VINE STREET

CIVIC DESIGN REVIEW PHILADELPHIA CITY PLANNING COMMISSION

300 N. Christopher Columbus Blvd. Philadelphia, PA 19106

May 4, 2021



VINE STREET

PHILADELPHIA, PA

OWNER / DEVELOPER

The Durst Organization One Bryant Park New York, New York 10036

ARCHITECT

Handel Architects LLP 120 Broadway 6th Floor New York, New York 10271

LANDSCAPE ARCHITECT

Starr Whitehouse 80 Broad St, Suite 1700 New York, New York 10004

CIVIL ENGINEER

Langan 1818 Market St, Suite 3300 Philadelphia, PA 19103

PROJECT SUMMARY

The Vine Street Development will advance the activation of the Central Delaware Waterfront as a residential, cultural, and commercial hub that embodies the principles laid forth in the Delaware River Waterfront Corporation's Master Plan.

The design of the Proposed Development began with site and contextual analysis. The site is surrounded by beautiful views and community assets including the historical Wood Street Steps. In particular, the site's design preserves the visual connection between the Wood Street Steps and waterfront by positioning the podium to the southern portion of the site while the tower portion of the building bridges over this visual connection supported by dramatic concrete columns. Additionally, positioning the building to the southern portion of the site allows the archaeological resources at the north end of the site to be preserved in place. This area of the site will be a public open space that will engage dynamically with the neighborhood as well the waterfront.

The Vine Street Development will deliver a distinguished and resilient mixed-use building that incorporates cutting-edge sustainable features into the building's design and construction. The 26-story residential tower includes 360 rental apartments, 10,000 SF of retail, signature amenities, and parking. The building will achieve LEED Platinum certification and is designed so that all building floors are set one foot above a projected 2050 worst case scenario flood condition to protect against rising sea levels. The tower has been precisely oriented to offer extraordinary western-facing views of the skyline of Center City Philadelphia. Similarly, the texturally rich, serrated eastern façade maximizes views of the Benjamin Franklin Bridge and the Delaware River. Both façades will offer onlookers an elegant architectural

experience that will command a strong presence on the Central Delaware River's waterfront and in the city's skyline for generations to come.

A twelve-foot-wide trail constitutes the southern boundary of the publicly accessible park and provides a pedestrian connection from the Delaware River Trail to the Historic Wood Street Steps. The trail is bookended by a plaza with bike racks at its eastern end, and an expanded tree-covered plaza furnished with picnic tables at its western end. A stormwater swale filled with boulders and Delaware River Stone meanders along the low side of the trail wall conveying stormwater from west to east. Three pre-cast concrete boardwalks bridge the swale and provide circulation from the trail to each of the park's three programmed tiers. A maritime inspired children's playground is perched at the top tier. A stone seat wall divides the playground from the central tier and contains a plaza, stone amphitheater seating, and a flexible-use lawn. The lowest tier consists of a bioretention garden crisscrossed by pre-cast concrete boardwalks that offer park visitors a passive retreat set within a riverine ecology reminiscent of the site's predevelopment past.

The Proposed Development recognizes the importance of honoring the site's history and existing community while introducing a world-class project that will further engage the public with this waterfront location and unique urban landscape. The development envisions active residential uses, community-building amenities, curated retail experiences, and outdoor public spaces that will complement the waterfront's exceptional civic features. The current plan achieves these goals with a design scheme that is in equal measures mindful and ambitious.

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CDR APPLICATION

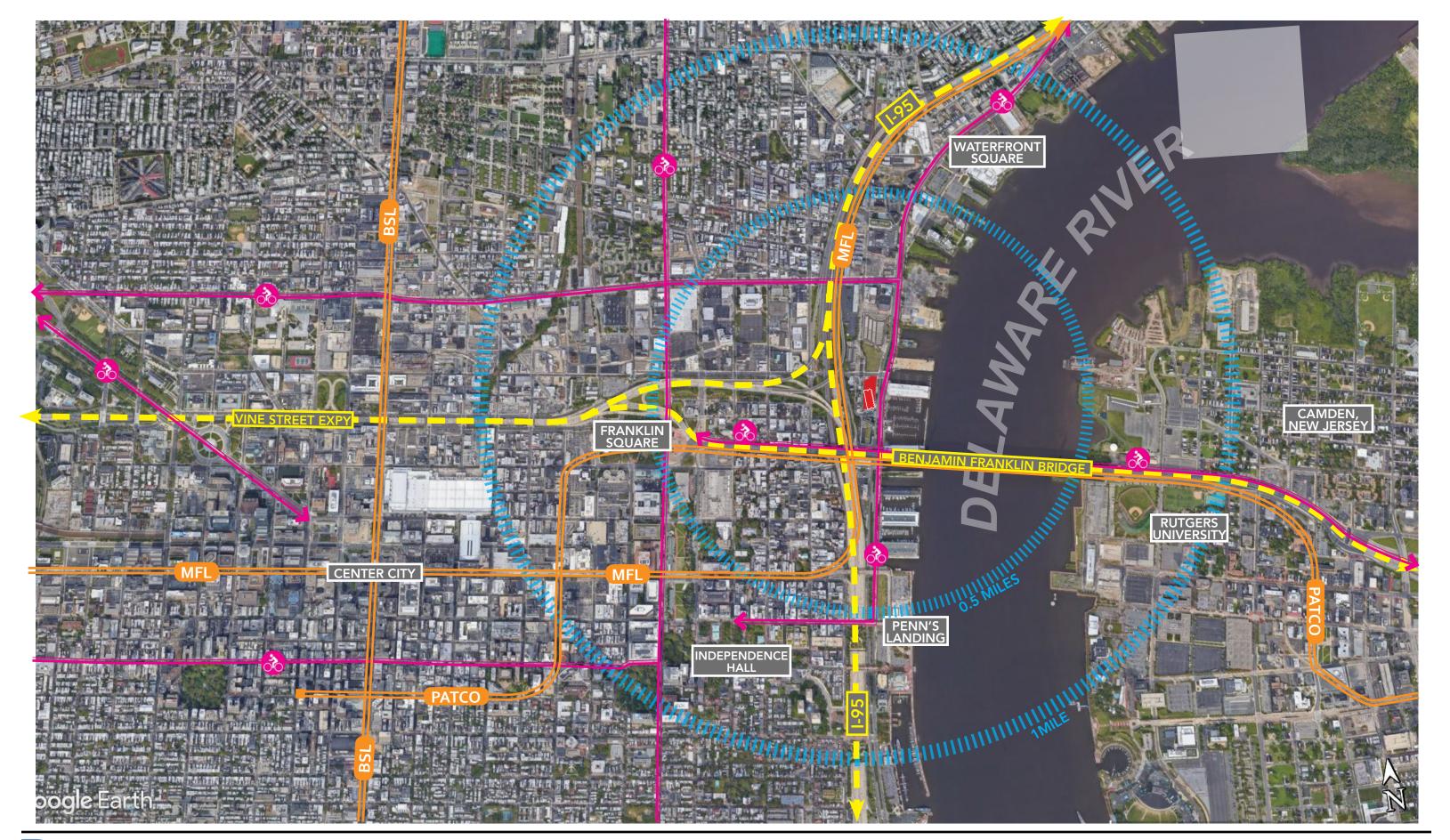


CDR PROJECT APPLICATION FORM

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.

·		eived no later than 4 P.M. on the placement on the agenda of the next
	ZP-2020-	
L&I APPLICATION NUMBER:	000329C	
What is the trigger causing the project	ct to require CDR Re	view? Explain briefly.
This application proposes more the 100 residential units.	an 100,00 sq.ft. of ne	ew construction, as well as proposing over
PROJECT LOCATION		
ROSEST ESCATION		
Planning District: Central	Council D	District: 1
Address: 300 N. Christopher Col		
Philadelphia, PA 19106	<u> </u>	
Is this parcel within an Opportunit If yes, is the project using Opportu Funding?		No X Uncertain No
CONTACT INFORMATION		
Applicant Name: David Margolis	, RA, NCARB Pr	mary Phone: _212 595 4112 ext. 1072
Email: <u>dmargolis@handelarchite</u>	ects.com Address:	120 Broadway, 6th Floor New York, NY 10271
Property Owner: 300 COLUMBU	S LLC Dev	reloper 300 Columbus LLC c/o The Durst Organization
Architect: David Margolis RA N	CAPR	

SITE CONDITIONS
Site Area: 69,070 sq.ft.
Existing Zoning: CMX-3 Are Zoning Variances required? Yes No _X
Proposed Use:
The application proposes the erection of a 270' structure (using height bonuses) housing Three-Hundred-and-Sixty (360) Dwelling Units, vacant commercial space at ground floor facing North Christopher Columbus Boulevard, accessory above-ground parking garage w/one-hundred-and-eleven (116) parking spaces (including six (6) accessible spaces of which one (1) is van-accessible), six (6) compact spaces, seven (7) reservoir spaces, and seven (7) electrical vehicle parking spaces), one-hundred-and-twenty-three (123) Class 1A bicycle parking spaces, and two (2) off-street loading spaces.
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: <u>April 8, 2021</u> Time: <u>6:00 pm</u>
ZONING BOARD OF ADJUSTMENT HEARING
ZBA hearing scheduled: Yes No NAX
If yes, indicate the date hearing will be held:
Date:















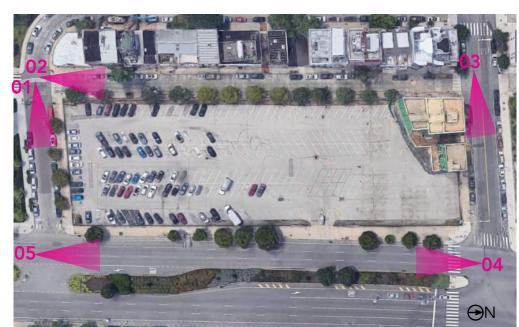
02 - N. WATER STREET 03 - CALLOWHILL STREET







05 - N. COLUMBUS BLVD- NORTHWARD



VIEW PLAN

Philadelphia City Planning Commission











INSTRUCTIONS

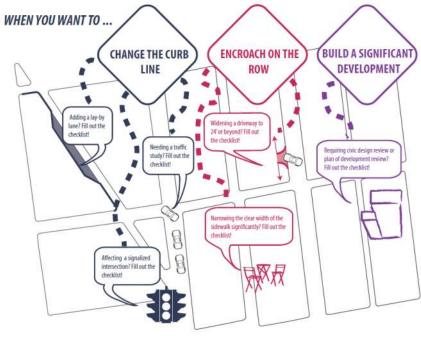
This Checklist is an implementation tool of the Philadelphia Complete Streets Handbook (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards 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 checklist can be access at

http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx

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



PRELIIVIIINARY	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.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**



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2. DATE

and scope

Callowhill Street.



5. PROJECT AREA: list precise street limits

and Water Street from Vine St to

Between N. Christopher Columbus Blvd

GENERAL	PROJECT	T INFORM	MATION

1.	PROJECT NAME
	Vine Street
3.	APPLICANT NAME
	300 Columbus LLC

4. APPLICANT CONTACT INFORMATION Julia Limongello

6. OWNER NAME

300 Columbus LLC 7. OWNER CONTACT INFORMATION

jlimongello@durst.org; 212-257-6600

8. ENGINEER / ARCHITECT NAME

David Margolis (Handel Architects)

Chris Hager (Langan)

9. ENGINEER / ARCHITECT CONTACT INFORMATION

dmargolis@handelarchitects.com; 212-624-4709

chager@langan.com; 215-845-8900

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

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

STREET	FROM	ТО	COMPLETE STREET TYPE	
Columbus Blvd	Vine St	Callowhill St	<u>Urban Arterial</u>	
N Water St	<u>Vine St</u>	<u>Callowhill St</u>	<u>Local</u>	
<u>Vine St</u>	Columbus Blvd	N Water St	<u>Local</u>	
Callowhill St	Columbus Blvd	N Water St	<u>Urban Arterial</u>	
Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?				

11. D

Cai	iowiiii st	COIGITIDUS DIVA	IV VVater St	<u> </u>	Juli Aitei	<u>iai</u>	
Does	the Existing Conditio r	ns site survey clearly identi	fy the following existing o	conditio	ns with di	mensions?	
a.	Parking and loading re	egulations in curb lanes ad	jacent to the site Y	/ES 🔀	NO 🗌		
b.	Street Furniture such	as bus shelters, honor box	es, etc. Y	/ES 🗌	NO 🗌	N/A 🔀	
C.	Street Direction		Υ	/ES 🔀	NO 🗌		
d.	Curb Cuts		Υ	/ES 🖂	NO 🗌	N/A	
e.	Utilities, including tre boxes, signs, lights, po	e grates, vault covers, mar oles, etc.	nholes, junction Y	res 🖂	NO 🗌	N/A	
f.	Building Extensions in	nto the sidewalk, such as st	airs and stoops Y	/ES 🗌	NO 🗌	N/A 🔀	

APPLICANT: General Project Information

Additional Explanation / Comments: The proposed project redevelops the existing parking lot into a multi-story mixed use (residential and retail) building that will occupy two thirds of the site. The remaining third is a landscaped park with integrated stormwater management facilities.

COMPLETE STREETS HANDBOOK CHECKLIST

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DEPARTMENTAL REVIEW: G	eneral Project Inform	nation			



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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

Tarrabook.		
STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Columbus Blvd	12 / 11.4 to 22.5 / 11.4 to 22.5	<u>16</u> / <u>16</u>
Vine St	<u>10</u> / <u>13</u> / <u>13</u>	<u>13 / 13</u>
Water St	<u>10 / 9.1 / 9.1</u>	<u>9/9</u>
<u>Callowhill St</u>	<u>12</u> / <u>10.5</u> / <u>10.5</u>	<u>11 / 11</u>
	··	·

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

STREET FRONTAGE	WALKING ZONE Required / Existing / Proposed
Columbus Blvd	<u>6 / 6.4 / 6.0-16.9</u>
Vine St	<u>5</u> / <u>8.8</u> / <u>5.0-8.8</u>
Water St	<u>5</u> / <u>5.1</u> / <u>5.1-5.3</u>
<u>Callowhill St</u>	<u>6</u> / <u>6.0</u> / <u>6.0</u>

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT				
Driveway curb cut	<u>31.1</u>	Columbus Blvd				
<u>Driveway curb cut</u>	<u>24.9</u>	Columbus Blvd				
PROPOSED VEHICULAR INTRUSIONS						
THE COLD IN THE COLD IN THE COLD IN						
INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT				
	INTRUSION WIDTH 24.0	PLACEMENT Columbus Blvd				
INTRUSION TYPE		· · · · · · · · · · · · · · · · · · ·				
INTRUSION TYPE Driveway curb cut	24.0	Columbus Blvd				

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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PEDESTRIAN COMPONENT	(continued
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APPROV	AL
YES 🗌	№ □

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

APPLICANT: Pedestrian Component

Additional Explanation / Comments: The proposed project will maintain existing street lighting and maintain or replace a majority of the existing street trees. Additional trees are proposed with the project. Sidewalks will be ADA compliant and three new ADA compliant curb ramps are proposed. Two green stormwater infrastructure green city inlets are proposed in Callowhill Street in order to capture runoff from the right-of-way and manage it in on-site bioretention basins.

Reviewer Comments:

Philadelphia City Planning Commission





the Walking Zone width is less than the required width identified in

item 13, or requires an exception





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.

4.4.1 of the Handbook.	
STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
Columbus Blvd	<u>o</u> / <u>o</u>
Vine St	<u>o</u> / <u>o</u>
Water St	<u>o</u> / <u>o</u>
<u>Callowhill St</u>	<u>o</u> / <u>o</u>

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
Columbus Blvd	<u>4 / 4.1 / 4.1</u>
Vine St	<u>3.5</u> / <u>4.2</u> / <u>4.2</u>
Water St	<u>3.5</u> / <u>4.0</u> / <u>3.8</u>
<u>Callowhill St</u>	<u>4 / 4.0 / 4.0</u>

18.	3. 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					DEPARTMENTAL	
	followir	g treatments identified and dimensioned on the plan?				APPROVAL	
		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 🗌
19.	Does th	e design avoid tripping hazards?	YES 🖂	NO 🗌	N/A 🗌	YES 🗌	NO 🗌
20.	Does th	e design avoid pinch points? Pinch points are locations where	YES 🖂	ΝО □	N/A 🗌	YES 🗌	NO 🗌

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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UIII DING &	FURNISHING COMPC	NFNT (continued
OILDING G		INLINI (CONCINCIO

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

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: <u>The proposed project will maintain existing street lighting and maintain or replace a majority of the existing street trees. Additional trees are proposed with the project. New street trees and tree pits will comply with Streets Department details. Bicycling parking will be added on site.</u>

DEPARTMENTAL REVIEW: Building & Furnishing Component	
Reviewer Comments:	



Philadelphia City Planning Commission

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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

The project includes a connection to the Delaware River Trail through a park area that will be accessible to the public.

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.

provided in the rimidacipina code, occion i				
BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
300 N. Columbus Blvd	<u>2</u>	<u>0/0</u>	0/0	<u>0 / 18</u>
		/	/	/
		/	/	/
		/	/	/

					/	_
25.	Identify proposed "high priority" bicycle design treatments (see Handbo incorporated into the design plan, where width permits. Are the following elements identified and dimensioned on the plan? Conventional Bike Lane Buffered Bike Lane Bicycle-Friendly Street Indego Bicycle Share Station		•	N/A N/A N/A N/A N/A	DEPARTMENTAL APPROVAL YES NO YES YES YES NO YES	
26.	Does the design provide bicycle connections to local bicycle, trail, and transit networks?	YES 🔀	NO 🗌	N/A 🗌	YES NO	
27.	Does the design provide convenient bicycle connections to residences, work places, and other destinations?	YES 🔀	NO 🗌	N/A 🗌	YES NO NO	

APPLICANT: Bicycle Component

Additional Explanation / Comments: The proposed project makes no changes to the bike lane in Columbus Boulevard.

New bicycle parking will be provided on site. The project connects the historic Wood Street Steps to the Delaware River Trail along Columbus Boulevard.

DEPARTMENTAL REVIEW: Bicycle Component
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Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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CURBS	SIDE MANAGEI	MENT COMPON	ENT (Handbool	k Section 4	.6)			
							DEPARTI APPROV	
	es the design limit corb?	onflict among transpor	tation modes along th	ne YES 🔀	NO 🗌		YES 🗌	NO 🗌
	es the design connections twork and destination	ct transit stops to the sins?	urrounding pedestria	n YES 🔀	NO 🗌	N/A 🗌	YES 🗌	NO 🗌
	es the design provident	e a buffer between the	roadway and pedest	rian YES 🔀	NO 🗌	N/A 🗌	YES 🗌	NO 🗌
	ow does the proposed public transit?	d plan affect the access	ibility, visibility, conn	ectivity, and/or	attractiv	/eness	YES 🗌	NO 🗌
APPLIC	ANT: Curbside Mana	gement Component						
Additio	nal Explanation / Cor	nments: <u>The project w</u>	ill have no negative in	mpact on conne	ectivity o	f public tra	ansit reso	urces.
	_	Il curb-site treatments,	_					
	tion and public park : nnections.	space on the site that v	<u>will further enhance c</u>	onnectivity, ac	cessibility	<u>y and attra</u>	activeness	s of
the cor	inections.							
DEDAR	TRACRITAL DEVIEWA	· · · · baida Managa · · · · · · · ·	Composant					
		Curbside Management	Component					
Review	er Comments:							

Philadelphia City Planning Commission

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YES NO

VEHICLE	/ CARTWAY COMPONENT	(Handbook Section 4.7)
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2.	If lane changes are proposed,	, identify existing and proposed lane widths and the design speed for ear	ch street
	frontage;		

STREET	FROM	ТО			ANE WID		DESIGN SPEED	
N/A				-	/_			
				-	/_			
				-	/_			
					/			
						DEPART APPROV	MENTAL VAL	
What is the maximum AASH the design?	HTO design vehicle being accor	mmodated by	<u>SU-40</u>			YES 🗌	NO 🗌	
	torically certified street? An <u>in</u> ned by the Philadelphia Histor		YES 🔀	NO 🗌		YES	NO 🗌	
Will the public right-of-way activities?	be used for loading and unloa	ading	YES 🗌	NO 🖂		YES 🗌	NO 🗌	
Does the design maintain e	mergency vehicle access?		YES 🖂	№ □		YES 🗌	NO 🗌	
Where new streets are beir extend the street grid?	ng developed, does the design	connect and	YES 🗌	№ □	N/A ⊠	YES 🗌	NO 🗌	
Does the design support me	ultiple alternative routes to an	d from	YES 🖂	№ □	N/A 🗌	YES 🗌	NO 🗌	

APPLICANT: Vehicle / Cartway Component

access of all other roadway users?

destinations as well as within the site?

Additional Explanation / Comments: <u>Water St is paved with historic granite blocks which will be replaced after construction of curb replacement and utility connections in Water St.</u>

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

33.

34.

35.

36. 37.

38.

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

39. Overall, does the design balance vehicle mobility with the mobility and YES ☑ NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

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	MPONENT (Hand	dbook Section 4.	.8)				
ho dosign incorn							
ho docian incorn						DEPARTI APPROV	*********
acing the street?	orate windows, storef	ronts, and other active	YES 🔀	NO 🗌	N/A 🗌	YES 🗌	NO 🗌
	•	,	YES 🔀	NO 🗌	N/A 🗌	YES 🗌	NO 🗌
en transit stops/	stations and building a		YES 🔀	NO 🗌	N/A 🗌	YES	NO 🗌
Γ: Urban Design (Component						
Explanation / Co	mments:						
ENTAL REVIEW: U	Jrban Design Compor	ent					
Comments:							
A P E	cing the street? he design providerian / bicycle corne design providen transit stops/setions within the EXPLANCE CONTACT CONTA	cing the street? the design provide driveway access that rian / bicycle conflicts with vehicles (so the design provide direct, safe, and access transit stops/stations and building actions within the site? The Urban Design Component Explanation / Comments:	cing the street? the design provide driveway access that safely manages rian / bicycle conflicts with vehicles (see Section 4.8.1)? the design provide direct, safe, and accessible connections en transit stops/stations and building access points and actions within the site? The Urban Design Component Explanation / Comments: ENTAL REVIEW: Urban Design Component	rian / bicycle conflicts with vehicles (see Section 4.8.1)? the design provide direct, safe, and accessible connections are transit stops/stations and building access points and ations within the site? T: Urban Design Component Explanation / Comments: ENTAL REVIEW: Urban Design Component	rian / bicycle conflicts with vehicles (see Section 4.8.1)? the design provide direct, safe, and accessible connections are transit stops/stations and building access points and actions within the site? T: Urban Design Component Explanation / Comments: ENTAL REVIEW: Urban Design Component	rian / bicycle conflicts with vehicles (see Section 4.8.1)? the design provide driveway access that safely manages rian / bicycle conflicts with vehicles (see Section 4.8.1)? the design provide direct, safe, and accessible connections en transit stops/stations and building access points and actions within the site? The Urban Design Component Explanation / Comments: ENTAL REVIEW: Urban Design Component	The design incorporate windows, storefronts, and other active cing the street? The design provide driveway access that safely manages rian / bicycle conflicts with vehicles (see Section 4.8.1)? The design provide direct, safe, and accessible connections en transit stops/stations and building access points and actions within the site? The Urban Design Component Explanation / Comments: ENTAL REVIEW: Urban Design Component

Philadelphia City Planning Commission









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INTERSECTIONS & CROSSINGS COMPONENT	/11a
1N1 FR > FC 11C 1N1 > X; C RC1 > N1NC3 > C C 11N1DC 1N1 FN 1	reamonook Section 4 9
INTERSECTIONS & CROSSINGS COMITORINE	(Hallabook Section 7.5)

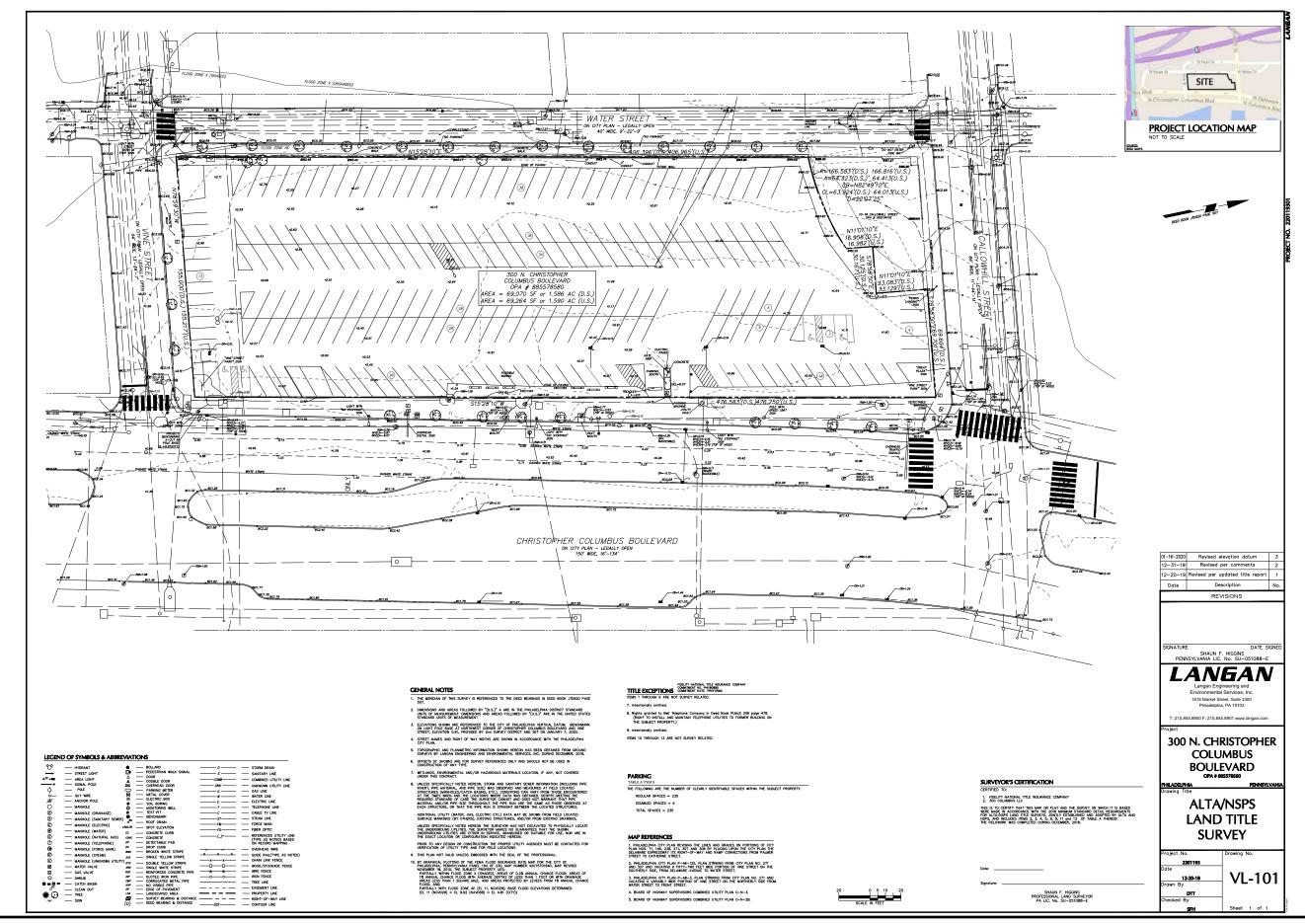
43.	If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question
	No. 48.

1	No. 48.					
	SIGNAL LOCATION		EXISTIN CYCLE L	IG .ENGTH	PROPO CYCLE	OSED LENGTH
	N/A					
						
	<u> </u>					
					DEPARTI APPROV	MENTAL 'AL
44.	Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES 🗌	NO 🗌	N/A 🗌	YES 🗌	NO 🗌
45.	Does the design provide adequate clearance time for pedestrians to cross streets?	YES 🗌	NO 🗌	N/A 🗌	YES 🗌	NO 🗌
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 🗌	YES 🗌	NO 🗌
	If yes, City Plan Action may be required.					
47.	Identify "High Priority" intersection and crossing design treatments (see will be incorporated into the design, where width permits. Are the follo design treatments identified and dimensioned on the plan?				YES 🗌	NO 🗌
	Marked Crosswalks	YES 🗌	ΝО □	N/A 🗌	YES 🗌	NO 🗌
	Pedestrian Refuge Islands	YES 🗌	NO 🗌	N/A 🔲	YES 🗌	NO 🗌
	Signal Timing and OperationBike Boxes	YES T	NO 🗌	N/A N/A	YES	NO 🗌
48.	Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES	NO 🗌	N/A ⊠	YES 🗌	NO 🗌
49.	Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES 🗌	NO 🗌	N/A ⊠	YES 🗌	NO 🗌
API	PLICANT: Intersections & Crossings Component					
Add	ditional Explanation / Comments:					
DEF	PARTMENTAL REVIEW: Intersections & Crossings Component					
Rev	riewer Comments:					

COMPLETE STREETS HANDBOOK CHECKLIST

/	್	=	=	7
ADDITIONAL COMM	1ENTS			
APPLICANT				
Additional Explanation / Co	omments:			
DEPARTMENTAL REVIEW				
Additional Reviewer Comm	nents:			







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 adaptions from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet			
		benchmark? If yes, please			
		explain how. If no, please			
		explain why not.			
Location and Transportation					
	Locate a functional entry of the project	Yes, project is located within a 1/4			
	within a ¼-mile (400-meter) walking	mile walking distance to bus			
(1) Access to Quality Transit	distance of existing or planned bus,	stops.			
	streetcar, or rideshare stops, bus rapid				
	transit stops, light or heavy rail stations.				
	All new parking areas will be in the rear	Yes, all new parking will be			
	yard of the property or under the	enclosed/under the building			
(2) Reduced Parking Footprint	building, and unenclosed or uncovered				
	parking areas are 40% or less of the site				
	area.				
	Designate 5% of all parking spaces used	Yes, 5% of all parking spaces			
	by the project as preferred parking for	used by the project are			
	green vehicles or car share vehicles.	designated as preferred parking			
(3) Green Vehicles	Clearly identify and enforce for sole use	for green vehicles or car share vehicles.			
	by car share or green vehicles, which	venicies.			
	include plug-in electric vehicles and				
	alternative fuel vehicles.				
	To foster safety and maintain a quality	N/A (project has no railroad			
	of life protected from excessive noise	frontage)			
(4) Railway Setbacks	and vibration, residential development				
(Excluding frontages facing	with railway frontages should be setback				
trolleys/light rail or enclosed	from rail lines and the building's exterior				
subsurface rail lines or subways)	envelope, including windows, should reduce exterior sound transmission to				
	60dBA. (If setback used, specify distance) ⁱ				
	Incorporate a bike share station in	No. There is an existing bike			
(5) Bike Share Station	coordination with and conformance to	share station just North of the			
	the standards of Philadelphia Bike Share.	Race Street Pier, about 2 blocks			
	·	from the project site.			

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Yes, watering requirements hat been reduced>50% from the calculated baselines for the site peak watering month.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes, there is vegetated and/or pervious open space that is 30 or greater of the site's Open Area, as defined by the zoning code.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	Yes (B), the site is managing additional runoff from adjacer streets on the development sit
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Yes, (Combination of A and E more than 50% of the hardsca will either have SRI > 29 or b shaded.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2016. 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.	Project intends to use ASHRA 90.1-2016 Energy Cost Budge method.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? iii •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	The project is pursuing compliance with ASHRAE 90 2016. The building is targetin, LEED Platinum and is therefore highly efficient. Compared to LEED v4 baseline, the building is modeling to a 30.4% energy savings.

		ASHRAE standard 90.1-2016 (LEED v4.1 metric).			
е		 Achieve certification in Energy Star for 			
		Multifamily New Construction (MFNC).			
S		Achieve Passive House Certification			
	(12) Indoor Air Quality and	freeway will provide air filters for all	Yes, MERV 13 filters will be used for the conveyance of all outdoor air. Recirculating air wil be filtered by a minimum of		
	Transportation	regularly occupied spaces that have a	MERV 8 filters.		
	(13) On-Site Renewable Energy	will provide at least 3% of the project's	No; The capital cost and sizing of enough renewables to meet a 3% threshold was infeasible.		
	Innovation				
	(14) Innovation	could positively impact the public realm	Yes, Integrative Pest Management policy for low- environmental impact in pest control.		

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

i Title 4 The Philadelphia Building Construction and Occupancy Code

See also, "The Commercial Energy Code Compliance" information sheet:

https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf

and the "What Code Do I Use" information sheet:

https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf

iii LEED 4.1, Optimize Energy Performance in LEED v4.1

For Energy Star: www.Energystar.gov

For Passive House, see <u>www.phius.org</u>

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





Zoning Permit

Permit Number ZP-2020-000329C

LOCATION OF WORK 300 N CHRISTOPHER COLUMBUS BLVD, Philadelphia, PA 19106	PERMIT FEE \$350.00 ZBA CALENDAR	DATE ISSUED 11/13/2020 ZBA DECISION DATE
	ZONING DISTRICTS	

PERMIT HOLDER

300 COLUMBUS LLC

1 BRYANT PARK NEW YORK NY 10036

APPLICANT

Peter Kelsen, Esq. DBA: Blank Rome LLP

130 N 18th StreetOne Logan SquarePhiladelphia, PA 19103US

TYPE OF WORK

Conditional Zoning Approval

APPROVED DEVELOPMENT

For the conditional approval of the erection of a semi-detached structure, size and location as shown on plan/application.

APPROVED USE(S)

Residential - Household Living - Multi-Family

THIS PERMIT IS SUBJECT TO THE FOLLOWING PROVISO(S) AS ESTABLISHED BY THE ZONING BOARD OF ADJUSTMENT (ZBA)



CONDITIONS AND LIMITATIONS:

• Permits, including Zoning Permits **not** involving development, shall expire if the authorized work or Use is not commenced within, or if work is suspended or abandoned for period of, **six (6) months from the date of issuance** with the following exceptions:

- 30-days or 10-days for Permits related to Unsafe or Imminently Dangerous properties respectively.
- **3-years** from issuance or date of decision by ZBA for Zoning Permits involving development.
- **60-days** for Plumbing, Electrical or Fire Suppression Rough-In Approvals.
- Any Permit issued for construction or demolition is valid for no more than five (5) years.
- All provisions of the Philadelphia Code must be complied with, whether specified herein or not. This permit does NOT constitute approval of any Violation of such Code.



Post a copy of this permit in a conspicuous location along each frontage.

Permit must be posted within 5 days of issuance.



Zoning Permit

Permit Number ZP-2020-000329C

ADDITIONAL LOCATION(S)

See front side for primary parcel associated with this permit

DADCEL

300 N CHRISTOPHER COLUMBUS BLVD, Philadelphia, PA 19106

ADDITIONAL USE DETAILS

See front side for specific use(s) associated with this permit

Three-Hundred-and-Sixty (360) Dwelling Units, vacant commercial space at ground floor facing North Christopher Columbus Boulevard, accessory above-ground parking garage w/one-hundred-and-eleven (116) parking spaces (including six (6) accessible spaces (of which one (1) is van-accessible), six (6) compact spaces, seven (7) reservoir spaces, and seven (7) electrical vehicle parking spaces), one-hundred-and-twenty-three (123) Class 1A bicycle parking spaces, and two (2) off-street loading spaces.

This permit is subject to the following specific conditions.

CONDITIONS

This Zoning Permit (ZP) shall expire if construction or operation pursuant to the permit or approval has not begun within three years after the date the permit or approval was granted.

Changes of use shall be valid for a period of six months unless an application for a Certificate of Occupancy is submitted for that use within such period.

See § 14-303 of the Philadelphia Zoning Code for more information.



TAX ABATEMENT: Applications for Real Estate Tax Exemption are available from the Office of Property Assessment (OPA). For more Info. visit www.phila.gov/opa; 601 Walnut St., 3rd Fl, Phila. PA 19106 or Call (215) 686-9200. All Applications are due by Dec. 31st of the year of permit issuance.



					CITY OF	PHILADEL	PHIA				
A A A A A A A A A A A A A A A A A A A		CIVIC DESIGN RESPONSE FORM									
APPLICATION #: ZP-2	2020-00032	9C	ADDRESS:	300 N CHR	IS COLUMBUS I	BLV	APPLICANT: P	PETER KEL	SEN, ESQ.		
AS REQUIRED BY 14 RIGGERS, IDENTIFIED I											
THE PROPERTY: THE PROPERTY AFFECTED: THE APPLICATION:											
	OCATED IN ANY DISTRICT.		AND REGARDLESS WHETHER		/HETHER	V	1)		AREA, E	CLUDING AN	ARE FEET OF NEW Y FLOOR AREA
XCEPT AS PROVIDED			THERE IS ANY AFFECTED PROPERTY		V	2)	INCLUDES MORE THAN 100 ADDITIONAL DW UNITS, EXCLUDING ANY DWELLING UNITS W EXISTING STRUCTURE.				
HE APPLICANT'S PRO LOCATED IN ANY D	ISTRICT.	PROPERTY	PROPERTY /	SIDENTIAL		1)		AREA, E	CLUDING AN	RE FEET OF NEW Y FLOOR AREA	
EXCEPT AS PROVIDE 304(5)(b)(.1			r AS DEFINE (304(5)(b)(.2)		includes more than 50 additional						
Examiner's Signatu	Examiner's Signature: Examiner's Phone: (215) 686 - 2584 Date: 1/20/2021										
Civic Design focuses on lease note that all Civi eview Committee's rec	ic Design Rev	iew recomm									
			The (_	Review Committ Parkway, 13th fl		ed at:			-	



1515 Arch Street, Philadelphia, PA, 19102. Please contact (215) 683-4615 for more information.

Development/Use Bonuses Report

The following Zoning Bonuses will be utilized by this development, each is followed by a brief description of how the conditions will be met (see attached from plans):

Section 14-702(11) Trail Bonus: An additional 12 feet of building height.

-Trail provided per plans.

Section 14-702(14) Stormwater Bonus: An additional 24 feet in building height.

-Stormwater requirement will be met, per

Philadelphia Water Department

Specifications.

Section 14-702(13) Retail Space Bonus: An additional 24 feet in building height.

-10,094 sq.ft. of retail space provided.

Section 14-702(6) Public Space Bonus: An additional 36 feet in building height.

-Public Park area is 35% of lot area, per

plans.

Section 14-702(7) Mixed-Income Housing: An additional 48 feet in building height.

-Payment in-lieu fee: \$2,590,125

Section 14-702(10) Green Building Bonus: An additional 24 feet in building height.

LEED Platinum development.

Section 14-702(5) Public Art Bonus: An additional 12 feet in building height.

-Public Art will be provided.

Trail Bonus	14-702 (11)	12' Height for Constructing 200' of Trail		12' Bonus	200' Trail provided
			Earn 12' Height if		
Stormwater Bonus	14-702 (14)	1. Managing Additional Street Drainage.	Comply	12' Bonus	Management Provided
		2. Managing Additional Street Drainage of Additional On-site stormwater runoff in a surface feature.	Earn 12' Height if Comply	12' Bonus	Management Provided
Retail Space Bonus	14-702 (13)	12' per each 5,000 SF of Retail area provided, up to min. 36'		24' Bonus	10,034 SF Provided
Public Space Bonus	14-702 (6)	36' Height Bonus Public Space Must be 31-40% of the Lot Area		36' Bonus	Lot Area = 69,264 SF (US Standard) Public Park Area = Approx. 24,315 SF (~35% Of Lot Area Provided)
Mixed Income Housing	14-702 (7)	Moderate Income up to 48'		48' Bonus	60% AMI, Payment in Lieu Provided (Lot Area 69,070) x (FAR Bonus 150%) x \$25 = \$2,590,125
			24' LEED Gold;		
Cook D. H. Cook Day	4.4.702.(4.0)	LEED AN OC	36' LEED	acl n	LEED Division Day Silved
Green Building Bonus	14-702 (10)	LEED up to 36'	Platinum	36' Bonus	LEED Platinum Provided
Public Art Bonus	14-702 (5)	12' Height for providing Public Art in Public Space	Earn 12' Height if Comply	12' Bonus	Public Art will be provided





1515 Arch Street, 13th Floor Philadelphia, PA 19102

Mixed-Income Zoning Bonus Certified Applicant Acknowledgement Form

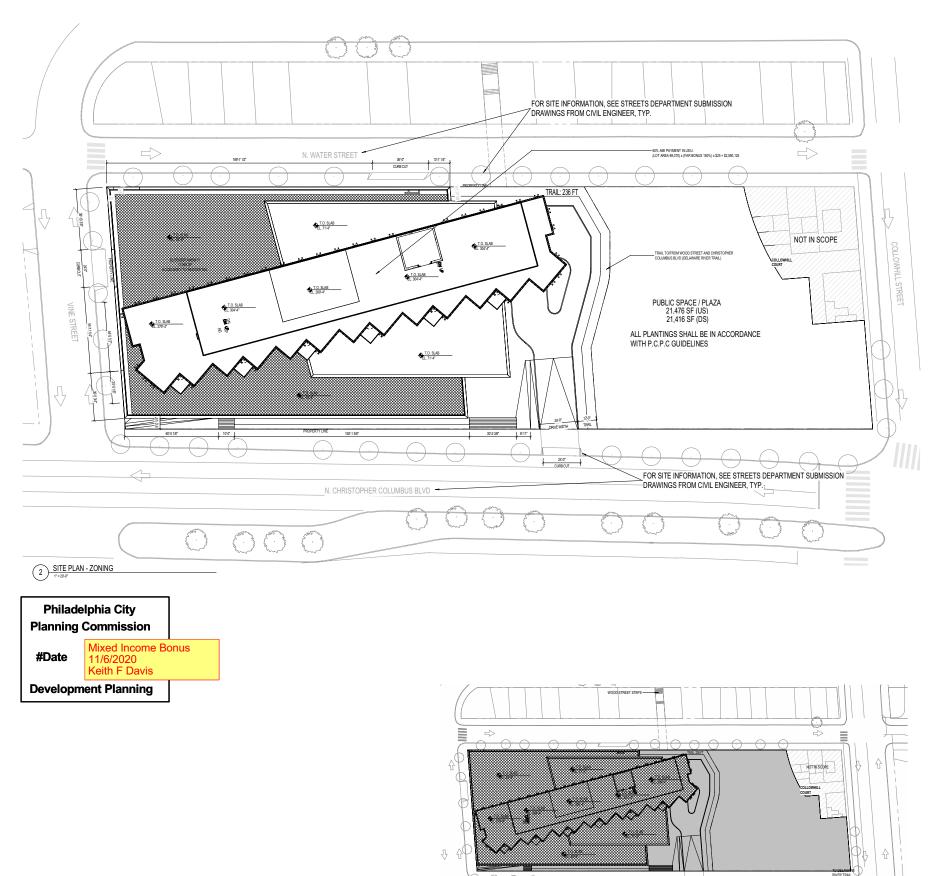
This form, once completed and signed by the applicant and signed by a designee of Director of the Philadelphia Department of Planning & Development, shall serve as certification by the Department of Planning & Development to Department of Licenses & Inspections that the applicant acknowledges an understanding 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@phila.gov or 215-683-4686

PROJECT INFORMATIO			Form Version 2019 2 Revised 5/25/2019			
Location of the Property (Legal Address):	300 N. Christopher Columbus	Blvd. through to Water Street				
Zoning Permit Application Number:	ZP-2020-000329		Zoning District of Property: CMX-3			
Under the Mixed- Income Bonus, Project Intends to:	Check one: □ Provide affordable housing Total Housing Units: Affordable Housing Units:	City in lieu of providing ,070sqft X 150% FAR X \$25 : 2,590,125				
Mixed-Income Bonus Level of Affordability:	Check one: Moderate Income Bonus	□ Low Income Bonus				
Type of Mixed-Income Bonus:	☐ Gross Floor Area addi☐ ☐ Building Height addi	e amount of the bonus earned and intended to tional floor area as a percent of the lot area:tional building height:tiend,used	150 % earned, 0 % used			
Zoning Permit Applicant	Name: 300 Columbus LLC c/o Peter F. Kelsen, Esquire					
	Firm/Company: Blank Rome LLP					
	Address (include City, State, and ZIP Code): 130 N. 18th Street, Philadelphia, PA 19103					
	Phone Number: 215-569-5655	Email: kelsen@blankrome	e.com			
Property Owner	Name: 300 Columbus LLC					
	Address (include City, State, and ZIP Code): 1 Bryant Park, New York, NY 10036					
	Phone Number: c/o 215-569-56	Email: c/o kelsen@blankr	ome.com			
ACKNOWLEDGEMENT	STATEMENT					
earned as referenced about the of providing affordable	ive in accordance with § 14-702(e housing will be provided in a m	mixed-income housing bonus at the level of af (7) of the Philadelphia Code. Affordable housin anner consistent with § 14-702(7) of the Philadelphia regulations promulgated by the Department of	g or a payment to the City in delphia Code, code bulletins			
I hereby acknowledge a noncompliance. I certify owner, or authorized by the	in understanding of the require	ments of § 14-702(7) of the Philadelphia (nent Summary' attached to this form. I furthe acknowledgment. I understand that if I knowing	Code and the penalties for er certify that I am either the			
Zoning Permit Applicant's Signature	Set Felan	Date	03 / 26 / 2020			
Department of Planning 8 Development Signature	Male (Date Certified	4 13 12020			



ZONING CHART	1	REQUIRED /PERMITTED			PR	OPOSED		
Zoning	1	CMX-3			CMX-3			
Special District		/CDO CENTRAL DELAWARE RIVERFRONT OV	/CDO CENTRAL DELAWARE RIVERFRONT OVERLAY DISTRICT					
Use:	1	Office, Retail, Assembly, Mercantile, Residential			Office, Retail, Assembly, Mercantile, Residential			
Site area	1	69,070 SF (DS) or 1.586 AC (DS) / 69,264 SF (US) or 1.590 AC (US)			69,070 SF (DS) or 1.586 AC (E	OS) / 69,264 SF (US) or 1.590 AC (US)	
Gross Floor Area			USE GROSS (SF) GFA (SF)					
				PARAPET	N/A	0	0	
				EMR	Mechanical	1,090	0	
				MEP	Mechanical	7,154	0	
				ROOF	Mechanical	3,215	0	
				25	Residential	15,232	15,232	
				24	Residential	15,232	15,232	
				23	Residential	15,232	15,232	
				22	Residential	15,232	15,232	
				21	Residential	15,232	15,232	
				20	Residential	15,232	15,232	
				19	Residential	15,232	15,232	
				18	Residential	15,232	15,232	
				17	Residential	15,232	15,232	
				16	Residential	15,232	15,232	
				15	Residential	15,232	15,232	
				14	Residential	15,232	15,232	
				13	Residential	15,232	15,232	
				12	Residential	15,232	15,232	
				11	Residential	15,232	15,232	
				10	Residential	15,232	15,232	
				9	Residential	15,232	15,232	
				8	Residential	15,232	15,232	
				7	Residential	15,232	15,232	
				6	Residential	15,232	15,232	
				5	Mechanical	15,517	0	
				4	Amenity / Common	18,051	18,051	
				3	Parking	33,669	0	
				2	Parking	31,957	0	
				1	Retail	10,219	10,219	
					Residential	12,411	12,411	
					Parking	7,388	0	
					Bike Storage	1,108	0	
					Bike Storage Loading	1,108 1,548	0	
				TOTAL	Bike Storage Loading US Standard (US)	1,108 1,548 447,967	0 345,321	
				TOTAL TOTAL	Bike Storage Loading	1,108 1,548	0 345,321 344,356	
		GSF Allowed = 500% x 69,070 SF = 345,350 SF (DS)		TOTAL	Bike Storage Loading US Standard (US) District Standard (DS)	1,108 1,548 447,967	0 345,321	
Occupied Area		80%		TOTAL 54.3%(US) or 54.4	Bike Storage Loading US Standard (US) District Standard (DS)	1,108 1,548 447,967	0 345,321 344,356	
		80% 55,411 SF (US)		TOTAL 54.3%(US) or 54.4 37,600 SF (US)	Bike Storage Loading US Standard (US) District Standard (DS) 1% (DS) 37,495 SF (DS)	1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area		80% 55,411 SF (US) None Required		TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US)	Bike Storage Loading US Standard (US) District Standard (DS)	1,108 1,548 447,967	0 345,321 344,356	
Open Area /ard Setbacks		80% 55,411 SF (US) None Required None Required		TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) N/A	Bike Storage Loading US Standard (US) District Standard (DS) 1% (DS) 37,495 SF (DS)	1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area /ard Setbacks //aximum / Minimum Building Widths		80% S5.411 SF (US) None Required None Required None Required None Required		TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) N/A N/A	Bike Storage Loading US Standard (US) District Standard (DS) 1% (DS) 37,495 SF (DS)	1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area fard Setbacks Maximum / Minimum Building Widths Maximum Height		80% 55,411 SF (US) None Required None Required Wore Required 84 FT		TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) N/A N/A 84 FT	Bike Storage Loading US Standard (US) District Standard (DS) 1% (DS) 37,495 SF (DS)	1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area Fard Setbacks Maximum / Minimum Building Widths Maximum Height Maximum Height With Bonuses		80% \$5,411 SF (US) None Required None Required None Required 84 FT 34 FT 300 FT		TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) N/A N/A N/A 84 FT 276 FT	Bike Storage Loading US Standard (US) District Standard (DS) 1% (DS) 37,495 SF (DS)	1,108 1,548 447,967 446,715	0 345,321 344,356	
Dpen Area Fard Setbacks Jaximum / Minimum Building Widths Jaximum Height Jaximum Height With Bonuses Bross Floor Area		80% \$5,411.5F (US) None Required None Required None Required 100 FT 100 FT 100 FT		TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) N/A N/A 84 FT 276 FT 500%	Bike Storage Loading US Standard (US) District Standard (US) (% (DS) (% (DS) (37,495.5F (US) (31,795.5F (US)	1,108 1,548 447,967 446,715	0 345,321 344,356	
ppen Area and Setbacks daximum / Minimum Building Widths daximum Height daximum Height With Bonuses ross Floor Area tetall Space		80% \$5,411 \$F (15) None Required None Required None Required 200 FT 500% None Required None Required None Required None Required None Required		TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) N/A N/A 84 FT 276 FT 500% 10,219 SF (US)	Bike Storage Loading US Standard (US) District Standard (DS) (NS (DS) 37,495 SF (DS) 31,576 SF (DS) 10,190 SF (DS)	1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area fard Setbacks daximum / Minimum Building Widths daximum Height daximum Height With Bonuses Fross Floor Area tetall Space	14-802(3)	80% \$5,411.5F (US) None Required None Required None Required 100 FT 100 FT 100 FT	106 Spaces	TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) N/A N/A 84 FT 276 FT 500%	Bike Storage Loading US Standard (US) District Standard (DS) (NS (DS) 37,495 SF (DS) 31,576 SF (DS) 10,190 SF (DS)	1,108 1,548 447,967 446,715	0 345,321 344,356	
ppen Area and Setbacks daximum / Minimum Building Widths daximum Height daximum Height With Bonuses ross Floor Area tetall Space	14-802(3) 14-803(1)	80%. None Required None Required None Required 100 Ferror State St	108 Spaces 29 Spaces Allowed	TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) N/A N/A 84 FT 276 FT 500% 10,219 SF (US)	Bike Storage Loading US Standard (US) District Standard (DS) St (CS)	1,108 1,548 447,967 446,715	0 345,321 344,356	
ppen Area and Setbacks daximum / Minimum Building Widths daximum Height daximum Height With Bonuses ross Floor Area tetall Space		80% \$5,411 \$F (US) None Required None Required None Required None Required Solution None Required 10,60 FT Solot None Required This is a solution of the solut		TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) N/A N/A 84 FT 276 FT 500% 10,219 SF (US) 108 Spaces Provid	Bike Storage Loading US Standard (US) District Standard (DS) 137.495 (DS) 137.495 SF (DS) 13.576 SF (DS) 10.190 SF (DS)	1,108 1,548 447,967 446,715	0 345,321 344,356	
ppen Area and Setbacks daximum / Minimum Building Widths daximum Height daximum Height With Bonuses ross Floor Area tetall Space	14-803(1)	80%. None Required None Required None Required 100 FF 100 FF 100 FF 100 None Required None Required None Required None Required None Required Compact Spaces Per 10 Units (May Be Reduced Per Below Calcs): " Compact Spaces — Max. 25% Of Total Parking Provided	29 Spaces Allowed	TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) N/A N/A 84 FT 276 FT 500% 10,219 SF (US) 108 Spaces Provide 6 Spaces Provide	Bike Storage Loading US Standard (US) District Standard (US) Standard (US) St (US) Standard (US) Sta	1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area fard Setbacks daximum / Minimum Building Widths daximum Height daximum Height With Bonuses Fross Floor Area tetall Space	14-803(1) 14-803 (3)	80%. \$5.413 % (US) None Required None Required None Required None Required None Required None Required And Farman Service Serv	29 Spaces Allowed 6 Spaces Required	TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) 31,664 SF (US) N/A N/A 84 FT 500% 10,219 SF (US) 108 Spaces Provide 6 Spaces Provide 3 Spaces Provide 3 Spaces Provide	Bike Storage Loading US Standard (US) District Standard (US) Standard (US) St (US) Standard (US) Sta	1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area fard Setbacks daximum / Minimum Building Widths daximum Height daximum Height With Bonuses Fross Floor Area tetall Space	14-803(1) 14-803 (3) 14-802(5)(a)	80%. \$5,411 \$F (US). None Required None Required None Required 100 \$F (100 \$F (10	29 Spaces Allowed 6 Spaces Required 3 Spaces	TOTAL 54.3%(US) or 54.4 37,600 SF (US) 31,664 SF (US) 31,664 SF (US) N/A N/A 84 FT 500% 10,219 SF (US) 108 Spaces Provide 6 Spaces Provide 3 Spaces Provide 3 Spaces Provide	Bike Storage Loading US Standard (US) District Standard (DS) 15/495 (DS) 13/495 5F (DS) 13/576 5F (DS) 10.190 5F (DS) 10.190 5F (DS) 11.190 5F (DS)	1,108 1,548 447,967 446,715	0 345,321 344,356	
open Area and Setbacks decimum / Minimum Building Widths decimum in Height decimum Height With Bonuses stoos Floor Area detail Space anking	14-803(1) 14-803 (3) 14-802(5)(a) 14-804(1) Table 14-804-1	80%. \$5,411 \$F (US) None Required None Required None Required \$100 FT	29 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd	TOTAL 54.3%(IUS) or 54.4 37.600 SF (US) 37.600 SF (US) N/A 34 FT 276 FT 500% 10.219 SF (US) 10.8 Spaces Provide 7 Spaces Provide 7 Spaces Provide 123 Bicycle Parking	Bike Storage Loading US Standard (US) District Standard (DS) 137.495 SE (DS) 13.576 SF (DS) 11.576 SF (DS) 10.190 SF (DS) 11.190 SF (DS) 11.1	1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area Frard Setbacks Assimum / Minimum Building Widths Assimum in Height Assimum	14-803(1) 14-803 (3) 14-802(5)(a) 14-804(1) Table 14-804-1 14-702 (11)	80% \$5,411 \$F (US) None Required None Requir	29 Spaces Allowed 6 Spaces Required 3 Spaces Required 12 Spaces Req d 120 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd	TOTAL 54.3%(US) or \$4.4 37.600 \$F (US) 31.664 \$F (US) 31.664 \$F (US) 34.67 34 \$FT 500% 10.219 \$F (US) 10.219 \$F (US) 10.219 \$F (US) 2 \$Papecs Provides 3 \$papecs Provides 123 Bicycle Parking 2 Bicycle Parking 12' Bonus	Bike Storage Loading US Dourtot Standard (US) Dourtot Standard (US) 185 (US) 186 (US) 186 (US) 187 (US) 188 (US	1,108 1,548 447,967 446,715	0 345,321 344,356	
open Area and Setbacks acksumur / Minimum Building Widths lasamum Height lasamum Height lasamum Height With Bonuses arious Floor Area attention Area arking	14-803(1) 14-803 (3) 14-802(5)(a) 14-804(1) Table 14-804-1	10% \$5,411 Sf (US) None Required 100 FT 1	29 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd Earn 12' Height	TOTAL \$4.38(US) or 54.4 \$4.38(US) or 54.4 31,664.5F (US) 32,664.5F (US) 36,764.5F (US) 36,764.5F (US) 37,564.5F (US) 38,764.5F (US) 3	Bike Storage Loading US Standard (US) District Standard (DS) 137.495 SE (DS) 13.576 SF (DS) 11.576 SF (DS) 10.190 SF (DS) 11.190 SF (DS) 11.1	1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area Frard Setbacks Assimum / Minimum Building Widths Assimum in Height Assimum	14-803(1) 14-803 (3) 14-802(5)(a) 14-804(1) Table 14-804-1 14-702 (11)	80% \$5,411 \$F (US) None Required This state of the	29 Spaces Allowed 6 Spaces Required 3 Spaces Required 12 Spaces Req d 120 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd	TOTAL 54.3%(US) or \$4.4 37.600 \$F (US) 31.664 \$F (US) 31.664 \$F (US) 34.67 34 \$FT 500% 10.219 \$F (US) 10.219 \$F (US) 10.219 \$F (US) 2 \$Papecs Provides 3 \$papecs Provides 123 Bicycle Parking 2 Bicycle Parking 12' Bonus	Bike Storage Loading US Dourtot Standard (US) Dourtot Standard (US) 185 (US) 186 (US) 186 (US) 187 (US) 188 (US	1,108 1,548 447,967 446,715	0 345,321 344,356	
open Area and Setback starmer Melmum Bullding Widths starmer Melmum Bullding Widths starmer Melmum Melmum starmer Melmum starm	14-803(1) 14-803 (3) 14-802(5)(a) 14-804(1) Table 14-804-1 14-702 (11) 14-702 (14)	80%. \$\$4.13 Sf (US) None Required None Required None Required None Required None Required \$\$16 FT \$\$100 FT	29 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd Earn 12' Height	TOTAL 54.3%(US) or 54.4 54.3%(US) or 54.4 31,664 54 US) 32,664 54 US) 33,664 54 US) 34,664 54 US) 35,664 54 US) 36,664 54 US) 36,664 54 US) 37,664 54 US) 37,664 54 US) 38,664	Bike Storage Loading US Standard (US) District Standard (DS) US Standard (DS) US Standard (DS) US Standard (DS) US (DS	1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area Furd Setback stansmar Memmum Building Widths stansmar Memmum Building Widths stansmar Memmum stansmar Setback stansmar Memmum stansmar Setback stansm	14-803(1) 14-803(3) 14-802(5)(a) 14-804(1) Table 14-804-1 14-702 (11) 14-702 (14)	80%. \$5,411 Sf (US) None Required All FT JOB FT List States - No. 255.0 Total Parking Provided Calcult's Spaces - No. 255.0 Total Parking Provided Licerur-Veleche Front Spaces- No. 55.0 Total Parking Provided Accessible Spaces: 2No. 67 provided spaces Job Front Spaces - No. 255.0 Total Parking Provided Accessible Spaces: 2No. 67 provided spaces Job Front Spaces - No. 255.0 Total Parking Spaces For Every 3 Dwelling Unit* IL'yel Spaces: 7. Class 1A Broycle Parking Spaces For Every 3 Jowelling Unit* Jowellin	29 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd Earn 12' Height	\$4.3%(US) or \$4.4\$ \$4.3%(US) or \$4.4\$ \$1.5,600.5 K(US) \$1.664.5 F(US) \$1.664.5 F(US) \$1.645.5 F(Bike Storage Loading US Standard (US) District Standard (US) (NS (DS) (NS (1,108 1,548 447,967 446,715	0 345,321 344,356	
Open Area Furd Setback stansmar Memmum Building Widths stansmar Memmum Building Widths stansmar Memmum stansmar Setback stansmar Memmum stansmar Setback stansm	14-803(1) 14-803 (3) 14-802(5)(a) 14-804(1) Table 14-804-1 14-702 (11) 14-702 (14)	80%. \$\$4.13 Sf (US) None Required None Required None Required None Required None Required \$\$16 FT \$\$100 FT	29 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd Earn 12' Height	TOTAL 54.3%(US) or 54.4 54.3%(US) or 54.4 31,664 54 US) 32,664 54 US) 33,664 54 US) 34,664 54 US) 35,664 54 US) 36,664 54 US) 36,664 54 US) 37,664 54 US) 37,664 54 US) 38,664	Bike Storage Loading US Standard (US) District Standard (US) Standard (U	1,108 1,148 447,967 446,715 45,7% (US) or 45,8% (OS) 45,7% (US) or 45,8% (OS)	0 345,321 344,356 Complies	
Open Area and Setback and Setback stemmer Merimum Building Widths decremen Height Mich Donuses Trail Bonuse Trail Bonus Trail Bonus Stormen Bonus Trail Bonus Stormenster Bonus Retail Space Bonus Retail Space Bonus	14-803(1) 14-803(3) 14-802(5)(a) 14-804(1) Table 14-804-1 14-702 (11) 14-702 (14)	80%. \$5,411 Sf (US) None Required All FT JOB FT List States - No. 255.0 Total Parking Provided Calcult's Spaces - No. 255.0 Total Parking Provided Licerur-Veleche Front Spaces- No. 55.0 Total Parking Provided Accessible Spaces: 2No. 67 provided spaces Job Front Spaces - No. 255.0 Total Parking Provided Accessible Spaces: 2No. 67 provided spaces Job Front Spaces - No. 255.0 Total Parking Spaces For Every 3 Dwelling Unit* IL'yel Spaces: 7. Class 1A Broycle Parking Spaces For Every 3 Jowelling Unit* Jowellin	29 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd Earn 12' Height	\$4.3%(US) or \$4.4\$ \$4.3%(US) or \$4.4\$ \$1.5,600.5 K(US) \$1.664.5 F(US) \$1.664.5 F(US) \$1.645.5 F(Bike Storage Loading US Standard (US) Spaces Provided Spaces Provided Management Provided Management Provided Management Provided 10,1219 SF (US) Provided 10,129 SF (US) Provided 10,1	1,108 1,148 447,967 446,715 45,7% (US) or 45,8% (OS) 45,7% (US) or 45,8% (OS) US Standard)= 31% Of Lot Area P DO Standard)= 31% Of Lot Area P	0 345,321 344,336 Complies	
Open Area Ford Setback Ford Setback Ford Setback Assument Melinium Building Widths Assument Height Ford Setback Ford	14-803(1) 14-803 (3) 14-802(5)(s) 14-802(5)(s) 14-804(1) Table 14-804-1 14-702 (11) 14-702 (14) 14-702 (13) 14-702 (6)	10% \$5.413 \$F (US) None Required None Required None Required None Required None Required 100 \$F (US)	20 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd 22 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd Earn 12' Height Earn 12' Height	FOTAL 54.3%(LIS) or 54.4 54.3%(LIS) or 54.4 57.500.3 ° (LIS) 57.500.3 ° (LIS) 57.500.3 ° (LIS) 58.4 ° FT 500% 58.4 ° FT 500% 108.3 paces Provide 108.3 paces Provide 123.8 leggle Parking 12 ° 80mus 12 ° 80mus 12 ° 80mus 24 ° 80mus 36 ° 80mus 48 ° 80mus	Bike Storage Loading US Standard (US) District Standard (US) District Standard (US) 15,765 F (US) 11,576 SF (US) 11,190 SF (U	1,108 1,148 447,967 446,715 45,7% (US) or 45,8% (OS) 45,7% (US) or 45,8% (OS) US Standard)= 31% Of Lot Area P DO Standard)= 31% Of Lot Area P	0 345,321 344,356 Complies	
Open Area Graff Schadus Graff Graff Schadus Graff Gr	14-803(1) 14-802(1) 14-802(5)(4) 14-802(5)(4) 14-804(1) Table 14-804-1 14-702 (11) 14-702 (13) 14-702 (13) 14-702 (7) 14-702 (7)	80% \$5,411 \$F (US) None Required This state of the St	29 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd 22 Bicycle Parking Spaces Req'd Earn 12' Height Earn 12' Height 36' LEED Platinum	FOTAL 54.3%(US) or 54.4 54.3%(US) or 54.4 54.3%(US) or 54.4 75.600.5% (US) 11,664.5% (US) 10,760.5% (US)	Bike Storage Loading US Standard (US) Spaces Provided Spaces Provided Management Provided Management Provided Management Provided Standard (US) Spaces Standard (US) Spaces Provided Spaces Provided Spaces Spac	1,108 1,148 447,967 446,715 45,7% (US) or 45,8% (OS) 45,7% (US) or 45,8% (OS) US Standard)= 31% Of Lot Area P DO Standard)= 31% Of Lot Area P	0 345,321 344,356 Complies	
Open Area Frant Setbook Minimum Building Widths dassiman Height dassiman Height House Bonuses Trail Space Trail Space Trail Space Trail Space Stormwater Bonus Stormwater Bonus Public Space Bonus Public Space Bonus Height Space Bonus	14-803(1) 14-803 (3) 14-802(5)(s) 14-802(5)(s) 14-804(1) Table 14-804-1 14-702 (11) 14-702 (14) 14-702 (13) 14-702 (6)	SON. \$5,411 \$F (US) None Required **Multi-Required **Multi-Requir	20 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd 22 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd Earn 12' Height Earn 12' Height	FOTAL 54.3%(LIS) or 54.4 54.3%(LIS) or 54.4 57.500.3 ° (LIS) 57.500.3 ° (LIS) 57.500.3 ° (LIS) 58.4 ° FT 500% 58.4 ° FT 500% 108.3 paces Provide 108.3 paces Provide 123.8 leggle Parking 12 ° 80mus 12 ° 80mus 12 ° 80mus 24 ° 80mus 36 ° 80mus 48 ° 80mus	Bike Storage Loading US Standard (US) District Standard (US) District Standard (US) 15,765 F (US) 11,576 SF (US) 11,190 SF (U	1,108 1,148 447,967 446,715 45,7% (US) or 45,8% (OS) 45,7% (US) or 45,8% (OS) US Standard)= 31% Of Lot Area P DO Standard)= 31% Of Lot Area P	0 345,321 344,356 Complies	
Open Area Frant Schake Frant Sc	14-803(1) 14-802(1) 14-802(5)(4) 14-802(5)(4) 14-804(1) Table 14-804-1 14-702 (11) 14-702 (13) 14-702 (13) 14-702 (7) 14-702 (7)	80% \$5,411 \$F (US) None Required This state of the St	29 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd 22 Bicycle Parking Spaces Req'd Earn 12' Height Earn 12' Height Earn 12' Height Earn 12' Height	FOTAL 54.3%(LIS) or 54.4 54.3%(LIS) or 54.4 57.500.5% (LIS) 11,664.5% (LIS) 10,760.5% (LIS) 11,664.5% (LIS) 10,760.5%	Bike Storage Loading US Standard (US) Spaces Provided Spaces Provided Management Provided Management Provided Management Provided Standard (US) Spaces Standard (US) Spaces Provided Spaces Provided Spaces Spac	1,108 1,148 447,967 446,715 45,7% (US) or 45,8% (OS) 45,7% (US) or 45,8% (OS) US Standard)= 31% Of Lot Area P DO Standard)= 31% Of Lot Area P	0 345,321 344,356 Complies	
Open Area Frant Schake Frant Sc	14-803(1) 14-802(1) 14-802(5)(4) 14-802(5)(4) 14-804(1) Table 14-804-1 14-702 (11) 14-702 (13) 14-702 (13) 14-702 (7) 14-702 (7)	SON. \$5,411 \$F (US) None Required **Multi-Required **Multi-Requir	29 Spaces Allowed 6 Spaces Required 3 Spaces Required 120 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd 2 Bicycle Parking Spaces Req'd 5 Bicy	FOTAL 54.3%(LIS) or 54.4 54.3%(LIS) or 54.4 54.3%(LIS) or 54.4 54.7%(LIS) or 54.4	Bike Storage Loading US Standard (US) Spaces Provided Spaces Provided Management Provided Management Provided Management Provided Standard (US) Spaces Standard (US) Spaces Provided Spaces Provided Spaces Spac	1,108 1,148 447,967 446,715 45,7% (US) or 45,8% (OS) 45,7% (US) or 45,8% (OS) US Standard)= 31% Of Lot Area P DO Standard)= 31% Of Lot Area P	0 345,321 344,356 Complies	
Docupied Area Dopen Area Dopen Area Frant Setbacks Dopen Area Dopen Area Dopen Area Dopen Area Dopen Area Dopen Area Dopen Dop	14-803(1) 14-802(1) 14-802(5)(4) 14-802(5)(4) 14-804(1) Table 14-804-1 14-702 (11) 14-702 (13) 14-702 (13) 14-702 (7) 14-702 (7)	SON. \$5,411 \$F (US) None Required **Multi-Required **Multi-Requir	29 Spaces Allowed 6 Spaces Required 3 Spaces 120 Bicycle Parking Spaces Req'd 22 Bicycle Parking Spaces Req'd Earn 12' Height Earn 12' Height Earn 12' Height Earn 12' Height	FOTAL 54.3%(LIS) or 54.4 54.3%(LIS) or 54.4 54.3%(LIS) or 54.4 11,664 5f (LIS) 10,760.5 F (LIS) 11,664 5f (LIS) 10,760.5 F (LIS) 12,760.5 F (LIS) 12,760.5 F (LIS) 12,760.5 F (LIS) 12,760.5 F (LIS) 13,760.5 F (LIS) 14,760.5 F (LIS) 15,760.5 F (LIS) 16,760.5 F (LIS) 17,760.5 F (LIS) 17,760.5 F (LIS) 18,760.5 F (LIS) 18,760.5 F (LIS) 19,760.5 F (LIS) 10,760.5 F (LIS) 1	Bike Storage Loading US Standard (US) Spaces Provided Spaces Provided Management Provided Management Provided Management Provided Standard (US) Spaces Standard (US) Spaces Provided Spaces Provided Spaces Spac	1,108 1,148 447,967 446,715 45,7% (US) or 45,8% (OS) 45,7% (US) or 45,8% (OS) US Standard)= 31% Of Lot Area P DO Standard)= 31% Of Lot Area P	0 345,321 344,356 Complies	

Percentage	16.66%	27.78%	27.78%	5.56%	16.66%	5.56%	100.00%
Total	60	100	100	20	60	20	360
6	3	5	5	1	3	1	18
7	3	5	5	1	3	1	18
8	3	5	5	1	3	1	18
9	3	5	5	1	3	1	18
10	3	5	5	1	3	1	18
11	3	5	5	1	3	1	18
12	3	5	5	1	3	1	18
13	3	5	5	1	3	1	18
14	3	5	5	1	3	1	18
15	3	5	5	1	3	1	18
16	3	5	5	1	3	1	18
17	3	5	5	1	3	1	18
18	3	5	5	1	3	1	18
19	3	5	5	1	3	1	18
20	3	5	5	1	3	1	18
21	3	5	5	1	3	1	18
22	3	5	5	1	3	1	18
23	3	5	5	1	3	1	18
24	3	5	5	1	3	1	18
25	3	5	5	1	3	1	18
Floor	STUDIO	JR 1 BED	1 BED	1 BED + DEN	2 BED / 1 BA	2 BED / 2 BA	Sum

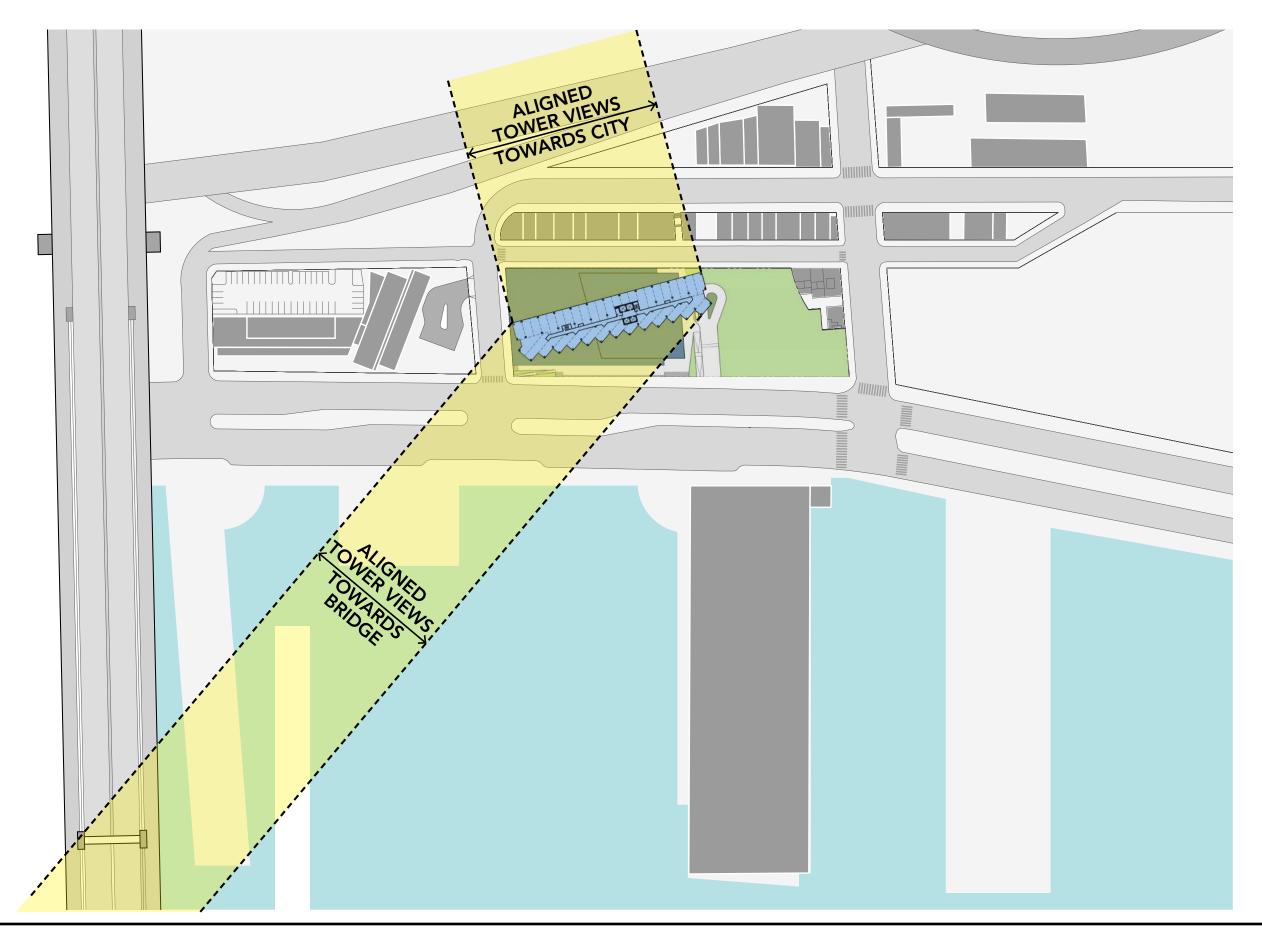


1) LOT COVERAGE DIAGRAM

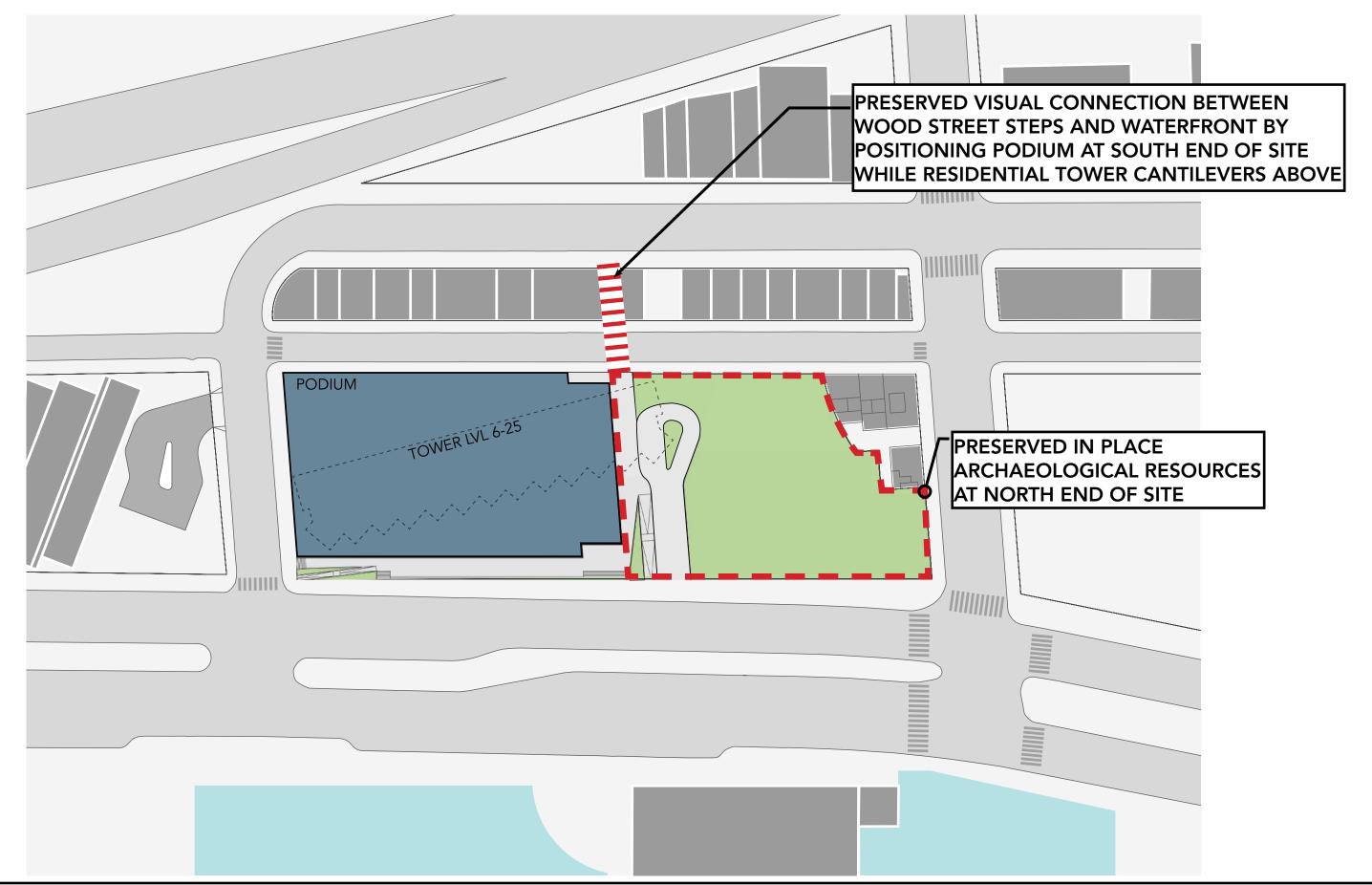
RESIDENTIAL UNIT MIX



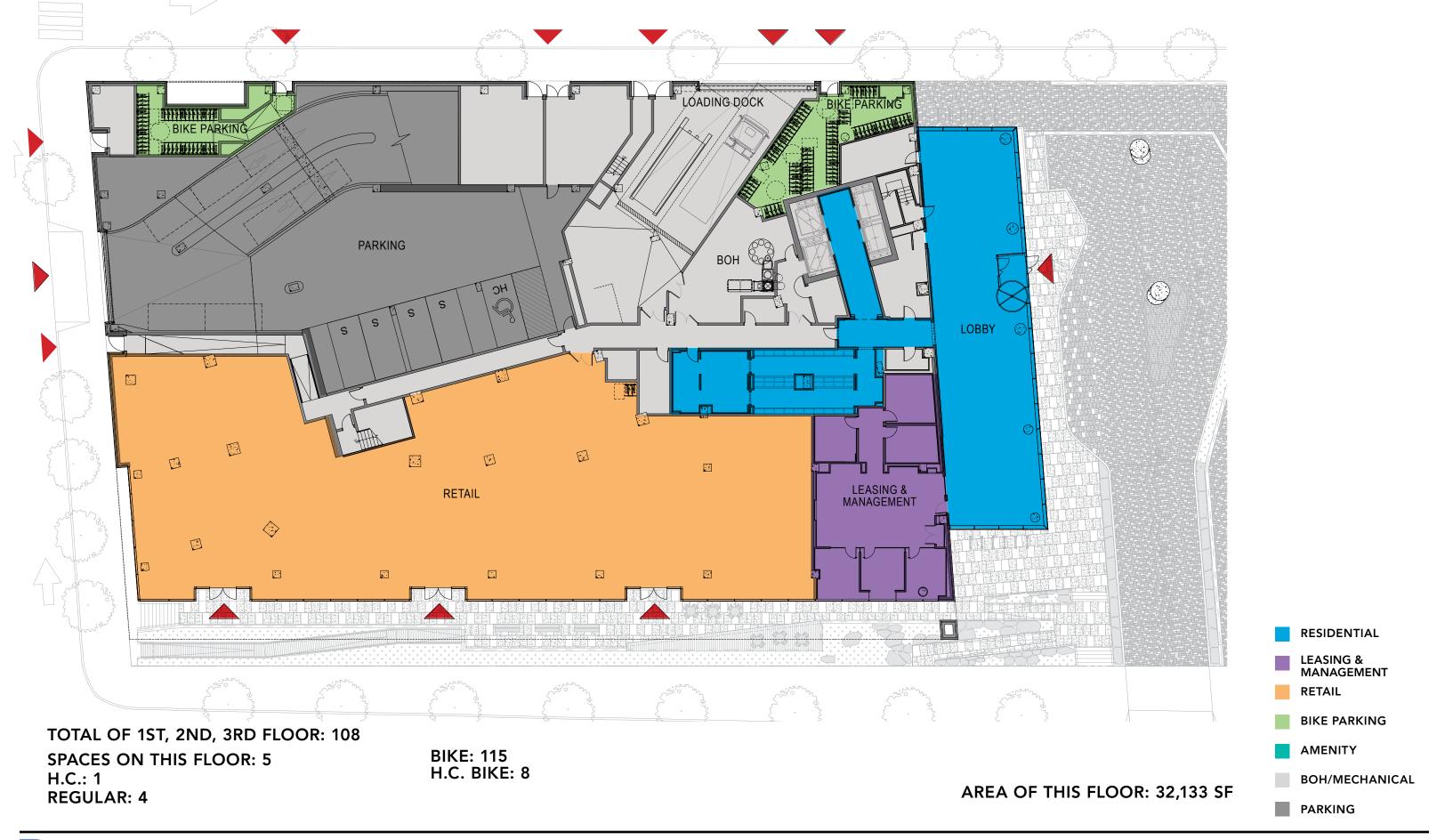






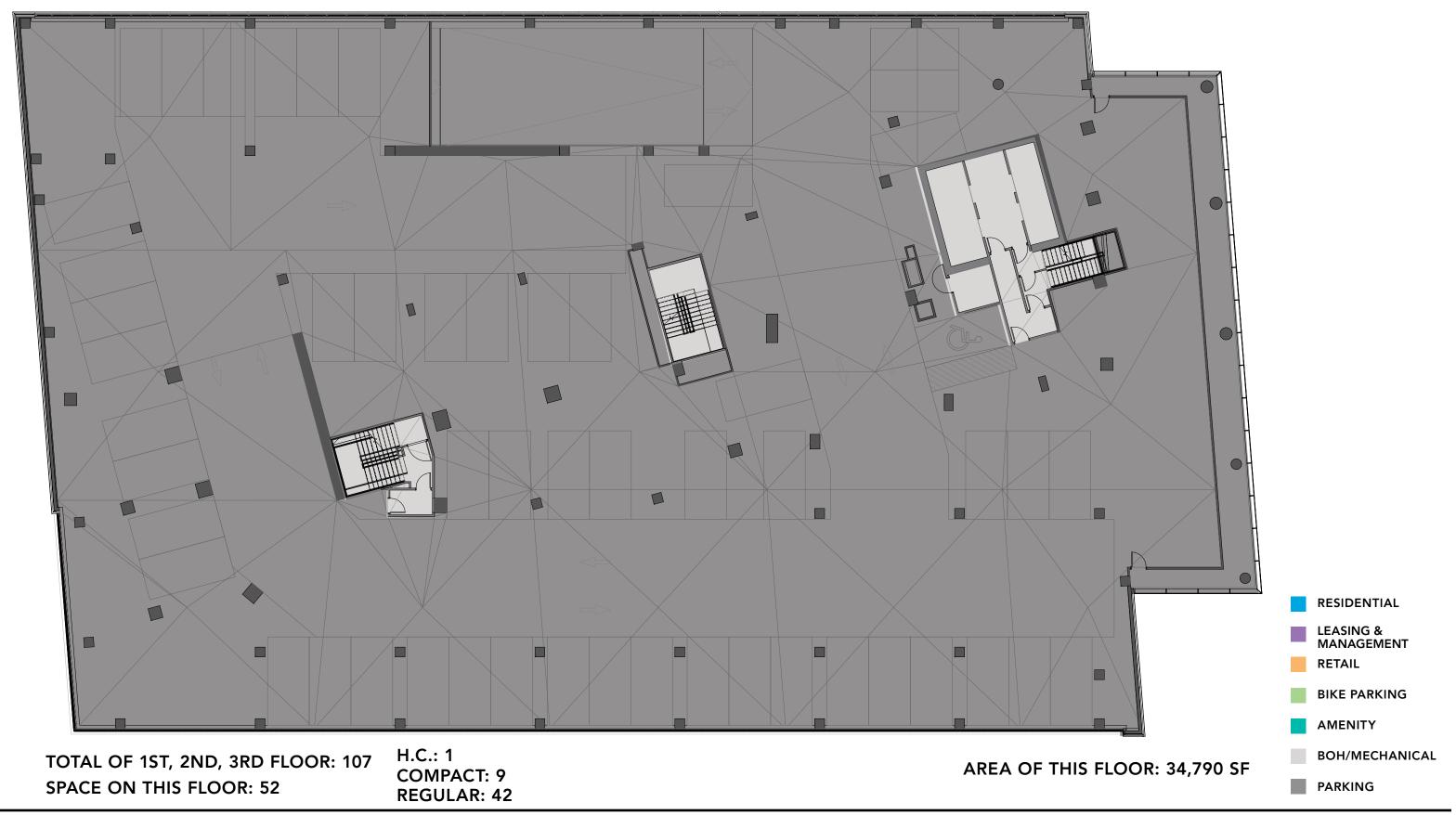




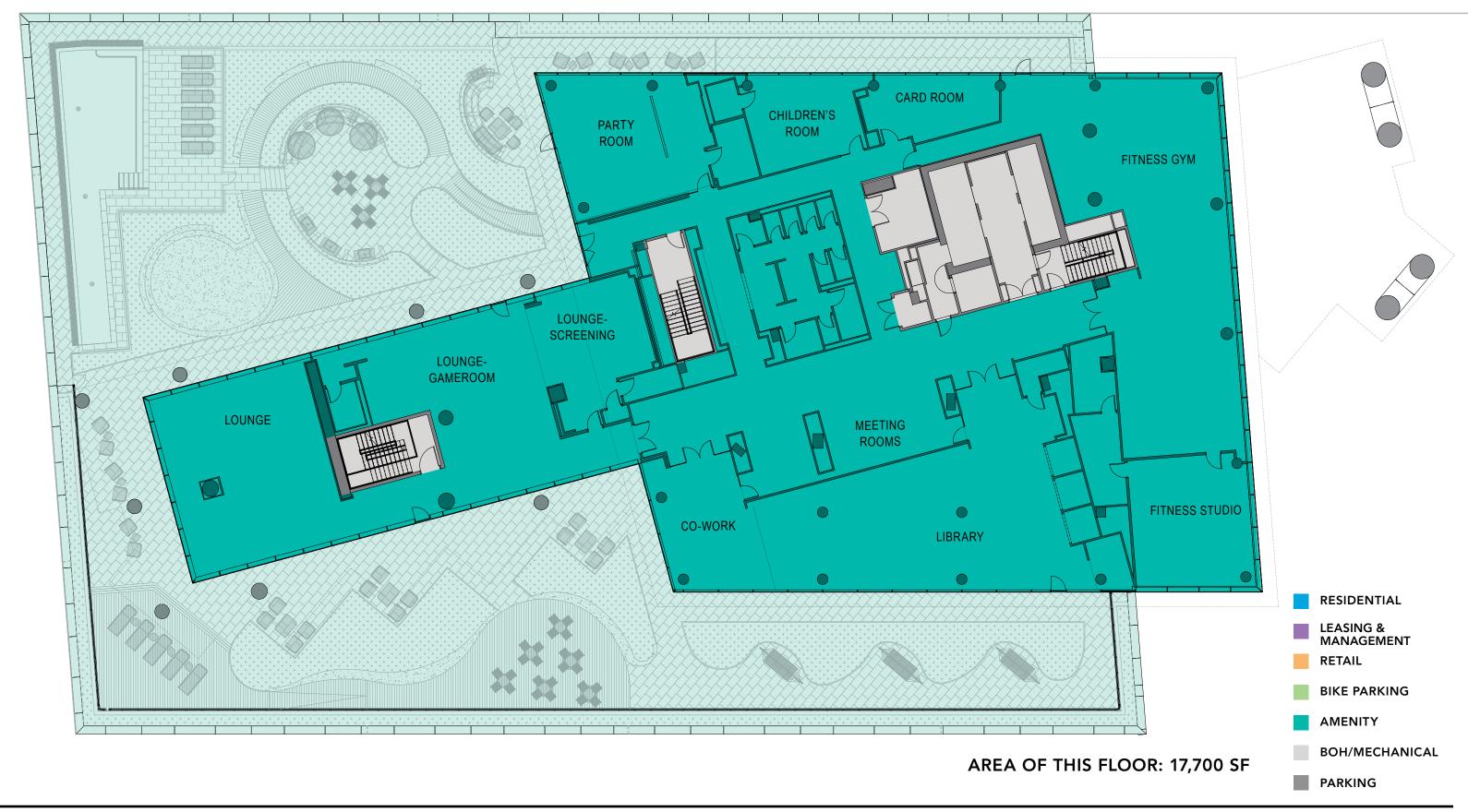






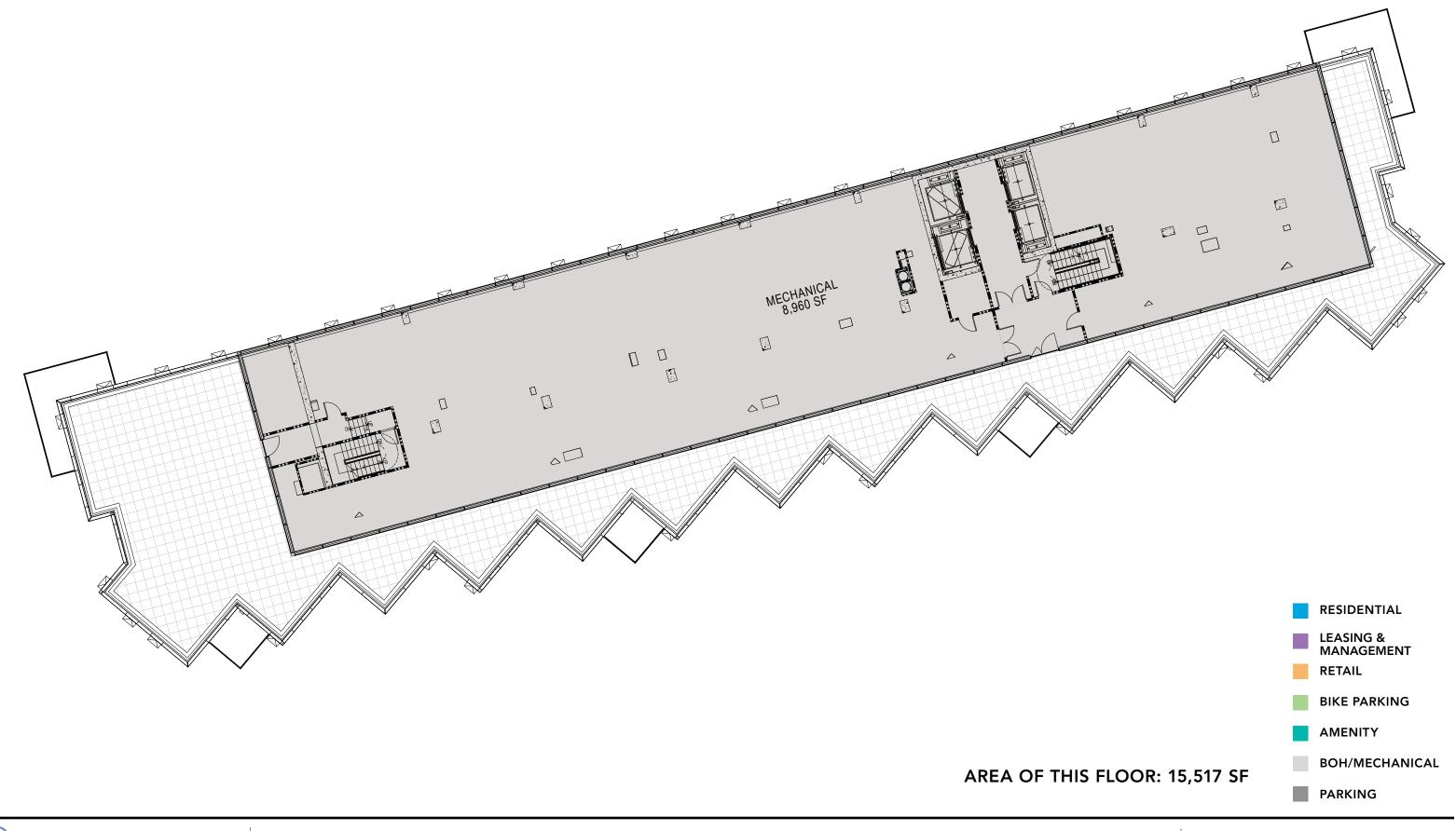


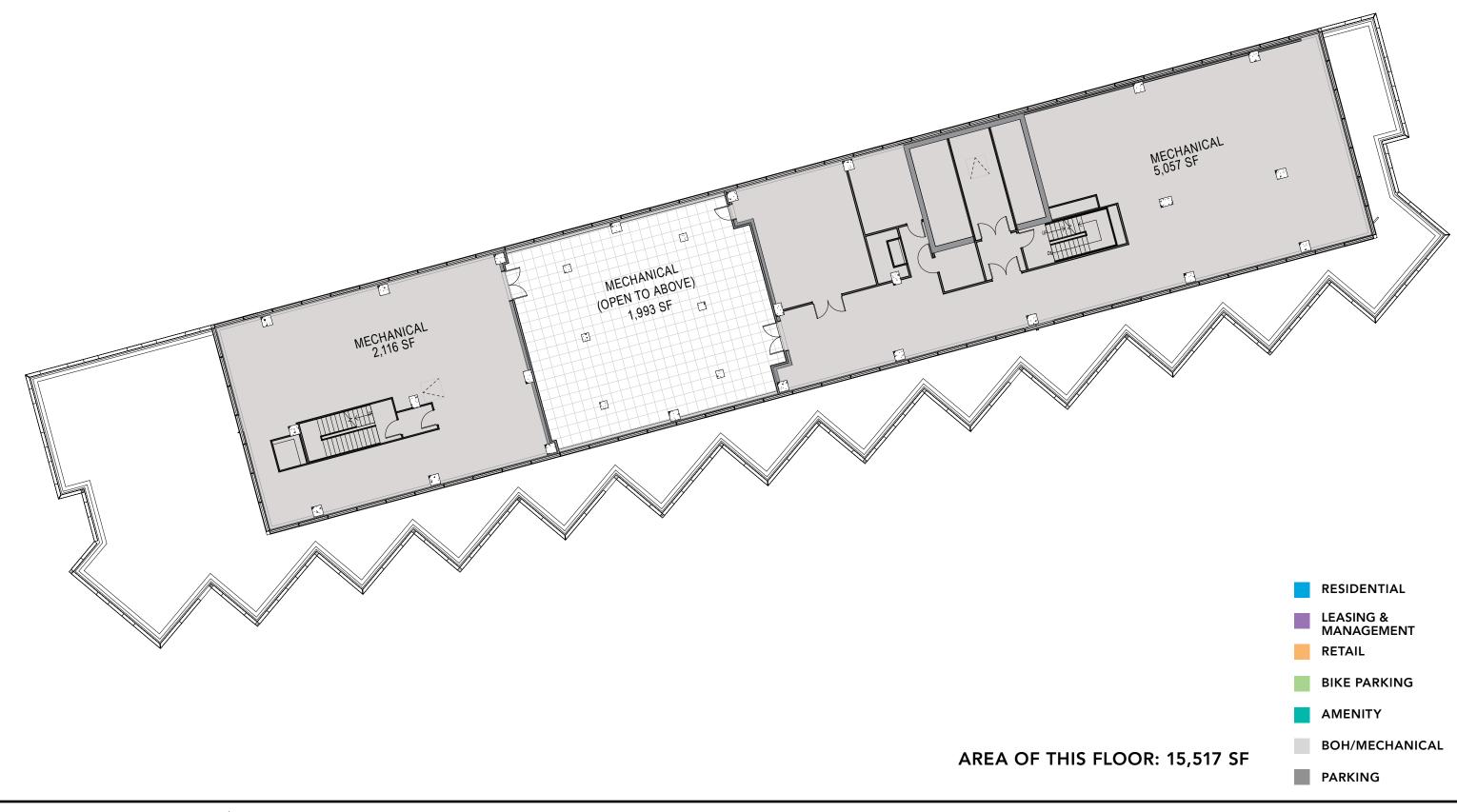


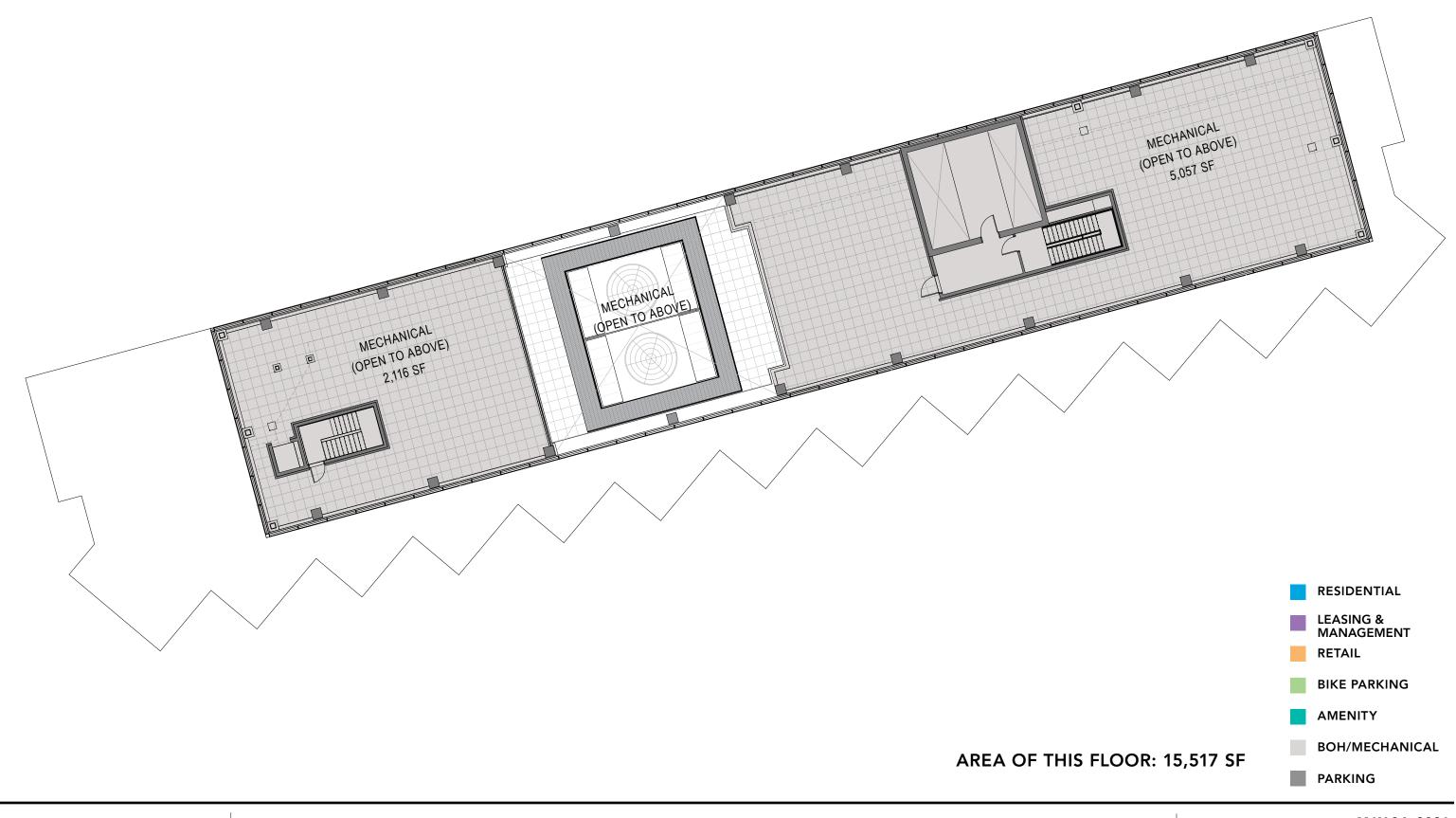


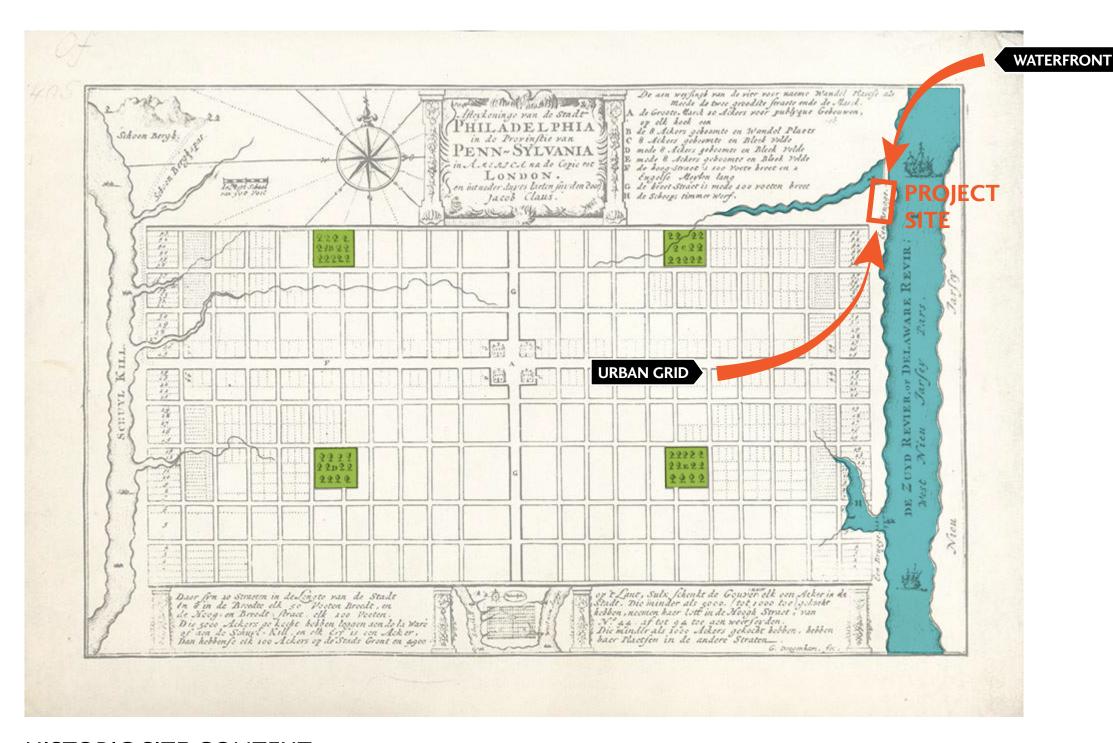








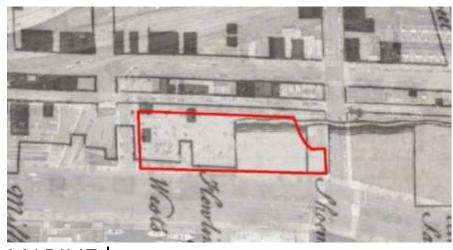






The project area is on the border of two systems:

- The historic waterfront of the Delaware River and tributary, Cohoquinoque Creek
- The urban grid and open space system of William Penn's plan for Philadelphia



MARINE | Site during shipbuilding period



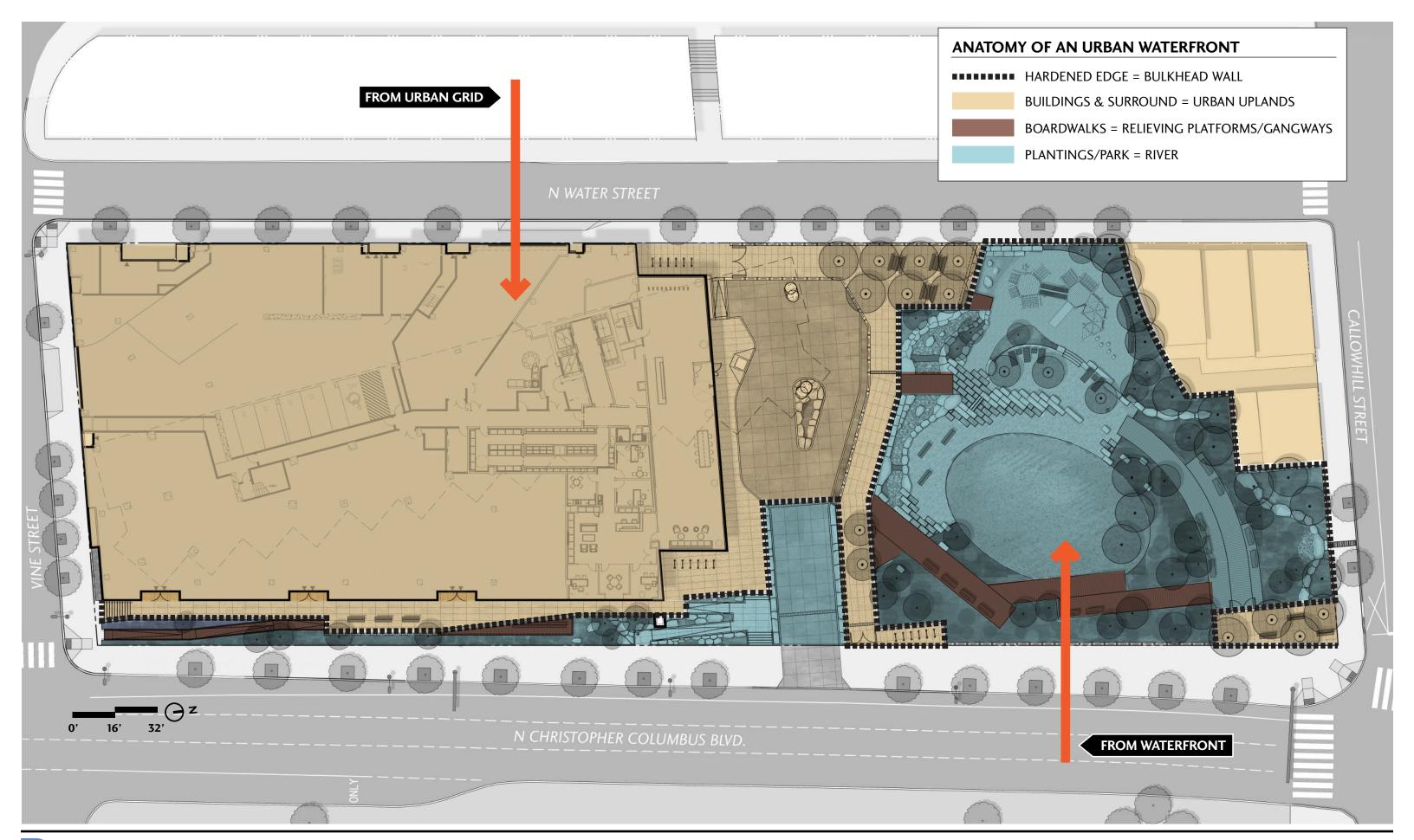
ECOLOGICAL | Poquessing Creek confluence



INDUSTRIAL | Pennsylvania RR switching yard







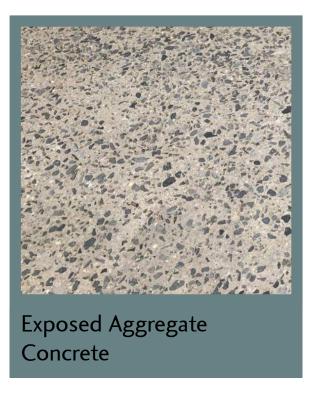


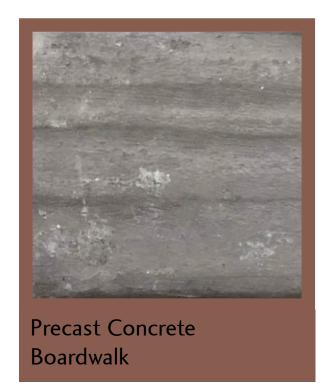


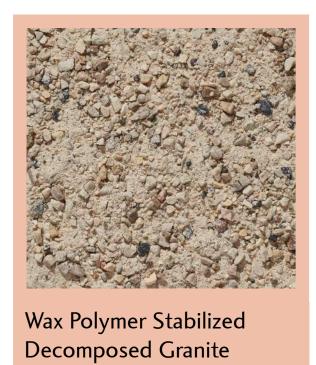


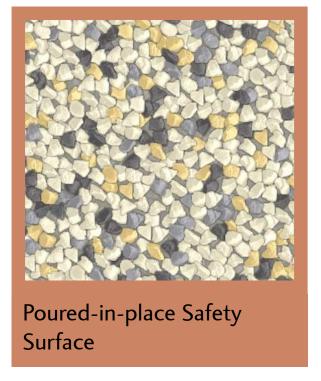


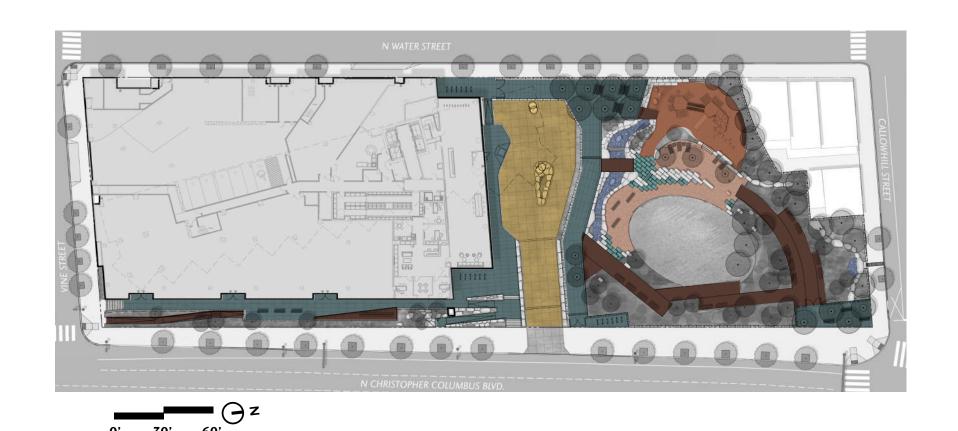


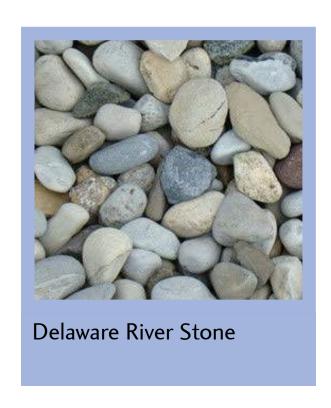


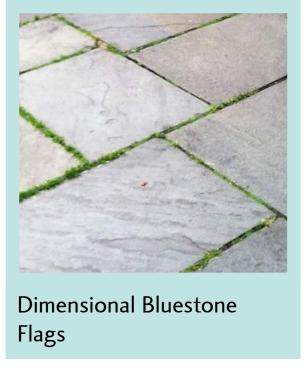




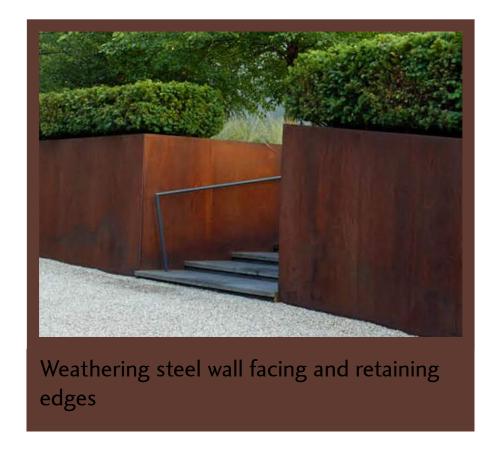




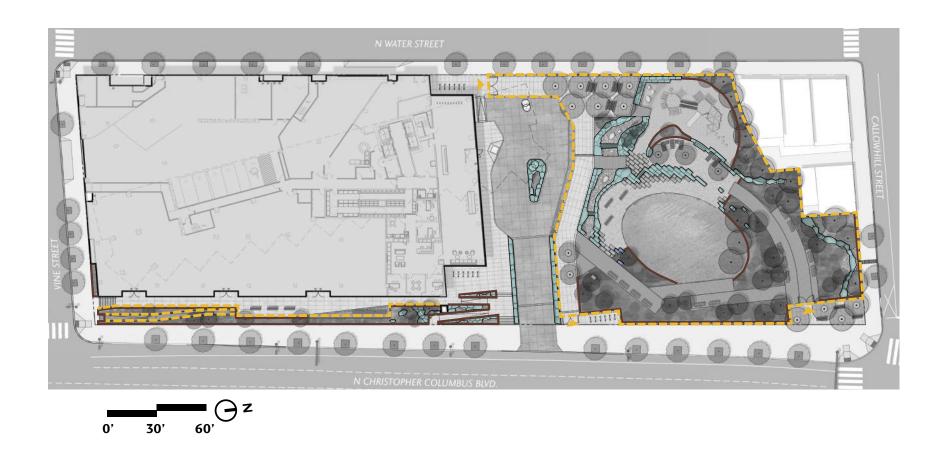










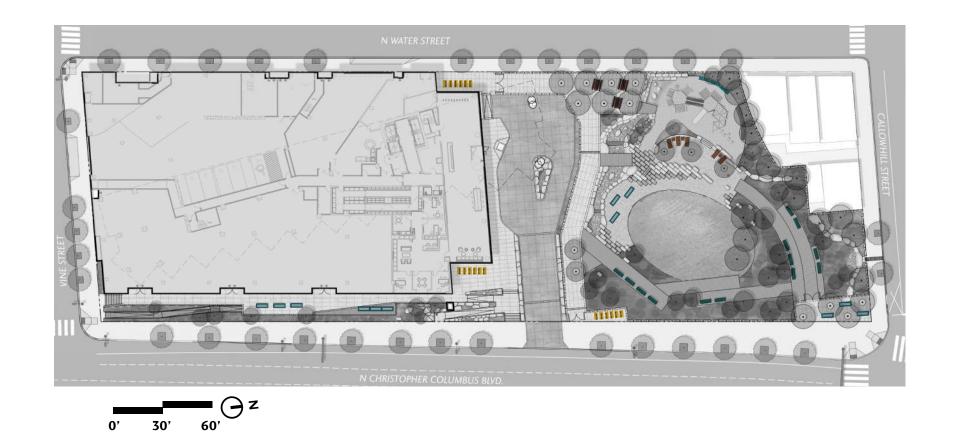


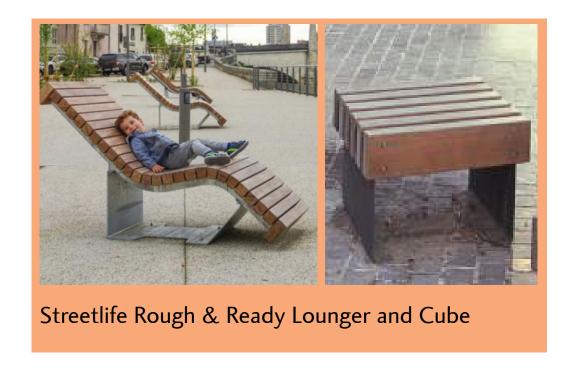






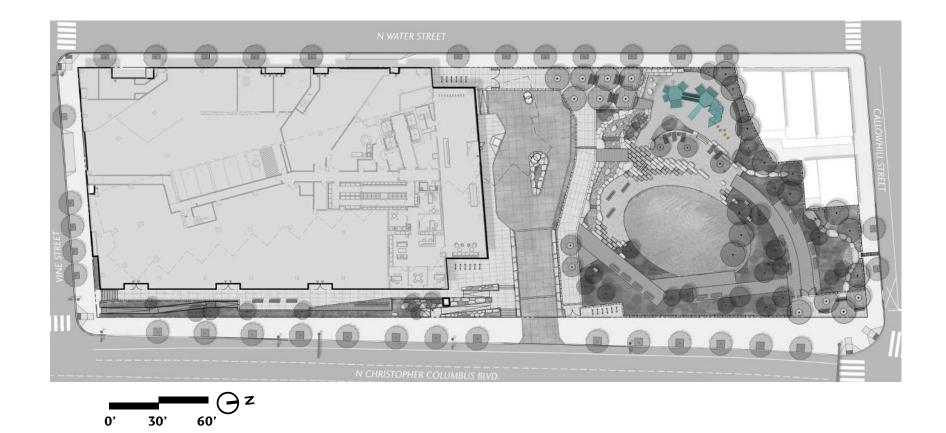














Wet Meadow

OVERSTORY

- Nyssa Sylvatica Tupleo
- Taxodium distichum Bald Cypress

UNDERSTORY

- Viburnum dentatum Arrowwood Viburnum
- *Ilex Glabra -* Inkberry Holly
- Ilex Verticillata Winterberry

GROUND

- Eutrochium purpureum Joe Pye Weed
- Panicum virgatum Switchgrass
- Carex amphibola Creek Sedge
- Lobelia cardinalis Cardinal Flower
- Asclepias incarnata Swamp Milkweed



Dry Meadow

OVERSTORY

- Quercus alba White Oak
- Quercus phellos Willow Oak
- Magnolia virginiana Sweetbay
 Magnolia

UNDERSTORY

- Chionanthus virginicus Fringetree
- Cercis canadensis Redbud

GROUND

- Rhus aromatica GroLow Sumac
- Panicum virgatum Switchgrass
- Andropogon scoparium Little Blue Stem
- Aquilegia canadensis Columbine
- Rudbeckia fulgida Black-eyed
 Susan
- Hypericum prolificum St. John's Wort





Riparian Woodland

OVERSTORY

- Acer rubrum Red Maple
- Acer saccharum Sugar Maple

UNDERSTORY

- Halesia carolina Silverbell Tree
- Amelanchier laevis Serviceberry
- *Ilex opaca -* American Holly

GROUND

- Polystichum acrostichoides Christmas Fern
- Athyrium felix-femina Lady Fern
- Carex amphibola Creek Sedge
- Asarum Canadense Wild
 Ginger
 - Rubus odoratus Purple-flowering Rasberry



PLANTING MAY 04, 2021



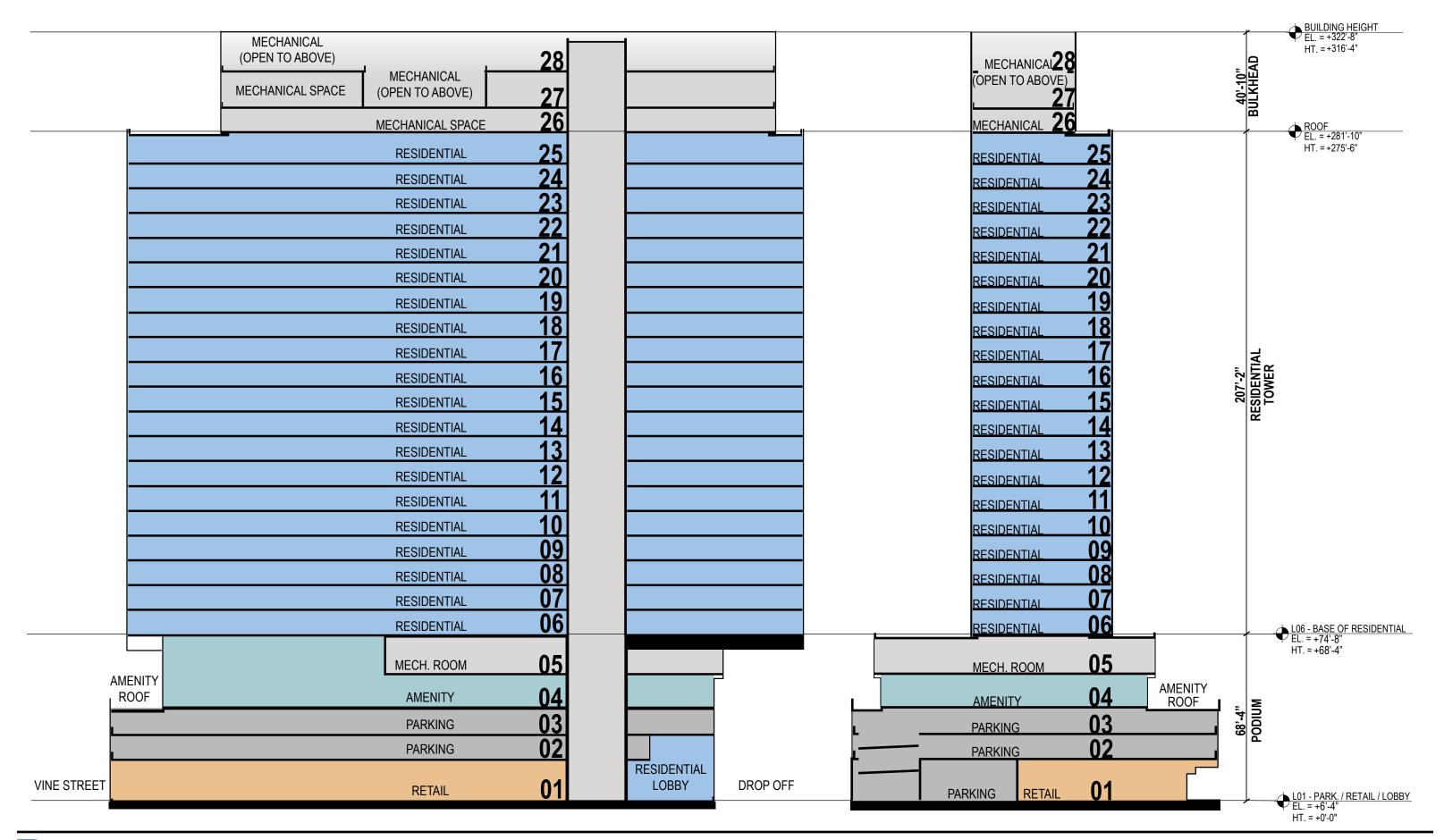




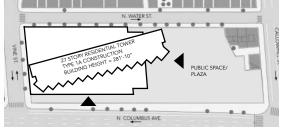


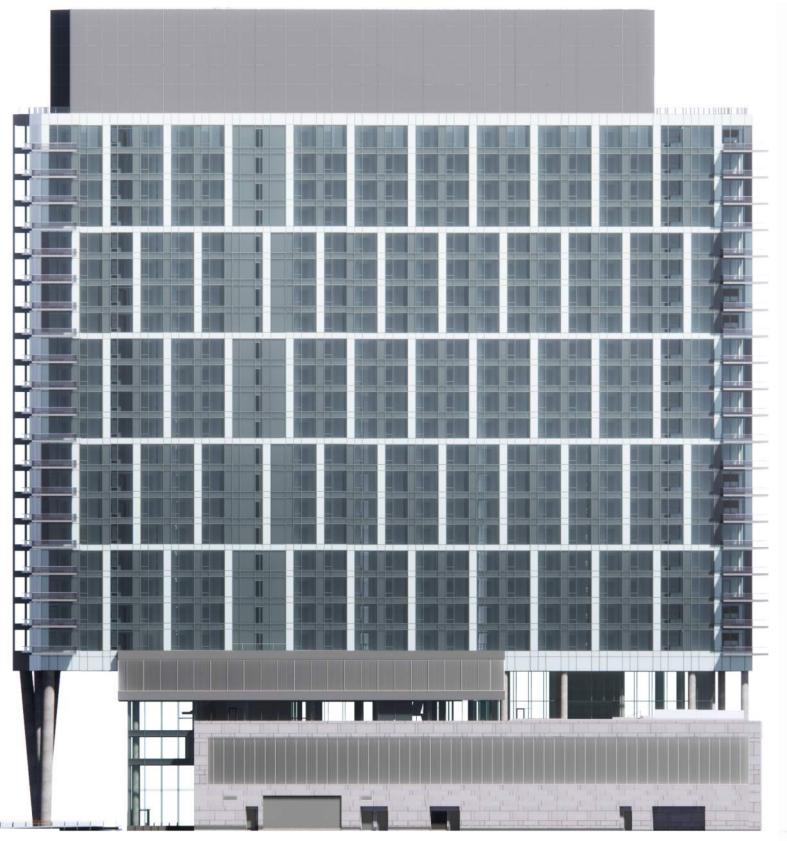




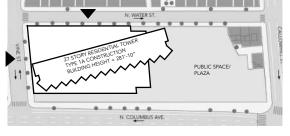




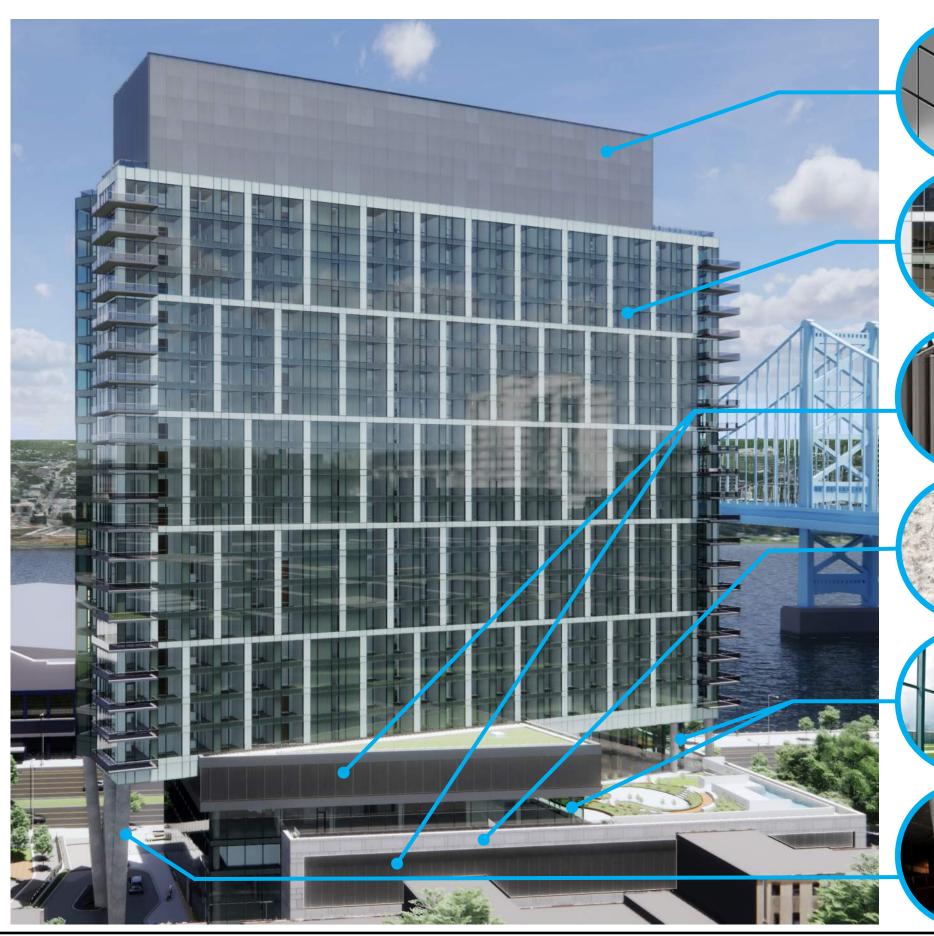












METAL PANEL WALL SYSTEM

-POWDERCOAT TO MATCH Telegray II UC125485

CURTAIN WALL

-VISION GLAZING INTERPANE IPASOL 50/27

-SPANDREL GLAZING

-SHADOWBOX GLAZING

VERTICAL LOUVER

-POWDERCOATED VERTICAL SIGHTPROOF LOUVERS @ PARKING LEVELS 2 $\&\ 3$

>52% OPEN

-POWDERCOATED VERTICAL STORMPROOF LOUVER @ MECH. LEVEL 5 51% OPEN

CLOSE JOINT MASONRY

-POLYCOR GRANITE BETHEL WHITE

STOREFRONT SYSTEM

-KAWNEER 1600, 10.5-IN

-STOREFRONT GLAZING: GUARDIAN SN68 ON #2

1/4" - 5/8" SILVER STANDARD ARGON - 1/4"

EXPOSED CONCRETE COLUMN









