

Response to Recommendations to the CDR Submission for 1601 Washington Avenue

August 9, 2024

Licenses and Inspections Application Number: ZP-2024-005030

Project Address and/or Title: 1601 Washington Avenue

Date of Civic Design Review: August 6, 2024

Registered Community Organization Comments (South of South Neighborhood Association)

1. Request for clarification on whether loading area will be off Carpenter St., as shown on plans. It has been said verbally that Carpenter St. loading would be eliminated. *Carpenter Street loading will be reconsidered.*
2. Concerns about loading area off 16th St., where there is currently street parking. *We understand the concern. The development team will consider eliminating the loading from 16th Street.*
3. Concerns about building height from neighbors on Chadwick St. *The building height is as allowed by the zoning code.*
4. Concerns the proposal is taller than what was previously proposed. *The previous proposal was for a mixed-use multi-family building. This is a completely new proposal with a new use and the floor-to-floor heights are appropriate for the currently proposed use.*
5. Request for wider sidewalks on Washington Ave., noting a previous iteration of project showed wider sidewalks. *This proposal also shows an 11' wide sidewalk on Washington Avenue. Please refer to the drawings.*
6. Concerns about quality of architecture, as compared to previous iteration of proposal. *The architecture is in development.*
7. General opposition to current iteration of project, indicating non-opposition to apartments at this location per previous iteration. *Apartments are the developer's preference, and the team will be happy to return with the proposal for a mixed-use residential building.*

Registered Community Organization Comments (North of Washington Avenue Coalition)

1. Concerns and doubts about sincerity of project. *Noted.*
2. Support for by-right industrial projects. *Such as this one.*
3. Request for more green space. *The project satisfies the requirements of the code.*
4. Request that all loading be off Washington Ave. Concerns about space for loading on Carpenter St. or 16th St. *Loading will be re-examined.*
5. Agrees with PCPC staff comments about parking design (concerns about lack of circulation). *As the parking is accessory, the assumption is that the layout is well known to the users. Also, additional connections would reduce the number of parking spaces to below that required by the zoning code.*
6. Concerns about lack of specificity in character of urban agriculture use proposed. *As submitted in response to a question by the zoning application examiner: "The ultimate user of the space is not yet determined, but the owner is making sure that all the parameters of the zoning code will be observed in the selection of the tenant."*

The proposed use is vertical farming of produce and ornamental plants, using soilless farming techniques such as hydroponics, aquaponics and aeroponics. The crops are to be grown indoors, under artificial conditions of light and temperature. Standard equipment for this type of facility will be used. The external impact is expected to be within that of Limited Industrial Use, as described in 14-601(10)(b) but will certainly not exceed that of the General Industrial Use 14601(10)(c). Both Limited and General Industrial use are permitted in the I-2 Zoning District. The use will also comply with the requirements of 14-603(15)(a), i.e., there will be no sales on the lot and the site will be designed and maintained so that water and fertilizer is contained within the property.”

7. Concerns that height of building conflicts with surrounding neighborhood context.
The height is as permitted by the Zoning Code.
8. Concerns about insufficient parking.
The parking number satisfies the requirements of the Zoning Code.

Site Design Comments (including Complete Streets)

1. Concerns about excessive number of curb cuts and ground floor space dedicated to loading. Consider eliminating curb cuts on Washington Ave. (and/or Carpenter St.) and consolidating loading zones. *Loading docks will be re-evaluated.*
2. Please increase sidewalk width along Washington Ave. to at least 12'.
The sidewalk is currently proposed as 11' wide – 8' existing sidewalk + 3' setback of first floor from the property line. This can be pulled back by another foot.
3. Expand bike room to accommodate bike parking currently located in lobby. *To be revised.*
4. Add exterior bike racks for visitors. *To be added.*
5. Consider adding raised bike lane on Washington Ave. (existing bike lane currently not protected).
The viability of this proposal is to be evaluated.
6. Concerns about missed opportunity for welcoming gathering space open to artists, urban farmers, and potential visitors.
 - Consider enlarging lobby on 16th & Carpenter. *To be considered.*
 - Consider relocating courtyard to be in-between artist studios. *To be considered.*
 - Consider relation of 2nd story courtyards to ground-floor courtyard and maximizing connectivity between these potential shared spaces. *To be considered.*

Building Design Comments

1. Concerns that building looks residential in character. If intent is to build residential, then that residential project is what the CDR Committee should be reviewing. *Noted.*
2. Building will be highly visible. For its proposed use as shown (urban agriculture), current design is missed opportunity to highlight what could be innovative landmark project. Consider maximizing transparency and greenery, including at ground level. *Noted.*
3. Concerns about impact of building on adjacent residences.
 - Consider larger landscape buffer bordering rear yards of Chadwick St. rowhomes. *A larger buffer is in conflict with programmatic requirements.*
 - Consider extending 60' building height on partial side of west façade to entire west façade. *To be considered.*
4. Consider how recessed entryways at 16th & Washington and 16th & Carpenter can be designed more intentionally as small plazas, with programming. *To be considered.*

Parking Design Comments

1. Concerns about lack of vehicular circulation in underground parking area.
 - Consider more circular layout to minimize dead end conditions. *The parking was designed to optimize the balance of circulation and the required number of parking spaces.*
 - Consider combining parking areas underneath Parcels A and B to provide for more design flexibility to improve circulation *To be considered.*

Sustainability Comments

1. Concerns about lack of detail for proposed urban agriculture use. *The actual user of the space is not yet known.*
2. Consider built precedents for urban agriculture uses that can serve as model for innovations proposed. *To be considered.*

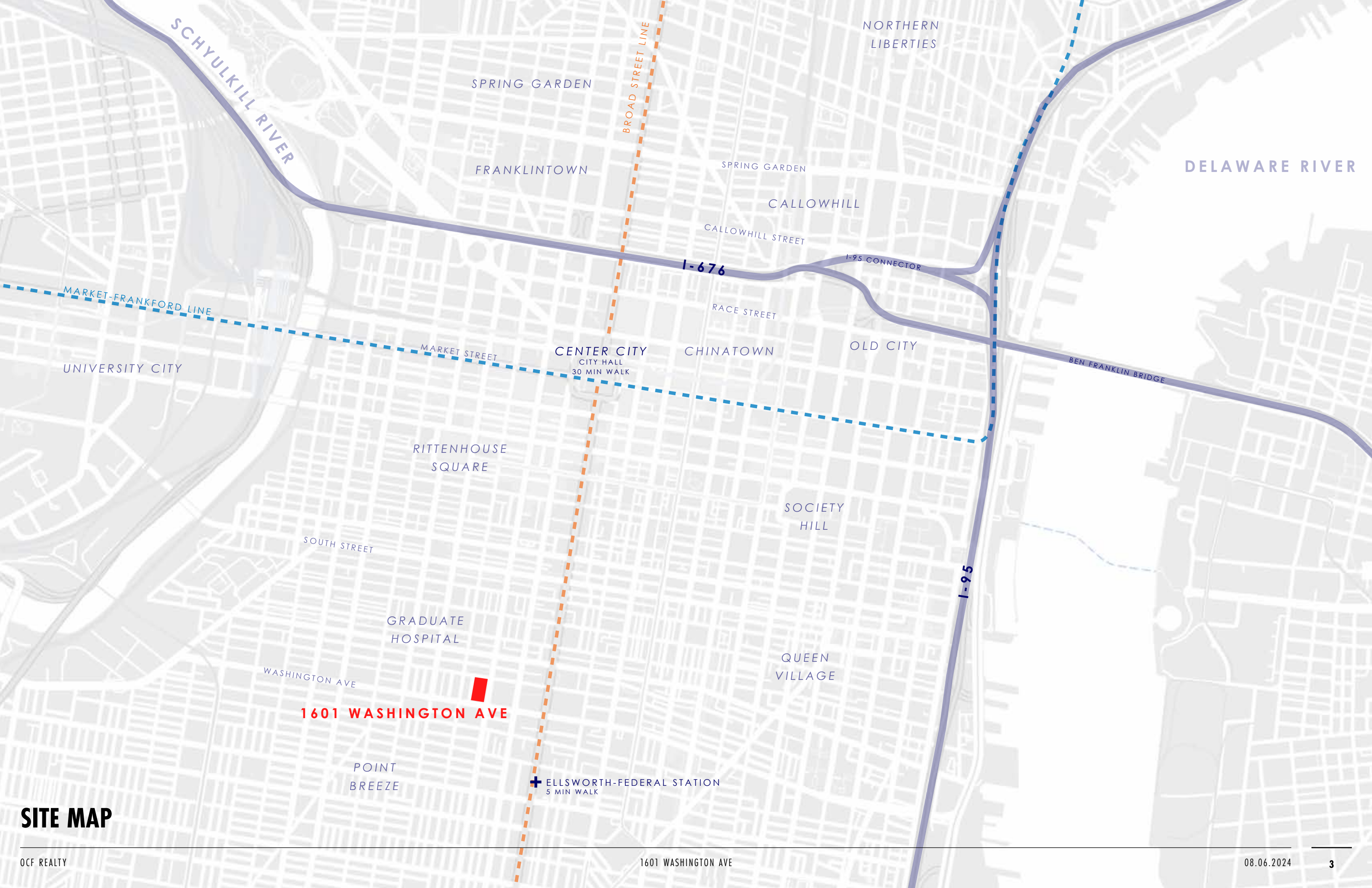


1601 WASHINGTON

OCF REALTY
1601 WASHINGTON AVE
AUGUST 6, 2024

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SCHUYLKILL RIVER

NORTHERN LIBERTIES

SPRING GARDEN

FRANKLINTOWN

SPRING GARDEN

CALLOWHILL

DELAWARE RIVER

BROAD STREET LINE

CALLOWHILL STREET

I-676

I-95 CONNECTOR

RACE STREET

CENTER CITY
CITY HALL
30 MIN WALK

CHINATOWN

OLD CITY

BEN FRANKLIN BRIDGE

MARKET-FRANKFORD LINE

UNIVERSITY CITY

MARKET STREET

RITTENHOUSE SQUARE

SOCIETY HILL

SOUTH STREET

GRADUATE HOSPITAL

QUEEN VILLAGE

WASHINGTON AVE

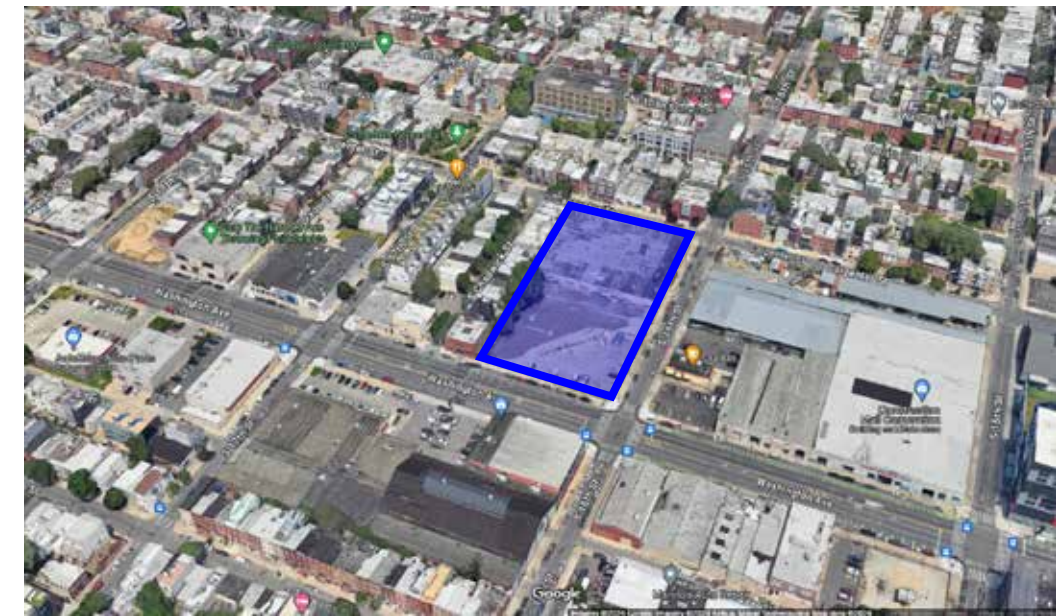
1601 WASHINGTON AVE

I-95

POINT BREEZE

ELLSWORTH-FEDERAL STATION
5 MIN WALK

SITE MAP



SITE CONTEXT

Proposed Mixed-Use Development at:

1601 WASHINGTON

1600 Carpenter Street & 1601 Washington Ave, Philadelphia, PA 19146



WASHINGTON AVE - VIEW FROM THE WEST



AERIAL VIEW



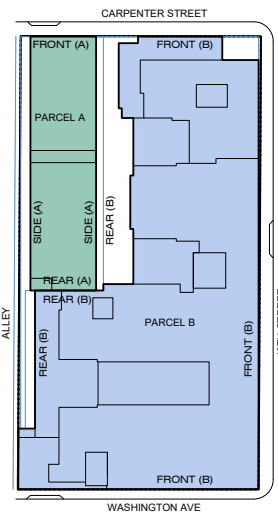
ZONING MAP



CARPENTER STREET - VIEW FROM THE EAST

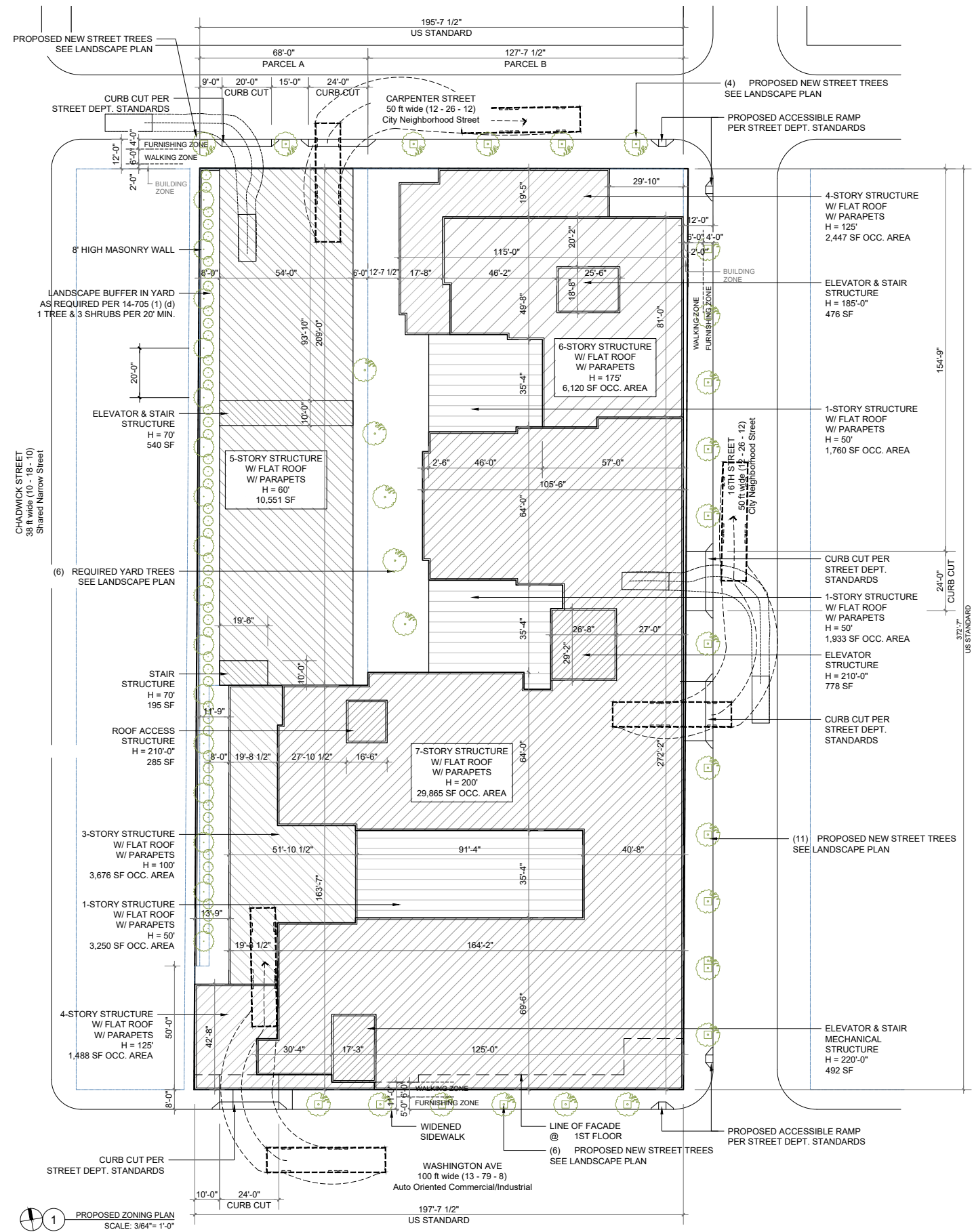


S 16TH STREET - VIEW FROM THE SOUTH



KEY PLAN

| ZONING ANALYSIS | | | |
|--|--|--|---|
| Project Location: 1601 Washington Avenue & 1600 Carpenter Street | | | |
| Owner: | OCF Realty | | |
| Assessor Status: | N/A | | |
| Frontage: | Washington Ave - Auto Oriented Commercial/Industrial / S 16th St - City Neighborhood Street / Carpenter St - City Neighborhood Street | | |
| Fronting District: | I-2 (Medium Industrial) | | |
| Neighboring District: | CTR Center City Overlay District - Center City Residential District Control Area CTR Center City Overlay District - Residential Parking Control Area WWA West Washington Avenue Overlay District NIS Narcotics Injection Sites Overlay District | | |
| PROPOSED DEVELOPMENT | Code Reference | PARCEL A | PARCEL B |
| | | Required/Permitted by Philadelphia Zoning Code | Required/Permitted by Philadelphia Zoning Code |
| Use: | Table 14-602.3 14-518 | Medium Industrial | Medium Industrial |
| Number of On-Street Parking Spaces | Table 14-602.2 | 25 | 28 |
| No. of ADA Accessible Parking Spaces | Table 14-602.4 | 2 | 6 |
| No. of Van Accessible Spaces | 14-602.2(a) | 1 | 1 |
| Electric Vehicle Parking Spaces | Table 14-603.3 | 1 | 8 |
| Bicycle Parking | Table 14-604.1 | 6 | 30 |
| Lot Dimensions: | | | |
| Min. Lot Area (sq ft) | Table 14-701.4 | N/A | 14,850.76 (US Standard) 14,776.7 (City Standard) |
| Max. Occupied Area (% of lot) | Table 14-701.4 | 100% | 76.00% |
| Min. Open Area (% of lot) | Table 14-701.4 | 0% | 24.00% |
| Yards: | | | |
| Front Yard Setback | Table 14-701.4 | 0 | 0 |
| Side Yard Width, Each ft | Table 14-701.4 | abutting I-2: 8' if used abutting RSA-5: 8' if used | 8' if used, otherwise 0 |
| Rear Yard Depth ft | Table 14-701.4 | 8' if used, otherwise 0 | 0 |
| Landscape: | | | |
| Street Trees - Washington Ave | 14-705.2(b) | N/A | 6 |
| Street Trees - 16th Street | 14-705.2(c) | N/A | 11 |
| Street Trees - Carpenter Street | 14-705.2(b) | 2 | 4 |
| Landscape Buffer | 14-705.11(a) | Req'd toward RSA-5 | provided |
| Yard Trees | 14-705.11(b) | 1 | 4 |
| Height: | | | |
| Building Height | Table 14-701.4 | 60 | no limit |
| FAR: | | | |
| % of lot area | Table 14-701.4 | 500% | 584.63% |



PROPOSED DEVELOPMENT



1601 WASHINGTON

PROPOSED DESIGN

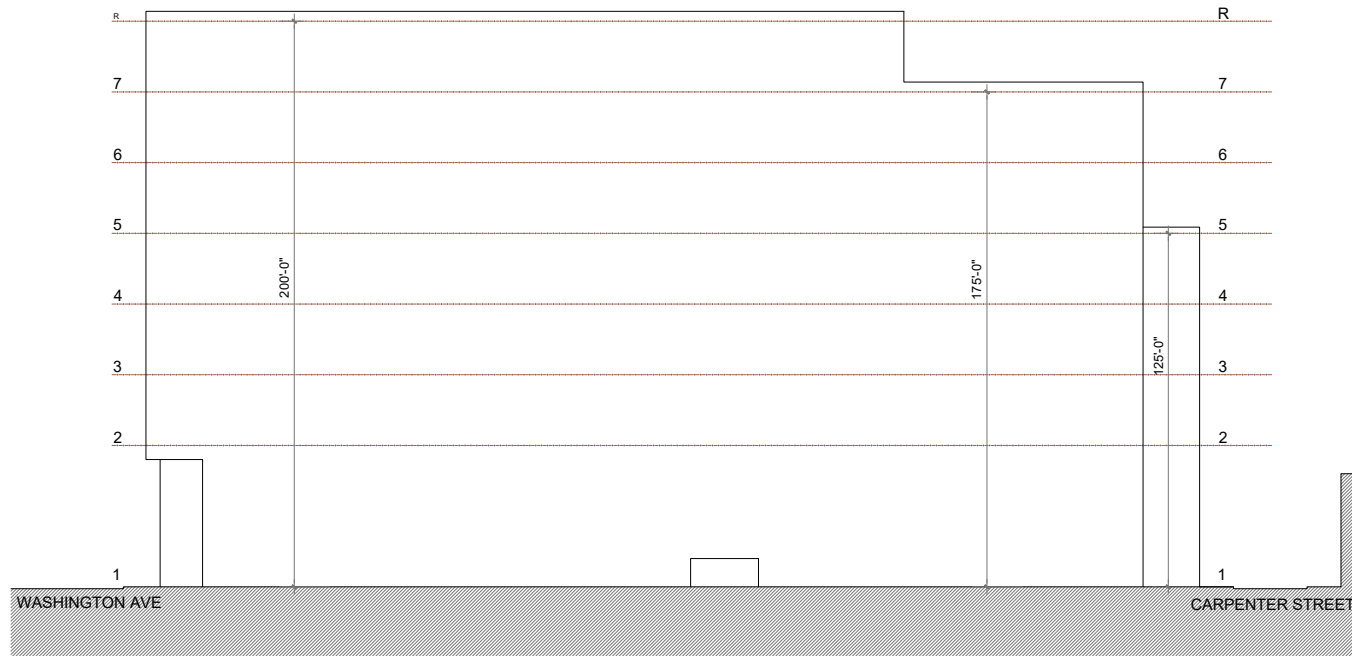




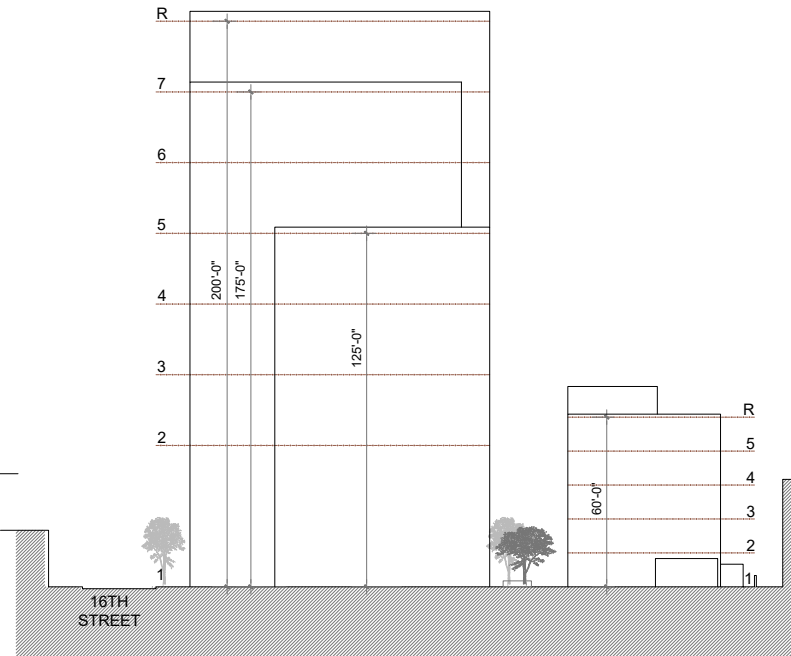




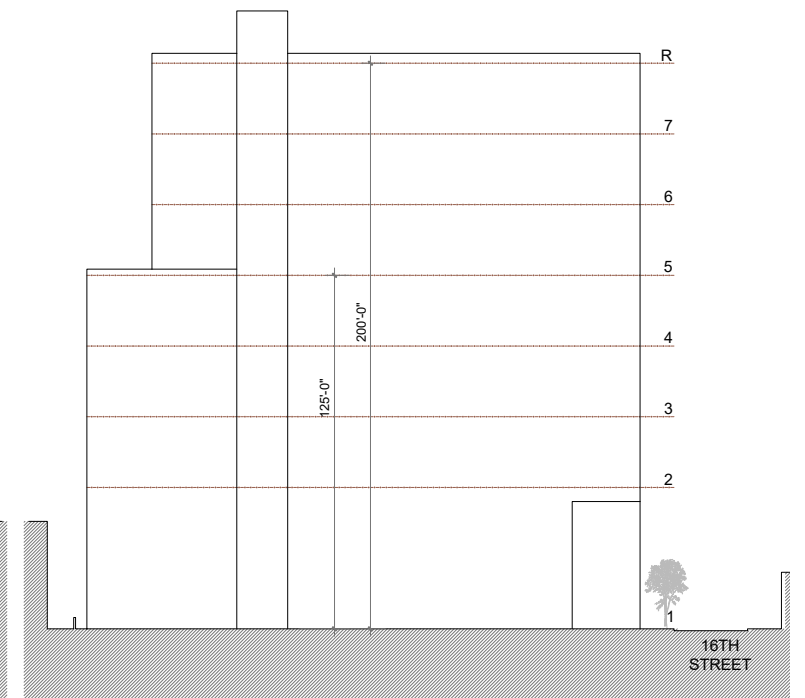




4 S 16TH STREET ELEVATION
SCALE: 1/32"= 1'-0"



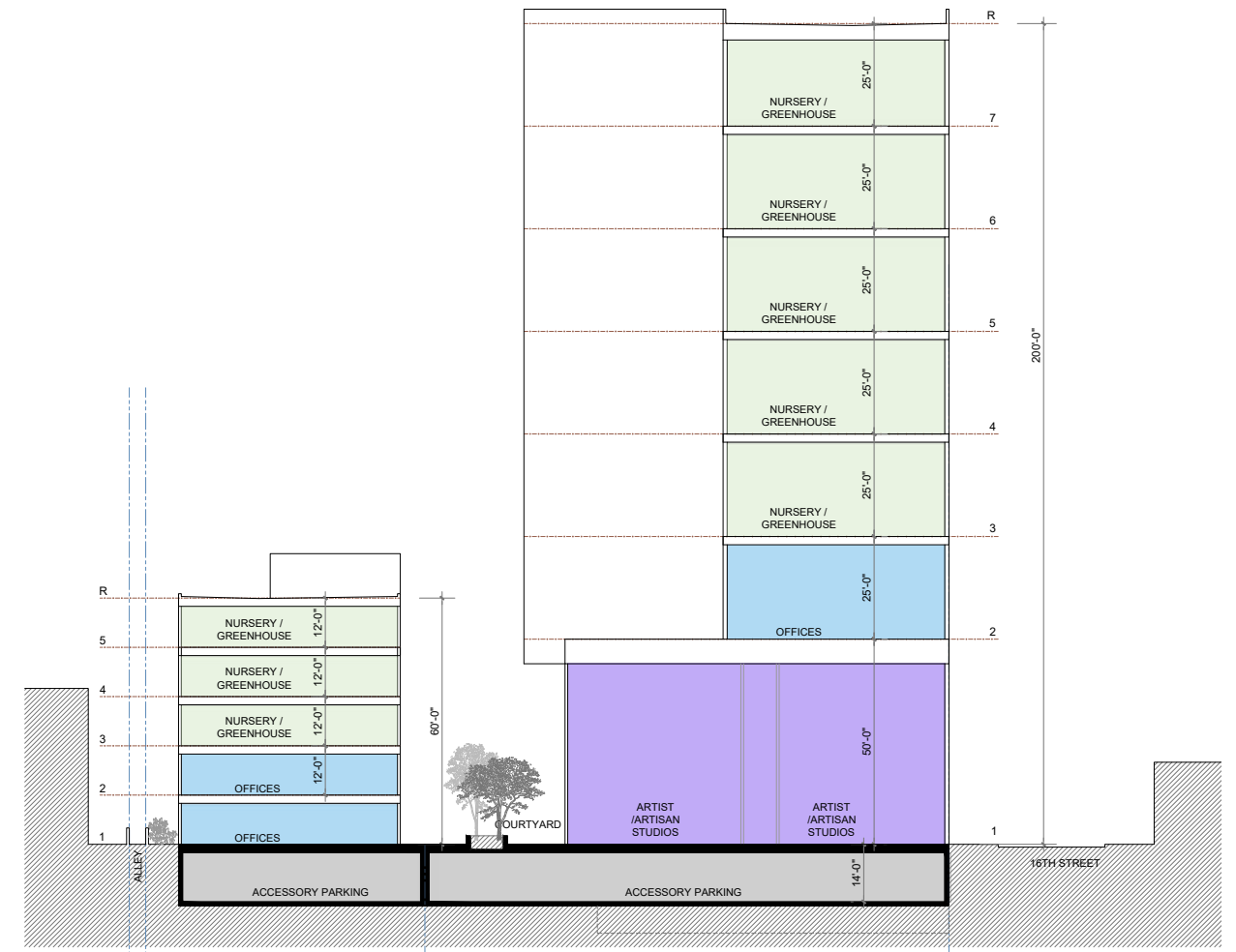
3 CARPENTER STREET ELEVATION
SCALE: 1/32"= 1'-0"



2 WASHINGTON AVENUE ELEVATION
SCALE: 1/32"= 1'-0"

| AREA OVERVIEW - PARCEL A | | | | |
|--------------------------------|--|---------------------------------------|------------------------|----------|
| | urban agriculture: nursery/ greenhouse | business & professional offices | accessory / service | Total |
| Basement - not incl. in Gross | | | 11,864 | 11,864 |
| 1st Floor | | 5,257 | 6,029 | 11,286 |
| 2nd Floor | | 11,286 | | 11,286 |
| 3rd Floor | 11,286 | | | 11,286 |
| 4th Floor | 11,286 | | | 11,286 |
| 5th Floor | 11,286 | | | 11,286 |
| Pilothouses | | | 735 | 735 |
| Gross Area per Use | 33,858 | 16,543 | 6,764 | |
| GROSS BUILDING AREA | | | | 57,165 |
| LOT AREA | | | | 14850.76 |
| FAR | | | | 384.93 |
| OCCUPIED AREA (SF) | | | | 11,286 |
| OCCUPIED AREA (PERCENT) | | | | 76.09% |
| Parking Requirements: | | | | |
| Required Parking | 8 | 17 | 0 | 25 |
| Required Bicycle Parking | | | | 6 |

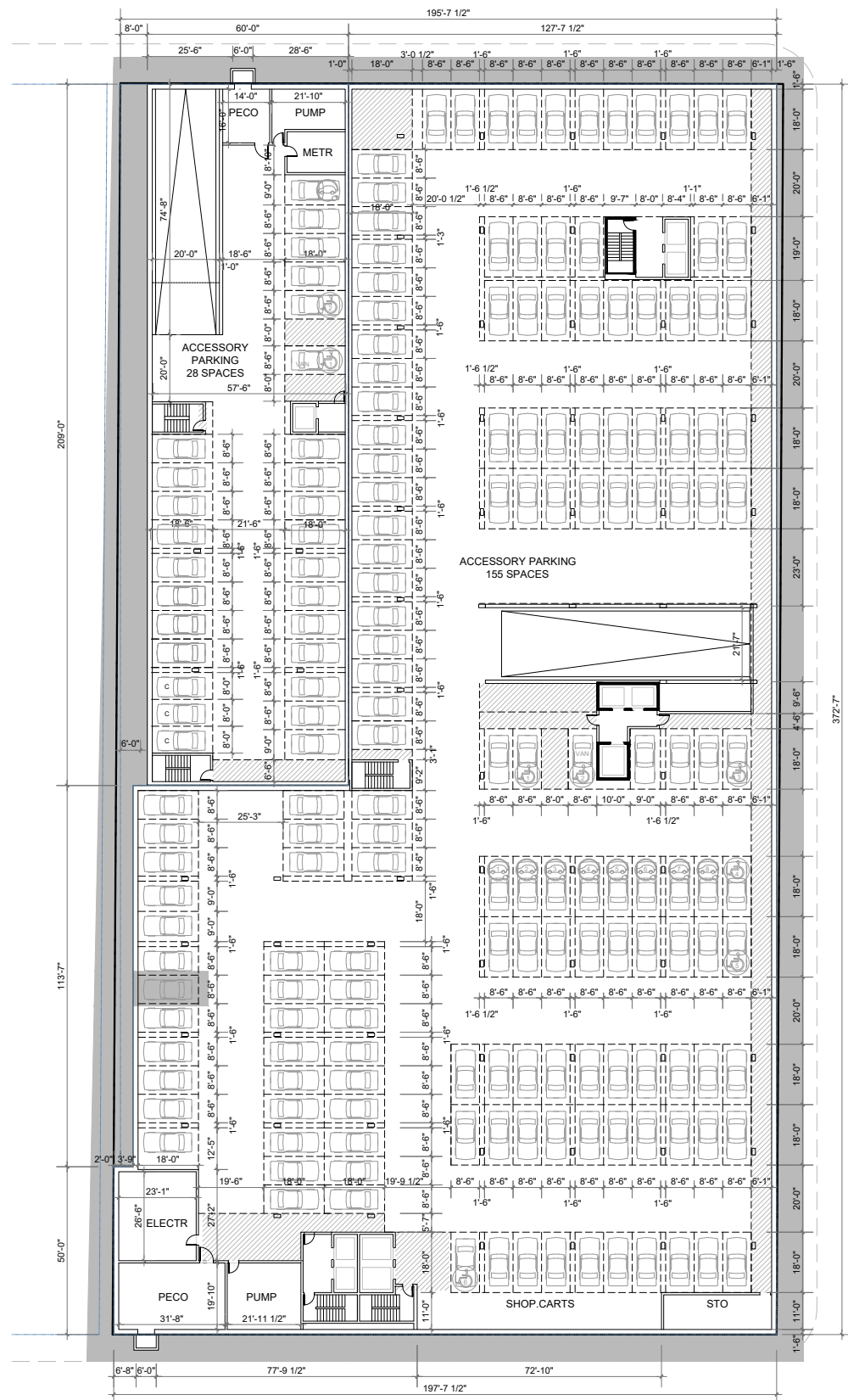
| AREA OVERVIEW - PARCEL B | | | | | | |
|--------------------------------|--|--------------------------------------|---------------------------------------|-----------------------------|------------------------|----------|
| | urban agriculture: nursery/ greenhouse | retail sales of building supplies | business & professional offices | artist & artisan studios | accessory / service | Total |
| Basement - not incl. in Gross | | | | | 56,732 | 56,732 |
| 1st Floor | | 13,200 | 1,000 | 13,920 | 23,015 | 51,135 |
| 2nd Floor | | | 45,628 | | | 45,628 |
| 3rd Floor | 45,628 | | | | | 45,628 |
| 4th Floor | 41,952 | | | | | 41,952 |
| 5th Floor | 38,016 | | | | | 38,016 |
| 6th Floor | 38,016 | | | | | 38,016 |
| 7th Floor | 31,896 | | | | | 31,896 |
| Pilothouses | | | | | 1,555 | 1,555 |
| Gross Area per Use | 195,508 | 13,200 | 46,628 | 13,920 | 24,570 | |
| GROSS BUILDING AREA | | | | | | 293,826 |
| LOT AREA | | | | | | 58669.25 |
| FAR | | | | | | 499.12 |
| OCCUPIED AREA (SF) | | | | | | 52,650 |
| OCCUPIED AREA (PERCENT) | | | | | | 89.44% |
| Parking Requirements: | | | | | | |
| Required Parking | 49 | 20 | 47 | 18 | 0 | 134 |
| Required Bicycle Parking | | | | | | 30 |



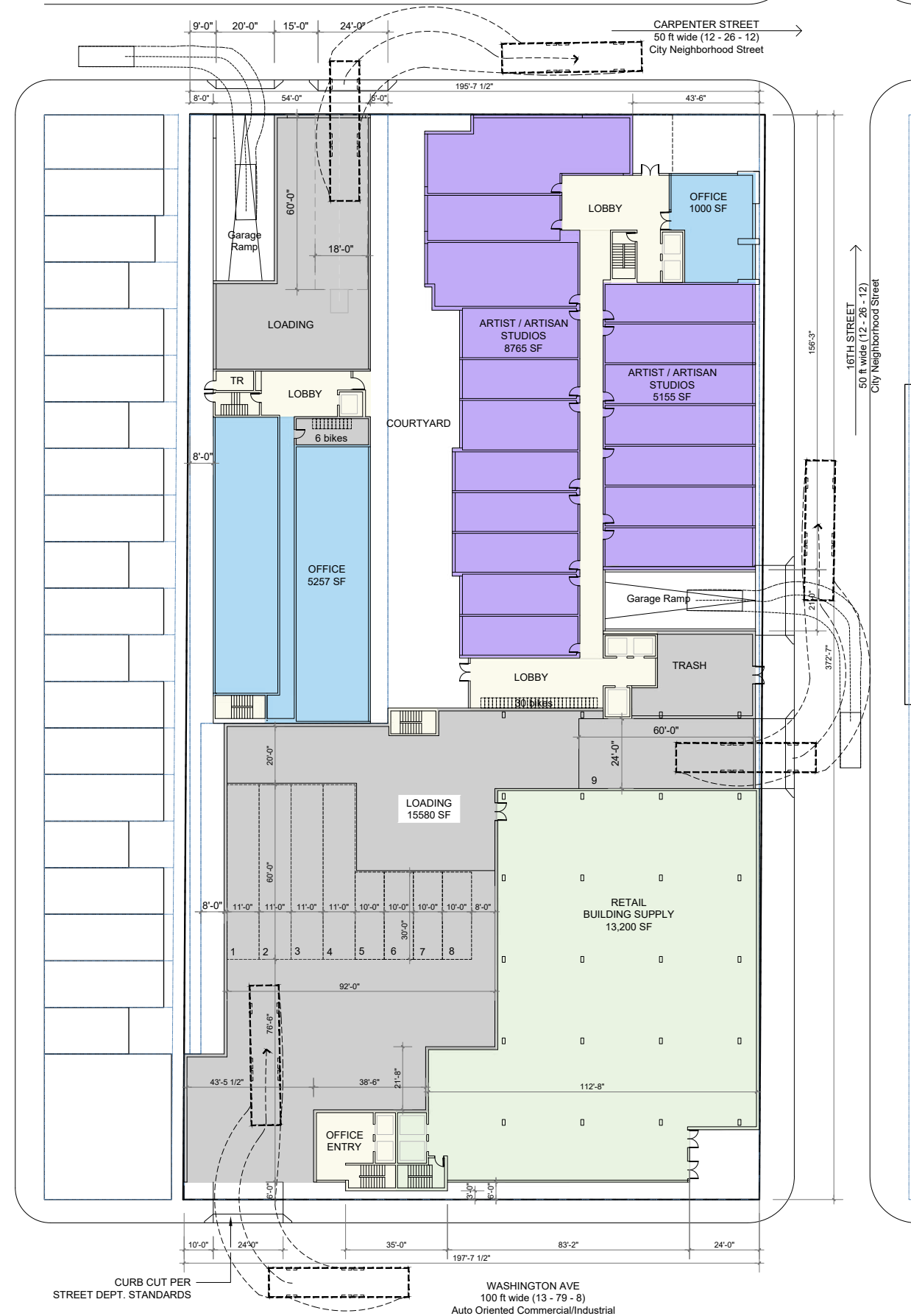
1 SITE SECTION EAST-WEST
SCALE: 3/64"= 1'-0"

SITE SECTIONS

FLOOR PLANS



2 PARKING LEVEL PLAN
SCALE: 3/64" = 1'-0"



1 1ST FLOOR PLAN W/ LANDSCAPE PLAN
SCALE: 3/64" = 1'-0"



1 ARCHITECTURAL CONCRETE



2 CHARCOAL METAL PANEL



3 LIGHT CORRUGATED METAL PANEL



4 WEATHERED STEEL PANEL



ELEVATIONS & MATERIALS



1 ARCHITECTURAL CONCRETE



2 CHARCOAL METAL PANEL



3 LIGHT CORRUGATED METAL PANEL



4 WEATHERED STEEL PANEL



5 DARK CORRUGATED METAL PANEL





1 ARCHITECTURAL CONCRETE

2 CHARCOAL METAL PANEL

3 LIGHT CORRUGATED METAL PANEL

4 WEATHERED STEEL PANEL

5 DARK CORRUGATED METAL PANEL





1 ARCHITECTURAL CONCRETE



2 CHARCOAL METAL PANEL



3 LIGHT CORRUGATED METAL PANEL



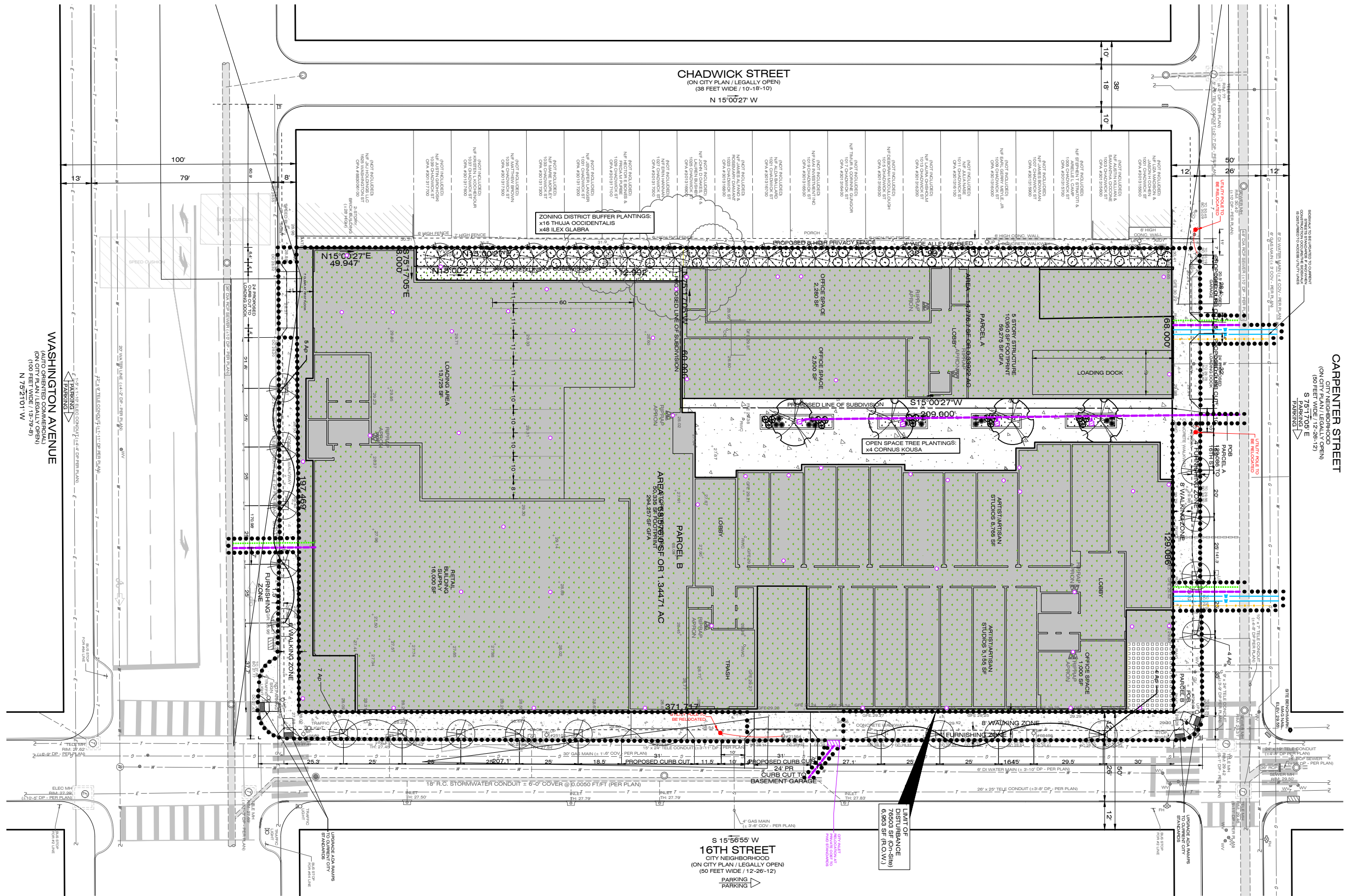
4 WEATHERED STEEL PANEL



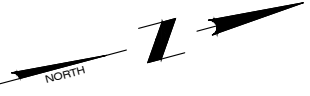
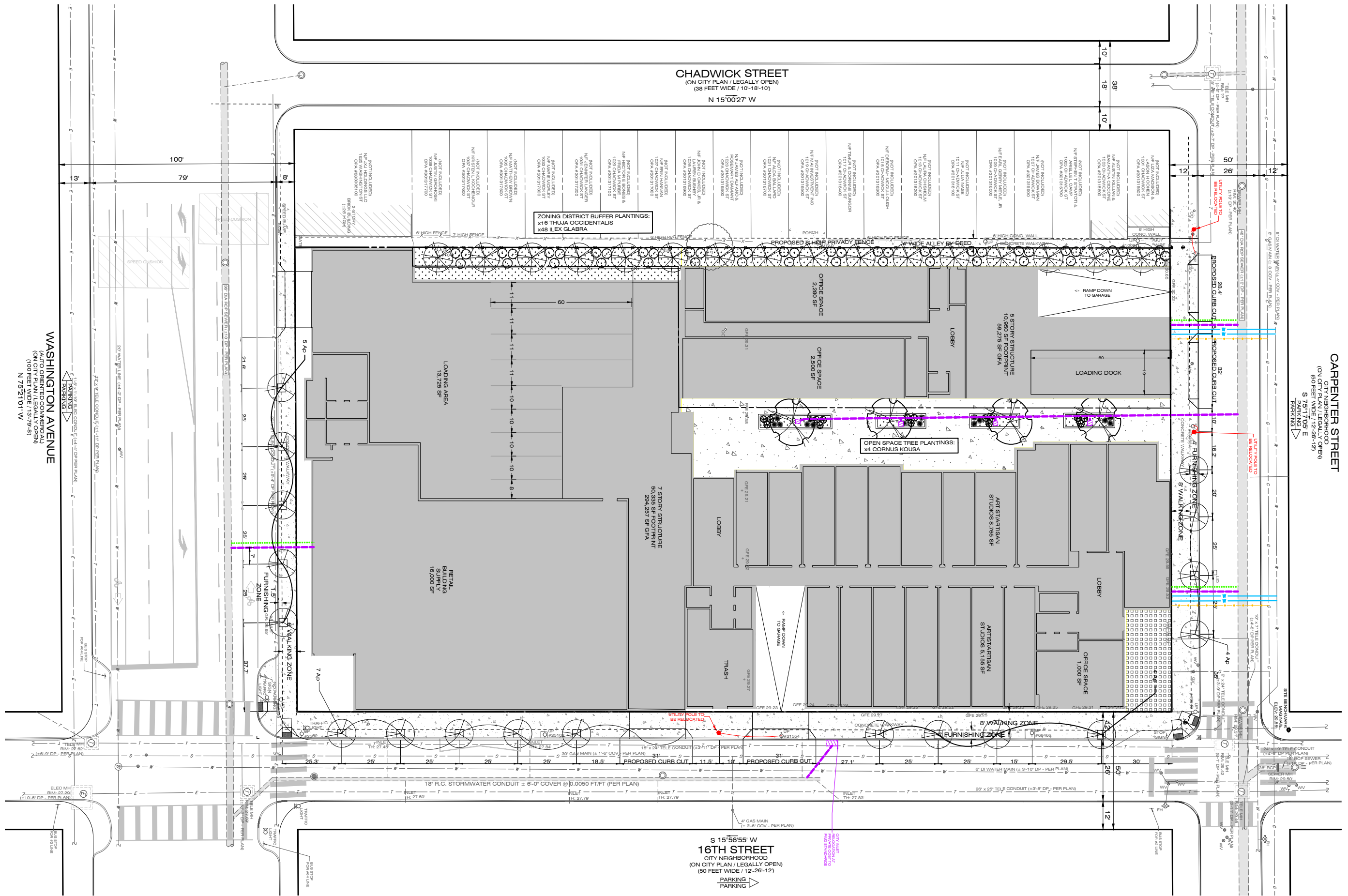
5 DARK CORRUGATED METAL PANEL



CIVIL SITE PLAN



LANDSCAPE PLAN







APPENDIX

CDR APPLICATION

SITE SURVEY

SUSTAINABILITY QUESTIONNAIRE

COMPLETE STREETS

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-2024-005030**

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

Property in I-2 Zoning District affects property in a residential District.

Square footage of new GFA: 59,275 (Parcel A) & 294,257 (Parcel B)

PROJECT LOCATION

Planning District: Central Council District: 2

Address: 1601 Washington Ave & 1600 Carpenter St.

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: Shimshon Zakin Primary Phone: 215.768.8225

Email: shimi@atriumdesigngroup.com Address: 305 N 15th Street
Philadelphia, PA 19102

Property Owner: OCF Realty Developer OCF Realty
Architect: Atrium Design Group

SITE CONDITIONS

Site Area: 14,850.76 (Parcel A) + 58,869.25 (Parcel B) = 73,720.01 (US Standard)

Existing Zoning: I - 2 Are Zoning Variances required? Yes No

Present Use: Vacant

Proposed Use:

| AREA OVERVIEW - PARCEL A | | | | |
|-------------------------------|--|---------------------------------------|------------------------|----------|
| | urban agriculture: nursery/ greenhouse | business & professional offices | accessory / service | Total |
| Basement - not incl. in Gross | | | 11,864 | 11,864 |
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| 2nd Floor | | 11,286 | | 11,286 |
| 3rd Floor | 11,286 | | | 11,286 |
| 4th Floor | 11,286 | | | 11,286 |
| 5th Floor | 11,286 | | | 11,286 |
| Pilothouses | | | 735 | 735 |
| Gross Area per Use | 33,858 | 16,543 | 6,764 | |
| GROSS BUILDING AREA | | | | 57,165 |
| LOT AREA | | | | 14850.76 |
| FAR | | | | 384.93 |
| OCCUPIED AREA (SF) | | | | 11,286 |
| OCCUPIED AREA (PERCENT) | | | | 76.00% |
| Parking Requirements: | | | | |
| Required Parking | 8 | 17 | 0 | 25 |
| Required Bicycle Parking | | | | 6 |

| AREA OVERVIEW - PARCEL B | | | | | | |
|-------------------------------|--|--------------------------------------|---------------------------------------|-----------------------------|------------------------|----------|
| | urban agriculture: nursery/ greenhouse | retail sales of building supplies | business & professional offices | artist & artisan studios | accessory / service | Total |
| Basement - not incl. in Gross | | | | | 56,752 | 56,752 |
| 1st Floor | | 13,200 | 1,000 | 13,920 | 23,015 | 51,135 |
| 2nd Floor | | | 45,628 | | | 45,628 |
| 3rd Floor | 45,628 | | | | | 45,628 |
| 4th Floor | 41,952 | | | | | 41,952 |
| 5th Floor | 38,016 | | | | | 38,016 |
| 6th Floor | 38,016 | | | | | 38,016 |
| 7th Floor | 31,896 | | | | | 31,896 |
| Pilothouses | | | | | 1,555 | 1,555 |
| Gross Area per Use | 195,508 | 13,200 | 46,628 | 13,920 | 24,570 | |
| GROSS BUILDING AREA | | | | | | 293,826 |
| LOT AREA | | | | | | 58869.25 |
| FAR | | | | | | 499.12 |
| OCCUPIED AREA (SF) | | | | | | 52,650 |
| OCCUPIED AREA (PERCENT) | | | | | | 89.44% |
| Parking Requirements: | | | | | | |
| Required Parking | 49 | 20 | 47 | 18 | 0 | 134 |
| Required Bicycle Parking | | | | | | 30 |

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:

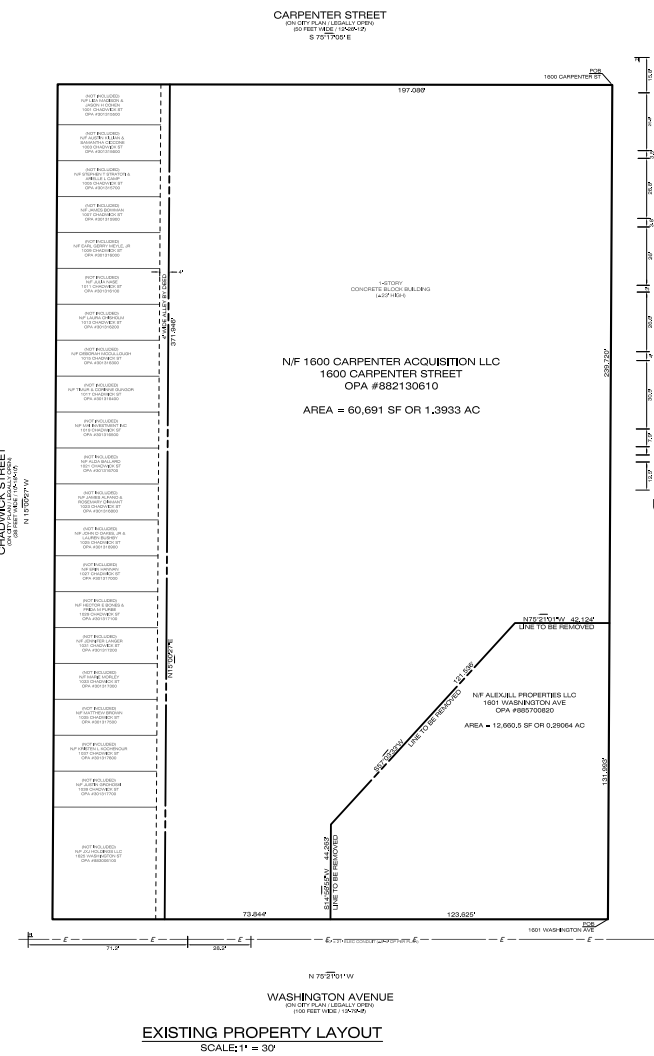
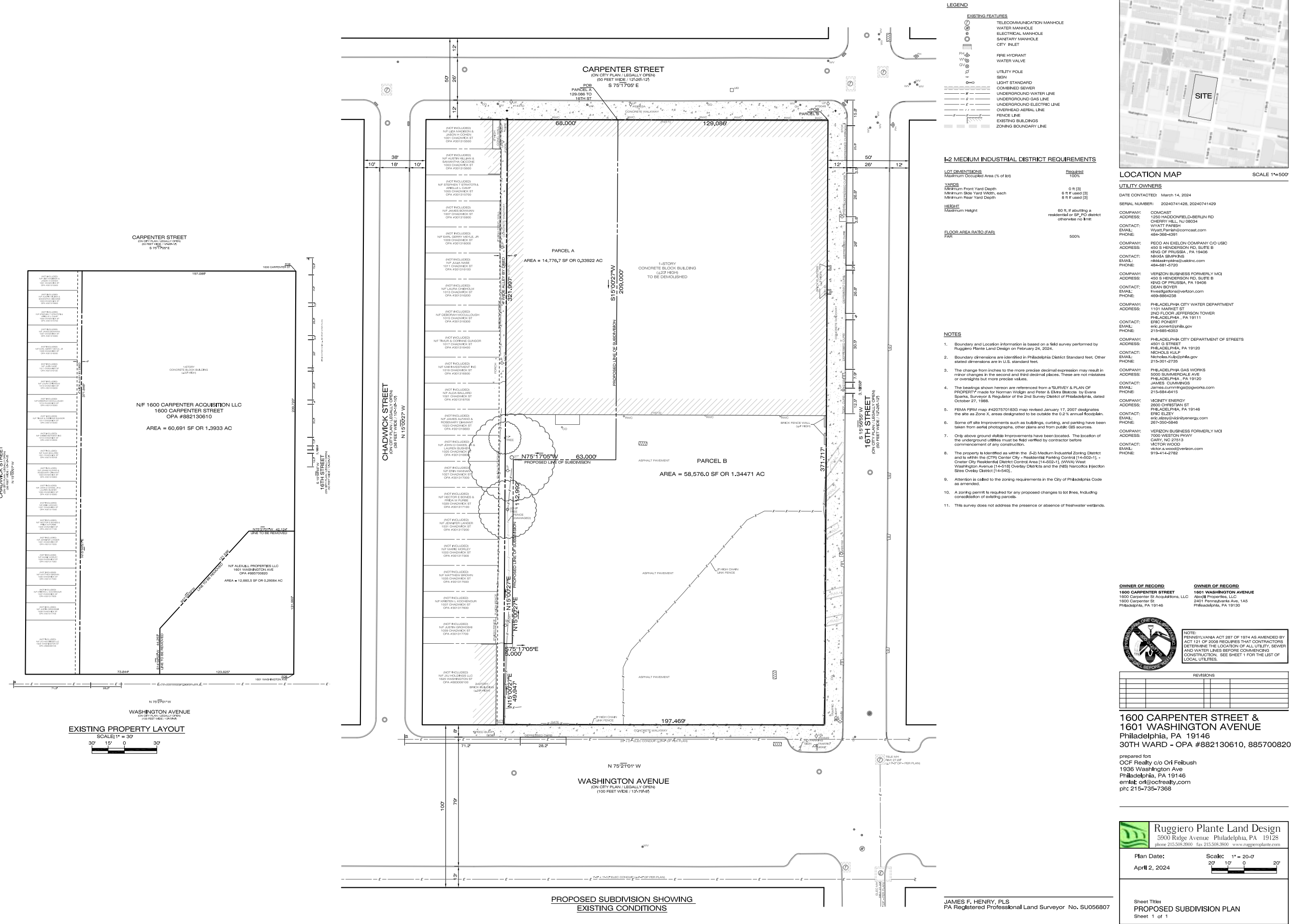
Date: July 10, 2024 Time: 7:00 PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:

Date: NA



LEGEND

- TELECOMMUNICATION MANHOLE
- WATER MANHOLE
- ELECTRICAL MANHOLE
- SANITARY MANHOLE
- CITY INLET
- FIRE HYDRANT
- WATER VALVE
- UTILITY POLE
- SKIN
- LIGHT STANDARD
- COMBINED SEWER
- UNDERGROUND WATER LINE
- UNDERGROUND GAS LINE
- UNDERGROUND ELECTRIC LINE
- OVERHEAD AIRIAL LINE
- FENCE LINE
- EXISTING BUILDINGS
- ZONING BOUNDARY LINE

I-2 MEDIUM INDUSTRIAL DISTRICT REQUIREMENTS

| LOT DIMENSIONS | Minimum Occupied Area (% of lot) | Required |
|-------------------------------|----------------------------------|--|
| YARDS | | |
| Minimum Front Yard Depth | | 0 ft. (3) |
| Minimum Side Yard Width, each | | 6 ft. (3) |
| Minimum Rear Yard Depth | | 8 ft. (3) |
| HEIGHT | | |
| Maximum Height | | 60 ft. allowing a residential or SF_PD district otherwise no limit |
| FLOOR AREA RATIO (FAR) | | 500% |

NOTES

- Boundary and Location information is based on a field survey performed by Ruggiero Plante Land Design on February 24, 2024.
- Boundary dimensions are identified in Philadelphia District Standard feet. Other stated dimensions are in U.S. standard feet.
- The change from inches to the more precise decimal expression may result in minor changes in the second and third decimal places. These are not mistakes or omissions but more precise values.
- The bearings shown herein are referenced from a SURVEY & PLAN OF PROPERTY made for Norman Welton and Peter & Elvira (Bastick) by Evans Sparks, Surveyor & Regulator of the 2nd Survey District of Philadelphia, dated October 27, 1988.
- FEMA FIRP map #42075701830 map revised January 17, 2007 designates the site as Zone X, areas designated to be outside the 0.2% annual floodplain.
- Some off site improvements such as buildings, curbing, and parking have been taken from aerial photographs, other plans and from public GIS sources.
- Only above ground visible improvements have been located. The location of the underground utilities must be field verified by contractor before commencement of any construction.
- The property is identified as within the I-2 Medium Industrial Zoning District and is within the (CTR) Center City - Residential Parking Control (14-500-1) - Center City Residential District Control Area (14-500-1), (MVA) West Washington Avenue (14-515) Overlay Districts and the (NS) Hierarchical Station Sites Overlay District (14-540).
- Attention is called to the zoning requirements in the City of Philadelphia Code as amended.
- A zoning permit is required for any proposed changes to lot lines, including consolidation of existing parcels.
- This survey does not address the presence or absence of freshwater wetlands.

UTILITY OWNERS

DATE CONTACTED: March 14, 2024

| COMPANY | ADDRESS | CONTACT | PHONE |
|---|--|--|--------------|
| COMCAST | 1250 HADDONFIELD-REPLIN RD CHERRY HILL, NJ 08034 | WYATT PARDI WYATT.PARDI@comcast.com | 484-968-4291 |
| PECO AN EXELON COMPANY C/O USDC | 450 S HENDERSON RD, SUITE B KING OF PRUSSIA, PA 19406 | MARC SHUPINS mshupins@peco.com | 484-881-0720 |
| VERIZON BUSINESS FORMERLY MCI | 450 S HENDERSON RD, SUITE B KING OF PRUSSIA, PA 19406 | DEAN BOYER dboyer@verizon.com | 484-884-2338 |
| PHILADELPHIA CITY WATER DEPARTMENT | 1101 MARKET ST 2ND FLOOR, SEFFERSON TOWER PHILADELPHIA, PA 19111 | ERIC POMERT eric.pomert@phila.gov | 215-680-6333 |
| PHILADELPHIA CITY DEPARTMENT OF STREETS | 4501 G STREET PHILADELPHIA, PA 19120 | NICHOLS KULP nichols.kulp@phila.gov | 215-301-2725 |
| PHILADELPHIA GAS WORKS | 5000 SUMMERDALE AVE PHILADELPHIA, PA 19120 | JAMES CUMMINGS james.cummings@pgworks.com | 215-684-6415 |
| VICINITY ENERGY | 2600 CHRISTIAN ST PHILADELPHIA, PA 19146 | ERIC ELZEY eric.elzey@vicinityenergy.com | 267-950-5846 |
| VERIZON BUSINESS FORMERLY MCI | 1000 WESTON PKWY CARY, NC 27513 | MICHAEL WOOD michael.wood@verizon.com | 919-414-2782 |

OWNER OF RECORD

| 1600 CARPENTER STREET | 1601 WASHINGTON AVENUE |
|---|--|
| 1600 Carpenter St Philadelphia, PA 19146 | Apex Properties, LLC 2401 Pennellville Ave, 1A5 Philadelphia, PA 19120 |

REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| | | |
| | | |
| | | |

1600 CARPENTER STREET & 1601 WASHINGTON AVENUE
Philadelphia, PA 19146
30TH WARD - OPA #882130610, 885700820

prepared for:
OCF Realty c/o Ori Felbush
1936 Washington Ave
Philadelphia, PA 19146
emlat; orf@ocfrealty.com
ph: 215-735-7368

Ruggiero Plante Land Design
5900 Ridge Avenue Philadelphia, PA 19128
phone 215.505.8900 fax 215.505.8900 www.ruggieroplantedesign.com

Plan Date: April 2, 2024
Scale: 1" = 20'-0"
20' 10' 0" 20'

Sheet Title: PROPOSED SUBDIVISION PLAN
Sheet 1 of 1

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

Civic Design Review Sustainable Design Checklist

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

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

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

| Categories | Benchmark | Does project meet benchmark? If yes, please explain how. If no, please explain why not. |
|---|--|---|
| Location and Transportation | | |
| (1) Access to Quality Transit | Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations. | The local #2 and #64 bus lines both have stops along the street frontage for the site. The Broad Street Metro is has a stop 3 blocks away at Elsworth |
| (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. | |
| (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. | |
| (4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways) | To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance)ⁱ | |
| (5) Bike Share Station | Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. | |

| | | |
|---|---|--|
| 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. | Yes - Green roof vegetation will consist of drought resistant sedums & plantings to significantly reduce necessary waterings. |
| 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. | Yes - Vegetated green roof will encompass more than 30% of the open area, as the green roof covers the entire roof area. |
| (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 | No, due to constraints on site including the subgrade parking garage, on-lot management of additional stormwater is not feasible. The subgrade parking garage also limits the available space to perform stormwater management in the immediately surrounding streets. |
| (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. | |
| Energy and Atmosphere | | |
| (10) Energy Commissioning and Energy Performance - Adherence to the New Building Code | PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ | |
| (11) Energy Commissioning and Energy Performance - Going beyond the code | Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using | |

| | | |
|--|---|--|
| | ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> ●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. ^{iv} | |
| (13) On-Site Renewable Energy | Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. | |
| Innovation | | |
| (14) Innovation | Any other sustainable measures that could positively impact the public realm. | |

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

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

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

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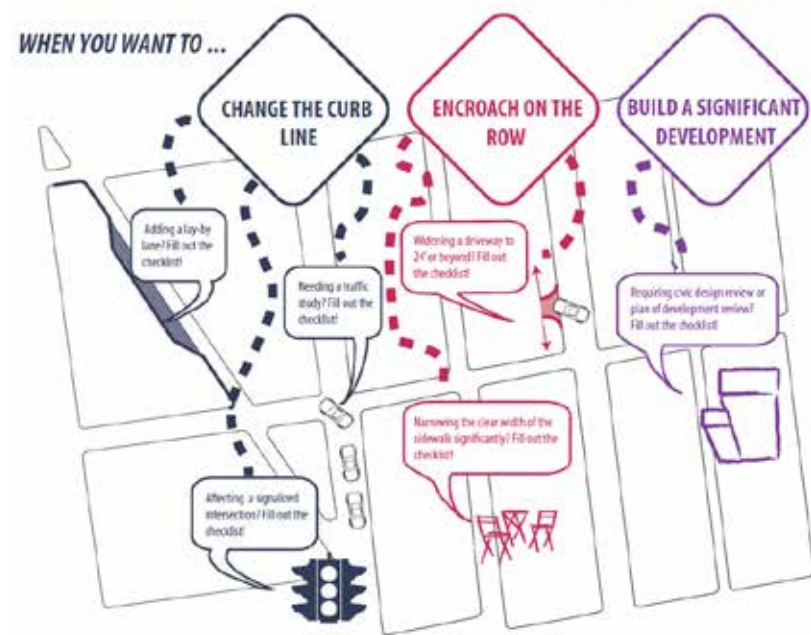
INSTRUCTIONS

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

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

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

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



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

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

Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED
 - CURB CUTS/DRIVEWAYS/LAYBY LANES
 - TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - PROPOSED TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS

***APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY**

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | | |
|--|---|
| <p>1. PROJECT NAME <u>1601 Washinton Ave & 1600 Carpenter St</u></p> <p>3. APPLICANT NAME <u>Atrium Design Group</u></p> <p>4. APPLICANT CONTACT INFORMATION Shimi@atriumdesigngroup.com</p> <p>6. OWNER NAME OCF Realty</p> <p>7. OWNER CONTACT INFORMATION <u>ori@ocfrealty.com</u></p> <p>8. ENGINEER / ARCHITECT NAME <u>Ruggiero Plante Land Design</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION <u>5900 Ridge Avenue</u> <u>Philadelphia PA, 19128</u> <u>kyle@ruggieroplante.com</u></p> <p>10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook. Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/</p> | <p>2. DATE <u>2024-6-24</u></p> <p>5. PROJECT AREA: list precise street limits and scope <u>197 Lf along Carpenter Street</u> <u>327 Lf along 16th Street</u> <u>197 Lf along Washington Ave</u></p> |
|--|---|

| STREET | FROM | TO | COMPLETE STREET TYPE |
|-------------------------------|---------------------|---------------------------|--------------------------|
| <u>Carpenter St</u> | <u>Chadwick St</u> | <u>16th St</u> | <u>City Neighborhood</u> |
| <u>16th Street</u> | <u>Carpenter St</u> | <u>Washington Ave</u> | <u>City Neighborhood</u> |
| <u>Washington Ave</u> | <u>Chadwick St</u> | <u>16th St</u> | <u>Auto Oriented</u> |

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

APPLICANT: General Project Information
Additional Explanation / Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

| STREET FRONTAGE | TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) | CITY PLAN SIDEWALK WIDTH |
|-------------------------------|---|-----------------------------|
| | Required / Existing / Proposed | Existing / Proposed |
| Carpenter Street | 12 / 12 / 12 | 12 / 12 |
| 16th Street | 12 / 12 / 12 | 12 / 12 |
| Washington Avenue | 12 / 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 |
| Carpenter St | 6 / 6 / 8 |
| 16th St | 6 / 6 / 8 |
| Washington Ave | 6 / 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 on Carpenter St | 16 ft | 72 ft from Chadwick St |
| Curb Cut on Carpenter St | 18 ft | 46' from 16th St |
| Curb Cut on Washington Ave | 28 ft | 71 ft from Chadwick St |
| Curb cut on 16th St | 26 ft | 16 ft from Carpenter St |
| Curb cut on 16th St | 27 ft | 45 ft from Carpenter St |
| Curb cut on 16th St | 26 ft | 76 ft from Carpenter St |
| Curb cut on 16th St | 27 ft | 105 ft from Carpenter St |
| Curb cut on 16th St | 31 ft | 135 ft from Carpenter St |
| Curb cut on 16th St | 13 ft | 186 ft from Carpenter St |

PROPOSED VEHICULAR INTRUSIONS

| INTRUSION TYPE | INTRUSION WIDTH | PLACEMENT |
|---------------------------------------|-----------------|---------------------------------------|
| Curb Cut on Carpenter St | 20.5 ft | 182 ft from 16th St |
| Curb Cut on Carpenter St | 24 ft | 145 ft from 16th St |
| Curb cut on 16th St | 24 ft | 211 ft from Washington |
| Curb cut on Washington Ave | 24 ft | 80 ft from Chadwick St |

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: The building façade at the first floor is set back from the property line along Washington Ave to provide additional walking space for pedestrians. The corner of 16th Street and Carpenter St also has a setback of the building to provide expanded view lines while providing gathering space for pedestrians.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

| STREET FRONTAGE | MAXIMUM BUILDING ZONE WIDTH | |
|---------------------------|-----------------------------|---------------|
| | Existing | Proposed |
| <u>Carpenter St</u> | <u>0</u> | <u>0</u> |
| <u>16th St</u> | <u>0</u> | <u>0</u> |
| <u>Washington Ave</u> | <u>0</u> | <u>0</u> |
| _____ | _____ / _____ | _____ / _____ |

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

| STREET FRONTAGE | MINIMUM FURNISHING ZONE WIDTH | | |
|---------------------------|-------------------------------|-----------------------|-----------------------|
| | Recommended | Existing | Proposed |
| <u>Carpenter St</u> | <u>4</u> | <u>4</u> | <u>4</u> |
| <u>16th St</u> | <u>4</u> | <u>4</u> | <u>4</u> |
| <u>Washington Ave</u> | <u>4</u> | <u>2</u> | <u>1.5</u> |
| _____ | _____ / _____ / _____ | _____ / _____ / _____ | _____ / _____ / _____ |

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

- Bicycle Parking YES NO N/A
- Lighting YES NO N/A
- Benches YES NO N/A
- Street Trees YES NO N/A
- Street Furniture YES NO N/A

19. Does the design avoid tripping hazards? YES NO N/A
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception YES NO N/A

DEPARTMENTAL APPROVAL

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

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

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

| BUILDING / ADDRESS | REQUIRED SPACES | ON-STREET | | ON SIDEWALK | | OFF-STREET | |
|--------------------|-----------------|-----------|-----------|-------------|-----------|------------|-----------|
| | | Existing | Proposed | Existing | Proposed | Existing | Proposed |
| _____ | _____ | ____/____ | ____/____ | ____/____ | ____/____ | ____/____ | ____/____ |
| _____ | _____ | ____/____ | ____/____ | ____/____ | ____/____ | ____/____ | ____/____ |
| _____ | _____ | ____/____ | ____/____ | ____/____ | ____/____ | ____/____ | ____/____ |
| _____ | _____ | ____/____ | ____/____ | ____/____ | ____/____ | ____/____ | ____/____ |

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

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

| | | |
|---|--|------------------------------|
| YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |

DEPARTMENTAL APPROVAL

| | |
|------------------------------|-----------------------------|
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |

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

APPLICANT: Bicycle Component

Additional Explanation / Comments: The bike lane along Washington Avenue provides access for bike riders to and from the site. Bus stops along Washington also provide bicycle access to broad street and upwards to the city center. The commercial and industrial use of this design will provide convenient connections for bicycle riders on site.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

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

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

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? YES NO

DEPARTMENTAL APPROVAL

| | |
|------------------------------|-----------------------------|
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Curbside Management Component

Additional Explanation / Comments: The 2 & 64 Bus line go along the front of the site with stops at both intersections along 16th Street. The building is recessed at both corners to help provide areas for pedestrians to wait, and avoid traffic congestion.

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 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"/> |
| 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 checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input 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: With bike, bus, & car access, multiple forms of access are possible to this site.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

(1) http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

- | | | |
|--|--|---|
| 40. Does the design incorporate windows, storefronts, and other active uses facing the street? | YES <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 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: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

| SIGNAL LOCATION | EXISTING CYCLE LENGTH | PROPOSED CYCLE LENGTH |
|-----------------|-----------------------|-----------------------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

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

APPLICANT: Intersections & Crossings Component
 Additional Explanation / Comments: The building façade is set back at the first floor for both intersections to provide increased fields of view. The Carpenter St intersection is stop controlled with the Washington Avenue intersection being stop light controlled.

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: _____