

Site Design Comments (including Complete Streets)

1 The new design reduces open space and pedestrian connections to Fishtown – one of the “green fingers” is lost.

Yes, however, the scale of the multi-family building has been increased which satisfies earlier stated desires of this committee. Further, that “lost green finger” led to a traffic-heavy, pedestrian-unfriendly zone of Richmond Street. Our new multi-family building creates a strong physical street edge on Richmond, while directing pedestrian activity toward the waterfront trail and Schirra Drive – which are both stronger connectors.

2 Both Shirra Drive and Dyott Street are now fronted with auto-oriented uses – surface parking on Shirra Drive and loading on Dyott Street.

The surface parking on Schirra is simply a commitment by the owner to ensure the viability of retail leasing. It meets all regulatory requirements and complies with the zoning code.

We believe that Dyott is the right location for vehicular/loading access. All other frontages are far more sensitive from an urban and pedestrian perspective. The project invests heavily in a generosity toward the waterfront pedestrian trail which will always be preferred to Dyott – an area zoned and planned as an industrial zone.

3 Internal building circulation is not optimal as many units are far from the entrance lobby / elevators.

We agree and are working to enhance the east -side entry with more glazing and a canopy. This will permit easy access to the opposite end of the building.

4 Additional retail space may be worth considering due to the site’s location and lack of physical connections to other retail spaces.

This issue has been considered throughout the multi-year design process of Northbank. The current 8500SF of retail is an increase over the previously submitted version of the building. The scale of retail is based on a market analysis and the owner’s commitment to avoid having vacant storefronts at this location.

5 Staff recommends limiting the use of dark colored standing seam and corrugated metal panels on public-facing facades.

Noted and we have worked to maximize the presence of masonry at the ground and on the most prominent and visible facades. Final color selection will take this comment into account.

6 Staff recommends removal of the parking fronting Schirra Drive. If parking remains, it should be designed as a flexible plaza space for use by both pedestrians and cars.

Ownership will consider this recommendation in the final design.

7 Staff recommends a direct connection from the ground-level open space network to the amenity deck.

The multifamily building is a separate building from the rest of the site and the amenity deck is intended for the use of the apartment residents only. Opening a connection to the ground would require a fenced and locked gate to ensure security and safety for residents. This gated fence, in our view, would only further heighten a sense of disconnection from the larger development.

8 _____ Consider rooftop solar energy generation on the multi-family building.

Ownership will consider this recommendation in the final design.

2001 RICHMOND STREET
CIVIC DESIGN REVIEW
09.16.2024

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INTRODUCTION

DEVELOPMENT TEAM



THE LOCKS ON VENICE ISLAND



SOUTHWARK ON REED



NORTHBANK PHASE 1

PROJECT OVERVIEW

IN CONNECTION WITH AN EXISTING/APPROVED DEVELOPMENT, SUBJECT TO AN APPROVED UNITY OF USE:

1.REMOVE BUILDINGS 8,9,15,16,17 AND 18.

2.EXPAND/CHANGE SIZE AND USE OF MULTI-FAMILY STRUCTURE.

3. NEW TOTAL OF 441 RESIDENTIAL UNITS (307 IN MULTI-FAMILY STRUCTURE, AND 134 IN TOWNHOUSES); NEW COMMERCIAL SPACE SIZE OF 8,350 SF;

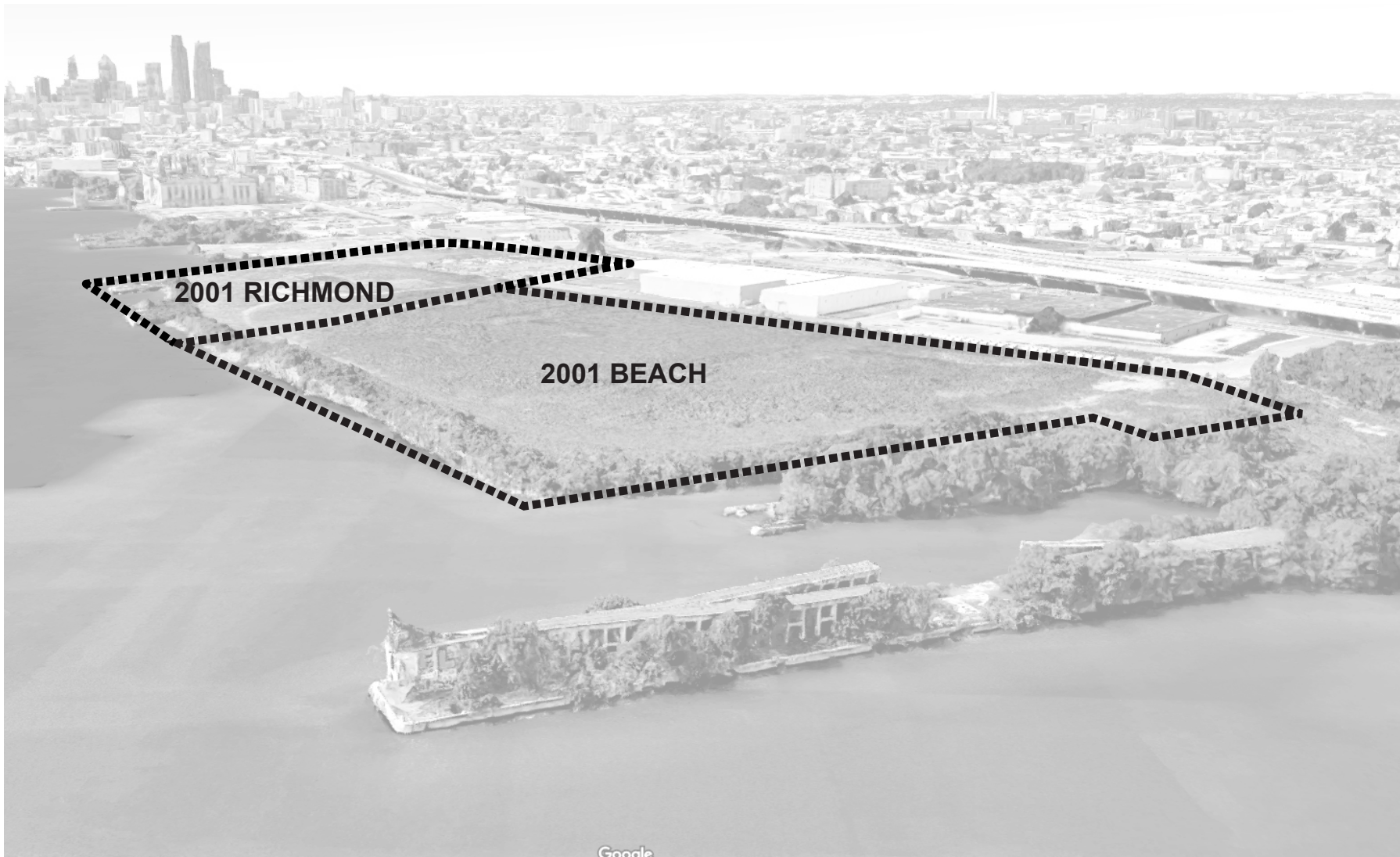
4. NEW TOTAL NUMBER OF 526 PARKING SPACES (216 IN MULTI-FAMILY BUILDING GARAGE, 239 IN TOWNHOUSE GARAGES, AND 71 ON SURFACE AIR PARKING LOT.

5. AS PER SUBMITTED PLANS PREPARED BY BOHLER, DATED 12/15/2021, REVISED 4/5/2024 REV 13

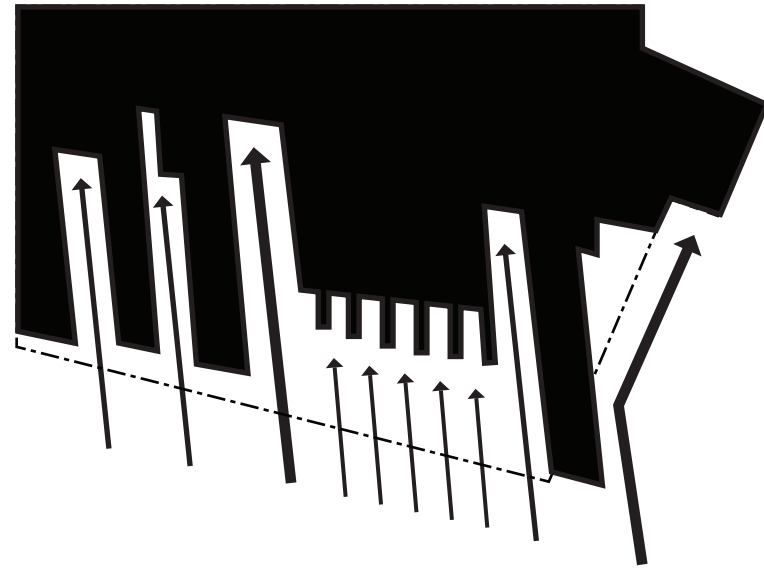
CONTEXT



EXISTING SITE AERIALS

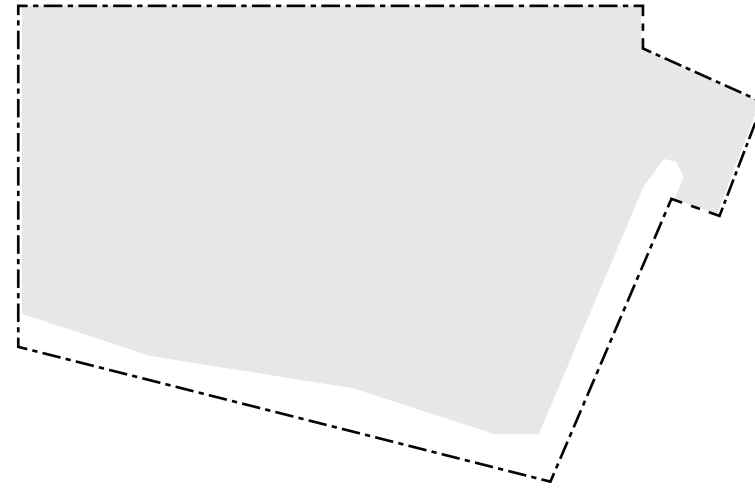


RELATED ACROSS TIME



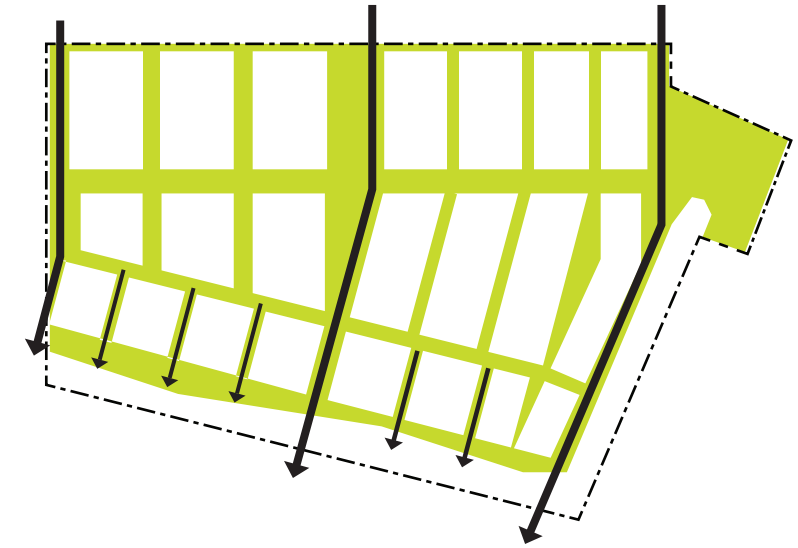
PAST

CRAMP'S SHIPBUILDING CONSTRUCTS PIERS JUTTING OUT INTO THE RIVER, ALLOWING WORKERS TO ACCESS FLOATING AND DRYDOCKED VESSELS



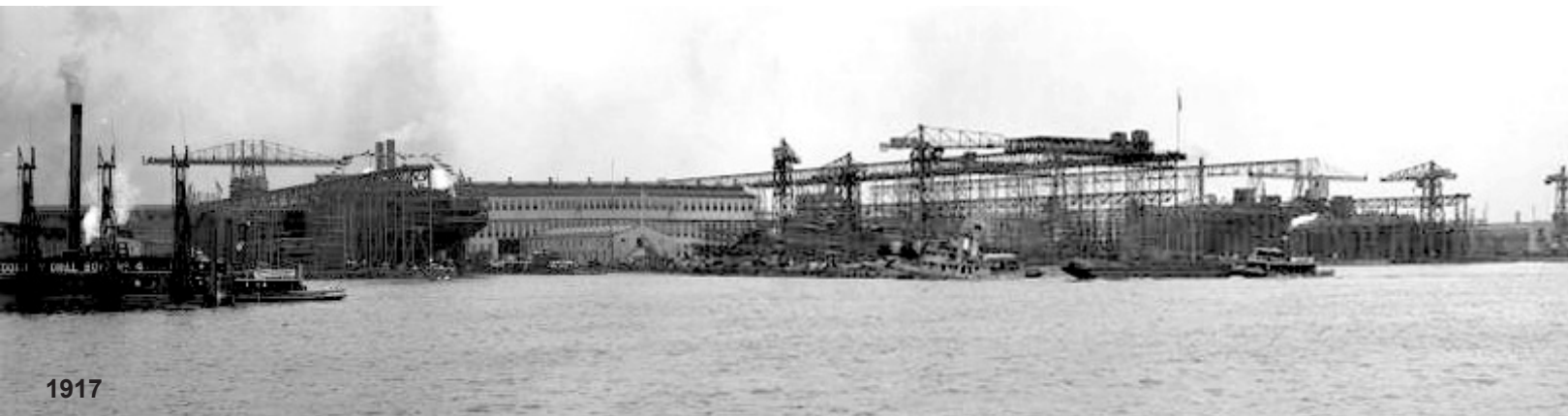
PRESENT

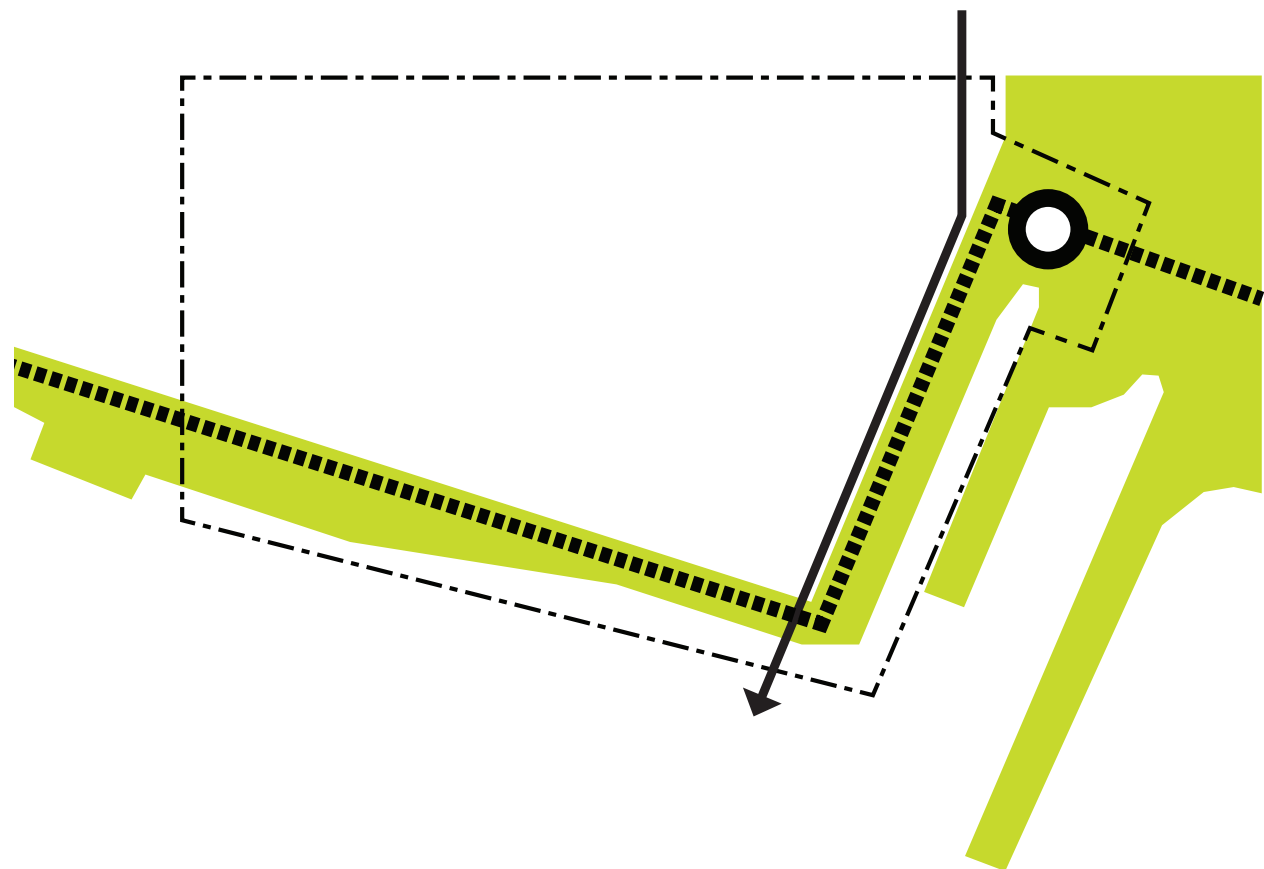
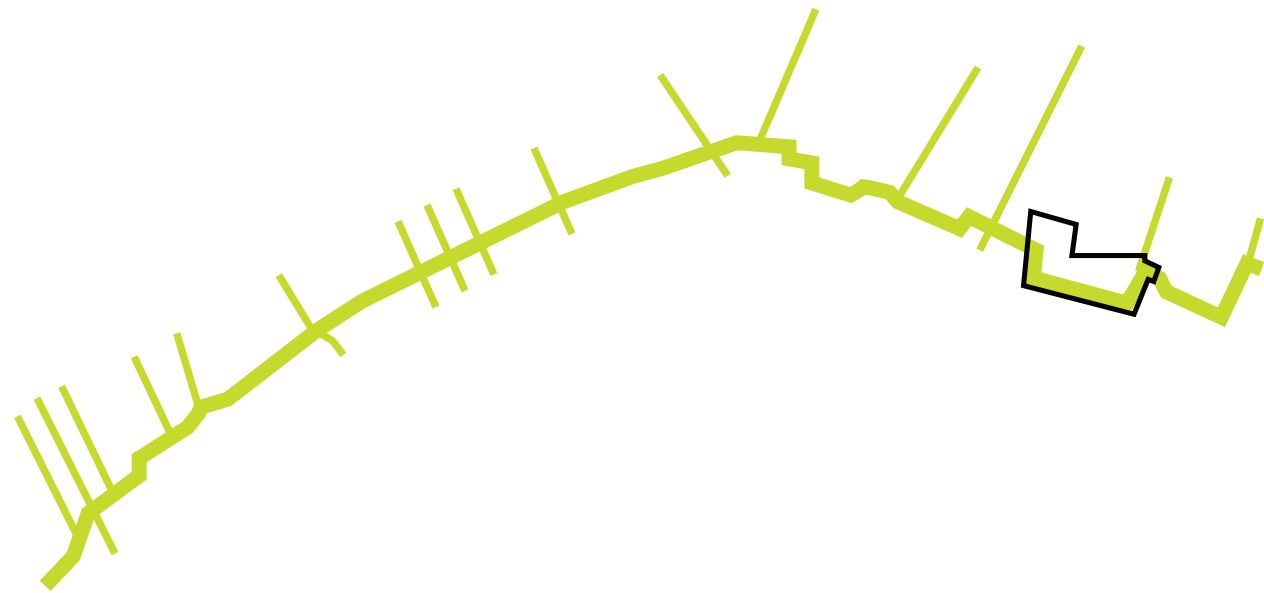
THE SITE IS AN ABANDONED VACANT LOT CUT OFF FROM THE CITY BY THE I-95 OVERPASS AND INDUSTRIAL BUILDINGS TO THE WEST



FUTURE

LINEAR GREEN SPACES CREATE CONNECTIONS AND VIEW CORRIDORS TO THE WATER'S EDGE





A LINKED LANDSCAPE

Our proposal represents the north edge of the DRWC masterplan vision for a series of private and public developments creating a network of green spaces and recreational amenities along the North Delaware river's edge. The project affords a pedestrian connection to proposed water's edge trails to the south, a proposed access point to a new central public park and a proposed public amenity pavilion and public access point at the north.

Transforming a vacant, formerly industrial parcel into a dense, active development, the project will create a new center of gravity to the DRWC plan at the north, encouraging linkages along the entire waterfront. The proposed masterplan respects DRWC urban planning objectives, creating an extended view corridor along E Cumberland Street and active and passive recreational zones and trails at the water's edge.

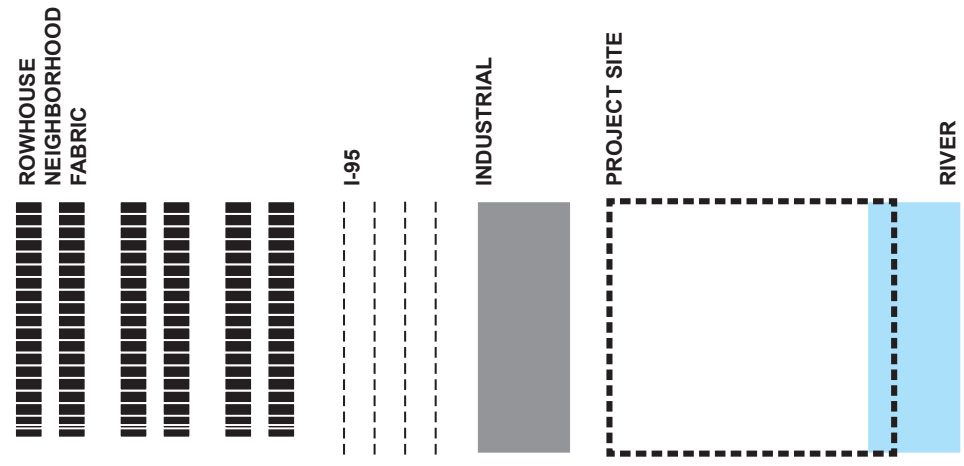
EXISTING SITE AERIAL



BETWEEN THE RIVER AND THE CITY

Our project site spans 45 acres across two phases of development between the Delaware River and Beach Street at the edge of the Port Richmond neighborhood. With nearly 2000 linear feet of river frontage originally formed around the docks and piers of the Cramp shipyard, the lot is an important piece in the Delaware River Waterfront Corporation (DRWC)'s masterplan vision for the future of Philadelphia's waterfront. While the site itself offers expansive views of the river and the Ben Franklin Bridge to the south, the site is disconnected from its adjacent rowhouse fabric. Only two blocks west on Cumberland Street, a visitor might find a dense, cramped streetscape dominated hardscape with very little greenery, and no sense of proximity to the riverfront.

Our project proposes to straddle this boundary with a uniquely hybrid community referencing the city's urban rowhouse heritage while opening access to its historically closed riverfront – both for residents and the general public. The development includes community amenities, multifamily apartments, and single-family homes at multiple scales and typologies, situated to provide access for all to ample, well-maintained natural and constructed landscapes.



EXISTING SITE AERIAL

95 REVIVE PROJECT RENDERINGS



Rendering of multi-use trail under the viaduct



Rendering of multi-use trail crossing at Girard Avenue



Rendering of stormwater landscaping along Richmond Street



Rendering of ornamental landscaping proposed in interchange

RENDERINGS PRODUCED BY USDOT FEDERAL HIGHWAY ADMINISTRATION AND PENNDOT

GRAFFITI PIER RENDERINGS



UPPER LEVEL OF THE SOUTH TRESTLE



PROPOSED PIER 18 EDGE & EASTERN TIDAL MARSH

RENDERINGS PRODUCED BY STUDIO ZEWDE

DELAWARE RIVER TRAIL RENDERINGS



RENDERINGS PRODUCED BY DRWC / NV5



EXISTING SITE PHOTOS



VIEW LOOKING SW AT SCHIRRA + BEACH



VIEW LOOKING S AT SCHIRRA + RICHMOND



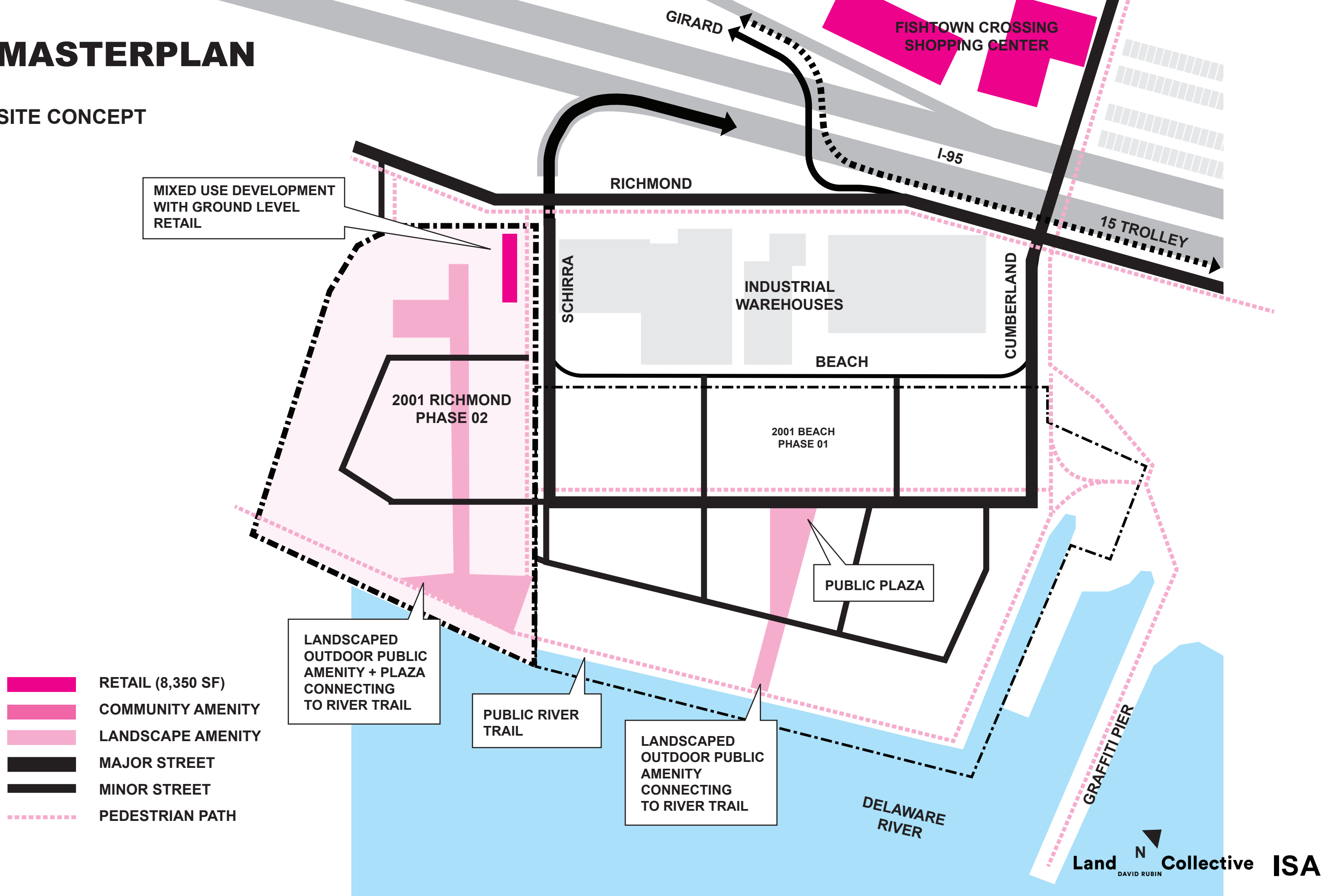
VIEW LOOKING SE FROM RICHMOND



VIEW LOOKING SW FROM RICHMOND

MASTERPLAN

SITE CONCEPT



MIXED USE DEVELOPMENT WITH GROUND LEVEL RETAIL

LANDSCAPED OUTDOOR PUBLIC AMENITY + PLAZA CONNECTING TO RIVER TRAIL

PUBLIC RIVER TRAIL

LANDSCAPED OUTDOOR PUBLIC AMENITY CONNECTING TO RIVER TRAIL

PUBLIC PLAZA

- RETAIL (8,350 SF)
- COMMUNITY AMENITY
- LANDSCAPE AMENITY
- ▬ MAJOR STREET
- ▬ MINOR STREET
- ⋯ PEDESTRIAN PATH

I-95 REVIVE PEDESTRIAN IMPROVEMENTS WILL CONNECT RESIDENTS OF 2001 RICHMOND TO THE HEART OF FISHTOWN

TO PENN TREATY PARK

GIRARD AVENUE BUSINESS DISTRICT

ARAMINGO AVENUE

FISHTOWN CROSSING

I-95

CUMBERLAND STREET

RICHMOND STREET

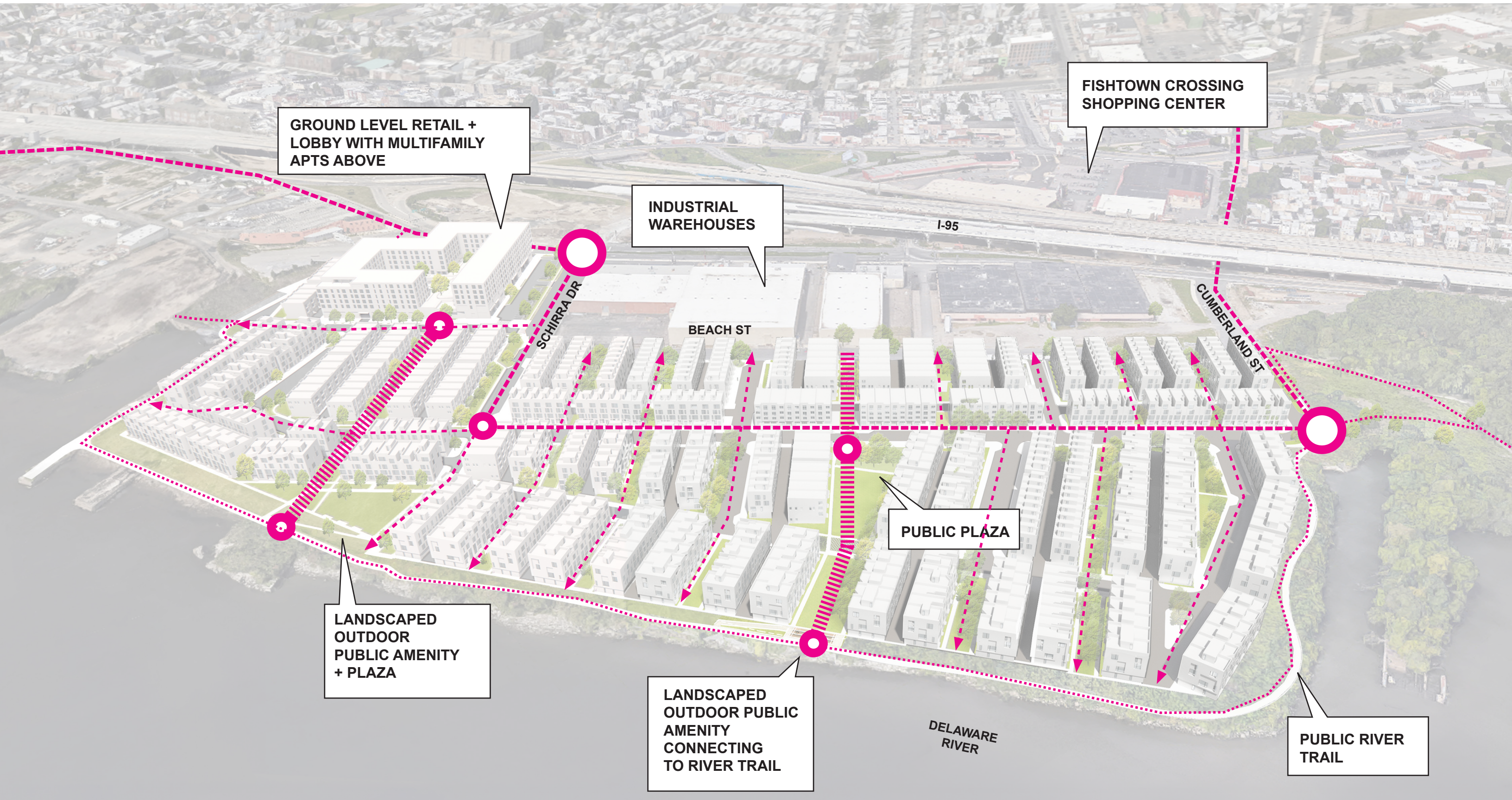
TO PORT RICHMOND

BEACH STREET

2001 RICHMOND PHASE 02

2001 BEACH PHASE 01

GRAFFITI PIER



GROUND LEVEL RETAIL + LOBBY WITH MULTIFAMILY APTS ABOVE

INDUSTRIAL WAREHOUSES

FISHTOWN CROSSING SHOPPING CENTER

PUBLIC PLAZA

LANDSCAPED OUTDOOR PUBLIC AMENITY + PLAZA

LANDSCAPED OUTDOOR PUBLIC AMENITY CONNECTING TO RIVER TRAIL

PUBLIC RIVER TRAIL

3D MASSING MODEL



RICHMOND STREET

SCHIRRA DRIVE

CUMBERLAND STREET

BEACH STREET

DELAWARE RIVER

GRAFFITI PIER

PREVIOUS SITE PLAN





RICHMOND STREET

SCHIRRA DRIVE

CUMBERLAND STREET

BEACH STREET

DELAWARE RIVER

GRAFFITI PIER

REVISED SITE PLAN



SINGLE FAMILY TOTAL

PARKING

192 SPACES

HOUSES (336,202 SF)

■ HOUSE 18X32 / TYPE A

17

■ HOUSE 18X40 / TYPE B

29

■ HOUSE 20X40 / TYPE C

31

■ HOUSE 23X44 / TYPE E

43

TOTAL

120 UNITS

TWO FAMILY TOTAL

PARKING

100 SPACES

HOUSES (232,550 SF)

■ DUPLEX 24X50

50 (100 UNITS)

MULTI-FAMILY TOTAL

PARKING

78 SPACES

RETAIL (5,000 SF)

0 SPACES

■ APARTMENTS (85,440 SF)

80 UNITS

SITE TOTAL

PARKING

418 TOTAL SPACES)

HOUSING UNITS (654,192 SF)

300 UNITS

PARKING : UNIT RATIO

1.4 : 1



PREVIOUS ZONING PLAN

SINGLE FAMILY TOTAL

PARKING 239 SPACES
 HOUSES (299,876 SF)

- HOUSE 18X32 / TYPE A 29
- HOUSE 23X44 / TYPE E 29
- HOUSE 20X40 / TYPE C 47
- HOUSE 24X34 / TYPE G 29

TOTAL 134 UNITS

MULTI-FAMILY TOTAL

PARKING 216 SPACES
 RETAIL (8,353 SF) 27 SPACES

- APARTMENTS (339,672 SF)
- STUDIOS 19
- 1 BR 179
- 2 BR 109

TOTAL 307 UNITS

SITE TOTAL

PARKING (455 GARAGE + 71 SURFACE) 526 TOTAL SPACES
 HOUSING UNITS (639,548 SF) 441 UNITS
 PARKING : UNIT RATIO 1.19 : 1



PROPOSED ZONING PLAN

MIXED USE BUILDING



MIXED USE BUILDING



MIXED USE BUILDING



MIXED USE BUILDING



GREENFINGER



MULTIFAMILY AXON - NORTHEAST CORNER

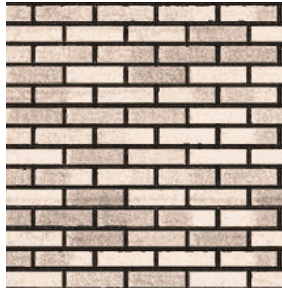


MULTIFAMILY AXON - NORTHWEST CORNER

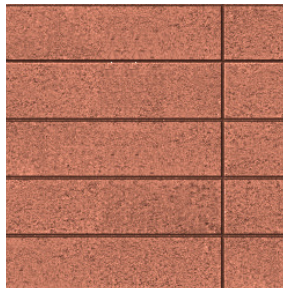


EXTERIOR FINISHES - MULTIFAMILY BUILDING

SCHIRRA DRIVE ELEVATION (NORTH)



BRICK - STONINGTON GREY VELOUR



PRECAST STONE - TERRACOTTA

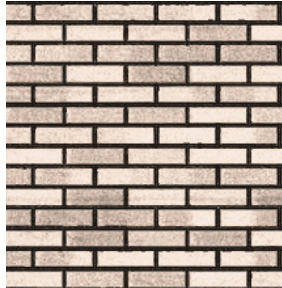


STANDING SEAM - DARK GREY

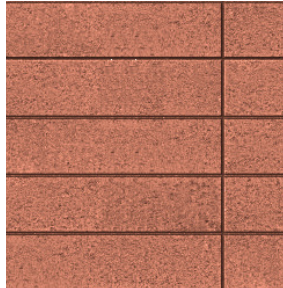


CORRUGATED METAL - BLACK

RICHMOND ST / DYOTT ST ELEVATION (WEST)



BRICK - STONINGTON GREY VELOUR



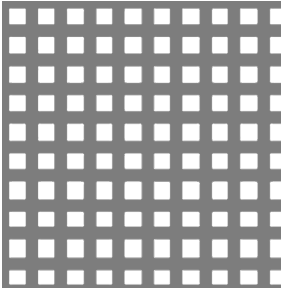
PRECAST STONE - TERRACOTTA



STANDING SEAM - DARK GREY

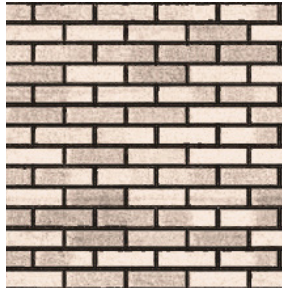


CORRUGATED METAL - BLACK

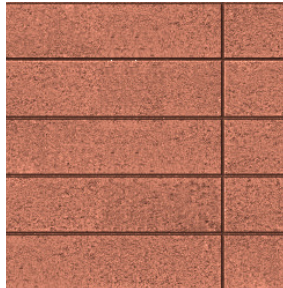


PERFORATED METAL SCREEN

EAST ELEVATION



BRICK - STONINGTON GREY VELOUR



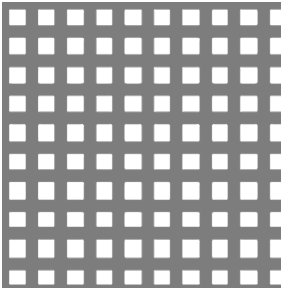
PRECAST STONE - TERRACOTTA



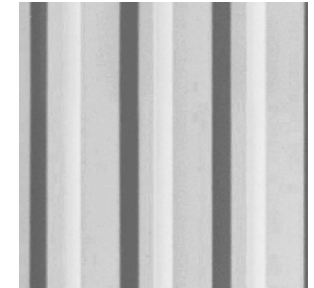
STANDING SEAM - DARK GREY



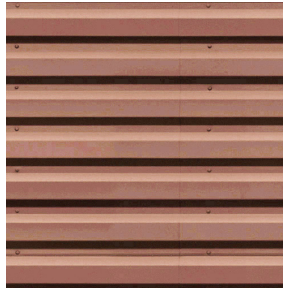
CORRUGATED METAL - BLACK



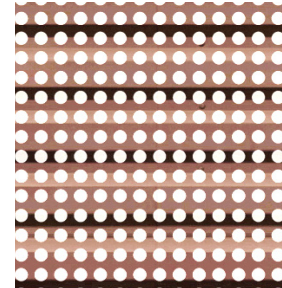
PERFORATED METAL SCREEN



METAL PANEL - WHITE

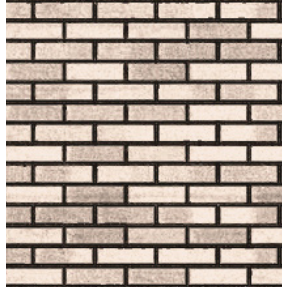


METAL PANEL - SEDONA



PERFORATED METAL PANEL - SEDONA

SOUTH ELEVATION



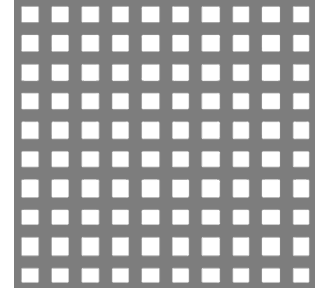
BRICK - STONINGTON GREY VELOUR



STANDING SEAM - DARK GREY



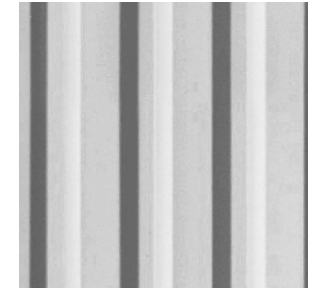
CORRUGATED METAL - BLACK



PERFORATED METAL SCREEN



METAL PANEL - SEDONA



METAL PANEL - WHITE

MIXED USE BUILDING

NORTH ELEVATION



SCHIRRA DRIVE ELEVATION



RICHMOND ST / DYOTT ST ELEVATION

**MIXED USE BUILDING
ELEVATIONS**



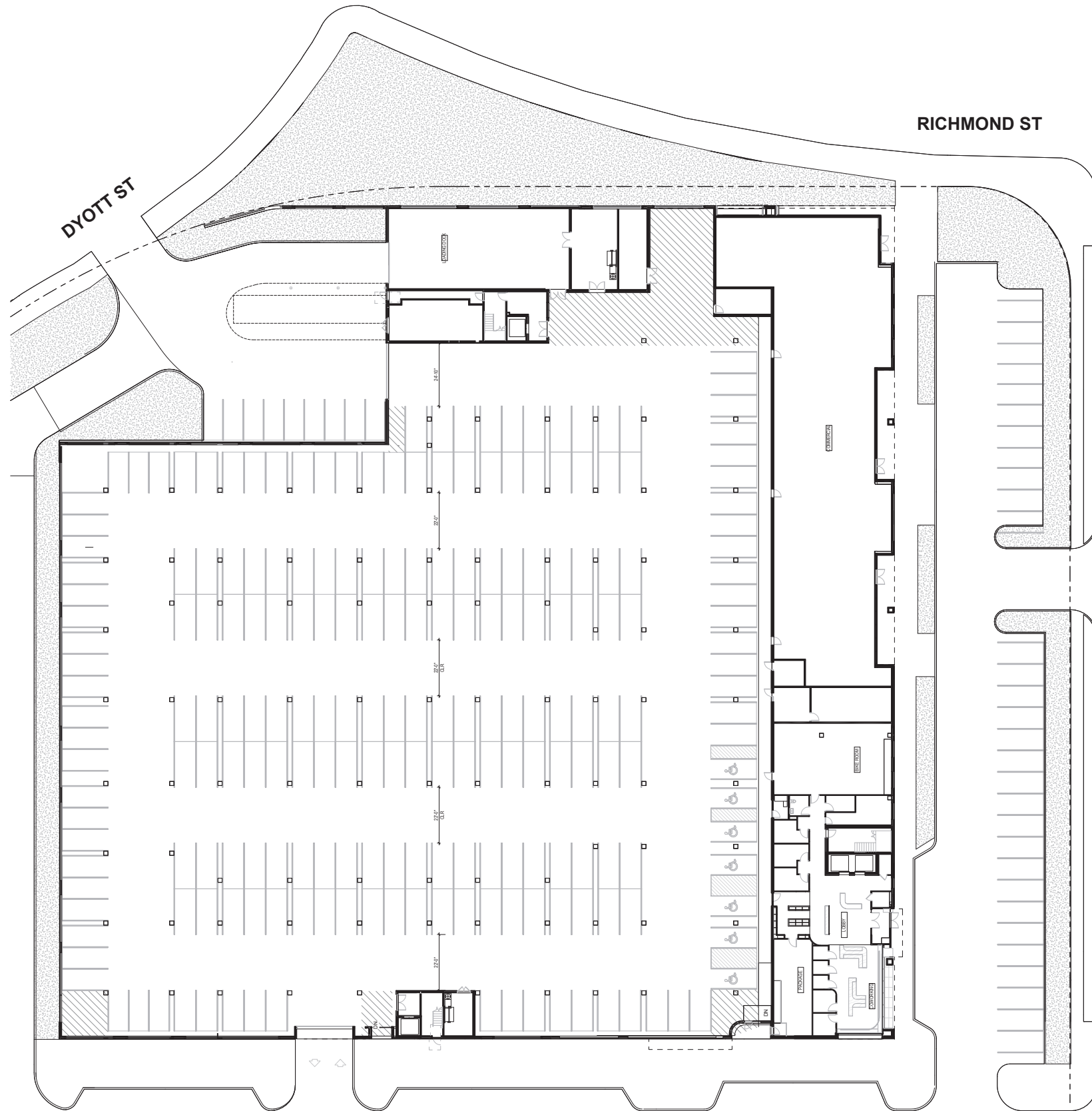
EAST ELEVATION



NORTH ELEVATION

MIXED USE BUILDING

FLOOR PLANS



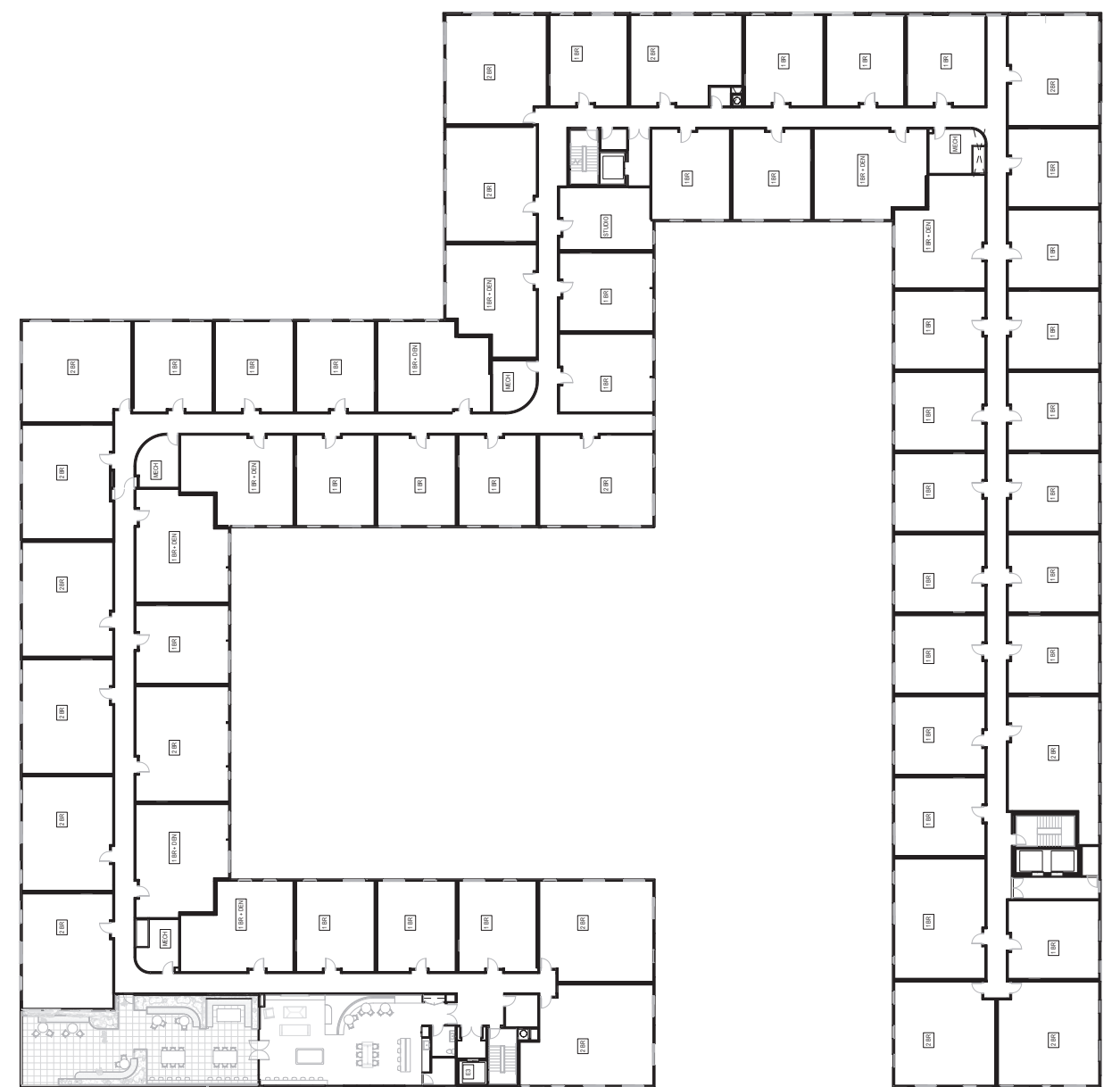
L 2

MIXED USE BUILDING

FLOOR PLANS



L 3-5



L 6

ALL GRADING SLOPES AWAY FROM THE RIVER TO MANAGE STORMWATER ON SITE

THE SITE IS BEING BUILT UP TO ELEVATE FIRST FLOORS MORE THAN 6 FT ABOVE THE 100 YEAR BASE FLOOD ELEVATION.

LOWEST PROPOSED FINISH FLOOR @ RIVER: +11.50

100 YR BASE FLOOD ZONE +5.30

MEAN HIGH WATER LEVEL -1.45

TOWNHOME TYPE E

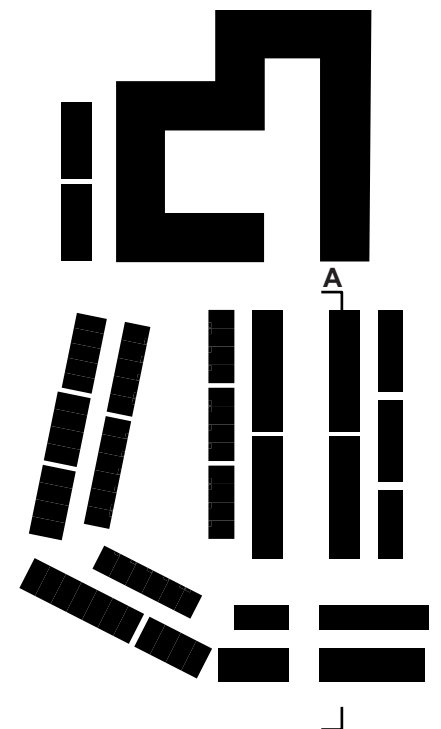
TOWNHOME TYPE A

LANDSCAPED PLAZA

TOWNHOME TYPE C

T.O. BANK

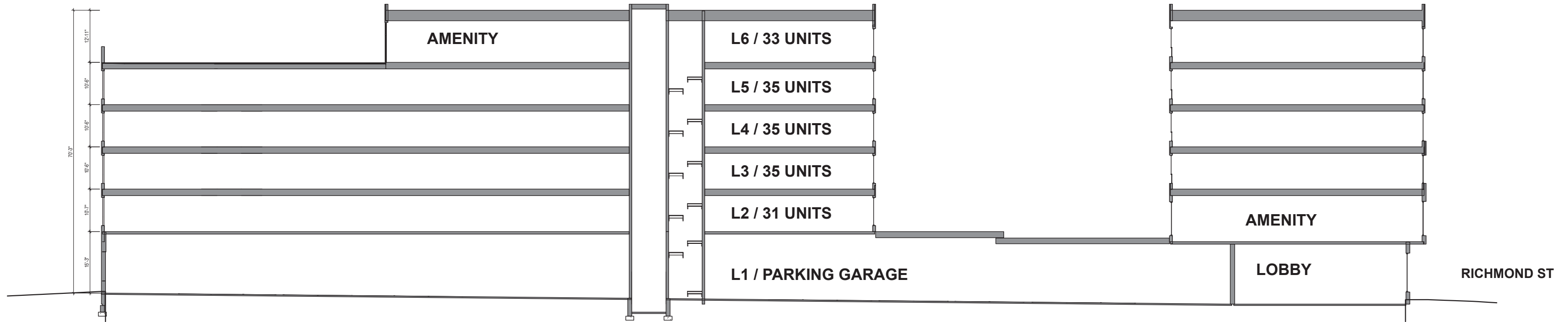
50' SETBACK



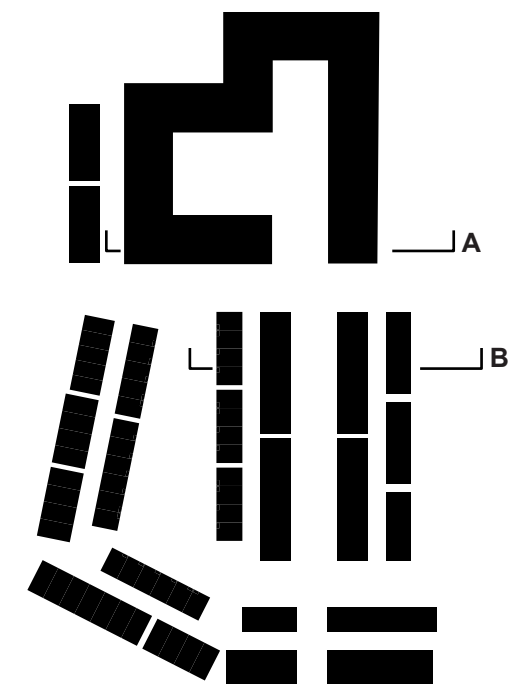
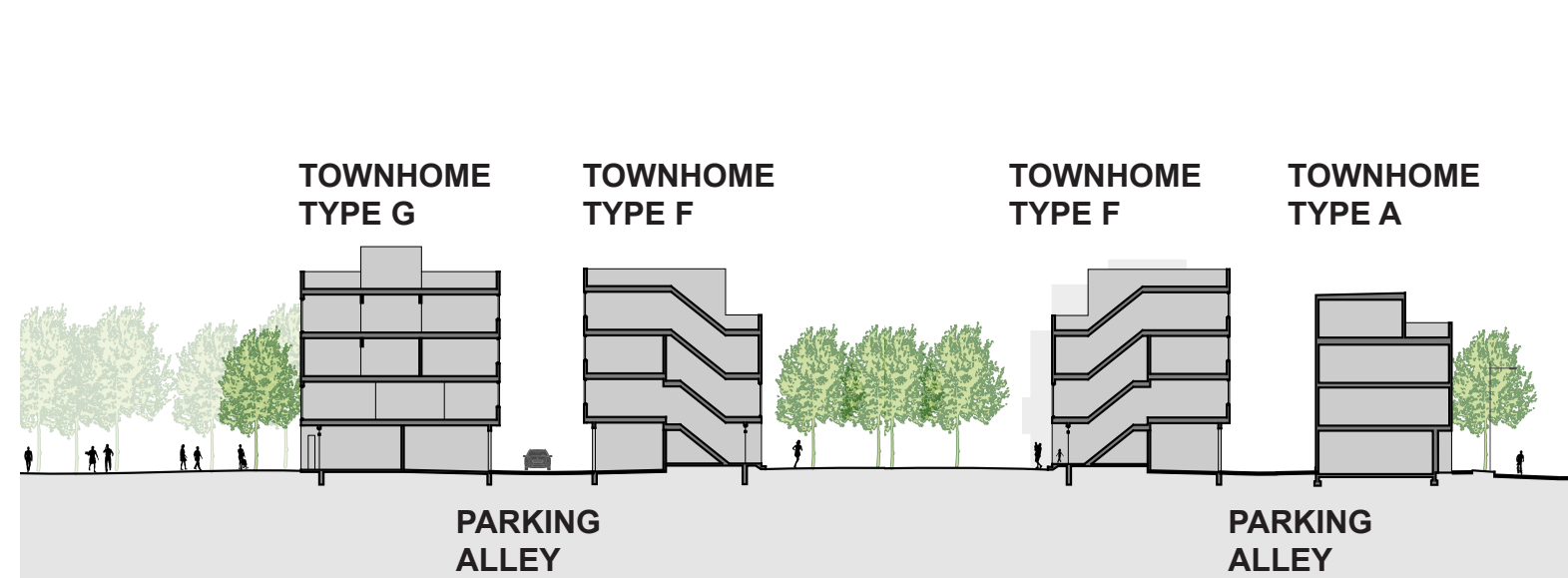
SITE GRADING STRATEGY

MIXED USE BUILDING

A / BUILDING SECTION

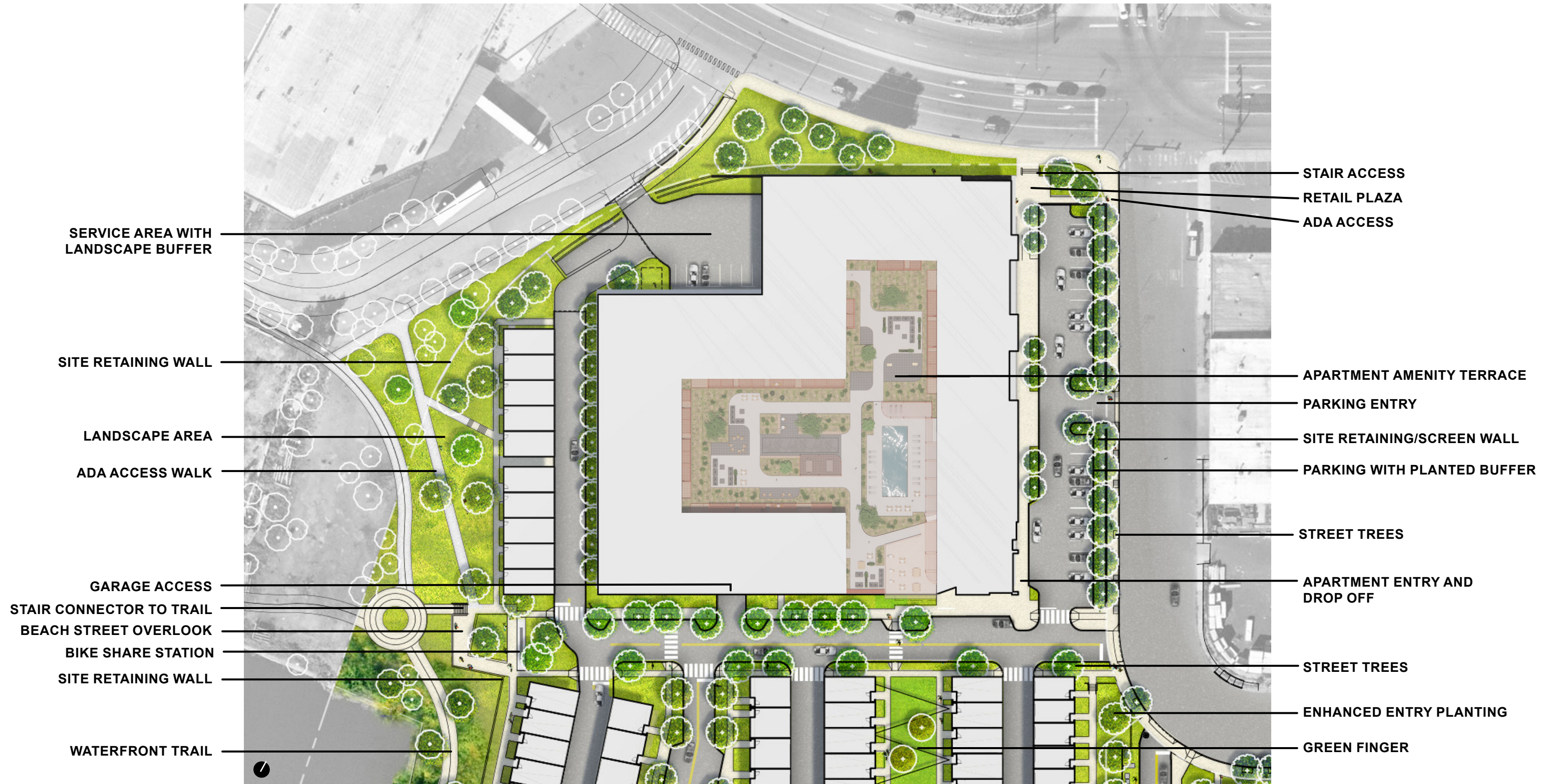


B / SITE SECTION



LANDSCAPE

SITE PLAN - NORTH



SITE PLAN - SOUTH



STREET TREES



Red Maple
Acer rubrum



Honey Locust
Gleditsia triacanthos



Black Gum
Nyssa sylvatica



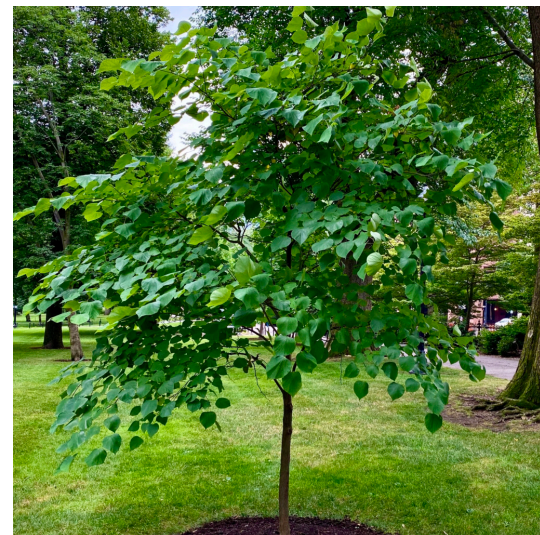
London Plane
Platanus occidentalis



Swamp White Oak
Quercus bicolor



Sweetgum
Liquidambar styraciflua 'Rotundiloba'



Redbud
Cercis canadensis

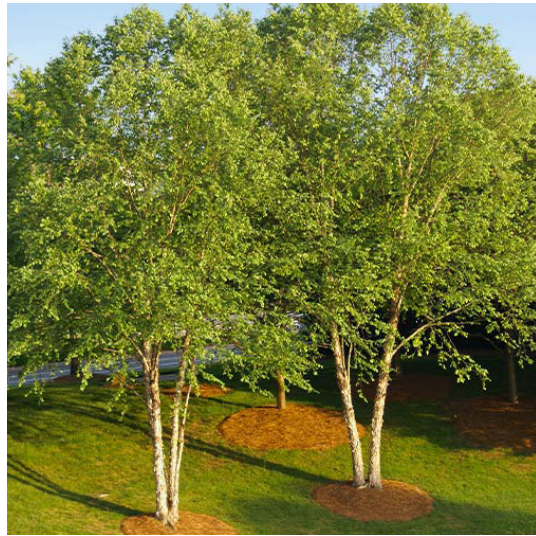


Willow Oak
Quercus phellos



Amelanchier
Amelanchier x grandiflora 'Autumn Brilliance'

GREEN FINGERS/ CENTRAL GREEN



River Birch
Betula nigra



Pee Wee Oak Leaf Hydrangea
Hydrangea quercifolia 'Pee Wee'



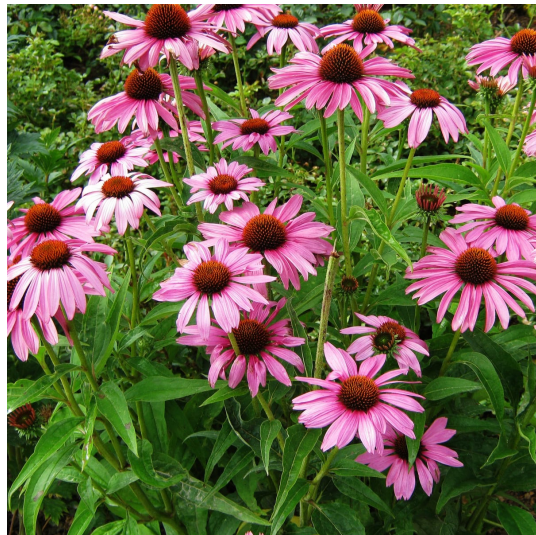
Lime Light Hydrangea
Hydrangea paniculata 'Lime Light'



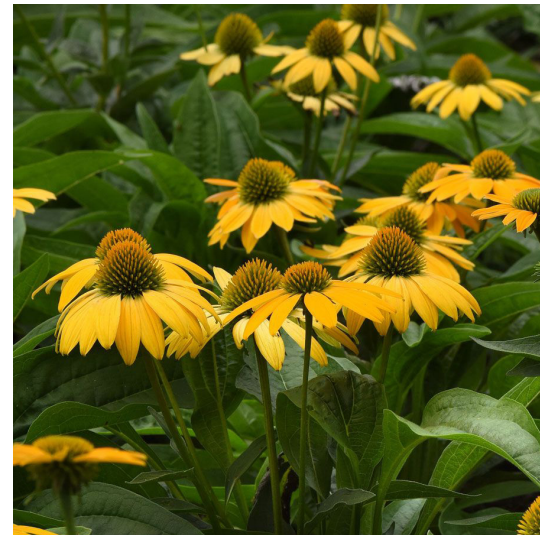
Sweet Pepperbush
Clethra alnifolia 'Hummingbird'



Pennsylvania Sedge
Carex pensylvanica



Purple Coneflower
Echinacea purpurea 'Magnus'



Yellow Cone Flower
Echinacea sombrero 'Lemon Yellow'



Russian Sage
Perovskia atriplicifolia 'Little Spire'



Winterberry
Ilex verticillata 'Red Sprite'



Little Henry Virginia Sweetspire
Itea virginica 'Sprich Little Henry'

MULTI FAMILY PLANTING



Okame Cherry
Prunus x 'Okame'



American Elm
Ulmus americana 'Princeton'



Sweetgum
Liquidambar styraciflua 'Rotundiloba'



American Hornbeam
Carpinus caroliniana



Hybrid Yew
Taxus x 'Media'



New Jersey Tea
Ceanothus americanus



'Henry's Garnet Sweetspire
Itea virginica 'Henry's Garnet'



Red Sprite/ Jim Dandy Winterberry
Ilex verticillata 'Jim Dandy/Red Sprite'



Inkberry Holly
Ilex glabra



Oakleaf Hydrangea
Hydrangea quercifolia



Grow Low Sumac
Rhus aromatica 'Grow Low'



Blue Wild Indigo
Baptisia australis



Pennsylvania Sedge
Carex pennsylvanica

CENTRAL GREEN

PUBLIC PLAZA
AND LANDSCAPED
OUTDOOR PUBLIC
AMENITY CONNECTING
TO RIVER TRAIL



CENTRAL GREEN



PUBLIC RIVER TRAIL



LANDSCAPED
OUTDOOR PUBLIC
AMENITY
CONNECTING
TO RIVER TRAIL



PUBLIC RIVER
TRAIL

TOWNHOMES

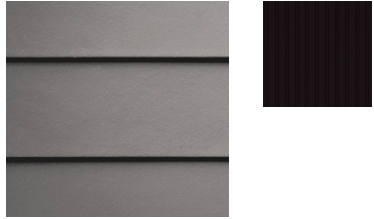
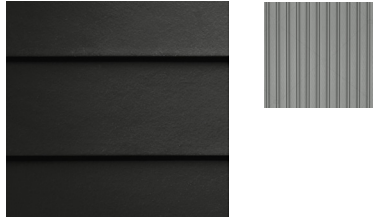

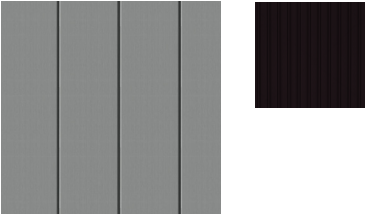


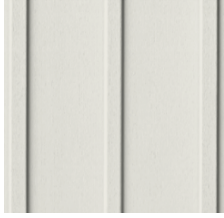
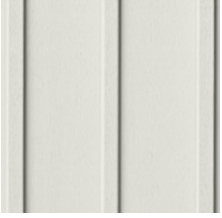












VIEW OF GREEN FINGER



VIEW OF GREEN FINGER



EXTERIOR FINISHES - TYPE A

	FIBER CEMENT 01	FIBER CEMENT 02	METAL 01	METAL 02
BASE FACADE FIBER CEMENT SIDING / METAL PANEL	 <p>HARDIE PLANK - GREY SLATE ENGLERT CORRUGATED - MATTE BLACK</p>	 <p>HARDIE PLANK - IRON GREY ENGLERT CORRUGATED - SLATE GREY</p>	 <p>ENGLERT STANDING SEAM - MATTE BLACK ENGLERT CORRUGATED - SLATE GREY</p>	 <p>ENGLERT STANDING SEAM - SLATE GREY ENGLERT CORRUGATED - MATTE BLACK</p>
FOURTH FLOOR CLADDING VINYL BOARD + BATTEN SIDING	 <p>ROYAL - STERLING</p>	 <p>ROYAL - STERLING</p>	 <p>ROYAL - STERLING</p>	 <p>ROYAL - STERLING</p>
REAR CLADDING VINYL BOARD + BATTEN SIDING	 <p>ROYAL - STERLING ROYAL - WEATHERED GREY</p>	 <p>ROYAL - STERLING ROYAL - WEATHERED GREY</p>	 <p>ROYAL - STERLING ROYAL - WEATHERED GREY</p>	 <p>ROYAL - STERLING ROYAL - WEATHERED GREY</p>
WINDOW HOOD / FRONT DOOR PAINT	 <p>ORANGE</p>	 <p>ORANGE</p>	 <p>ORANGE</p>	 <p>ORANGE</p>
ENTRY INSET SMOOTH FIBER CEMENT PANEL	 <p>HARDIE PANEL - ARCTIC WHITE</p>	 <p>HARDIE PANEL - ARCTIC WHITE</p>	 <p>HARDIE PANEL - ARCTIC WHITE</p>	 <p>HARDIE PANEL - ARCTIC WHITE</p>

EXTERIOR FINISHES - TYPE C/E

BASE FACADE

BRICK

01-A



SIOUX CITY - white plains
glen-gery - pearl river smooth

01-B



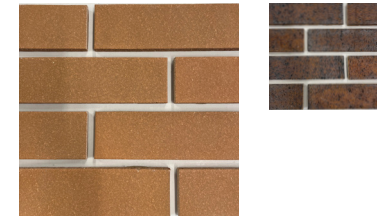
glen-gery - pearl river smooth
SIOUX CITY - white plains

02-A



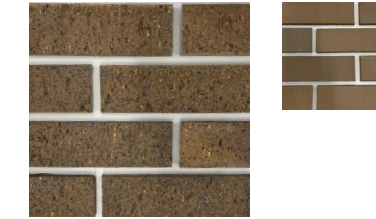
SIOUX CITY - MOUNTAIN SHADOW velour
glen-gery - port liberte

02-B



glen-gery - port liberte
SIOUX CITY - MOUNTAIN SHADOW velour

03-A



SIOUX CITY - badlands velour
glen-gery - brazilwood smooth

03-B



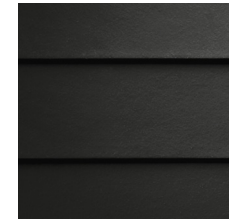
glen-gery - brazilwood smooth
SIOUX CITY - badlands velour

FOURTH FLOOR TERRACE / SIDE CLADDING

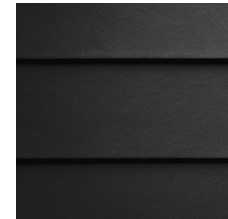
SMOOTH FIBER CEMENT SIDING



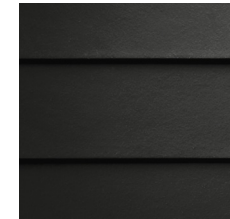
HARDIE PLANK - IRON GREY



HARDIE PLANK - IRON GREY



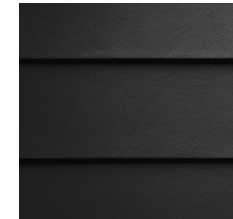
HARDIE PLANK - IRON GREY



HARDIE PLANK - IRON GREY



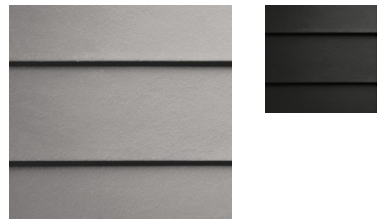
HARDIE PLANK - IRON GREY



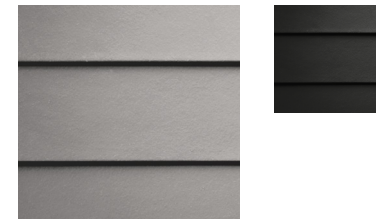
HARDIE PLANK - IRON GREY

REAR CLADDING

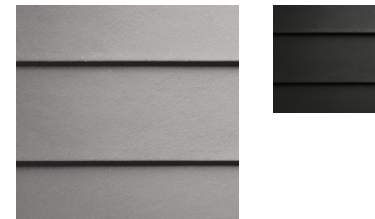
4.5" HORIZONTAL vinyl siding



ROYAL - harvard slate
ROYAL - IRONSTONE



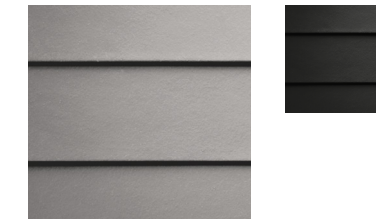
ROYAL - harvard slate
ROYAL - IRONSTONE



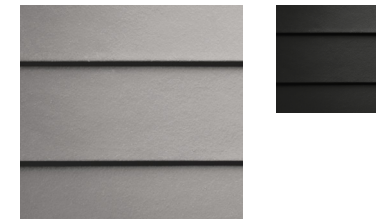
ROYAL - harvard slate
ROYAL - IRONSTONE



ROYAL - harvard slate
ROYAL - IRONSTONE



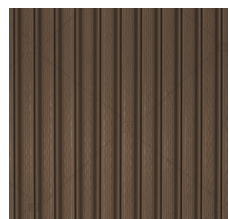
ROYAL - harvard slate
ROYAL - IRONSTONE



ROYAL - harvard slate
ROYAL - IRONSTONE

ACCENT MATERIAL

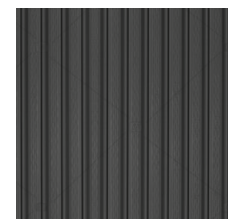
7/8" ROUND CORRUGATED METAL



ENGLERT corrugated - MEDIUM BRONZE



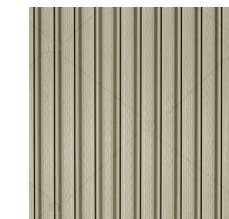
ENGLERT corrugated - MEDIUM BRONZE



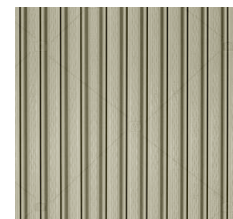
ENGLERT corrugated - CHARCOAL GREY



ENGLERT corrugated - CHARCOAL GREY



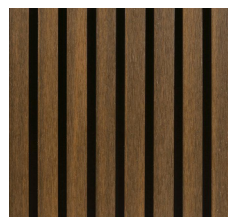
ENGLERT corrugated - CHAMPAGNE



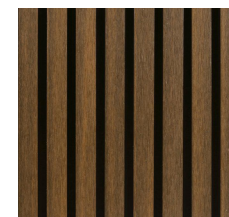
ENGLERT corrugated - CHAMPAGNE

ENTRY INSET

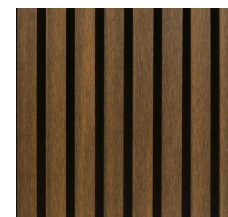
SYNTHETIC WOOD



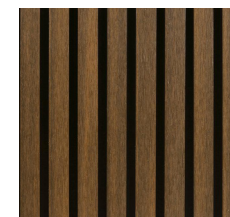
NEWTECH WOOD - PERUVIAN TEAK



NEWTECH WOOD - PERUVIAN TEAK



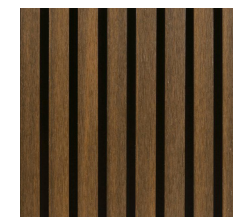
NEWTECH WOOD - PERUVIAN TEAK



NEWTECH WOOD - PERUVIAN TEAK



NEWTECH WOOD - PERUVIAN TEAK



NEWTECH WOOD - PERUVIAN TEAK

EXTERIOR FINISHES - TYPE G

TYPE G 01A

TYPE G 01B

TYPE G 02A

TYPE G 02B

TYPE G 03A

TYPE G 03B

BASE FACADE

FIBER CEMENT SIDING



HARDIE PLANK - iron gray



HARDIE PLANK - iron gray



hardie plank - timberbark



hardie plank - timberbark



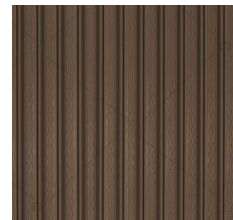
hardie plank - LIGHT MIST



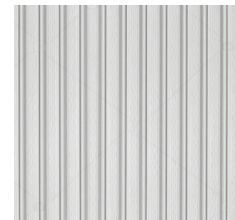
hardie plank - LIGHT MIST

ACCENT MATERIAL 01

CORRUGATED METAL PANEL



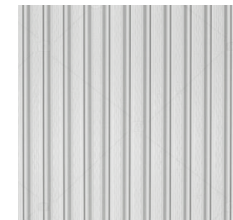
ENGLERT corrugated - MEDIUM BRONZE



ENGLERT corrugated - STONE WHITE



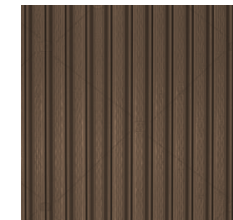
ENGLERT corrugated - MATTE BLACK



ENGLERT corrugated - STONE WHITE



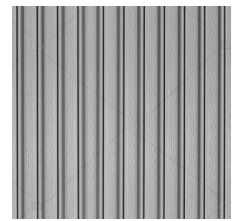
ENGLERT corrugated - MATTE BLACK



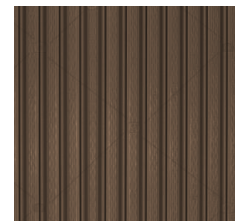
ENGLERT corrugated - MEDIUM BRONZE

ACCENT MATERIAL 02

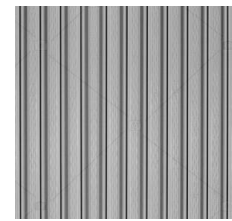
corrugated metal panel



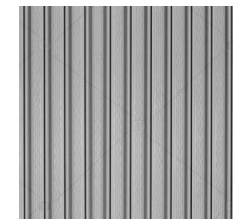
ENGLERT corrugated - preweathered galvalume (mill finish)



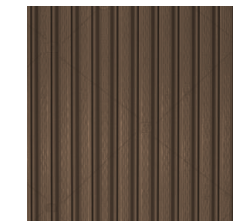
ENGLERT corrugated - MEDIUM BRONZE



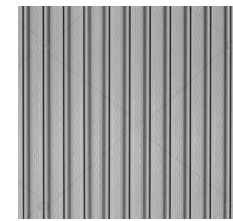
ENGLERT corrugated - preweathered galvalume (mill finish)



ENGLERT corrugated - preweathered galvalume (mill finish)



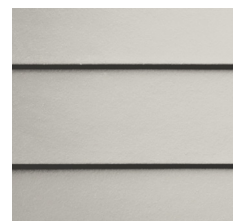
ENGLERT corrugated - MEDIUM BRONZE



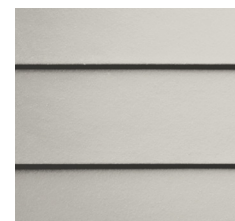
ENGLERT corrugated - preweathered galvalume (mill finish)

REAR CLADDING

4.5" HORIZONTAL VINYL SIDING



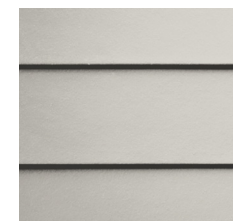
ROYAL - sterling
ROYAL - weathered grey



ROYAL - sterling
ROYAL - weathered grey



ROYAL - sterling
ROYAL - weathered grey



ROYAL - sterling
ROYAL - weathered grey



ROYAL - sterling
ROYAL - weathered grey



ROYAL - sterling
ROYAL - weathered grey

ENTRY INSET

SMOOTH FIBER CEMENT PANEL



hardie panel - light mist



hardie panel - light mist



hardie panel - light mist



hardie panel - light mist



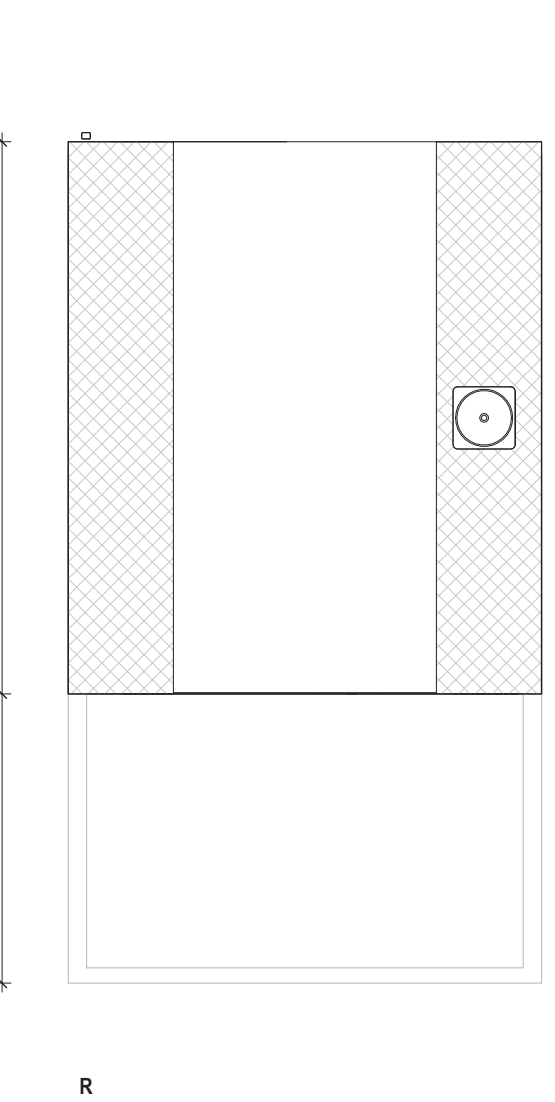
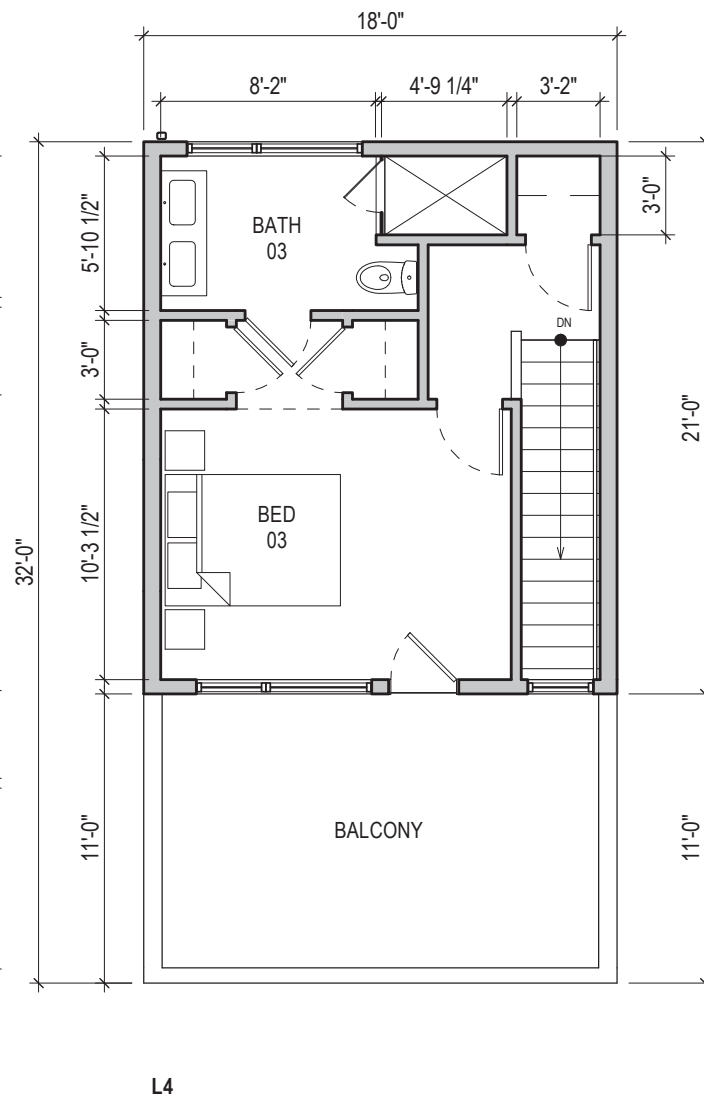
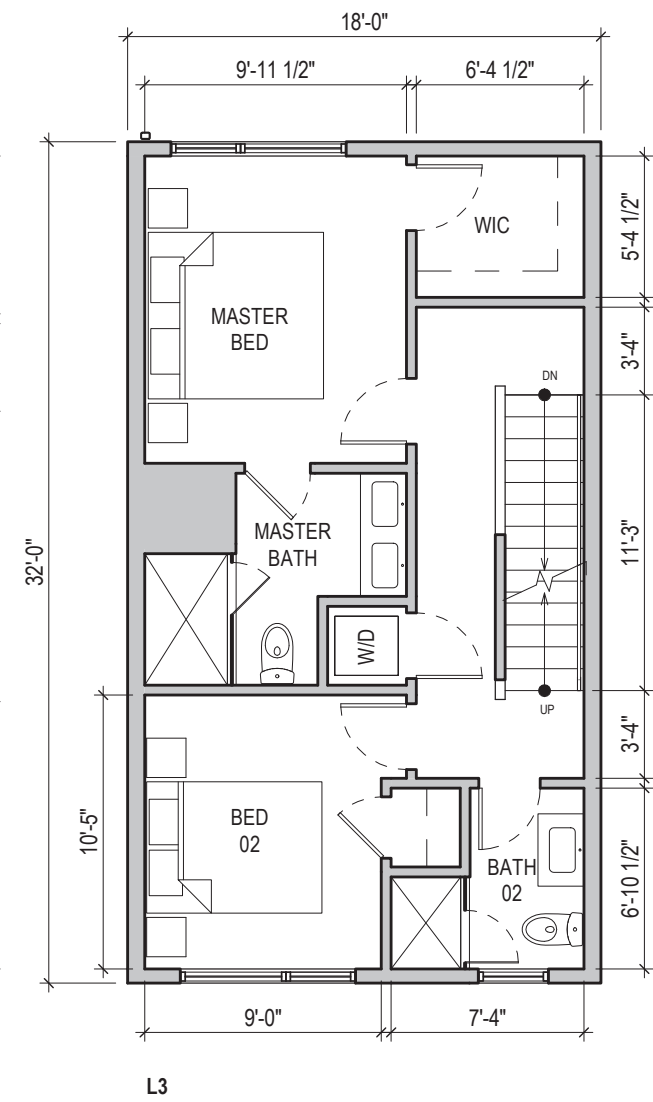
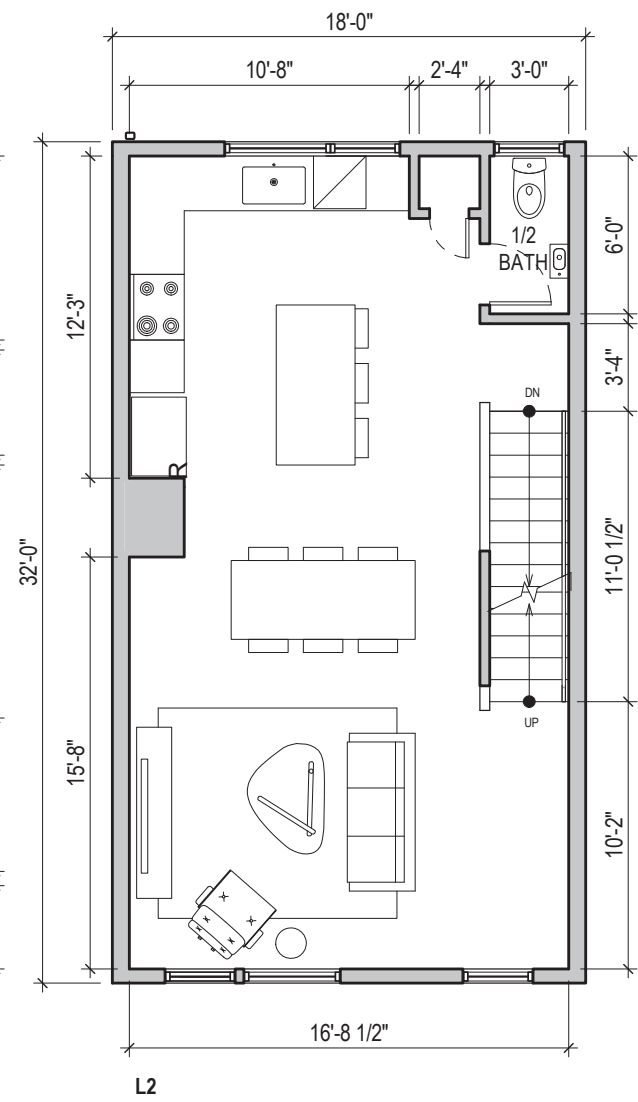
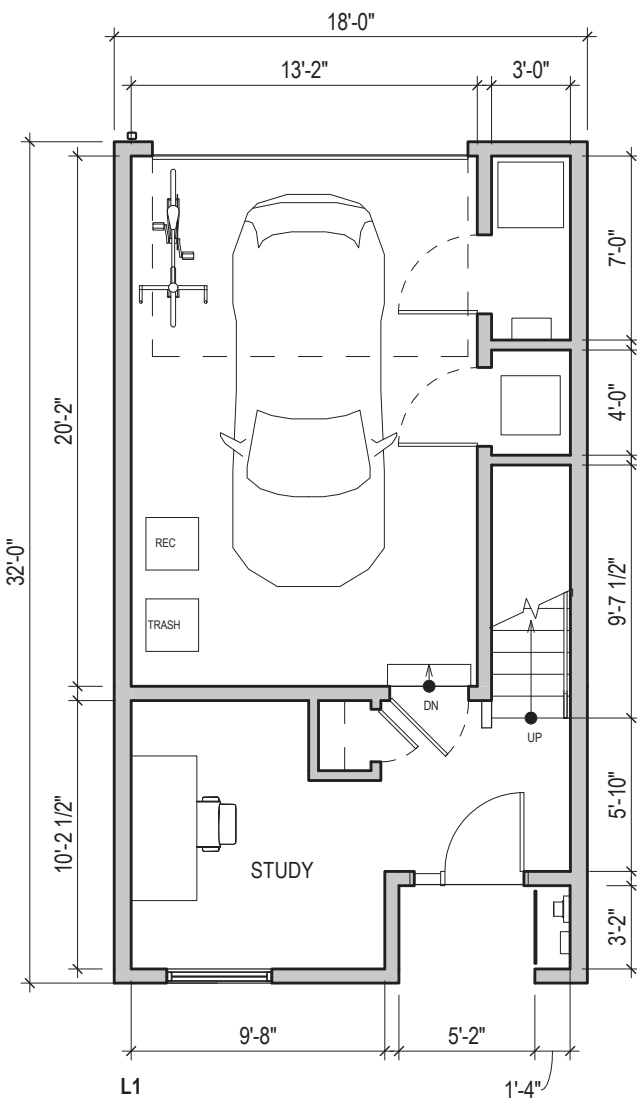
hardie panel - light mist



hardie panel - light mist

HOUSES / 18X32 / TYPE A

GROSS AREA 1,574 GSF + 266 GSF GARAGE
BEDS 3
BATHS 3.5



HOUSES / 18X32 / TYPE A



FRONT ELEVATION



SIDE ELEVATION



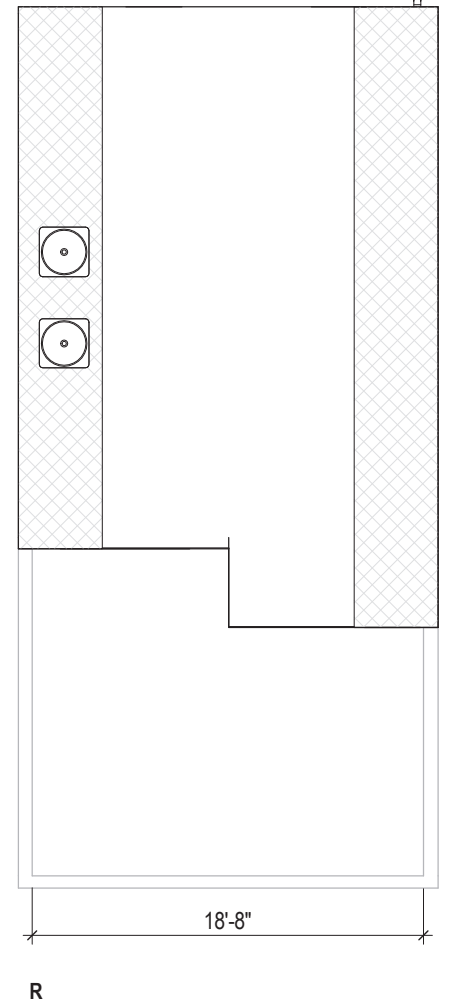
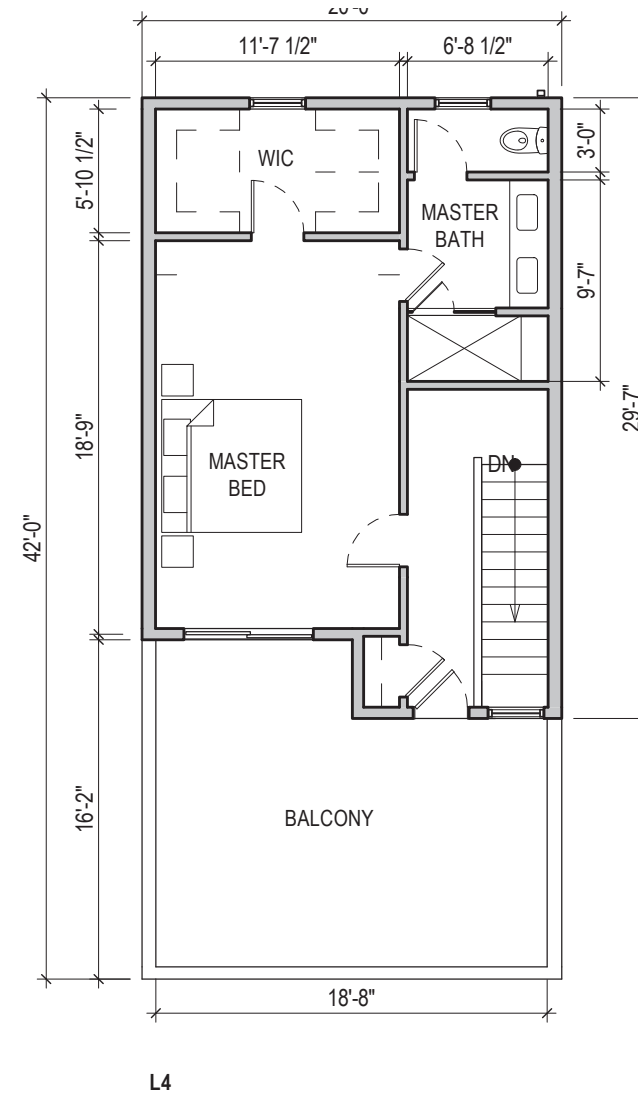
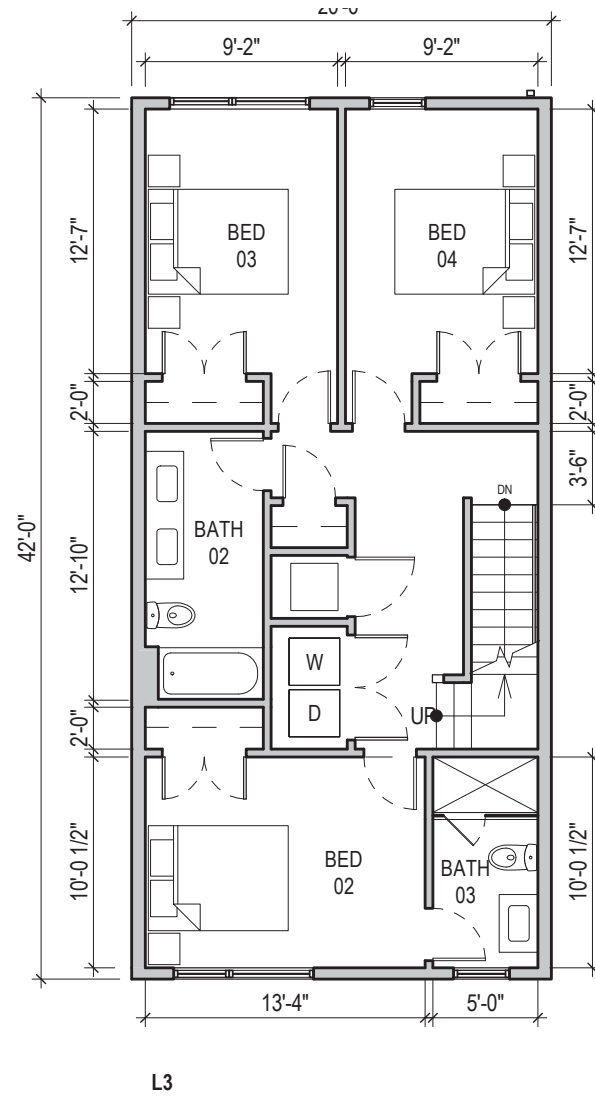
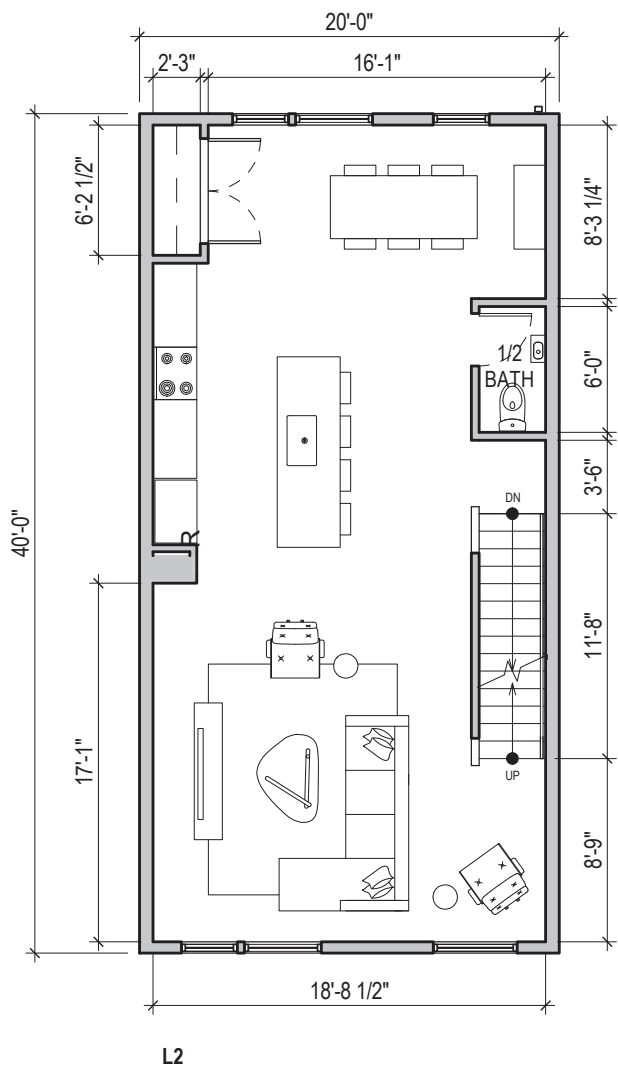
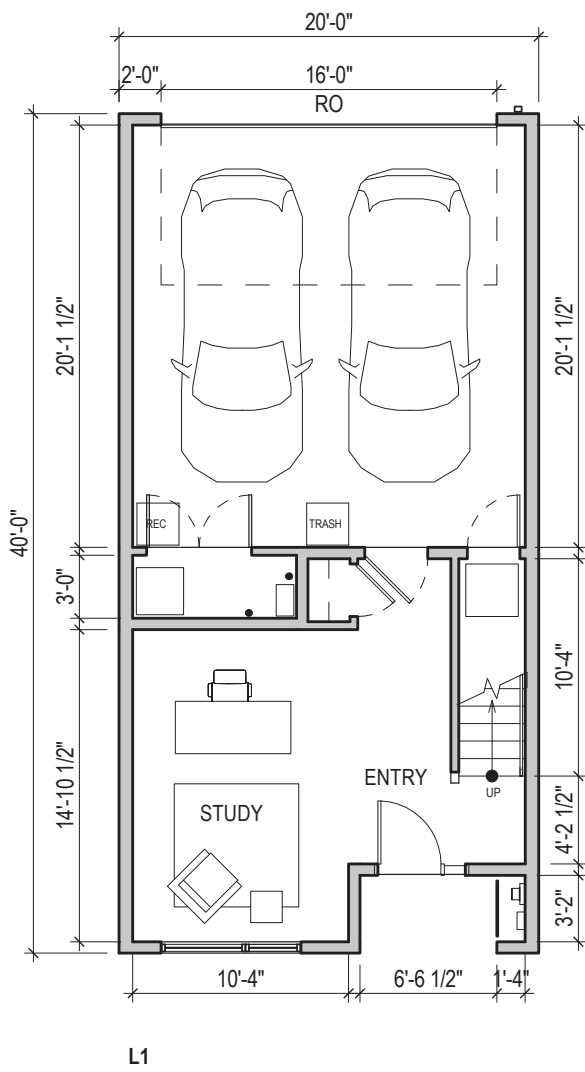
REAR ELEVATION



SIDE ELEVATION

HOUSES / 23X44 / TYPE C

GROSS AREA 2,242 GSF + 377 GSF GARAGE
BEDS 4
BATHS 3 FULL / 1 HALF



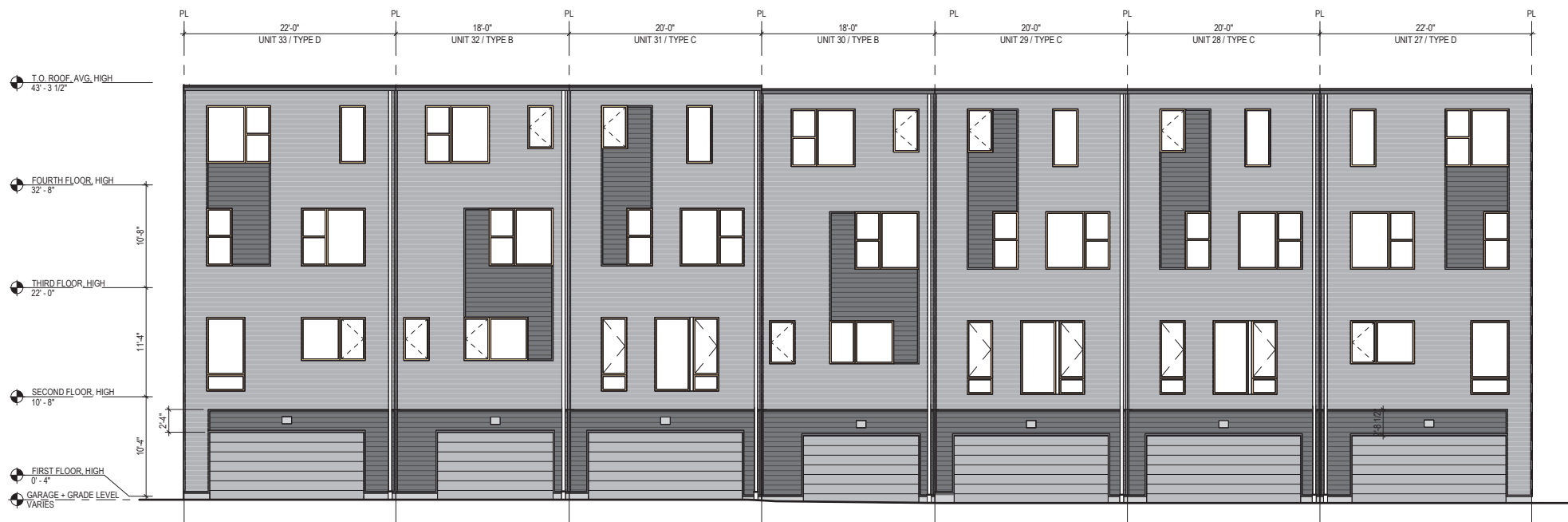
HOUSES / 23X44 / TYPE C



FRONT ELEVATION



SIDE ELEVATION



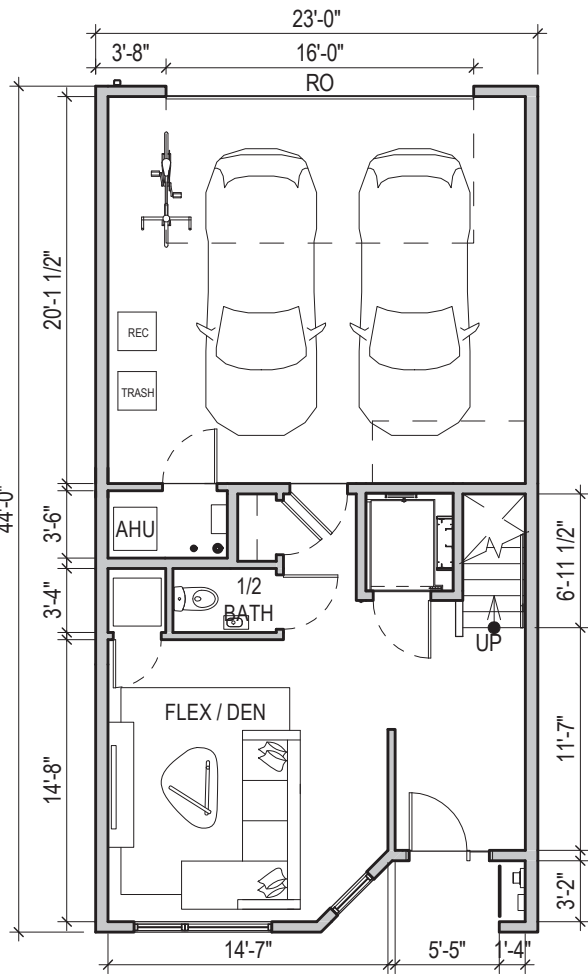
REAR ELEVATION



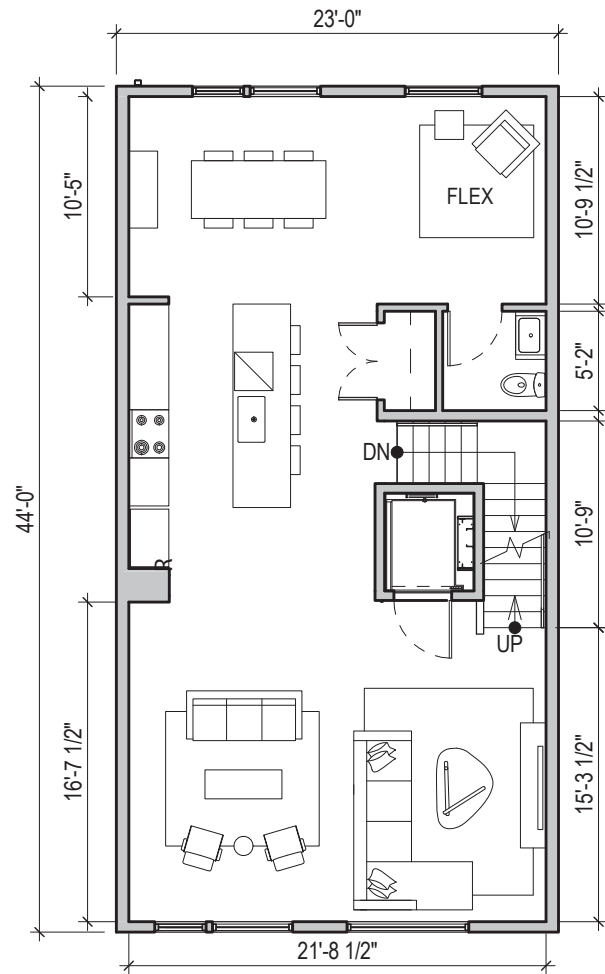
SIDE ELEVATION

HOUSES / 23X44 / TYPE E

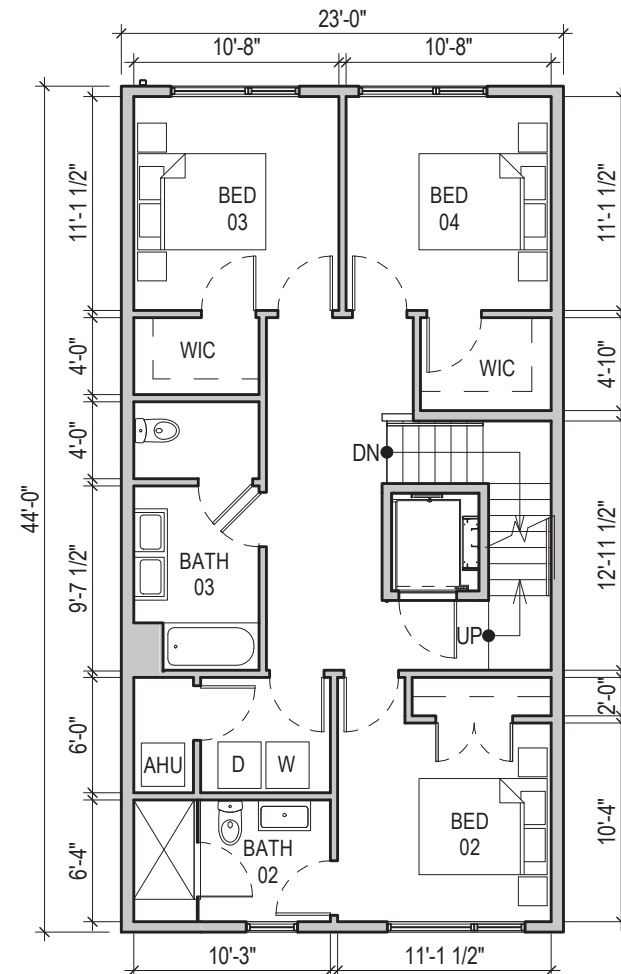
GROSS AREA 3,185 GSF + 437 GSF GARAGE
BEDS 4
BATHS 3 FULL / 2 HALF



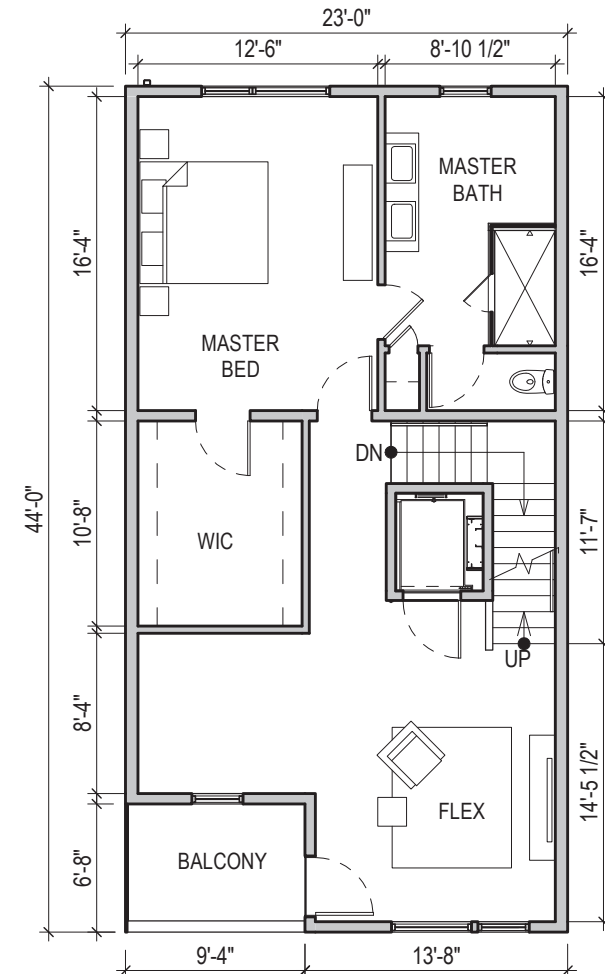
L1



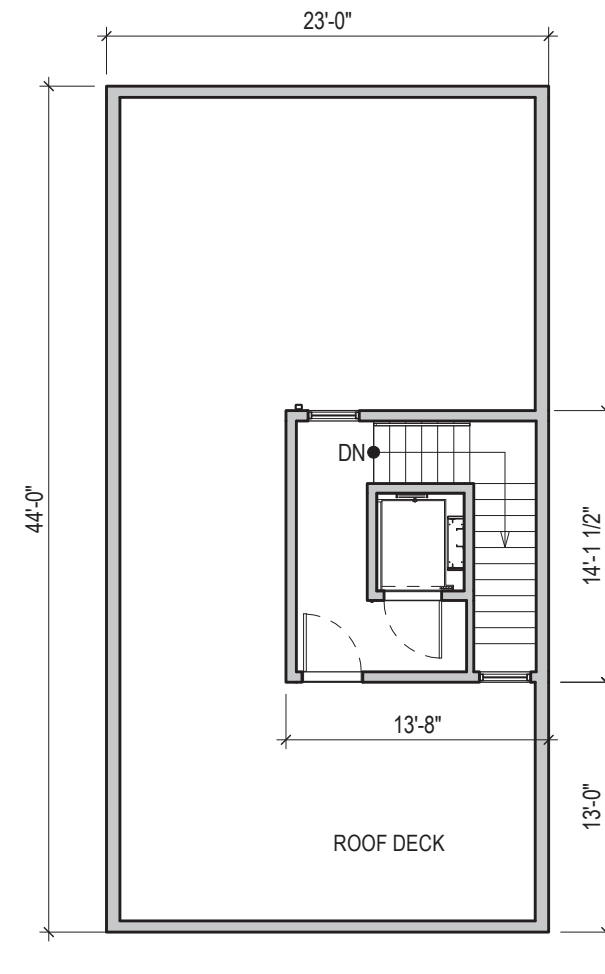
L2



L3



L4



R

HOUSES / 23X44 / TYPE E



FRONT ELEVATION



SIDE ELEVATION



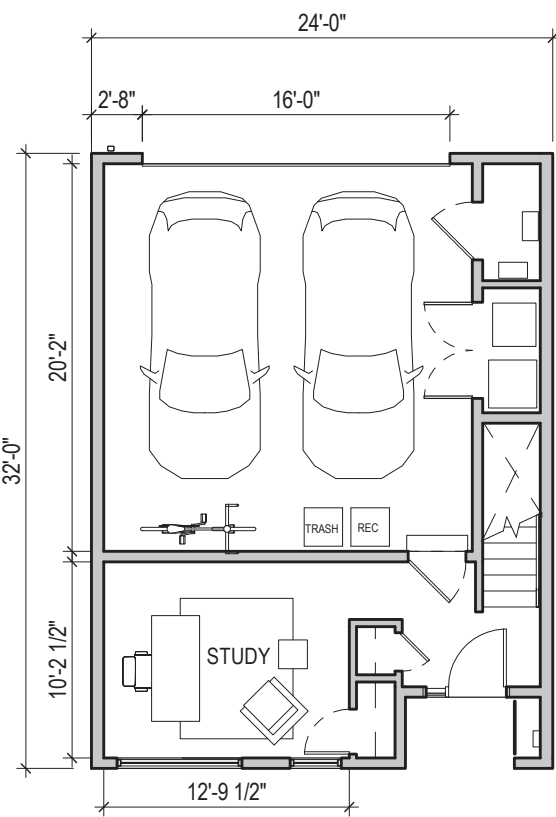
REAR ELEVATION



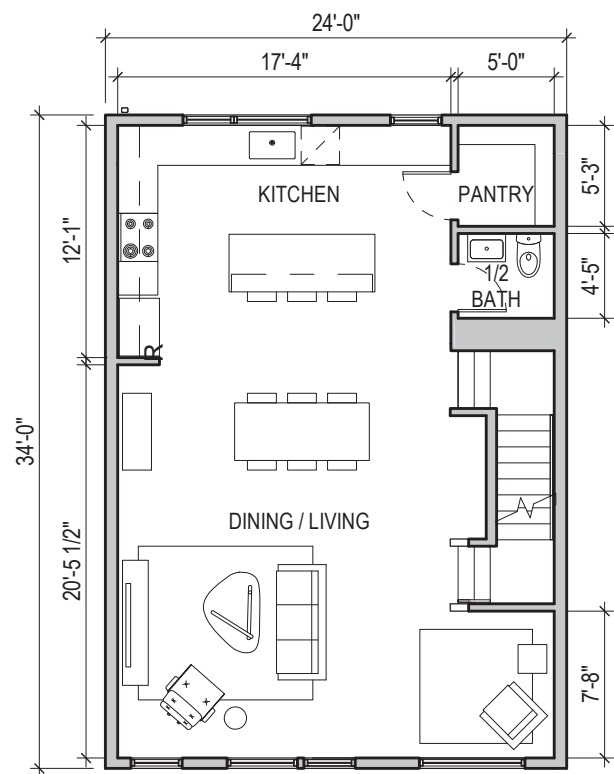
SIDE ELEVATION

HOUSES / 23X44 / TYPE G

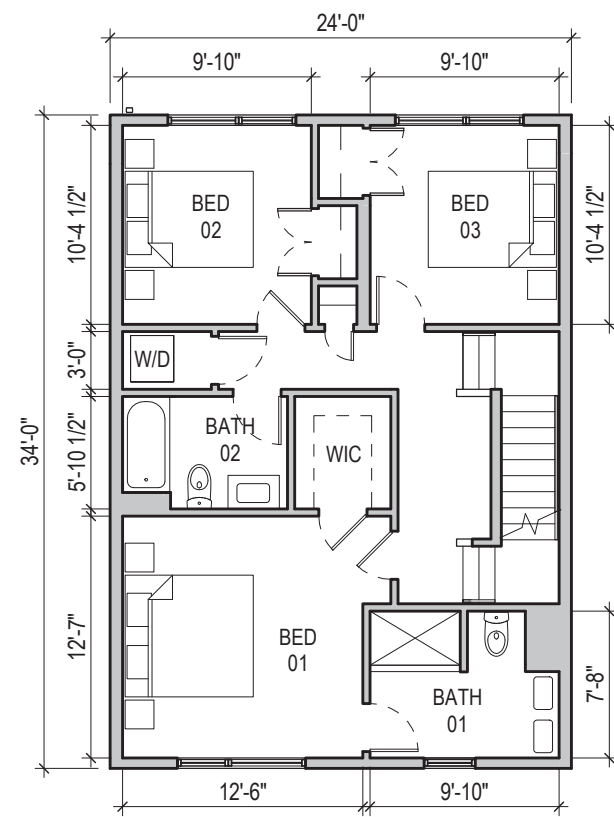
GROSS AREA 1,762 GSF + 400 GSF GARAGE
BEDS 3
BATHS 2 FULL / 1 HALF



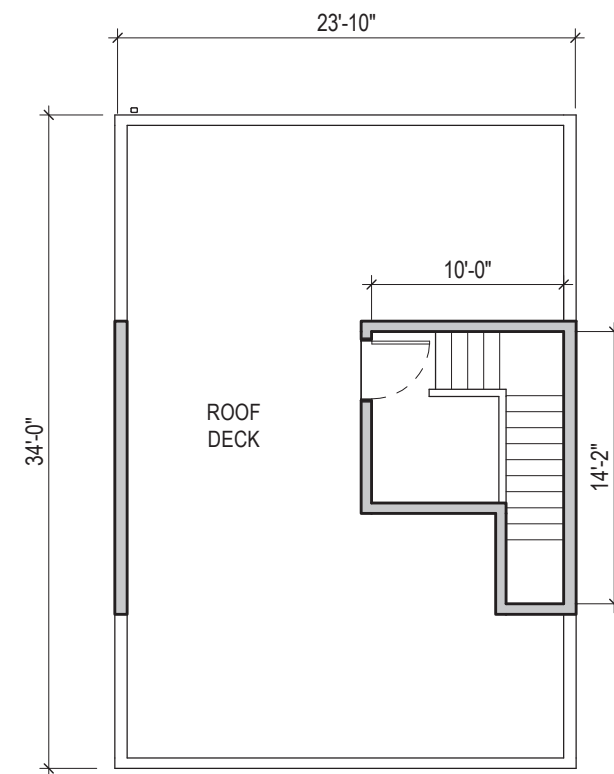
L1



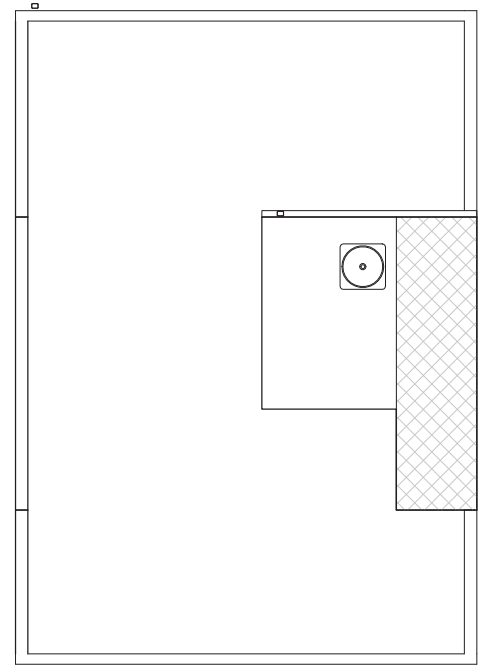
L2



L3



L4

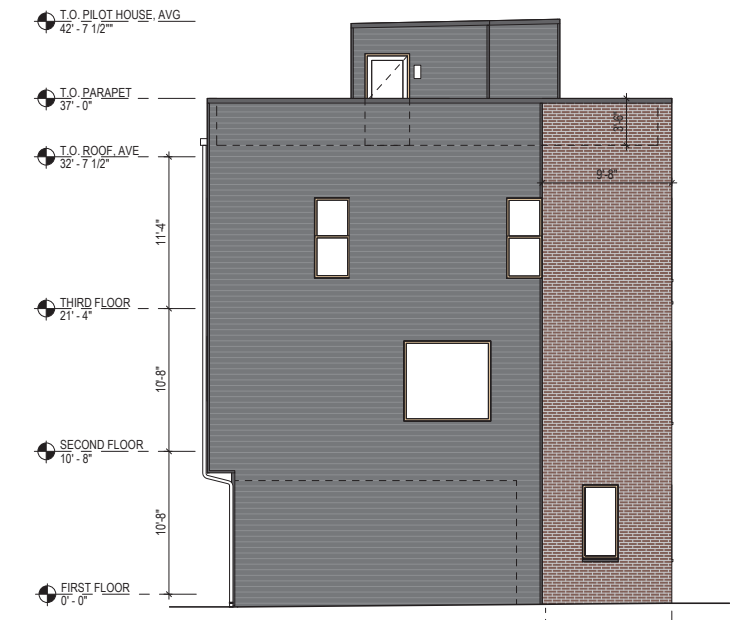


R

HOUSES / 23X44 / TYPE G



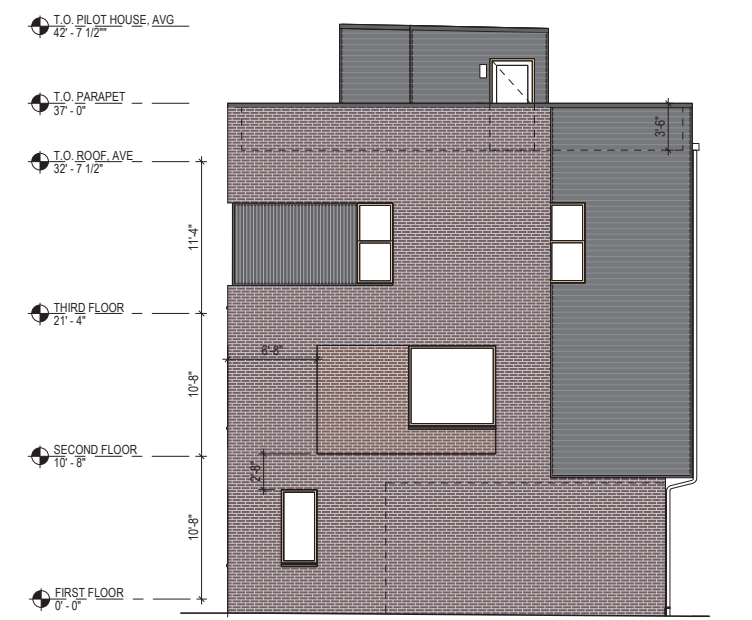
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

APPENDIX

APPLICATION FORM

SUSTAINABILITY QUESTIONNAIRE

COMPLETE STREETS CHECKLIST

EXISTING SITE SURVEY

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:

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

Includes more than 100,000 sf of new gross area.

Includes more than 100 new dwelling units.

PROJECT LOCATION

Planning District: River Wards Council District: 1

Address: 2001 Richmond St
Philadelphia, PA 19125

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

CONTACT INFORMATION

Applicant Name: Ronald Patterson Primary Phone: _____

Email: rpatterson@klehr.com Address: 1835 Market St, #1400
Philadelphia, PA 19103

Property Owner: Richmond St Owner, LLC Developer Richmond Street Developers, LLC

Architect: ISA – Interface Studio Architects, LLC

SITE CONDITIONS

Site Area: 666,614 SF

Existing Zoning: CMX-3 Are Zoning Variances required? Yes _____ No

Proposed Use:

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

FOR THE ERECTION OF 26 DETACHED 4-STORY STRUCTURES (BUILDING# 1 THROUGH BUILDING# 26) FOR MULTI-FAMILY HOUSEHOLD LIVING (TOTAL 220 DWELLING UNITS) FROM FIRST FLOOR THROUGH FOURTH(4TH) FLOORS WITH TWO HUNDRED NINETY-TWO (291) ACCESSORY GARAGE PARKING SPACES AT FIRST FLOORS.

BLDG TYPE 1: 4-STORY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (1,840 SF, 17 UNITS TOTAL)
 BLDG TYPE 2: 4-STORY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (2,384 SF, 31 UNITS TOTAL)
 BLDG TYPE 3: 4-STORY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (2,627 SF, 30 UNITS TOTAL)
 BLDG TYPE 5: 4-STORY SINGLE FAMILY DWELLING WITH ROOF DECKS ACCESSED BY PILOT HOUSES. (3,624 SF, 42 UNITS TOTAL)
 BLDG TYPE 7: 4-STORY 2-FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (4,651 SF, 100 UNITS TOTAL)

FOR THE ERECTION OF A 4-STORY MIXED USE STRUCTURE (BUILDING# 27) FOR MULTI-FAMILY HOUSEHOLD LIVING (TOTAL 80 DWELLING UNITS) FROM FIRST FLOOR THROUGH FOURTH FLOORS WITH 5,000 SF RETAIL ON THE GROUND FLOOR AND EIGHTY (80) ACCESSORY PARKING SPACES (38 GARAGE, 42 SURFACE).

Proposed # of Parking Units:

TOTAL PARKING SPACES: 526 [455 ACCESSORY GARAGE PARKING, 71 SURFACE PARKING]

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: To be scheduled Time: _____

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes _____ No NA _____

If yes, indicate the date hearing will be held:

Date: _____

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.	Yes. SEPTA bus route 43 located 0.1 miles from site. Bus route 43 provides connection to the Market Frankford line & Broad Street line.
(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.	Yes. A total of 526 spaces will be provided on-site. 455 of these spaces (87%) will be garage parking in townhomes and the mixed use building. 71 spaces (13%) will be provided as uncovered surface spaces.
(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.	No. 2% of surface spaces will be designated for electric vehicles (11 total); however, homeowners have the option to install electrical charging stations in garages at time of house build.
(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	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No

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.
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.
(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.
(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.	No.
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	The project is meeting energy compliance by meeting the requirements of an above code program (Energy Star)
(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	Yes. The project is meeting requirements for Energy Star certification.

	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}	Yes.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Yes. The developer is coordinating with DRWC to provide public access to the river that currently does not exist, by installing a trail within the 50' waterfront setback.

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

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

and the "What Code Do I Use" information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

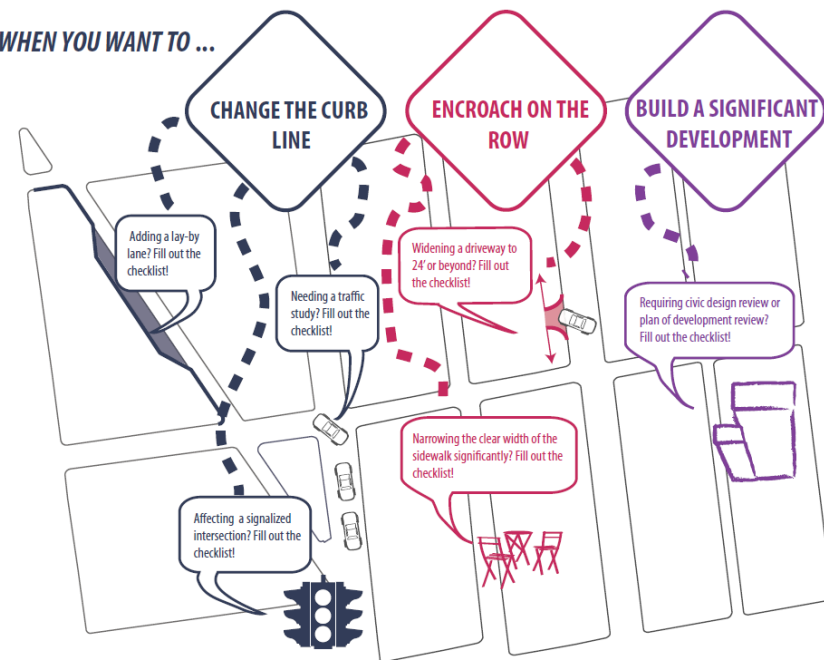
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §111-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

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

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

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

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

Complete Streets Review Submission Requirement*:

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME
Richmond Mixed-Use Development
2. DATE
5/1/2024
3. APPLICANT NAME
Richmond Street Owner, LLC – Greg Hill
5. PROJECT AREA: list precise street limits and scope
The redevelopment is located within the 2001 Richmond, 1001 Dyott and 1011 Dyott Street parcels, which are bound by Dyott, Richmond, Schirra and the Delaware River. Total site area is 15.16 Ac.
4. APPLICANT CONTACT INFORMATION
2337 Philmont Avenue, 2nd Floor
Phone: 215-806-1639
Email: ghill@d3developers.com
6. OWNER NAME
Richmond Street Owner, LLC – Greg Hill
7. OWNER CONTACT INFORMATION
2337 Philmont Avenue, 2nd Floor
Phone: 215-806-1639
Email: ghill@d3developers.com
8. ENGINEER / ARCHITECT NAME
Bohler Engineering PA, LLC – Cornelius Brown, P.E.
9. ENGINEER / ARCHITECT CONTACT INFORMATION
1515 Market Street, Suite 920, Philadelphia, PA 19102
Phone: (267) 402-3400
Email: cbrown@bohlereng.com
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Dyott Street</u>	<u>Beach</u>	<u>Richmond</u>	<u>Local</u>
<u>Richmond Street</u>	<u>Dyott</u>	<u>Schirra</u>	<u>Urban Arterial</u>
<u>Schirra Drive</u>	<u>Richmond</u>	<u>Beach</u>	<u>Local</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 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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: General Project Information

Additional Explanation/Comments:

FOR THE ERECTION OF 24 DETACHED 4-STORY STRUCTURES FOR MULTI-FAMILY HOUSEHOLD LIVING (TOTAL 130 DWELLING UNITS) FROM FIRST FLOOR THROUGH FOURTH (4TH) FLOORS WITH TWO HUNDRED THIRTY-ONE (231) ACCESSORY GARAGE PARKING SPACES AT FIRST FLOORS.

BLDG TYPE 1: 4-STORY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (1,840 SF, 29 UNITS TOTAL)

BLDG TYPE 5: 4-STORY SINGLE FAMILY DWELLING WITH ROOF DECKS ACCESSED BY PILOT HOUSES. (3,624 SF, 25 UNITS TOTAL)

BLDG TYPE 7: 3-STORY SINGLE FAMILY DWELLING WITH ROOF DECKS ACCESSED BY PILOT HOUSES. (2,172 SF, 29 UNITS TOTAL)

BLDG TYPE 9: 4-STORY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (2,962 SF, 47 UNITS TOTAL)

FOR THE ERECTION OF A 4-STORY MIXED USE STRUCTURE FOR MULTI-FAMILY HOUSEHOLD LIVING (TOTAL 380 DWELLING UNITS) FROM FIRST FLOOR THROUGH SIXTH FLOORS WITH 8,115 SF COMMERCIAL (VACANT) ON THE GROUND FLOOR AND TWO HUNDRED EIGHT (208) GARAGE PARKING SPACES.

TOTAL PARKING SPACES: 510 [439 ACCESSORY GARAGE PARKING, 71 SURFACE PARKING]

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	CITY PLAN SIDEWALK
	(BUILDING LINE TO CURB) Required / Existing / Proposed	WIDTH Existing / Proposed
<u>Dyott</u>	<u>7' / 0' / 7'</u>	<u>7' / 7'</u>
<u>Richmond</u>	<u>18' / 10.6' / 10.6'</u>	<u>18' / 18'</u>
<u>Schirra</u>	<u>10' / 0' / 10'</u>	<u>10' / 10'</u>
_____	____ / ____ / ____	____ / ____

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
<u>Dyott</u>	<u>5' / 0' / 4'</u>
<u>Richmond</u>	<u>6' / 6' / 6'</u>
<u>Schirra</u>	<u>5' / 0' / 5'</u>
_____	____ / ____ / ____

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut</u>	<u>32.2'</u>	<u>Schirra</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut (full movement)</u>	<u>24'</u>	<u>Dyott</u>
<u>Curb Cut (full movement)</u>	<u>24.3'</u>	<u>Schirra (west)</u>
<u>Curb Cut (full movement)</u>	<u>24'</u>	<u>Schirra (east)</u>
_____	_____	_____

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 project will maintain existing sidewalk width along the reconstructed Richmond Street and proposes curb and sidewalk improvements along Dyott and Schirra where curb/sidewalk currently does not exist along the site frontage. Sidewalk along Dyott will extend to the future river trail proposed by DRWC.

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>Dyott</u>	<u>0' / 0'</u>
<u>Richmond</u>	<u>0' / 0'</u>
<u>Schirra</u>	<u>0' / 0'</u>
_____	____ / ____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Dyott</u>	<u>3.5' / 0' / 3'</u>
<u>Richmond</u>	<u>4' / 4.6' / 4.6'</u>
<u>Schirra</u>	<u>3.5' / 5' / 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
- 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

DEPARTMENTAL APPROVAL

YES NO
 YES NO
 YES NO
 YES NO
 YES NO

19. Does the design avoid tripping hazards?

YES NO N/A

YES NO

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

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 are proposed within the furnishing zone to maximize sidewalk width. No building zone is anticipated since proposed buildings are setback from the rights-of-way.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>
24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
Residential	_____	0 / 0	0 / 0	0 / 233
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____

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 <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Buffered Bike Lane | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Bicycle-Friendly Street | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Indego Bicycle Share Station | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" 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 DEPARTMENTAL APPROVAL YES NO
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A DEPARTMENTAL APPROVAL YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: Ceiling-mounted or wall-mounted bicycle storage will be provided for each townhome unit (130) within the garage. Bicycle storage (103) will be provided for the multi-family building as well.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | | | | |
|---|---|-----------------------------|------------------------------|---|-----------------------------|
| 28. Does the design limit conflict among transportation modes along the curb? | YES <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 checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input 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: Sidewalk is proposed along Dyott and Schirra, where sidewalk previously did not exist. Sidewalk extensions will connect to sidewalk internal to the proposed residential development to encourage public transit use. In addition, street trees are proposed within the furnishing zone which will separate the sidewalk/pedestrian traffic from vehicular traffic.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

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

33. What is the maximum AASHTO design vehicle being accommodated by the design? Fire Truck

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission. YES NO

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

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

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

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

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES NO

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

APPLICANT: Vehicle / Cartway Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
Reviewer Comments: _____

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES NO N/A DEPARTMENTAL APPROVAL YES NO
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES NO N/A DEPARTMENTAL APPROVAL YES NO
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? YES NO N/A DEPARTMENTAL APPROVAL YES NO

APPLICANT: Urban Design Component

Additional Explanation / Comments: Retail use is proposed at the Richmond/Schirra intersection to activate the adjacent streets. Sidewalk to be installed along Dyott and Schirra to provide pedestrian access to Route 43 bus stop (located 0.1 miles from the site) which provides connection to Market-Frankford Line.

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
N/A	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

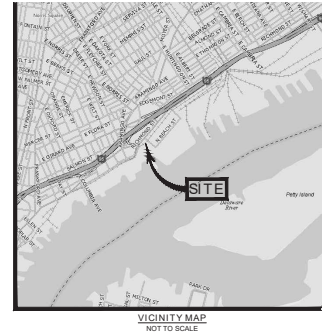
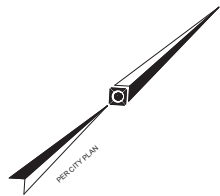


EXHIBIT A
(FILE NO. 8114-527653)

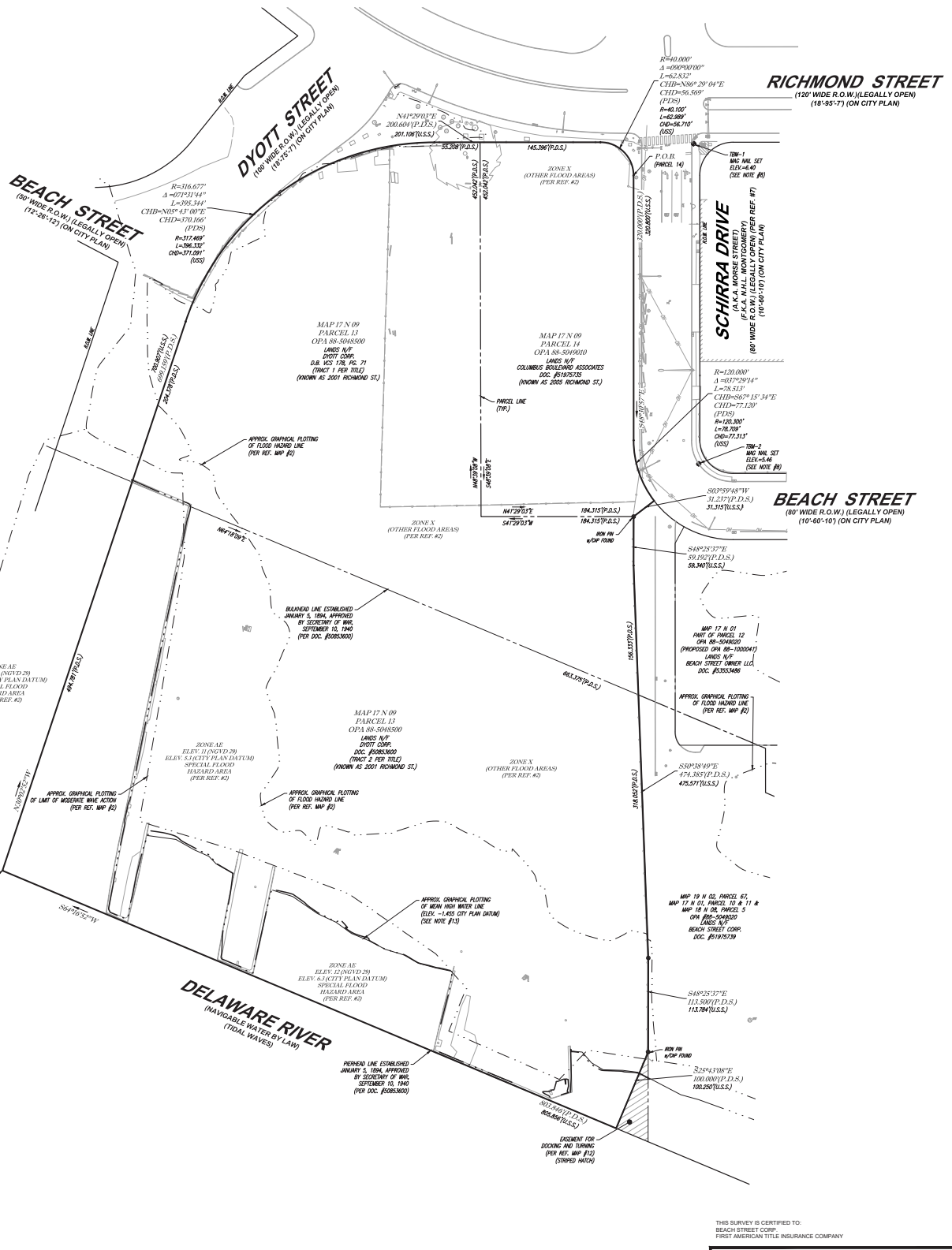
TRACT 1
ALL THAT CERTAIN LOT OR PIECE OF GROUND, SITUATED IN THE CITY OF PHILADELPHIA, DESCRIBED ACCORDING TO PARCELS A, B AND C OVERALL PLAN BY GAVIN ANDREW PLUM, SURVEYOR 119129-E, DATED 08/14/1992, TO WIT:
BEGINNING AT A POINT, SAID POINT BEING ON THE DELAWARE RIVER PERLINE AND THE EASTERN EDGE OF DYOTT STREET (100 FEET WIDE); THENCE (A) ALONG THE SAID EDGE OF DYOTT STREET NORTH 30 DEGREES 02 MINUTES 52 SECONDS WEST 669 FEET 01 58 INCHES TO A POINT OF CURVE THENCE (B) CURVING TO THE RIGHT ALONG THE EDGE OF AN INTERSECTION HAVING A RADIUS OF 316 FEET 08 18 INCHES AND AN ARC DISTANCE OF 36 FEET 04 18 INCHES TO A POINT ON RICHMOND STREET (120 FEET WIDE); THENCE (C) CONTINUING ALONG RICHMOND STREET NORTH 41 DEGREES 29 MINUTES 03 SECONDS EAST 56 FEET 02 10 INCHES TO A POINT THENCE (D) LEAVING RICHMOND STREET IN A SOUTHERLY DIRECTION ALONG LINES OF OTHERS (PARCELS "C" AND "A" RESPECTIVELY) THE FOLLOWING COURSES:
(1) NORTH 41 DEGREES 29 MINUTES 03 SECONDS EAST 450 FEET 00 12 INCHES THENCE (E) NORTH 41 DEGREES 29 MINUTES 03 SECONDS EAST 184 FEET 04 INCHES TO A POINT THENCE (F) SOUTH 48 DEGREES 28 MINUTES 37 SECONDS EAST 113 FEET 08 INCHES TO A POINT THENCE (G) SOUTH 48 DEGREES 28 MINUTES 37 SECONDS EAST 474 FEET 04 INCHES TO A POINT THENCE (H) SOUTH 48 DEGREES 28 MINUTES 37 SECONDS EAST 113 FEET 08 INCHES TO A POINT THENCE (I) SOUTH 28 DEGREES 43 MINUTES 08 SECONDS EAST 100 FEET 00 INCHES TO A POINT ON THE DELAWARE RIVER PERLINE THENCE (J) ALONG THE DELAWARE RIVER SOUTH 68 DEGREES 38 MINUTES 52 SECONDS WEST 80 FEET 10 56 INCHES TO THE POINT OF BEGINNING.

TRACT 2
ALL THAT CERTAIN TRACT OF LAND SITUATED IN THE BED OF THE DELAWARE RIVER, IN THE CITY OF PHILADELPHIA, BETWEEN THE BEAVER AND PERKINS LINES, ESTABLISHED BY THE SECRETARY OF WAR ON SEPTEMBER 10, 1940, IN THE CITY OF PHILADELPHIA CONSISTING OF ALL THE BED AND LAND CURRENTLY OR PREVIOUSLY UNDER THE WATER OF THE DELAWARE RIVER AND CONTAINED WITHIN THE METES AND BOUNDS DESCRIPTION SET FORTH IN PARAGRAPHS (1) BELOW AND ALL RIGHTS APPURTENANT THERE TO, WHICH TRACT OF LAND ADJACENT TO, AND HAS A COMMON BOUNDARY WITH, THE LANDS PRESENTLY OWNED BY DYOTT CORP.
(1) BEGINNING AT A POINT ON THE NORTHERLY PERKINS LINE OF THE DELAWARE RIVER WHERE THE SAME IS INTERCEPTED BY THE EASTERLY STREET LINE OF DYOTT STREET 100 FEET E. O. NO. 40 AS SHOWN ON A PLAN ENTITLED "PARCELS A, B AND C OVERALL PLAN" PREPARED BY PLUM AND ASSOCIATES, PROJECT NO. 10466 DATED SEPTEMBER 14, 1992, AND FROM SAID BEGINNING POINT RUNNING THENCE:
(A) ALONG THE EASTERLY STREET LINE OF DYOTT STREET NORTH 30 DEGREES, 02 MINUTES, 52 SECONDS WEST A DISTANCE OF 494 FEET 9 3/8 INCHES TO A POINT; THENCE
(B) CURVING THROUGH PARCELS A AND RUNNING ALONG THE NORTHERLY BULKHEAD LINE OF THE DELAWARE RIVER AS APPROVED BY THE SECRETARY OF WAR ON SEPTEMBER 10, 1940, SOUTH 68 DEGREES, 18 MINUTES, 08 SECONDS EAST A DISTANCE OF 688 FEET 4 1/2 INCHES TO A POINT; THENCE
(C) ALONG THE DIVIDING LINE BETWEEN PARCEL B AND PARCEL A, AS SHOWN ON THE ABOVE REFERENCED PLAN, SOUTH 86 DEGREES, 38 MINUTES, 48 SECONDS EAST A DISTANCE OF 318 FEET 9 3/8 INCHES TO A POINT; THENCE
(D) CONTINUING ALONG THE DIVIDING LINE BETWEEN PARCELS A AND PARCEL A, SOUTH 48 DEGREES, 28 MINUTES, 37 SECONDS EAST A DISTANCE OF 113 FEET 8 INCHES TO A POINT; THENCE
(E) CONTINUING ALONG THE DIVIDING LINE BETWEEN PARCEL B AND PARCEL A, SOUTH 25 DEGREES, 04 MINUTES, 08 SECONDS EAST A DISTANCE OF 100 FEET, 0 INCHES TO A POINT; THENCE
(F) ALONG THE NORTHERLY PERKINS LINE OF THE DELAWARE RIVER, SOUTH 68 DEGREES, 18 MINUTES, 08 SECONDS EAST A DISTANCE OF 80 FEET 10 56 INCHES TO A POINT AND PLACE OF BEGINNING.

BEING KNOWN AS NO. 2001 RICHMOND STREET.
OP# NO. 88548500
BEING PART OF THE SAME PREMISES WHICH LONGMEAD HOMES, INC. A PENNSYLVANIA CORPORATION, BY DEED DATED 10/07/1990 AND RECORDED 10/20/1990 IN THE OFFICE OF THE RECORDER OF DEEDS IN AND FOR THE COUNTY OF PHILADELPHIA IN DEED BOOK VCS 178, PAGE 171, GRANTED AND CONVEYED UNTO TRACT 1 TO TRACT 1)
BEING PART OF THE SAME PREMISES WHICH COMMONWEALTH OF PENNSYLVANIA, ACTING BY AND THROUGH THE DEPARTMENT OF GENERAL SERVICES, AN ADMINISTRATIVE DEPARTMENT OF THE COMMONWEALTH OF PENNSYLVANIA WITH THE APPROVAL OF GOVERNOR OF THE COMMONWEALTH OF PENNSYLVANIA, BY DEED DATED 10/22/1990 AND RECORDED 10/20/1990 IN THE OFFICE OF THE RECORDER OF DEEDS IN AND FOR THE COUNTY OF PHILADELPHIA IN DOCUMENT NO. 9263860, GRANTED AND CONVEYED UNTO COLUMBIUS BLVD ASSOCIATES, A PENNSYLVANIA LIMITED PARTNERSHIP.
OP# NO. 88548910
BEING THE SAME PREMISES WHICH BEACH STREET CORP., A PENNSYLVANIA CORPORATION, BY DEED DATED 07/10/2011 AND RECORDED 07/10/2011 IN THE OFFICE OF THE RECORDER OF DEEDS IN AND FOR THE COUNTY OF PHILADELPHIA IN DOCUMENT NO. 5152281, GRANTED AND CONVEYED UNTO COLUMBIUS BLVD ASSOCIATES, A PENNSYLVANIA LIMITED PARTNERSHIP BY CORRECTIVE DEED DATED 08/02/2009 AND RECORDED 10/02/2009 IN THE OFFICE OF THE RECORDER OF DEEDS IN AND FOR THE COUNTY OF PHILADELPHIA IN DOCUMENT NO. 5197978, GRANTED AND CONVEYED UNTO COLUMBIUS BLVD ASSOCIATES, A PENNSYLVANIA LIMITED PARTNERSHIP.

- LIST OF EXCEPTIONS (FILE NO. 8114-527653)
1. ASSIGNMENT AND ASSUMPTION OF RIGHTS AND OBLIGATIONS UNDER DEVELOPMENT AGREEMENT AS SET FORTH IN DEED BOOK FHS 1986, PAGE 419 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
2. AMENDMENT TO AND RESTAURATION OF DEVELOPMENT AGREEMENT AS SET FORTH IN DEED BOOK FHS 1986, PAGE 400 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
3. ASSIGNMENT AND ASSUMPTION OF RIGHTS AND OBLIGATIONS UNDER RESTATED DEVELOPMENT AGREEMENT AND FIRST AMENDMENT TO DEVELOPMENT AGREEMENT AS SET FORTH IN DEED BOOK VCS 178, PAGE 372 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
4. AGREEMENT AS SET FORTH IN DEED BOOK VCS 372, PAGE 122 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
5. MEMORANDUM OF OPTION AGREEMENT AS SET FORTH IN DOCUMENT NO. 5152281 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
6. DOCUMENT NO. 5261919 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
7. DOCUMENT NO. 5261919 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
8. DOCUMENT NO. 5105988 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
9. AND RELEASE IN DOCUMENT NO. 5105988 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
10. RELEASE OF ACKNOWLEDGEMENT AGREEMENT AS SET FORTH IN DOCUMENT NO. 5112918 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
11. ENVIRONMENTAL COVENANT AS SET FORTH IN DOCUMENT NO. 5306638 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
12. MEMORANDUM OF OPTION AGREEMENT AS SET FORTH:
a. IN DOCUMENT NO. 5261919 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
b. AND TERMINATION IN DOCUMENT NO. 5272630 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
c. DOCUMENT NO. 5170467 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
d. AND RELEASE IN DOCUMENT NO. 5191716 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
e. DOCUMENT NO. 5105988 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
f. AND RELEASE IN DOCUMENT NO. 5105988 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
g. DOCUMENT NO. 5105881 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
h. AND RELEASE IN 5124215 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
i. RELEASE IN DOCUMENT NO. 5101869 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
j. DOCUMENT NO. 5085684 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
13. RELEASE OF ACKNOWLEDGEMENT AGREEMENT AS SET FORTH IN DOCUMENT NO. 5112918 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.
14. SUBJECT TO RIGHTS OF OTHER LITIGANT/APPRIAN OWNERS ABUTTING DELAWARE RIVER, A BODY OF WATER WHICH FLOWS THROUGH OR ALONG THE SUBJECT PREMISES.
15. LAWS AND AUTHORITY OF THE FEDERAL AND STATE GOVERNMENTS, THEIR POLITICAL SUBDIVISIONS AND AGENCIES, TO REGULATE COMMERCE AND NAVIGATION OVER THAT PORTION OF THE PREMISES EXTENDING BEYOND THE HIGH WATER MARKS OF DELAWARE RIVER, AND TO EXERCISE GOVERNMENTAL TITLE AND OWNERSHIP IN THE AREA LYING BEYOND THE ORIGINAL LOW WATER MARK.

- LEGEND
124 - EXISTING CONTOUR
124.0 - EXISTING SPOT ELEVATION
X 124.0 - EXIST. TOP OF CURB ELEVATION
X 124.05 - EXIST. GUTTER ELEVATION
X 124.05 - EXIST. TOP OF WALL ELEVATION
X 124.05 - EXIST. BOTTOM OF WALL ELEVATION
f - APPROX. LOC. UNDERGROUND ELEC. LINE
f - APPROX. LOC. UNDERGROUND TEL. LINE
f - APPROX. LOC. UNDERGROUND WATER LINE
f - APPROX. LOC. UNDERGROUND GAS LINE
OH - OVERHEAD WIRES
H - HYDRANT
M - MOUNTING WELL
UTILITY POLELIGHT POLE
B - BOLLARD
C - CATCH BASIN OR INLET
CLL - CHAIN LINK FENCE
Z - ZEPH
L - LANDSCAPE AREA
TYPICAL
B - BUILDING
U.S.S. - UNITED STATES STANDARD
P.D.S. - PHILADELPHIA DISTRICT STANDARD
E - TITLE EXCEPTION



- NOTES:
1. PROPERTY KNOWN AS MAP 17 N 01, PARCELS 13 & 14 AS IDENTIFIED ON THE TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
2. AREA (PARCEL 13) (P.D.S.) = 576,190.9 S.F. OR 13,2272 AC.
AREA (PARCEL 13) (U.S.S.) = 579,075.5 S.F. OR 13,29374 AC.
AREA (PARCEL 14) (P.D.S.) = 84,031.3 S.F. OR 1.9209 AC.
AREA (PARCEL 14) (U.S.S.) = 84,432.3 S.F. OR 1.9287 AC.
AREA (TOTAL) (P.D.S.) = 660,222.2 S.F. OR 15,15681 AC.
AREA (TOTAL) (U.S.S.) = 663,527.8 S.F. OR 15,23248 AC.
3. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD, AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE AS-BUILT PLANS AND UTILITY MARK-OUT DOES NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES BEFORE ANY EXCAVATION IS TO BEGAIN. ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES. CONTROL POINT ASSOCIATES, INC. DOES NOT GUARANTEE THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ADDRESS.
4. THIS PLAN IS BASED ON INFORMATION PROVIDED BY CLIENT. BY A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.
5. THIS SURVEY WAS PREPARED WITH REFERENCE TO TITLE SEARCH REPORTS PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NUMBERS 8114-527653 & 8114-527654, BOTH WITH AN EFFECTIVE DATE OF 12/27/2021 WHERE THE FOLLOWING SURVEY RELATED EXCEPTIONS APPEAR:
SEE EXCEPTION LIST
6. BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN FLOOD HAZARD ZONE AE (BASE FLOOD ELEVATIONS DETERMINED), ZONE X OTHER FLOOD AREAS (BASED ON 1% ANNUAL CHANCE FLOOD) WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREA LESS THAN 1 SQUARE MILE, AND PROTECTED BY LEVEE FROM 1% ANNUAL CHANCE FLOOD. LIMIT OF MODERATE WAVE ACTION AND ZONE X AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAN PER REF. MAP #2.
7. THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.
8. ELEVATIONS ARE BASED UPON PHILADELPHIA CITY PLAN DATUM UTILIZING BENCHMARKS RECEIVED FROM THE CITY OF PHILADELPHIA 5TH SURVEY DISTRICT. THE CONVERSION FROM NAVD83 TO PHILADELPHIA CITY DATUM IS 0.21 FEET FOR THE CITY OF PHILADELPHIA DEPARTMENT OF STREETS.
TEMPORARY BENCHMARK MARKS:
TBM-1: MAG. NAIL SET, EASTERLY INTERSECTION OF RICHMOND ST. AND SCHIRRA DR. ELEV. = +6.40
TBM-2: MAG. NAIL SET, NORTHERLY INTERSECTION OF SCHIRRA DR. AND BEACH ST. ELEV. = +5.46
PRIOR TO CONSTRUCTION IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THE BENCHMARKS ILLUSTRATED ON THIS SKETCH HAVE NOT BEEN DISTURBED AND THEIR ELEVATIONS HAVE BEEN CONFIRMED. ANY CORRECTIONS MUST BE REPORTED PRIOR TO CONSTRUCTION.
9. THIS SURVEY IS PREPARED TO UNITED STATES STANDARD (U.S.S.) OTHER DISTANCES SHOWN ARE IN PHILADELPHIA DISTRICT STANDARD AND ARE MARKED (P.D.S.).
10. ENCROACHMENTS AND VAULTS, IF ANY, BELOW SURFACE NOT SHOWN HEREON.
11. THE CONVERSION FROM INCHES TO THE MORE PRECISE DECIMAL EXPRESSION MAY RESULT IN MINOR CHANGES IN THE SECOND AND THIRD DECIMAL PLACES. THESE ARE NOT ERRORS OR OVERTIGHTS BUT MORE PRECISE VALUES.
12. PLAN IS MADE PER INSTRUCTION OF BEACH STREET CORP.

- REFERENCES:
1. MAPS 17 N 01 OF THE OFFICIAL TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
2. MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM FLOOD INSURANCE RATE MAP, CITY OF PHILADELPHIA, PENNSYLVANIA, PHILADELPHIA COUNTY, PANEL 18 A 203 OF 207, MAP NUMBERS 420787020H & 420787020I, PREPARED BY THE CITY OF PHILADELPHIA, APPROVED DECEMBER 19, 2015.
3. MAP ENTITLED "PLAN TO REVISE THE LINES AND GRADES ON PORTIONS OF CITY PLANS, NOS. 146, 195 BY PLACING UPON THE CITY PLAN, THE DELAWARE EXPRESSWAY, ITS RIGHT-OF-WAY AND HAMF CONNECTIONS FROM CAMBERGON STREET TO PALMER STREET, 18TH AND 31ST WARDS, CITY OF PHILADELPHIA, PREPARED BY THE CITY OF PHILADELPHIA, APPROVED APRIL 5, 1962.
4. MAP ENTITLED "PLAN STRIKING FROM CITY PLAN NO. 146 AND VACATING OF DYOTT STREET, 18TH WARD, PHILADELPHIA, PREPARED BY THE CITY OF PHILADELPHIA, APPROVED DECEMBER 19, 1975.
5. MAPS ENTITLED "3336" & "3605" PREPARED BY THE DEPARTMENT OF STREETS, ROOM 803 MUNICIPAL SERVICES BLDG. THE CITY OF PHILADELPHIA.
6. STREET STATUS CARDS "LCO0869, LCO0871, LCO0972, LCO0973 AND LCO12960", PROVIDED BY THE CITY OF PHILADELPHIA.
7. MAP ENTITLED "ALTA/CAMPA LAND TITLE SURVEY, WYNN PA. INC. SHEET 2 OF 3", PREPARED BY URBAN ENGINEERS, INC., DATED 4-17-2013.
8. MAPS SHOWING THE LOCATION OF UNDERGROUND ELECTRIC FACILITIES, PREPARED BY PECO ENERGY COMPANY.
9. MAPS ENTITLED "1.6-7" & "1.6-8", PREPARED BY PHILADELPHIA GAS WORKS.
10. MAP ENTITLED "RICHMOND ST., DYOTT ST. TO CLIMBERLAND ST., PLAT 43, PWD #931415 AND 13141", PREPARED BY THE PHILADELPHIA WATER DEPARTMENT.
11. MAP ENTITLED "DELAWARE AVE. - RICHMOND ST., SUSQUEHANNA AVE. TO NORRIS ST., PHILADELPHIA, REG. 69-1", PROVIDED BY VERIZON.
12. MAP ENTITLED "PLAN OF PROPERTY (SUB DIVISION PURPOSES), 2015 RICHMOND STREET, PREPARED BY PHILADELPHIA DEPT. OF STREETS, 3RD SURVEY DISTRICT, JOB NO. 2008-197, DATED 8-11-2008, LAST REVISED 1-8-2009, BLDG. FILE #418424.

THIS SURVEY IS CERTIFIED TO: BEACH STREET CORP. FIRST AMERICAN TITLE INSURANCE COMPANY
THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT WAS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSP/SLD LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA, LAND SURV. AND INCLUDES ITEMS 2, 3, 4, 5, 6, 9, 10(a) & 13 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 04-26-2021.
ALTA/NSP/SLD TITLE SURVEY BEACH STREET CORP. 2001 & 2005 RICHMOND STREET MAP 17 N 01, PARCEL 13 & 14, CPA 88-5048500 & 88-5049010 CITY & COUNTY OF PHILADELPHIA, 31ST WARD COMMONWEALTH OF PENNSYLVANIA
CONTROL POINT ASSOCIATES, INC. 1111 MARKET STREET, SUITE 200 PHILADELPHIA, PA 19104
DATE: 04-26-2021
DATE: 04-26-2021
B.L.M. B.A.R./C.I.W. 04-26-2021 T=60' 02-180165-03 1 OF 3

EXISTING SITE SURVEY

