

# 6528 N BROAD ST

PHILADELPHIA, PA 19126

THIRD APPEARANCE 2024.05.07  
SECOND APPEARANCE 2024.03.05  
CIVIC DESIGN REVIEW 2023.10.10

Date: 10/10/2023  
Date Rev 1: 10/19/2023  
Date Rev 2: 02/06/2024  
Date Rev 3: 04/09/2024





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# 6528 N BROAD ST



OWNER  
ABEER LP

DESIGN ARCHITECT  
PARALLEL ARCHITECTURE STUDIO LLC

CIVIL ENGINEER  
AMBRIC TECHNOLOGY CORPORATION

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PHILADELPHIA PA 19126



# SECTION ONE

# LOCATION

AREA VIEW LOOKING NORTH



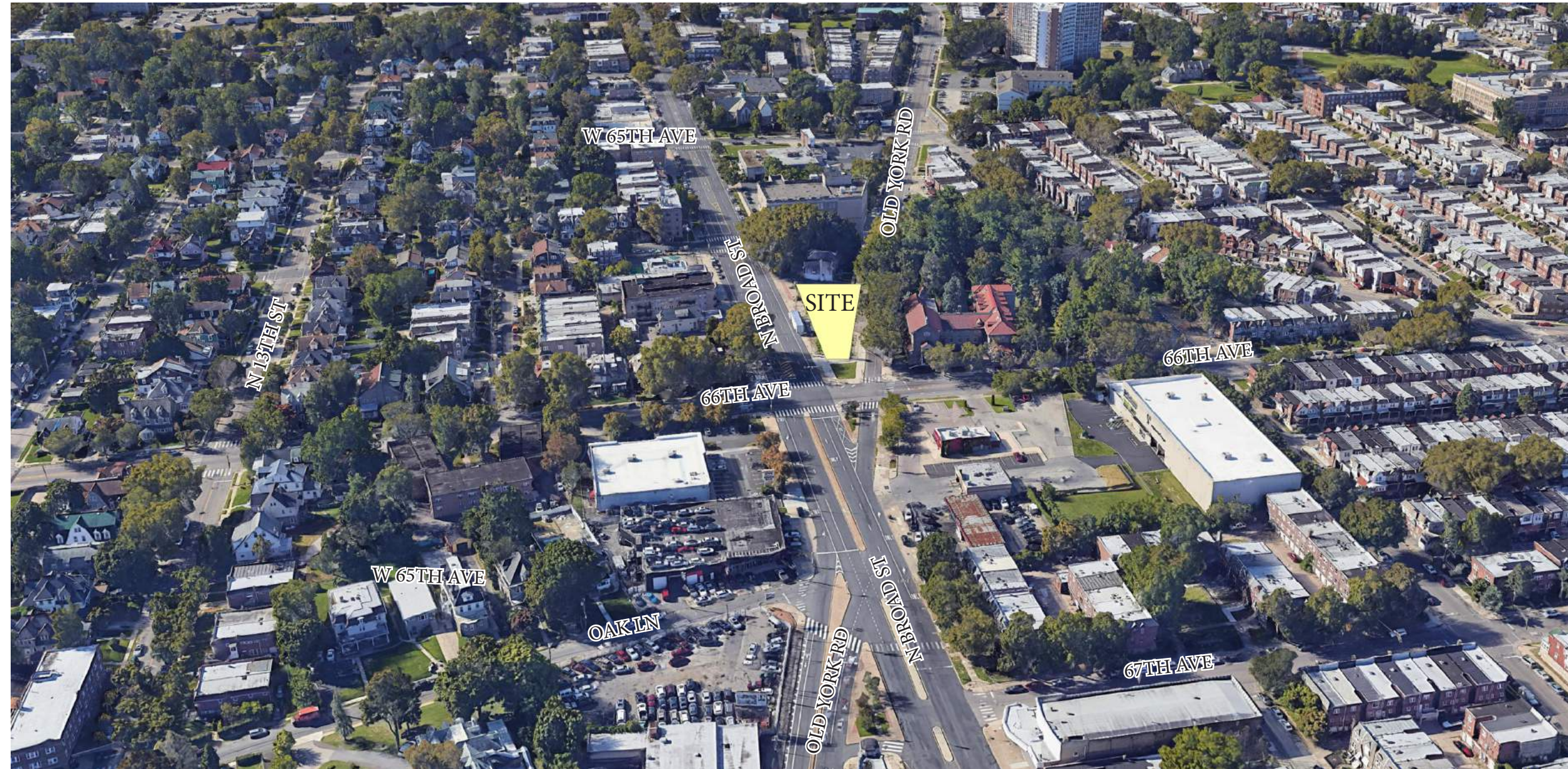
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# SECTION ONE

# LOCATION

AREA VIEW LOOKING SOUTH



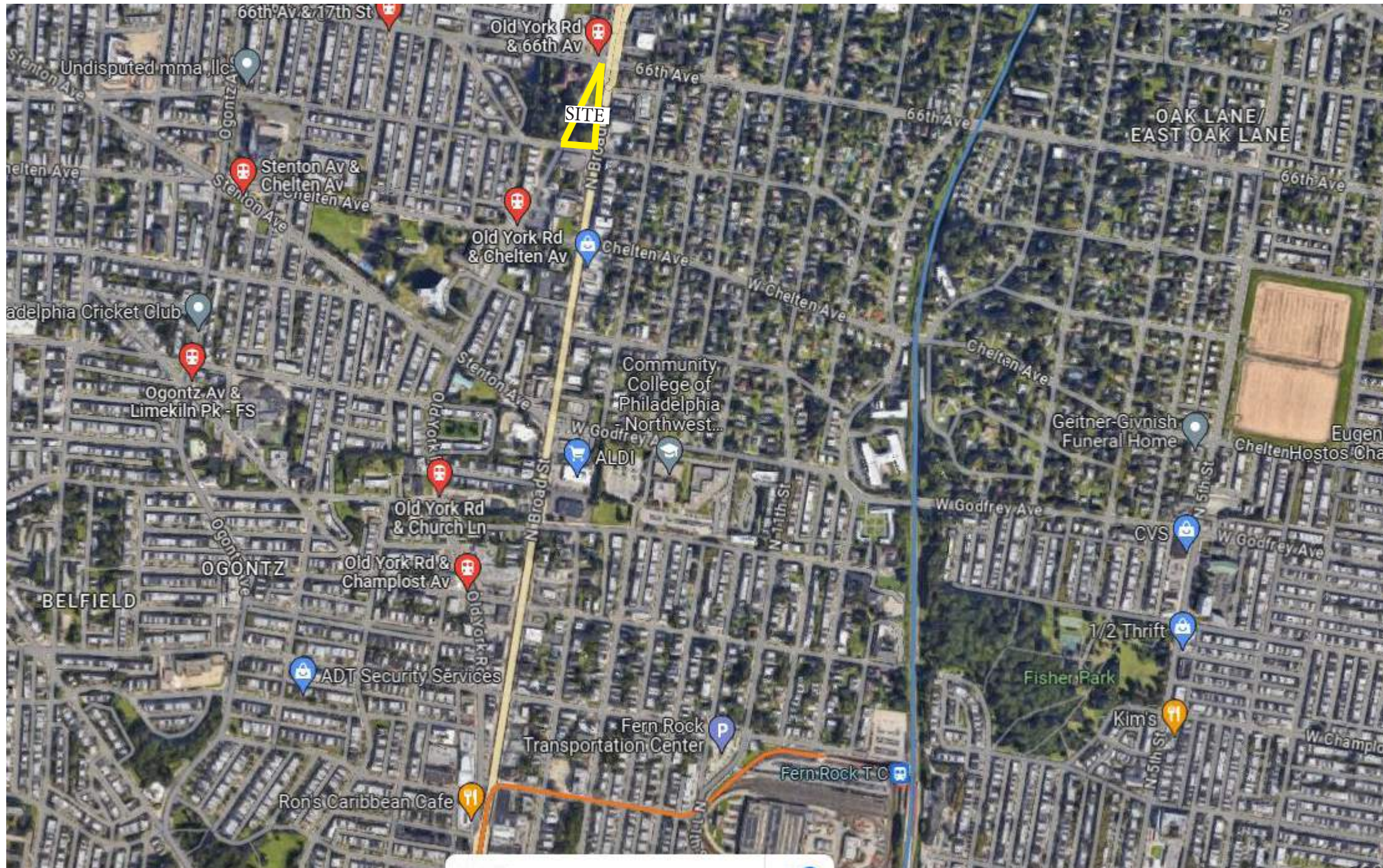
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# SECTION ONE

# LOCATION




## TRANSPORTATION PLAN



### COMMUTER INFORMATION

#### MAIN ROADS

- N Broad St
- Old York Ave
- 66th Ave
- W 65th Ave
- Cheltenham Ave
- Cheltenham Ave
- W Godfrey Ave
- Medary Ave
- Stenton Ave
- Wyncote Ave
- Ogontz Ave

-  Bus stop
-  Regional rail Train
-  Transportation Center

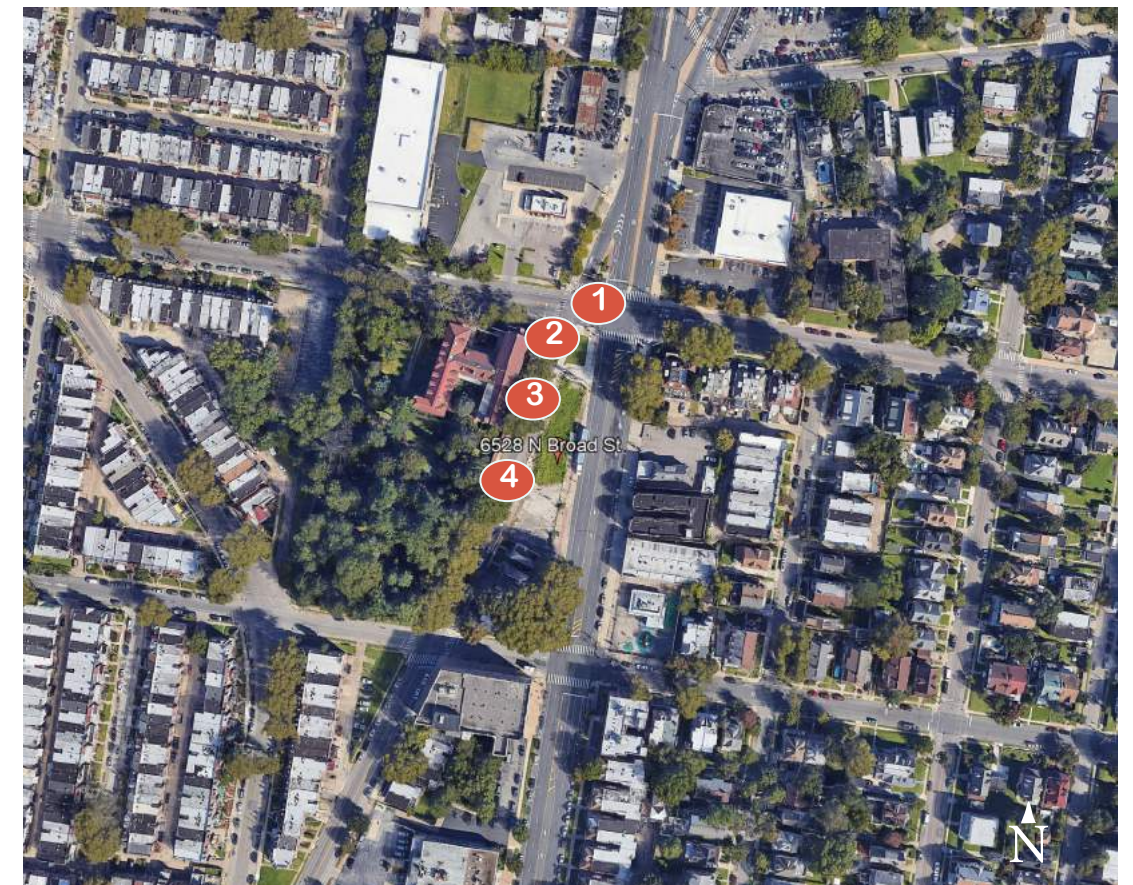
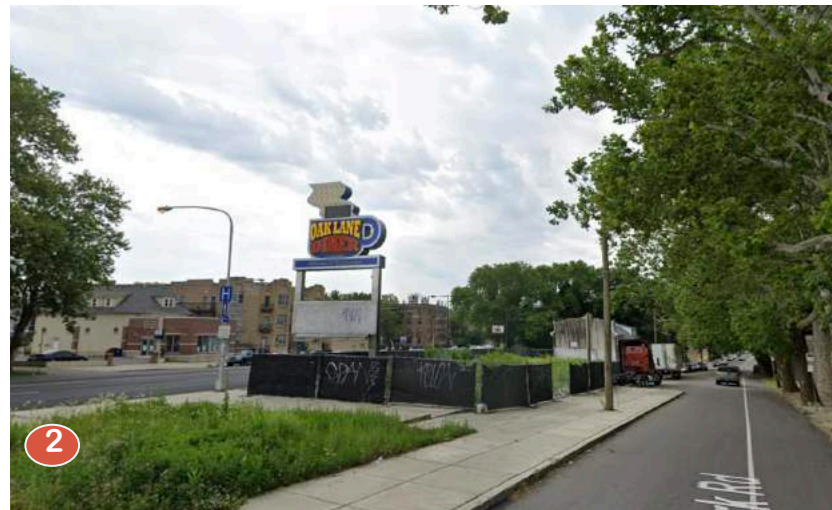
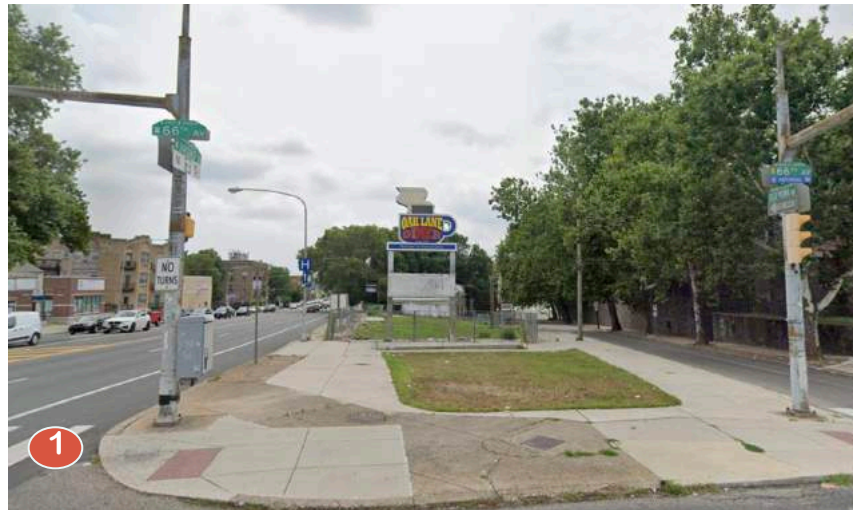
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# SECTION ONE

# LOCATION

## BLOCK CONTEXT



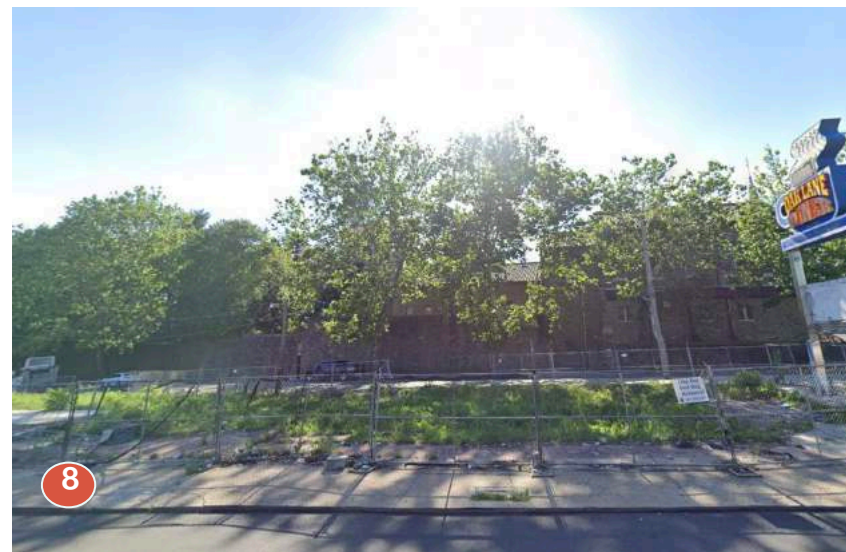
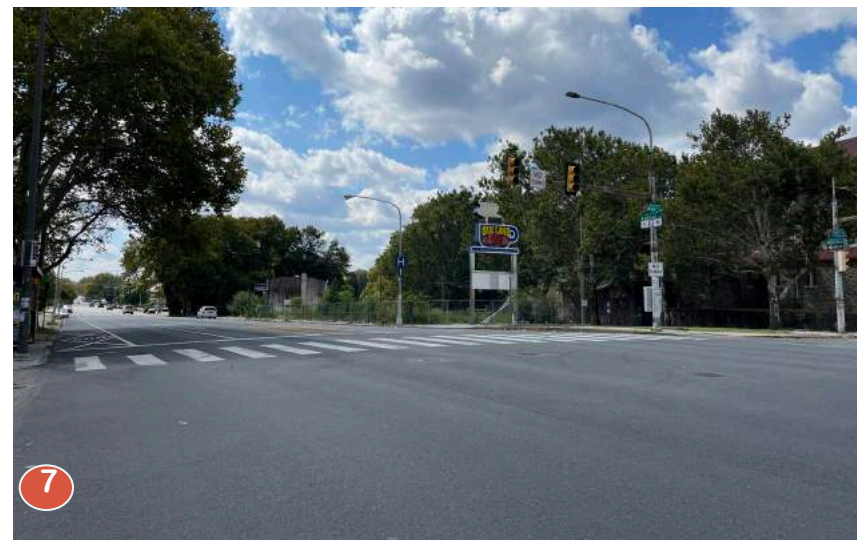
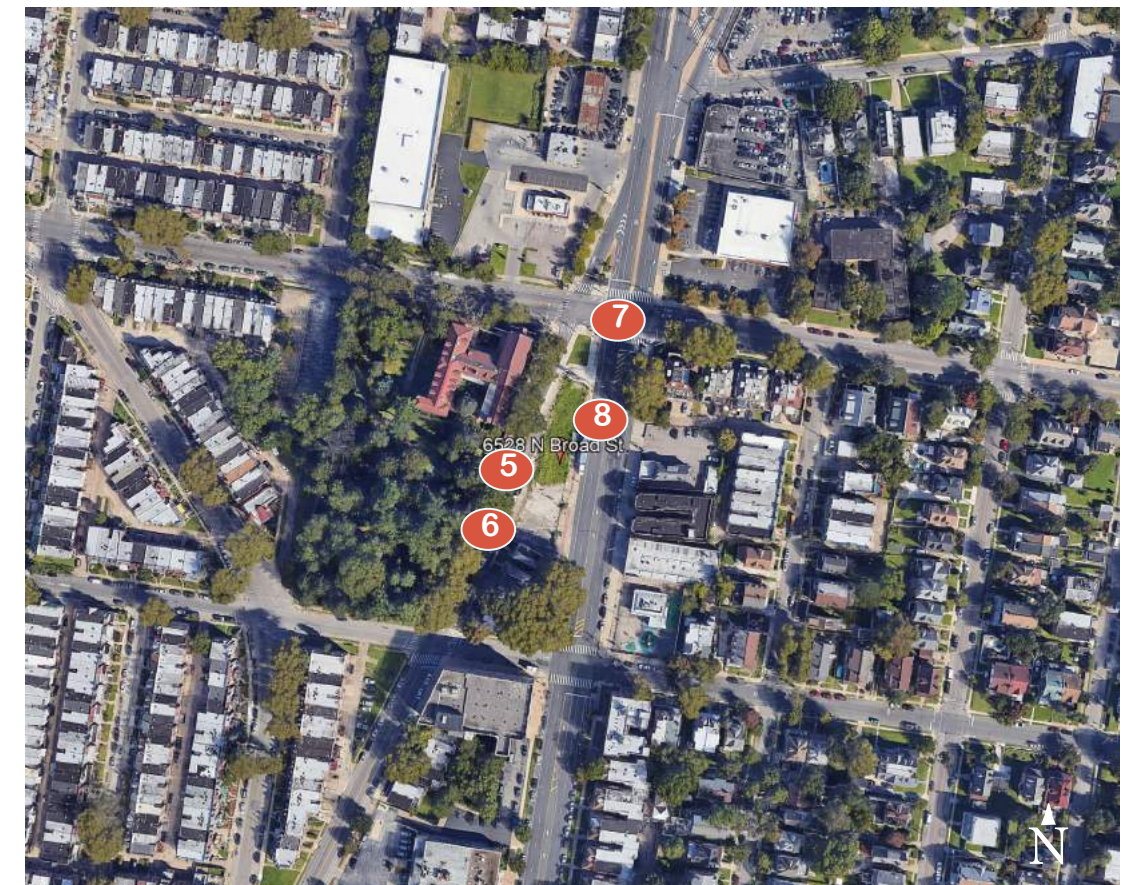
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# SECTION ONE

# LOCATION

## BLOCK CONTEXT



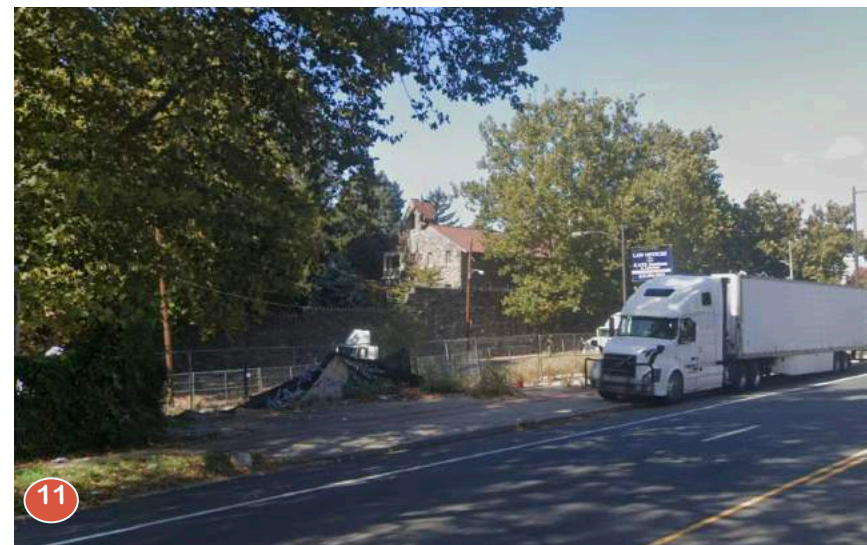
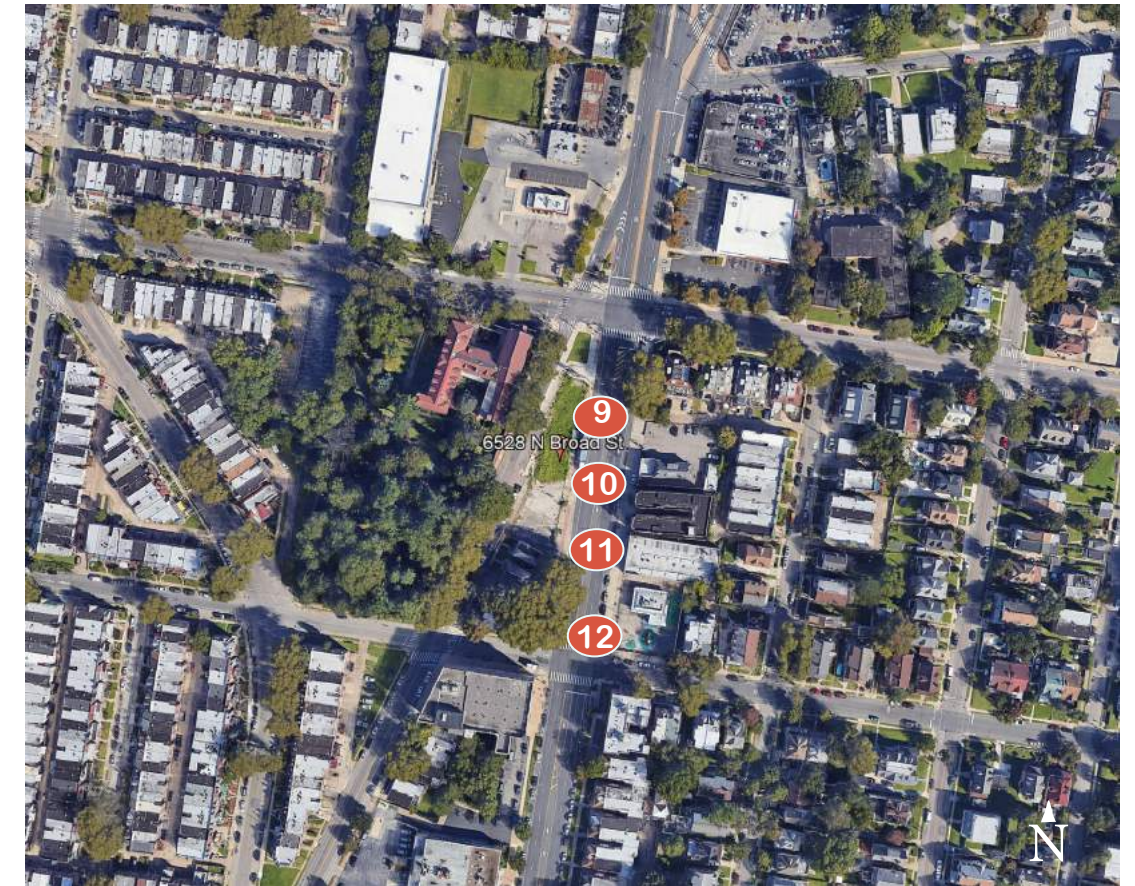
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# SECTION ONE

# LOCATION

## BLOCK CONTEXT



6528 N BROAD ST  
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# SECTION TWO

# ZONING SUMMARY

## ZONING MAP



### LEGEND

-  **CMX-2.5**  
Neighborhood Commercial Mixed-Use-2.5
-  **RSA-3**  
Residential Single Family Attached-3
-  **RM-1**  
Residential Multi-Family-1
-  **CMX-3**  
Community Commercial Mixed-Use

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# SECTION THREE

# PROJECT INFORMATION

## PROJECT DESCRIPTION, BACKGROUND & PURPOSE

<b>PROJECT ADDRESS:</b>	6528 N BROAD ST
<b>PROJECT DESCRIP.:</b>	NEW 7-STORY MIXED USE BUILDING. UNDERGROUND PARKING W/ 18 PARKING SPOTS INCLUDING 1 ADA VAN ACCESSIBLE, 1 ELECTRIC VEHICLE PARKING. TOTAL OF 20 PARKING SPACES. - 1ST FLOOR: SIT-DOWN RESTAURANT. - 2ND FLOOR: SIT-DOWN RESTAURANT & PROFESSIONAL OFFICES. - 3RD-7TH FLOORS: 60 RESIDENTIAL UNITS (FOR 60 YEARS OF AGE OR OLDER) (42 AFFORDABLE DWELLING UNITS).
<b>LOT SIZE:</b>	13,908.07 SF
<b>ZONING DISTRICT:</b>	CMX-3 COMMUNITY COMMERCIAL MIXED-USE
<b>ZONING OVERLAYS:</b>	/EDO EIGHTH DISTRICT OVERLAY DISTRICT
<b>STREET FRONTAGE:</b>	NORTH - 66TH AVE WEST - OLD YORD RD EAST - N BROAD ST
<b>GROSS FLOOR AREA:</b>	77,874.3 SF
<b>PROPOSED BLDG. AREA:</b>	11,124.9 SF

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# SECTION FOUR

# CDR APPLICATION



## 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-2022-011421**

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

*Table 14-304-2, Case 2. Developing more than 50,000 sf of (77,874 sf) of new gross floor area and more than 50 dwelling units (65).*

### PROJECT LOCATION

Planning District: UPPER NORTH Council District: 8TH

Address: 6528 N. BROAD ST.

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

### CONTACT INFORMATION

Applicant Name: MICHELLE KLESCHICK Primary Phone: (267)271-5799

Email: OFFICE@PRLL.STUDIO Address: 230 S. BROAD ST. 17<sup>TH</sup> FLR  
PHILADELPHIA, PA 19102

Property Owner: ABEER LP Developer ABEER LP  
Architect: Parallel Architecture Studio

### SITE CONDITIONS

Site Area: 13,908 SF

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

Proposed Use: *Proposed 7-story building with underground parking*

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

-Proposed uses: Sit-down restaurant (9,184 SF 1ST FLOOR + 3,515 SF 2ND FLOOR)

Professional offices (5,581 SF)

65 age restricted dwelling units (inc. 42 affordable units) (50,704 SF)

Proposed # of Parking Units: 20 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: 11/01/2023 Time: 6PM

### ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes  No  NA  X

If yes, indicate the date hearing will be held:

Date: \_\_\_\_\_



# SECTION FIVE

# MATERIAL PALETTE



**DARK GREY**  
METAL PANEL



**SANDSTORM-S23**  
FACEBRICK



**BLACK (02)**  
METAL PANEL



**LIME STONE**  
SPLIT-FACE



**BLACK SAND**  
PERFORATED METAL



**BLACK-MAX**  
STANDING SEAM METAL PANEL



**PLANTER BOXES**  
LANDSCAPE



**BEECHWOOD**  
BRICK

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# SECTION FIVE

# MATERIAL PALETTE



**DARK GREY**  
METAL PANEL



**SANDSTORM-S23**  
FACEBRICK



**BLACK (02)**  
METAL PANEL



**LIME STONE**  
SPLIT-FACE



**BLACK SAND**  
PERFORATED METAL



**BLACK-MAX**  
STANDING SEAM METAL PANEL



**PLANTER BOXES**  
LANDSCAPE



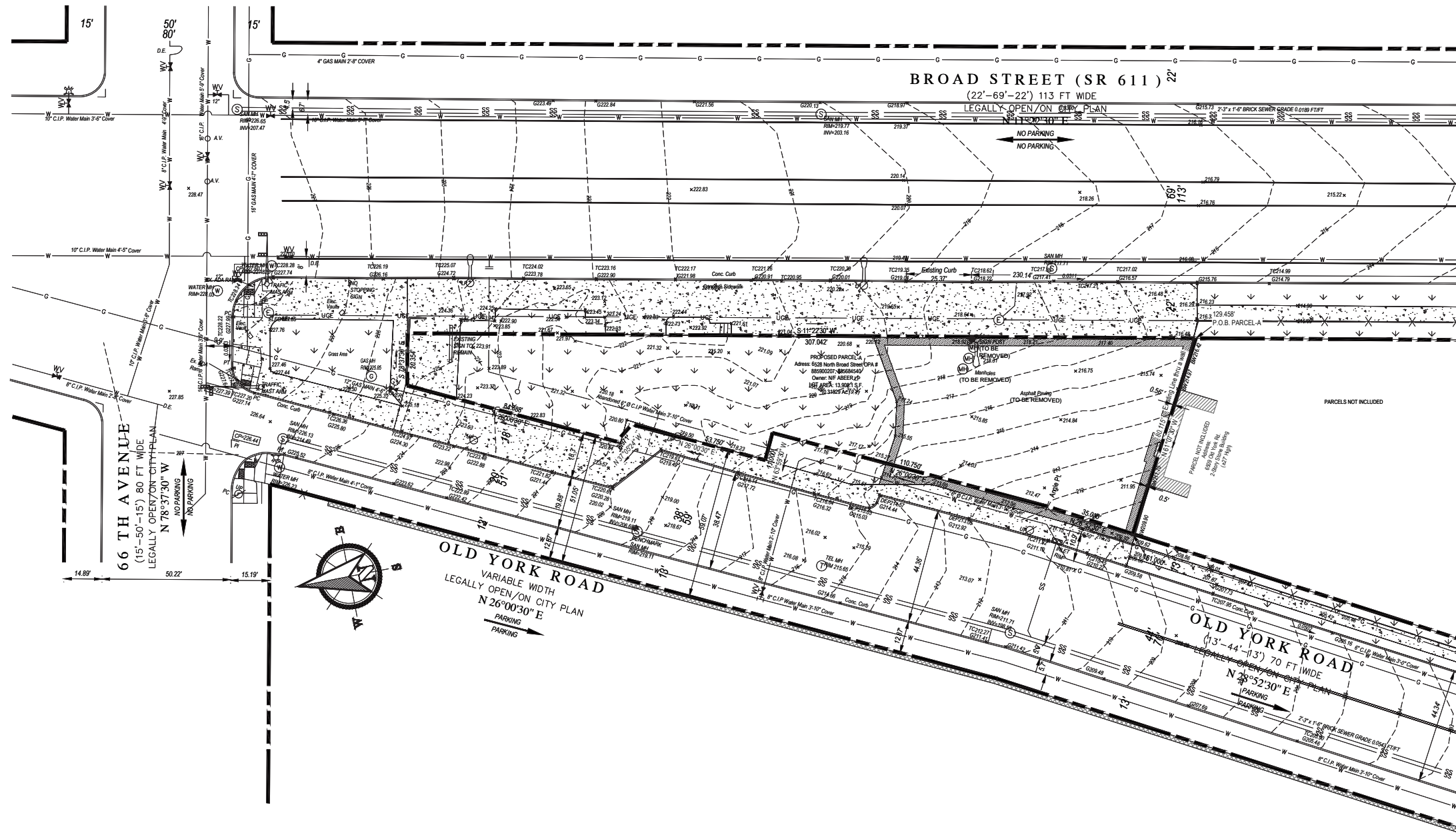
**BEECHWOOD**  
BRICK

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# SECTION SIX

# SITE PLAN



**LEGEND**

- PROPERTY LINE
- R.O.W. LINE
- ADJOINER LOT LINES
- EXISTING EASEMENT
- EXISTING SETBACK
- EXISTING STREAM CENTERLINE
- EXISTING STREAMBANK
- EXISTING BUILDING
- EXISTING CONCRETE CURB
- EXISTING EDGE OF PAVING
- EXISTING EDGE OF GRAVEL
- EXISTING CHAINLINK FENCE
- EXISTING IRON FENCE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING CITY PLAN ELEVATION
- EXISTING SPOT ELEVATION
- EXISTING GAS
- EXISTING COMBINED SEWER
- EXISTING SANITARY LATERAL
- EXISTING STORM PIPES
- EXISTING TELECOMMUNICATIONS
- EXISTING UNDERGROUND ELECTRIC
- EXISTING OVERHEAD WIRE
- EXISTING WATER MAIN
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE
- EXISTING WATER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING STORM INLETS
- EXISTING UTILITY POLE
- EXISTING TRAFFIC SIGN
- EXISTING GAS VALVE
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING LIGHT

**ERSA LEGEND**

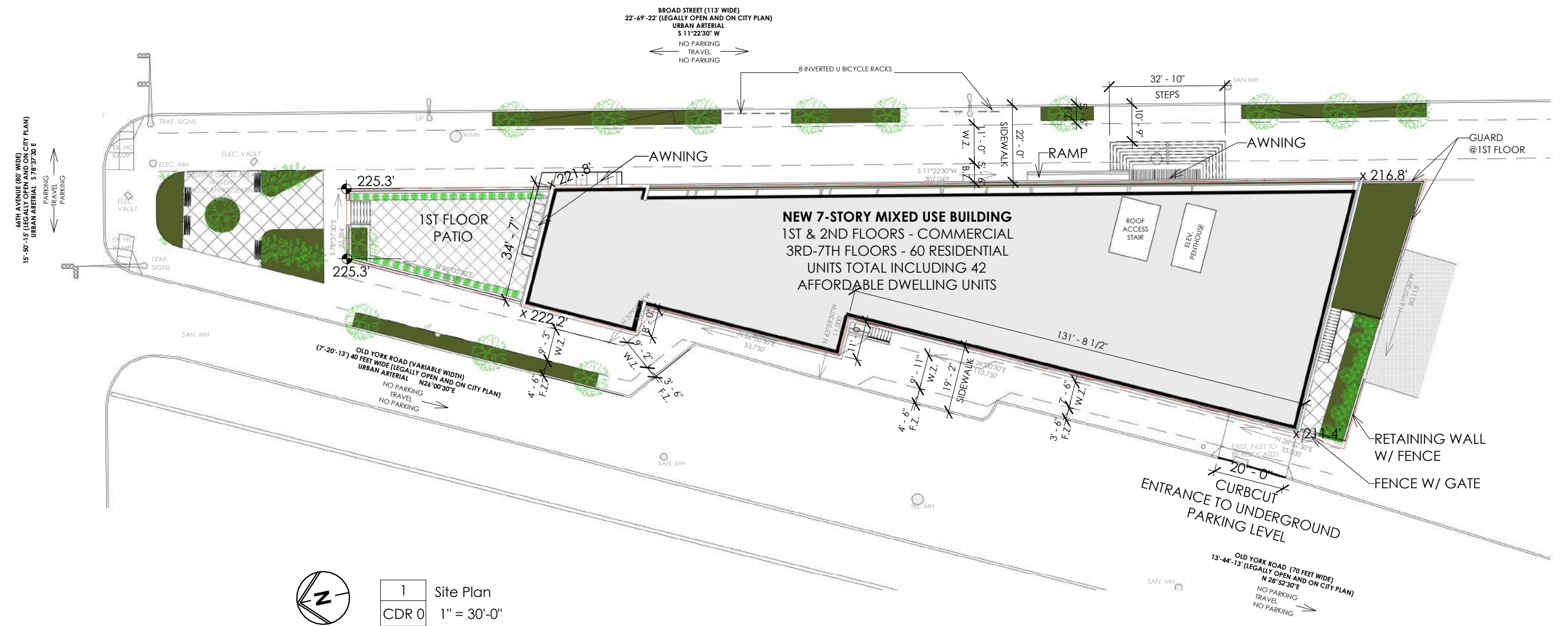
- EXISTING TIME OF CONCENTRATION
- EXISTING GRASS AREA
- EXISTING BUILDING AREA
- EXISTING ASPHALT PAVING
- EXISTING CONCRETE AREA


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# SECTION SIX

# SITE PLAN





1	Site Plan
CDR 0	1" = 30'-0"

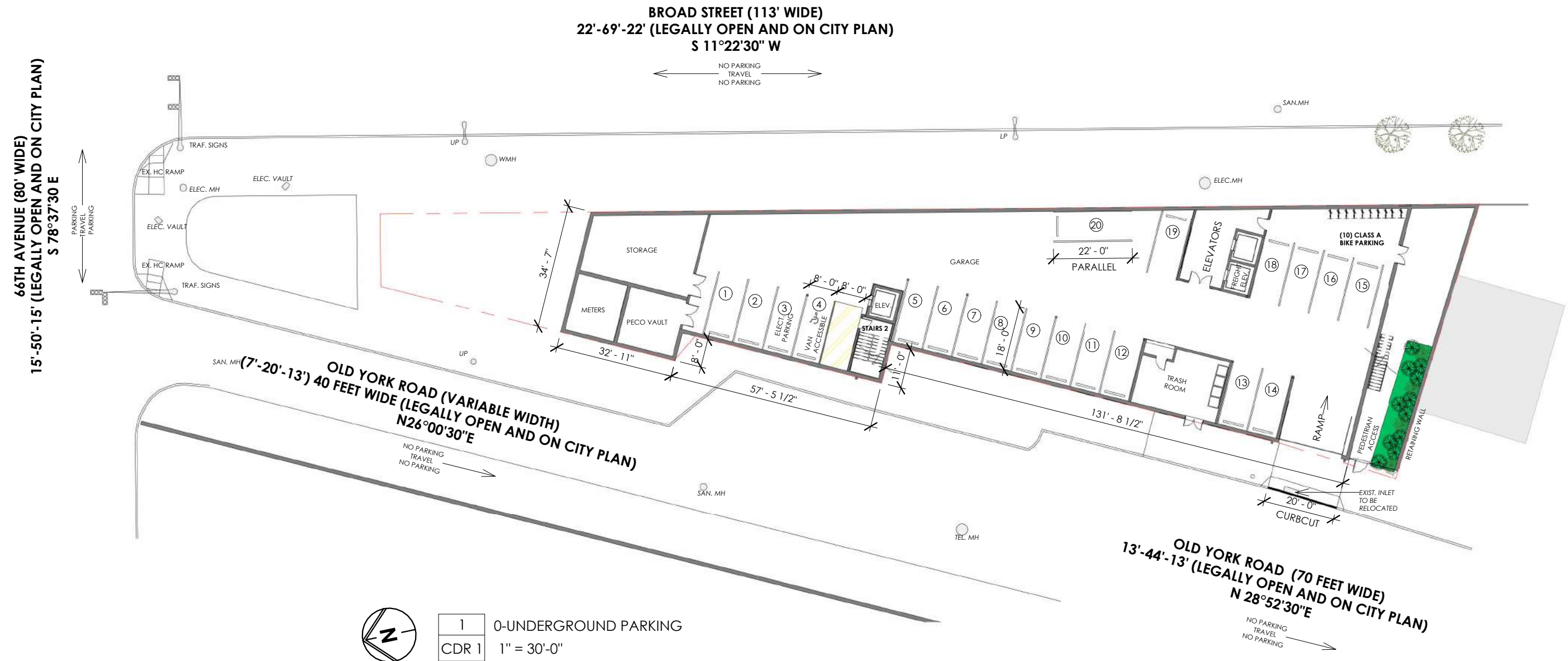
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# SECTION SIX

# FLOOR PLANS

## UNDERGROUND PARKING



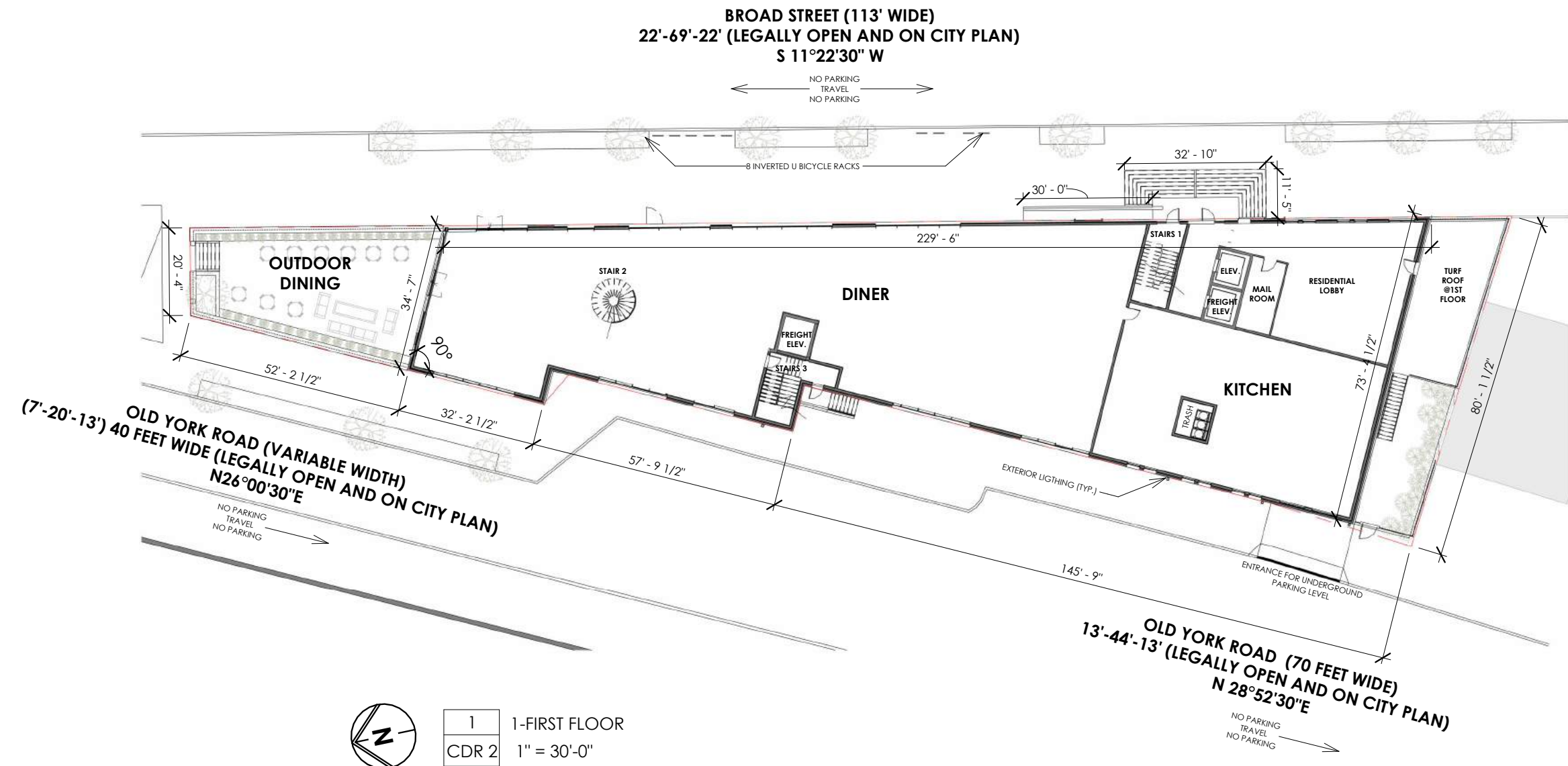
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# SECTION SIX

# FLOOR PLANS

## FIRST FLOOR



1 1-FIRST FLOOR  
 CDR 2 1" = 30'-0"

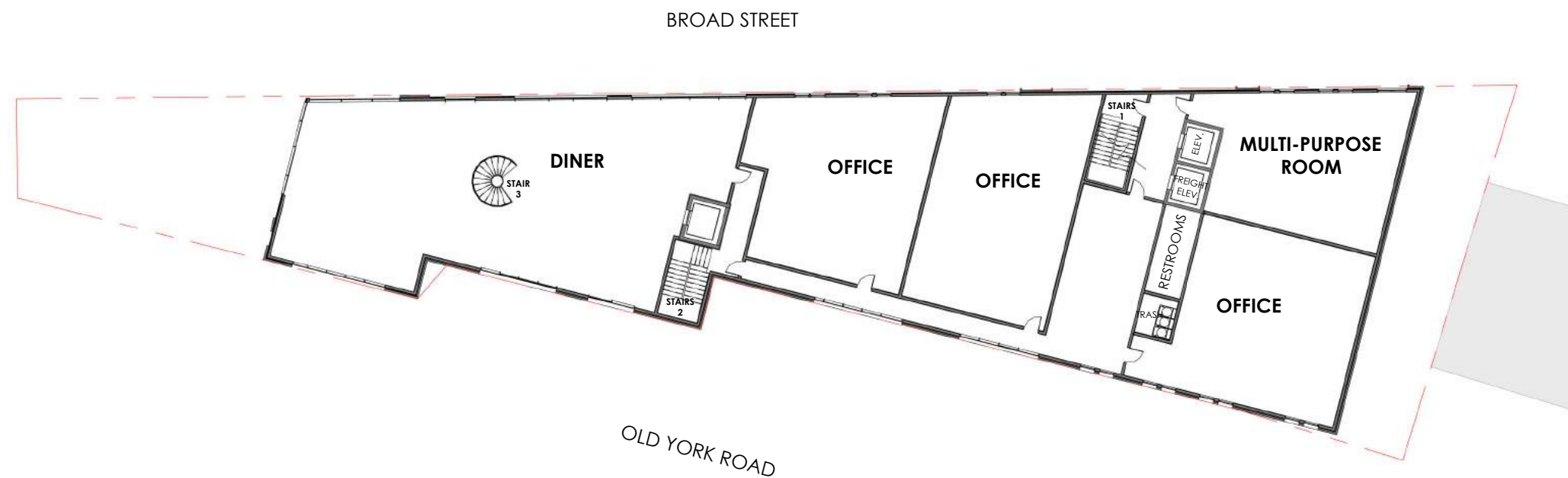
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# SECTION SIX

# FLOOR PLANS

## SECOND FLOOR



1 2-SECOND FLOOR  
CDR 3 1" = 30'-0"

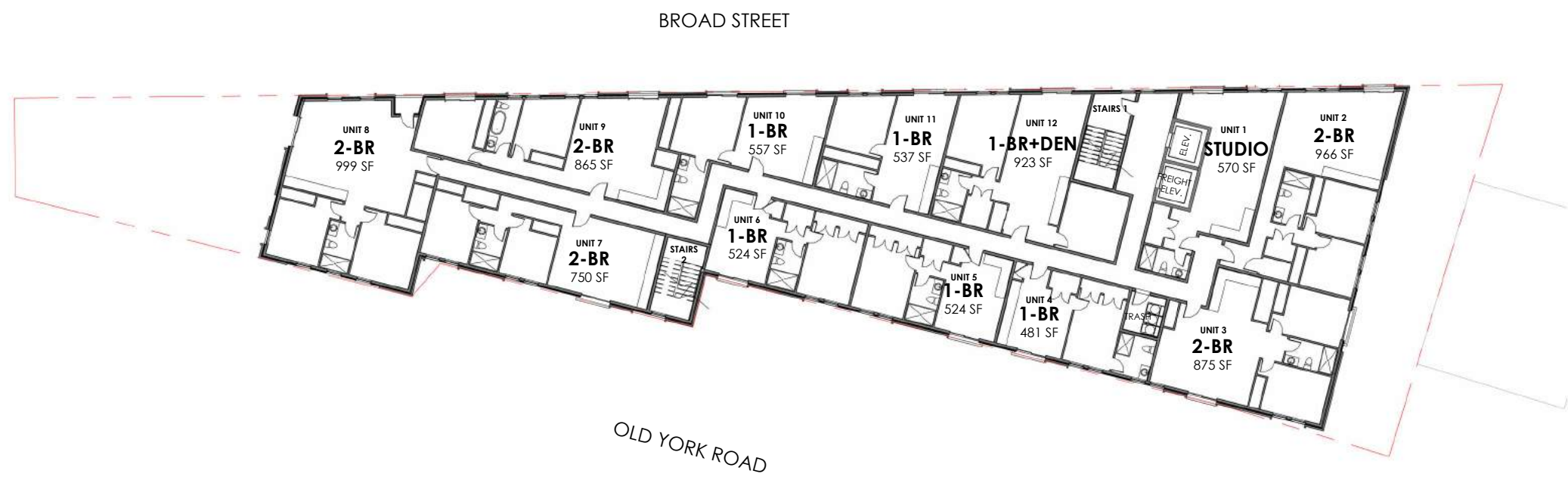
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# SECTION SIX

# FLOOR PLANS

## TYPICAL FLOOR



1 TYPICAL FLOOR  
CDR 4 1" = 30'-0"

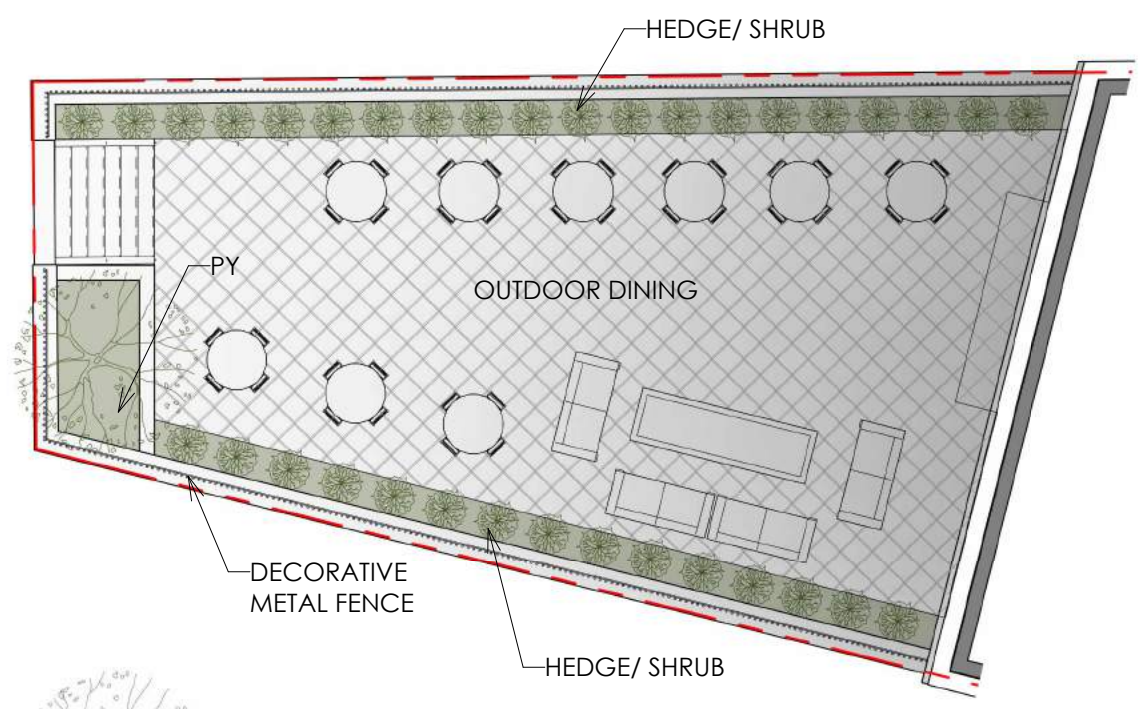
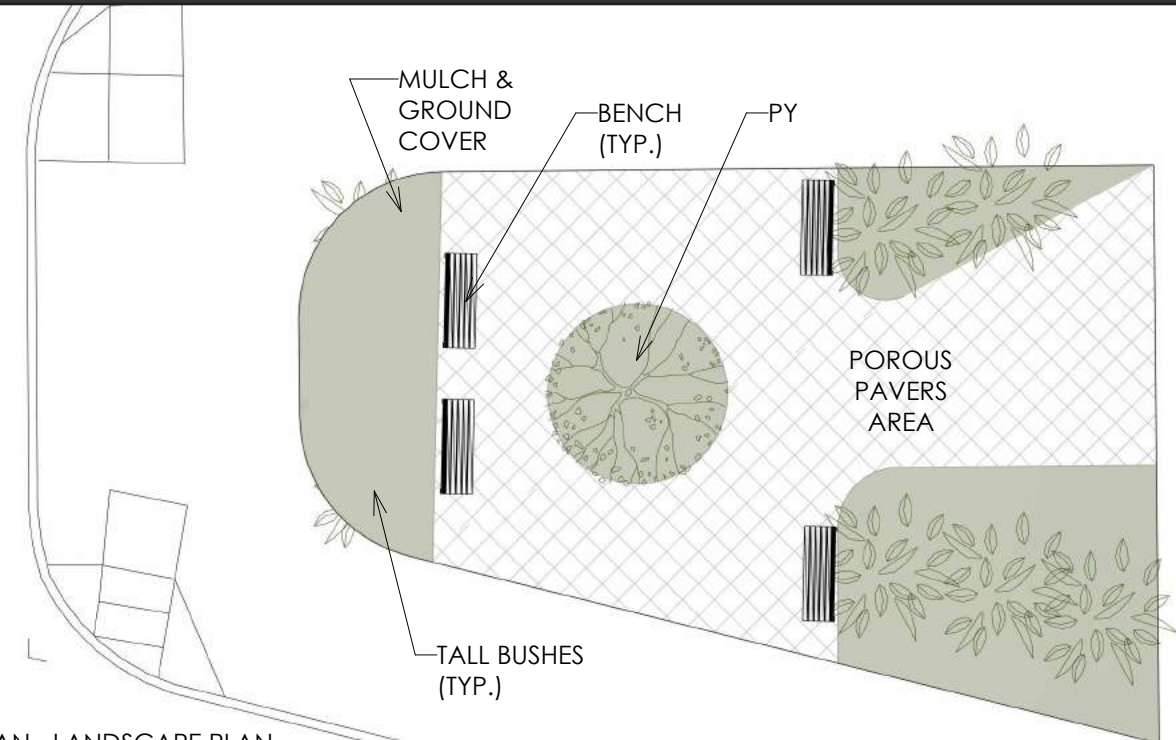
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# SECTION SIX

# SITE PLAN

## LANDSCAPING



1 SITE PLAN - LANDSCAPE PLAN  
 CDR 5 3/32" = 1'-0"

OLD YORK ROAD

PLANT PALETTE			
SYMBOL	BOTANICAL NAME	COMMON NAME	NOTES
	MULTIPLE-PER PCPC RECOMMENDED PLANTING LISTS	SHRUBS	HEDGE
	CORNUS RACEMOSA	GRAY DOGWOOD	SHRUBS
	HYDRANGEA ARBORESCENS	WILD HYDRANGEA	HEDGE
	CHAMAECYPARIS (FC)	FALSE CYPRESS	4"-6" B&B (BUFFER TREE)
	PRUNUS X YEDOENSIS (PY)	YOSHINO CHERRY	4"-6" B&B (YARD TREE)

PER 14-705 (1)(e).(3) YARD TREE REQUIREMENTS

2,783.17 SF (OPEN AREA) - 1,278.87 SF (SUNKEN DRIVEWAY) = 1,504.3 SF / 1,600 SF = 1 YARD TREE (REQUIRED)

PER 14-705 (1)(d).(2) BUFFERING REQUIREMENTS

8' BUFFER IS REQUIRED TO THE SOUTH SIDE OF THE PROPERTY, WHERE IT ABUTS WITH A LOT IN A RESIDENTIAL DISTRICT.

1 TREE PER AND 3 SHRUBS PER 20 LINEAR FEET = 4 TREE & 12 SHRUBS REQUIRED.

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# SECTION SIX

# SITE PLAN

## LANSCAPING



PLANT PALETTE			
SYMBOL	BOTANICAL NAME	COMMON NAME	NOTES
	MULTIPLE-PER PCPC RECOMMENDED PLANTING LISTS	SHRUBS	HEDGE
	CORNUS RACEMOSA	GRAY DOGWOOD	SHRUBS
	HYDRANGEA ARBORESCENS	WILD HYDRANGEA	HEDGE
	CHAMAECYPARIS (FC)	FALSE CYPRESS	4"-6" B&B (BUFFER TREE)
	PRUNUS X YEDOENSIS (PY)	YOSHINO CHERRY	4"-6" B&B (YARD TREE)

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 1 TREE PER AND 3 SHRUBS PER 20 LINEAR FEET = 4 TREE & 12 SHRUBS REQUIRED.

1 Site Plan - Landscape  
 CDR 5.1 3/32" = 1'-0"

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# SECTION SEVEN

# ELEVATIONS

## N BROAD ST ELEVATION



**A**  
**DARK GREY**  
METAL PANEL



**B**  
**SANDSTORM-S23**  
FACEBRICK



**C**  
**BLACK (02)**  
METAL PANEL



**D**  
**LIME STONE**  
SPLIT-FACE



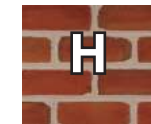
**E**  
**BLACK SAND**  
PERFORATED METAL



**F**  
**BLACK-MAX**  
STANDING SEAM METAL PANEL



**G**  
**PLANTER BOXES**  
LANDSCAPE



**H**  
**BEECHWOOD**  
BRICK

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# SECTION SEVEN

# ELEVATIONS

## 66TH AVE ELEVATION



**DARK GREY**  
METAL PANEL



**SANDSTORM-S23**  
FACEBRICK



**BLACK (02)**  
METAL PANEL



**LIME STONE**  
SPLIT-FACE



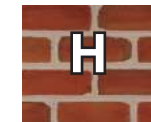
**BLACK SAND**  
PERFORATED METAL



**BLACK-MAX**  
STANDING SEAM METAL PANEL



**PLANTER BOXES**  
LANDSCAPE



**BEECHWOOD**  
BRICK

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# SECTION SEVEN

# ELEVATIONS

## OLD YORK RD ELEVATION



**A**  
**DARK GREY**  
 METAL PANEL



**B**  
**SANDSTORM-S23**  
 FACEBRICK



**C**  
**BLACK (02)**  
 METAL PANEL



**D**  
**LIME STONE**  
 SPLIT-FACE



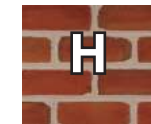
**E**  
**BLACK SAND**  
 PERFORATED METAL



**F**  
**BLACK-MAX**  
 STANDING SEAM METAL PANEL



**G**  
**PLANTER BOXES**  
 LANDSCAPE



**H**  
**BEECHWOOD**  
 BRICK

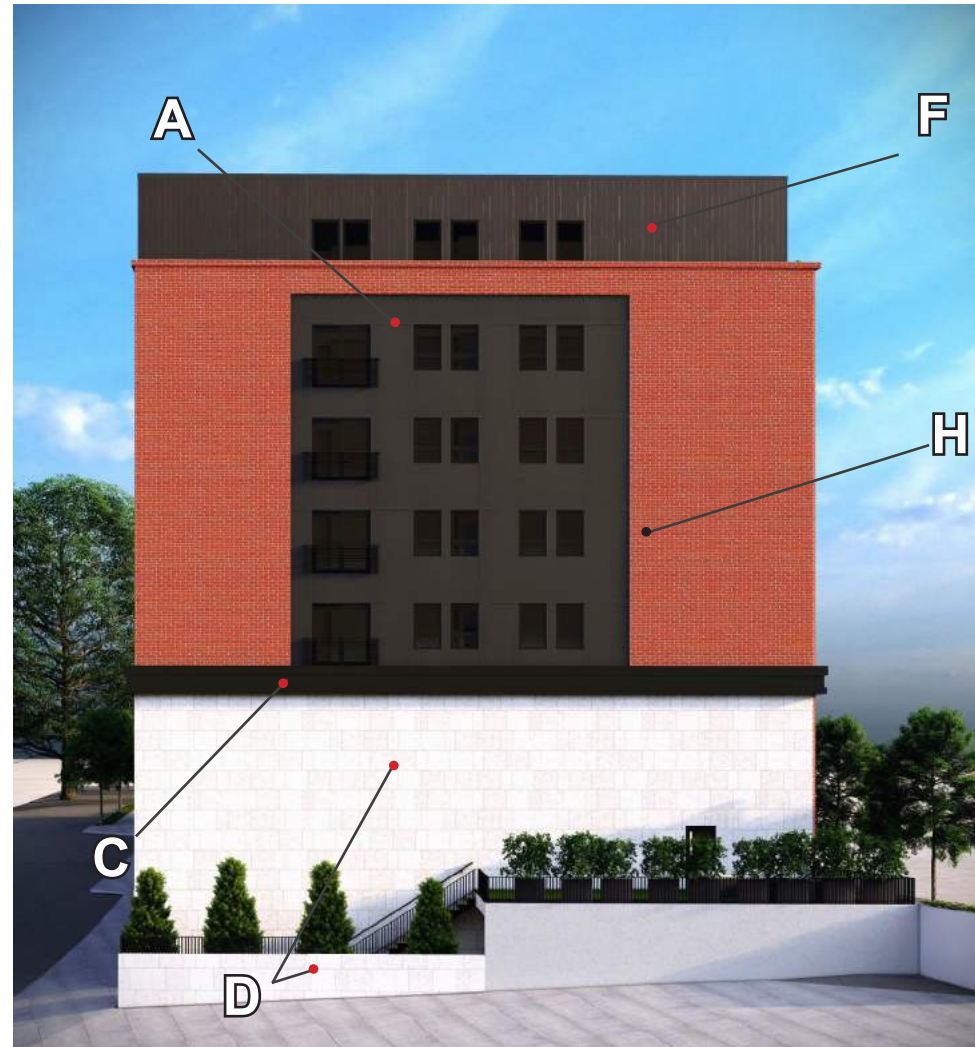
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# SECTION SEVEN

# ELEVATIONS

## SOUTH ELEVATION



**DARK GREY**  
METAL PANEL



**SANDSTORM-S23**  
FACEBRICK



**BLACK (02)**  
METAL PANEL



**LIME STONE**  
SPLIT-FACE



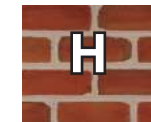
**BLACK SAND**  
PERFORATED METAL



**BLACK-MAX**  
STANDING SEAM METAL PANEL



**PLANTER BOXES**  
LANDSCAPE



**BEECHWOOD**  
BRICK

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# SECTION EIGHT

# RENDERINGS

INTERSECTION 66TH AVE & N BROAD, LOOKING SOUTH



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# SECTION EIGHT

# RENDERINGS

N BROAD ST LOOKING NORTHWEST



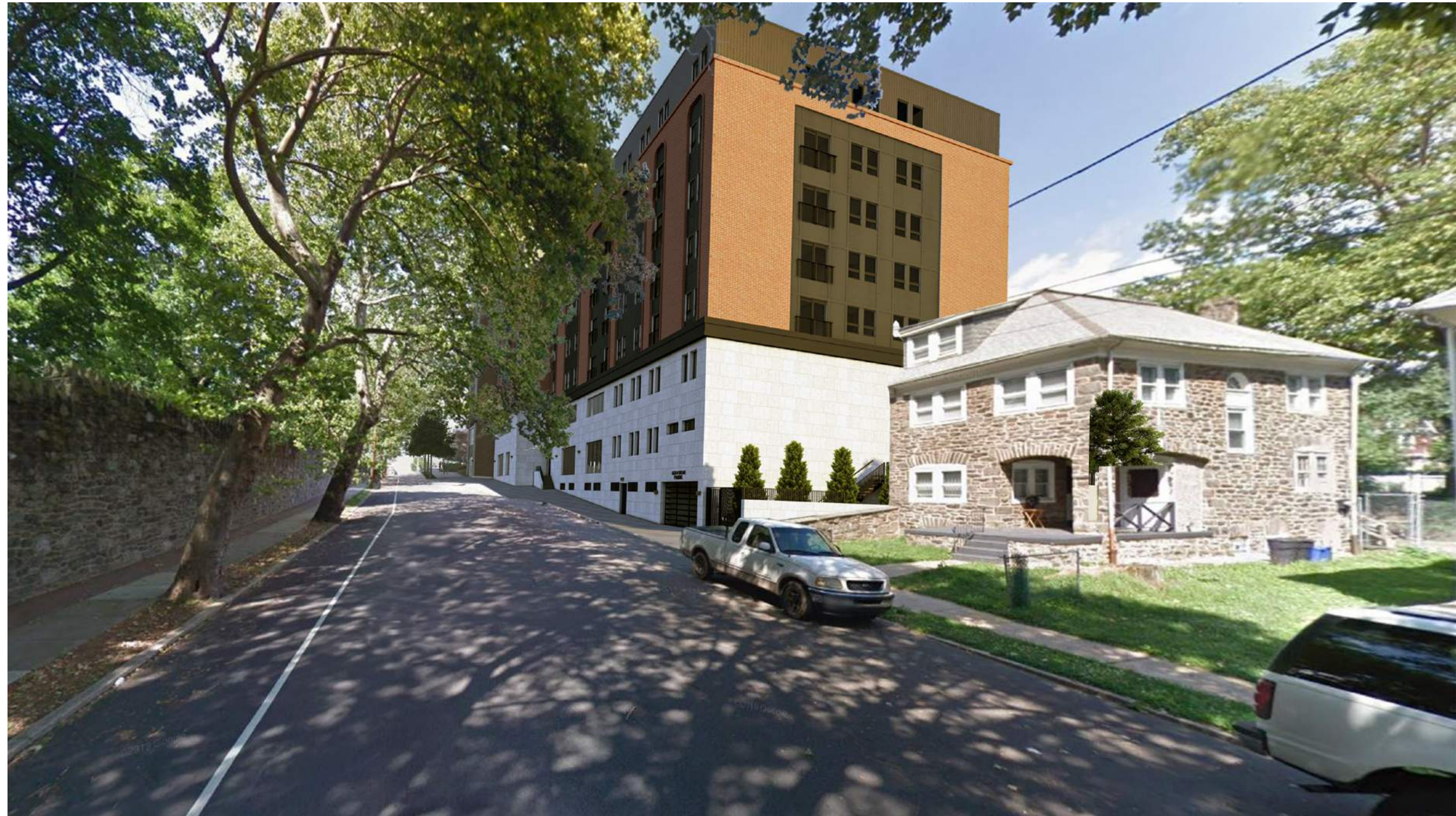
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# SECTION EIGHT

# RENDERINGS

OLD YORK RD LOOKING NORTHEAST



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# SECTION EIGHT

# RENDERINGS



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# SECTION EIGHT

# RENDERINGS



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# SECTION EIGHT

# RENDERINGS



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# SECTION EIGHT

# RENDERINGS



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# SECTION EIGHT

# RENDERINGS



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# SECTION EIGHT

# RENDERINGS



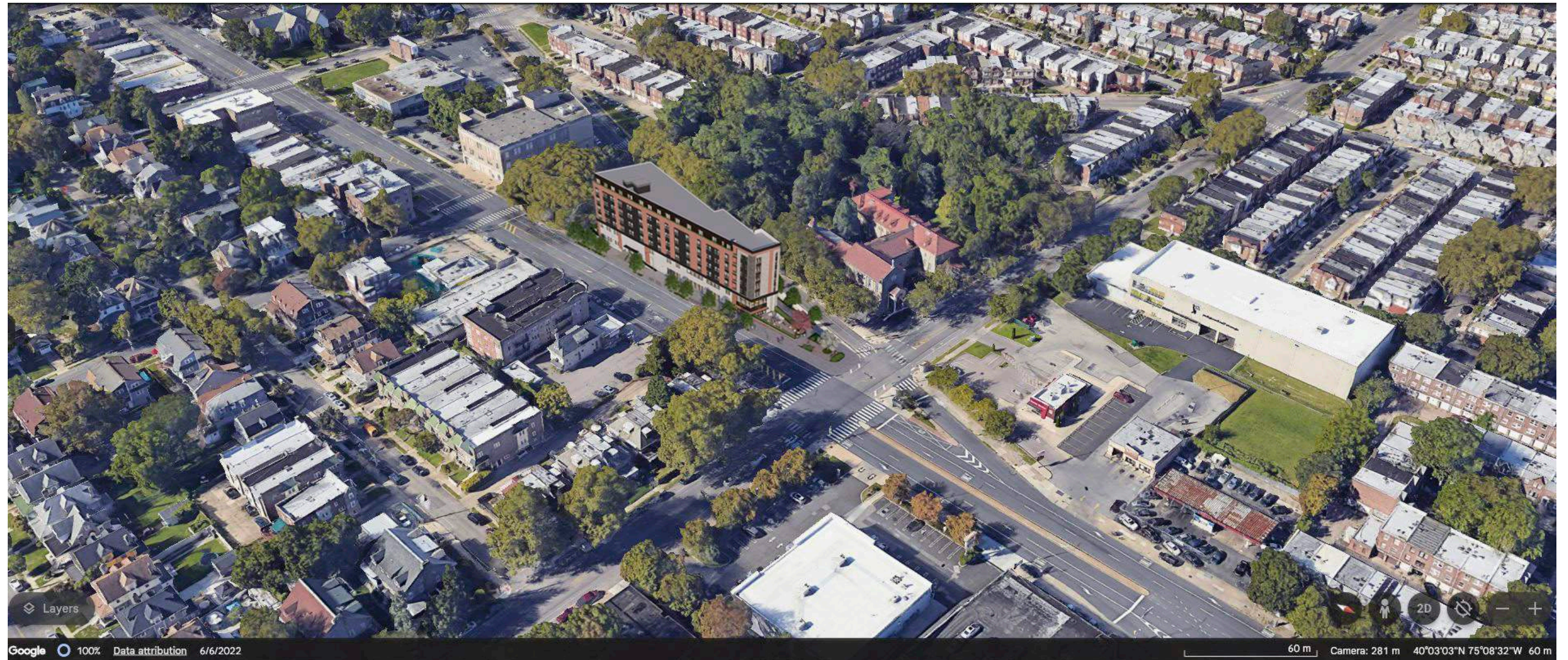
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# SECTION EIGHT

# MASSING

IN-CONTEXT



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# SECTION NINE

# SECTIONS

## SECTION



1 Section 1  
CDR 10 1" = 30'-0"

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# SECTION NINE

# SECTIONS

## SECTION



1 Section 2  
CDR 11 1" = 30'-0"

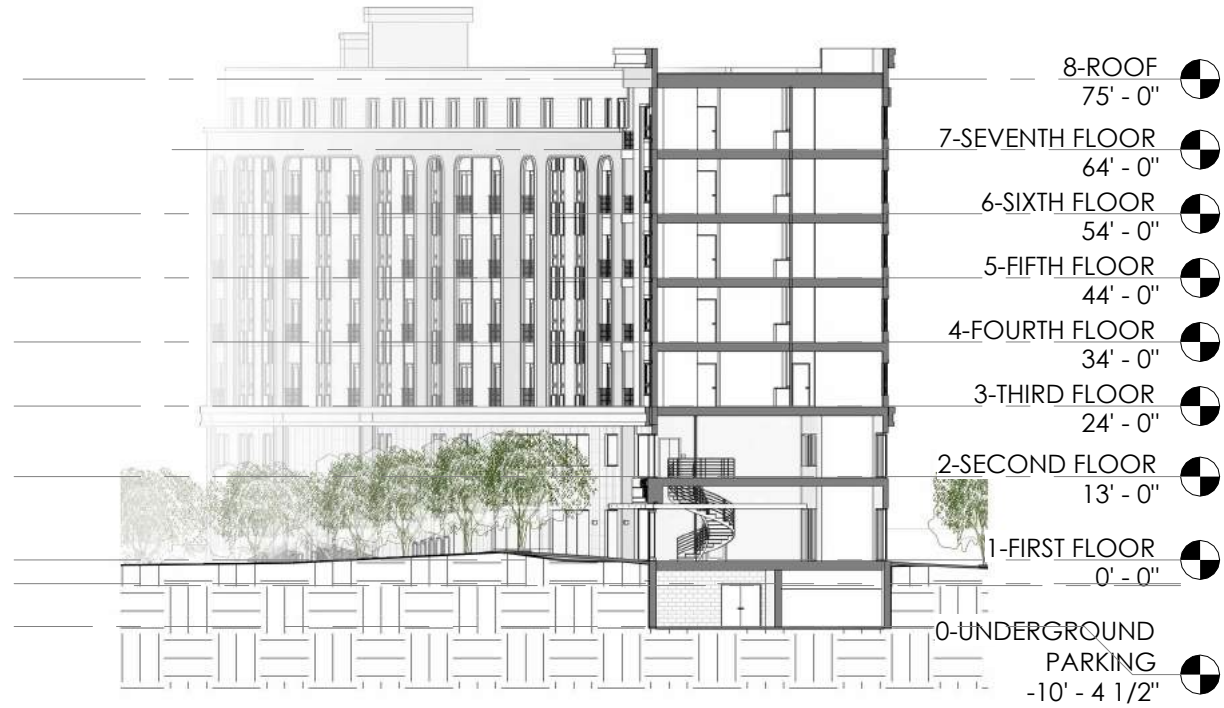
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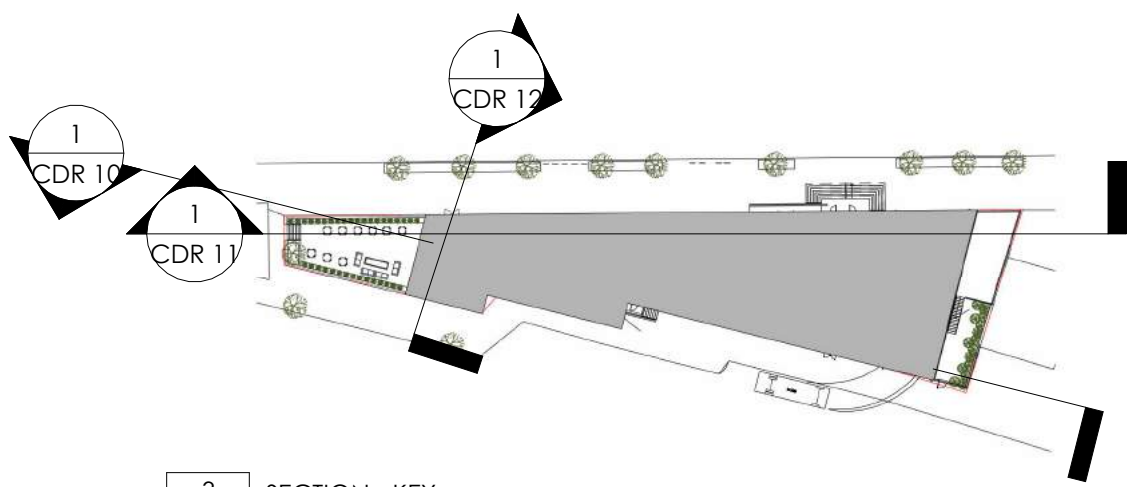
# SECTION NINE

# SECTIONS

## SECTION



1 Section 3  
CDR 12 1" = 30'-0"



3 SECTION - KEY  
CDR 12 N.T.S.

6528 N BROAD ST  
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# SECTION TEN

# SUSTAINABILITY

Civic Sustainable Design Checklist – Updated September 3, 2019

## 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.	There are bus stops at both nearby streets. Olney and Fern Rock transportation centers are 1 mile away, with easy bus access.
(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.	A majority of the parking will be underground. The one grade level space will share a driveway with the loading/trash area.
(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 project includes 5% of the parking spaces reserved for 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) <sup>1</sup>	Building does not front on a railway.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Building does not incorporate a bike share station.

1

Civic Sustainable Design Checklist – Updated September 3, 2019

<b>Water Efficiency</b>		
(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.	Plantings will be contained in planters to allow for targeted irrigation.
<b>Sustainable Sites</b>		
(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 entirety of the patio area will be paved with porous pavers.
(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 conforms to the stormwater requirements of the Philadelphia Water Department.
(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.	Hardscape areas will have high reflectance.
<b>Energy and Atmosphere</b>		
(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>18</sup>	Comcheck will be used to check compliance with 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>18</sup> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	The Owners intend to use low-flow plumbing fixtures, low VOC finishes, high efficiency HVAC, and lots of windows with better than average performance to provide much daylight to residents.

2



Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> <li>•Achieve certification in Energy Star for Multifamily New Construction (MFNC).</li> <li>•Achieve Passive House Certification</li> </ul>	
(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>	This project is not within 1000' of a highway.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	The Owners currently do not intend to include renewable energy on-site.
<b>Innovation</b>		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	

<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

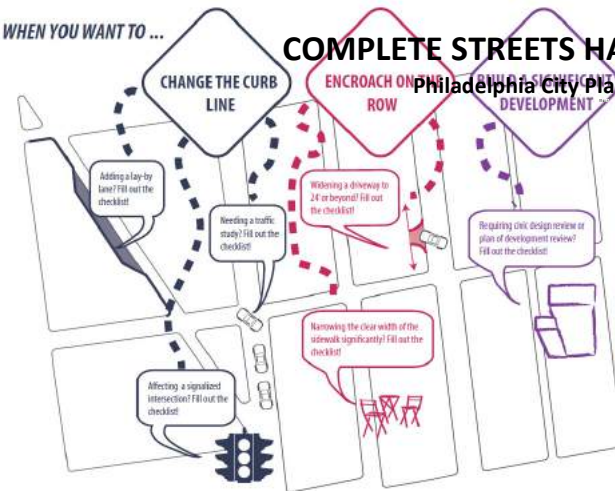


# SECTION ELEVEN

# STREETS CHECKLIST

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

WHEN YOU WANT TO ...



## COMPLETE STREETS HANDBOOK CHECKLIST

### 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).

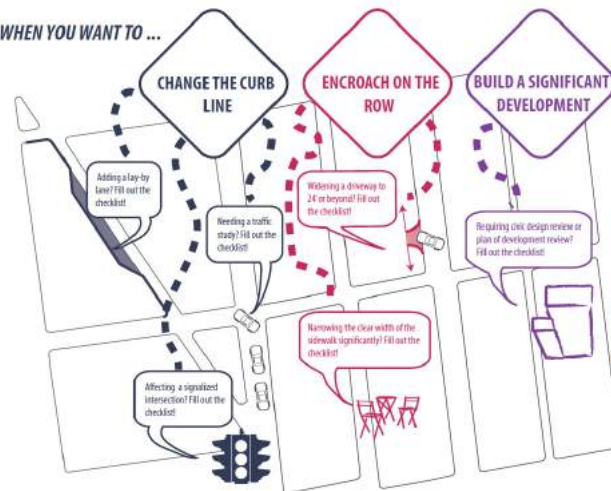
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the

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?

WHEN YOU WANT TO ...



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:
  - 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



# SECTION ELEVEN

# STREETS CHECKLIST

## COMPLETE STREETS HANDBOOK CHECKLIST Philadelphia City Planning Commission

### GENERAL PROJECT INFORMATION

1. PROJECT NAME 6528 N Broad St.
  2. DATE 10/10/2023
  3. APPLICANT NAME Carolina Peña, R.A. Parallel Architecture Studio, LLC
  4. APPLICANT CONTACT INFORMATION (267)271-5799 [Office@prll.studio](mailto:Office@prll.studio) 230 S Broad St, 17<sup>th</sup> Floor. Philadelphia, PA 19102
  5. PROJECT AREA: list precise street limits and scope N. Broad Street = 307.042' frontage Old York Road = 283.918' (irregular) frontage 66<sup>th</sup> Ave = 20.354' frontage 13,908 sf lot area
  6. OWNER NAME ABEER LP 574 Long Lane, Hutingdon Valley, PA 19006
  7. OWNER CONTACT INFORMATION Tony Elebah (215)939-2766, 2457 N 54<sup>th</sup> St, Philadelphia, PA 19131
  8. ENGINEER / ARCHITECT NAME Carolina Peña, R.A. Parallel Architecture Studio, LLC
  9. ENGINEER / ARCHITECT CONTACT INFORMATION Parallel Architecture Studio, LLC (267)271-5799 [Office@prll.studio](mailto:Office@prll.studio) 230 S Broad St, 17<sup>th</sup> Floor. Philadelphia, PA 19102
  10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook. Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>
- | STREET                        | FROM                          | TO                          | COMPLETE STREET TYPE  |
|-------------------------------|-------------------------------|-----------------------------|-----------------------|
| <u>N. Broad Street</u>        | <u>W. 65<sup>th</sup> Ave</u> | <u>66<sup>th</sup> Ave.</u> | <u>Urban Arterial</u> |
| <u>Old York Road</u>          | <u>W. 65<sup>th</sup> Ave</u> | <u>66<sup>th</sup> Ave.</u> | <u>Urban Arterial</u> |
| <u>66<sup>th</sup> Avenue</u> | <u>Old York Road</u>          | <u>N. Broad Street</u>      | <u>Urban Arterial</u> |

1. 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: We have eliminated a curb cut from N. Broad Street since it is such a major arterial road.

DEPARTMENTAL REVIEW: General Project Information



# SECTION ELEVEN

# STREETS CHECKLIST

## 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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
N. Broad Street	22' / 69' / 22'	22' / 22'
Old York Road	12.87' / 19.88' / 7.6'	12.87'-13' / 19.88'-44'
_____	18.3' (variable)	7.6'-18.3' (variable)
66th	22' / 22' / 22'	15' / 15'

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
N. Broad Street	11' / 11'-0" / 11'-0"
Old York Road	6'-6" / min. 6'-6" / min. 6'-6"
_____	7'-6" / 7'-6" / 7'-6"
_____	____ / ____ / ____

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
Curb cut	25.37'	230.14' north of W. 65th Ave.
_____	_____	_____
_____	_____	_____
_____	_____	_____

#### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb cut for entrance to underground parking	20'-0"	301'-7" south of 66th Ave.
_____	_____	_____
_____	_____	_____
_____	_____	_____

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

### PEDESTRIAN COMPONENT (continued)

14. 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:



# SECTION ELEVEN

# STREETS CHECKLIST

## COMPLETE STREETS HANDBOOK CHECKLIST Philadelphia City Planning Commission



### BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

15. 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>N. Broad Street</u>	<u>7'-0" / 5'-6"</u>
<u>Old York Road</u>	<u>7'-0" / 4'-6"</u>
_____	____ / ____
_____	____ / ____

16. 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>N. Broad Street</u>	<u>4'-0" / 4'-0" / 4'-0"</u>
<u>Old York Road</u>	<u>4'-0" / 4'-0" / 3'-6"</u>
_____	____ / ____ / ____
_____	____ / ____ / ____

17. 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 YES  NO  N/A
- Lighting YES  NO  N/A
- Benches YES  NO  N/A
- Street Trees YES  NO  N/A
- Street Furniture YES  NO  N/A

18. Does the design avoid tripping hazards? YES  NO  N/A

19. 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

## COMPLETE STREETS HANDBOOK CHECKLIST Philadelphia City Planning Commission

### BUILDING & FURNISHING COMPONENT (continued)

20. 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

21. 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: The variable width sidewalk along Old York Road creates a small pinch point. We have not included any building zone in that area in order to provide as large of a walkzone as possible.

#### DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:



# SECTION ELEVEN

# STREETS CHECKLIST

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

### BICYCLE COMPONENT (Handbook Section 4.5)

22. 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>

23. 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	ON SIDEWALK	OFF-STREET
		Existing / Proposed	Existing / Proposed	Existing / Proposed
<b>6528 N .Broad Street</b>	<b>10</b>	<b>0 / 0</b>	<b>0 / 8</b>	<b>0 / 10</b>
		/	/	/
		/	/	/
		/	/	/

24. 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  NO  N/A
- Buffered Bike Lane YES  NO  N/A
- Bicycle-Friendly Street YES  NO  N/A
- Indego Bicycle Share Station YES  NO  N/A

25. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES  NO  N/A

26. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES  NO  N/A

#### APPLICANT: Bicycle Component

Additional Explanation / Comments: There are bike lanes along 66<sup>th</sup> Ave, but the area in general is not bike friendly.

#### DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

### CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

27. Does the design limit conflict among transportation modes along the curb? YES  NO

28. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES  NO  N/A

29. Does the design provide a buffer between the roadway and pedestrian traffic? YES  NO  N/A

30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? *Residents, office tenants and restaurant guests will be able to take advantage to the numerous bus lines that travel along the surrounding streets.*

#### DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

YES  NO

#### APPLICANT: Curbside Management Component

Additional Explanation / Comments:

#### DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:



# SECTION ELEVEN

# STREETS CHECKLIST

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

31. 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			/	

32. What is the maximum AASHTO design vehicle being accommodated by the design?

**SU-30**

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

YES  NO

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

YES  NO

35. Does the design maintain emergency vehicle access?

YES  NO

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

YES  NO  N/A

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

YES  NO  N/A

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

YES  NO

#### DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

### URBAN DESIGN COMPONENT (Handbook Section 4.8)

39. Does the design incorporate windows, storefronts, and other active uses facing the street?

YES  NO  N/A

40. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

YES  NO  N/A

41. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES  NO  N/A

#### DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:



# SECTION ELEVEN

# STREETS CHECKLIST

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

### INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

42. 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

	YES	NO	N/A	DEPARTMENTAL APPROVAL
43. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
44. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. 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>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
46. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
47. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	<input type="checkbox"/>	<input type="checkbox"/>	<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:

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

### ADDITIONAL COMMENTS

**APPLICANT**  
Additional Explanation / Comments:

**DEPARTMENTAL REVIEW**  
Additional Reviewer Comments:





PARALLEL  
ARCHITECTURE  
STUDIO, LLC

April 11, 2024

Civic Design Review

RE: 6528 N Broad Street  
**ZP-2022-011421**

Regarding the **Civic Design Review Key Recommendations to Guide Second Submission**, see below response to the recommendations.

Registered Community Organization (A Concerned Community Association (ACCA)).

1. Concerned that driveway access only on Old York Rd is not realistic for all intended uses (pick-up/drop-off, deliveries, emergency vehicles) and expected volume.  
Per latest drawing set:
  - Deliveries/trash pickup to be made on Old York Road.
  - It is our intention to have the residents drop-off/pick-up made inside of the van accessible garage.
  - We will submit to the Streets Department an application for a 'Loading only' area on the Broad Street frontage to facilitate residents pick-up/drop-off and an application for a 'Loading Only' area on Old York Rd for deliveries (without interfering with vehicular circulation).
2. Concerned that there will be stopping/loading along Broad St and would like to see accommodations made to ensure Broad St traffic will not be disrupted.  
We will submit to the Streets Department an application for a 'Loading only' area on the Broad Street frontage.
3. Request for addition of bus shelters where appropriate.  
We are not proposing bus shelters at this time, but we are implementing benches in the proposed plaza at the corner triangular area.
4. Request for widened sidewalk to accommodate volume of people accessing site from all directions with variety of mobility capabilities.  
The intention is to have majority of people enter the building from Broad Street (18' wide) and the proposed plaza at the corner that was designed for direct access to the entrance of the diner and other points of the building.
5. Question about number of elevators; ensure multiple elevators in case one goes out of service.  
We are proposing 2 elevators for residential/office use, 1 elevator for the diner for a total of 3 elevators.
6. Question about the ability of this location to absorb the proposed density.  
The property is bounded by wide sidewalks in its majority. We are proposing more parking than required by zoning.



7. Concerned about building height.  
We are allowed to have the proposed height by right.
8. Concerned about impact on abutting residential property on Old York Rd.  
Request for green space fuffer.  
We have eliminated the curbcut and parking space on this area and created a pedestrian access into the building followed by a landscaped buffer between the proposed building and the abutting single-family residence.
9. Concerned about building facade. Request more brick and more consistency with surrounding community.  
We have revised the building facade materials to show more consistency with the surroundings.
10. Request for solar panels/or a green roof.  
We are not proposing solar panels or green roof due to cost. We have implemented other green areas around the building as shown on the Site Plan.
11. Request that outdoor courtyard (outdoor dining area) be available for residents.  
We have created a plaza with benches on the triangular area of the ROW for the use of the residents.
12. Request for enhancement of exterior lighting around property.  
We have added wall sconces and LED Lighting around the building as shown in our renderings.

Site Design Comments (Including Complete Streets)

1. Questions and concerns about intended pick-up/drop-off area(s) for residents and diner customers.  
Recommend lay-by-lane along Broad St near entrance to ground floor residential lobby. Please coordinate with PennDOT/Streets on wether this would be appropriate.  
We have contacted Streets Department and they do not think that PennDot will allow a lay-by-lane on N Broad St. We will submit to the Streets Department an application for a 'Loading only' area on the Broad Street frontage.  
It is our intention to have the residents drop-off/pick-up made inside of the van accessible garage.  
Consider a larger residential lobby for seniors waiting for pick-up/drop-off.  
We have shown a larger lobby on plans.  
Consider additional diner entrance from Old York Rd.  
We have added a direct access to the diner from Old York Rd.
2. Concerns about impact of trash truck loading next to abutting single-family residence:  
.Consider landscape Buffer between building rear and abutting single-family residence.  
We have proposed a landscaped buffer and a turf roof on the outdoors seating area between the building and the abutting single-family residence.  
.Consider replacing proposed driveway in building rear with pedestrian cut-through connecting Old York Rd and Broad St.  
We have added a direct pedestrian access from Old York Road into an outdoor seating area for the residents that has direct access from the residential lobby facing N Broad Street. It is our intent that this access is used only for building residents.  
.Move loading into underground parking.  
We can not move loading into the underground parking as this will considerably cut off our 1st floor area due to the height requirement. We are proposing that loading will be made throught the unique jogged road area on N Old York Road



- that does not affect the vehicle circulation. We will submit to the Streets Department an application for a 'Loading only'.
3. Explore the opportunity to incorporate unique sidewalk design layout on Old Rd into the site design in a way that would provide additional benefits to the public realm.  
We have removed the loading area right next to the entrance of the adjoiner single-family house and moved it further up, utilizing part of this unique curb design that does not interfere with vehicular circulation.
  4. Concern about the green wall along Broad St being difficult to maintain and resulting in a lack of sidewalk activation.  
We have removed the the previously proposed green wall due to maintenance issues in our climate zone.

### Building Design Comments

1. Supports use of site for high-density housing including height of building, but suggests improvements to mitigate impact of building scale on surrounding area and better complement surrounding architectural character:
  - .Consider setback or mansard roof on upper story.  
We have recessed on N Broad St frontage the 7th floor by 3' to visually break the height and mass of the building.
  - .Consider incorporating balconies; these are seen on other residential apartment buildings in area, would signal from streetscape the presence of residential units, and would provide outdoor space for residents.  
We have added Juliette balconies/balconies in every unit.
  - .Concerns that residential floor plans are unrealistically sized; suggests making units larger and more appropriate.  
We have reduced the number of proposed residential units from 65 to 60 to allow for bigger units.
  - .Consider breaking up massing along Broad St with bays (or as noted above, balconies or a setback or mansard roof on the upper story)  
We have recessed on N Broad St frontage the 7th floor by 3', to visually break up the height and mass of the building.
  - .Consider more balanced transparency for residential units and an alternative architectural element to highlight corner of the building.  
We have redesigned the building facade to be more harmonious with the surroundings. We have incorporated materials found in the neighborhood such as light color brick, red brick, stone, landscaped areas and created a juxtaposition with new elements like the metal panels and an accent corner with the perforated metal panel.
2. Concerns about the blank facade on rear of building:
  - .Incorporate stone into rear facade (complementing residences and monastery wall seen from view up Old York Rd).  
We have incorporated stone and brick on the rear facade.
  - .Consider green wall, if it can be maintained.  
We have eliminated the green wall.
3. Provide a more detailed ground floor plan:
  - .Concerns about lack of residential amenities.  
We have added a multi-purpose room at the 2nd floor. The residents will also have access to the outdoor seating area (labeled as turf roof at 1st floor) and the outdoor plaza at the ROW triangular area.
  - .Questions about apparent leftover/awkwardly-shaped spaces labeled as Diner. Recommends that combination of first floor area around residential lobby and



basement floor near rear of building, along with outdoor parking area, all be reconsidered as one space, more clearly distinguished from the diner space.

We have reconfigured the first floor plan layout for a more cohesive and practical use.

.Consider connectivity of residential lobby to Old York Rd. including exploring possibility of direct walking route through building connecting entrances on Broad St and Old York Rd.

We have added a direct pedestrian access from Old York Road into an outdoor seating area for the residents that have direct access from the residential lobby facing N Broad Street.

4. Requests for more detail on 2nd floor, including location of bathrooms and whether/how offices spaces may be available for use by residents.

We have delineated in more detail the proposed areas on the second floor plan.

### Parking Design Comments

1. Questions about function of lobby in parking area.

We have eliminated the lobby in the parking area after reconsidering its function.

2. Concerns that bike parking located in basement would be difficult to access.

We have created a direct pedestrian access through Old York Rd into the bike parking located in the garage for easier accessibility. There is also access on N Broad St. through the elevator lobby.

3. Concerns about isolated parking space and loading zone (exterior to underground parking) being used for pick-up/drop-off and potential queuing, including vehicles getting blocked from existing.

We have eliminated the outdoor parking space and the curbscut accessing it. It is our intention to have the residents drop-off/pick-up made inside of the van accessible garage.

### Open Design Comments

1. Clarify ability to add/maintain landscaping in area of public ROW at corner of site. Please coordinate with PennDOT/Streets as needed.

The owner will include this area as part of the maintenance plan for the building outdoors.

2. Suggestions for improving open space in public ROW if able:

.Consider ways to make space feel more urban, more like a public space available to everyone in the community.

We have created a plaza with benches, bushes and a tree on the triangular area of the ROW with the intention of trying to reactivate this corner and give the community a public space for their enjoyment.

.Consider maintenance issue around the proposed fountain. As an alternative, consider sculpture/public art.

We have replaced the fountain with a tree.

.Consider appropriateness of plant material.

We have revised the plant material.

.Ensure trees are planted in linear trenches to maximize growth potential.

We have revised the proposed street trees to be planted in linear trenches to maximize growth potential.

.Consider trees, seating, and elements that may be easier to maintain.

We have added benches, trees and bushes for an easier maintenance requirements.



Sustainability Comments

1. Consider green roof.  
We are not proposing a green roof due to cost but we have implemented greenery around the building.
2. Consider rooftop solar.  
We are not proposing solar panels due to cost.

Please advise.  
Office@prll.studio 267-271-5799

Thank you!

Respectfully,

A handwritten signature in black ink, appearing to be 'Carolina Peña', with a stylized, cursive script.

Carolina Peña, AIA