

# 150 WEST BERKS

CIVIC DESIGN REVIEW

12 NOVEMBER 2021



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## DEVELOPMENT TEAM

### URBAN CONVERSIONS

1010 N Hancock Street  
Philadelphia, PA 19123

### cecil baker + partners

1107 Walnut Street, Floor 2  
Philadelphia, PA 19107



### Ruggiero Plante Land Design

5900 Ridge Avenue  
Philadelphia, PA 19128



## CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: **ZP-2021-010412**

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

Per T-14-304-2 Case 1: The project creates more than 100,000 SF of new gross floor area and creates more the 100 additional dwelling units

Per T-14-304-2 Case 2: The applicant's property affects property in a Residential district (RM-1 & RSA-5), creates more than 50,000 SF of new gross floor area and creates more than 50 additional dwelling units.

### PROJECT LOCATION

Planning District: Lower North Council District: 7

Address: 150-180 W. Berks St.  
Philadelphia, PA 19122-2442

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

### CONTACT INFORMATION

Applicant Name: David Plante, P.E. Primary Phone: (215) 508-3900

Email: david@ruggiero.plante.com Address: 5900 Ridge Avenue  
Philadelphia, PA 19128

Property Owner: West Berks Community Development LLC Developer: Urban Conversions  
Architect: Cecil Baker and Partners

Page 1 of 2

### SITE CONDITIONS

Site Area: 31,661 SF

Existing Zoning: ICMX Are Zoning Variances required? Yes ☒ No ☐

#### Proposed Use:

First Floor Commercial Use: 7,272 SF  
First Floor Residential (Lobby, BOH, Amenity & 2 Dwelling units): 15,048 SF  
Second Floor Residential (26 Dwelling Units): 22,053 SF  
Third Floor Residential (29 Dwelling Units): 22,098 SF  
Fourth Floor Residential (27 Dwelling Units): 22,164 SF  
Fifth Floor Residential (27 Dwelling Units): 22,164 SF  
Sixth Floor Residential (27 Dwelling Units): 22,164 SF  
Seventh Floor Residential (Amenity & 14 Dwelling Units): 14,975 SF

147,938 SF / 152 Dwelling Units

Proposed # of parking units: 42

### COMMUNITY MEETING

Community meeting held: Yes ☒ No ☐

If yes, please provide written documentation as proof.

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

Date: September 22, 2021 Time: 6:30 pm

### ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ☒ No ☐ NA ☐

If yes, indicate the date hearing will be held:

Date: March 9, 2022

Page 2 of 2

# PROJECT DESCRIPTION

**150 WEST BERKS** is a proposed, new mixed-use development that will include market-rate rental apartments with ground floor commercial space and parking. Extending for the entire block along the south side of West Berks Street, from Mascher Street to North Hancock Street, and to the rear property line of existing townhouses to the south, the proposed seven story building will include:

- **152 Dwelling Units:** Located on floors 1 through 7, in a mix of studios, one-bedroom, and two-bedroom apartments, including two unique bi-level units with direct entry from North Hancock Street.
- **Commercial Space:** Located on the ground floor facing West Berks Street and extending from the corner at Mascher Street (east end of the block) to the residential lobby at North Hancock Street (west end of the block) provides 7,272 SF of leasable space.
- **Residential Amenities:** Lobby related seating, a garden, and back-of-house spaces as well as a co-working suite are located on the ground floor and an amenity suite and roof terrace are located on the 7th floor.
- **Parking:** Private accessory parking for 42 automobiles is located on the first floor, partially beneath the building and in an open-air courtyard, and is accessed through overhead doors on Mascher Street and extends along the southern end of the site to a screen wall on North Hancock Street.
- **Loading:** An enclosed loading space, located just north of the parking is accessed through an overhead door on Mascher Street.

The 31,661 SF site is zoned ICMX, Industrial-Commercial Mixed-Use, and as such will require a variance for the Multi-Family Use. Variances will also be required for the overall height of the building, and for providing less than the required number of off-street loading spaces.

The 147,938 SF building is arranged in three wings, one fronting on each of the surrounding streets, with a courtyard that is open to the existing townhouses to the south.

A required 9-foot-wide landscape buffer is provided along the entire south edge of the parcel. The 7th floor is set-back 5 feet along the street edges and 42 feet from the southern edges of the wings situated along North Hancock and Mascher Streets.

The primary residential entry is on West Berks Street near the corner of North Hancock Street where the lobby, combined with the fitness center above, will simulate an inviting double-height glass volume leading to the doors. The remainder of the West Berks Street façade and the ground level is composed of repetitive bays of storefront that begins with the co-working amenity immediately adjacent to the lobby and continues with commercial spaces that extend to and turn the corner on Mascher Street. This arrangement will serve to improve the pedestrian experience to and from the Berks Street Station on the Market Frankford Elevated Line located just two blocks to the east as well as provide life at the ground floor facing the existing playground. Two bi-level dwelling units, with stoops and front doors on North Hancock Street, located just south of West Berks Street relate to the existing townhouses on the opposite side of the street and to the south of the site. A secondary entry to the residential lobby is from the parking via the courtyard garden.

## MATERIALS

Materials for **150 WEST BERKS** include brick, dark-colored horizontal fiber-cement siding, light-colored vertical corrugated metal siding, metal storefront, metal clad windows, horizontal wood-look metal siding and cast stone.

Brick is used at the building's base where durability is needed and as piers to modulate the façade. The brick at the lower levels responds to the materiality and scale of nearby residential vernacular structures while the piers relate to the larger industrial and other multi-story buildings nearby.

Storefront openings with metal awnings at the ground and horizontal siding clad portions between the piers above modulate the length of the building into a relatable rhythm. Highly fenestrated projecting bays and balconies open the corners of the building, make transitions around the corners, and will become beacons with light from within at night.

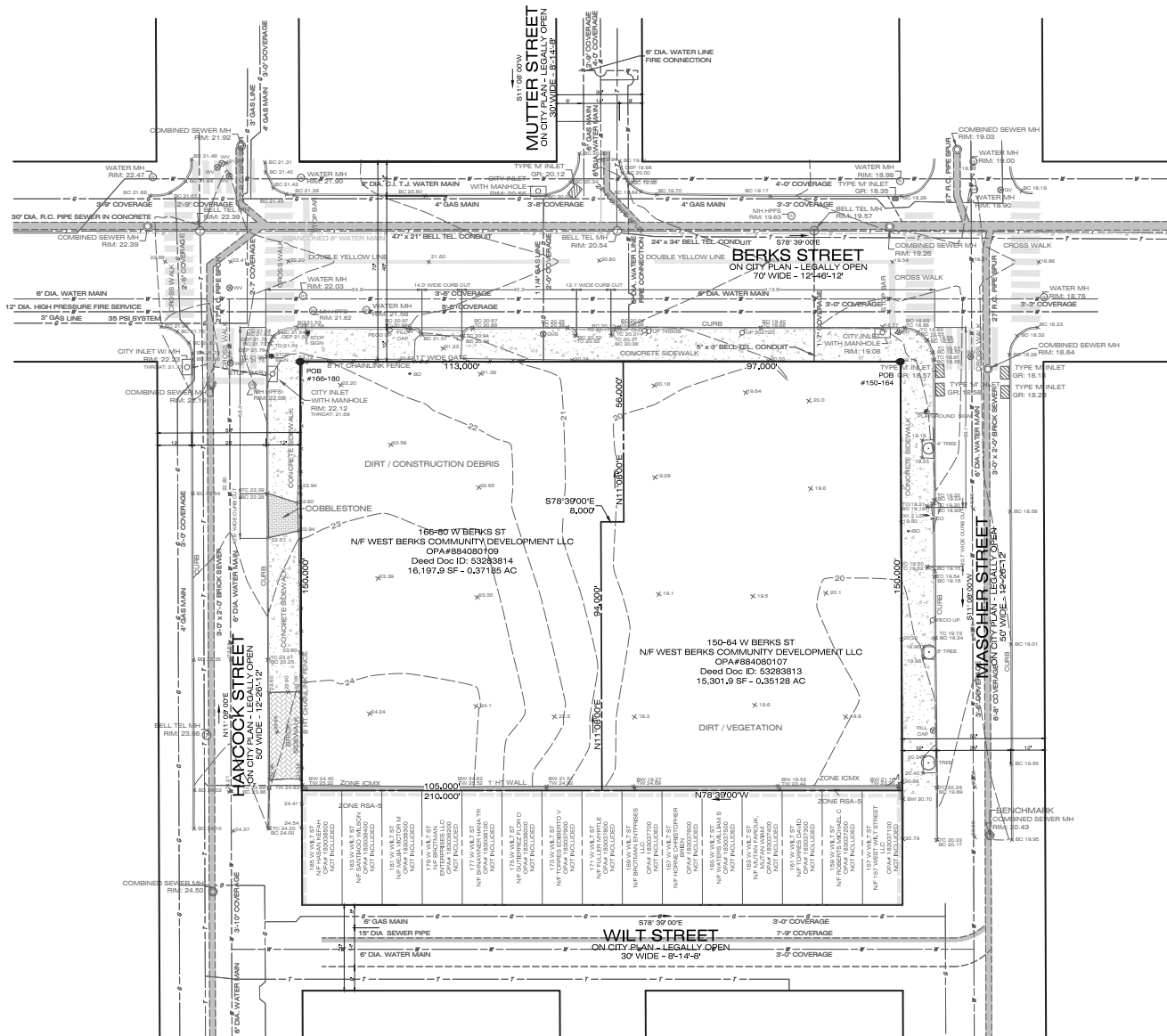
The set-back 7th floor is clad with vertical corrugated metal to recede behind the main street wall and wraps around the southern ends of the wings and cascades down the courtyard walls to become the primary façade material therein.

Cast stone introduces accent elements at material and opening transitions and warm wood-looking metal siding accents the brick piers and becomes unit terrace dividing walls at the top floor.

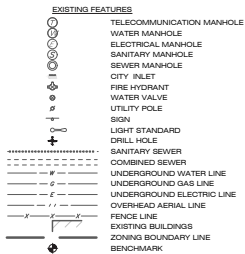
## SUSTAINABILITY

The proposed project is sustainable in large part due to its reuse of a previously developed site in an established urban context, located in close proximity to multiple modes of public transit, a growing bicycle route network, and increasing necessary services. The open parking footprint is reduced and located primarily within the building footprint to the rear of primary first floor program spaces and beneath the second floor. Dedicated spaces are reserved for electric and alternative fuel vehicles. The open space on the site is significantly landscaped and will be planted with species requiring no irrigation once established. In addition to meeting the current energy code requirements and incorporating energy recovery units in the HVAC system, storm water will be managed on site in a below-grade system. The project team is investigating the possibility of LEED certification.





#### LEGEND



#### LEGAL DESCRIPTION

PREMISES A:  
ALL THAT CERTAIN lot or place of ground, situate in the 18th Ward of the City of Philadelphia, Commonwealth of Pennsylvania, bounded and described according to a Proposed Subdivision Plan, prepared by James F. Henry, PLS of Ruggiero Plante Land Design of Philadelphia, PA on July 5, 2017. Reviewed and approved by the 5th Survey District of the City of Philadelphia on July 21, 2017.

BEGINNING at a point formed by the intersection of the southerly line of West Berks Street (70 feet wide on city plan, legally open) and the westerly line of Mascher Street (50 feet wide-on city plan, legally open thence);

- From said point of beginning, extending South 11 degrees 08 minutes 00 seconds West, along the westerly line of said Mascher Street, a distance of 150.00 feet to a point, a corner of 157 W Wilt Street; thence
- Leaving the line of said Mascher Street and extending North 78 degrees 39 minutes 00 seconds West partially along 157, 159, 161, 163, 165, 167, 169 and 171 W Wilt Street, a distance of 100.00 feet to a point, a corner of proposed Parcel 'A'; thence
- Extending the following courses along Proposed Parcel 'A':
  - North 11 degrees 08 minutes 00 seconds East, a distance of 94.00 feet to a point; thence
  - South 78 degrees 39 minutes 00 seconds East, a distance of 8.00 feet to a point; thence
  - North 11 degrees 08 minutes 00 seconds East, a distance of 56.00 feet to a point on the southerly line of the aforementioned West Berks Street; thence
  - Extending South 78 degrees 39 minutes 00 seconds East along the southerly line of said West Berks Street, a distance of 97.00 feet to the first mentioned point and place of beginning.

CONTAINING 15,302.00 sq feet or 0.35129 acres

PREMISES B:  
ALL THAT CERTAIN lot or place of ground, situate in the 18th Ward of the City of Philadelphia, Commonwealth of Pennsylvania, bounded and described according to a Proposed Subdivision Plan, prepared by James F. Henry, PLS of Ruggiero Plante Land Design of Philadelphia, PA on July 5, 2017. Reviewed and approved by the 5th Survey District of the City of Philadelphia on July 21, 2017.

BEGINNING at a point formed by the intersection of the southerly line of West Berks Street (70 feet wide on city plan, legally open) and the easterly line of Hancock Street (50 feet wide-on city plan, legally open);

- From said point of beginning, extending South 78 degrees 39 minutes 00 seconds East, along the southerly line of said West Berks Street, a distance of 113.00 feet to a point, a corner of Proposed Parcel 'B'; thence
- Leaving the line of said West Berks Street and extending the following courses along Parcel 'B':
  - South 11 degrees 08 minutes 00 seconds West, a distance of 56.00 feet to a point; thence
  - North 78 degrees 39 minutes 00 seconds West, a distance of 8.00 feet to a point; thence
  - South 11 degrees 08 minutes 00 seconds West, a distance of 94.00 feet to a point on a line of 171 W Wilt St; thence
- Extending North 78 degrees 39 minutes West partially along 171, 173, 175, 177, 179, 181, 183 and 185 W Wilt Street, a distance of 100.00 feet to a point on the easterly line of the aforementioned Hancock Street; thence
- Extending North 11 degrees 08 minutes 00 seconds East along the easterly line of said Hancock Street, a distance of 100.00 feet to the first mentioned point and place of beginning.

CONTAINING 16,198.00 sq feet or 0.37185 acres

BEGINS 150-64 West Berks Street (A), and 166-80 West Berks Street (B), Philadelphia, Pennsylvania 19122

BEGINS CPA NOS. 88-4080107 (PREMISES A), AND 88-4080109 (PREMISES B)

#### SURVEY NOTES

This survey is prepared with reference to a title commitment prepared by First American Title Insurance Company, with a commitment date of March 2, 2021, File No. NCIS-105003-PHL, wherein the following exceptions listed in Schedule B, Section II are addressed to the limits of the expertise of the signing Pennsylvania Professional Land Surveyor.

- Covenants, conditions, rights, reservations and easements as set forth in Deed Book ELT 468 Page 484. - NOT PLOTTABLE. - NOT SURVEY RELATED
- Reservations as set forth in Deed Book JMH 3567 Page 544. - RIGHTS TO USE OR BUILD AGAINST THE WESTERLY PARTY WALLS OF THE BUILDINGS AS NOW ERECTED UPON THE SAID LOT. BUILDINGS HAVE SINCE BEEN DEMOLISHED. - NOT PLOTTABLE
- Exceptions and Reservations as set forth in Deed Book JMH 197 Page 411. - RIGHTS TO USE OR BUILD AGAINST THE EASTERLY PARTY WALLS OF THE BUILDINGS AS NOW ERECTED UPON THE SAID LOT. BUILDINGS HAVE SINCE BEEN DEMOLISHED. - NOT PLOTTABLE
- Notwithstanding that the description of the Land may contain a statement as to its acreage and/or square footage and notwithstanding coverage as may be provided by an endorsement, this Policy does not insure against loss or damage sustained by reason of the failure of the Land to comprise or constitute a specific amount of acreage or square footage
- Any defect, lien, encumbrance, adverse claim, or other matter created by or arising out of the inaccessibility of the County of Philadelphia, including, but not limited to, (i) an inability to search the Public Records after March 02, 2021, or (ii) any delay in recollection of Deed in the Public Records.
- Any invalidity, unenforceability, lack of priority, defect, lien, encumbrance, adverse claim, or other matter created by or arising out of the inaccessibility of the County of Philadelphia, including, but not limited to, (i) an inability to search the Public Records after March 02, 2021, (ii) any delay in recollection of the documents (Deed or) creating the lien of the Insured Mortgage in the Public Records, or (iii) any claim based on an assertion that the recording of the Insured Mortgage failed to be timely.

#### SURVEYORS CERTIFICATION

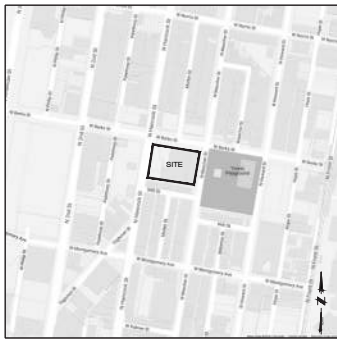
To: First American Title Insurance Company; 150 W. Berks Street, LP, West Berks Community Development, LLC

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Survey (jointly established and adopted by ALTA and NSPS, and include items 2, 3, 4, 6, 7(a), 7(b), 7(c), 8, 9, 11, 12, 13, 14, 16, 17, 18 & 19 of Table A, thereof. The field work was completed on May 5, 2021



6/4/2021

JAMES F. HENRY, PLS  
PA Registered Professional Land Surveyor No. SU056807



LOCATION MAP

SCALE N.T.S.

#### NOTES

- Boundary and Topographic information is based on a field survey performed by Ruggiero Plante Land Design on May 6, 2021.
- All boundary dimensions are identified in Philadelphia District Standard feet and U.S. standard feet and all other stated dimensions are in U.S. standard feet.
- Elevations are based on City Plan # 194.
- Benchmark is a Rem of a sewer manhole in Mascher Street. Elevation 20.43.
- The bearings shown hereon are from deeds of record.
- FEMA FIRM map #4207501824, November 18, 2015, designates the site as Zone X, areas outside the 500 yr. floodplain.
- Some off site improvements such as buildings, cutting, and parking have been taken from aerial photographs, other plans and from public GIS sources.
- This survey does not address the presence or absence of freshwater wetlands.
- Only above ground visible improvements have been located; underground utilities and invert elevations shown have been taken from City Records and are not survey measured or located. The location of the underground utilities are approximate and must be field verified by contractor before commencement of any construction.
- The property is zoned ICMX Districts. Attention is called to the Philadelphia Zoning Code as amended.
- A zoning permit is required for any proposed changes to lot lines, including the consolidation of existing parcels.

#### ICMX - INDUSTRIAL COMMERCIAL MIXED-USE ZONING CRITERIA

LOT REQUIREMENTS	Required
Max. % Occupied Area	100%
Min. % Open Area	0%
BUILDING DIMENSIONS	None required
Front Yard Setback	0' / 8' if used
Side Yard Setback	0' / 8' if used
Rear Yard Setback	60'
Building Height	500'
Max. FSI	

#### SOURCE OF TITLE

Deed of Consolidation from West Berks Community Development, LLC to West Berks Community Development, LLC recorded October 26th, 2017, document ID #53328115.

Deed of Consolidation from West Berks Community Development, LLC to West Berks Community Development, LLC recorded October 26th, 2017, document ID #53328114.

#### PLAN REFERENCES

City Plan #194.



NOTE:  
PENNSYLVANIA ACT 287 OF 1974 AS AMENDED BY ACT 121 OF 2008 REQUIRES THAT CONTRACTORS DETERMINE THE LOCATION OF ALL UTILITY, SEWER AND WATER LINES BEFORE COMMENCING CONSTRUCTION.

REVISIONS

#### OWNER OF RECORD

150-180 W BERKS STREET  
WEST BERKS COMMUNITY DEVELOPMENT LLC  
1028 Wharton Street  
Philadelphia, PA 19146

**150-180 W BERKS STREET**  
**PHILADELPHIA, PA**  
**Ward #18 OPA# 884080107, 884080109**

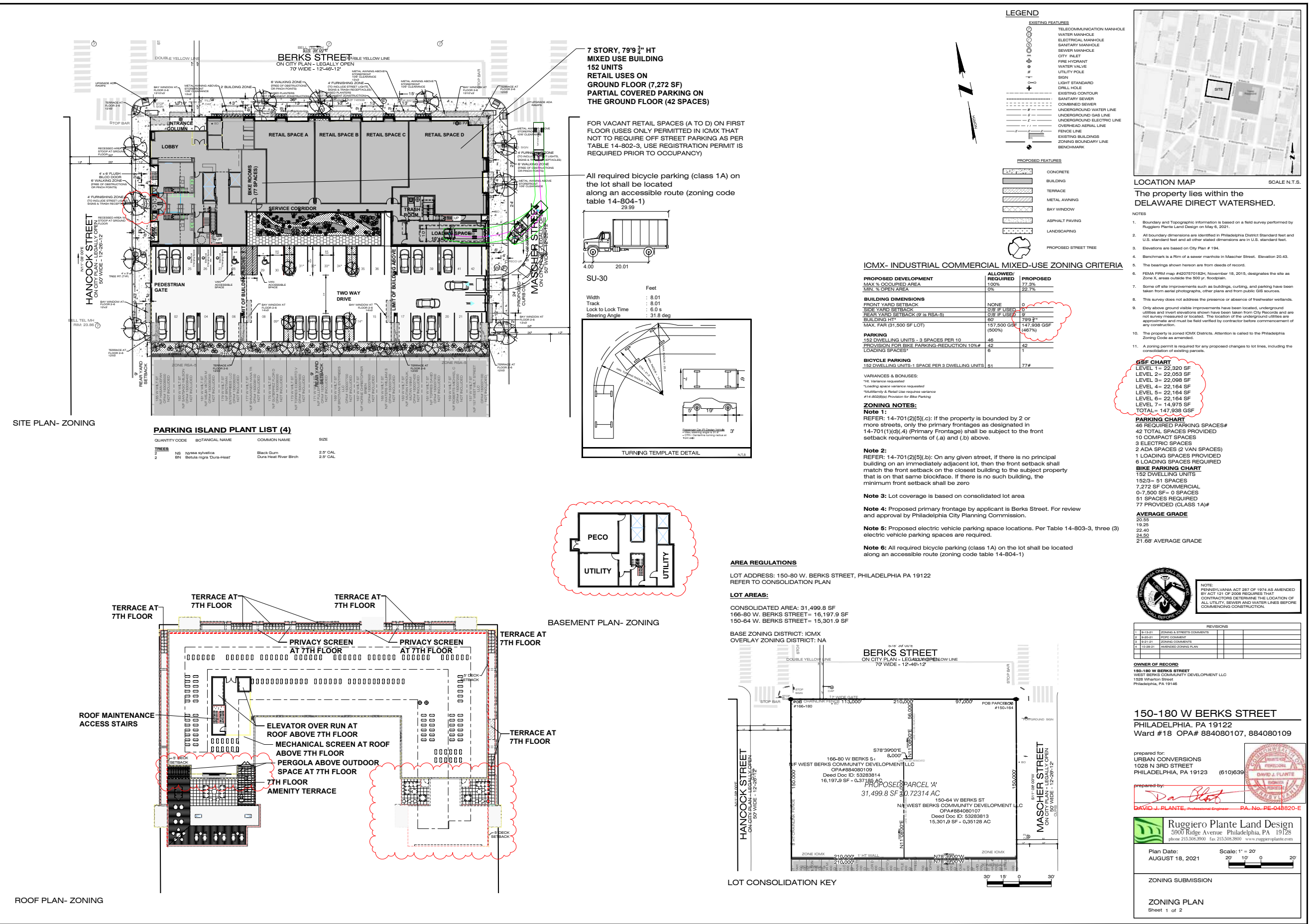
prepared for:  
URBAN CONVERSIONS  
1028 N 3RD STREET  
PHILADELPHIA, PA 19123 (610)639-2649

prepared by:

**Ruggiero Plante Land Design**  
5900 Ridge Avenue Philadelphia, PA 19128  
phone 215.508.3900 fax 215.508.3800 www.ruggieroplante.com

Plan Date: June 1, 2021  
Scale: 1" = 10'  
10' 5' 0' 10'

ALTANSPPS Land Title Survey  
Sheet 1 of 1









NOTE:  
PENNSYLVANIA ACT 267 OF 1974 AS AMENDED  
BY ACT 121 OF 2008 REQUIRES THAT  
CONTRACTORS DETERMINE THE LOCATION OF  
ALL UTILITY, SEWER AND WATER LINES BEFORE  
COMMENCING CONSTRUCTION.

REVISIONS	
1	9-13-21 ZONING & STREETS COMMENTS
2	9-29-21 RDC COMMENTS
3	9-31-21 ZONING COMMENTS
4	10-28-21 AMENDED ZONING PLAN

**OWNER OF RECORD**  
150-180 W BERKS STREET  
WEST BERKS COMMUNITY DEVELOPMENT LLC  
1028 Wharton Street  
Philadelphia, PA 19146

**150-180 W BERKS STREET**  
PHILADELPHIA, PA  
Ward #18 OPA# 884080107, 884080109

prepared for:  
URBAN CONVERSIONS  
1028 N 3RD STREET  
PHILADELPHIA, PA 19123 (610)639-XXXX

prepared by:  
  
DAVID J. PLANTE, Professional Engineer, PA No. PE-048820-E



**Ruggiero Plante Land Design**  
5900 Ridge Avenue Philadelphia, PA 19128  
phone 215.508.8900 fax 215.508.8800 www.ruggieroplanteland.com

Plan Date:  
AUGUST 18, 2021

Scale:  
1"=1'-0"

ZONING SUBMISSION

ZONING ELEVATIONS  
Sheet 2 of 2





VIEW LOOKING SOUTHWEST







150 - 180 WEST BERKS STREET

- neighborhood commercial mixed-use-1 CMX-1
- neighborhood commercial mixed-use-2 CMX-2
- neighborhood commercial mixed-use-2.5 CMX-2.5
- community commercial mixed-use CMX-3
- industrial commercial mixed-use ICMX
- industrial residential mixed-use IRMX
- residential multi-family-1 RM-1
- residential single-family attached-5 RSA-5
- recreation SP-PO0A





- ★ SITE
- 1 THE PIAZZA
- 2 ACME
- 3 BODINE HIGH SCHOOL
- 4 ST. PETER THE APOSTLE CATHOLIC SCHOOL
- 5 SOUTH KENSINGTON COMMUNITY PARTNERS
- 6 LIBERTY SQUARE
- 7 PHILADELPHIA DISTRICT HEALTH
- 8 HETZELL PLAYGROUND
- 9 CITY FITNESS
- 10 HANCOCK PLAYGROUND
- 11 ST. MICHAEL'S PARISH
- 12 LA SALLE ACADEMY
- 13 CRANE ARTS
- 14 PALMER CEMENTERY
- 15 PALMER PARK
- 16 MOFFET SCHOOL
- 17 KONRAD SQUARE PARK
- 18 KENSINGTON HIGH SCHOOL FOR THE CREATIVE PERFORMATIVE ARTS
- 19 TOWEY PARK
- 20 THE NEON MUSEUM OF PHILADELPHIA
- 21 NORRIS SQUARE PARK
- MAJOR COMMERCIAL STREETS
- LOCAL STREETS
- BIKE LANES
- HIGHWAY I-95
- MARKET-FRANKFORD LINE
- SEPTA SUBWAY ELEVATED STATION
- TROLLEY LINE (15)
- BUSES





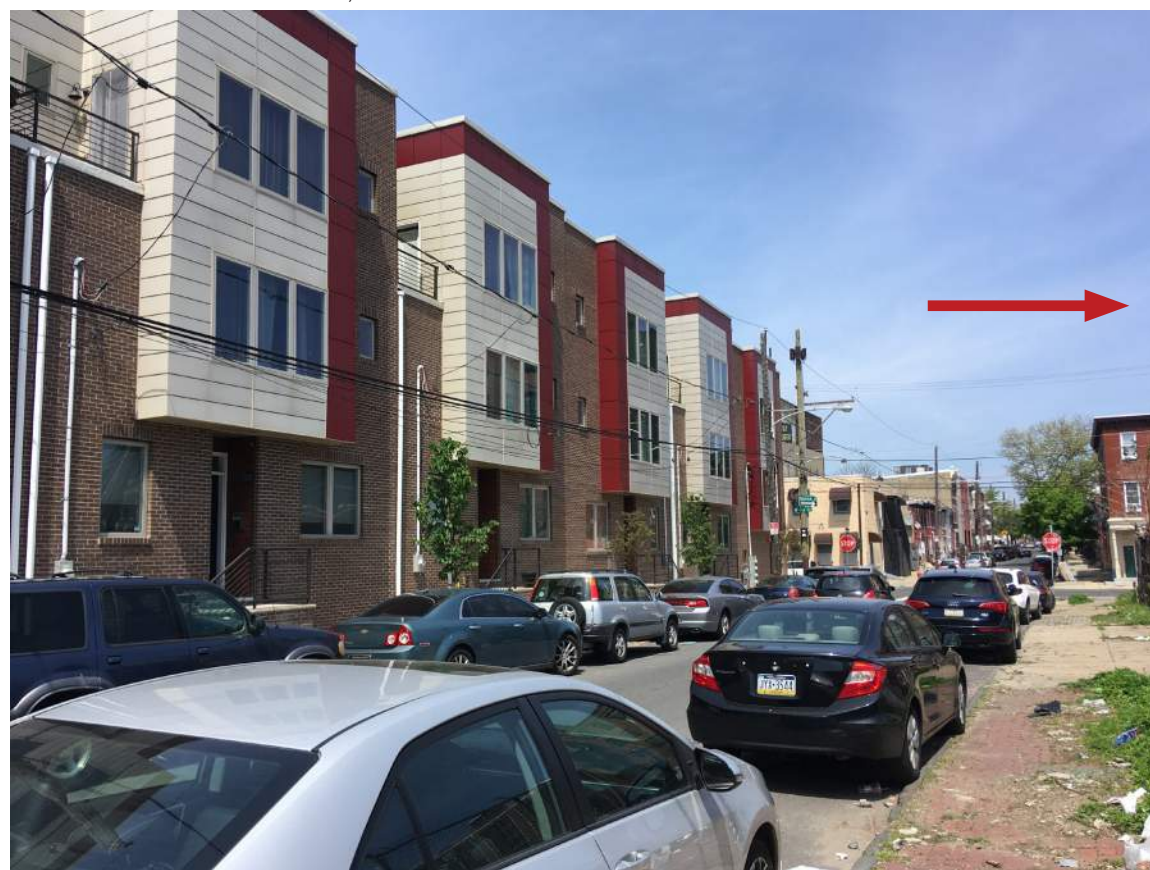




1 VIEW OF SITE FROM BERKS STREET, LOOKING SOUTHEAST



2 VIEW OF SITE FROM N. HANCOCK STREET, LOOKING SOUTH



3 N. HANCOCK STREET, LOOKING NORTH



4 VIEW OF SITE FROM N. HANCOCK STREET, LOOKING NORTHEAST





5 WILT STREET, LOOKING WEST



6 VIEW OF SITE FROM N. MANSCHER STREET, LOOKING NORTHWEST



7 VIEW OF SITE FROM N. MANSCHER STREET, LOOKING WEST



8 VIEW OF SITE FROM BERKS STREET, LOOKING SOUTHWEST





9 NORTHEAST AERIAL VIEW



10 NORTHWEST AERIAL VIEW



11 SOUTHEAST AERIAL VIEW



12 SOUTHWEST AERIAL VIEW









VIEW LOOKING WEST ON W. BERKS STREET & SOUTH ON MASCHER STREET





VIEW LOOKING EAST ON W. BERKS STREET & SOUTH ON HANCOCK STREET





STREET VIEW LOOKING EAST ON W. BERKS STREET





RESIDENTIAL ENTRY PERSPECTIVE





AERIAL VIEW LOOKING NORTHEAST





W. BERKS STREET ELEVATION PERSPECTIVE





MUHLENBERGIA CAPILLARIS  
*PINK MUHLY GRASS*



SALVIA NEMOROSA  
*VIOLET PROFUSION*



LIRIOPE MUSCARI  
*VARIEGATA*



IMPERATA CYLINDRICA  
*RED BARON*



PHALARIS ARUNDINACEA  
*RIBBON GRASS*



BETULA NIGRA 'DURA-HEAT'  
*DURA HEAT RIVER BIRCH*



FOTHERGILLA GARDENII



ILEX VERTICILLATA  
*WINTERBERRY HOLLY*



PANICUM VIRGATUM 'SHENANDOAH'  
*SWITCH GRASS*



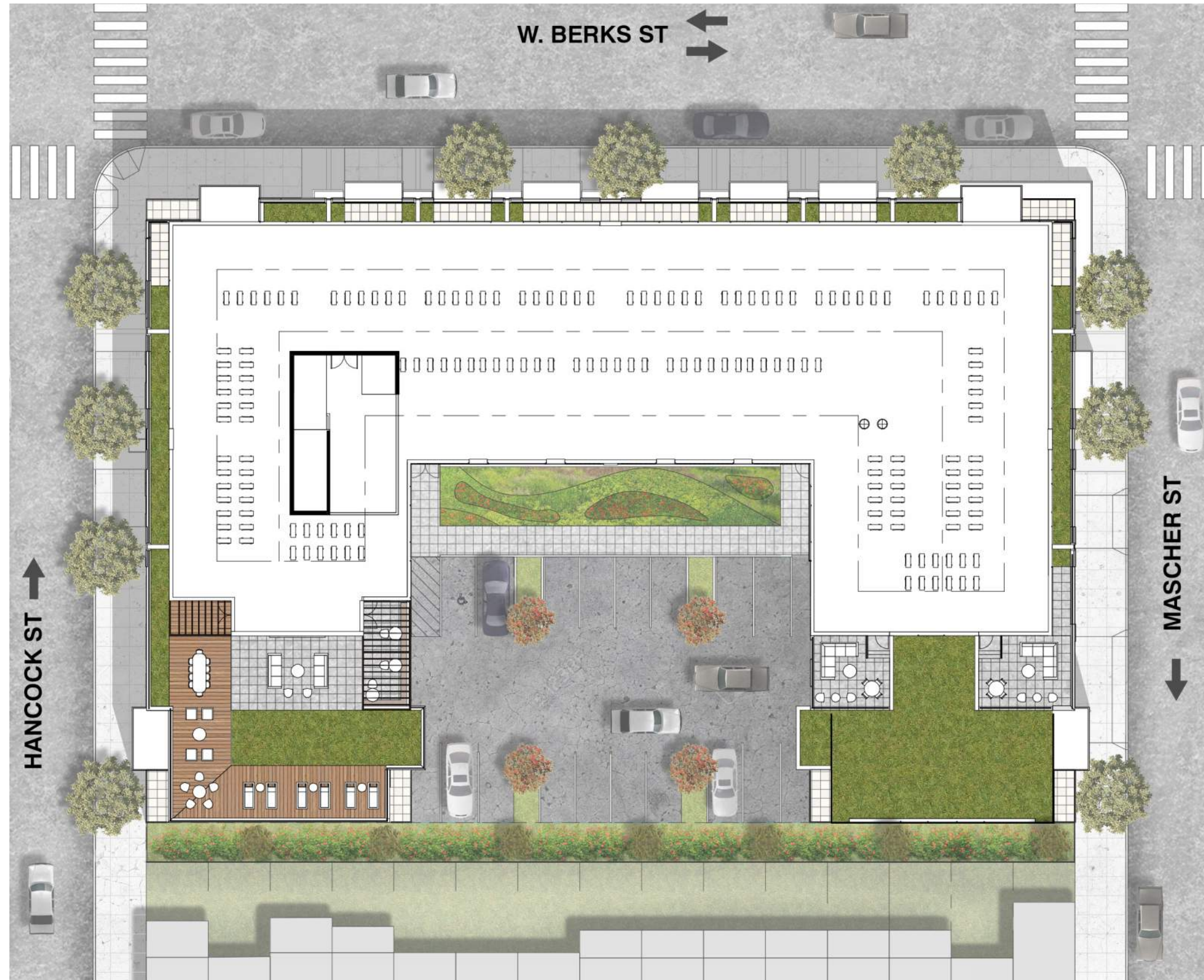
CALAMAGROSTIS ACUTIFLORA  
*KARL FOERSTER FEATHER REED GRASS*



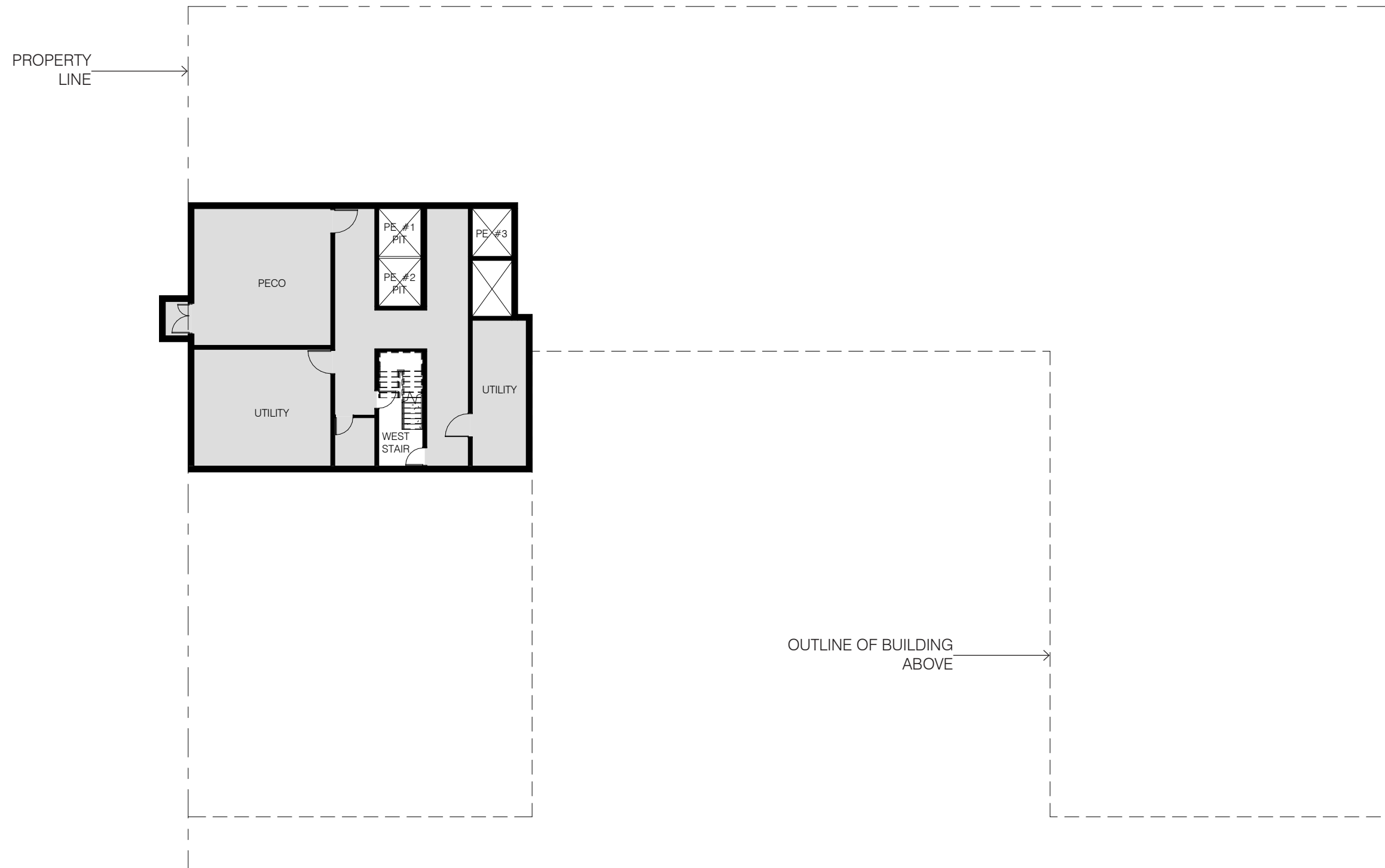
SCHIZACHYRIUM SCOPARIUM  
*PRAIRIE BLUES*



NYSSA SYLVATICA  
*BLACK GUM*



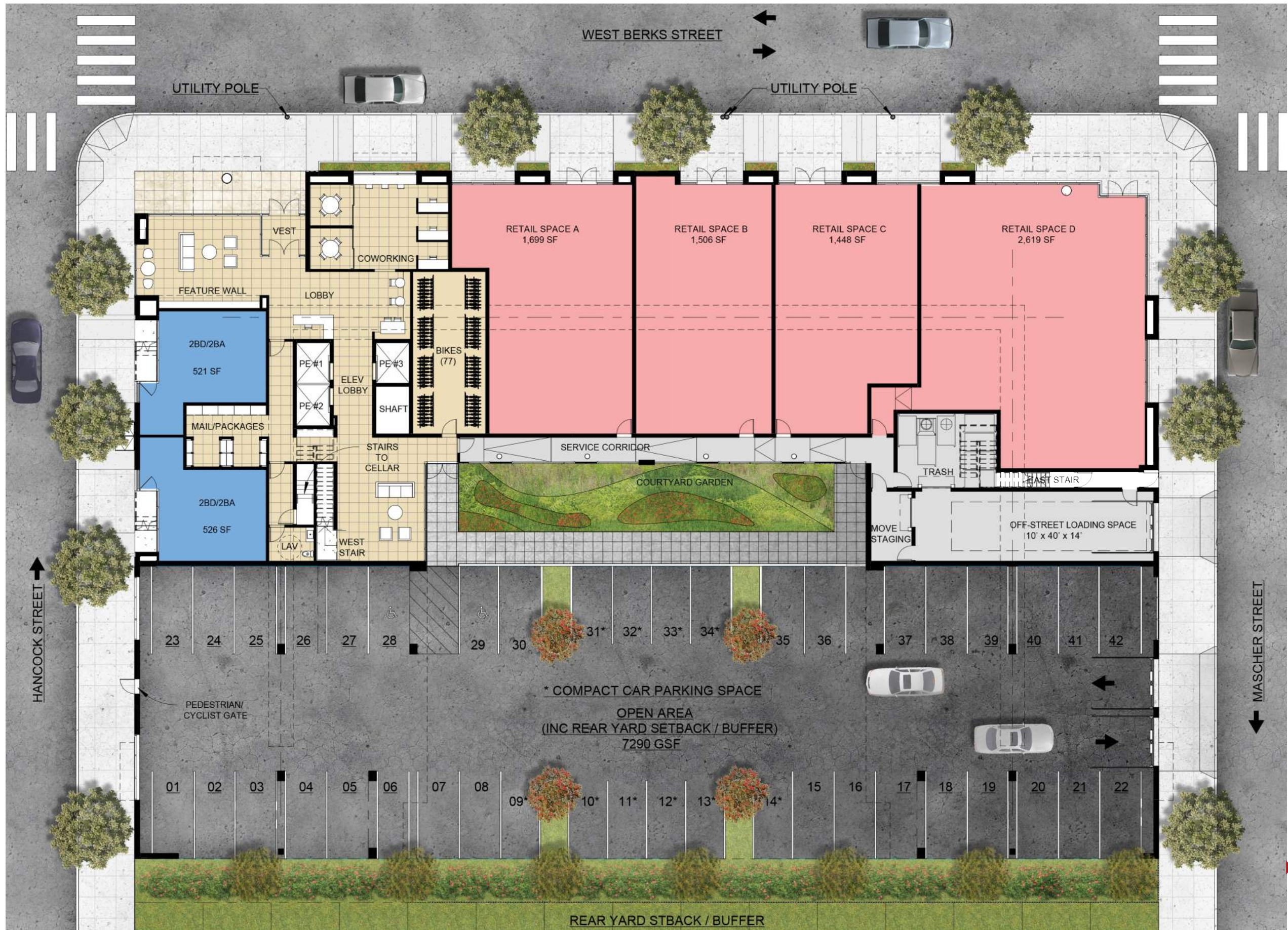




**FLOOR 0**  
cellar

0 5' 10' 20'





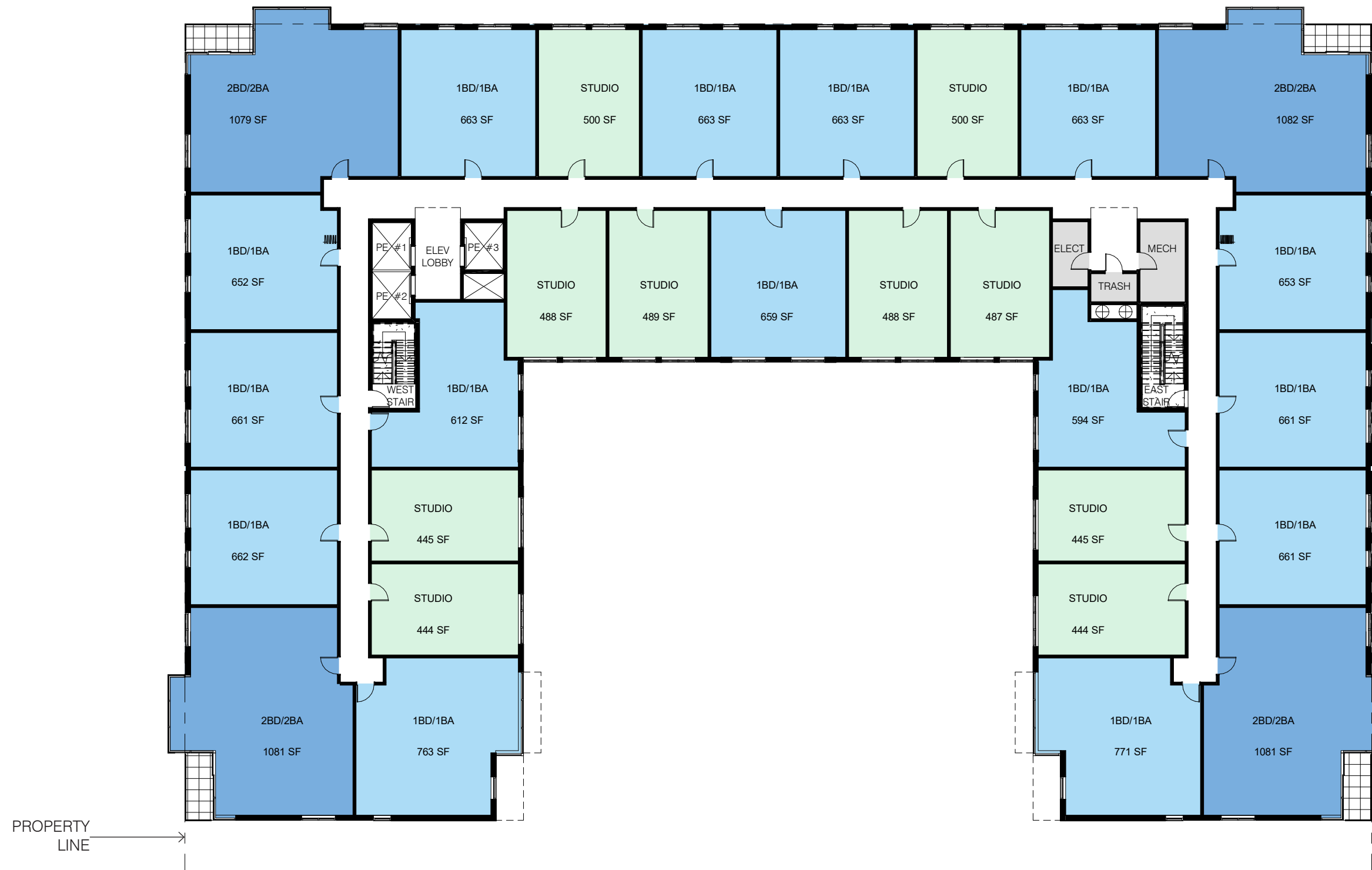




**FLOOR 2**  
amenity, residential

0 5' 10' 20'

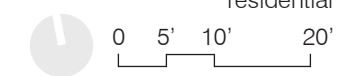




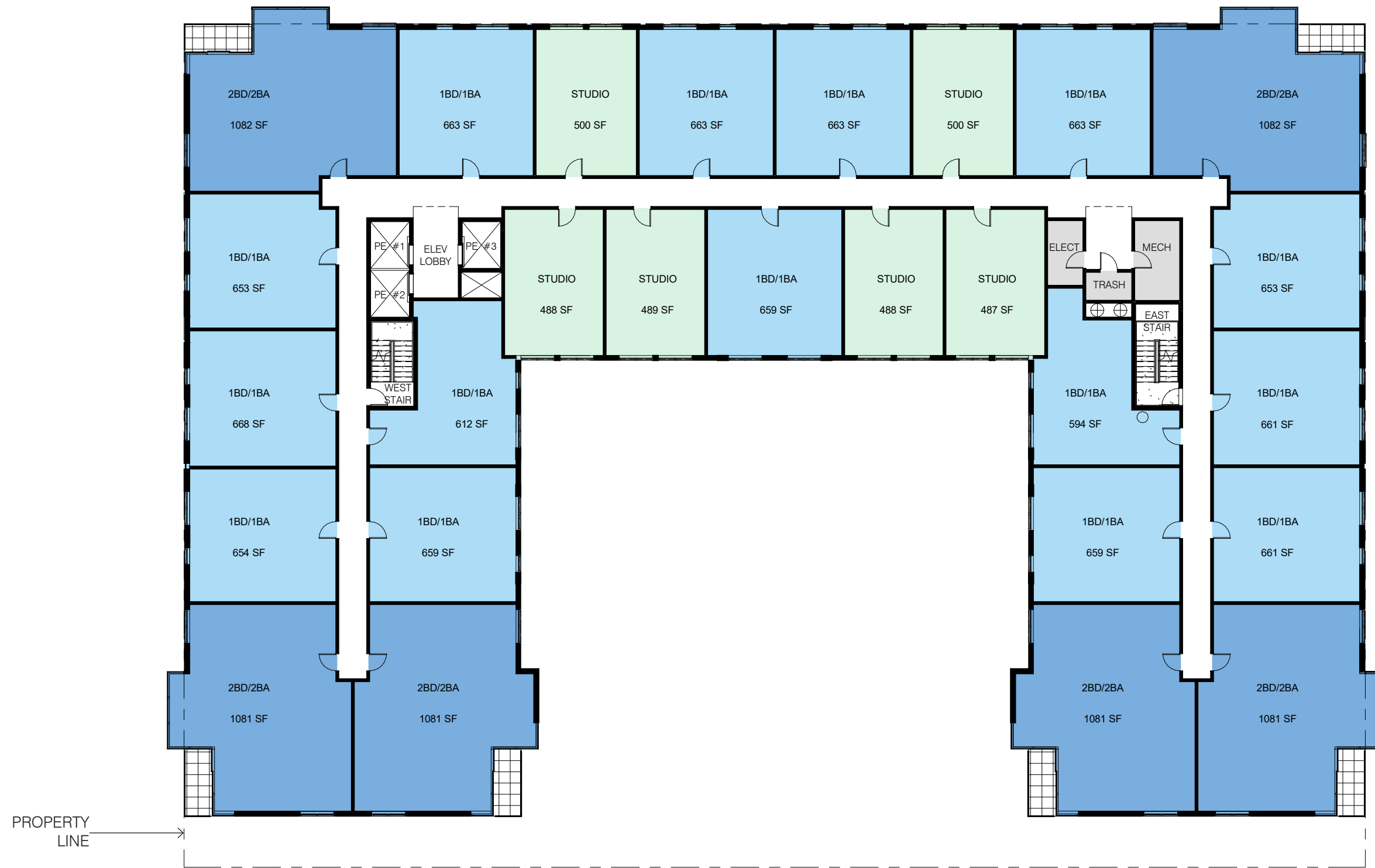
PROPERTY LINE



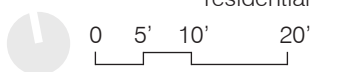
**FLOOR 3**  
residential







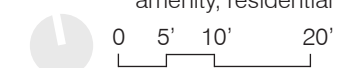
**FLOOR 4-6**  
residential







**FLOOR 7**  
amenity, residential





# MATERIALS PALETTE

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Storefront openings with metal awnings at the ground and horizontal siding clad portions between the piers above modulate the length of the building into a relatable rhythm. Highly fenestrated projecting bays and balconies open the corners of the building, make transitions around the corners, and will become beacons with light from within at night.

The set-back 7th floor is clad with vertical corrugated metal to recede behind the main street wall and wraps around the southern ends of the wings and cascades down the courtyard walls to become the primary façade material therein.

Cast stone introduces accent elements at material and opening transitions and warm wood-looking metal siding accents the brick piers and becomes unit terrace dividing walls at the top floor.



1 MODULAR BRICK



2 HORIZONTAL ACCENT SIDING



3 VERTICAL METAL SIDING



4 PREFINISHED METAL TRIM



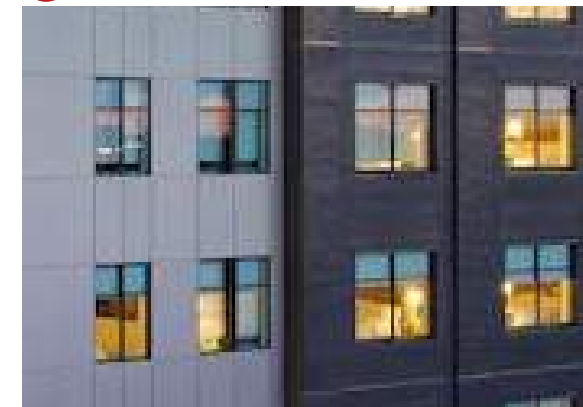
5 HORIZONTAL FIBER CEMENT SIDING



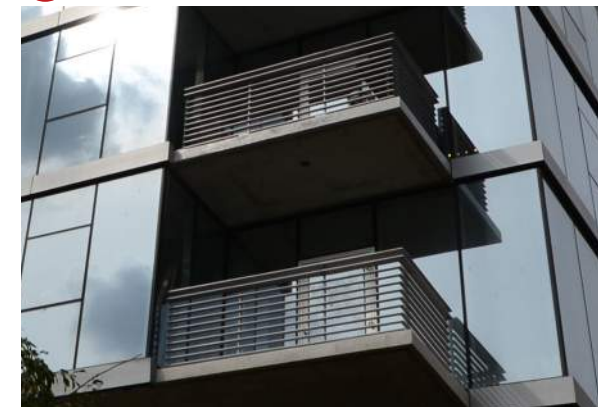
6 CAST STONE TRIM



7 PAINTED ALUMINUM C-CHANNEL



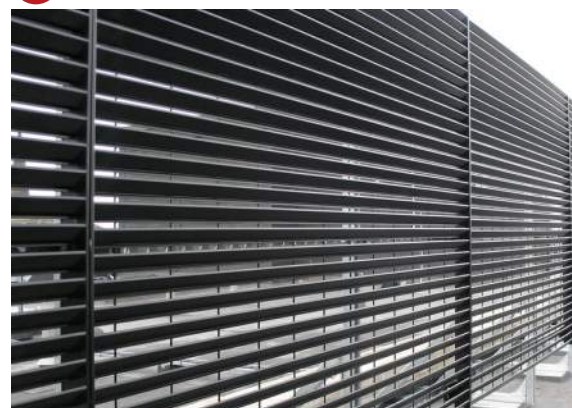
8 METAL CLAD WINDOWS



9 METAL GUARDRAIL



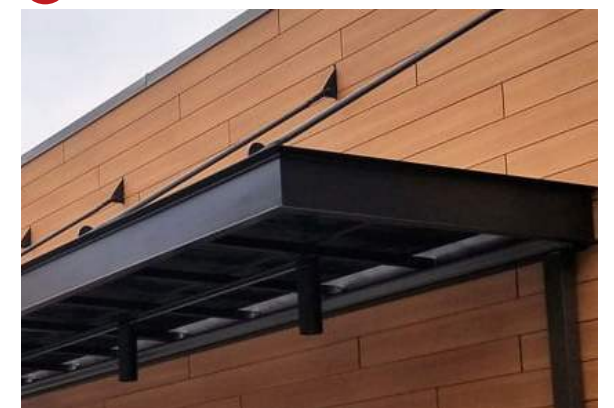
10 METAL STOREFRONT



11 MECHANICAL SCREEN



12 TRANSLUCENT PANELS



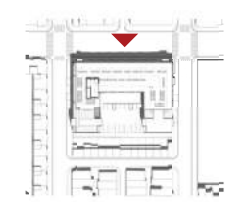
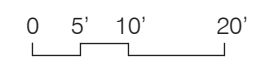
13 METAL AWNING



- MODULAR BRICK 1
- HORIZONTAL ACCENT SIDING 2
- VERTICAL METAL SIDING 3
- PREFINISHED METAL TRIM 4
- HORIZONTAL FIBER CEMENT SIDING 5
- CAST STONE TRIM 6
- PAINTED ALUMINUM C-CHANNEL 7
- METAL CLAD WINDOWS 8
- METAL GUARDRAIL 9
- METAL STOREFRONT 10
- METAL AWNING 13



NORTH ELEVATION





- MODULAR BRICK

1
- HORIZONTAL ACCENT SIDING

2
- VERTICAL METAL SIDING

3
- PREFINISHED METAL TRIM

4
- HORIZONTAL FIBER CEMENT SIDING

5
- CAST STONE TRIM

6
- PAINTED ALUMINUM C-CHANNEL

7
- METAL CLAD WINDOWS

8
- METAL GUARDRAIL

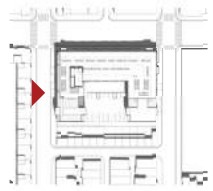
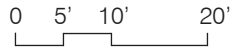
9
- METAL STOREFRONT

10
- METAL AWNING

13



WEST ELEVATION





- MODULAR BRICK

1
- HORIZONTAL ACCENT SIDING

2
- VERTICAL METAL SIDING

3
- PREFINISHED METAL TRIM

4
- HORIZONTAL FIBER CEMENT SIDING

5
- CAST STONE TRIM

6
- PAINTED ALUMINUM C-CHANNEL

7
- METAL CLAD WINDOWS

8
- METAL GUARDRAIL

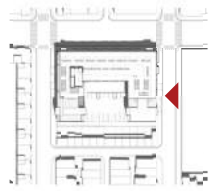
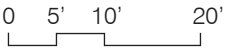
9
- METAL STOREFRONT

10
- METAL AWNING

13



EAST ELEVATION



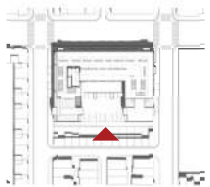


- MODULAR BRICK 1
- VERTICAL METAL SIDING 3
- PREFINISHED METAL TRIM 4
- HORIZONTAL FIBER CEMENT SIDING 5
- CAST STONE TRIM 6
- PAINTED ALUMINUM C-CHANNEL 7
- METAL CLAD WINDOWS 8
- METAL GUARDRAIL 9
- MECHANICAL SCREEN 11



SOUTH ELEVATION

0 5' 10' 20'

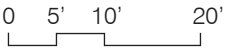




- MODULAR BRICK 1
- VERTICAL METAL SIDING 3
- PREFINISHED METAL TRIM 4
- HORIZONTAL FIBER CEMENT SIDING 5
- CAST STONE TRIM 6
- PAINTED ALUMINUM C-CHANNEL 7
- METAL CLAD WINDOWS 8
- METAL GUARDRAIL 9
- METAL STOREFRONT 10
- MECHANICAL SCREEN 11
- TRANSLUCENT PANELS 12

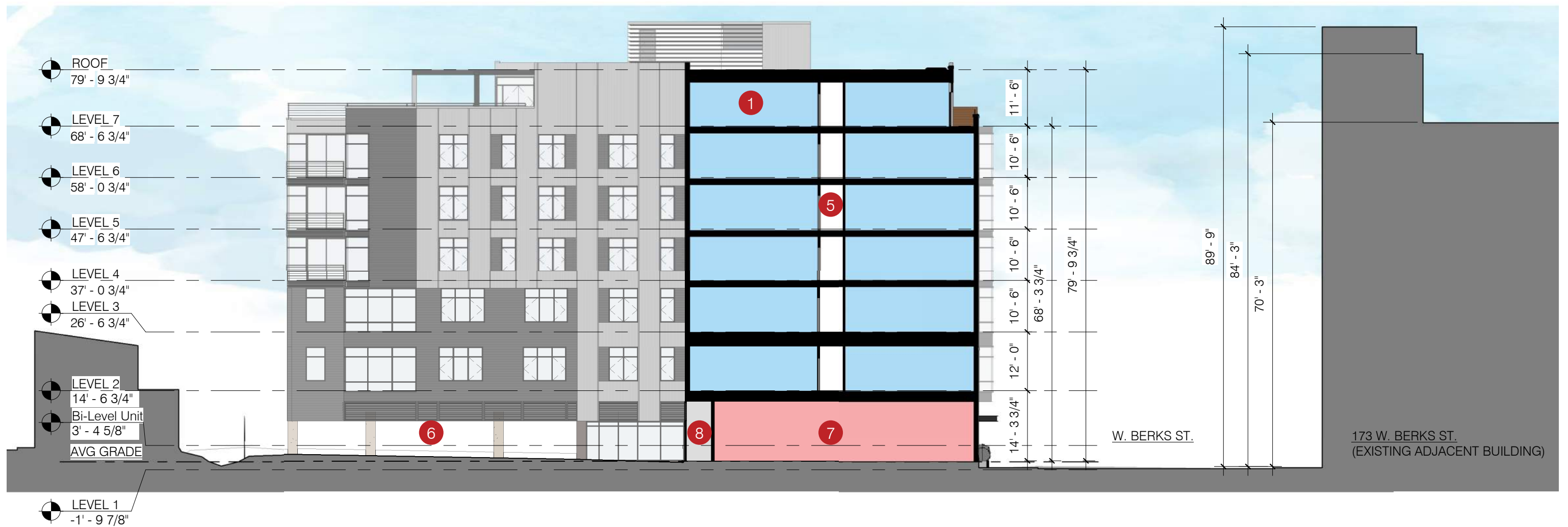


COURTYARD ELEVATION

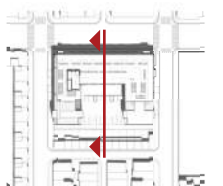




- 1 RESIDENTIAL UNITS
- 2 RESIDENTIAL AMMENITIES
- 3 VERTICAL CIRCULATION & MECHANICAL SPACE
- 4 ELEVATOR LOBBY
- 5 RESIDENTIAL CORRIDOR
- 6 PARKING
- 7 RETAIL
- 8 UTILITY

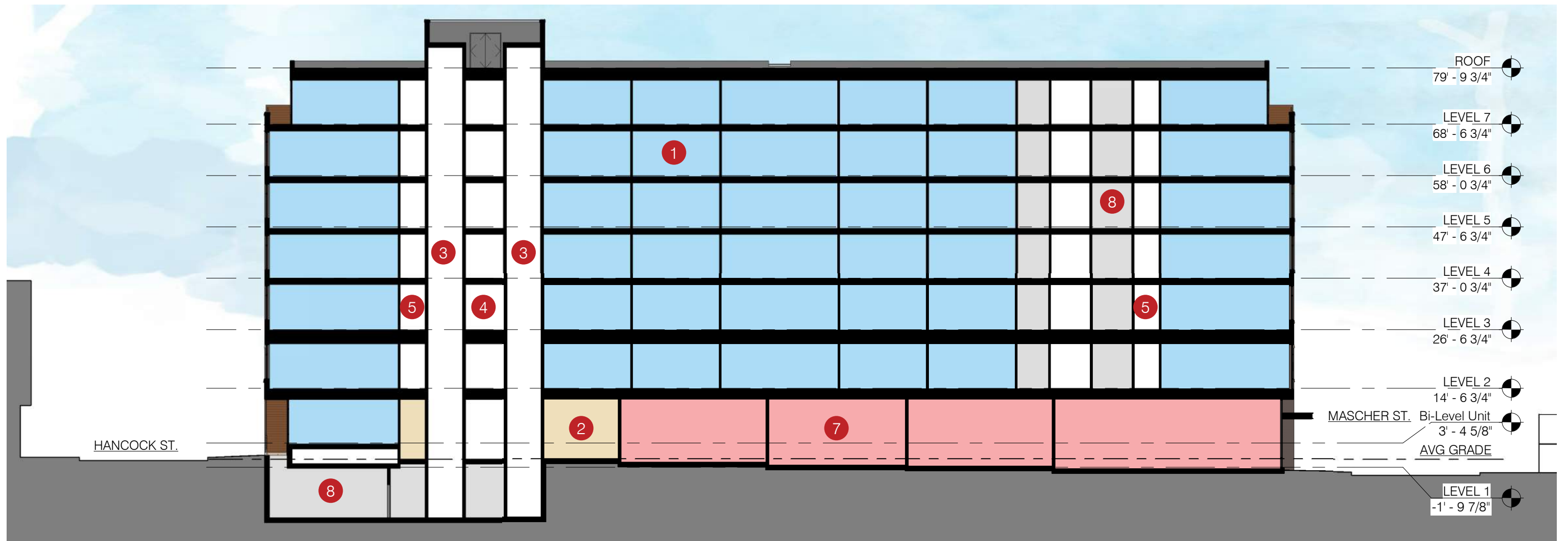


**NORTH-SOUTH SECTION**  
program diagram  
0 5' 10' 20'



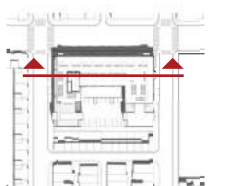


- 1 RESIDENTIAL UNITS
- 2 RESIDENTIAL AMMENITIES
- 3 VERTICAL CIRCULATION & MECHANICAL SPACE
- 4 ELEVATOR LOBBY
- 5 RESIDENTIAL CORRIDOR
- 6 PARKING
- 7 RETAIL
- 8 UTILITY



**EAST-WEST SECTION**  
program diagram

0 5' 10' 20'





# SUSTAINABLE DESIGN



## 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.	<b>Yes.</b> SEPTA bus stops at W. Berks St & N. Mascher St, W. Berks St & N. 2nd St and W. Berks St & N. Front St. SEPTA Subway (Market Frankfort Line) stops at W. Berks St & N. Front St.
(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.	<b>Yes.</b> Parking is located at the rear of the property and under the building. The uncovered parking area is less than 40% of the site area.
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	<b>Yes.</b> 3 parking spaces are dedicated to electric and alternative fuel vehicles.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. <b>(If setback used, specify distance)<sup>i</sup></b>	<b>Not Applicable</b> - The development does not front on a railway.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	<b>No.</b> A bike share station is not yet incorporated into the development, but could be in the future.



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.	<b>Yes.</b> An on-site irrigation system is not proposed for the landscaping of the site. Once the proposed vegetation is established, it will not need 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.	<b>Yes.</b> 46% of open area located on site is vegetated.
(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	<b>No.</b> The site will comply with all stormwater regulations, but the existing conditions do not allow for Green Streets and/or the management of additional stormwater runoff from the surrounding roadways.
(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.	<b>No.</b> However, the hardscape proposed with contain a high reflectance with light grey concrete pavers and vegetated areas. Additionally, plantings are proposed along the parking areas, patios, and concrete walkways to provide additional shading.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. <sup>ii</sup>	The project will comply with the 2018 IECC prescriptive path.
(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	<b>Yes.</b> The project will be designed to receive certification from Enterprise Green Communities - 2015 which will include certification through Energy Star Multifamily High-Rise program. In Addition the development will increase energy efficiency by achieving certification under the US Department of Energy's Zero Energy Ready Home Program.

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. <sup>iv</sup>	<b>Not Applicable.</b> The project site is not within 1000 feet of a interstate highway, state highway, or freeway.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	<b>No.</b>
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	

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

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

<sup>iii</sup> LEED 4.1, Optimize Energy Performance in LEED v4.1  
For Energy Star: [www.Energystar.gov](http://www.Energystar.gov)  
For Passive House, see [www.phius.org](http://www.phius.org)

<sup>iv</sup> Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

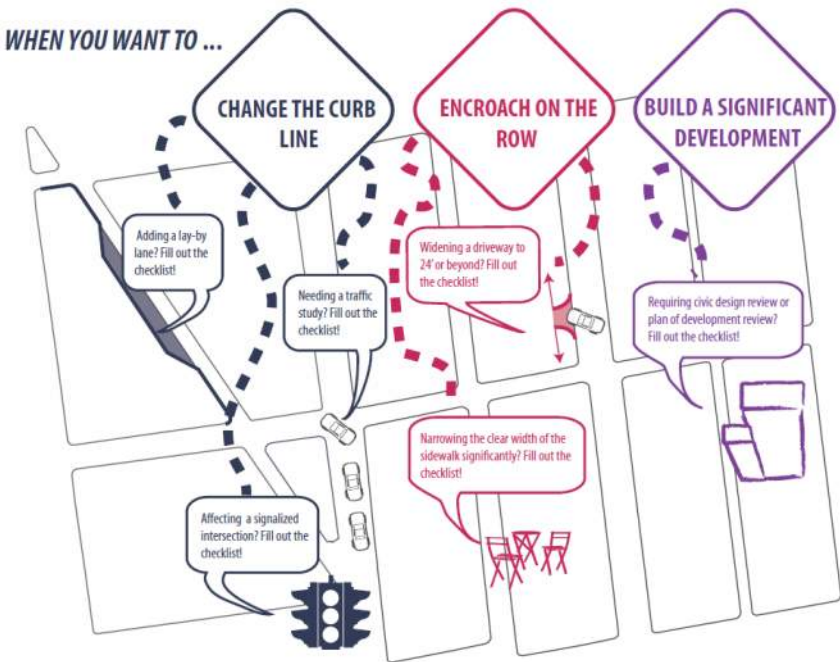
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

150-80 W. Berks Street
2. DATE

9/7/2021
3. APPLICANT NAME

150 W. Berks St LP
4. APPLICANT CONTACT INFORMATION

1028 N. 3<sup>RD</sup> STREET, PHILADELPHIA PA 19123;  
andrew@urbanconversions.com
5. PROJECT AREA: Berks between Hancock & Mascher

Construction of 7 story mixed use building (81'8"HT) with 152 residential units with accessory terrace (as per plans) and ground floor retail use. 42 surface parking spaces are serviced by a proposed two way drive off of Mascher Street. The proposed loading space is also accessed off of Mascher Street. 77 Class 1A bike spaces are provided inside the proposed building. We are utilizing code section 14-802(8)(e), bike provision that allows for a reduction of required onsite car parking by providing more bicycle parking on site
6. OWNER NAME

Andrew Zakroff
7. OWNER CONTACT INFORMATION

1028 N. 3<sup>RD</sup> STREET, PHILADELPHIA PA 19123;  
andrew@urbanconversions.com
8. ENGINEER / ARCHITECT NAME

DAVID J PLANTE, RUGGIERO PLANTE LAND DESIGN
9. ENGINEER / ARCHITECT CONTACT INFORMATION

5900 RIDGE AVE, PHILA, PA 19127; DAVID@RUGGIEROPLANTE.COM
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

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

STREET	FROM	TO	COMPLETE STREET TYPE
W. Berks Street	HANCOCK	MASCHER	CITY NEIGHBORHOOD
HANCOCK	--	W. BERKS	LOCAL
MASCHER	---	W. BERKS	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

Additional Explanation / Comments: SITE HAS RECENTLY BEEN DEMOLISHED SO SITE IS VACANT. 4 EXISTING CURB CUTS SHOWN.

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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
W. BERKS	12 / 12 / 12	12 / 12
HANCOCK	12 / 12 / 12	12 / 12
MASCHER	12 / 12 / 12	12 / 12
_____	____ / ____ / ____	____ / ____
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
W. BERKS	6 / 6 / 6
HANCOCK	5 / 5 / 5
MASCHER	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
DRIVEWAY	15.6	HANCOCK
DRIVEWAY	14	W. BERKS
DRIVEWAY	12.1	W. BERKS
DRIVEWAY	20.7	MASCHER

PROPOSED VEHICULAR INTRUSIONS		
INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
DRIVEWAY	24	MASCHER
LOADING BAY	12	MASCHER
_____	_____	_____
_____	_____	_____



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: Eliminating the 4 existing curb cuts, and eliminating cuts along the much more pedestrian used W. Berks and having loading and vehicular entrance cuts on Mascher cuts down on pedestrian / vehicle conflict.

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
W. BERKS	0 / 2
HANCOCK	0 / 0
MASCHER	0 / 0
_____	____ / ____

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
W. BERKS	4 / 4 / 4
HANCOCK	4 / 4 / 4
MASCHER	4 / 4 / 4
_____	____ / ____ / ____

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 ☒

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 ☐  
YES ☐ NO ☐



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: STREET TREES ALONG HANCOCK & MASCHER ADDED. RAISED PLANTERS WITHIN THE BUIDLING ZONE HAVE BEEN ADDED ALONG W. BERKS DUE TO THE PRESENCE OF UTILITY POLES AND INFRASTRUCTURE.

**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>

7 U RACKS ADDED ALONG GERMANTOWN & WOODBROOK

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
150-80 W.BERKS	51	0 / 0	0 / 0	0 / 77
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____

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

YES☐ NO☐ N/A☒

Buffered Bike Lane

YES☐ NO☐ N/A☒

Bicycle-Friendly Street

YES☐ NO☐ N/A☒

Indego Bicycle Share Station

YES☐ NO☐ N/A☒

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

YES☐ NO☐ N/A☒

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

YES☒ NO☐ N/A☐

DEPARTMENTAL APPROVAL

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐

**APPLICANT: Bicycle Component**  
Additional Explanation / Comments: 77 CLASS 1A BIKE SPACES ARE PROPOSED INSIDE OUR BUILDING. WE ARE UTILIZING A BIKE PROVISION FOR A REDUCTION IN REQUIRED PARKING SPACES.

**DEPARTMENTAL REVIEW: Bicycle Component**  
Reviewer Comments:

8

urban conversions | cecil baker + partners | 42

complete streets



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 <input checked="" type="checkbox"/> NO <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
29. 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"/>
30. 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"/>
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?		YES <input type="checkbox"/> NO <input type="checkbox"/>

**APPLICANT: Curbside Management Component**

Additional Explanation / Comments: WE HAVE ELIMINATED CURB CUTS ALONG W. BERKS (THE MUCH BUSIER PEDESTRIAN STREET) TO LIMIT CONFLICTS WITH PEDESTRIANS AND CARS. ALL PARKING AND MANUVERING WILL BE INTERNAL TO THE SITE. PARKING AND LOADING WILL BE OFF OF MASCHER, STREET LIGHTS WILL BE UPDATED TO NEW CITY STANDARDS.

**DEPARTMENTAL REVIEW: Curbside Management Component**

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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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?	<u>WB-40</u>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
34. Will the project affect a historically certified street? An <a href="#">inventory of historic streets</a> <sup>(1)</sup> is maintained by the Philadelphia Historical Commission.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
35. 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"/>
36. Does the design maintain emergency vehicle access?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
37. 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"/>
38. 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"/>
39. 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:

**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)



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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 <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
41. 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"/>
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations 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"/>

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 <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <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?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
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 <input type="checkbox"/> NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input 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 type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input 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?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <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?	YES <input 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: \_\_\_\_\_

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



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ADDITIONAL COMMENTS

**APPLICANT**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW**  
Additional Reviewer Comments: \_\_\_\_\_



