



**Civic Design Review Key Recommendations to Guide Second Submission**

**Licenses and Inspections Application Number:** ZP-2022-00751  
**Project Address and/or Title:** 4601 Market Street  
**Date of Civic Design Review:** April 4, 2023

The comments below summarize the CDR Committee recommendations from the proposal’s first Civic Design Review (CDR) meeting. They have been organized by the review categories used during the meeting. When necessary, PCPC staff has made minor adjustments in language for grammatical correctness.

PCPC staff encourages the development team to review the comments and make changes to their proposal as needed. During the second and final review, PCPC staff will review the comments from the first meeting and the development team’s responses to them.

<b>Registered Community Organization Comments - West Powelton Saunders Park</b>	
1	<p>March 27 RCO meeting attempt had technical difficulties – more than 170 people in attendance (in person and virtually). Many community questions were left unanswered and property owner did not attend the meeting.</p> <p>The developer hosted a follow-up community meeting on April 26, 2023 at the Provident Building. Approximately 20 people attended the meeting from different sectors of the community, including representatives from the People’s Emergency Center Community Development Corporation, Garden Court, the Enterprise Center, the Walnut Hill Community Association, Paul Robeson House &amp; Museum, and the Alain Locke School. The former Councilwoman, Jannie Blackwell was also in attendance. The meeting was focused on this development and its integration with the surrounding neighborhood. The developer fielded questions/suggestions about potential tenants for the retail space, the parking configuration, lighting along Market Street, the through-block connection, and green initiatives.</p> <p>The developer also met with Families Forward at the Kirkbride Center regarding the project.</p>
2	<p>Community has requested another meeting and for the development team to make another presentation</p> <p>The developer hosted a follow-up community meeting on April 26, 2023 at the property. The developer also met with Families Forward at the Kirkbride Center. The developer has been engaging in direct outreach to organizations in the surrounding community.</p>
3	<p>Community wants to see materials more reflective of the treasured Provident Building and complementary to surrounding neighborhoods</p> <p><u>AOR Response:</u> The buildings of the apartment campus will include masonry (brick and some limestone and cast stone accents) at the lower levels and metal panels and fiber cement panels at the upper floor levels.</p>



	Masonry materials are found within the neighborhood and were part of the Provident Buildings' original campus site.
4	<p>Site is being overbuilt – the height and scale is in stark contrast to the surrounding neighborhood and not in its spirit.</p> <p><u>AOR Response:</u> The buildings and site are well within the permitted Zoning Code requirements for occupied area, floor area ratios, and allowable height. The floor area ratio (FAR) permitted for the lot is 530% of the total lot area. The FAR percentage provided is +/- 207.38%. The total lot and occupied areas permitted for a corner property is 80%. The occupied area percentage provided is less than 35%.</p>
5	<p>Want to see an environmental impact study and traffic study, especially due to sensitivity of surrounding area</p> <p>The applicant will conduct a Traffic Impact Study if required by PennDot or Philadelphia's Streets Department.</p>
<b>3rd District Councilmember Gauthier Comments</b>	
1	<p>Concerns with site being used for housing when the original intent was a public health campus.</p> <p>Not applicable to the civic design review process. Moreover, we do not believe this is an accurate statement.</p>
2	<p>Site design creates a fortress of exclusively, intentionally walled off from rest of neighborhood, especially for buildings in the north near Haverford Avenue</p> <p><u>AOR Response:</u> The buildings along Market Street &amp; 48<sup>th</sup> Street are placed at the street line due to Zoning Code requirements of the TOD Overlay District which requires that "New buildings must be built to the street line at ground level, along at least eighty percent (80%) of the primary street frontage, excluding curb cuts."</p> <p>A 55'-0" wide separation between the buildings along 48<sup>th</sup> Street allows for vehicular entry into the site but also is the 18'-0" wide entry to the through block connection, which extends to the 100' plus separation between the new development and the Provident Building to Market Street.</p> <p>The buildings at the north of the site are set-back from the street due to the existing storm water management system that will remain.</p>
3	<p>Concerns with traffic congestion on Haverford Avenue, which is already congested</p> <p><u>AOR Response:</u> The applicant will conduct a Traffic Impact Study if required by PennDot or Philadelphia's Streets Department.</p>
4	No traffic calming proposed with this design, which is needed



	<p><u>AOR Response:</u> The applicant will conduct a Traffic Impact Study if required by PennDot or Philadelphia’s Streets Department.</p>
5	<p>Floor plans show tiny units that no one is going to want to live in</p> <p><u>AOR Response:</u> The apartment unit types are: studio apartments, which are typically 393 SF; one-bedroom apartments, which are typically 645 SF and of which +/- 25% have balconies; and two-bedroom apartments, which range between 900 SF – 1,100 SF and of which +/- 35% have balconies. These unit sizes are within acceptable ranges for an urban site such as this. Moreover, this application is for the maximum amount of apartments proposed. It can be expected that the number of units will decrease as units are consolidated during the building permit and construction phases.</p>
6	<p>Should focus on family sized units, which there is a shortage of</p> <p><u>AOR Response:</u> The developers’ feasibility studies show that the buildings will support +/- (749) Studio units, +/- (329) One-Bedroom units, and +/- (162) Two-Bedroom units. As noted above, this application is for the maximum amount of apartments proposed. It can be expected that the number of units will decrease as units are consolidated during the building permit and construction phases.</p>
7	<p>Lacks unique architectural identity, sense of place and context, and family sized units, in contrast to the Piazza which made more of an effort</p> <p><u>AOR Response:</u> We must respectfully challenge that notion. The architectural scheme for the new campus is deeply rooted in the etymology of the site, paying homage to the original structures of the Provident campus - structures that were primarily characterized by their redbrick cladding with masonry accents and trim, and were mostly three to four stories in height. The proposed design undertakes a comprehensive analysis of the historical context, and reimagines the erstwhile campus by resurrecting these buildings, which have long since been demolished, and situating the new programming behind the brick façade.</p> <p>In order to maintain continuity with the historical stratum, any additional levels beyond the three-to-four-story mark are sheathed in metal paneling, so as to not detract from the base.</p> <p>Furthermore, the design of the buildings is geared towards complementing the classical revival style of the Provident Building and its historical campus by incorporating similar proportions, scales, and rhythms. The design strikes a balance between contemporary abstraction and replication, evoking the timelessness of the classical revival style.</p>
8	<p>Through block connection is not a good community benefit – only facilitates connections for residents within the project – does not create connections for the community</p> <p><u>AOR Response:</u> Per Zoning Code requirements of the TOD Overlay District, a through-block connection is one of the required use options required at ground level. Retail spaces is another optional required use, of which three spaces are proposed.</p>



	<p>The through-block connection allows for “green” landscaped pathways and several open plazas for the apartment residents and community neighbors to use as they travel to and from the 46<sup>th</sup> Street Station.</p> <p>It is important to note that per the Zoning Code a through-block connection is a public pedestrian “walkway or corridor” that provides public access through the site.</p>
9	<p>Site plan maximizes density, open spaces are leftovers that no one is going to want to be in</p> <p><u>AOR Response:</u> We disagree that the site maximizes density as per the Zoning Code: - The total lot and occupied areas permitted for a corner property is 80%. The occupied area percentage provided is less than 35%.  - The floor area ratio (FAR) permitted for the lot is 530% of the total lot area. The FAR percentage provided is +/- 207.38%.</p>
10	<p>There are no bus shelters, indigo stations and street furniture and other multi-modal components that would make this a more transit friendly development</p> <ul style="list-style-type: none"><li>• One bus shelter in a rendering is not enough</li></ul> <p><u>AOR Response:</u> Bus shelters could be provided if Septa adds bus stops at the property by the new residential buildings. Indego bike stations could potentially be located along Market Street. Public benches / seating are to be provided within the through-block connection at the open plazas at Market Street, Provident Building level, and 48<sup>th</sup> Street level as well as along the intermediate walking path landings and at other areas within the site, as suggested by Planning Commission staff. Additional public site furnishings along Market Street could be considered.</p>
11	<p>Does not take advantage or acknowledge earlier local planning work done by the community and the Enterprise Center</p> <ul style="list-style-type: none"><li>• Priorities included outdoor spaces that were well lit, well maintained, and accessible</li><li>• Gathering spaces on local corridors</li><li>• Local art installations that celebrate local community history</li><li>• A mural is not adequate for the need for useful public spaces accessible by the community</li></ul> <p><u>AOR Response:</u> The through-block connection would be well lit, well maintained, and accessible. The ramp pathways and intermediate landings would meet accessibility standards.</p> <p>A public plaza is to be located on Market Street and is the south entry for the through-block connection. Additional plazas are located at by the southwest corner of the Provident Building and at the 48<sup>th</sup> Street level of the through-block connection.</p> <p>Besides the mural designs along Market Street, the developers are open to having public sculpture added to the through-block connection plazas, although the sculpture(s) would not be used as art initiative bonuses or dedicated to someone. Local artists and muralist may be</p>





	<p>commissioned for the murals and sculptures, which will provide visual interest to pedestrians both on the street and within the through-block connection.</p> <p>Also, as mentioned above, the developer met with representatives of different community organizations and the Enterprise Center to discuss the project.</p>
<b>Site Design, Access, and Circulation (Full Committee)</b>	
1	<p><b>Access and Circulation</b></p> <p>Affirms concerns with site access expressed by Councilmember Gauthier and PCPC staff. This might be a case where you would consider starting over. Disconnection from transit connection and surrounding community is disappointing.</p> <ul style="list-style-type: none"><li>• Seem unwilling to use Provident Building site to make better connections to public street and surrounding neighborhoods.</li><li>• No good connection to Haverford Avenue – not a friendly walkway to the building</li><li>• Development team should ask itself -- What are the circulation connections we really need to achieve to restore the urban fabric? What are the best building footprints that help with this.</li></ul> <p><u>AOR Response:</u> The existing Haverford Avenue site entry does not include a pedestrian walkway. A new sidewalk is proposed to be added to allow for pedestrian access into the site.</p> <p>Pedestrian walkways from the street through the site are located on 46<sup>th</sup> Street (existing), Market Street (new via a plaza), 48<sup>th</sup> Street (new), and Haverford Avenue (new). Walkways thru the site including the new through-block connection and the existing painted walkway in the city-owned parking lot allow for multiple circulation pathways within the block / properties to the surrounding streets.</p>
2	<p><b>Relationships to Streets</b></p> <ul style="list-style-type: none"><li>• Projects that turn their backs on streets contribute to neighborhood deterioration</li><li>• Failure to address public streets in any meaningful way</li><li>• The way you address perimeter of your site is one of the most important aspects for a project of this size and it fails in this project</li><li>• 48<sup>th</sup> Street has several options to consider – businesses on the ground floor, residences with setbacks, gardens on streets, and more</li><li>• Market Street is significantly worse –<ul style="list-style-type: none"><li>○ Piling up twelve feet of dirt on one of Philadelphia’s most important streets is an abdication of responsible engagement with the public street</li><li>○ Consigns this section of Market Street to zero contributions to the neighborhood for decades</li><li>○ Future developments will be responding to a retaining wall, and this will discourage good future neighborhood development</li></ul></li></ul>



	<p><u>AOR Response:</u> Two retail spaces are proposed for 48<sup>th</sup> Street, one for each of the buildings fronting this street.</p> <p>The developer is open to additional retail space along Market Street, which could be achieved through a separate zoning application.</p>
3	<p>Good Things to Borrow from Fishtown</p> <ul style="list-style-type: none"><li>• See how development has evolved under the EL on Frankford Avenue</li><li>• Years ago hard to imagine how businesses could operate there</li><li>• Now an active and successful corridor – that vision could apply here</li></ul> <p><u>AOR Response:</u> Presently, the developers’ feasibility studies do not indicate that additional retail spaces on Market Street would be supported by retail tenants and would likely sit vacant. However, the developer is open to additional retail space along Market Street in the future, which could be pursued through a separate zoning application.</p>
4	<p>Not the right site for an insular community</p> <ul style="list-style-type: none"><li>• Not taking advantage of site’s opportunities and natural strengths</li><li>• Where are the community amenities and services?</li><li>• Examples include daycare, open playgrounds fountains, benches, splash parks, etc.</li><li>• How accessible is the site for those with disabilities?</li><li>• Need to show respect for current and future residents</li></ul> <p><u>AOR Response:</u> Public benches / seating are to be provided within the through-block connection at the open plazas at Market Street, Provident Building level, and 48<sup>th</sup> Street level as well as along the intermediate walking path landings and at other areas within the site, as suggested by Planning Commission staff.</p> <p>As previously noted, the developers are open to having public sculpture added to the through-block connection plazas, although the sculpture(s) would not be used as art initiative bonuses or dedicated to someone. Perhaps other amenities could be provided other than sculpture.</p> <p>The through-block connection is accessible for those with disabilities. The ramp pathways and intermediate landings would meet accessibility standards.</p>



5	<p>An insensitive project</p> <ul style="list-style-type: none"><li>• Site is an important gateway to the rest of the West Philadelphia neighborhoods</li><li>• Site feels less safe in the proposal than it is today, creates a wall on Market Street</li><li>• Murals are not an answer to the site – can be offensive as a response to the concerns of the community</li></ul> <p><u>AOR Response:</u> Wall mounted downlighting and other street lighting will be added along Market Street, 48<sup>th</sup> Street, and within the through-block connection to help create a safer area.</p> <p>Indego bike stations and additional public site furnishings along Market Street could be considered to make the street more welcoming.</p> <p>Murals are only intended to create visual interest along the street and not as a replacement for other uses or design features.</p>
6	<p>Site circulation and City parking lot for Juvenile Justice Services Center</p> <ul style="list-style-type: none"><li>• Can developer have holistic conversations with the community and the City about the parking lot for the JJSC, potentially creating space for better site circulation?</li></ul> <p><u>AOR Response:</u> Although not highlighted on the presentation documents, as it is located on a different property, the city owned parking lot currently has an existing painted walkway thru their parking area to the developers’ property. This painted walkway connects the exterior site stairs by the north façade of the Provident Building to the northern portion of the site. This existing walkway allows for a pedestrian pathway from 46<sup>th</sup> Street to Haverford Avenue. If a new +/- 20’ – 25’ long sidewalk was added at the south end of the city owned lot, the through-block connection would be able to connect to these other existing paths allowing for a mid-block walkway thru the site from Market Street to Haverford Avenue.</p>
<b>Building Design Comments</b>	
1	<p>There should be more family sized, affordable, and senior units</p> <p>As noted above, this is application is for the maximum amount of apartments proposed. It can be expected that the number of units will decrease as units are consolidated during the building permit and construction phases.</p>
2	<p>There should be more retail spaces and other flexible spaces on the ground floor that can serve community needs</p> <p><u>AOR Response:</u> As noted previously, the developers’ feasibility studies do not indicate that additional retail spaces on Market Street would be supported by retail tenants and would likely sit vacant. However, the developer is open to additional retail space along Market Street in the future, which could be pursued through a separate zoning application. Due to existing street</p>



	<p>grading, the floor level would need to be lowered with an interior ramp leading down from the sidewalk to create greater interior headroom clearance.</p>
3	<p>The parking garage façade will be subject to Planning Commission staff review during the building permit application process.</p> <p><u>AOR Response:</u> Understood</p>
4	<p>There is a concern with the lack of active uses on Market Street and the 12-15 ft high retaining wall enclosing new fill. Active uses could be created without the loss of proposed parking.</p> <p><u>AOR Response:</u> Indego bike stations and additional public site furnishings along Market Street could be considered.</p> <p>As noted above, the developer is open to additional retail space along Market Street in the future, which could be pursued through a separate zoning application.</p>
5	<p>Consider a point of entry on Market Street for the housing above</p> <p><u>AOR Response:</u> Stairs within the property line adjacent to the Retail space from Market Street leading up to the parking level could be considered.</p>
<b>Open Space Design Comments</b>	
1	<p>Improve entry court from 48<sup>th</sup> Street Make it less car dependent Reduce or remove curb cuts which interrupt walkways</p> <p><u>AOR Response:</u> Due to the existing grading at the site along 48<sup>th</sup> Street and to limit the number of vehicular curb cuts on the street, one entry point is proposed for the four buildings at the south end of the site. There is a 24'-0" drive lane between a 13'-0" walkway to the north and a 18'-0" walkway, which is the entry for the through-block connection, to the south.</p> <p>The loading spaces, which are not anticipated to be used daily, and the parking area access lanes are placed together closer to 48<sup>th</sup> Street to keep the vehicular drive paths as short as possible. This allows for more landscaping and public open spaces at the 48<sup>th</sup> Street plaza level. Spreading these out would reduce the amount of open public space.</p>
2	<p>Work with adjacent communities to develop active open space uses that are accessible to all.</p> <p>As mentioned above, the developer hosted a community meeting on April 26, 2023 at the Provident Building. The meeting was focused on this development and its integration with the surrounding neighborhood. The developer fielded questions/suggestions about potential tenants for the retail space and use of the through-block connection. The developer will continue to solicit feedback from community members.</p>
3	<p>Provide amenities that support community use</p>



	<p>As mentioned above, the developer hosted a community meeting on April 26, 2023 at the Provident Building. The meeting was focused on this development and its integration with the surrounding neighborhood. The developer fielded questions/suggestions about potential tenants for the retail space and use of the through-block connection. The developer will continue to solicit feedback from community members.</p>
4	<p>Consider public part-time access to proposed playgrounds</p> <p>At the April 26<sup>th</sup> community meeting, the developer fielded questions about access to the playgrounds. The developer explained that the playgrounds are leased directly to KIPP and PHMC but they would help effectuate a discussion/meeting.</p>
5	<p>Clarify the use of fencing – how much will be retained, where will the points of entry be? Coordinate fencing entrances with the re-incorporation of the southern stair alongside the podium</p> <p><u>AOR Response:</u> The existing fencing along Haverford Avenue would remain as is. The fencing along 48<sup>th</sup> Street and portions of Market Street where the new buildings would be constructed would be removed.</p> <p>Portions of the existing fencing between the Provident Building and the new buildings along Market Street could remain but may be modified at the through-block connection entry plaza. One of the two existing stairs (east side) by the southwest corner of the Provident Building would remain and connect Market Street to the Provident Building level plaza of the through-block connection, while the other stair (west side) would be removed.</p>
<b>Community Engagement Process</b>	
1	<p>Development team should consider starting from scratch and work with the stakeholders in the community and the surrounding area.</p> <p>The developer has hosted community meetings and will continue to engage the surrounding community concerning this project.</p>
2	<p>Project seems to ignore the concerns of the community and has a lack of effort to connect with the community.</p> <p>As mentioned above, the developer hosted a follow-up community meeting on April 26, 2023 at the Provident Building. The meeting including representatives from the People’s Emergency Center Community Development Corporation, Garden Court, the Enterprise Center, the Walnut Hill Community Association, Paul Robeson House &amp; Museum, and the Alain Locke School. The former Councilwoman, Jannie Blackwell was also in attendance. The meeting was focused on this development and its integration with the surrounding neighborhood. The developer listened to and discussed the concerns expressed by the community regarding safety, the importance of lighting in certain areas, and pedestrian improvements.</p>



	<p>The developer also met with Families Forward at the Kirkbride Center regarding the project.</p>
3	<p>There is no sense of agreement between the community and the developer on the project's design – shows a lack of respect for the community.</p> <p>As mentioned above, the developer hosted a follow-up community meeting to hear the concerns of the community and to discuss the project. At the close of the meeting, the developer received the following comment: "I hope IronStone walked away [from the community meeting] knowing that you do have community members that are in favor of your project and look forward to the development and improvements to our area."</p>
4	<p>Project should come in for a future review session.</p> <p>The developer has hosted community meetings and will continue to engage the surrounding community concerning this project.</p>
5	<p>Should be more than one community meeting for a historic site and for a project of this size.</p> <p>The developer has hosted community meetings and will continue to engage the surrounding community concerning this project.</p>
<b>Sustainable Design</b>	
1	<p>Meet the noise of reduction standards of the railway setbacks</p> <p><u>AOR Response:</u> The exterior wall construction for the buildings along Market Street and 48<sup>th</sup> Street will include sound attenuation insulation and varying thickness / laminated glazing in windows to increase the STC level.</p>
2	<p>Explore rooftop solar generation</p> <p><u>AOR Response:</u> Rooftop solar generation will be reviewed and considered during the design development phase of the project. Final determination will be made at a later date.</p>
3	<p>Consider third party sustainable design certification</p> <p><u>AOR Response:</u> The project will be designed to what is required by code and to Energy Star standards, although a formal certification will likely not be pursued. Additional energy savings measures will be reviewed and considered during the design development phase of the project. Final determination will be made at a later date.</p>

# MILL CREEK STATION

4601 MARKET STREET, PHILADELPHIA, PENNSYLVANIA 19139

CIVIC DESIGN REVIEW SUBMISSION



**BERNARDON**



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



## PROJECT SUMMARY

---

Mill Creek Station is located in the Mill Creek neighborhood of Philadelphia between 46th and 48th Streets to the east and west and Market Street and Haverford Avenue to the south and north. The Provident Building is located on the southeast corner of the property and is to remain. A city owned parking lot extends within the site from 48th Street into the center of the lot. The Juvenile Justice Services Center borders the site to the northwest while residential properties are adjacent to the site at the northeast.

The existing site currently has educational facilities, medical dental & health practitioners, and eating and drinking establishments within the Provident Building, which are to remain, accessory parking, and vacant areas. The site is zoned for 'CMX-3 Commercial Mixed Use' within the 46th Street Station Transit-Oriented Development (TOD) Transit Station Overlay District.

The project consists of (1) nineteen-story and (5) seven-story structures with a "through-block connection" with landscaping and public spaces running at ground level between the buildings to allow pedestrians to travel thru the site from 48th Street to Market Street.

Approximately 6,550 SF total of retail spaces will be in the three buildings that have street frontage along 48th and Market Streets. Approximately 13,400 SF of residential amenity spaces will be located on the First and Nineteenth Floors and roof decks will be located at all buildings.

1,240 residential units, in a mix of studios, one-bedroom, and two-bedroom units at approximately 819,200 SF, will be located on the upper floors. Two pairs of buildings at the southwest corner of the property will each have a large connecting courtyard at the Second Floor totaling 34,974 SF. The courtyards will feature outdoor kitchens, lounge spaces, and a pool for the residents.

There will be (343) on-grade parking spaces including (9) auto-share parking spaces at the new buildings and (41) existing parking spaces at the Provident Building for a total of (384) spaces.

## TABLE OF CONTENTS

---

1.....	COVER
2.....	PROJECT SUMMARY AND TABLE OF CONTENTS
3.....	CDR PROJECT APPLICATION FORM
4-11.....	SITE CONTEXT IMAGES
12.....	EXISTING SITE CONTEXT PLAN
13-15.....	3D MASSING MODEL AERIAL VIEWS
16-17.....	PROPOSED SITE PLANS
18-19.....	FLOOR PLANS - NORTH
20-23.....	FLOOR PLANS - SOUTH
24-25.....	SITE ACCESS AND BICYCLE PARKING PLANS
26-31.....	LANDSCAPE PLANS
32.....	BUILDING CLADDING MATERIALS
33-40.....	BUILDING ELEVATIONS
41-45.....	SITE SECTIONS
46-55.....	RENDERINGS
56-57.....	CDR SUSTAINABILITY QUESTIONNAIRE
58-64.....	COMPLETE STREETS HANDBOOK CHECKLIST





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-2022-007951

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

The proposed project creates more than 100,000 sf of gross new floor area and creates more than 100 residential units.

PROJECT LOCATION

Planning District: West Council District: District 3
Address: 4601 Market Street Philadelphia, PA 19139
Is this parcel within an Opportunity Zone? Yes X No Uncertain
If yes, is the project using Opportunity Zone Funding? Yes X No

CONTACT INFORMATION

Applicant Name: Devon N. Beverly Primary Phone: (215) 864-8394
Email: beverlyd@ballardspahr.com Address: 1735 Market Street, 51st Floor Philadelphia, PA 19103-7599
Property Owner: IS3 Haverford LLC Developer: IS3 Haverford LLC
IS3 Market LLC IS3 Market LLC
IS3 Team LLC IS3 Team LLC
Architect: Bernardon

SITE CONDITIONS

Site Area: 13.29 Acres
Existing Zoning: CMX-3 Are Zoning Variances required? Yes No X
Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
The project consists of (1) nineteen-story and (5) seven-story structures with retail and multi-family uses.
Approximately 6,550 SF total of retail spaces will be in the three buildings that have street frontage along 48th and Market Streets.
1,240 residential units, in a mix of studios, one-bedroom, and two-bedroom units at approximately 819,200 SF, will be located on the upper floors of all buildings.
Approximately 13,400 SF of residential amenity spaces will be located on the First and Nineteenth Floors and roof decks will be located at all buildings. Two pairs of buildings at the southwest corner of the property will each have a large connecting courtyard at the Second Floor totaling 34,974 SF. The courtyards will feature outdoor kitchens, lounge spaces, and a pool for the residents.
Proposed # of Parking Units:
There will be (343) on-grade parking spaces including (9) auto-share parking spaces at the new buildings and (41) existing parking spaces at the Provident Building for a total of (384) spaces.

COMMUNITY MEETING

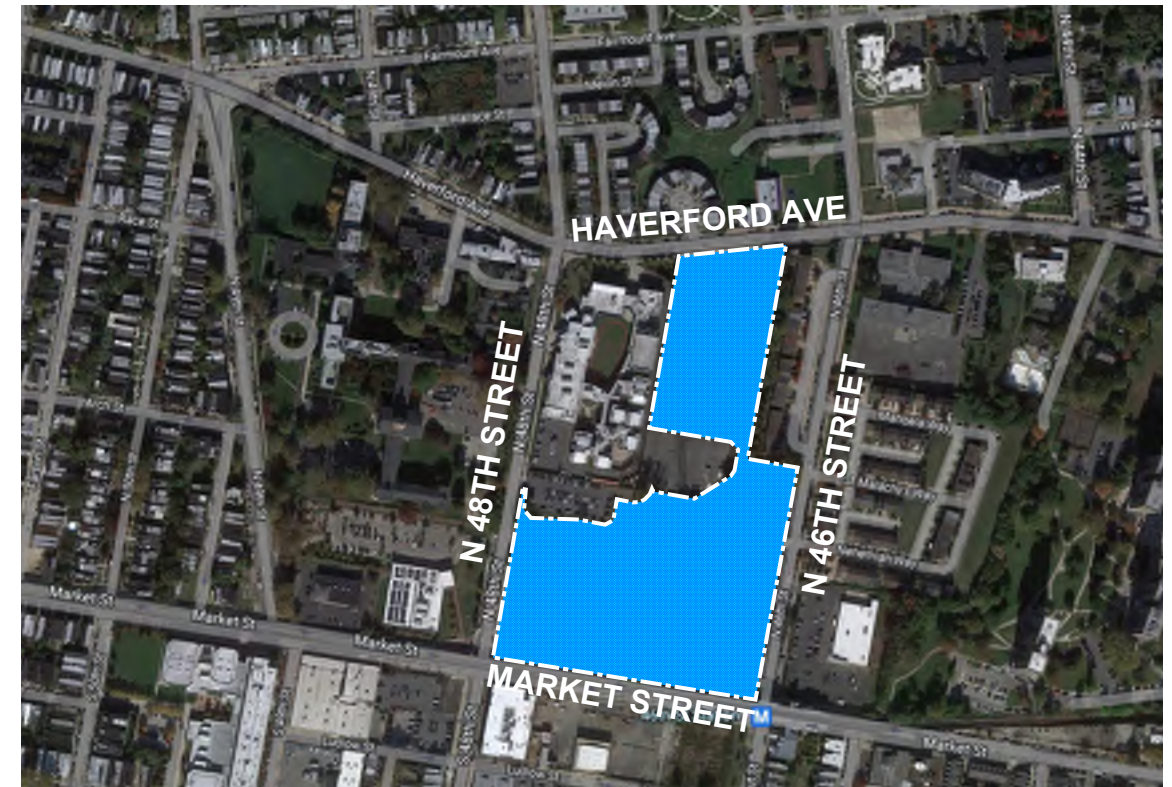
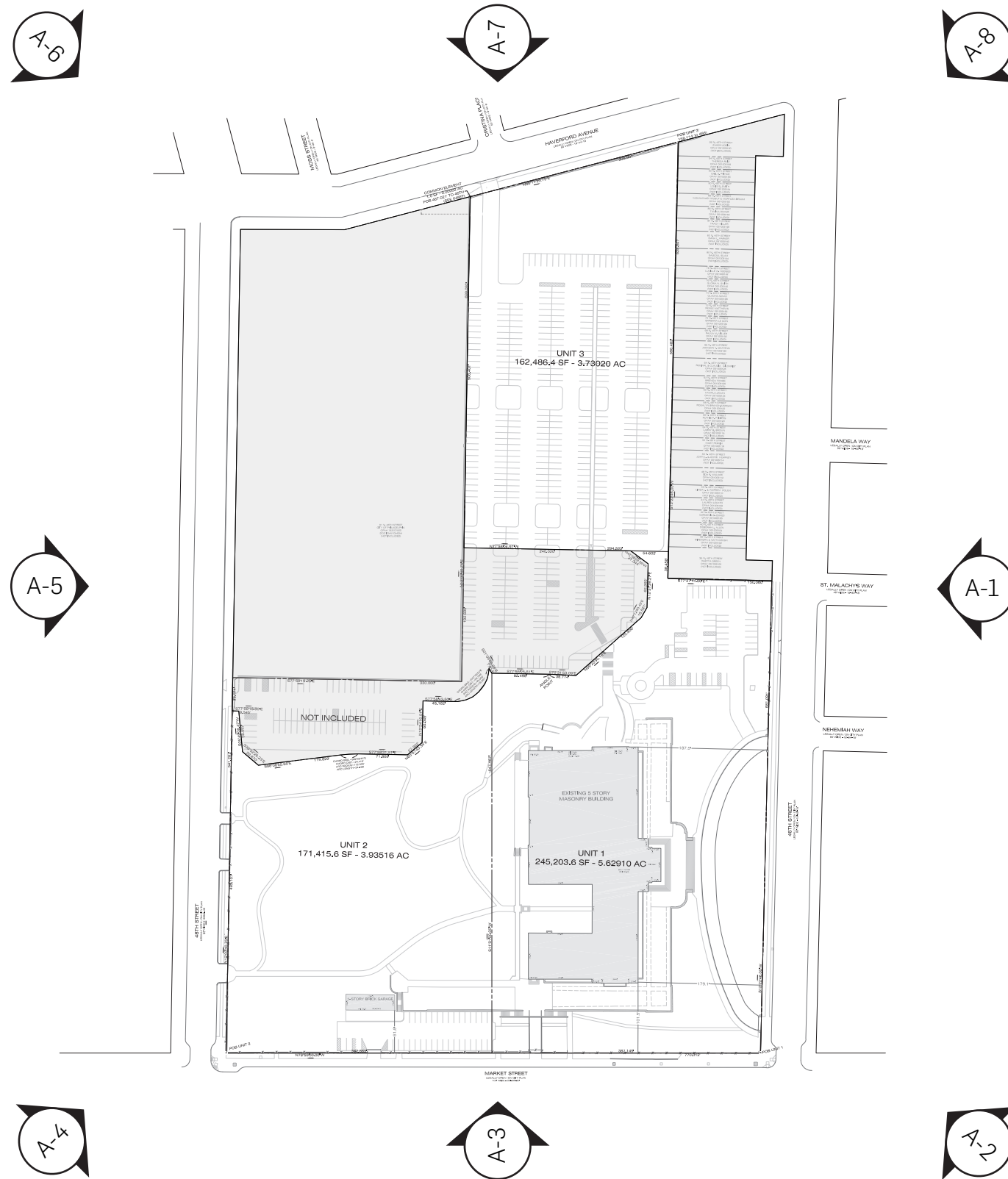
Community meeting held: Yes No X
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: March 1, 2023 Time: 6:00 PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X
If yes, indicate the date hearing will be held:
Date: N/A



# SITE CONTEXT - AERIAL VIEWS KEY PLAN



SATELLITE VIEW OF SITE



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



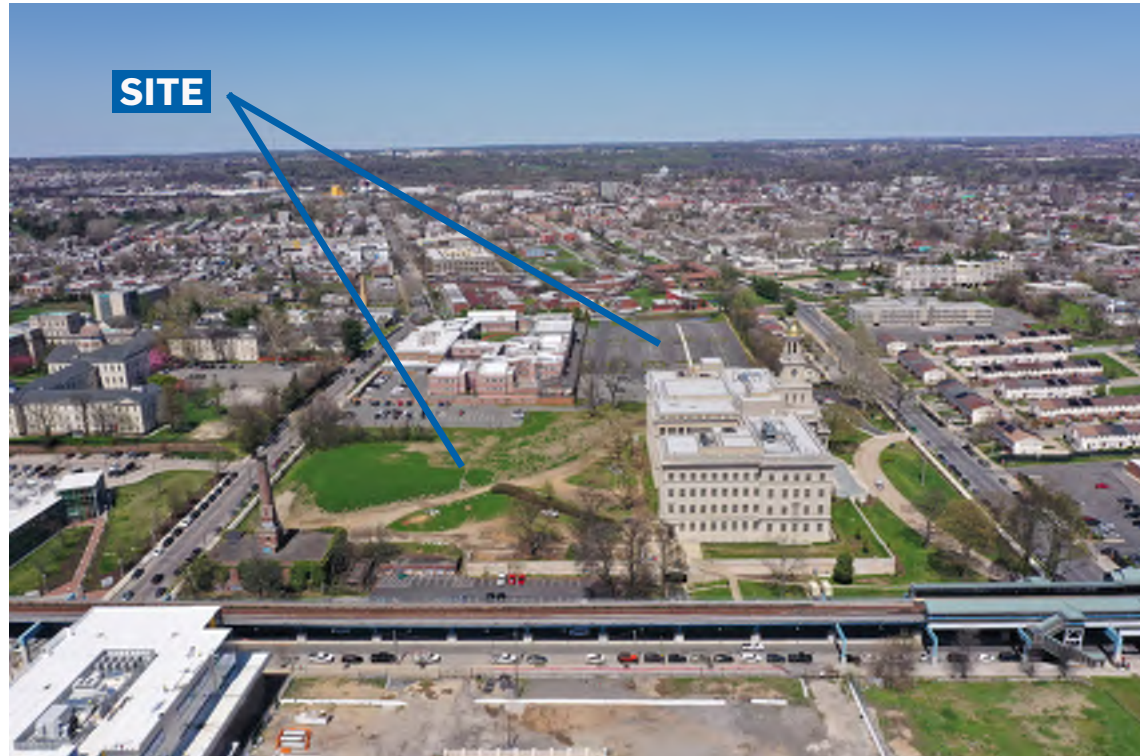
# SITE CONTEXT - AERIAL VIEWS



A-1: AERIAL VIEW OF SITE LOOKING WEST



A-2: AERIAL VIEW OF SITE LOOKING NORTHWEST



A-3: AERIAL VIEW OF SITE LOOKING NORTH



A-4: AERIAL VIEW OF SITE LOOKING NORTHEAST



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# SITE CONTEXT - AERIAL VIEWS



A-5: AERIAL VIEW OF SITE LOOKING EAST



A-6: AERIAL VIEW OF SITE LOOKING SOUTHEAST



A-7: AERIAL VIEW OF SITE LOOKING SOUTH



A-8: AERIAL VIEW OF SITE LOOKING SOUTHWEST



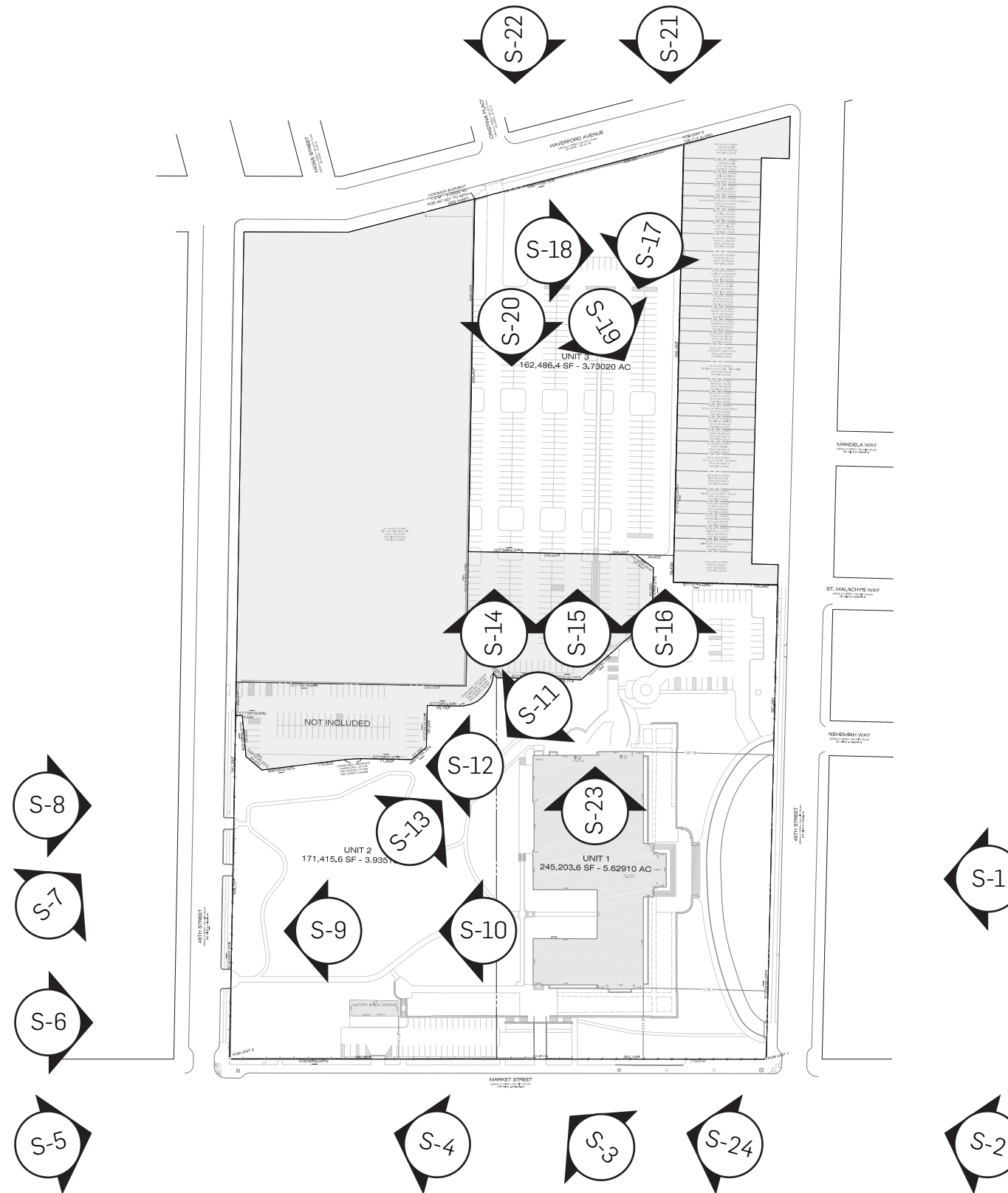
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# SITE CONTEXT - EXISTING SITE IMAGES KEY PLAN



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# SITE CONTEXT - EXISTING SITE IMAGES



S-1: 46TH ST FACING EAST TOWARDS THE PROVIDENT BUILDING



S-2: 46TH & MARKET ST CORNER FACING NORTHWEST AT SITE



S-3: MARKET ST FACING NORTHWEST TOWARDS SITE'S FUTURE THROUGH-BLOCK CONNECTION ENTRY AT MARKET STREET



S-4: MARKET ST FACING WEST TOWARDS SITE & 48TH ST



S-5: 48TH & MARKET ST CORNER FACING NORTHEAST AT SITE



S-6: 48TH & MARKET ST CORNER FACING EAST AT SITE



S-7: 48TH ST FACING NORTHEAST AT SITE



S-8: 48TH ST FACING EAST TOWARDS SITE'S FUTURE THROUGH-BLOCK CONNECTION ENTRY AT 48TH STREET



S-9: ON SITE FACING WEST TOWARDS 48TH STREET



S-10: ON SITE FACING WEST TOWARDS 48TH STREET



S-11: ON SITE FACING SOUTHWEST TOWARDS MARKET ST



S-12: ON SITE FACING WEST TOWARDS 48TH ST



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

## MILL CREEK STATION



# SITE CONTEXT - EXISTING SITE IMAGES



S-13: ON SITE FACING NORTH TO REAR OF THE PROVIDENT BLDG



S-14: ON SITE FACING NORTH TOWARDS HAVERFORD AVE



S-15: ON SITE FACING NORTH TOWARDS HAVERFORD AVE



S-16: ON SITE FACING NORTH TOWARDS HAVERFORD AVE



S-17: ON SITE FACING SOUTH TOWARDS THE PROVIDENT BLDG



S-18: ON SITE FACING EAST TOWARDS 46TH ST RESIDENCES



S-19: ON SITE FACING SOUTHEAST TOWARDS 46TH ST RESIDENCES



S-20: ON SITE FACING SOUTH TOWARDS THE PROVIDENT BLDG



S-21: HAVERFORD AVE FACING SOUTH AT 46TH ST RESIDENCES



S-22: HAVERFORD AVE AT CRISTINA PL FACING SOUTH AT SITE



S-23: AERIAL VIEW FACING NORTH TOWARDS HAVERFORD AVE



S-24: 46TH ST STATION PLATFORM FACING NORTHWEST AT SITE



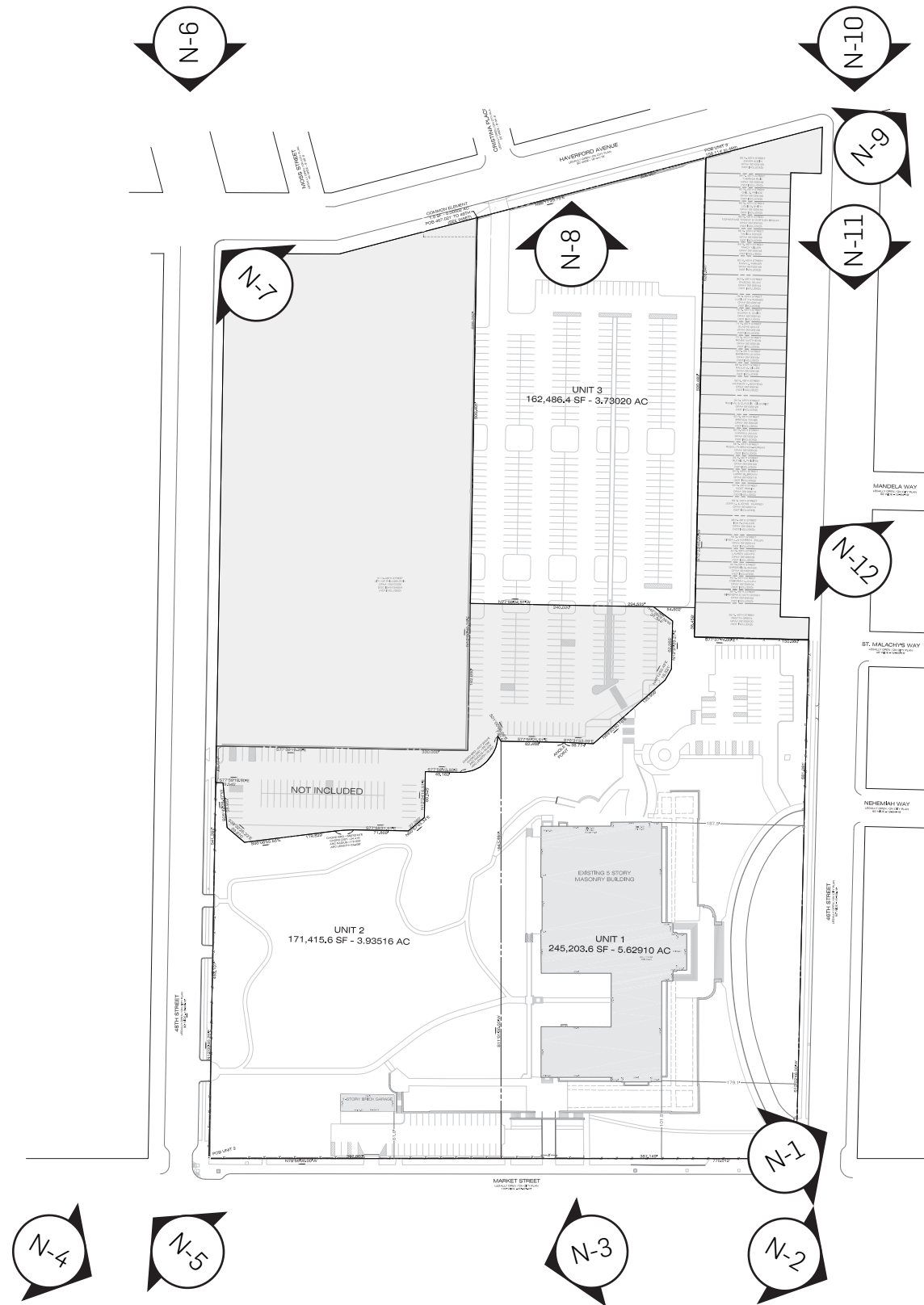
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# SITE CONTEXT - NEIGHBORHOOD IMAGES KEY PLAN



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# SITE CONTEXT - NEIGHBORHOOD IMAGES



N-1: 46TH & MARKET STREETS CORNER FACING NORTHEAST



N-2: 46TH & MARKET STREETS CORNER FACING SOUTHEAST



N-3: MARKET ST FACING WEST TOWARDS 48TH ST



N-4: 48TH & MARKET STREETS CORNER FACING SOUTHEAST



N-5: 48TH & MARKET STREETS CORNER FACING NORTH



N-6: 48TH ST & HAVERFORD AVE CORNER FACING SOUTH



N-7: 48TH ST & HAVERFORD AVE CORNER FACING NORTHWEST



N-8: HAVERFORD AVE FACING NORTH TOWARDS CRISTINA PL



N-9: 46TH ST & HAVERFORD AVE CORNER FACING NORTHEAST



N-10: 46TH ST & HAVERFORD AVE CORNER FACING SOUTHWEST



N-11: 46TH ST FACING SOUTH TOWARDS MARKET ST



N-12: 46TH ST FACING NORTHWEST TOWARDS HAVERFORD AVE



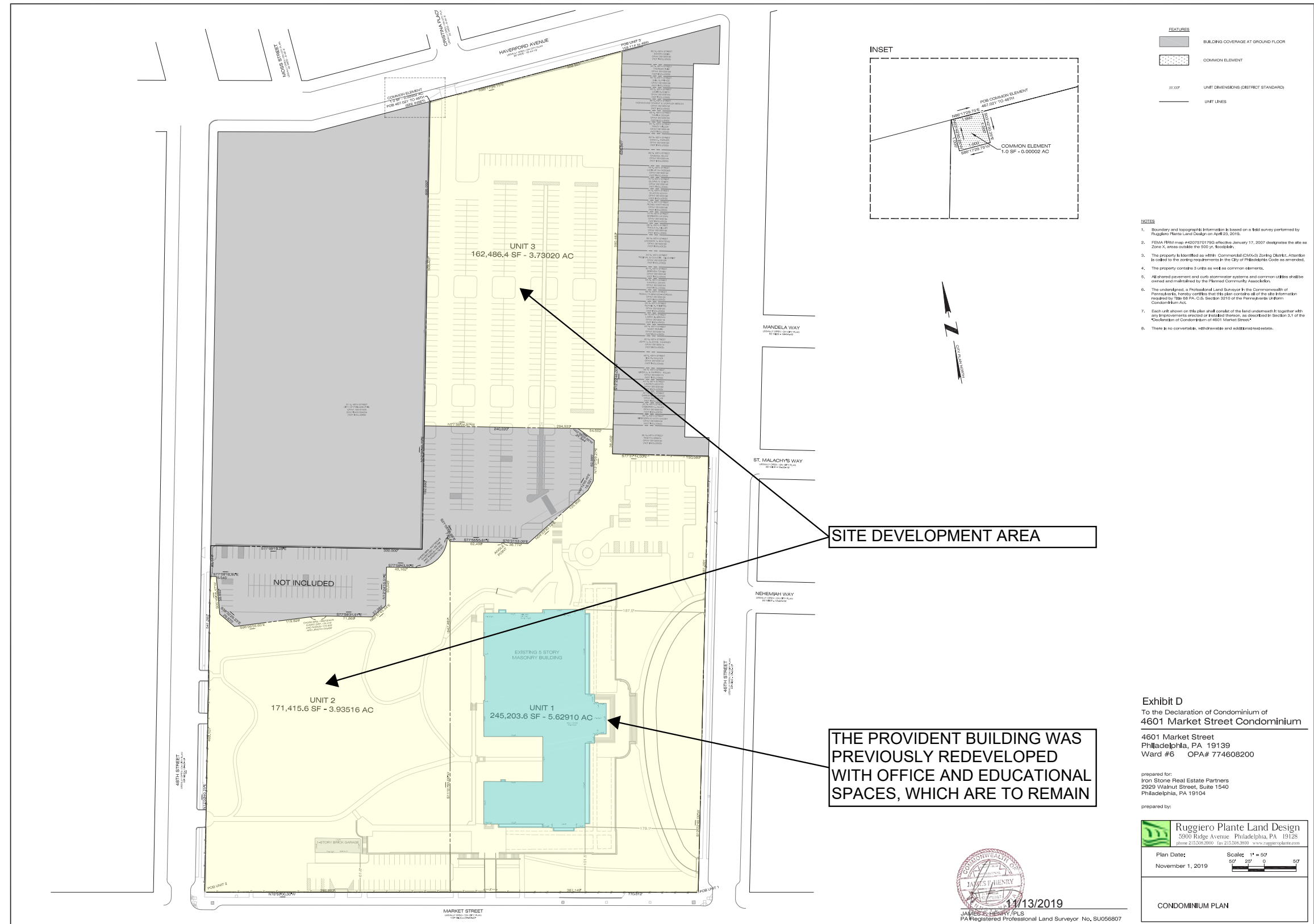
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# EXISTING SITE CONTEXT PLAN - OVERALL SITE

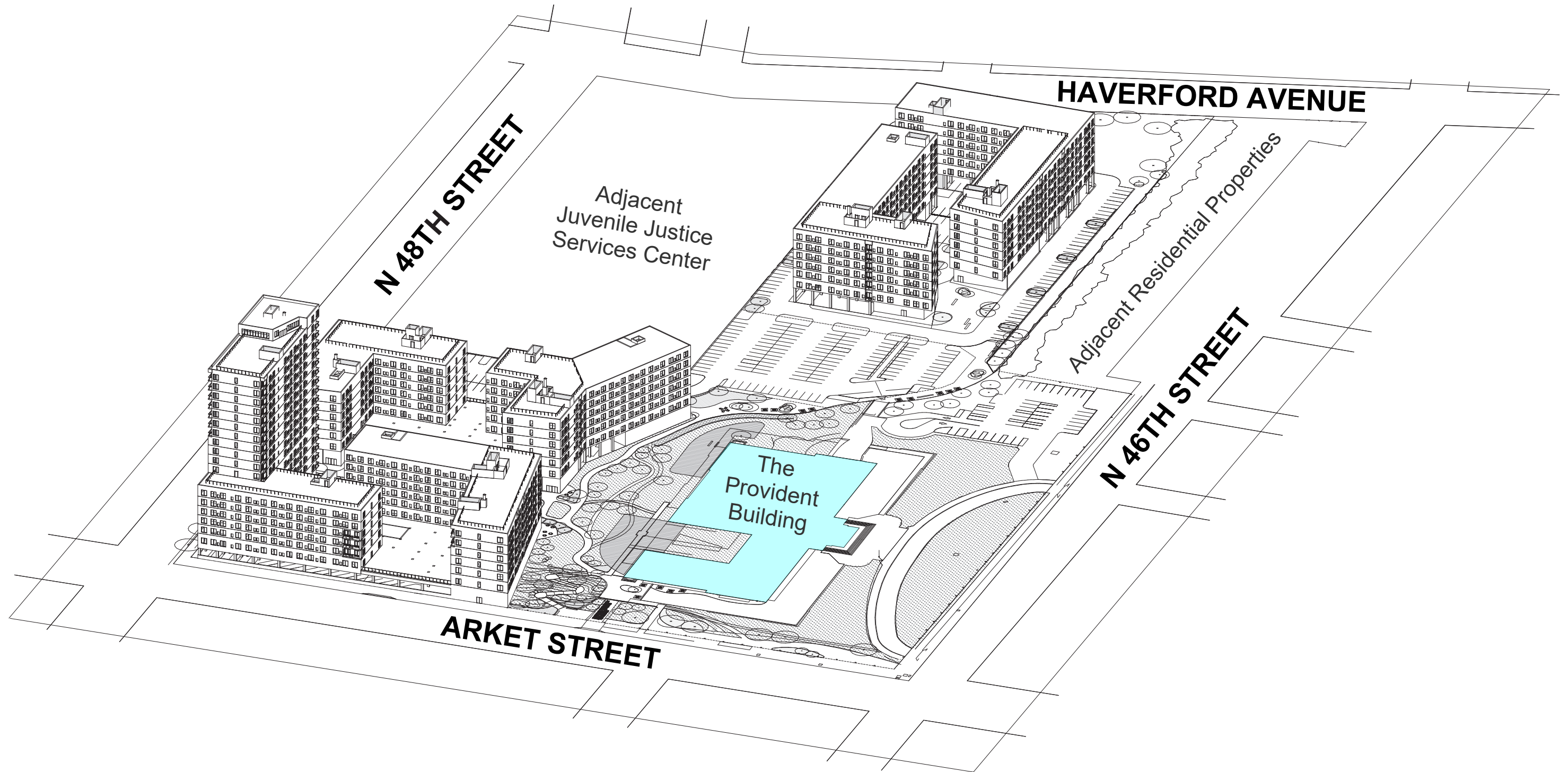


**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

**MILL CREEK STATION**

# 3D MASSING MODEL - AERIAL VIEW FACING NORTHWEST

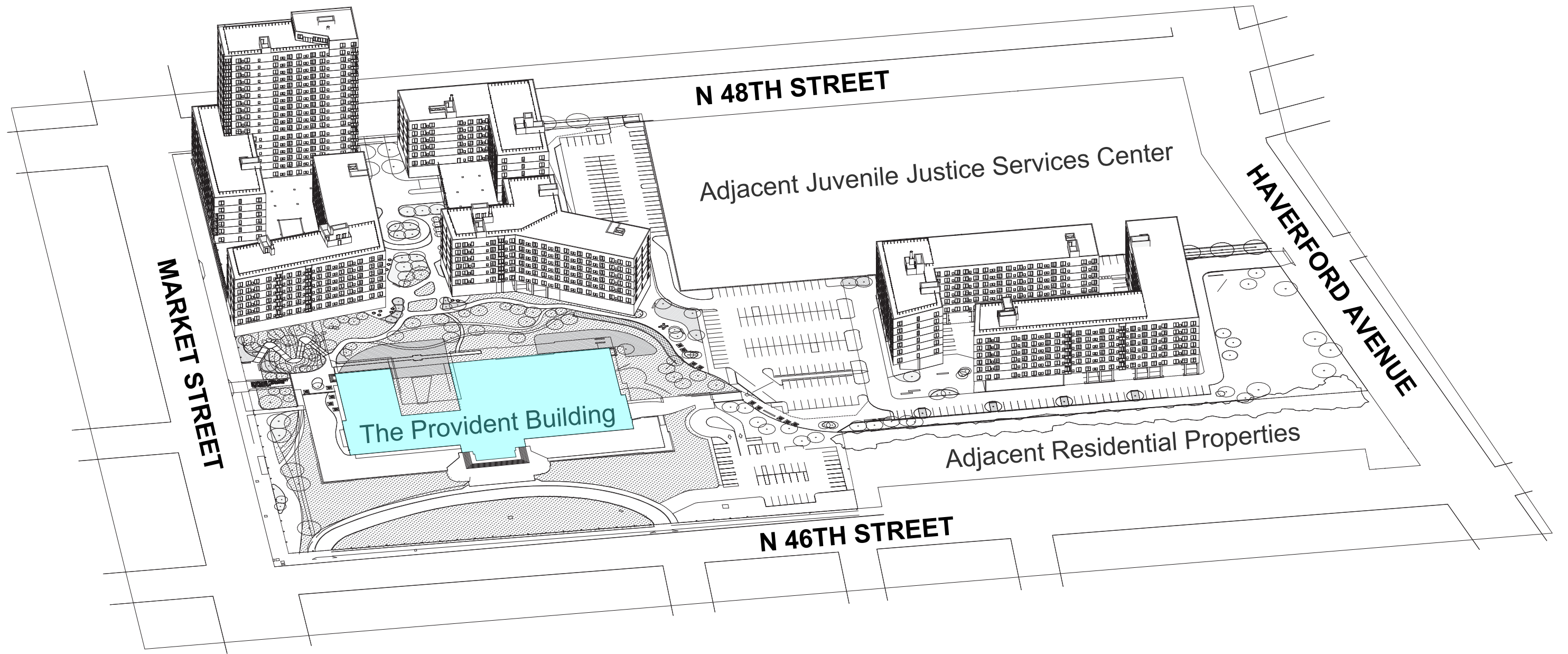


**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**

**3D MASSING MODEL - AERIAL VIEW FACING WEST**



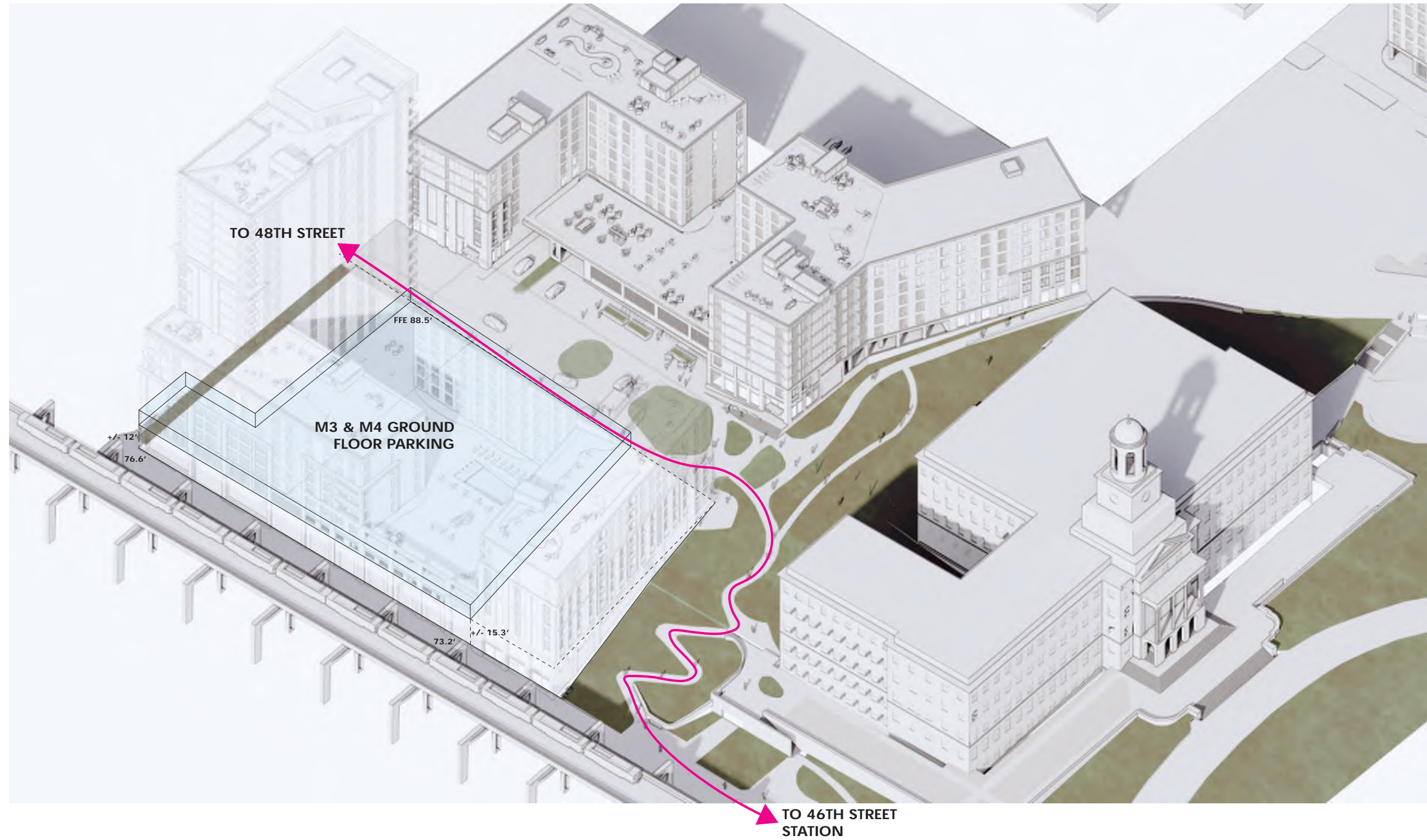
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# 3D MASSING MODEL - AERIAL VIEW OF THROUGH-BLOCK CONNECTION



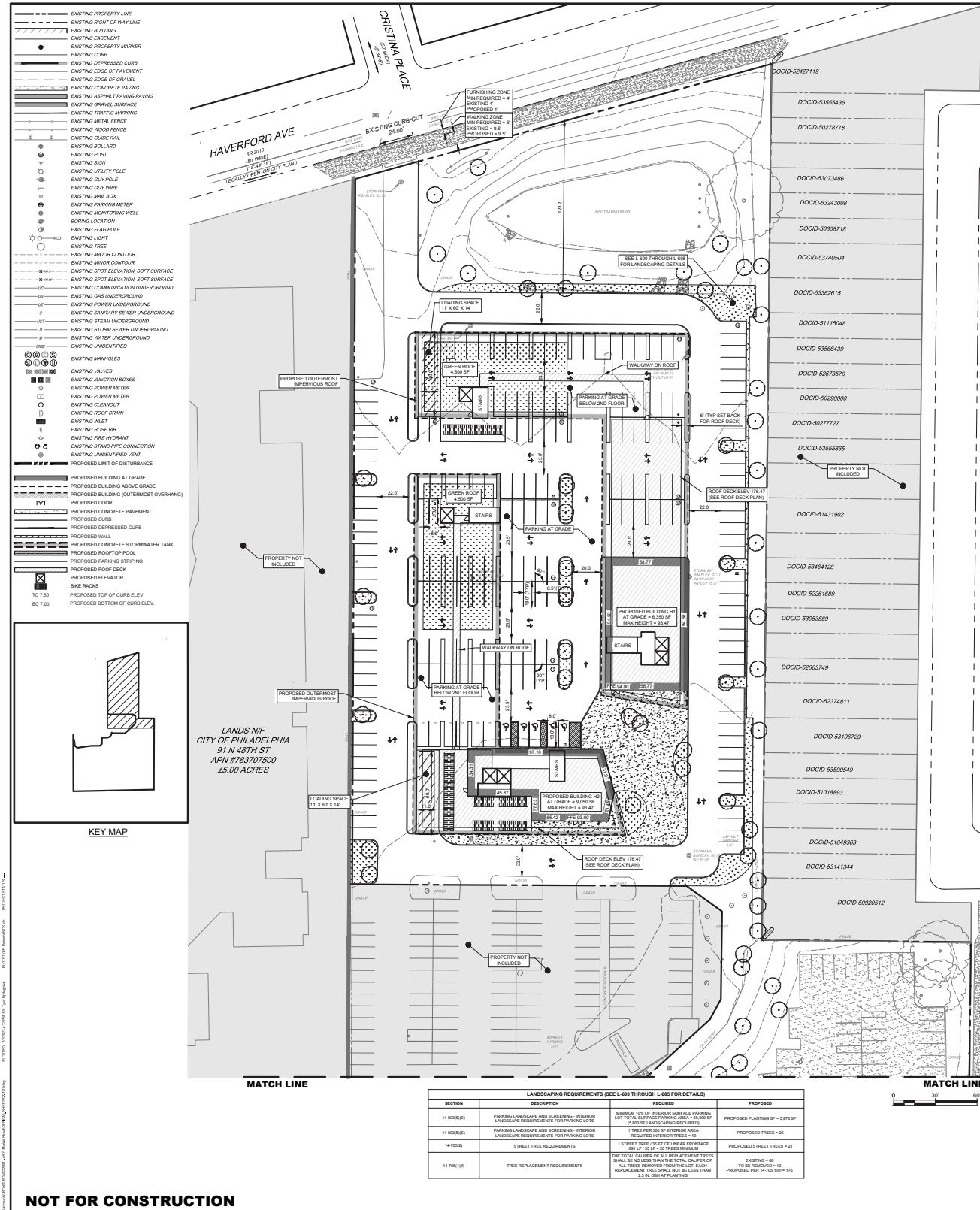
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# PROPOSED SITE PLAN - NORTH



### GENERAL INFORMATION:

**SITE:**  
4801 MARKET STREET  
PHILADELPHIA, PA 19139

**OWNER:**  
IS3 HAVERFORD, LLC  
IS3 MARKET, LLC  
IS3 TEAM, LLC  
ALL MEMBERS OF PROVIDENT CONDOMINIUM ASSOCIATION  
4875 SOUTH BROAD STREET, BUILDING 101, SUITE 100  
PHILADELPHIA, PA 19132

**DEVELOPERS:**  
IS3 HAVERFORD, LLC  
IS3 MARKET, LLC  
IS3 TEAM, LLC  
200 WALNUT STREET, SUITE 1540  
PHILADELPHIA, PA 19104

**ARCHITECT:**  
BERNARDON  
1315 WALNUT STREET, SUITE 600  
PHILADELPHIA, PA 19107

**ENGINEER:**  
PENNON ASSOCIATES  
1802 MARKET STREET, SUITE 300  
PHILADELPHIA, PA 19103



### SITE INFORMATION:

#### MUNICIPAL ZONING INFORMATION:

THE SITE IS LOCATED IN THE FOLLOWING ZONES IN THE CITY OF PHILADELPHIA:  
COMMUNITY COMMERCIAL MIXED-USE (CMX-3)  
OVERLAY:  
TOD TRANSIT ORIENTED DEVELOPMENT OVERLAY DISTRICT  
FOR COMPLETE ZONING INFORMATION PLEASE REFER TO THE ZONING CODE OF THE CITY OF PHILADELPHIA AS CURRENTLY AMENDED

#### FLOOD ZONE INFORMATION:

BY GRAPHIC PLOTTING ONLY, BASED UPON THE FLOOD INSURANCE RATE COMMUNITY MAP NO. 402751793 WHICH BEARS AN EFFECTIVE DATE OF JANUARY 17, 2007. THE SITE IS LOCATED IN THE FOLLOWING AREAS:  
ZONE X AREA OUTSIDE THE 5% ANNUAL CHANCE FLOODPLAIN  
NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE

#### SITE NOTES:

- FIELD TRACKING #Y22-MARK-8940-01
- A FIELD SURVEY OF THE SITE WAS PERFORMED BY PENNON ASSOCIATES IN MAY OF 2022.
- UNLESS SPECIFICALLY STATED OR SHOWN HERETO TO THE CONTRARY, THIS SURVEY IS MADE SUBJECT TO AND DOES NOT LOCATE OR DELINEATE:
  - RIGHTS OR INTERESTS OF THE UNITED STATES OF AMERICA OR COMMONWEALTH OF PENNSYLVANIA OVER LANDS NOW OR FORMERLY FLOODED BY TIDESWATER BUT NO LONGER VISIBLE OR PHYSICALLY EVIDENT, OR LANDS OR TANKS ANY ANIMAL, MARINE, OR BOTANICAL SPECIES REGULATED BY OR UNDER THE JURISDICTION OF ANY FEDERAL, STATE, OR LOCAL AGENCY.
  - BUILDING SETBACK LINES, ZONING REGULATIONS OR LINES ESTABLISHED BY ANY FEDERAL, STATE OR LOCAL AGENCY WHICH MAY AFFECT THE BUILDING DEVELOPMENT POTENTIAL OF THE SUBJECT PROPERTY.
  - ANY SUBSURFACE OR SUBTERRANEAN CONDITION, EASEMENTS OR RIGHTS INCLUDING BUT NOT LIMITED TO MINERAL OR MINING RIGHTS, OR THE LOCATION OR RIGHTS TO ANY SUBSURFACE STRUCTURES, CONTAINERS OR FACILITIES OR ANY OTHER NATURAL, OR MAN MADE SUBSURFACE CONDITION WHICH MAY OR MAY NOT AFFECT THE USE OR DEVELOPMENT POTENTIAL OF THE SUBJECT PROPERTY.
- ALL BOUNDARY DIMENSIONS SHOWN ARE IN CITY OF PHILADELPHIA DISTRICT STANDARD MEASURE (DS) UNLESS DESIGNATED (AS) TO DENOTE U.S. SURVEY FOOT.
- PHILADELPHIA DISTRICT STANDARD DISTANCES ARE TO BE USED FOR TITLE PURPOSES ONLY.
- ADDRESSES OF PROPOSED PARCELS TO BE DETERMINED BY THE OFFICE OF PROPERTY ASSESSMENT
- THE HORIZONTAL DATUM FOR THE PLANNING FEATURES AND COORDINATE VALUES INDICATED ON THIS PLAN REFERENCE THE "STATE PLANE COORDINATE SYSTEM OF PENNSYLVANIA, SOUTH ZONE AS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD 83)
- THE HORIZONTAL DATUM FOR THIS PROJECT WAS DETERMINED FROM GNSS OBSERVATIONS IN MAY OF 2022.
- THE VERTICAL DATUM FOR THE ELEVATIONS AND CONTOURS INDICATED ON THIS PLAN REFERENCE AN ASSUMED DATUM.
- THE VERTICAL DATUM FOR THIS PROJECT WAS DETERMINED FROM GNSS OBSERVATIONS IN MAY IN 2022.
- TO CONVERT THE ELEVATIONS AND CONTOURS SHOWN ON THIS PLAN TO NAVD 83, THE FOLLOWING CONVERSION FORMULA IS PROVIDED:  
PLAN DATUM (1) + 4.81 = NAVD83
- TEMPORARY SITE BENCHMARK NOTE:  
VERTICAL BENCHMARK  
DESCRIPTION: PA NAIL  
ELEVATION = 81.87'  
VERTICAL BENCHMARK  
DESCRIPTION: WOODEN STAKE  
ELEVATION = 81.57'
- AT THE TIME OF SURVEY, THERE WAS NO OBSERVED EVIDENCE OF A WETLANDS DELINEATION HAVING BEEN COMPLETED NOR WAS THE SURVEYOR PROMISED A WETLANDS DELINEATION REPORT.
- LOCATIONS OF SHOWN OFF-SITE UTILITIES AS SHOWN ARE APPROXIMATE AND MAY OR MAY NOT BE COMPLETE. THE NATURE AND EXACT LOCATION OF EXISTING UTILITIES SHOULD BE VERIFIED PRIOR TO INITIATING ANY ACTIVITY THAT MAY AFFECT THEIR USE OR LOCATION.
- THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN HAVE BEEN TAKEN FROM EXISTING UTILITY RECORDS AVAILABLE AT THE TIME THESE PLANS WERE PREPARED AND FROM SURFACE OBSERVATION OF THE SITE.
- COMPLETENESS OR ACCURACY OF LOCATION AND DEPTH OF UNDERGROUND UTILITIES AND STRUCTURES IS NOT GUARANTEED.
- IN ACCORDANCE WITH PA ACT 387 OF 1994 AS AMENDED BY PA ACT 33 OF 2008 (UTILITIES UNDERGROUND UTILITY LINE PROTECTION LAW), THE CONTRACTOR SHALL NOTIFY ALL UTILITIES WITHIN THE WORK AREA VIA THE PENNSYLVANIA ONE CALL SYSTEM, INC. (800-240-1776) A MINIMUM OF 3 WORKING DAYS BEFORE THE START OF EXCAVATION.
- THE CONTRACTOR SHALL VERIFY LOCATIONS AND DEPTHS OF ALL UNDERGROUND UTILITIES AND STRUCTURES BEFORE THE START OF WORK.

#### ZONING NOTES:

- SEE 2-100 AND 2-101 FOR ZONING SITE PLAN AND VEHICULAR PARKING DETAILS. SEE 2-111, 2-112, 2-113, AND 2-121 THROUGH 2-124 FOR ARCHITECTURAL DETAILS. SEE 1-400 THROUGH 1-406 FOR LANDSCAPE PLAN DETAILS.
- THE PROPERTY IS SUBJECT TO THE DECLARATION OF OWNERSHIP OF PROVIDENT CONDOMINIUM #83 TEAM LLC IS THE OWNER OF UNIT 1 AS SHOWN ON THE PLAN ATTACHED TO THE DECLARATION OF OWNERSHIP AS SHOWN ON THE PLAN. IS3 HAVERFORD, LLC IS THE OWNER OF UNIT 2 AS SHOWN ON THE PLAN. IS3 MARKET, LLC IS THE OWNER OF UNIT 3 AS SHOWN ON THE PLAN. ON BEHALF OF THE UNIT OWNERS, THE PROVIDENT CONDOMINIUM ASSOCIATION HAS THE RIGHT TO OBTAIN APPROVAL FOR THE PROPERTY.
- PLANS COMPLY WITH FORM & DESIGN REQUIREMENTS OF SECTION 14-705.
- DRIVEWAYS THAT CROSS PUBLIC SIDEWAYS SHALL BE AT THE SAME LEVEL AS THE SIDEWALK PER SECTION 14-800(A)(6)(3)(B).
- LIGHTING ON SITE SHALL COMPLY WITH REQUIREMENTS OF SECTION 14-707.

ZONING REQUIREMENTS			
ZONE CMX-3 COMMUNITY COMMERCIAL MIXED-USE			
LOT AREA: 976,187 SF (22,340 AC)			
OVERLAY DISTRICTS: TOD TRANSIT ORIENTED DEVELOPMENT OVERLAY DISTRICT 48TH STREET STATION			
LOT REQUIREMENTS	PERMITTED	EXISTING	PROPOSED
TABLE 14-101.1 USE	OFFICE USE, RETAIL SALES, COMMERCIAL SERVICES, PUBLIC USE AND INSTITUTIONAL, RESIDENTIAL	EDUCATIONAL FACILITIES, MEDICAL OFFICES, PROFESSIONAL OFFICES, RESTAURANTS, ACCESSORY PARKING	MULTI-FAMILY RESIDENTIAL, RETAIL SALES, COMMERCIAL SERVICES, PROFESSIONAL OFFICES, FACILITIES, MEDICAL OFFICES, HEALTH SERVICES, ACCESSORY PARKING AND OTHER USES AS PERMITTED BY LOCAL ORDINANCES
TABLE 14-101.2 MAX OCCUPIED AREA	80%	84% (84,401 SF)	30% (291,728 SF)
TABLE 14-101.3 MAX FLOOR AREA	N/A	N/A	N/A
TABLE 14-101.4 MAX HEIGHT	N/A	72 FT	211.15 FT (BALCONY 144)

LOADING AND PARKING REQUIREMENTS			
SECTION	DESCRIPTION	REQUIRED	EXISTING / PROPOSED
14-800.2	MOTOR VEHICLE PARKING RATES	MULTI-FAMILY USE: 1 SPACE PER 100 RESIDENTIAL UNITS, 1.240 UNITS = 124 SPACES (PRIOR TO BROWNS ADJUSTMENTS) TOD PARKING REDUCTION: 5 SPACES (14,619(SF) (2.1)) AUTO SHARE PARKING REDUCTION: 28 SPACES TOTAL SPACES REQUIRED: 120 SPACES	400 / 340 (504 TOTAL)
14-800.5	REQUIRED PARKING FOR PERSONS WITH DISABILITIES	2% OF TOTAL PROVIDED + 7 ADA SPACES REQUIRED	16 / 8 (8) TOTAL
14-800.6	VAN ACCESSIBLE SPACES	1% OF TOTAL PROVIDED + 2 REQUIRED MIN	2 / 3 (3) TOTAL
14-800.7	COMPACT PARKING SPACES	MAX 20% OF TOTAL PARKING SPACES = 24 SPACES MAX	2 / 8 (8) TOTAL
14-800.8	ELECTRIC VEHICLE SPACES	1% OF TOTAL SPACES PROVIDED = 12 SPACES	0 / 0
14-800.9	AUTO SHARE SPACES	REQUIRED MINIMUM NUMBER OF PARKING SPACES REDUCED BY 1/4 SPACES FOR EACH (1/4) PARKING SPACE PROVIDED = 18 SPACES	0 / 0
14-800.1	OFF-STREET LOADING	GROSS FLOOR AREA = 1,200 SQ FT NET DEVELOPMENT = 812 SQ FT COMMERCIAL DISTRICT #83-1: 1,000 SQ FT (811 FT BY 48 FT) 1.4 FT TH	1 / 4 (4) TOTAL
14-800.1	BICYCLE PARKING	1 PER 100 RESIDENTIAL UNITS = 120 UNITS TOTAL SPACES REQUIRED = 14 SPACES	0 / 4 (4)

TOTAL = NEW DEVELOPMENT + EXISTING (41) PARKING SPACES TO BE RETAINED IN CONNECTION WITH PREVIOUS PERMITTED EXISTING USES (NO PARKING REQUIRED)\*\*



**PENNON ASSOCIATES INC.**  
1802 MARKET STREET, SUITE 300  
PHILADELPHIA, PA 19103  
T: 413.977.0500 F: 413.977.2882

ALL DOCUMENTS PREPARED BY PENNON ASSOCIATES AND APPROVED BY PENNON ASSOCIATES ARE THE PROPERTY OF PENNON ASSOCIATES. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PENNON ASSOCIATES. PENNON ASSOCIATES ASSUMES NO LIABILITY FOR ANY DAMAGE TO PERSONS OR PROPERTY ARISING OUT OF OR IN CONNECTION WITH THE USE OF THIS DOCUMENT.

**MILL CREEK STATION**  
4801 MARKET STREET  
PHILADELPHIA, PA 19139  
**ZONING PLAN - NORTH**  
IS3 HAVERFORD, LLC  
IS3 MARKET, LLC  
IS3 TEAM, LLC  
200 WALNUT STREET, SUITE 1540  
PHILADELPHIA, PA 19104

NO.	DATE	BY	DESCRIPTION
1	05/11/2022	TJF	PRELIMINARY
2	05/11/2022	TJF	FINAL

PROJECT: IRONS22001  
DATE: 2022-06-30  
DRAWING SCALE: 1" = 30'  
DRAWN BY: TKU  
APPROVED BY: TJF

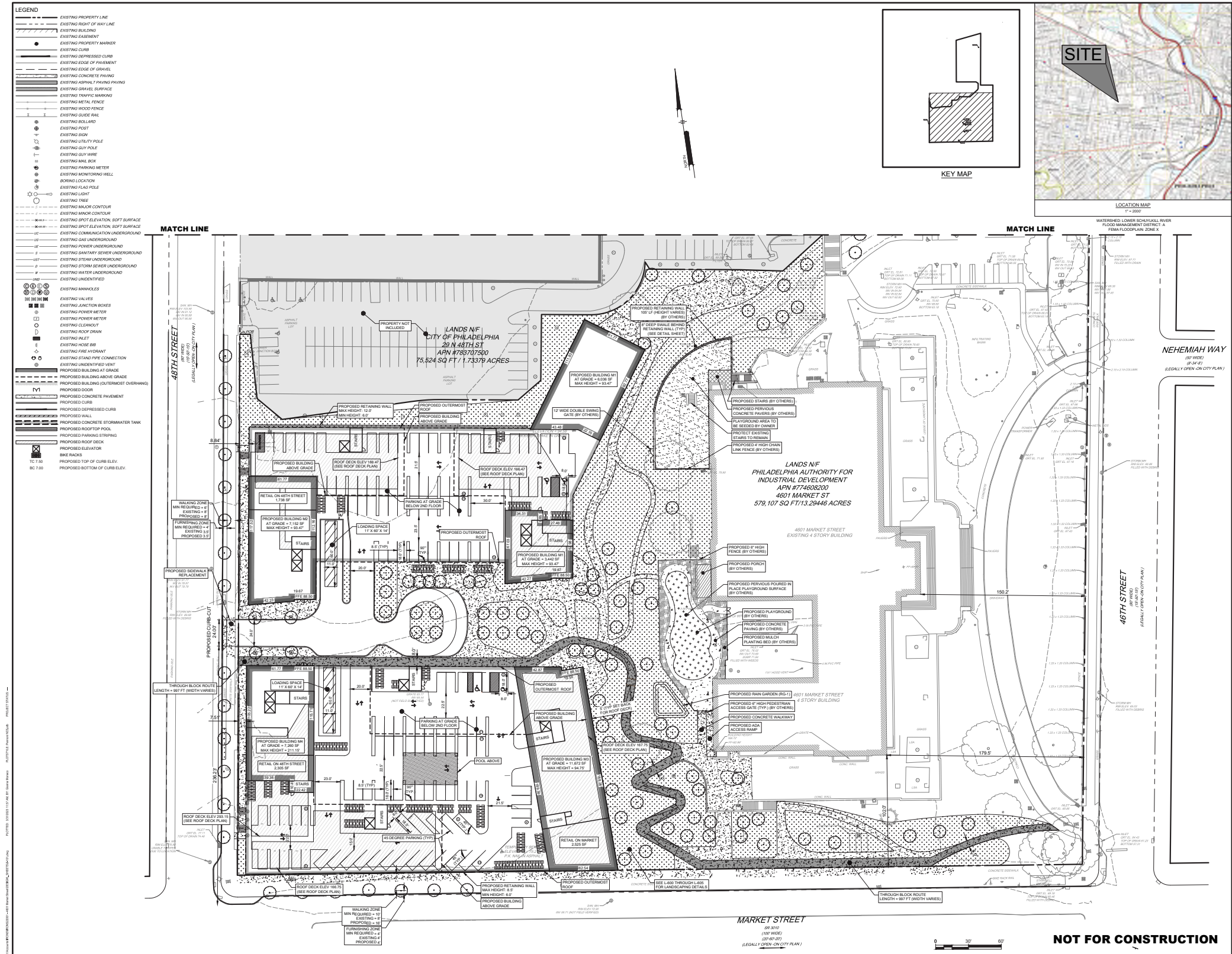
**Z-100**  
SHEET 1 OF 2



**BERNARDON** | APRIL 04, 2023  
IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

**MILL CREEK STATION**

# PROPOSED SITE PLAN - SOUTH



**Pennoni**  
**PENNON ASSOCIATES INC.**  
 8850 McGraw Road, Suite 100  
 Columbia, MD 21046  
 T. 410.297.2500 F. 410.297.2502

WATERBED LOWER SCHUBKILL RIVER  
 FLOOD MANAGEMENT DISTRICT A  
 FEMA FLOODPLAIN ZONE X

**MILL CREEK STATION**  
 4601 MARKET STREET  
 PHILADELPHIA, PA 19104  
**ZONING PLAN - SOUTH**  
 IS3 HAVERFORD, LLC  
 IS3 MARKET, LLC  
 IS3 TEAM, LLC  
 2009 WALNUT STREET, SUITE 1040  
 PHILADELPHIA, PA 19104

NO.	DATE	DESCRIPTION	BY	CHKD.
1	02/20/23	PRELIMINARY	TJK	TJK
2	03/01/23	REVISED FOR PERMITS	TJK	TJK
3	03/01/23	REVISED FOR PERMITS	TJK	TJK
4	03/01/23	REVISED FOR PERMITS	TJK	TJK

NO.	DATE	DESCRIPTION	BY	CHKD.
1	02/20/23	PRELIMINARY	TJK	TJK
2	03/01/23	REVISED FOR PERMITS	TJK	TJK
3	03/01/23	REVISED FOR PERMITS	TJK	TJK
4	03/01/23	REVISED FOR PERMITS	TJK	TJK

PROJECT: IRONS22001  
 DATE: 2022-06-30  
 DRAWING SCALE: 1" = 30'  
 DRAWN BY: TKU  
 APPROVED BY: T.J.F.  
**Z-101**  
 SHEET 2 OF 2



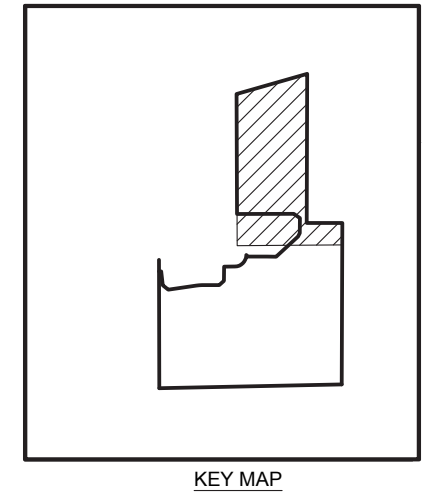
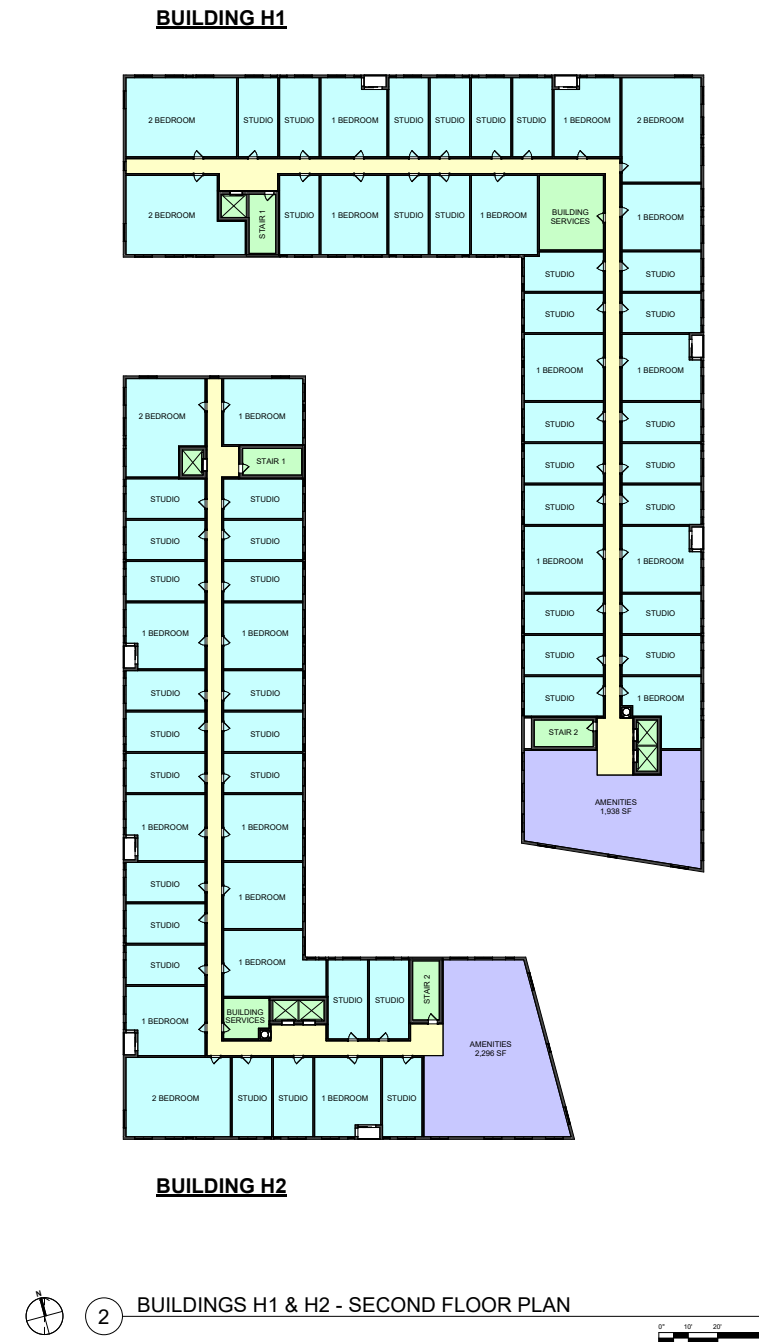
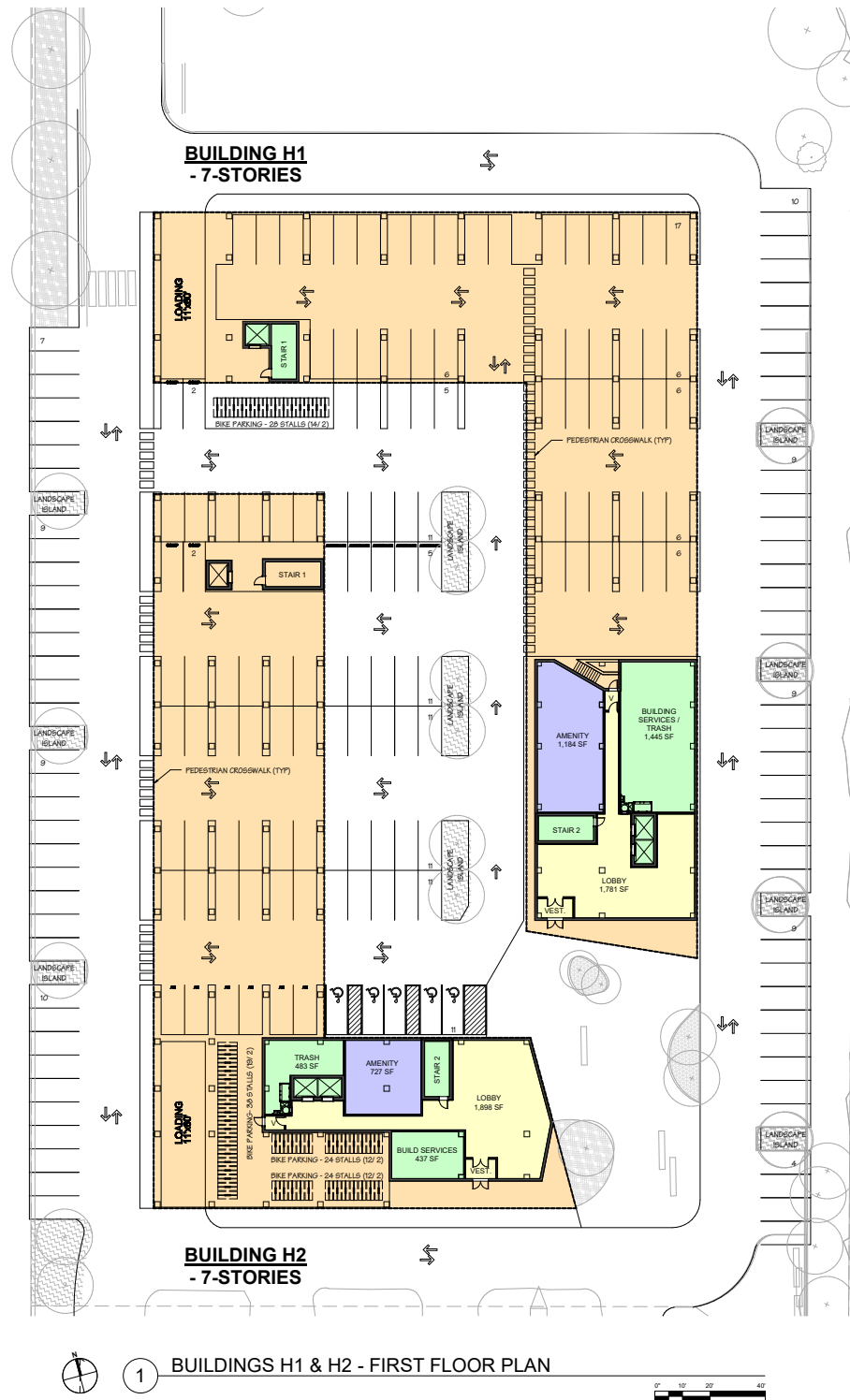
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

**MILL CREEK STATION**



# FLOOR PLANS - NORTH



## KEY

- RESIDENTIAL UNITS
- LOBBY & CORRIDORS
- RETAIL
- AMENITY SPACES
- COURTYARDS & ROOF DECKS
- STAIRS, ELEVATORS, & BACK-OF-HOUSE
- COVERED PARKING
- GREEN ROOF (UNOCCUPIABLE)



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**

**BUILDING H1 -  
232 UNITS**

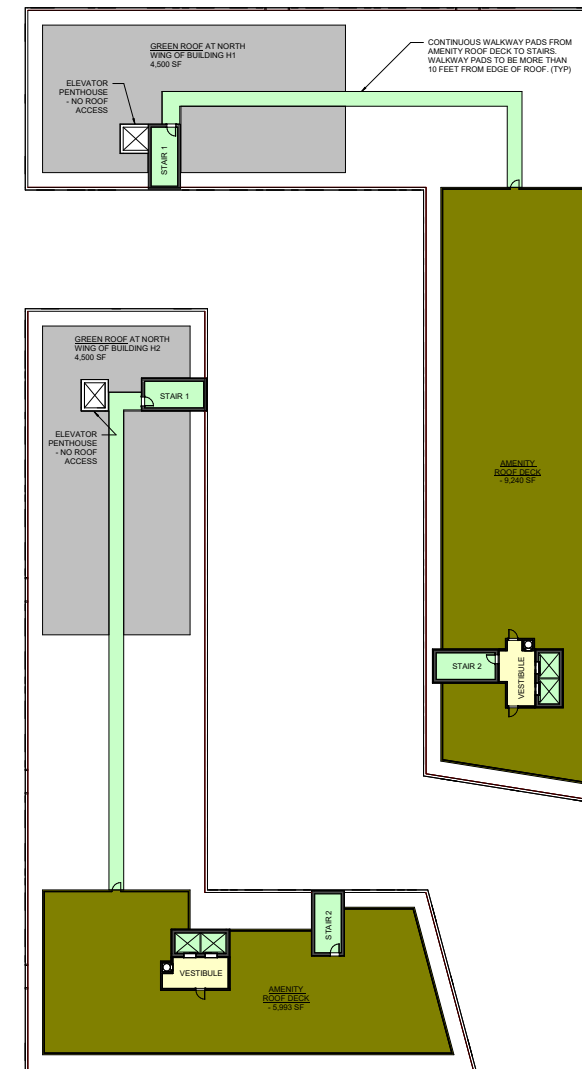


**BUILDING H2 -  
201 UNITS**

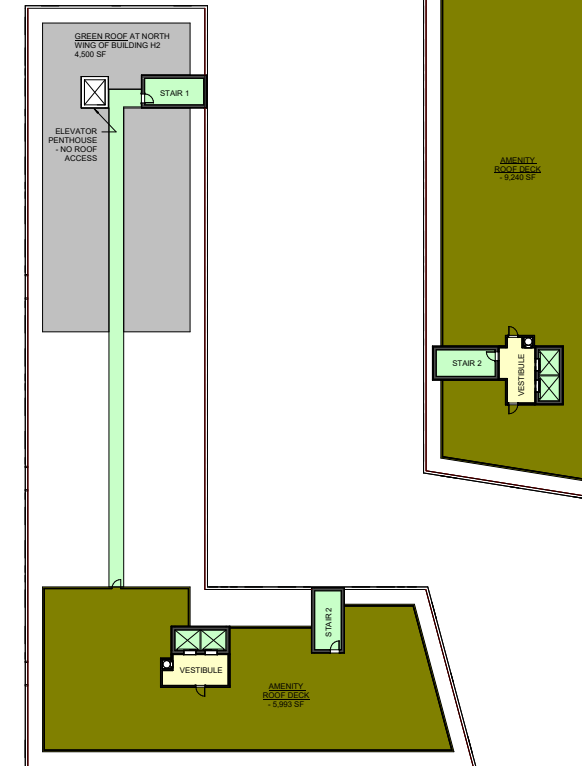


1 BUILDINGS H1 & H2 - TYP THIRD THRU SEVENTH FLOOR PLAN

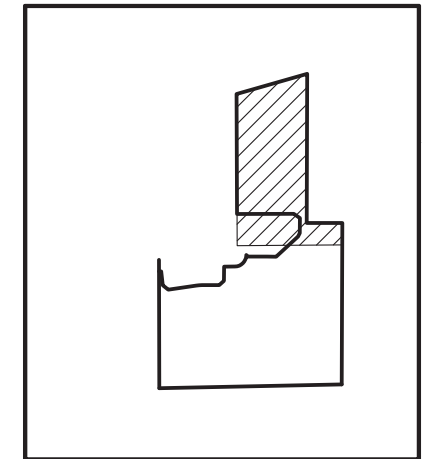
**BUILDING H1**



**BUILDING H2**



2 BUILDINGS H1 & H2 - ROOF DECK PLAN

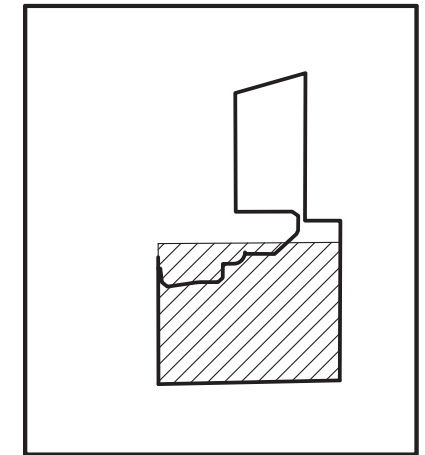
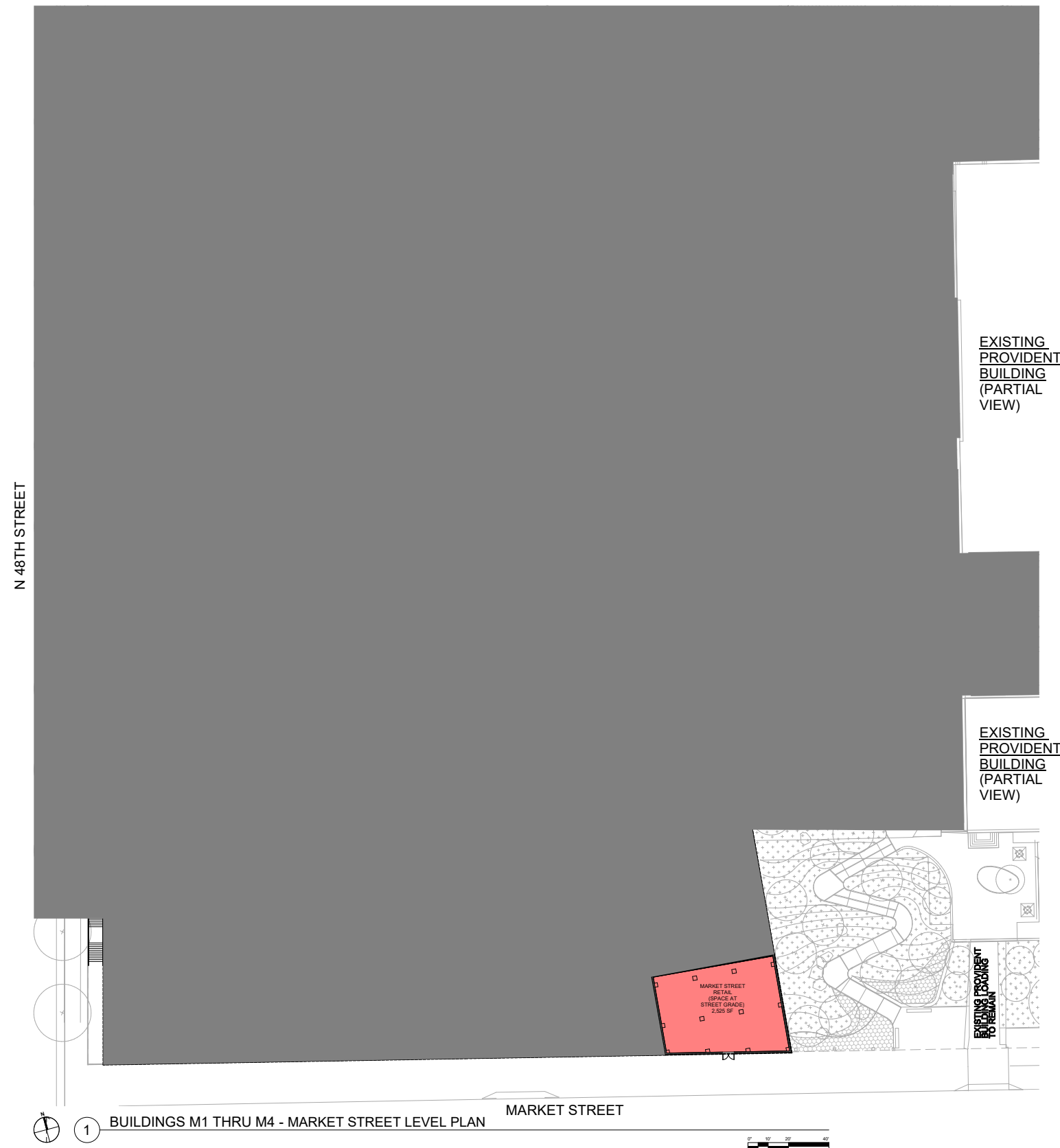


KEY MAP

## KEY

- RESIDENTIAL UNITS
- LOBBY & CORRIDORS
- RETAIL
- AMENITY SPACES
- COURTYARDS & ROOF DECKS
- STAIRS, ELEVATORS, & BACK-OF-HOUSE
- COVERED PARKING
- GREEN ROOF (UNOCCUPIABLE)

# FLOOR PLANS - SOUTH: MARKET STREET LEVEL



KEY MAP

## KEY

- RESIDENTIAL UNITS
- LOBBY & CORRIDORS
- RETAIL
- AMENITY SPACES
- COURTYARDS & ROOF DECKS
- STAIRS, ELEVATORS, & BACK-OF-HOUSE
- COVERED PARKING
- GREEN ROOF (UNOCCUPIABLE)

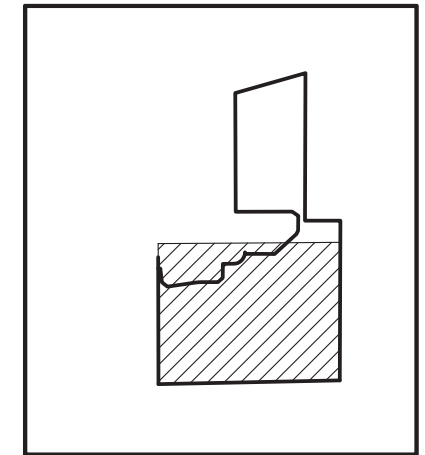


**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**

# FLOOR PLANS - SOUTH: FIRST FLOOR LEVEL



KEY MAP

## KEY

- RESIDENTIAL UNITS
- LOBBY & CORRIDORS
- RETAIL
- AMENITY SPACES
- COURTYARDS & ROOF DECKS
- STAIRS, ELEVATORS, & BACK-OF-HOUSE
- COVERED PARKING
- GREEN ROOF (UNOCCUPIABLE)

1 BUILDINGS M1 THRU M4 - FIRST FLOOR PLAN

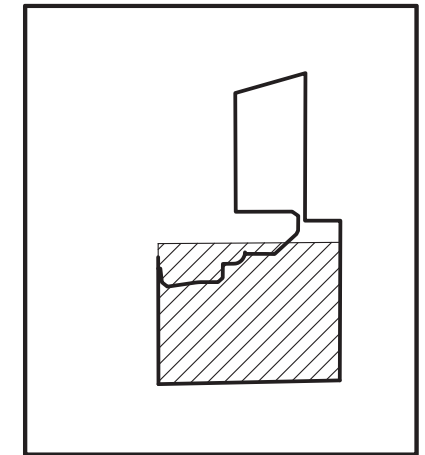
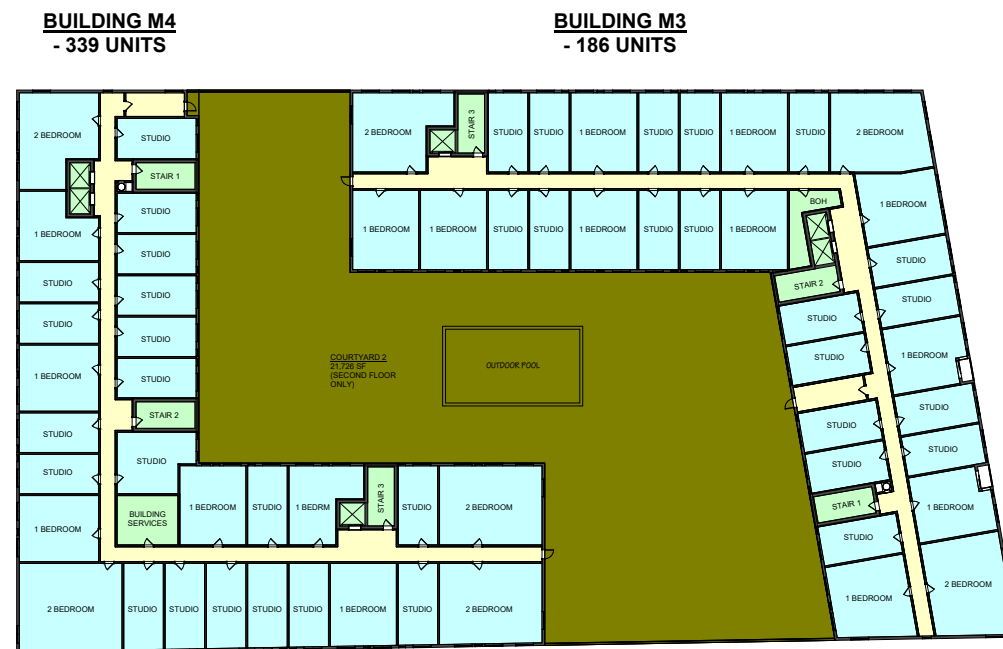
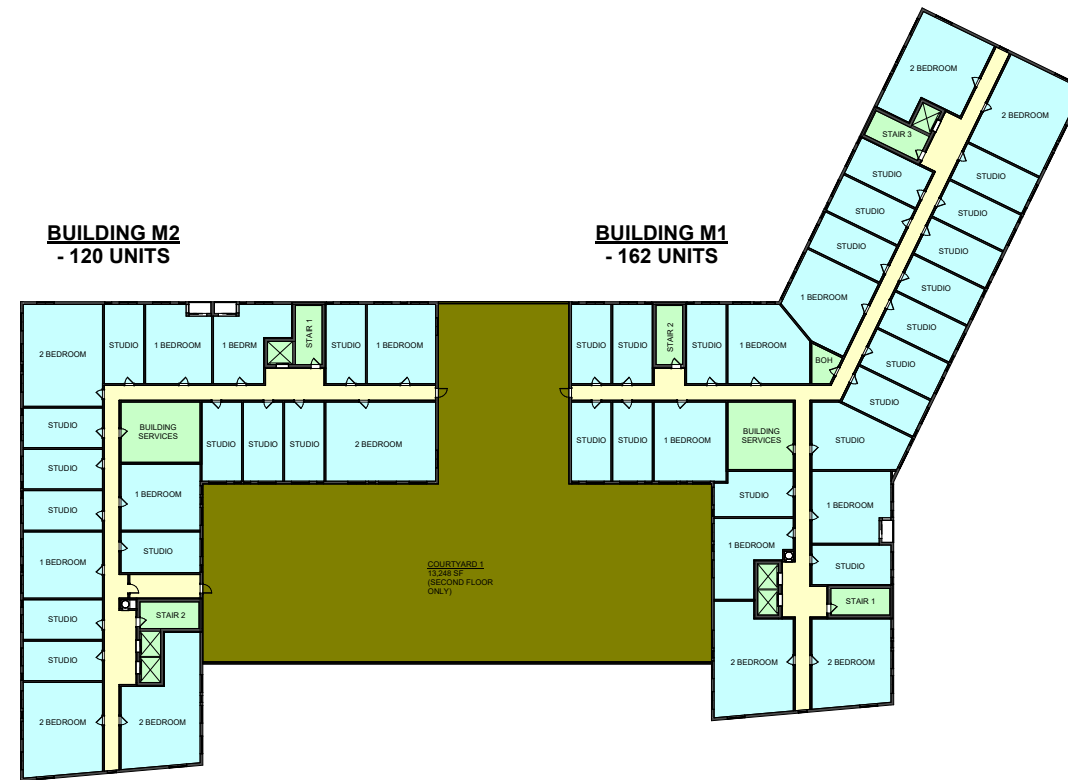


**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**

# FLOOR PLANS - SOUTH



KEY MAP

## KEY

- RESIDENTIAL UNITS
- LOBBY & CORRIDORS
- RETAIL
- AMENITY SPACES
- COURTYARDS & ROOF DECKS
- STAIRS, ELEVATORS, & BACK-OF-HOUSE
- COVERED PARKING
- GREEN ROOF (UNOCCUPIABLE)

1 BUILDINGS M1 THRU M4 - TYPICAL SECOND THRU SEVENTH FLOOR PLAN

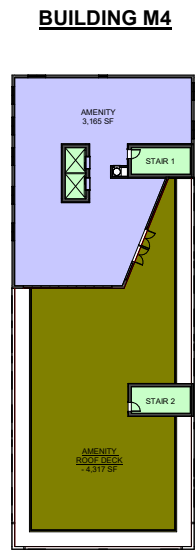


**BERNARDON** | APRIL 04, 2023

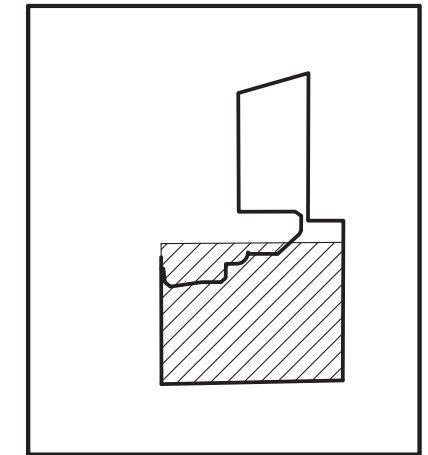
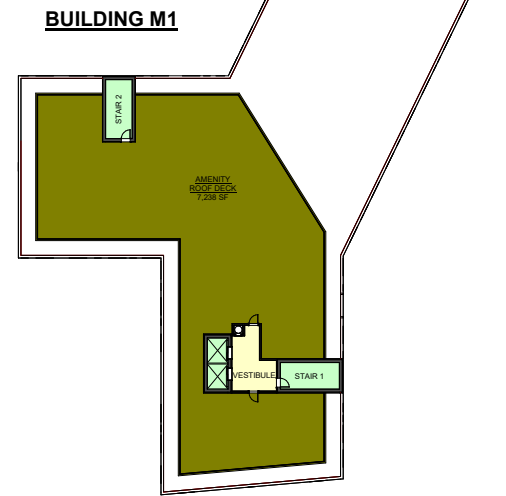
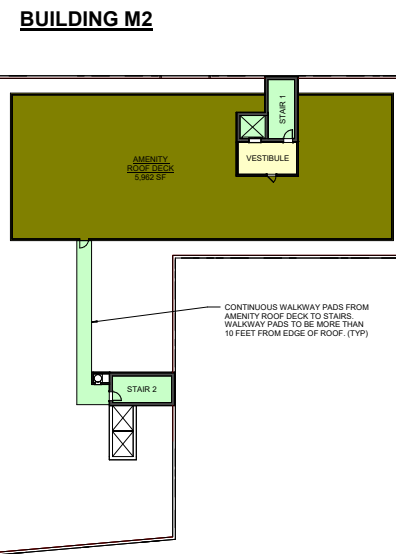
IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**





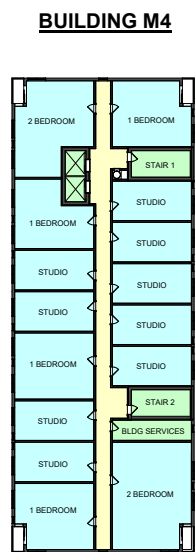
3 BUILDING M4 - 19TH FLOOR PLAN



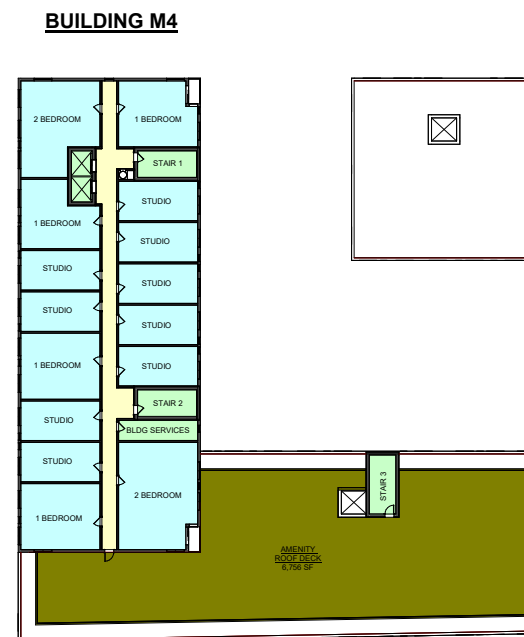
KEY MAP

## KEY

- RESIDENTIAL UNITS
- LOBBY & CORRIDORS
- RETAIL
- AMENITY SPACES
- COURTYARDS & ROOF DECKS
- STAIRS, ELEVATORS, & BACK-OF-HOUSE
- COVERED PARKING
- GREEN ROOF (UNOCCUPIABLE)

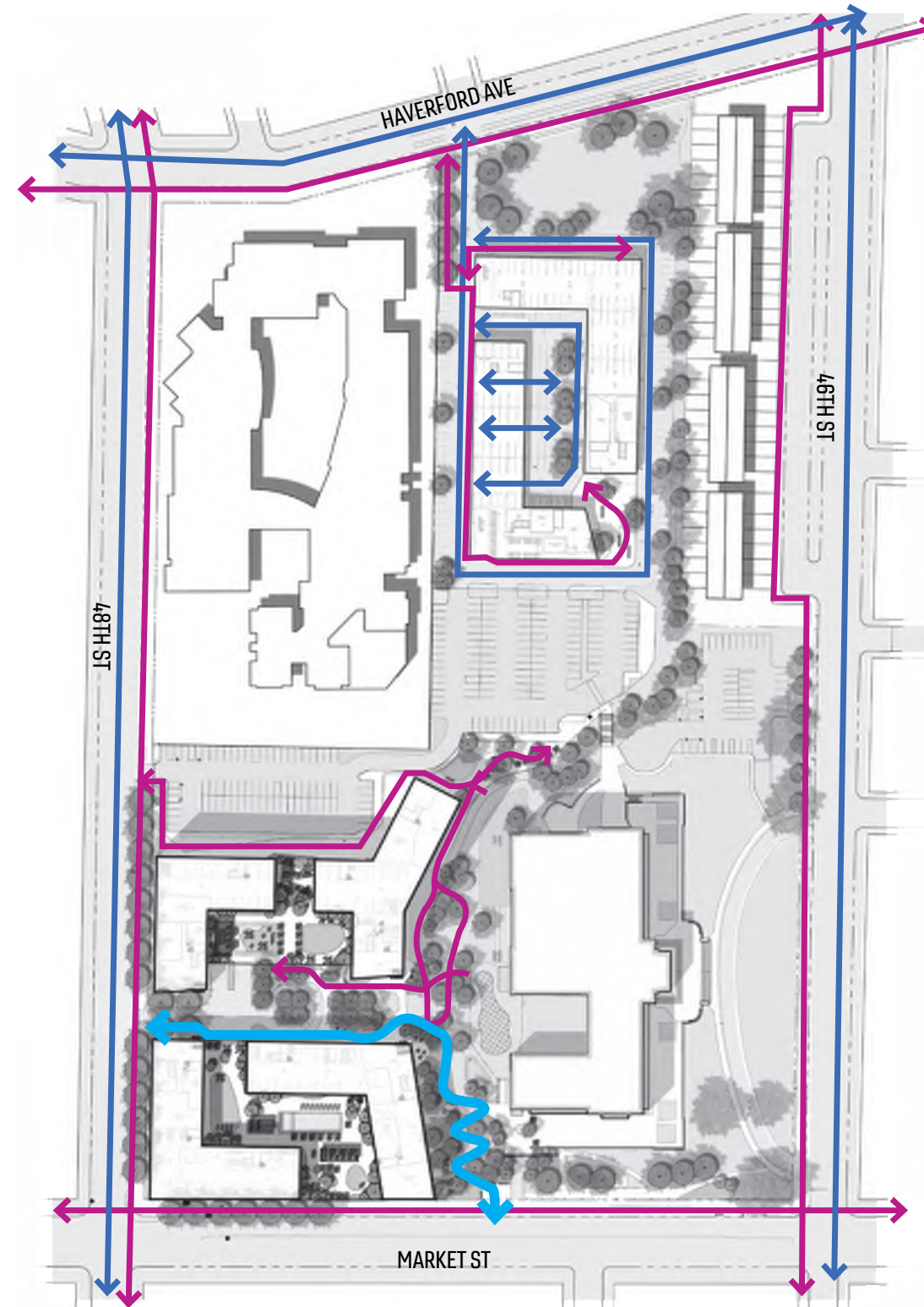


2 BUILDING M4 - TYP 9TH THRU 18TH FLOOR PLAN



1 BUILDINGS M1 THRU M4 - ROOF DECK & BUILDING 'M4' 8TH FLOOR PLAN






- INTERNAL PEDESTRIAN WALKWAY
- INTERNAL VEHICLE DRIVING LANE
- PUBLIC THROUGH-BLOCK CONNECTION



# BICYCLE PARKING LOCATIONS & COUNT



## KEY

 BICYCLE STALLS-  
(2 Bicycles / Location)



BOD: Inverted "U" Bike Rack

**TOTAL LOCATIONS: 416**

## HAVERFORD:

H1: 28 stalls

H2: 86 stalls

## MARKET:

M1 & M2: 96 stalls

M3 & M4: 206 stalls



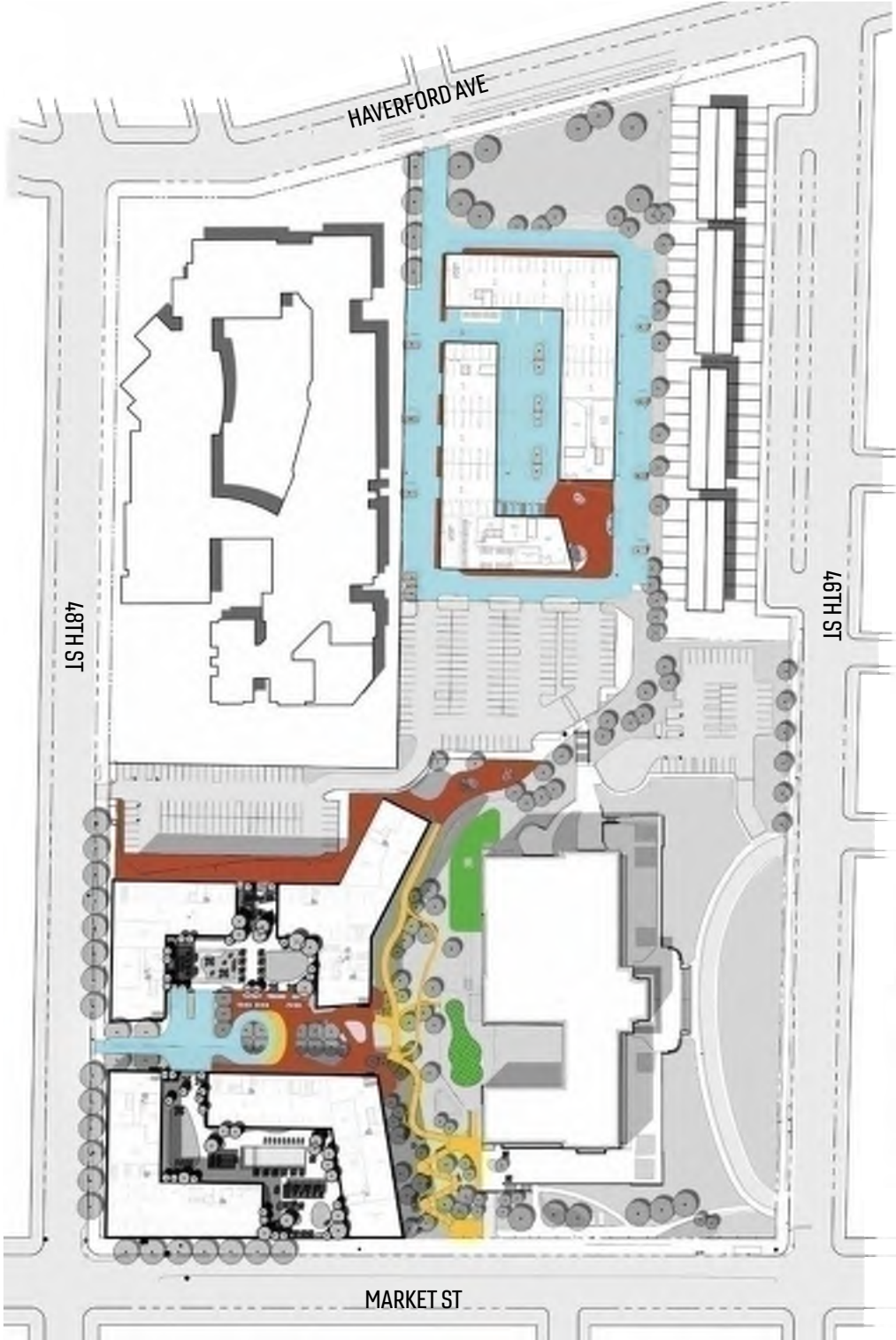


**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**

# GROUND LEVEL HARDSCAPE PLAN



		CONCRETE PLANK PAVING
		ROADWAY
		EXPOSED AGGREGATE CONCRETE
		PLAYGROUND SURFACING



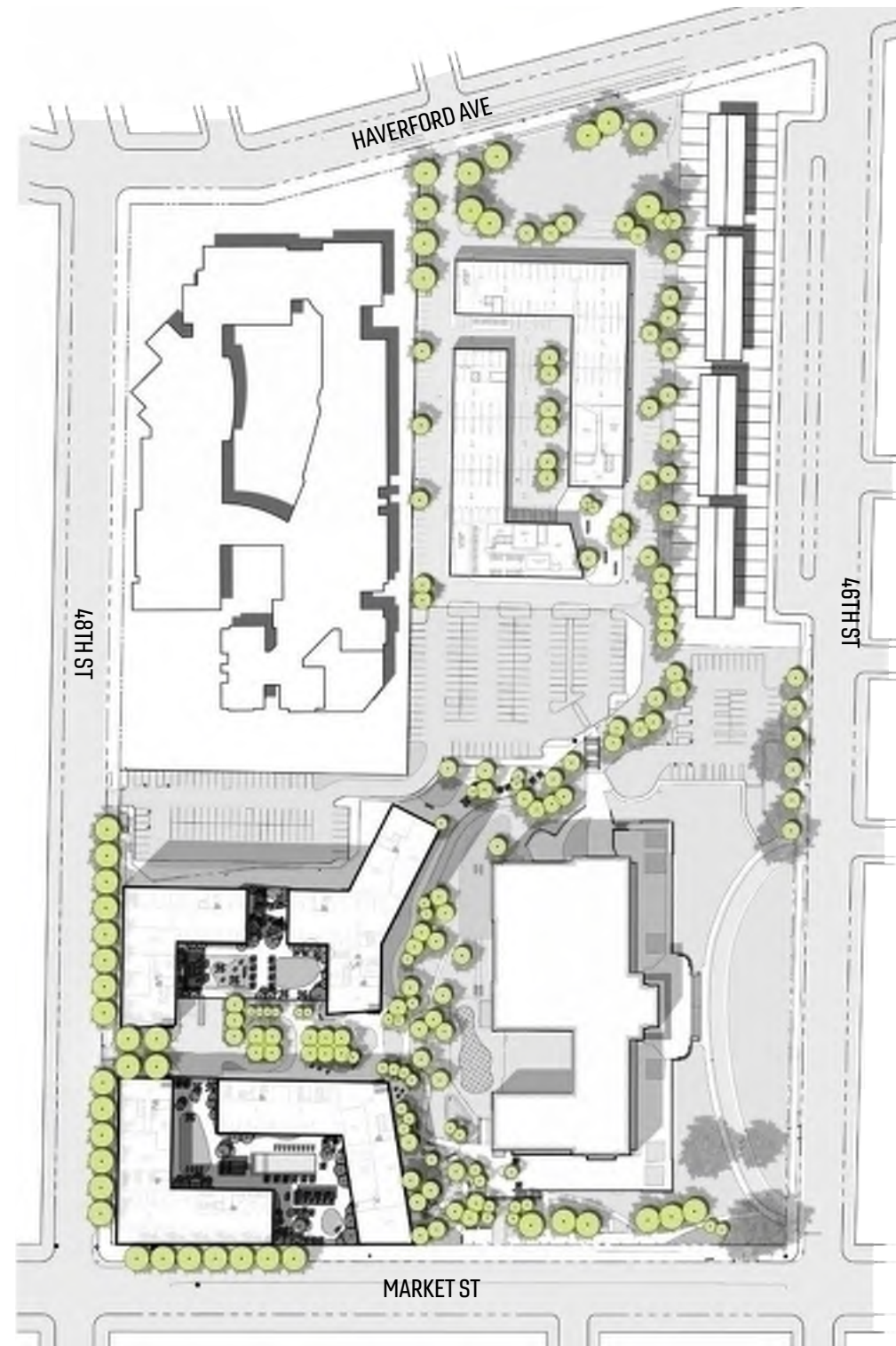
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# GROUND LEVEL PLANTING PLAN: TREES



GROUND LEVEL PLANTING PLAN-TREES



## SPECIES LIST

- Acer rubrum 'Franksred'
- Acer rubrum 'October Glory'
- Amelanchier laevis
- Betula nigra 'BNMTF'
- Carpinus caroliniana
- Cercis canadensis 'Appalachian Red'
- Cornus florida 'Cherokee Princess'
- Gleditsia triacanthos 'Draves'

- Liquidambar styraciflua 'Rotundiloba'
- Metasequoia glyptostroboides
- Nyssa sylvatica 'Red Rage'
- Quercus bicolor



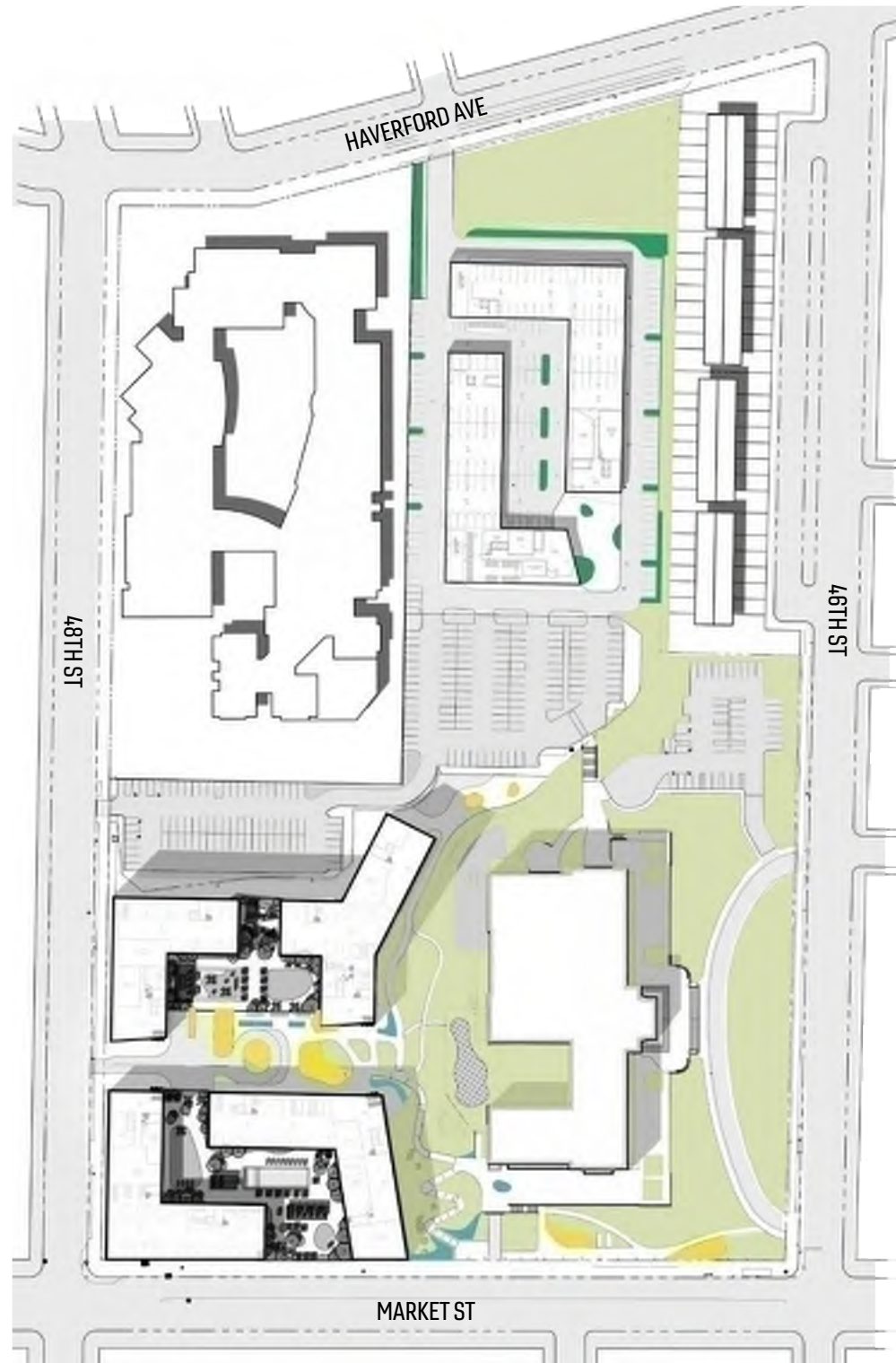
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# GROUND LEVEL PLANTING PLAN: PLANTS



## OPEN WOODLAND



- PERENNIALS**  
 Ceratostigma plumbaginoides  
 Dryopteris marginalis  
 Geranium 'Gerwat' ROZANNE  
 Heuchera villosa 'Autumn Bride'  
 Heuchera villosa 'Brownies'
- GRASSES**  
 Carex pensylvanica
- SHRUBS**  
 Aronia melanocarpa 'Morton'  
 Clethra alnifolia 'Hummingbird'  
 Hydrangea quercifolia 'Sike's Dwarf'  
 Ilex glabra 'Shamrock'  
 Itea virginica 'Henry's Garnet'  
 Leucothoe fontanesiana 'Zebbid'  
 Rhus aromatica 'Gro-Low'

## PERENNIAL DRIFTS: FULL SUN



- PERENNIALS**  
 Baptisia australis  
 Boltonia asteroides  
 Conoclinium coelestinum  
 Echinacea purpurea 'Magnus'  
 Helianthus helianthoides 'Tuscan Sun'  
 Geranium maculatum  
 Pycnanthemum virginianum  
 Solidago rugosa 'Fireworks'  
 Symphyotrichum novae-angliae 'Purple Don'  
 Tradescantia ohiensis  
 Vernonia lettermannii 'Iron Butterfly'
- GRASSES**  
 Carex pensylvanica  
 Panicum 'Cape Breeze'  
 Schizachyrium scoparium  
 Sporobolus heterolepis

## PERENNIAL DRIFTS: PART SHADE



- PERENNIALS**  
 Baptisia australis  
 Conoclinium coelestinum  
 Dryopteris marginalis  
 Echinacea purpurea 'Magnus'  
 Geranium 'Gerwat' ROZANNE  
 Phlox maculata  
 Mertensia virginica  
 Osmundastrum cinnamomeum  
 Pycnanthemum tenuifolium  
 Sisyrinchium angustifolium  
 Tradescantia ohiensis  
 Viola striata
- GRASSES**  
 Carex muskingumensis  
 Carex pensylvanica  
 Deschampsia cespitosa 'Gold Tau'  
 Pennisetum alopecuroides 'Hameln'
- BULBS**  
 Galanthus nivalis  
 Narcissus 'Golden Dawn'  
 Narcissus poeticus var. recurvus



- OPEN WOODLAND
- LAWN
- PERENNIAL DRIFTS: PART SHADE
- PERENNIAL DRIFTS: FULL SUN



# SECOND FLOOR COURTYARD: TREES



## TREES



- Acer rubrum 'Franksred'
- Acer rubrum 'October Glory'
- Amelanchier laevis
- Betula nigra 'BNMTF'
- Carpinus caroliniana
- Cercis canadensis 'Appalachian Red'
- Cornus florida 'Cherokee Princess'
- Gleditsia triacanthos 'Draves'
- Liquidambar styraciflua 'Rotundiloba'
- Metasequoia glyptostroboides
- Nyssa sylvatica 'Red Rage'
- Quercus bicolor



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# SECOND FLOOR COURTYARD: PLANTS



## PERENNIAL DRIFTS: FULL SUN



- |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>PERENNIALS</b><br/>         Baptisia australis<br/>         Boltonia asteroides<br/>         Conoclinium coelestinum<br/>         Echinacea purpurea 'Magnus'<br/>         Heliopsis helianthoides 'Tuscan Sun'<br/>         Pycnanthemum virginianum<br/>         Solidago rugosa 'Fireworks'</p> | <p>Symphyotrichum novae-angliae 'Purple Dome'<br/>         Vernonia lettermannii 'Iron Butterfly'</p> <p><b>GRASSES</b><br/>         Carex pensylvanica<br/>         Panicum 'Cape Breeze'<br/>         Schizachyrium scoparium<br/>         Sporobolus heterolepis</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## PERENNIAL DRIFTS: PART SHADE




- |                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>PERENNIALS</b><br/>         Dryopteris marginalis<br/>         Echinacea purpurea 'Magnus'<br/>         Geranium 'Gerwat' ROZANNE<br/>         Mertensia virginica<br/>         Osmundastrum cinnamomeum<br/>         Pycnanthemum tenuifolium<br/>         Sisyrinchium angustifolium<br/>         Viola striata</p> | <p><b>GRASSES</b><br/>         Carex muskingumensis<br/>         Carex pensylvanica<br/>         Deschampsia cespitosa 'Gold Tau'<br/>         Pennisetum alopecuroides 'Hameln'</p> <p><b>BULBS</b><br/>         Galanthus nivalis<br/>         Narcissus 'Golden Dawn'</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- LAWN
- PERENNIAL DRIFTS: PART SHADE
- PERENNIAL DRIFTS: FULL SUN






①  ALUCOBONDPlus Aluminum Composite Panel; "West Pewter Mica"  
ALTERNATE: James Hardie Panel Fiber Cement Board; "Gray Slate"

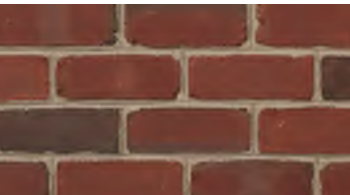
②  ALUCOBONDPlus Aluminum Composite Panel; "Champagne Metallic"  
ALTERNATE: James Hardie Panel Fiber Cement Board; "Pearl Gray"


③  ALUCOBONDPlus Aluminum Composite Panel; "Anodized Clear"  
ALTERNATE: James Hardie Panel Fiber Cement Board; "Light Mist"


④  ALUCOBONDPlus Aluminum Composite Panel; "Focus Black"  
ALTERNATE: James Hardie Panel Fiber Cement Board; "Iron Gray"

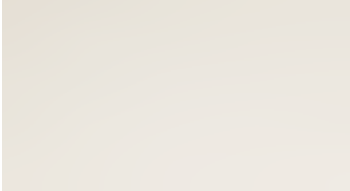
⑤  ALUCOBONDPlus Aluminum Composite Panel; "Medium Bronze Anodized"  
ALTERNATE: James Hardie Panel Fiber Cement Board; "Timber Bark"

⑥  Glen-Gery; 56-DD Thin Brick, Modular  
Thin Brick

⑦  Glen-Gery; 53-DD 1776 Thin Brick, Modular  
Thin Brick

⑧  Glen-Gery; 757 Cream Waterstruck Thin Brick, Modular  
Thin Brick

⑨  Glen-Gery; 700 Anthracite Smooth Thin Brick, Modular  
Thin Brick

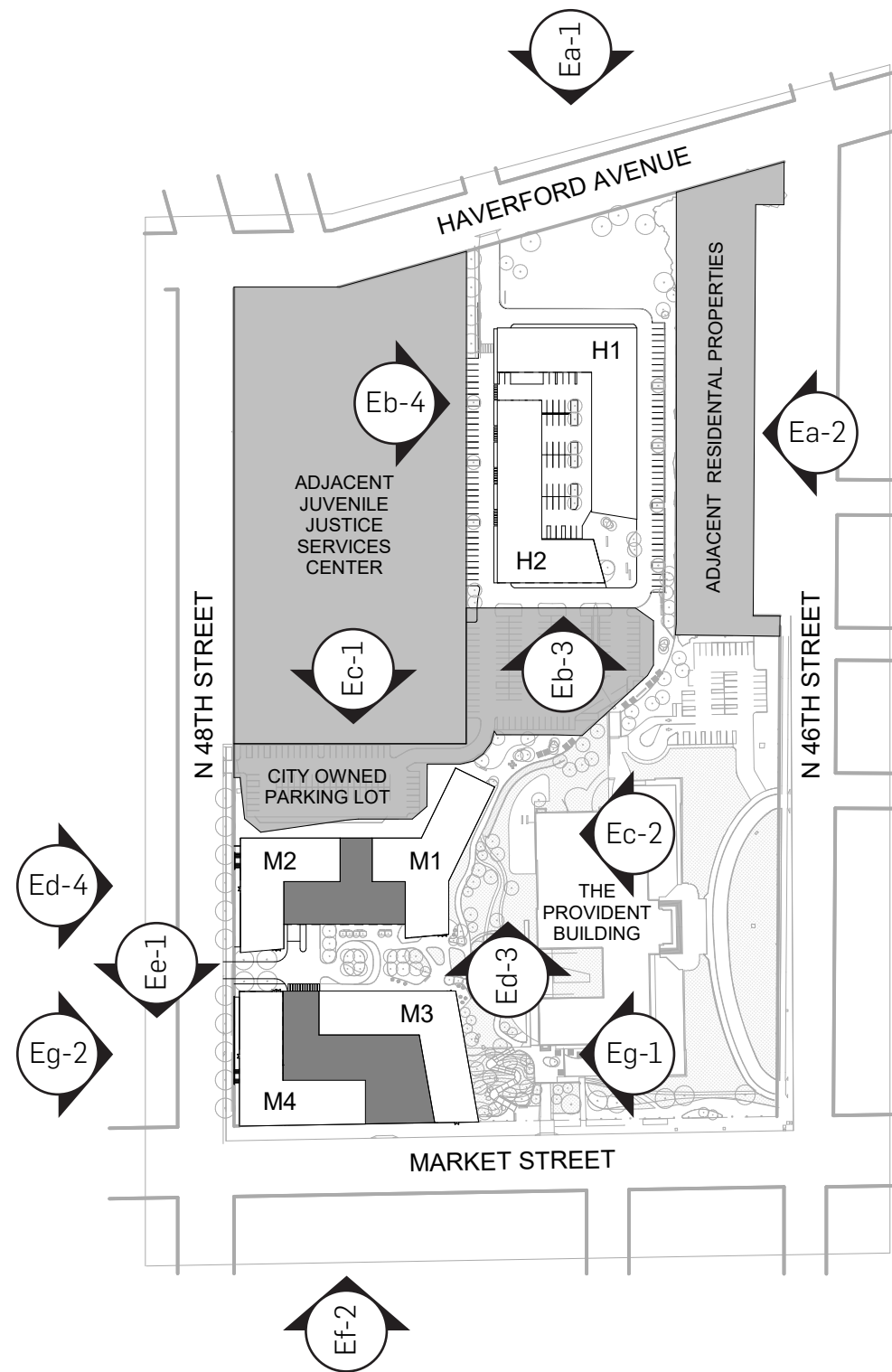
⑩  Hofmann Facades; UHPC Stone Veneer; "Creme Royal Limestone"

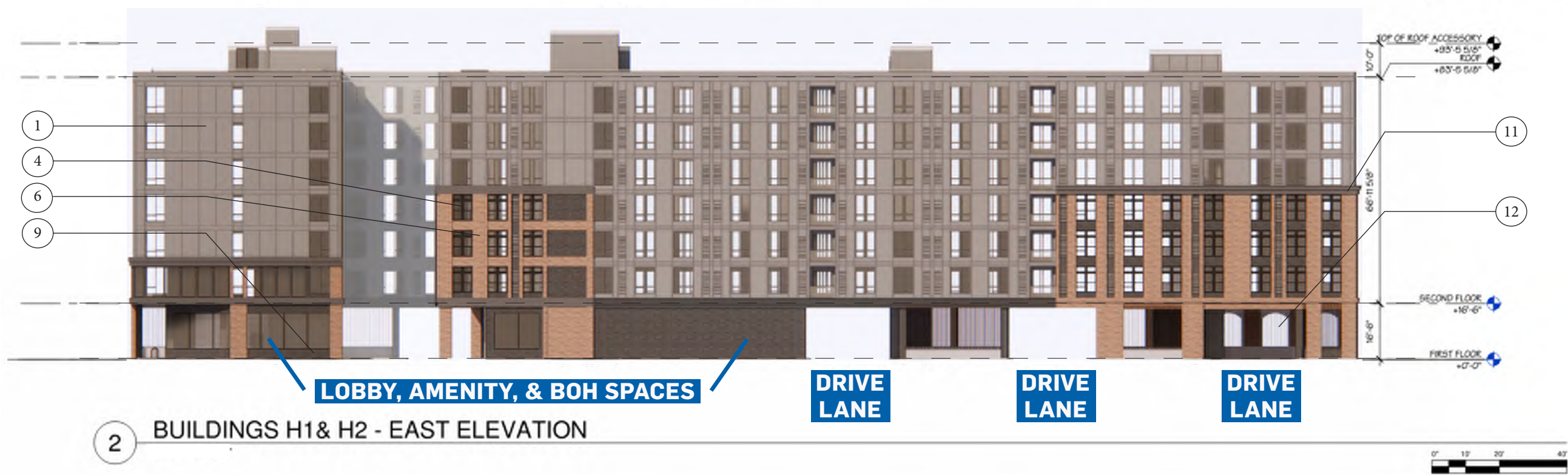
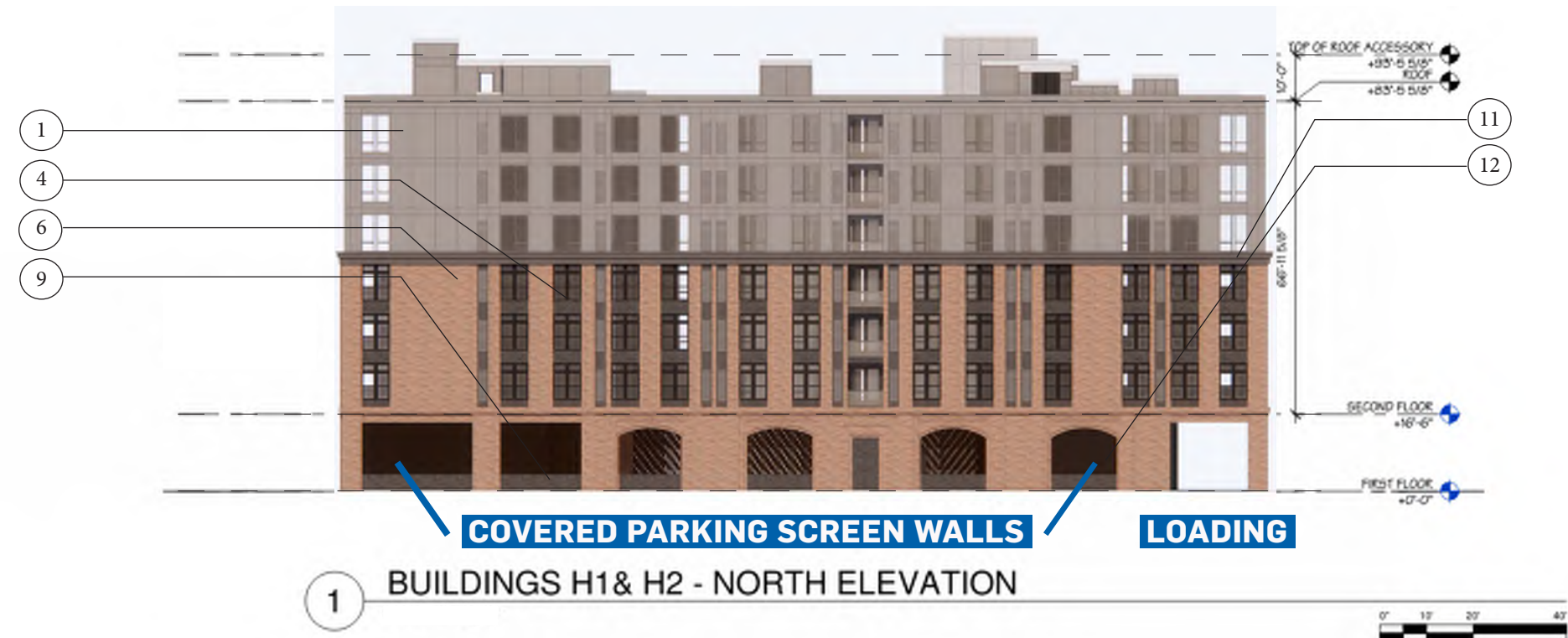
⑪  Hofmann Facades; UHPC Stone Veneer; "Noble Grey Sandstone"

⑫  Geolam Soleo Hybrid Aluminum & WPC, Rosewood  
Vertical Architectural Slat

⑬  CAST-IN-PLACE CONCRETE





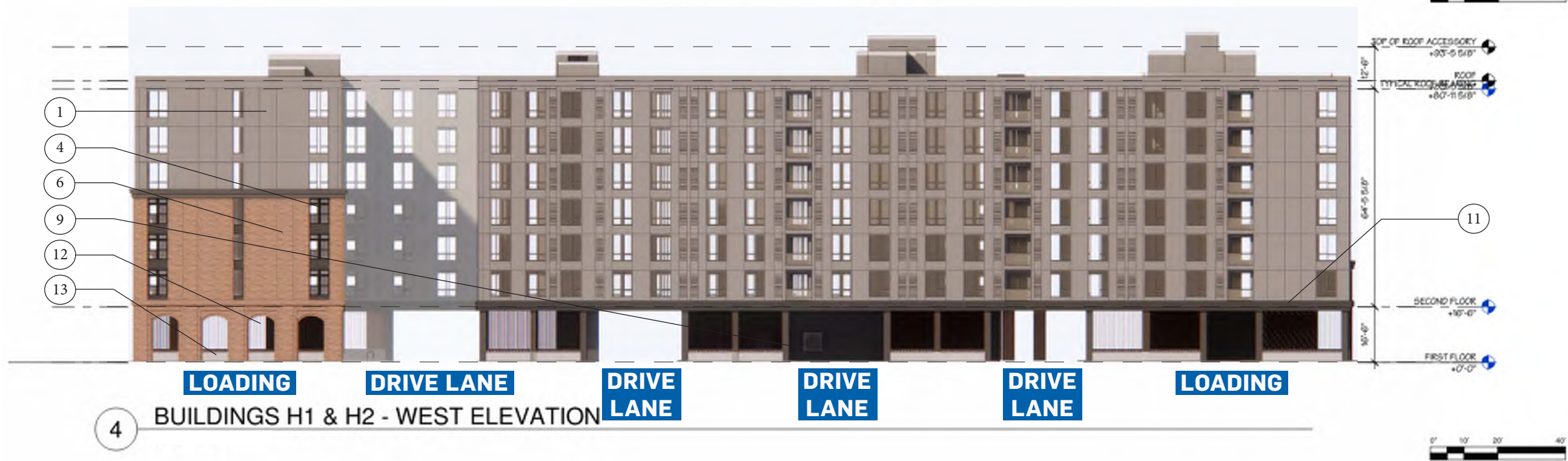
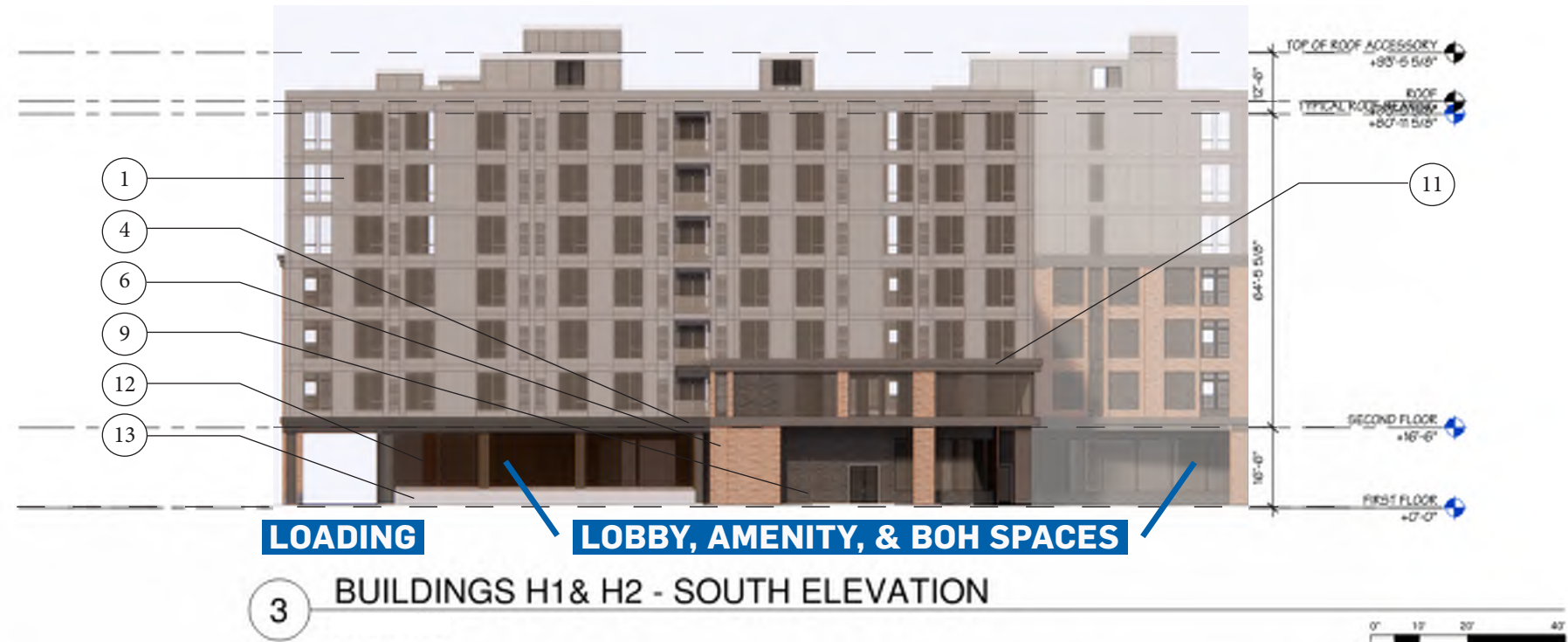


**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**







1 BUILDINGS M1 & M2 - NORTH ELEVATION



2 BUILDINGS M1 & M2 - EAST ELEVATION

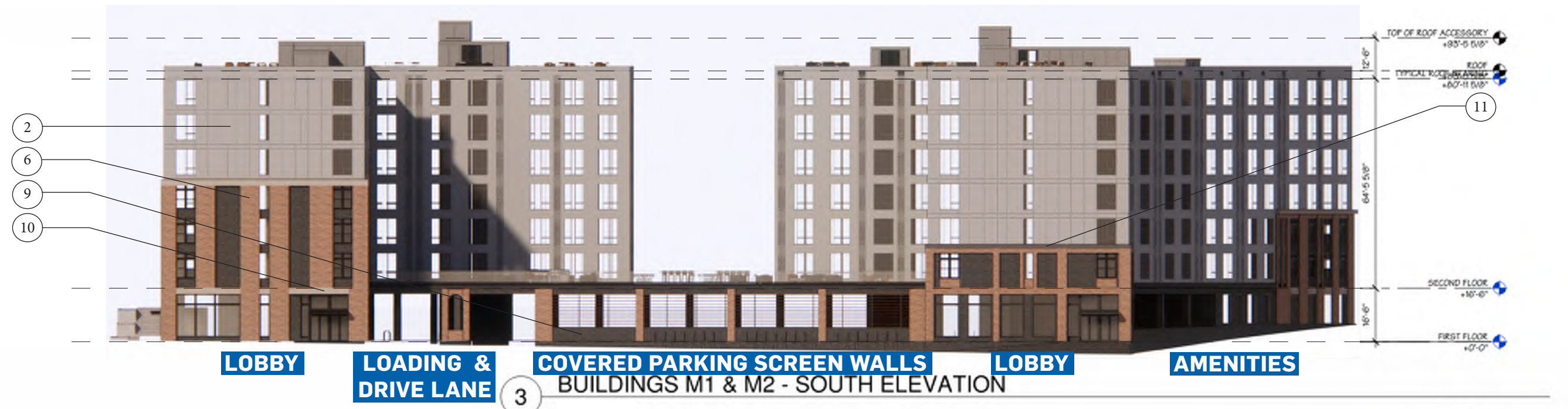


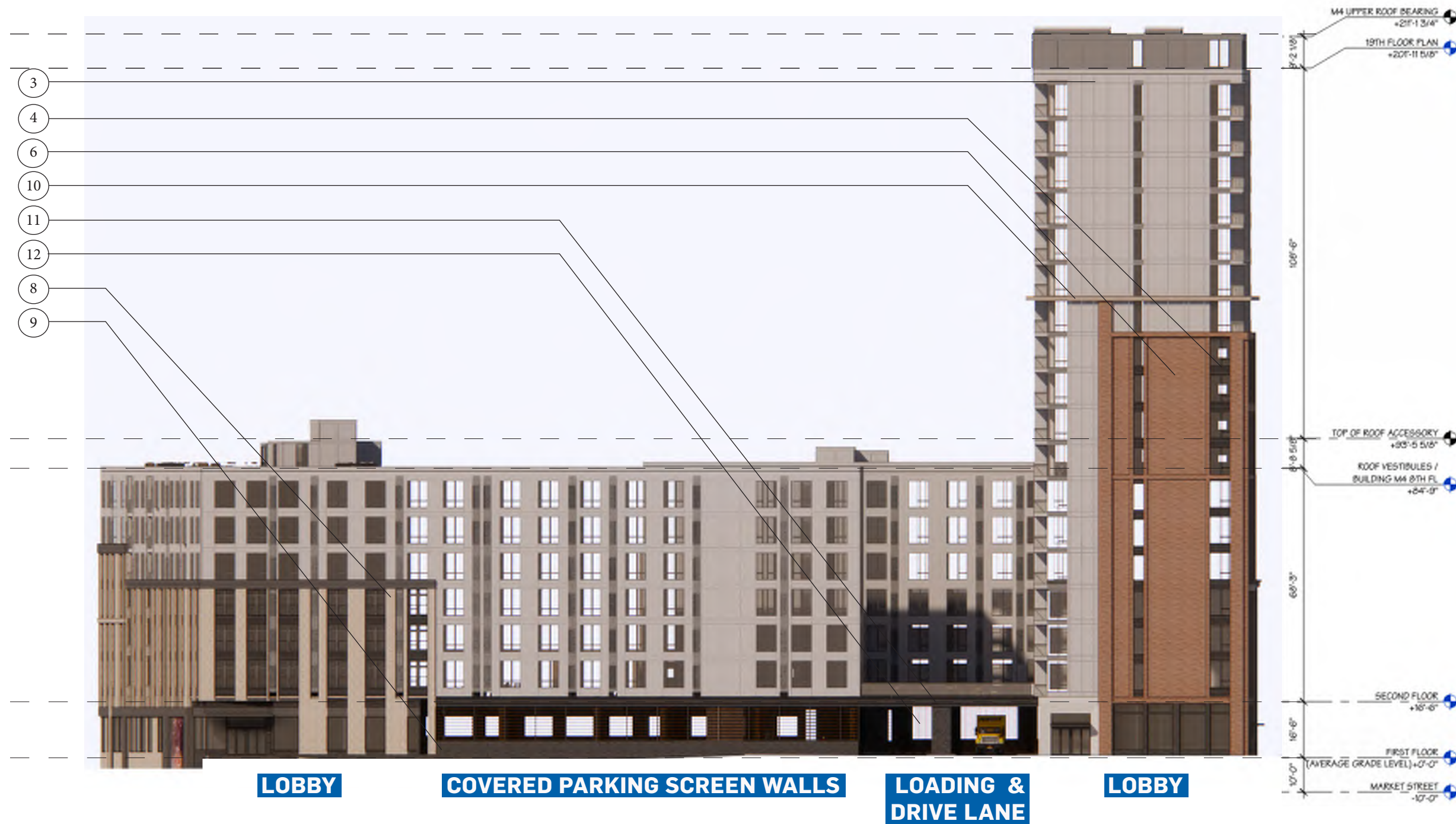
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**







1 BUILDINGS M3 & M4 - NORTH ELEVATION



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



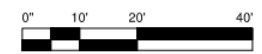


**COVERED PARKING SCREEN WALLS**

**MURALS IN CONCEPT ONLY**

**RETAIL**

**2** BUILDINGS M3 & M4 - SOUTH ELEVATION

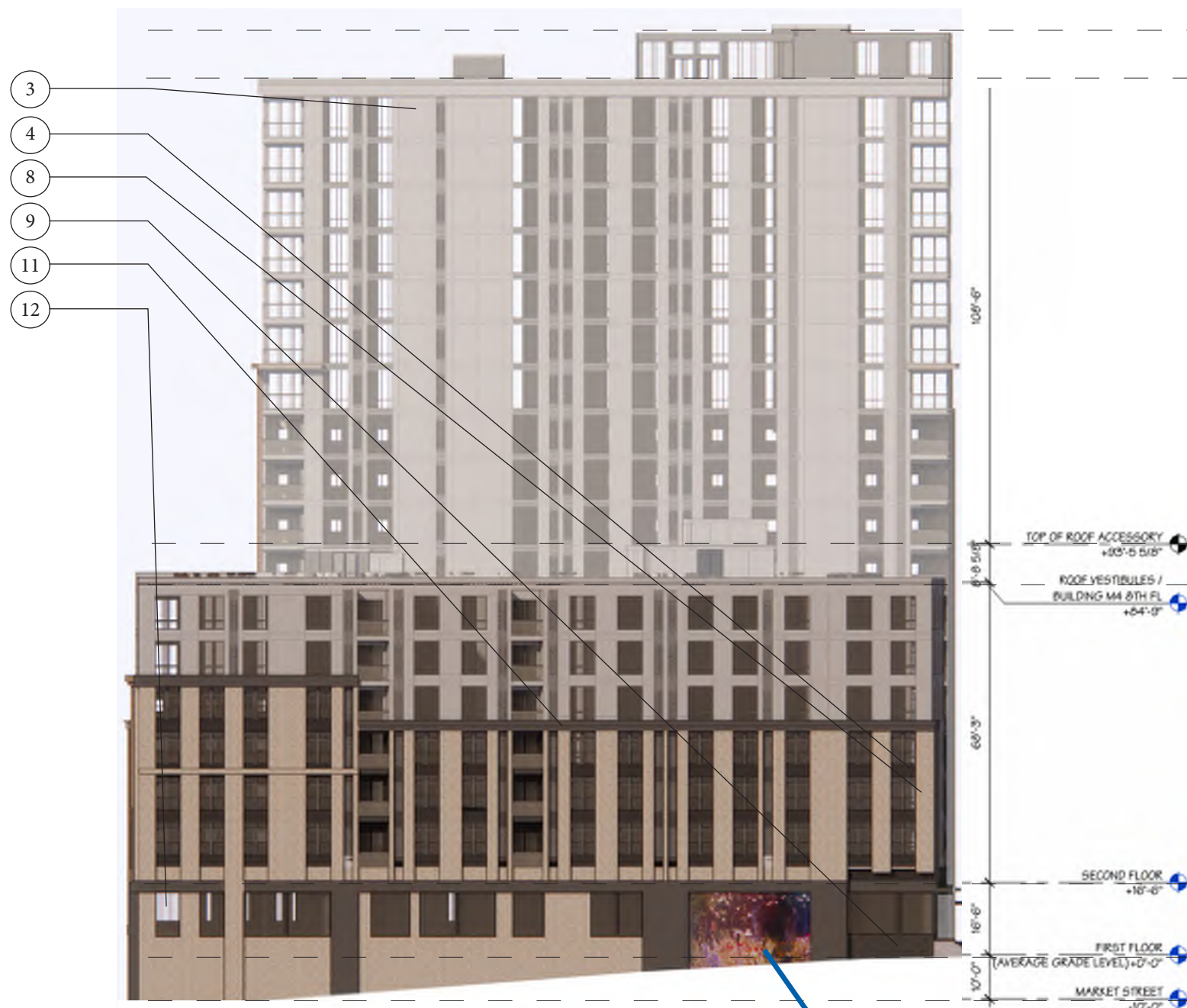


**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

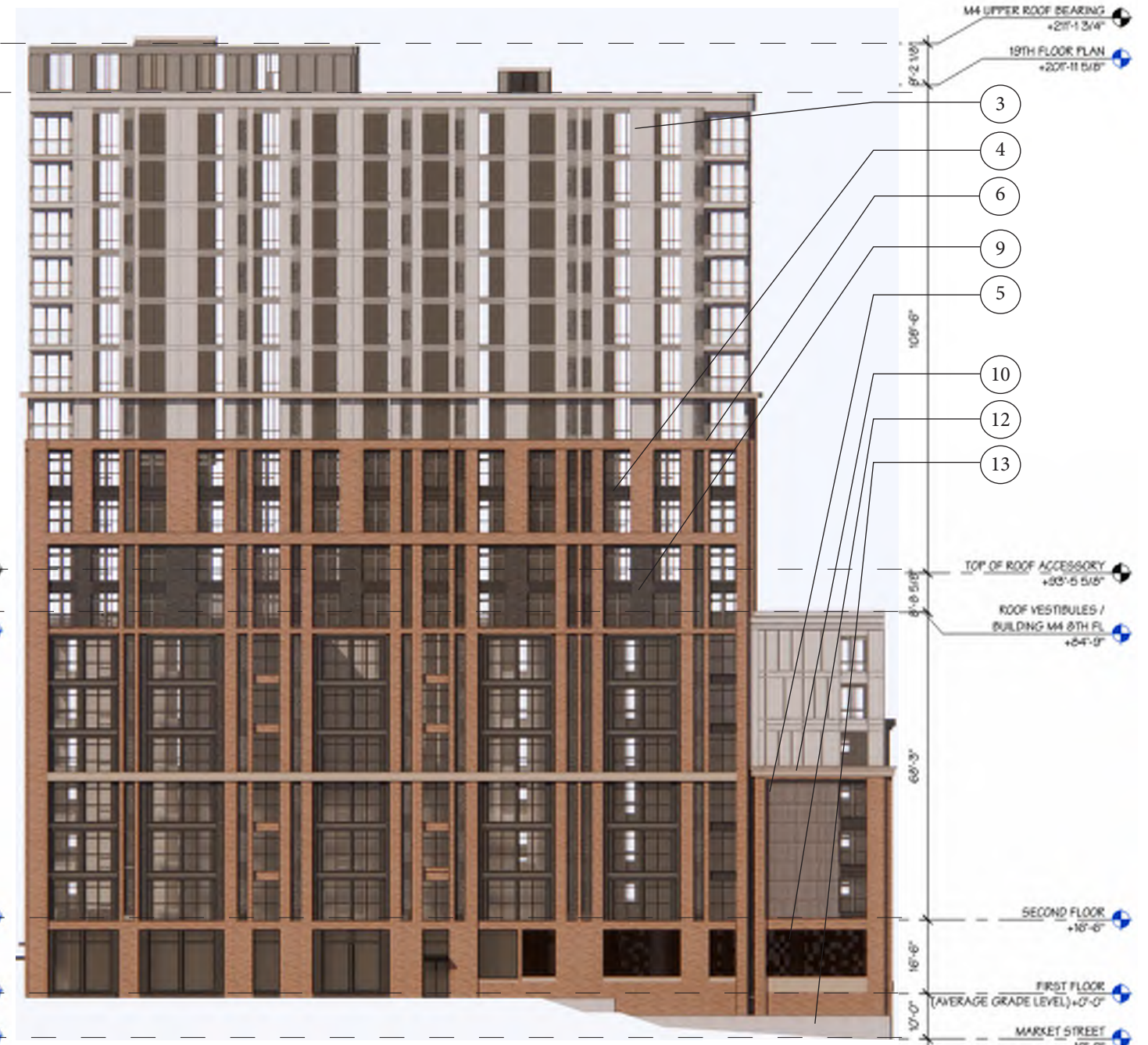
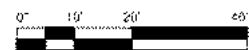
MILL CREEK **STATION**





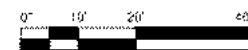
**MURALS IN CONCEPT ONLY**

1 BUILDINGS M3 & M4 - EAST ELEVATION



**LOBBY & AMENITIES    RETAIL    COVERED PARKING**

2 BUILDINGS M3 & M4 - WEST ELEVATION

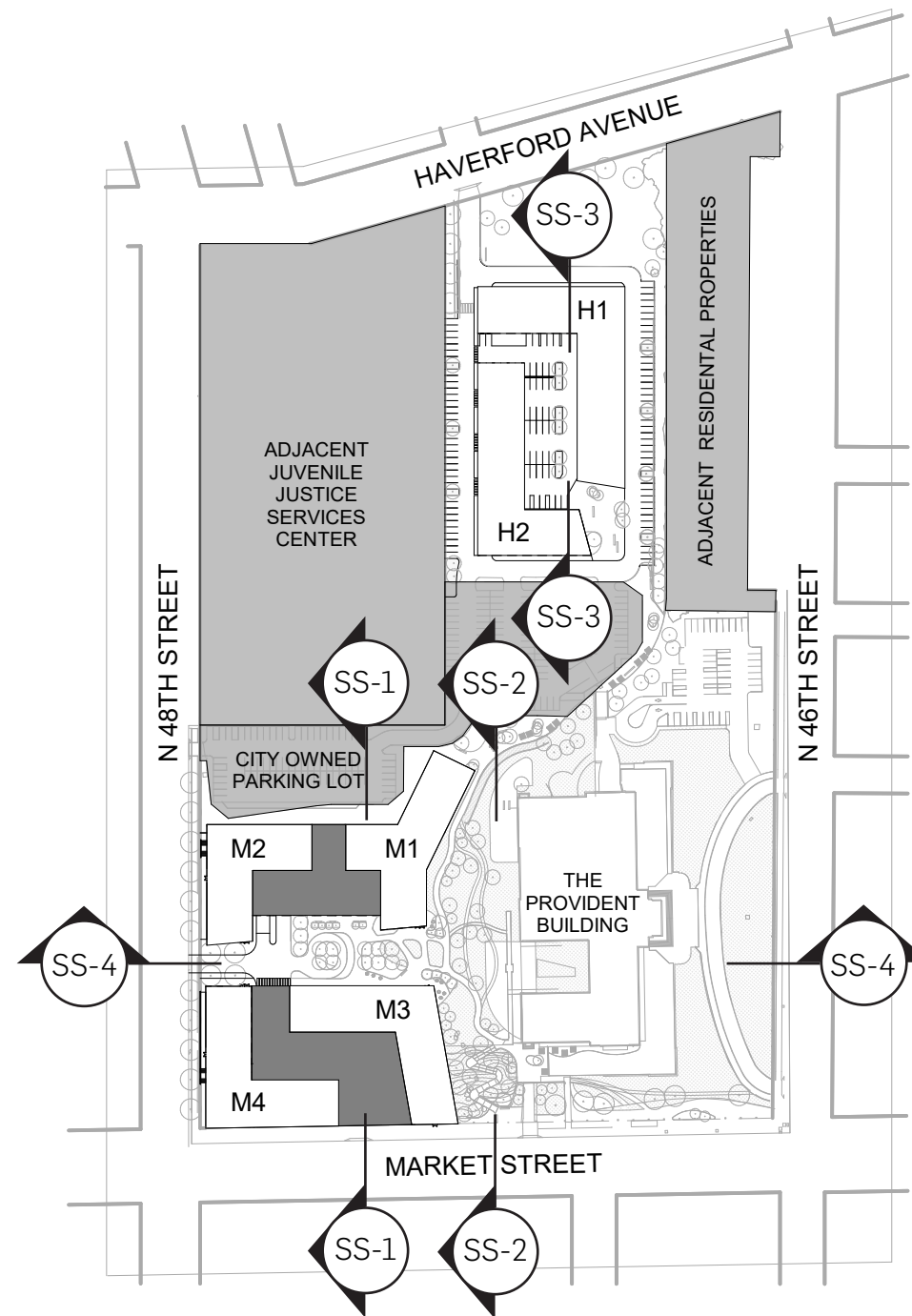


**BERNARDON** | APRIL 04, 2023

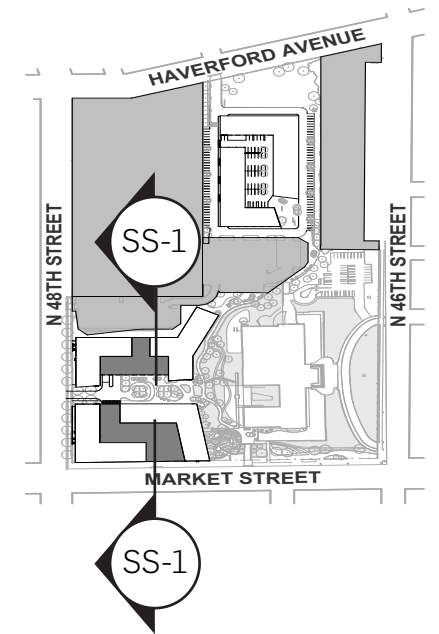
IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**





SECTION1



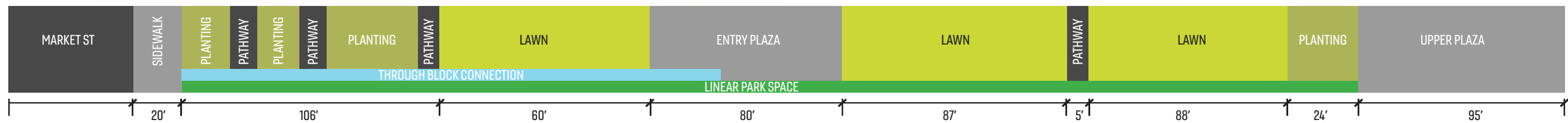
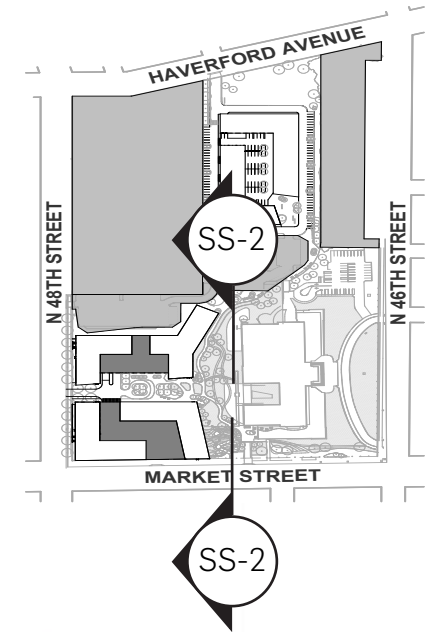
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



SECTION 2

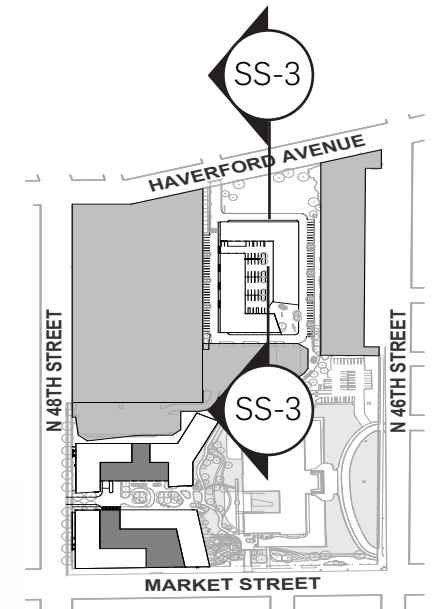


**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**

SECTION 3



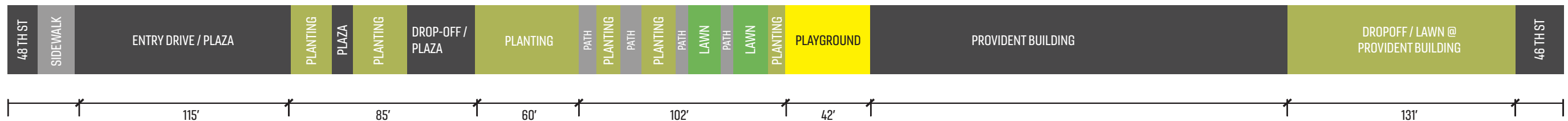
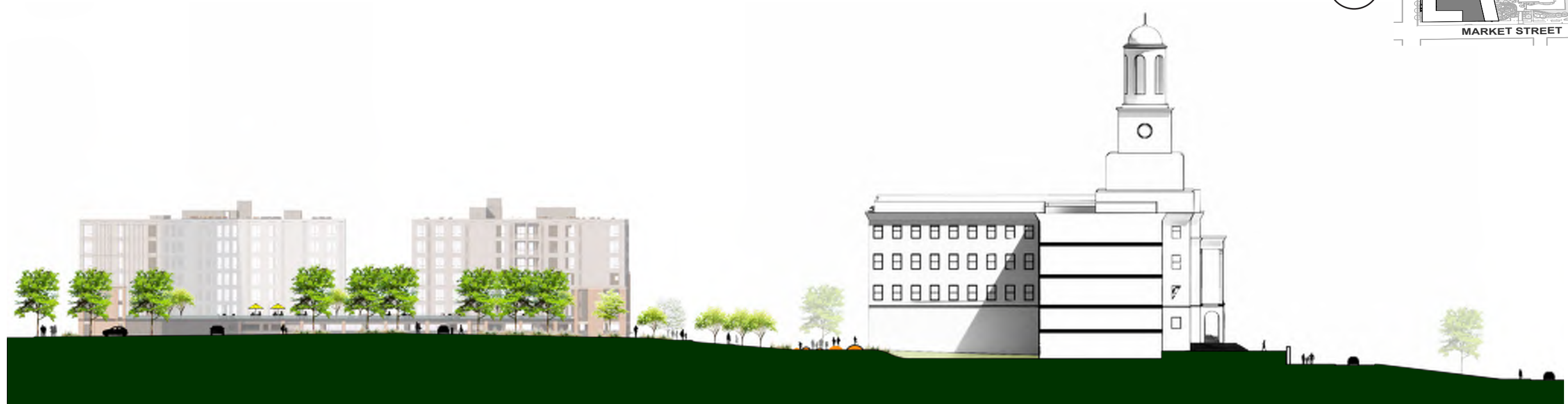
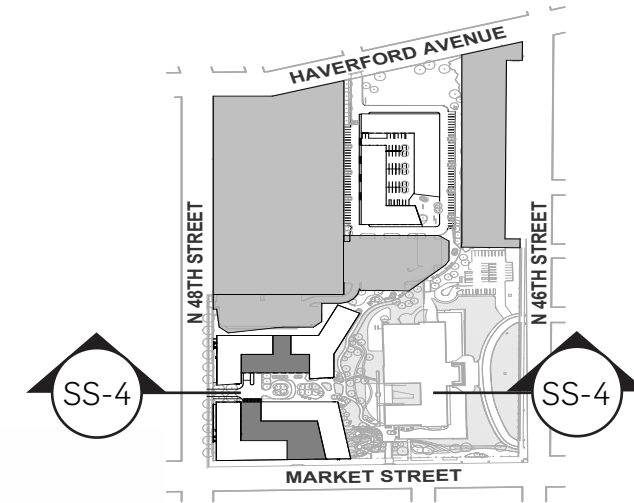
**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



SECTION 4: 48TH ST - 46TH ST



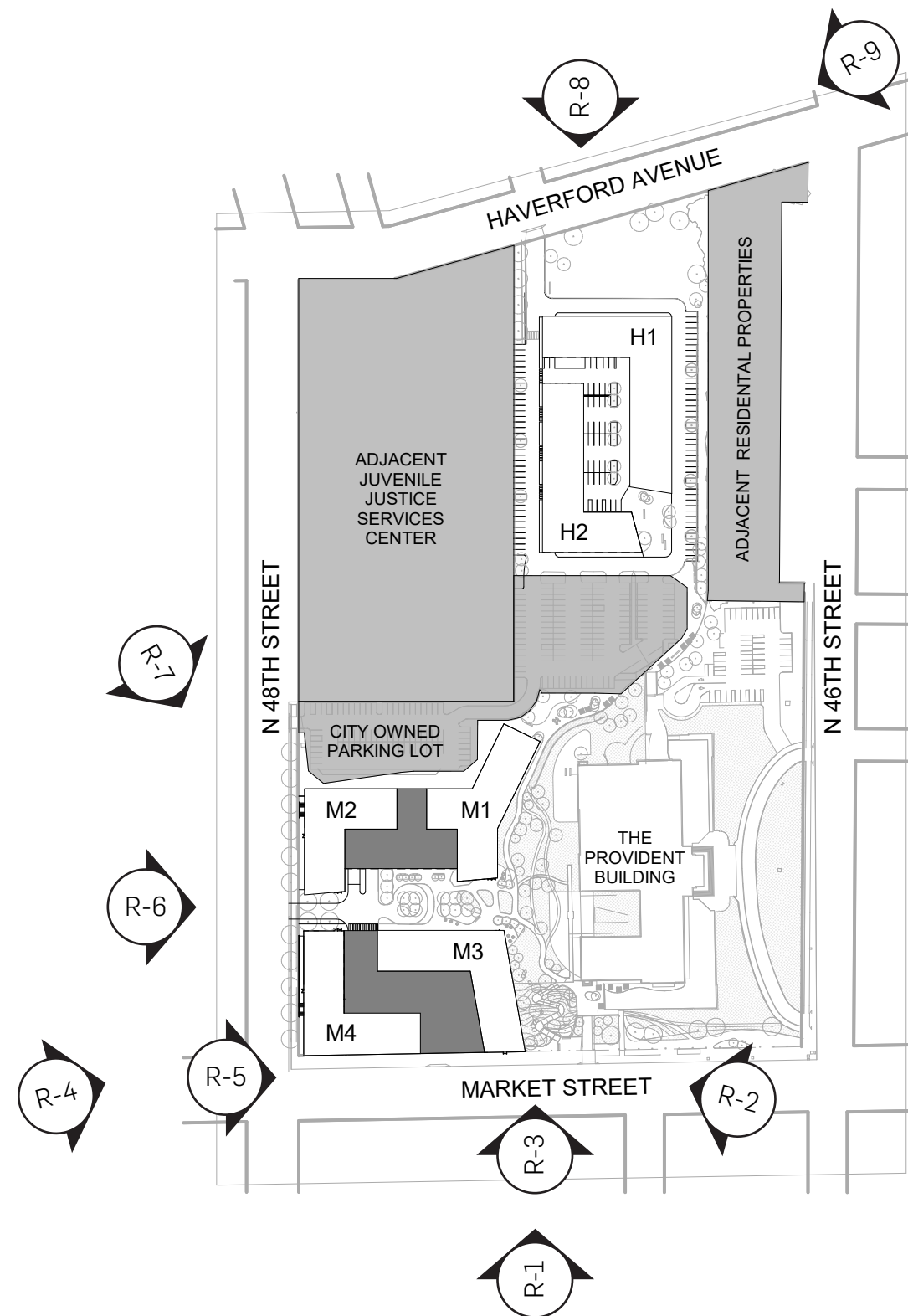
**THE PROVIDENT BUILDING IS NOT PART OF THE PROPOSED DEVELOPMENT. THE BUILDING WAS PREVIOUSLY REDEVELOPED WITH OFFICE AND EDUCATIONAL SPACES, WHICH ARE TO REMAIN.**



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



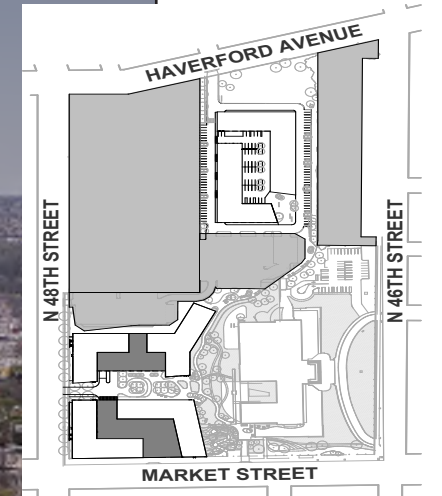
BERNARDON | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-1: AERIAL VIEW LOOKING NORTH TOWARDS MARKET STREET



**BERNARDON**

**THROUGH-BLOCK CONNECTION**



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-2: 46TH & MARKET STREETS FACING WEST



**BERNARDON**

**THROUGH-BLOCK CONNECTION**



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-3: MARKET STREET THROUGH-BLOCK CONNECTION ENTRY



**BERNARDON**

**THROUGH-BLOCK CONNECTION**



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-4: MARKET STREET FACING EAST TOWARDS 48TH STREET



**BERNARDON**

**48TH STREET THROUGH-BLOCK CONNECTION ENTRY**

**FIRST FLOOR LEVEL**

**MARKET STREET LEVEL**



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-5: CORNER OF 48TH & MARKET STREETS FACING EAST



**BERNARDON**



BERNARDON | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-6: 48TH STREET THROUGH-BLOCK CONNECTION & CAMPUS ENTRY



**BERNARDON**

**THROUGH-BLOCK CONNECTION**



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-7: 48TH STREET, MID-BLOCK, FACING SOUTH



**BERNARDON**



BERNARDON | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-8: HAVERFORD AVENUE FACING SOUTH AT CAMPUS ENTRY



**BERNARDON**



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-9: 46TH STREET & HAVERFORD AVENUE FACING WEST



**BERNARDON** | APRIL 04, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



Civic Sustainable Design Checklist – Updated September 3, 2019

## Civic Design Review Sustainable Design Checklist

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

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

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

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
<b>Location and Transportation</b>		
(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.	Yes. The Market-Frankford Line's 46th Street Station is located at the corner of the property.
(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.	Yes. There are (225) covered parking spaces and (159) uncovered parking spaces, which represent less than 40% of the site area.
(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.	Yes. There will be (22) electric vehicle and (9) auto-share parking spaces, which is 8% of the total parking.
(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) <sup>i</sup>	Exterior wall construction at buildings along Market Street will include sound attenuation insulation and varying thickness / laminated glazing in windows to increase the STC level.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. There will not be a bike share station but there will be (416) bicycle parking spaces.

1

Civic Sustainable Design Checklist – Updated September 3, 2019

<b>Water Efficiency</b>		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Yes. There are 4 distinct planting zones: perennial drifts full sun, perennial drift part shade, open woodland & parking screening. Each palette is suited for the Philadelphia region as well as the microclimates & environmental conditions on the site. The zones utilize native plantings that can thrive in the region, reducing the need for irrigation. There are a variety of trees, shrubs, perennials & grasses that are designed to naturalize & grow over time in their respective zones.
<b>Sustainable Sites</b>		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes. The Open Area on the site is at least 30% pervious. This includes green roofing on two of the buildings.
(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	The project will conform with PWD stormwater requirements and will manage runoff within the property boundary in accordance with PWD stormwater management regulations through the reuse of existing on-site rain gardens, a proposed rain garden, and a proposed underground stormwater tank.
(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.	The heat island effect will be reduced with proposed landscaping and on-site trees throughout the property.
<b>Energy and Atmosphere</b>		
(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. <sup>ii</sup>	The project team intends to comply with these requirements. The team will coordinate design impacts to HVAC and building components required by IECC, ASHRAE, and local codes.
(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? <sup>iii</sup> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	The project will be designed to what is required by code and to Energy Star standards, although a formal certification may not be pursued. Additional energy savings measures will be reviewed and considered during the design phase. Final determination will be made at a later date.

2





Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> <li>•Achieve certification in Energy Star for Multifamily New Construction (MFNC).</li> <li>•Achieve Passive House Certification</li> </ul>	
(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. <sup>iv</sup>	N/A. The site is greater than 1,000 feet from a highway or freeway.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	On-site renewable energy is not expected to be pursued or included in the project.
<b>Innovation</b>		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	A "through-block connection" with landscaping and public spaces for pedestrians will be provided and will positively impact the public realm.

<sup>i</sup> 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.

<sup>ii</sup> 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>

<sup>iii</sup> LEED 4.1, Optimize Energy Performance in LEED v4.1  
 For Energy Star: [www.Energystar.gov](http://www.Energystar.gov)  
 For Passive House, see [www.phius.org](http://www.phius.org)

<sup>iv</sup> 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

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### INSTRUCTIONS

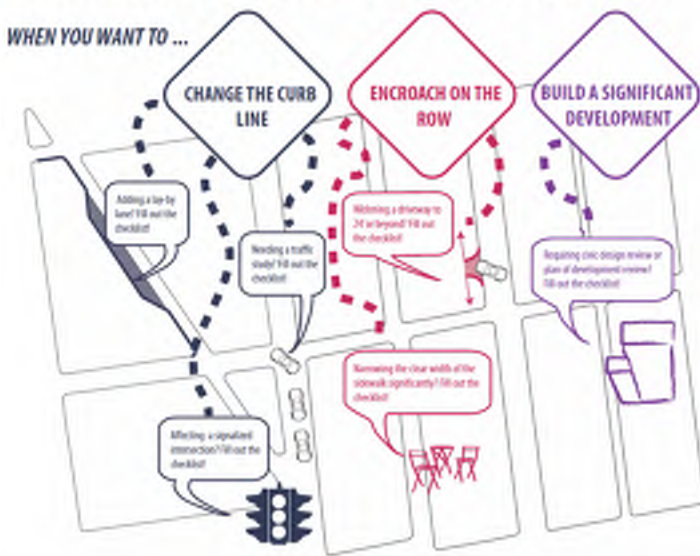
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards 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?

WHEN YOU WANT TO ...



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:
  - o Placing of a new street;
  - o Removal of an existing street;
  - o Changes to roadway grades, curb lines, or widths; or
  - o 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

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### GENERAL PROJECT INFORMATION

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1. PROJECT NAME<br/><u>4601 Market Street</u></p> <p>3. APPLICANT NAME<br/><u>Tyler Updegrave</u></p> <p>4. APPLICANT CONTACT INFORMATION<br/><u>tupdegrave@pennoni.com</u></p> <p>6. OWNER NAME<br/><u>Andrew Eisenstein</u></p> <p>7. OWNER CONTACT INFORMATION<br/><u>eisenstein@iron-stone.com</u></p> <p>8. ENGINEER / ARCHITECT NAME<br/><u>Thomas Friese</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION<br/><u>tfriese@pennoni.com</u></p> | <p>2. DATE<br/><u>06-23-2022</u></p> <p>5. PROJECT AREA: list precise street limits and scope<br/><u>Address of this project is 4601 Market St., which is bound by Haverford Ave. to the North, N 46th St. to the East, Market St. to the South, and N 48th St. to the West.</u></p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://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>Market St.</u>	<u>N 46th St.</u>	<u>N 48th St.</u>	<u>Urban Arterial</u>
<u>N 46th St.</u>	<u>Market St.</u>	<u>Haverford Ave.</u>	<u>Low-Density Residential</u>
<u>N 48th St.</u>	<u>Market St.</u>	<u>Haverford Ave.</u>	<u>Urban Arterial</u>
<u>Haverford Ave.</u>	<u>N 46th St.</u>	<u>N 48th St.</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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> |                              |
| b. Street Furniture such as bus shelters, honor boxes, etc.                                             | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| c. Street Direction                                                                                     | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> |                              |
| d. Curb Cuts                                                                                            | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| f. Building Extensions into the sidewalk, such as stairs and stoops                                     | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |

APPLICANT: General Project Information

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: General Project Information

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



# COMPLETE STREETS HANDBOOK CHECKLIST

## 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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Market St.</u>	<u>12' / 20.5' / 20.5'</u>	<u>20' / 20'</u>
<u>N 46th St.</u>	<u>10' / 15.5' / 15.5'</u>	<u>15' / 15'</u>
<u>N 48th St.</u>	<u>12' / 15' / 15'</u>	<u>15' / 15'</u>
<u>Haverford Ave.</u>	<u>12' / 17' / 17'</u>	<u>18' / 18'</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>Market St.</u>	<u>6' / 8' / 8'</u>
<u>N 46th St.</u>	<u>5' / 8' / 8'</u>
<u>N 48th St.</u>	<u>6' / 8' / 8'</u>
<u>Haverford Ave.</u>	<u>6' / 9.5' / 9.5'</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 Apron 3</u>	<u>24'</u>	<u>N 46th St., 53' from Market St.</u>
<u>Driveway Apron 4</u>	<u>23'</u>	<u>N 46th St., 456.5' from Market St.</u>
<u>Driveway Apron 5</u>	<u>22'</u>	<u>Haverford Ave., 440.5' from N 46th St.</u>

#### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway Apron 1</u>	<u>24'</u>	<u>N 48th St., 236.5' from Market St.</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES  NO

DEPARTMENTAL APPROVAL  
YES  NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: \_\_\_\_\_



# COMPLETE STREETS HANDBOOK CHECKLIST

## 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>Market St.</u>	<u>8.5' / 8.5'</u>
<u>N 46th St.</u>	<u>4' / 4'</u>
<u>N 48th St.</u>	<u>3.5' / 3.5'</u>
<u>Haverford Ave.</u>	<u>3.5' / 3.5'</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>Market St.</u>	<u>4' / 4' / 4'</u>
<u>N 46th St.</u>	<u>3.5' / 3.5' / 3.5'</u>
<u>N 48th St.</u>	<u>4' / 3.5' / 3.5'</u>
<u>Haverford Ave.</u>	<u>4' / 4' / 4'</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

#### DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

19. Does the design avoid tripping hazards?

YES  NO  N/A

YES  NO

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

YES  NO  N/A

YES  NO

## 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  NO  N/A  YES  NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES  NO  N/A  YES  NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:



# COMPLETE STREETS HANDBOOK CHECKLIST

## 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		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
4601 Market Street	414	0	0	0	0	0	416
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____

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?

<ul style="list-style-type: none"> <li>▪ Conventional Bike Lane</li> <li>▪ Buffered Bike Lane</li> <li>▪ Bicycle-Friendly Street</li> <li>▪ Indego Bicycle Share Station</li> </ul>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES  NO  N/A  DEPARTMENTAL APPROVAL 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 <input checked="" type="checkbox"/> NO <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
30. Does the design provide a buffer between the roadway and pedestrian traffic?	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?		DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>

**APPLICANT: Curbside Management Component**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Curbside Management Component**  
Reviewer Comments: \_\_\_\_\_





# COMPLETE STREETS HANDBOOK CHECKLIST

## 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? WB-40

34. Will the project affect a historically certified street? An [inventory of historic streets](#)<sup>(1)</sup> 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 <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

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

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### URBAN DESIGN COMPONENT (Handbook Section 4.8)

- |                                                                                                                                                                  |                                         |                             |                              |                                                       |                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------|------------------------------|-------------------------------------------------------|-----------------------------|
| 40. Does the design incorporate windows, storefronts, and other active uses facing the street?                                                                   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?                                | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/>                          | NO <input type="checkbox"/> |
| 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/>                          | NO <input type="checkbox"/> |

APPLICANT: Urban Design Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: \_\_\_\_\_

# COMPLETE STREETS HANDBOOK CHECKLIST

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### 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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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? <i>If yes, City Plan Action may be required.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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 <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

**APPLICANT: Intersections & Crossings Component**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**  
Reviewer Comments: \_\_\_\_\_

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### ADDITIONAL COMMENTS

**APPLICANT**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW**  
Additional Reviewer Comments: \_\_\_\_\_

