NEIGHBORHOOD CONTEXT

CENTRAL BUSINESS DISTRICT

SANSOM STREET

SITE AREA

RITTENHOUSE SQUARE NEIGHBORHOOD
A. STREET VIEW ALONG 16TH STREET

B. STREET VIEW ALONG 17TH STREET

C. STREET VIEW ALONG SANSOM STREET

D. STREET VIEW ALONG MORAVIAN STREET
RESPECTING HISTORY OF PLACE

- Human scale
- Proportions of openings and facade bays
- Rich material palette

PROMOTING VIBRANT STREETSCAPE

- Prioritize pedestrians over vehicles
- Active uses
- Setbacks to increase sidewalk width
- Street trees and landscaping

NEIGHBORHOOD CHARACTER

- Varied storefronts and wide window fronts
- Layered texture of materials and signage
- Re-engage block into the Rittenhouse neighborhood

ALIGNED GOALS

- Human scale
- Proportions of openings and facade bays
- Rich material palette

PROMOTING VIBRANT STREETSCAPE

- Prioritize pedestrians over vehicles
- Active uses
- Setbacks to increase sidewalk width
- Street trees and landscaping

NEIGHBORHOOD CHARACTER

- Varied storefronts and wide window fronts
- Layered texture of materials and signage
- Re-engage block into the Rittenhouse neighborhood
PROJECT VISIONING - PHL STREET LIFE
1620 SANSOM
PHILADELPHIA, PENNSYLVANIA
1 BASIC
ZONING MASSING
SITE AREA = 18,638 \times 16 = 298,208 SF FAR

2 SCULPT
TOWER TO ENHANCE LIGHT AND AIR OF THE SITE

3 INTERLOCK
TO BREAK DOWN TOWER MASS

4 ARTICULATE
IN RESPONSE TO THE NEIGHBORHOOD CONTEXT

320' height cap
MASSING COMPARISON

SANSOM MORAVIAN

320'-0"
45' HEIGHT

PROPOSED MASSING

VERTICAL SETBACK AWAY FROM SANSOM ST

BASE ZONING MASSING LINE

320'-0"
40'
53'
45'

SANSOM MORAVIAN

PARKING

MASSING COMPARISON
1620 SANSOM
PHILADELPHIA, PENNSYLVANIA

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1620 SANSOM
PHILADELPHIA, PENNSYLVANIA 05.13.2020

2020004
E-GL-01, TOWER VISION GLASS
E-MTL-01, PODIUM MULLION
E-GL-02, PODIUM VISION GLASS
E-FCP-01, PODIUM OKO SKIN
E-MTL-01, PODIUM METAL PANEL
E-MTL-01, METAL CLAD CANOPY
E-MTL-01, METAL TRIM
E-STN-01, PODIUM STONE VENEER

SANSOM RETAIL VIEW
1620 SANSOM
PHILADELPHIA, PENNSYLVANIA
2020004
06.12.2020
E-GL-02, PODIUM VISION GLASS
E-MTL-01, PODIUM MULLION
E-FCP-01, PODIUM OKO SKIN
E-GL-02, PODIUM VISION GLASS
E-MTL-01, PODIUM WINDOW FRAME
E-MTL-01, METAL CLAD CANOPY
E-GL-02, PODIUM VISION GLASS
E-STN-01, PODIUM STONE VENEER

RESIDENTIAL LOBBY VIEW
1620 SANSOM
PHILADELPHIA, PENNSYLVANIA

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1620 SANSOM
PHILADELPHIA, PENNSYLVANIA 05.12.2020
2020004
# Project Summary

## Site Area
18,638 SF

## Residential
- Residential GSF: 286,200 SF
- Residential NSF: 236,100 SF
- Units: 298
- Efficiency: 78.8%

## Amenities
- Retail: 13,500 SF
- Restaurant: 5,200 SF
- Parking: 19,600 SF

## Parking
- Parking GSF: 50,300 SF
- Parking Spaces: 67
- Loading: 2,100 SF

## Total Building GSF
376,900 SF
SITE PLAN

TRAFFIC CIRCULATION

LIBERTI CHURCH

MORAVIAN STREET

16TH STREET

17TH STREET

SANSOM STREET

27 STORY MIXED-USED TOWER
TYPE IA CONSTRUCTION
BUILDING HEIGHT = 320'-0"
PROJECT 0'-0" = 42.53 PHILADELPHIA CITY DATUM

SITE PLAN

1620 SANSOM
PHILADELPHIA, PENNSYLVANIA

2020004
06.13.2020

CDR 20
LANDSCAPE PLAN

MORAVIAN STREET (LOCAL ST.)

SANSOM STREET (CITY NEIGHBORHOOD)

- VEHICULAR PAVING, TYP.
- ROLLARDS, TYP.
- PEDESTRIAN LIGHTS, TYP.

- PLANTER, TYP.
- CONCRETE PEDESTRIAN PAVING, TYP.
- 3'x10' TREE PIT, TYP.

- BOLLARDS, TYP.
- VEHICULAR PAVING, TYP.

- CONCRETE PEDESTRIAN PAVING, TYP.
- PEDESTRIAN LIGHTS, TYP.

- COBBLESTONE PAVING, TYP.
- PLANTERS, TYP.
- 3'x5' TREE GRATES, TYP.

- BIKE RACK, TYP.
- OUTDOOR SEATING, TYP.
- RIVER ROCK, TYP.
- SPECIALTY PAVING, TYP.

- BOLLARDS, TYP.
- VEHICULAR CONCRETE PAVING, TYP.

- MIXED USE/MULTIFAMILY BUILDING (1620 SANSOM STREET)

- EXISTING LIBERTI CHURCH/FIRST BAPTIST CHURCH PHILADELPHIA

- EXISTING COMMERCIAL BUILDING

- GARAGE ENTRY
- LOADING SERVICE AREA

- PARKING ENTRANCE
- LOADING ENTRANCE
- RETAIL ENTRANCE
- RESIDENTIAL ENTRANCE

SCALE: 1/8" = 1' - 0"
SCALE: 1/16" = 1' - 0"
**MATERIAL STUDY**

- **E-MTL- 01**
  - MULLIONS & METAL DETAILING
  - TOWER

- **E-PNL- 06**
  - SOLID PANELS
  - TOWER

- **E-GL- 01**
  - GUARDIAN GLASS SNX 51/23 COATING ON CLEAR GLASS SUBSTRATE
  - TOWER

- **E-GL- 02**
  - LOW-IRON GLASS w/ HIGH PERF. COATING
  - PODIUM

- **E-STN- 01**
  - STONE CLADDING
  - PODIUM

- **E-FCP- 01**
  - FIBER-CEMENT CLADDING
  - PODIUM
SPECIALTY STONE PAVERS AT ENTRANCES

STREET TREE GRATES

STREET PLANTERS

POTENTIAL STREET TREE
BUILDING ELEVATIONS

A. SOUTH ELEVATION

B. WEST ELEVATION

ADJACENT PARTY WALL
A. ENLARGED NORTH PODIUM ELEVATION

A. ENLARGED PUBLIC PLAZA STREETSCAPE PLAN
A. ENLARGED SOUTH PODIUM ELEVATION

A. ENLARGED STREETSCAPE PLAN
## Storm Water Detention

### Transfer Beam

- Height Limit: 320'-0" (97.54 m)
- Beam: 22'-0" (6.71 m) x 14'-0" (4.27 m)
- First Floor: 11'-8" (3.56 m) x 17'-0" (5.18 m)
- Second Floor: 16'-4" (4.98 m) x 16'-4" (4.98 m)
- Third Floor: 15'-0" (4.57 m) x 12'-2" (3.71 m)
- Fourth Floor: 12'-2" (3.71 m) x 132'-2" (40.32 m)
- Fifth Floor: 12'-2" (3.71 m) x 40'-8" (12.44 m)

### Floor Layouts

- **A. SITE SECTION A**
  - Floors 1-16
  - Amenities: 1st, 2nd, 11th, 13th floors
  - Retail: 1st, 2nd, 3rd floors

- **B. SITE SECTION B**
  - Floors 1-16
  - Amenities: 1st, 2nd, 11th, 13th floors
  - Retail: 1st, 2nd, 3rd floors

### Additional Details

- MECH: Mechanical
- POOL: Pool
- RESI: Residential
- RESTAURANT: Restaurant
- 4 FLOORS @ 10'-2" (3.09 m)
- 12 FLOORS @ 10'-2" (3.09 m)

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*Sources: [SOLOMON CORDWELL BUENZ](https://www.sołoweb.com)*

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1620 Sansom
Philadelphia, Pennsylvania

05.13.2020

CDR 35
SITE SELECTION

- The project constitutes a significant residential project in center city Philadelphia. The project will increase density while replacing an above-grade parking structure.
- All parking to support the project is provided below grade to emphasize active pedestrian uses throughout the ground floor.

PUBLIC AND ALTERNATE TRANSPORTATION

- The urban location of the project site provides ample access to Philadelphia’s public transportation system, including bus stops, trolley stops, subway stations, indego bike share stations, and suburban commuter train stations less than a half mile away. The site is also easily walkable to most of Philadelphia’s downtown businesses and institutions.
- The project will include bike racks as part of the sidewalk improvements and secured indoor bike storage for residents.
- Charging stations will be provided in the parking garage for plug-in electric vehicles.

ENERGY CONSERVATION

- Through a combination of high-efficiency enclosure systems, mechanical systems, lighting and plumbing systems, the project exceeds code required performance standards.
- Commissioning of the project will ensure that the systems are installed, calibrated and performed as intended.

STORMWATER MANAGEMENT

- The project provides improvements to the sidewalks fronting Sansom St, including new street trees and planters to assist in managing stormwater runoff.
- The project includes landscaped elements on the roof terrace to help mitigate urban heat island effect and assist with stormwater runoff.
- The project includes a below-grade detention basin to manage the project’s stormwater.

HEALTHY INDOOR ENVIRONMENT

- Finish materials will be specified to be low or no-VOC, regional, and of recycled content wherever possible.
- Collection and storage of recyclables for residents and retailers is planned for the project.
- Indoor spaces are designed to maximize daylight and natural ventilation to improve occupant comfort and well-being.
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

APPENDIX 2

PRELIMINARY PCPC REVIEW AND COMMENT: DATE

FINAL STREETS DEPT REVIEW AND COMMENT: DATE

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.philadelphiastreets.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
### General Project Information

1. **Project Name**: 1620 Sansom Street
2. **Date**: April 17, 2020
3. **Applicant Name**: Southern Land Company c/o Brian Emmons, Development Manager
4. **Applicant Contact Information**: 1845 Walnut Street, Suite 1911, Philadelphia, PA 19103. 267-534-2527. Brian.Emmons@southernland.com
5. **Project Area**: The project is located midblock on Sansom Street between 16th Street and 17th Street and is proposed to replace a parking garage. The frontage along Sansom Street is 164.354’ and the frontage along Moravian Street is 196’. The project entails a 28-story tower with two levels of underground parking, ground floor lobby/retail, second floor retail, and 310 residential units.
6. **Owner Name**: Brian Emmons, Development Manager
7. **Owner Contact Information**: 1845 Walnut Street, Suite 1911, Philadelphia, PA 19103. 267-534-2527. Brian.Emmons@southernland.com
8. **Engineer / Architect Name**: Omar Rosa, PE

### Streets

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/554386/73205838086178cf34/

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sansom Street</td>
<td>10’ / 10’ / 10’</td>
<td>10’ / 10’</td>
</tr>
<tr>
<td>Moravian Street</td>
<td>5’-6’ / 5’-6’ / 5’-6’</td>
<td>5’-6’ / 5’-6’</td>
</tr>
</tbody>
</table>

11. **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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sansom Street</td>
<td>6’ / 5’-3’ / 6’</td>
</tr>
<tr>
<td>Moravian Street</td>
<td>5’ / 5’ / 5’</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sansom Street</td>
<td>10’ / 10’ / 10’</td>
<td>10’ / 10’</td>
</tr>
<tr>
<td>Moravian Street</td>
<td>5’-6’ / 5’-6’ / 5’-6’</td>
<td>5’-6’ / 5’-6’</td>
</tr>
</tbody>
</table>

13. **Vehicle Intrusions**: List Vehicle 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.

<table>
<thead>
<tr>
<th>EXISTING VEHICLE INTRUSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>STREET FRONTAGE</td>
</tr>
<tr>
<td>Sansom Street</td>
</tr>
<tr>
<td>Moravian Street</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROPOSED VEHICLE INTRUSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>STREET FRONTAGE</td>
</tr>
<tr>
<td>Sansom Street</td>
</tr>
<tr>
<td>Moravian Street</td>
</tr>
</tbody>
</table>
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 4.4.2 of the Handbook.

### STREET FRONTAGE | MAXIMUM BUILDING ZONE WIDTH
--- | ---
Sansom Street | 0' / 0'
Moravian Street | 0' / 0'

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

### STREET FRONTAGE | MINIMUM FURNISHING ZONE WIDTH
--- | ---
Sansom Street | 4' / 4'-7' / 4'
Moravian Street | 3'-6" / 6'/6'

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

DEPARTMENTAL APPROVAL

19. Does the design avoid tripping hazards?  
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

DEPARTMENTAL APPROVAL

---

### BICYCLE COMPONENT (Handbook Section 4.5)


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:

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1620 Sansom Street</td>
<td>106</td>
<td>0 / 0</td>
<td>0 / 0</td>
</tr>
</tbody>
</table>

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

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

DEPARTMENTAL APPROVAL

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

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

APPLICANT: Bicycle Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:
### Curbside Management Component (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?  
   - Yes ☑️  No ☐

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?  
   - Yes ☑️  No ☐  N/A ☐

30. Does the design provide a buffer between the roadway and pedestrian traffic?  
   - Yes ☑️  No ☐  N/A ☐

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?  
   - Yes ☑️  No ☐

### 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.  

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

33. What is the maximum AASHTO design vehicle being accommodated by the design?  
   - SU-40

34. Will the project affect a historically certified street? An Inventory of historic streets 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 ☐

### 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 ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?  
   - Yes ☑️  No ☐  N/A ☐

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 ☐

### 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.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?  
   - Yes ☑️  No ☐  N/A ☐

45. Does the design provide adequate clearance time for pedestrians to cross streets?  
   - Yes ☑️  No ☐  N/A ☐

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?  
   - Yes ☑️  No ☐  N/A ☐

   If yes, City Plan Action may be required.

47. Identify “High Priority” intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following “High Priority” design treatments identified and dimensioned on the plan?
   - Yes ☑️  No ☐  N/A ☐

   • Marked Crosswalks
   • Pedestrian Refuge Islands
   • Signal Timing and Operation
   • Bike Boxes

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?  
   - Yes ☑️  No ☐  N/A ☐

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?  
   - Yes ☑️  No ☐  N/A ☐

### Additional Explanation / Comments:

33. What is the maximum AASHTO design vehicle being accommodated by the design?  
   - SU-40

34. Will the project affect a historically certified street? An Inventory of historic streets 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 Review: Vehicle / Cartway Component

Reviewer Comments: ________

### Departmental Review: Urban Design Component

Reviewer Comments: ________

### Departmental Review: Intersections & Crossings Component

Reviewer Comments: ________

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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.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a 1/4-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations. The project is served by several bus stops less than 0.2 miles from the front entrance of 1620 Sansom. They include stops at 16th/Walnut, 17th/Walnut and 17th/Chestnut. Additionally, the project is located less than 0.3 miles from the 15th St train station and 16th/Chestnut train station. The project landscape and hardscape design will mitigate heat island effect with a combination of high reflectance materials, tree shading, and adjacent structure shading for at least 30% of all on-site hardscapes.</td>
</tr>
<tr>
<td></td>
<td>(2) Reduced Parking Footprint</td>
<td>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. All parking for the project is located below grade.</td>
</tr>
<tr>
<td></td>
<td>(3) Green Vehicles</td>
<td>Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Car sharing stations will be provided for 5% of employee parking to accommodate plug-in electric vehicles.</td>
</tr>
<tr>
<td></td>
<td>(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)</td>
<td>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, to reduce exterior sound transmission to 60dBA. (If setback used, specify distance) The project does not face any rail lines.</td>
</tr>
<tr>
<td></td>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. The project will provide irrigation for on-site vegetation that meets the 50% reduction criteria through the use of a high-efficiency controller with rain/solar moisture sensors and drip irrigation.</td>
</tr>
</tbody>
</table>

Water Efficiency

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(6) Outdoor Water Use</td>
<td>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.</td>
</tr>
</tbody>
</table>

Sustainable Sites

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(7) Pervious Site Surfaces</td>
<td>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.</td>
</tr>
<tr>
<td>(8) Rainwater Management</td>
<td>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.</td>
</tr>
<tr>
<td>(9) Heat Island Reduction (excluding roofs)</td>
<td>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&gt;29. B) Shading by trees, structures, or solar panels.</td>
</tr>
</tbody>
</table>

Energy and Atmosphere

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td>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. The project has pursued an energy model compliance path and exceeds energy requirements under 2018 IECC.</td>
</tr>
<tr>
<td>(11) Energy Commissioning and Energy Performance - Going beyond the code</td>
<td>The project will provide irrigation for on-site vegetation that meets the 50% reduction criteria through the use of a high-efficiency controller with rain/solar moisture sensors and drip irrigation. The project will provide irrigation for on-site vegetation that meets the 50% reduction criteria through the use of a high-efficiency controller with rain/solar moisture sensors and drip irrigation.</td>
</tr>
</tbody>
</table>

PHILADELPHIA, PENNSYLVANIA 05.13.2020

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SOUTHERN LAND COMPANY

CDR SUSTAINABILITY QUESTIONNAIRE

1620 SANSOM
PHILADELPHIA, PENNSYLVANIA

2020004
05.13.2020

CDR 41
Civic Sustainable Design Checklist

– Updated September 3, 2019

2. 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.iii

(13) On-Site Renewable Energy

Produce renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage.

Innovation

(14) Innovation

Any other sustainable measures that could positively impact the public realm.

- High efficiency enclosure systems to reduce overall heating and cooling energy demands
- Natural ventilation and daylighting in all occupied spaces to reduce overall energy consumption from mechanical and lighting systems
- On-site bicycle parking, including street racks
- Leaf lawn and green roofs
- Pedestrian amenities
- Local VOC paints and finishes specified whenever possible
- Regional materials and materials with recycled content specified whenever possible

---


3 Title 4 The Philadelphia Building Construction and Occupancy Code

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

6 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
Conceptual Approval

Brian Emmons
Southern Land Company
1845 Walnut Street Suite 1911
Philadelphia, Pennsylvania 19103

RE: 1620 Sansom Street (FY20-SANS-5906-01)

Dear Brian,

The Philadelphia Water Department (PWD) has completed its review of the Conceptual Review Submission Package for this project. PWD has determined that the project meets the requirements for Conceptual Approval.

A table of documents approved as part of this submittal follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Dated</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-701</td>
<td>Conceptual Stormwater Management Plan</td>
<td>03/20/2020</td>
</tr>
</tbody>
</table>

Conceptual Approval is a preliminary approval only and does not constitute final PWD approval of the project, nor does it relieve the applicant from meeting the requirements of other City agencies. The applicant may use this letter and PWD-stamped Conceptual Stormwater Management Plan when filing for a Zoning Permit; however, PWD does not stamp Zoning Permit applications. The applicant is responsible to obtain any required federal, state, and local permits outside of this review.

Below and on Page 2 of this letter are the PWD reviews applicable to this project which must be completed prior to construction activity proceeding. Please see Section 2.3 of the Manual for more information about these reviews:

1. Submit a Utility Plan to PWDFor@phila.gov. Utility Plan Review is required for all projects that require a building permit or are proposing connections to PWD infrastructure.
2. If water service or sewer connections/disconnections are proposed, then approvals must be obtained through PWD Water Transport Records.
3. If the project includes installation of facilities that will generate sewage, then submit to PWD Projects Control for Act 537 review.
4. Backflow prevention and cross connection control measures are required as a condition of water service, with some exceptions. Contact PWD Industrial Waste & Backflow Compliance for more information.

Post-Construction Stormwater Management Plan (PCSMP) Review

Development Compliance Review Path

- The project is subject to the Post-Construction Stormwater Management Requirements identified below. Please refer to the Development Compliance Review Path in Section 2.3.1 of the Manual for more information.

- Post-Construction Stormwater Management Requirements:
  - Water Quality
  - Channel Protection
  - Flood Control
  - PHS Release Rate _cfs/acre

- Expedited PCSMP Review Eligibility:
  - Disconnection Green Review
  - Surface Green Review
  - Not eligible for Expedited Review

Sincerely,

Jo-Marie McNulty
Stormwater Plan Review
Phone: (215) 685-6387
Email: Jo-Marie.McNulty@Phila.gov

Sara Anderson, CFM
Supervisor, Conceptual Stormwater Plan Review
Phone: (215) 685 - 6387
Email: Sara.Anderson@phila.gov

Victoria Lenoci, LEED Green Associate
Manager, Private Development Services
Phone: (215) 685-6266
Email: Victoria.Lenoci@Phila.gov

Cc: B. Mohl, E. Ponert, E. Smith, S. Chiu, V. Brindisi, A. Fody, E. Rosa (Stantec Consulting)

VALID ONE YEAR FROM DATE OF ISSUANCE

Philadelphia Water Department | 1101 Market Street | Philadelphia, PA 19107-2999
An Equal Opportunity Employer

ERSA CONCEPTUAL APPROVAL
1620 SANSOM
PHILADELPHIA, PENNSYLVANIA
2020004 06.15.2020
Mixed-Income Zoning Bonus Certified Applicant Acknowledgement Form

This form, once completed and signed by the applicant and signed by a designee of the Philadelphia Department of Planning & Development, shall serve as certification by the Department of Planning & Development to the Department of Licenses & Inspections that the applicant acknowledges an understanding of the requirements of Philadelphia Code § 14-702(7), pursuant to § 14-702(7)(d)(1).

For more information, contact the Department of Planning & Development: planning.development@phl.gov or 215-686-4686

PROJECT INFORMATION

Location of the Property (Legal Address): 1608-34 Sansom Street through to Moravian Street

Zoning Permit Application Number: ZP-2020-0000646 Zoning District of Property: CMX-5

Under the Mixed-Income Bonus, Project Intends to:

☑ Provide affordable housing
☑ Make a payment to the City in lieu of providing affordable housing

Total Housing Units:

Affordable Housing Units: ______

Estimated Payment: $2,225,520

Mixed-Income Bonus Level of Affordability:

☑ Moderate Income Bonus
☑ Low Income Bonus

Type of Mixed-Income Bonus:

☑ Gross Floor Area additional floor area as a percent of the lot area: ___

☑ Building Height additional building height: _____ ft. earned, _____ ft. used

☑ Housing Unit Density additional units: _____ earned, _____ used

Zoning Permit Applicant

Name: Omar Rosa

Firm/Company: Southern Land Company c/o Stantec Consulting Services Inc.

Address (include City, State, and ZIP Code):

1500 Spring Garden, Suite 1100, Philadelphia, PA 19130

Phone Number: 215-685-7000 Email: omar.rosa@stantec.com

Property Owner

Name: Philadelphia Sansom LP

Address (include City, State, and ZIP Code):

1608-34 Sansom Street, Philadelphia, PA 19103-5405

Phone Number: c/o 215-685-7000 Email: c/o omar.rosa@stantec.com

ACKNOWLEDGEMENT STATEMENT

The above-referenced zoning permit application includes a mixed-income housing bonus at the level of affordability, type, and amount earned as referenced above, in accordance with § 14-702(7) of the Philadelphia Code. Affordable housing or a payment to the City in lieu of providing affordable housing will be provided in a manner consistent with § 14-702(7) of the Philadelphia Code; code bulletins issued by the Department of Licenses and Inspections, and regulations promulgated by the Department of Planning and Development.

I hereby acknowledge an understanding of the requirements of § 14-702(7) of the Philadelphia Code and the penalties for noncompliance. I certify I have read the "Bonus Requirement Summary" attached to this form. I further certify that I am either the owner, or authorized by the owner, to make the foregoing acknowledgment. I understand that if knowingly make any false statement herein I am subject to such penalties as may be prescribed by law or ordinance.

Zoning Permit Applicant's Signature: ___________________________ Date: 04/07/2020

Department of Planning & Development Signature: ___________________________ Date Certified: 04/07/2020

MIXED INCOME ZONING BONUS

SOUTHERN LAND COMPANY

1620 SANSOM

PHILADELPHIA, PENNSYLVANIA

2020004

06.13.2020

CDR 45
CDR PROJECT APPLICATION FORM

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

L&I APPLICATION NUMBER: ZP-2020-000646

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

The project contains over 100,000 sq.ft. of Gross Floor Area and will contain over 100 residential units.

PROJECT LOCATION

Planning District: Central Council District: 2nd

Address: 1608-34 Sansom Philadelphia, PA 19103

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

CONTACT INFORMATION

Applicant Name: 1620 Sansom PA, LLC Primary Phone: (267) 534-2577

Email: Brian.Emmons@southernland.com Address: 1845 S Walnut St Suite 1911 Philadelphia, PA 19103

Property Owner: 1620 Sansom PA, LLC Developer Southern Land Company
Architect: Solomon Cordwell Buenz

SITE CONDITIONS

Site Area: 18,638

Existing Zoning: CMX-5 Are Zoning Variances required? Yes No X

Proposed Use:

26-story, mixed-use building with maximum of 310 residential units and 57 underground parking spaces, along with residential amenity features. Retail/Commercial space along the Sansom Street level and restaurant on the second floor.

COMMUNITY MEETING

Community meeting held: Yes No X
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: Time:

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X
If yes, indicate the date hearing will be held:
Date:
# CIVIC DESIGN RESPONSE FORM

**CITY OF PHILADELPHIA**

**APPLICATION # ZP-2020-00646**

**ADDRESS:** 1608 SANSOM ST

**APPLICANT:** ELVIN OMAR ROSA

---

**AS REQUIRED BY 14-304 (3)(b)(1) FOR REZONING OF ANY LAND IN CERTAIN MASTER PLAN DISTRICTS AS WELL AS TABLE 14-304-2 (CIVIC DESIGN REVIEW TRIGGERS, IDENTIFIED BELOW) OF THE PHILADELPHIA ZONING CODE, THE ABOVE REFERENCED PROPERTY REQUIRES CIVIC DESIGN REVIEW FOR THE FOLLOWING REASONS:**

<table>
<thead>
<tr>
<th>THE PROPERTY</th>
<th>THE PROPERTY AFFECTED</th>
<th>THE APPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ 1) INCLUDES MORE THAN 50,000 SQUARE FEET OF NEW GROSS FLOOR AREA AND REGARDLESS WHETHER THERE IS ANY AFFECTED PROPERTY</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>☐ 2) INCLUDES MORE THAN 100 NEW DWELLING UNITS</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

---

**THE APPLICANT’S PROPERTY IS LOCATED IN A COMMERCIAL, INDUSTRIAL, OR SPECIAL PURPOSE DISTRICT AND THE PROPERTY AFFECTS PROPERTY IN ANY RM OR RMX DISTRICT**

| ☐ 1) INCLUDES MORE THAN 100,000 SQUARE FEET OF NEW GROSS FLOOR AREA | ☐ | ☐ |
| ☐ 2) INCLUDES MORE THAN 50 NEW DWELLING UNITS | ☐ | ☐ |
| ☐ 3) INCLUDES BUILDINGS THAT ARE MORE THAN 20 FEET TALLER THAN MAXIMUM PERMITTED HEIGHT OF AN AFFECTED RM- OR RMX-ZONED LOT. | ☐ | ☐ |

---

**THE APPLICANT’S PROPERTY IS LOCATED IN A COMMERCIAL, INDUSTRIAL, OR SPECIAL PURPOSE DISTRICT AND THE PROPERTY AFFECTS PROPERTY IN ANY RM OR RMX DISTRICT**

**APPLICATION # ZP-2020-00646**

**ADDRESS:** 1608 SANSOM ST

**APPLICANT:** ELVIN OMAR ROSA

---

Civic Design focuses on reviewing the impact of building and site design on the public realm, particularly streets, sidewalks, trails, public parks and open spaces. Please note that all Civic Design Review recommendations are advisory. The Zoning Board and Planning Commission are not required to abide by the Civic Design Review Committee’s recommendations.

The Civic Design Review Committee is located at:

One Parkway, 13th floor
1515 Arch Street, Philadelphia, PA, 19102.

Please contact (215) 683-4615 for more information.

---

**EXAMINER INFORMATION**

**NAME:** CHELI DAHAL

**PHONE NUMBER:** (215) 686 - 2483

**EMAIL:** CHELI.R.DAHAL@PHILA.GOV

**DATE:** 4/22/2020

---

**PROJECT/PROPERTY INFORMATION**

---

**APPLICANT INFORMATION**

**NAME:** ELVIN OMAR ROSA

**ADDRESS:** 1500 SPRING GARDEN ST, SUITE 1100, PHILADELPHIA, PA 19130

---

PLEASE BE ADVISED THAT THIS FORM SHALL BE SENT TO:

Gary Jastrzab, Executive Director of PCPC (Gary.Jastrzab@Phila.Gov)

David Schaaf, Director of Urban Design Division (David.Schaaf@Phila.Gov)

---

**CITY OF PHILADELPHIA - DEPARTMENT OF LICENSES AND INSPECTIONS**

**CDR NOTIFICATION TO PHILA. PLANNING COMMISSION**

---

**EXAMINER INFORMATION**

**NAME:** CHELI DAHAL

**PHONE NUMBER:** (215) 686 - 2483

**EMAIL:** CHELI.R.DAHAL@PHILA.GOV

**DATE:** 4/22/2020

---

**SITE ADDRESS:** 1608 SANSOM STREET

**PROJECT/PROPERTY INFORMATION**

---

**APPLICANT INFORMATION**

**NAME:** ELVIN OMAR ROSA

**ADDRESS:** 1500 SPRING GARDEN ST, SUITE 1100, PHILADELPHIA, PA 19130

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David Schaaf, Director of Urban Design Division (David.Schaaf@Phila.Gov)

---

**CITY OF PHILADELPHIA**

**CDR RESPONSE FORM & NOTIFICATION TO PLANNING COMMISSION**

1620 SANSOM

PHILADELPHIA, PENNSYLVANIA

2020004

05.13.2020

CDR 47

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