



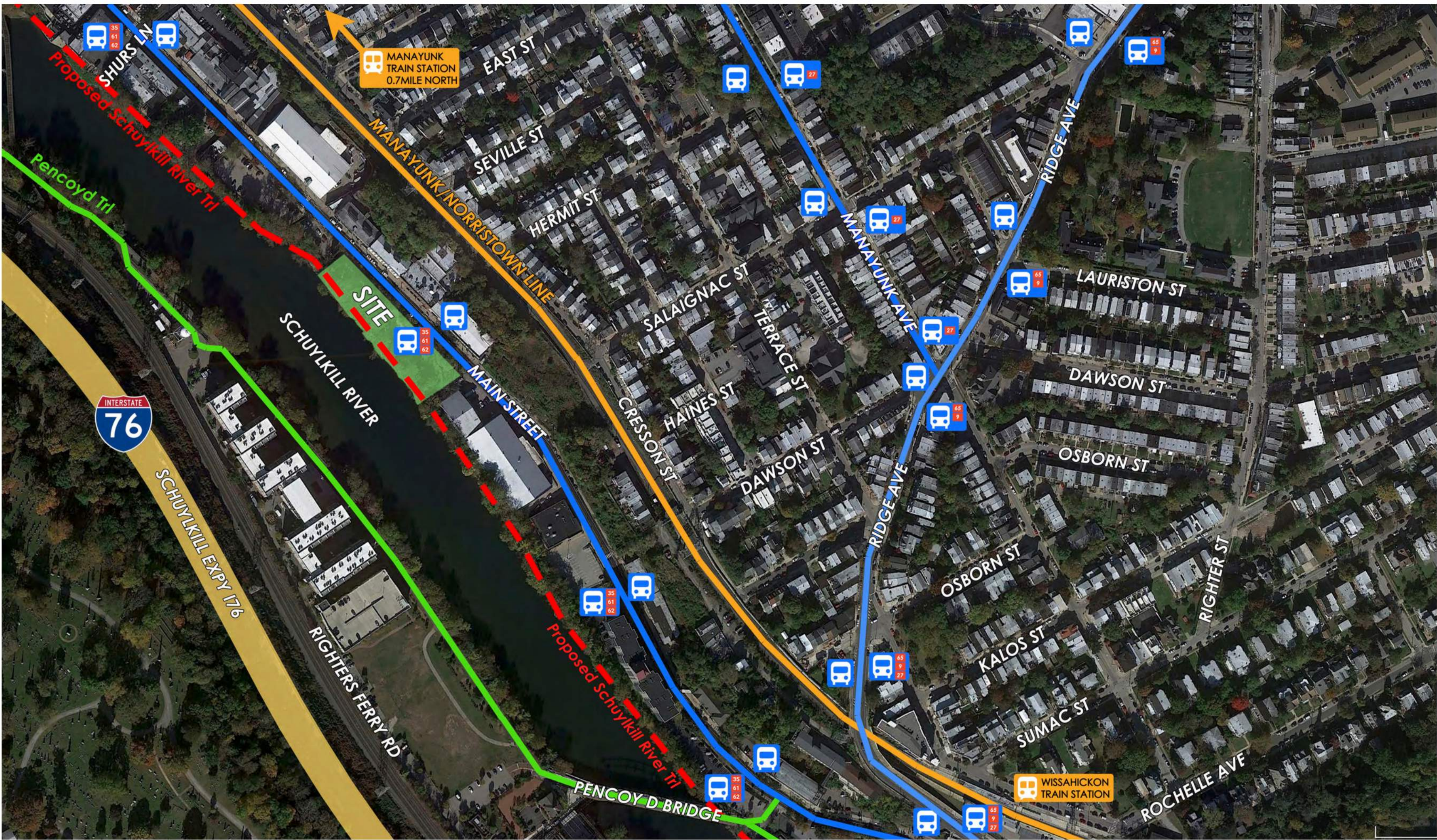
NOVEMBER 2022

CDR PRESENTATION

3900 MAIN ST









SOUTHEAST VIEW



NORTHWEST VIEW

THE LOCKS
RIVERSIDE WAY (1 LEVERINGTON)
63 TOWNHOMES, 5 STORY



THE ISLE
1 COTTON ST
205 RESIDENTIAL UNITS
5 STORY / 55FT HEIGHT



VENICE LOFTS
4601E FLAT ROCK RD
128 UNITS, 6 STORY



2 LEVERINGTON
60 CONDO UNITS, 7 STORY



SITE, 3900 MAIN ST

THE ROYAL ATHENA
600 RIGHTERS FERRY ROAD
BALA CYNWYD
593 DWELLINGS, 7 STORY



RESIDENCE INN BY MARRIOTT
615 RIGHTERS FERRY ROAD
BALA CYNWYD
124 GUEST ROOMS, 7 STORY



3811 MAIN ST,
UNDER CONSTRUCTION - APPROVED FOR:
(5) COMMERCIAL SPACES AT GRADE
36 DWELLINGS
5 STORY / 48.23FT HEIGHT

THE BRIDGEFIVE CONDOMINIUM
3750-78 MAIN ST
60 DWELLINGS, 7 STORIES



SITE SECTION

SITE SECTION

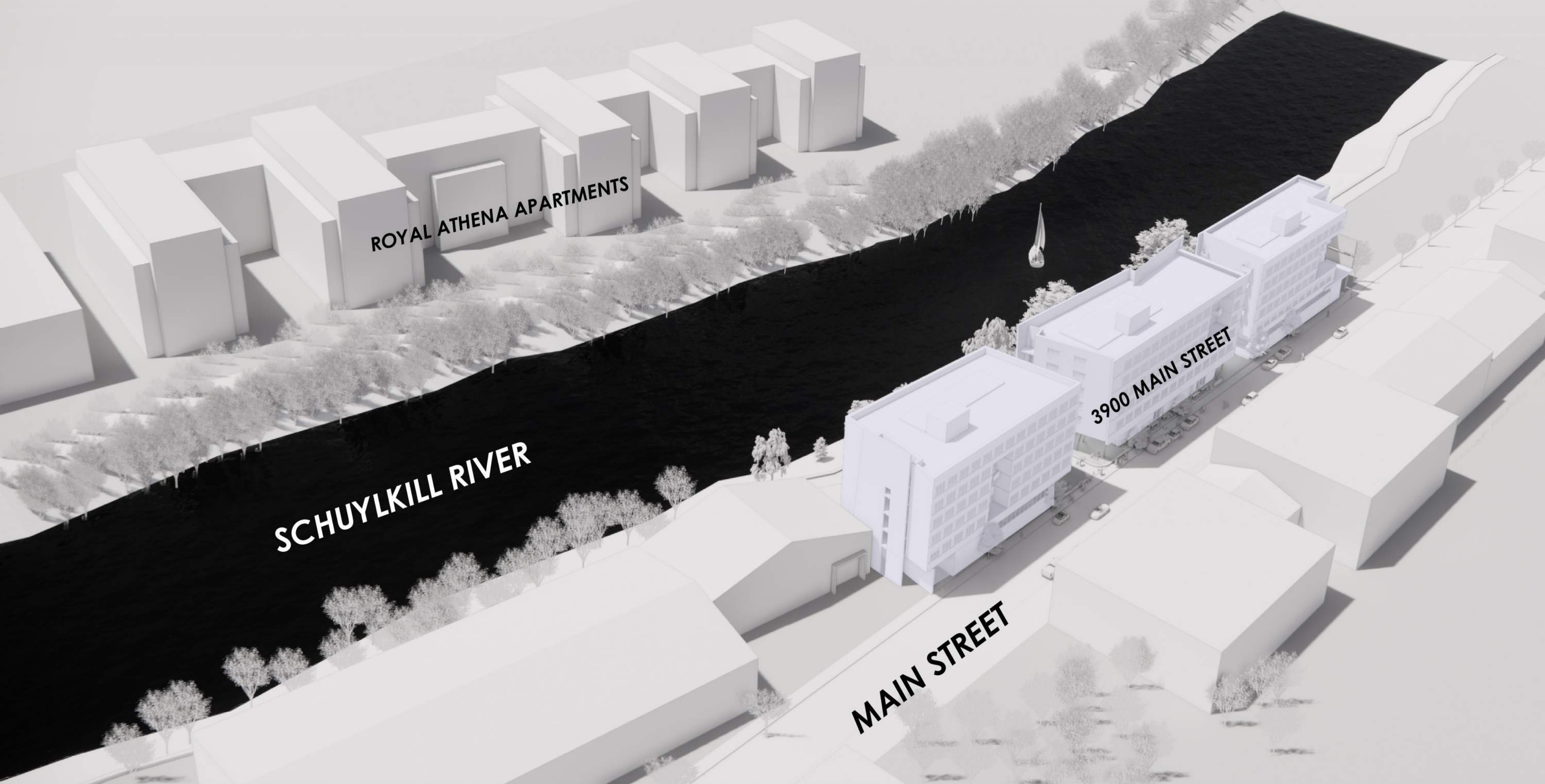
EL. +217.8

BASE
FLOOD
EL. +35.2

RIVER
EL. +7.8

EL. +188

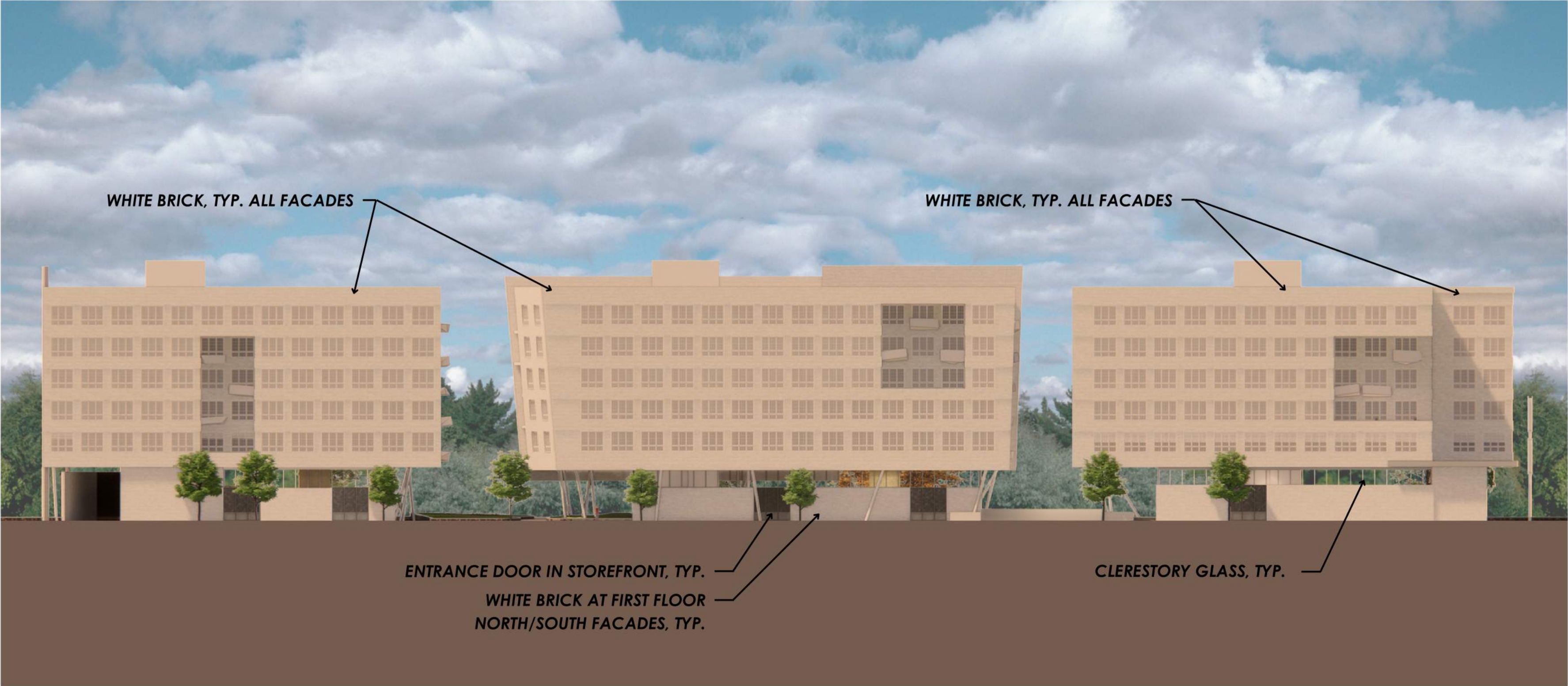
SITE
EL. +25











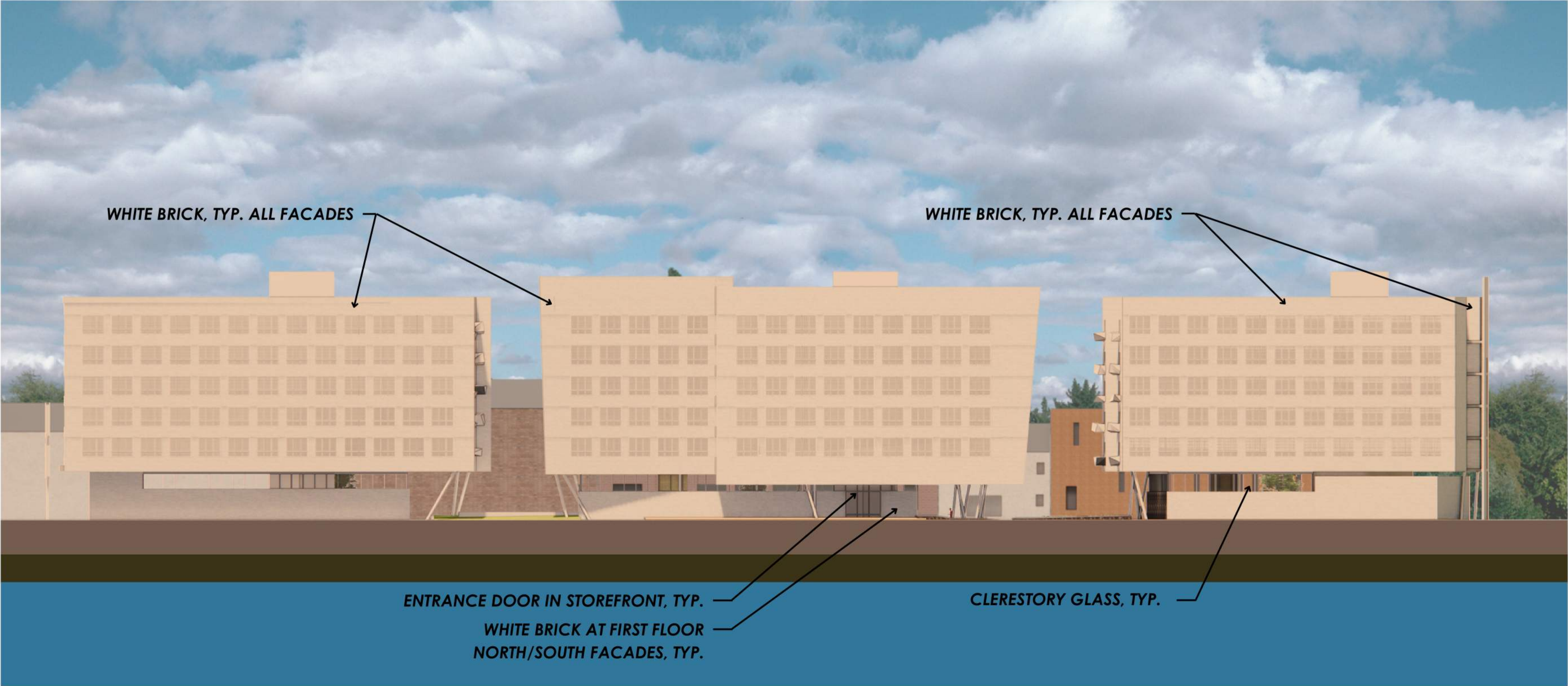
WHITE BRICK, TYP. ALL FACADES

WHITE BRICK, TYP. ALL FACADES

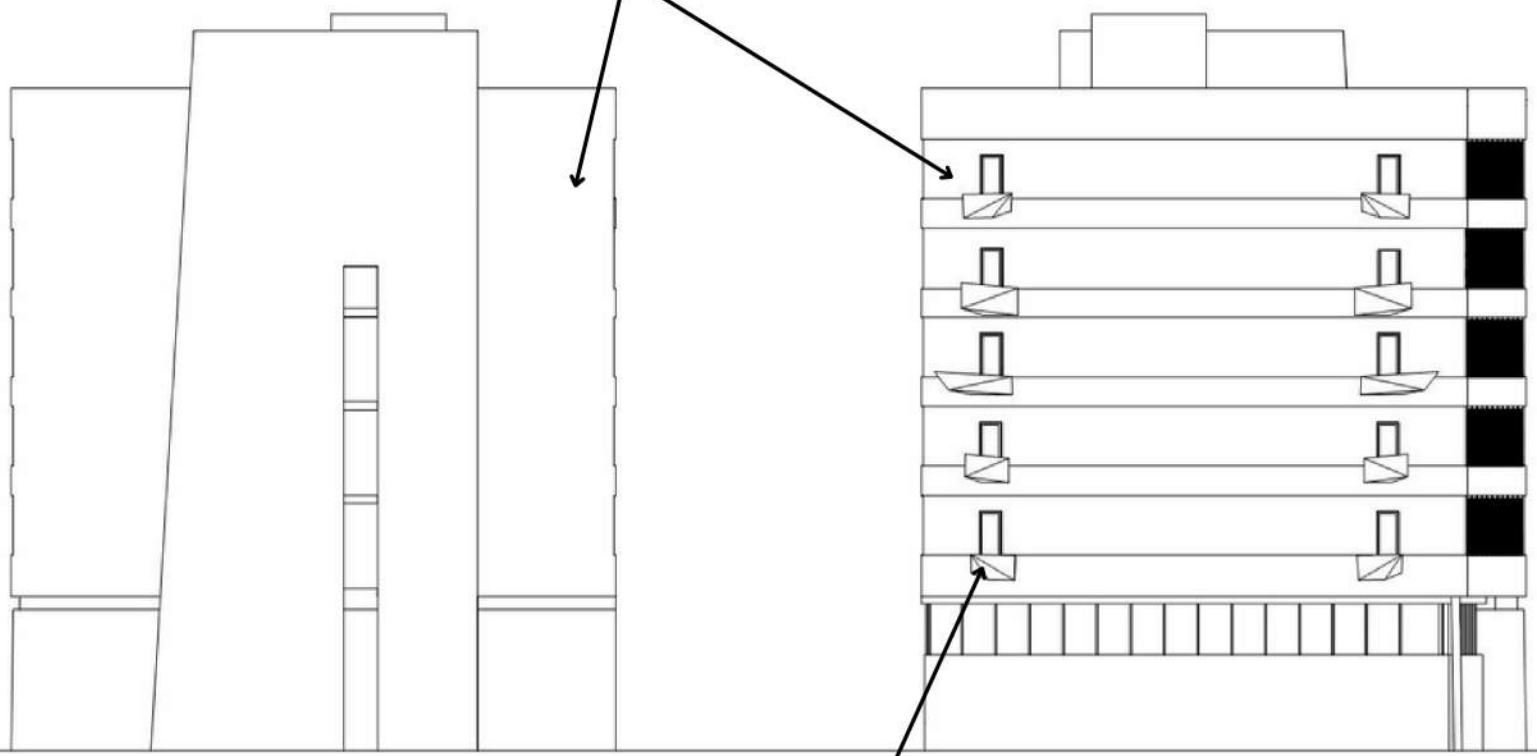
ENTRANCE DOOR IN STOREFRONT, TYP.

WHITE BRICK AT FIRST FLOOR
NORTH/SOUTH FACADES, TYP.

CLERESTORY GLASS, TYP.



WHITE BRICK, TYP. ALL FACADES



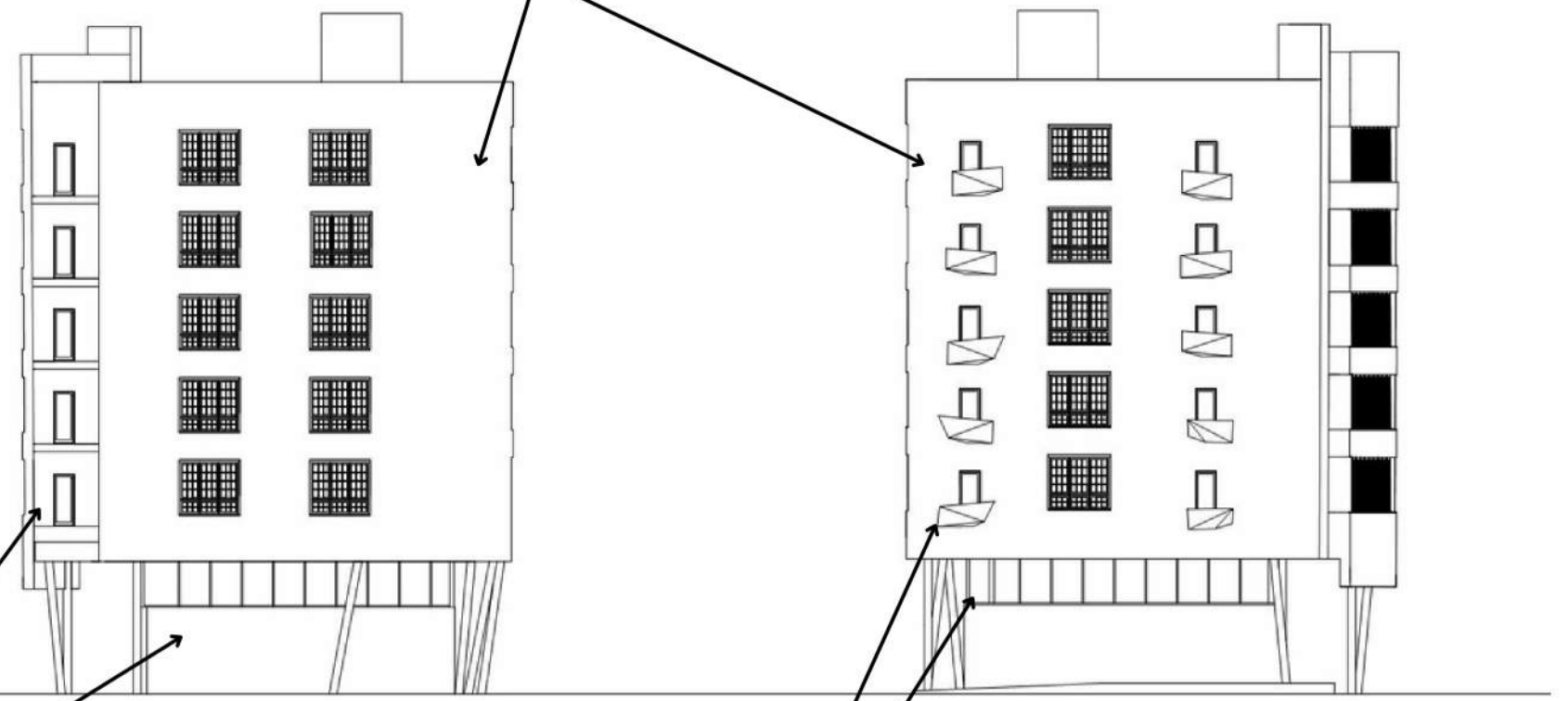
BUILDING 1 - EAST SIDE

BUILDING 1 - WEST SIDE

POWDER COATED STEEL, TYP.
WHITE BRICK, TYP. ALL FACADES

WIRE MESH RAILING
SALVAGED SCHIST AT FIRST FLOOR
EAST/WEST FACADES, TYP.

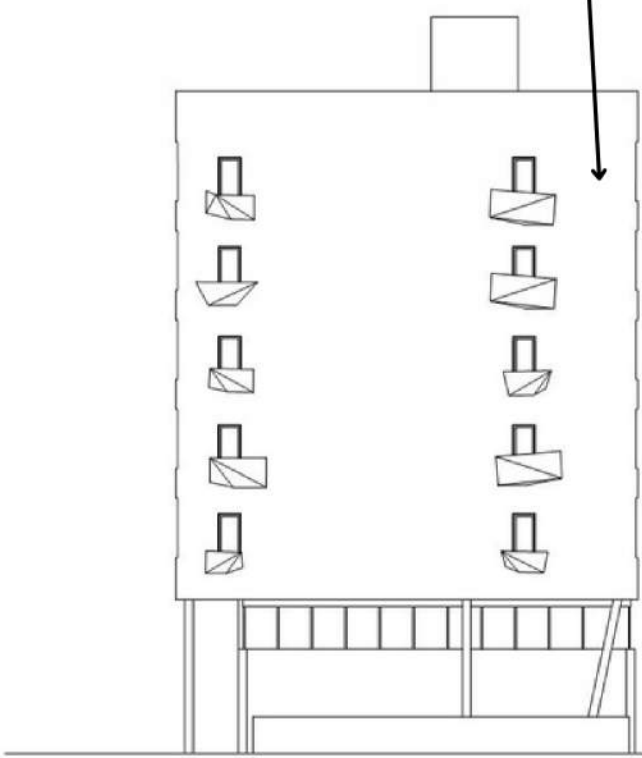
WHITE BRICK, TYP. ALL FACADES



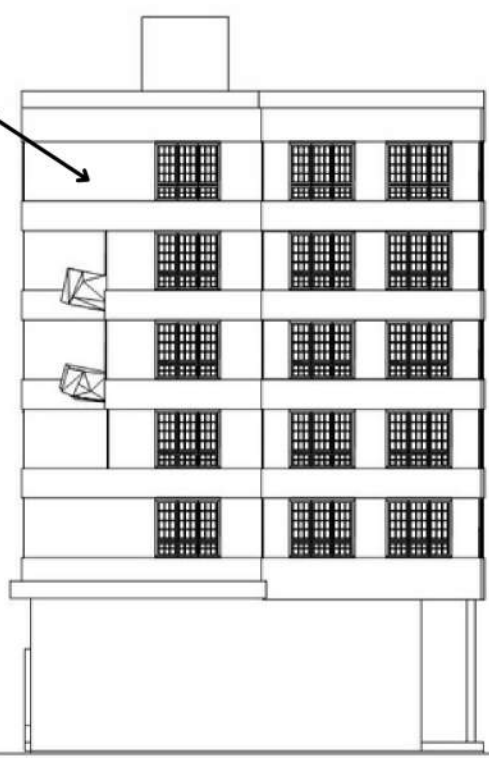
BUILDING 2 - EAST SIDE

BUILDING 2 - WEST SIDE

POWDER COATED STEEL, TYP.
CLERESTORY GLASS, TYP.



BUILDING 3 - EAST SIDE



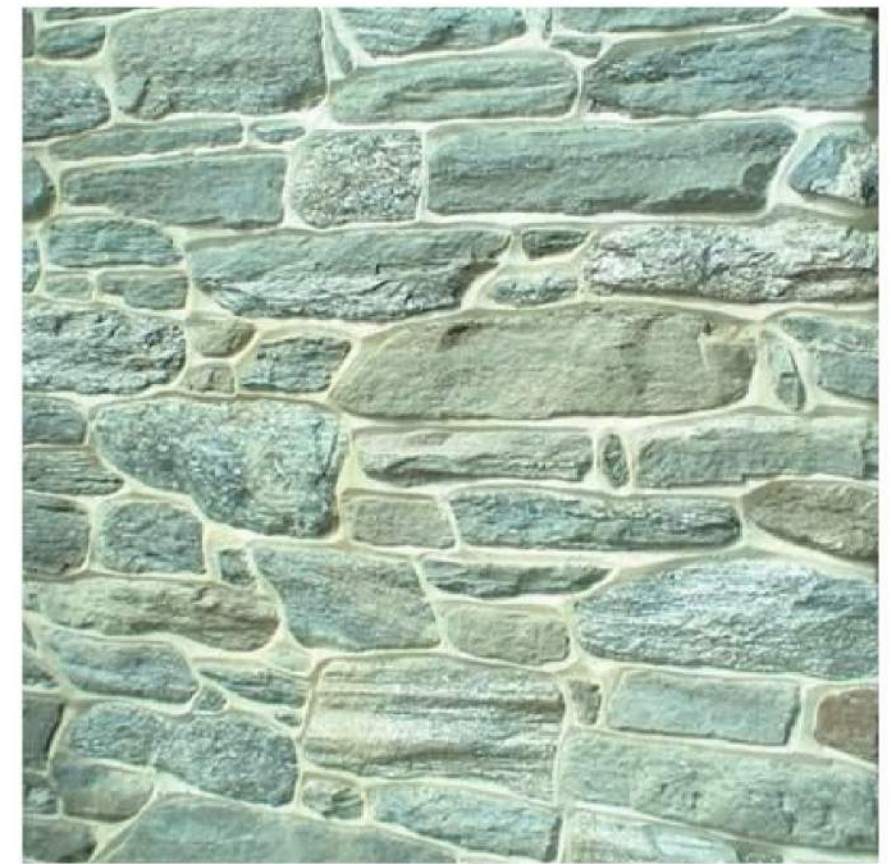
BUILDING 3 - WEST SIDE



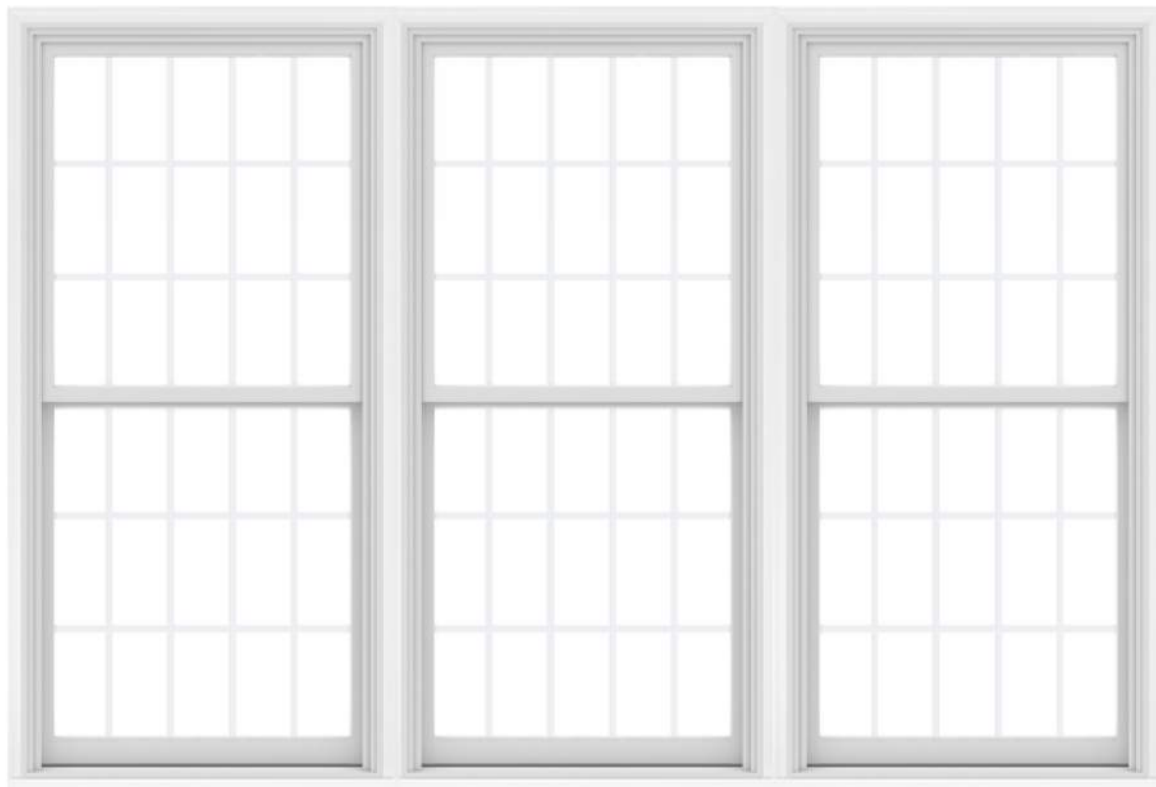
CLERESTORY GLASS + STOREFRONT



TEXTURED WHITE BRICK WITH WHITE MORTAR



SALVAGED WISSAHICKON SCHIST



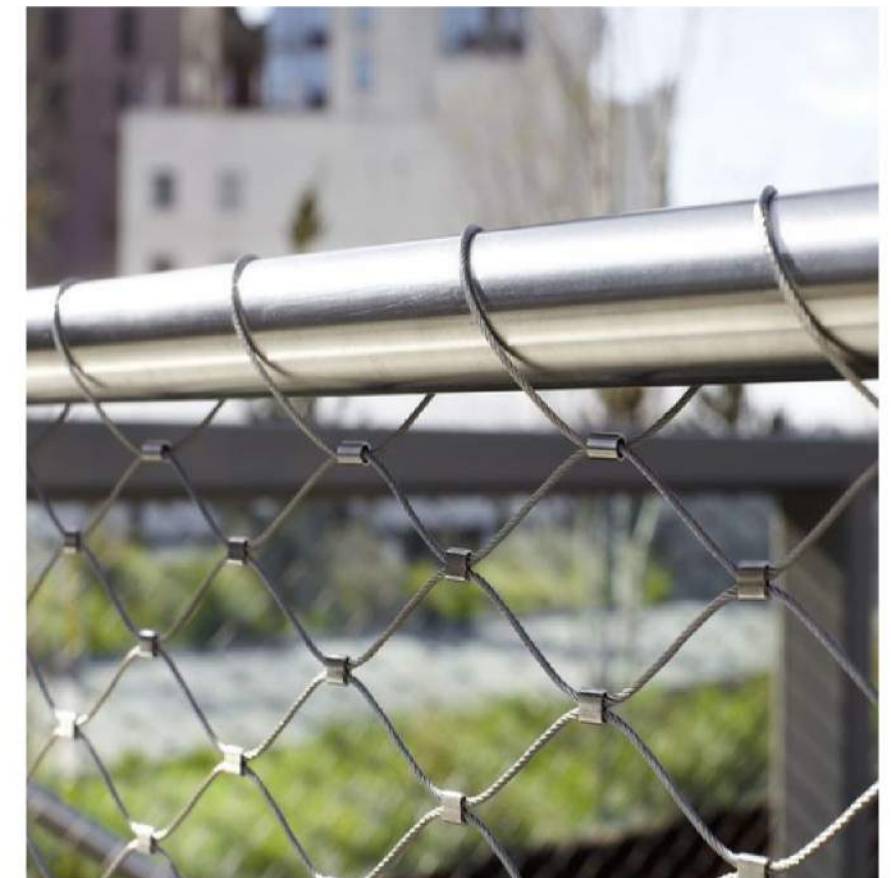
TYPICAL WINDOWS



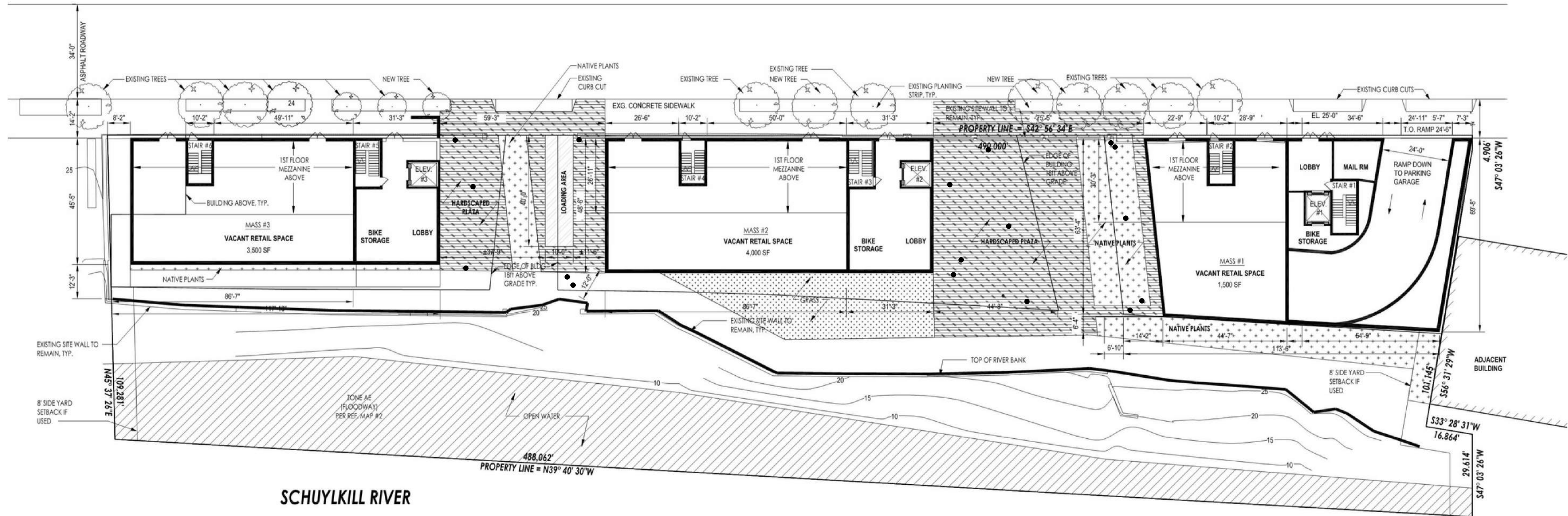
LOBBY DOORS



POWDER COATED STEEL



WIRE MESH BALCONY RAILING



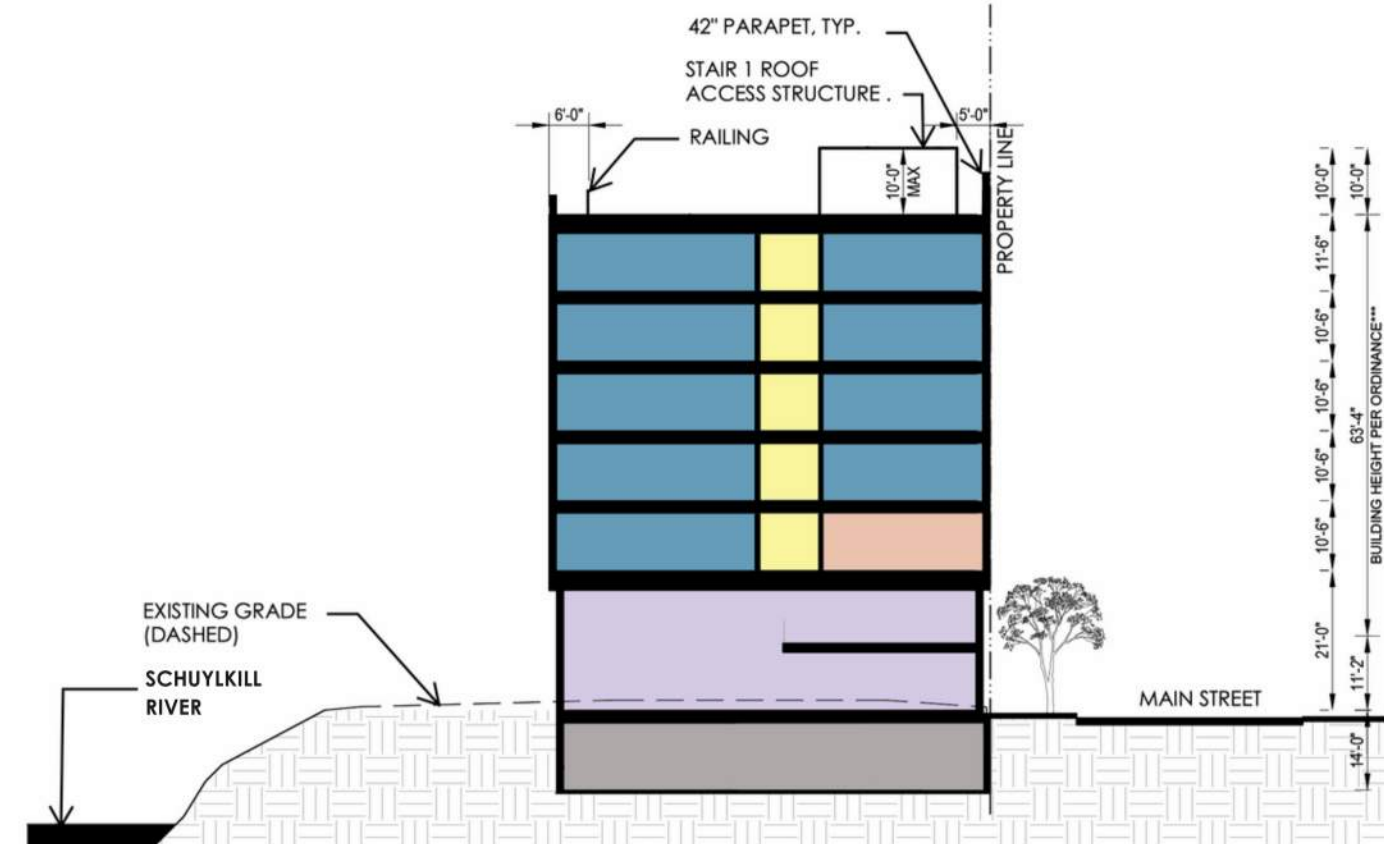
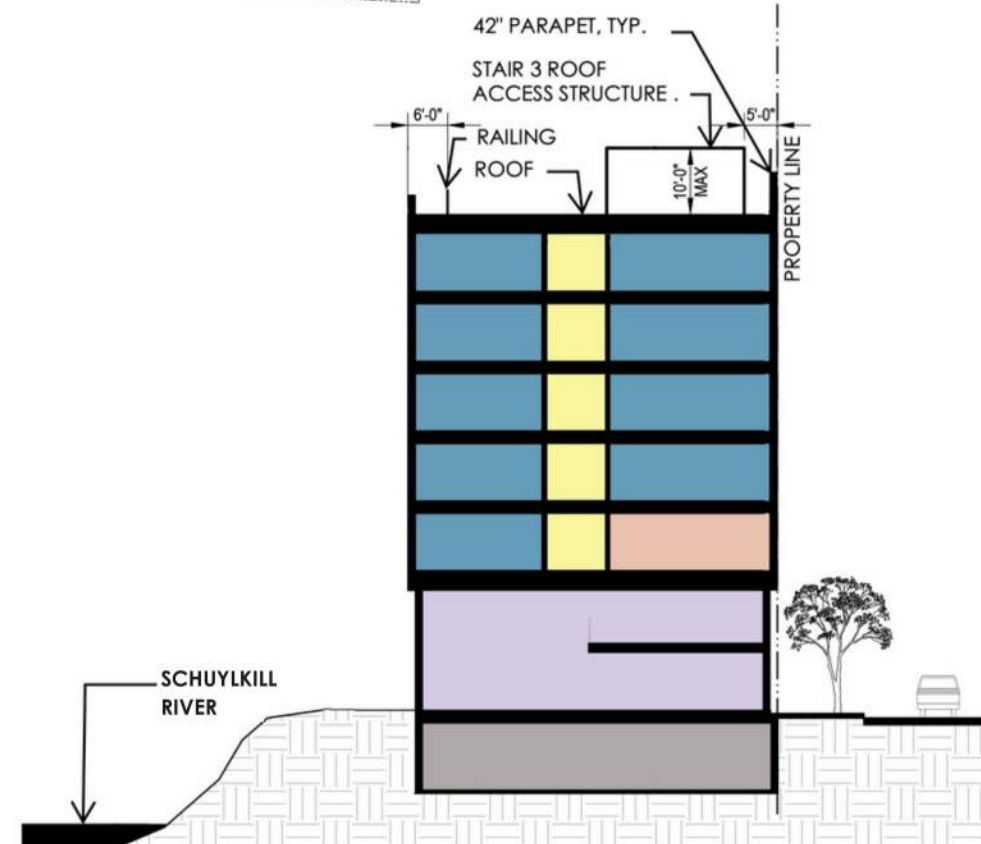
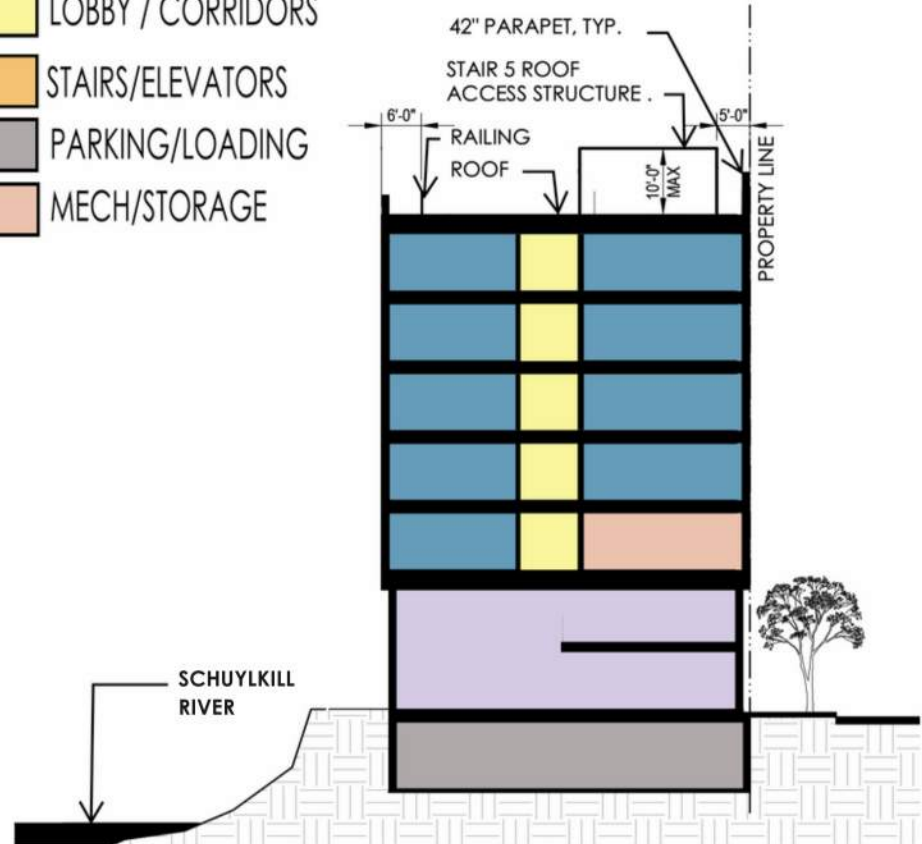
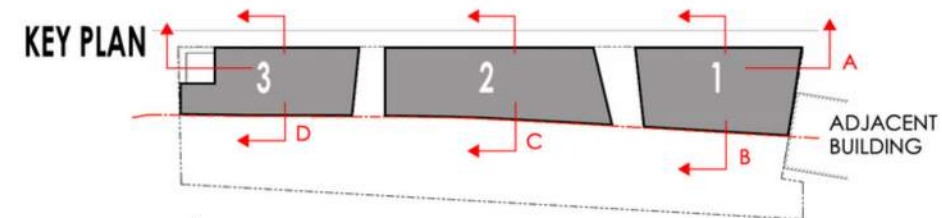




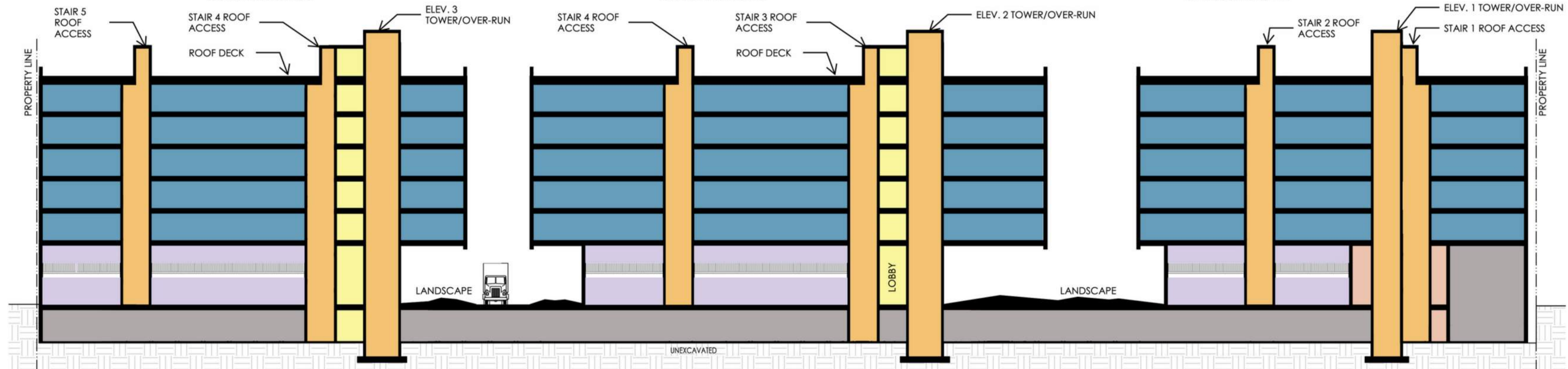




- LEGEND**
- RESIDENTIAL
 - RETAIL
 - LOBBY / CORRIDORS
 - STAIRS/ELEVATORS
 - PARKING/LOADING
 - MECH/STORAGE

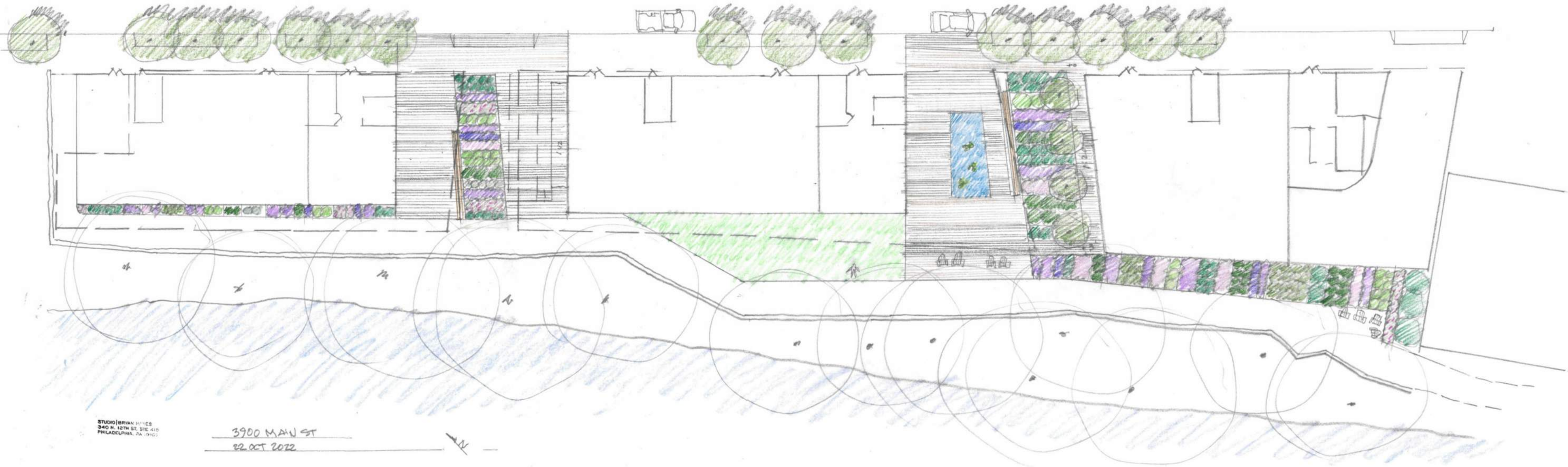


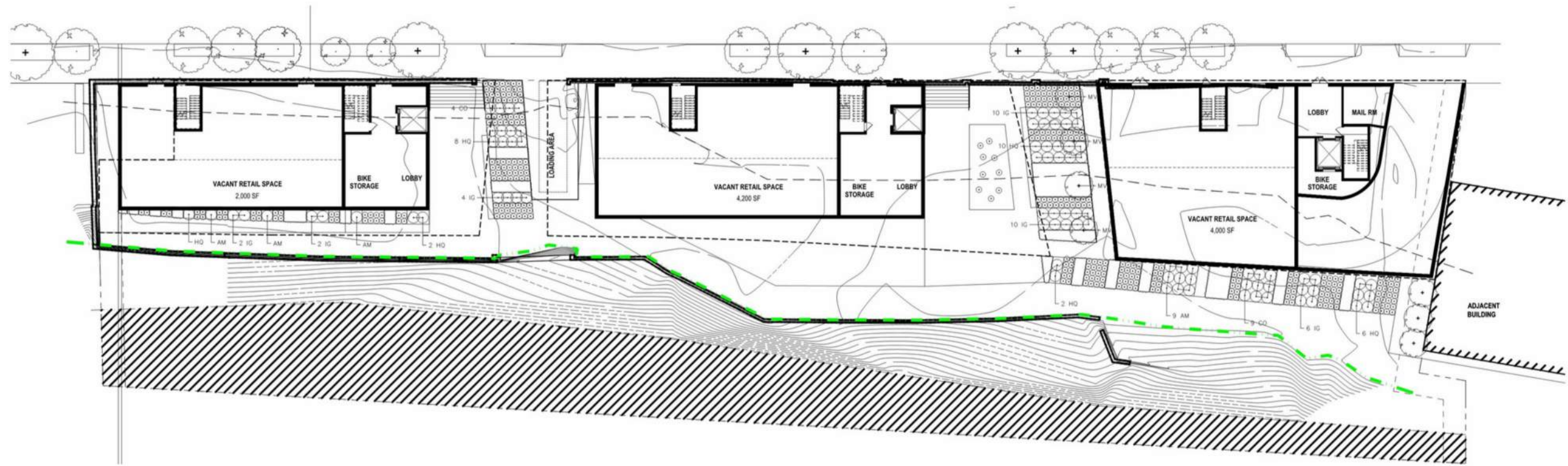
- PILOT HOUSE 84' - 6"
- ROOF LVL 74' - 6"
- SIXTH FLOOR 63' - 0"
- FIFTH FLOOR 52' - 6"
- FOURTH FLOOR 42' - 0"
- THIRD FLOOR 31' - 6"
- SECOND FLOOR 21' - 0"
- BASE FLOOD ELEVATION 10' - 2 3/8"
- FIRST FLOOR 0' - 0"
- PARKING -14' - 0"
- RIVER EL. -17' - 3"



- PILOT HOUSE 84' - 6"
- ROOF LVL 74' - 6"
- 6TH FLOOR 63' - 0"
- 5TH FLOOR 52' - 6"
- 4TH FLOOR 42' - 0"
- 3RD FLOOR 31' - 6"
- 2ND FLOOR 21' - 0"
- BASE FLOOD ELEVATION (EL. 35.2) 10' - 2 3/8"
- 1ST FLOOR 0' - 0"
- PARKING -14' - 0"
- RIVER EL. -17' - 3"

- EXISTING TREES TO BE EVALUATED AND MAINTAINED BY ARBORISTS
- NEW NATIVE PLANTS AND TREES
- RAINWATER HARVESTING AND RAIN GARDENS
- OUTDOOR PUBLIC AREAS AND SEATING
- PUBLIC ACCESS THROUGH SITE TO RIVERFRONT
- CONNECTION TO FUTURE RIVERWALK
- PUBLIC BICYCLE PARKING AND REPAIR STATIONS





1 PLANTING PLAN

PLANT SCHEDULE							
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COND	SPACING	COMMENT
TREES							
MV	X	MAGNOLIA VIRGINIANA 'MOONGLOW'	MOONGLOW SWEETBAY MAGNOLIA	X	B+B	AS SHOWN	MULTI-STEM, 3-5 CANES
NS	X	NYSSA SYLVATICA	BLACK GUM	X	B+B	AS SHOWN	
SHRUBS							
AM	X	ARONIA MELANOCARPA	BLACK CHOKEBERRY	X	CONT.	AS SHOWN	
CO	X	CEPHALANTHUS OCCIDENTALIS	BUTTONBUSH	X	CONT.	AS SHOWN	
IG	X	ILEX GLABRA	INKBERRY HOLLY	X	CONT.	AS SHOWN	
HQ	X	HYDRANGEA QUERIFOLIA	OAKLEAF HYDRANGEA	X	CONT.	AS SHOWN	
PERENNIALS							
AI	X	ASCLEPIAS INCARNATA	SWAMP MILKWEED	X	CONT.	AS SHOWN	
AN	X	ASTER NOVA ANGLIAE	NEW ENGLAND ASTER	X	CONT.	AS SHOWN	
BA	X	BAPTISIA AUSTRALIS	BLUE WLD. INDIGO	X	CONT.	AS SHOWN	
EP	X	EUTROCHUM PURPUREUM	JOE-PYE WEED	X	CONT.	AS SHOWN	
IV	X	IRIS VERSICOLOR	BLUE FLAG	X	CONT.	AS SHOWN	
LSp	X	LIATRIS SPICATA	DENSE BLAZING STAR	X	CONT.	AS SHOWN	
LS	X	LOBELIA SIPHILICATA	BLUE LOBELIA	X	CONT.	AS SHOWN	
MvV	X	MERTENSIA VIRGINICA	VIRGINIA BLUEBELLS	X	CONT.	AS SHOWN	
MB	X	MONARDA BRADBURIANA	EASTERN BEEBALM	X	CONT.	AS SHOWN	
MF	X	MONARDA FISTULOSA	WLD. BERGAMOT	X	CONT.	AS SHOWN	
PV	X	PHYSOSTEGIA VIRGINIANA	SENSITIVE PLANT	X	CONT.	AS SHOWN	
SS	X	SCIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	X	CONT.	AS SHOWN	
SB	X	SISYRINCHIUM BELLUM	BLUE EYED GRASS	X	CONT.	AS SHOWN	
SO	X	SYMPHYOTRICHUM OBLONGIFOLIUM	AROMATIC ASTER	X	CONT.	AS SHOWN	
TV	X	TRADESCANTIA VIRGINIANA	VIRGINIA SPIDERWORT	X	CONT.	AS SHOWN	
VH	X	VERBENA HASTATA	SWAMP VERBENA	X	CONT.	AS SHOWN	
PV	X	VERBENA STRICTA	HOARY VERBENA	X	CONT.	AS SHOWN	

CLIENT:

LANDSCAPE ARCHITECT
STUDIO RYAN HANES
240 N. 12TH STREET, SUITE 415
PHILADELPHIA, PA 19107
PHONE: 215-623-2858

3900 MAIN STREET
PHILADELPHIA, PA

PLANTING PLAN

SCALE: 1/16" = 1'-0"
DRAWN BY: BH
CHECKED BY: BH
CAD FILE:
DATE: 11/29/2022
PROJECT NO.: 2208 (SBH)

REVISIONS	
DATE	DESCRIPTION
11/29/2022	PLANNING COMMISSION REVIEW

L1.00



CONCRETE UNIT PAVERS

3900 MAIN ST | MATERIALS



WOOD AND CONCRETE BENCHES

STUDIO|BRYAN HANES



NYSSA SYLVATICA



MAGNOLIA VIRGINIANA



CEPHALANTHUS OCCIDENTALIS



ILEX GLABRA



HYDRANGEA QUERCIFOLIA



ARONIA MELANOCARPA

3900 MAIN ST | WOODY PLANTS

STUDIO|BRYAN HANES



ASCLEPIAS INCARNATA



ASTER NOVA ANGLIAE



BAPTISIA AUSTRALIS



EUTROCHIUM PURPUREUM



IRIS VERSICOLOR



LIATRIS SPICATA



LOBELIA SIPHILITICA



MERTENSIA VIRGINICA



MONARDA FISTULOSA



MONARDA BRADBURIANA



PHYSOSTEGIA VIRGINIANA



SISYRINCHIUM BELLUM



SYMPHYTRICHUM OBLONGIFOLIUM



TRADESCANTIA VIRGINIANA



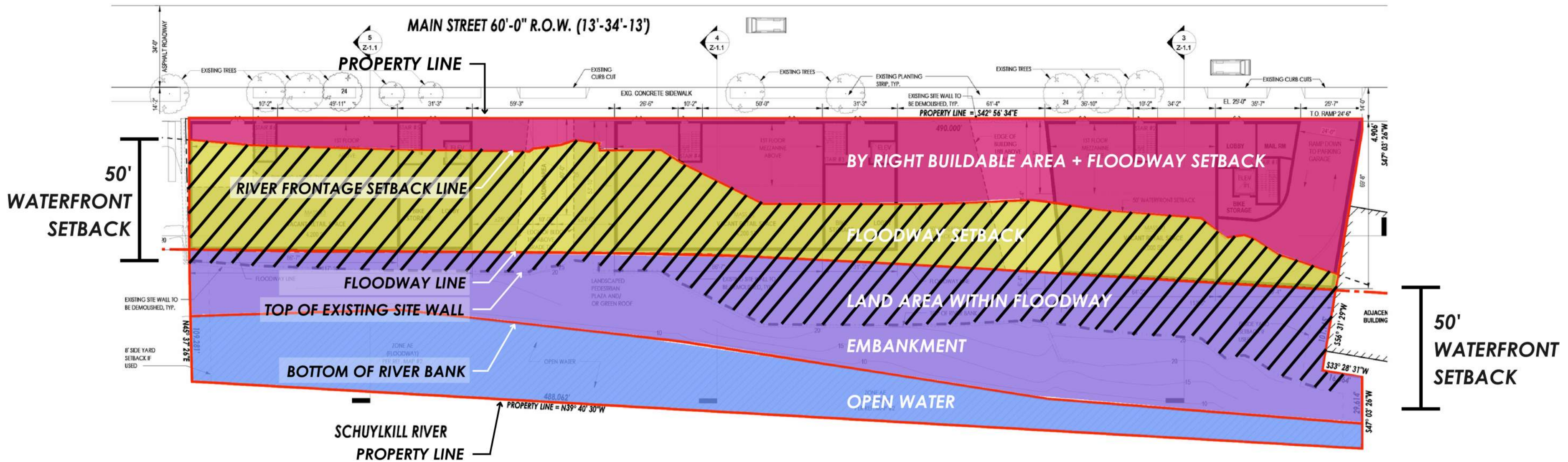
VERBENA HASTATA



VERBENA STRICTA

3900 MAIN ST | HERBACEOUS PLANTS

STUDIO|BRYAN HANES



KEY

- "BY RIGHT" BUILDABLE AREA + FLOODWAY SETBACK
- FLOODWAY SETBACK
- LAND AREA WITHIN FLOODWAY
- EMBANKMENT
- OPEN WATER

PROPERTY AREAS

59,312 SF	TOTAL PROPERTY AREA
13,561 SF	BY RIGHT BUILDABLE AREA / PER WATERFRONT SETBACK (22% OF TOTAL SITE AREA)
29,052 SF	BUILDABLE AREA WITH VARIANCE / PER FLOODWAY SETBACK (48% OF TOTAL SITE AREA)



LOCATION MAP
SOURCE: GOOGLE MAPS
SCALE: 1"=1000'

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING

LAND SURVEYING
PROGRAM MANAGEMENT
LAND DEVELOPMENT
SUSTAINABLE DESIGN
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REVISIONS

[illegible]

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REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION
DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.:	PP180629
DRAWN BY:	RG
CHECKED BY:	SU
DATE:	07/21/2022
CAD I.D.:	PP180629-ZONE-0A

PROJECT:

CDR PLAN

— FOR —

PROPOSED DEVELOPMENT

3900 MAIN STREET
CITY AND COUNTY OF PHILADELPHIA
PENNSYLVANIA, 19127

BOHLER //

**1515 MARKET STREET, SUITE 920
PHILADELPHIA, PA 19102**
Phone: (267) 402-3400
Fax: (267) 402-3401
www.BohlerEngineering.com



SHEET TITLE:

SITE PLAN

SHEET NUMBER:

C-101

ORG. DATE - 07/21/2022

PLAN NOTES

1. THIS PLAN REFERENCES AN "ALTA" / ACSM BOUNDARY AND TOPOGRAPHICAL SURVEY
PREPARED FOR: 3900 MAIN STREET
PREPARED BY: JAMES C. WEED, PA P.L.S. #SU075250
CONTROL POINT ASSOCIATES, INC.
1600 MANOR DRIVE, SUITE 100
CHALFONT, PA 18914
PROJECT NO. 02-180232
DATED: 8-22-2018
2. APPLICANT:
NAME
ADDRESS
3. ZONING DATA:
SITE ADDRESS
3900 MAIN STREET
PHILADELPHIA, PA 19127
CPA #: 885982980

EXISTING ZONING: INDUSTRIAL COMMERCIAL MIXED-USE (ICMX)
EXISTING USE: COMMERCIAL

PROPOSED ZONING: MIXED-USE RESIDENTIAL
PROPOSED USE: MIXED-USE RESIDENTIAL

MAIN STREET: URBAN ARTERIAL			
FURNISHING ZONE:	WALKING ZONE:	TOTAL SIDEWALK:	
REQUIRED = ≥ 4'	REQUIRED = ≥ 6'	REQUIRED = ≥ 12'	
PROPOSED = 4.3'	PROPOSED = 8.5'	PROPOSED = 13'	

WALKING ZONE:
REQUIRED = $\geq 6'$
PROPOSED = 8.5'











TOTAL SIDEWALK:
REQUIRED = $\geq 12'$
PROPOSED = 13'

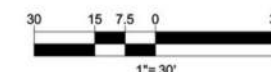
LEGEND

EXISTING

PROPERTY LINE	=====
R.O.W. LINE	=====
ADJACENT PROPERTY LINE	=====
EASEMENT LINE	=====
BUILDING	
RETAINING WALL	=====
CONCRETE CURB	=====
FLUSH CURB	=====
TREE LINE	=====
ACCESSIBLE SYMBOL	
CONCRETE MONUMENT/IRON PIN	
MANHOLE	
PARKING COUNT	
AREA LIGHT	
TREE	
DRAINAGE INLET	
STORM/SANITARY MANHOLE	
WATERGAS VALVES	
ROOF DRAIN/CURB INLET	
FIRE HYDRANT	
UTILITY POLE W/ LIGHT	
UTILITY POLE	
OVERHEAD UTILITY WIRES	=====

LEGEND

PROPOSED	
BUILDING	
RETAINING WALL	
CONCRETE CURB	
FLUSH CURB	
ACCESSIBLE SYMBOL	
SIDEWALK	
SIGN	
BOLLARD	
PARKING COUNT	
MANHOLE	





LOCATION MAP
SOURCE: GOOGLE MAPS
SCALE: 1"=100'



REVISIONS

REV	DATE	COMMENT	DESIGNED BY



ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

THIS DRAWING IS INTENDED FOR MUNICIPAL AGENCY REVIEW AND APPROVAL. IT IS NOT TO BE USED FOR ANY EXCAVATION, WHETHER OR NOT IT INVOLVES ANY PUBLIC LAND, UNLESS INDICATED OTHERWISE.

PROJECT No.: PP180629
DRAWN BY: RG
CHECKED BY: DJ
DATE: 10/14/2022
CAD I.D.: PP180629-ZONE 0A

PROJECT:

CDR PLAN

FOR

PROPOSED DEVELOPMENT

3900 MAIN STREET
CITY AND COUNTY OF PHILADELPHIA
PENNSYLVANIA, 19127



1515 MARKET STREET, SUITE 920
PHILADELPHIA, PA 19102
Phone: (267) 402-3400
Fax: (267) 402-3401
www.BohlerEngineering.com

M. KEARSE

PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE NO. PE002098

SHEET TITLE:

**VEHICLE
CIRCULATION
PLAN**

SHEET NUMBER:
C-102

ORG. DATE - 10/14/2022



DIMENSIONS & CAPACITIES



STANDARD CAB								
Wheelbase (in)	NPR-HD		NPR-SD		NQR		NRR	
	GVW (lbs)	GVW (kg)	GVW (lbs)	GVW (kg)	GVW (lbs)	GVW (kg)	GVW (lbs)	GVW (kg)
1050	5000	2268	4375	1989	6050	2745	6300	2858
1250	6000	2722	4975	2257	6775	3077	6900	3129
1500	6100	2767	4500	2045	6400	2902	6625	3008
1750	6750	3063	5000	2268	6800	3087	7000	3151
2000	7000	3175	5000	2268	6800	3087	7000	3151
2250	7000	3175	5000	2268	6800	3087	7000	3151
CREW CAB								
1500	4475	2030	7339	3329	7300	3300	7216	3274
1650	4750	2156	7339	3329	6892	3123	6848	3119



THANK YOU!



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-2021-011239**

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

The application proposes new construction that creates more than 100,000 sq. ft. of new gross floor

area and that creates more than 100 new dwelling units.

PROJECT LOCATION

Planning District: Lower Northwest Council District: 4th

Address: 3900 Main Street

Philadelphia, PA 19127

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: Stuart Rosenberg Primary Phone: 215-584-1007

Email: permits@sgra.com Address: 230 S. Broad Street Suite M-30

Philadelphia, PA 19121

Property Owner: Shahab Investment LLC Developer: Ascent Design and Builder
Architect: Stuart Rosenberg

SITE CONDITIONS

Site Area: 59,312 SF

Existing Zoning: ICMX Are Zoning Variances required? Yes ☒ No ☐

Present Use: VACANT/PARKING

Proposed Use:

FLOOR	SF	USE
6TH FL	24,536 GSF	(24) DWELLING UNITS
5TH FL	24,536 GSF	(24) DWELLING UNITS
4TH FL	24,536 GSF	(24) DWELLING UNITS
3RD FL	24,536 GSF	(24) DWELLING UNITS
2ND FL	24,536 GSF	(24) DWELLING UNITS
MEZZ.	6,325 GSF	(3) RETAIL OFFICE SPACES
1ST FL	20,811 GSF	(3) RETAIL SPACES, RESIDENTIAL LOBBY, (40) BICYCLE SPACES, MAIL ROOMS, TRASH ROOMS
CELLAR/GARAGE	26,803 GSF	(52) PARKING SPACES AND UTILITIES, TRASH ROOMS
TOTAL:	178,619 GSF	(120) DWELLING UNITS, (3) RETAIL SPACES, (52) PARKING SPACES, (40) BICYCLE SPACES

COMMUNITY MEETING

Community meeting held: Yes ☒ No ☐

If yes, please provide written documentation as proof. See attached

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

Date: November 2, 2022 Time: 7:30PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ☐ No ☒ NA ☐

If yes, indicate the date hearing will be held:

Date: TBA

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.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	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.	There is an existing bus stop located directly in front of the building entrance. The project site is .4 miles from the Wissahickon Septa Train Station, and .7 miles from the Manayunk Septa Train Station. Proposed future Schuylkill River Trail extension will be located on our property. Property is .4 miles from the Pencoyd Pedestrian Bridge and trail.
(2) Reduced Parking Footprint	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.	The parking area is located under the building and includes 52 parking spaces.
(3) Green Vehicles	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.	19% of all parking spaces are designated for green or car share vehicles - (4) electric van spaces and (6) shared vehicle spaces.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	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)ⁱ	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	N/A

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.	The majority of the on site vegetation will not require irrigation. We propose to reduce reduce water requirements for irrigated areas by at least 50% from baseline water requirements.
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.	The ICMX zoning district minimum open area is 0%. The proposed pervious open area is 56% (33,206 GSF). We are allocating a portion of this open area for public access and for the proposed Schuylkill River Trail extension.
(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	We are conforming to the stormwater requirements of the Philadelphia Water Department.
(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.	We will use hardscapes that have a high reflectance, and will provide shading using trees. In addition, the buildings are elevated and will provide shade/covered areas at ground level.
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 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	We are proposing to comply with the recent updates to the IECC.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	We will achieve certification in Energy Star for Multifamily New Construction (MFNC).

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ●Achieve certification in Energy Star for Multifamily New Construction (MFNC). ●Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	We will provide MERV 13 filters prior to occupancy.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Rain water harvesting and collection Rain gardens New native plantings and trees Bicycle repair stations

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

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
See also, "The Commercial Energy Code Compliance" information sheet:
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>

and the "What Code Do I Use" information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

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

For Energy Star: www.Energystar.gov

For Passive House, see www.phius.org

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



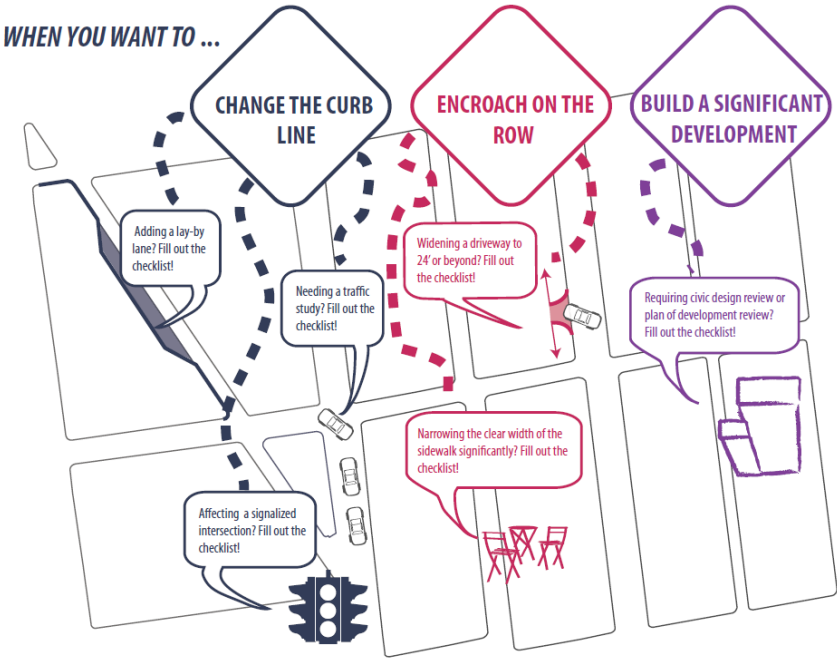
INSTRUCTIONS

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

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

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

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



PRELIMINARY PCPC REVIEW AND COMMENT:	DATE
_____	_____
FINAL STREETS DEPT REVIEW AND COMMENT:	DATE
_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- ☐ This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- ☐ All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- ☐ All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- ☐ Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ☐ ADA curb-ramp designs must be submitted to Streets Department for review
- ☐ Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit> . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - Placing of a new street;
 - Removal of an existing street;
 - Changes to roadway grades, curb lines, or widths; or
 - Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME
3900 Main Street
2. DATE
7/19/2022
3. APPLICANT NAME

5. PROJECT AREA: list precise street limits and scope
Main Street from Shurrs Lane to Ridge Pike. The project will be a Redevelopment of the site and a change of use to Mixed-Use Residential
4. APPLICANT CONTACT INFORMATION
6. OWNER NAME
Shahab Investment LLC
7. OWNER CONTACT INFORMATION

8. ENGINEER / ARCHITECT NAME
Matthew Kearse
9. ENGINEER / ARCHITECT CONTACT INFORMATION
MKearse@bohlereng.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.

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Main Street</u>	<u>Shurrs Lane</u>	<u>Ridge Pike</u>	<u>Urban Arterial</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
<u>Main Street</u>	<u>12/13.25/13.25</u>	<u>13 / 13.25</u>
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

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

STREET FRONTAGE	WALKING ZONE Required / Existing / Proposed
<u>Main Street</u>	<u>6 / 8.5 / 8.5</u>
_____	____ / ____ / ____
_____	____ / ____ / ____
_____	____ / ____ / ____

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway 1</u>	<u>24</u>	_____
<u>Driveway 2</u>	<u>24</u>	_____
<u>Driveway 3</u>	<u>24</u>	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway 1</u>	<u>24</u>	_____
<u>Driveway 2</u>	<u>24</u>	_____
<u>Driveway 3</u>	<u>24</u>	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL APPROVAL

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 ☐

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>Main Street</u>	<u>0 / 0</u>
_____	_____ / _____
_____	_____ / _____
_____	_____ / _____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Main Street</u>	<u>4 / 4.3 / 4.3</u>
_____	_____ / _____ / _____
_____	_____ / _____ / _____
_____	_____ / _____ / _____

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

YES ☒ NO ☐ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☒ NO ☐ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☒ NO ☐ N/A ☐
 YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

- | | | | | | |
|---|---|-----------------------------|------------------------------|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

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.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
3900 Main Street	_____	0 / 0	0 / 6	0 / 40
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____

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

YES ☐ NO ☒ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☐ NO ☒ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐

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

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

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

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

DEPARTMENTAL APPROVAL

- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design? SU-30

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission. YES ☐ NO ☒

35. Will the public right-of-way be used for loading and unloading activities? YES ☐ NO ☒

36. Does the design maintain emergency vehicle access? YES ☒ NO ☐

37. Where new streets are being developed, does the design connect and extend the street grid? YES ☐ NO ☐ N/A ☒

38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES ☐ NO ☐ N/A ☒

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES ☒ NO ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
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 ☐

YES ☒ NO ☐ N/A ☐

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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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.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

YES ☐ NO ☐ N/A ☒

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

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

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

If yes, City Plan Action may be required.

47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?

YES ☐ NO ☐

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

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

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

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

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

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____