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</tbody>
</table>
HISTORY
AN EVOLVING EDGE

CRAMPS SITE PLAN c. 1913

1862
1875
1910
2019
RELATED ACROSS TIME

**PAST**
Cramp’s Shipbuilding constructs piers jutting out into the river, allowing workers to access floating and drydocked vessels.

**PRESENT**
The site is an abandoned vacant lot cut off from the city by the I-95 overpass and industrial buildings to the west.

**FUTURE**
Linear green spaces create connections and view corridors to the water’s edge.
CONTEXT

EXISTING SITE AERIALS
A LINKED LANDSCAPE

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

Transforming a vacant, formerly industrial parcel into a dense, active development, the project will create a new center of gravity to the DRWC plan at the north, encouraging linkages along the entire waterfront. The proposed masterplan respects DRWC urban planning objectives, creating an extended view corridor along E Cumberland Street and active and passive recreational zones and trails at the water’s edge.
Our project site spans 30 acres between the Delaware River and Beach Street at the edge of the Port Richmond neighborhood. With nearly 2000 linear feet of river frontage originally formed around the docks and piers of the Cramp shipyard, the lot is an important piece in the Delaware River Waterfront Corporation (DRWC)’s masterplan vision for the future of Philadelphia’s waterfront. While the site itself offers expansive views of the river and the Ben Franklin Bridge to the south, the site is disconnected from its adjacent rowhouse fabric. Only two blocks west on Cumberland Street, a visitor might find a dense, cramped streetscape dominated hardscape with very little greenery, and no sense of proximity to the riverfront.

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

THE I-95 OVERPASS INHIBITS PEDESTRIAN TRAFFIC ALONG CUMBERLAND STREET FROM THE ADJACENT ROWHOUSE FABRIC DOWN TO THE RIVERFRONT.
EXISTING SITE PHOTOS

EXISTING EDGES

BEACH

THE BEACH STREET SITE FRONTAGE IS DOMINATED BY LOADING AND DELIVERY ZONES FOR THE EXISTING INDUSTRIAL BUILDINGS ON THE PARCEL ACROSS THE STREET.
EXISTING EDGES

SCHIRRA

THE SCHIRRA APPROACH CONNECTS DIRECTLY TO THE NEW I-95 OFFRAMP.
EXISTING EDGES

DELAWARE RIVER

THE DELAWARE RIVER WRAPS AROUND TWO SITE EDGES, WITH GREENERY EXTENDING DOWN TO THE WATER.
3D MASSING MODEL - PREVIOUS
PERSPECTIVE VIEW OF RIVER TRAIL
PERSPECTIVE VIEW OF GREEN FINGER TO RIVER
PERSPECTIVE VIEW OF SCHIRRA DRIVE ENTRY
PERSPECTIVE VIEW OF CUMBERLAND AND BEACH
01 / CITY - PLANT SPECIES

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Scientific Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pennsylvania Sedge</td>
<td>Carex pellita</td>
</tr>
<tr>
<td>Garden Phlox</td>
<td>Phlox paniculata 'David'</td>
</tr>
<tr>
<td>Oakleaf Hydrangea</td>
<td>Hydrangea quercifolia</td>
</tr>
<tr>
<td>White Lilyturf</td>
<td>Liriope muscari 'Trabert's White'</td>
</tr>
<tr>
<td>Daylily</td>
<td>Hemerocallis 'Hyperion'</td>
</tr>
<tr>
<td>Wild White Indigo</td>
<td>Baptisia alba</td>
</tr>
<tr>
<td>Purple Love Grass</td>
<td>Eragrostis spectabilis</td>
</tr>
<tr>
<td>Sprite Winterberry</td>
<td>Ilex verticillata 'Nana'</td>
</tr>
<tr>
<td>Gro-Low Fragrant Sumac</td>
<td>Rhus aromatica 'Gro-Low'</td>
</tr>
<tr>
<td>Garden Phlox</td>
<td>Phlox paniculata 'David'</td>
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<td>Gro-Low Fragrant Sumac</td>
<td>Rhus aromatica 'Gro-Low'</td>
</tr>
<tr>
<td>London Plane</td>
<td>Platanus x acerifolia</td>
</tr>
<tr>
<td>Morton's Elm</td>
<td>Ulmus 'Morton' accolade</td>
</tr>
<tr>
<td>Thornless Honey Locust</td>
<td>Gleditsia triacanthos f. inermis</td>
</tr>
</tbody>
</table>
BEACH ST MASTERPLAN

02 / NEIGHBORHOOD (STREETSCAPE) - PLANT SPECIES

- Sensitive Fern
  - Onoclea sensibilis
- Cinnamon Fern
  - Osmundastrum cinnamomeum
- Pennsylvania Sedge
  - Carex pensylvanica
- White Wild Geranium
  - Geranium maculatum f. albiflorum
- Black Eyed Susans
  - Rudbeckia fulgida
- Coneflower
  - Echinacea purpurea
- White Eastern Redbud
  - Cercis canadensis var. alba
- London Plane
  - Platanus x acerifolia
- Freeland Maple
  - Acer x freemanii
- Little Bluestem
  - Schizachyrium scoparium
- London Plane
  - Platanus x acerifolia
- Anemone
  - Anemone 'Honorine Jobert'
02 / NEIGHBORHOOD (GREEN FINGERS & PARK) - PLANT SPECIES

- **Staghorn Sumac**: Rhus typhina
- **Oakleaf Hydrangea**: Hydrangea quercifolia
- **Pennsylvania Sedge**: Carex pensylvanica
- **Great Burnet**: Sanguisorba arnheim
- **Wild White Indigo**: Baptisia alba
- **Hay Scented Fern**: Dennstaedtia punctilobula
- **Cardinal Flower**: Lobelia cardinalis
- **Serviceberry**: Amelanchier spp.
- **Witch Hazel**: Hamamelis virginiana
- **Kentucky Coffee Tree**: Gymnocladus dioicus
- **Swamp Chestnut Oak**: Quercus michauxii
- **Willow Oak**: Quercus phellos
- **Oakleaf Hydrangea**: Hydrangea quercifolia
- **Pennsylvania Sedge**: Carex pensylvanica
- **Great Burnet**: Sanguisorba arnheim
- **Wild White Indigo**: Baptisia alba
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- **Willow Oak**: Quercus phellos
03 / RIVER - PLANT SPECIES

**Arrow-Arum**
*Peltandra virginica*

**Pickerweed**
*Pontederia cordata*

**Rose-Mallow**
*Hibiscus moscheutos*

**Burmangold**
*Bidens aristosa*

**Common Cattail**
*Typha latifolia*

**Annual Wildrice**
*Zizania aquatica*

**Pennsylvania Sedge**
*Carex pensylvanica*

**Joe Pye Weed**
*Eutrochium maculatum*

**Gray Birch**
*Betula populifolia*

**Black Gum**
*Nyssa sylvatica*

**Wild Cypress**
*Taxodium distichum*

**Swamp White Oak**
*Quercus bicolor*
CENTRAL GREEN

- GREEN FINGER
- MAIN STREET TABLE TOP
- CENTRAL GREEN PLAZA
- WEST LAWN
- EAST LAWN
- CENTRAL GREEN OVERLOOK WITH TERRACED SEATING
- WATERFRONT TRAIL
GREEN FINGERS

GROUNDCOVER / PERENNIAL PLANTING

PATIO AREA

TREE PLACEMENT STAGGERED

PAVED CONNECTORS, TYP.

SIDewALK

PATIO AREA

GREEN FINGER OVERLOOK

WATERFRONT TRAIL
BUILDINGS

PERSPECTIVE VIEW OF CUMBERLAND AND MAIN
PERSPECTIVE VIEW OF BEACH STREET
# Exterior Finishes - Type A

## Base Facade
- **Fiber Cement 01**
  - Hardie Plank - Grey Slate
  - Englert Corrugated - Matte Black

- **Fiber Cement 02**
  - Hardie Plank - Iron Grey
  - Englert Corrugated - Slate Grey

- **Metal 01**
  - Englert Standing Seam - Matte Black
  - Englert Corrugated - Slate Grey

- **Metal 02**
  - Englert Standing Seam - Slate Grey
  - Englert Corrugated - Matte Black

## Fourth Floor Cladding
- **Vinyl Board + Batten Siding**
  - Royal - Sterling

## Rear Cladding
- **Vinyl Board + Batten Siding**
  - Royal - Sterling
  - Royal - Weathered Grey

## Window Hood / Front Door
- **Paint**
  - Orange

## Entry Inset
- **Smooth Fiber Cement Panel**
  - Hardie Panel - Arctic White
EXTERIOR FINISHES - TYPE B/C/D/E/F

BASE FACADE
BRICK
SIOUX CITY - STONINGTON GREY VELOUR
SIOUX CITY - REVERE PEWTER VELOUR

FOURTH FLOOR TERRACE / SIDE CLADDING
SMOOTH FIBER CEMENT SIDING
HARDIE PLANK - IRON GREY

REAR CLADDING
4.5" HORIZONTAL VINYL SIDING
ROYAL - HARVARD SLATE
ROYAL - IRONSTONE

ACCENT MATERIAL
CORRUGATED METAL
ENGLERT CORRUGATED - MEDIUM BRONZE
ENGLERT CORRUGATED - CHARCOAL GREY
ENGLERT CORRUGATED - CHAMPAGNE

ENTRY INSET
SYNTHETIC WOOD
NEWTECH WOOD - PERUVIAN TEAK
NEWTECH WOOD - PERUVIAN TEAK
NEWTECH WOOD - PERUVIAN TEAK
NEWTECH WOOD - PERUVIAN TEAK
NEWTECH WOOD - PERUVIAN TEAK

MCAVOY - QUEENSTOWN
SIOUX CITY - BLACK HILLS
ROYAL - HARVARD SLATE
ROYAL - IRONSTONE
ENGLERT CORRUGATED - MEDIUM BRONZE
NEWTECH WOOD - PERUVIAN TEAK
HOUSES / 18X32 / TYPE A
HOUSES / 20X40 / TYPE C

GROSS AREA  2,242 GSF + 377 GSF GARAGE
BEDS        4
BATHS       3.5
HOUSES / 22X40 / TYPE D

GROSS AREA  2,482 GSF + 420 GSF GARAGE
BEDS        4
BATHS       3.5
HOUSES / 23X44 / TYPE E

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

BEACH ST / BUILDINGS
HOUSES / 23X44 / TYPE F

GROSS AREA  3,185 GSF + 437 GSF GARAGE
BEDS 4
BATHS 3 FULL / 2 HALF
DUPLEXES / 24X50

GROSS AREA  3,840 GSF + 425 GSF GARAGE
BEDS  3 (UNIT 1) / 3 (UNIT 2)
BATHS  2.5 (UNIT 1) / 2.5 (UNIT 2)
DUPLEXES / 24X50

SIDE ELEVATION

FRONT ELEVATION

REAR ELEVATION
PERSPECTIVE VIEW OF GREEN FINGER TO RIVER
APPENDIX

APPLICATION FORM
SUSTAINABILITY QUESTIONNAIRE
COMPLETE STREETS CHECKLIST
EXISTING SITE SURVEY 11X17
EXISTING SITE SURVEY 24X36
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-2021-002646

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

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

Includes more than 100 new dwelling units.

PROJECT LOCATION

Planning District: River Wards Council District: 1

Address: 2001 Beach St

Philadelphia, PA 19125

Is this parcel within an Opportunity Zone? Yes X No Uncertain

If yes, is the project using Opportunity Zone Funding? ___

CONTACT INFORMATION

Applicant Name: Ronald Patterson Primary Phone: 

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

Philadelphia, PA 19103

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

Architect: ISA Interface Studio Architects, LLC

SITE CONDITIONS

Site Area: 1,336,689 SF

Existing Zoning: CMX-3 Are Zoning Variances required? Yes ____ No X ___

Proposed Use:

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

FOR THE ERECTION OF 69 DETACHED 4-STORY STRUCTURES (BUILDING #1 THROUGH BUILDING #69) FOR MULTI-FAMILY HOUSEHOLD LIVING (TOTAL 491 DWELLING UNITS) FROM FIRST FLOOR THROUGH FOURTH (4TH) FLOORS WITH FIVE HUNDRED EIGHTY-TWO (582) ACCESSORY GARAGE PARKING SPACES AT FIRST FLOORS.

BLDG TYPE 1: 4-STOREY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (1,840 SF, 212 UNITS TOTAL)

BLDG TYPE 2: 4-STOREY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (2,384 SF, 33 UNITS TOTAL)

BLDG TYPE 3: 4-STOREY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (2,627 SF, 62 UNITS TOTAL)

BLDG TYPE 4: 4-STOREY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (2,913 SF, 13 UNITS TOTAL)

BLDG TYPE 5: 4-STOREY SINGLE FAMILY DWELLING WITH ROOF DECKS ACCESSED BY PILOT HOUSES. (3,624 SF, 67 UNITS TOTAL)

BLDG TYPE 7: 4-STOREY 2 FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (4,651 SF, 104 UNITS TOTAL)

Proposed # of Parking Units:

TOTAL PARKING SPACES: 781 [491 ACCESSORY GARAGE PARKING, 199 SURFACE PARKING]

COMMUNITY MEETING

Community meeting held: Yes ___ No ___

If yes, please provide written documentation as proof.

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

Date: ____ Time: ____

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ____ No X NA____

If yes, indicate the date hearing will be held:

Date: ____

Page 1 of 2
Civic Sustainable Design Checklist – Updated September 3, 2019

### 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><strong>Location and Transportation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.</td>
<td>Yes. SEPTA bus route 43 located 0.1 miles from site. Bus route 43 provides connection to the Market Frankford line &amp; Broad Street line.</td>
</tr>
<tr>
<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.</td>
<td>Yes. A total of 781 spaces will be provided on-site. 582 (75% of total) of these spaces will be garage parking in townhomes. 199 spaces (25% of total) will be provided as uncovered surface spaces.</td>
</tr>
<tr>
<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. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.</td>
<td>No. 2% of surface spaces will be designated for electric vehicles. (4 total)</td>
</tr>
<tr>
<td>(4) Railway Setbacks</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, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance)</td>
<td>N/A</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td>No.</td>
</tr>
<tr>
<td><strong>Sustainable Sites</strong></td>
<td></td>
<td></td>
</tr>
<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>
<td>Yes.</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>
<td>No.</td>
</tr>
<tr>
<td>(9) Heat Island Reduction</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>
<td>No.</td>
</tr>
<tr>
<td><strong>Energy and Atmosphere</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(10) Energy Commissioning and</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 90.1:2016. 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.</td>
<td>The project is meeting energy compliance by meeting the requirements of an above code program (Energy Star)</td>
</tr>
<tr>
<td>Energy Performance - Adherence</td>
<td></td>
<td></td>
</tr>
<tr>
<td>to the New Building Code</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(11) Energy Commissioning and</td>
<td>Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? Yes.</td>
<td>Yes. The project is meeting requirements for Energy Star certification.</td>
</tr>
<tr>
<td>Energy Performance - Going</td>
<td></td>
<td></td>
</tr>
<tr>
<td>beyond the code</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Civic Sustainable Design Checklist – Updated September 3, 2019

<table>
<thead>
<tr>
<th>(12) Indoor Air Quality and Transportation</th>
<th>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. Yes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(13) On-Site Renewable Energy</td>
<td>Produce renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage. No.</td>
</tr>
<tr>
<td><strong>Innovation</strong></td>
<td>---</td>
</tr>
<tr>
<td>(14) Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm. Yes. The developer is coordinating with DRWC to provide public access to the river that currently does not exist, by installing a trail within the 50' waterfront setback.</td>
</tr>
</tbody>
</table>

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2. Title 4 The Philadelphia Building Construction and Occupancy Code

3. LEED 4.1, Optimize Energy Performance in LEED v4.1
For Passive House, see [www.phius.org](http://www.phius.org)

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.


PRELIMINARY PCPC REVIEW AND COMMENT: ___ DATE ___

FINAL STREETS DEPT REVIEW AND COMMENT: ___ DATE ___

INSTRUCTIONS (continued)

APPLICATIONS 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

*APPLICATIONS 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**
   - BEACH STREET RESIDENTIAL REDEVELOPMENT

2. **DATE**
   - 08.06.2021

3. **APPLICANT NAME**
   - BEACH STREET DEVELOPERS, LLC

4. **APPLICANT CONTACT INFORMATION**
   - 2337 PHILMONT AVE, HUNTINGDON VALLEY, PA 19006
   - 215-806-1639
   - GILL@D3DEVELOPERS.COM

5. **PROJECT AREA: list precise street limits and scope**
   - 138,321 SF Property is bounded by Schirra, Cumberland, and Beach Streets, and the Delaware river.

6. **OWNER NAME**
   - BEACH ST OWNERS, LLC

7. **OWNER CONTACT INFORMATION**
   - 2337 PHILMONT AVE, HUNTINGDON VALLEY, PA 19006
   - 215-806-1639
   - GILL@D3DEVELOPERS.COM

8. **ENGINEER / ARCHITECT NAME**
   - Bohler Engineering PA, LLC / Interface Studio Architects, LLC

9. **ENGINEER / ARCHITECT CONTACT INFORMATION**
   - 1515 Market St, Suite 920, Philadelphia, PA 19102
   - 1400 N America St #301, Philadelphia, PA 19122

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.**

    | STREET          | FROM | TO     | COMPLETE STREET TYPE |
    |-----------------|------|--------|----------------------|
    | BEACH ST        |      | SCHIRRA DR |                 |
    |                 |      | CUMBERLAND ST |          |
    |                 |      | LOCAL STREET |           |

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

    a. Parking and loading regulations in curb lanes adjacent to the site
       - YES [ ] NO [ ]
    b. Street Furniture such as bus shelters, honor boxes, etc.
       - YES [ ] NO [ ] N/A [ ]
    c. Street Direction
       - YES [ ] NO [ ]
    d. Curb Cuts
       - YES [ ] NO [ ] N/A [ ]
    e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
       - YES [ ] NO [ ] N/A [ ]
    f. Building Extensions into the sidewalk, such as stairs and stoops
       - YES [ ] NO [ ] N/A [ ]
### 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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
<td>Required / Proposed</td>
</tr>
<tr>
<td>BEACH ST</td>
<td>10' / 0' / 10'</td>
<td>10' / 10'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
<th>Required / Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEACH ST</td>
<td>5' / 0' / 6.3'</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### PROPOSED VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURB CUT</td>
<td>24'</td>
<td>BEACH ST</td>
</tr>
<tr>
<td>CURB CUT</td>
<td>24'</td>
<td>BEACH ST</td>
</tr>
<tr>
<td>CURB CUT</td>
<td>24'</td>
<td>BEACH ST</td>
</tr>
<tr>
<td>CURB CUT</td>
<td>24'</td>
<td>BEACH ST</td>
</tr>
<tr>
<td>CURB CUT</td>
<td>24'</td>
<td>BEACH ST</td>
</tr>
</tbody>
</table>

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?

**APPLICANT: Pedestrian Component**

Additional Explanation / Comments: There is no existing sidewalk along the Beach St. property frontage. The owner is proposing to install sidewalk along this frontage.

**DEPARTMENTAL REVIEW: Pedestrian Component**

Reviewer Comments: 

**DEPARTMENTAL APPROVAL**
### 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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing / Proposed</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Recommended / Existing / Proposed</td>
</tr>
</tbody>
</table>

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

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 REVIEW: Building & Furnishing Component

Additional Explanation / Comments:

Street trees are proposed along the frontage within the property to maximize sidewalk width.
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://pha2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf

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

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOWNHOMES</td>
<td>164</td>
<td>/</td>
<td>/</td>
<td>0 / 491</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

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:

Ceiling-mounted or wall-mounted bicycle storage will be provided for townhomes in each garage.

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?

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

30. Does the design provide a buffer between the roadway and pedestrian traffic?

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

APPLICANT: Curbside Management Component

Additional Explanation / Comments:

There is an existing bus stop at Richmond and Cumberland Streets. A parking lane is proposed along the Beach Street frontage which will separate the sidewalk/pedestrian traffic from vehicular traffic.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:
### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

32. What is the maximum AASHTO design vehicle being accommodated by the design?  

<table>
<thead>
<tr>
<th>FIRE TRUCK</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
</table>

33. Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
</table>

34. Will the public right-of-way be used for loading and unloading activities?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
</table>

35. Does the design maintain emergency vehicle access?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
</table>

36. Where new streets are being developed, does the design connect and extend the street grid?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
</table>

37. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
</table>

### URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
</table>

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
</table>

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
</table>

### Additional Information

- **APPLICANT**: Vehicle / Cartway Component  
  Additional Explanation / Comments:

- **DEPARTMENTAL REVIEW**: Vehicle / Cartway Component  
  Reviewer Comments:

### URBAN DESIGN COMPONENT

- **APPLICANT**: Urban Design Component  
  Additional Explanation / Comments:

- **DEPARTMENTAL REVIEW**: Urban Design Component  
  Reviewer Comments:

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**INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)**

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>N/A</td>
<td></td>
<td></td>
</tr>
<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?  
   - Marked Crosswalks ☐
   - Pedestrian Refuge Islands ☐
   - Signal Timing and Operation ☐
   - Bike Boxes ☐

   If yes, City Plan Action may be required.

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 ☐
1. Property known as Map 19 N 02, Parcel 67; Map 17 N 01, Parcel 10 & 11 & Map 18 N 08,Parcel 5, OPA #88-5049020.


4. Map entitled "Plan Striking from City Plan No. 146 and Vacating of Dyott Street, 18th Ward, From Cumberland Street to Palmer Street, 18th and 31st Wards, City of Philadelphia", Prepared by the City of Philadelphia, Approved December 19, 1975.

5. City Plan #3534, Prepared by the Department of Streets, Room 830 Municipal Services Bldg. The Commonwealt

6. The existence of underground storage tanks, if any, was not known at the time of the field survey.

7. Street Status Cards "LC004569, LC008215, LC009372, LC009373 and LC012960", provided by the City of Philadelphia, Department of Streets.

8. By graphic plotting only, this property is located in flood hazard zones AE (base flood elevation determined), X Other flood areas (areas of 1% annual chance flood with average depths of less than 1 foot or with drainage area less than 1 square mile; and protected by levees from 1% annual chance flood.), limit of moderate wave action and zone X.

9. Underground storm sewer and sanitary sewer pipes are drawn graphicly on this survey.

10. Map entitled "Richmond St., Dyott St. to Cumberland St., Plat 43, PWD #313415 and 313416", provided by the Department of Water, Philadelphia, City of Philadelphia.

11. Map entitled "Cumberland St., Moyer St. to W. of Richmond St. Phlapare 62-1", provided by the Department of Streets, Philadelphia, City of Philadelphia.

12. Riparian survey has not been performed, per contractual agreement.

13. Plan is made per instruction of Beach Street Corp.

14. Building dimensions shown hereon are measured at ground level of building exterior.

15. A riparian survey has not been performed, per contractual agreement.

Notes:

1. Location of underground utilities are approximate. Locations and sizes are based on utility companies response to this request.

2. City Plan #3534, Prepared by the Department of Streets, Room 830 Municipal Services Bldg. The Commonwealt

3. Underground utilities are approximate. Locations and sizes are based on utility companies response to this request.


5. City Plan #3534, Prepared by the Department of Streets, Room 830 Municipal Services Bldg. The Commonwealt

6. Plan of the City of Philadelphia, Dated 8-11-78.

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Restrictions, covenants and/or easements that may be contained therein.

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