

1021 N HANCOCK ST

CIVIC DESIGN REVIEW

Date: 2026.05.05



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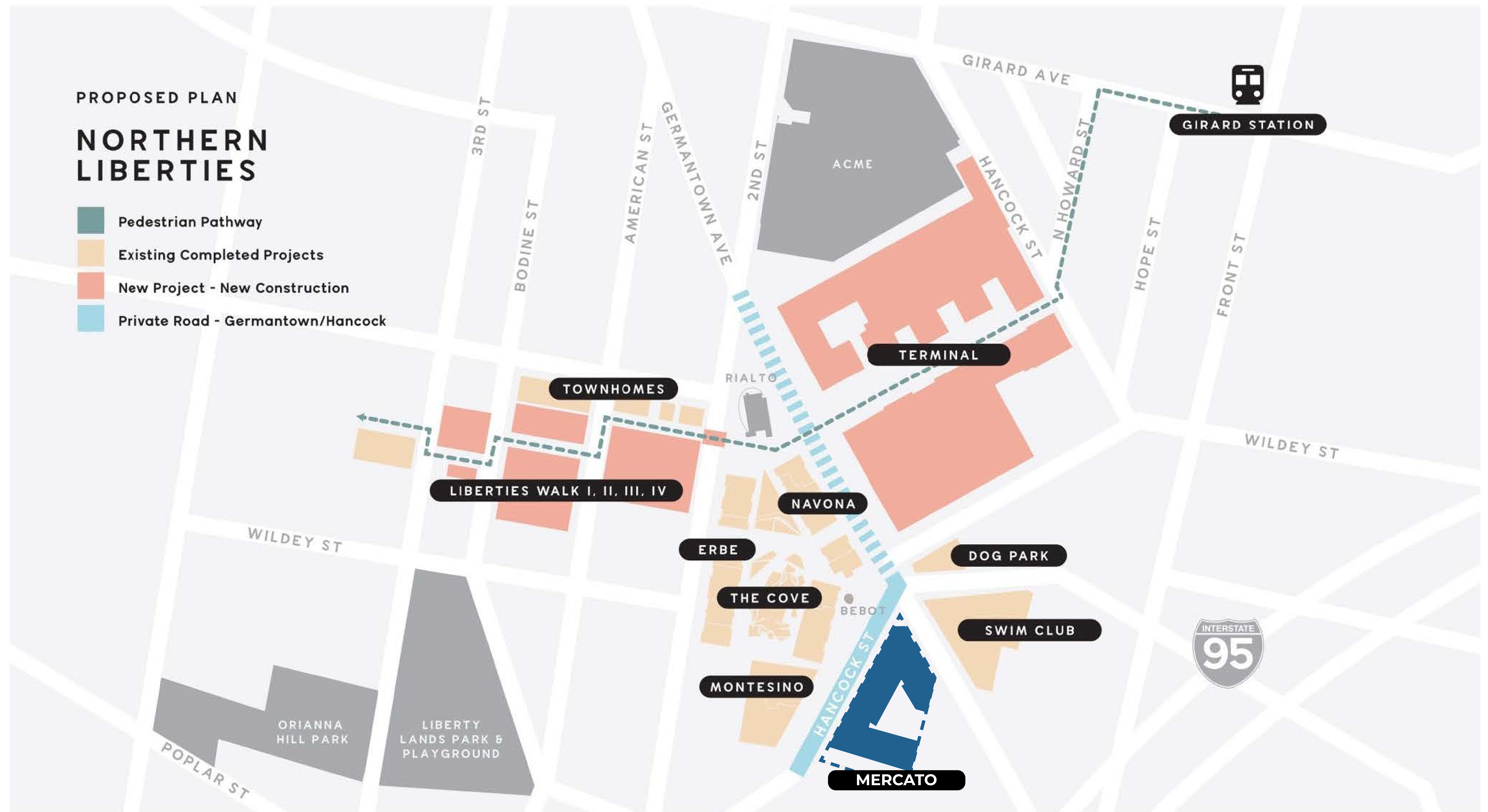
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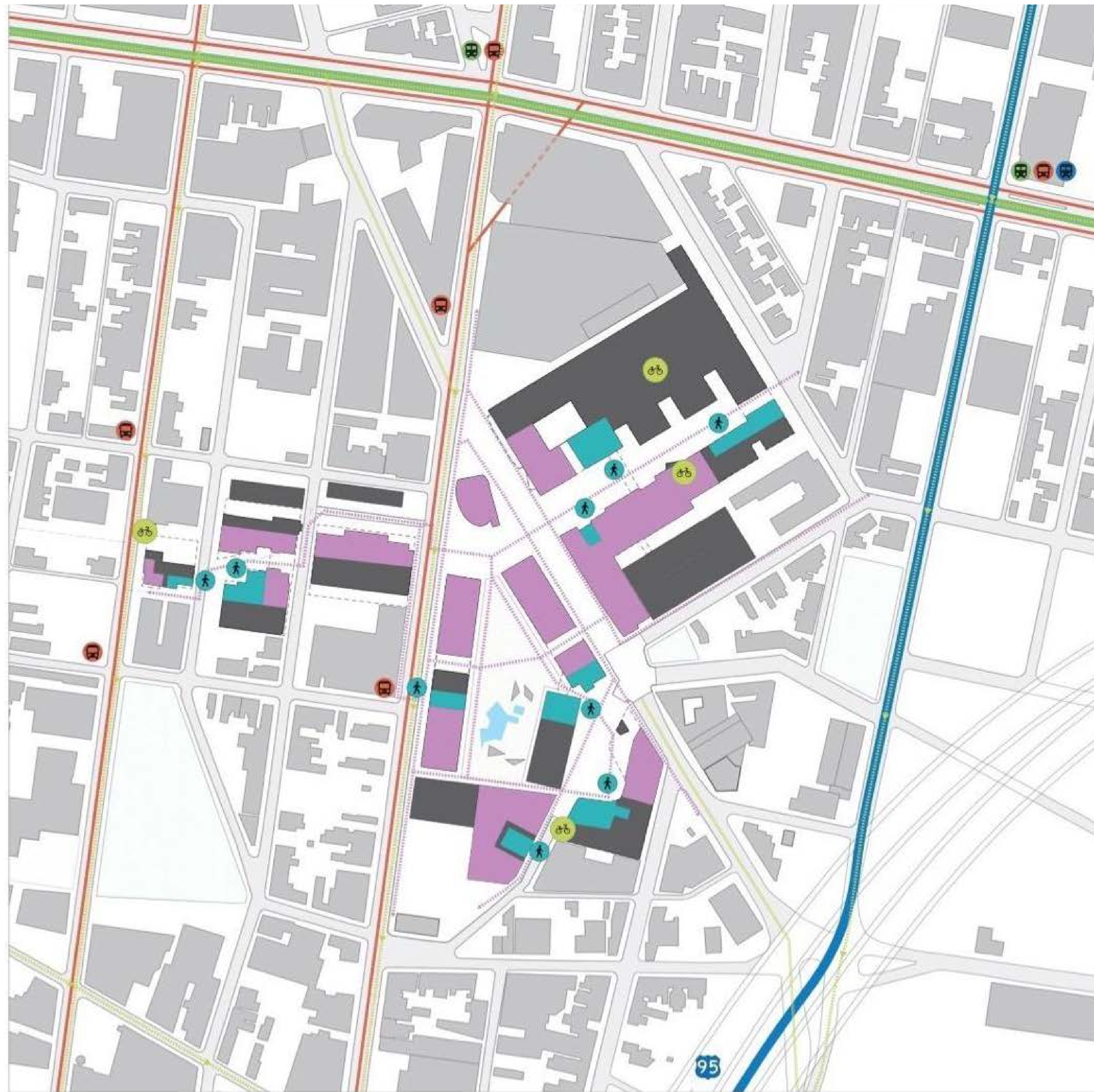
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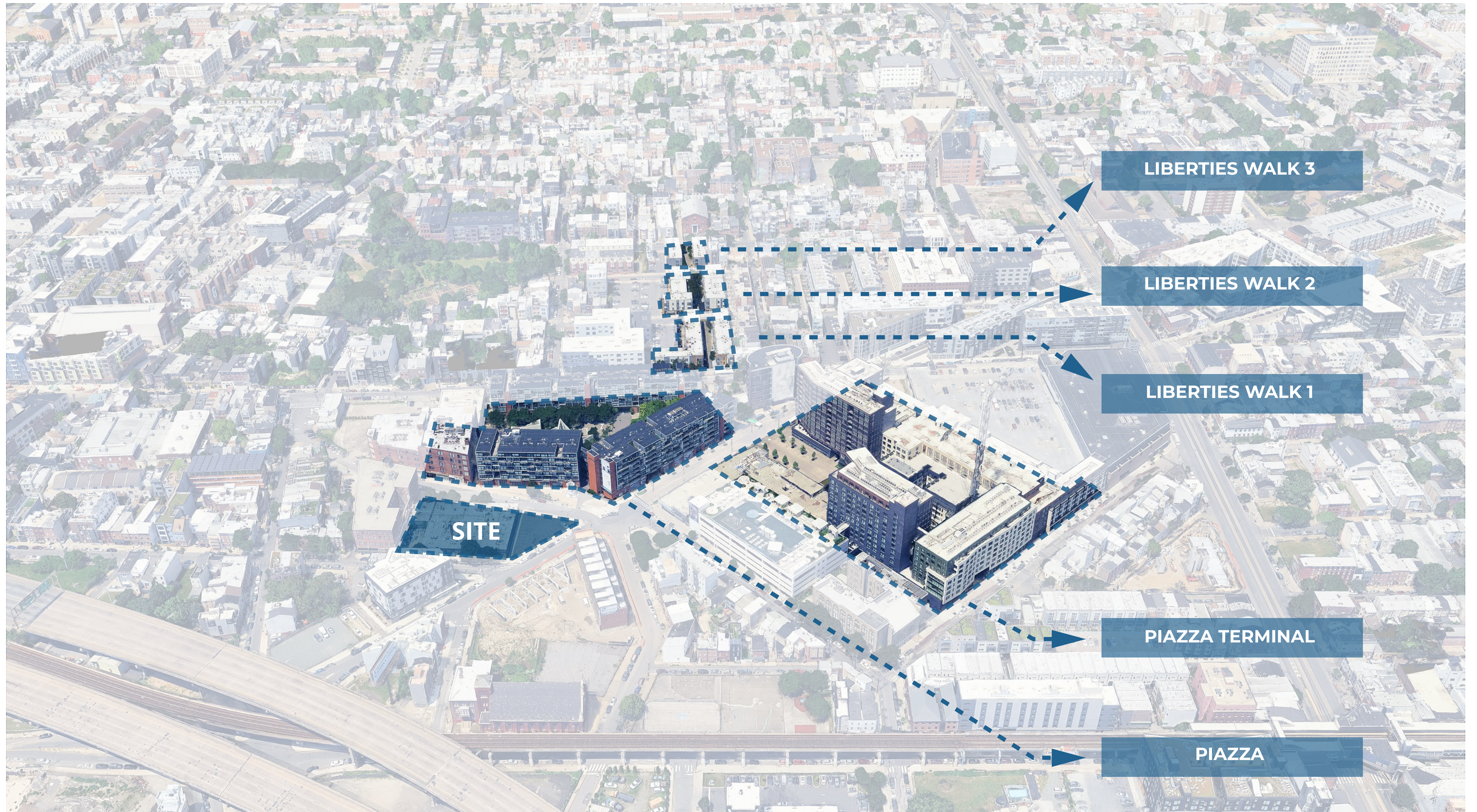
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LEGEND

- residential lobby
- retail storefront
- A residential entrances
- B bike storage
- pedestrian paths
- major bike connectors
- C SEPTA bus station
- D SEPTA trolley station
- E SEPTA subway station
- bus routes
- Trolley Lines
- Market-Frankford Line

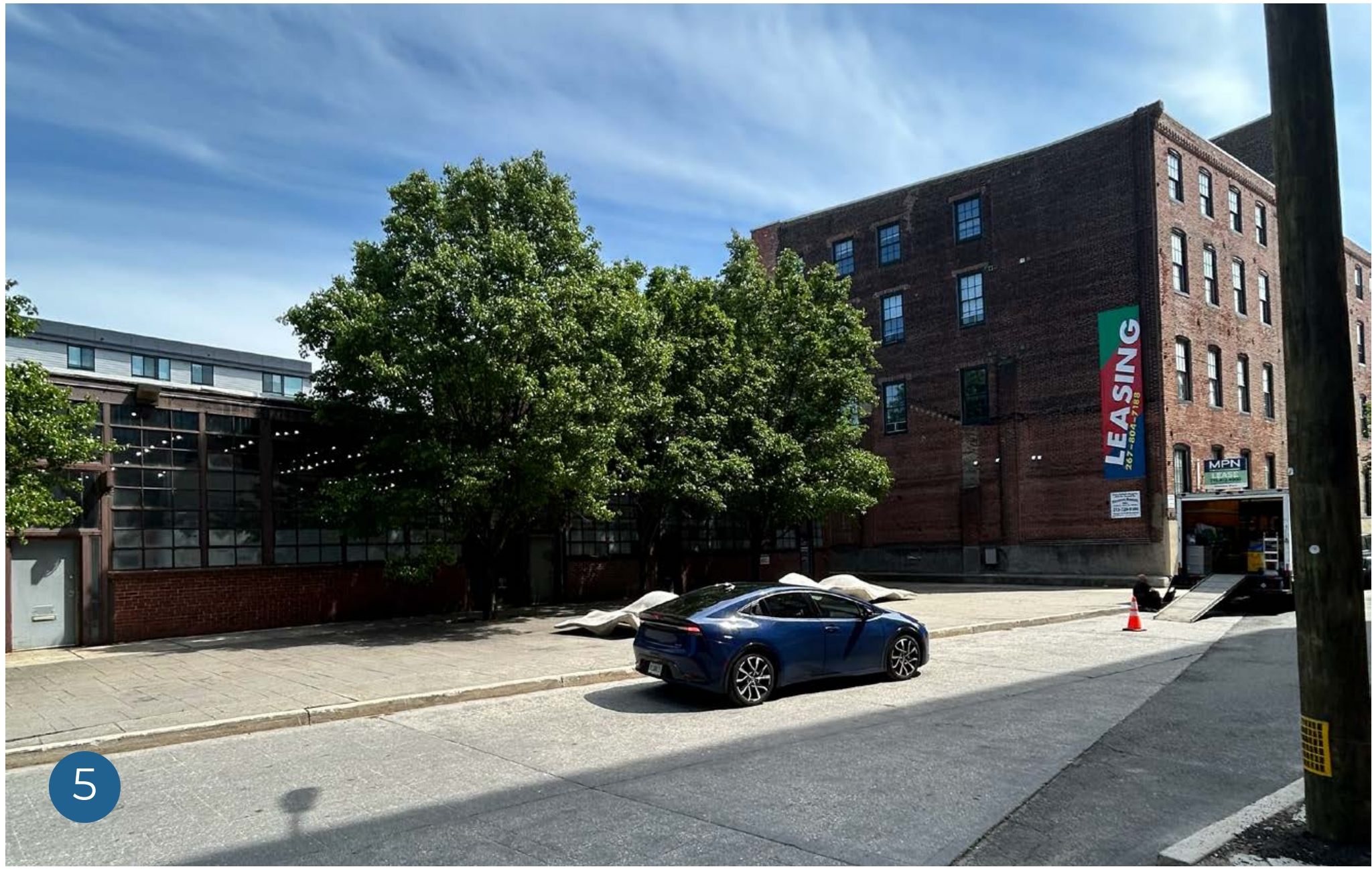
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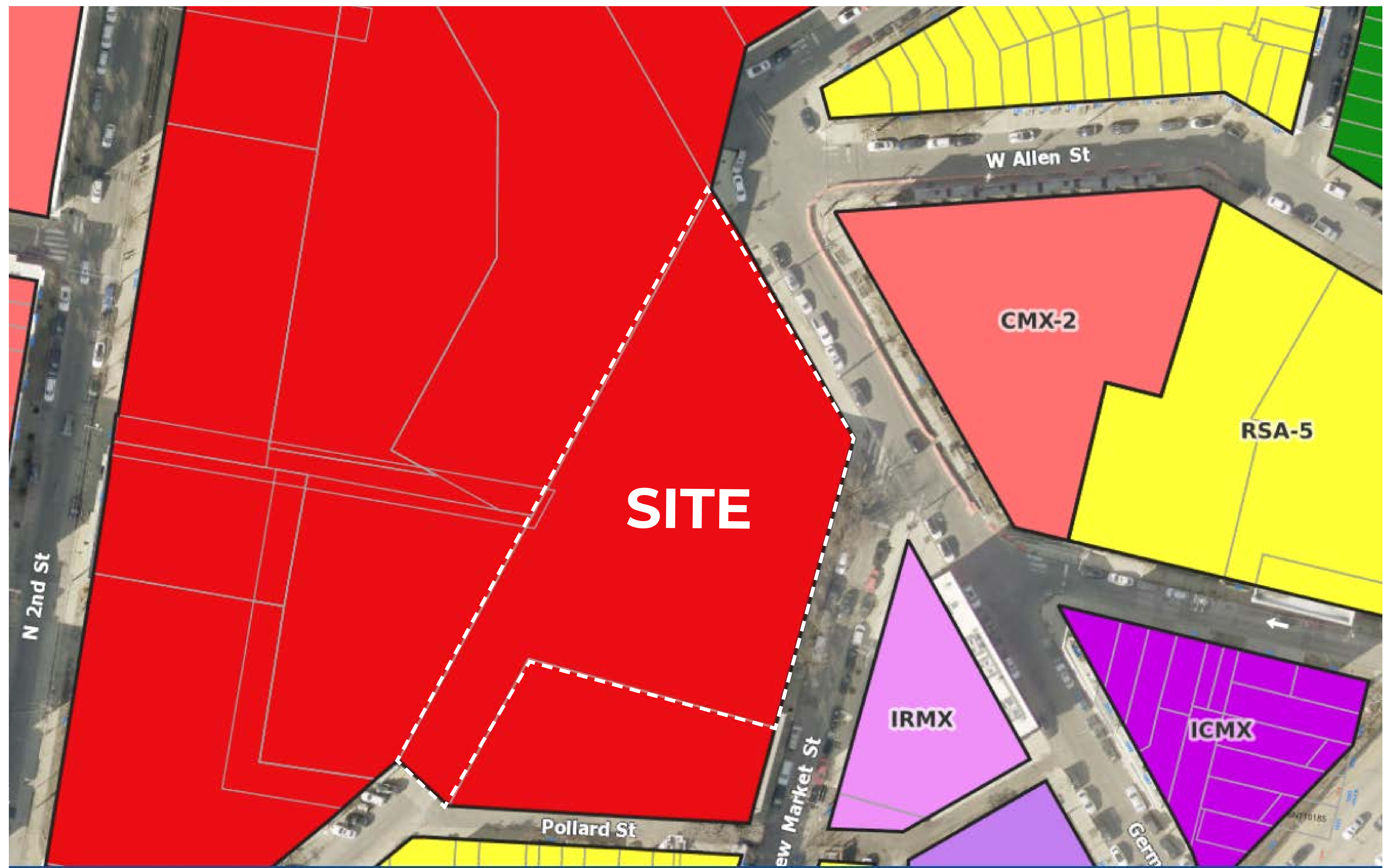




This 139,039 SF project delivers 241 residential units. The architecture takes cues from the red brick warehouse lofts that define the area, reinterpreted at a scale that fits comfortably within the neighborhood. Large windows bring in light and activity, while a curved facade softens the street edge and draws people in. A public courtyard off New Market Street adds to the network of pedestrian-oriented spaces that make Northern Liberties so active and walkable.





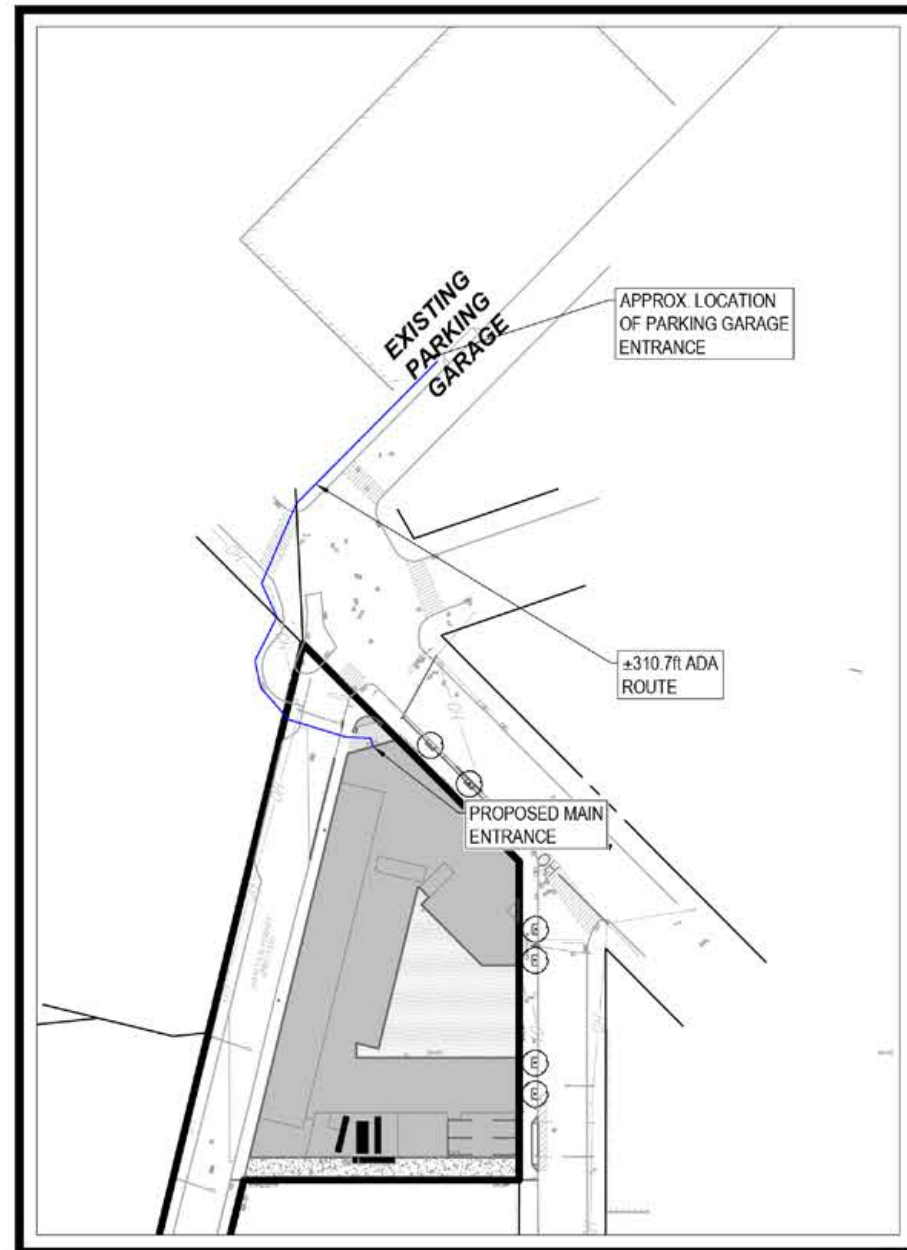


NEIGHBORHOOD COMMERCIAL MIX-USE-1	CMX-1
NEIGHBORHOOD COMMERCIAL MIX-USE-2	CMX-2
COMMUNITY COMMERCIAL MIXED-USE	CMX-3
INDUSTRIAL COMMERCIAL MIX-USE	ICMX
MEDIUM INDUSTRIAL	I-2
RESIDENTIAL MULTI-FAMILY-1	RM-1
RESIDENTIAL SINGLE-FAMILY ATTACHED-5	RSA-5
ACTIVE PARKS AND OPEN SPACE	SP-PO-A



ZONING PLAN NOTES

- THIS DRAWING REFERENCES:
A. PLAN BY:
CONTROL POINT ASSOCIATES, INC.
1600 MANOR DRIVE, SUITE 120
CHALFONT, PA 18914
ENTITLED: "BOUNDARY & TOPOGRAPHIC SURVEY"
FILE NO.: 02-200078
DATED: 03/31/2020
LAST REVISED: 06/26/2020
- ARCHITECTURAL PLANS BY:
HDO ARCHITECTURE
1225 N 7TH STREET
PHILADELPHIA, PA 19122
ENTITLED: "FLOOR PLANS"
DATED: 01/27/2026
ENTITLED: "BUILDING SECTIONS"
DATED: 02/04/2026
- OWNER/APPLICANT:
1022 ASSOCIATES, LP
1021 NORTH HANCOCK STREET
PHILADELPHIA, PA 19123
- SITE DATA:
GROSS TRACT AREA:
(P.D.S.) 30,452 S.F. OR 0.69908 AC.
(U.S.S.) 30,604 S.F. OR 0.70257 AC.
FORMER HANCOCK ST ROW (P.D.S.) 16,080 S.F. OR 0.36915
- ZONING DATA:
ZONED: CMX-3
EXISTING USE: MIXED-USE OFFICE BUILDING
PROPOSED USE: MULTI-FAMILY RESIDENTIAL USE
- ALL FEATURES ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.
- (TBR) INDICATES EXISTING SITE FEATURES TO BE REMOVED.



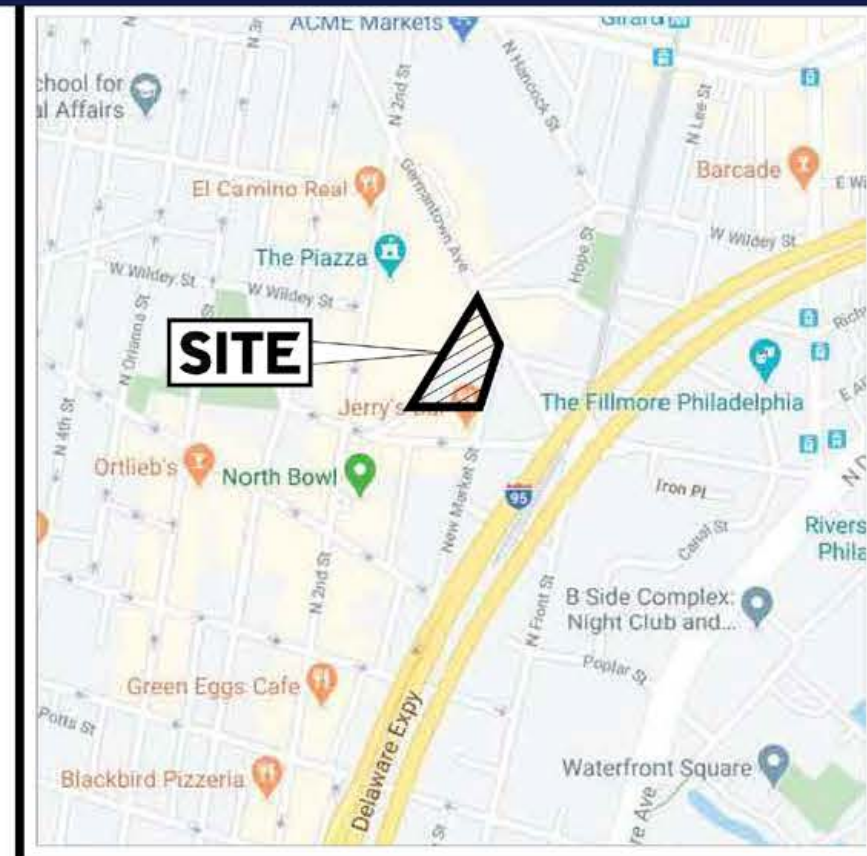
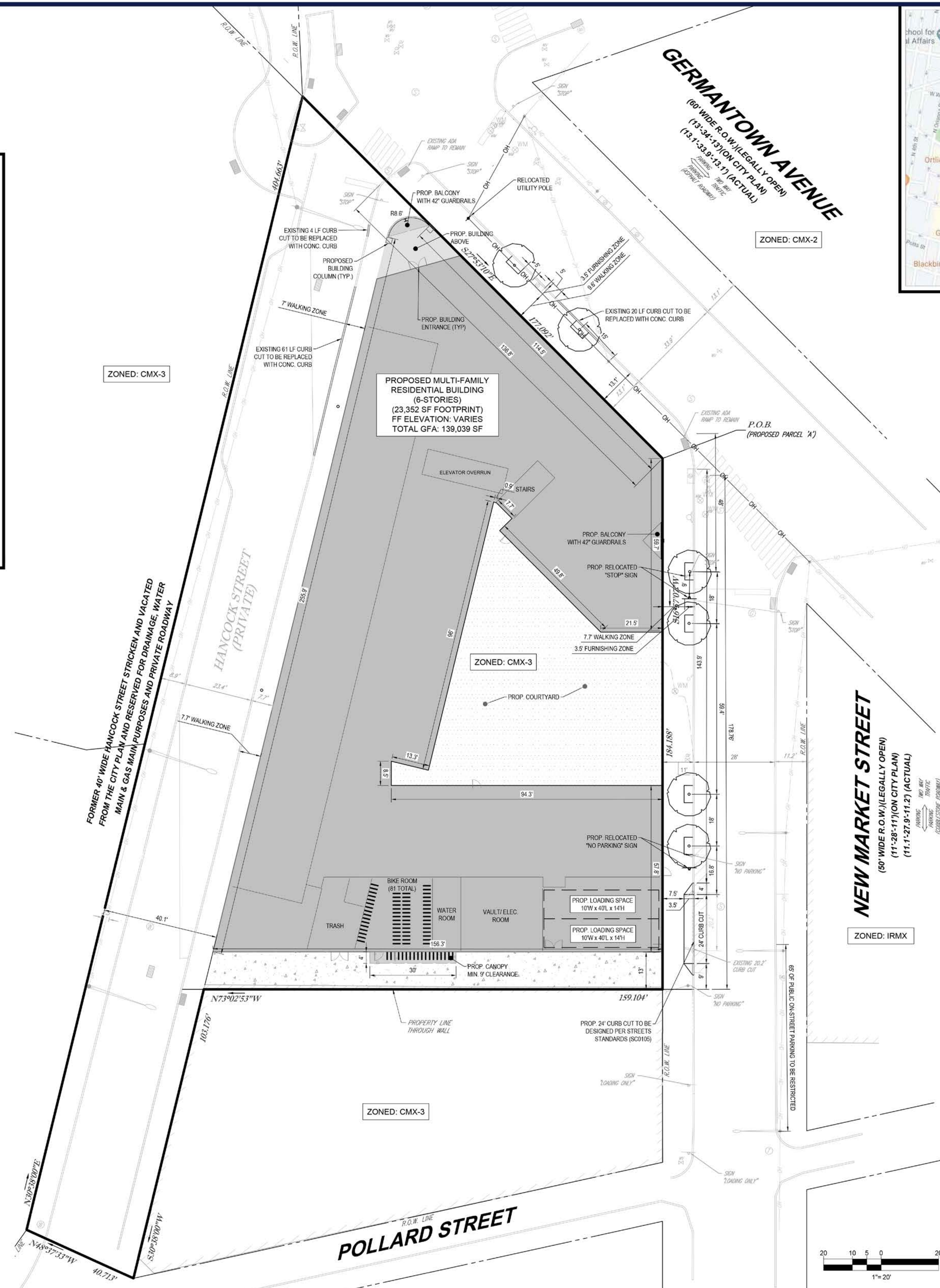
ADA ACCESS PATH FROM GARAGE
TO MAIN ENTRANCE
SCALE: 1"=100'

ZONING DISTRICT REQUIREMENTS			
DISTRICT NAME	CMX-3		
OVERLAY DISTRICT	NCA NEIGHBORHOOD COMMERCIAL AREA OVERLAY DISTRICT- NORTH DELAWARE AVENUE		
DISTRICT AND LOT DIMENSIONS			
	REQUIRED	PREVIOUSLY APPROVED	PROPOSED
USE	PERMITTED	COMMERCIAL (6,213 SF)	N/A
		MULTI-FAMILY RESIDENTIAL (165,000 SF) 280 UNITS	MULTI-FAMILY RESIDENTIAL (139,039 SF) 241 UNITS
MIN. DISTRICT AREA (SQ. FT.)	N/A	46,532 SF	46,532 SF
MIN. STREET FRONTAGE AS TAKEN FROM THE LOT LINE (FT.)	N/A	70.21'	114.9'
MIN. LOT AREA (SQ. FT.)	N/A	46,532 SF	46,532 SF
GROSS FLOOR AREA (GFA)	N/A	BUILDING SERVICES = 60,166 SF	RESIDENTIAL = 139,039 SF
		RESIDENTIAL = 165,000 SF	
		RETAIL = 6,213 SF	
		TOTAL = 231,979 SF	TOTAL = 139,039 SF
MAX. OCCUPIED AREA (% OF LOT)	80%	52%	49.96%
YARDS			
MIN. FRONT YARD DEPTH (FT.)	N/A	0'	0'
MIN. SIDE YARD WIDTH (FT.)	8' IF USED FOR BUILDINGS CONTAINING DWELLING UNITS	N/A	13'
MIN. REAR YARD DEPTH (FT.) (EAST SIDE)	N/A	0'	40.01'
HEIGHT			
MAX. HEIGHT (FT.)	N/A	18'	± 69'
FLOOR AREA RATIO			
MAX. FLOOR AREA (% OF LOT AREA)	500%	500%	298.80%
FORM AND DESIGN			
BIKE PARKING	MULTI-FAMILY 13 UNITS- 81 SPACES REQUIRED	134	81

PARKING REQUIREMENTS			
	REQUIRED	PREVIOUSLY APPROVED	PROVIDED
LOADING	RESIDENTIAL 10,000-150,000 SF ±	2 (11'Wx6'0"X14'H)	2 (10'Wx4'0"X14'H)*
PARKING REQUIREMENT	310 MULTI-FAMILY UNITS = 241 UNITS, 72 SPACES REQUIRED 64 SPACES WITH REDUCTION*	76	NO CHANGE
RESERVOR SPACES	RETAIL = NO REQUIREMENT	N/A	NO CHANGE
ELECTRIC PARKING	5% OF THE PARKING SPACES FOR ELECTRIC VEHICLES RESIDENTIAL = 3.8 SPACES	N/A	NO CHANGE
ADA PARKING REQUIREMENT	MULTI-FAMILY: 4 SPACES, INCLUDING 1 VAN- ACCESSIBLE SPACE	N/A	NO CHANGE

*MAXIMUM 10% REDUCTION WITH 40 BICYCLE SPACES PER 814-602(2)(b)
**14-806(4)(a), (3) REQUEST TO REDUCE THE LOADING DOCK LENGTH TO 40 FT TO SUPPORT THE USE.

UTILITIES:	
THE FOLLOWING COMPANIES WERE NOTIFIED BY PENNSYLVANIA ONE CALL SYSTEM, INC. (1-800-242-1776) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVICING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST. SERIAL NUMBER(S): 20200733302	
UTILITY COMPANY	PHONE NUMBER
COMCAST CABLEVISION	215-961-3800
MCI	800-888-0800
PECO	610-943-5522
PHILADELPHIA CITY WATER DEPT	215-685-6300
PHILADELPHIA DEPT OF STREETS	215-686-5503
PHILADELPHIA GAS WORKS	215-978-3000
SEPTA	215-580-7852
VERIZON	215-963-6000
VICINITY PHILADELPHIA	857-557-7800



LOCATION MAP

CONTRACTOR TO ASSUME FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT WITHIN THE LIMIT OF DISTURBANCE.

OWNER/APPLICANT:
1022 ASSOCIATES, LP
ADDRESS:
1021 N HANCOCK STREET
PHILADELPHIA, PA 19123

FAR TABLE	
LOT AREA	46,532 SQ. FT.
TOTAL GFA	139,039 SQ. FT.
FAR	298.80 %

GFA BY LEVEL		
LEVEL	GFA	FAR
1-MAN	22,846	49.10
2	23,202	49.86
3	23,202	49.86
4	23,202	49.86
5	23,202	49.86
6	23,202	49.86
R	183	0.40
TOTAL	139,039	298.80

LEGEND	
EXISTING	
BUILDING	[Symbol]
RETAINING WALL	[Symbol]
CONCRETE CURB	[Symbol]
FLUSH CURB	[Symbol]
FENCE	[Symbol]
PROPERTY LINE	[Symbol]
ADJACENT PROPERTY LINE	[Symbol]
EASEMENT LINE	[Symbol]
LEASE LINE	[Symbol]
OVERHEAD UTILITY WIRES	[Symbol]
SIGN	[Symbol]
AREA LIGHT	[Symbol]
DRAINAGE INLET	[Symbol]
STORM/SANITARY MANHOLE	[Symbol]
WATER/GAS VALVES	[Symbol]
ROOF DRAIN/CLEANOUT	[Symbol]
FIRE HYDRANT	[Symbol]
UTILITY POLE W/ LIGHT	[Symbol]
UTILITY POLE	[Symbol]
PROPOSED	
BUILDING	[Symbol]
BUILDING OVERHANG	[Symbol]
LANDSCAPE AREA	[Symbol]
SIDEWALK	[Symbol]
CONCRETE CURB	[Symbol]
FLUSH CURB	[Symbol]
BIKE RACK	[Symbol]



REVISIONS			
REV	DATE	COMMENT	DRAWN BY
1	07/01/2020	REV. PER L&I COMMENTS	SU
2	08/25/2020	REV. PER L&I COMMENTS	SU
3	09/15/2020	REV. PER L&I COMMENTS	SU
4	09/28/2020	REV. PER PCPC COMMENTS	AW
5	11/10/2020	REV. PER ARCHITECT COORDINATION	AW
6	12/01/2020	REV. PER STREETS COMMENTS	AW
7	12/03/2020	REV. PER COMPLETE STREETS COMMENTS	SU
8	02/25/2026	REV. PER ARCHITECT COORDINATION	AA
9	04/23/2026	REV. PER L&I COMMENTS	AA



THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.	
PROJECT No.:	PP203043
DRAWN BY:	CD
CHECKED BY:	SU
DATE:	2020.09.16
CAD I.D.:	PP203043BASE-15

ZONING PLANS

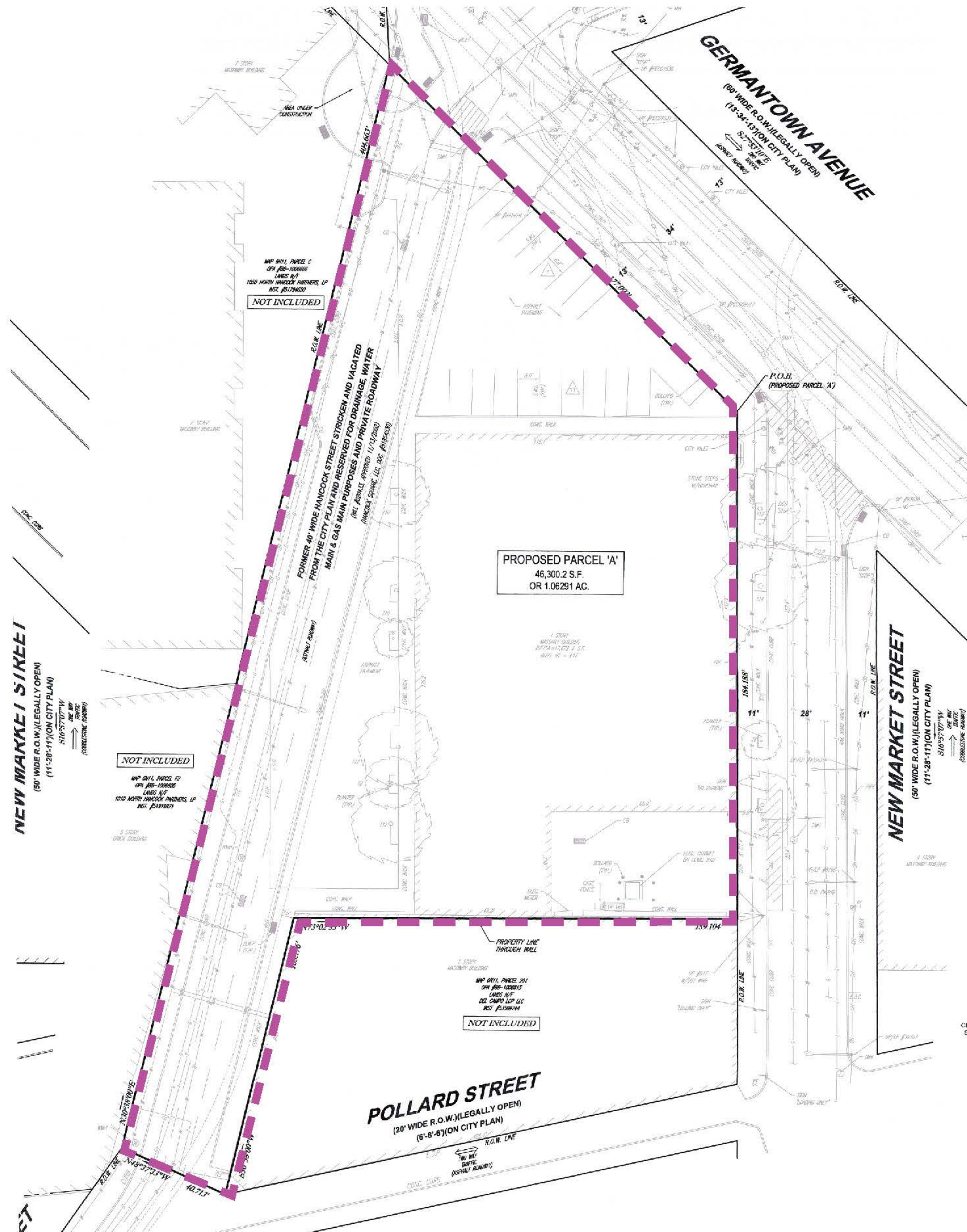
FOR

1022 ASSOCIATES, LP

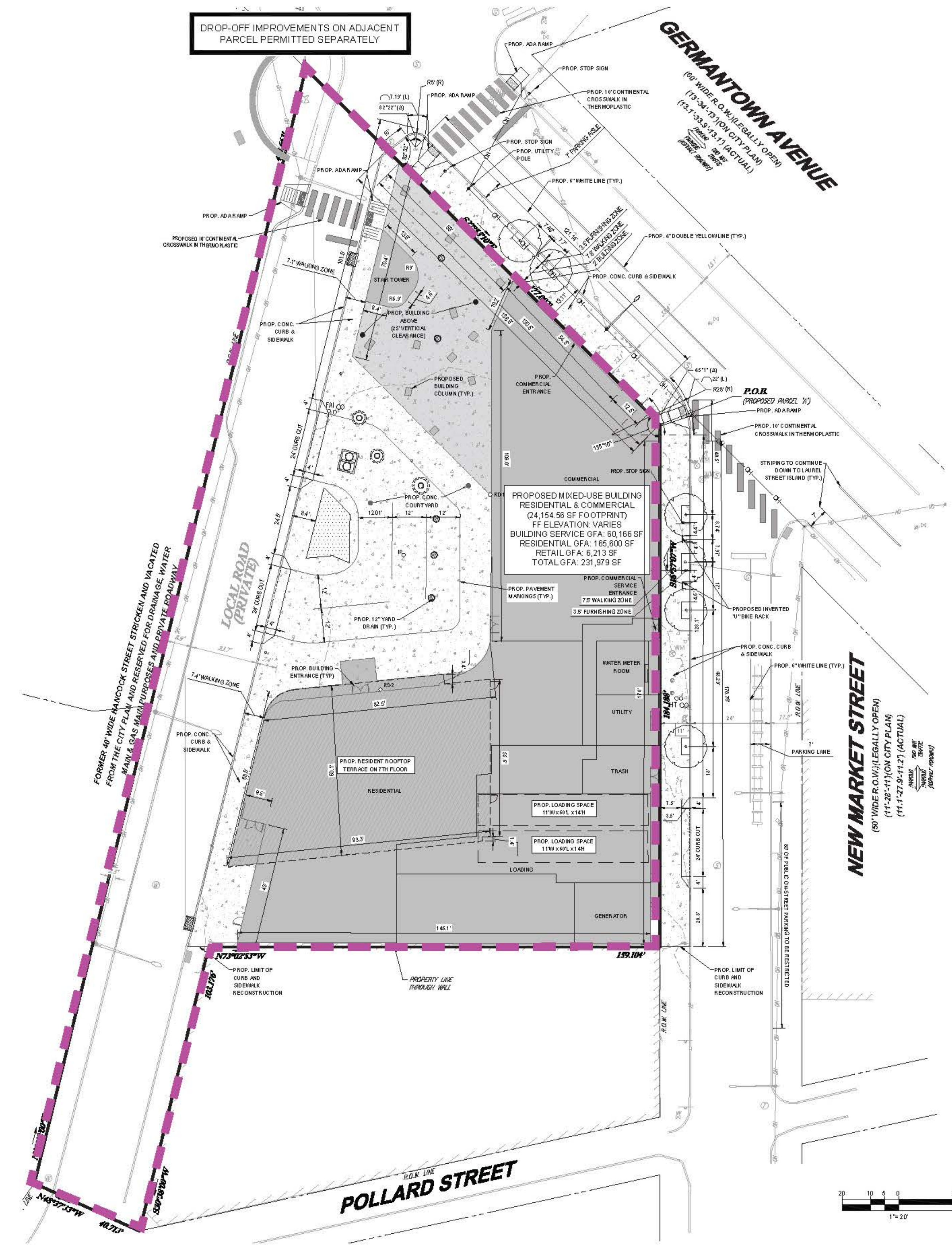
PROPOSED MULTI-FAMILY DEVELOPMENT
1021 NORTH HANCOCK STREET
CITY AND COUNTY OF PHILADELPHIA, PA 19123



SHEET TITLE:
SITE PLAN
SHEET NUMBER:
Z-101
REVISION 9 - 04/23/2026



EXISTING SITE SURVEY



PROPOSED SITE PLAN

PROPERTY LIMIT

PREVIOUS CDR SUBMISSION

CREDIT: DIGSAU





PREVIOUS CDR SUBMISSION

CREDIT: DIGSAU



SITE PLAN

GROUND FLOOR

- AMENITY SPACE
- UTILITY SPACE
- STUDIO UNITS
- ONE-BEDROOM UNITS

- 1 ADA CORNER RAMP
- 2 CROSSWALK
- 3 STREET TREE IN 3'X6' TREE PIT
- 4 SITE LANDSCAPING
- 5 UNDERGROUND STORMWATER BASIN
- 6 8FT WIDE WALKWAY
- 7 BUILDING OVERHANG
- 8 RESIDENTIAL LOBBY
- 9 MAIL & PACKAGE AREA
- 10 ELEVATORS
- 11 STAIR TOWER
- 12 INTERIOR BIKE STORAGE ROOM
- 13 TRASH ROOM
- 14 ELECTRIC ROOM
- 15 LOADING AREA (10'X40' TYP)
- 16 24' WIDE CURBCUT
- 17 EXTERIOR COVERED BIKE RACKS
- 18 WATER ROOM



SITE PLAN

STREET TREES



Gleditsia triacanthos -
Honey Locust



Planting at streetscape

PLAZA TREES

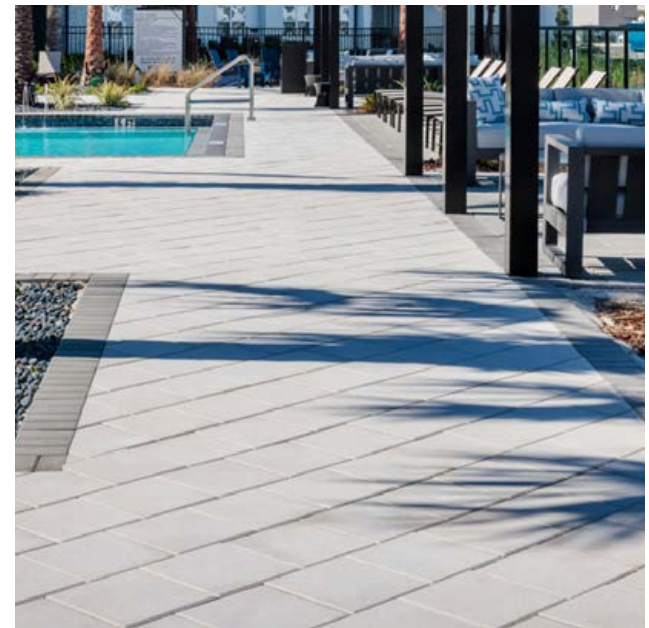


Betula nigra "Dura Heat" -
River Birch



Gravel

HARDSCAPE



Stamped Concrete

PLAZA UNDERSTORY



Ratibida columnifera -
Mexican Hat Plant



Asclepias tuberosa -
Butterflyweed



Galanthus nivalis - Snowdrops



Inkberry



Summer-Sweet Clethra



STREET TREES



Gleditsia triacanthos - Honey Locust



Planting at streetscape

PLAZA TREES



Betula nigra "Dura Heat" - River Birch

PLAZA HARDSCAPE



Pavers, dark in color

PLAZA UNDERSTORY



Ratibida columnifera - Mexican Hat Plant



Asclepias tuberosa - Butterflyweed



Galanthus nivalis - Snowdrops

PREVIOUS CDR SUBMISSION

CREDIT: DIGSAU

HANCOCK ST.



HANCOCK ST.

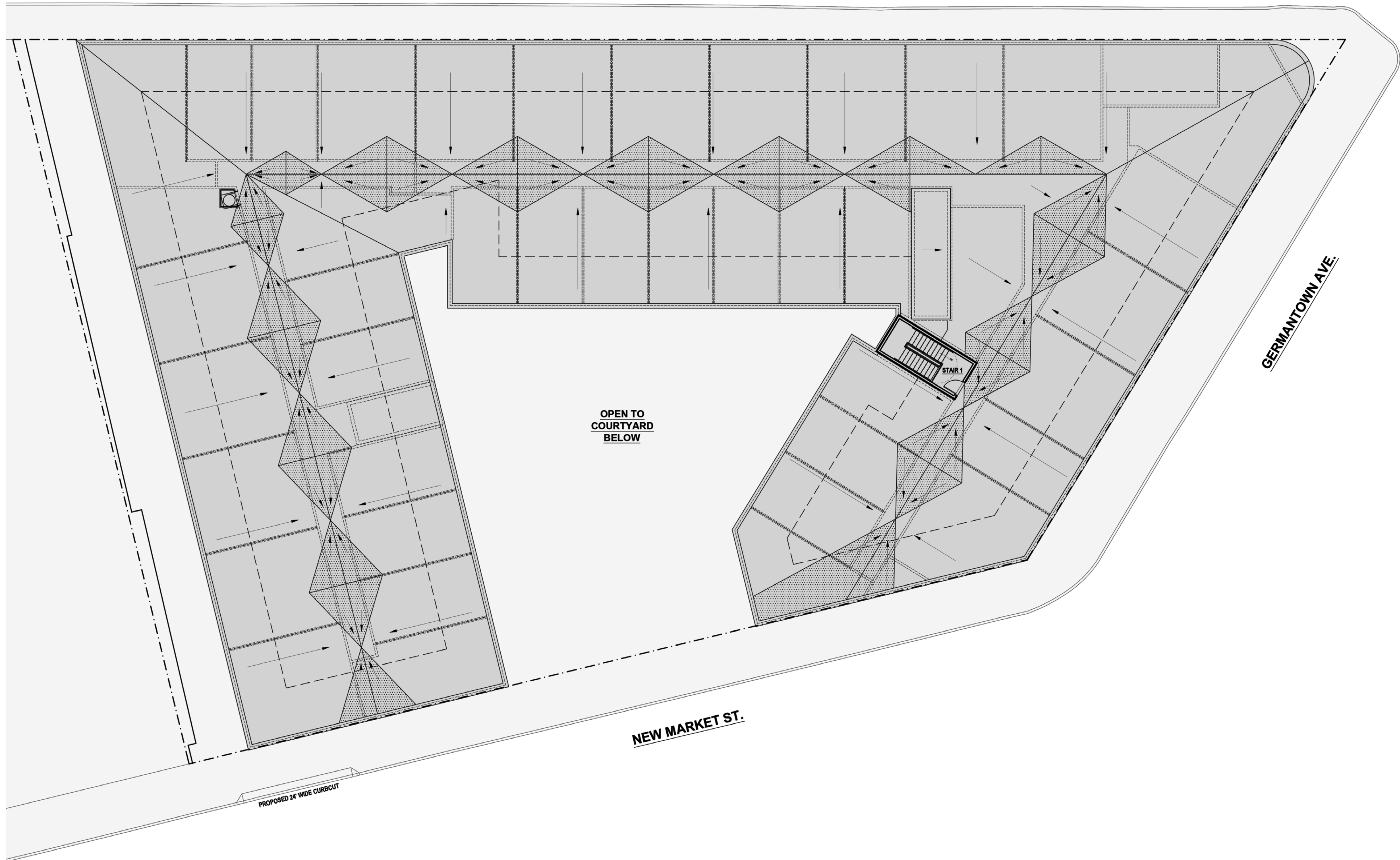


GERMANTOWN AVE.

NEW MARKET ST.

- AMENITY SPACE
 - 122 STUDIO
 - 119 ONE-BED UNIT
- 241 TOTAL UNITS

HANCOCK ST.



OPEN TO
COURTYARD
BELOW

STAIR 1

GERMANTOWN AVE.

NEW MARKET ST.

PROPOSED 24' WIDE CURBCUT



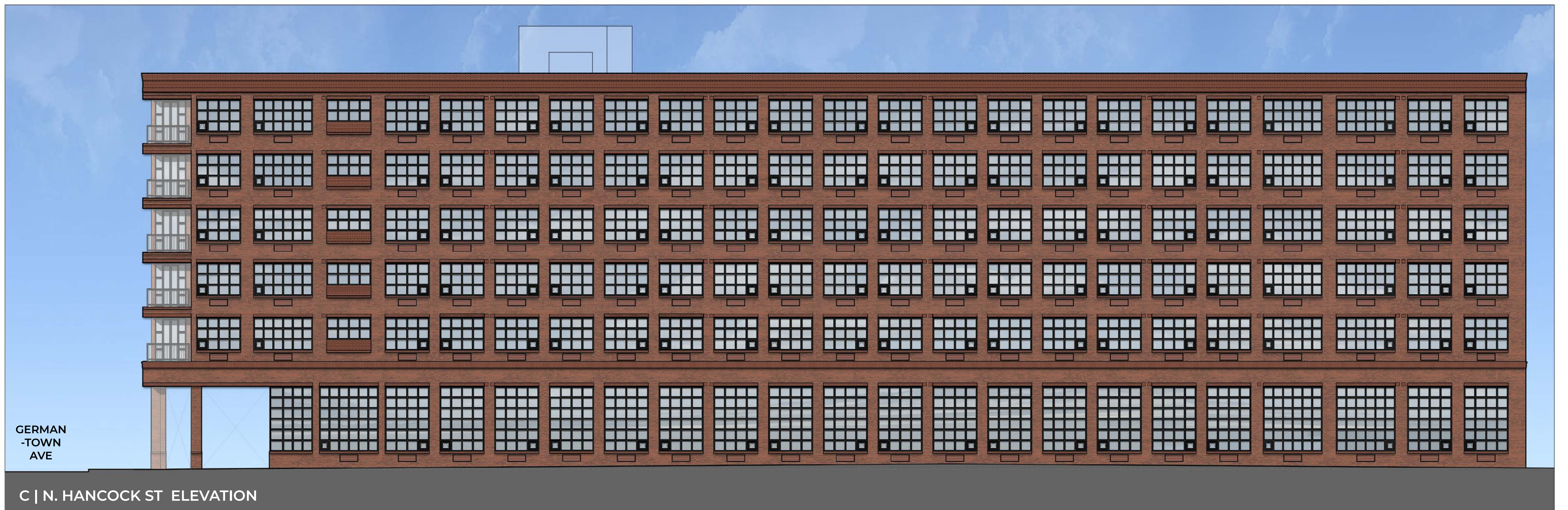
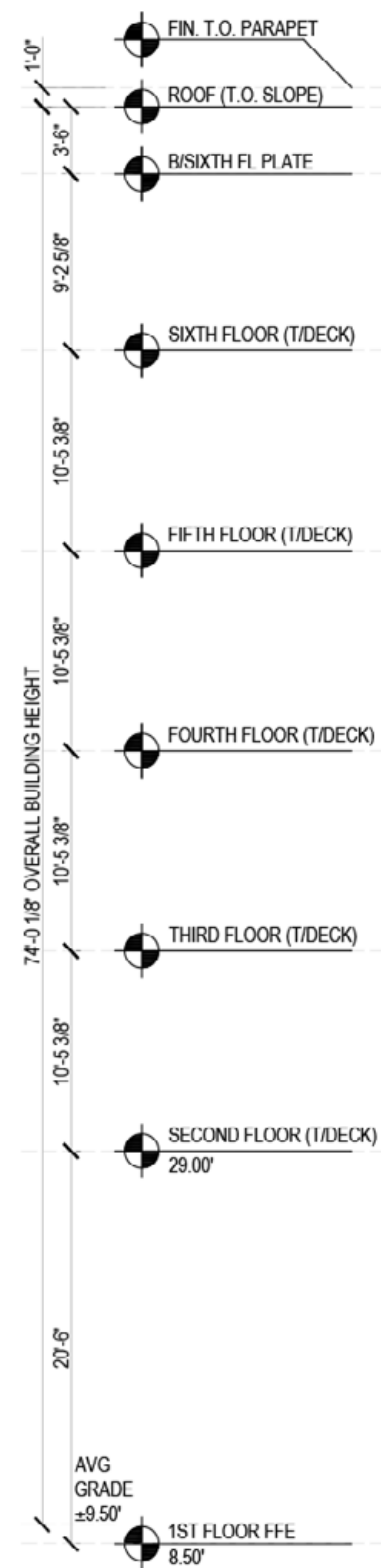
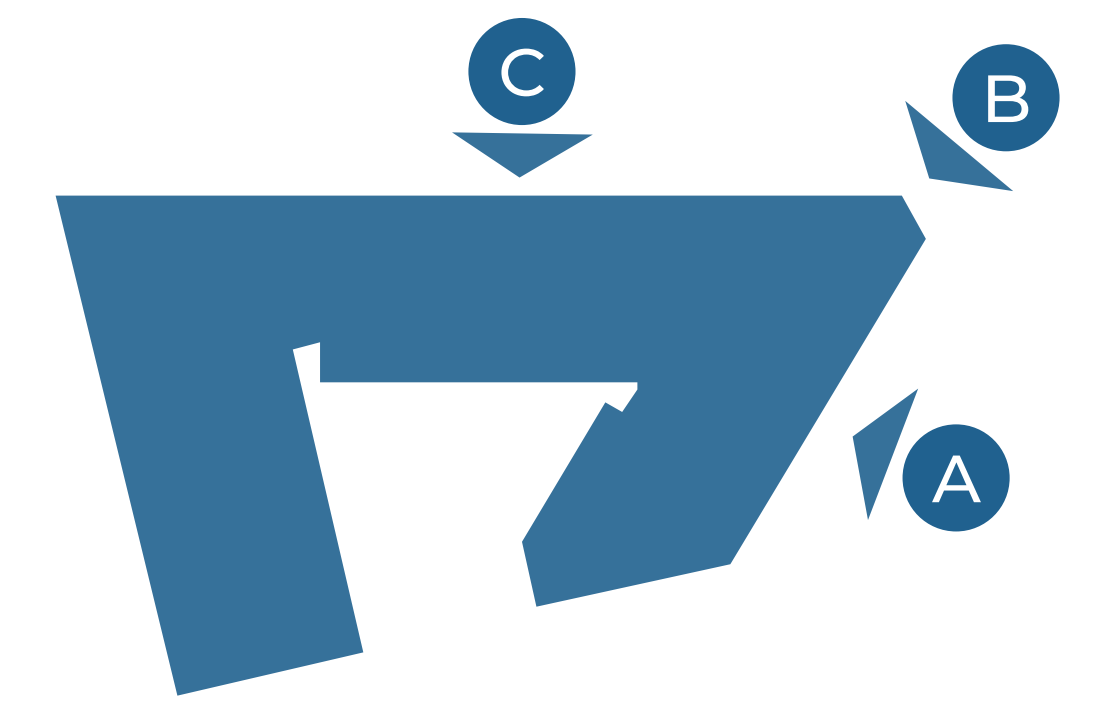
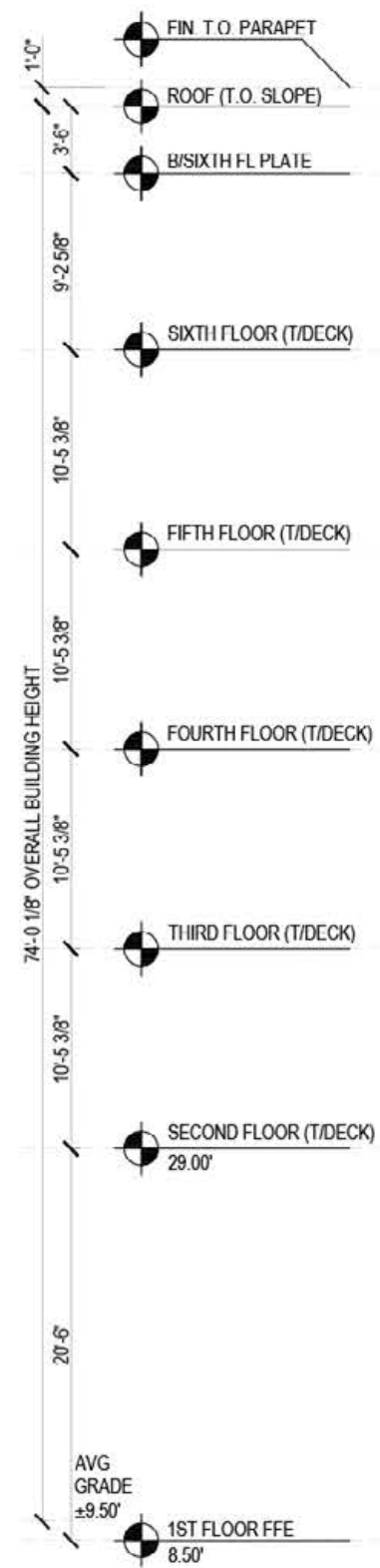
GROUND FLOOR PLAN

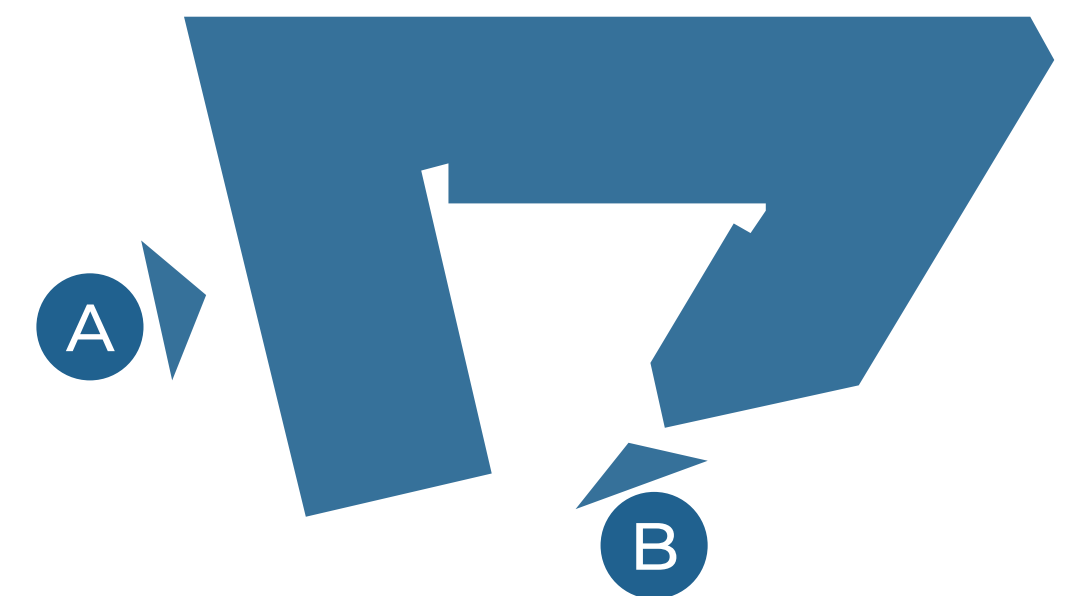
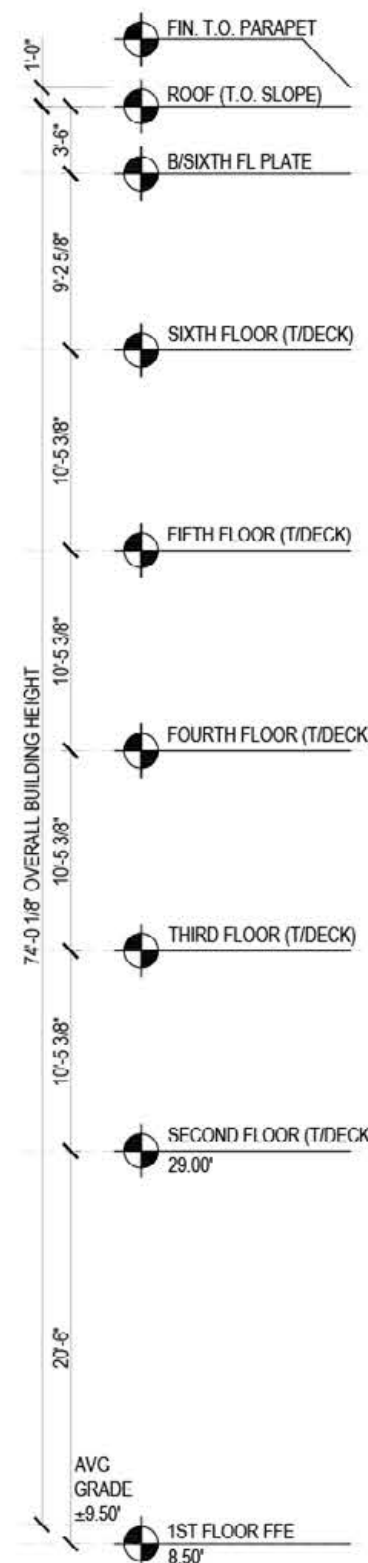
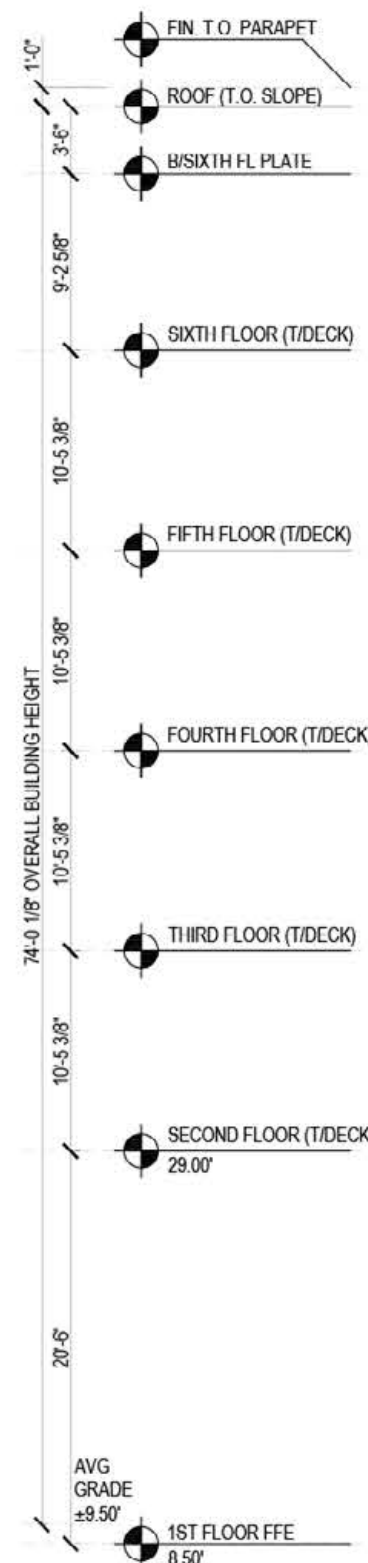


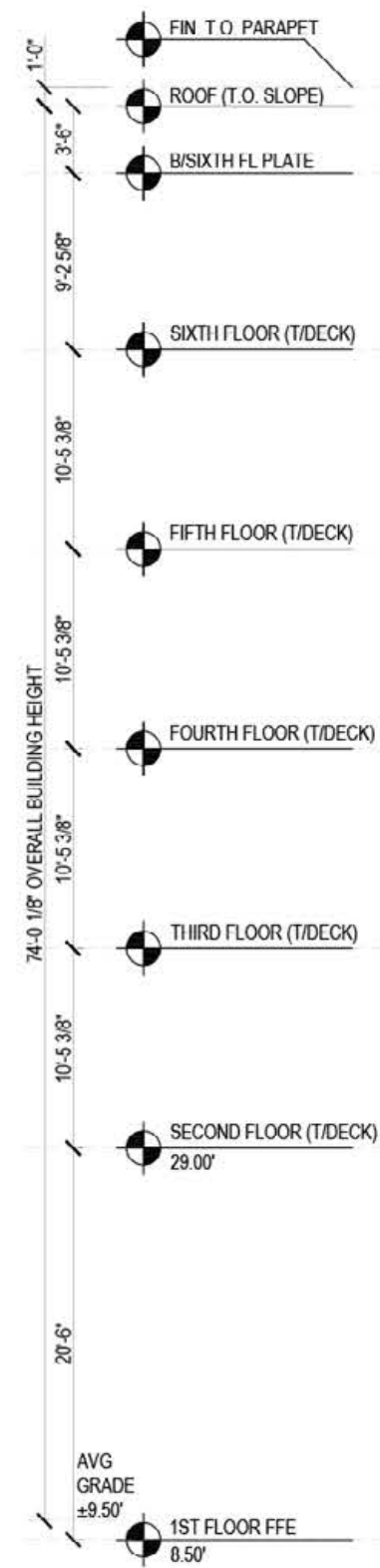
FLOOR 1.5 PLAN

PREVIOUS CDR SUBMISSION

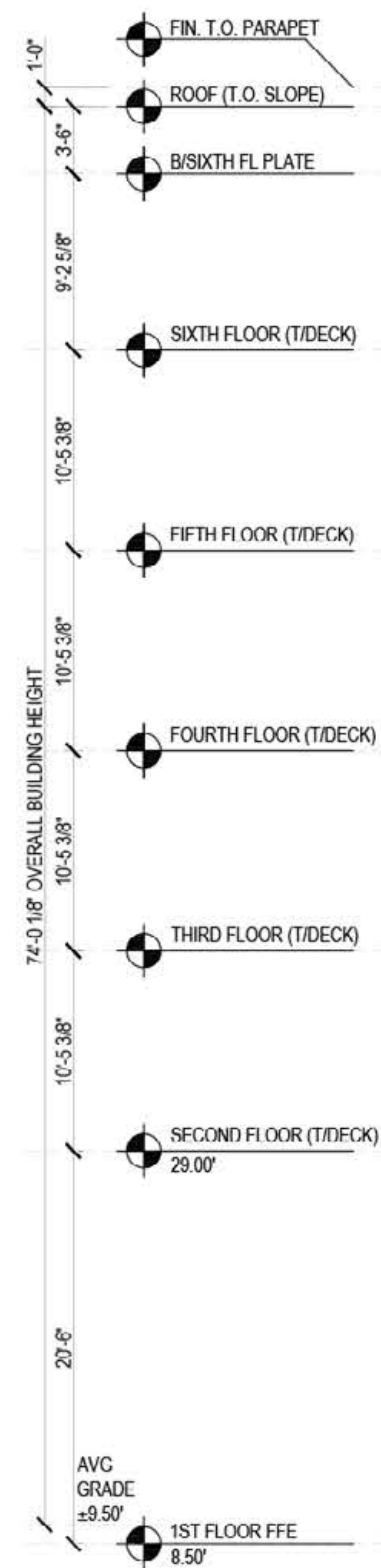
CREDIT: DIGSAU







A | COURTYARD ELEVATIONS



A | COURTYARD ELEVATIONS





1 | PRIMARY FACADE

MATERIALS



1 **GLEN GERY BRICK**
53-DD / Grout-403



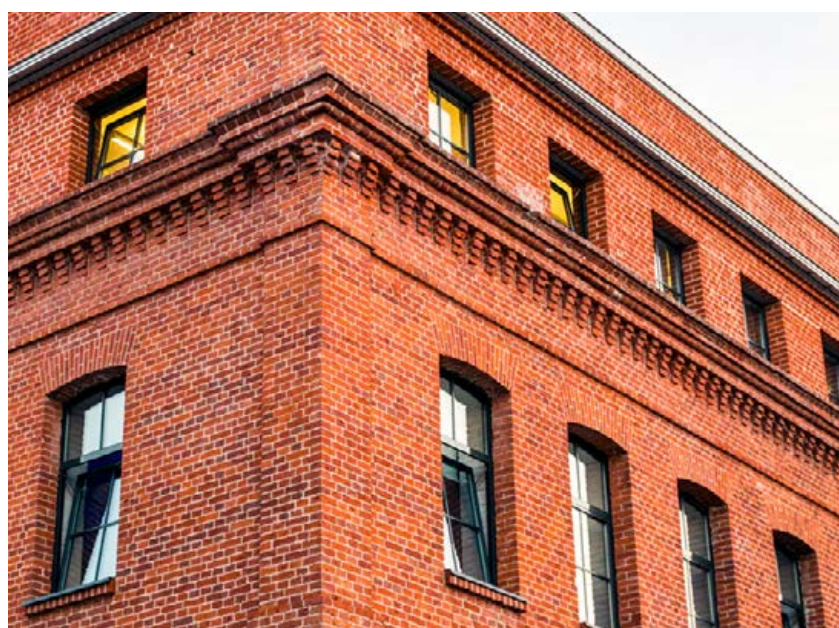
2 **42" METAL GUARDRAIL**



3 **ALUMINUM STOREFRONT SYSTEM**
Black



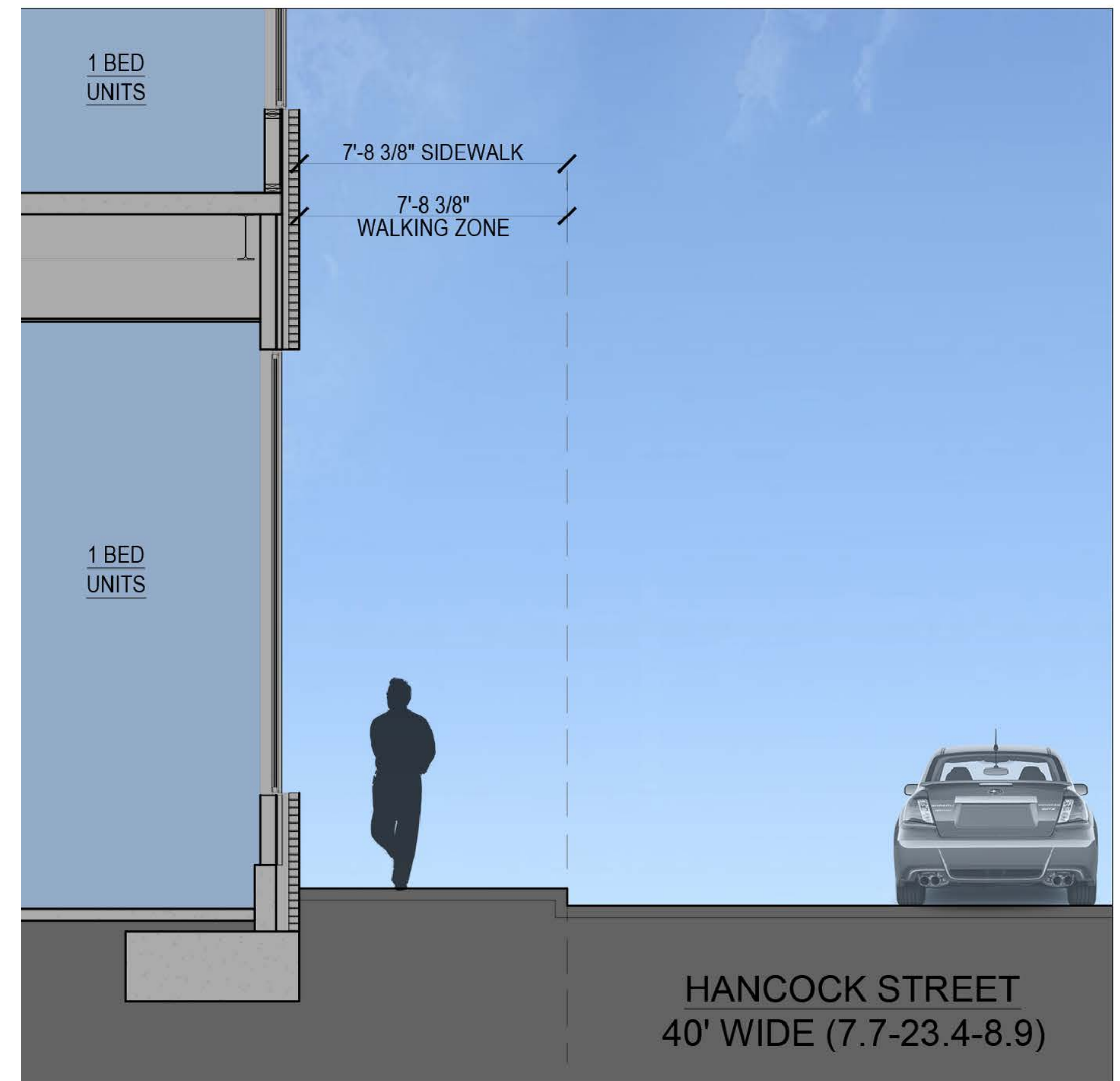
4 **INTUS WINDOWS**
Black with Factory Grids



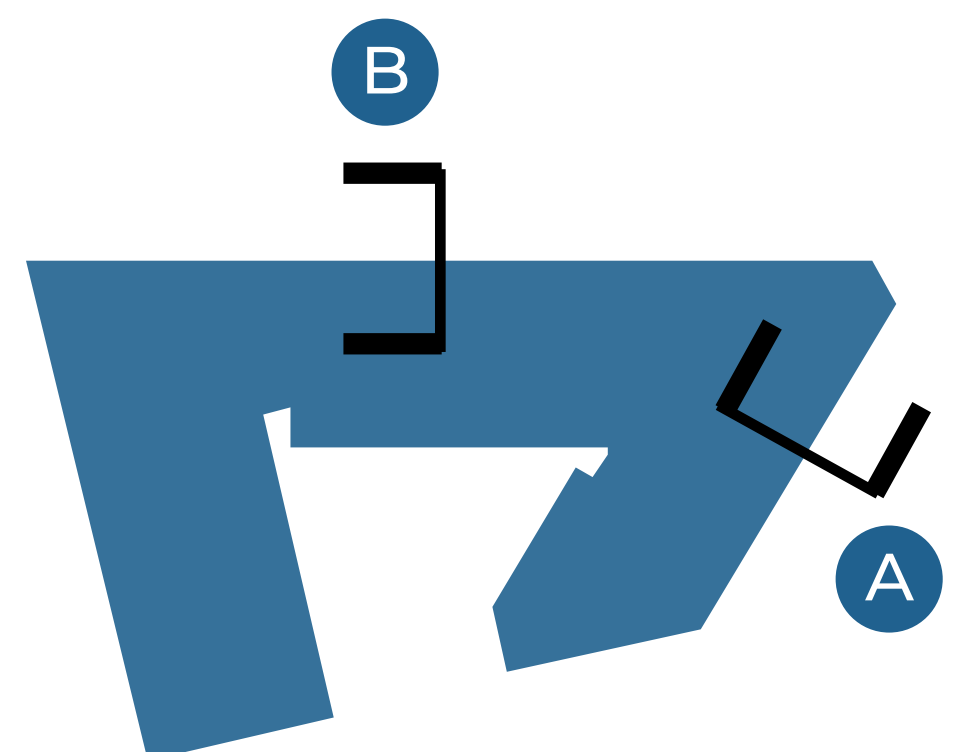
5 **BRICK CORNICE**

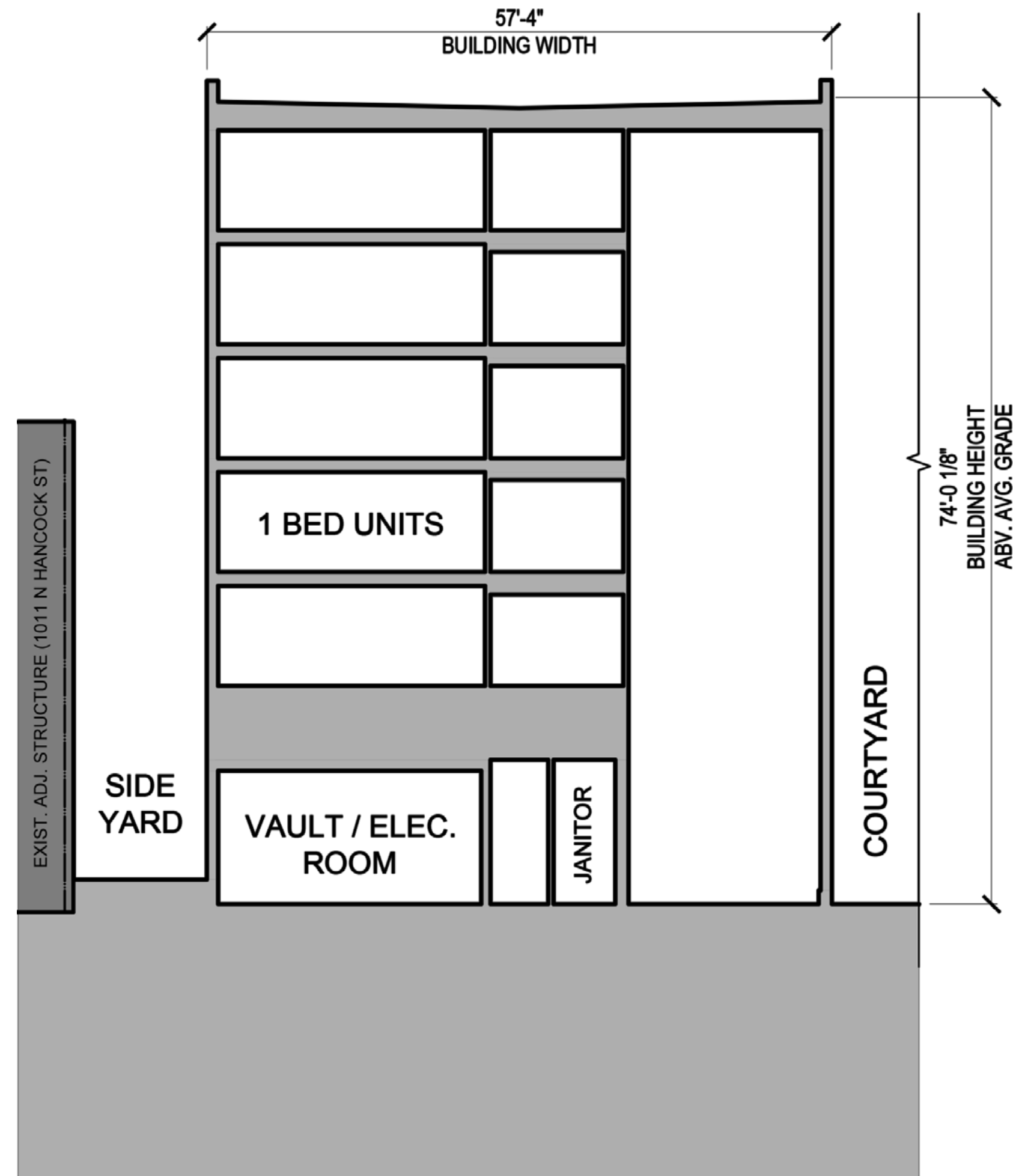


A

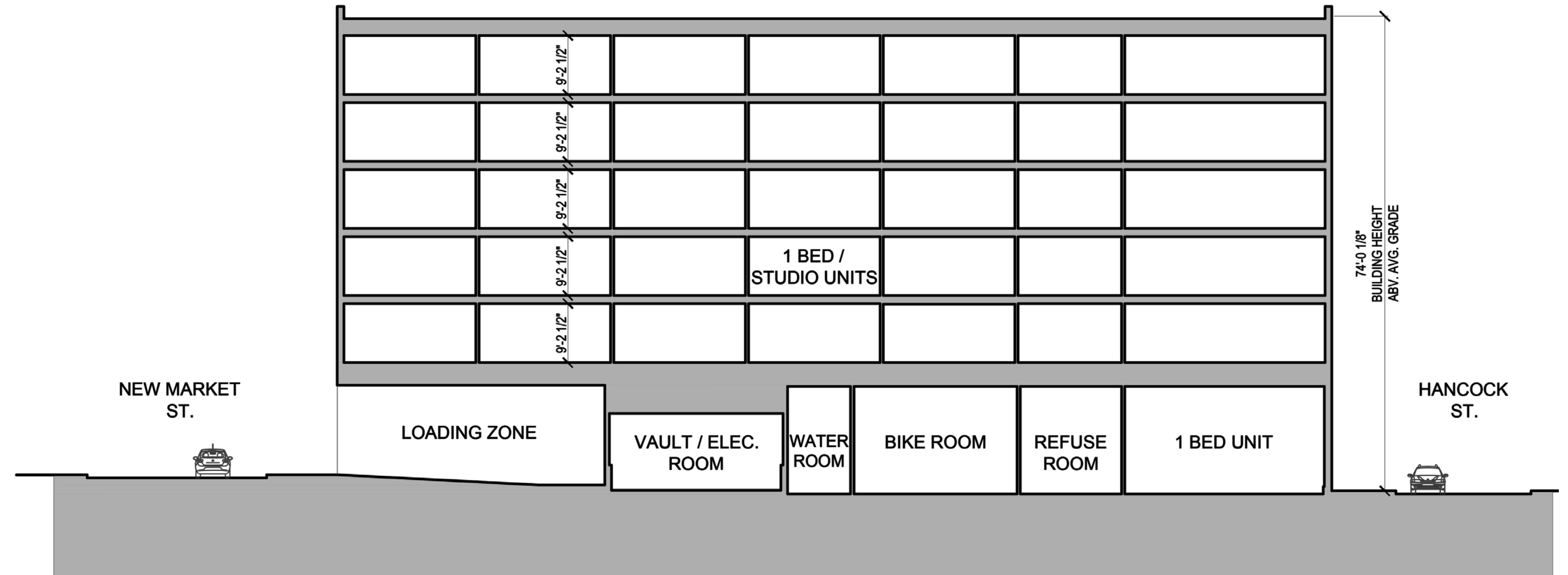


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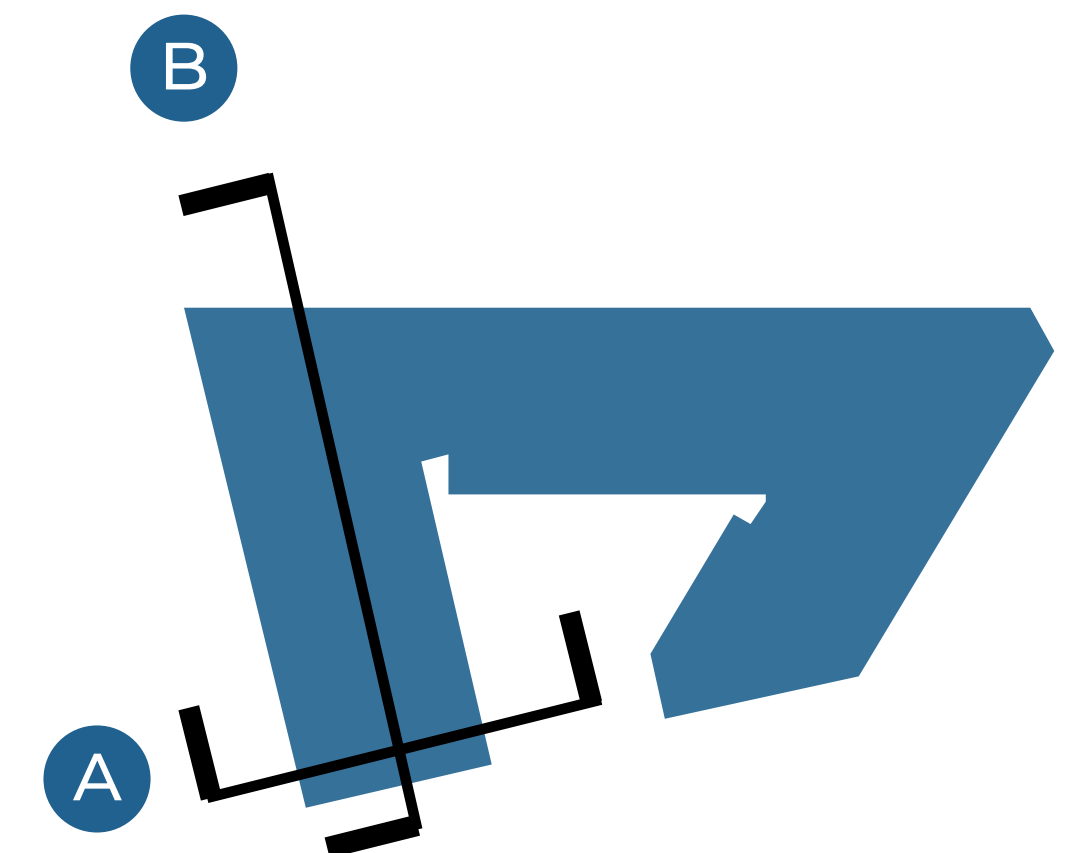




A



B

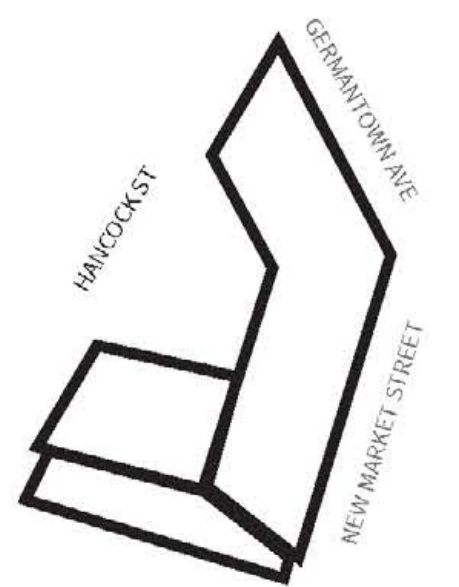












PREVIOUS CDR SUBMISSION

CREDIT: DIGSAU





Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	The Girard subway station, the Girard Avenue streetcar line and several bus routes are within a 1/4-mile walking distance.
(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.	no one site parking is proposed. parking will be provided in adjacent enclosed parking garages
(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.	not applicable
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) ⁱ	not applicable
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	The project will not incorporate a bike share station.

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Our on-site vegetation will not require irrigation.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	This project does not meet this metric.
(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	All on-site stormwater is being managed on-site conforming 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.	All hardscapes will have a high reflectance of SRI>29. The heat island effect will be reduced by a combination of shading by trees and the building structure.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	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? ⁱⁱⁱ ☒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. ^{iv}	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.	The project is not anticipated to produce renewable energy on-site.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	we have a proposed bike storage room on site.

ⁱ Railway Association of Canada (RAC)'s “Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
See also, “The Commercial Energy Code Compliance” information sheet:
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>
and the “What Code Do I Use” information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

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

^{iv} Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



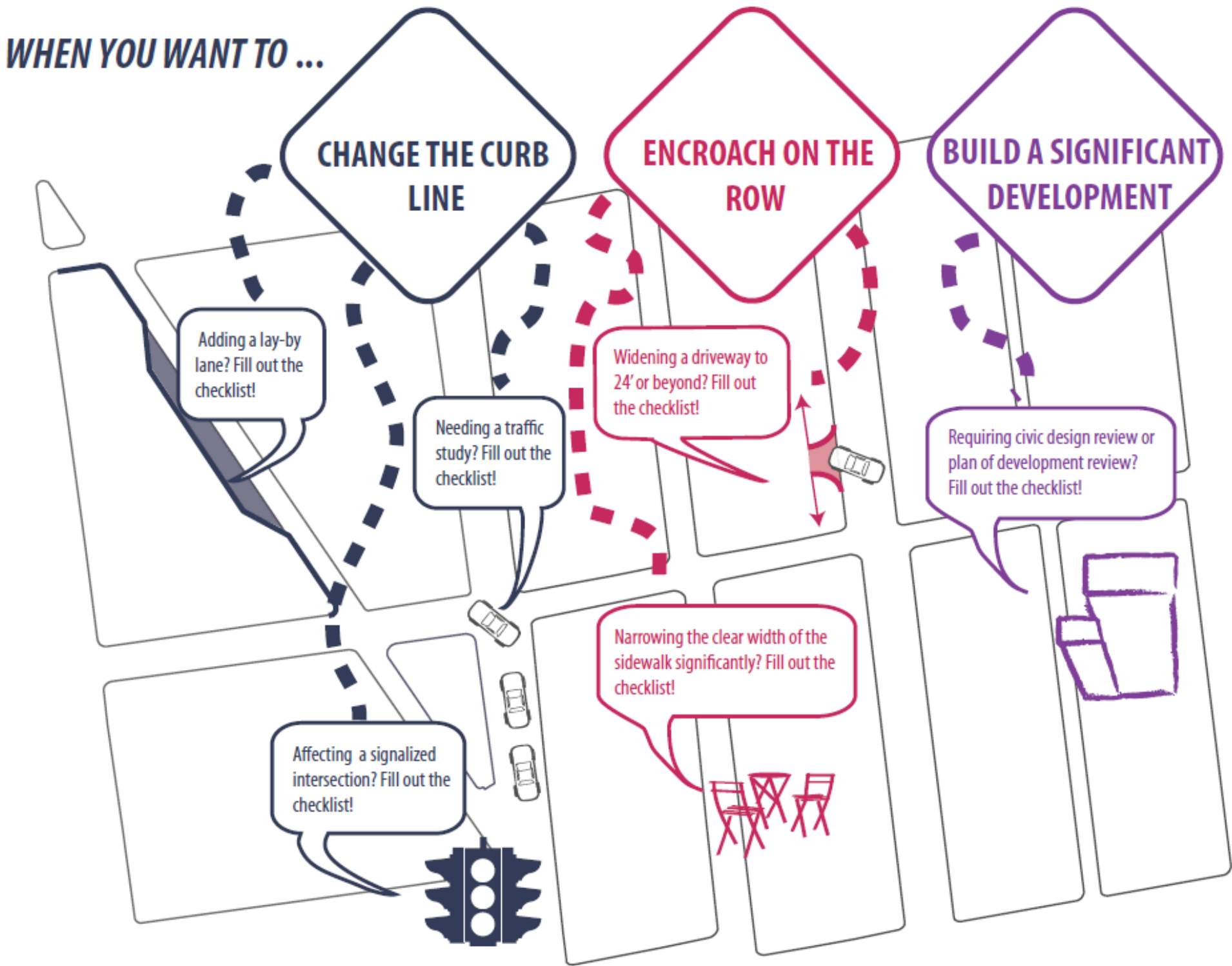
+INSTRUCTIONS

This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

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



PRELIMINARY PCPC REVIEW AND COMMENT: _____

DATE _____

FINAL STREETS DEPT REVIEW AND COMMENT: _____

DATE _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

- APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:
- ☐ This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
 - ☐ All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
 - ☐ All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
 - ☐ Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
 - ☐ ADA curb-ramp designs must be submitted to Streets Department for review
 - ☐ Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit> . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - 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

1021 N. Hancock (Mercato)
2. DATE

05.05.2026
3. APPLICANT NAME

Rustin Ohler [HarmanDeutschOhler Architecture]
4. APPLICANT CONTACT INFORMATION

1225 N. 7th Street, 267-324-3601
6. OWNER NAME

1022 Associates LP – Attn: Sarina Rose
7. OWNER CONTACT INFORMATION

sarina@postcre.com 215-253-6693
8. ENGINEER / ARCHITECT NAME

Rustin Ohler [HarmanDeutschOhler Architecture]
9. ENGINEER / ARCHITECT CONTACT INFORMATION

1225 N. 7th Street, 267-324-3601
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.

Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
New Market St.	Pollard St.	Germantown Ave.	Local
Germantown Ave.	N. Hancock St.	New Market St.	Local
N. Hancock St.	Germantown Ave.	Pollard St.	Local

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?

a. Parking and loading regulations in curb lanes adjacent to the site

YES ☒ NO ☐

b. Street Furniture such as bus shelters, honor boxes, etc.

YES ☒ NO ☐ N/A ☐

c. Street Direction

YES ☒ NO ☐

d. Curb Cuts

YES ☒ NO ☐ N/A ☐

e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.

YES ☒ NO ☐ N/A ☐

f. Building Extensions into the sidewalk, such as stairs and stoops

YES ☒ NO ☐ N/A ☐
- APPLICANT: General Project Information
- COMPLETE STREETS HANDBOOK CHECKLIST
- Philadelphia City Planning Commission
-
-
-
-
-
- DEPARTMENTAL REVIEW: General Project Information
- harman
deutsch
ohler
architecture
- 1021 N HANCOCK ST
- COMPLETE STREETS
HANDBOOK CHECKLIST
- 37

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
<u>New Market St.</u>	<u>10' / 11.1' / 11'</u>	<u>11' / 11'</u>
<u>Germantown Ave.</u>	<u>10' / 13.1' / 13.1'</u>	<u>13' / 13.1'</u>
<u>N. Hancock St.</u>	<u>10' / 7.4' / 7.4'</u>	<u>10' / 7.4'</u>

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
<u>New Market St.</u>	<u>5' / 7.5' / 7.5'</u>
<u>Germantown Ave.</u>	<u>5' / 9.6' / 7.6'</u>
<u>N. Hancock St.</u>	<u>5' / 7.4' / 7.4'</u>

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
<u>Curbcut</u>	<u>24.0'</u>	<u>New Market St.</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curbcut</u>	<u>24.0'</u>	<u>New Market St.</u>

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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>New Market St.</u>	<u>0' / 0'</u>
<u>Germantown Ave.</u>	<u>0' / 0'</u>
<u>N. Hancock St. (Private)</u>	<u>0' / 0'</u>

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>New Market St.</u>	<u>3.5' / 3.5' / 3.5'</u>
<u>Germantown Ave.</u>	<u>3.5' / 3.5' / 3.5'</u>
<u>N. Hancock St. (Private)</u>	<u>3.5' / 0' / 0'</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	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 ☐

19. Does the design avoid tripping hazards?

YES☒NO☐N/A☐

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

YES☒NO☐N/A☐

DEPARTMENTAL APPROVAL

YES☐NO☐

YES☐NO☐

YES☐NO☐

YES☐NO☐

YES☐NO☐

YES☐NO☐

COMPLETE STREETS HANDBOOK CHECKLIST

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BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

YES☒ NO☐ N/A☐

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

YES☒ NO☐ N/A☐

YES☐ NO☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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 Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
1021 N. Hancock St.	81	0 / 0	0 / 0	0 / 81
		/	/	/
		/	/	/
		/	/	/

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

Conventional Bike Lane

Buffered Bike Lane

Bicycle-Friendly Street

Indego Bicycle Share Station

YES☐ NO☐ N/A☒

YES☐ NO☐ N/A☒

YES☐ NO☐ N/A☒

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

YES☐ NO☐ N/A☒

YES☐ NO☐
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

YES☒ NO☐ N/A☐

YES☐ NO☐

DEPARTMENTAL APPROVAL

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐

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)

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES ☒	NO ☐	N/A ☐	DEPARTMENTAL APPROVAL YES ☐ NO ☐	
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐	
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 ☐	YES ☐ NO ☐	

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

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

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES ☐	NO ☐	N/A ☒	DEPARTMENTAL APPROVAL YES ☐ NO ☐	
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐	
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐	
If yes, City Plan Action may be required.					
47. Identify “High Priority” intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following “High Priority” design treatments identified and dimensioned on the plan?				YES ☐ NO ☐	
▪ Marked Crosswalks	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Pedestrian Refuge Islands	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Signal Timing and Operation	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Bike Boxes	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐	
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐	

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: _____