Civic Design Review

1300 Fairmount Avenue

Philadelphia, PA

Broad Street Property Holdings, L.P.
Amalgamated Bank's Longview ULTRA Construction Loan Investment Fund

RAL Development Services LLC

Cope Linder Architects LLC
1700 Market Street, Suite 2005
Philadelphia, Pennsylvania 19103
www.Cope-Linder.com

LANGAN
30 South 17th Street, Suite 1300
Philadelphia, PA 19103
www.langan.com

18 August 2015

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PHILADELPHIA CITY PLANNING COMMISSION

CIVIC DESIGN REVIEW

CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER:

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

The trigger causing the project to require CDR review is 100,000+ gross square feet and 100+ dwelling units.

PROJECT LOCATION

Planning District: Central Planning District **Council District:** 5th District

Address: 1300 Fairmount Avenue

Philadelphia, PA

Is this parcel within a Master Plan District? Yes ____ No X

CONTACT INFORMATION

Applicant Name: Ballard Spahr LLP by Matthew McClure, Esq. & David Gest **Primary Phone:** (215) 864-8771

Email: mcclure@ballardspahr.com & GestD@ballardspahr.com **Address:** 1735 Market Street

Philadelphia, PA 19103

Property Owner: Broad Street Property Holdings, L.P. **Developer** RAL Development Services LLC

Architect: Cope Linder Architects, LLC

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 113,297 sq. ft.

Existing Zoning: CMX-4 **Are Zoning Variances required?** Yes ____ No X

SITE USES

Present Use: Vacant Lot

Proposed Use: Mixed Use- Residential, Retail, Cafe, Fitness, Office, Green Roof Terrace, Accessory Parking

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

Residential- 451,410 sq.ft., Retail- 83,450 sq. ft., Parking- 218,300 sq.ft.,

Proposed # of Parking Units: +/- 580

COMMUNITY MEETING

Community meeting held: Yes X No ____

If yes, please provide written documentation as proof. Meeting with 14th Ward Democratic Executive Committee as Coordinating RCO, and West Popular CDC in attendance, held on August 12, 2015; letter documenting meeting is forthcoming from both organizations.

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

Date: ____ **Time:** ____

Introduction

1300 Fairmount Avenue is a proposed mixed-use development located east of Broad Street and bordered by Melon Street and Park Avenue just north of Center City. The site is bounded by Fairmount Avenue on the north, 13th Street to the east, and Ridge Avenue to the south west. The conceptual massing of the building is designed within the permitted FAR and includes one open space bonus. The project encompasses a large retail space on the ground floor; its main entrance and glass facade is located along Ridge Avenue and features a two-level café with indoor and outdoor seating within a beautifully landscaped 6,000 SF public plaza. Three levels of screened parking, with 580 spaces reserved for the retail customers and the residences, sit directly above the retail with vehicular access from Ridge. The 486 apartments, with a range of unit types, include units starting on Level 5 above the retail and parking podium, accessed via a main entrance along Fairmount Avenue, and low-rise units with multiple entrances off of 13th Street. Residential amenties include outdoor terraces with southern exposure, landscaped green roofs, lounge and gathering type spaces, and a fitness cetner The devlopment also includes 217 bicycle parking spaces including 35 spaces in the plaza area, and a stormwater management system incorporating the two green roofs and a subsurface storage tank.

Mixed-Use SF Summary

Total Gross Floor Area: 679,560 SF
Retail: 83,450 SF
Parking: 218,300 SF
Residential: 451,410 SF

Zoning Data

District: CMX-4
Lot Area: 113,297 SF
500% of Lot Area: 566,485 SF
Bonus Floor Area (Public Open Space): 113,297 SF
Maximum Allowable FAR: 679,782 SF
Project includes required parking and off-street loading; and requires special exception approval for accessory use above ground parking.

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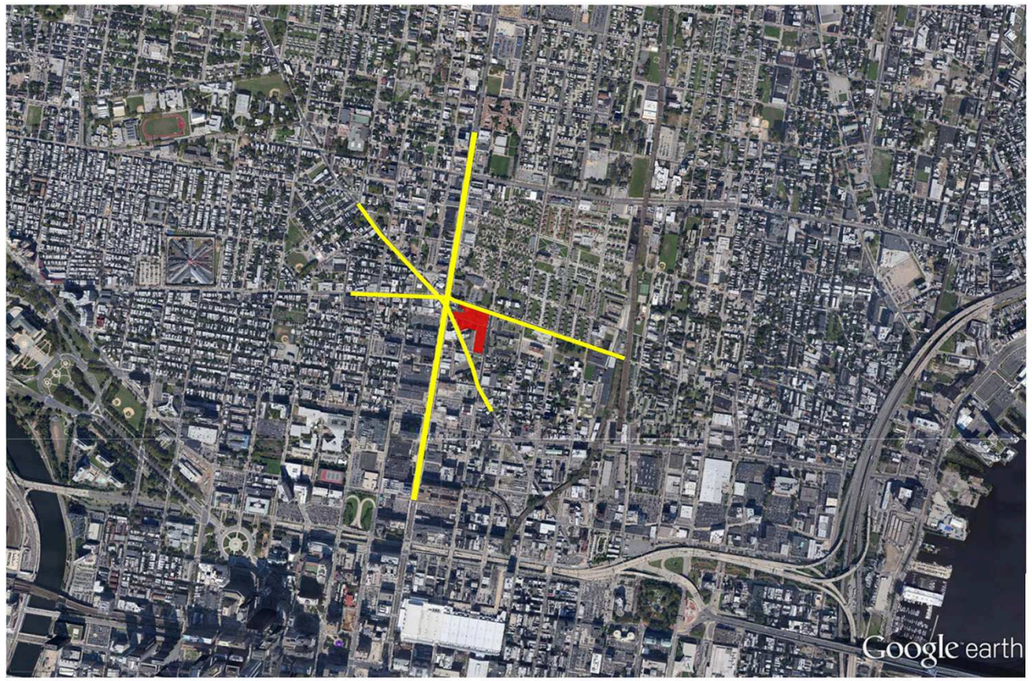
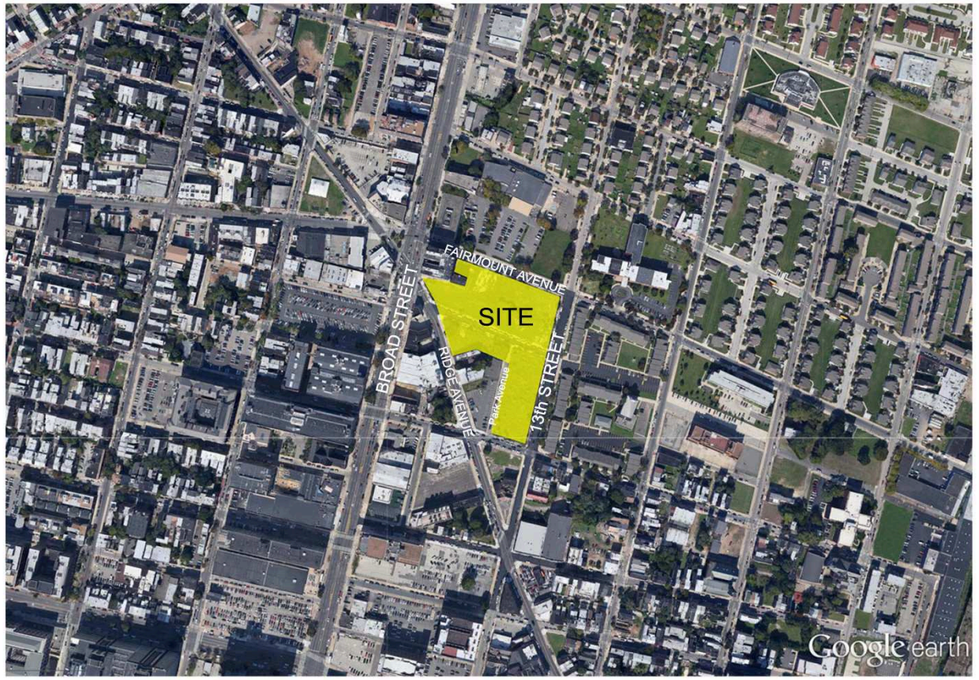


miles 1
km 2

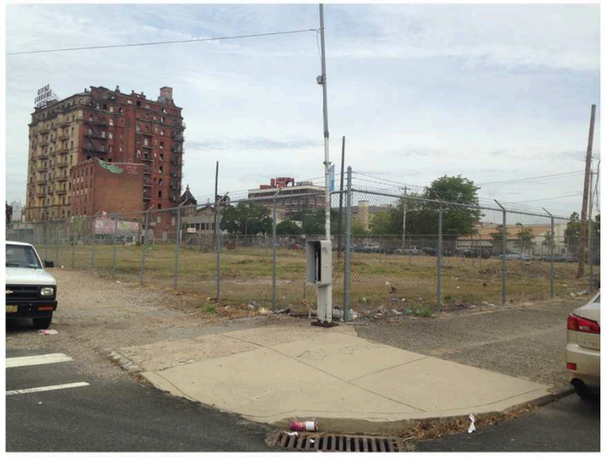
Regional Location Map



feet 2000
meters 700

Neighborhood Location Map

View North



View Northwest

View West

Aerial

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1300 Fairmount

Site Location & Context

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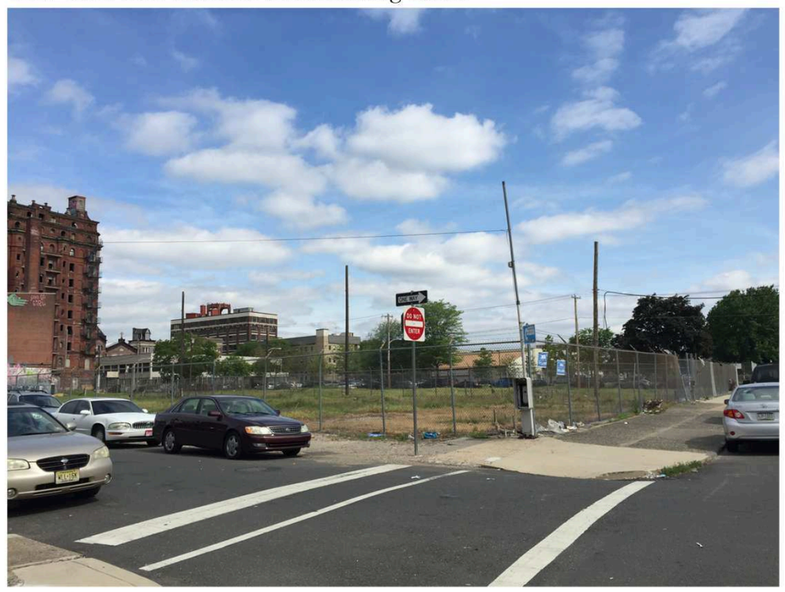
View from 13th & Wallace Street

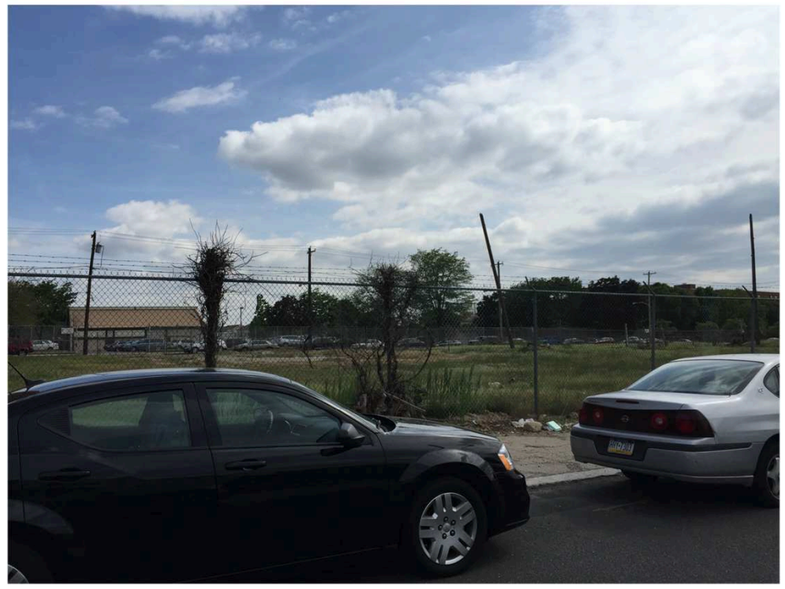
View from 13th & Melon Street looking South

View from 13th Street

Divine Lorraine & Annex Building



View from 13th & Melon Street looking North



View from Melon Street looking North

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Site Photographs

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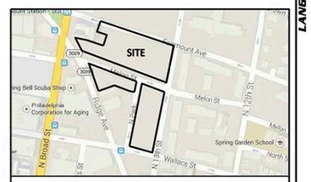

PROJECT LOCATION MAP

NOT TO SCALE

SOURCE: GOOGLE

NOTES

1. THIS PLAN WAS PREPARED WITH RESPECT TO THE FOLLOWING REFERENCES:
   A. CITY OF PHILADELPHIA COMBINED UTILITY PLANS.
   B. A TITLE REPORT PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, POLICY NO. NCS-397685, DATE OF POLICY: 01/10/2014.

2. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN BASED ON A FIELD SURVEY PERFORMED BY LANGAN ENGINEERING & ENVIRONMENTAL SERVICES DURING SEPTEMBER AND OCTOBER, 2014.

3. MERIDIAN IS REFERENCED TO PHILADELPHIA CITY PLAN.

4. VERTICAL DATUM IS BASED ON PHILADELPHIA CITY DATUM.

5. OFFSETS (IF SHOWN) ARE FOR SURVEY REFERENCES ONLY AND ARE NOT TO BE USED FOR CONSTRUCTION OF ANY TYPE.

6. WETLANDS, ENVIRONMENTAL AND/OR HAZARDOUS MATERIALS LOCATION, IF ANY, NOT COVERED UNDER THIS CONTRACT.

7. BASED ON FEMA FLOOD INSURANCE RATE MAP(FIRM), COMMUNITY PANEL NO. 42075701933L, EFFECTIVE DATE JANUARY 17, 2007, FOR THE CITY OF PHILADELPHIA, PENNSYLVANIA, THE SUBJECT PROPERTY DOES LIE WITHIN THE 100-YEAR FLOOD AREA.

8. UNLESS SPECIFICALLY NOTED HEREON, STORM AND SANITARY SEWER INFORMATION (INCLUDING PIPE INVERT, PIPE MATERIAL, AND PIPE SIZE) WAS OBSERVED AND MEASURED AT FIELD LOCATED STRUCTURES (MANHOLES/CATCH BASINS, ETC.). CONDITIONS CAN VARY FROM THOSE ENCOUNTERED AT THE TIMES WHEN AND LOCATIONS WHERE DATA IS OBTAINED. DESPITE MEETING THE REQUIRED STANDARD OF CARE THE SURVEYOR CANNOT AND DOES NOT WARRANT THAT PIPE MATERIAL AND/OR PIPE SIZE THROUGHOUT THE PIPE RUN ARE THE SAME AS THOSE OBSERVED AT EACH STRUCTURE, OR THAT THE PIPE RUN IS STRAIGHT BETWEEN THE LOCATED STRUCTURES. ADDITIONAL UTILITY (WATER, GAS, ELECTRIC ETC.) DATA MAY BE SHOWN FROM FIELD LOCATED SURFACE MARKINGS (BY OTHERS), EXISTING STRUCTURES, AND/OR FROM EXISTING DRAWINGS; UNLESS SPECIFICALLY NOTED HERE-ON THE SURVEYOR HAS NOT EXCAVATED TO PHYSICALLY LOCATE THE UNDERGROUND UTILITIES. THE SURVEYOR MAKES NO GUARANTEES THAT THE SHOWN UNDERGROUND UTILITIES ARE EITHER IN SERVICE, ABANDONED OR SUITABLE FOR USE, NOR ARE IN THE EXACT LOCATION OR CONFIGURATION INDICATED HEREON. PRIOR TO ANY DESIGN OR CONSTRUCTION THE PROPER UTILITY AGENCIES MUST BE CONTACTED FOR VERIFICATION OF UTILITY TYPE AND FOR FIELD LOCATIONS.

9. THIS PLAN IS NOT VALID UNLESS STAMPED WITH THE SEAL OF THE UNDERSIGNED PROFESSIONAL(S).

SCHEDULE B2 EXCEPTIONS

FIRST AMERICAN TITLE INSURANCE COMPANY
POLICY NO. NCS-397685

Items 1 and 2 are not survey related

3. *Restrictions as set forth in Deed Book TH 55, Page 168 and TH 55, Page 172; "no slaughterhouse, skin dressing, fire engine house, blacksmith shop, carpenter shop, glue shop, candle and starch manufactory, horse stable or other building for offensive occupation shall at any time hereafter be erected or used on any part of the hereby premises..."*
4. *Conditions as in Document ID #50026610 [page 7 of 7--some conditions as in Deed Books JTD 810 page 137 and JTD 539 page 306]*
5. *Right of way reserved for drainage and water main purposes in the bed of former Potts Street(Potts Street stricken and vacated by City Ordinance March 18, 1987).*
6. *ALTA/ACSM Land Title Survey prepared by Ambric Technology Corporation, Colwyn, Pa dated 4/19/2006, last revised 5/2/2006.*

SURVEYOR'S CERTIFICATION

TO: FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2,3,4,7(a),8,9,10,11(a), 13 AND 14 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED DURING OCTOBER 2014.

Date: _____

Signature: _____

LEGEND (NOT SHOWN TO SCALE)

- HYDRANT
- STREET LIGHT
- AREA LIGHT
- SIGNAL POLE
- POLE
- ANCHOR POLE
- MANHOLE (TYPE AS LABELED)
- WATER VALVE
- GAS VALVE
- UNKNOWN VALVE
- CATCH BASIN
- SPOT ELEVATION
- CLEAN OUT
- TREE
- BENCH MARK
- SIGN
- BOLLARD
- METAL COVER
- ELECTRIC BOX
- DOOR
- DOUBLE DOOR
- GARAGE DOOR
- PARKING METER
- STORM DRAIN
- SANITARY LINE
- GAS LINE
- WATER LINE
- ELECTRIC LINE
- TELEPHONE LINE
- COMBINED SEWER LINE
- CABLE TV LINE
- STEAM LINE
- UNKNOWN UTILITY LINE
- OVERHEAD WIRE
- GUIDE RAIL (TYPE AS NOTED)
- FENCE (TYPE AS NOTED)
- TREE LINE
- PROPERTY/RIGHT-OF-WAY LINE
- CONTOUR LINE
- REFERENCED UTILITY LINE (TYPE AS NOTED)-- PLOTTED FROM EXISTING MAPPING

SCALE IN FEET: 30 0 15 30

Date	Description	No.
REVISIONS		

LANGAN
River Drive Center 1, 619 River Drive, Elmwood Park, NJ 07407
T: 201.794.6900 F: 201.794.0355 www.langan.com
NEW JERSEY NEW YORK CONNECTICUT PENNSYLVANIA OHIO VIRGINIA WASHINGTON DC FLORIDA NORTH DAKOTA CALIFORNIA
ABU DHABI ATHENS DOHA DUBAI ISTANBUL
Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan Treton, LLC
Controlled Group, an Langan
NJ CERTIFICATE OF AUTHORIZATION No. 24GA27996400

Project

FAIRMOUNT AND RIDGE AVENUE

CITY OF PHILADELPHIA
PHILADELPHIA COUNTY PENNSYLVANIA

Drawing Title

ALTA/ACSM LAND TITLE SURVEY

Project No. 220077601	Drawing No. 4
Date OCTOBER 7, 2014	
Scale 1"=30'	
Drawn By ASB / Checked By SFH	
Submission Date	Sheet 1 of 1

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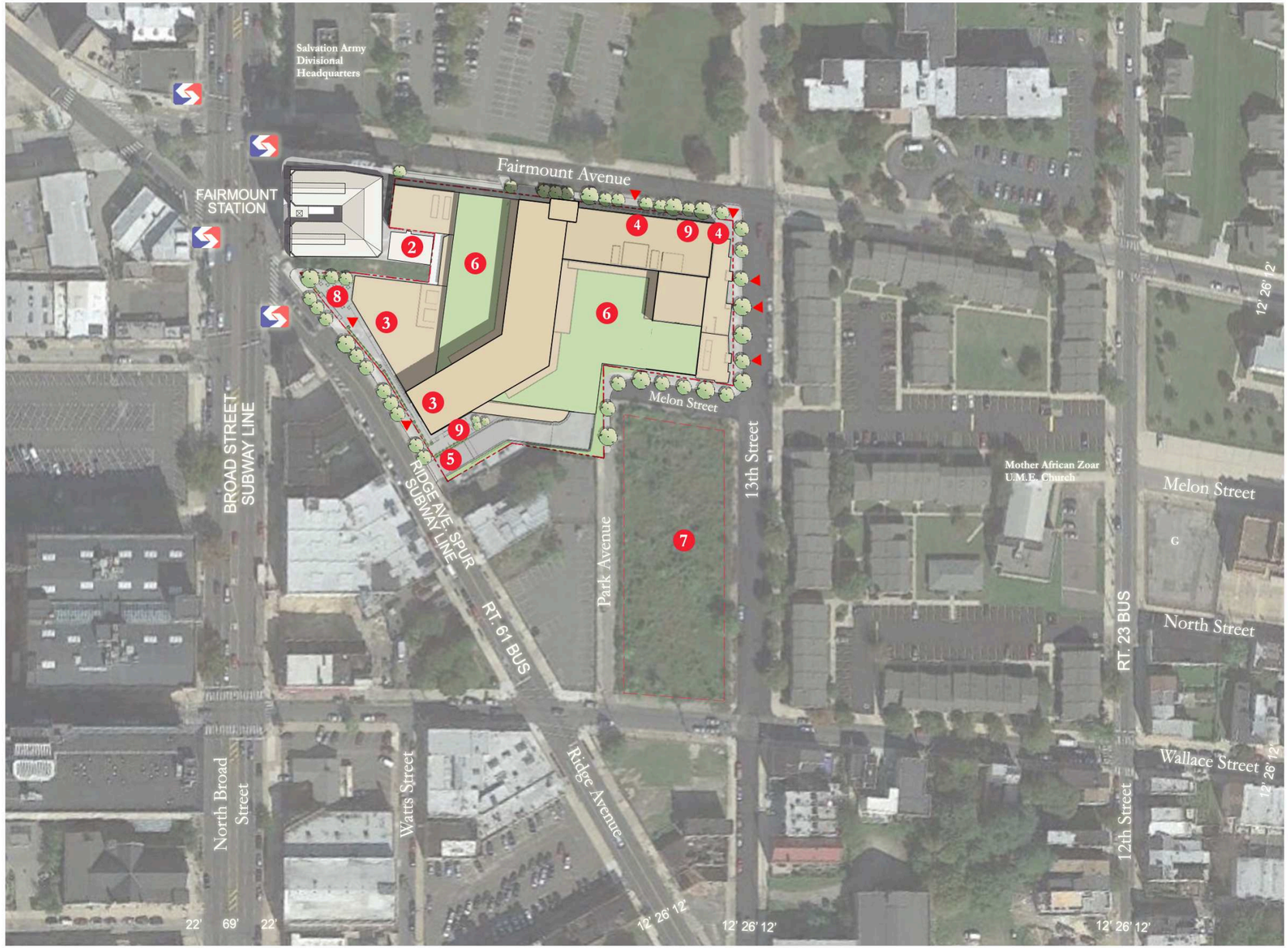
Filename: A:\Philadelfi\220077601\Survey Data - 220077601\Civil 3D\Existing\220077601-VL101.dwg Date: 3/5/2015 Time: 11:20 User: abehler Style Table: Langan.stb Layout: ARCHF-SL

Key

1. Existing Divine Lorraine hotel to be renovated by others
2. Existing Divine Lorraine Annex
3. Retail Entrances
4. Residential Entrances
5. Entrance ramp to Parking
6. Green Residential AmenityRoof
7. Future Townhomes
8. Public Plaza
9. Bike Parking



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Site Plan

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Street Level Floor Plan/ Landscape Plan

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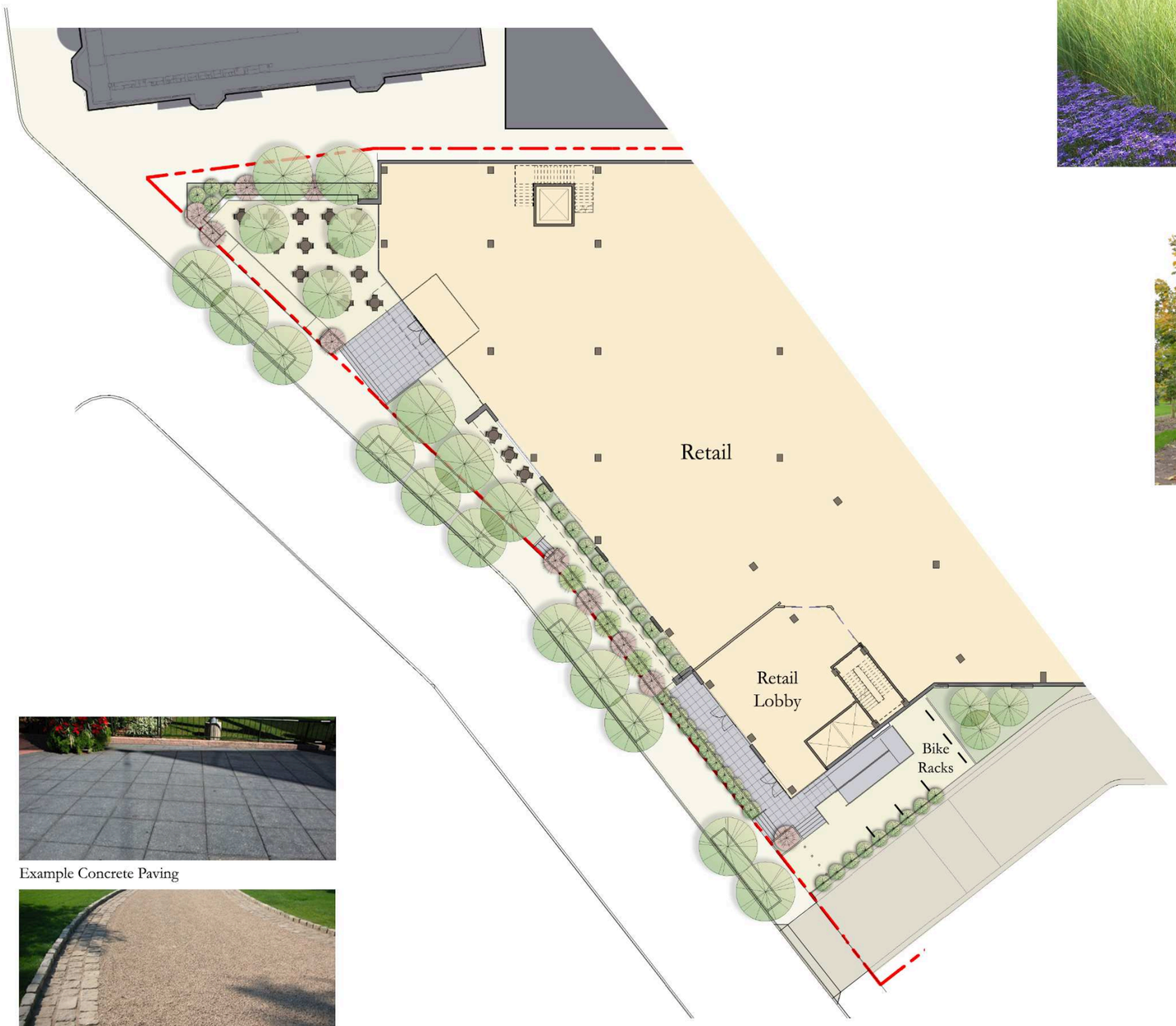


Example Ornamental Grasses

Example Multi-Stem Tree

Example Treillis Vines

Example Integrated Wall Seating

Examples Seating

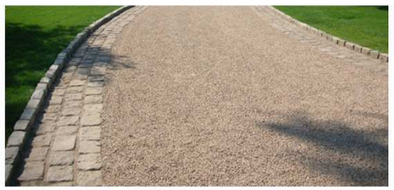
Example Street Trees

Example Trash Receptacle

Example Bike Rack

Example Small Flowering Trees

Example Concrete Paving



Example Compacted Stone Paving

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Plaza Plan

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Level 2 Garage - Typical Garage Floor Plan

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Level 4 Garage - Typical Garage Floor Plan

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5th Floor Residential Floorplan/ Residential Amenity Landscape Plan

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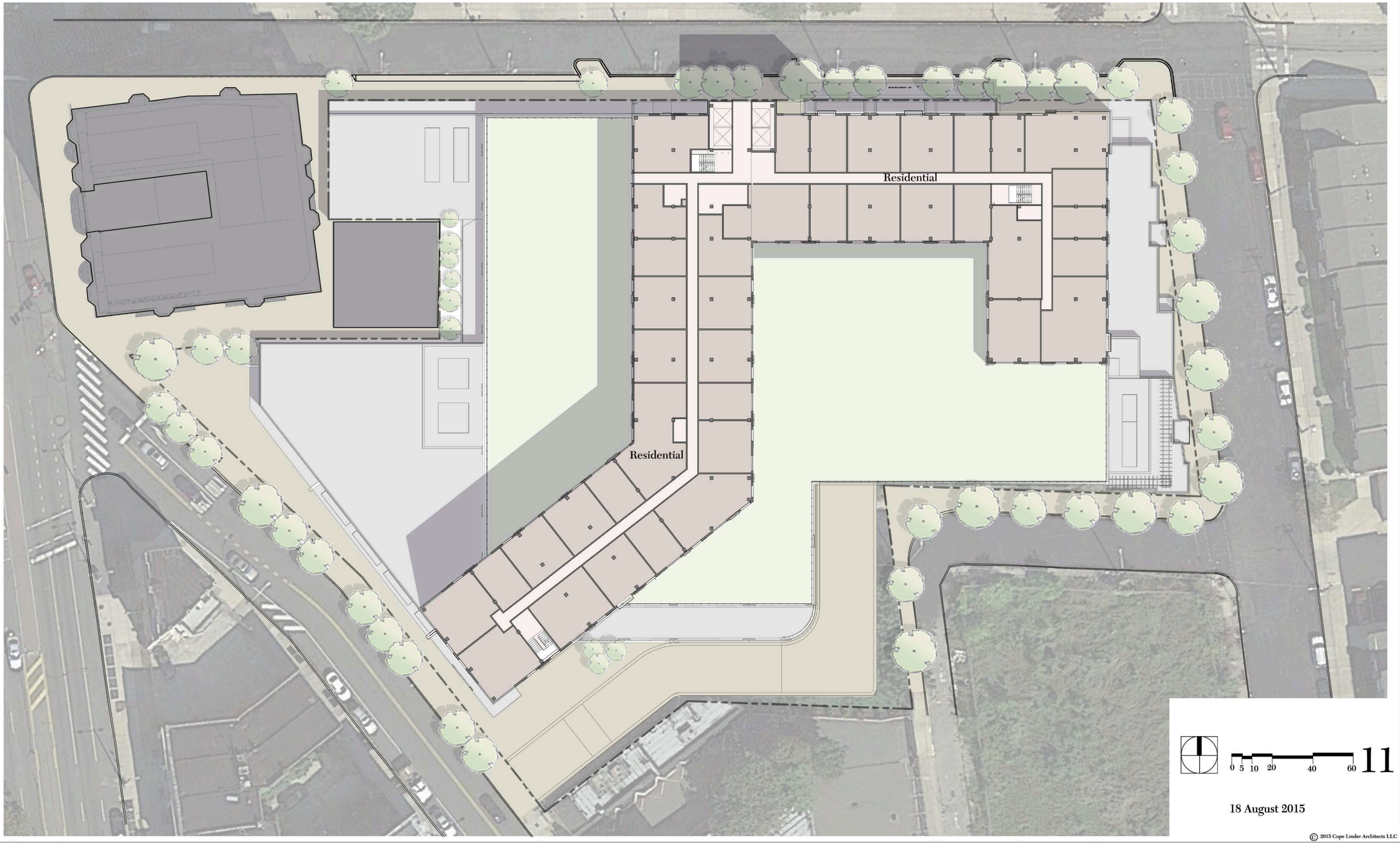

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Typical Residential Floor Plan

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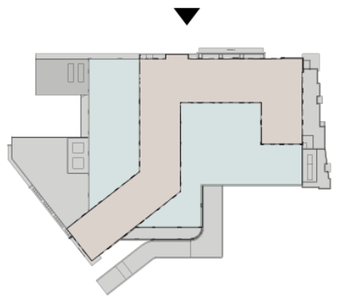
Key

1. Masonry/Precast
2. Stone
3. Unitized Window Wall System
4. Curtain Wall
5. Glass Rail
6. Metal Panel
7. Metal Slab Cover
8. Metal Screen Mechanical Enclosure
9. Fabric Awning
10. Vehicle Cable Barrier
11. Metal Garage Screen
12. Green Screen
13. Canopy Glass



North Elevations

0 5 10 20 40 60

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North Elevation

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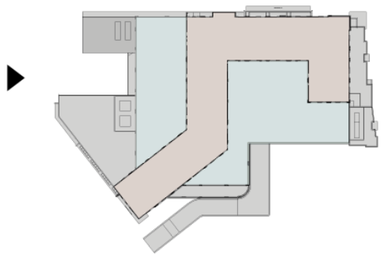

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West Elevation

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Key

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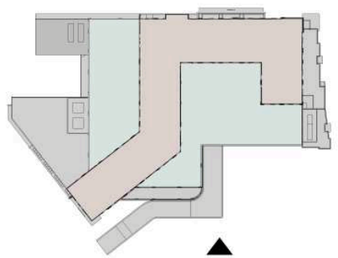

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South Elevation

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Key

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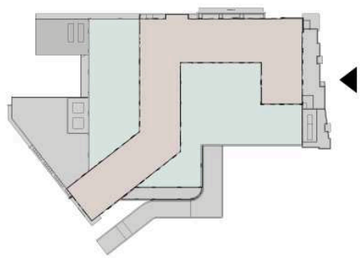

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East Elevation

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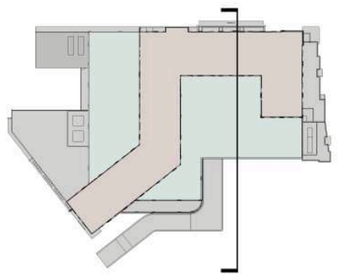

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N-S Section

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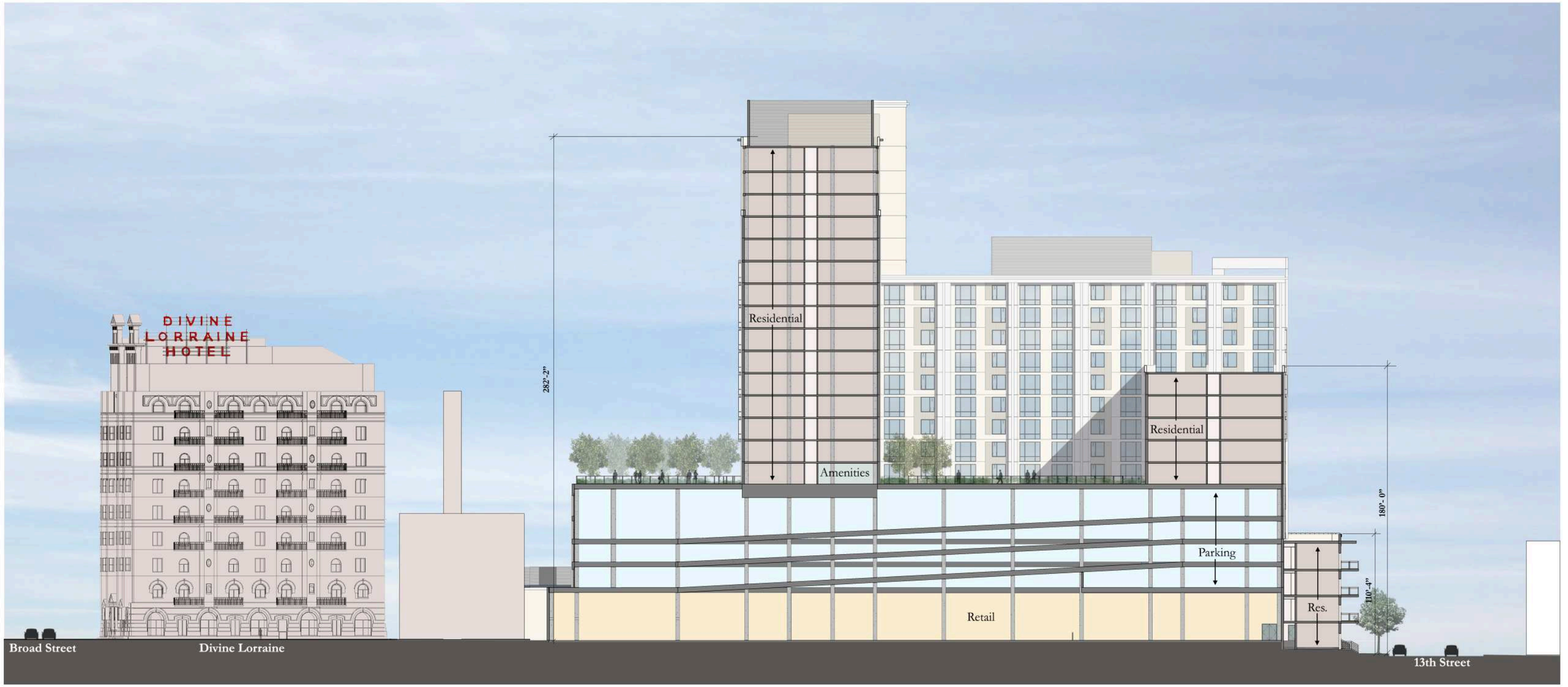

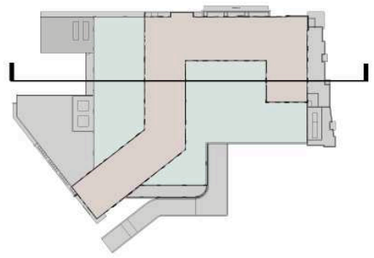

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E-W Section

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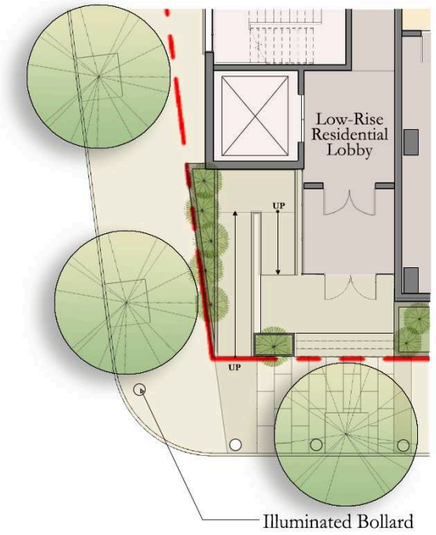

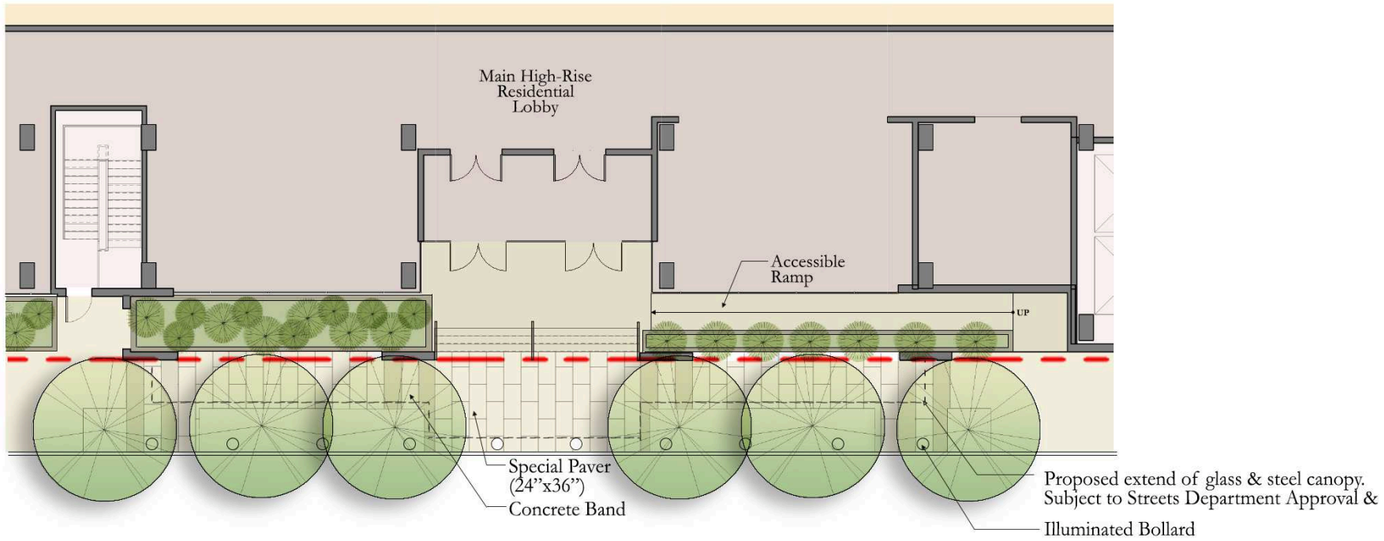

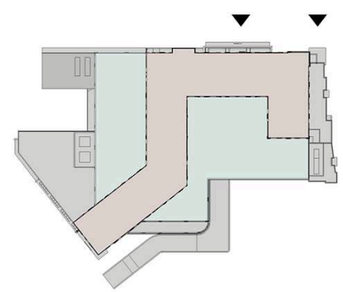

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Enlarged Entries

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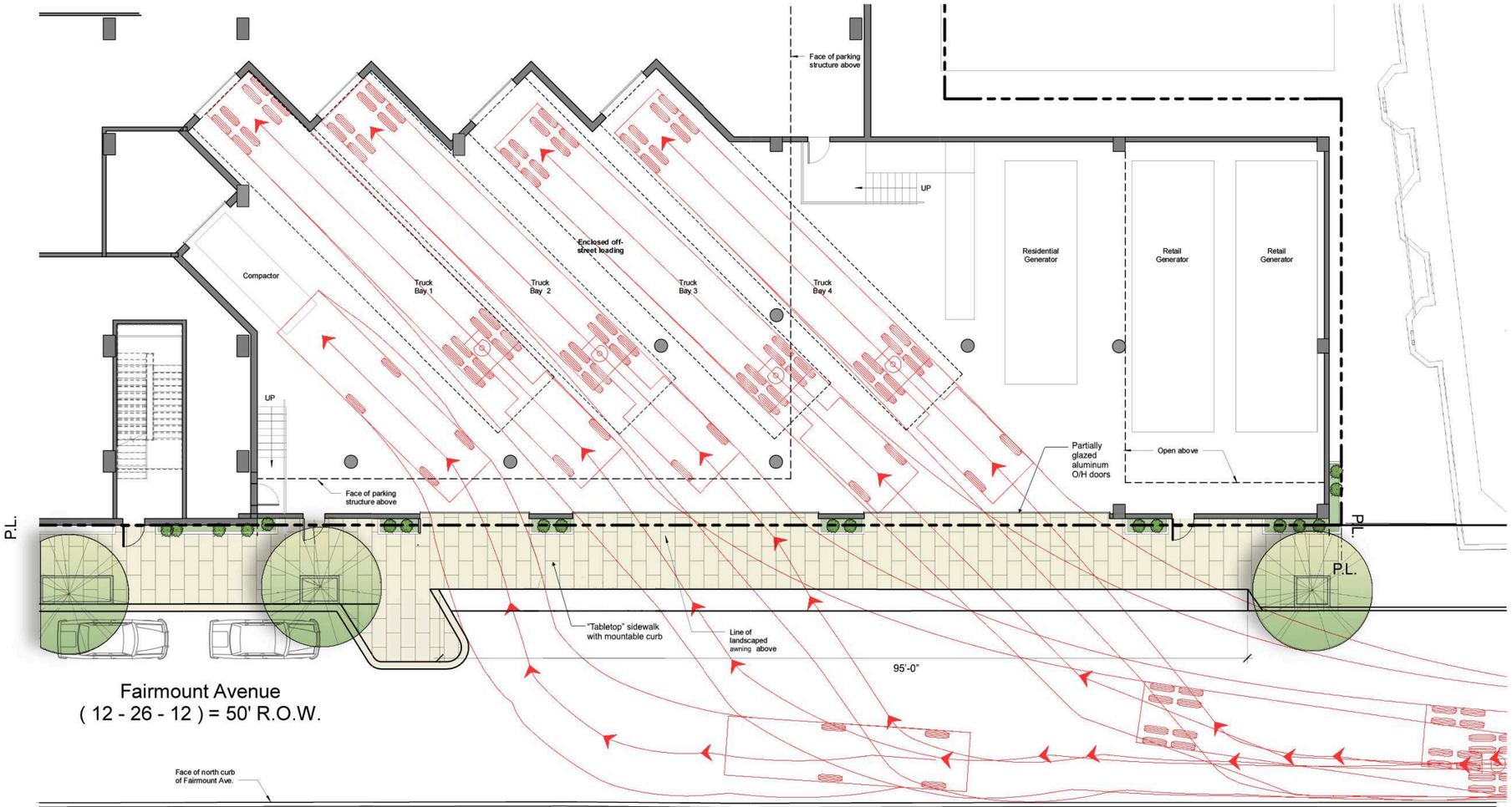

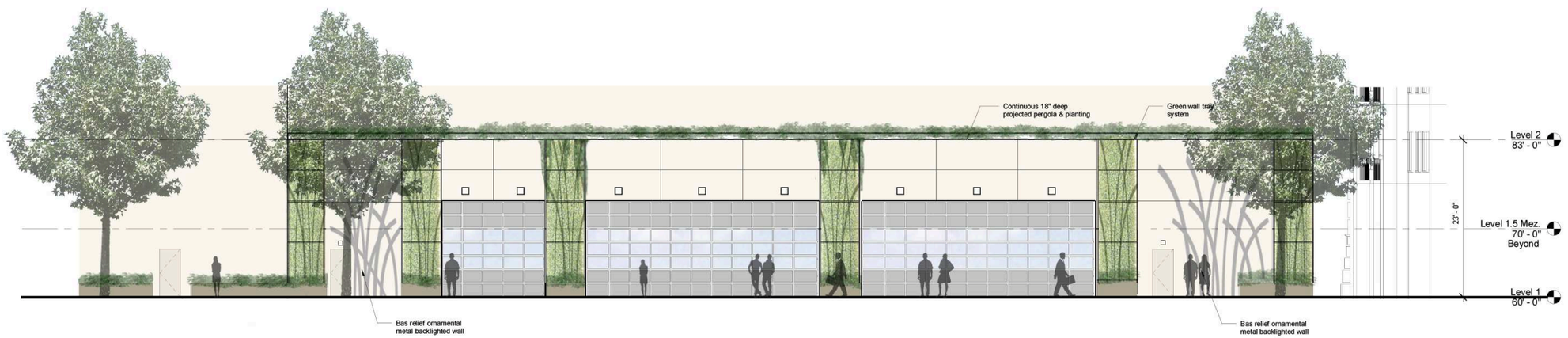

For preliminary discussion purposes only

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4 June 2015
Revised 18 August 2015

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1300 Fairmount

Loading Dock

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View from 13th & Brown

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Street View

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View from Broad & Ridge

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Building Materials

1300 Fairmount building materials will encompass a combination of architectural precast panels, metal panels, unitized window wall systems, and punched window openings. Warm earth toned exterior materials complement the adjacent neighboring context. The following façade features have been introduced to articulate the overall massing:

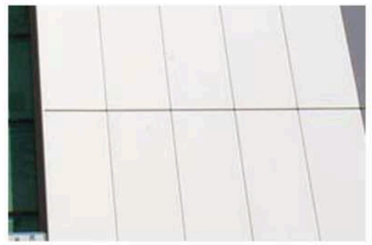
- Full height glass walls at Street Level to connect to the urban fabric.
- Series of vertical pilasters integrated in the facades organize the window openings.
- Large projecting bay windows expressing the Living Rooms behind the façade.
- Horizontal banding at every other floor level as contextual response to the existing Divine Lorraine facade
- A three story loggia along the top of the building façade provides sense of identity to cap the project.
- Perforated metal panel will screen the cars beyond with openings that recall the window openings above.

Note that the specific architectural design elements for this building will continue to be developed as the project evolves.

Precast- Field

Precast- Loggia

Precast- Pattern

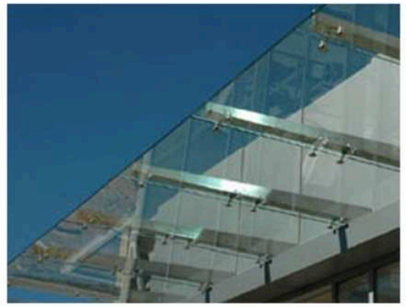


Metal Panel Example

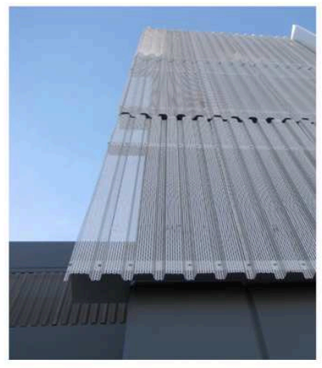
Unitized Window Wall System Example

Green Screen Example

Retail Awning Example



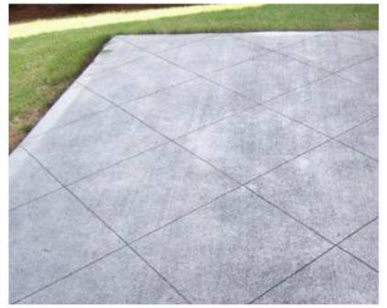
Glass Entry Canopy Example



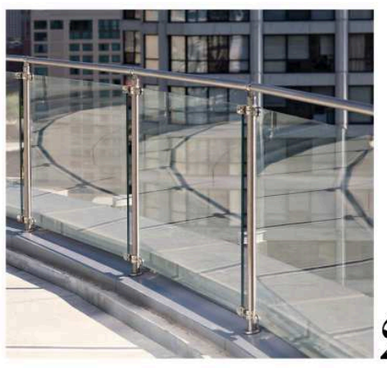
Metal Garage Screen Panel Example

Metal Mesh Garage Screen Infill

Loading Dock Door Example



Terrace Paving Example



Glass Guardrail Example

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1300 Fairmount

Building Material & Intended Sustainable Design Strategies

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Intended Sustainable Design Strategies

1300 Fairmount is being designed to incorporate a number of sustainable design strategies. Below is a list of sustainable features to be included within the project:

Site:

- Connectivity to Public Transportation
- Parking for low-emitting and fuel efficient vehicles
- Secure bike storage rooms for residents/ bike racks on site for retail customers
- Improved storm water management plan
- Green Roofs/ Trees/ Canopies/High Albedo roofs (white roofs) used to reduce heat island effect

Building Features:

- Low flow fixtures/ faucets in bathrooms and kitchens
- Water efficient landscaping/ Use of native plants
- Energy Star rated appliances
- Enhanced building insulation
- Thermal double paned windows
- LED fixtures in common areas
- Storage and collection of recyclables
- Eco-friendly cleaning products used in Maintenance
- Large windows in living areas to allow for natural daylighting
- Low VOC materials, sealants, and adhesives

Stormwater Management Plan

The proposed stormwater management system will be comprised of two green roofs and a subsurface storage tank. The green roofs will provide water quality treatment by storing rainwater in the plants and growing mediums then evaporate water back into the atmosphere. For the heavier rainstorms, the green roofs will be designed to reduce and delay runoff prior to overflowing back into the adjacent storm drainage system. The green roofs will reduce the impact of runoff on the storm water drainage system, and reduce the likelihood of local flooding.

The remaining runoff from the site will be collected as much as possible and combined with the overflow from the green roofs to be detained in the subsurface detention storage. This system will control the rate of runoff leaving the system to meet the slow release and flood control requirements. The overflow from the detention system will be discharged to the existing storm sewer in Ridge Avenue.

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1300 Fairmount

Aerial

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Phase 1 & 2 - Residential High-Rise
Retail & Parking Podium

Phase 3 - Residential High-Rise Expansion
Over Existing Podium

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Phasing

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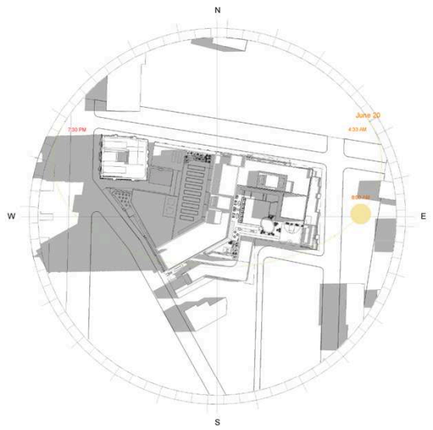
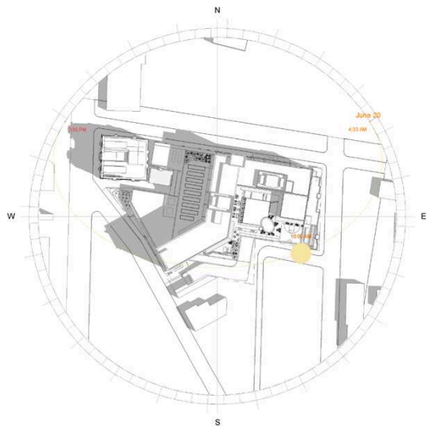
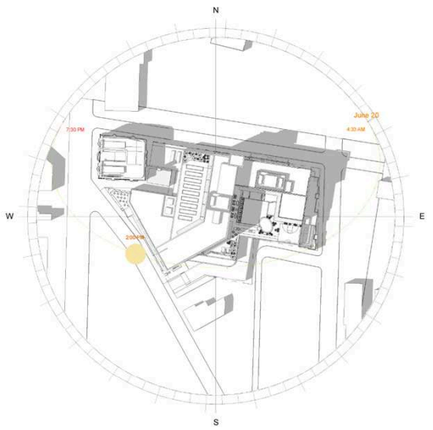


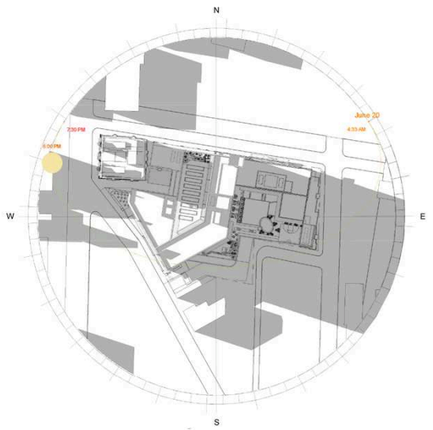
Summer 8AM



Summer 10AM



Summer 2PM



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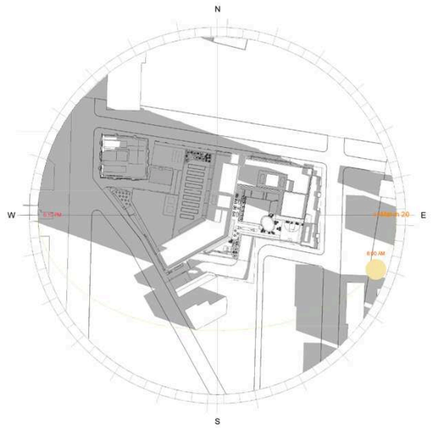
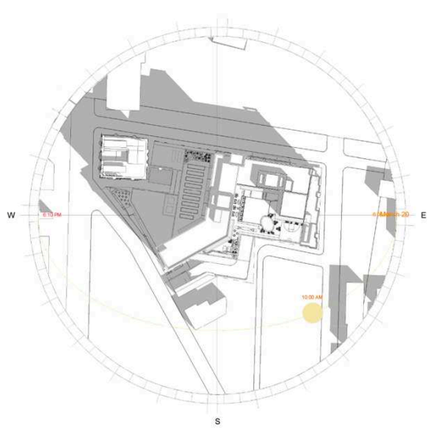
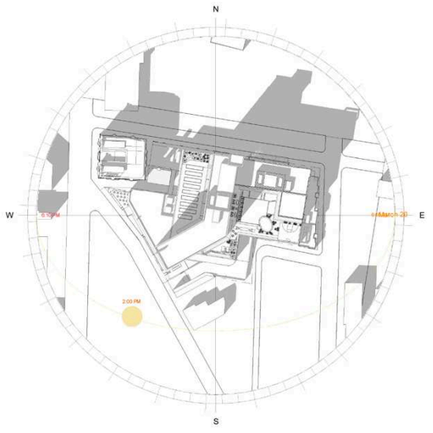


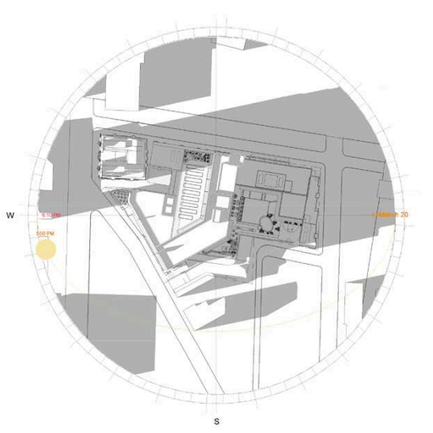
Equinox 8AM



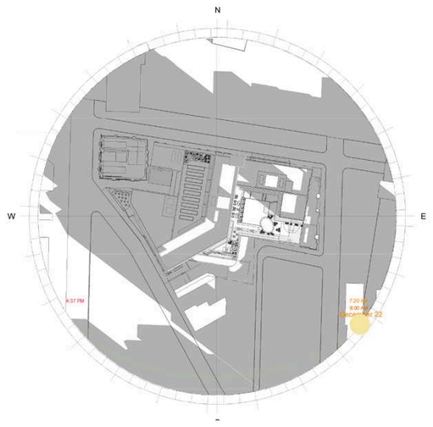
Equinox 10AM



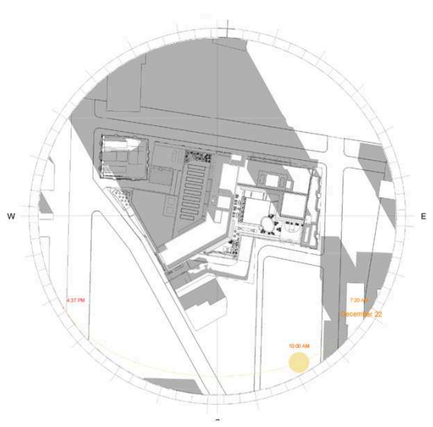
Equinox 2PM



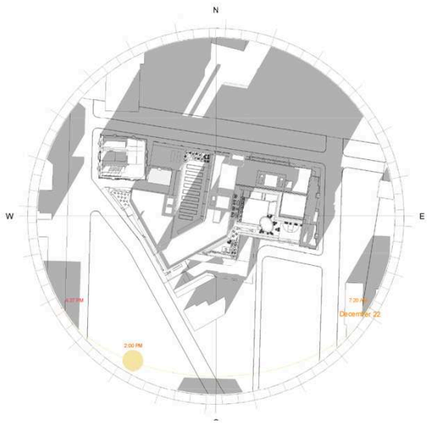
Equinox 5PM



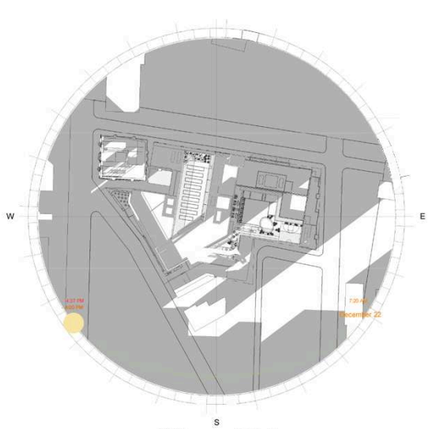
Winter 8AM



Winter 10AM



Winter 2PM



Winter 4PM

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Sun Study

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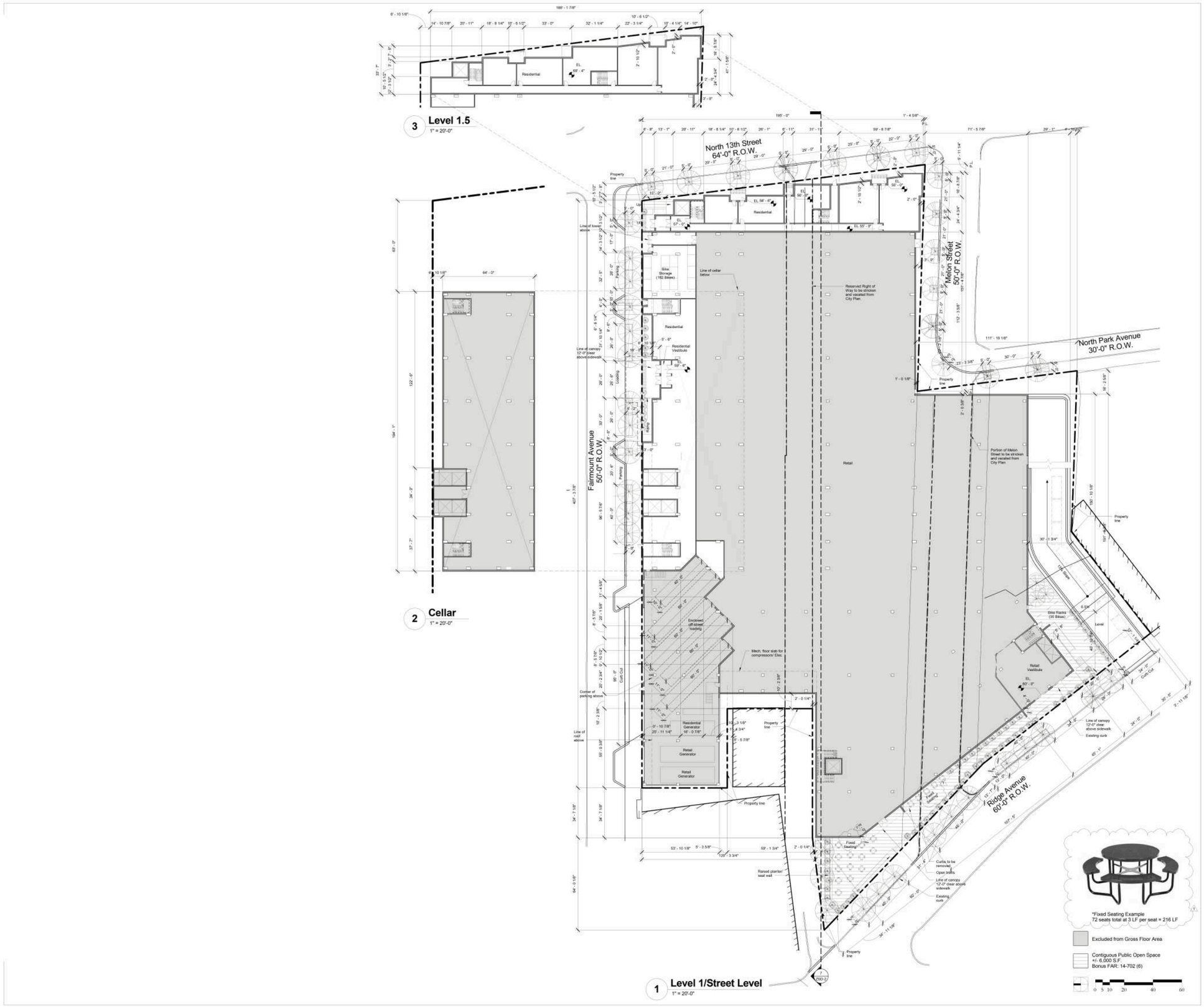

Owner

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RAL Development Services LLC

Architect

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Philadelphia, PA 19102
Ph: 215.981.0200 Fx: 215.569.6651

Key Plan

1300 Fairmount
Philadelphia, PA

Revisions

No.	Date	Issue
0	13 May 2015	Issued for LAI Co-Registration Plans Review
1	19 June 2015	LAI Comments

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Drawing Title

Ground Floor Plan, Gross Floor Area Chart & Zoning Code Data

All dimensions, rooms, layouts and field conditions shall be verified at the site by contractor before proceeding with the work.

CLA Project No. B50000

Date: 13 May 2015

Drawn By	Checked By	Approved By
APL, EMM	CAS	IMC

Scale: As indicated

ZSD-1

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COMPLETE STREETS HANDBOOK CHECKLIST

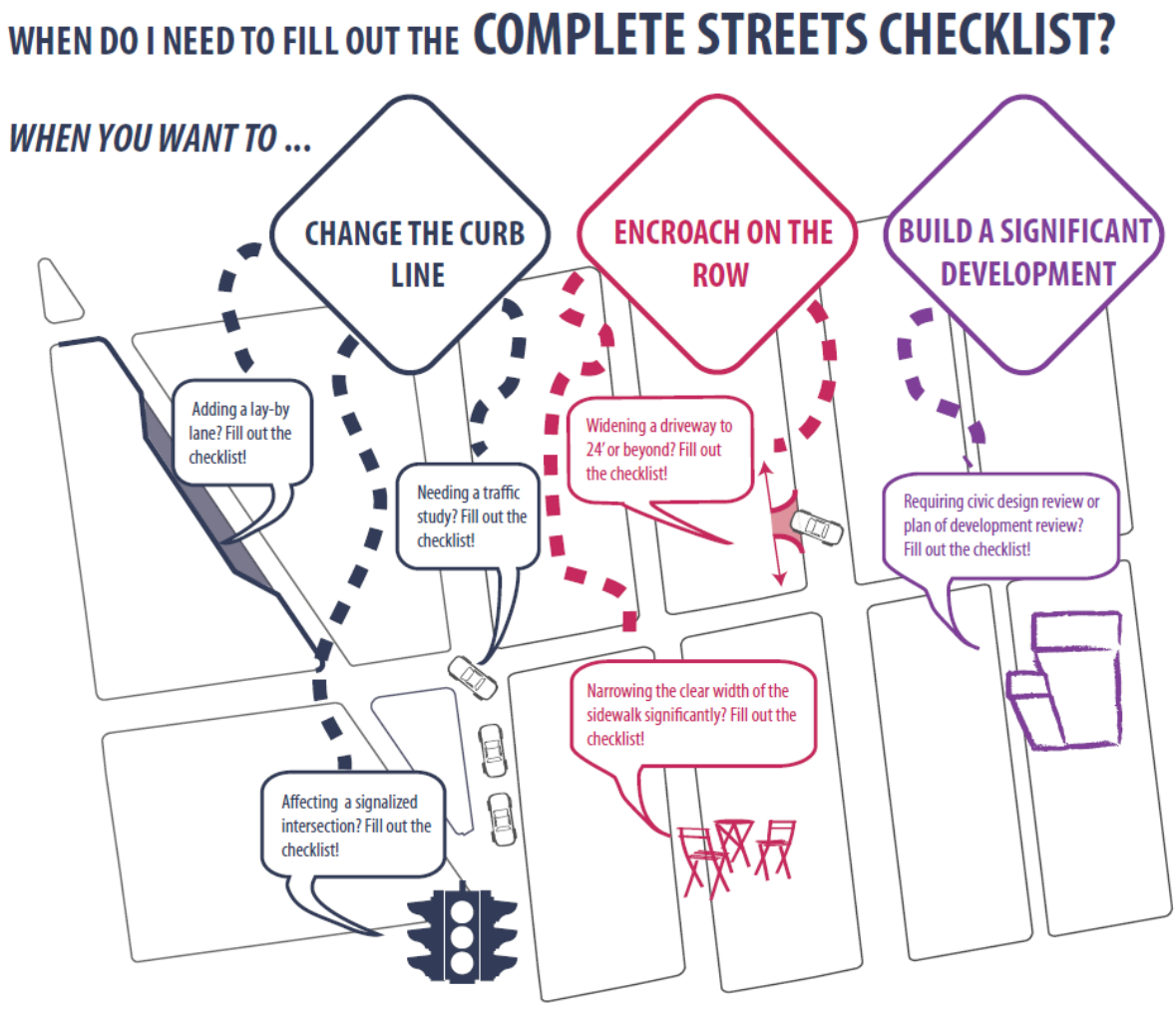
Philadelphia City Planning Commission

INSTRUCTIONS

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

This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets during the planning and/or design of projects affecting the public right-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review or Plan of Development Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review.

The Handbook can be accessed at http://philadelphiastreets.com/complete-streets.aspx.



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

INSTRUCTIONS (continued)

APPLICANTS ARE ADVISED TO NOTE:

- This checklist is designed to be filled out electronically. Text fields will expand automatically as you type.
- This checklist is estimated to take 60–90 minutes to complete for applicants familiar with the Handbook.
- Answering "No" or "Not Applicable" (N/A) to questions in this checklist does not result in an automatic denial of approval. Applicants shall provide adequate explanation and comments to justify any such responses in the space provided at the end the checklist.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- The coordination of all changes to the placement of street furniture (including but not limited to bus shelters, street signs and hydrants) is the responsibility of the developer throughout all phases of the project, from planning and design to construction management.
- ADA curb-ramp designs must be submitted to the City for review
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://philadelphiastreets.com/pds/City_Plan_Applicatio.pdf. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
    - Placing of a new street;
    - Removal of an existing street;
    - Changes to roadway grades, curb lines, or widths; or
    - Placing or striking a city utility right-of-way.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME

   1300 Fairmount Avenue

2. DATE

   August 19, 2015

3. APPLICANT NAME

   Matthew McClure, Esq. & David Gest, Ballard Spahr LLP

4. APPLICANT CONTACT INFORMATION

   mcclure@ballardspahr.com; gestd@ballardspahr.com

   1735 Market Street Philadelphia, PA 19103

   (215) 864-8771

5. PROJECT AREA: list precise street limits and scope

   The project encompasses approximately 3.0 acres of land bounded by 13th Street, Fairmount Avenue, Melon Street, Park Avenue and Ridge Avenue.

6. OWNER NAME

   Spencer Levine

7. OWNER CONTACT INFORMATION

   Broad Street Property Holdings, L.P. c/o RAL Development Services, LLC

   434 Broadway, 5th Floor, New York, NY 10013

   (212) 748-8900

8. ENGINEER / ARCHITECT NAME

   Cope Linder Architects, LLC & Langan Engineering & Environmental Services, Inc.

9. ENGINEER / ARCHITECT CONTACT INFORMATION

   Langan: Brian Conlon (215) 864-0640 ext 2929, bconlon@langan.com

   Cope Linder Architects: Ian M Cope, AIA

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

STREET	FROM	TO	COMPLETE STREET TYPE
Ridge Ave	**Potts St**	**Melon St**	**Urban Arterial**
13th St	**Melon St**	**Fairmount Ave**	**City Neighborhood**
Fairmount Ave	**Broad St**	**13th St**	**City Neighborhood**
Melon St	**13th St**	**Ridge Ave**	**Local**
Park Ave	**Melon St**	**Wallace St**	**Local**

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

    a. Parking and loading regulations in curb lanes adjacent to the site — YES ☒ NO ☐

    b. Street Furniture such as bus shelters, honor boxes, etc. — YES ☒ NO ☐ N/A ☐

    c. Street Direction — YES ☒ NO ☐

    d. Curb Cuts — YES ☒ NO ☐ N/A ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES ☒ NO ☐

f. Building Extensions into the sidewalk, such as stairs and stoops YES ☒ NO ☐ N/A ☐

APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Ridge Ave	12' / 13' / 13'	13' / 13'
Fairmount Ave	12' / 12' / 12'	12' / 12'
13th St	12' / 12' / 12'	12' / 12'
Melon St	10' / 12' / 12'	12' / 12
Park Ave	10' / 8' / 8'	8' / 8'

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

STREET FRONTAGE	WALKING ZONE Required / Existing / Proposed
Ridge Ave	6' / 11' / 8'
Fairmount Ave	6' / 9' / 5'*
13th St	6' / 8' / 6.5'
Melon St	5' / 12' / 6'
Park Ave	5' / 8' / 3'*

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	16'	Fairmount Ave- 227' from City Plan of Broad St
Curb Cut	16'	Fairmount Ave- 260' from City Plan of Broad St
Cub Curt	21'	Fairmount Ave- 297' from City Plan of Broad St
Curb Cut	21'	13th St- 95' from City Plan of Fairmount
Curb Cut	26'	Ridge Street w/in the City Plan of Broad and Ridge
Curb Cut	43'	Melon St- 26' from City Plan of 13th St
Curb Cut	60'	Melon St- 105' from City Plan of 13th St
Curb Cut	60'	Melon St- 210' from City Plan of 13th St

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	**24'**	**Located on Ridge Ave 296' from the City Plan of Wallace St**
Curb Cut	**95'**	**Located on Fairmount Ave 156' from the City Plan of Broad St**

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (continued)

				DEPARTMENTAL APPROVAL	
15. Does the design limit block lengths to 500 feet or less?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
16. When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians?	YES ☒	NO ☐		YES ☐	NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: * At single point on Fairmount Avenue, a 5' walking zone is provided where a 6' walking zone is required due to a single tree planter. However, the tree planter will be at grade and covered by a grate, meaning that pedestrians may walk over the planter. At two points on Park Avenue, a 3' walking zone is provided where a 5' walking zone is required due to the proximity of two tree planters to the property line. However, the proposed building will be set back from the property line by significantly more than the reqired additional 2' at these points and the setback area will be paved, meaning that pedestrians will have adequate walking space.

The overall design creates a pedestrian friendly environment with the proposed installation of new sidewalks and street trees along the entire property's frontage as well as a public plaza space along Ridge Avenue.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
Ridge Ave	**None / 0'**
Fairmount Ave	**None / 0'**
13th St	**None / 0'**
Melon St	**None / 0'**
Park Ave	**None / 0'**

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
Ridge Ave	**4' / >4' / 5'**
Fairmount Ave	**4' / >4' / 5'**
13th St	**4' / >4' / 5'**
Melon St	**3.5' / >3.5' / 5'**
Park Ave	**3.5' / >3.5' / 5'**

				DEPARTMENTAL APPROVAL	
19. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?					
▪ Bicycle Parking	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Lighting	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
▪ Benches	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Street Trees	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Street Furniture	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
20. Does the design avoid tripping hazards?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
21. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (continued)

22.	Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
23.	Does the design maintain adequate visibility for all roadway users at intersections?	YES ☒	NO ☐		YES ☐	NO ☐
24.	When considering the overall design of the Building & Furnishing Component, does the design enhance the pedestrian environment?	YES ☒	NO ☐		YES ☐	NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments: _____

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BICYCLE COMPONENT (Handbook Section 4.5)

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

    _____

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

BUILDING / ADDRESS	REQUIRED SPACES	ON SIDEWALK OR STREET Existing / Proposed	OFF-STREET Existing / Proposed
1300 Fairmount Ave	**High Priority**	**0 / 0**	**0 / 217**
_____	_____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____

				DEPARTMENTAL APPROVAL	
27. Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and dimensioned on the plan?					
▪ Conventional Bike Lane	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
▪ Buffered Bike Lane	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
▪ Bicycle-Friendly Street	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
28. Does the design provide bicycle connections to local bicycle, trail, and transit networks?	YES ☒	NO ☐		YES ☐	NO ☐
29. Does the design provide convenient bicycle connections to residences, work places, and other destinations?	YES ☒	NO ☐		YES ☐	NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

The Plan proposes planters along Ridge Ave, Fairmount Ave, 13th St, and Melon to increase the attractiveness of the exisiting sidewalk and public transit stops. In addition to this, the public plaza positively affects accessibility and connectivity of public transit.

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: _____

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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
Fairmount Ave	**Broad St**	**13th St**	**20' / 18'**	**25 MPH**
_____	_____	_____	_____ / _____	_____
_____	_____	_____	_____ / _____	_____
_____	_____	_____	_____ / _____	_____

				DEPARTMENTAL APPROVAL	
35. What is the maximum AASHTO design vehicle being accommodated by the design?	WB - 67			YES ☐	NO ☐
36. Will the project affect a historically certified street? An inventory of historic streets[1] is maintained by the Philadelphia Historical Commission.	YES ☐	NO ☒		YES ☐	NO ☐
37. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)? **Any proposed median may require a maintenance agreement with the Streets Department.*	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
38. Does the design facilitate safe and accessible, deliveries to local industries and businesses?	YES ☒	NO ☐		YES ☐	NO ☐
39. Will the public right-of-way be used for loading and unloading activities?	YES ☒	NO ☐		YES ☐	NO ☐
40. Does the design maintain emergency vehicle access?	YES ☒	NO ☐		YES ☐	NO ☐
41. Where new streets are being developed, does the design connect and extend the street grid?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
42. Does the design support multiple alternative routes to and from destinations as well as within the site?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
43. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES ☒	NO ☐		YES ☐	NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

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

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

				DEPARTMENTAL APPROVAL	
44. Does the design incorporate windows, storefronts, and other actives uses facing the street?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
45. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide.	2015-1300-2914-01				
46. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4). _____	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
47. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
48. Does the design provide direct, safe, and accessible connections between transit stops and building access points and destinations within the site?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

49. Identify Existing and Proposed Signal Cycle lengths

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

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

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____