



# STUDIOHOUSE ON SIXTH

2108-12 NORTH 6TH STREET





## **STUDIOHOUSE, PHILADELPHIA**

To Whom It May Concern,

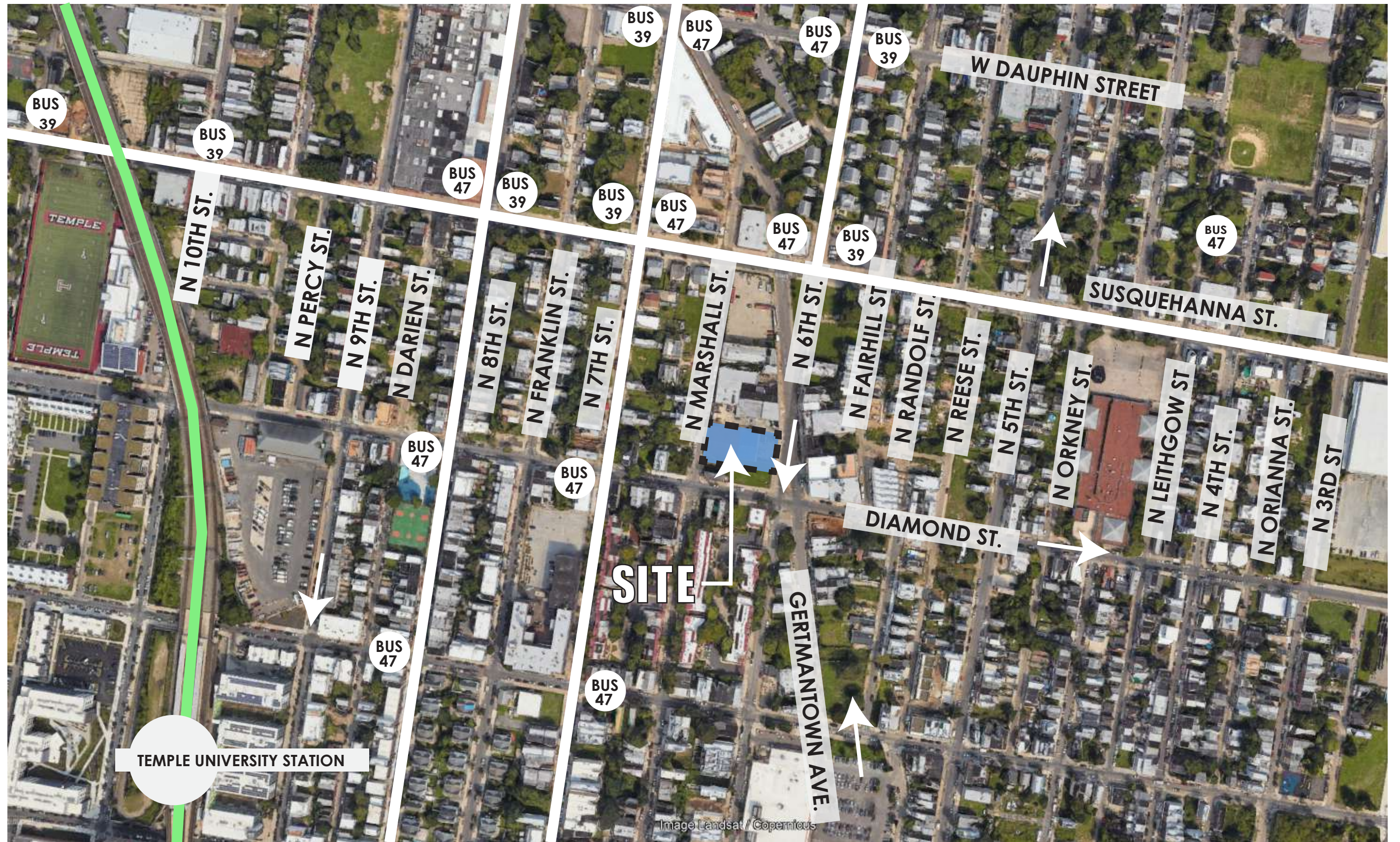
I am pleased to be writing a letter in support of Fringe Development's newest housing project. As an organization Fringe Development's work to provide housing that is affordable, modern, and inclusive is important work. Their plan to expand on this mission is something that I completely support as someone who has personal experience living in one of Fringe Development's buildings.

I have been living in a property built and managed by Fringe Development for over two years and my experience has truly been excellent. The building itself is well kept and has various amenities like a gym, lounge, and courtyard that allow tenants to experience a comfortable and relaxing environment. Additionally, Fringe has been able to build a strong and diverse community through open communication; everyone is welcome and neighbors are excited to connect. As a teacher, the reasonable cost of living has been one of the biggest advantages of living in a building managed by Fringe Development. I am able to live in a community of professionals and in an area that is convenient, lively, and secure while staying on budget.

If you choose to grant Fringe Development permission to build, their project will bring affordable housing that adds invaluable vibrancy to the community. For the reasons stated above, I hope you consider Fringe Development's proposal for this new project.

Sincerely,  
Emely Diaz-Guevara





# 1 2108 N 6TH STREET

## SITE MAP + TRANSPORTATION

RAILWAY



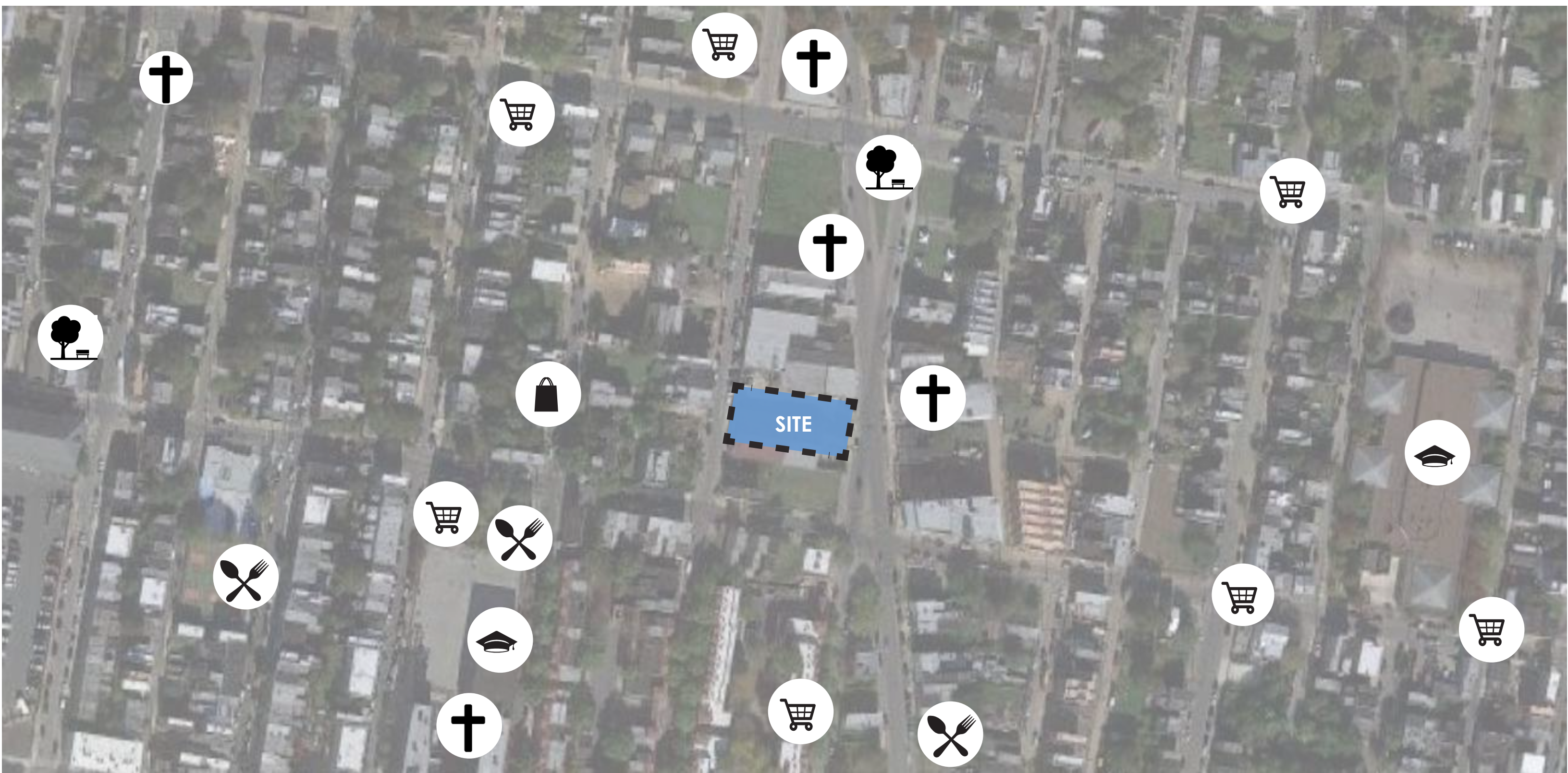
BUS  
##



BUS STOP/ROUTE





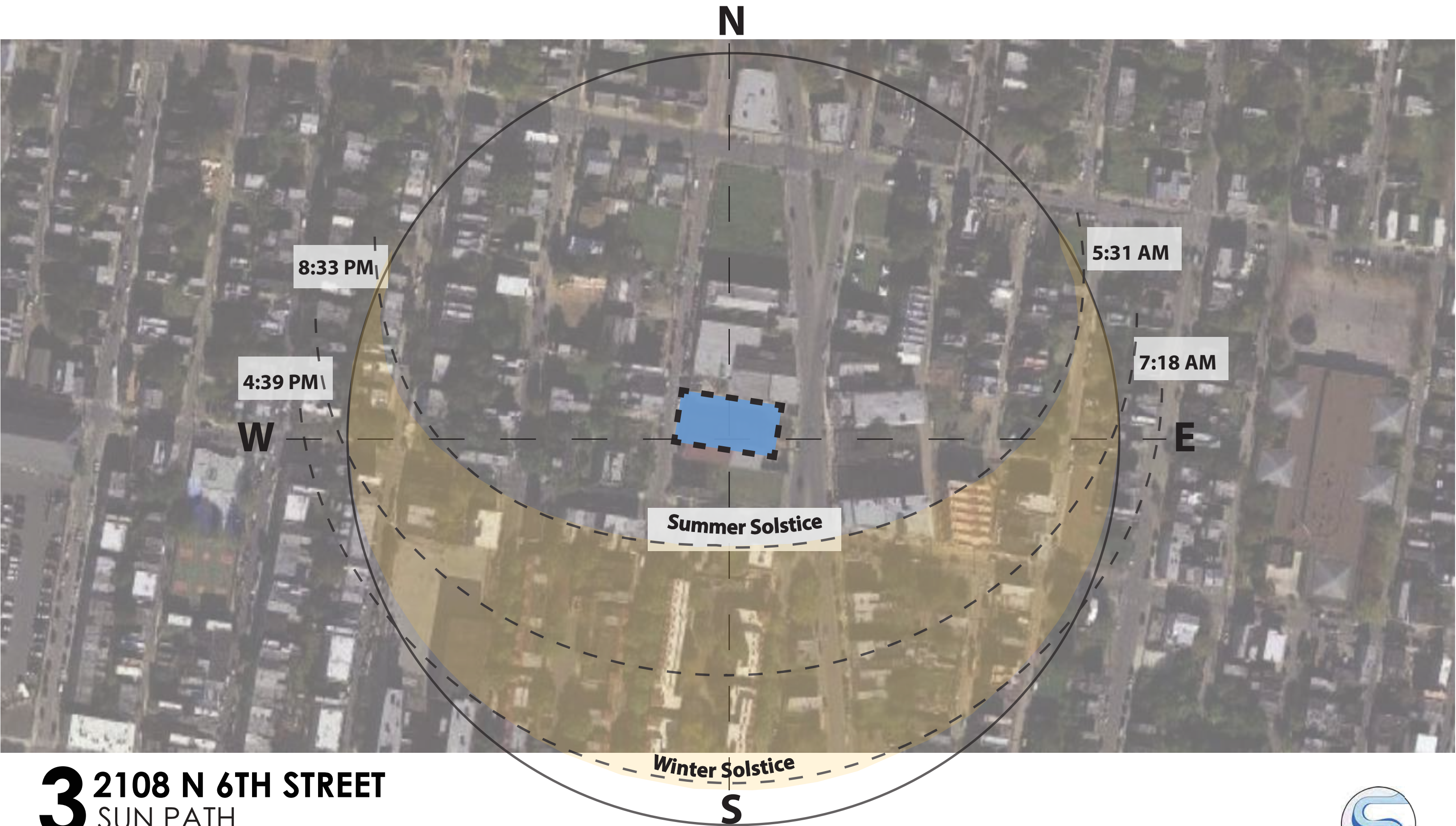


# 2108 N 6TH STREET

## NEIGHBORHOOD AMENITIES







**3** 2108 N 6TH STREET  
SUN PATH



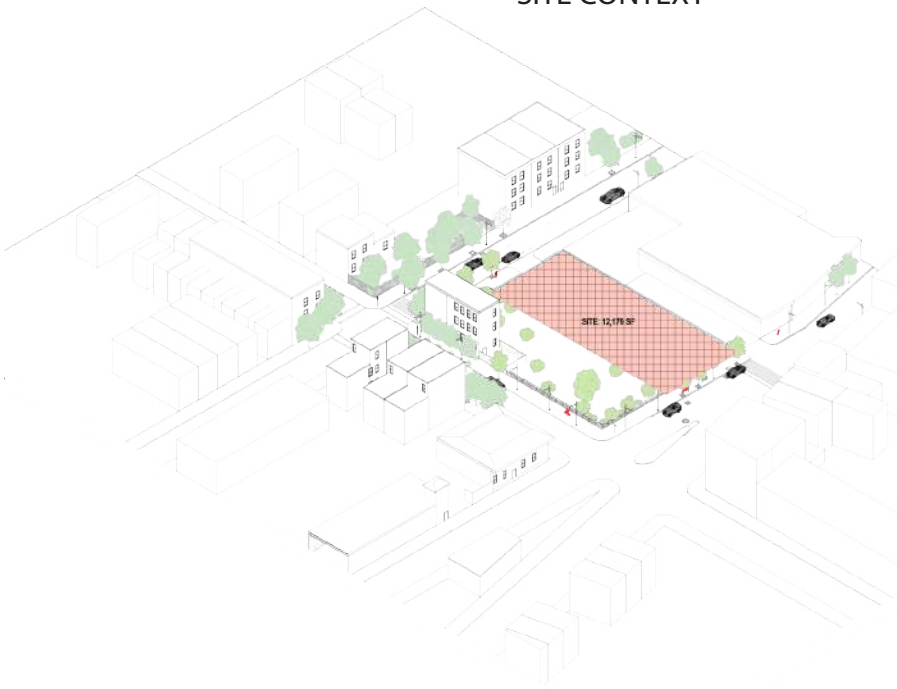




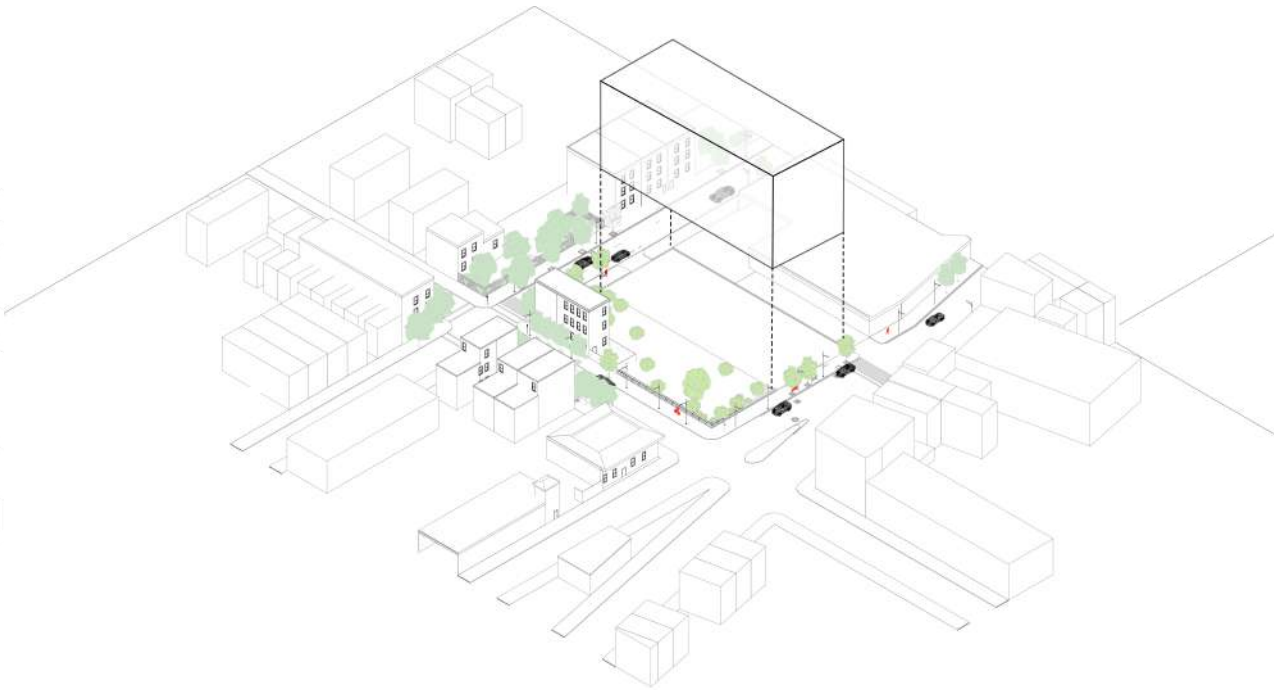
# 4 2108 N 6TH STREET STREET VIEWS



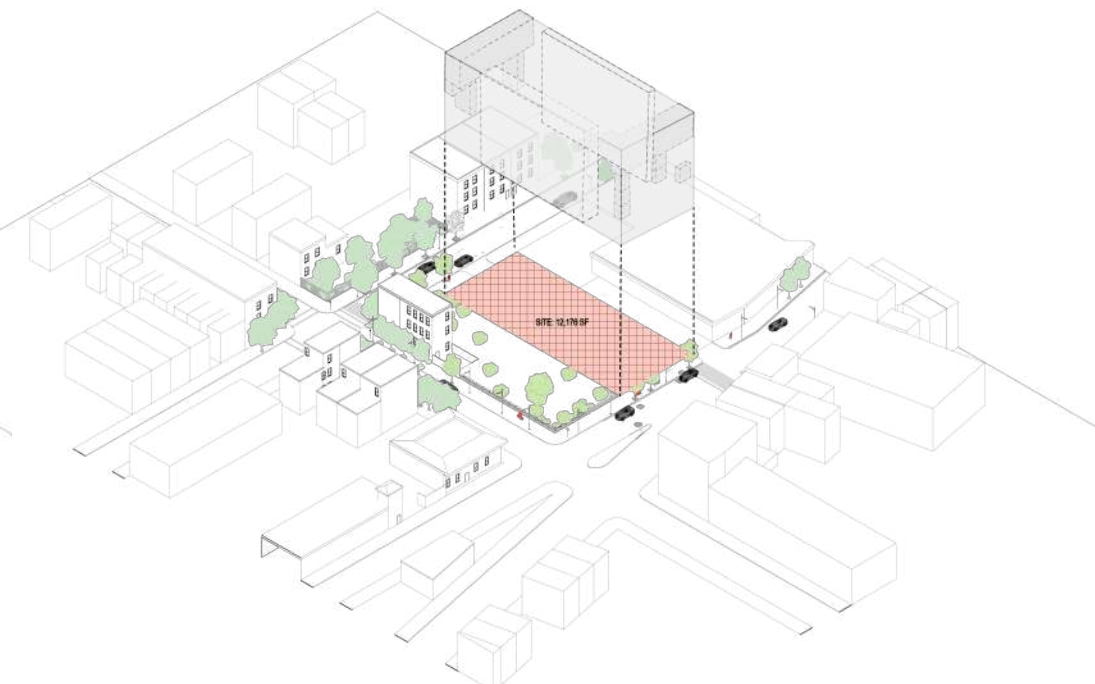
SITE CONTEXT



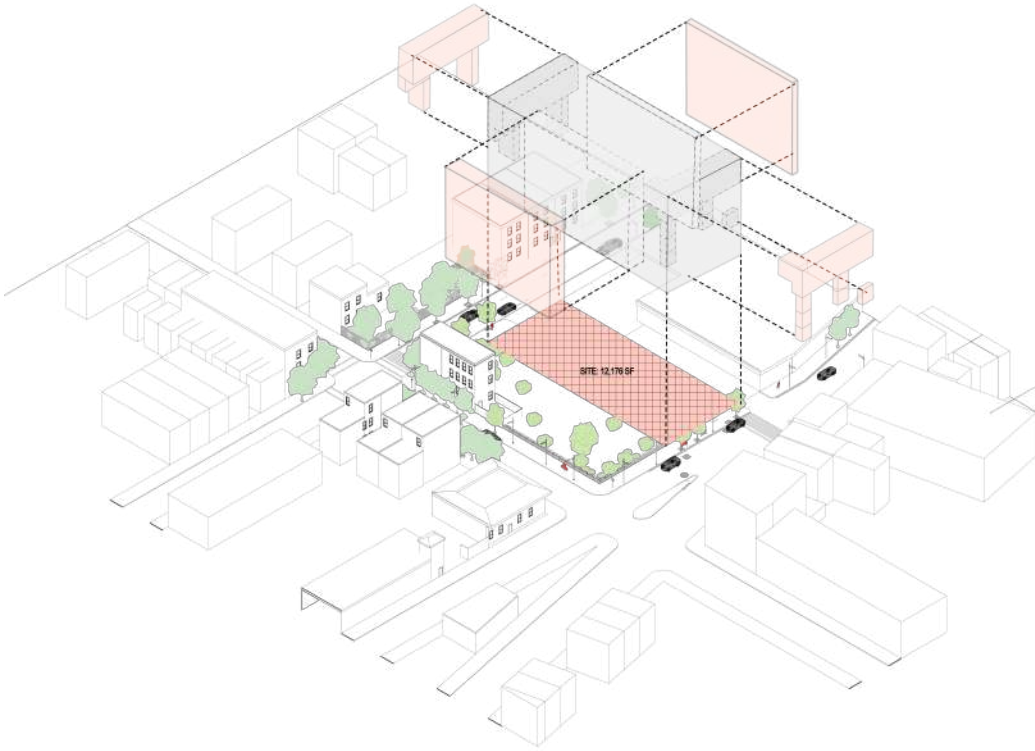
BASE MASSING



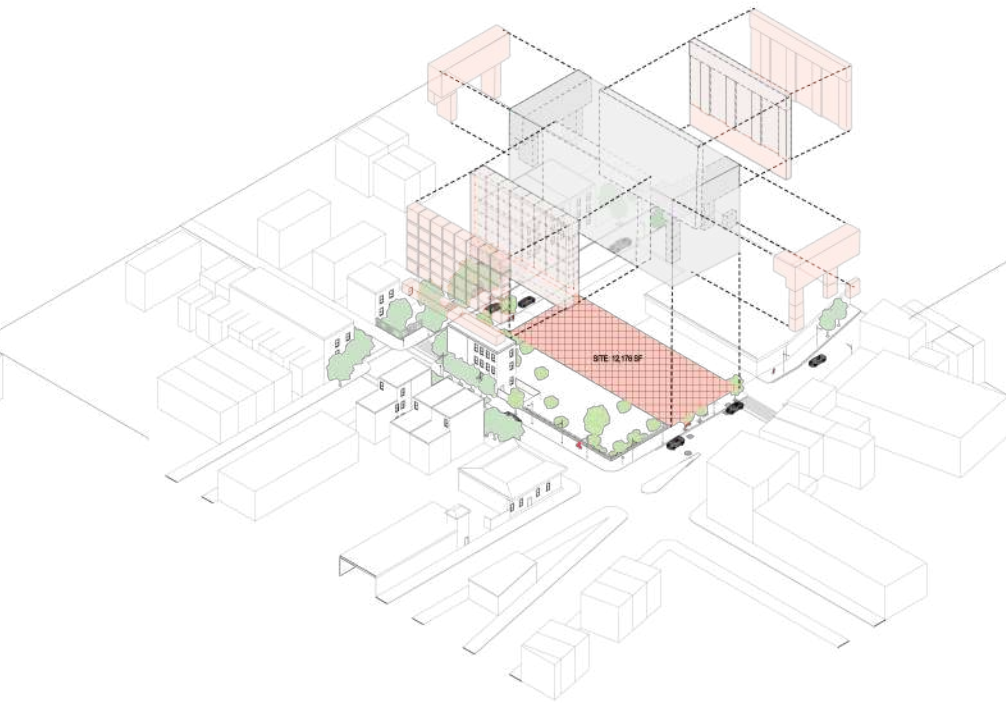
MASSING CUT OUT



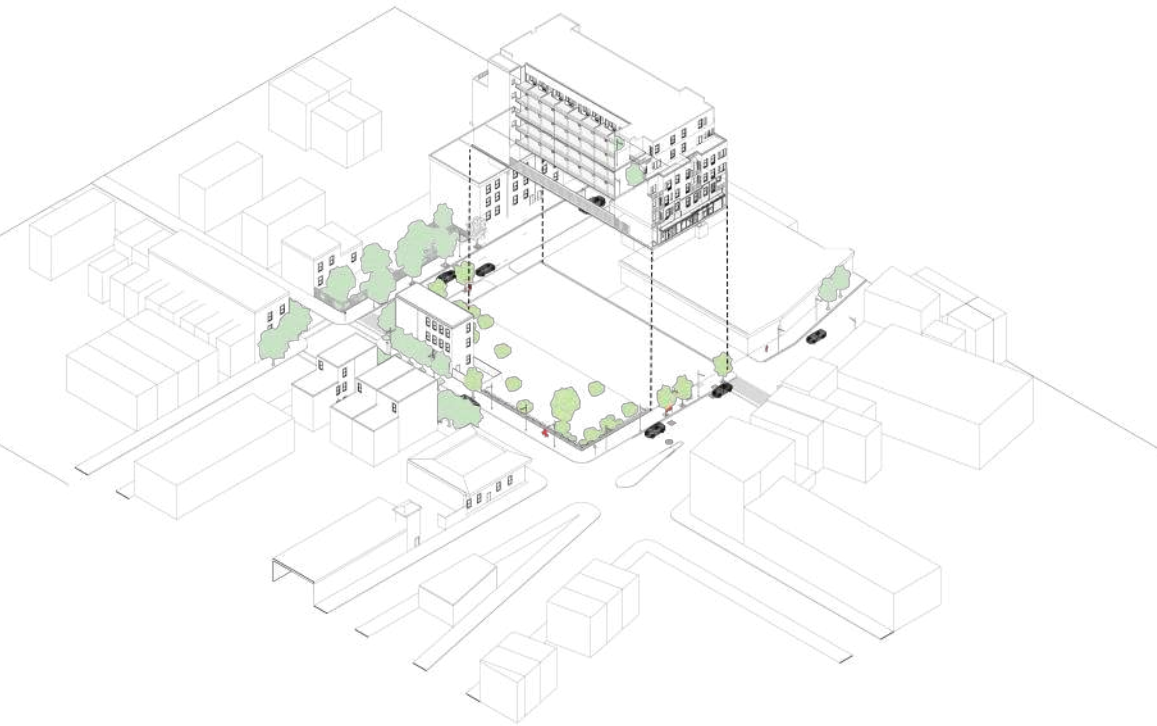
CUT OUT COMPONENTS



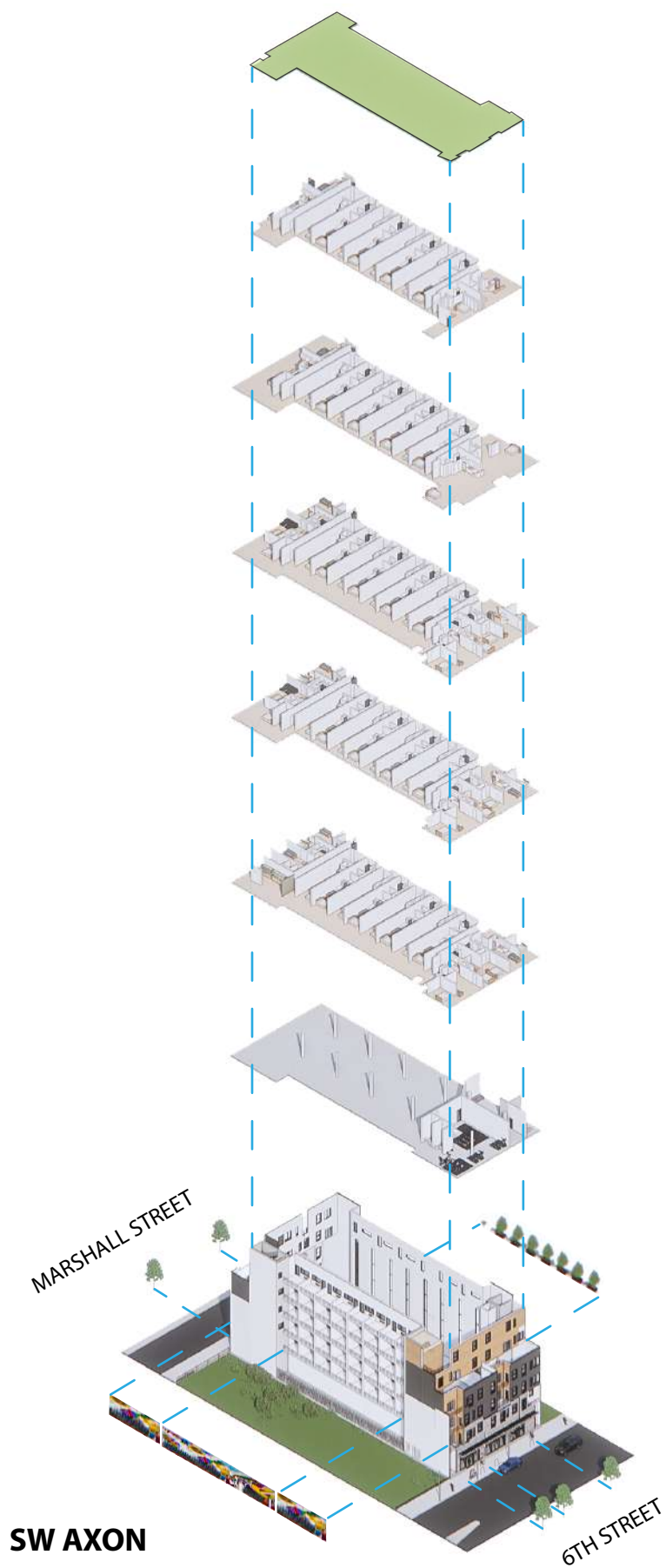
BUILDING SHAPE



FINAL FORM







SW AXON

# 6 2108 N 6TH STREET

AXON PERSPECTIVE

PROGRAM	
LEVEL 6	
Studios	12
Balconies	11
LEVEL 5	
Studios	12
Balconies	12
LEVEL 3-4 (PER FLOOR)	
Studios	8
ADA Studio	1
2 Bedrooms	2
ADA 2 Bedroom	1
Balconies	4
LEVEL 2	
Studios	8
ADA Studio	1
2 Bedrooms	2
ADA 2 Bedroom	1
Balconies	4
Laundry room	1
Exterior Planters	7
LEVEL 1	
Lobby	1
Gym	1
Parking	25 (total)
Standard	19
ADA	4
Electric	2
Bike Racks	66 Type 1A
	3 U racks

### MATERIALS

#### FIBER CEMENT PLANKS

#### BRICK

#### RESYSTA USA

#### STUCCO

#### STREET TREES (5)

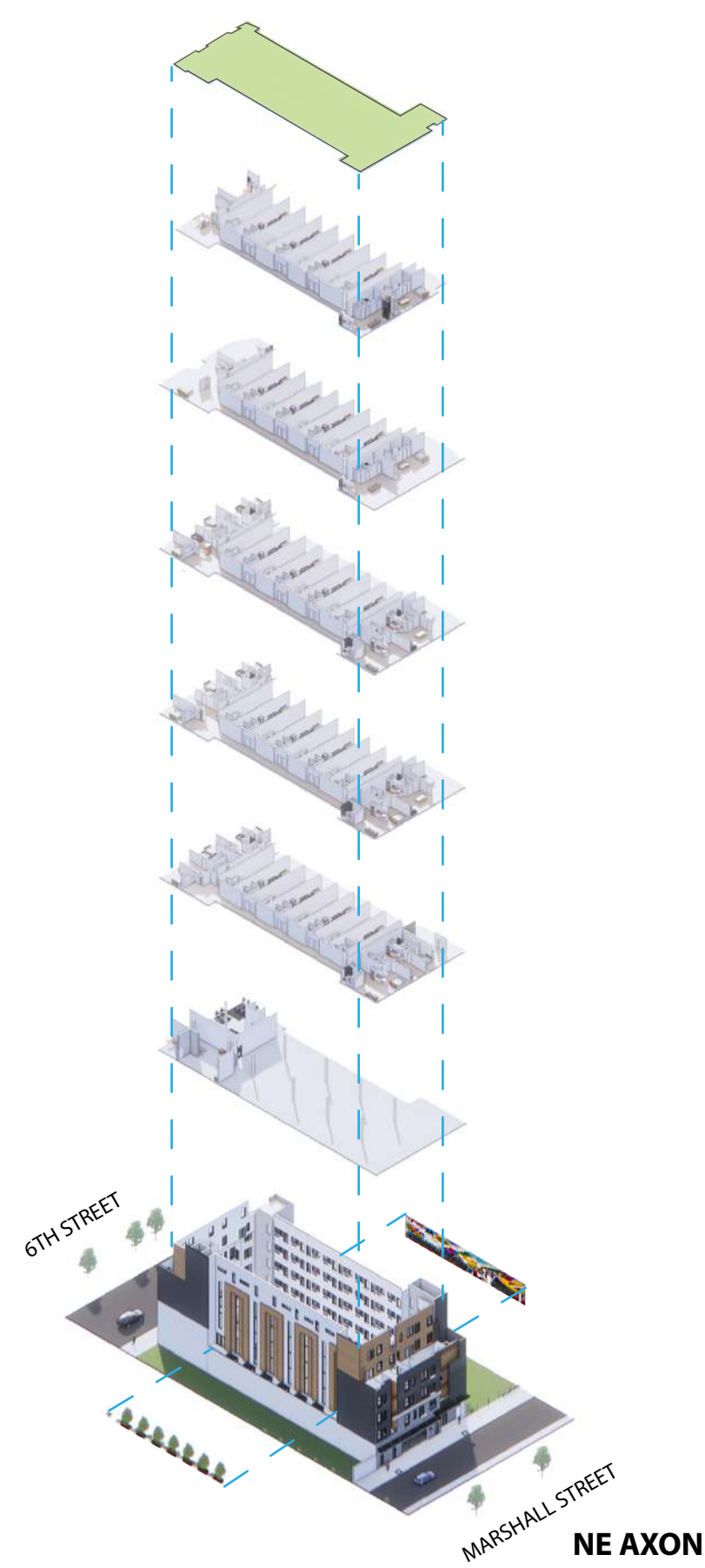
American Hornbeam  
Marshall Street - 2  
6th Street- 3

#### MURAL

#### EXTENSIVE GREEN ROOF

#### BOLLARDS (4)

Marshall Street - 4



NE AXON







# 7 2108 N 6TH STREET PROPOSED MASSING



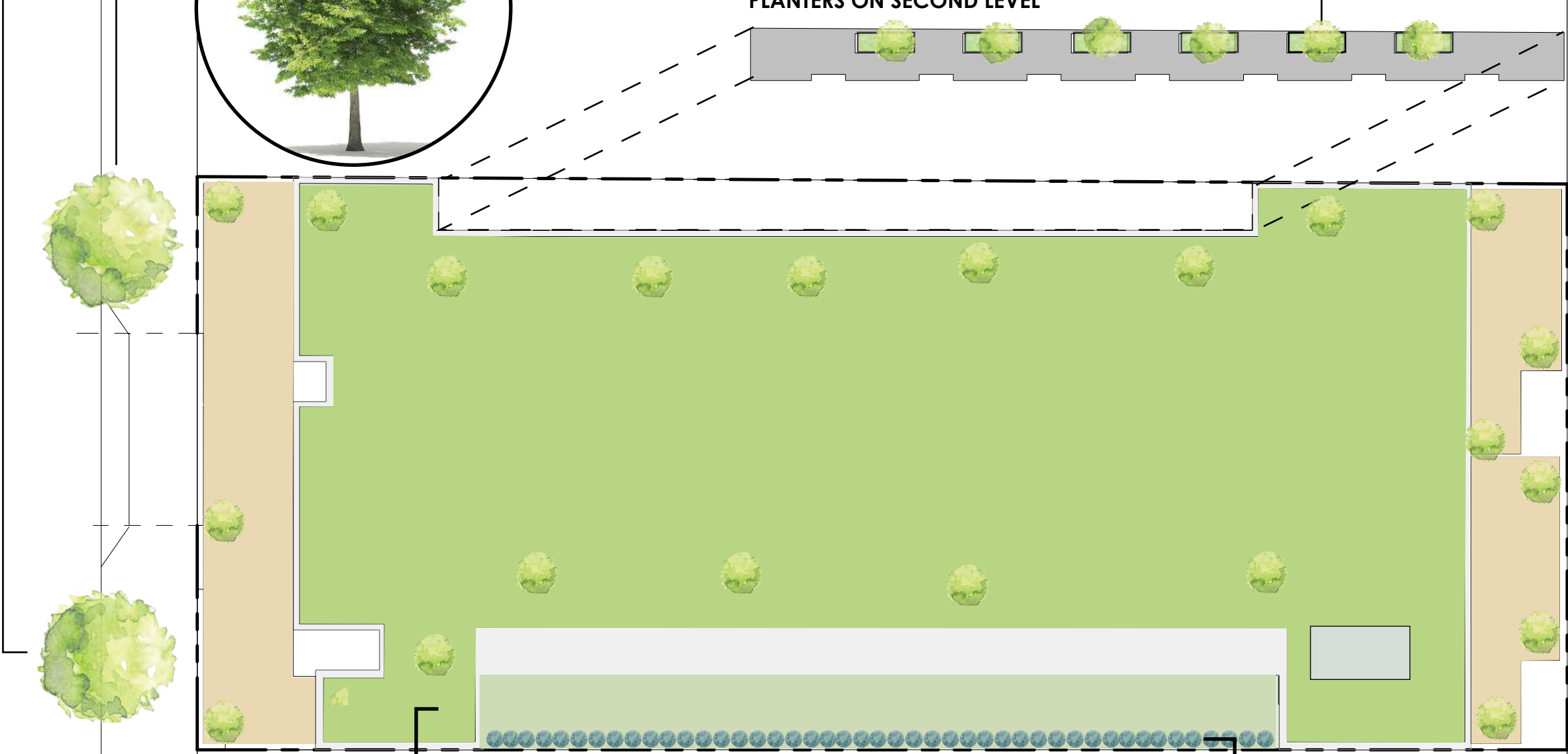


AMERICAN HORNBEAM



PLANTERS ON SECOND LEVEL

WINTER KING HAWTHORNE



EXTENSIVE  
GREEN ROOF



COLUMNAR HETZ  
JUNIPER



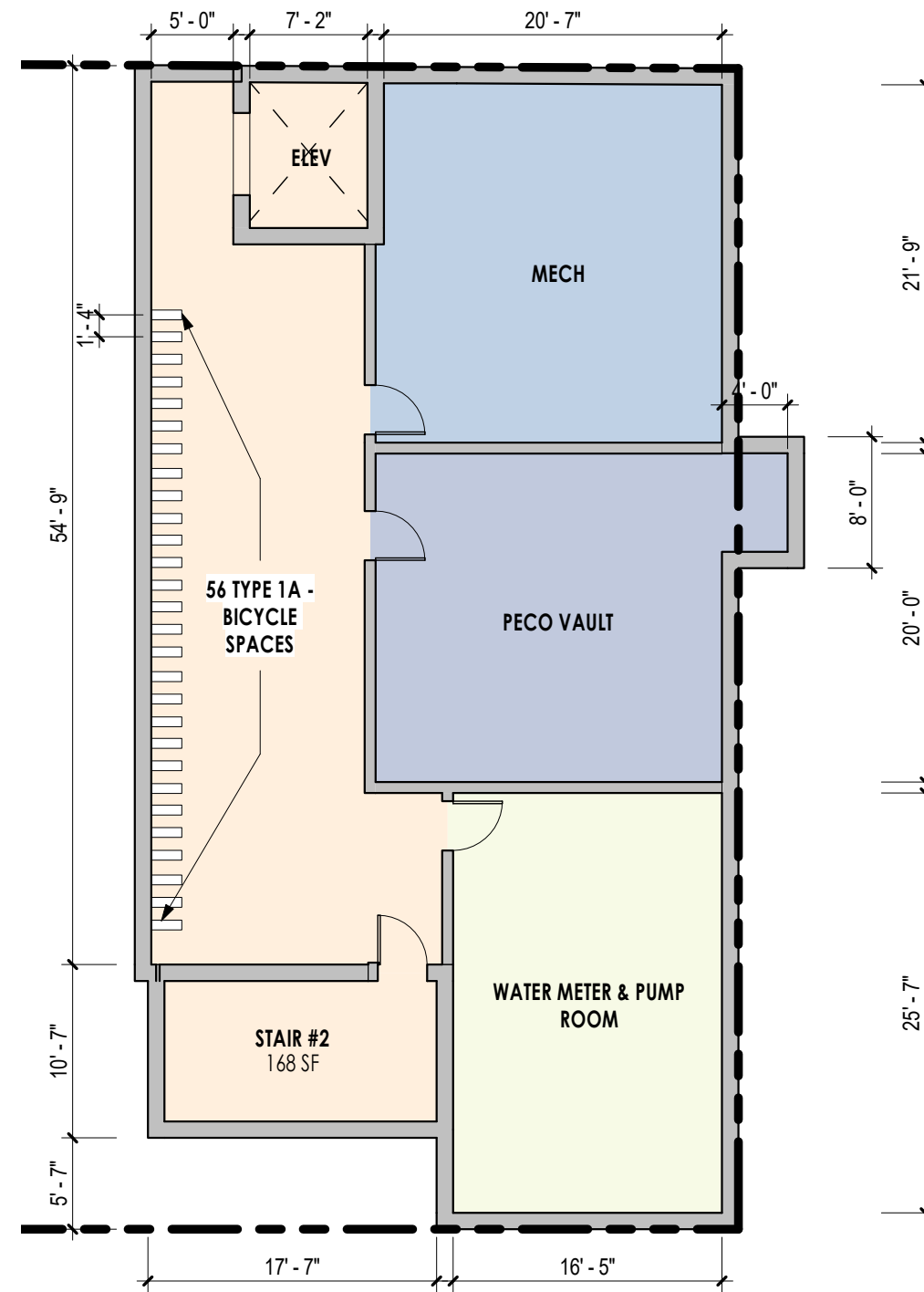
AMERICAN HORNBEAM



# 8 2108 N 6TH STREET LANDSCAPE PLAN



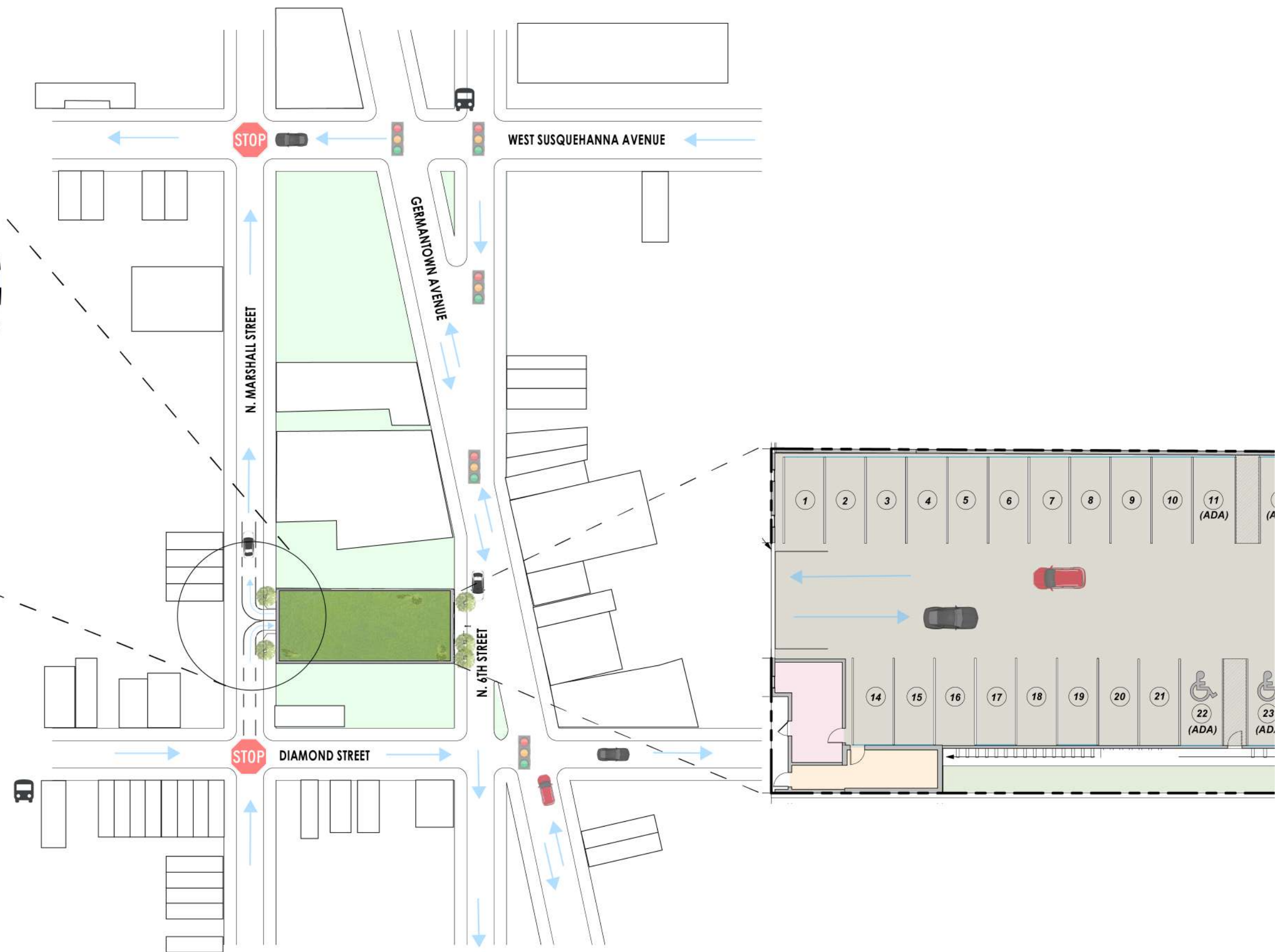
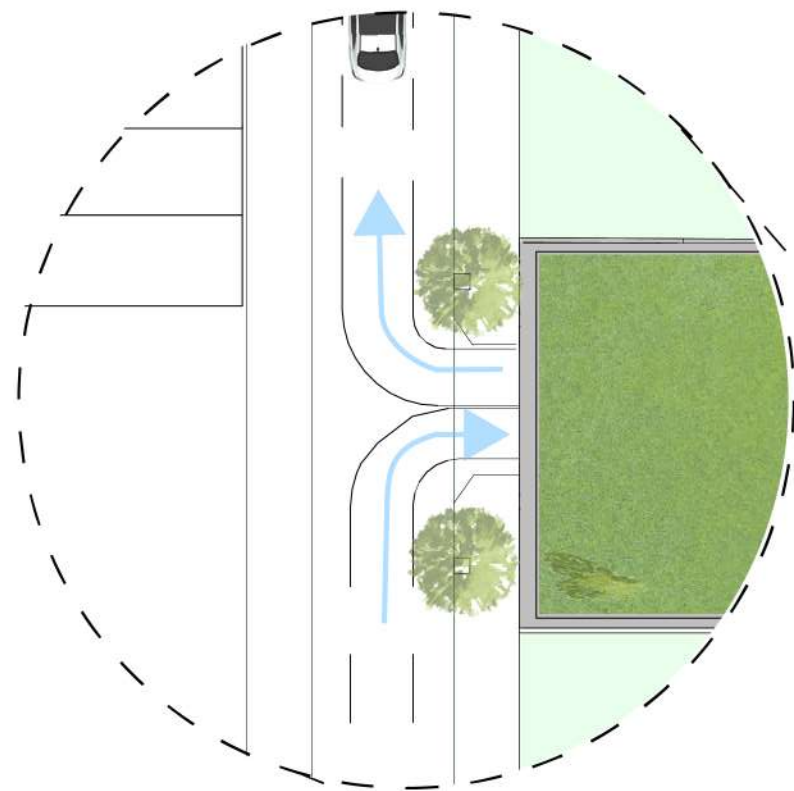




# 9 2108 N 6TH STREET

## BASEMENT FLOOR PLAN





# 10

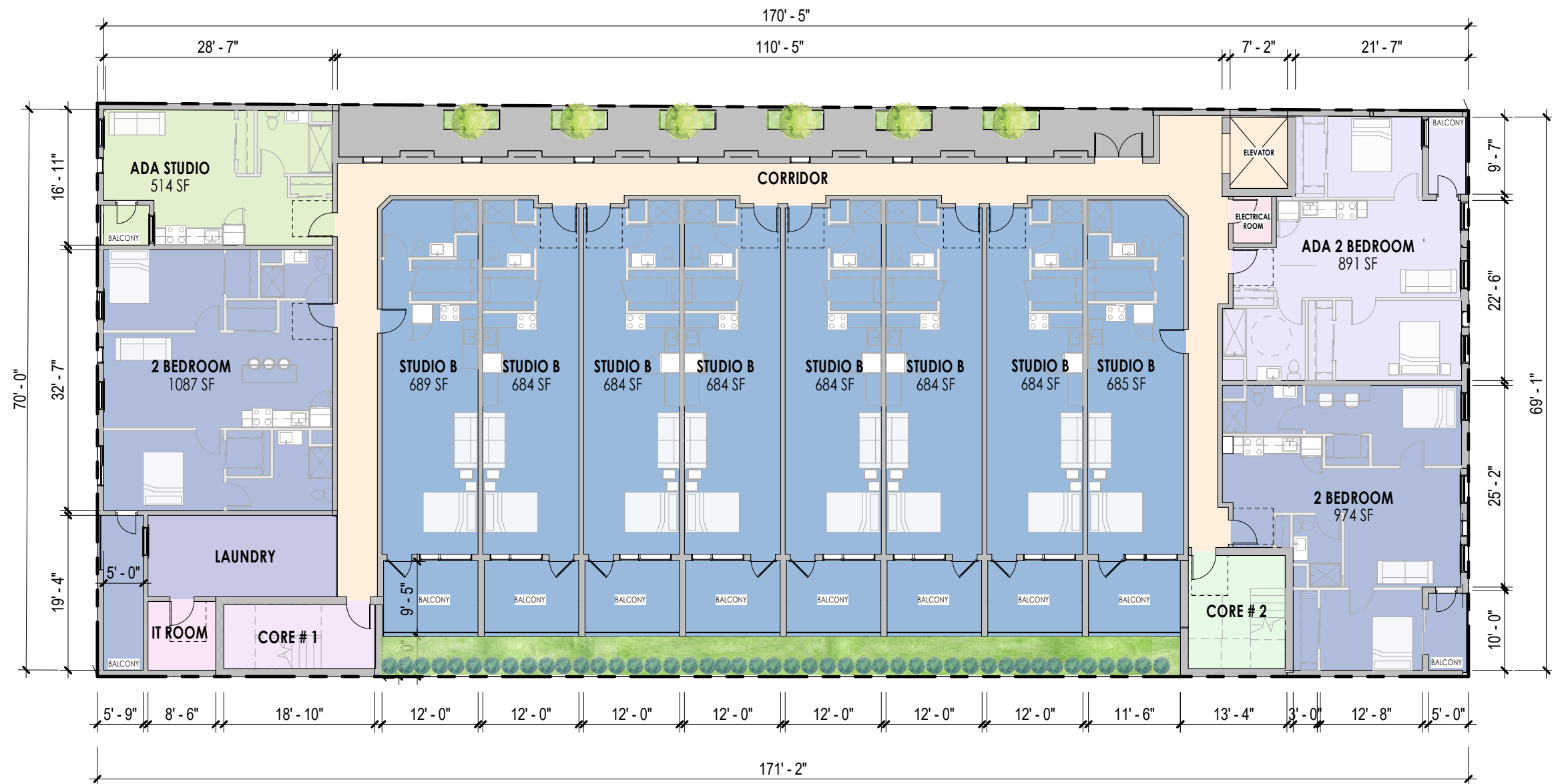
## 2108 N 6TH STREET

### TRAFFIC MAP









# 12 2108 N 6TH STREET

2ND FLOOR PLAN : SCALE - 1/16" = 1'-0"

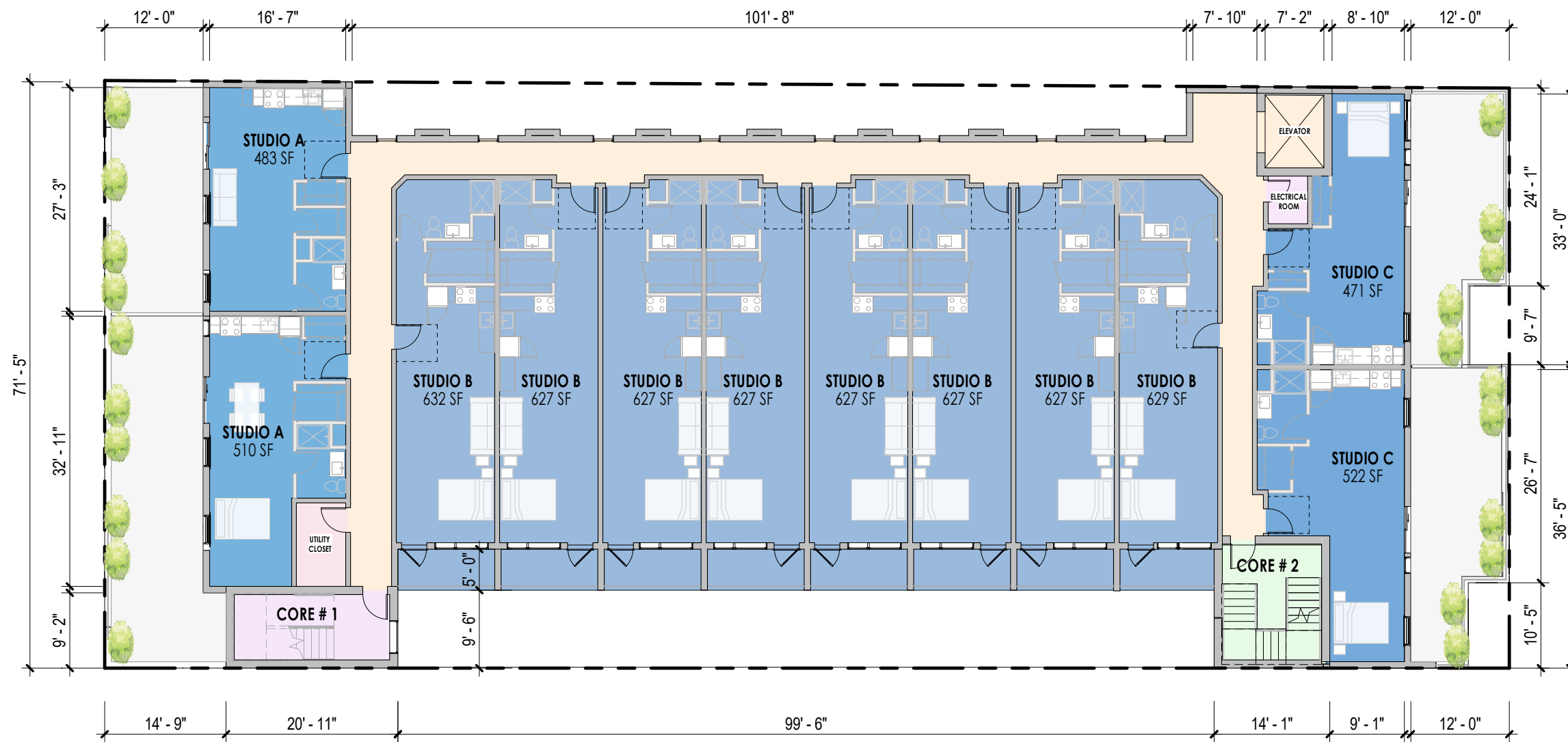




# 13 2108 N 6TH STREET

TYPICAL 3RD - 4TH FLOOR PLAN : SCALE - 1/16" = 1'-0"





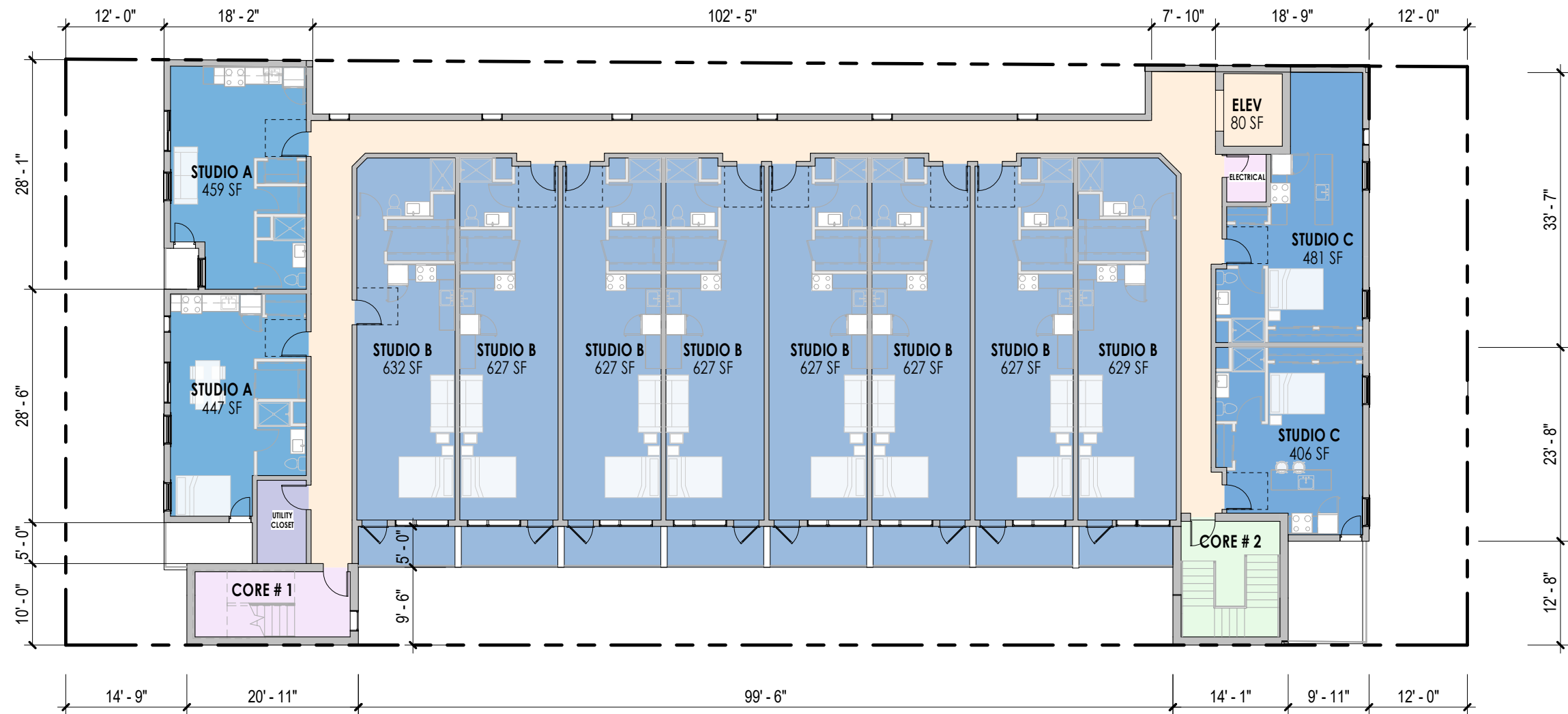
# 14

## 2108 N 6TH STREET

5TH FLOOR PLAN : SCALE - 1/16" = 1'-0"







# 15 2108 N 6TH STREET

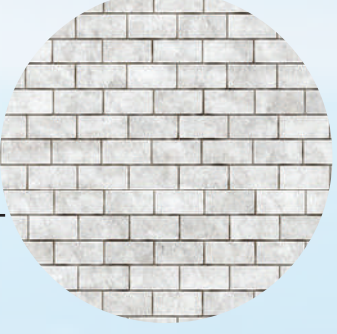
6TH FLOOR PLAN : SCALE - 1/16" = 1'-0"



FIBER CEMENT PLANKS

RESYSTA USA

BRICK



ROOF  
75' - 0"

LEVEL 6  
63' - 0"

LEVEL 5  
51' - 6"

LEVEL 4  
40' - 0"

LEVEL 3  
28' - 6"

LEVEL 2  
17' - 0"

MAX BUILDING HEIGHT  
75' - 0"

DIAMOND STREET

BALCONIES



GATE TO BREEZEWAY



GYM ENTRANCE

**16** 2108 N 6TH STREET  
EAST ELEVATION (NORTH 6TH & GERMANTOWN) - SCALE : (20'=1")





COMPOSITE WOOD



HARDIE BAKER



BRICK



**16** 2108 N 6TH STREET  
NORTH ELEVATION - SCALE : (20'=1")



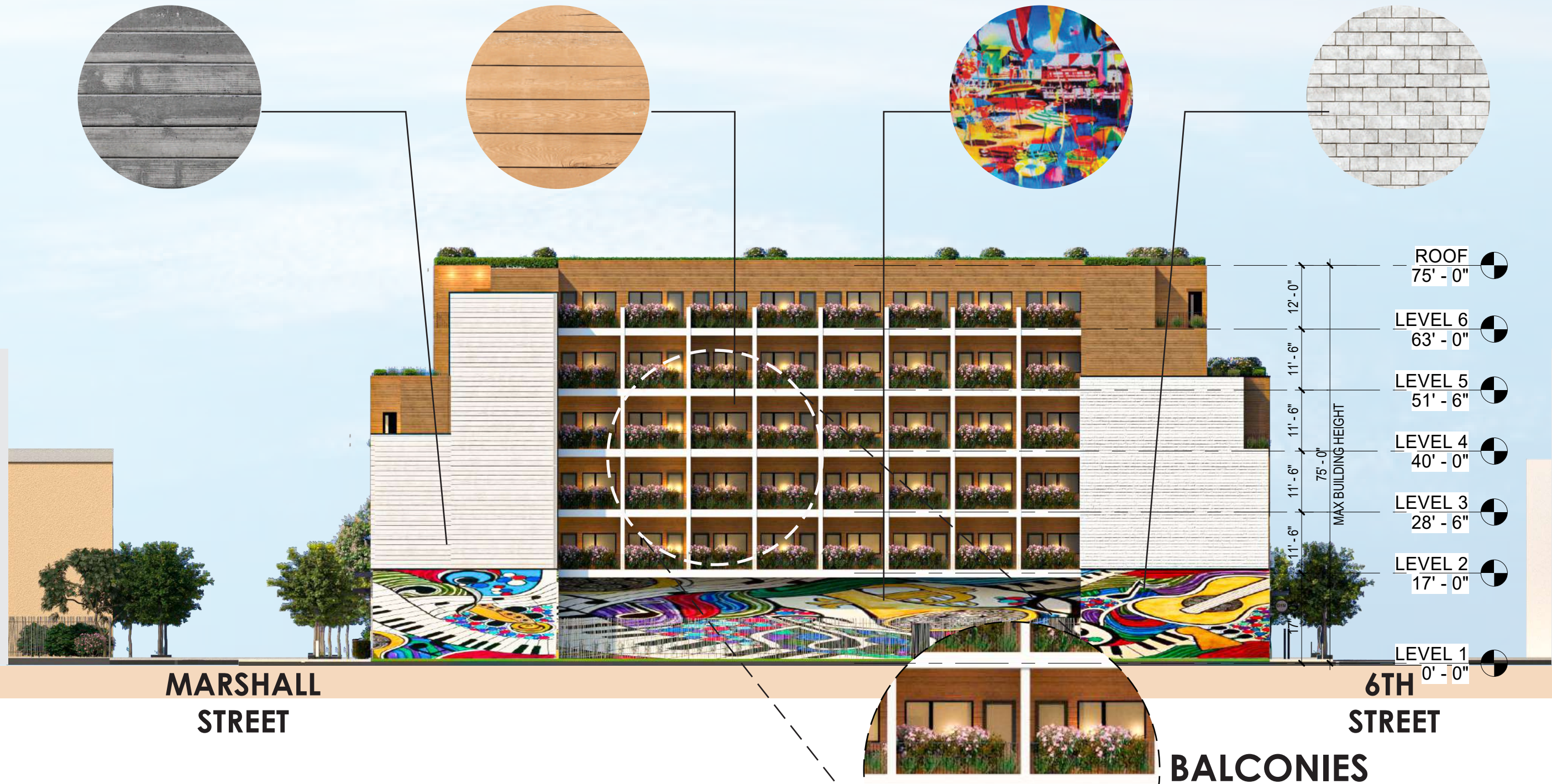


FIBER CEMENT PLANKS

RESYSTA USA

MURAL

BRICK



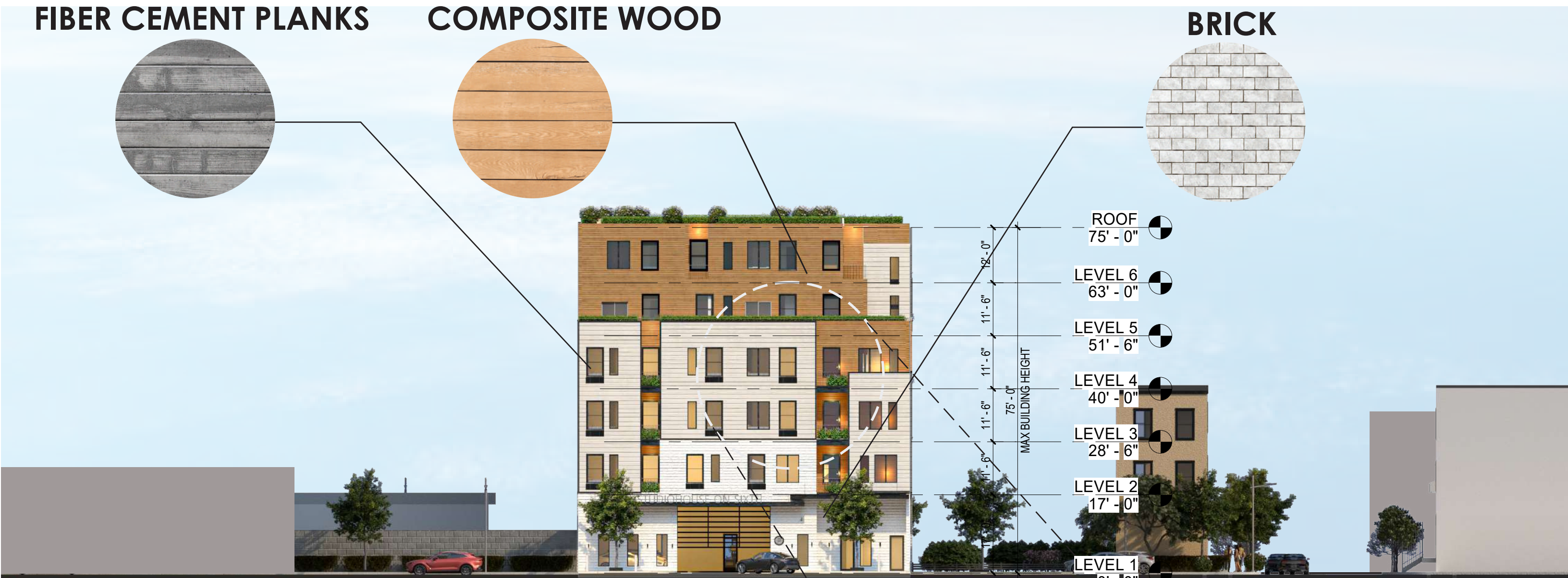
**17** 2108 N 6TH STREET  
SOUTH ELEVATION - SCALE : (20' = 1")



FIBER CEMENT PLANKS

COMPOSITE WOOD

BRICK

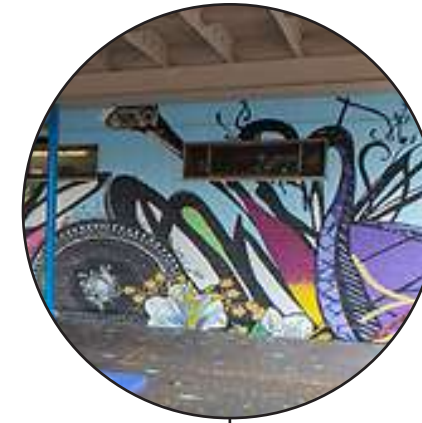
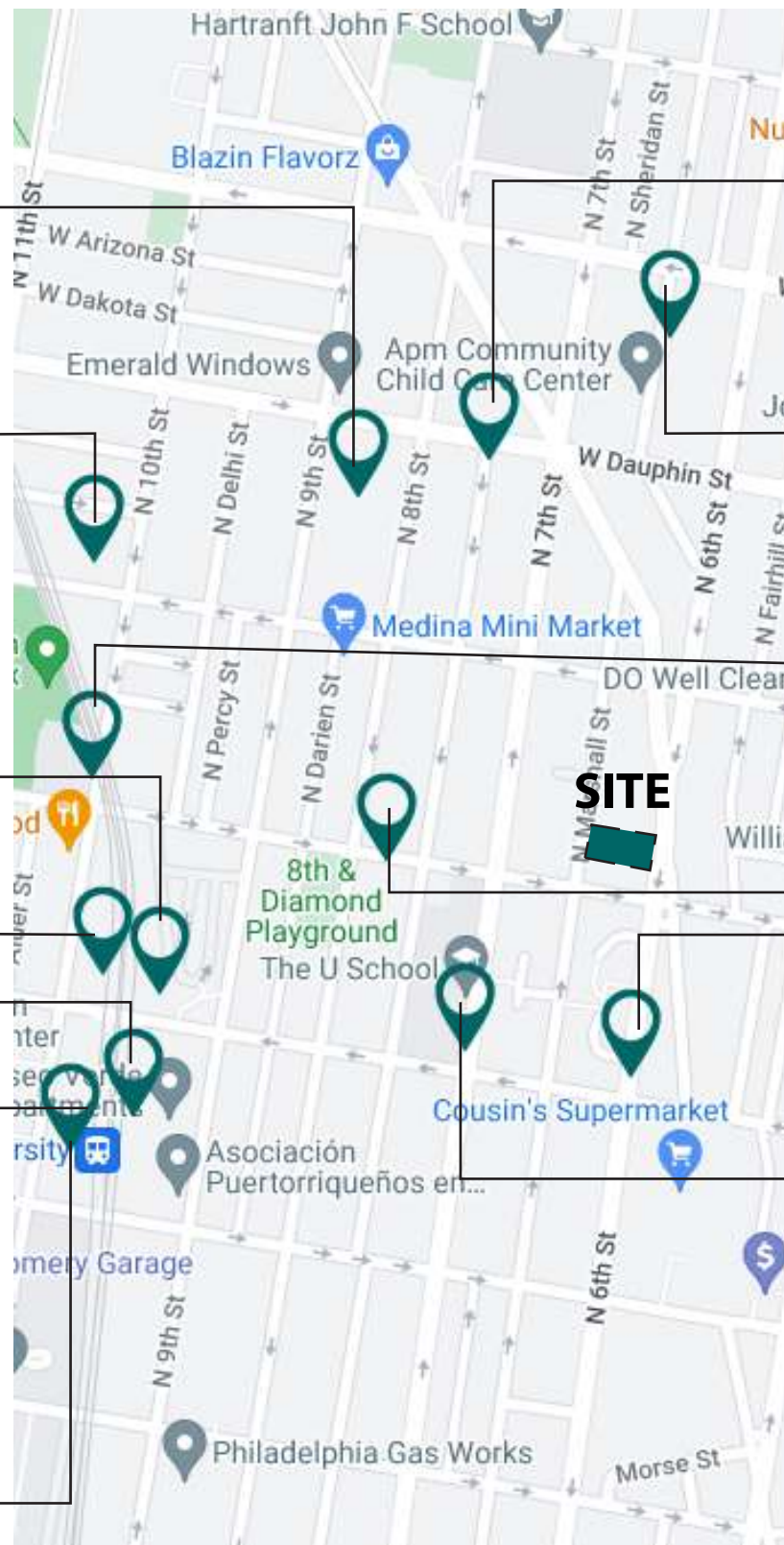


BALCONIES

**18** 2108 N 6TH STREET  
WEST ELEVATION (NORTH MARSHALL) - SCALE : (20'=1")







# 19 2108 N 6TH STREET

## MURAL MAP





# 20 2108 N 6TH STREET

## CROSS SECTION





**20** 2108 N 6TH STREET  
LONGITUDINAL SECTION















# 23

**2108 N 6TH STREET**  
ISOMETRIC PERSPECTIVE





**24** 2108 N 6TH STREET  
RENDERING - (NORTH 6TH STREET VIEW)





**25** **2108 N 6TH STREET**  
RENDERING - (MARSHALL STREET VIEW)





## 2108 North 6th Street

Thank you for the comments and suggestions on our project, 2108 North 6th Street (ZP-2022-010839)  
Please find this letter as a response summary.

### Registered Community Organization Comments

1. The RCO suggested the inclusion of lighting, trash receptacles, and speed bumps to ensure the area is safe, secure, and clean.  
**Response:**  
Exterior light sconces will be provided on-site to help illuminate the street. Trash receptacles along North Marshall are to be provided to encourage cleanliness. The developers love the idea of speed bumps for a safer traffic flow and have initiated conversations with the Traffic Engineers to include this in the proposal.
2. The development team should work on a Community Benefits Agreement (CBA) with the community.  
**Response:**  
The developers have reached out to the city to help develop the green space located on the south side of the project which is a city-owned lot.  
Additionally, the developer is open to suggestions from CDR in regard to CBA as the Community has been combative, the developer would like recommendations from CDR on the types of different CBA agreements.
3. The building is a nice addition to the neighborhood aesthetically and will help the blight in the area.  
**Response:**  
Thank you for the comment.
4. Concerned about the addition of studios while there is a need for single-family housing in the neighborhood.  
**Response:**  
Thank you for the comment. The original concept and proposal were 80 studios only but after the first conversation with the APM and the first RCO, we heard that "family" friendly units are necessary hence we reduced our proposed units from 80 studio units to 60 units with 51 studios and 9 2bedrooms to provide not only nice studios but also family-friendly unit.  
  
In addition to their request to have single-family homes affordable for poor people, the developer does not have the ability to build single-family homes with the community definition of "affordable" price as the project already offers affordable housing goals to accommodate people earning as low as \$40,000 annually.
5. Concerned about the affordability of the units noting that the community members will not afford to live there.  
**Response:**  
The developer's goal is to build 60 rental units that are under the 30% income threshold for residents with annual income starting at \$40,000 which is lower than the standard and typical rent in the area and in general, Philadelphia.



6. The RCO meeting was designed to help the project complete the ZBA.

**Response:**

Our team 101% agrees, The developers have reached out to the RCO prior to the first meeting with the community but to no avail, there was no contact ever returned.

Moving forward, the team had a preliminary meeting with the APM and presented the project to the APM. APM leaders emphasized the need for a stormwater management system so the developers and the team heard and went ahead and proposed a green roof to help mitigate the stormwater.

In addition, the first RCO meeting was held last August of 2023 and the main comment we have received from the community is the need to have "Family-Friendly Units" The developer heard of this concern and the team went ahead to reduce the proposed 75 studio units to 60 units to properly accommodate affordable family friendly 2 bedroom units. Furthermore, a concern about the height was brought up due to the scale of the neighborhood and the team saw this opportunity to provide a 12' setback on North Marshall and North 6th facade to respect the neighborhood Building Line.

### **Site Design Comments (including Complete Streets)**

1. Please work with the City and other property owners to the south to ensure the public open space will be maintained as is.

**Response:**

The development team continues to reach out to the City and impacted owners to the south with the desire and intention (upon receipt of appropriate permission) to adorn the City-owned lot to the south with greenery and inviting exterior furniture. We await an official response regarding this matter.

2. Ensure the tree trenches are large enough and soil volume in tree pits is sufficient for trees to grow.

**Response:**

Thank you for the comment. More details will be provided as the project approaches submission. Additionally, Tree pits were revised from 3'x3' to 4'x4' to accommodate tree trenches and enough soil volume per PCPC staff recommendation.

3. Please include the ground floor plan showing the surroundings for the committee to better understand the context. Staff appreciates the addition of bike parking on the ground floor, but additional spaces are necessary to provide greater accessibility.

**Response:**

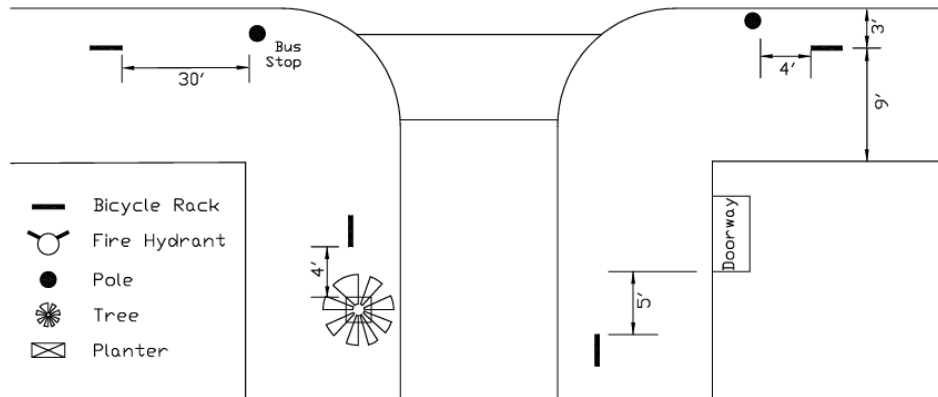
Thank you for the comment. The proposed rolling rack was removed and 3 additional U-bike racks were added along North 6th Street per Staff Comments.

4. The site plan includes non-compliant bike racks in the furnishing zone, please update the site plan to include a minimum of 4 U bike racks.

**Response:**

New 10 Type 1A bike spaces were added to the first-floor garage. The rolling rack was removed and per "FZ0101C" Bike Rack placement of Streets Guidelines, We were able to add 3 U bike racks.





CITY OF PHILADELPHIA DEPARTMENT OF STREETS			
BIKE RACK PLACEMENT			
DATE	11/04/14	SHEET 1 OF 1	DRAWING NO.
REVISED	3/01/15		FZ0101C
APPROVED: V.L.F.			

- Staff appreciates the intention for the gym to have customers from outside of the building. It would create additional activation opportunities and access points along N. 6th Street side.

**Response:**

Thank you for the comment.

- Additional questions and concerns remain for the proposed side yard. Please include more programming and details of how it is used. Staff notes that the location of the dog wash in proximity to the residential balconies may create noise/echo issues.

**Response:**

The sideyard/breezeway is accessed through a gate along North 6th. The wash utility station will only take a portion of the side yard and will be adorned with greenery, native bushes, flowers, and grass areas to help reduce the potential noise created by the small utility station.

- Staff recommends further setbacks on the sides of the building to provide room for more meaningful outdoor amenity spaces.

**Response:**

The North Marshall and 6th facade has a setback of 12' each to be respectful of the building line of the neighbors and to also utilize the space for balconies. The majority of units have their own balcony that serves as their outdoor space.

- There are existing and soon to be built residences across the street on N Marshall St. The proposal includes inactive and service areas located along N Marshall Street on the ground floor. Although staff appreciates the balconies on the upper floor, suggests revising the ground floor plan to include active uses facing residences across the street.

**Response:**

The proposed development will activate North Marshall Street which is mostly vacant and not pedestrian-friendly. Locating balconies and adding more windows and a large glass portion facing North Marshall is anticipated to make the street safer. Additionally, street trees, cameras, and light sconces are proposed on the North Marshall facade which helps further promote a safer pedestrian atmosphere. The



developers also agreed per RCO comments to add speed bumps to promote safer traffic flow in the neighborhood and initiated the conversation with the Traffic Engineer to enforce this on the proposal.

## **Building Design Comments**

1. Large blank party walls on both sides of the building draw too much attention.
  - a. Continuation of balconies is recommended to the corners. Additional setback around the building is more ideal as building up to the lot line is discouraged, however if it is inevitable, consider proposing a single material to the blank walls to draw less attention.
  - b. The mural is mislocated, it needs to be outward and cover the blank walls.

### **Response:**

The proposed material on the north and side facades will be simplified by using one main material. Additionally, the mural will be revised to continue further to the edge of the corner on North Marshall and North 6th facing the green open space to the south.

2. The inclusion of balconies is appreciated, it will be a great amenity for the residents

### **Response:**

Thank you for the comment.

3. Consider enlarging the balconies as they could function better for studios by adding separate spaces to the units.

### **Response:**

The majority of the proposed units have their own balconies and the balconies are all ADA friendly with a total area ranging from 35 to 495 square feet each balcony.

4. Consider mixing up the units by combining two of them together to make one-bedroom units. This will lower the unit counts and the necessity for additional cars.

### **Response:**

Thank you for the comment. This building is being proposed due to the huge demand for studios by low-income residents. Additionally, after the conversation with the RCO, we have received feedback that two-bedroom units are much more needed than one-bedroom units so we have reduced our original proposed units from 80 studios to 75 studios then 60 to accommodate for (9) 2-bedroom units.

5. Staff supports the vertical breakups and setbacks to respect the scale of the surrounding area, however, suggests simplifying the building massing and material palette.

### **Response:**

Thank you for the comment, the material palette was revised to have one main material to simplify the overall design.

6. Staff encourages using high-quality materials for the upper floors and recommends relocating the brick material and the setback to the top of the third floor for better contextual alignment.

### **Response:**

The developer is the builder and will only use high-quality materials. The developer will not install brick or any masonry that is supported by a wood frame (on the third floor- setback) due to building settlement and cracks that will inevitably occur.

7. Staff notes there are a mix of privately-owned and publicly owned properties to the south of this site which are currently used as public open spaces, however they may be developed in the future:

- a. While staff appreciates the inclusion of balconies, staff notes the depth of the side yard and potential of future development would make the balconies less desirable.
- b. Please consider the extension of the mural or use other strategies to activate the blank walls in the meantime.

### **Response:**



The development team continues to reach out to the City and impacted owners to the south with the desire and intention (upon receipt of appropriate permission) to adorn the City-owned lot to the south with greenery and inviting exterior furniture. We await an official response regarding this matter.

The proposed mural will be revised to continue further to the edge of the corner on North Marshall and North 6th facing the green open space to the south to keep the artistic feel of the neighborhood.

#### **Parking Design Comments**

1. Staff notes that parking is not required in CMX-2 zoning districts.

##### **Response:**

Thank you for the comment. The developer wanted to provide safe indoor parking spaces and bike parking spaces as much as possible despite this requirement not being required on this zoning classification of the lot.

2. The majority of the ground floor space is dedicated to parking. Staff encourages exploration of underground parking to allow for more active uses on the ground floor.

##### **Response:**

Throughout the design process, the design team explored multiple parking options, the option of having underground parking was ruled out due to costs which would add millions to the building between the shoring contract and deep foundation under the water table. Due to the project goal to be affordable, this concept makes it financially impossible to set rents at an affordable price and make the whole proposal inviable.

#### **Sustainability Comments**

The proposal meets 5 out of 11 sustainable design metrics.

Please consider additional review of the sustainable design metrics.

Please reach out to Waffiyyah Murray (waffiyyah.murray@phila.gov) at OTIS to consider the possibility of addition of a bike share station



## 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, there are bus stops 39 & 47 located at the susquehanna & N 6th intersection, continuing to susquehanna/ N 7th & 8th intersection
(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, all parking areas are covered.
(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.	There are 2 EV Parking spaces with EV Charging ports
(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>	The site is not adjacent to a septa rail way.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No bike share station is being proposed however 66 Type 1A bike spaces are proposed.



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.	
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.	Grass area is 1,131 sft. Green roof area is 8,373 sft. Which sums up to 9,504 sft. (1,738% of the 546.69 sf open space)
(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	N/A this project does not trigger Storm water management.
(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.	Yes, shading will be provided by the proposed building and trees. In addition, a green roof is anticipated to reduce substantially the heat island effect.
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 building will conform to requirements of the 2018 IECC
(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	The use of green roofs on the proposed building will reduce the heat load, thereby reducing energy consumption

	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.	N/A
<b>Innovation</b>		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	N/A

<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