OBTAINED FROM PHILADELPHIA GAS WORKS PGW #M5-8.
 - MAPS OBTAINED FROM THE PHILADELPHIA WATER DEPARTMENT PWD #149343, PWD #197781, PWD #287401, PWD #312567 & PWD #405901.

2	REVISED PER SURVEY DISTRICT COMMENTS	N/A	J.A.A.	J.R.A.	7/9/2020
1	REVISED PER CITY VERTICAL DATUM	N/A	B.L.M.	J.A.A.	6-19-2020
No.	DESCRIPTION OF REVISION	FIELD CREW	DRAWN	APPROVED	DATE
FIELD DATE	4-22-2020	BOUNDARY & TOPOGRAPHIC SURVEY			
FIELD BOOK NO.	20-02	LIBERTY WALK ASSOCIATES, LP			
FIELD BOOK PG.	9-12	1030-1040 N. AMERICAN STREET			
FIELD CREW	R.T.	MAP BN12, PARCEL 151, OPA #88-1006655			
DRAWN:	P.V.	CITY AND COUNTY OF PHILADELPHIA, 5TH WARD			
REVIEWED:	N.F.B.	COMMONWEALTH OF PENNSYLVANIA			
APPROVED:	J.A.A./J.R.A.	CONTROL POINT ASSOCIATES, INC.			
DATE	5/8/2020	NEW BRITAIN CORPORATE CENTER			
SCALE	1"=20'	1600 MANOR DRIVE, SUITE 210			
FILE NO.	02-200076	CHALFONT, PA 19004			
DWG. NO.	1 OF 1	215.712.9800-215.712.9802 FAX			
		WWW.CPAASSOCIATES.COM			
		MT. LAUREL, NJ 08058-0099			
		MANHATTAN, NY 10017-3011			
		LONG BEACH, NY 11561-3604			
		SOUTH BRIDGEFORD, MA 01565-5000			



CITY OF PHILADELPHIA

CIVIC DESIGN RESPONSE FORM

APPLICATION #: ZP-2020-003505C

ADDRESS: 1030 N AMERICAN ST

APPLICANT: RONALD PATTERSON, DBA

AS REQUIRED BY 14-304 (3) (e) (.1) FOR REZONING OF ANY LAND IN CERTAIN MASTER PLAN DISTRICTS AS WELL AS TABLE 14-304-2 (CIVIC DESIGN REVIEW TRIGGERS, IDENTIFIED BELOW) OF THE PHILADELPHIA ZONING CODE, THE ABOVE REFERENCED PROPERTY REQUIRES CIVIC DESIGN REVIEW FOR THE FOLLOWING REASON(S):

THE PROPERTY:THE PROPERTY AFFECTED:THE APPLICATION:

THE APPLICANT'S PROPERTY IS LOCATED IN ANY DISTRICT, EXCEPT AS PROVIDED IN 14-304 (5)(b)(.1)(.a)(.i)

AND REGARDLESS WHETHER THERE IS ANY AFFECTED PROPERTY

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1) INCLUDES MORE THAN 100,000 SQUARE FEET OF NEW GROSS FLOOR AREA

2) INCLUDES MORE THAN 100 NEW DWELLING UNITS

THE APPLICANT'S PROPERTY IS LOCATED IN A COMMERCIAL, INDUSTRIAL, OR SPECIAL PURPOSE DISTRICT

AND THE PROPERTY AFFECTS: PROPERTY IN ANY RM OR RMX DISTRICT

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1) INCLUDES MORE THAN 50,000 SQUARE FEET OF NEW GROSS FLOOR AREA

2) INCLUDES MORE THAN 50 NEW DWELLING UNITS

3) INCLUDES BUILDINGS THAT ARE MORE THAN 20 FEET TALLER THAN MAXIMUM PERMITTED HEIGHT OF AN AFFECTED RM- OR RMX-ZONED LOT.

THE APPLICANT'S PROPERTY IS LOCATED IN AN RM, RMX, COMMERCIAL, INDUSTRIAL, OR SPECIAL PURPOSE DISTRICT

AND THE PROPERTY AFFECTS: PROPERTY IN ANY RSD, RSA, OR RTA DISTRICT

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1) INCLUDES MORE THAN 25,000 SQUARE FEET OF NEW GROSS FLOOR AREA

2) INCLUDES MORE THAN 25 NEW DWELLING UNITS

3) INCLUDES BUILDINGS THAT ARE MORE THAN 20 FEET TALLER THAN MAXIMUM PERMITTED HEIGHT OF AN AFFECTED RSD-, RSA-, OR RTA-ZONED LOT.

Examiner's Signature:

Examiner's Phone: (215) 686 - 2494

Date: 7/21/2020

Civic Design focuses on reviewing the impact of building and site design on the public realm, particularly streets, sidewalks, trails, public parks and open spaces. Please note that all Civic Design Review recommendations are advisory; The Zoning Board and Planning Commission are not required to abide by the Civic Design Review Committee's recommendations.

The Civic Design Review Committee is located at:
One Parkway, 13th floor
1515 Arch Street, Philadelphia, PA, 19102.
Please contact (215) 683-4615 for more information.