

# 1106 SPRING GARDEN STREET

ARCHITECT: VARENHORST

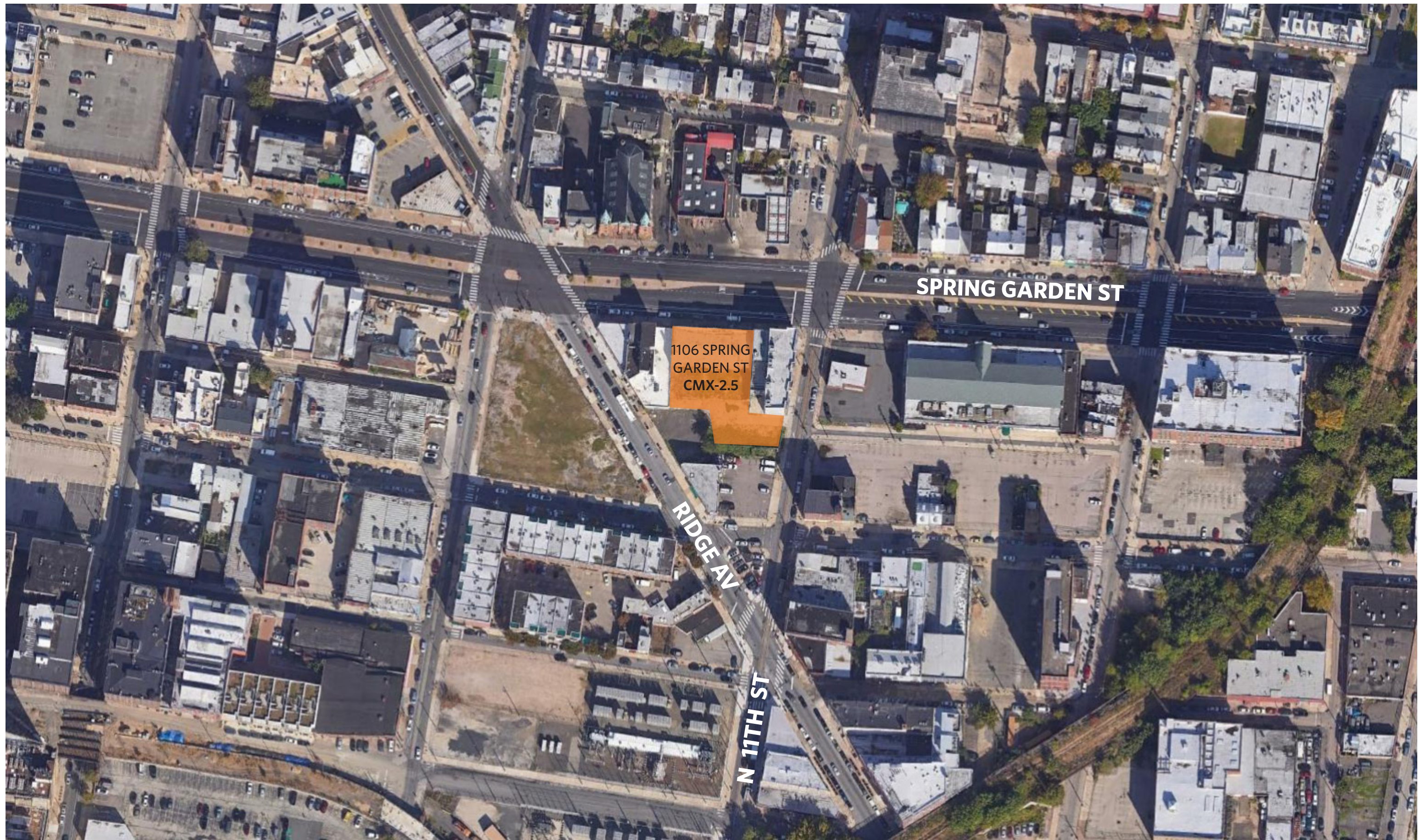
230 North 21st Street  
Philadelphia, PA 19103  
215.940.0855  
[www.varenhorst.com](http://www.varenhorst.com)

10 AUGUST 2021









1106 SPRING GARDEN STREET

LOCATION MAP

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SPRING GARDEN STREET - LOOKING SOUTH



SPRING GARDEN STREET - LOOKING EAST





NORTH 11TH STREET - LOOKING WEST



NORTH 11TH STREET - LOOKING NORTH



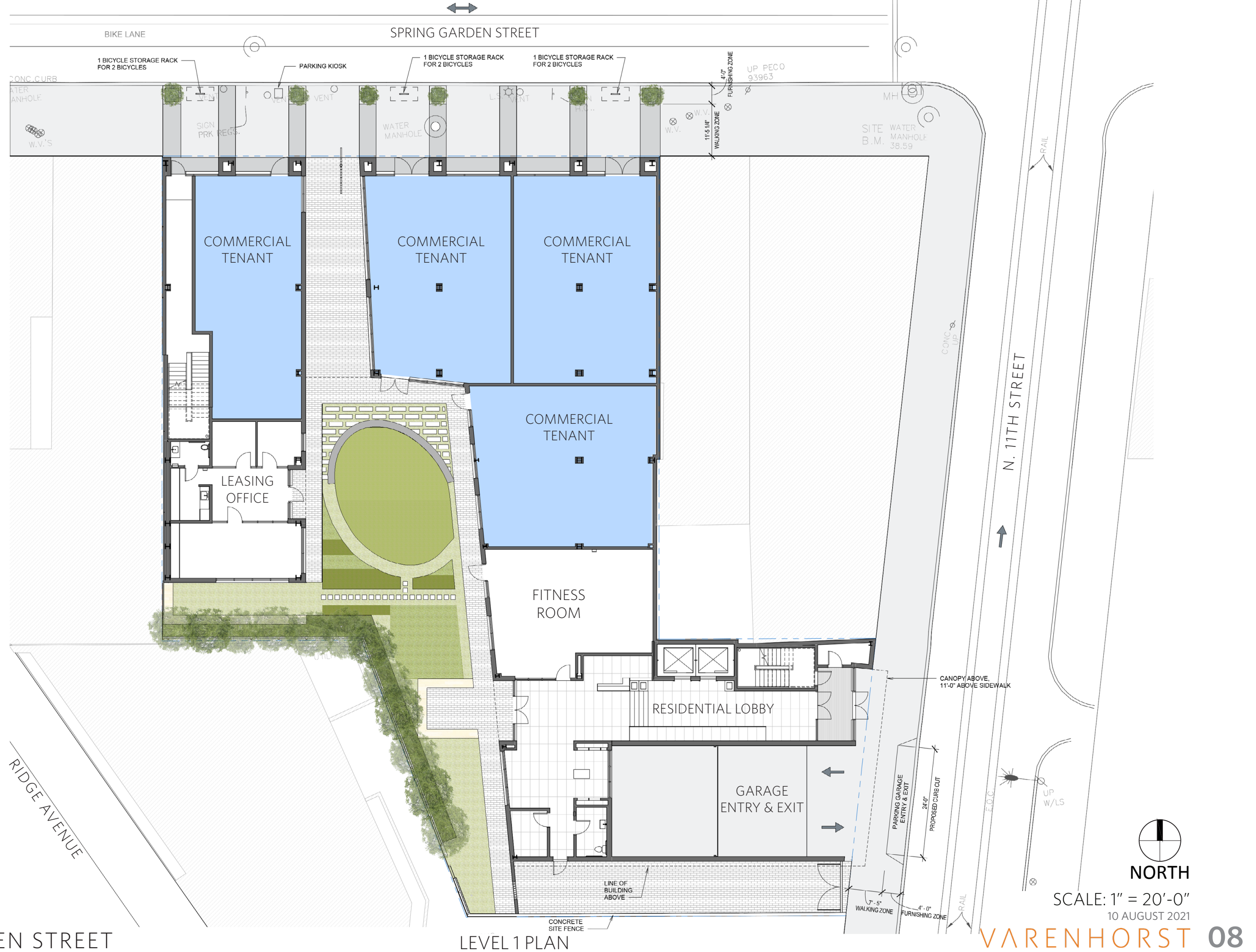






BELOW GRADE PARKING PLAN









1106 SPRING GARDEN STREET

TYPICAL RESIDENTIAL PLAN, LEVELS 2-6



NORTH

SCALE: 1" = 20'-0"

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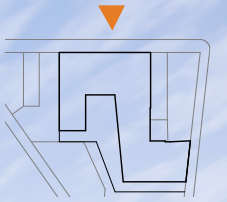
VARENHORST 09



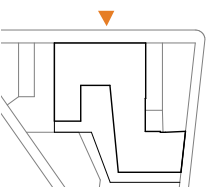
SPRING GARDEN STREET



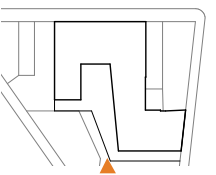












1106 SPRING GARDEN STREET

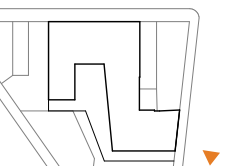
AERIAL VIEW FROM SOUTH





1106 SPRING GARDEN STREET

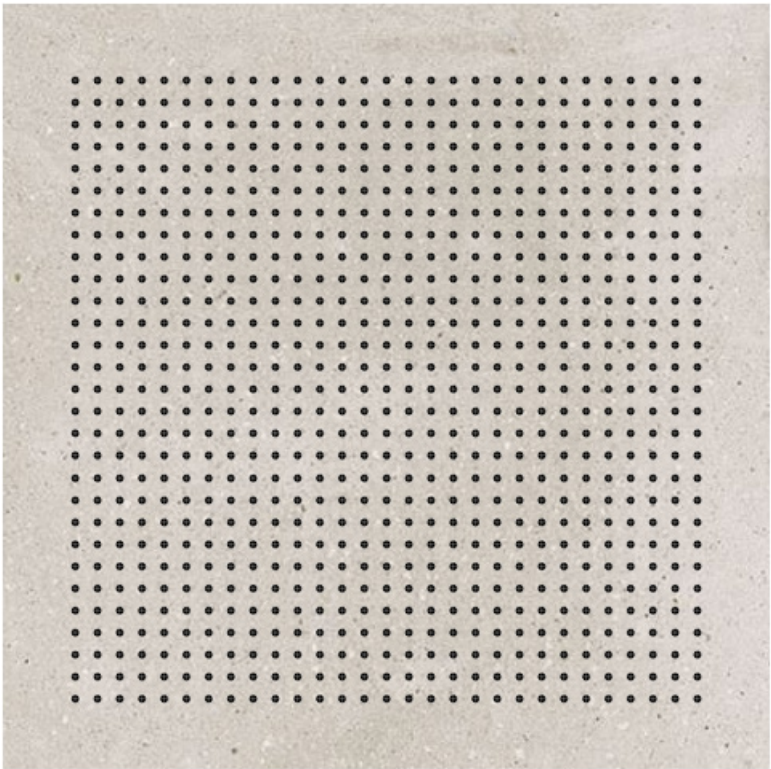
VIEW FROM NORTH 11TH STREET







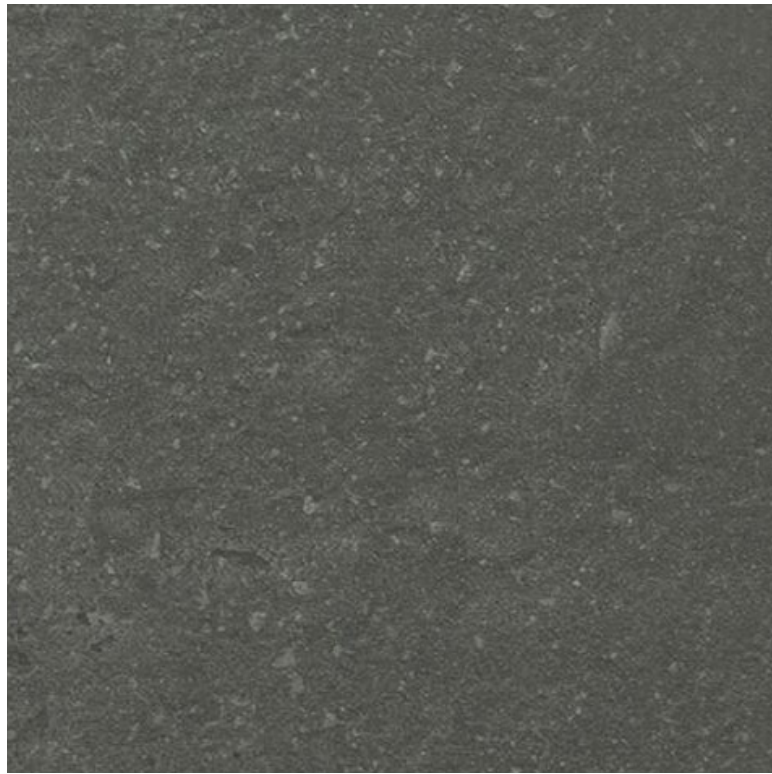
**PORC 1** PORCELAIN PANEL



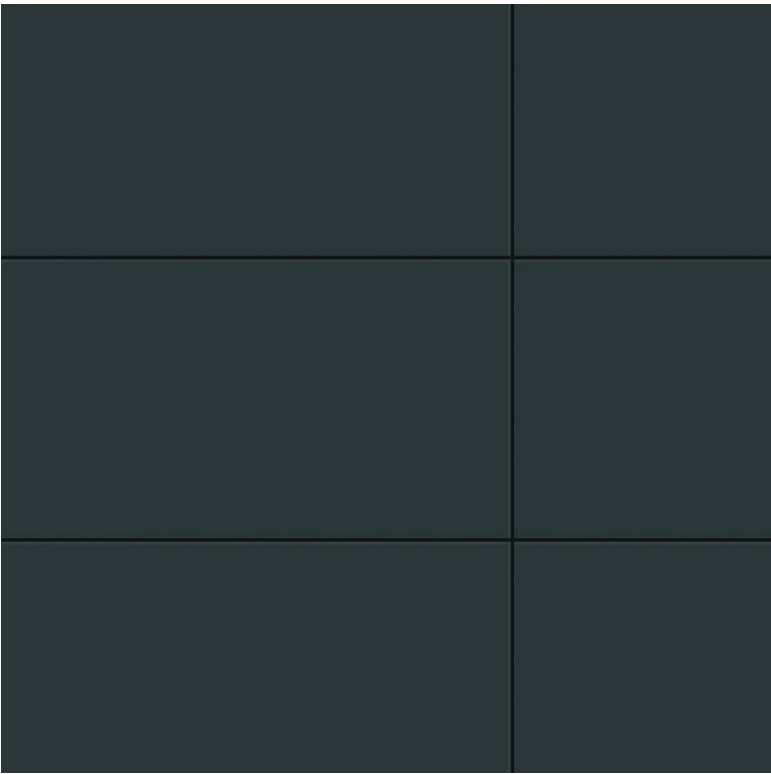
**PERF** PERFORATED PORCELAIN PANEL



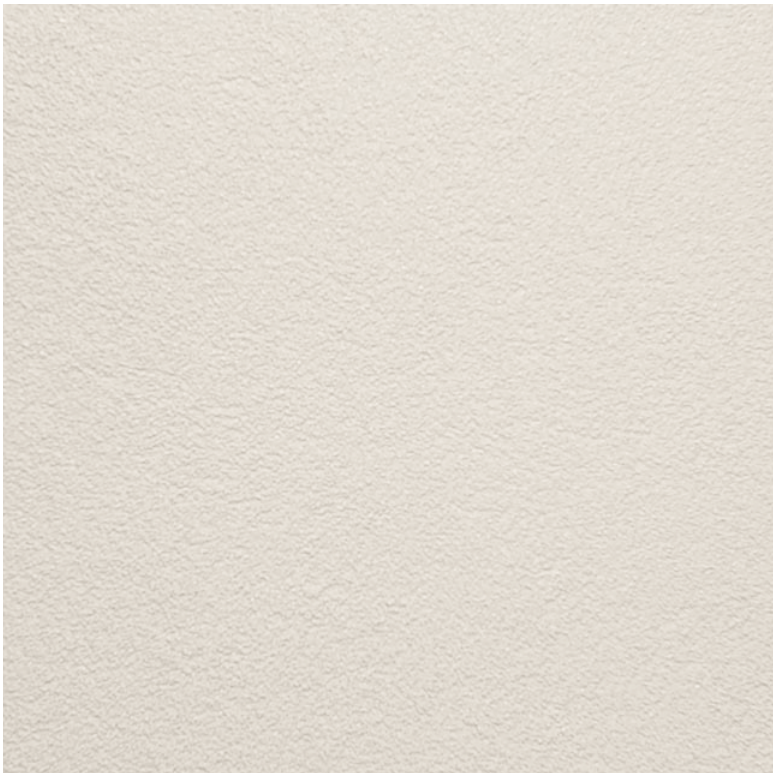
**GL** DARK FRAME GLAZING



**PORC 2** DARK PORCELAIN PANEL



**MTL** DARK ALUMINUM PANEL



**STUC** SYNTHETIC STUCCO

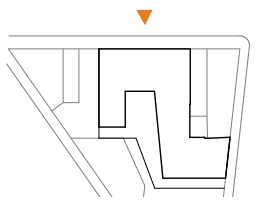




NORTH 11TH ST

ROOF LEVEL	101'-4 1/4"
LEVEL 6	91'-6 1/4"
LEVEL 5	81'-8 1/4"
LEVEL 4	71'-10 1/4"
LEVEL 3	62'-0 1/4"
LEVEL 2	52'-2 1/4"
LEVEL 1	39'-9"

61'-7 1/4"



SCALE: 1" = 20'-0"  
10 AUGUST 2021

1106 SPRING GARDEN STREET

NORTH ELEVATION AT SPRING GARDEN STREET

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1106 SPRING GARDEN STREET

EAST ELEVATION AT N 11TH STREET





1106 SPRING GARDEN STREET

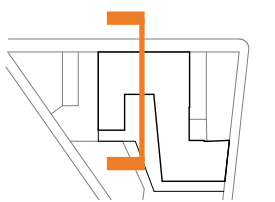
SOUTH ELEVATION





1106 SPRING GARDEN STREET

NORTH-SOUTH SECTION - LOOKING EAST



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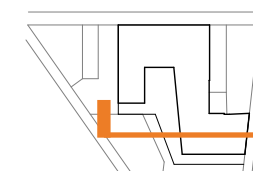
VARENHORST 19





1106 SPRING GARDEN STREET

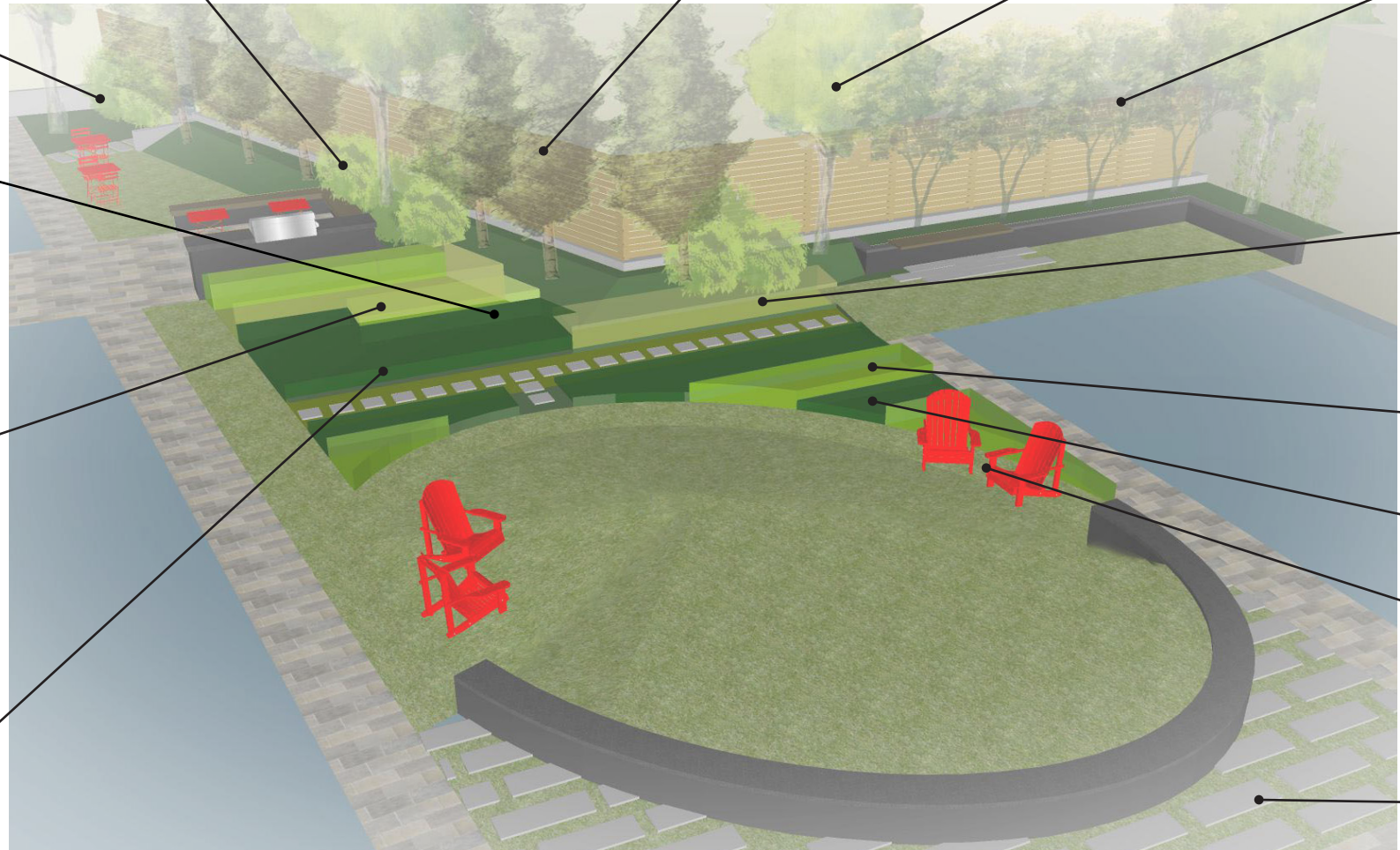
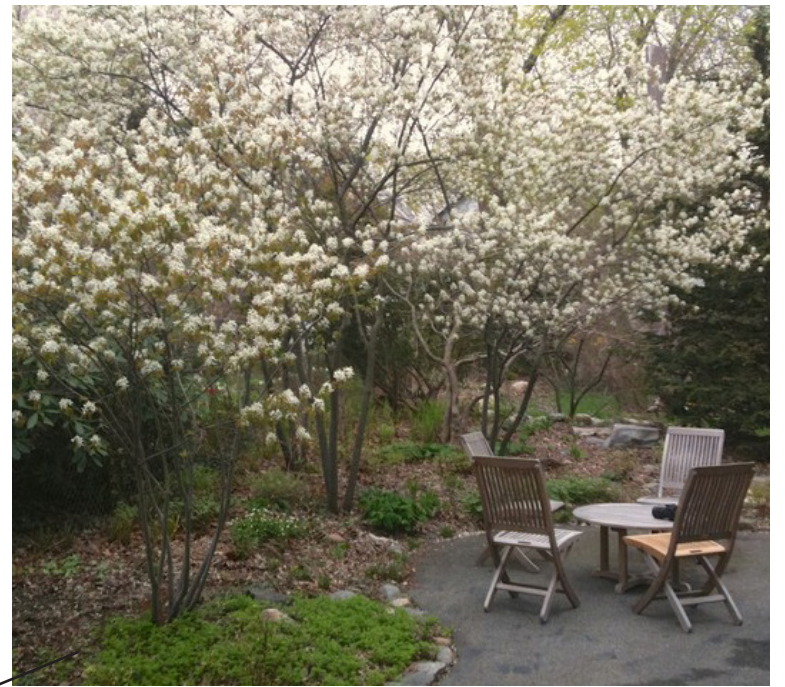
EAST WEST SECTION - LOOKING NORTH



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Clockwise from bottom left: Pennsylvania sedge (perennial); Threadleaf bluestar (perennial); Bulbs and accent perennials, grouped throughout plan (ornamental Allium, species tulip, Carthusian pink); Chokeberry "Lowscape Hedger" (deciduous shrub); Cherry Laurel "Schipps" (evergreen shrub); Sweetbay Magnolia australis (semi-evergreen small tree), American Hornbeam (deciduous small tree), multistem Serviceberry (deciduous small tree); Prairie dropseed (grass); Coral Bells (perennials); Pavers in turf; Defined edge of turf

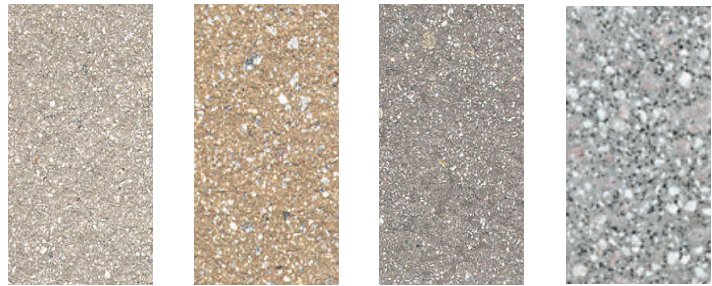




CIP CONCRETE WALL WITH INTEGRAL COLOR



BASALT CAP



CONCRETE PAVERS: SUBTLE BLEND, LIGHT IN COLOR  
BLEND OF THREE COLORS; COLORS TO BE CHOSEN  
BY DESIGN TEAM FROM PHYSICAL SAMPLES



PATH - RUNNING BOND, SMALL FORMAT

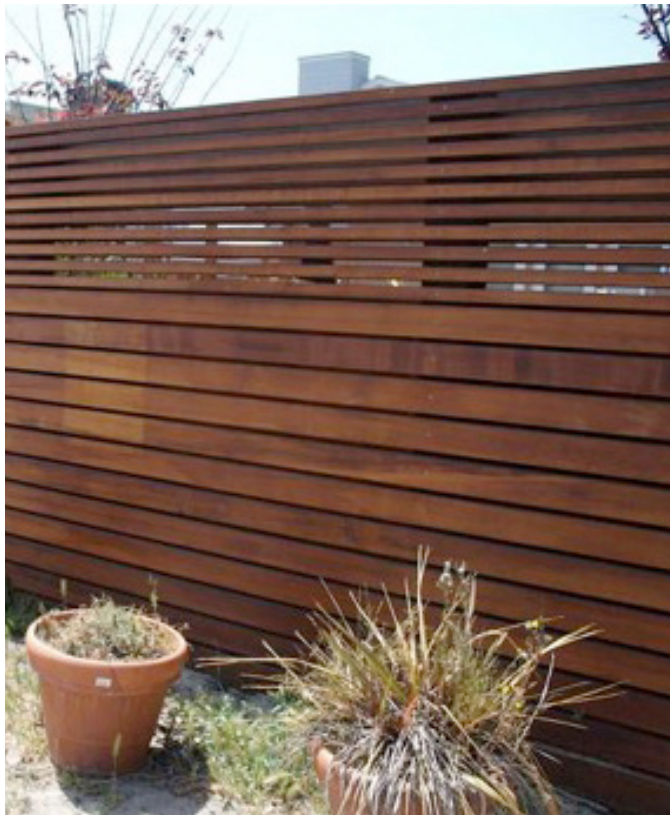


BREEZEWAY/PATIO - RUNNING BOND, LARGE-FORMAT



PAVERS WITH PLANTED JOINTS





WOOD SCREEN FENCE IN COURTYARD  
THERMALLY-TREATED NATIVE HARDWOOD



GARBAGE RECEPTACLE



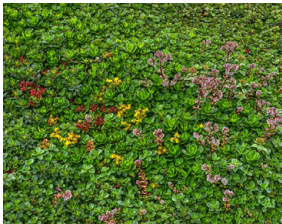
MOVABLE FURNITURE IN COURTYARD



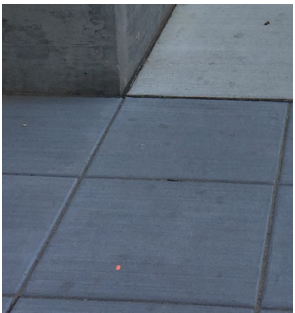
STREETSCAPE PLANTER  
FIBERGLASS OR LIGHTWEIGHT  
GFRG CONCRETE PLANTERS WITH  
MATTE METAL FINISH



HEAT-TOLERANT CULTIVAR OF BIRCH (DE-  
CIDUOUS TREE) WITH BULBS (ORNAMENTAL  
ALLIUMS) AND SEDUM UNDERSTORY; ANNU-  
ALS IN SPRING AND FALL



STREETSCAPE BIKE RACK  
STANDARD "U"





COLORED CONCRETE







	CITY OF PHILADELPHIA		
	CIVIC DESIGN RESPONSE FORM		
APPLICATION #: ZP-2021-005586	ADDRESS: 1106-14 SPRING GARDEN ST.	APPLICANT: Dan Ciolino	
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):			
<u>THE PROPERTY:</u>	<u>THE PROPERTY AFFECTED:</u>	<u>THE APPLICATION:</u>	
THE APPLICANT'S PROPERTY IS LOCATED IN <u>ANY DISTRICT</u> , EXCEPT AS PROVIDED IN 14-304 (5)(b)(.1)	<u>AND REGARDLESS WHETHER THERE IS ANY AFFECTED PROPERTY</u>	<input type="checkbox"/>	1) INCLUDES MORE THAN 100,000 SQUARE FEET OF NEW GROSS FLOOR AREA, EXCLUDING ANY FLOOR AREA WITHIN AN EXISTING STRUCTURE.
		<input type="checkbox"/>	2) INCLUDES MORE THAN 100 ADDITIONAL DWELLING UNITS, EXCLUDING ANY DWELLING UNITS WITHIN AN EXISTING STRUCTURE.
THE APPLICANT'S PROPERTY IS LOCATED IN <u>ANY DISTRICT</u> EXCEPT AS PROVIDED IN 14-304(5)(b)(.1)	<u>AND THE PROPERTY AFFECTS: PROPERTY IN ANY RESIDENTIAL DISTRICT AS DEFINED BY 14-304(5)(b)(.2)</u>	<input checked="" type="checkbox"/>	1) INCLUDES MORE THAN 50,000 SQUARE FEET OF NEW GROSS FLOOR AREA, EXCLUDING ANY FLOOR AREA WITHIN AN EXISTING STRUCTURE.
		<input checked="" type="checkbox"/>	2) INCLUDES MORE THAN 50 ADDITIONAL DWELLING UNITS, EXCLUDING ANY DWELLING UNITS WITHIN AN EXISTING STRUCTURE.
Examiner's Signature: 	Examiner's Phone: (215) 686 - 2770	Date: 7.22.2021	
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.			



## 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:** **ZP-2021-005586**

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

The proposed project is in a CMX-2.5 zoning district and location within 200 ft of a residential  
district and proposes more than 50 dwelling units.

### PROJECT LOCATION

**Planning District:** Central **Council District:** 1

**Address:** 1106-14 Spring Garden Street  
Philadelphia, PA 19123

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

### CONTACT INFORMATION

**Applicant Name:** Varenhorst, PC **Primary Pho** 215-940-1151

**Email:** [dan@varenhorst.com](mailto:dan@varenhorst.com) **Address:** 230 North 21st Street, Philadelphia, PA 19103

**Property Owner:** Mapleville, LLC **Developer** Mapleville, LLC

**Architect:** Stephen Varenhorst, AIA

### SITE CONDITIONS

**Site Area:** 17,543.15 SF

**Existing Zoning:** CMX-2.5 **Are Zoning Variances required?** Yes ☐ No ☒

#### Proposed Use:

*Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):*

Underground Parking: 16,550 SF, Commercial Tenant Spaces: 5,509 SF, Supporting Residential Spaces: 5,208 SF

79 Dwelling Units: 63,870 SF

Total Gross Floor Area: 74,587 SF

*Proposed # of Parking Units:* 27

### COMMUNITY MEETING

**Community meeting held:** Yes ☐ No ☒

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:

**Date:** 8/10/21 **Time:** 6pm

### ZONING BOARD OF ADJUSTMENT HEARING

**ZBA hearing scheduled:** Yes ☐ No ☐ NA ☒

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.	Yes, the residential lobby is approximately 132 ft from an existing bus stop at Spring Garden and North 11th Streets.
(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, 100% of the proposed parking is located underground.
(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
(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) <sup>i</sup>	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	A bike share station is not proposed. There are 3 station nearby: 9th & Spring Garden: 1,105 ft 12th & Callowhill: 1,200 ft Broad & Spring Garden: 1,466 ft

Water Efficiency		This project reduces watering requirements by more than 50% from the calculated baseline for the site. The landscaped area within the property line is approximately 17,200 sf, including the green roof. Only the vegetation in the courtyard (approximately 3,600 sf, or 21% of the total landscaped area) will be irrigated. To minimize outdoor water use in the courtyard area, a drip irrigation system will be used, and an irrigation controller that meets EPA "Watersense" requirements will be specified.
(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.	
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.	The green roof is 52% of the lot area. The vegetated and pervious open space is 87% of the open area.
(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 provides stormwater management per PWD requirements and has conceptual approval. The project does not manage additional runoff areas from adjacent properties or streets.
(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.	Hardscaping within the courtyard is shaded by the balconies above.
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>	The project will comply with the 2018 International Energy Conservation Code.
(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> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No.



	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •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. <sup>iv</sup>	N/A
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	The project will provide photovoltaic cells on the roof to power the common area's lighting and hvac. It will generate approximately 12% of the building's energy usage.
Innovation		
(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



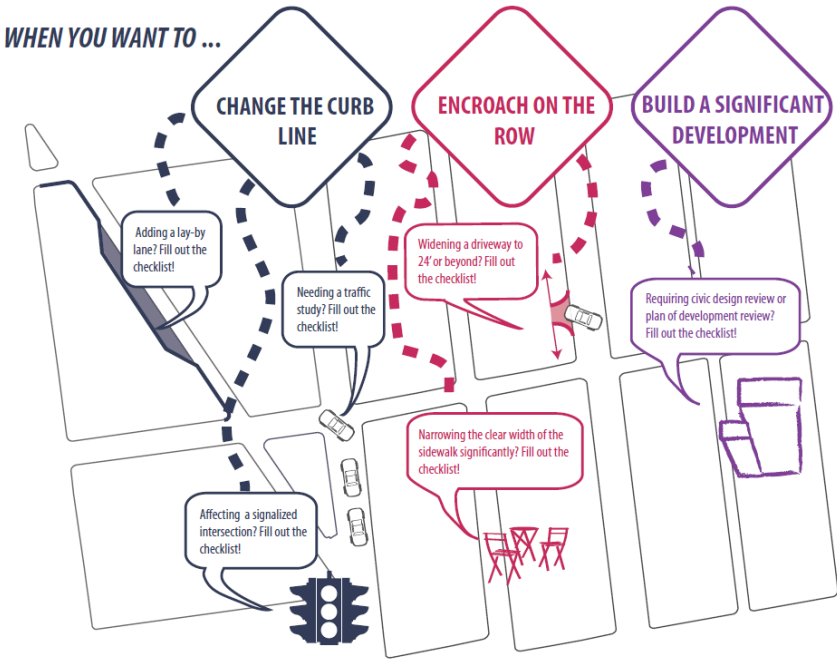
INSTRUCTIONS

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

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-swailes 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

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

1106 Spring Garden
2. DATE

8/10/21
3. APPLICANT NAME

Varenhorst, PC
4. APPLICANT CONTACT INFORMATION

230 North 21st Street  
Philadelphia, PA 19103  
215-940-0855  
dan@varenhorst.com
5. PROJECT AREA: list precise street limits and scope

1106-14 Spring Garden Street is bound by Spring Garden Street and N. 11<sup>th</sup> Street. Site area is 17,543.15 sf
6. OWNER NAME

Mapleville, LLC
7. OWNER CONTACT INFORMATION

161 East Hunting Park Ave  
Philadelphia, PA 19124  
267-226-7606
8. ENGINEER / ARCHITECT NAME

Varenhorst, PC
9. ENGINEER / ARCHITECT CONTACT INFORMATION

230 North 21st Street  
Philadelphia, PA 19103
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
Spring Garden Street	N. 11 <sup>th</sup> Street	Ridge Ave.	Urban Arterial
N. 11 <sup>th</sup> Street	Spring Garden Street	Buttonwood Street	City Neighborhood

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 ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: General Project Information

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

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
Spring Garden Street	12' / 16' / 16'	16' / 16'
N. 11 <sup>th</sup> Street	12' / 12' / 12'	12' / 12'
_____	____ / ____ / ____	____ / ____
=====	=====	=====

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
Spring Garden Street	6' / 12' / 12'
N. 11 <sup>th</sup> Street	6' / 8' / 7'-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.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway (Curb Cut)	13'-10"	N. 11 <sup>th</sup> Street
_____	_____	_____
_____	_____	_____
=====	=====	=====

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway (Curb Cut)	24'	N. 11 <sup>th</sup> Street
_____	_____	_____
_____	_____	_____
=====	=====	=====

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: \_\_\_\_\_

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:



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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
Spring Garden Street	0' / 0'
N. 11 <sup>th</sup> Street	0' / 0'
_____	_____/____
_____	_____/____

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
Spring Garden Street	4' / 4' / 4'
N. 11 <sup>th</sup> Street	4' / 4' / 4'
_____	_____/____/____
_____	_____/____/____

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 ☒

YES ☐

YES ☐

YES ☐

YES ☐

NO ☐

NO ☐

NO ☐

NO ☐

NO ☐

N/A ☐

N/A ☒

N/A ☒

N/A ☒

N/A ☒
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

DEPARTMENTAL  
APPROVAL

YES ☐

YES ☐

YES ☐

YES ☐

YES ☐

NO ☐

NO ☐

NO ☐

NO ☐

NO ☐

YES ☐

YES ☐

YES ☐

YES ☐

YES ☐

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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 ☐

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:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:



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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>  
Install bike racks at curb line to prevent parking on the sidewalk
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
1106-14 Spring Garden Street	27	0 / 0	0 / 6	0 / 22
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____

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       | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/>            | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| Buffered Bike Lane           | YES <input type="checkbox"/>            | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| Bicycle-Friendly Street      | YES <input type="checkbox"/>            | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| Indego Bicycle Share Station | YES <input type="checkbox"/>            | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?
- |   |                             |                              |   |
|---|-----------------------------|------------------------------|---|
| YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|-----------------------------|------------------------------|---|
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?
- |   |                             |                              |  |
|---|-----------------------------|------------------------------|--|
| YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|-----------------------------|------------------------------|--|

APPLICANT: Bicycle Component

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

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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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<br>YES <input type="checkbox"/> NO <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"/> YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic?  | YES <input type="checkbox"/>            | NO <input type="checkbox"/> | N/A <input checked="" 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? N/A |   |                             | YES <input type="checkbox"/> NO <input type="checkbox"/>   |

APPLICANT: Curbside Management Component

Additional Explanation / Comments: There is an existing buffer between roadway and pedestrian traffic on spring garden. Bike racks at curb line to help prevent conflict between roadway and pedestrian traffic.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:



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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?	Passenger Car 2011(US)	YES <input type="checkbox"/> NO <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
34. Will the project affect a historically certified street? An <a href="#">inventory of historic streets</a> <sup>(1)</sup> is maintained by the Philadelphia Historical Commission.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input 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"/>	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"/>	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"/>	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 type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <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"/>	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](http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf)

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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?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL 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: \_\_\_\_\_



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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	
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? <i>If yes, City Plan Action may be required.</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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: \_\_\_\_\_

DEPARTMENTAL REVIEW: Intersections & Crossings Component

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

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ADDITIONAL COMMENTS

APPLICANT

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

DEPARTMENTAL REVIEW

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