



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 720345

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

This project includes more than 100,000 square feet of new gross floor area.

PROJECT LOCATION

Planning District: Central Council District: 2

Address: 2501 Washington Street
Philadelphia, PA

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

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

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

Property Owner: Hightop Washington LLC Developer Hightop Real Estate & Development

Architect: PZS Architects LLC

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 44,000

Existing Zoning: IRMX Are Zoning Variances required? Yes No

SITE USES

Present Use: Vacant.

Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
17 Single-Family Townhomes- 11,592 square feet
2 Two-Family Dwellings- 1,053 square feet
Mixed Use with 64 Multi-Family Dwellings and Commercial Space at Ground Floor and Basement Level-
Proposed # of Parking Units: 92,298 square feet
48 parking spaces.

COMMUNITY MEETING

Community meeting held: Yes No

If yes, please provide written documentation as proof.

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

Date: September 21, 2106 Time: 7:00

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:

Date: _____



2501 WASHINGTON

Hightop Real Estate + Development
PZS Architects
Ruggerio Plante Land Design

Civic Design Review | October 4, 2016

CONTENTS

CDR Application Form

Project Introduction

Existing Site Photos

Site Survey

Site Plan

Site Sections

Plans

Elevations

Massing Aerials

Landscape Plan + Planting Palette

Complete Streets Checklist

Sustainability Checklist



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ZBA hearing scheduled: Yes ___ No ___ NA ___

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Date: _____

INTRODUCTION

2501 WASHINGTON is a proposed, mixed-use residential development located at 2501 Washington Avenue and 2557-69 Grays Ferry Avenue.

The proposed 5-story mixed-use building will include the following:

- Approximately 11,000 SF of ground floor retail space along Washington Avenue and 25th Street
- 64 residential units on Floors 2 through 5
- Open parking area for 27 vehicles
- A large shared terrace for residents

The project also includes a proposed single-family residential component, which includes the following:

- 17 single family townhouses
- Two duplex residential units
- Interior green space

The project was designed to enhance the overall walkability of the neighborhood, sidewalks are maintained along all street frontages, and visibility will be high. We believe the pedestrian use will increase, which in turn will create a safer condition along the sidewalks.

The design team has made every effort to include the community in the design process by engaging community members (during meetings hosted by the South of South Street Neighborhood Association) in a productive dialogue throughout the course of designing the project. Our design has changed and evolved to address the community feedback we received - reducing the height and density of the project, while maintaining the integrity and scale of the terrace and interior green space.



AERIAL IMAGE



1 - VIEW ON WASHINGTON AVENUE, LOOKING WEST



2 - VIEW ON WASHINGTON AVENUE LOOKING EAST



3 - VIEW ON WASHINGTON AVENUE LOOKING NORTH-WEST AT SITE



4 - VIEW ON 25TH STREET LOOKING SOUTH



5 - VIEW ON 25TH STREET LOOKING NORTH



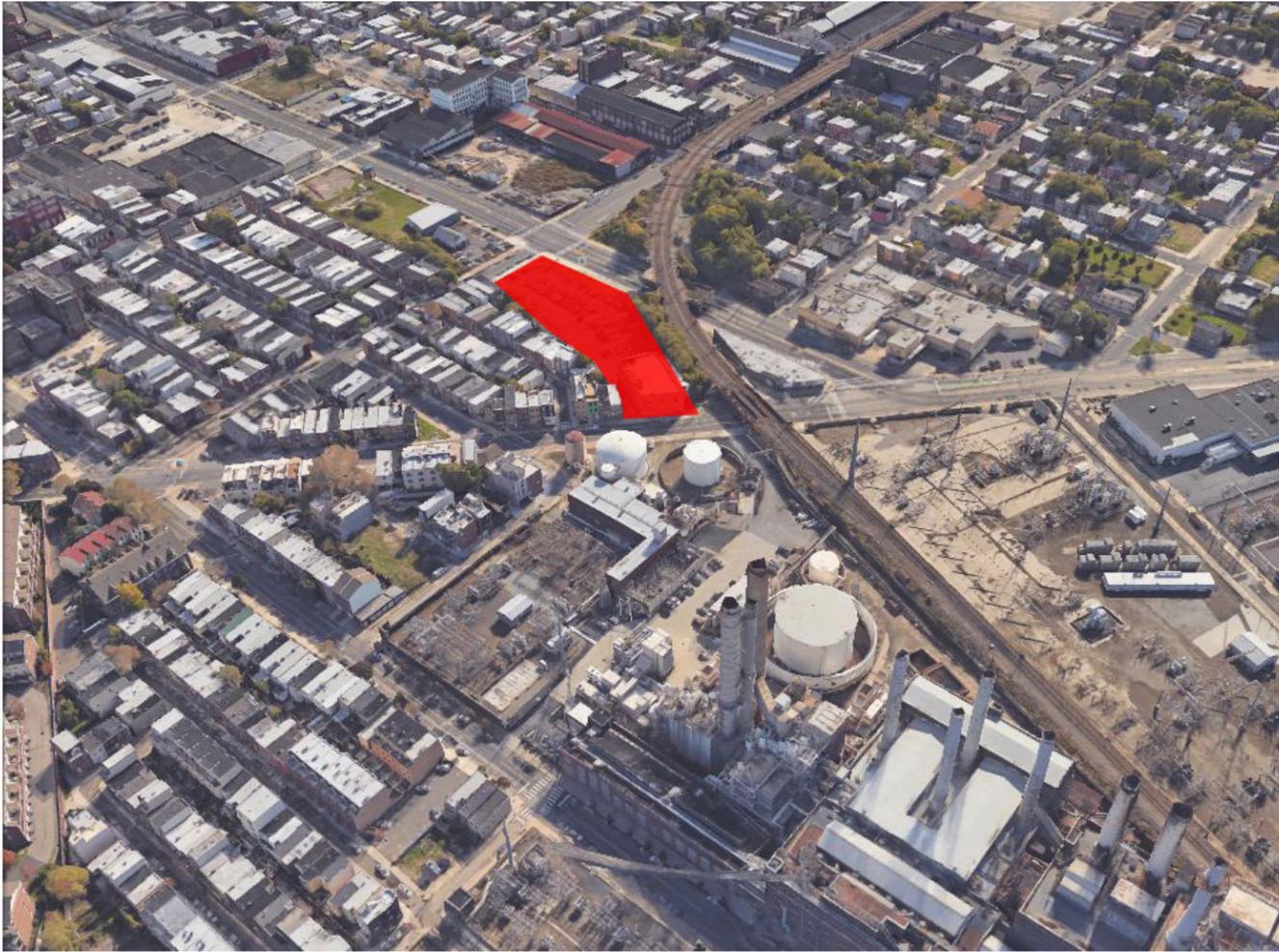
6 - VIEW ON GRAYS FERRY AVENUE LOOKING NORTH



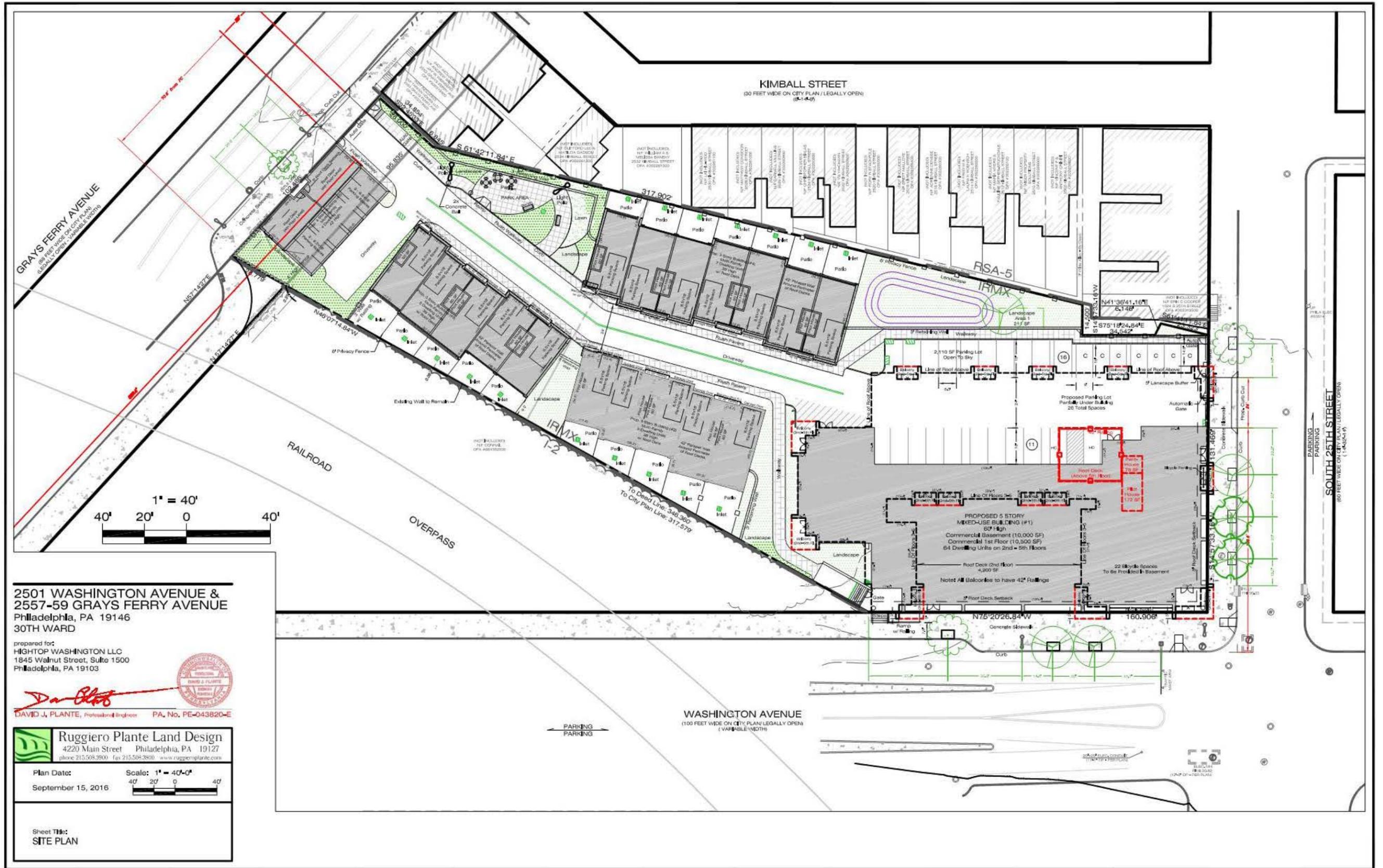
7 - VIEW ON GRAYS FERRY AVENUE LOOKING SOUTH

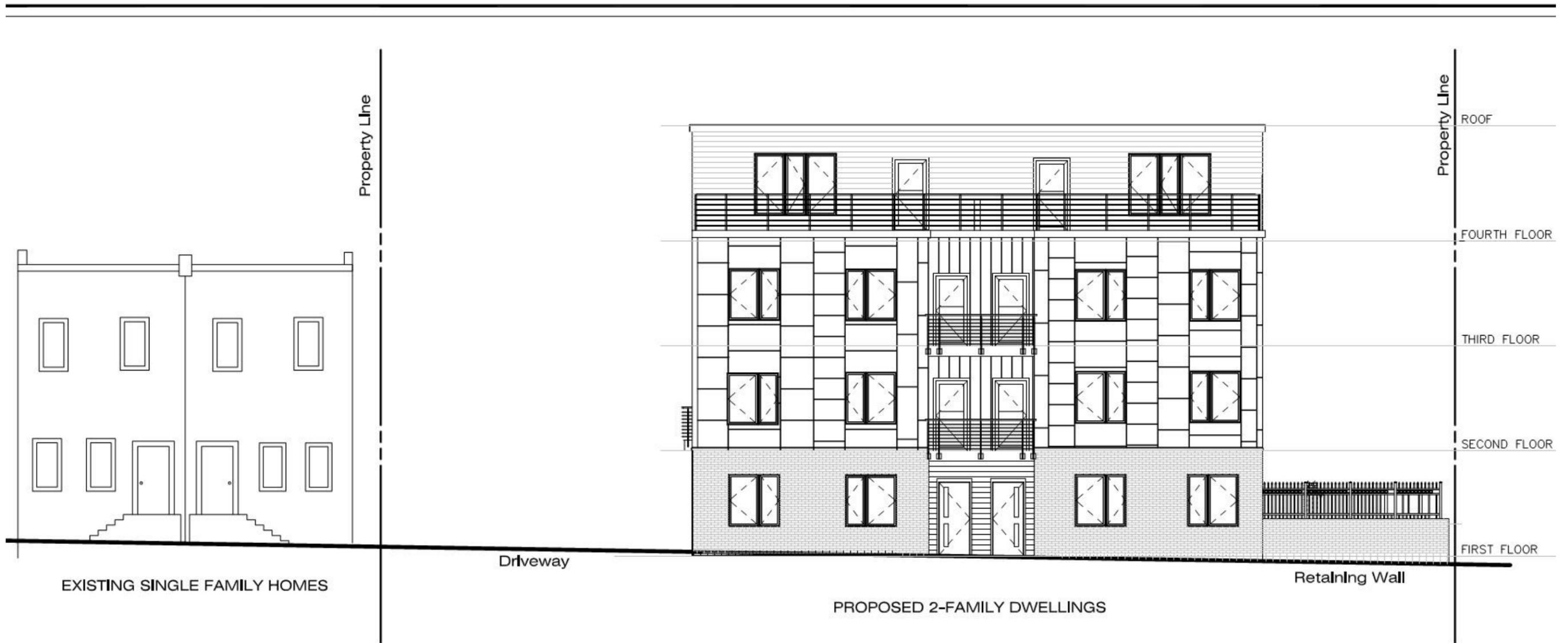


OBLIQUE AERIAL VIEW

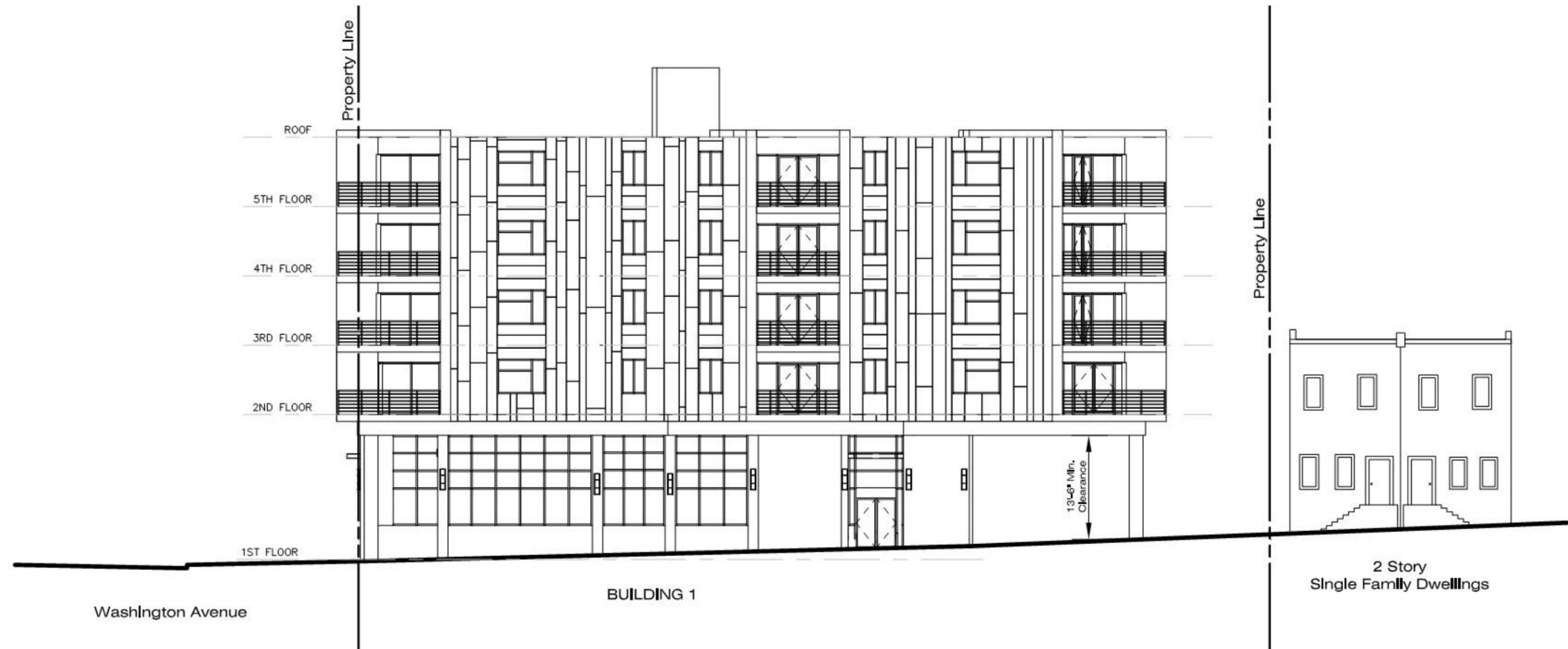


OBLIQUE AERIAL VIEW





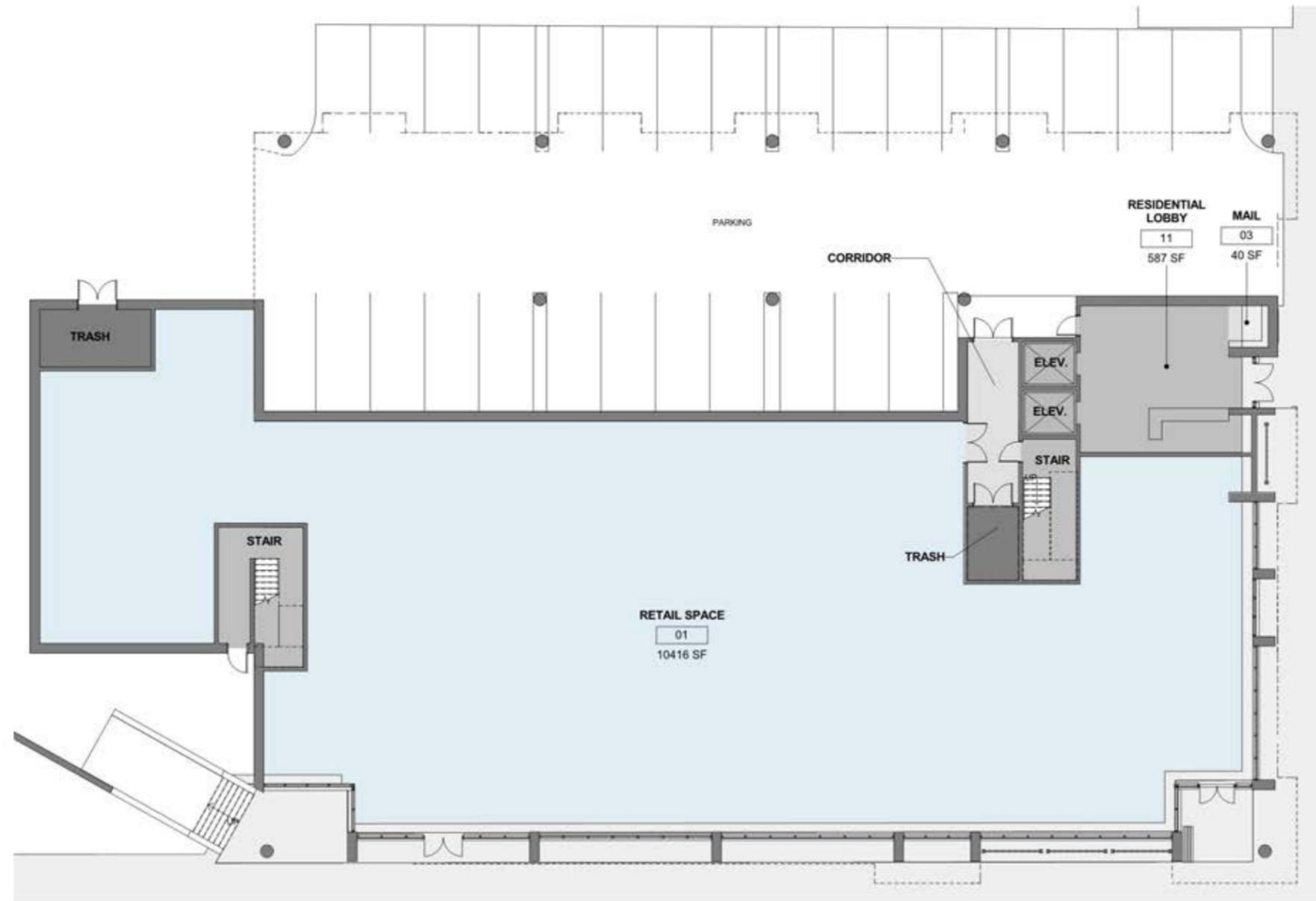
SITE SECTION ALONG GRAYS FERRY AVENUE LOOKING EAST



SITE SECTION ALONG 25TH STREET LOOKING WEST



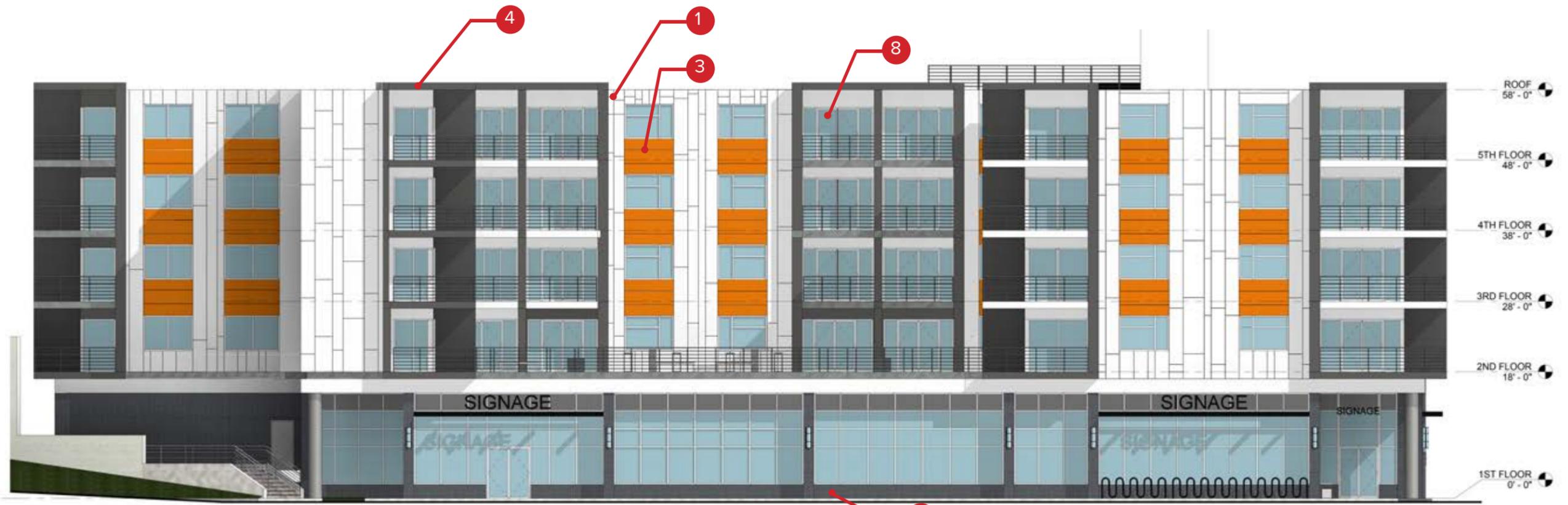
OVERALL GROUND FLOOR PLAN



GROUND FLOOR PLAN AT MULTI-FAMILY BUILDING



SECOND FLOOR PLAN AT MULTI-FAMILY BUILDING



1 - SOUTH ELEVATION OF MULTI-FAMILY BUILDING ALONG WASHINGTON AVENUE

- ① Fiber Cement Panels - 'Ivory'
- ② Fiber Cement Panels - 'Stone'
- ③ Fiber Cement Panels - 'Burnt Orange'
- ④ Metal Panels - 'Charcoal'
- ⑤ Metal Panel - 'Green'
- ⑥ Wood Panels - 'Chestnut'
- ⑦ Masonry Brick - 'Dark Gray'
- ⑧ Aluminum Storefront and Glazing
- ⑨ Glazed Windows





2 - EAST ELEVATION OF MULTI-FAMILY BUILDING ALONG 25TH STREET

- ① Fiber Cement Panels - 'Ivory'
- ② Fiber Cement Panels - 'Stone'
- ③ Fiber Cement Panels - 'Burnt Orange'
- ④ Metal Panels - 'Charcoal'
- ⑤ Metal Panel - 'Green'
- ⑥ Wood Panels - 'Chestnut'
- ⑦ Masonry Brick - 'Dark Gray'
- ⑧ Aluminum Storefront and Glazing
- ⑨ Glazed Windows





3 - NORTH ELEVATION OF MULTI-FAMILY BUILDING

- ① Fiber Cement Panels - 'Ivory'
- ② Fiber Cement Panels - 'Stone'
- ③ Fiber Cement Panels - 'Burnt Orange'
- ④ Metal Panels - 'Charcoal'
- ⑤ Metal Panel - 'Green'
- ⑥ Wood Panels - 'Chestnut'
- ⑦ Masonry Brick - 'Dark Gray'
- ⑧ Aluminum Storefront and Glazing
- ⑨ Glazed Windows





4 - NORTH ELEVATION OF TOWNHOUSES

- ① Fiber Cement Panels - 'Ivory'
- ② Fiber Cement Panels - 'Stone'
- ③ Fiber Cement Panels - 'Burnt Orange'
- ④ Metal Panels - 'Charcoal'
- ⑤ Metal Panel - 'Green'
- ⑥ Wood Panels - 'Chestnut'
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- ⑨ Glazed Windows





5 - SOUTH ELEVATION OF TOWNHOUSES

- ① Fiber Cement Panels - 'Ivory'
- ② Fiber Cement Panels - 'Stone'
- ③ Fiber Cement Panels - 'Burnt Orange'
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- ⑤ Metal Panel - 'Green'
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- ⑨ Glazed Windows

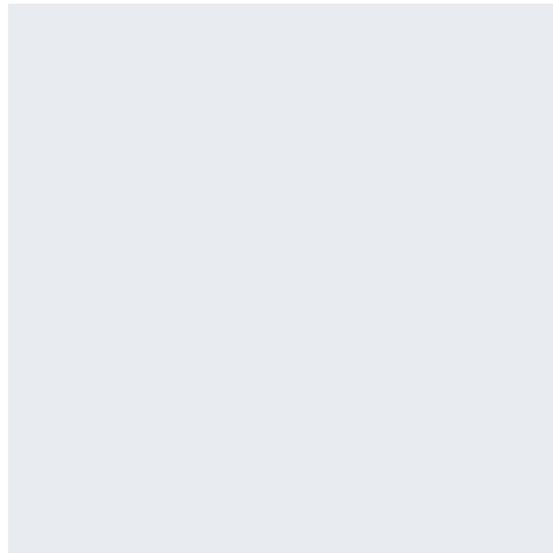




6 - WEST ELEVATION OF DUPLEXES ALONG GRAYS FERRY AVENUE

- ① Fiber Cement Panels - 'Ivory'
- ② Fiber Cement Panels - 'Stone'
- ③ Fiber Cement Panels - 'Burnt Orange'
- ④ Metal Panels - 'Charcoal'
- ⑤ Metal Panel - 'Green'
- ⑥ Wood Panels - 'Chestnut'
- ⑦ Masonry Brick - 'Dark Gray'
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- ⑨ Glazed Windows





Fiber Cement Panels - 'Ivory'



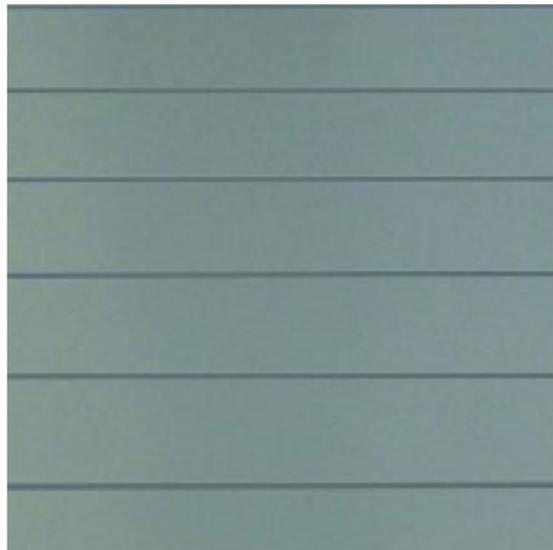
Fiber Cement Panels - 'Stone'



Fiber Cement Panels - 'Burnt Orange'



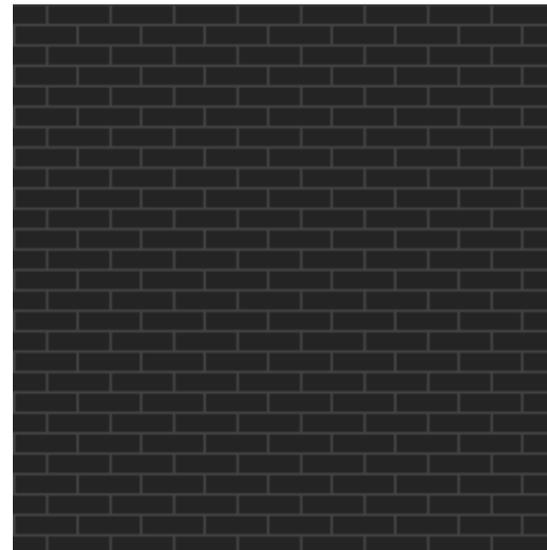
Metal Panels - 'Charcoal'



Metal Panels - 'Green'



Wood Panels - 'Chestnut'



Masonry Brick - 'Dark Gray'



Aluminum Storefront and Glazing



Glazed Windows



NORTHWEST AERIAL VIEW OF SITE



SOUTHEAST AERIAL VIEW OF SITE



VIEW OF SECOND FLOOR TERRACE



VIEW AT CORNER OF WASHINGTON AVENUE AND 25TH STREET

October 4, 2016 | Civic Design Review | 2501 WASHINGTON



VIEW OF CORNER AT WASHINGTON AVENUE AND 25TH STREET



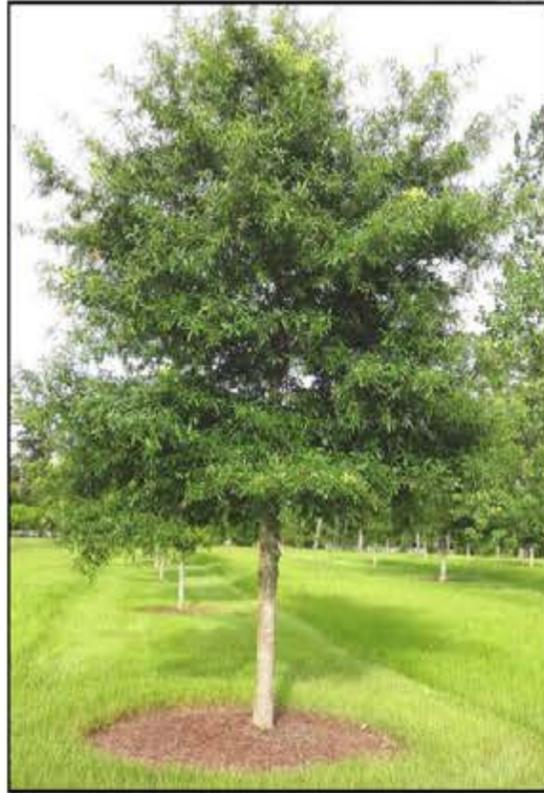
VIEW OF INTERIOR STREET



VIEW OF GREEN SPACE



VIEW ALONG GRAYS FERRY AVENUE



Willow Oak



Hedge Maple



Apollo Sugar Maple



Sky Pencil Holly



Autumn Brilliance Serviceberry



Arrowwood Viburnum



Dwarf Fountain Grass



Winterberry



Silver Mound Artemisia



Lillyturf



Bergenia



Purple Coneflower



Gro Low Fragrant Sumac



Feather Reed Grass



Saltspray Rose



Dwarf Austrian Pine



English Lavender

Sheet Title:
LANDSCAPE PLANTING PALETTE



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

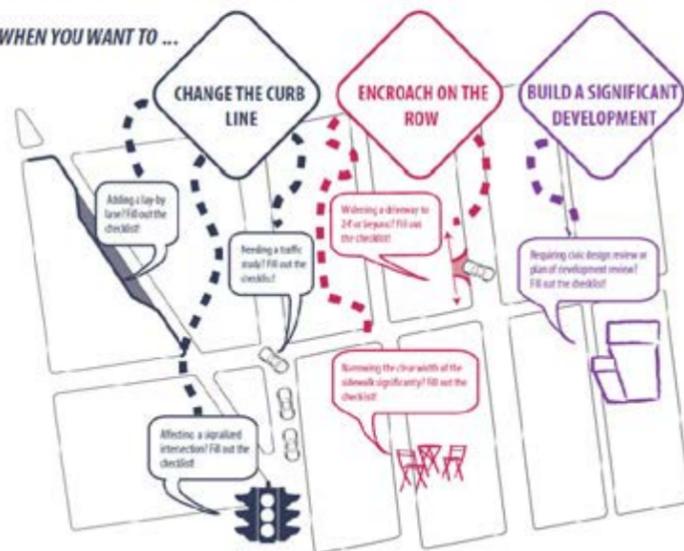
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards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

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

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

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

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-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:
 - o Placing of a new street;
 - o Removal of an existing street;
 - o Changes to roadway grades, curb lines, or widths; or
 - o 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
 - o FULLY DIMENSIONED
 - o CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o PROPOSED TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o TRANSIT SHELTERS/STAIRWAYS

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | | |
|---|---|
| <p>1. PROJECT NAME 2501 Washington Avenue</p> <p>3. APPLICANT NAME Hercules W. Grigos</p> <p>4. APPLICANT CONTACT INFORMATION Center Square West 1500 Market Street, Suite 3400 Philadelphia, PA 19102 Ph. 215-665-3088 hercules.grigos@obermayer.com</p> <p>6. OWNER NAME Hightop Washington, LLC</p> <p>7. OWNER CONTACT INFORMATION 1845 Walnut Street, Suite 1500 Philadelphia, PA 19103 David Landskroner Ph. 215-246-0606 david@hightopdevelopment.com</p> <p>8. ENGINEER / ARCHITECT NAME PZS Architects, Architect Ruggiero Plante Land Design, Civil Engineer Ruggiero Plante Land Design, Landscape Architect</p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION PZS Architects, LLC Ruggiero Plante Land Design 5312 Ridge Avenue 4220 Main Street Philadelphia, PA 19128 Philadelphia, PA 19127</p> <p>10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.</p> | <p>2. DATE September 20, 2016</p> <p>5. PROJECT AREA: list precise street limits and scope 2501 Washington Avenue & 2557-69 Grays Ferry Ave. Curb and sidewalk replacement along ROW's. Utility connections in ROW.</p> |
|---|---|

| STREET | FROM | TO | COMPLETE STREET TYPE |
|---------------------------|-------------------|----------------------------|----------------------|
| Grays Ferry Avenue | Washington Avenue | Kimball Street | City Neighborhood |
| S 25 th Street | Kimball Street | Washington Avenue | City Neighborhood |
| Washington Avenue | Grays Ferry Ave | S. 25 th Street | Urban Arterial |

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: General Project Information

Additional Explanation / Comments: Two existing lots to be consolidated into one. Existing structure to be demolished. 5 story mixed use building proposed on corner of S 25th Street and Washington Avenue. 17 single family townhomes are proposed in the center of the site and two duplex units are proposed on Grays Ferry Avenue. A driveway is proposed to connect from S 25th Street to Grays Ferry Avenue. This driveway to be fire truck accessible.

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) | | CITY PLAN SIDEWALK WIDTH |
|---------------------------|---|---------------------|-----------------------------|
| | Required / Existing / Proposed | Existing / Proposed | |
| Grays Ferry Avenue | 14' / 6' / 6' | | 60' / 88' |
| Washington Avenue | 13', 8' / 13', 8' / 13', 8' | | Variable / Same As Ext. |
| S 25 th Street | 14' / 14' / 14' | | 60' / 60' |

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 | Existing / Proposed |
| Grays Ferry | 6' / 6' / 6' | |
| Washington Avenue | 6' / 6' / 6' | |
| S 25 th Street | 6' / 6' / 6' | |

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

EXISTING VEHICULAR INTRUSIONS

| INTRUSION TYPE | INTRUSION WIDTH | PLACEMENT |
|---|-----------------|---------------------------------|
| Driveway off of S 25 th Street | 16' approx. | Along S 25 th Street |
| Driveway off of Grays Ferry Avenue | 22' | Along Grays Ferry Ave |

PROPOSED VEHICULAR INTRUSIONS

| INTRUSION TYPE | INTRUSION WIDTH | PLACEMENT |
|---|-----------------|---------------------------------|
| Driveway off of S 25 th Street | 24' | Along S 25 th Street |
| Driveway off of Grays Ferry Ave | 20' | Along Grays Ferry Ave. |

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: Walking widths are maintained along all street frontages. Visibility will be high. Pedestrian use will increase which in turn will create a safer condition along the sidewalks. New ADA curb ramps will increase handicapped access around the site.

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 <small>Existing / Proposed</small> |
|---------------------------|---|
| Grays Ferry Avenue | No Min. / 0' |
| Washington Avenue | No Min. / 5' |
| S 25 th Street | No Min. / 0' |

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

| STREET FRONTAGE | MINIMUM FURNISHING ZONE WIDTH <small>Recommended / Existing / Proposed</small> |
|---------------------------|---|
| Grays Ferry Avenue | 4' / 4' / 4' |
| Washington Avenue | 4' / 4' / 4' |
| S 25 th Street | 4' / 4' / 4' |

18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?
- | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|---|-----------------------------|---|------------------------------|-----------------------------|---|------------------------------|-----------------------------|---|---|-----------------------------|------------------------------|------------------------------|-----------------------------|---|--|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|
| <ul style="list-style-type: none"> ▪ Bicycle Parking ▪ Lighting ▪ Benches ▪ Street Trees ▪ Street Furniture | <table style="width: 100%; border-collapse: collapse;"> <tr> <td>YES <input type="checkbox"/></td> <td>NO <input type="checkbox"/></td> <td>N/A <input checked="" type="checkbox"/></td> </tr> <tr> <td>YES <input type="checkbox"/></td> <td>NO <input type="checkbox"/></td> <td>N/A <input checked="" type="checkbox"/></td> </tr> <tr> <td>YES <input type="checkbox"/></td> <td>NO <input type="checkbox"/></td> <td>N/A <input checked="" type="checkbox"/></td> </tr> <tr> <td>YES <input checked="" type="checkbox"/></td> <td>NO <input type="checkbox"/></td> <td>N/A <input type="checkbox"/></td> </tr> <tr> <td>YES <input type="checkbox"/></td> <td>NO <input type="checkbox"/></td> <td>N/A <input checked="" type="checkbox"/></td> </tr> </table> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | <p style="text-align: center; margin: 0;">DEPARTMENTAL APPROVAL</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>YES <input type="checkbox"/></td> <td>NO <input type="checkbox"/></td> </tr> </table> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | |
| YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | |
19. Does the design avoid tripping hazards? YES NO N/A
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception YES NO N/A

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 DEPARTMENTAL APPROVAL YES NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO N/A DEPARTMENTAL APPROVAL YES NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: The only projection into the ROW at ground level is on Washington Avenue for a handicap ramp to get access for the proposed building. Street trees are proposed where no conflicts with driveways, underground utilities, and other existing street furniture exists.

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>

There is an existing bicycle lane along the north side of Washington Avenue. Grays ferry has a bicycle lane along the southeasterly side of the street.

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 <small>Existing / Proposed</small> | ON SIDEWALK <small>Existing / Proposed</small> | OFF-STREET <small>Existing / Proposed</small> |
|---|-----------------|---|---|--|
| Building #1 (Mixed Use Building) | 22 | 0 / 0 | 0 / 8 | 0 / 22 |

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

- Conventional Bike Lane YES NO N/A
- Buffered Bike Lane YES NO N/A
- Bicycle-Friendly Street YES NO N/A

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO N/A

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A

DEPARTMENTAL APPROVAL

- YES NO
 YES NO
 YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: Required bicycle spaces are met in Building #1 (Mixed Use Building). Bicycle parking outside the building exceeds the bicycle parking requirement. Existing bicycle lanes are not to be obstructed. Visibility for and of cyclists is not an issue on this site.

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 NO

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

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

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

The plan will increase the number of people present in the neighborhood. This will allow for an increased effectiveness of the existing public transit system. (increased safety, desirability, and efficiency) Existing transit lines are not obstructed by this development. Visibility along all street frontages is high.

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

APPLICANT: Curbside Management Component

Additional Explanation / Comments: Curbs are to be replaced in same place as existing curb. The curb reveal along some of the street frontages is too low for current standards. The new curb will increase pedestrian safety by providing adequate vertical buffer between sidewalk and street.

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; **if not, go to question No. 35**

| STREET | FROM | TO | LANE WIDTHS <small>Existing / Proposed</small> | DESIGN SPEED |
|---------------------------------|------------------------|---------------------------------|---|-----------------|
| <u>Grays Ferry Ave</u> | <u>Washington Ave</u> | <u>Kimball Street</u> | ___ / ___ | |
| <u>Washington Avenue</u> | <u>Grays Ferry Ave</u> | <u>S 25th Street</u> | ___ / ___ | |
| <u>S 25th Street</u> | <u>Washington Ave</u> | <u>Kimball Street</u> | ___ / ___ | |

- | | | |
|--|--|--|
| <p>33. What is the maximum AASHTO design vehicle being accommodated by the design? _____</p> <p>34. Will the project affect a historically certified street? An inventory of historic streets⁽¹⁾ is maintained by the Philadelphia Historical Commission.</p> <p>35. Will the public right-of-way be used for loading and unloading activities?</p> <p>36. Does the design maintain emergency vehicle access?</p> <p>37. Where new streets are being developed, does the design connect and extend the street grid?</p> <p>38. Does the design support multiple alternative routes to and from destinations as well as within the site?</p> <p>39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?</p> | <p>DEPARTMENTAL APPROVAL</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> | <p>DEPARTMENTAL APPROVAL</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> |
|--|--|--|

APPLICANT: Vehicle / Cartway Component
 Additional Explanation / Comments: Existing lane widths and striping to remain. No changes are proposed.

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)

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

APPLICANT: Urban Design Component
 Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component
 Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

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

| | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|------------------------------|-----------------------------|-------------------------------------|--|---|
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> <input type="checkbox"/> |
| 45. Does the design provide adequate clearance time for pedestrians to cross streets? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> <input type="checkbox"/> |
| 46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? <i>If yes, City Plan Action may be required.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> <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? | | | | | <input type="checkbox"/> <input type="checkbox"/> |
| ▪ Marked Crosswalks | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> <input type="checkbox"/> |
| ▪ Signal Timing and Operation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> <input type="checkbox"/> |
| ▪ Bike Boxes | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> <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"/> | | <input type="checkbox"/> <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"/> | | <input type="checkbox"/> <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: _____

| Civic Design Review, Philadelphia | | Sustainability Questionnaire |
|-----------------------------------|-----------|--|
| Categories | Benchmark | Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission. |

Location and Transportation

| | | |
|---------------------------|--|---|
| Access to Quality Transit | Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations. | Yes. There are several entrance ways along public streets with existing public transportation. |
| Reduced Parking Footprint | All new parking areas to be located in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area. | Yes. Most of the parking lot is covered by Building #1. The remainder of the parking is inside garages for each unit. |
| 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. There are already several car sharing spaces available near this location. |
| Bike Share Station | Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. | No. Not at this time. |

Sustainable Sites

| | | |
|---|--|---|
| Pervious Site Surfaces | Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation. | No. Vegetated planting area is 23% of the open area. |
| Rainwater Management | Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications the PWD Stormwater Management Regulations | No. PWD has approved the conceptual stormwater management plan. Stormwater design is to conform to current PWD standards. Additional runoff from adjacent streets is not to be managed on site. |
| 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. Approximately 17 trees are proposed on site and 8 street trees are proposed. |

| Civic Design Review, Philadelphia | | Sustainability Questionnaire |
|-----------------------------------|-----------|--|
| Categories | Benchmark | Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission. |

Water Efficiency

| | | |
|-------------------|---|---|
| Outdoor Water Use | Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month. | Yes. Almost no lawn is proposed on site. All plant species proposed are to be hardy species with little or no watering requirement. |
|-------------------|---|---|

Energy and Atmosphere

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

Innovation

| | | |
|------------|---|-----|
| Innovation | Any other sustainable measures that could positively impact the public realm. | No. |
|------------|---|-----|

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

Location and Transportation

| | | |
|---------------------------|--|---|
| Access to Quality Transit | Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations. | Yes. There are several entrance ways along public streets with existing public transportation. |
| Reduced Parking Footprint | All new parking areas to be located in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area. | Yes. Most of the parking lot is covered by Building #1. The remainder of the parking is inside garages for each unit. |
| 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. There are already several car sharing spaces available near this location. |
| Bike Share Station | Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. | No. Not at this time. |

Sustainable Sites

| | | |
|---|---|---|
| Pervious Site Surfaces | Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation. | No. Vegetated planting area is 23% of the open area. |
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| Categories | Benchmark | Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission. |
|------------|-----------|---|
|------------|-----------|---|

Water Efficiency

| | | |
|-------------------|---|---|
| Outdoor Water Use | Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month. | Yes. Almost no lawn is proposed on site. All plant species proposed are to be hardy species with little or no watering requirement. |
|-------------------|---|---|

Energy and Atmosphere

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

Innovation

| | | |
|------------|---|-----|
| Innovation | Any other sustainable measures that could positively impact the public realm. | No. |
|------------|---|-----|