

# 1321-25 N 5th St

CIVIC DESIGN REVIEW

Date: 2024.03.05



# Team

## Manager

PP Sponge LLC

## Architect



## Consultant



# Contents

## Site Context .....

10 Min. Walk Radius .....	03
Way Finding .....	04-06
Zoning Map .....	07
Civil Survey .....	08
Zoning Analysis .....	09

## Site Plan .....

Ground Floor Plan .....	10
-------------------------	----

## Pedestrian Experience .....

Sidewalk Condition .....	11-13
--------------------------	-------

## Building Plans and Elevations .....

Floor Plans .....	14-17
Elevations .....	18-23

## Facade .....

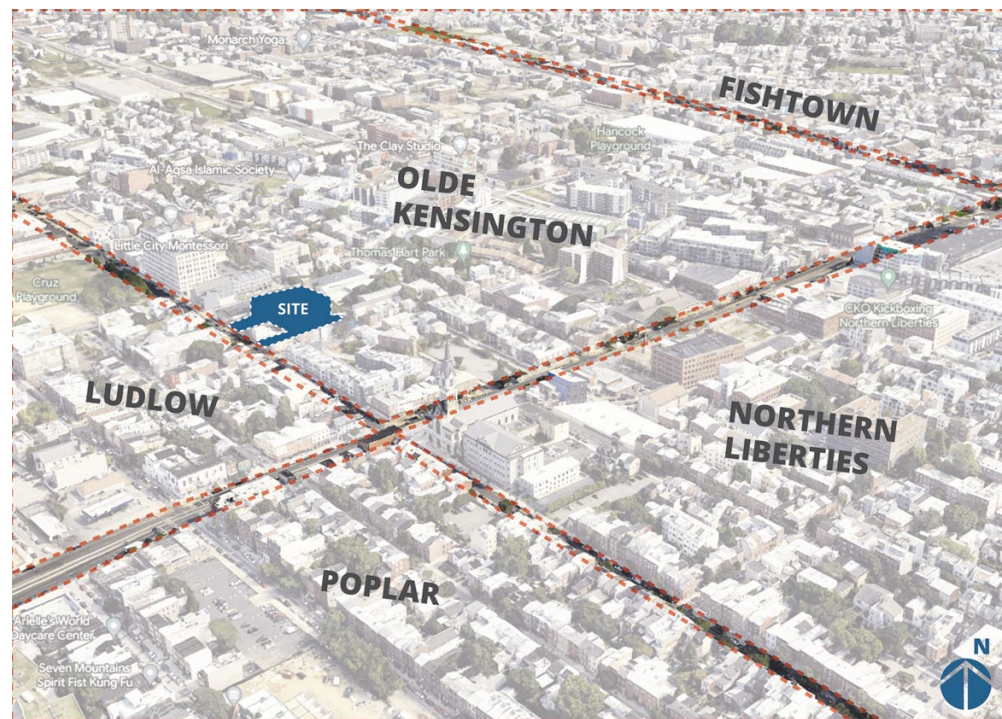
Material Board .....	24
Site Section .....	25
Renderings .....	26-28

## Checklists .....

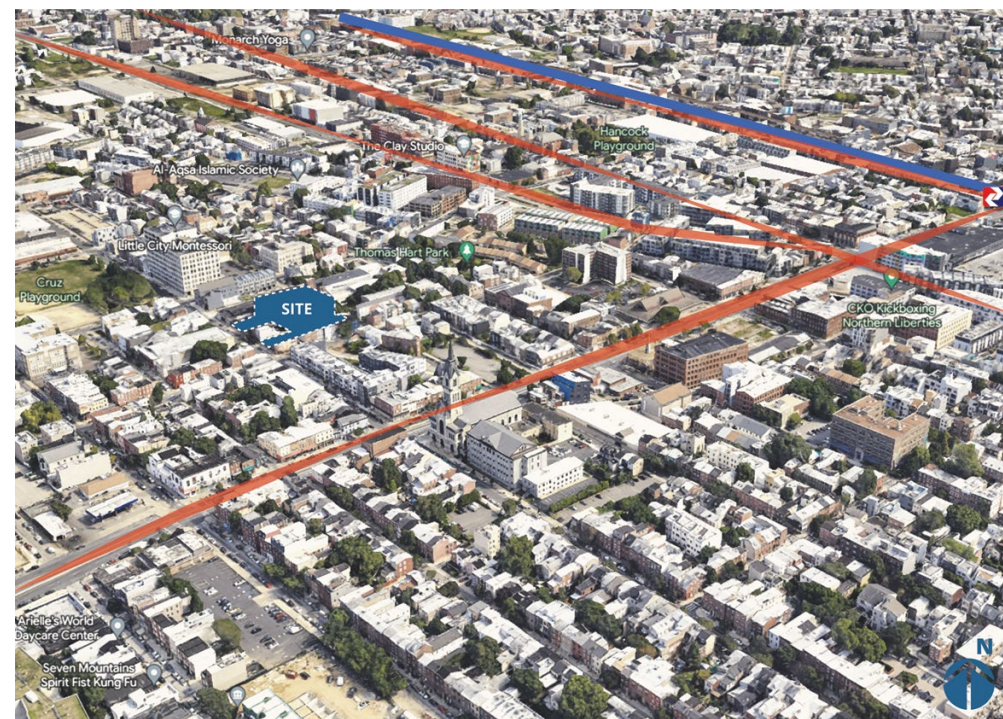
Sustainability .....	29
Streets Handbook Checklist .....	30-36



- ① ACME
- ② Bodine High School
- ③ St. Peter Roman Catholic Church
- ④ Liberty Square
- ⑤ Sunoco
- ⑥ James R. Ludlow School
- ⑦ Cruz Park & Recreation
- ⑧ Thomas Hart Park
- ⑨ ReAnimator Coffee
- ⑩ New Liberty Distillery
- ⑪ Crane Art
- ⑫ The Clay Studio
- ⑬ La Salle Academy
- ⑭ St Michael's Parish
- ⑮ Hancock Park & Recreation
- ⑯ The Dwell
- ⑰ Germantown Row
- ⑱ Ray Philly



Neighborhood



Traffic Transportation



City Streets

Market-Frankford Line

Girard Station

Major Commercial Streets

Local Streets



Looking North



Looking East



Looking South

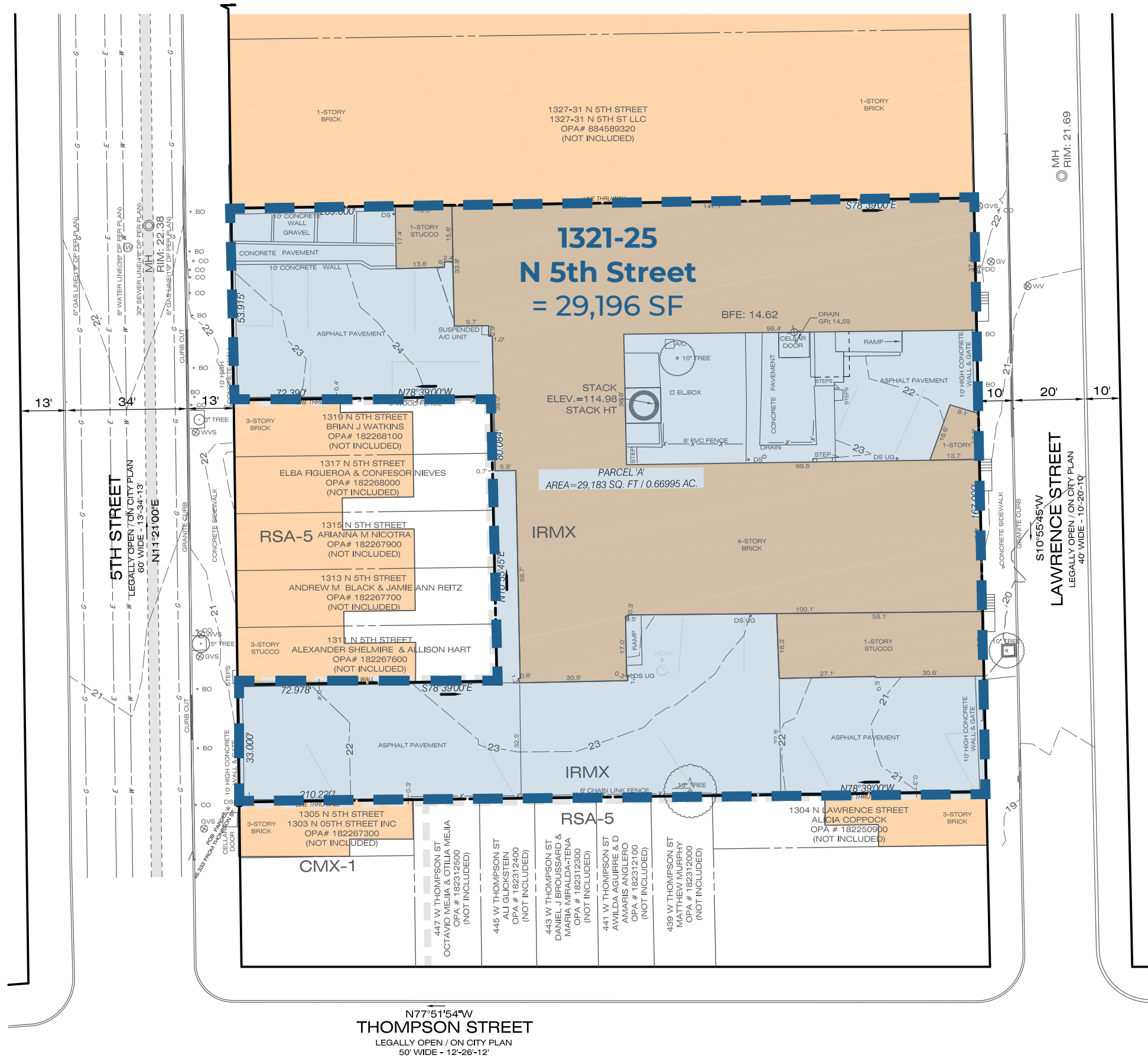


Looking West





- |                                      |         |   |
|--------------------------------------|---------|---|
| NEIGHBORHOOD COMMERCIAL MIX-USE-1    | CMX-1   | ● |
| NEIGHBORHOOD COMMERCIAL MIX-USE-2    | CMX-2   | ● |
| COMMUNITY COMMERCIAL MIXED-USE       | CMX-3   | ● |
| INDUSTRIAL COMMERCIAL MIX-USE        | ICMX    | ● |
| INDUSTRIAL RESIDENTIAL MIX-USE       | IRMX    | ● |
| AUTO-ORIENTED COMMERCIAL-2           | CA-2    | ● |
| RESIDENTIAL SINGLE-FAMILY ATTACHED-5 | RSA-5   | ● |
| ACTIVE PARKS AND OPEN SPACE          | SP-PO-A | ● |



MH  
RIM: 21.69

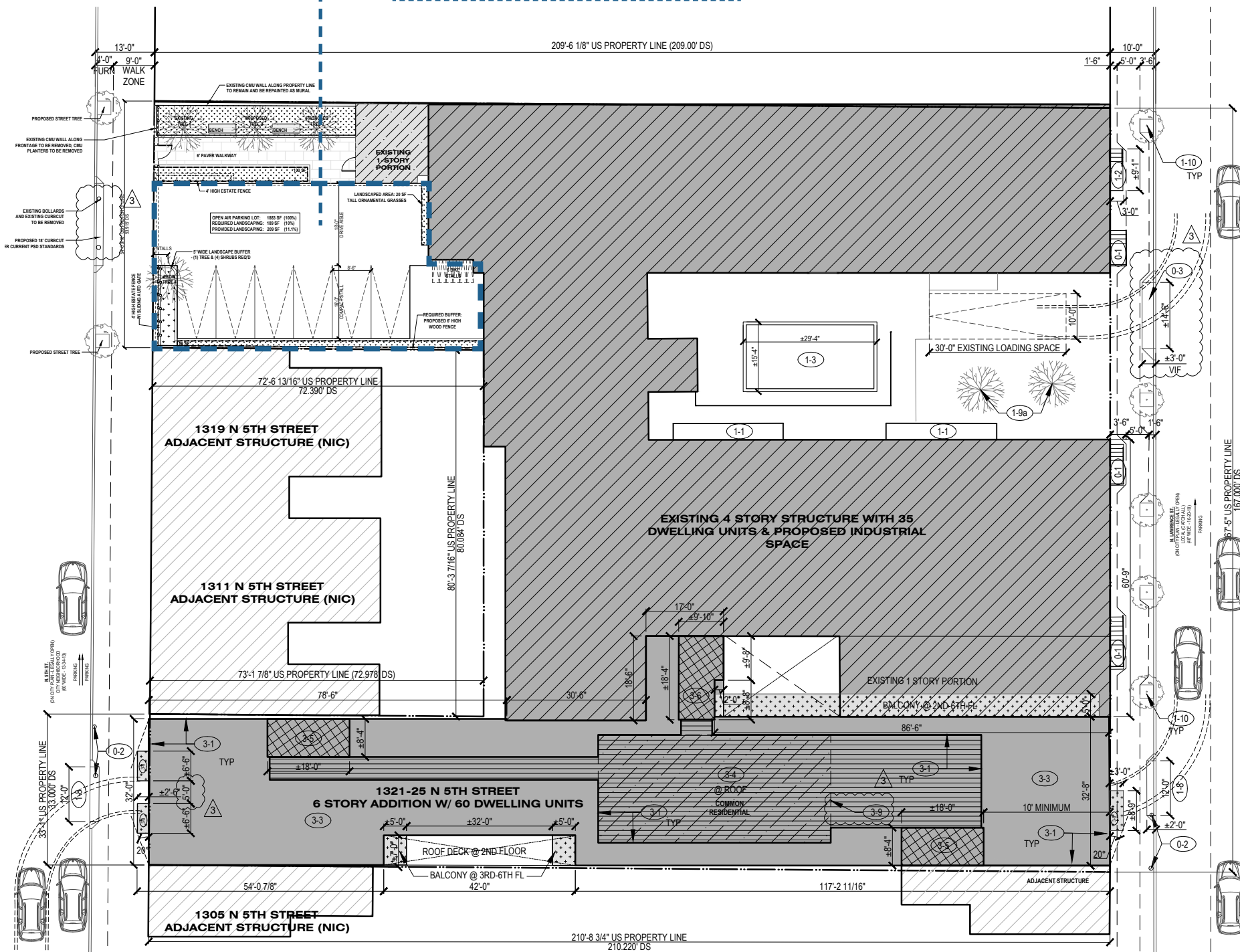
5TH STREET  
LEGALLY OPEN / ON CITY PLAN  
60' WIDE - 13'-34'-13"

LAWRENCE STREET  
LEGALLY OPEN / ON CITY PLAN  
40' WIDE - 10'-20'-10"

N77°51'54"W  
THOMPSON STREET  
LEGALLY OPEN / ON CITY PLAN  
50' WIDE - 12'-26'-12"



FUTURE PARKING LOT  
- NOT INCLUDED IN THIS APPLICATION



# ZONING CHART

BASE DISTRICT:	IRMX		
ABUTTING DISTRICT:	IRMX, RSA-5		
DISTRICT ACROSS STREET:	IRMX, RSA-5		
LOT AREA:	29,196 SF		
USE:	PROPOSED ADDITION WITH 60 DWELLING UNITS AND PROPOSED INDUSTRIAL SPACE WITHIN EXISTING BASEMENT		
DIM. STANDARDS:	REQUIRED	EXISTING	PROPOSED
DWELLING UNITS:	UNL	32	32 EX + 60 = 92 TOTAL
INDUSTRIAL USE:	10,909 SF REQ'D	N/A	+/- 11,100 SF
OPEN AREA:	7,291 SF (25%)	14,496 SF (49.7%)	7,345 SF (25.3%)
OCCUPIED AREA:	21,872 SF (75%)	14,667 SF (50.3%)	21,818 (74.7%) (+7,151)
FRONT YARD SETBACK:	0'-0"	15'-0"	0'-0"
SIDE YARD:	N/A	12'-0"	0'-0"
REAR YARD:	N/A	N/A	N/A
HEIGHT:	72'	+/- 58'-8'	+/- 69' (NTE 72')
GFA:	145,980 SF (500%)	57,433 SF (197%)	98,900 SF (339%) (57,433 EX +41,467 PR)
PORTION OF OCCUPIED AREA ABOVE 60' :	±7,130 SF, 24.42% (50% MAX.)		
STREET TREES:	7	2	5
PARKING:	REQUIRED	EXISTING	PROPOSED
AUTO PARKING:	11 SP	-	13 SP (1) ADA (2) CAR SHARE (5) EV
LOADING SPACE:	0	1	0
BICYCLE RACKS(CLASSIA)	20 STALLS	0 TYPE 1A STALLS	25 TYPE 1A STALLS
BICYCLE RACKS(SIDEWALK)	0 STALLS	0 STALLS	3 STALLS
RIGHT-OF-WAY	N 5TH ST (13'-34'-13')	N LAWRENCE ST (10'-20'-10')	
PEDESTRIAN ZONE:	9'-0"	5'-0"	
FURNISHING ZONE:	4'-0"	3'-6" (VARIES)	
BUILDING ZONE:	0'-0"	18" - 3'-5" (VARIES)	
ENCROACHMENTS (TYP.):			
STAIR :	0'-0"	3'-5"	



**SITE PLAN**

**GROUND FLOOR**

- EXISTING CIRCULATION
- EXISTING RESIDENTIAL
- PROPOSED CIRCULATION
- UTILITY
- PROPOSED LIGHTWELLS
- ← INDUSTRIAL SPACE ENTRANCES
- PHASE II

(32) EXISTING RESIDENTIAL UNITS

(24) 1BED-1BATH UNITS

(8) 2BED-1BATH UNITS

TOTAL INDUSTRIAL SPACE:

11,100 SF

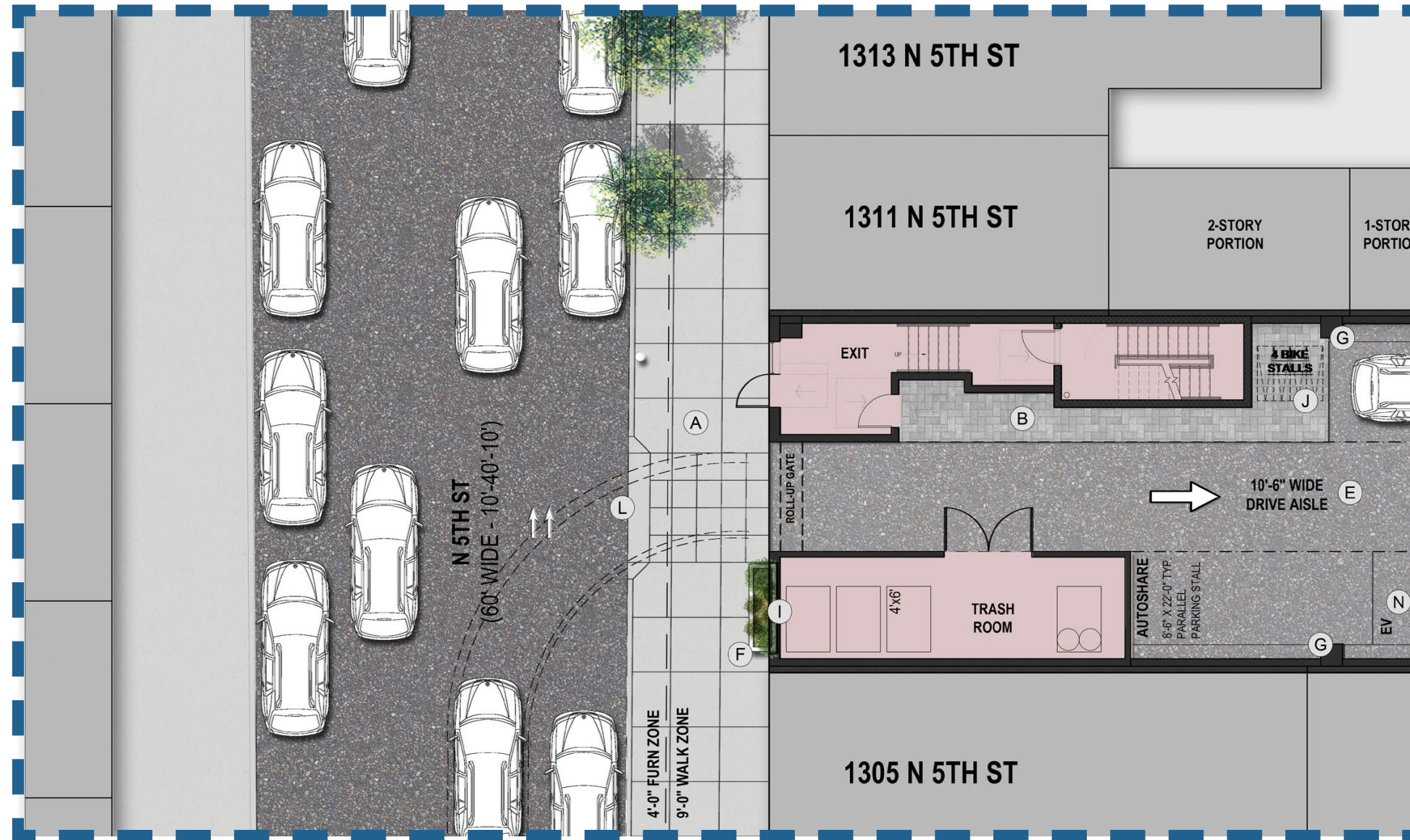
(60) PROPOSED RESIDENTIAL UNITS

(60) STUDIO UNITS

EXISTING STRUCTURE

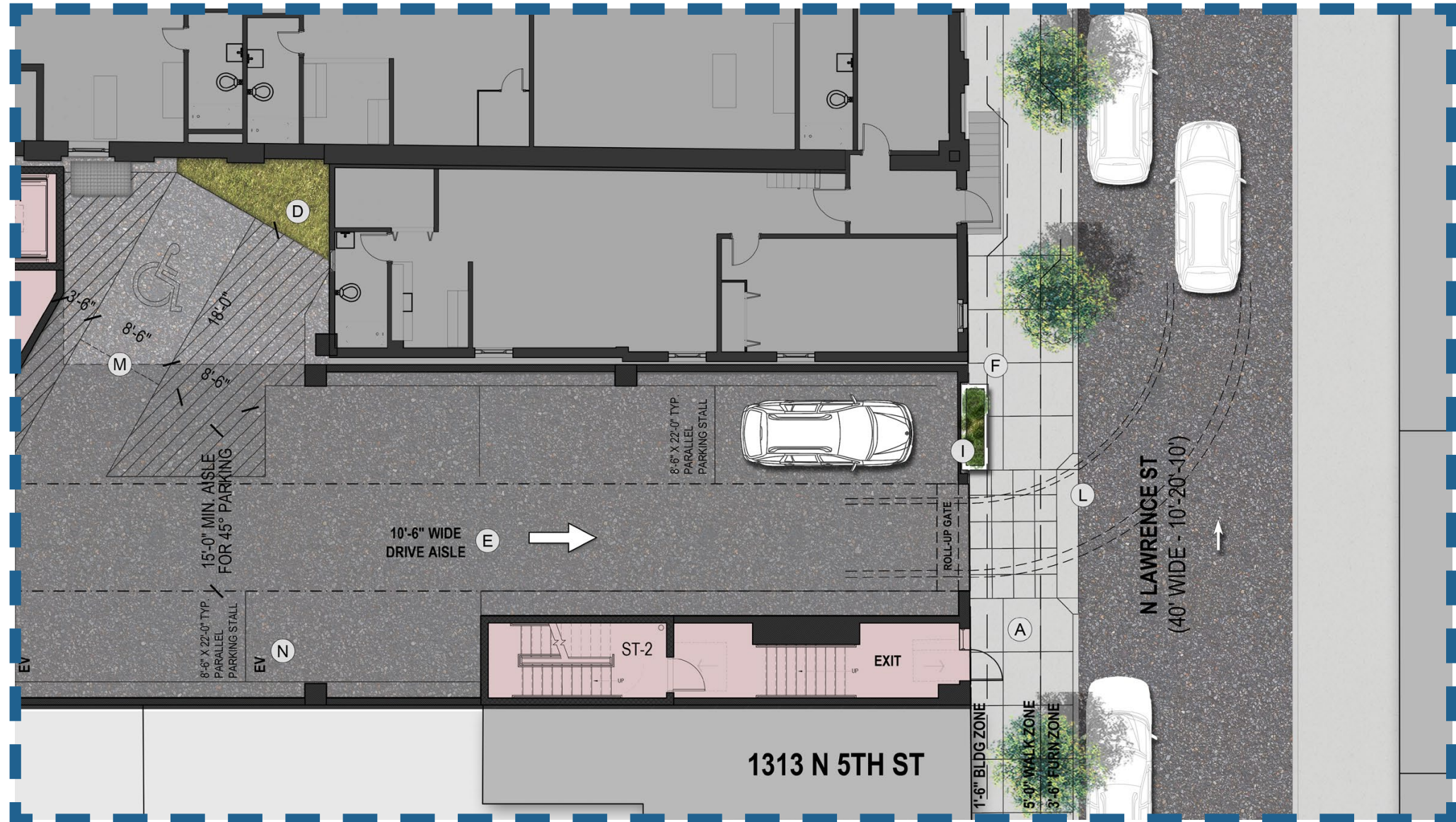
PROPOSED ADDITION





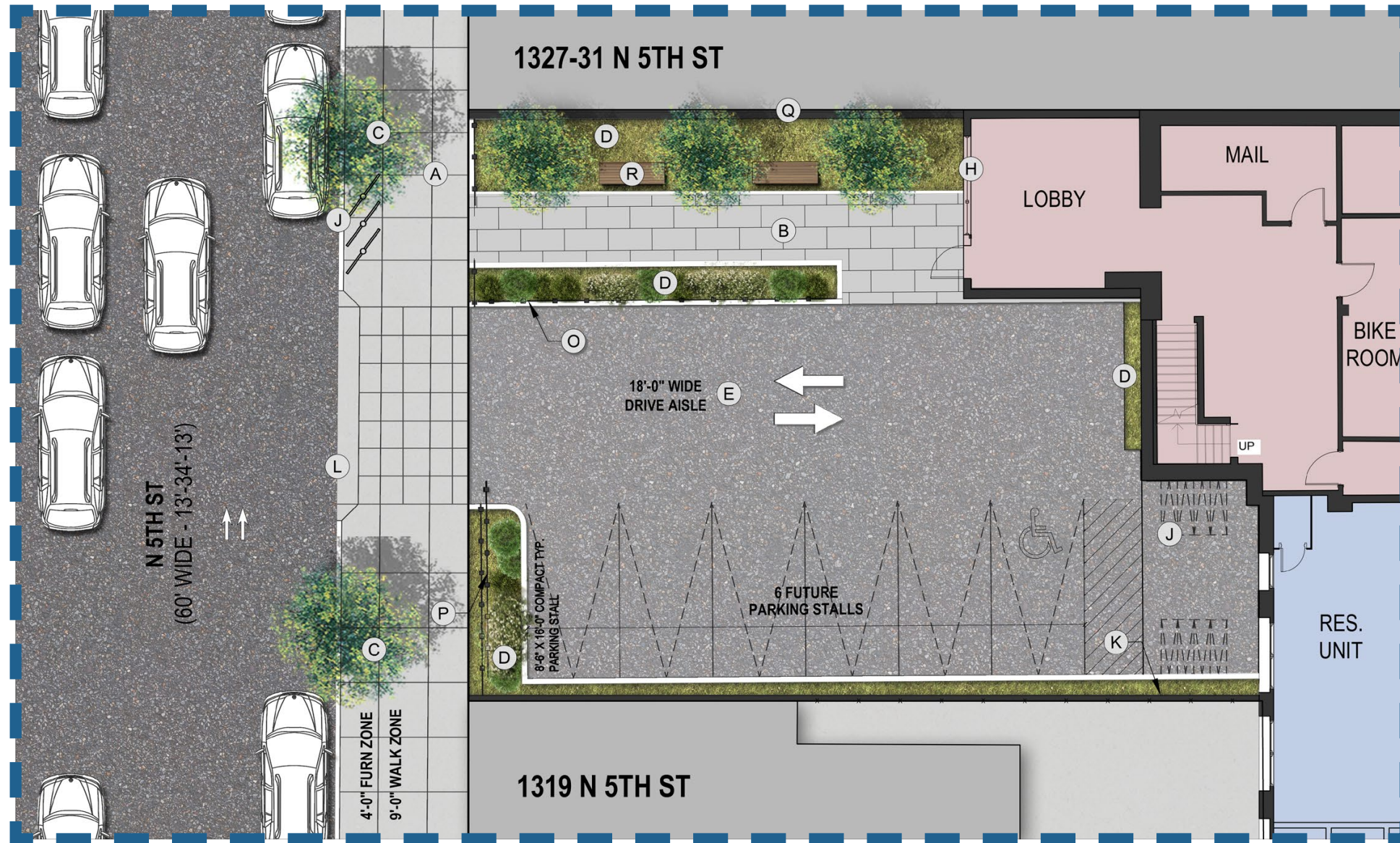
- A CONCRETE SIDEWALKS
- B PERMEABLE PAVERS
- C PROPOSED STREET TREE,  
IN ENLARGED 3' x 6' PITS
- D LANDSCAPED AREAS
- E ASPHALT PAVING
- F PLANTERS
- G BRICK PILASTER
- H STOREFRONT WINDOWS
- I BRICK PATTERN / SCREEN
- J PROPOSED BICYCLE RACK
- K 6' HIGH ESTATE FENCE
- L PROPOSED CURBCUT
- M LINE OF BUILDING ABOVE
- N EV STALLS





- A** CONCRETE SIDEWALKS
- B** PERMEABLE PAVERS
- C** PROPOSED STREET TREE, IN ENLARGED 3' x 6' PITS
- D** LANDSCAPED AREAS
- E** ASPHALT PAVING
- F** PLANTERS
- G** BRICK PILASTER
- H** STOREFRONT WINDOWS
- I** BRICK PATTERN / SCREEN
- J** PROPOSED BICYCLE RACK
- K** 6' HIGH WOODEN FENCE
- L** PROPOSED CURBCUT
- M** LINE OF BUILDING ABOVE
- N** EV STALLS
- O** 4' HIGH ESTATE FENCE
- P** 4' AUTO GATE
- Q** EXISTING CMU WALL





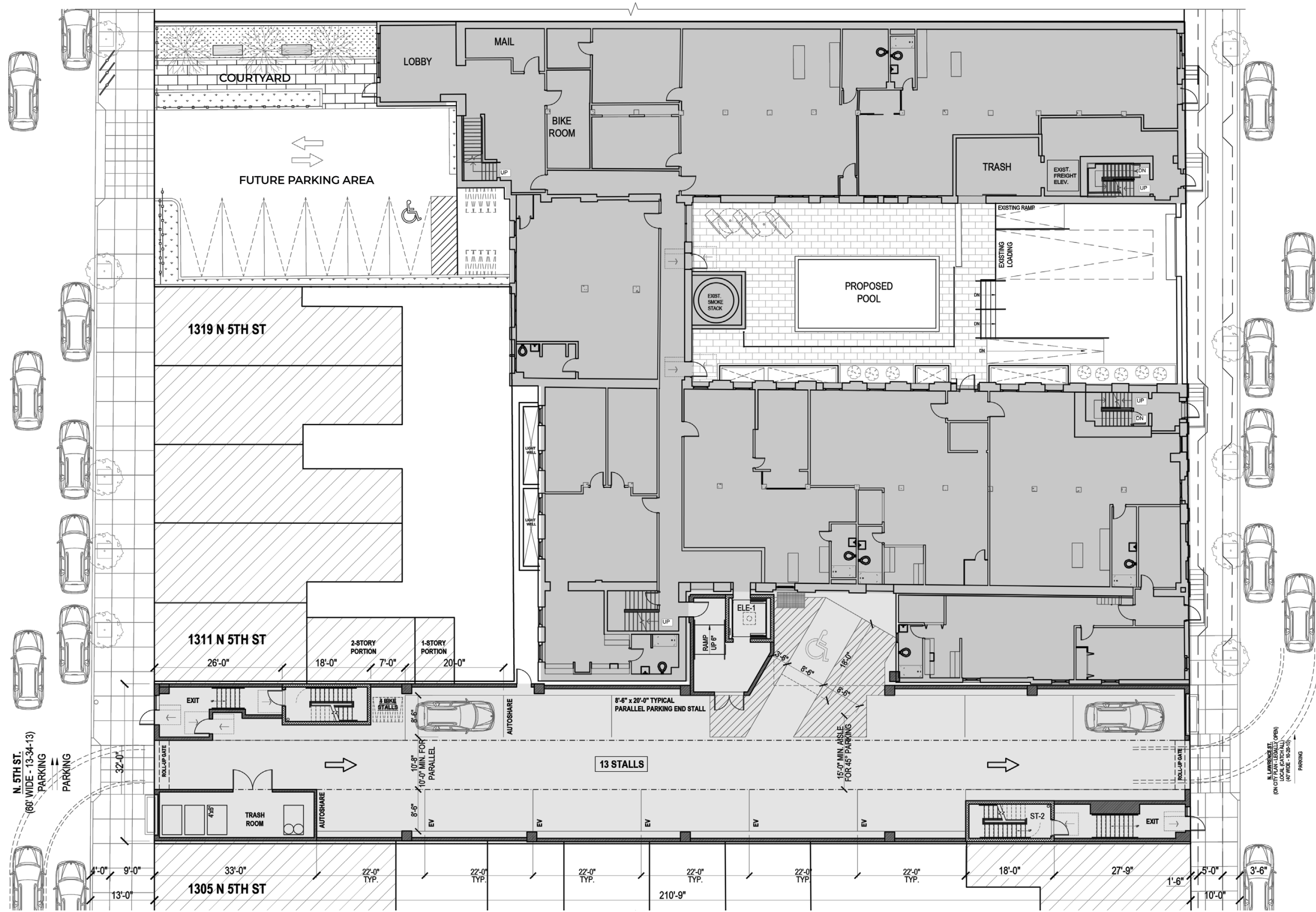
- A** CONCRETE SIDEWALKS
- B** PERMEABLE PAVERS
- C** PROPOSED STREET TREE,  
IN ENLARGED 3' x 6' PITS
- D** LANDSCAPED AREAS
- E** ASPHALT PAVING
- F** PLANTERS
- G** BRICK PILASTER
- H** STOREFRONT WINDOWS
- I** BRICK PATTERN / SCREEN
- J** PROPOSED BICYCLE RACK
- K** 6' HIGH WOODEN FENCE
- L** PROPOSED CURBCUT
- M** LINE OF BUILDING ABOVE
- N** EV STALLS
- O** 4' HIGH ESTATE FENCE
- P** 4' HIGH SLIDING GATE
- Q** EXISTING CMU WALL  
W/ PROPOSED MURAL
- R** PEDESTRAIN BENCHES



Basement Plan

- TOTAL INDUSTRIAL SPACE: 11,100 SF
- EXISTING RESIDENTIAL PORTION
- PROPOSED RESIDENTIAL PORTION
- AMENITY
- PROPOSED LIGHTWELLS
- INDUSTRIAL SPACE ENTRANCES





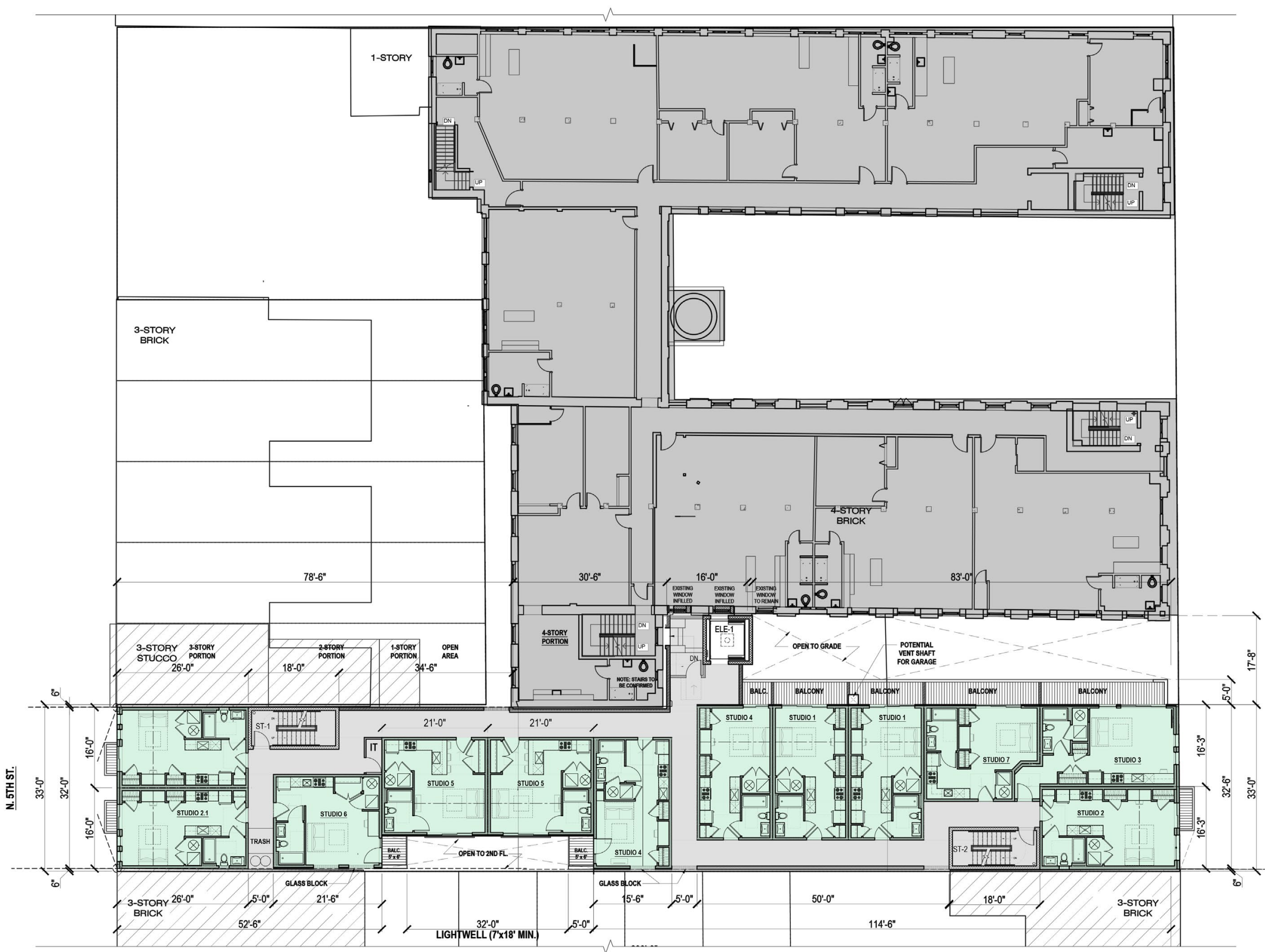
**BLDG**

**Ground Floor Plan**

- EXISTING RESIDENTIAL PORTION
- (8) EXISTING RESIDENTIAL
- (6) 1BED-1BATH UNITS
- (2) 2BED-1BATH UNITS
- PROPOSED RESIDENTIAL PORTION

N. 5TH ST.  
(60' WIDE - 13-34-13)  
PARKING

N. LAWRENCE ST.  
(ON CITY PLAN - LEGALLY OPEN  
LOCAL CANYON ALL  
(6' WIDE - 10-20-10))  
PARKING



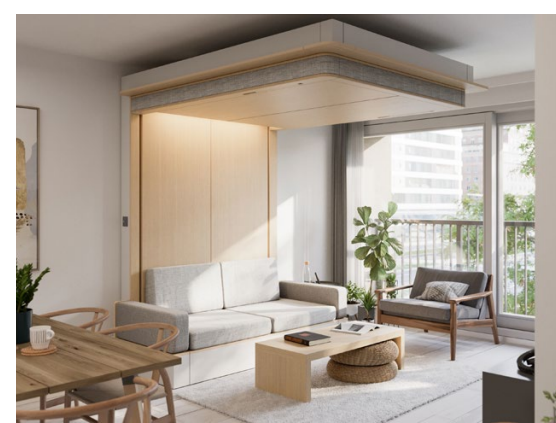
**BLDG**

**Typical Floor Plan**

- **EXISTING RESIDENTIAL PORTION**
- (8) EXISTING RESIDENTIAL
- (6) 1BED-1BATH UNITS
- (2) 2BED-1BATH UNITS
- **PROPOSED RESIDENTIAL PORTION**
- (12) PROPOSED RESIDENTIAL
- (12) STUDIO UNITS (PER FLOOR)

**Ori Cloud Bed Studio**

Smart furniture that maximizes available floor area, hybridizing the functionality of a bedroom and living room.



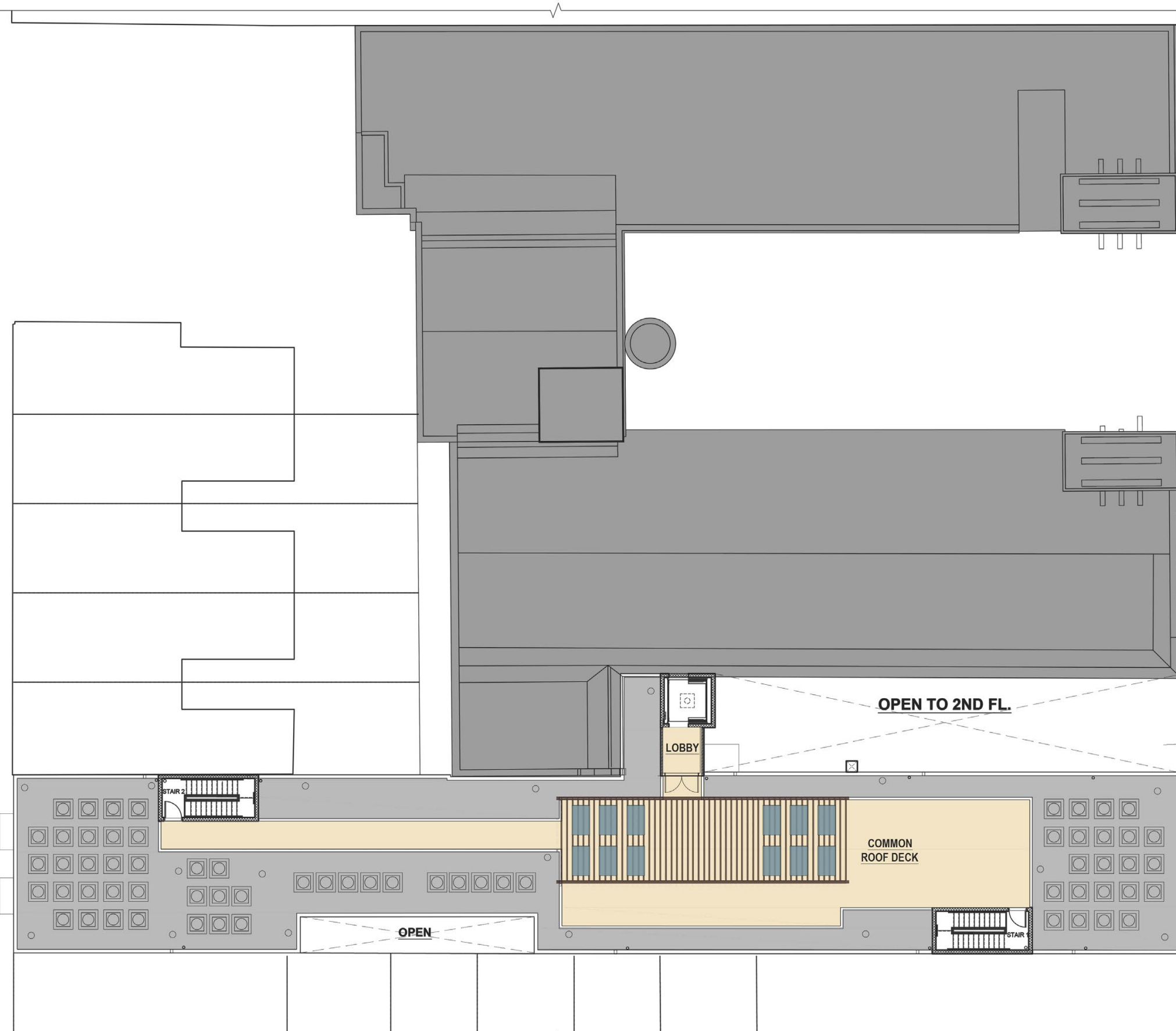
Source: <https://www.oriliving.com/ori-typologies/expandable-semi-furnished-studio-a>



BLDG

Roof Plan

- EXISTING RESIDENTIAL PORTION
- PROPOSED RESIDENTIAL PORTION
- AMENITY
- PV CELLS





1 | N 5TH ST. ELEVATION





1 | SOUTHEN ELEVATION





1 | N LAWRENCE ST. ELEVATION



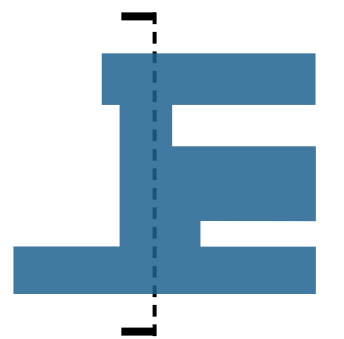


1 | NORTHERN ELEVATION





1 | LIGHTWELL SECTION ELEVATION

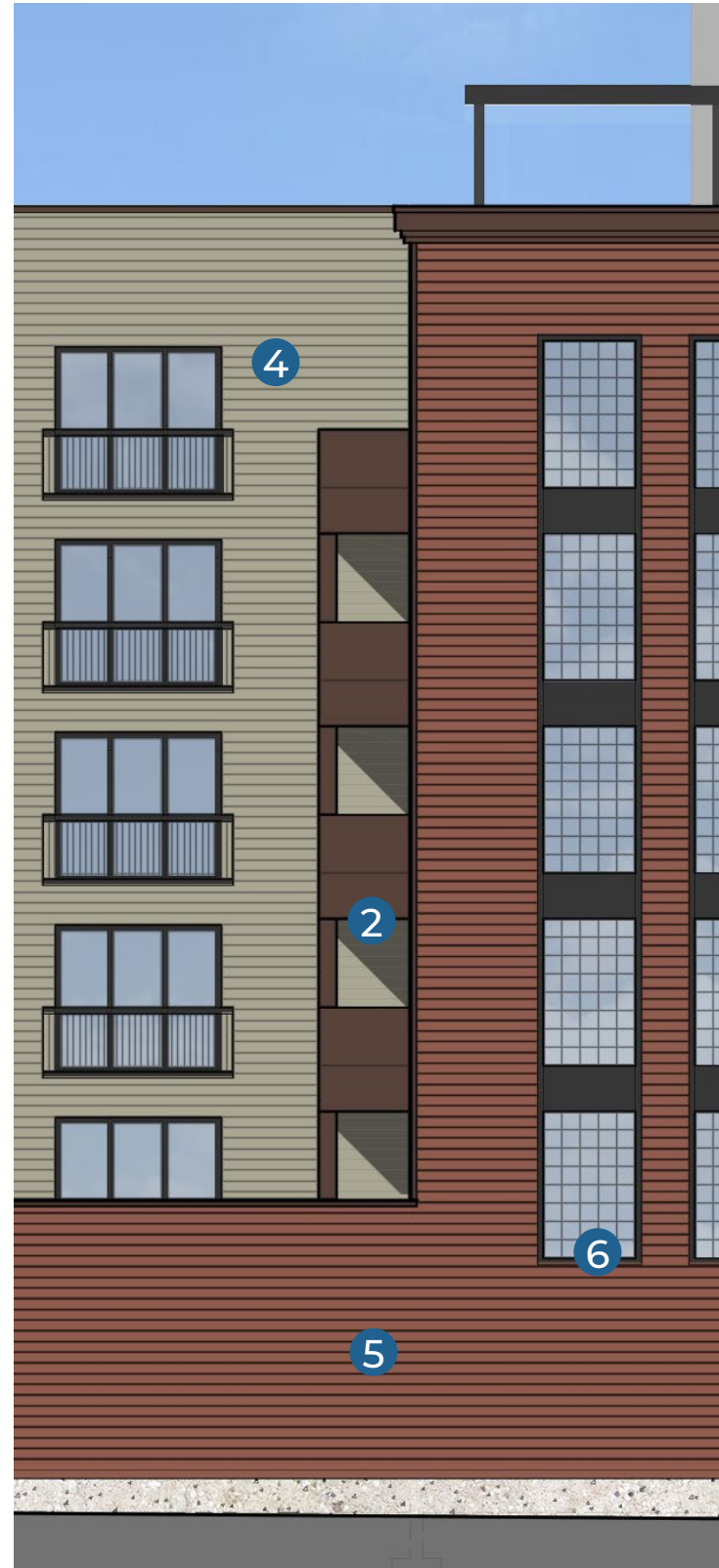




MATERIALS



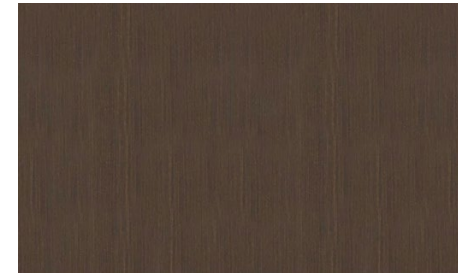
1 | PRIMARY FACADE



2 | SECONDARY FACADE



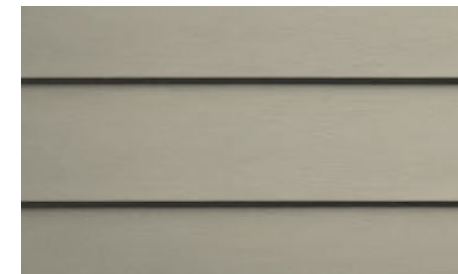
- 1 **BRICK**  
MCAVOY  
- Full Range Philly Barktex



- 2 **RED METAL PANEL**  
- Red Zinc



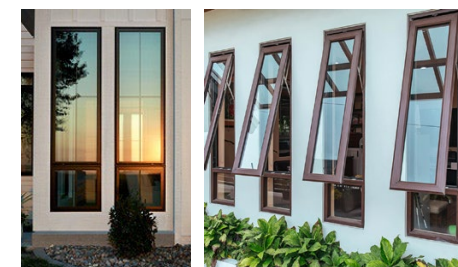
- 3 **CABLE MESH GREENERY SYSTEM**  
Vegetated Screen



- 4 **HARDIE PLANK LAP SIDING**  
- 7" Exposure  
- Smooth  
- Cobble Stone

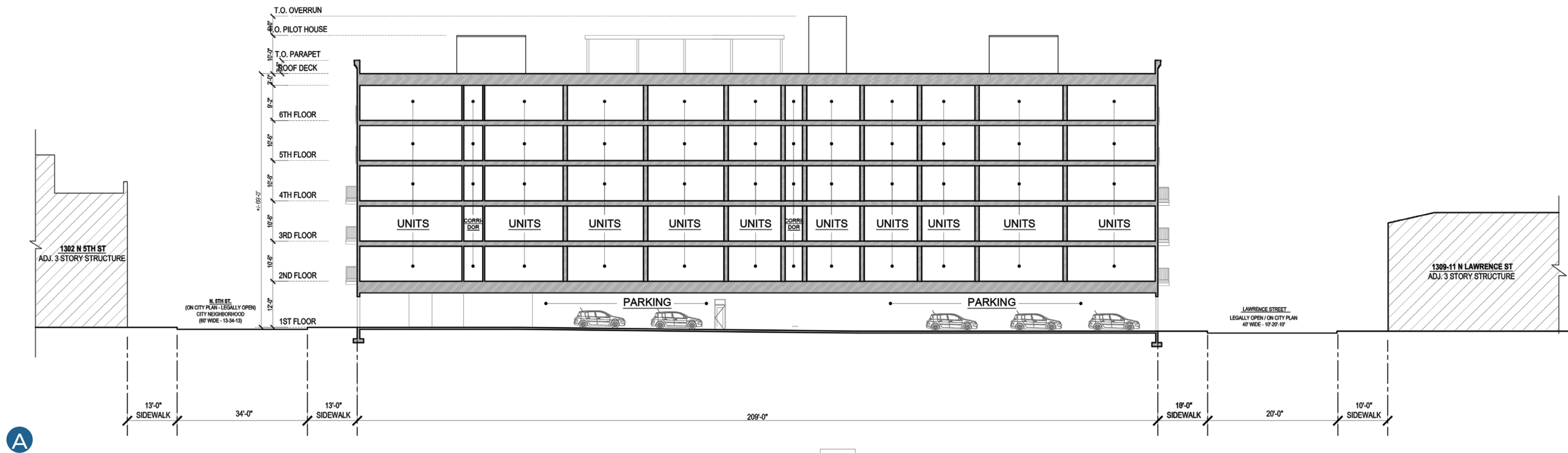


- 5 **HARDIE PLANK LAP SIDING**  
- 7" Exposure  
- Smooth  
- Rustic Ranch

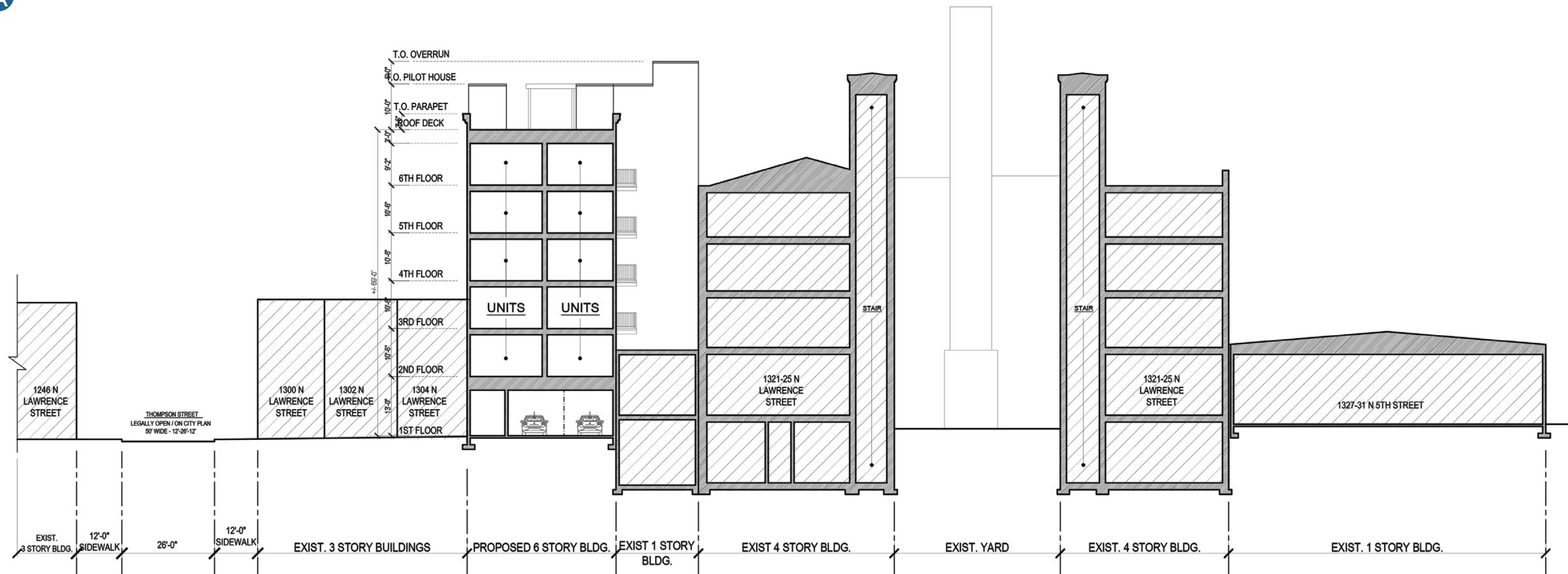


- 6 **VINYL WINDOWS**  
- Awning & Fixed  
- Black

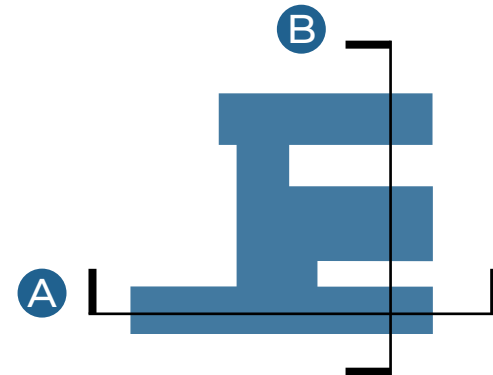




A



B









**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. Lightrail @ Girard & 5th. Bus 57 @ Thompson & 3rd
(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.	322.8 sf / 29,196 sf = 1.1% of the site is uncovered parking area open to the sky
(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.	5 EV stalls are proposed 5/13 = 38%
(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. Our site is not adjacent to a railway.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No bike share stations are proposed. An Indego bike share station exists at E. Thompson and E. York street.

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.	Our on-site vegetation will not require 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.	0.18% (54 sf) of our site will have vegetated cover.
(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	We do not conform to either of these.
(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.	All hardscapes will have a high reflectance of SRI>29. We are also proposing several site trees.
<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>ii</sup>	2018 IECC (RE) + PRESCRIPTIVE
(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 additional measures will be sought.

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ☑Achieve certification in Energy Star for Multifamily New Construction (MFNC). ☑Achieve Passive House Certification	Yes to energy star appliances + light fixtures Not Energy Star Cert. Not Passive House
(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>	Yes, compliant filters will be installed
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Rooftop solar cells have been proposed to provide energy for all common elements on the site.
<b>Innovation</b>		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	The existing bicycle storage room will be upgraded to increase storage capacity.

<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

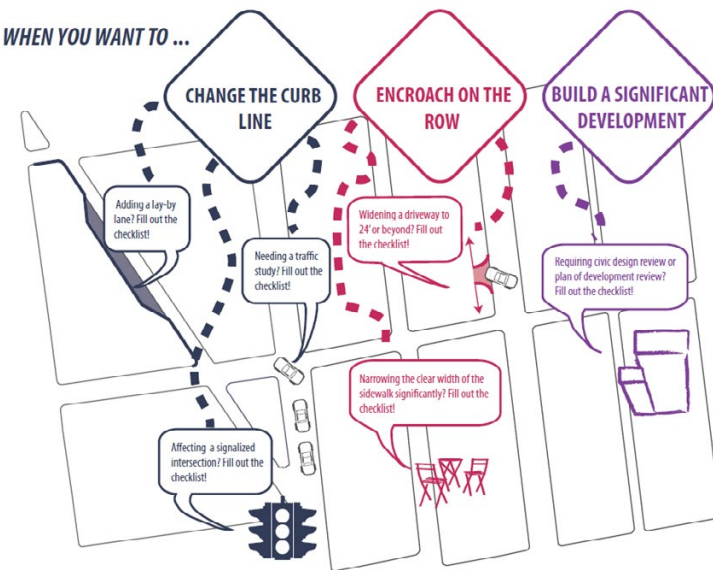
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards 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?

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

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## GENERAL PROJECT INFORMATION

- |  |   |
|--|---|
| 1. PROJECT NAME<br><u>1321—1325 N. 5<sup>th</sup> St.</u>  | 2. DATE<br><u>2024.03.05</u>  |
| 3. APPLICANT NAME<br><u>Rustin Ohler [HarmanDeutschOhler Architecture]</u>   | 5. PROJECT AREA: list precise street limits and scope<br><u>29,196 SF</u> |
| 4. APPLICANT CONTACT INFORMATION<br>1225 N. 7 <sup>th</sup> Street, 267-324-3601   |   |
| 6. OWNER NAME<br>Poplar Delaware Development   |   |
| 7. OWNER CONTACT INFORMATION<br>901 N. Penn St. Reef Tower, Phila PA, 19123  |   |
| 8. ENGINEER / ARCHITECT NAME<br><u>Rustin Ohler [HarmanDeutschOhler Architecture]</u>  |   |
| 9. ENGINEER / ARCHITECT CONTACT INFORMATION<br><u>1225 N. 7<sup>th</sup> Street, 267-324-3601</u>  |   |
| 10. STREETS: List the streets associated with the project. Complete Streets Types can be found at <a href="http://www.phila.gov/map">www.phila.gov/map</a> 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. 5<sup>th</sup> St.</u>	<u>W. Thompson St.</u>	<u>Master St.</u>	<u>City Neighborhood</u>
<u>N. Lawrence St.</u>	<u>W. Thompson St.</u>	<u>Master St.</u>	<u>Local Street</u>

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

**APPLICANT: General Project Information**  
Additional Explanation / Comments: \_\_\_\_\_

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<b>N. 5<sup>th</sup> St.</b>	<b>13' / 13' / 13'</b>	<b>13' / 13'</b>
<b>N. Lawrence St.</b>	<b>10' / 10' / 10'</b>	<b>10' / 10'</b>

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
<b>N. 5<sup>th</sup> St.</b>	<b>6' / 9'-6" / 9'-0"</b>
<b>N. Lawrence St.</b>	<b>5' / 5' / 5'</b>

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
<b>Curbscut</b>	<b>12'</b>	<b>N. Lawrence St.</b>
---	---	---
---	---	---
---	---	---

### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<b>Curbscut</b>	<b>12'</b>	<b>N. 5<sup>th</sup> St.</b>
<b>Curbscut</b>	<b>12'</b>	<b>N. Lawrence St.</b>

# 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: \_\_\_\_\_



# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH
	Existing / Proposed
<u>N. 5<sup>th</sup> St.</u>	<u>0' / 0'</u>
<u>N. Lawrence St.</u>	<u>3'-5" / 1'-6" - 3'-5"</u>

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH
	Recommended / Existing / Proposed
<u>N. 5<sup>th</sup> St.</u>	<u>4' / 4' / 4'</u>
<u>N. Lawrence St.</u>	<u>3'-6" / 3'-6" / 3'-6"</u>

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

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

- YES  NO  N/A   
 YES  NO  N/A   
 YES  NO  N/A   
 YES  NO  N/A   
 YES  NO  N/A   
 YES  NO  N/A

- DEPARTMENTAL APPROVAL**
- YES  NO   
 YES  NO   
 YES  NO   
 YES  NO   
 YES  NO   
 YES  NO

19. Does the design avoid tripping hazards?

- YES  NO  N/A

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

- YES  NO  N/A

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES  NO  N/A  YES  NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES  NO  N/A  YES  NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>
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		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
<b>1321-25 N. 5<sup>th</sup> St.</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>25</b>
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____

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

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

- YES  NO  N/A
- YES  NO  N/A
- YES  NO  N/A
- YES  NO  N/A

**DEPARTMENTAL APPROVAL**

- YES  NO
- YES  NO
- YES  NO
- YES  NO

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

YES  NO  N/A

YES  NO

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

YES  NO  N/A

YES  NO

**APPLICANT: Bicycle Component**

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

**DEPARTMENTAL REVIEW: Bicycle Component**

Reviewer Comments:

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

**DEPARTMENTAL APPROVAL**

- YES  NO
- YES  NO
- YES  NO
- YES  NO

**APPLICANT: Curbside Management Component**

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

**DEPARTMENTAL REVIEW: Curbside Management Component**

Reviewer Comments:

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

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

33. What is the maximum AASHTO design vehicle being accommodated by the design? P\_WB60

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

35. Will the public right-of-way be used for loading and unloading activities? YES  NO

36. Does the design maintain emergency vehicle access? YES  NO

37. Where new streets are being developed, does the design connect and extend the street grid? YES  NO  N/A

38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES  NO  N/A

39. 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)

40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES  NO  N/A

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES  NO  N/A

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? YES  NO  N/A

DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

APPLICANT: Urban Design Component

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

DEPARTMENTAL REVIEW: Urban Design Component

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

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

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

	YES	NO	N/A	DEPARTMENTAL APPROVAL
44. 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"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? <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"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

**APPLICANT: Intersections & Crossings Component**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**  
Reviewer Comments: \_\_\_\_\_

Please see our responses below, in red.

### **Registered Community Organization Comments (SKCP)**

The community was concerned about the height of the proposed building, especially along N Lawrence Street. **The height remains unchanged.**

The composition of the new building in relationship with the existing as well as the inclusion of balconies all around the building would create sound and air quality issues. The new building would block the sunlight to the existing building. **We feel private, outdoor space is essential, and creates a more lively neighborhood with increased connectivity. Our proposed addition will block sunlight, but this concern cannot stifle density in urban environments.**

The mono use for the building was brought up as a concern and it was suggested that the building uses be more varied and active. **A mono-use does not exist. The existing building contains larger 2-bed and 1-beds. The addition contain studio units designed as cheaper alternatives to other larger units in the surrounding area.**

The unit sizes in the new building are all uniform, the RCO representative suggested the inclusion of larger mix of unit types. **This was explained to the RCO and CDR board as an intentional aspect of this project.**

The courtyard space along N 5th Street would need to be activated, the current use of the courtyard is a non-conformity. The RCO noted that there were too many activities happening at the courtyard along N Lawrence Street. **The N. 5th street area has been redesigned, and hopefully addresses the myriad concerns of the RCO. The parking lot portion will require a future variance, which provides us the opportunity to work with the RCO on how that space will ultimately function. The N. Lawrence Street courtyard serves multiple functions and is designed as a hybrid space that can accommodate these uses without wasting space to each dedicated aspect of program.**

The additional height provided due to the inclusion of the industrial uses should be reconsidered as the proposed industrial spaces seem unusable based on current location. **Our client has similar spaces in other buildings, and believes there is a market for cheap maker spaces. While we agree they are not perfect, there is a demand for affordable spaces to allow newer artists a chance to grow.**

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

Consider addition of more street trees and planters around the site to create a more

desirable pedestrian experience. The N. 5th street courtyard revisions address this to some extent. We have provided planters along the frontages of our addition, as well as provided streets trees in all approvable locations.

Need to flag the density bonus issue although outside of the CDR scope. The industrial spaces should be designed in a way to be used as intended. Their location in the basement is concerning. The path to get to them is too long and troublesome, although the location on the ground floor may not be ideal either since it'd be out of place with the residential character in this area. The existing circulation is less than ideal in this building. The elevator must serve both the existing and new building, and is located in the only viable location. There are multiple stair towers accessing these spaces, as well as a ramp from the loading area. The elevator is located as convenient as possible.

The pool area will be in shadow for most of the year. We are working with existing conditions. The courtyard has a charming, industrial aesthetic which should be utilized as a residential amenity space to activate the site. The pool area receives sunlight in the AM and early afternoon. A heated pool has been discussed to combat this issue.

Committee and staff were concerned about the lack of a prominent residential entrance and lobby space. Paths to the units and the elevator were less than ideal, especially for someone with a disability. Most of the ground floor was dedicated to inactive uses and blank walls. It was suggested that a more prominent and welcoming entrance to the building closer to the elevator be provided. This has been addressed with the revisions to the N. 5th street entrance. The location of the elevator is a result of existing conditions and is located in a practical location that services all building functions.

It was recommended that courtyards be activated, the blank walls be opened up (especially along N 5th Street for the building to be more integrated into the neighborhood). Also, the Committee noted that it was important for them to know what the intentions would be for this courtyard. This has been addressed in the revisions to the N. 5th St. courtyard area. The cmu wall along N. Lawrence street has been maintained as the client feels this contributes to the industrial character of the building.

It was suggested that if the courtyard was going to be set aside for future development, the intention be discussed with the community now. Our revised presentation will be shared with the RCO for discussion.

The Committee was concerned about the size of the units and asked that some of the studios be combined to provide variety of choices and unit sizes. This has been addressed in an earlier comment.

### **Building Design Comments**

The plan is focused on the new addition, the existing building façade also needs to be more incorporated into the new building architecturally. Staff suggested that window openings be restored, high quality and well-detailed windows be added to the existing façade, and the materials be cleaned up. **Exterior revisions beyond what we are showing are not currently in our scope of work.**

Use of brick for front facades, balconies for the residential units, and window patterns on the façade are appreciated. **Noted**

Staff suggests setbacks or architectural features on top of the third floor to align with surrounding residential buildings. **No setbacks have been incorporated.**

### **Parking Design Comments**

Staff notes that the existing loading dock will be utilized for both industrial spaces and move in/ move out, the pathway for move in/ move out and delivery is less than desirable for residents, and it moves through the courtyard. Please look into the addition of a loading zone along N 5th Street or a more appropriate location for loading. **We would like to keep all building functions on our site with minimal impact to the surrounding streets. The elevator is located as convenient as possible. If a loading space on N. 5th street is needed, we will seek approval for that at a later date.**

### **Sustainability Comments**

Staff appreciates the inclusion of solar panels to cover the energy usage in all common areas and encourages going beyond that. **Noted.**

Staff encourages the development to go above and beyond the code requirements and pursue third party certification. **Noted.**