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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-2021-016602

What is the trigger causing the project to require CDR Review? Explain briefly.
Affects property in any Residential district and includes more than 50,000 SF of new gross floor area as well as more than 50 new dwelling units

PROJECT LOCATION


Address: 4701-15 Wayne Avenue Philadelphia, PA 19144

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

CONTACT INFORMATION

Applicant Name: Michael Phillips (Klehr Harrison Harvey) Primary Phone: 215.569.2499

Email: mphillips@klehr.com Address: 1835 Market St, Suite 1400 Philadelphia, PA 19103

Property Owner: 4701-15 Wayne Avenue, LP Developer: 4701-15 Wayne Avenue, LP

Architect: Moto Designshop

SITE CONDITIONS

Site Area: 24,925 SF

Existing Zoning: RM-1 Are Zoning Variances required? Yes _ No X

Proposed Use:
New construction of a 4-story multi-family residential building (90 dwelling units) on a vacant lot. Partial basement and roof deck for residential use only. 78,065 SF gross floor area.
No parking proposed.
50 Class A bicycle parking spaces located along accessible route in basement.

COMMUNITY MEETING

Community meeting held: Yes X No ____
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: 3/22/2022 Time: 6:00pm ET

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes _ No ____ NA__X__
If yes, indicate the date hearing will be held:
Date: ____________________

4701-15 Wayne Avenue | Civic Design Review | 05 July 2022
View from Wayne Avenue down Abbottsford Avenue

View from Wayne Avenue down Wyneva Street

View at corner of Wayne and Abbottsford Avenue

View west along Wayne Avenue

View east along Wayne Avenue

View from Wayne Avenue down Abbottsford Avenue
Floors 02-04

Roof
Corner of Wayne Avenue and Abbottsford Avenue
# Civic Sustainable Design Checklist

## 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 Strong and Building codes. All benchmarks are based on adaptions from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

### Categories

<table>
<thead>
<tr>
<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>
</tr>
<tr>
<td>(2) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a 7-minute walking distance of existing or planned bus, streetcar, or rail/elevated train stops, or in the front yard of the property or under the building, and 50% of all parking spaces located in the front yard of the property are on-site, or less, or of the site.</td>
</tr>
<tr>
<td>(3) Reduced Parking Footprint</td>
<td>All new parking areas will be in the rear yard of the property or under the building, and unneeded or unoccupied parking areas are 10% or less of the site.</td>
</tr>
<tr>
<td>(4) Green Vehicles</td>
<td>Designate 30% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles.</td>
</tr>
<tr>
<td>(5) Bicycle Stations (Excluding frontage facing Breed Street on either side or on either side)</td>
<td>Designate 30% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles.</td>
</tr>
</tbody>
</table>

### Sustainable Sites

<table>
<thead>
<tr>
<th>Sustainable Sites</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(7) Permeable Site Surfaces</td>
<td>Mandalay requires that 50% of the site's permeable open space be included in this calculation.</td>
</tr>
<tr>
<td>(8) Rainwater Management</td>
<td>Conform to the stormwater management requirements of the Philadelphia Water Department (PWD) and, either: (1) Develop a green stormwater control strategy in accordance with the PWD Green Streets Design Manual, OR (B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations.</td>
</tr>
<tr>
<td>(9) Heat Island Reduction (excluding rooftops)</td>
<td>Reduce the heat island effect through either of the following strategies for 50% or more of all parking spaces: (A) Hardscapes that have a high albedo, or in 50% of the project: (B) hardscapes that are a combination of high reflectivity hardscapes and shading to cool.</td>
</tr>
<tr>
<td>(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td>PECO notes that as of April 1, 2013, 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 90.1-2013. PECO staff will visit the project to state which path they are taking for compliance, including the choice of codes and any options being pursued under the 2016 IECC.</td>
</tr>
</tbody>
</table>

### Water Efficiency

<table>
<thead>
<tr>
<th>Water Efficiency</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Outdoor Water Use</td>
<td>Maintain on-site vegetation without irrigation. OR Reduce the amount of water, according to the city’s calculated baseline for the site’s peak watering month. Parking lots will be drought tolerant for reduced water use.</td>
</tr>
</tbody>
</table>

### Innovation

<table>
<thead>
<tr>
<th>Innovation</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(14) Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm.</td>
</tr>
</tbody>
</table>

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2. Title 4 of the Philadelphia Building Code and Occupancy Code
6. Section 9C-10.04.6.9 “Filters” of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways

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4701-15 Wayne Avenue | Civic Design Review | 05 July 2022

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**Sustainable Design Checklist** - Updated September 3, 2019

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**4701-15 Wayne Avenue**

**Civic Design Review**

**05 July 2022**
INSTRUCTIONS

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

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

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

PRELIMINARY PCPC REVIEW AND COMMENT: ____________________________ DATE ____________________________

FINAL STREETS DEPT REVIEW AND COMMENT: ____________________________ DATE ____________________________

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
  
  o FULLY DIMENSIONED
  
  o CURB CUTS/DRIVEWAYS/LAYBY LANES
  
  o TREE PITS/LANDSCAPING
  
  o BICYCLE RACKS/STATIONS/STORAGE AREAS
  
  o TRANSIT SHELTERS/STAIRWAYS

• PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  
  o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  
  o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  
  o PROPOSED TREE PITS/LANDSCAPING
  
  o BICYCLE RACKS/STATIONS/STORAGE AREAS
  
  o TRANSIT SHELTERS/STAIRWAYS

*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY
COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME
   4701-15 Wayne Ave

2. DATE
   2/25/2022

3. APPLICANT NAME
   Adam Montalbano, Moto Designshop

4. APPLICANT CONTACT INFORMATION
   adamb@motodesignshop.com

5. PROJECT AREA: list precise street limits and scope
   4701-15 Wayne Avenue
   24,925 SF lot

6. OWNER NAME
   4701-15 Wayne Avenue LP, Paul Mirabello

7. OWNER CONTACT INFORMATION
   paul.mirabello@gmail.com

8. ENGINEER / ARCHITECT NAME
   Adam Montalbano, Moto Designshop

9. ENGINEER / ARCHITECT CONTACT INFORMATION
   adamb@motodesignshop.com

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
   ____________________________________________________________
   Wayne Ave   W. Abbottsford Ave   Wyneva   Urban Arterial
   W. Abbottsford Ave   Wayne Ave   Greene St   City Neighborhood
   Wyneva St   Wayne Ave   Keyser 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 ☐

APPLICANT: General Project Information
Additional Explanation / Comments: ______

DEPARTMENTAL REVIEW: General Project Information
### 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>Wayne Avenue</td>
<td>12' / 10' / 10'</td>
<td></td>
</tr>
<tr>
<td>W. Abbottsford Ave</td>
<td>12' / 10' / 10'</td>
<td></td>
</tr>
<tr>
<td>Wyneva St</td>
<td>10' / 10' / 10'</td>
<td></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></th>
</tr>
</thead>
<tbody>
<tr>
<td>Wayne Avenue</td>
<td>6' / 10' / 10'</td>
<td></td>
</tr>
<tr>
<td>W. Abbottsford Ave</td>
<td>6' / 6' / 6'</td>
<td></td>
</tr>
<tr>
<td>Wyneva St</td>
<td>5' / 5' / 5'</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>Curb Cut</td>
<td>12'</td>
<td>W. Abbottsford Ave</td>
</tr>
</tbody>
</table>

**PROPOSED VEHICULAR INTRUSIONS**

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

---

**APPLICANT:** Pedestrian Component

Additional Explanation / Comments: Existing curb cut on Abbottsford Ave to be used to roll dumpsters to the street for pick-up.

**DEPARTMENTAL REVIEW:** Pedestrian Component

Reviewer Comments:

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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 ☐ |

---

**APPLICANT:** Pedestrian Component

Additional Explanation / Comments: Existing curb cut on Abbottsford Ave to be used to roll dumpsters to the street for pick-up.

**DEPARTMENTAL REVIEW:** Pedestrian Component

Reviewer Comments:
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>Wayne Avenue</td>
<td>0' / 6'</td>
</tr>
<tr>
<td>W. Abbottsford Ave</td>
<td>0' / 0'</td>
</tr>
<tr>
<td>Wyneva St</td>
<td>0' / 1'</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>Wayne Avenue</td>
<td>4' / 4' / 4'</td>
</tr>
<tr>
<td>W. Abbottsford Ave</td>
<td>4' / 4' / 4'</td>
</tr>
<tr>
<td>Wyneva St</td>
<td>3.5' / 4' / 4'</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 APPROVAL

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

APPLICANT: Building & Furnishing Component
Additional Explanation / Comments: One existing street light on Wyneva will be upgraded to Streets LED standards. (Wayne Ave's street light is already updated.)

DEPARTMENTAL REVIEW: Building & Furnishing Component
Reviewer Comments:
BICYCLE COMPONENT (Handbook Section 4.5)


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

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propose Building</td>
<td>10</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 50</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?

DEPARTMENTAL APPROVAL

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: _____

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments: _____
### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage:

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

33. What is the maximum AASHTO design vehicle being accommodated by the design? N/A

34. Will the project affect a historically certified street? An inventory of historic streets\(^{(1)}\) is maintained by the Philadelphia Historical Commission. YES NO N/A

35. Will the public right-of-way be used for loading and unloading activities? YES NO N/A

36. Does the design maintain emergency vehicle access? YES NO N/A

37. Does the design incorporate windows, storefronts, and other active uses facing the street? YES NO N/A

38. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES NO N/A

39. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? YES NO N/A

### URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES NO N/A

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES NO N/A

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? YES NO N/A

---

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

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

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></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 [ ] YES [ ] NO [ ] N/A
   - Pedestrian Refuge Islands [ ] YES [ ] NO [ ] N/A
   - Signal Timing and Operation [ ] YES [ ] NO [ ] N/A
   - Bike Boxes [ ] YES [ ] NO [ ] N/A

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

---

**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments: ____

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**

Reviewer Comments: ____
DATE: June 17, 2022
RE: 4701-15 WAYNE AVENUE

Ms. Mina Monavarian,

Please see the response to requested information for 4701-15 Wayne Avenue below in *italic*.

**Registered Community Organization (Faith CDC) Comments**

1. The community was concerned about the number of units. Consider lowering the number of units to 60 or 10-20% below the current number. 
   *We intend to maintain 90 units*

2. The community was concerned about the number of senior affordable units and requested 20% of the units to be affordable. 
   *We have proposed that 10% of the units be affordable and cannot commit to a higher percentage at this time.*

3. The RCO representative suggested that the roof decks be safer and more secured given than families with children would use them. 
   *A guardrail is proposed at the perimeter of the roof deck (per code).*

4. The open space in front of the building needed to be secured, maybe with a barrier to keep folks from coming in (A key card system might be helpful) 
   *The lobby of the building will be secured and supervised by an attendant.*

**Registered Community Organization (SoLo) Comments**

1. The community was concerned about not being involved in the process properly.

2. The previous 3-story apartment building on this site had 40 units, and this project proposed one extra floor and 50 more units. Since there were schools nearby, it would be necessary to have larger-preferably three-bedroom- units for families with children.
   *We intend for this building to be friendly to families with children but will maintain the proposed mix of one- and two-bedrooms units.*

3. The traffic would be concerning.

4. The RCO asked for community access to the site given that they would lose a large green space that was on this site. 
   *Due to the project’s proximity to Happy Hollow Recreation Center, the outdoor spaces are intended only for resident use.*

5. The RCO representative suggested the addition of an Indego bike share station around this development. 
   *Two (2) additional bicycle racks will be included outside by the main entrance, however, the project will not include Indego bike share stations.*

6. This development is across the street from a recreation center. There are no grocery stores or shopping centers that could be accessed by public transportation, the RCO representative asked if it was possible to accommodate that in the development. 
   *The site is not zoned for this use.*

**General Comments**

1. The design had thoughtful elements responding well to its context, however it was unfortunate that the community felt left out, the committee encouraged the development team to work with the community to resolve the issued.

2. Consider making the affordable units as inclusive as possible.
3. Although the community showed concerns about the density of this development, it was worth acknowledging that Wayne Avenue was a wide Street that could handle this development size with some modifications.

Site Design Comments (including Complete Streets)

4. Staff appreciates the inclusion of a courtyard as an amenity for the residents and suggests including an outdoor amenity for the community as well. *Due to the project’s proximity to Happy Hollow Recreation Center, the outdoor spaces are intended only for resident use.*

5. The Committee appreciated the entrances to the units along Wayne Avenue, however recommended addition of more welcoming elements as the public realm for this project was not as warm and welcoming. The inclusion of generous and large tree pits and trees, pent roofs and planters in front of the entrances, and setting the building back could help the transition between public, semi-public, and private spaces. *Please refer to revised rendered perspectives. We have revised the right-of-way design to show tree trenches and have included planters and more expressive architectural features at the apartment entrances.*

6. The committee suggested off-street loading/unloading and trash pickup. A recommendation would be to add a space underneath an elevated residential unit. *We intend to leave the trash room as currently designed.*

7. Parking is always challenging with large developments, however if the number of affordable units are higher, the development could work without any parking spaces. *We cannot commit to a greater number of affordable units at this time.*

8. Consider adding shades on the roof deck to provide shading for seating areas. *Shade will be provided by way of furniture (ie umbrellas).*

9. The sidewalk width along W. Abbottsford Ave is undersized, staff recommends the building be set back to accommodate sufficient walking zone along this corridor. *Any further setback along W. Abbottsford Ave will create problems for the interior unit layouts. Planters along the property line have been included to foster the perception of a shorter building.*

10. Staff recommends relocating the bike storage to a more accessible location on the ground floor. *Access to natural light at the first floor prioritized more frequently occupied building uses. Storage is provided in the basement and the elevators provide an accessible route. Two (2) additional bicycle racks will be included outside by the main entrance.*

11. Staff recommends a pedestrian connection across Wayne Avenue to safely connect the development to Happy Hollow Recreation Center and other destinations on the other side. A raised intersection is suggested. *The Developer has hired a Traffic consultant to complete a pedestrian study per the recommendation of Streets and PennDOT. This will determine if an additional design stop/crossing is required along Wayne.*

12. Staff notes there is a missed opportunity to connect the courtyard directly to the sidewalk. Please confirm there are no fences or gates between the sidewalk and the courtyard. *Because the courtyard is not for public use, access through the lobby is proposed for the benefit of privacy. There are no fences or gates between the sidewalk and courtyard but planted material (shrubs and herbaceous perennials) is proposed to serve as a soft barrier.*

Building Design Comments

13. The building footprint is well thought-out. The inclusion of the courtyard is appreciating; however, it was recommended that the building be set back along W. Abbottsford Ave. *The building has a 16'-0" setback from the property line for about 60'-0" along Abbottsford in order to provide relief to adjacent residences.*

14. Staff appreciates the first-floor setback along Wayne Ave and the differentiation of materials between the first and the fourth floors to align with the neighborhood scale and character. CDR committee appreciated the brick material and attention to details.
15. The Committee suggested that one- and two-bedroom units be combined to create larger units—preferably three-bedroom units—to be appropriate for families.

_We intend to maintain the proposed mix of one- and two-bedrooms units._

16. Staff notes the fourth-floor elevation is proportionally taller than other floors and feels awkward. Consider lower parapet walls and/or additional architectural refinements and articulation.

_Please refer to revised rendered perspectives. We have lowered the parapet height by 1'-6” added a cornice above the 4th floor._

17. Staff recommends maximizing the exterior window sizes for better interior natural light.

_The design team will explore larger window areas._

**Sustainability Comments**

18. Staff encourages the development team to meet more sustainable design metrics.

19. Consider addition of solar panels on the roof

_We do not intend to use solar panels on this project._

If you have any questions please contact me at 215-592-9300 ext 1 or adam@motodesignshop.com.

Regards,

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