



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 736022

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

The project affects property in a residential district and creates more than 50,000 square feet of new gross floor area.

PROJECT LOCATION

Planning District: Lower North Council District: 7

Address: 1712-18 and 1720-28 N. 2nd Street
Philadelphia, PA 19122

Is this parcel within a Master Plan District? Yes ☐ No ☒

CONTACT INFORMATION

Applicant Name: Hercules W. Grigos, Esquire Primary Phone: 215-665-3088

Email: hercules.grigos@obermayer.com Address: Obermayer Rebmann Maxwell & Hippel LLP
1500 Market Street, Ste. 3400
Philadelphia, PA 19102

Property Owner: Yoel Wulfhart Developer: Marmon LLC
Equitable Owner: Marmon LLC

Architect: PZS Architects

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 19,089 sq. ft.

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

SITE USES

Present Use: vacant warehouse and vacant lots.

Proposed Use:

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

60,839.06 sq. ft. for use as 56 multi-family household living dwelling units consisting of 44 multi-family units in building 1 and 12

Proposed # of Parking Units: multi-family units in building 2.

26 accessory parking spaces and 30 bicycle spaces.

COMMUNITY MEETING

Community meeting held: Yes X No

If yes, please provide written documentation as proof.

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

Date: November 16, 2016 Time: 7:30 p.m.

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes X No NA

If yes, indicate the date hearing will be held:

Date: February 1, 2017 at 2:00 p.m.



1712-28 N 2ND

Hightop Real Estate + Development
PZS Architects
Ruggerio Plante Land Design

Civic Design Review | January 10, 2017

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- Project Introduction
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- Complete Streets Checklist
- Sustainability Checklist

INTRODUCTION

1712-28 N. 2ND is a proposed, residential development fronting both N. 2nd Street and N. Philip Street between Cecil B. Moore Avenue and Montgomery Avenue.

The proposed 5-story multi-family building will include the following:

- 4 residential units on the Ground Floor
- 40 residential units on Floors 2 through 5
- Open parking area for 14 vehicles including one electric vehicle parking
- Bicycle storage for 30 bicycles
- A small shared roof deck for residents

The project also includes a proposed duplex residential component, which includes the following:

- Six duplex residential units, for a total of 12 residential units
- Private parking garages for each of the units for 12 vehicles

The project was designed to enhance the overall scale and walkability of the neighborhood, sidewalks are maintained along all street frontages, and visibility will be high. We believe the increased residential use will in turn create a safer condition along the sidewalks and will further encourage future developments.

The design team has made every effort to include the community in the design process by engaging community members (during meetings hosted by the South Kensington Community Partners) in a productive dialogue throughout the course of designing the project. Our design has changed and evolved to address the community feedback we received - moving the multi-family lobby to N. Philip street and providing more expansive glazing at the stairs to enhance the street frontage and provide for passive security, providing exterior lighthing so that streets feel safe and welcoming, and adding as many street trees as possible.



AERIAL IMAGE



1 - VIEW ON N. 2ND STREET, LOOKING SOUTH



2 - VIEW ON N. 2ND STREET, LOOKING NORTHWEST AT ADJACENT LOT AND BUILDING



3 - VIEW ON N. 2ND STREET, LOOKING SOUTH AT SITE



4 - VIEW ON N. 2ND STREET, LOOKING SOUTH-WEST AT SITE



5- VIEW ON N. 2ND STREET, LOOKING NORTH-WEST AT SITE



6 - VIEW ON N. PHILIP STREET, LOOKING NORTH



7 - VIEW ON N. PHILIP STREET, LOOKING NORTH-EAST AT SITE



8 - VIEW ON N. PHILIP STREET, LOOKING NORTH-EAST AT SITE



9 - VIEW ON N. PHILIP STREET, LOOKING SOUTH-EAST AT SITE



10 - VIEW ON N. PHILIP STREET, LOOKING SOUTH-EAST AT SITE



11 - VIEW ON N. PHILIP STREET, LOOKING SOUTH



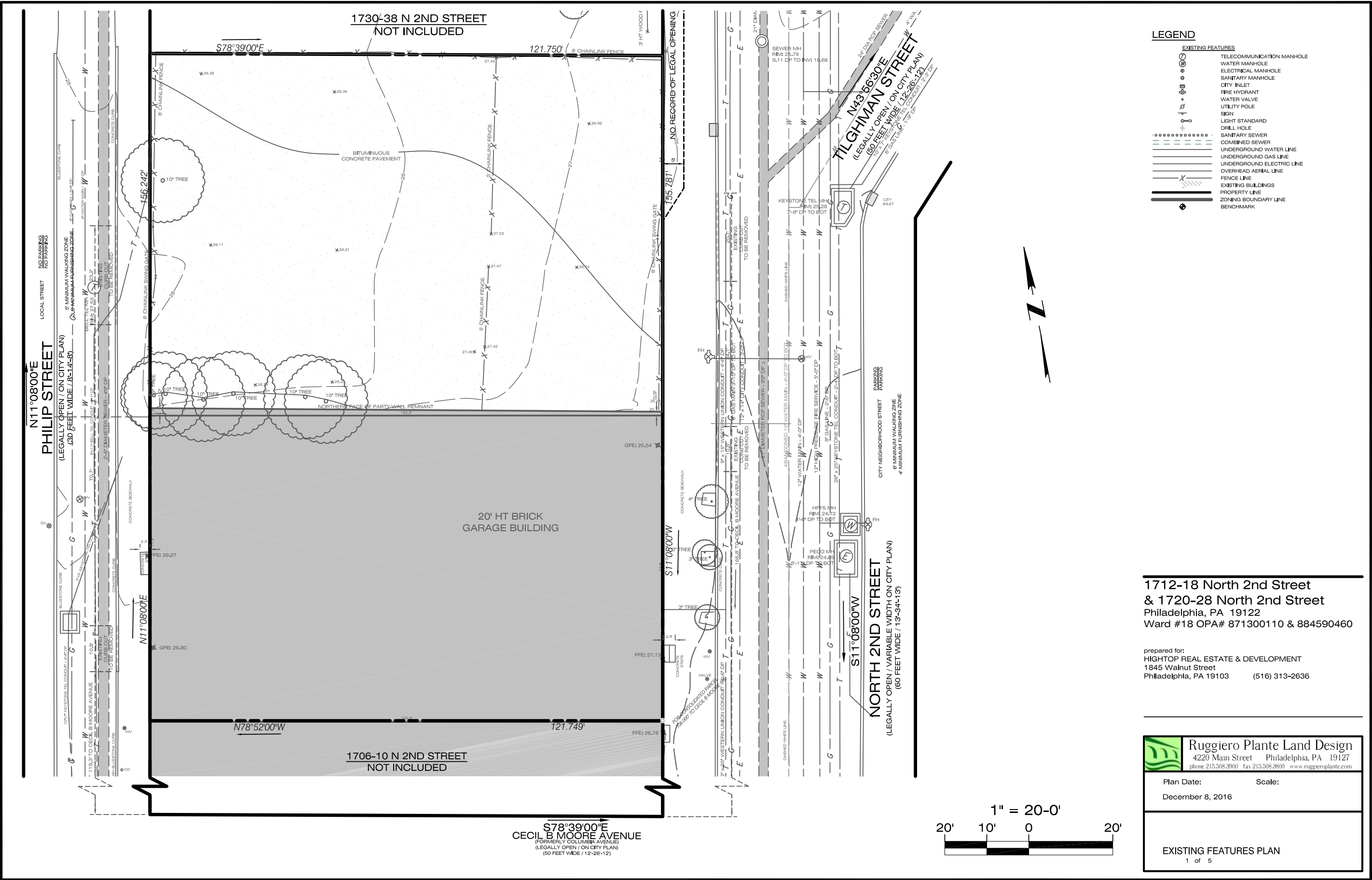
12- VIEW ON N. PHILIP STREET, LOOKING SOUTH-EAST AT SIT



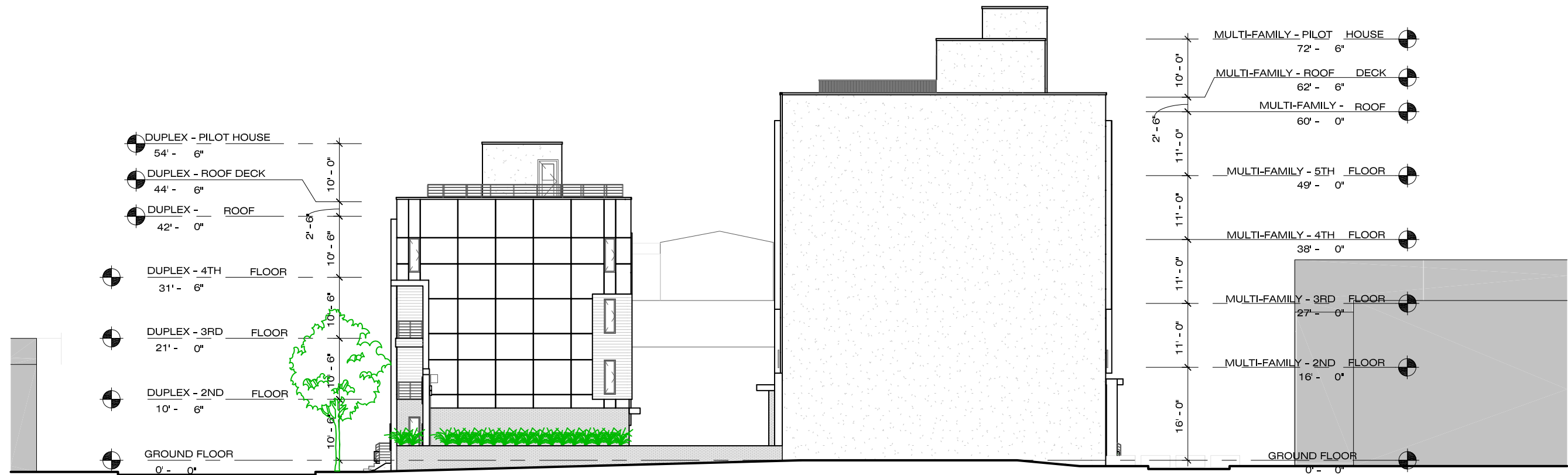
OBLIQUE AERIAL VIEW



OBLIQUE AERIAL VIEW







SITE SECTION THROUGH N. 2ND STREET TO N. PHILIP STREET LOOKING SOUTH

MULTI-FAMILY BUILDING

GROUND FLOOR AREA = 4,143 SF
2ND TO 5TH FLOOR AREA = 8,765 SF X (4) FLOORS

GROUND FLOOR UNIT COUNT
(4) one bed units

TYPICAL FLOOR UNIT COUNT
(6) one bed units
(4) two bed units
(10) units per floor

TOTAL BUILDING UNIT COUNT
(4) one bed units
(6) one bed units X 4 FL = (24)
(4) two bed units X 4 FL = (16)
(44) total units

LOT:
TOTAL LOT AREA = 19,089 SF
TOTAL FLOOR AREA = 60,839 SF
TOTAL OCCUPIED LOT AREA = 14,125 SF

VEHICLE PARKING (1 PER 2 UNITS) = (56) UNITS = (28) SPACES REQUIRED
*VEHICLE PARKING PROVIDED = (26) SPACES, INCLUDING (1) ELECTRIC VEHICLE SPACE

BICYCLE PARKING (1 PER 3 UNITS) = (19) SPACES REQUIRED
VEHICLE PARKING PROVIDED (19) + (11) EXTRA = (30) SPACES
* **For every five (5) bicycle parking spaces provided, the required automobile parking spaces may be reduced by one (1) space, up to a maximum reduction of 10%.**

SITE AND BUILDING SUMMARY

DUPLEX BUILDING

GROUND FLOOR AREA = 5,360 SF
2ND TO 4TH FLOOR AREA = 5,360 SF X (3) FLOORS

BEDROOMS PER UNIT
1st-2nd floor units = two bedrooms
3rd-4th floor units = three bedrooms

TOTAL UNIT COUNT
1st-2nd floor units = (6) units
3rd-4th floor units = (6) units
(12) total units

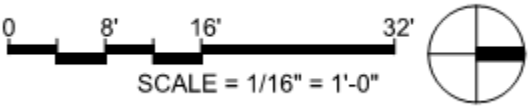
TOTAL UNIT COUNT = (56) UNITS



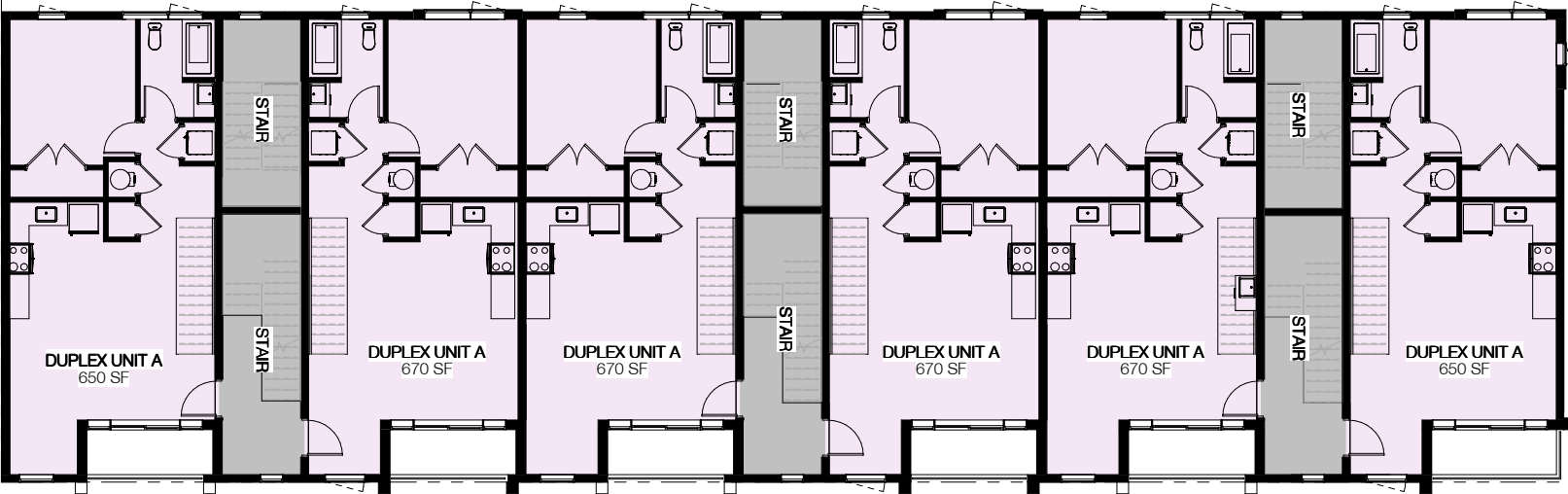
OVERALL GROUND FLOOR / SITE PLAN



GROUND FLOOR PLAN AT MULTI-FAMILY AND DUPLEX BUILDING

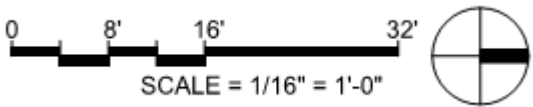


N PHILIP STREET

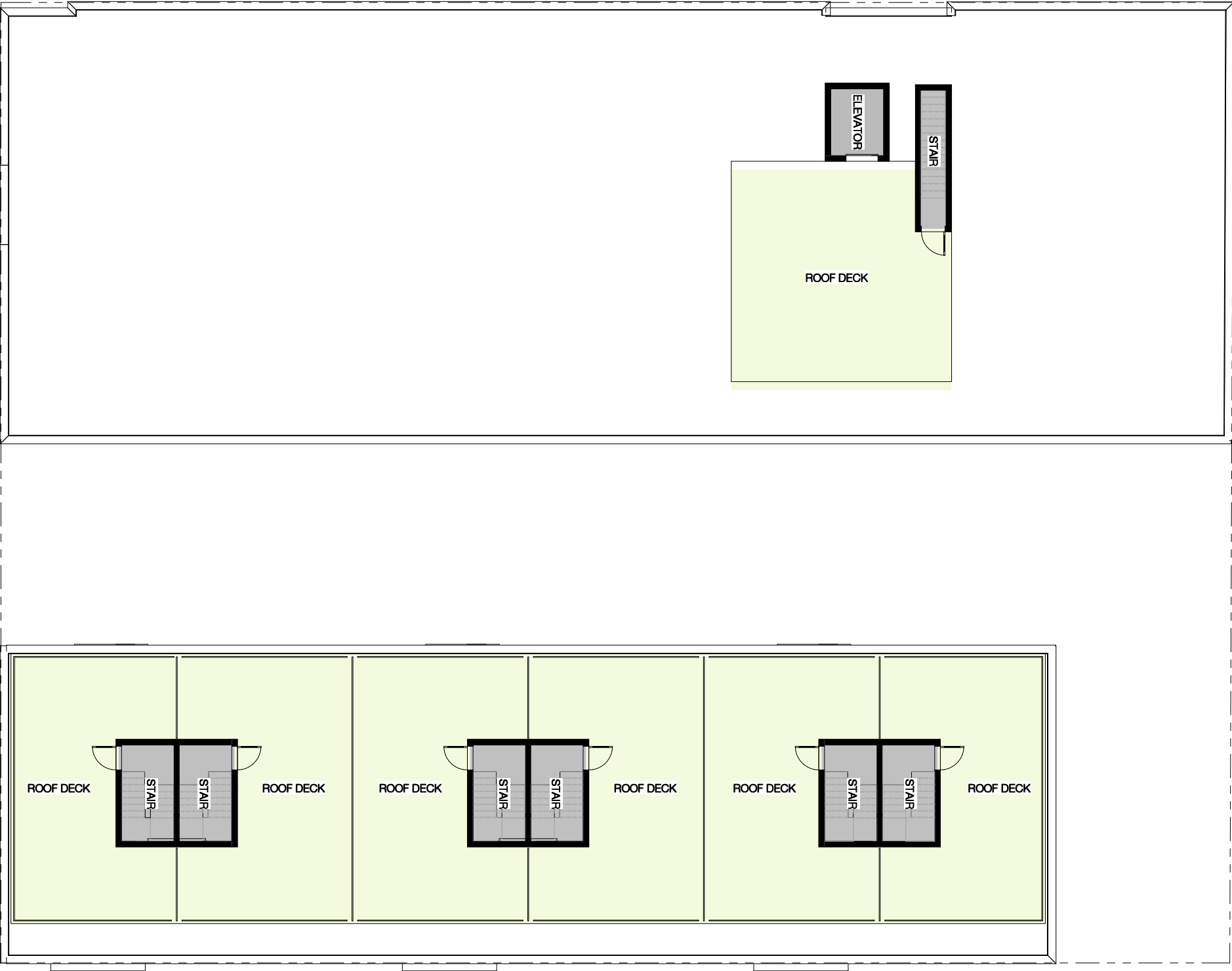


N 2ND STREET

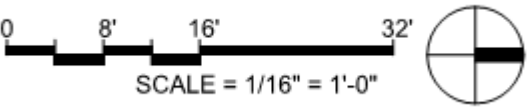
SECOND FLOOR PLAN AT MULTI-FAMILY AND DUPLEX BUILDING



N PHILIP STREET



N 2ND STREET

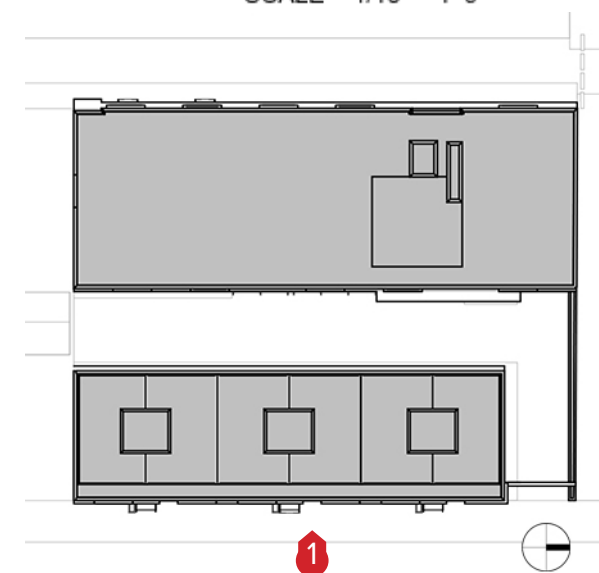


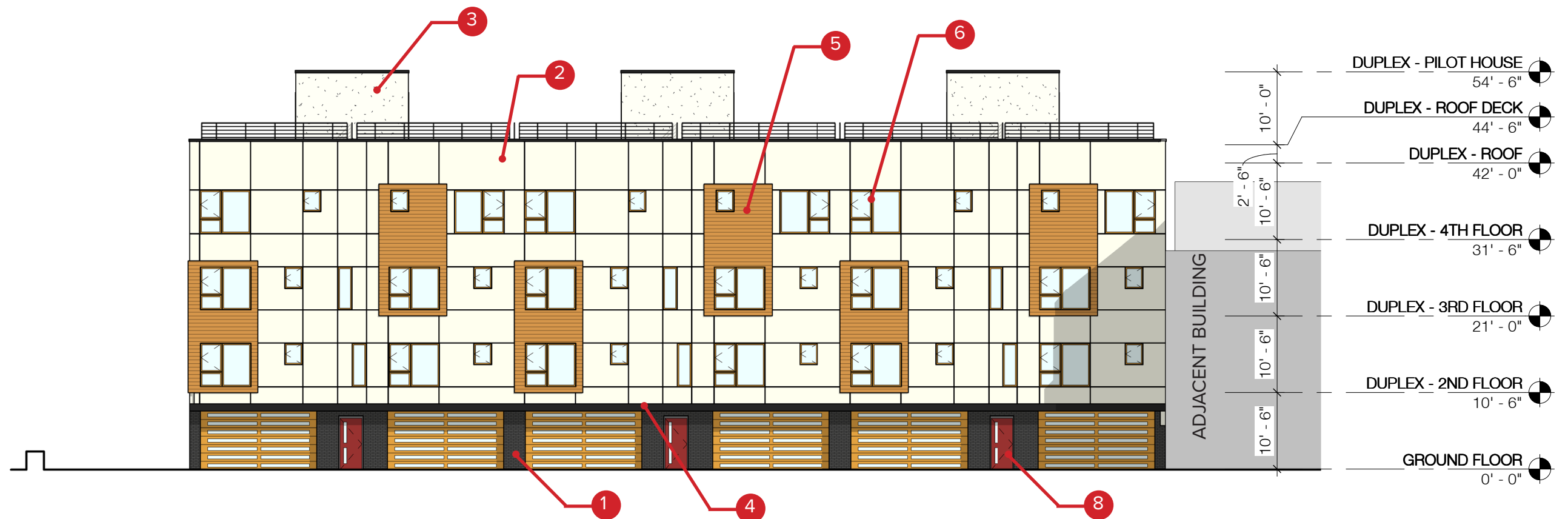
ROOF DECK PLAN AT DUPLEX AND MULTI-FAMILY BUILDING



1 - EAST ELEVATION OF DUPLEX BUILDING ALONG N. 2ND STREET

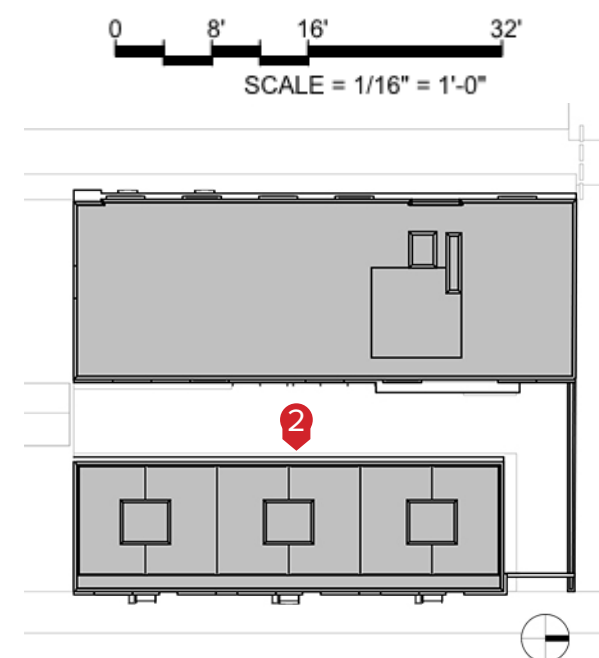
- ① Masonry Brick - 'Dark Gray'
- ② Fiber Cement Panels - 'Cobble Stone'
- ③ Stucco - 'Slate Gray'
- ④ Metal Panels - 'Charcoal'
- ⑤ Wood Panels - 'Chestnut'
- ⑥ Glazed Windows
- ⑦ Wood Slat Screen Wall
- ⑧ Doors - 'Parison Red'
- ⑨ Aluminum Storefront - 'Clear Anodized'





2 - WEST ELEVATION OF DUPLEX BUILDING

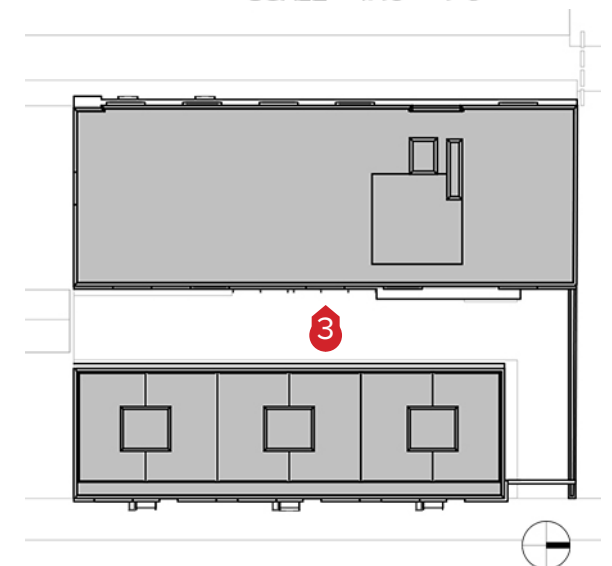
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- ⑦ Wood Slat Screen Wall
- ⑧ Doors - 'Parison Red'
- ⑨ Aluminum Storefront - 'Clear Anodized'





3 - EAST ELEVATION OF MULTI-FAMILY BUILDING

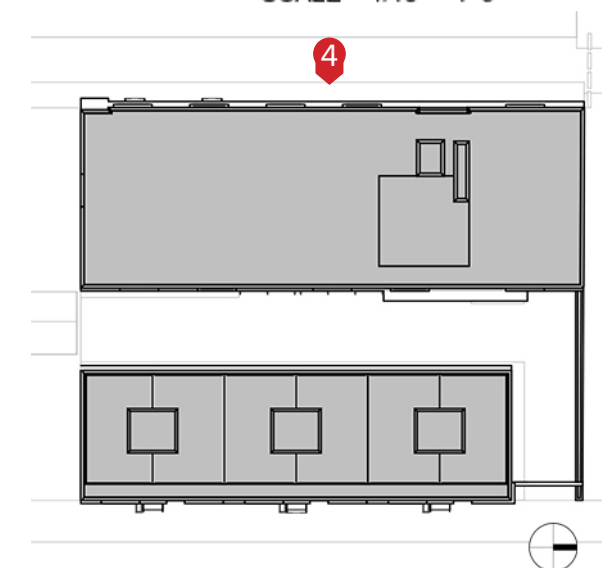
- 1 Masonry Brick - 'Dark Gray'
- 2 Fiber Cement Panels - 'Cobble Stone'
- 3 Stucco - 'Slate Gray'
- 4 Metal Panels - 'Charcoal'
- 5 Wood Panels - 'Chestnut'
- 6 Glazed Windows
- 7 Wood Slat Screen Wall
- 8 Doors - 'Parison Red'
- 9 Aluminum Storefront - 'Clear Anodized'

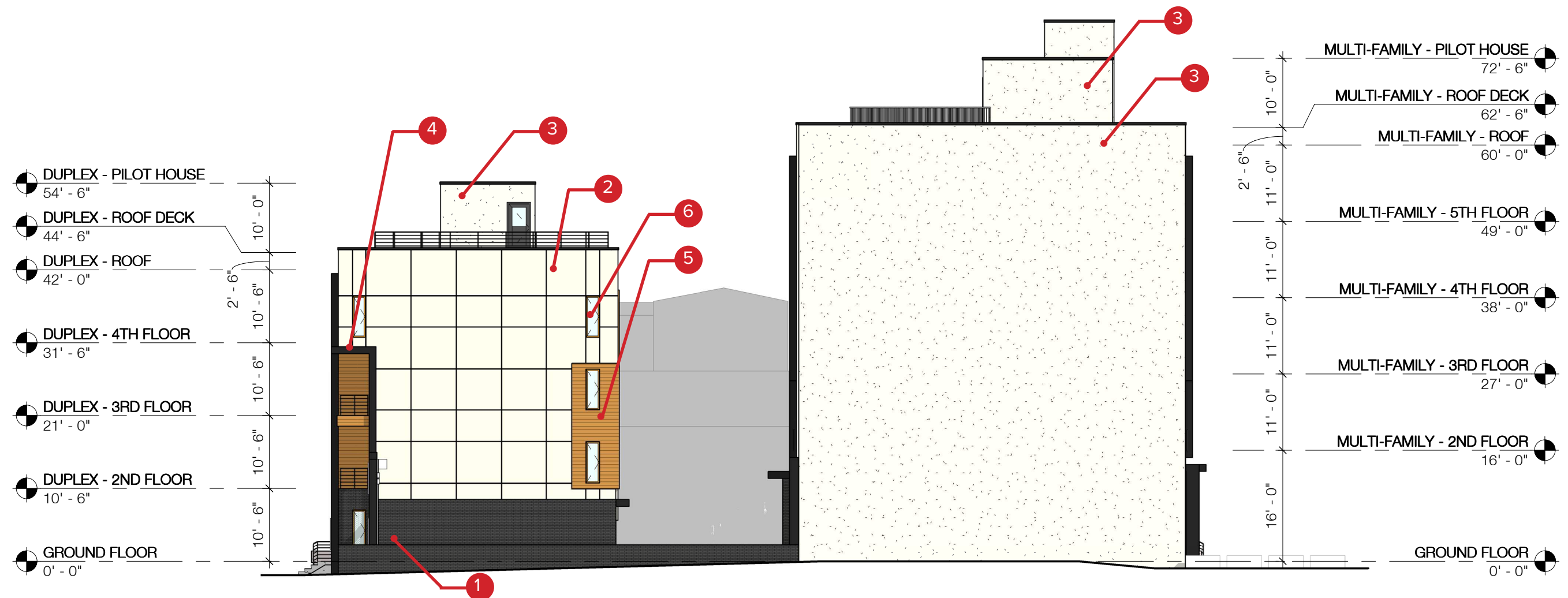




4 - WEST ELEVATION OF MULTIFAMILY BUILDING ALONG N. PHILIP STREET

- 1 Masonry Brick - 'Dark Gray'
- 2 Fiber Cement Panels - 'Cobble Stone'
- 3 Stucco - 'Slate Gray'
- 4 Metal Panels - 'Charcoal'
- 5 Wood Panels - 'Chestnut'
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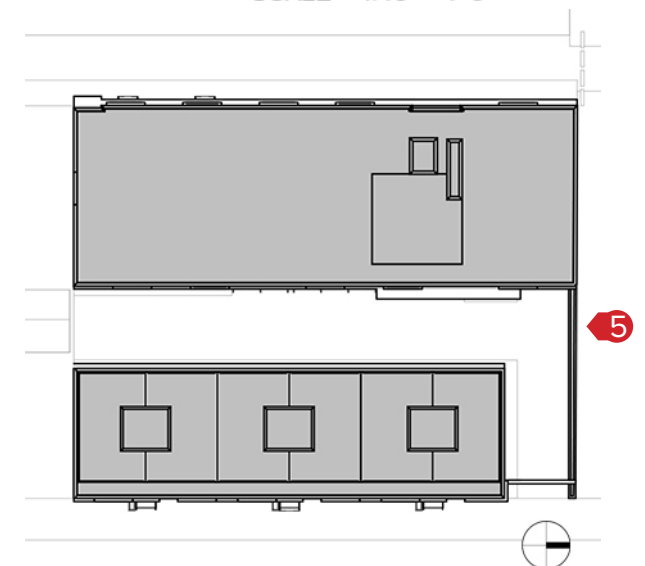


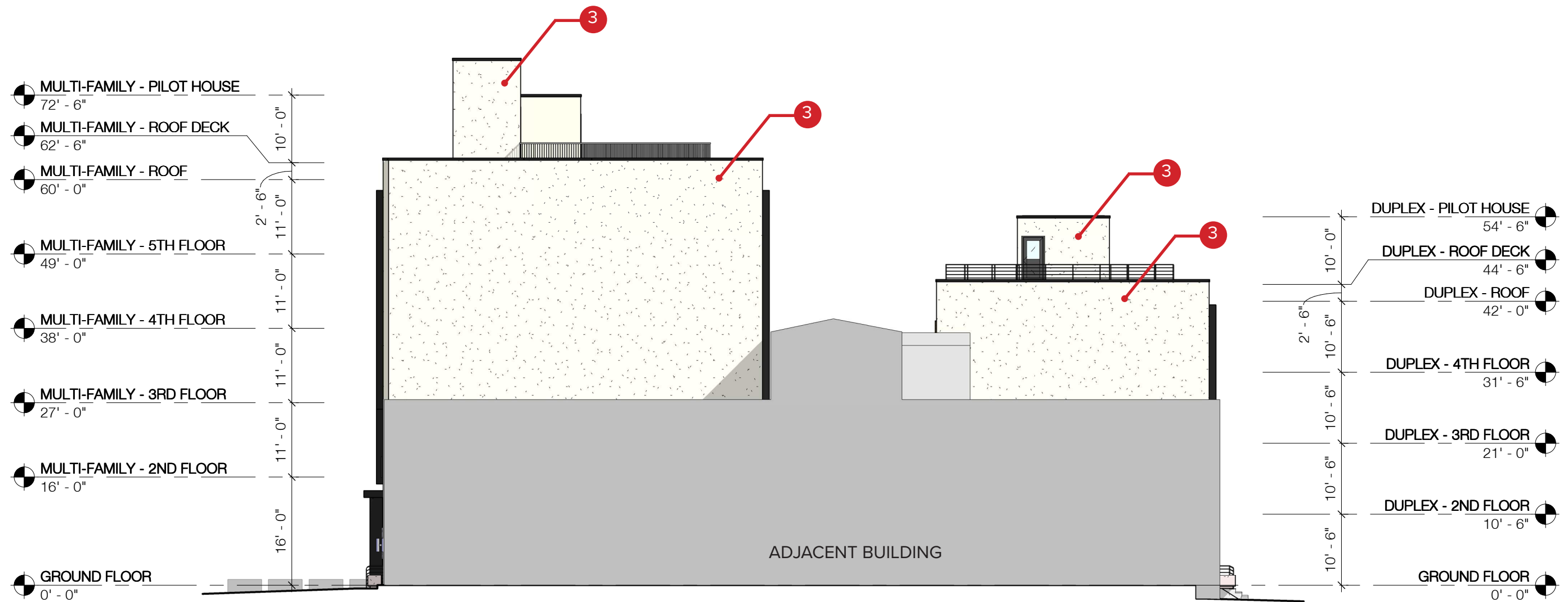


5 - NORTH ELEVATION OF DUPLEX AND MULTI-FAMILY BUILDINGS

- ① Masonry Brick - 'Dark Gray'
- ② Fiber Cement Panels - 'Cobble Stone'
- ③ Stucco - 'Slate Gray'
- ④ Metal Panels - 'Charcoal'
- ⑤ Wood Panels - 'Chestnut'
- ⑥ Glazed Windows
- ⑦ Wood Slat Screen Wall
- ⑧ Doors - 'Parison Red'
- ⑨ Aluminum Storefront - 'Clear Anodized'

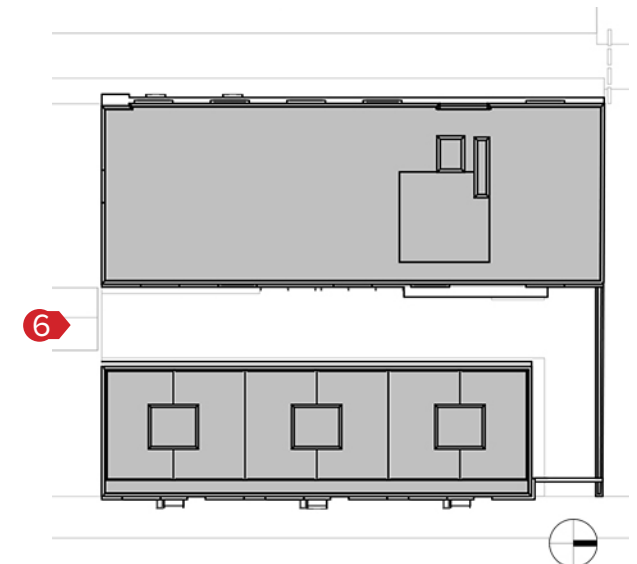
0 8' 16' 32'
SCALE = 1/16" = 1'-0"





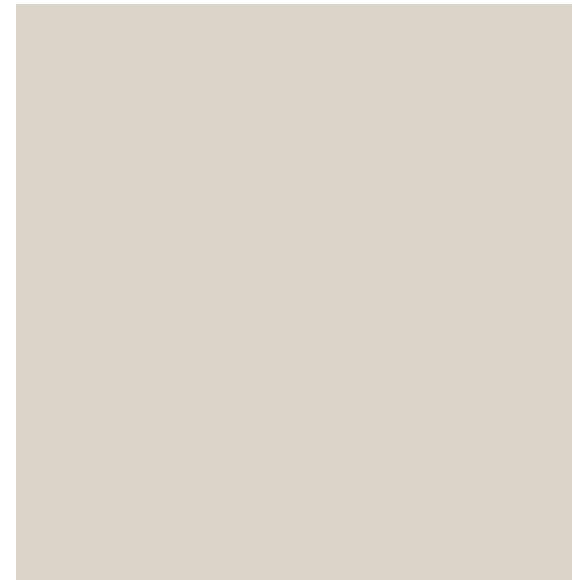
6 - SOUTH ELEVATION OF DUPLEX AND MULTI-FAMILY BUILDINGS

- ① Masonry Brick - 'Dark Gray'
- ② Fiber Cement Panels - 'Cobble Stone'
- ③ Stucco - 'Slate Gray'
- ④ Metal Panels - 'Charcoal'
- ⑤ Wood Panels - 'Chestnut'
- ⑥ Glazed Windows
- ⑦ Wood Slat Screen Wall
- ⑧ Doors - 'Parison Red'
- ⑨ Aluminum Storefront - 'Clear Anodized'





Stucco - 'Sandstone'



Fiber Cement Panels - 'Cobble Stone'



Masonry Brick - 'Dark Gray'



Doors - 'Persian Red'



Wood Panels - 'Chestnut'



Metal Panels - 'Charcoal'



Glazed Windows



Aluminum Storefront - 'Clear Anodized'



Willow Oak



Red Maple



Sugar Maple



Dwarf Fountain Grass

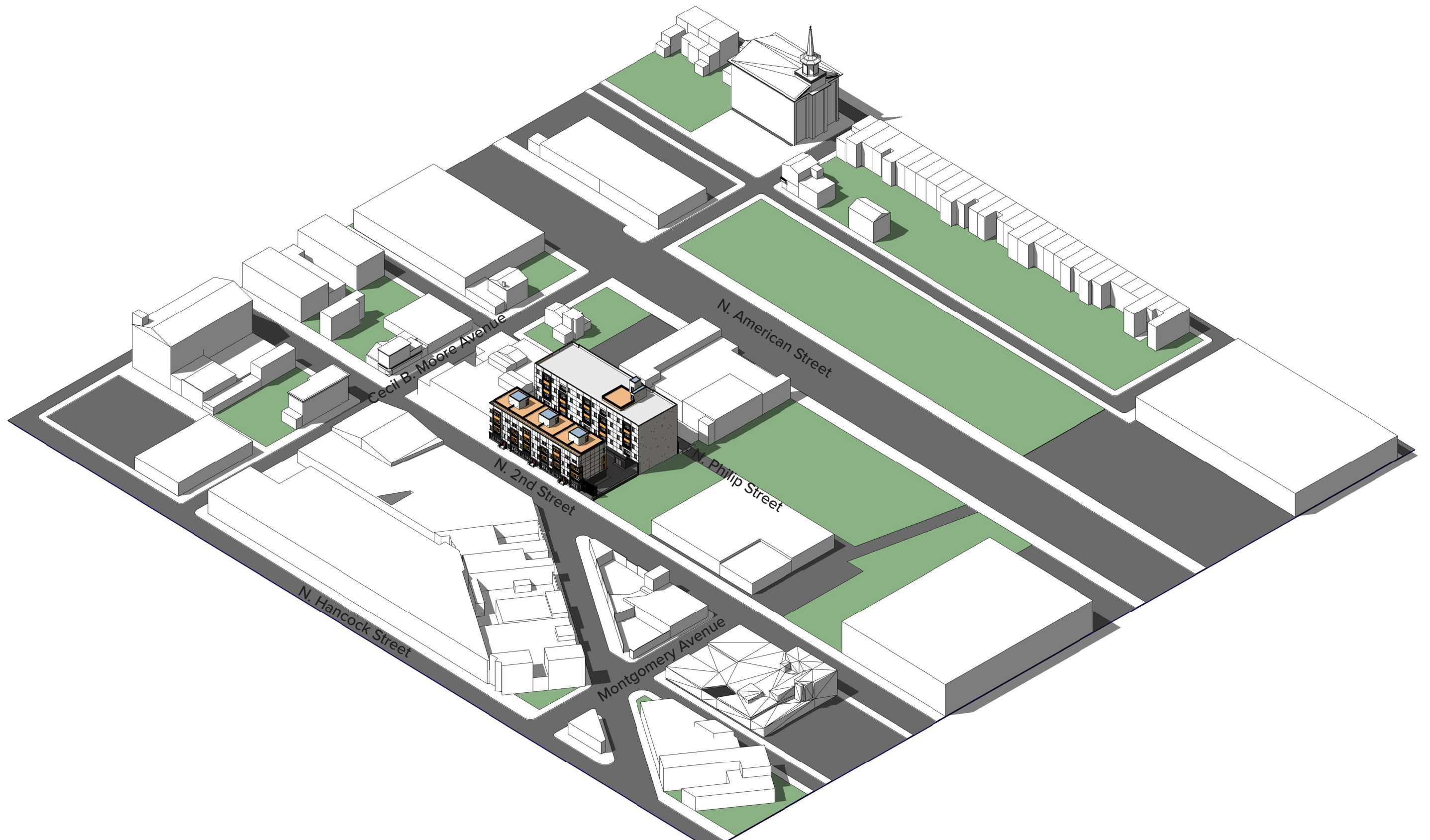


Pink Muhly Grass

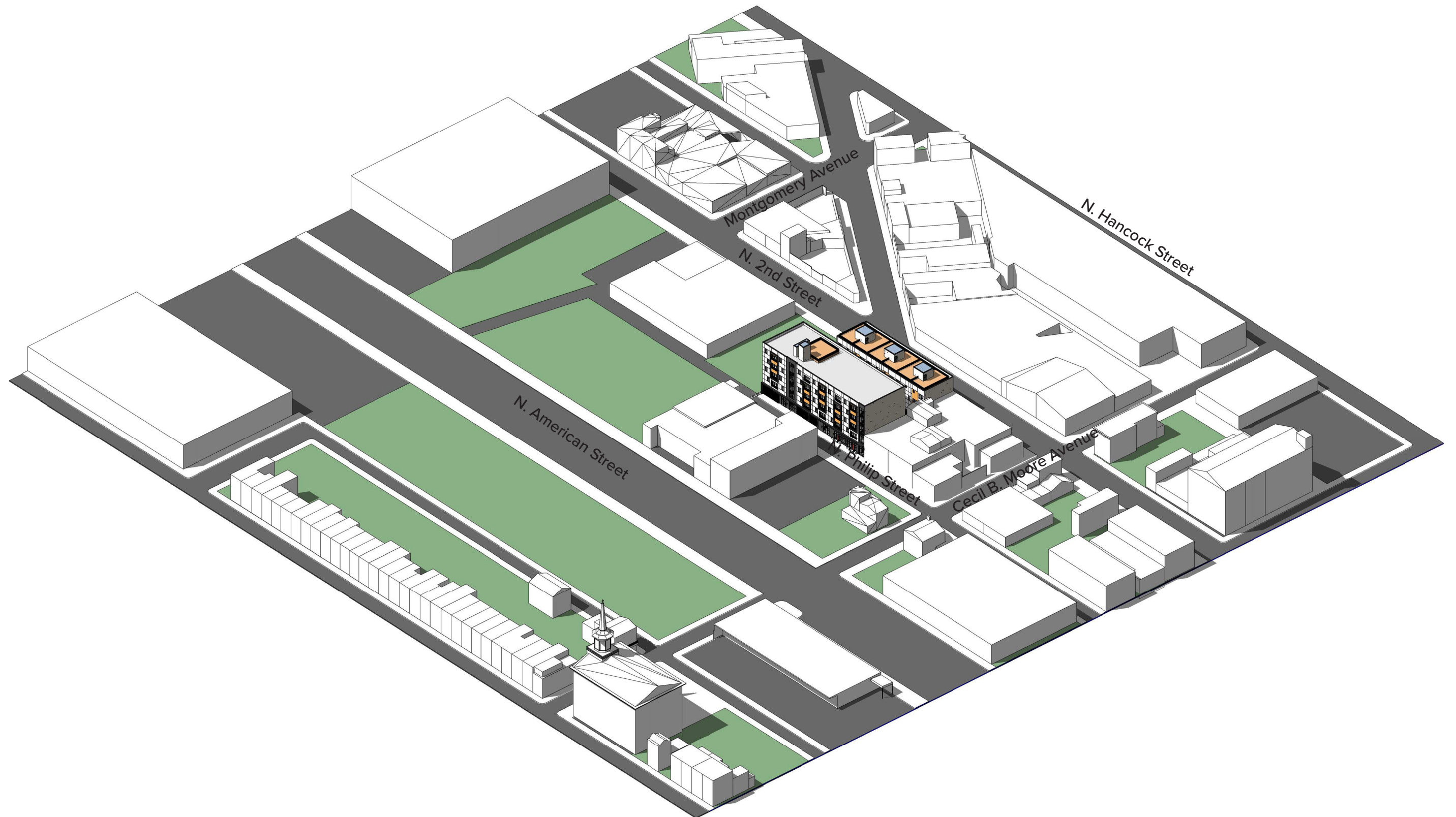
1712-18 North 2nd Street
 & 1720-28 North 2nd Street
 Philadelphia, PA 19122
 Ward #18 OPA# 871300110 & 884590460

prepared for:
 HIGHTOP REAL ESTATE & DEVELOPMENT
 1845 Walnut Street
 Philadelphia, PA 19103 (516) 313-2636

	Ruggiero Plante Land Design 4220 Main Street Philadelphia, PA 19127 <small>phone 215.508.3900 fax 215.508.3900 www.ruggieroplante.com</small>
	Plan Date: December 8, 2016
	LANDSCAPE PALETTE 5 of 5



SOUTHWEST AERIAL VIEW OF SITE



NORTHEAST AERIAL VIEW OF SITE



VIEW LOOKING SOUTHWEST ALONG N. 2ND STREET (DUPLEX BUILDING)

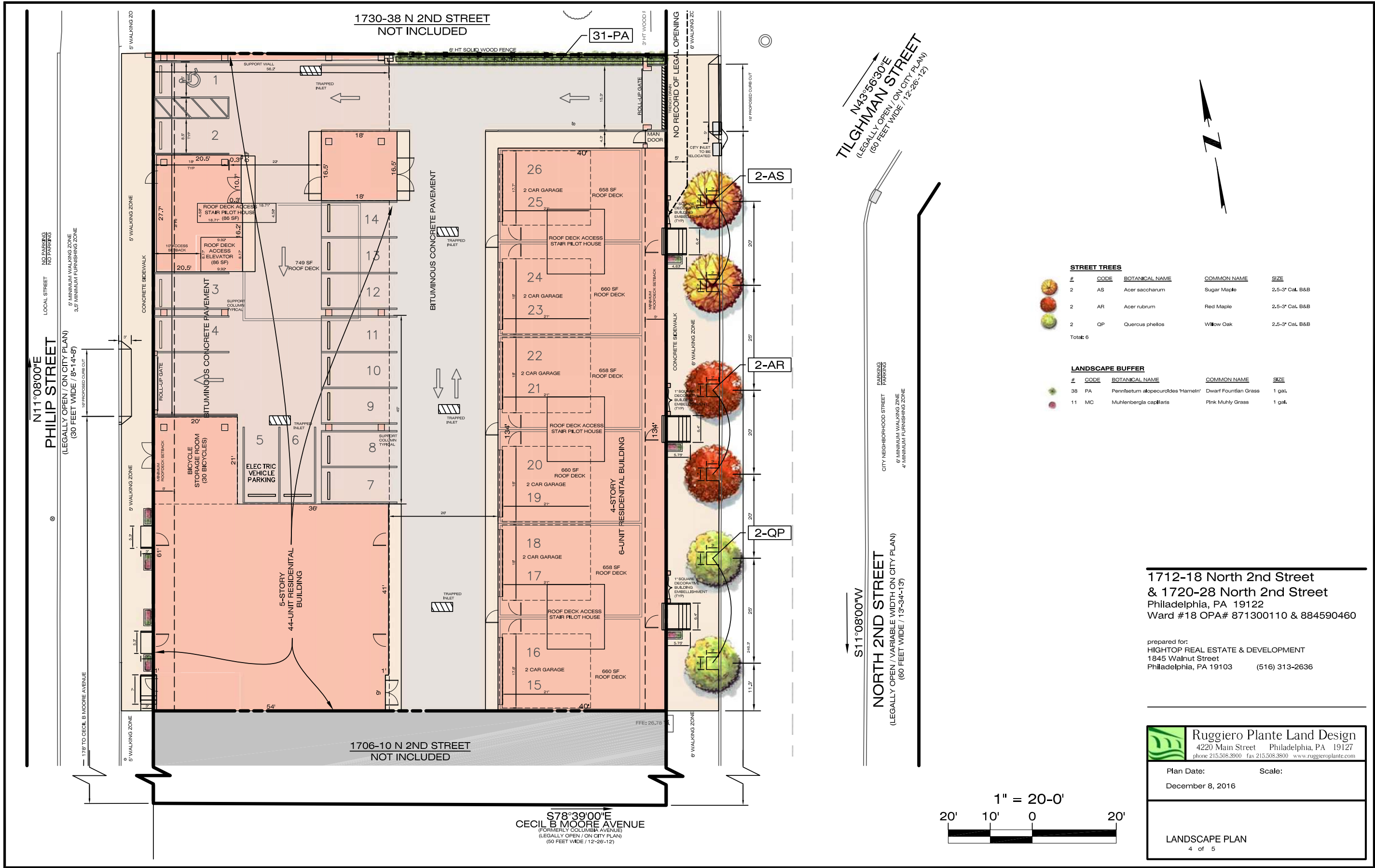
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VIEW LOOKING SOUTHEAST ALONG N. PHILIP STREET (MULTI-FAMILY BUILDING)

January 10, 2017 | Civic Design Review | 1712-28 N 2ND

Hightop Real Estate + Development | PZS Architects | Ruggerio Plante Land Design | **RENDERINGS**



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



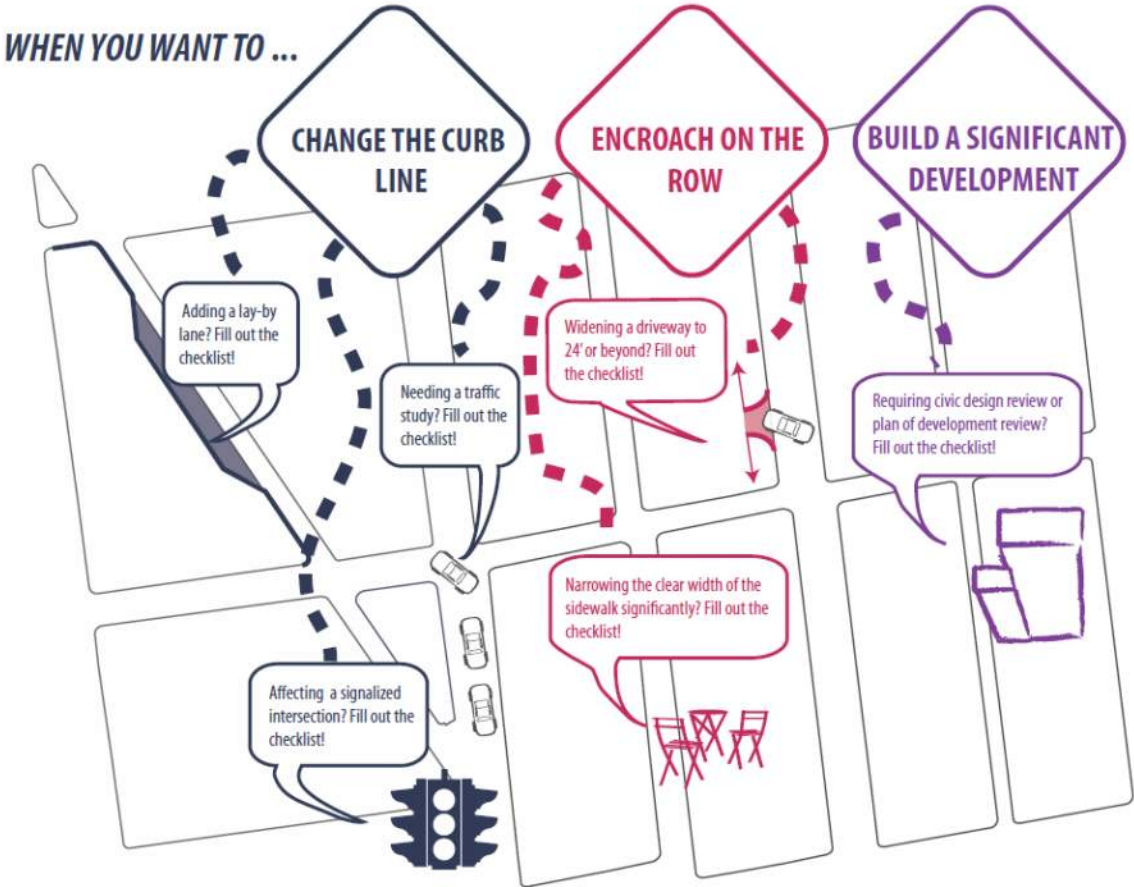
INSTRUCTIONS

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).

This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets during the planning and/or design of projects affecting the public right-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 or Plan of Development Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review.

The Handbook can be accessed at <http://philadelphiastreet.com/complete-streets.aspx>.

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



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS ARE ADVISED TO NOTE:

- This checklist is designed to be filled out electronically. Text fields will expand automatically as you type.
- This checklist is estimated to take 60–90 minutes to complete for applicants familiar with the Handbook.
- Answering “No” or “Not Applicable” (N/A) to questions in this checklist does not result in an automatic denial of approval. Applicants shall provide adequate explanation and comments to justify any such responses in the space provided at the end the checklist.
- 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.
- The coordination of all changes to the placement of street furniture (including but not limited to bus shelters, street signs and hydrants) is the responsibility of the developer throughout all phases of the project, from planning and design to construction management.
- ADA curb-ramp designs must be submitted to the City 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://philadelphiastreet.com/pds/City_Plan_Application.pdf. 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 HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

1712-18 N 2nd Street
2. DATE

November 15, 2016
3. APPLICANT NAME

Jiting Deng / Ruggiero Plante Land Design
5. PROJECT AREA: list precise street limits and scope

Site is bounded by N 2nd Street and Philip Street, between W Montgomery Avenue and Cecil B Moore Avenue.
4. APPLICANT CONTACT INFORMATION

jiting@ruggieroplante.com / 215-508-3900
6. OWNER NAME

David Landskroner / Hightop Real Estate & Development
7. OWNER CONTACT INFORMATION

david@hightopdevelopment.com / 516-313-2336
8. ENGINEER / ARCHITECT NAME

David Plante / Ruggiero Plante Land Design
9. ENGINEER / ARCHITECT CONTACT INFORMATION

david@ruggieroplante.com / 215-508-3900
10. STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Transportation and Utilities" field. Complete Street Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
N 2nd Street	W Montgomery Ave	Cecil B Moore Ave	City Neighborhood Street
Philip Street	W Montgomery Ave	Cecil B Moore Ave	Local Street
11. Does the Existing Conditions site survey clearly identify the following existing conditions?

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 ☐

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

YES ☒ NO ☐ N/A ☐

APPLICANT: General Project Information

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments:

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
N 2nd Street	12' / 13' / 13'	13' / 13'
Philip Street	10' / 8' / 8'	8' / 8'
	/ /	/
	/ /	/
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 2nd Street	6' / 6' / 6'
Philip Street	5' / 5' / 5'
	/ /
	/ /
14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut (N 2nd)	10.6'	166.8' to Cecil B Moore
Curb Cut (N 2nd)	20.7'	211.5' to Cecil B Moore
Curb Cut (Philip)	10.8'	119.3' to Cecil B Moore
Curb Cut (Philip)	23.2'	200.8' to Cecil B Moore

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut (N 2nd)	16'	246.3' to Cecil B Moore
Curb Cut (Philip)	16'	178' to Cecil B Moore

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

15. Does the design limit block lengths to 500 feet or less?

YES ☐ NO ☐ N/A ☒

16. When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians?

YES ☒ NO ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

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)

17. BUILDING ZONE: list the MAXIMUM, existing and proposed Building Zone width on each street frontage. The Building Zone is defined is 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
N 2nd Street	2.9' / 5.75'
Philip Street	2.3' / 3'
_____	____/____
_____	____/____

18. 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
N 2nd Street	4' / 4' / 4'
Philip Street	3.5' / 0' / 0'
_____	____/____/____
_____	____/____/____

19. 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 ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

20. Does the design avoid tripping hazards?

YES ☒ NO ☐ N/A ☐

21. 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)

22. 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 ☐
23. Does the design maintain adequate visibility for all roadway users at intersections?

YES ☒ NO ☐

YES ☐ NO ☐
24. When considering the overall design of the Building & Furnishing Component, does the design enhance the pedestrian environment?

YES ☒ NO ☐

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)

25. 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>
26. 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 SIDEWALK OR STREET	OFF-STREET
		Existing / Proposed	Existing / Proposed
		/	/
1712 N 2nd street	17	0 / 0	0 / 30
		/	/
		/	/

27. 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

YES ☐ NO ☐ N/A ☒ YES ☐ NO ☐ N/A ☒ YES ☐ NO ☐ N/A ☒

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

YES ☐ NO ☒

YES ☐ NO ☐

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

YES ☒ NO ☐

YES ☐ NO ☐
- DEPARTMENTAL APPROVAL
- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐
- APPLICANT: Bicycle Component
- Additional Explanation / Comments:
- DEPARTMENTAL REVIEW: Bicycle Component
- Reviewer Comments:
- 8
- January 10, 2017 | Civic Design Review | 1712-28 N 2ND
- Hightop Real Estate + Development | PZS Architects | Ruggerio Plante Land Design | COMPLETE STREETS CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

				DEPARTMENTAL APPROVAL
30. Does the design limit conflict among transportation modes along the curb?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
31. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
32. Does the design provide a buffer between the roadway and pedestrian traffic?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
33. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? The proposed plan enhances accessibility connectivity, and attractiveness by replacing the curb and sidewalk, putting buildings where there is vacant land. The plan does not reduce visibility significantly.				YES <input type="checkbox"/> NO <input type="checkbox"/>

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)

34. For each street frontage, identify existing and proposed lane widths and the design speed.

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

				DEPARTMENTAL APPROVAL
35. What is the maximum AASHTO design vehicle being accommodated by the design?	_____			YES <input type="checkbox"/> NO <input type="checkbox"/>
36. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission.	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
37. Does the design plan incorporate roadway medians (a “high priority” vehicle / cartway design treatment for some street types)? <i>*Any proposed median may require a maintenance agreement with the Streets Department.</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
38. Does the design facilitate safe and accessible, deliveries to local industries and businesses?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
39. Will the public right-of-way be used for loading and unloading activities?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
40. Does the design maintain emergency vehicle access?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
41. Where new streets are being developed, does the design connect and extend the street grid?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
42. Does the design support multiple alternative routes to and from destinations as well as within the site?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
43. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: No lane changes are proposed.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

(1) <http://www.phila.gov/historical/PDF/Historic%20Street%20Paving%20District%20Inventory.pdf>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

				DEPARTMENTAL APPROVAL
44. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide.	FY17-NORT -4427-01			
46. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4).	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

47. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Does the design provide direct, safe, and accessible connections between transit stops and building access points and destinations within the site?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Urban Design Component

Additional Explanation / Comments: Buildings are proposed to front along the ROW to maintain street presence. Parking lot pedestrian circulation has been planned to provide safe routes to each building and site entrance / exit.

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

49. Identify Existing and Proposed Signal Cycle lengths

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

				DEPARTMENTAL APPROVAL
50. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
51. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
52. 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 <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
* If yes, City Plan Action may be required.				
53. Identify “High Priority” intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following “High Priority” design treatments identified and dimensioned on the plan?				YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
54. Does the plan simplify complex intersections where possible?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
55. Does the design reduce vehicle speeds and increase visibility at intersections?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
56. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: There should be no issue with visibility. Streets are wide enough to contain bicycles and automobiles sharing the roadway just like any other typical city block.

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: _____

Civic Design Review, Philadelphia

Sustainability Questionnaire

Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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Location and Transportation

Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. the site is near SEPTA bus routes 3, 5, 25, 57 and the Berks Station on the MFL.
Reduced Parking Footprint	All new parking areas to be located in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	Yes. All parking is located either under the proposed buildings or in individual garages.
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.	No.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No.

Sustainable Sites

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.	No.
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 the PWD Stormwater Management Regulations	No. Onsite stormwater is to be managed as per PWD requirements. No additional treatment is proposed at this time.
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.	No.

Civic Design Review, Philadelphia

Sustainability Questionnaire

Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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Water Efficiency

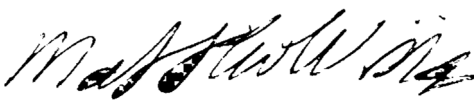
Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. Drought-tolerant ornamental grasses are to be planted in the planter wall along the driveway. After they are established, they will need little to no supplemental watering.
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Energy and Atmosphere

Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	No.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	No.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No.

Innovation

Innovation	Any other sustainable measures that could positively impact the public realm.	No.
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<p style="text-align: center;"><u>NOTICE OF:</u></p> <p> <input checked="checked" type="checkbox"/> REFUSAL <input type="checkbox"/> REFERRAL </p>	<p>CITY OF PHILADELPHIA DEPARTMENT OF LICENSES & INSPECTIONS Municipal Services Building, Concourse Level 1401 John F. Kennedy Boulevard Philadelphia, PA 19102</p>	<p>DATE OF REFUSAL: 11/30/16</p>	<p>APPLICATION#: 736022</p>
<p>ZONING DISTRICT: ICMX INDUSTRIAL DISTRICT</p>			
<p><u>ADDRESS/LOCATION:</u></p> <p>1712-28 N 2ND ST (THROUGH TO N PHILIP ST)</p>			
<p><u>APPLICANT:</u></p> <p>HERCULES W. GRIGOS, ESQ. ATTORNEY</p>	<p><u>ADDRESS:</u></p> <p>1500 MARKET ST, SUITE 3400 PHILADELPHIA, PA 19102</p>		
<p><u>APPLICATION FOR:</u></p> <p>FOR THE DEMOLITION OF EXISTING STRUCTURES ON ALL LOTS, AND FOR THE LOT ADJUSTMENT TO CREATE ONE (1) PROPOSED LOT FROM TWO (2) EXISTING LOTS WITH TWO (2) OPA ACCOUNTS (1712-18 N 2ND ST, AND 1720-28 N 2ND ST) AND THREE (3) DEEDED LOTS (1712-18 N 2ND ST PARCEL A, 1712-18 N 2ND ST PARCEL B, AND 1720-28 N 2ND ST), SIZE AND LOCATION AS SHOWN ON PLAN/APPLICATION.</p> <p>FOR THE ERECTION OF ONE (1) ATTACHED STRUCTURE (BUILDING 1) AND ONE (1) SEMI-DETACHED STRUCTURE (BUILDING 2) WITH ROOF DECKS ACCESSED BY PILOT HOUSES (TO ENCLOSE ACCESS STAIRS OR ELEVATOR ONLY), SIZES AND LOCATIONS AS SHOWN ON PLAN/APPLICATION.</p> <p>FOR USE AS MULTI-FAMILY HOUSEHOLD LIVING (FIFTY-SIX (56) DWELLING UNITS), WITH TWENTY-SIX (26) ACCESSORY INTERIOR PARKING SPACES (FOURTEEN (14) SPACES UNDER BUILDING 1, AND TWELVE (12) SPACES WITHIN BUILDING 2 WITH TWO (2) SPACES PER PRIVATE PARKING GARAGE), INCLUDING ONE (1) VAN-ACCESSIBLE SPACE ONE (1) ELECTRIC VEHICLE PARKING SPACE, AND THIRTY (30) ACCESSORY CLASS 1A BICYCLE PARKING SPACES (BENEATH BUILDING 1); NO SIGNS ON THIS PERMIT.</p>			
<p>PERMIT FOR THE ABOVE LOCATION CANNOT BE ISSUED BECAUSE IT IS NOT IN COMPLIANCE WITH THE FOLLOWING PROVISIONS OF THE PHILADELPHIA CODE. (CODES CAN BE ACCESSED ON LINE AT WWW.PHILA.GOV)</p>			
<p><u>CODE REFERENCE</u></p> <p>TABLE 14-602-3</p>	<p><u>PROPOSED USE IS REFUSED FOR THE FOLLOWING:</u></p> <p>THE PROPOSED USE, MULTI-FAMILY HOUSEHOLD LIVING, IS EXPRESSLY PROHIBITED IN THE ICMX INDUSTRIAL DISTRICT, AND IS THEREFORE REFUSED.</p>		
<p>ONE (1) USE REFUSAL</p> <p>FEE TO FILE APPEAL: \$250</p> <p>NOTE TO ZBA:</p> <p>COMPLETION OF CIVIC DESIGN REVIEW PROCESS REQUIRED PRIOR TO PERMIT ISSUANCE, AS PER §14-304(5)(b)(1)(b)</p> <p>SEE AP#206685, CAL#8886 (1720 N 2ND ST), ZBA GRANTED VARIANCE ON 9/22/2009 FOR THE LEGALIZATION OF AN OPEN AIR PRIVATE PARKING LOT FOR STORAGE OF INOPERATIVE AND OPERABLE CARS AND BOATS AND THE LEGALIZATION OF AN 8'-0" HIGH FENCE. **PROVISO: NO BARBED WIRE; PERMIT NEVER PICKED UP**</p> <p>SEE AP#123776, CAL#4450 (1712 N 2ND ST), ZBA GRANTED VARIANCE ON 4/30/2008 FOR A PROPOSED ONE APARTMENT ON THE FIRST FLOOR REAR THRU SECOND FLOOR IN THE SAME BUILDING WITH AN EXISTING ARTIST STUDIO/WORKSHOP ON THE FIRST FLOOR FRONT IN AN EXISTING STRUCTURE. **PERMIT NEVER PICKED UP**</p>			
<p>Cc:</p> <p>YOEL WULFHART (OWNER) 438 CARPENTER LANE PHILADELPHIA, PA 19119</p>	<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: right;"> NOVEMBER 30, 2016 DATE </div> </div> <div style="display: flex; justify-content: center; margin-top: 10px;"> MATTHEW WOJCIK PLANS EXAMINER </div>		
<p><u>NOTICE TO APPLICANT:</u></p> <p>AN APPEAL FROM THIS DECISION MUST BE MADE TO THE ZONING BOARD OF ADJUSTMENT, MUNICIPAL SERVICES BUILDING, 11TH FLOOR, 1401 JFK BOULEVARD, PHILADELPHIA, PA 19102, WITHIN THIRTY (30) DAYS OF DATE OF REFUSAL.</p>			