

1708 W TIOGA - MIXED INCOME SENIOR HOUSING

1708 - 1710 W TIOGA STREET, PHILADELPHIA, PA 19140



NOVEMBER 03, 2023



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1708-1710 W TIOGA STREET IS A PROPOSED MIXED-USE MULTI-FAMILY MIXED INCOME SENIOR HOUSING 55+ DEVELOPMENT LOCATED ON A 12,500 SF VACANT LOT (PRESENTLY TWO 6,250 SF VACANT LOTS TO BE CONSOLIDATED INTO ONE LOT) ALONG W TIOGA STREET NEAR THE CORNER OF N 17TH STREET, IN THE TIOGA NEIGHBORHOOD, ADJACENT TO TEMPLE UNIVERSITY'S HEALTH SCIENCES CAMPUS. THE PROJECT PROPOSES A TOTAL OF 90 RESIDENTIAL UNITS FOR ACTIVE SENIORS 55 AND OLDER IN A 6 STORY BUILDING (SITE CURRENTLY HAS ZONING USE APPROVAL FOR 50 SENIOR DWELLING UNITS -- ZP-2021-004992). THE UNITS ARE A MIX OF STUDIOS AND 1-BED UNITS. SIDE YARDS AND LANDSCAPED POCKETS BETWEEN ALL UNITS REDUCE THE PRESENCE OF THE BUILDING'S MASS AND IMPROVE THE EXPERIENCE OF BOTH RESIDENTS AND NEIGHBORS.

THE PROPOSED 6-STORY 90 UNIT SENIOR HOUSING 55+ BUILDING IS COMPRISED OF THE FOLLOWING:

- BASEMENT - APPROXIMATELY 5,100 SF BASEMENT LEVEL, INCLUDING BIKE ROOM, MOVIE ROOM, LAUNDRY ROOM, THERAPY ROOM, AND MECHANICAL SPACE.
- 1ST FLOOR - APPROXIMATELY 9,000 SF, INCLUDING MAIN LOBBY AND 13 RESIDENTIAL UNITS FOR ACTIVE SENIORS 55 AND OLDER.
- 2ND - 5TH FLOOR 64 RESIDENTIAL UNITS FOR ACTIVE SENIORS 55 AND OLDER. THE UNITS ARE A MIX OF ONE-BEDROOM AND STUDIO UNITS. (APPROXIMATELY 9,000 SF EACH LEVEL)
- 6TH FLOOR - SHARED AMENITY LOUNGE OR COMMUNITY ROOM AND 13 RESIDENTIAL UNITS FOR ACTIVE SENIORS 55 AND OLDER (APPROXIMATELY 9,000 SF)
- AMENITY SPACES: 1ST FLOOR - MAIN LOBBY (1,530SF) // 6TH FLOOR - COMMUNITY ROOM WITH KITCHEN (1,300 SF) // ROOF LEVEL - DECK FOR ALL RESIDENTS (1,800 SF)

THE PROJECT WAS DESIGNED WITH THE MAIN FOCUS ON BEING AS A WALKABLE NEIGHBORHOOD WITH SENIOR RESIDENTS STEPS FROM THE N 17TH STREET DESIGNATED COMMERCIAL CORRIDOR WITH OVER 92,000 SF OF PROPOSED COMMERCIAL SPACE, WHICH WILL BE GEARED TOWARD PREVENTATIVE HEALTH. WE WILL BE USING QUALITY MATERIALS AND HAVE APPROACHED THIS PROJECT WITH THOUGHTFULNESS TO THE ADJACENT SITES AND VIEW LINES.

WE'RE ALSO DESIGNING THIS PROJECT WITH PEDESTRIAN AND SUSTAINABILITY GOALS. THE PROJECT WILL PURSUE WELL V2 PLATINUM FROM INTERNATIONAL WELL BUILDING INSTITUTE (IWBI). GREEN ENERGY AND STAINABLE FEATURES:

- HIGH-PERFORMING BUILDING ENVELOPE (THERMASTEEL ADVANCED PANEL SYSTEMS)
- HIGH EFFICIENCY HVAC SYSTEM
- HIGH EFFICIENCY HOT WATER SYSTEM
- HIGH EFFICIENCY LED LIGHTING
- AIR QUALITY – 100% FILTERED + UV OUTSIDE AIR
- WATER EFFICIENT PLUMBING FIXTURES
- ENERGY STAR APPLIANCES
- GREEN ROOF – 100% OUTDOOR WATER SAVINGS
- RECYCLED CONSTRUCTION WASTE
- PERMEABLE PAVEMENT
- TRANSIT ORIENTED DEVELOPMENT - ACCESS TO MULTI-MODAL TRANSIT INCLUDING BUSES, BICYCLE, AND SUBWAYS





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: 941161

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

THERE ARE 90 UNITS IN THE BUILDING

PROJECT LOCATION

Planning District: NORTH	Council District: 8
Address: <u>1708-1710 W TIOGA STREET</u> <u>-PHILADELPHIA PA 19140</u>	
Is this parcel within an Opportunity Zone?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain
If yes, is the project using Opportunity Zone Funding?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

CONTACT INFORMATION

Applicant Name: <u>TPP CAPITAL HOLDINGS TR</u>	Primary Phone: <u>904.337.9556</u>
Email: <u>anthony@anthonybmiles.com</u>	Address: <u>30 S. 15th Street, 15th Floor, MB 37</u> <u>Philadelphia, PA 19102</u>
Property Owner: <u>1708 TIOGA LP</u>	Developer: <u>TPP CAPITAL HOLDINGS TR</u>
Architect: <u>OOMBRA Architects</u>	

SITE CONDITIONS

Site Area: <u>12,500 SF</u>
Existing Zoning: <u>RSA-3</u> Are Zoning Variances required? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Proposed Use: <u>Ninety (90) MULTIFAMILY DWELLING UNITS SENIOR HOUSING 55+</u>
BASEMENT: BIKE (500 SF) // MOVIE (500 SF) // LAUNDRY (280 SF) // THERAPY (1950 SF) // MECHANICAL (1000 SF)
LEVEL 1: (1530 SF) & (13) RESIDENTIAL UNITS
LEVELS 2-6: (77) RESIDENTIAL UNITS & COMMUNITY ROOM ON 6TH FLOOR (1300 SF)
ROOF LEVEL: SHARED AMENITY ROOF DECK (1800 SF)

COMMUNITY MEETING

Community meeting held: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: _____ Time: _____

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
If yes, indicate the date hearing will be held:
Date: <u>_NOVEMBER 15TH</u>



Notice of: Refusal Referral

Application Number: ZP-2022-014009	Zoning District(s): RSA3	Date of Refusal: 7/21/2023
Address/Location: 1708 W TIOGA ST Parcel A, Philadelphia, PA 19140-4936 Parcel (PWD Record)		Page Number Page 1 of 2
Applicant Name: OOMBRA Architects DBA: OOMBRA Architects	Applicant Address: 915 SPRING GARDEN STREET 306 Philadelphia, PA 19123 USA	Civic Design Review? Y

Application for:

FOR THE ERECTION OF A SEMI-DETACHED STRUCTURE WITH CELLAR AND AN ACCESSORY ROOF DECK (FOR RESIDENTIAL USE ONLY) WITH ROOF ACCESS STRUCTURES. SIZE AND LOCATION AS SHOWN IN THE APPLICATION / PLANS.

USE: FOR MULTI-FAMILY HOUSEHOLD LIVING NINETY (90) DWELLING UNITS FOR SENIOR HOUSING 55 PLUS FACILITY WITH FIFTY (50) OFF STREET BICYCLE (CLASS 1A) PARKING SPACES ON AN ACCESSIBLE ROUTE.

The permit for the above location cannot be issued because the proposal does not comply with the following provisions of the Philadelphia Zoning Code. (Codes can be accessed at www.phila.gov.)

Code Section(s):	Reason for Refusal:																					
Table 14-602-1	THE PROPOSED USE IS REFUSED FOR THE FOLLOWING: WHEREAS THE PROPOSED USE, MULTI-FAMILY HOUSEHOLD LIVING NINETY (90) DWELLING UNITS, IS EXPRESSLY PROHIBITED IN THE RSA-3 RESIDENTIAL ZONING DISTRICT.																					
Table 14-802-1	WHEREAS THE PROPOSED USE, HOUSEHOLD LIVING TWO (2) FAMI MULTI-FAMILY HOUSEHOLD LIVING NINETY (90) DWELLING, REQUIRES A MINIMUM OF NINETY (90) ACCESSORY OFF-STREET PARKING SPACES IN THE RSA-3 RESIDENTIAL ZONING DISTRICT AND ZERO (0.0) SPACE IS PROPOSED.																					
Table 14-701-1	THE PROPOSED ZONING IS REFUSED FOR THE FOLLOWING:																					
	<table border="1"> <thead> <tr> <th></th> <th>ALLOWED</th> <th>PROPOSED</th> </tr> </thead> <tbody> <tr> <td>MAXIMUM ALLOWED OCCUPIED AREA (% OF LOT)</td> <td>50%</td> <td>72%</td> </tr> <tr> <td>MAXIMUM ALLOWED HEIGHT</td> <td>38 FT</td> <td>66.5 FT</td> </tr> <tr> <td></td> <th>REQUIRED</th> <td></td> </tr> <tr> <td>REAR YARD DEPTH (FT)</td> <td>20 FT</td> <td>3.0 FT</td> </tr> <tr> <td>FRONT YARD MINIMUM SETBACK</td> <td>8 FT</td> <td>NONE (0.0 FT)</td> </tr> <tr> <td>FRONT YARD MINIMUM SETBACK (BOTH SIDES)</td> <td>8.0 FT</td> <td>5.0 FT</td> </tr> </tbody> </table>		ALLOWED	PROPOSED	MAXIMUM ALLOWED OCCUPIED AREA (% OF LOT)	50%	72%	MAXIMUM ALLOWED HEIGHT	38 FT	66.5 FT		REQUIRED		REAR YARD DEPTH (FT)	20 FT	3.0 FT	FRONT YARD MINIMUM SETBACK	8 FT	NONE (0.0 FT)	FRONT YARD MINIMUM SETBACK (BOTH SIDES)	8.0 FT	5.0 FT
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PAULOSE ISSAC
PLANS EXAMINATION ENGINEER

7/21/2023
DATE SIGNED

Notice to Applicant: An appeal from this decision may be made to the Zoning Board of Adjustment, One Parkway Building, 1515 Arch St., 18th Fl., Phila., PA 19102 within thirty (30) days of date of Refusal / Referral. Please see appeal instructions for more information.



Notice of: Refusal Referral

Application Number: ZP-2022-014009	Zoning District(s): RSA3	Date of Refusal: 7/21/2023
Address/Location: 1708 W TIOGA ST Parcel A, Philadelphia, PA 19140-4936 Parcel (PWD Record)		Page Number Page 2 of 2
Applicant Name: OOMBRA Architects DBA: OOMBRA Architects	Applicant Address: 915 SPRING GARDEN STREET 306 Philadelphia, PA 19123 USA	Civic Design Review? Y

TWO (2) USE REFUSALS
FIVE (5) ZONING REFUSALS

Fee to File Appeal: \$ 300

NOTES TO THE ZBA: SEE AP 941161 AND ZP-2021-004992 (MI-2020-000669-WITH PROVISIO); ZBA DECISION GRANTED FOR THE ERECTION OF A SEMIDETACHED STRUCTURE (MAXIMUM HEIGHT 66'-5 1/2") WITH A ROOF DECK ACCESSED BY TWO PILOT HOUSES FOR USE AS SIXTY (60) HOUSING UNIT SENIOR HOUSING FACILITY WITH FIFTY (50) BICYCLE 1A CLASS BICYCLE SPACES ON AN ACCESSIBLE ROUTE. DECISION DATED 7/28/2020.

Parcel Owner:

PAULOSE ISSAC
PLANS EXAMINATION ENGINEER

7/21/2023
DATE SIGNED

Notice to Applicant: An appeal from this decision may be made to the Zoning Board of Adjustment, One Parkway Building, 1515 Arch St., 18th Fl., Phila., PA 19102 within thirty (30) days of date of Refusal / Referral. Please see appeal instructions for more information.



July 11, 2023

Conceptual Approval

Anthony B. Miles
1708 Tioga LP
30 S. 15th Street
15th Floor, MB367
Philadelphia, PA 19102

RE: **1708 & 1710 W. Tioga Street** FY23-TIOG-7449-01

Project Address:	1708 & 1710 W. Tioga Street	Earth Disturbance:	13,384 SF
Development Type:	Redevelopment	Flood Management District:	A
Watershed:	Lower Schuylkill River	Sewer Type:	Combined

Dear Anthony B. Miles,

The Philadelphia Water Department (PWD) has completed its review of the Conceptual Review Submission Package for this project. PWD has determined that the project meets the requirements for Conceptual Approval. A table of documents reviewed as part of this submittal follows:

Item	Description	Dated
1 of 2	Erosion & Sediment Control Plan	6/1/2023

Conceptual Approval is a preliminary approval only and does not constitute final PWD approval of the project, nor does it relieve the applicant from meeting the requirements of other City agencies. The applicant may use this letter when filing for a Zoning Permit; however, PWD does not stamp Zoning Permit applications. The applicant is responsible to obtain any required federal, state, and local permits outside of this review.

Below and on Page 2 of this letter are the PWD reviews applicable to this project which must be completed prior to construction activity proceeding. Please see [Section 2.5](#) of the Manual for more information about these reviews:

1. The review of the proposed water and sewer connections is not complete. Submit a [Utility Plan](#) to PWDur@phila.gov. Utility Plan Review is required for all projects that require a building permit or are proposing connections to PWD infrastructure.
2. If water service or sewer connections/disconnections are proposed, then approvals must be obtained through PWD Water Transport Records.
3. If the project includes installation of facilities that will generate sewage, then submit to PWD Projects Control for [Act 537](#) review.
4. Backflow prevention and cross connection control measures are required as a condition of water service. Please contact PWD [Industrial Waste](#) & [Backflow Compliance](#) for more information.

Page 1 of 2

VALID TWO YEARS FROM DATE OF ISSUANCE

Philadelphia Water Department | 1101 Market Street | Philadelphia, PA 19107-2994
An Equal Opportunity Employer

Conceptual Approval Letter (FY23-TIOG-7449-01)

July 11, 2023

5. Post-Construction Stormwater Management Plan (PCSMP) Review

Development Exemption Review Path
This project is not subject to Post-Construction Stormwater Management Requirements in accordance with §14-704.3 and the Philadelphia Stormwater Management Regulations. The selected contractor is expected not to exceed the area of earth disturbance specified within the attached plan. Should a site inspection reveal that the earth disturbance activity has exceeded 15,000 SF; the site will be subject to enforcement actions outlined in the Stormwater Regulations.
The project is required to implement Erosion and Sedimentation Pollution Control Best Management Practices as per the Pennsylvania Department of Environmental Protection (PADEP) E & S Control Manual in accordance with Title 25, Chapter 102, of the Pennsylvania Code. For more information, please see the E&S FAQ found at http://www.phila.gov/water/aboutus/Documents/PWD.ES.FAQ.pdf .

Sincerely,

Dominique Long
Conceptual Plan Review
Phone: (215) 685-6387
Email: Dominique.Long@phila.gov

Katelyn Csatari
Supervisor, Stormwater Plan Review
Phone: (215) 685-6387
Email: Katelyn.Csatari@phila.gov

Alan Fody, PE
Manager, Regulatory Review and Inspection
Phone: (215) 686-9718
Email: alan.fody@phila.gov

Cc: *E. Smith*
S. Chiu
A. Fody
L. Cunningham (Cornerstone Consulting Engineers & Architectural)

Page 2 of 2

VALID TWO YEARS FROM DATE OF ISSUANCE

Philadelphia Water Department | 1101 Market Street | Philadelphia, PA 19107-2994
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Zoning Permit

Permit Number ZP-2021-004992

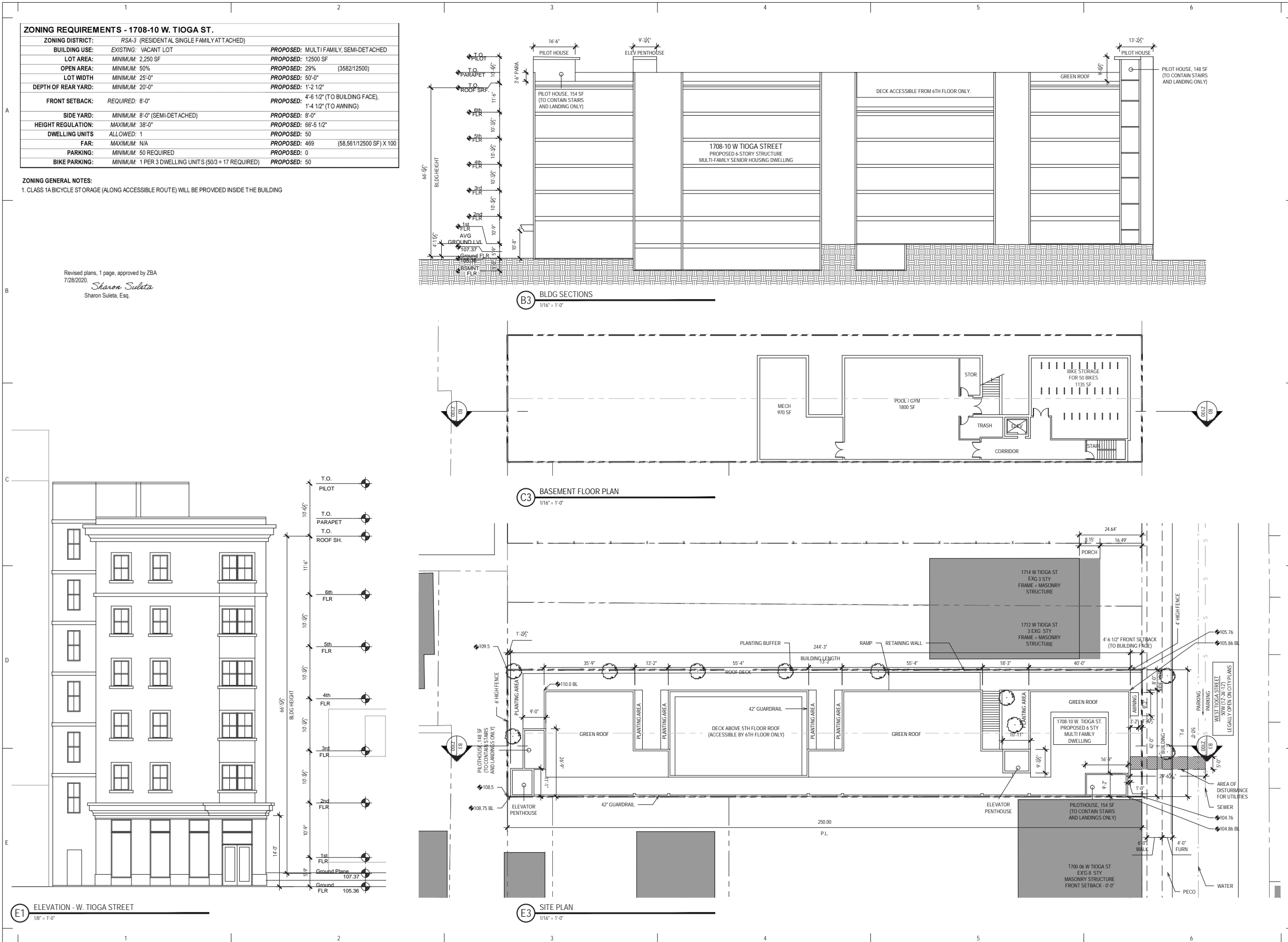
LOCATION OF WORK 1708 W TIOGA ST Parcel A, Philadelphia, PA 19140-4936	PERMIT FEE \$872.00	DATE ISSUED 7/28/2020
	ZBA CALENDAR	ZBA DECISION DATE 7/28/2020
	ZONING DISTRICTS RSA3	
PERMIT HOLDER		
OWNER CONTACT 1		
OWNER CONTACT 2		
TYPE OF WORK New construction, addition, GFA change		
APPROVED DEVELOPMENT FOR THE ERECTION OF A SEMIDETACHED STRUCTURE(MAXIMUM HEIGHT 66'-5 1/2") WITH A ROOF DECK ACCESSED BY TWO PILOT HOUSES (SIZE AND LOCATION AS SHOWN ON THE APPLICATION /ON ZBA STAMPED PLANS) 7/5/23-AMEND FOR EXTENSION-EXTEND AP#ZP-2021-004992 FOR A PERIOD OF ONE YEAR PER SECTION 14-303(10)(d) OF THE PHILADELPHIA ZONING CODE. A BUILDING PERMIT MUST BE OBTAINED BY 7/28/24		
APPROVED USE(S) Residential - Household Living - Multi-Family		
THIS PERMIT IS SUBJECT TO THE FOLLOWING PROVISO(S) AS ESTABLISHED BY THE ZONING BOARD OF ADJUSTMENT (ZBA) MI-2020-000669-With proviso: Revised plans, 1 page, approved today		
<p>i CONDITIONS AND LIMITATIONS:</p> <ul style="list-style-type: none"> Permits, including Zoning Permits not involving development, shall expire if the authorized work or Use is not commenced within, or if work is suspended or abandoned for period of, six (6) months from the date of issuance with the following exceptions: <ul style="list-style-type: none"> 30-days or 10-days for Permits related to Unsafe or Imminently Dangerous properties respectively. 3-years from issuance or date of decision by ZBA for Zoning Permits involving development. 60-days for Plumbing, Electrical or Fire Suppression Rough-In Approvals. Any Permit issued for construction or demolition is valid for no more than five (5) years. All provisions of the Philadelphia Code must be complied with, whether specified herein or not. This permit does NOT constitute approval of any Violation of such Code. The issuance of this CO/permit does not affirm that the subject property is federally compliant with the Americans with Disabilities Act. Owner remains responsible for ensuring property complies with all local, state and federal requirements. 		



Zoning Permit

Permit Number ZP-2021-004992

ADDITIONAL LOCATION(S) See front side for primary parcel associated with this permit
PARCEL 1708 W TIOGA ST Parcel A, Philadelphia, PA 19140-4936
ADDITIONAL USE DETAILS See front side for specific use(s) associated with this permit FOR USE AS SIXTY(60) HOUSING UNIT SENIOR HOUSING FACILITY WITH FIFTY (50) BICYCLE 1A CLASS BICYCLE SPACES ON AN ACCESSIBLE ROUTE
<p>This permit is subject to the following specific conditions.</p> <p>CONDITIONS</p> <p>This Zoning Permit (ZP) shall expire if construction or operation pursuant to the permit or approval has not begun within three years after the date the permit or approval was granted.</p> <p>Changes of use shall be valid for a period of six months unless an application for a Certificate of Occupancy is submitted for that use within such period.</p> <p>See § 14-303 of the Philadelphia Zoning Code for more information.</p>
<p>! Tax Exemption(Abatement): Information and applications for Real Estate Tax Abatement for new construction and improvements available from the Office of Property Assessment www.phila.gov/opa, 215-686-4334, 601 Walnut St., 300W, Phila, PA 19106. Applications for new construction and commercial improvements due within 60 days of permit issuance. Residential rehab and builder/developer applications due by Dec 31 of year of permit issuance.</p>



ALL DIMENSIONS AND DISTANCES SHOWN ON THESE PLANS SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY. THE WORK SHALL CONFORM TO ALL APPLICABLE CODES AND REGULATIONS OF THE CITY OF PHILADELPHIA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PHILADELPHIA.

REVISIONS:

NO.	DATE	DESCRIPTION

CONSULTANTS:

CICADA
 ARCHITECTURE/PLANNING, INC.
 1708-10 W. TIOGA ST., PHILADELPHIA, PA 19102
 TEL: 215.571.5000 FAX: 215.571.5001
 www.cicadaarchitecture.com

PROJECT: TIOGA DISTRICT MIXED-INCOME SENIOR RESIDENCES 55+
 1708-10 W. TIOGA ST., PHILADELPHIA, PA

SHEET TITLE: 1708-10 W. TIOGA STREET ZONING

PROJECT NO.: 508.5

SCALE: AS NOTED
 DRAWN BY: DN
 APPROVED BY: KR
 DATE: 07/22/20

Z100



June 9, 2020

Mr. Srivatsa Krishnan
 Zoning examiner, Licenses and Inspections
 Municipal Services Building, 11th Floor
 1401 John F. Kennedy Boulevard
 Philadelphia, PA 19102

Eleanor Sharpe
 Executive Director

Nancy Rogo Trainer, FAIA, AICP
 Civic Design Review Chair

Daniel K. Garofalo
 Civic Design Review Vice-Chair

Leonidas Addimando
 Ashley Di Caro, LEED -AP
 Tavis Dockwiler, RLA
 Michael Johns, FAIA, NOMA, LEED-AP
 Elise Vider

Re: Civic Design Review for 1708-10 Tioga Street (Application No. 941161)

Dear Mr Krishnan:

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of a proposed multi-family residential building at 1708-10 W Tioga Street.

The project is bound by Tioga Street to the North, and private parcels to the east, west, and south. The current use of the site is a vacant lot between existing residential uses. The project proposes 50 residential units with no provision for off-street parking or loading. The site is zoned RSA-3 and the project has zoning refusals for multi-family uses, parking, open area requirements, setbacks, and dimensional requirements for roof decks.

At its meeting of June 9, 2020, the Civic Design Review Committee completed the Civic Design Review process and offered the following comments:

1. RCO Comments:

Members from Tioga United Registered Community Organization attended and offered comments on the project design. These included:

Parking

The committee expressed concerns about the lack of parking which causes seniors to walk long distances. Additionally, at an earlier community meeting the developer was asked to provide underground parking for the dwelling units and to consider permit parking on Tioga Street.

The development team responded that the target market of seniors is not expected to drive, and this is consistent with their earlier dialogues with community organizations. The development also pointed out that the lot has only one frontage and it is not wide enough to accommodate off-street parking. They also felt that permit parking for 50 residents could cause more problems for neighbors on the block.

One Parkway Building
 1515 Arch St.
 13th Floor
 Philadelphia, PA 19102

215-683-4615 Telephone
 215-683-4630 Facsimile

www.phila.gov/cityplanning

Density

The RCO has concerns about the density of the project. The size and number of units in this project is too much to bring into this neighborhood, especially considering an adjacent site which was approved for 34 dwelling units.

Materials and Setbacks

The building's color palette does not have enough life and variety. They should want to bring back some life into the building with different colors of materials. The RCO also asked that the project should be setback similar to other housing units within the block.

The development team responded that the project is setback 5' and 8' is the requirement in the zoning code.

Civic Design Review Presentation

The drawings and scheme presented at the RCO meeting is different than the scheme presented at Civic Design Review and there is a request that the whole building be brought back for community input.

The development team responded that the changes to the CDR presentation are a result of the changes requested by the community at their RCO meeting, including dropping a floor and reducing the number of units.

2. CDR Committee Comments:

Overall:

The CDR committee expressed support for the project, including the creation of a place that is health centered with social services and the provision of affordable housing. The use of a single loaded corridor and broken up bays of units was considered to be a good design solution for a dense housing project. They also noted that every bedroom has a window, which is not always the case in dense housing proposals.

Access for persons with disabilities:

The committee had a discussion regarding access for people with disabilities, including questions about access through the lobbies and the entry and the amount of units which were accessible. The committee recommended using a ramp to access the side yard to ensure that people with disabilities had access in the event that the lobby elevator stopped working.

The development team responded that the elevators were being used to accommodate access between split levels and that 2 units would be built as fully accessible and the remaining 48 units would be built such that they could be converted to full accessibility.



Building Materials

The committee echoed the comments of the Registered Community Organization representatives and expressed the need for the buildings to have more color and more thought. The all brown façade should be re-examined and the applicant should consider good stone detail elements.

Additional Design Refinements to Consider

The committee urged the development team to consider a range of additional adjustments to the design. These included recommendations to incorporate two-bedroom units and consider alternate location for the trash room, such as the back of the building. Additionally, there were suggestions to make oversized elevators to facilitate the use of the bike room in the basement. The committee also notes that the side yard space is long exterior space and a curious condition. The Committee urges the development team to pursue clever design strategies that the design team can come up with to make those spaces an amenity while also maintaining the emergency egress path.

Ongoing Communications with the Community

The committee is urged to continue to have dialogue with the community to resolve the concerns that they have expressed.

3. The CDR Committee adopted PCPC staff comments, which included:

Side yard Recommendations

Planning Commission staff had additional comments for the side yard which included recommendations to provide night lighting for safety and security and to provide shade tolerant plantings in the recessed courtyards. PCPC staff also recommends that the development team consider how privacy is maintained for units adjacent the footpath, clarify the intended use of the space and to specify whether or not it is gated.

Relationship to adjacent buildings

PCPC staff notes that the relationship between the adjacent three-story housing and the proposed project is very abrupt. PCPC staff recommends adjustments in height or massing to create transitions, setting back the building to match the adjacent structure, and using landscaping to soften changes in building form and materials. PCPC staff also notes that much of the eastern façade of the building can be seen from 17th Street. Consider higher quality materials and more refined architectural details on the party wall.

Landscape and environmental conditions

PCPC staff notes that street trees are missing and at least one is required by code. PCPC staff also asks that the development team consider saving some heritage trees and incorporating them into the site plan.

Sustainable Design comments

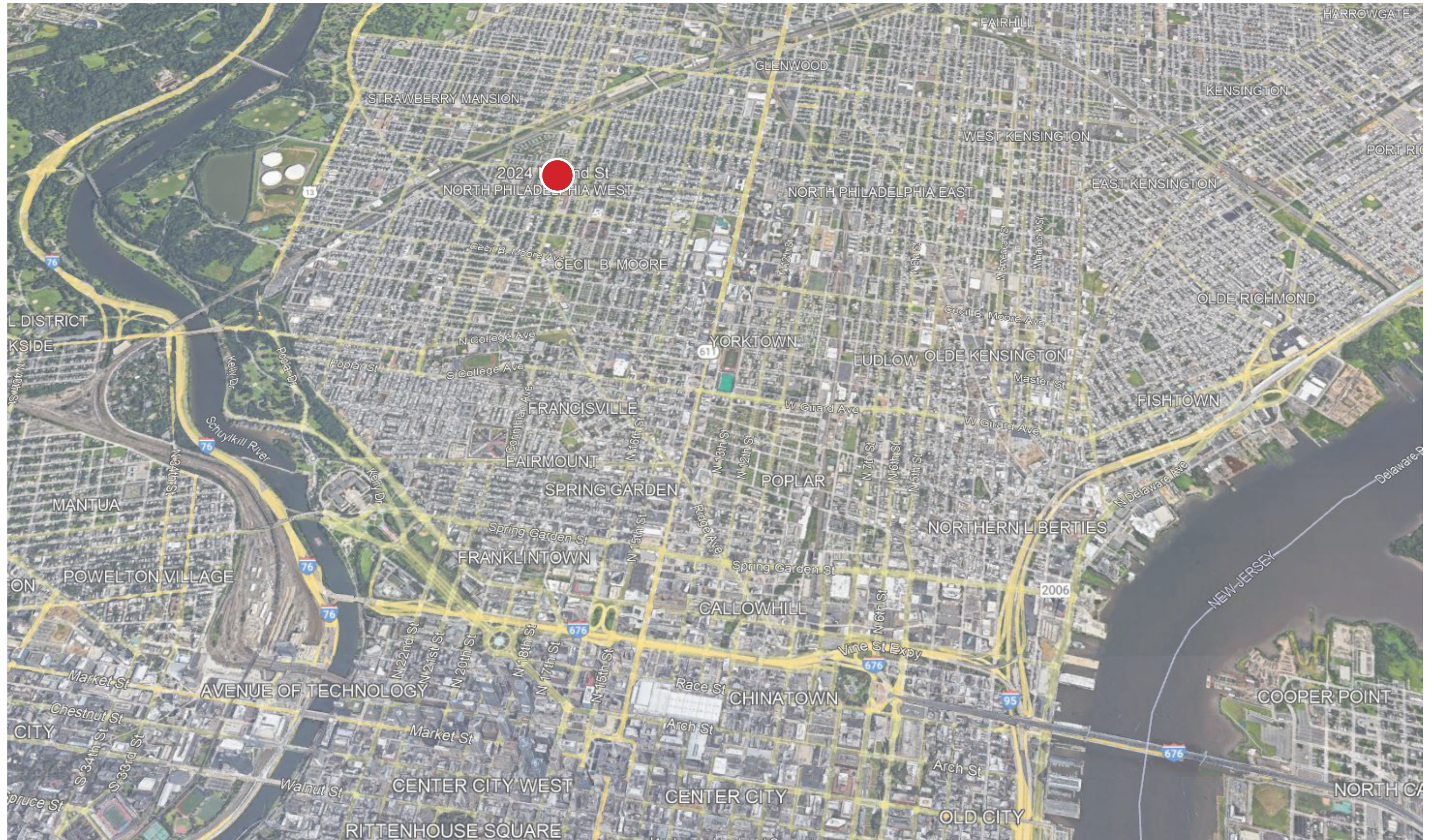
PCPC staff notes that additional energy and atmosphere metrics are now required under the 2018 Building Code updates. PCPC staff also recommends that the development team consider 3rd Party or LEED certification.

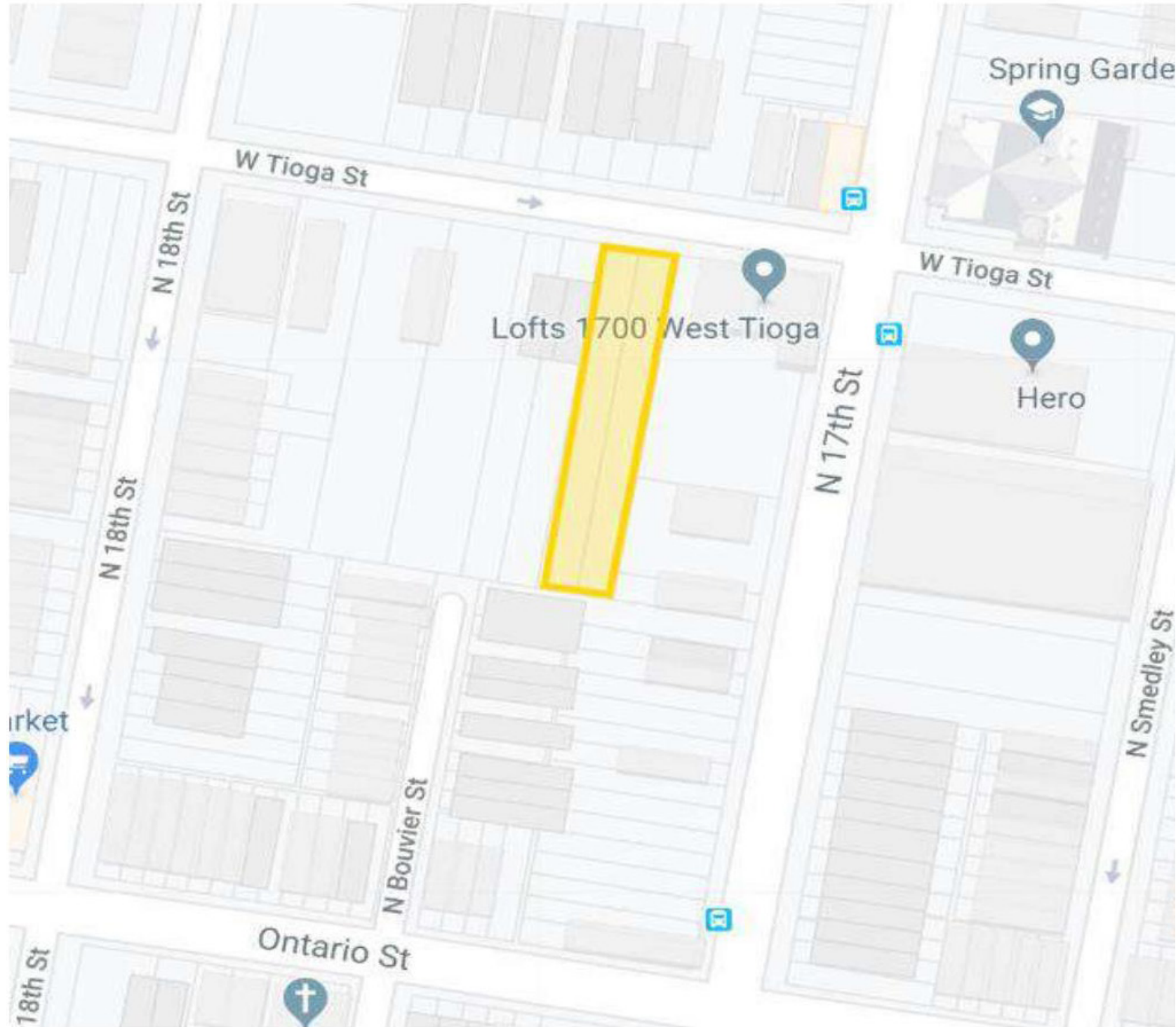
In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the committee's action.

Sincerely,

Eleanor Sharpe
Director of Planning and Zoning

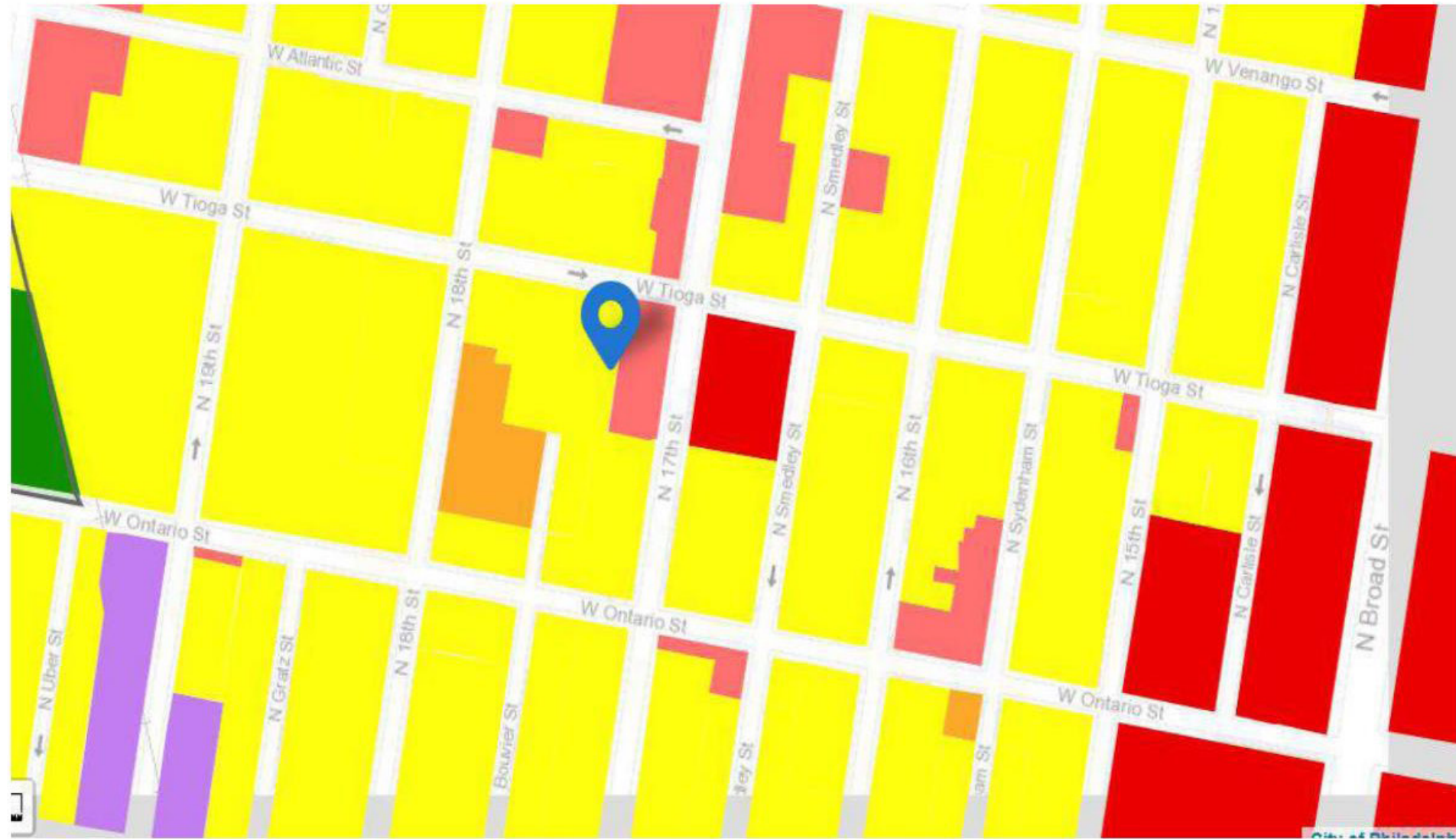
cc: Nancy Rogo Trainer, Chair, Civic Design Review, nrt23@drexel.edu
Daniel Garofalo, Vice Chair, Civic Design Review, dkgarofalo@gmail.com
Councilmember Cindy Bass, cindy.bass@phila.gov
Lynn Edelman, Director of Communications Council Member Cindy Bass, Lynn.edelman@phila.gov
Kurt Raymond, CICADA Architecture/Planning Inc, kraymond@cicadaarchitecture.com
Dorris Harris, TPP Capital Management, djharris1247@gmail.com
Pela McFee, Tioga United Inc, pmcfee@gmail.com
Tinamarie Russell, North Central Susquehanna Community Development Corporation, info@ncpcdc.org
Ariel Diliberto, Philadelphia City Planning Commission, ariel.diliberto@phila.gov
Srivatsa Krishnan, Philadelphia Licenses and Inspections, Srivatsa.krishnan@phila.gov
Chris Renfro, Streets Department, christopher.renfro@phila.gov
Casey Ross, Office of Transportation, Infrastructure and Sustainability, casey.ross@phila.gov
Jennifer Dougherty, SEPTA Long Range Planning, jdougherty@septa.org
Paula Burns, Philadelphia City Planning Commission, paula.brumbelow@phila.gov





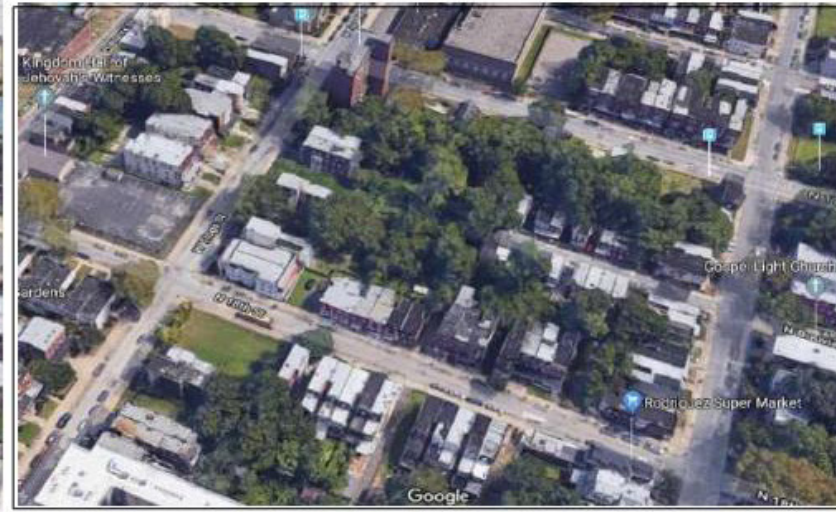
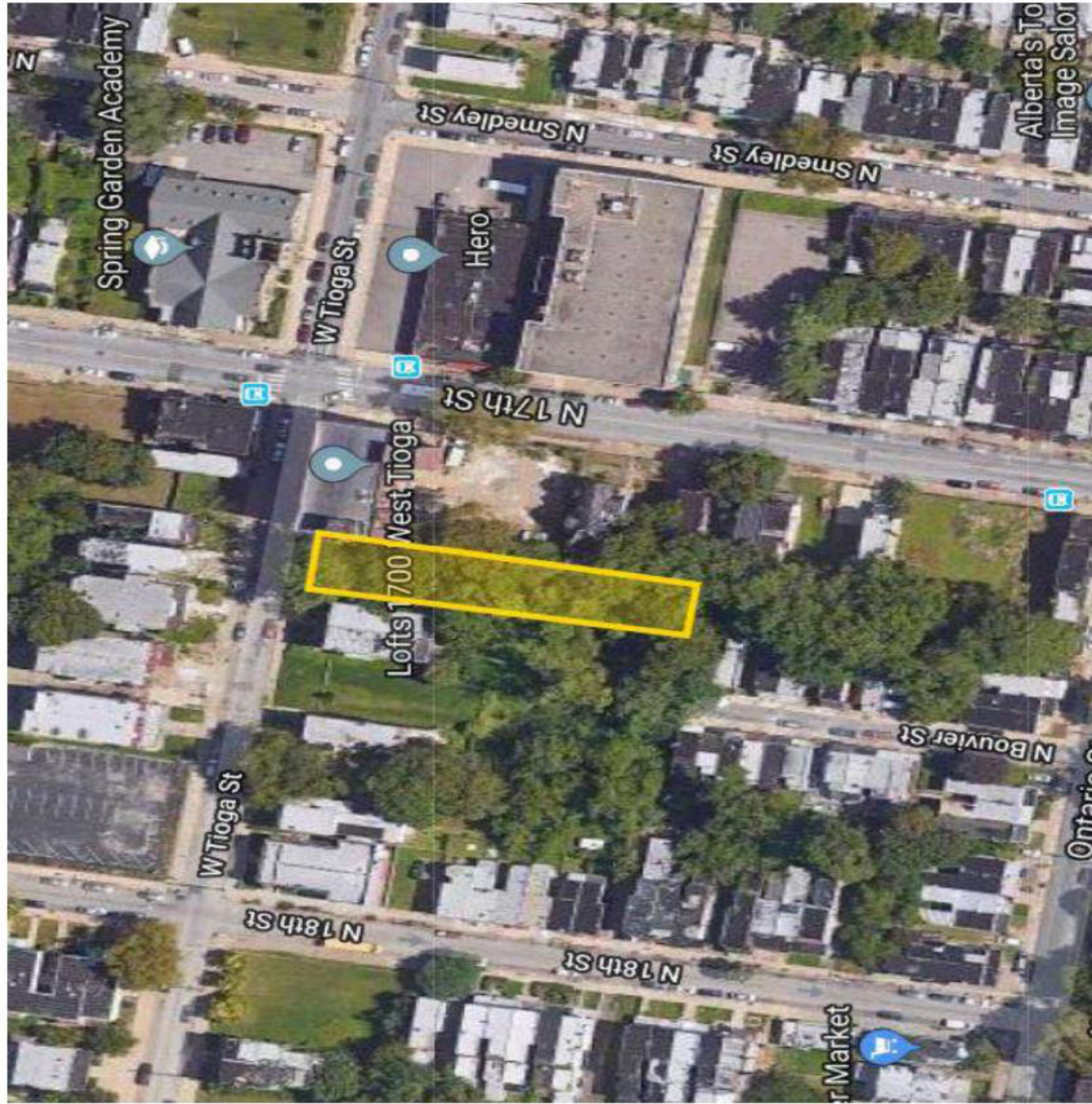
LACATION ON MAP

ZONING REQUIREMENTS - 1708-10 W. TIOGA STREET			
PREVIOUSLY APPROVED 7/28/2020 PERMIT #: ZP-2021-004992			
ZONING DISTRICT	RSA-3 (RESIDENTIAL SINGLE FAMILY ATTACHED)		
	ALLOWED/ REQUIRED	PREVIOUSLY APPROVED	PROPOSED
LOT AREA	2,250 SF	12,500 SF	12,500 SF
LOT WIDTH	25 FT	50 FT	50 FT
MAX OCCUPIED AREA	50% Intermediate Lot	71% (3,582/12,500)	72% (3,554/12,500)
DEPTH OF REAR YARD	20 FT	1'-2 1/2"	3'-0"
FRONT YARD SETBACK	8 FT	4'-6 1/2" (TO BUILDING FACE); 1'-4 1/2" (TO AWNING)	NONE (0.0 FT)
FRONT YARD SETBACK (BOTH SIDES)	8 FT (SEMI-DETACHED)	8'-0"	5'-0", BOTH SIDES
HEIGHT REGULATION	38 FT	66'-5 1/2"	66'-5 1/2"
DWELLING UNIT	1	50 DWELLING UNITS FOR SENIOR HOUSING 55 PLUS	90 DWELLING UNITS FOR SENIOR HOUSING 55 PLUS
	ALLOWED/REQUIRED	PREVIOUSLY APPROVED	PROPOSED
CAR PARKING	MINIMUM 50	0	0
BIKE STORAGE	MINIMUM: 1/3 DWELLING UNITS (90/3 = 30 REQUIRED)	50 SPACES	50 SPACES



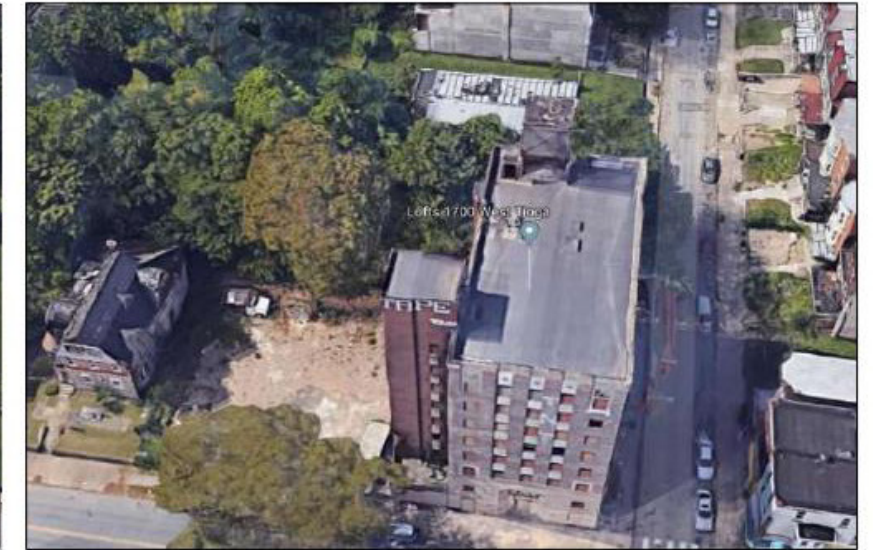
ZONING MAP

- CA-1, Auto-Oriented Commercial-1
- CA-2, Auto-Oriented Commercial-2
- CMX-1, Neighborhood Commercial Mixed-Use-1
- CMX-2, Neighborhood Commercial Mixed-Use-2
- CMX-2.5, Neighborhood Commercial Mixed-Use-2.5
- CMX-3, Community Commercial Mixed-Use
- CMX-4, Center City Commercial Mixed-Use
- RSA-3 Residential Single Family



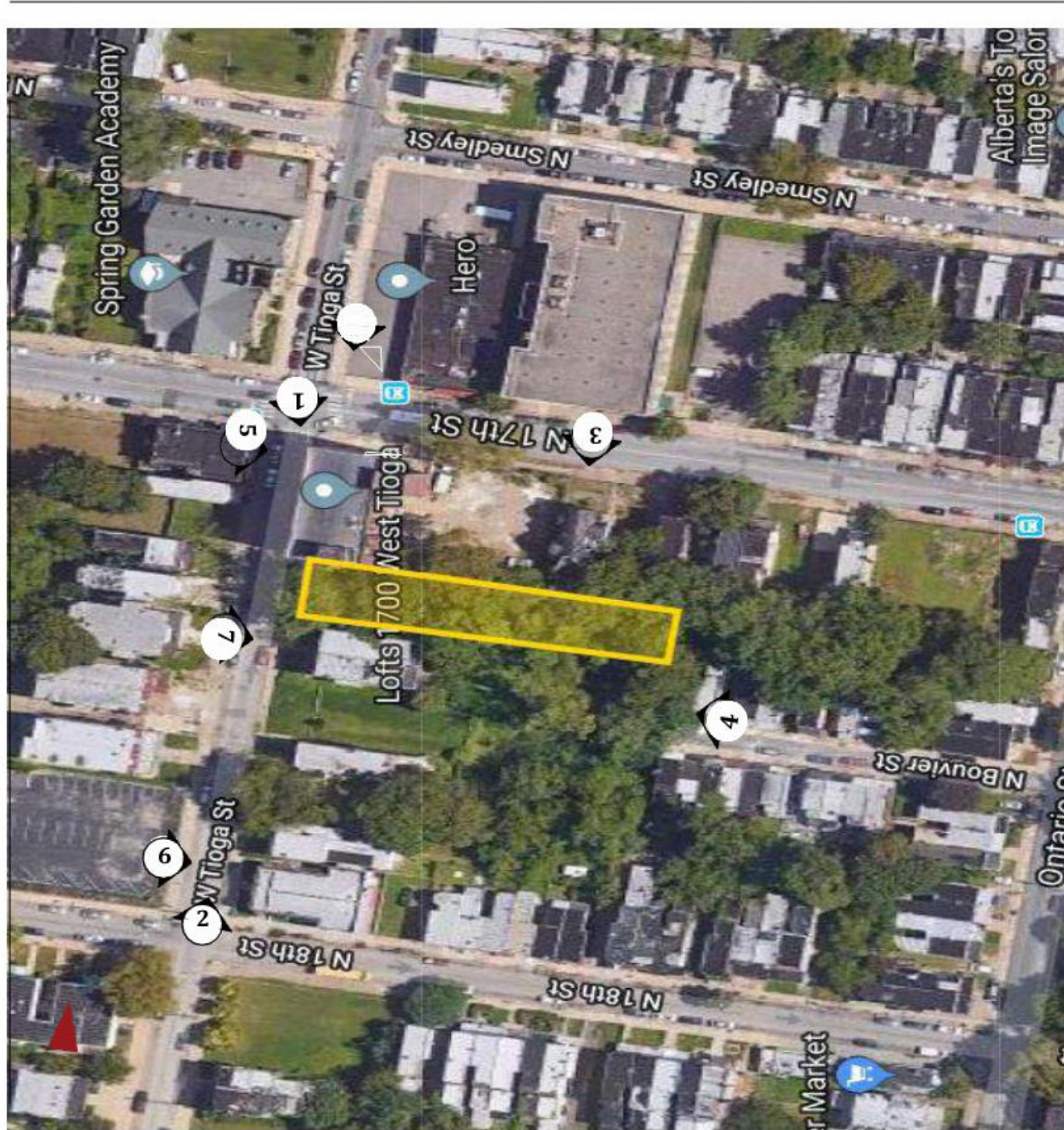
1
LOOKING
SOUTH-EASTWARD
TOWARDS SITE

2
LOOKING
NORTH-EASTWARD
TOWARDS SITE



3
LOOKING
SOUTH-WESTWARD
TOWARDS SITE

4
LOOKING
NORTH-WESTWARD
TOWARDS SITE



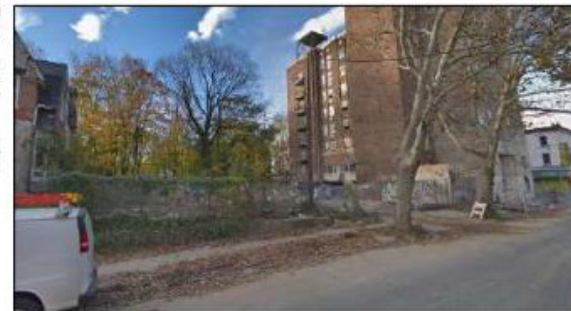
1
LOOKING
WESTWARD
ON W. TIOGA
ST



2
LOOKING
EASTWARD
ON W. TIOGA
ST



3
LOOKING
NORTHWEST
WARD ON N.
17TH ST



4
LOOKING
NORTHWARD
ON N BOUVIER
ST



5
LOOKING
SOUTH
WESTWARD
ON N. 17TH
ST

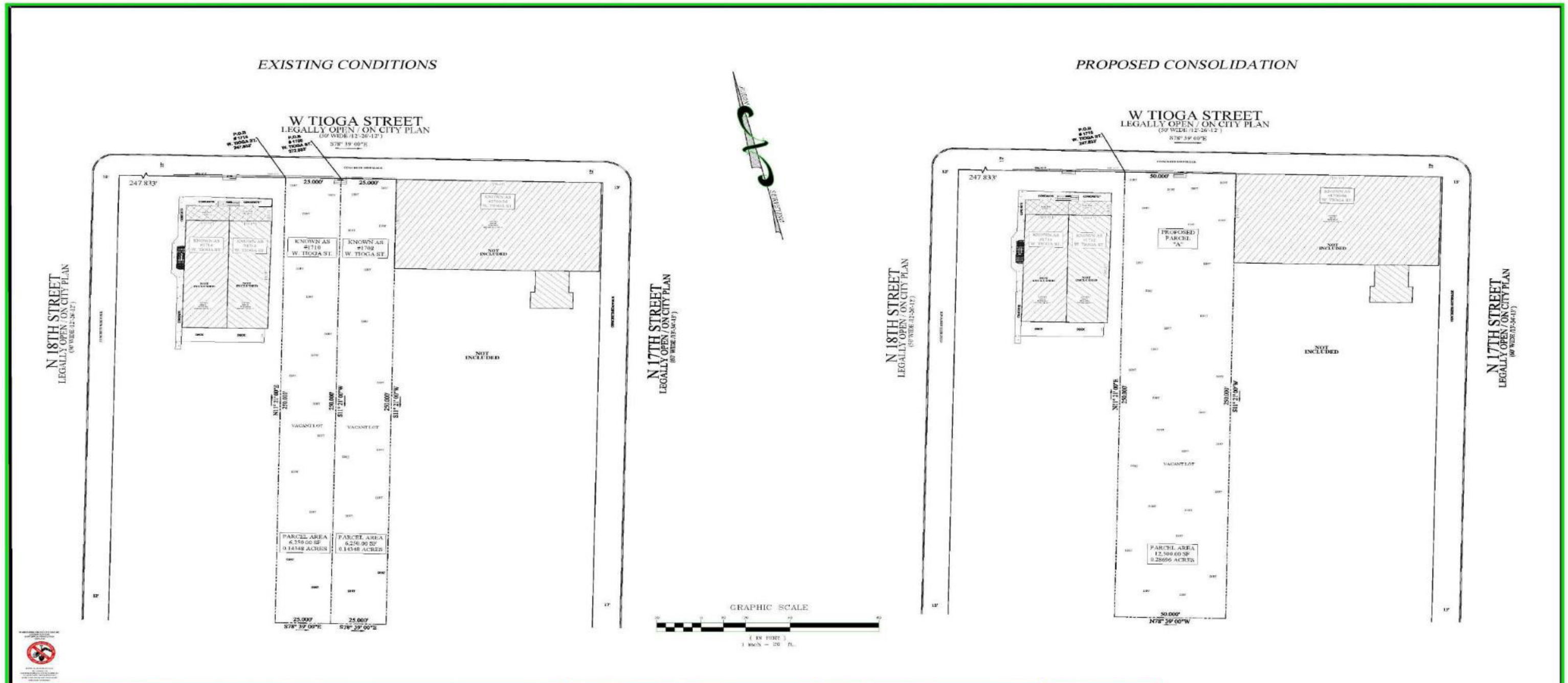


6
LOOKING
EASTWARD ON
W. TIOGA ST

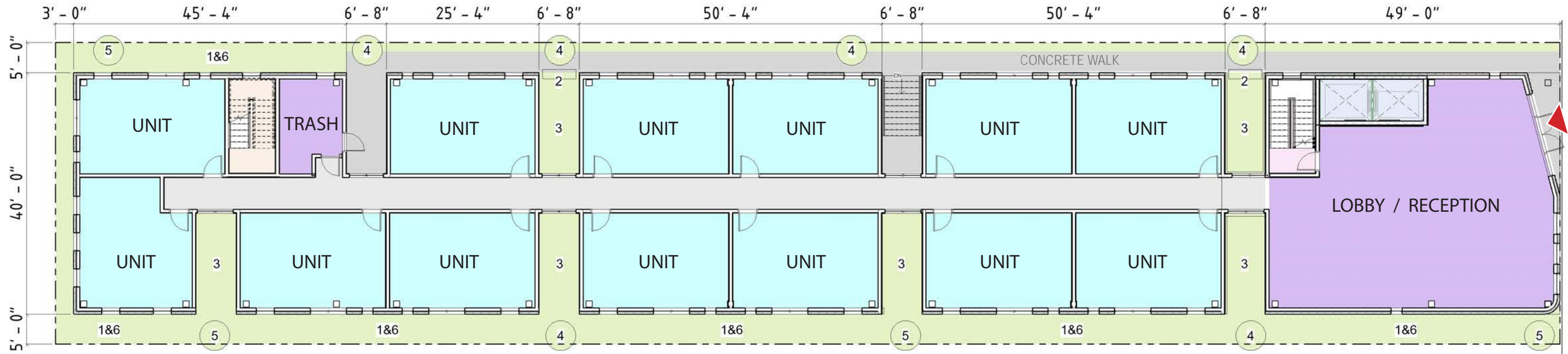


7
LOOKING
ACROSS W. TIOGA
ST IN FRONT OF
SITE



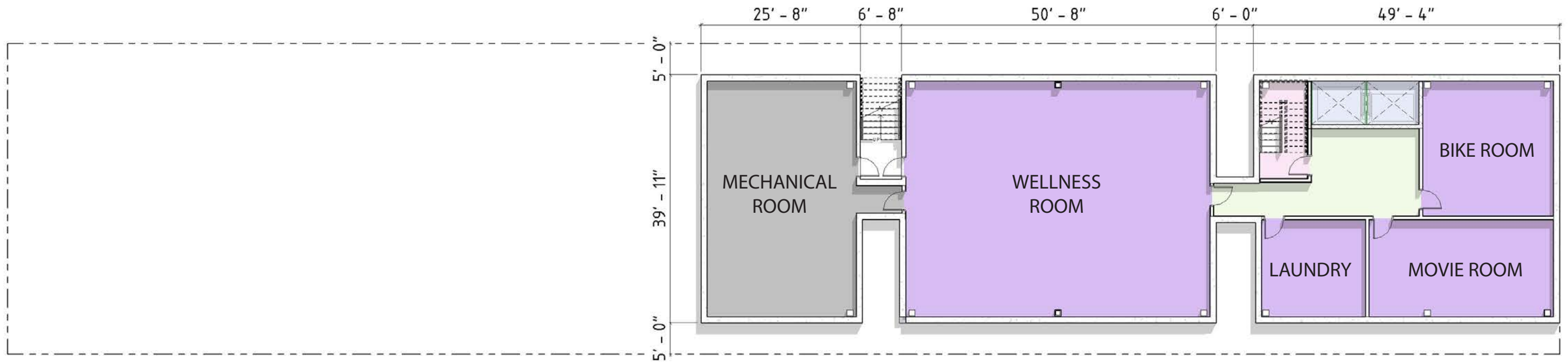


<p>GENERAL NOTES</p> <ol style="list-style-type: none"> ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE CITY OF PHILADELPHIA CODE AS AMENDED. PLAN MADE AS PER INSTRUCTIONS OF ANTONY MILES, APPLICANT. ALL DIMENSIONS SHOWN ON PLAN ARE PHILADELPHIA DISTRICT STANDARD. THE LEGAL STANDARD OF MEASURE WITHIN THE CITY OF PHILADELPHIA. PHILADELPHIA DISTRICT STANDARD DISTANCES TO BE USED FOR TITLE PURPOSES ONLY. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE FINDINGS A VALID TITLE REPORT WOULD DISCLOSE. RECORDED LEGAL DESCRIPTIONS SUPPLIED. THE ADDRESSES SHOWN ON THIS PLAN ARE AS PER EXISTING DEEDS ON AS POSTED ON THE PREMISES. ADDRESSES FOR ANY NEWLY CREATED PARCELS ARE TO BE ASSIGNED BY THE OFFICE OF PROPERTY ASSESSMENT (O.P.A.). A ZONING PERMIT IS REQUIRED FOR ANY PROPOSED CHANGES TO LOT LINES INCLUDING CONSOLIDATION OF EXISTING PARCELS. THE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES HAS NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR HIS REPRESENTATIVE. CONTRACTOR SHALL DETERMINE THE EXACT LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT RESULT BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CONTRACTOR SHALL NOTIFY UTILITY COMPANIES THREE (3) DAYS PRIOR TO COMMENCING WORK TO COMPLY WITH THE PENNSYLVANIA ACT NO. 287. THE INFORMATION SHOWN ON THIS PLAN IS FOR TITLE CONVEYING ONLY IS NOT VALID FOR ANY OTHER USE. 	<p>ZONING SUMMARY: ZONE RSA-3</p> <table border="1"> <thead> <tr> <th>ZONING REQUIREMENTS</th> <th>REQUIRED/ALLOWED</th> </tr> </thead> <tbody> <tr> <td>MIN. LOT WIDTH</td> <td>25 FT.</td> </tr> <tr> <td>MIN. LOT AREA</td> <td>2,250 SQ. FT.</td> </tr> <tr> <td>MIN. OPEN AREA</td> <td>50%</td> </tr> <tr> <td>MIN. FRONT SETBACK</td> <td>10 FT.</td> </tr> <tr> <td>MIN. SIDE YARD WIDTH</td> <td>DETACHED: 6 FT. PER YARD; 8 FT. CORNER LOT SEMI-DETACHED: 5 FT.</td> </tr> <tr> <td>MIN. REAR YARD DEPTH</td> <td>15 FT. SINGLE-FAMILY; 20 FT. OTHER</td> </tr> <tr> <td>MAX. HEIGHT</td> <td>38 FT.</td> </tr> </tbody> </table>	ZONING REQUIREMENTS	REQUIRED/ALLOWED	MIN. LOT WIDTH	25 FT.	MIN. LOT AREA	2,250 SQ. FT.	MIN. OPEN AREA	50%	MIN. FRONT SETBACK	10 FT.	MIN. SIDE YARD WIDTH	DETACHED: 6 FT. PER YARD; 8 FT. CORNER LOT SEMI-DETACHED: 5 FT.	MIN. REAR YARD DEPTH	15 FT. SINGLE-FAMILY; 20 FT. OTHER	MAX. HEIGHT	38 FT.	<p>LOCATION MAP (NTS)</p>	<p>SYMBOLS/LEGEND</p> <ul style="list-style-type: none"> IRON ROD/PIPE BENCH MARK PK SET (NAIL) HUB INSTRUMENT DRILL HOLE GAS VALVE TRAFFIC SIGNAL HYD ELEVATION SEWER MANHOLE EXISTING TREE STREET SIGN STREET LIGHT FIRE HYDRANT WATER SHUT-OFF UTILITY/POWER UTILITY POLE DRAIN VENT WATER VALVE UNKNOWN VALVE WELL ACCESS RAMP CITY BOULE STORM MANHOLE 	<p>All documents prepared by Juron Surveying and Mapping and L.L.C. are instruments of service as required of the project, they are not intended or represented to be suitable for reuse by owner or others on extensions of the project or on any other project. Any reuse without written permission or adaptation by Juron Surveying and Mapping, L.L.C. for the specific purpose intended will be at owner's sole risk and without liability to Juron Surveying and Mapping, L.L.C. and owner shall indemnify and hold harmless Juron Surveying and Mapping, L.L.C. from all claims, damages, losses and expenses arising out of or resulting therefrom.</p>	<p>JURON SURVEYING website: juronsurveying.com P.O. BOX 4721 PHILADELPHIA, PA 19104 Phone: 267-762-4554 Fax: 855-355-4223 11th Ward Philadelphia - Pennsylvania PROPOSED CONSOLIDATION 1708-10 TIOGA STREET PHILADELPHIA, PA 19140 OWNER: TWO IS LLC 5012 ERRINGER PL. PHILADELPHIA, PA 19144 Scale: 1"=20' Drawing #20181220C Date: 12-20-2018 Drawn by: HUG Checked by: RAR Sheet 1 of 1</p>
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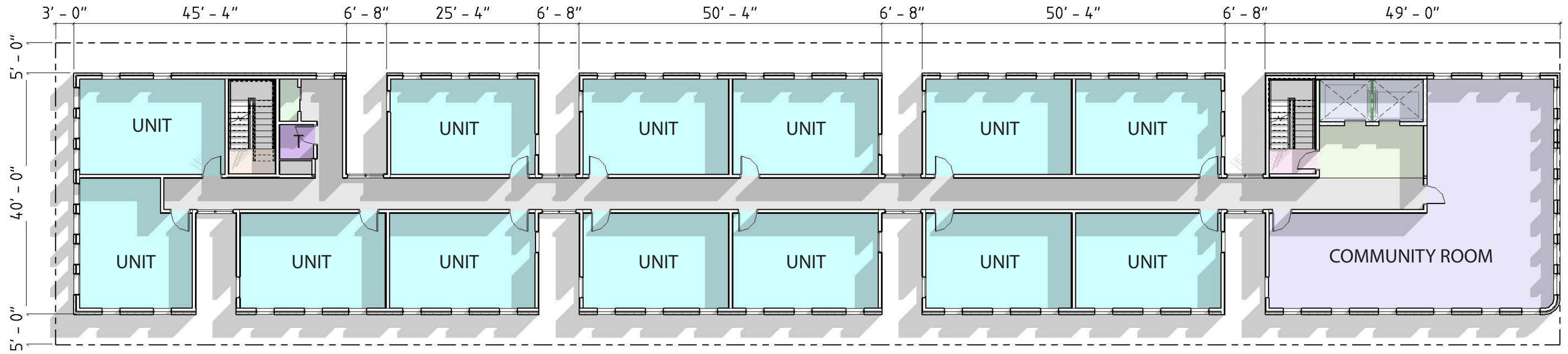


W TIOGA STREET

FLOOR PLAN - LEVEL 1

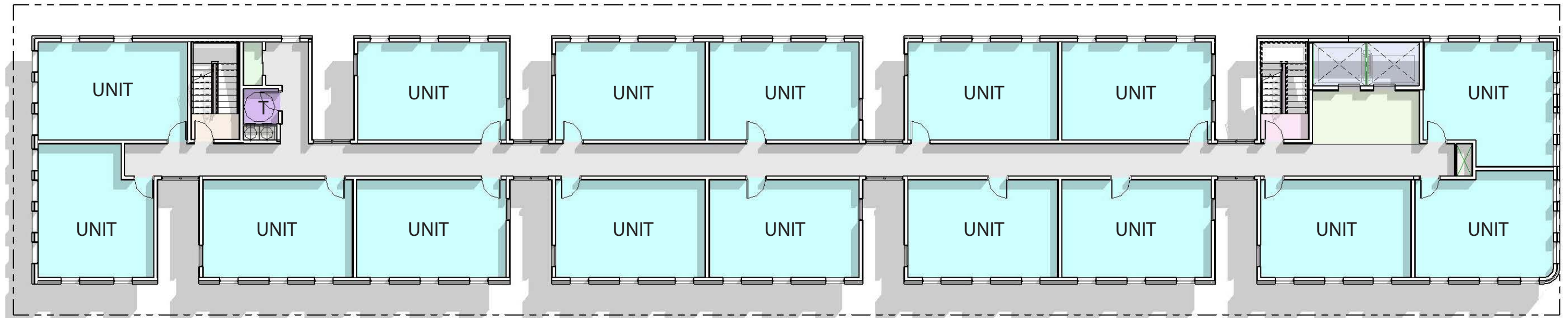


FLOOR PLAN - BASEMENT



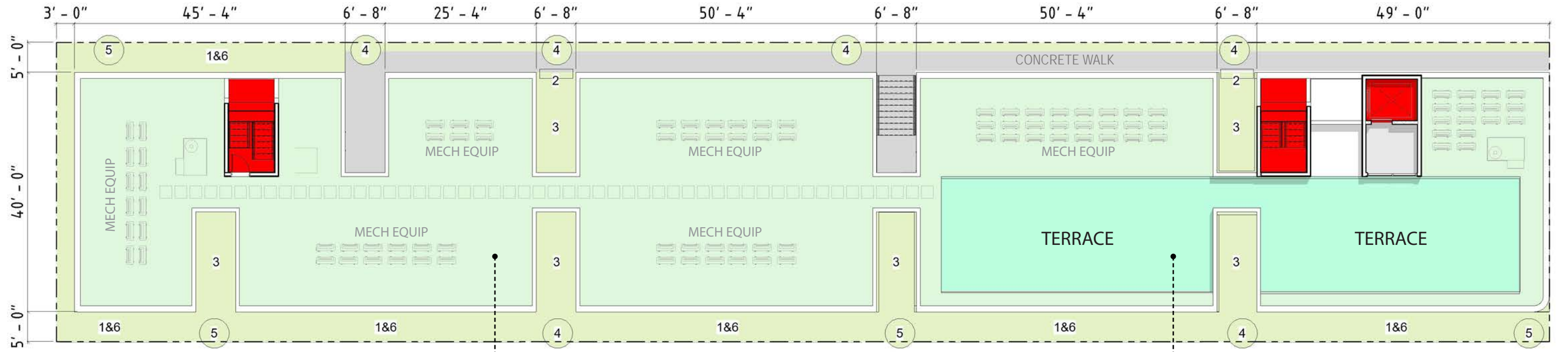
W TIOGA STREET

FLOOR PLAN - LEVEL 6



FLOOR PLAN - LEVEL 2





ROOF PLAN



GREEN ROOF



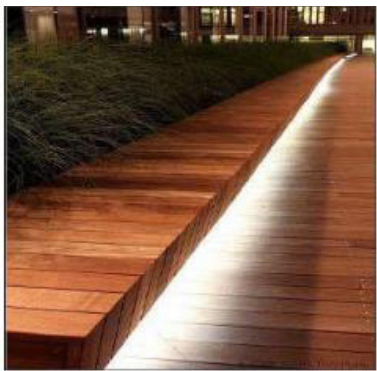
WOOD DECK PAVERS

W TIOGA STREET

1
LANDSCAPE LIGHTING



2
LANDSCAPE SEATING



3
PENNSYLVANIA SEDGE



4
SERVICE BERRY



5
WILLOW OAK



6
NEW JERSEY TEA



LANDSCAPE BUFFER PLANTINGS





MAIN ENTRANCE AT LOBBY



W TIOGA STREET (LOOKING EAST)



W TIOGA STREET (LOOKING EAST)



W TIOGA STREET



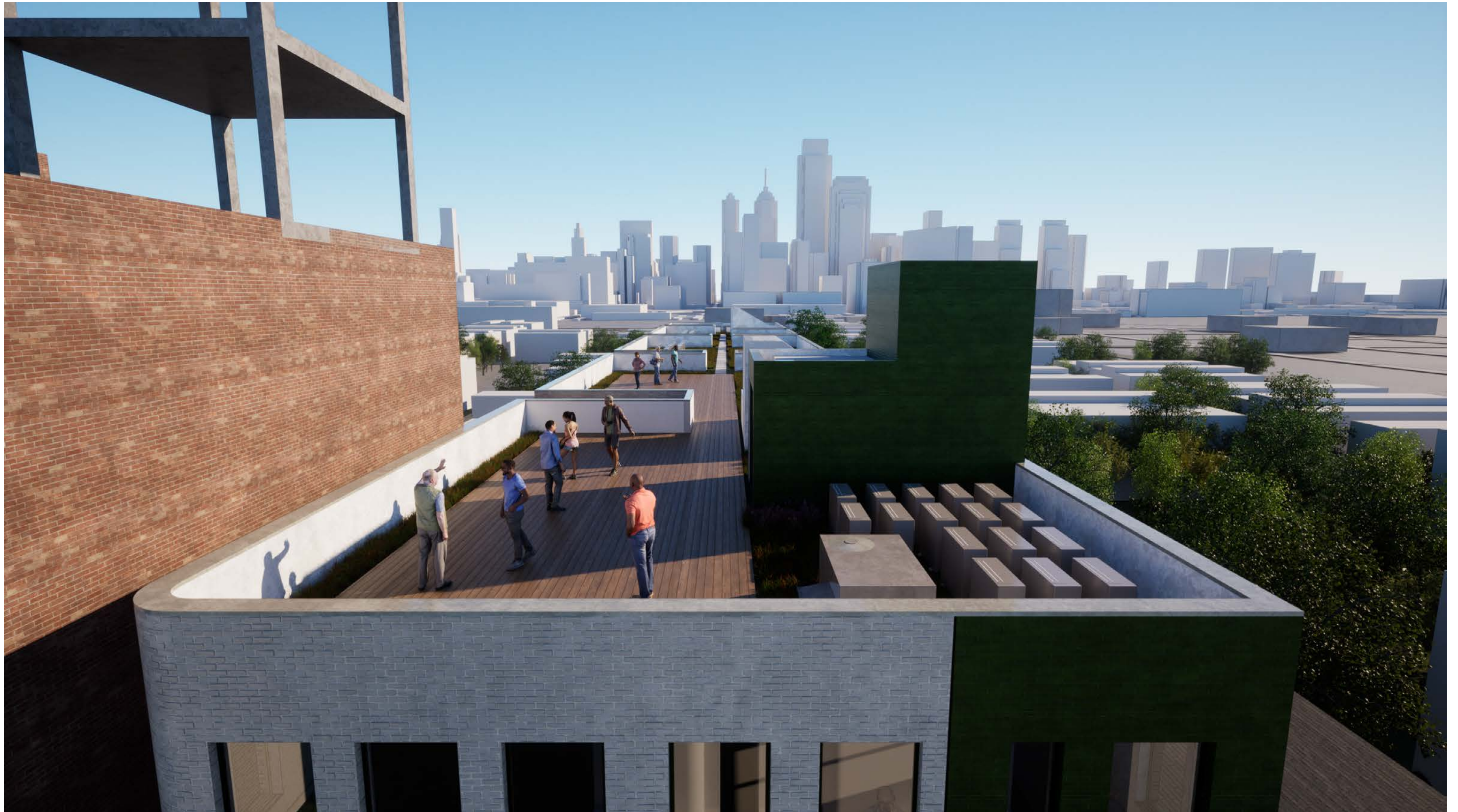
W TIOGA STREET



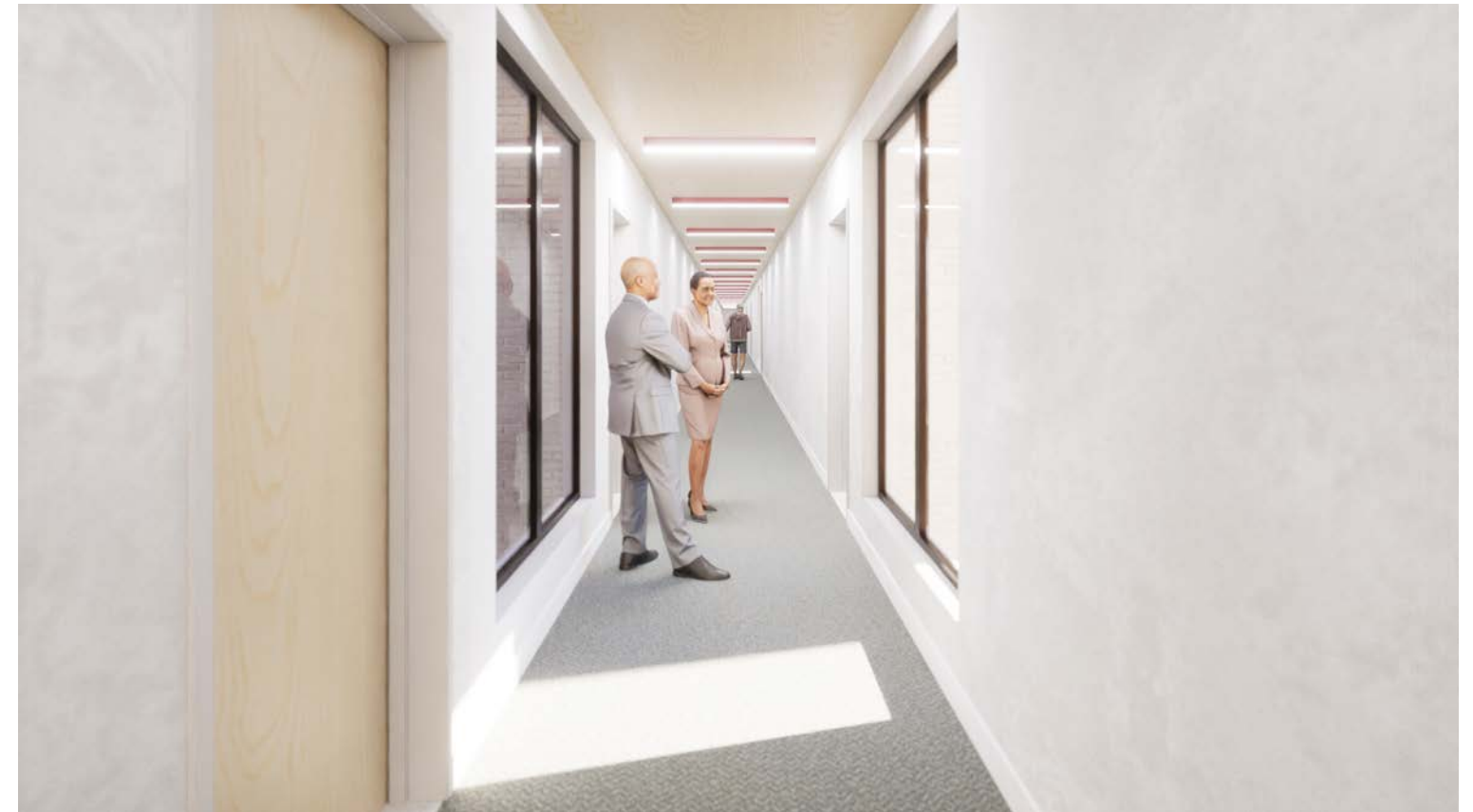
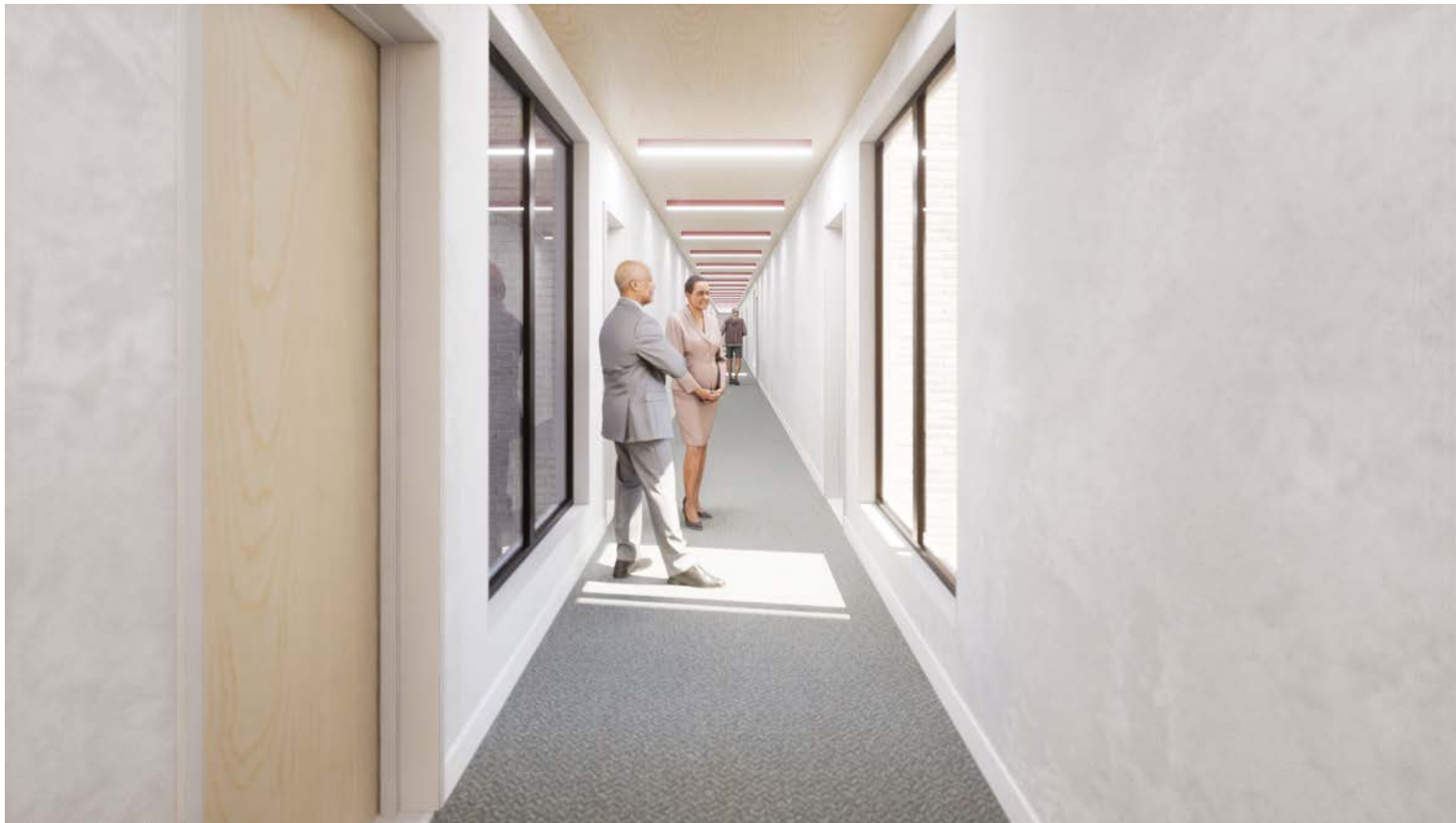
AERIAL LOOKING SOUTH EAST



AERIAL LOOKING SOUTH EAST



AERIAL LOOKING SOUTH



TYPICAL CORRIDOR
NATURAL LIGHT THROUGH COURSE OF DAY

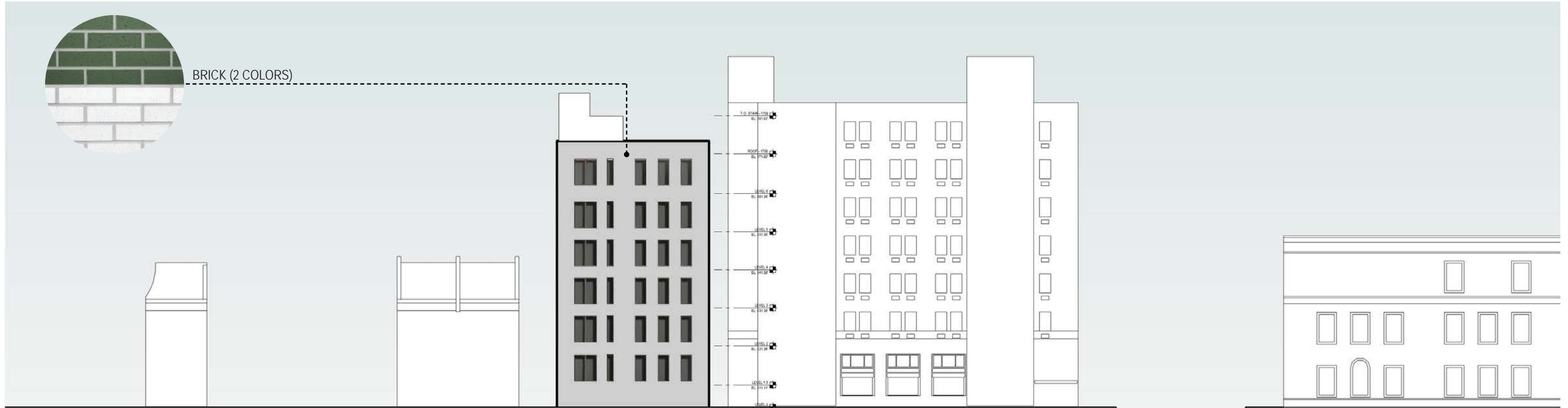


RESIDENTIAL UNIT INTERIOR

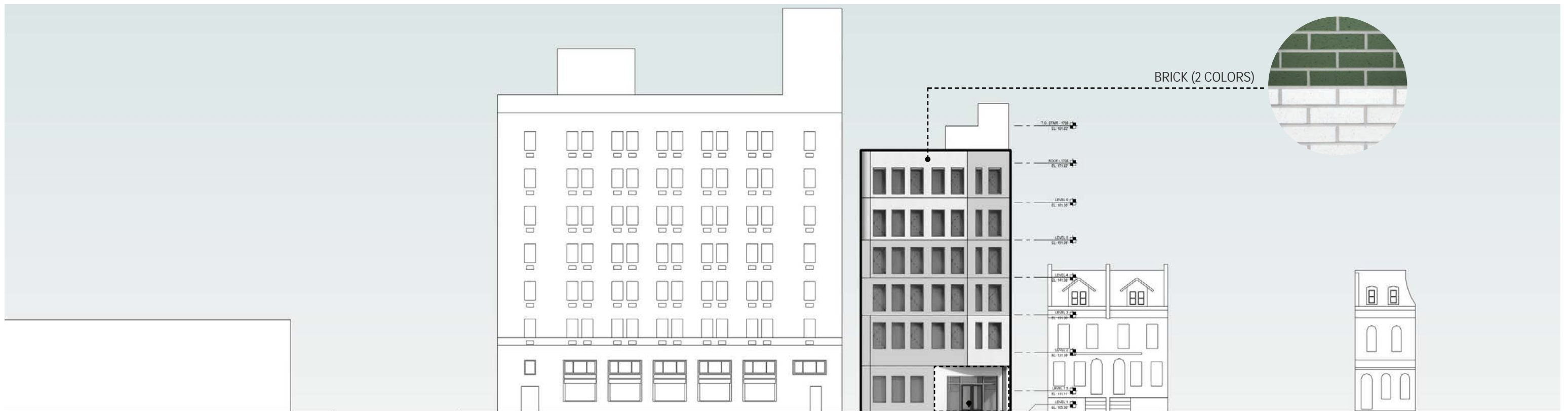


RESIDENTIAL UNIT INTERIOR



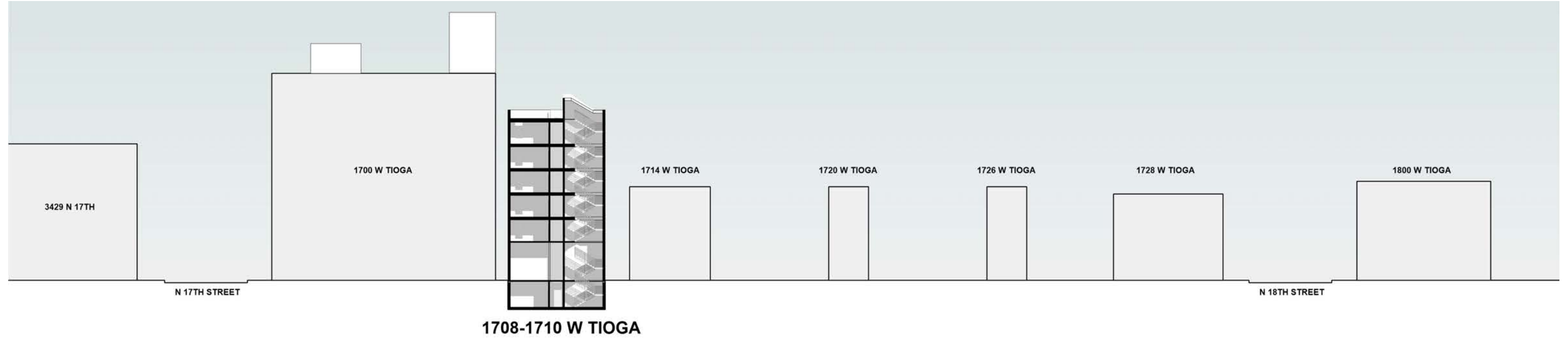


SOUTH ELEVATION

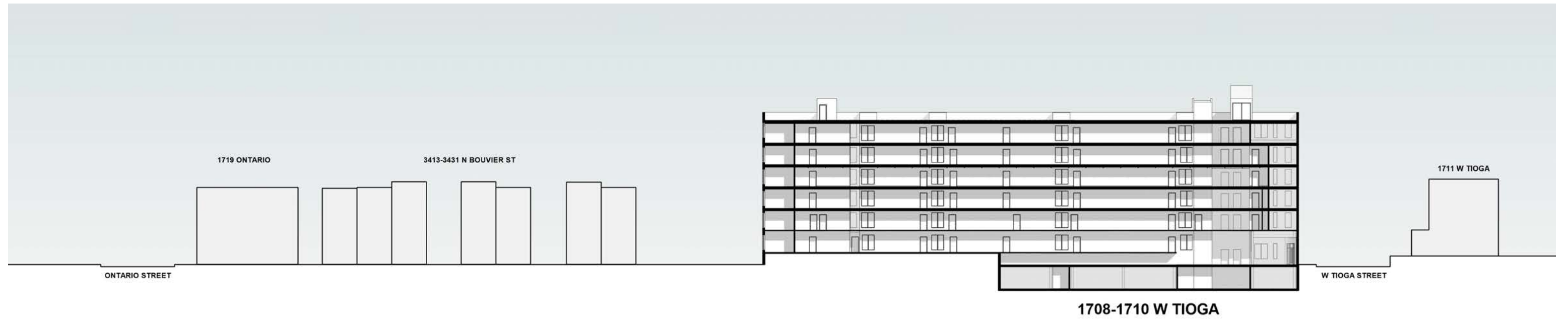


NORTH ELEVATION

BRICK & STOREFRONT AT MAIN ENTRY
(SEE RENDERINGS)



EAST-WEST SECTION



NORTH-SOUTH SECTION

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.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes, within a 1/4 mile there are multiple stops for SEPTA bus routes at: - 17th and Tioga (2 Bus) - 17th & Erie Ave (56, H & HX Buses)
(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.	N/A - no new parking areas
(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.	N/A - no new parking areas
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) ⁱ	N/A - no railway frontage
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No bike share included. 50 accessory bicycle spaces and storage for bicycles on site.

1

Civic Sustainable Design Checklist – Updated September 3, 2019

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Yes, drought resistant vegetation will be used for all landscaped areas. No irrigation will be used.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes, including 4,000 s.f. of green roof.
(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	Not yet determined
(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.	Yes, hardscapes will meet an SRI greater than 29
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	Not yet determined
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	Yes, via an enhanced building envelope, HVAC system involving high-efficiency inverter mini-split units and 100% LED lighting.

2

Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	N/A
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Renewable energy will not be produced on-site.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	None.

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

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

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1 For Energy Star: www.Energystar.gov For Passive House, see www.phius.org

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

3

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



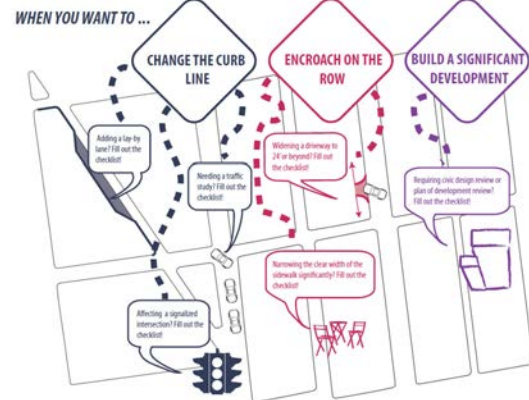
INSTRUCTIONS

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

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

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

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



PRELIMINARY PCPC REVIEW AND COMMENT: _____

DATE _____

FINAL STREETS DEPT REVIEW AND COMMENT: _____

DATE _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

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

Complete Streets Review Submission Requirement*:

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | | |
|---|--|
| 1. PROJECT NAME
<u>Tioga District's Preventative Health Hub</u> | 2. DATE
<u>10/3/2023</u> |
| 3. APPLICANT NAME
<u>TPP Capital Holdings TR</u> | 5. PROJECT AREA: list precise street limits and scope
<u>The project site is at 1708-10 W. Tioga Street. The frontage is 50' W (12'-26'-12') on the proposed 6 Story Multifamily 55+ Senior Housing Dwelling, Independent Living.</u> |
| 4. APPLICANT CONTACT INFORMATION
<u>Anthony Miles</u>
<u>30 S. 15th St., 15th Fl, MB37</u>
<u>Philadelphia, PA 19102</u>
<u>Phone: (904) 337-9556</u>
<u>E-mail: abmiles1908@gmail.com</u> | |
| 6. OWNER NAME
<u>1708 Tioga LP</u> | |
| 7. OWNER CONTACT INFORMATION
<u>Anthony Miles</u>
<u>30 S. 15th St., 15th Fl, MB37</u>
<u>Philadelphia, PA 19102</u>
<u>Phone: (904) 337-9556</u>
<u>E-mail: abmiles1908@gmail.com</u> | |
| 8. ENGINEER / ARCHITECT NAME
<u>Cornerstone Consulting Engineers & Design Services, Inc.</u> | |
| 9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>Leslie Cunningham</u>
<u>3-5 N. 2nd St., 2nd Fl</u>
<u>Philadelphia, PA 19106</u>
<u>Phone: (215) 362-2600</u>
<u>Email: lcunningham@cornerstonenet.com</u> | |
| 10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook. Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/ | |

STREET	FROM	TO	COMPLETE STREET TYPE
_____	<u>W Tioga 50'W</u>	<u>N. 18th Street 50'W</u>	<u>Local</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?
- a. Parking and loading regulations in curb lanes adjacent to the site YES NO

COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission



- b. Street Furniture such as bus shelters, honor boxes, etc. YES NO N/A
- c. Street Direction YES NO
- d. Curb Cuts YES NO N/A
- e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES NO N/A
- f. Building Extensions into the sidewalk, such as stairs and stoops YES NO N/A

APPLICANT: General Project Information
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

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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>W. Tioga Street</u>	12' / 12' / 12'	12' / 12'
_____	___/___/___	___/___
_____	___/___/___	___/___
_____	___/___/___	___/___

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>W. Tioga Street</u>	6' / 6' / 6'
_____	___/___/___
_____	___/___/___
_____	___/___/___

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
N/A	_____	_____
___	_____	_____
___	_____	_____
___	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
N/A	_____	_____
___	_____	_____
___	_____	_____
___	_____	_____

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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: _____

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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
W. Tioga Street	50' / 50'
_____	___/___
_____	___/___
_____	___/___

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
W. Tioga Street	25' / ___ / 25'
_____	___/___/___
_____	___/___/___
_____	___/___/___

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?

	YES	NO	N/A	DEPARTMENTAL APPROVAL YES	NO
Bicycle Parking (Will be provided inside the building)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Benches (Benches on Green Roof)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Trees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Furniture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

19. Does the design avoid tripping hazards? YES NO N/A DEPARTMENTAL APPROVAL 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 DEPARTMENTAL APPROVAL YES NO

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

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: Street trees are proposed where they can be per Streets Detail FZ0102 on W. Tioga Street. Bicycle parking is located within the building and street lighting is existing. The light fixtures of these streetlights will be upgraded to current LED standards.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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BICYCLE COMPONENT (Handbook Section 4.5)

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

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

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
Building Basement 1708-10 W. Tioga ST.	60	0 / 0	0 / 0	0 / 0
_____	___	___/___	___/___	___/___
_____	___	___/___	___/___	___/___
_____	___	___/___	___/___	___/___

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?

	YES	NO	N/A	DEPARTMENTAL APPROVAL YES	NO
Conventional Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buffered Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle-Friendly Street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Indego Bicycle Share Station	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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: 60 Class 1A bicycle parking spaces will be provided within the proposed building.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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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"/>	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"/>	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?		YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Curbside Management Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments: _____

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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
N/A	---	---	--- / ---	---
---	---	---	--- / ---	---
---	---	---	--- / ---	---

33. What is the maximum AASHTO design vehicle being accommodated by the design?	P – Passenger Car	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
35. Will the public right-of-way be used for loading and unloading activities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
36. Does the design maintain emergency vehicle access?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
37. Where new streets are being developed, does the design connect and extend the street grid?	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
38. Does the design support multiple alternative routes to and from destinations as well as within the site?	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Vehicle / Cartway Component
Additional Explanation / Comments: There are no changes proposed to the existing traffic pattern.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
Reviewer Comments: _____

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

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL 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 type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" 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: _____

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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
N/A	---	---
---	---	---
---	---	---

- | | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> | NO <input type="checkbox"/> |
|---|------------------------------|-----------------------------|---|---|-----------------------------|
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time? | | | | | |
| 45. Does the design provide adequate clearance time for pedestrians to cross streets? | | | | | |
| 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> | | | | | |
| 47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan? | | | | | |
| • Marked Crosswalks | | | | | |
| • Pedestrian Refuge Islands | | | | | |
| • Signal Timing and Operation | | | | | |
| • Bike Boxes | | | | | |
| 48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? | | | | | |
| 49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? | | | | | |

APPLICANT: Intersections & Crossings Component
 Additional Explanation / Comments: The site is located mid-block and does not propose a signal.

DEPARTMENTAL REVIEW: Intersections & Crossings Component
 Reviewer Comments: _____

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ADDITIONAL COMMENTS

APPLICANT
 Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW
 Additional Reviewer Comments: _____