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---

**Owner**
Sepviva Lofts LLC  
1500 Market St, Suite 3310E  
Philadelphia, PA 19102

**Architect**
Designblendz Architecture LLP  
4001 Main St, Suite 203,  
Philadelphia, PA 19127

**Civil Engineer**
Ambric Technology Corporation  
100 Pine Street,  
Colwyn, PA 19023
CIVIC DESIGN REVIEW

2201 E TIOGA STREET - AFFORDABLE HOUSING

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APPLICATION

Page 2 of 2

SITE CONDITIONS

Site Area: 31,297.4 SF
Existing Zoning: ICMX
Are Zoning Variances required? Yes X No _____

Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
73 RESIDENTIAL DWELLING UNITS WITHIN 62,825 OF GROSS FLOOR AREA

Proposed # of Parking Units:
SURFACE PARKING - 62 SPACES. 13,706 OF UNDER BUILDING AND REMAINING EXPOSED TO SKY ABOVE

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: _______ Time: _______

PROJECT WAS DISCUSSED IN COMBINATION WITH OTHER PROJECT WITHIN SAME DISTRICT. IN PROCESS OF ACQUIRING LETTER OF SUPPORT

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes X No _____ NA_____
If yes, indicate the date hearing will be held:
Date: _______

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-2021-015462
What is the trigger causing the project to require CDR Review? Explain briefly.
AFFECTS PROPERTY IN A RESIDENTIAL DISTRICT AND CREATES MORE THAN 50 ADDITIONAL DWELLING UNITS AND CREATES MORE THAN 50,000 SF OF NEW GROSS FLOOR AREA

PROJECT LOCATION

Planning District: RIVER WARDS
Council District: DISTRICT 01
Address: 2201 E TIOGA STREET
PHILADELPHIA, PA 19134

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

CONTACT INFORMATION

Applicant Name: DESIGNBLENDZ, LLC
Primary Phone: 215-995-0228
Email: LAND@DESIGNBLENDZ.COM
Address: 4001 MAIN STREET, SUITE 203
PHILADELPHIA, PA 19127
cc: CHRIS.CLASS@DESIGNBLENDZ.COM
Property Owner: SEPVIVA LOFTS LLC
Developer: SEPVIVA LOFTS LLC
Architect: DESIGNBLENDZ, LLC
1. Boundary/Right-of-Way dimensions are presented in the City of Philadelphia District Standard of measurement (DS).


3. The preparation of this plan by Ambric constitutes the approval of city agencies.

4. Plan prepared in accordance with the instructions of Justin Kaplan.

5. The preparation of this plan by Ambric constitutes the approval of city agencies.

6. Plan prepared in accordance with the instructions of Justin Kaplan.

7. The preparation of this plan by Ambric constitutes the approval of city agencies.

8. The preparation of this plan by Ambric constitutes the approval of city agencies.

9. The preparation of this plan by Ambric constitutes the approval of city agencies.

10. The preparation of this plan by Ambric constitutes the approval of city agencies.
EXISTING SITE CONDITIONS

CIVIC DESIGN REVIEW

2201 E TIOGA STREET - AFFORDABLE HOUSING

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SITE CONTEXT
CONTEXT-DRIVEN DESIGN PROCESS

1. STREET AND PEDESTRIAN TRAFFIC
2. BUILDING FORM
3. SITE ACCESS
4. PROGRAM ADJACENCIES

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SITE DIAGRAMS

1. STREET AND PEDESTRIAN TRAFFIC
   - FOOT TRAFFIC
   - VEHICULAR TRAFFIC
   - SITE

2. BUILDING FORM
   - BUILDING MASSING
   - ADJACENT RESIDENCES
   - SITE

CIVIC DESIGN REVIEW

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2201 E TIOGA STREET - AFFORDABLE HOUSING
2201 E TIOGA STREET
4-STORY MULTI-FAMILY BUILDING
BUILDING HEIGHT 50' - 0''
73 UNITS
61 PARKING

2215 E TIOGA ST
ADJACENT ± 30', 2-STORY BUILDING

SEPVIVA STREET

WITTE STREET

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MASTER PLAN
CIVIC DESIGN REVIEW
E TIOGA STREET
80' WIDE
(10 - 60 - 10)

FURNISHING
WALKING
BUILDING
RECESSED ENTRY

TIOGA STREET RESIDENTIAL ENTRY
HALF-RECESSED BALCONY ABOVE ENTRY
DOWN LIGHT ON UndERSIDE OF BALCONY OVER LETTERING
METAL LETTERING
BRICK SOLDIER COURSE
BLACK WALL SCONCES ALONG TIOGA STREET FRONT
RECESSED GLASS DOUBLE DOOR WITH SECURED KEY FOB ACCESS FOR TENANTS
BRICK WATER TABLE 3'-0" ABOVE GRADE

E TIOGA STREET ACCESS
CIVIC DESIGN REVIEW

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SEPVIVA STREET GARAGE ENTRY

- Overhead Parking Gate with Secured Key Fob Access for Tenants
- Brick Water Table 3'-0" Above Grade
- Downlights Over Garage Entry
- 12' High Canopy with 3' Overhang Over Entry
- Entry Recessed 14' From the Edge of Sidewalk
- Metal Lettering
- Curb Cut

SEPVIVA STREET ACCESS

CIVIC DESIGN REVIEW
Notes:
1. All Street trees are in compliance with the PCPC guidelines.
2. All proposed landscape selections are native to the mid-Atlantic region, are appropriate to the environment and location, and provide extended seasonal, esthetic, and ecological interest.
3. Trees & Shrubs are to be under-planted with a matrix of sedges, grasses, and select perennials.
4. Plants must be installed at a size and number to ensure adequate screening from the time the material is installed.
5. In the event that plants die, they must be replaced at the ratio required by the screening requirements in the zoning code.
Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a 0.5-mile (400-meter) walking distance of existing or planned bus, streetcar, or ride share stops, bus rapid transit stops, light or heavy rail stations.</td>
<td>Tioga St &amp; Frankford Ave Bus Stop (5)</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>No</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>4 Vehicles</td>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)</td>
<td>To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance)</td>
<td>Yes</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>
</tbody>
</table>

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.

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.

- (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.

- (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.

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.3

- (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? A) Reduce energy consumption by achieving 10% energy savings or more from an established baseline using

SUSTAINABILITY QUESTIONAIRE

CIVIC DESIGN REVIEW

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2201 E TIOGA STREET - AFFORDABLE HOUSING

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**SUSTAINABILITY QUESTIONNAIRE**

<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.¹</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.</td>
</tr>
<tr>
<td>Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm.</td>
</tr>
<tr>
<td>(14) Innovation</td>
<td>Project will propose low-flow plumbing fixtures to reduce water usage.</td>
</tr>
</tbody>
</table>

¹ 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.

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)

⁴ 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.
COMMUNITY SPACE
FITNESS CENTER
(1) 1BR UNIT
TRASH AND UTILITY
OPEN AIR PARKING GARAGE W/ 6 PARKING SPACES

LEVEL 01

TYPICAL LEVEL 02 - 04

(16) 1BR UNITS
(6) 2BR UNITS
(2) JUNIOR 1BR UNITS
TRASH AND UTILITY

FLOOR PLANS

2201 E TIOGA STREET - AFFORDABLE HOUSING
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TYPICAL 1 BR UNIT
ESTIMATED UNIT AREA : 690 SQ FT

TYPICAL 2 BR UNIT
ESTIMATED UNIT AREA : 980 SQ FT
BRICK WATER TABLE
EXTERIOR WALL SCONCE
HALF RECESSED BALCONY
GLASS SLIDING DOOR
BRICK PLANTER
NEW STREET TREES
CORNICE
BRICK SOLDIER COURSE
FIBER CEMENT PANEL
BRICK FRAME
BUILDING EXTERIOR MODULE
MATERIALS

1. GLEN GERY - RUSTIC RED
2. HARDIEPLANK PANEL - BAKED CLAY
3. HARDIEPLANK LAP SIDING - BRISHWORK RED
4. HARDIEPLANK PANEL - BITTERSWEET
5. GLEN GERY - DOLOMITE GREY

MODULE
MATERIALS

1. GLEN GERY - RUSTIC RED
2. HARDEiplANK PANEL - BAKED CLAY
3. HARDEiplANK LAP Siding - BRISHWORK RED
4. HARDEiplANK PANEL - BITTERSWEET
5. GLEN GERY - DOLOMITE GREY

SEPVIVA STREET ELEVATION

CIVIC DESIGN REVIEW
MATERIALS

1. GLEN GERY - RUSTIC RED
2. HARDIEPLANK PANEL - BAKED CLAY
3. HARDIEPLANK LAP SIDING - BRISHWORK RED
4. HARDIEPLANK PANEL - BITTERSWEET
5. GLEN GERY - DOLOMITE GREY

WITTE STREET ELEVATION
CIVIC DESIGN REVIEW
E TIOGA STREET PERSPECTIVE

CIVIC DESIGN REVIEW
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/STARWAYS

- 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/STARWAYS

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

GENERAL PROJECT INFORMATION

- PROJECT NAME
  2201 E. Tioga Street
- APPLICANT NAME
  Justin Kaplan, Sepiwa Lofos, LLC
- APPLICANT CONTACT INFORMATION
  1500 Market Street, Suite 3310E
  Philadelphia, PA 19102
- OWNER NAME
  Justin Kaplan
- OWNER CONTACT INFORMATION
  1500 Market Street, Suite 3310E
  Philadelphia, PA 19102
- ENGINEER / ARCHITECT NAME
  Ambriq Technology Corporation, Michael Fina, P.E.
- ENGINEER / ARCHITECT CONTACT INFORMATION
  100 Pine Street, Colwyn, PA 19023
- 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.

- DATE
  02/10/2022
- PROJECT AREA: list precise street limits and scope

  Project includes the development of a 4-story residential building containing 73 units. Proposed parking lot on the ground floor to be entered from a proposed 18’ wide driveway off of Sepiwa Street and exited from a second proposed 18’ wide driveway also on Sepiwa Street. Development has frontage on E. Tioga Street, Witte Street and Sepiwa Street. Site is currently vacant with some debris and concrete pads from the previously demolished structure.

- Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?
  - Parking and loading regulations in curb lanes adjacent to the site
  - Street Furniture such as bus shelters, honor boxes, etc.
  - Street Direction
  - Curb Cuts
  - Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
  - Building Extensions into the sidewalk, such as stairs and stoops

  YES NO

APPLICANT: General Project Information

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: General Project Information

PEDESTRIAN COMPONENT (Handbook Section 4.3)

- 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>E. Tioga Street</td>
<td>12’ / 10’ / 10’</td>
<td>10’ / 10’</td>
</tr>
<tr>
<td>Witte Street</td>
<td>10’ / 10’ / 10’</td>
<td>10’ / 10’</td>
</tr>
<tr>
<td>Sepiwa Street</td>
<td>12’ / 12’ / 12’</td>
<td>12’ / 12’</td>
</tr>
</tbody>
</table>

- 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 Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Tioga Street</td>
<td>5’ / 5’ / 5’</td>
</tr>
<tr>
<td>Witte Street</td>
<td>5’ / 5’ / 5’</td>
</tr>
<tr>
<td>Sepiwa Street</td>
<td>5’ / 5’ / 5’</td>
</tr>
</tbody>
</table>
• 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 4.6.1 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>28.6'</td>
<td>E. Tioga Street</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>18'</td>
<td>Sepivia Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>18'</td>
<td>Sepivia Street</td>
</tr>
</tbody>
</table>

PEDESTRIAN COMPONENT (continued)

• 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:

DEPARTMENTAL REVIEW: Pedestrian Component
Reviewer Comments:

DEPARTMENTAL APPROVAL

YES NO

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

• 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.

COMPLETE STREETS HANDBOOK CHECKLIST

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Tioga Street</td>
<td>0' / 0'</td>
</tr>
<tr>
<td>Witte Street</td>
<td>1.5' / 1.5'</td>
</tr>
<tr>
<td>Sepivia Street</td>
<td>2.5' / 2.5'</td>
</tr>
</tbody>
</table>

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>E. Tioga Street</td>
<td>4' / 4' / 4'</td>
</tr>
<tr>
<td>Witte Street</td>
<td>3.5' / 3.5' / 3.5'</td>
</tr>
<tr>
<td>Sepivia Street</td>
<td>3.5' / 3.5' / 3.5'</td>
</tr>
</tbody>
</table>

• Identify proposed “high priority” building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

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

DEPARTMENTAL APPROVAL

YES NO

Does the design avoid tripping hazards?

YES NO

Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

YES NO

BUILDING & FURNISHING COMPONENT (continued)

• Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

YES NO

Does the design maintain adequate visibility for all roadway users at intersections?

YES NO
BICYCLE COMPONENT (Handbook Section 4.5)

- List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at http://phila2035.org/wp-content/uploads/2013/06/bikePedFinal2.pdf
- 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>2201 E. Tioga Street</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 25</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 / 1</td>
<td>1 / 1</td>
<td>1 / 1</td>
<td></td>
</tr>
</tbody>
</table>

- 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
  - Does the design provide bicycle connections to local bicycle, trail, and transit networks?
  - Does the design provide convenient bicycle connections to residences, work places, and other destinations?

CIVIC DESIGN REVIEW

DEPARTMENTAL REVIEW: Building & Furnishing Component
Reviewer Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component
Reviewer Comments:

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- Does the design limit conflict among transportation modes along the curb? YES NO
- Does the design connect transit stops to the surrounding pedestrian network and destinations? YES NO N/A
- Does the design provide a buffer between the roadway and pedestrian traffic? YES NO N/A
- How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? YES NO

The plan does not directly affect the attractiveness of public transport but will include new curb and sidewalks along E. Tioga Street, Witte Street and Sepuya Street enhancing the pedestrian safety along these corridors.

APPLICANT: Curbside Management Component
Additional Explanation / Comments:

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 FROM TO</th>
<th>LANE WIDTHS Existing / Proposed</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

APPLICANT: Bicycle Component
Additional Explanation / Comments:
• What is the maximum AASHTO design vehicle being accommodated by the design?

• Will the project affect a historically certified street? An inventory of historic streets\(^\text{10}\) is maintained by the Philadelphia Historical Commission.

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

• Does the design maintain emergency vehicle access?

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

• Does the design support multiple alternative routes to and from destinations as well as within the site?

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

**APPLICANT: Vehicle / Cartway Component**

Additional Explanation / Comments:

**DEPARTMENTAL REVIEW: Vehicle / Cartway Component**

Reviewer Comments:


**URBAN DESIGN COMPONENT (Handbook Section 4.8)**

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

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

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

**APPLICANT: Urban Design Component**

Additional Explanation / Comments:

**DEPARTMENTAL REVIEW: Urban Design Component**

Reviewer Comments:

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

• 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>
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</table>

**DEPARTMENTAL APPROVAL**

• Does the design minimize the signal cycle length to reduce pedestrian wait time?

• Does the design provide adequate clearance time for pedestrians to cross streets?

• 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?

• If yes, City Plan Action may be required.

• Identify "High Priority" intersection and crossing design treatments (see Handbook Table 3) 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

• Does the design reduce vehicle speeds and increase visibility for all modes at intersections?

• Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?

**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments:

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**

Reviewer Comments:
ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments:

DEPARTMENTAL REVIEW
Additional Reviewer Comments: