

708 SANSOM STREET PHILADELPHIA, PA 19106

CIVIC DESIGN REVIEW
December 06, 2023





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-2023-8161**

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

Residential square footage exceeds 100,000 SF

PROJECT LOCATION

Planning District: Central Council District: 5

Address: 708-14 Sansom Street

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

CONTACT INFORMATION

Applicant Name: Meredith L. Ferleger Esq. Primary Phone: 267.210.2170

Email: mferleger@dilworthlaw.com Address: 1500 Market Street, Suite 3500E
Philadelphia, PA 19102

Property Owner: JR Sansom Partners, LLC Developer Pearl Properties
 Architect: DAS Architects

SITE CONDITIONS

Site Area: 12,440 sf

Existing Zoning: CMX-5 Are Zoning Variances required? Yes No

Proposed Use:

- Ground floor commercial / retail
- Parking (50 spaces)
- Residential dwelling units (99)

COMMUNITY MEETING

Community meeting held: Yes No

If yes, please provide written documentation as proof.

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

Date: November 28, 2023 Time: 7:00 PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:

Date: _____

Notice of: Refusal Referral

Application Number: ZP-2023-008161	Zoning District(s): CMX5	Date of Refusal: 9/14/2023
Address/Location: 708 SANSOM ST, Philadelphia, PA 19106-3207 Parcel (PWD Record)		Page Number Page 1 of 1
Applicant Name: Meredith Ferleger DBA: Dilworth Paxon LLP	Applicant Address: 1500 Market St Suite 3500E Philadelphia, PA 19102 USA	Civic Design Review? Y

Application for:

FOR THE ERECTION OF AN ATTACHED HIGHRISE STRUCTURE WITH SKY PANE OPTION A. FOR USE AS 99 DWELLING UNITS (MULTI-FAMILY HOUSEHOLD LIVING) AND VACANT COMMERCIAL SPACE. WITH PARKING GARAGE WITH 50 PARKING SPACES (3 ACCESSIBLE SPACES (1 VAN ACCESSIBLE), 12 COMPACT SPACES, 3 EV SPACES, 11 VALET SPACES), 1 LOADING SPACE & 35 CLASS 1A BICYCLE SPACES. SIZE AND LOCATION AS SHOWN IN PLAN.

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):	Code Section Title(s):	Reason for Refusal:
Section 14-803(1)(c)(.4)(.b)	Parking	Aboveground accessory parking garages require special exception.
Table 14-701-3	Max FAR	Max floor area shall be 1,200% of lot area whereas proposed floor area is 1,493%.
Table 14-803-1	Drive Aisle	Drive aisle shall be 18ft. whereas proposed valet spaces impede on drive aisles.


TWO (2) USE REFUSALS
ONE (1) ZONING REFUSAL

Fee to File Appeal: \$300

NOTES TO THE ZBA:

Parcel Owner:

TOLL WASHINGTON SQUARE, LP



SHAKIR COHEN
PLANS EXAMINER

9/14/2023
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.



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5 | INTRODUCTION

PROJECT DESCRIPTION

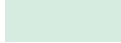


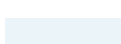

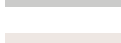
The existing vacant building site at 708 Sansom Street is located less than a block north of Washington Square known for its large mature specimen trees and tranquil environment. This new residential hi rise overlooks the Square drawing in the landscape as a main feature. The tower form is articulated into vertical segments that rise from the tower base at the 5th floor which align with the tops of the neighboring Sansom Street buildings. This 5th floor roof top will feature a landscaped and treed roof terrace for residents. As the vertical segments change at different floor levels, they form roof terraces and changing silhouettes from varying points of view. The top of the tower will feature a pair of penthouse units with large, landscaped roof terraces.

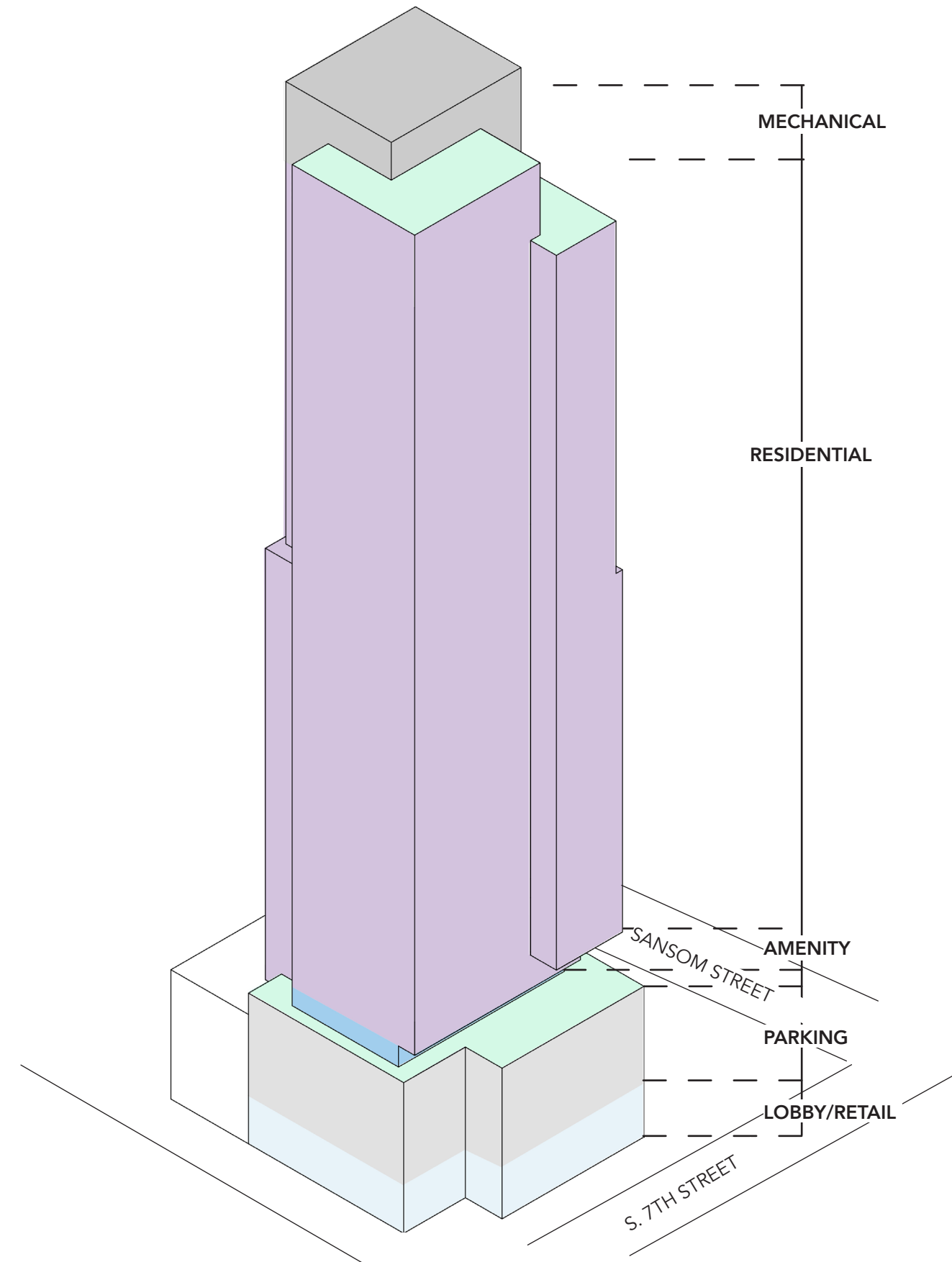
The tower's facade is finished in vertical sections of terracotta colored metal panels that complement the traditional beige and red brick buildings in the area. Dark bronze horizontal trim then weaves through the terracotta color panels. The highly finished motor court lobby fronting 7th Street is open to above providing cascading natural light, and an artistic tree sculpture finished in brass will also sparkle with light.

MIXED USE SF PROGRAM / ZONING DATA SUMMARY

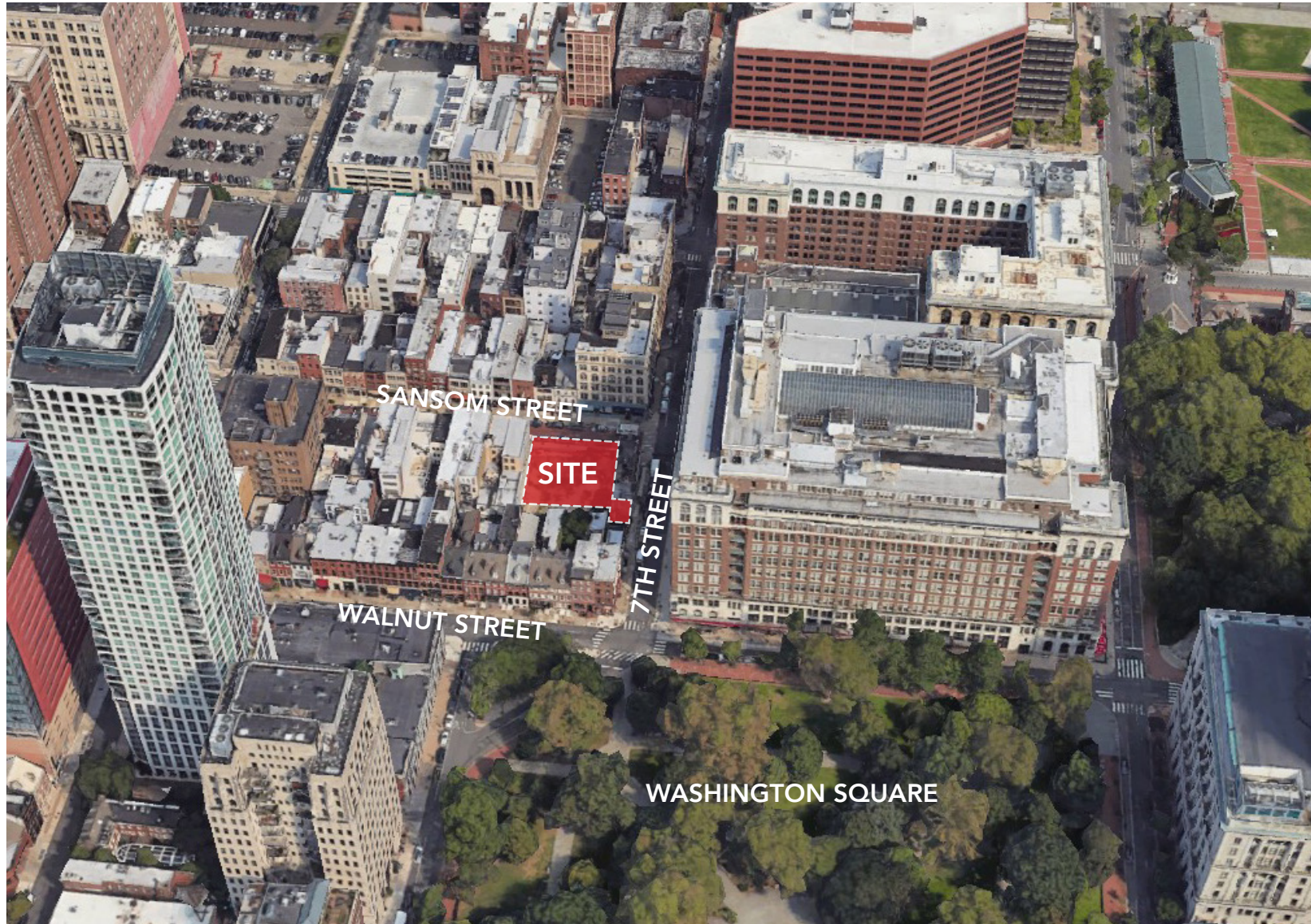
SEE ZONING PLAN FOR BUILDING AREAS AND OTHER ZONING DATA

KEY

	Landscaped Terrace
	Residential
	Amenity Space
	Lobby/Retail
	Utilities/ Mech Floor
	Parking







View looking North



View looking Southeast





1 Looking Southwest on Sansom St.



3 Looking North on 7th Street



2 Looking Northwest on S7th Street



4 Looking East on Sansom St.



5 Looking West on Sansom St.



7 Looking West on Sansom St.

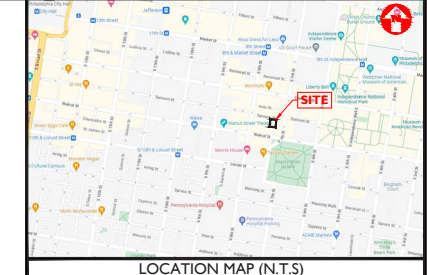
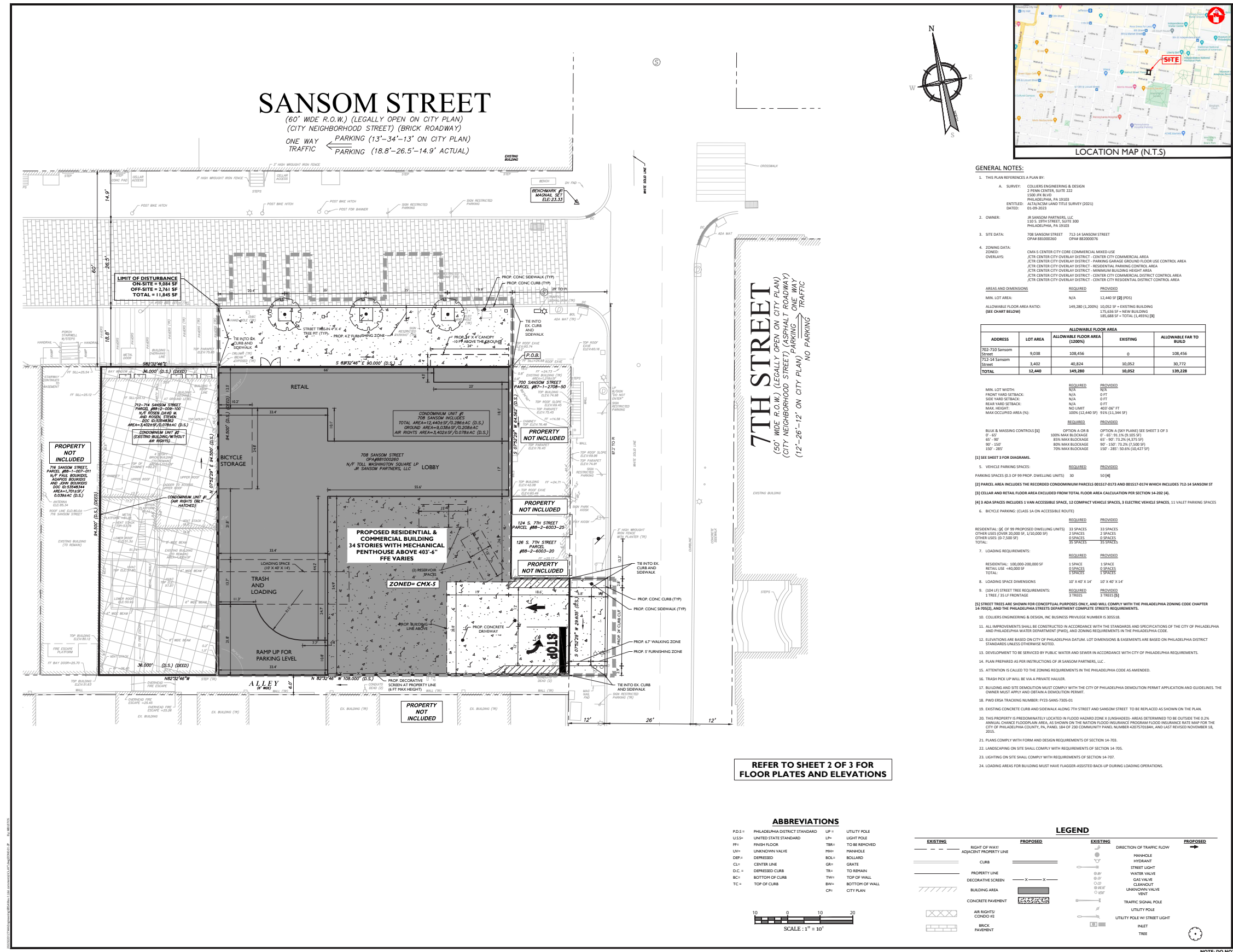


6 Looking West on S7th St.



8 Looking South on S7th St.





GENERAL NOTES:

- THIS PLAN REFERENCE A PLAN BY:
 - A. SURVEY: COLLIER ENGINEERING & DESIGN, 2 FERN CENTER, SUITE 222, 1500 JIN BLVD, PHILADELPHIA, PA 19103, DATED: 01-09-2023
- OWNER: JR SANSOM PARTNERS, LLC, 616 S. 5TH STREET, SUITE 300, PHILADELPHIA, PA 19103
- SITE DATA: 708 SANSOM STREET, 712-14 SANSOM STREET, PHILADELPHIA, PA 19106
- ZONING DATA: CMX-5 CENTER CITY CORE COMMERCIAL MIXED-USE

OVERLAYS:

- JCTR CENTER CITY OVERLAY DISTRICT - CENTER CITY COMMERCIAL AREA
- JCTR CENTER CITY OVERLAY DISTRICT - PARKING GARAGE GROUND FLOOR USE CONTROL AREA
- JCTR CENTER CITY OVERLAY DISTRICT - RESIDENTIAL PARKING CONTROL AREA
- JCTR CENTER CITY OVERLAY DISTRICT - MINIMUM BUILDING HEIGHT AREA
- JCTR CENTER CITY OVERLAY DISTRICT - CENTER CITY COMMERCIAL DISTRICT CONTROL AREA

AREAS AND DIMENSIONS

REQUIRED	PROVIDED
MIN. LOT AREA:	N/A
ALLOWABLE FLOOR AREA RATIO: (SEE CHART BELOW)	145,280 (1,200%)
	12,440 SF [2] (POS)
	126,638 SF + EXISTING BUILDING
	185,688 SF + TOTAL (1,493%) [3]

ALLOWABLE FLOOR AREA				
ADDRESS	LOT AREA	ALLOWABLE FLOOR AREA (1200%)	EXISTING	ALLOWABLE FAR TO BUILD
708 Sansom Street	9,038	108,456	0	108,456
712-14 Sansom Street	3,402	40,824	10,052	30,772
TOTAL	12,440	149,280	10,052	139,228

- VEHICLE PARKING SPACES:

REQUIRED	PROVIDED
PARKING SPACES (0.9 OF 99 PROPOSED DWELLING UNITS)	30
[2] PARCEL AREA INCLUDES THE RECORDED CONDOMINIUM PARCELS 01517-0319 AND 01517-0174 WHICH INCLUDES 712-14 SANSOM ST	50 [4]
[3] CELLAR AND RETAIL FLOOR AREA EXCLUDED FROM TOTAL FLOOR AREA CALCULATION PER SECTION 14-202 (4)	
[4] ADA SPACES INCLUDES 1 VAN ACCESSIBLE SPACE, 12 COMPACT VEHICLE SPACES, 3 ELECTRIC VEHICLE SPACES, 11 VALET PARKING SPACES	
- BIKE PARKING: (CLASS 1A ON ACCESSIBLE ROUTE)

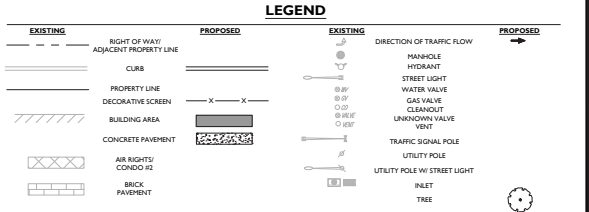
REQUIRED	PROVIDED
RESIDENTIAL: (0.9 OF 99 PROPOSED DWELLING UNITS)	33 SPACES
OTHER USES (OVER 3,000 SF, 175,000 SF)	2 SPACES
OTHER USES (0-3,000 SF)	0 SPACES
TOTAL:	35 SPACES
- LOADING REQUIREMENTS:

REQUIRED	PROVIDED
RESIDENTIAL: 100,000-300,000 SF	1 SPACE
RETAIL USE: <40,000 SF	0 SPACES
TOTAL:	1 SPACE
- LOADING SPACE DIMENSIONS: 10' X 40' X 14'
- STREET TREES: 1 TREE, 15' L.F. FRONTAGE
- STREET TREES ARE SHOWN FOR CONCEPTUAL PURPOSES ONLY, AND WILL COMPLY WITH THE PHILADELPHIA ZONING CODE CHAPTER 14-205(L) AND THE PHILADELPHIA STREETS DEPARTMENT COMPLETE STREETS REQUIREMENTS.
- COLLIER ENGINEERING & DESIGN, INC. BUSINESS PRIVILEGE NUMBER IS 302518.
- ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY OF PHILADELPHIA AND PHILADELPHIA WATER DEPARTMENT (PWD) AND ZONING REQUIREMENTS IN THE PHILADELPHIA CODE.
- ELEVATIONS ARE BASED ON CITY OF PHILADELPHIA DATUM. LOT DIMENSIONS & EASEMENTS ARE BASED ON PHILADELPHIA DISTRICT STANDARDS UNLESS OTHERWISE NOTED.
- DEVELOPMENT TO BE SERVICED BY PUBLIC WATER AND SEWER IN ACCORDANCE WITH CITY OF PHILADELPHIA REQUIREMENTS.
- PLAN PREPARED AS PER INSTRUCTIONS OF JR SANSOM PARTNERS, LLC.
- ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
- BUILDING AND SITE DEMOLITION MUST COMPLY WITH THE PHILADELPHIA DEMOLITION PERMIT APPLICATION AND GUIDELINES. THE OWNER MUST APPLY AND OBTAIN A DEMOLITION PERMIT.
- PWD ERSA TRACKING NUMBER: FY23-SANS-7305-01
- EXISTING CONCRETE CURB AND SIDEWALK ALONG 7TH STREET AND SANSOM STREET TO BE REPLACED AS SHOWN ON THE PLAN.
- THIS PROPERTY IS PROBABLY LOCATED IN FLOOD HAZARD ZONE X (UNHAZARDED). AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AREA, AS SHOWN ON THE NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP FOR THE CITY OF PHILADELPHIA COUNTY, PA, PANEL 184 OF 230 COMMUNITY PANEL NUMBER 420770184H, AND LAST REVISED NOVEMBER 18, 2015.
- PLANS COMPLY WITH FORM AND DESIGN REQUIREMENTS OF SECTION 14-703.
- LANDSCAPING ON SITE SHALL COMPLY WITH REQUIREMENTS OF SECTION 14-705.
- LIGHTING ON SITE SHALL COMPLY WITH REQUIREMENTS OF SECTION 14-707.
- LOADING AREAS FOR BUILDING MUST HAVE FLAGGER-ASSISTED BACK-UP DURING LOADING OPERATIONS.

REFER TO SHEET 2 OF 3 FOR FLOOR PLATES AND ELEVATIONS

ABBREVIATIONS

PHILADELPHIA DISTRICT STANDARD	UTILITY POLE
UP: UNITED STATE STANDARD	UP: LIGHT POLE
FR: FINISH FLOOR	TBR: TO BE REMOVED
UV: UNKNOWN VALVE	PH: PIANO HOLE
DR: DEPRESSION	BL: BOLLARD
CL: CENTER LINE	GR: GRATE
DC: DEPRESSION CURB	TR: TO BURN
BC: BOTTOM OF CURB	TW: TOP OF WALL
TC: TOP OF CURB	BW: BOTTOM OF WALL
	CP: CITY PLAN



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FY23-SANS-7305-01 NOT APPROVED FOR CONSTRUCTION

Rhett N. Chilberti
PHILADELPHIA REGISTERED PROFESSIONAL ENGINEER
LICENSE NUMBER: PE073118
COLLIERS ENGINEERING & DESIGN, INC.

ZONING PLANS FOR JR SANSOM PARTNERS, LLC

LOCATION:
708-712-14 SANSOM STREET, PHILADELPHIA, PA 19106

Colliers Engineering & Design
2 Fern Center, Suite 222
1500 Jin Blvd
Philadelphia, PA 19102
Phone: 215.881.9221
www.colliersengineering.com

ZONING PLAN
1 of 3

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



Princeton Elm Trees
Location: Street



Rhododendron Nestucca
Location: Planter adjacent entry drive



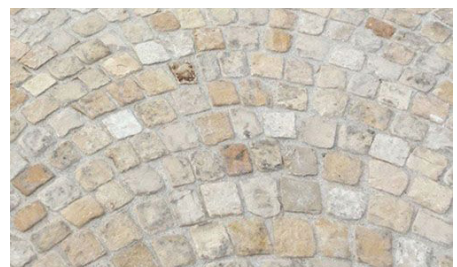
Rhododendron Delaware Valley White
Location: Planter adjacent entry drive



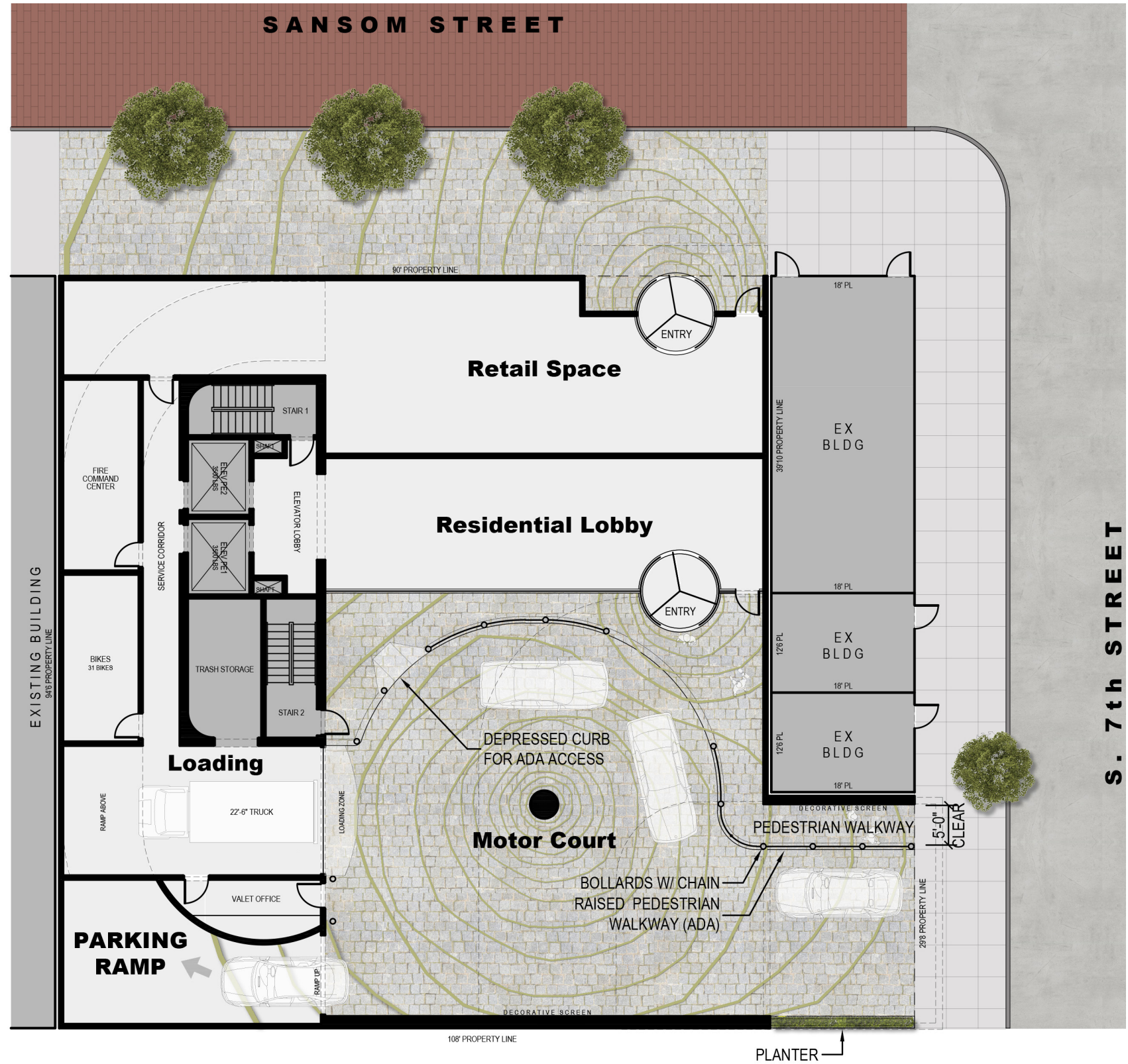
Bollards
Location: Motor Court



Brass Ground Detail
Location: Motor Court & Sansom St

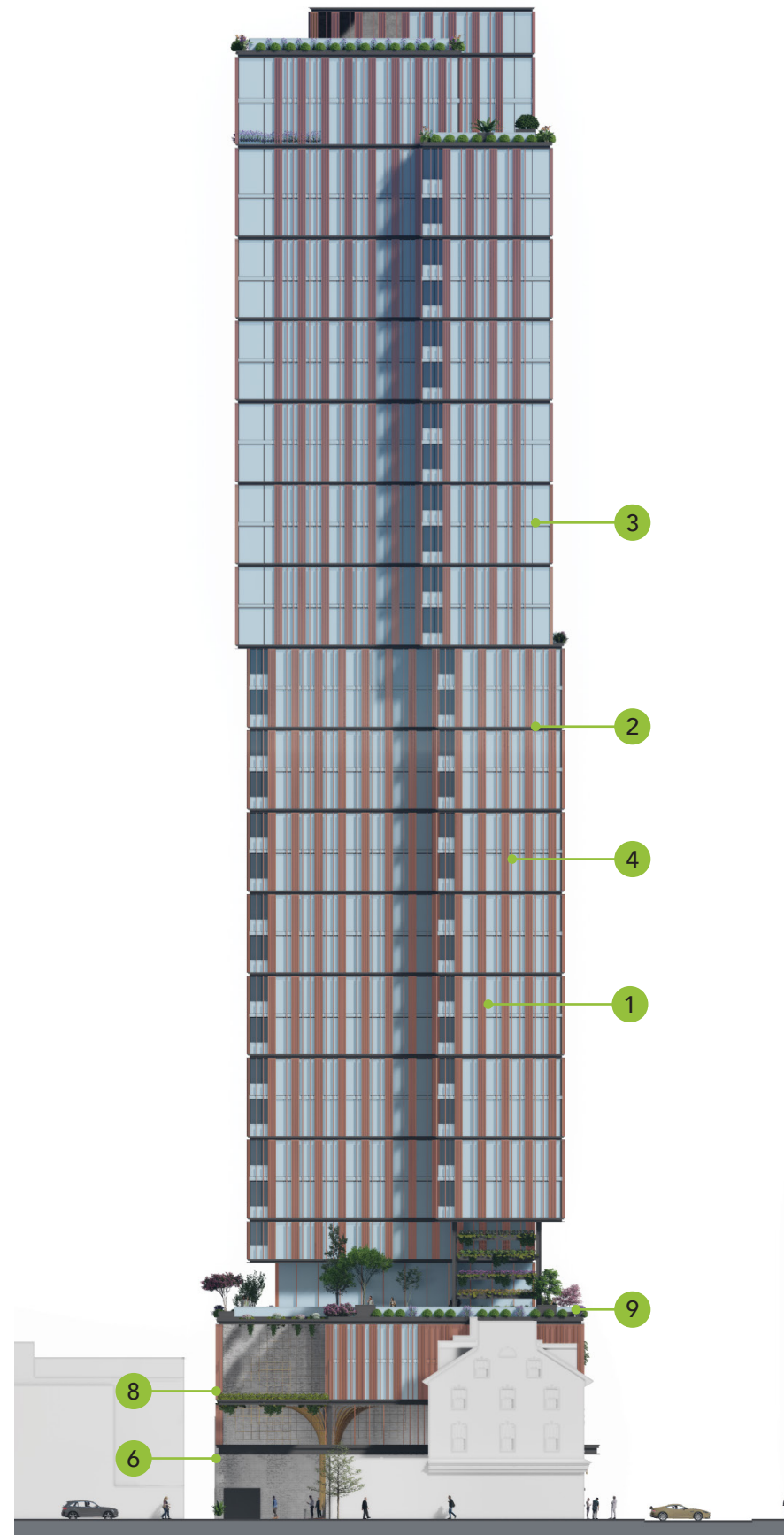
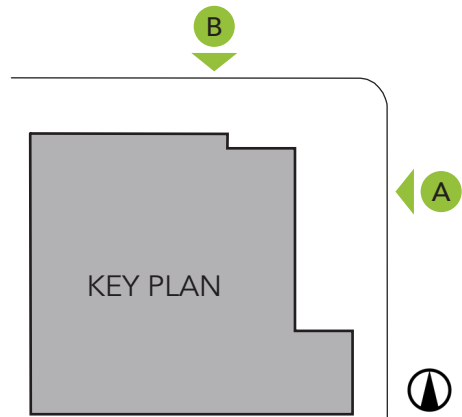


Paver
Location: Motor Court

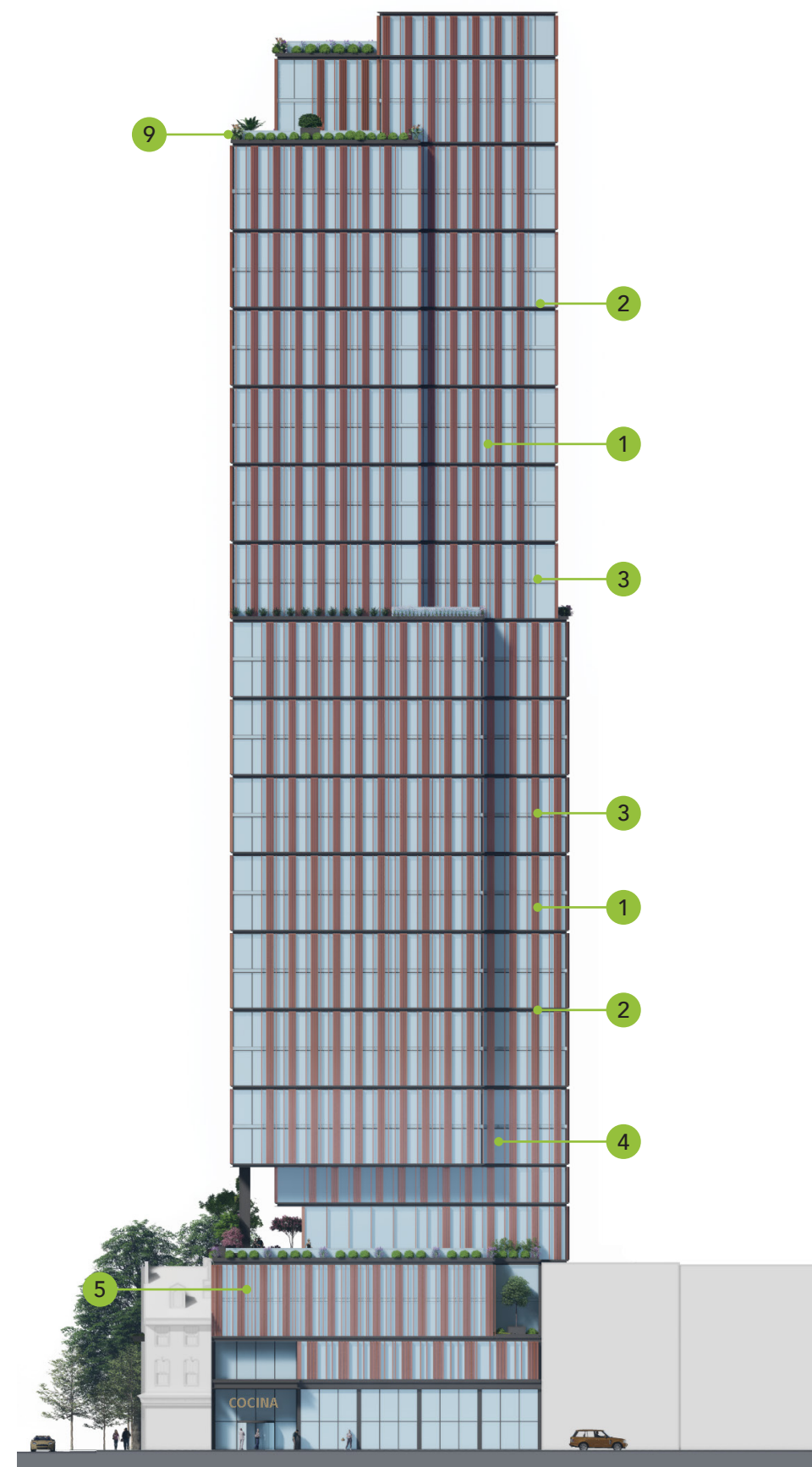


15 | EXTERIOR | EAST & NORTH BUILDING ELEVATIONS

- 1 Vertical Aluminum Clad Piers
- 2 Horizontal Aluminum Clad Slab Covers - Dark
- 3 Horizontal Aluminum Clad Slab Covers - Light
- 4 Aluminum And Clear Glass Windows
- 5 Aluminum And Spandrel Glass At Parking
- 6 Tile Finish
- 7 Sculptural Metal Tree
- 8 Metal Canopy With Planters
- 9 Planters At Roof Edge



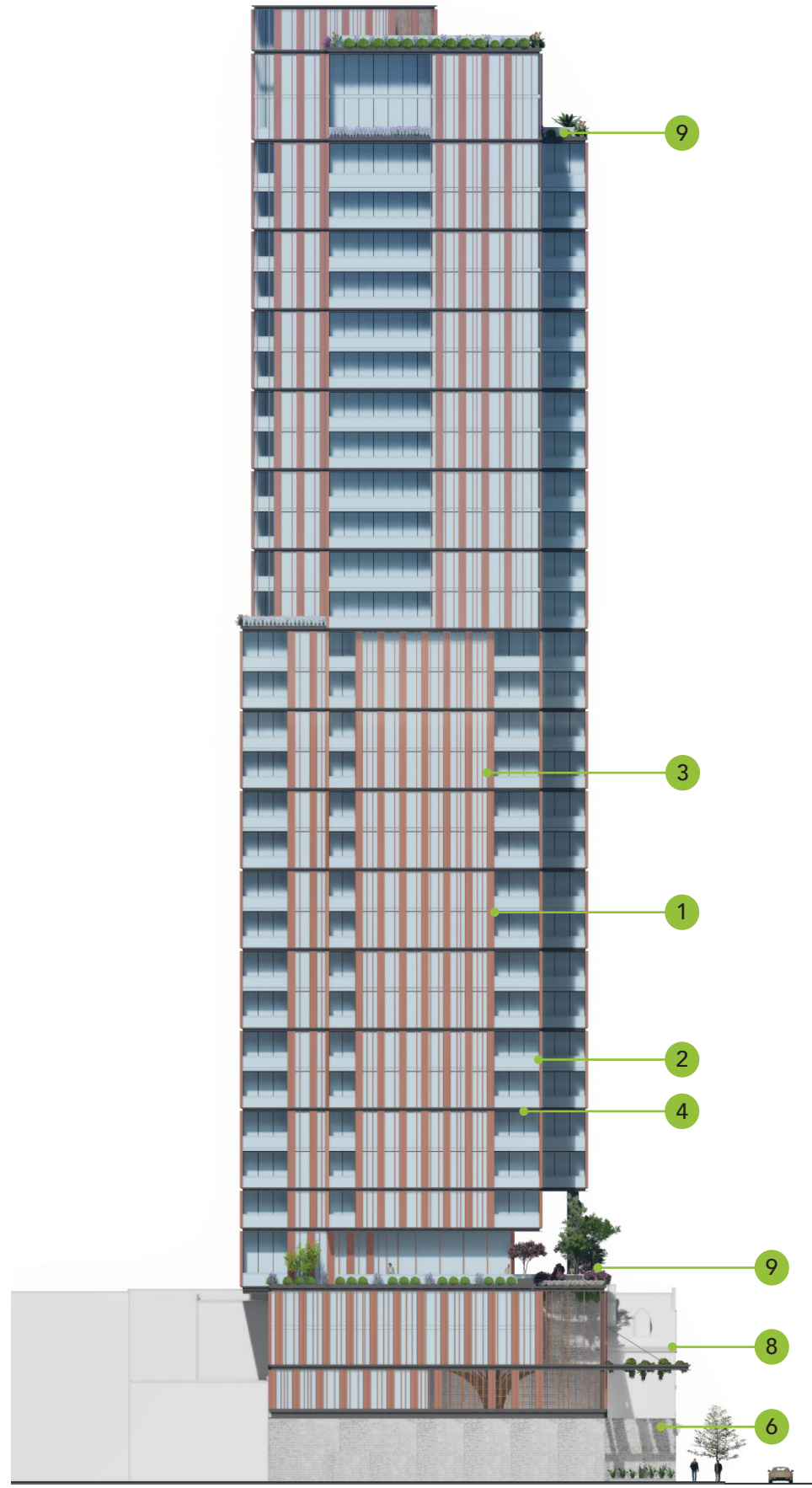
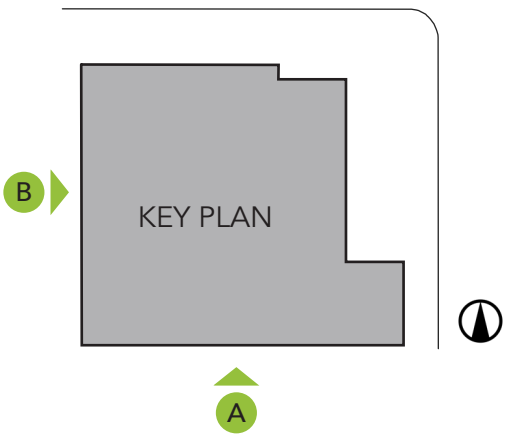
A- EAST BUILDING ELEVATION



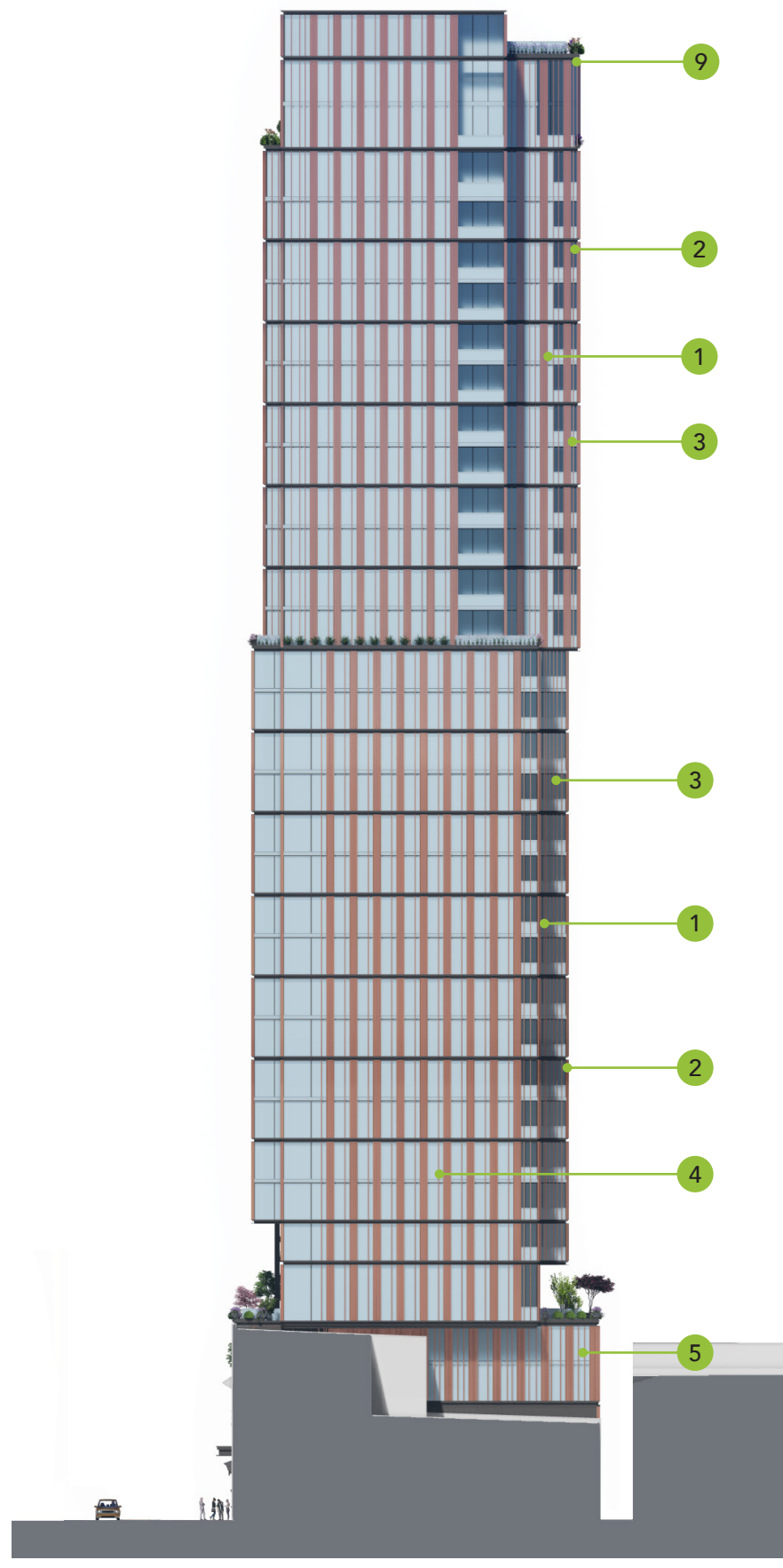
B- NORTH BUILDING ELEVATION

16 | EXTERIOR | SOUTH & WEST BUILDING ELEVATIONS

- 1 Vertical Aluminum Clad Piers
- 2 Horizontal Aluminum Clad Slab Covers - Dark
- 3 Horizontal Aluminum Clad Slab Covers - Light
- 4 Aluminum And Clear Glass Windows
- 5 Aluminum And Spandrel Glass At Parking
- 6 Tile Finish
- 7 Sculptural Metal Tree
- 8 Metal Canopy With Planters
- 9 Planters At Roof Edge



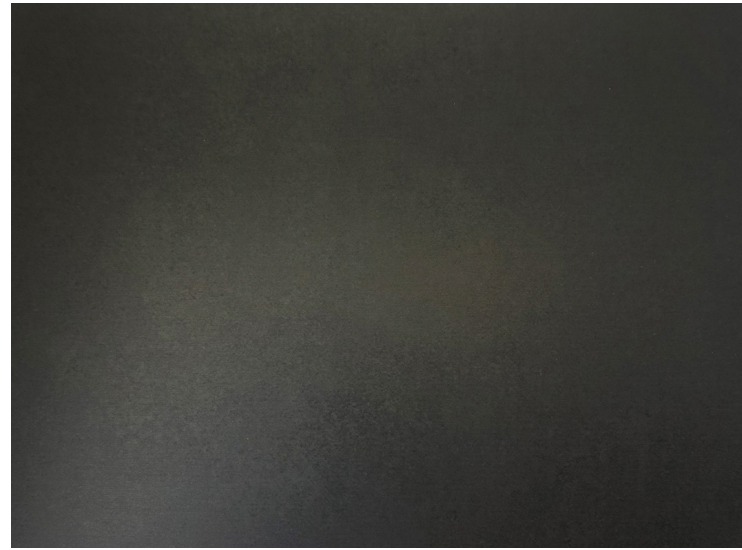
A- SOUTH BUILDING ELEVATION



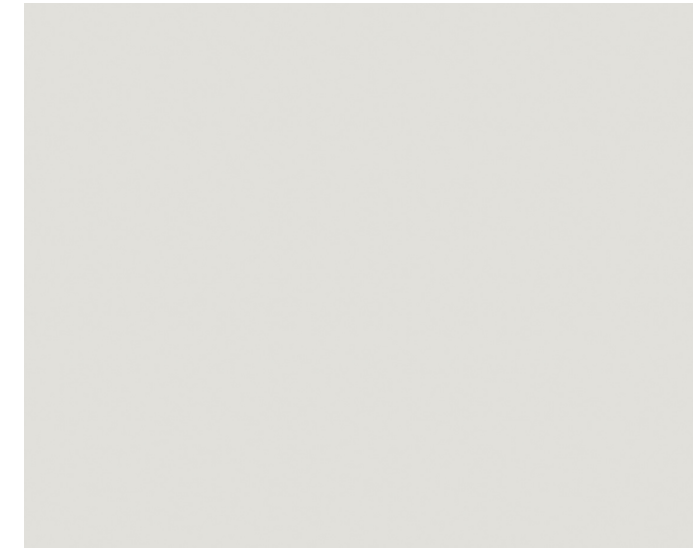
B- WEST BUILDING ELEVATION



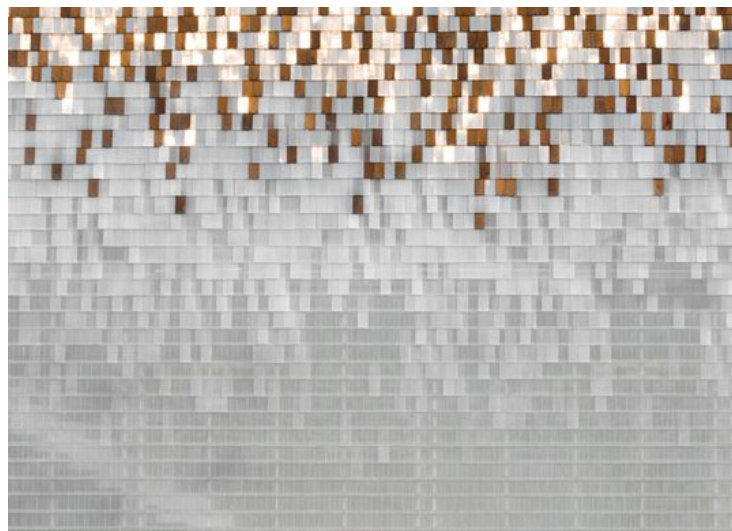
Metal Panels - Terracotta Color
Location: Vertical Ribbed Piers



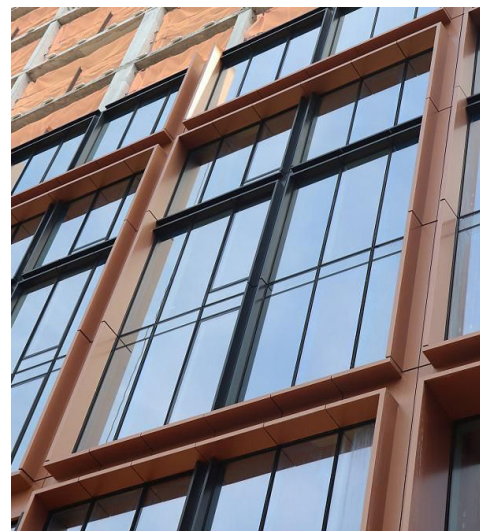
Metal Accents - Dark Bronze Color
Location: Slab Covers, Metal Accents, Window Frames



Metal Soffit Panels - Alabaster Color
Location: Soffits



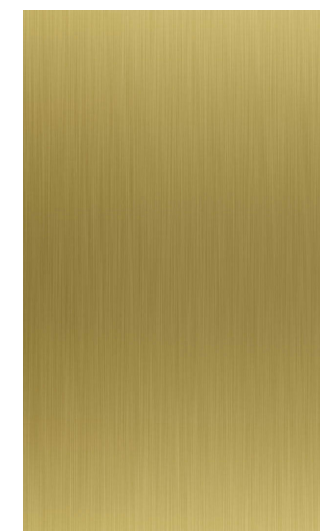
Acrylic Panels
Location: Motor Court Wall Cladding



Unitized Window Wall Example
Location: Typical Facade



Glass Railing System Example
Location: Typical Balcony Rails



Metal Accents - Brass Color
Location: Accent Color





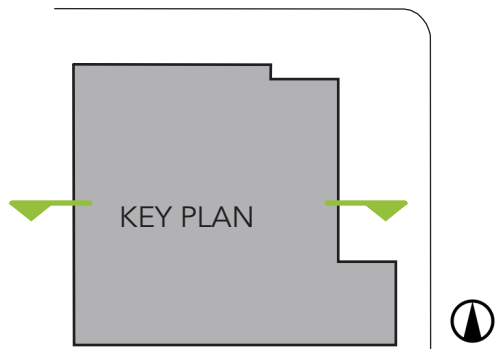






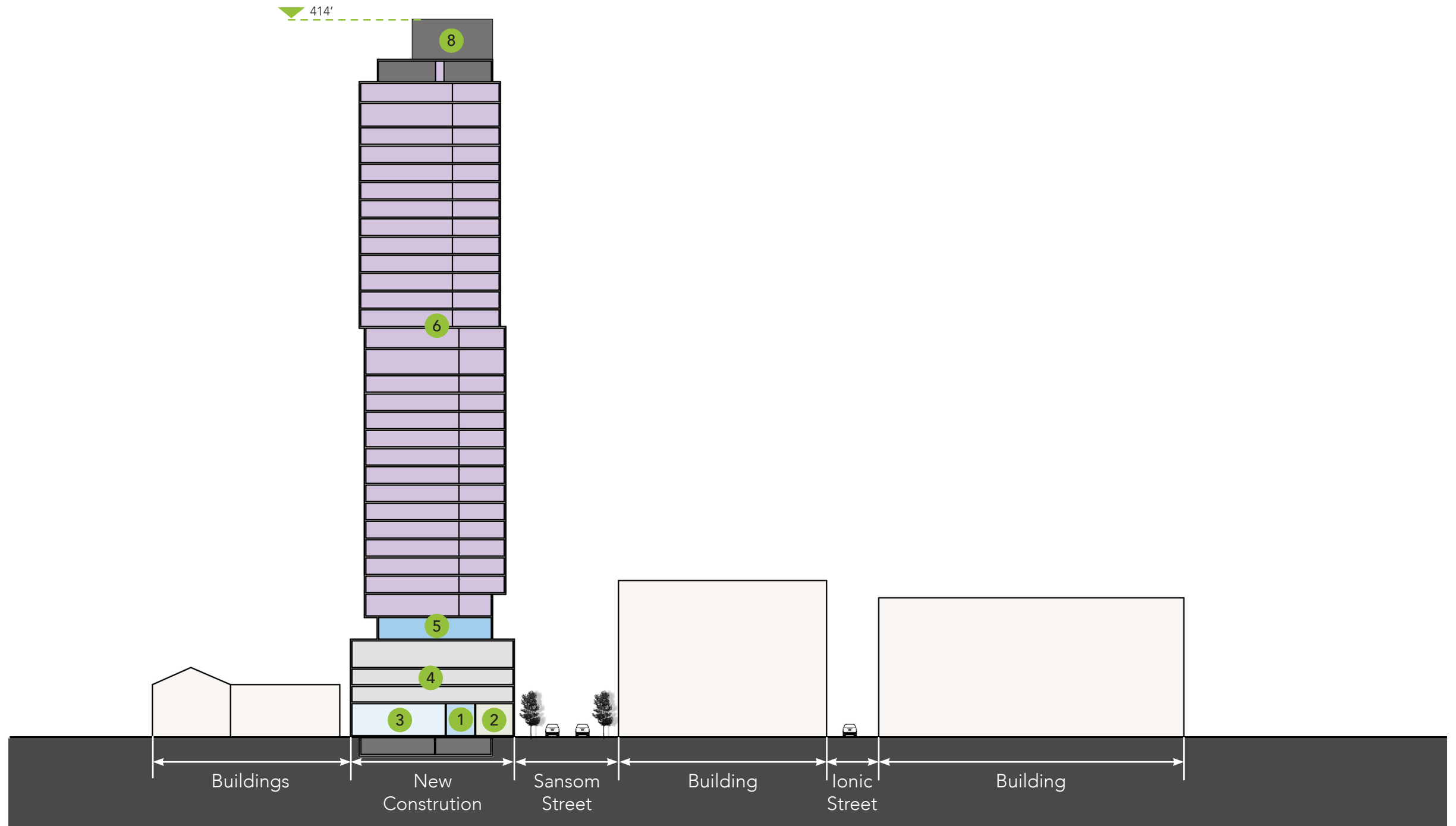
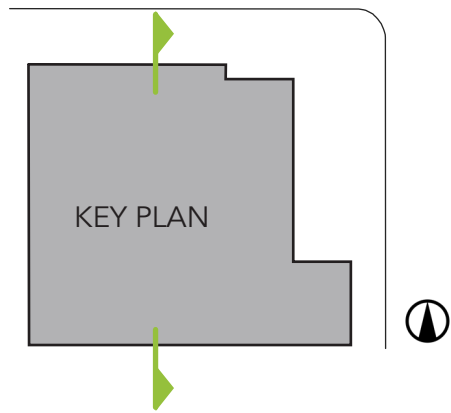
23 | SITE SECTION | WEST - EAST; LOOKING NORTH

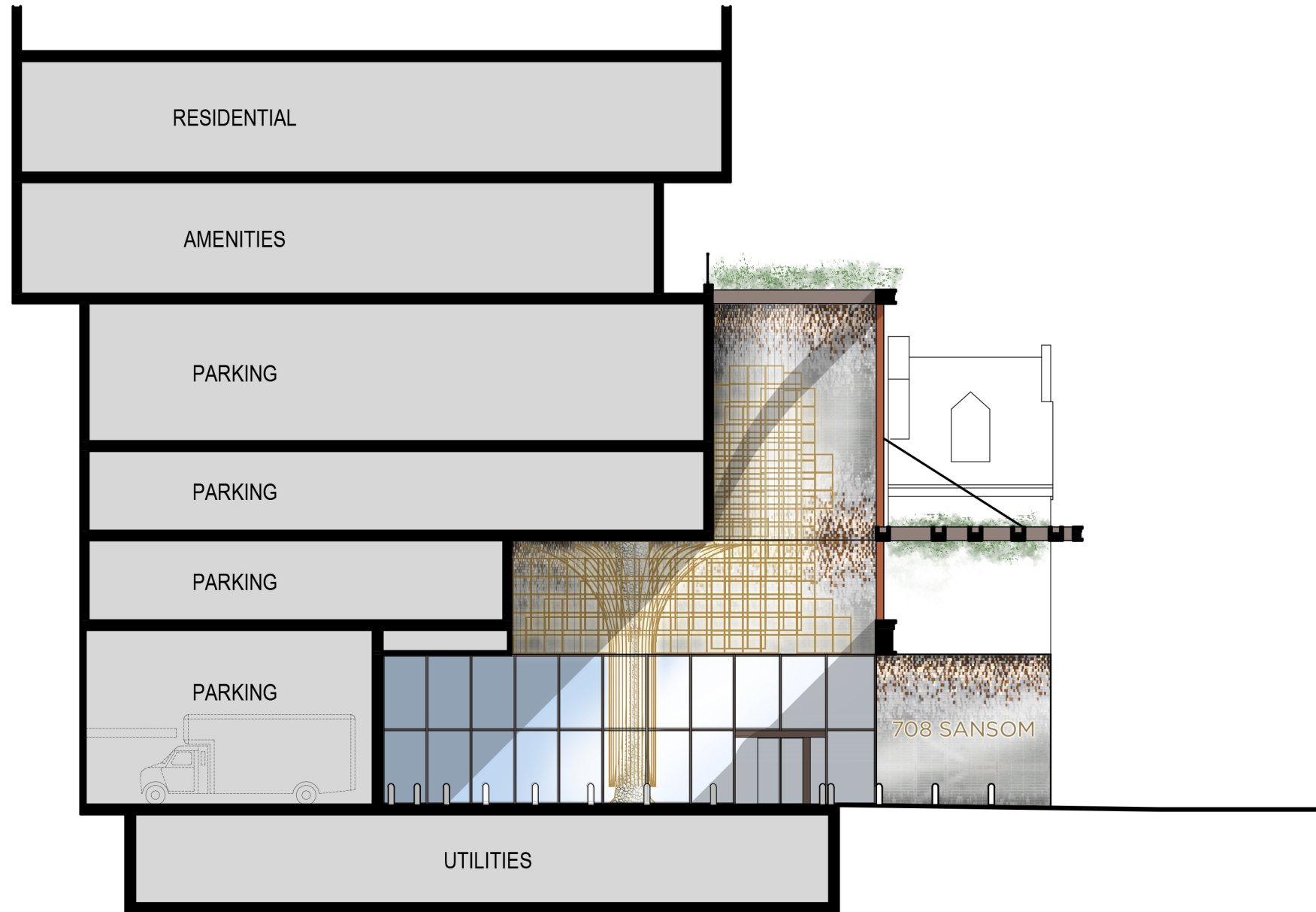
- 1 Lobby
- 2 Retail Space
- 3 Motor Court
- 4 Parking
- 5 Amenity
- 6 Residential
- 7 Vertical Circulation
- 8 Utilities



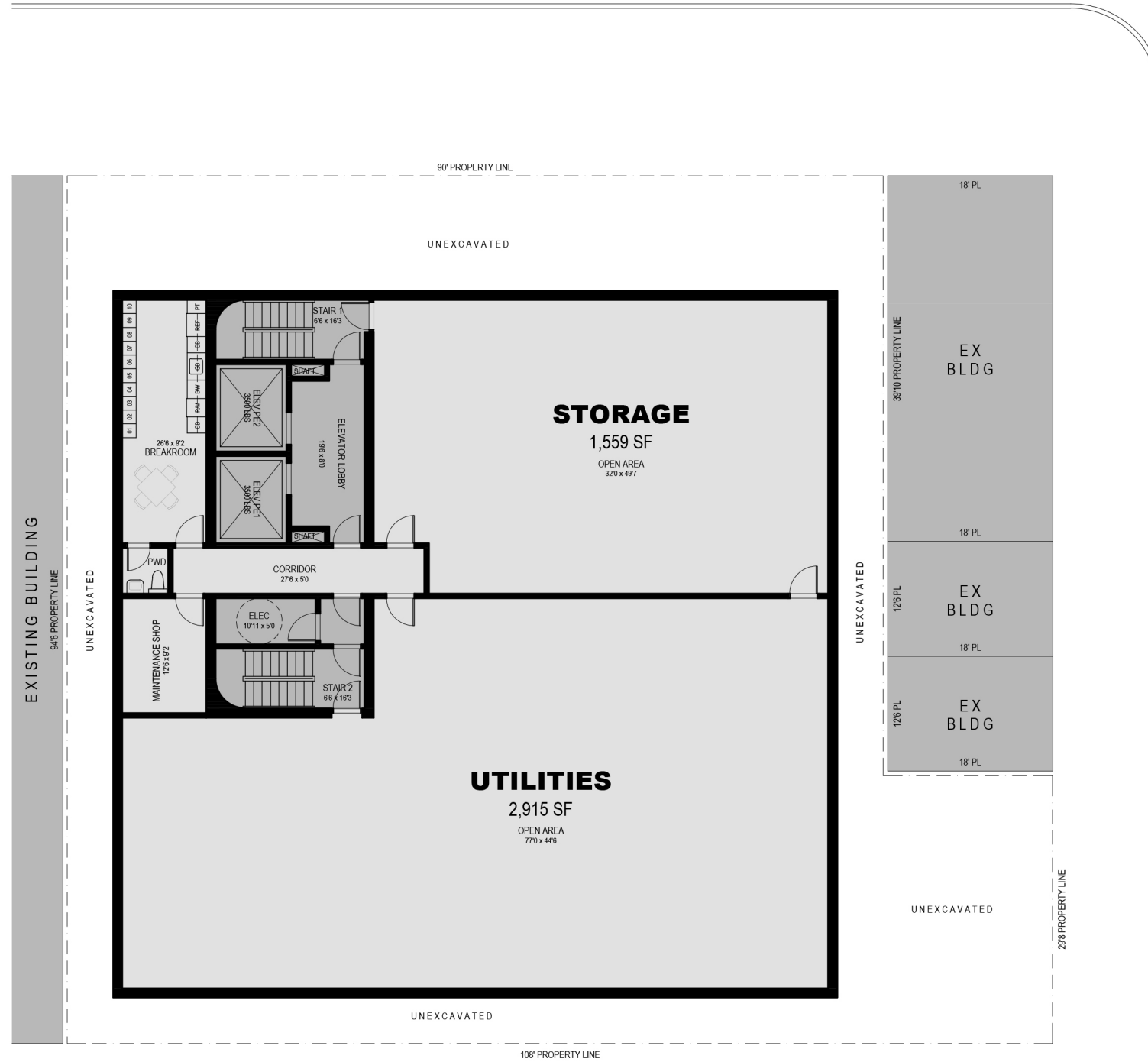
24 | SITE SECTION | WEST - EAST; LOOKING NORTH

- 1 Lobby
- 2 Retail Space
- 3 Motor Court
- 4 Parking
- 5 Amenity
- 6 Residential
- 7 Vertical Circulation
- 8 Utilities

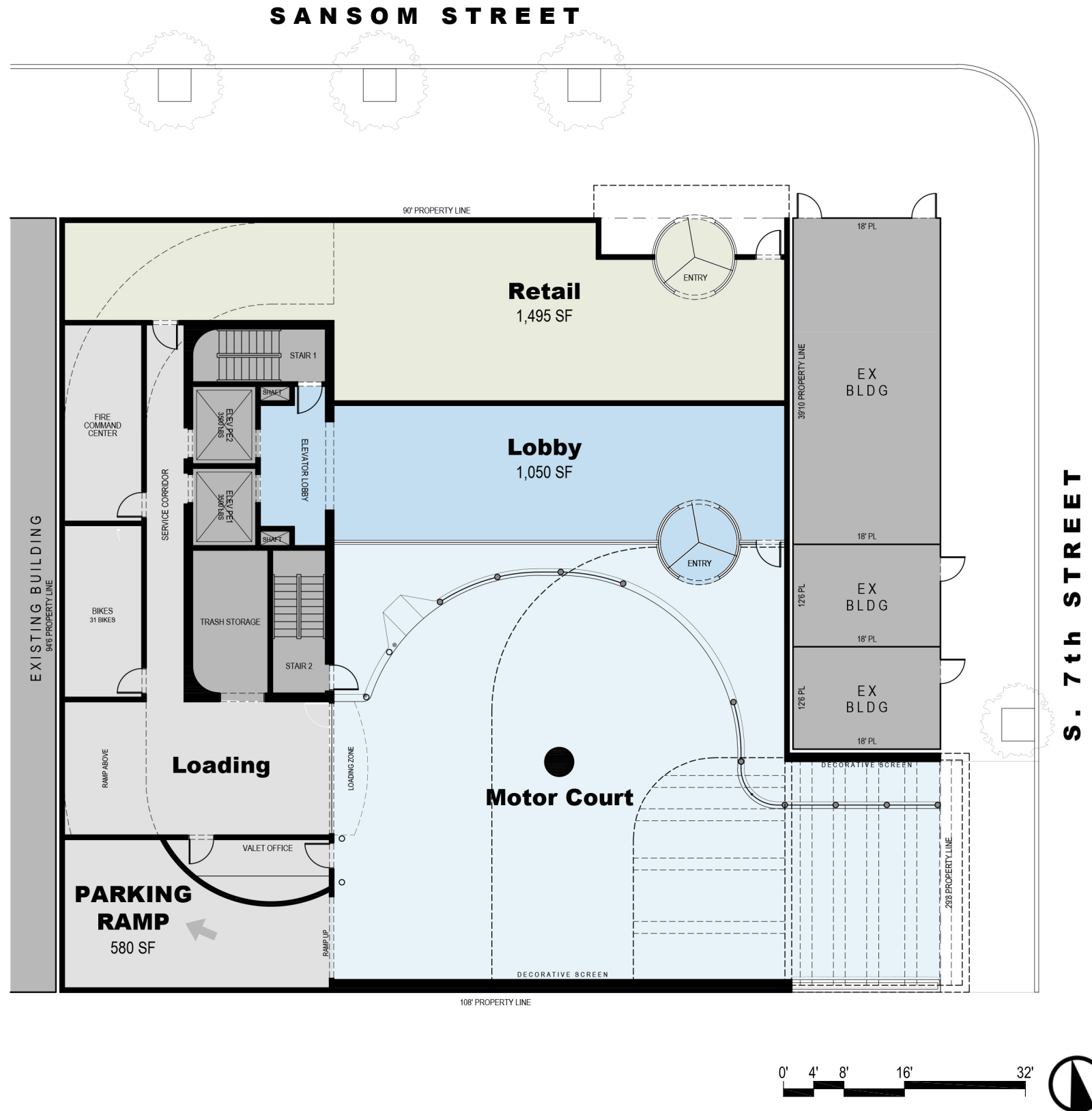




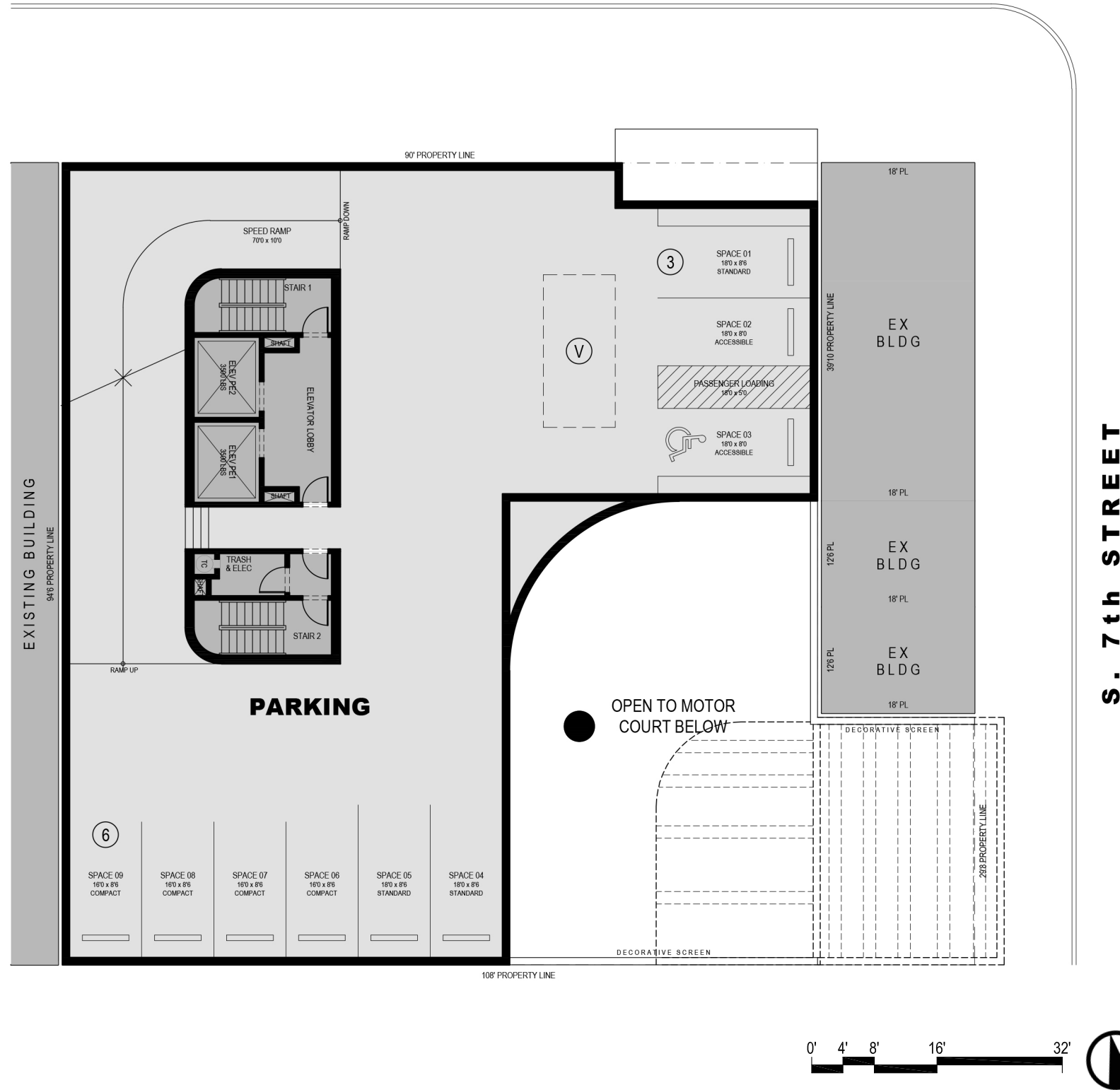
SANSOM STREET



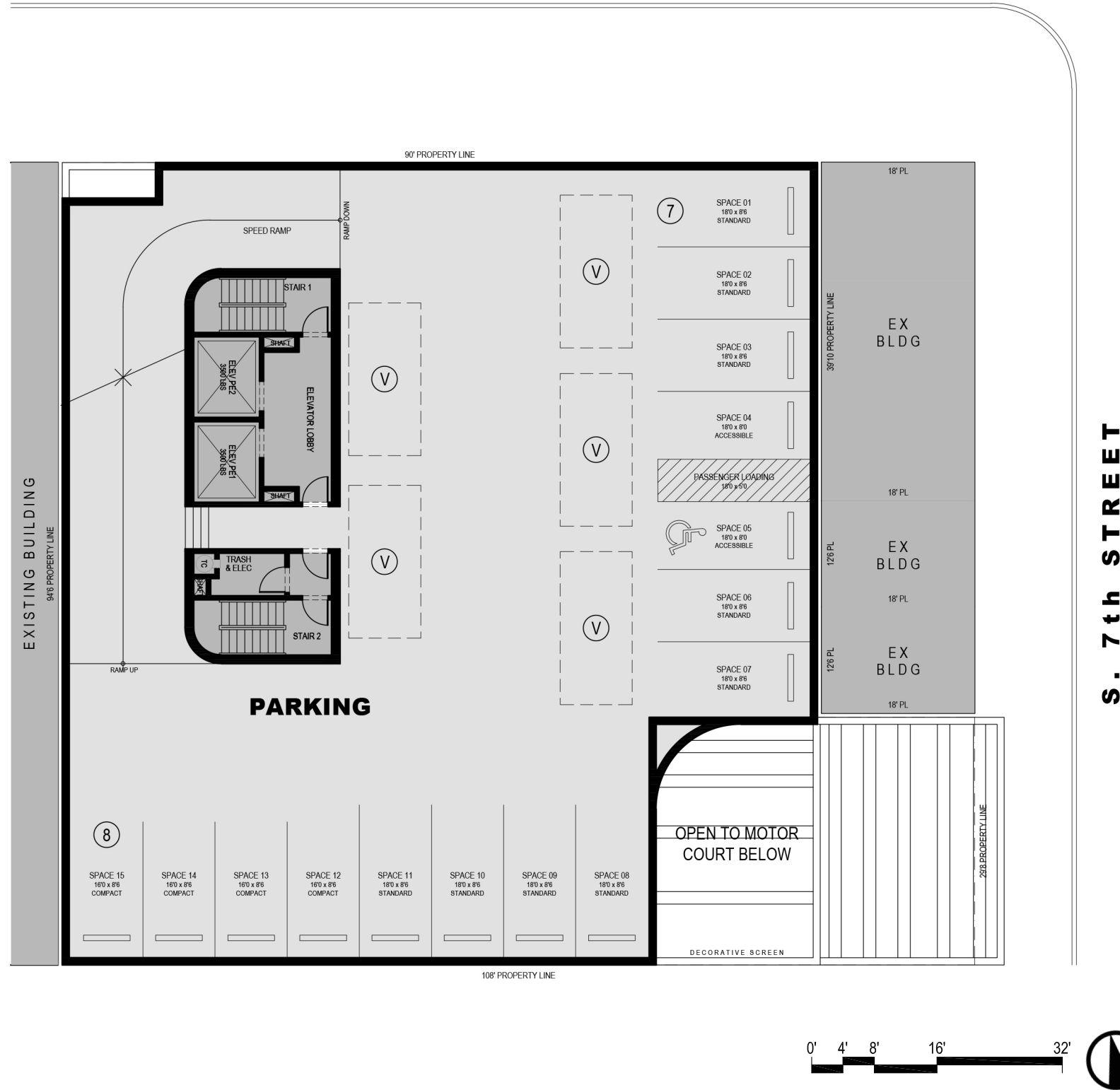
S. 7th STREET



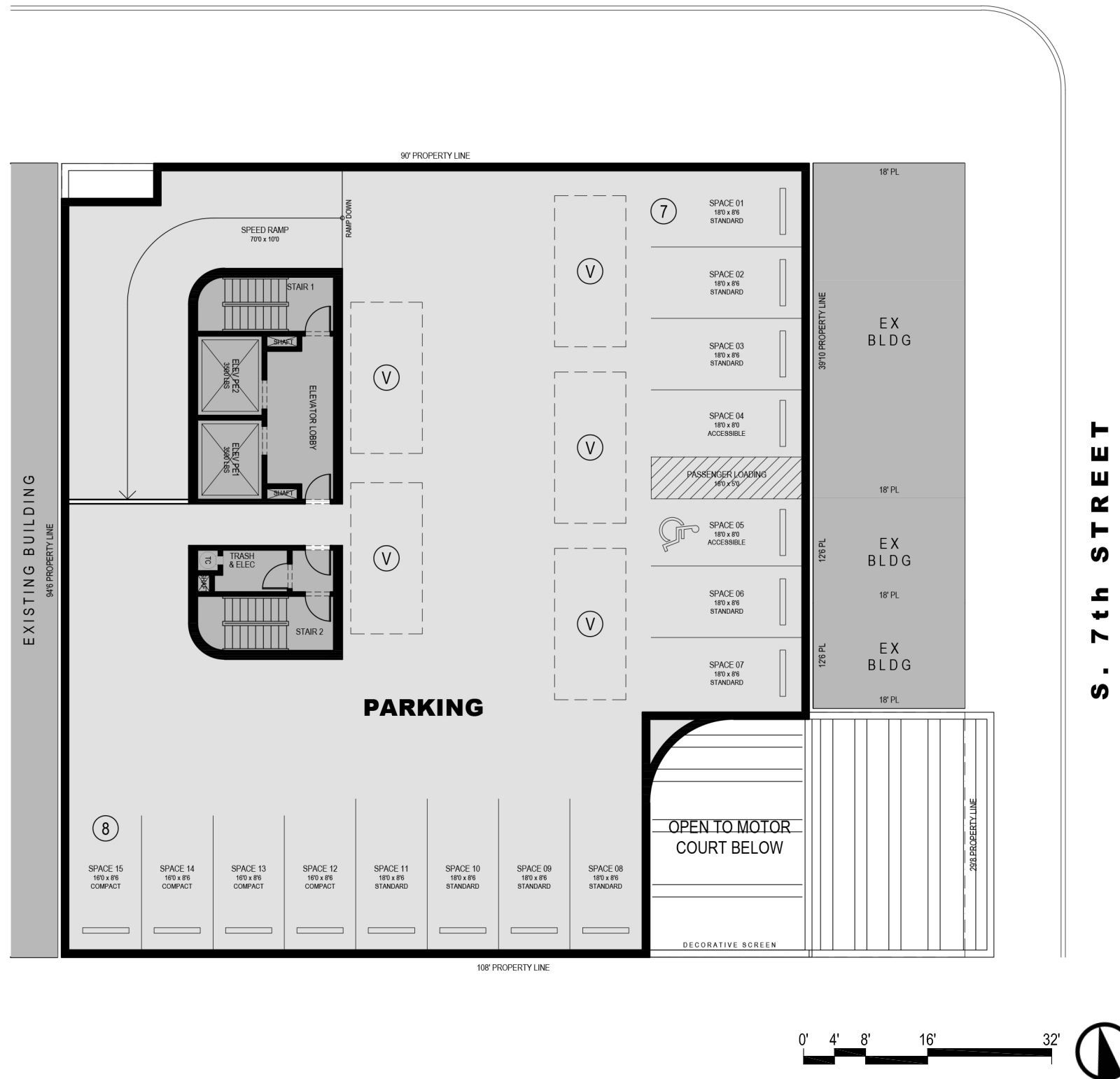
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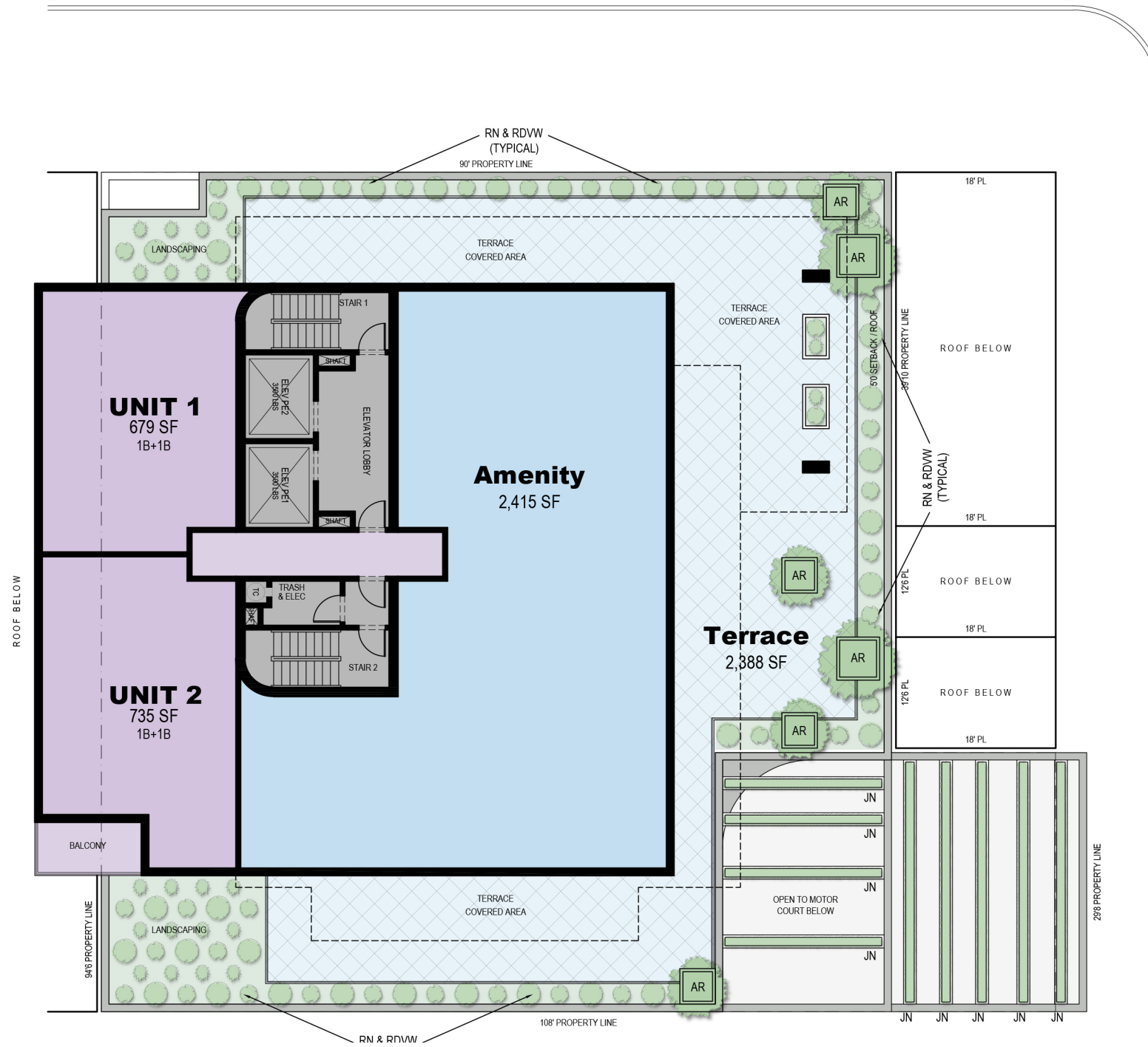
SANSOM STREET



SANSOM STREET



SANSOM STREET



LANDSCAPING



AR
 BOTANICAL NAME: AR = ACER RUBRUM
 COMMON NAME: "RED MAPLE"
 SIZE: 4"-8" CAL.
 NOTES: 5'-0" STANDARD MIN.



JN
 BOTANICAL NAME: JASMINUM NUDIFLORUM
 COMMON NAME: "WINTER JASMINE"
 SIZE: 3' HIGH & 3' ON CENTER

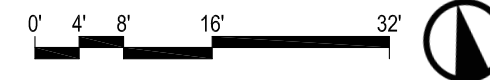


RDVW
 BOTANICAL NAME: RHODODENDRON 'DELAWARE VAL'
 COMMON NAME: "EVERGREEN AZALEA"
 SIZE: #3 CONT.

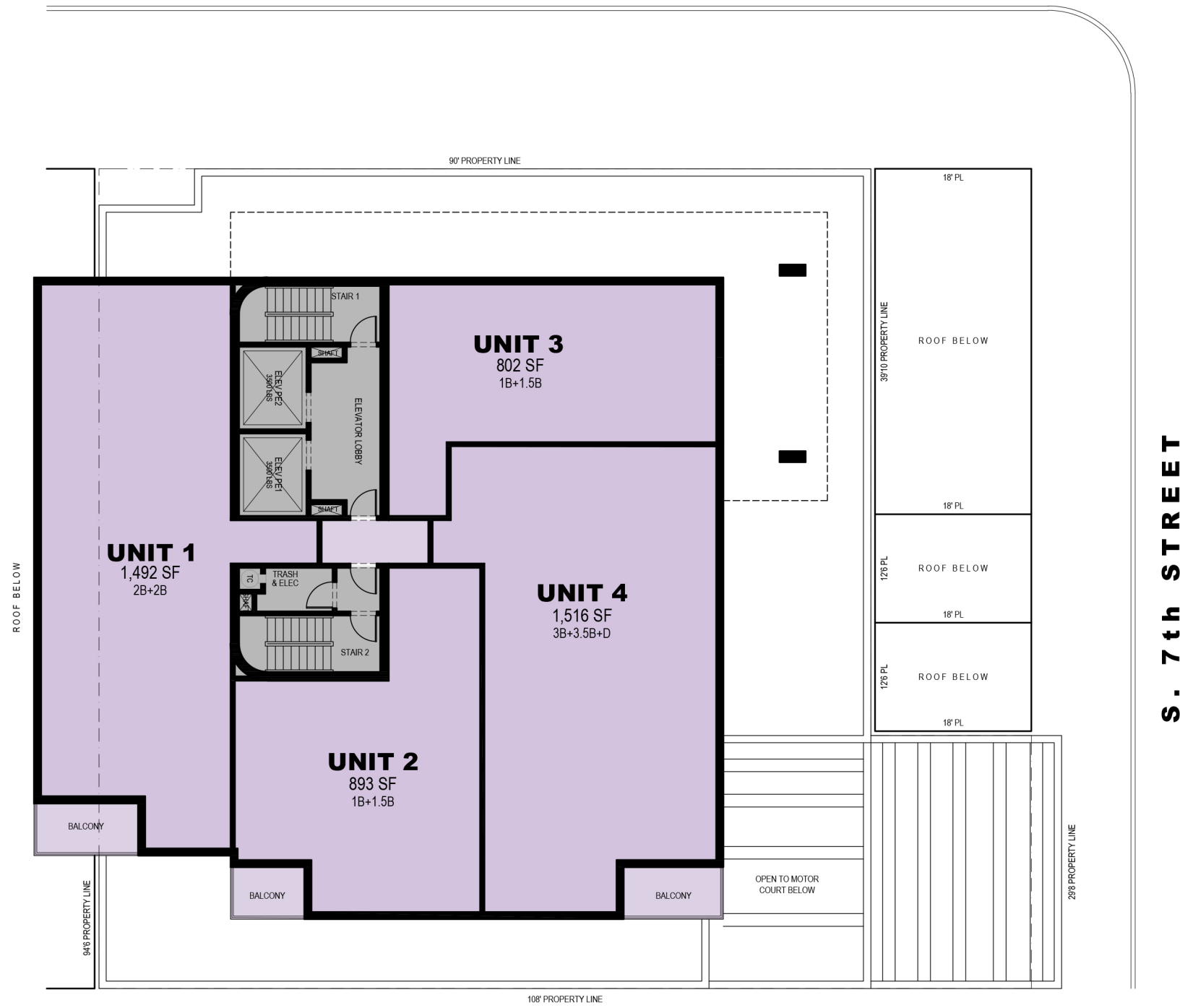


RN
 BOTANICAL NAME: RHODODENDRON NESTUCCA
 COMMON NAME: "NESTUCCA AZALEA"
 SIZE: 2'-4" HIGH & 3' ON CENTER

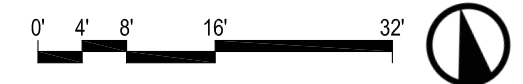
S. 7th STREET



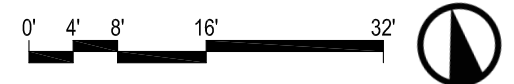
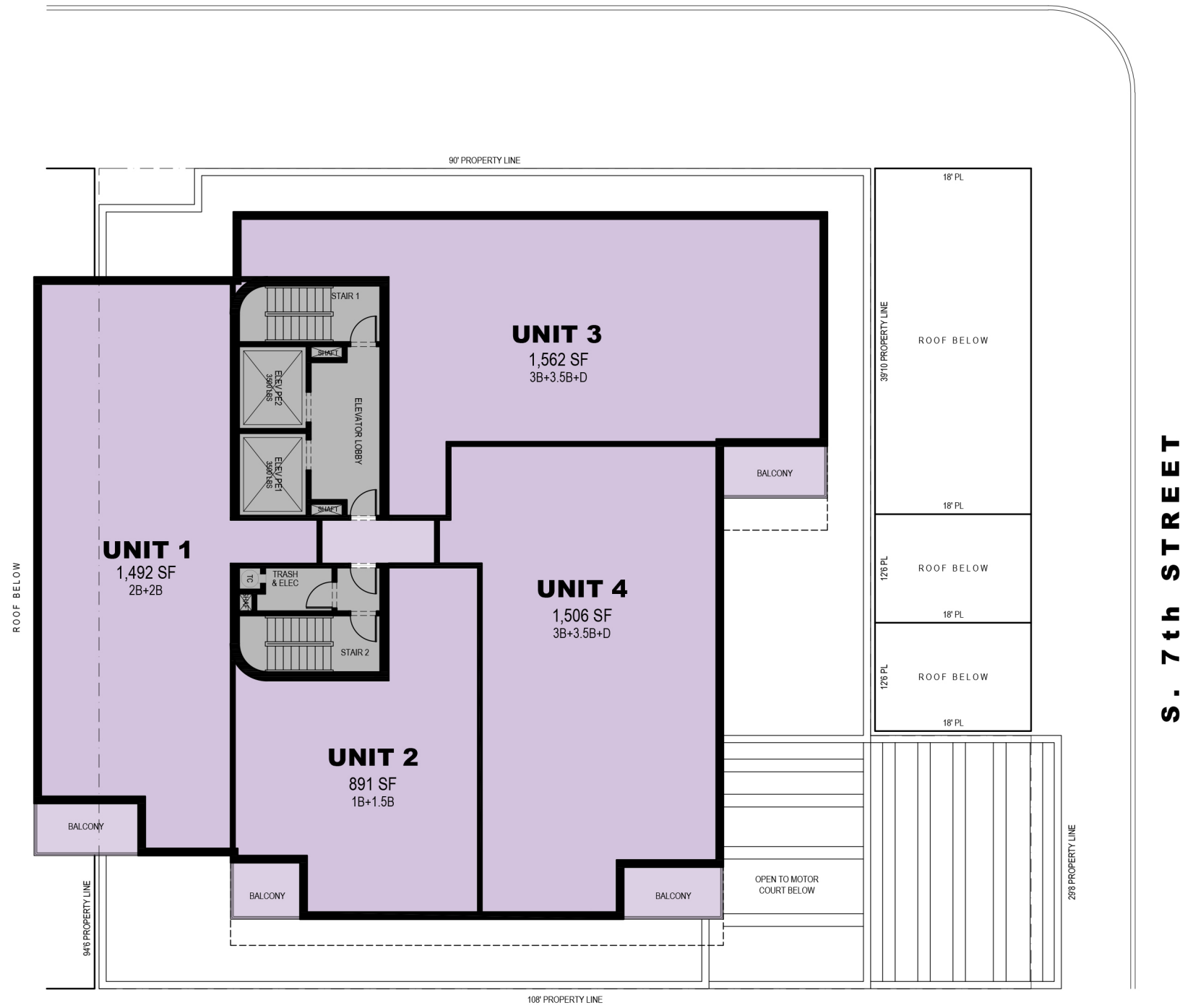
SANSOM STREET



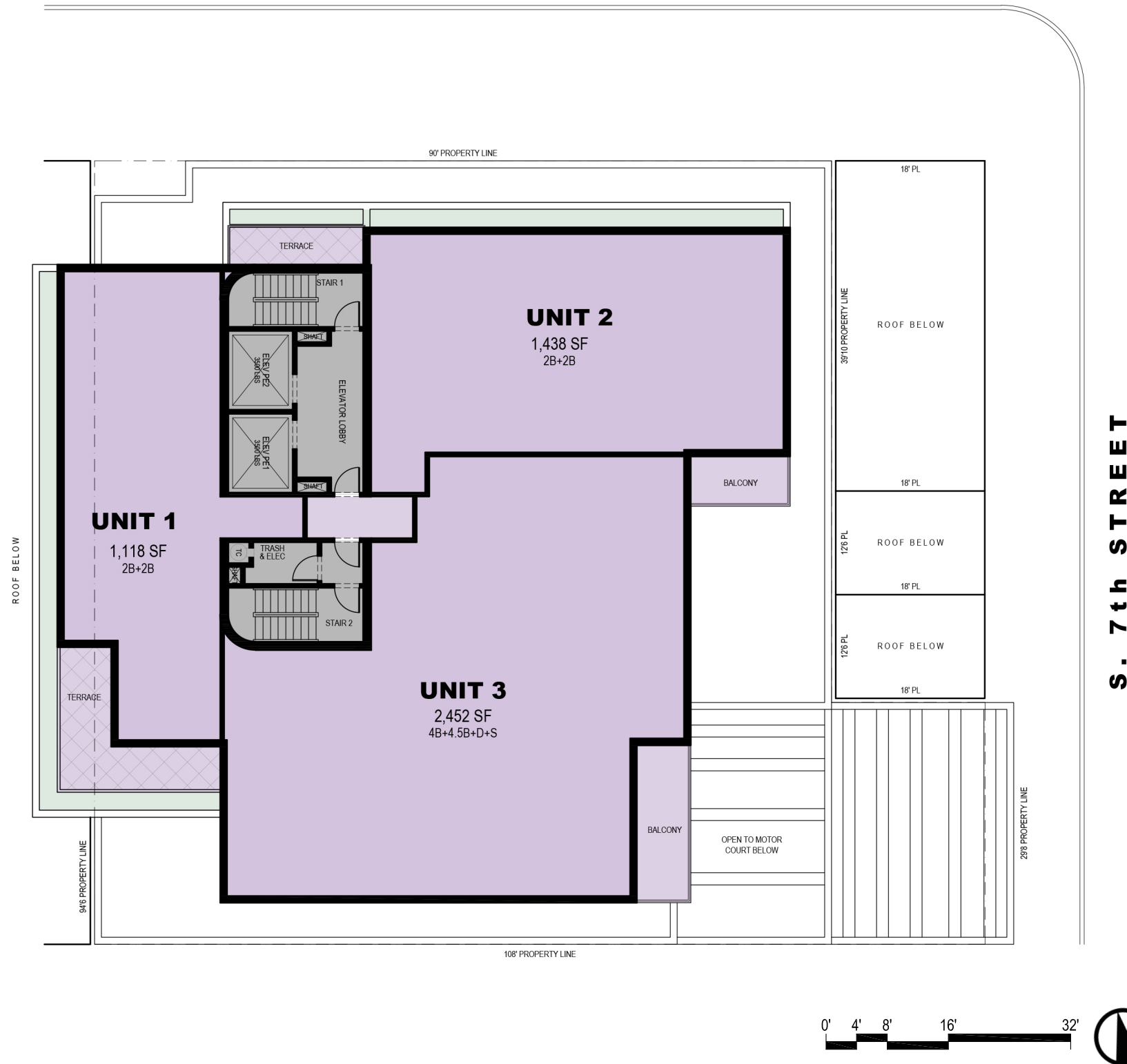
S. 7th STREET



SANSOM STREET

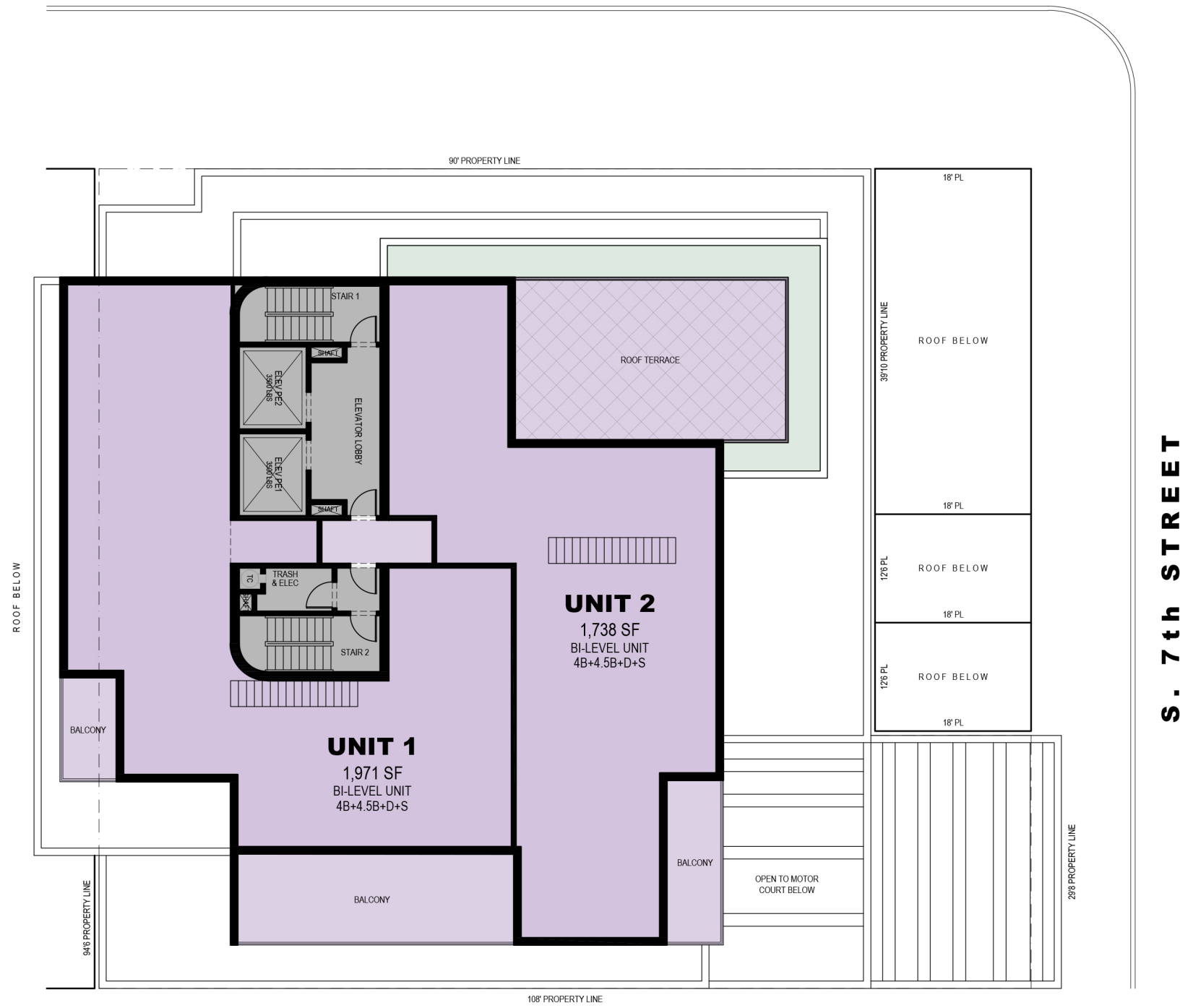


SANSOM STREET



S. 7th STREET

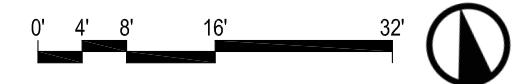
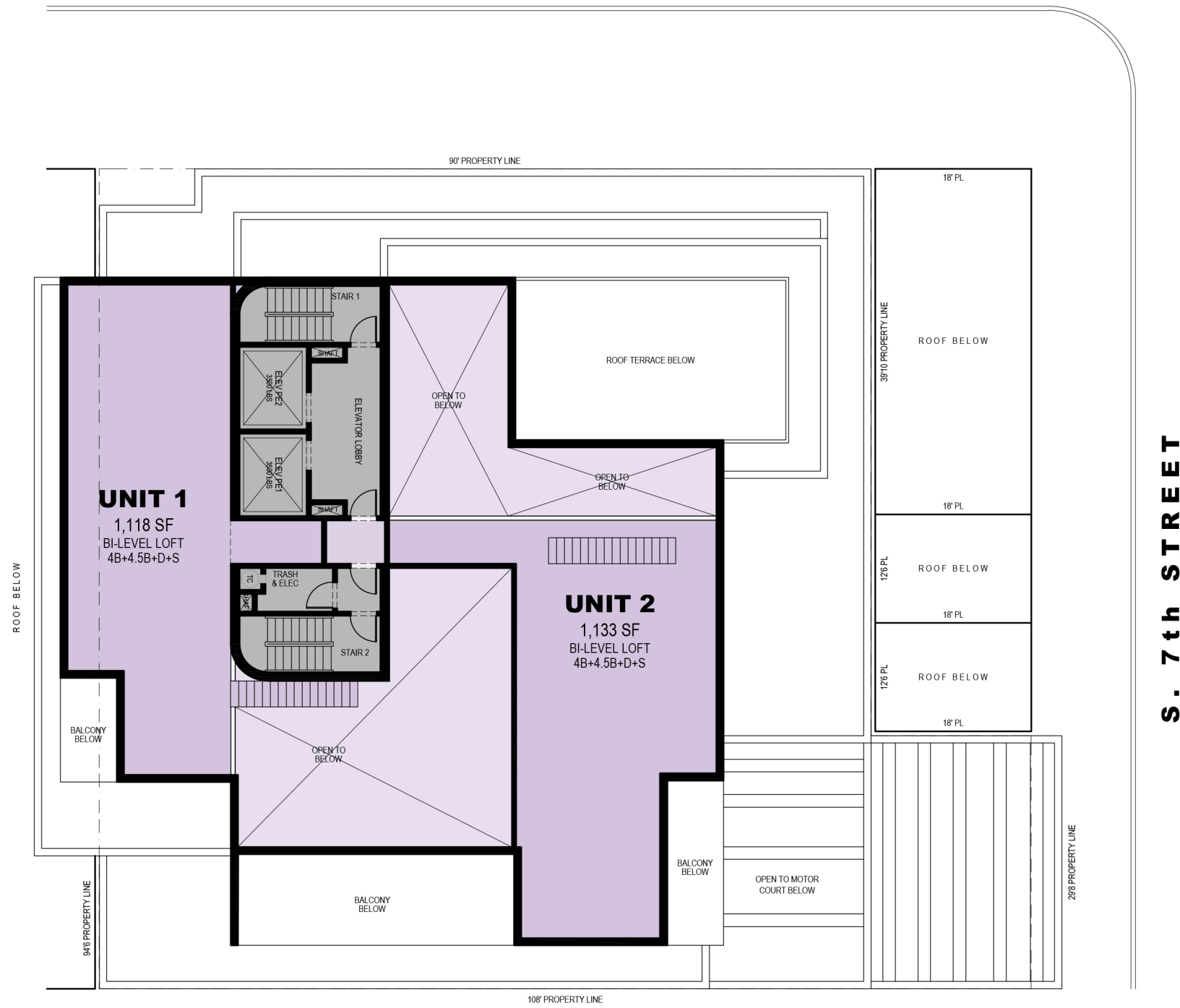
SANSOM STREET



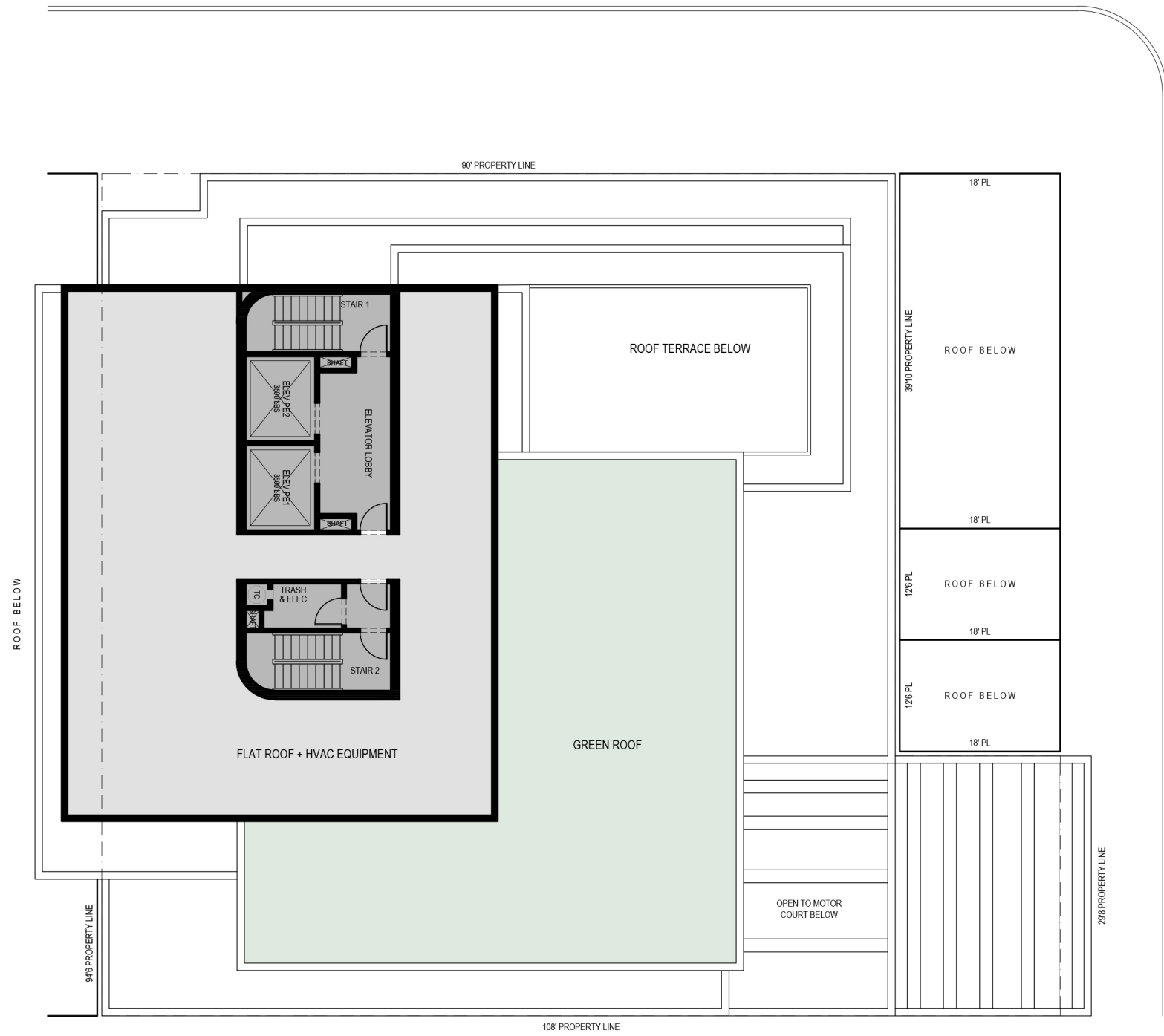
S. 7th STREET

THIRTY-FOURTH FLOOR MEZZANINE PLAN

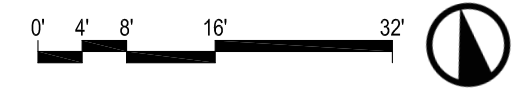
SANSOM STREET



SANSOM STREET



S. 7th STREET





AERIAL VIEW FROM SW



AERIAL VIEW FROM SE



AERIAL VIEW FROM NE



AERIAL VIEW FROM NW

Energy Conservation

- Mechanical, lighting and plumbing systems, will be designed to exceed code required performance standards.
- Exterior wall panels will exceed code minimum for insulation values.
- Windows will utilize Low E glass to reduce solar gains and ultraviolet light.
- Large windows optimize natural light and views.

Natural Ventilation

- All units will have operable windows allowing for natural ventilation and light.
- A roof terrace will be provided allowing residents access to fresh air and light.

Transit Oriented Location

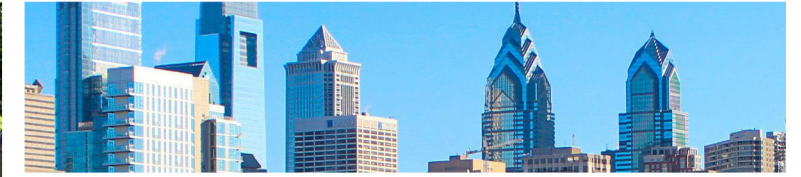
- There is a Market Frankfurt Line station at 8th & Market Streets.
- There are multiple bus tops within a two block radius.
- Jefferson Station is within one-half mile of the site.
- There is a Patco Station within one-half mile of the site.

Bicycle Facilities

- Secure bicycle parking is provided for building residents.
- There is an Indego Bike Share Station in Washington Square at 6th & Locust Streets

Indoor Environment

- Recyclable collection of trash will be provided to residents.
- Finish materials will be specified using low-VOC and be of recycled content wherever possible.



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. There are multiple SEPTA bus stops and the Market-Frankford line within 400 meters of the building entry
(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. Parking is provided in the on site secured parking garage.
(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. Electric vehicle parking with charging stations are provided in the secured parking garage.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) ⁱ	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. There are existing Indego bike share stations within 2 blocks of the building entry.

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, the development will reduce watering requirements by 50%.
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.	N/A
(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	Yes. The development meets the requirements of PWD storm water management guidelines for sites under 15,000 SF of site disturbance.
(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. The development covers +/- 90% of the site area therefore a high reflectance roof meeting SR>29 as well as on-site street trees and landscaping will be provided.
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	Yes. The development covers +/- 90% of the site area therefore a high reflectance roof meeting SR>29 as well as street trees will be provided.
(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. Using ASHRAE standards, the development will reduce energy consumption by at least 10%.

Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> •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.	No
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No

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

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

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

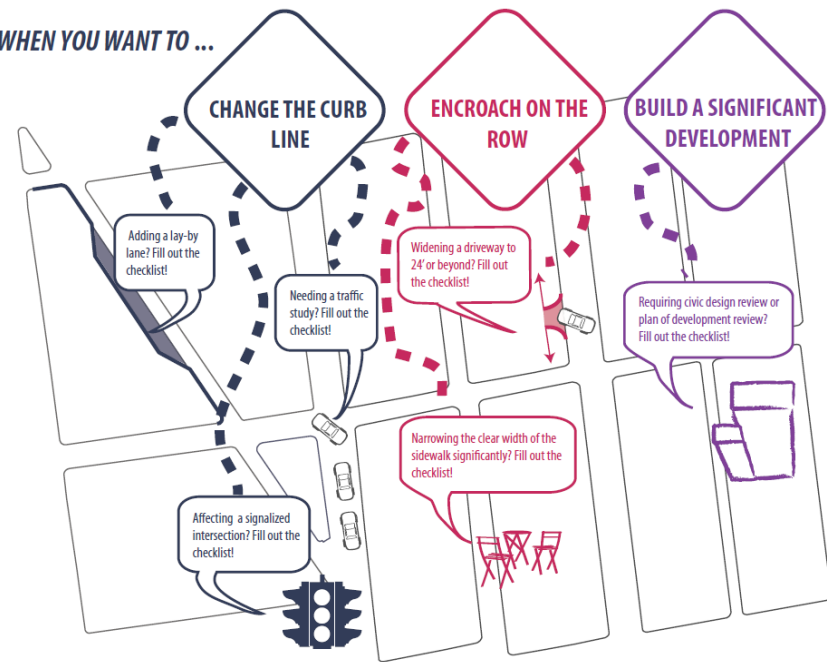
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

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

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

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

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:
 - 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

- | | |
|--|--|
| <p>1. PROJECT NAME
<u>708 Sansom</u></p> <p>3. APPLICANT NAME
<u>Meredith L. Ferleger, Esq.</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>1500 Market Street, Suite 3500E, Philadelphia, PA 19102</u></p> <p>6. OWNER NAME
<u>JR Sansom Partners, LLC</u></p> <p>7. OWNER CONTACT INFORMATION
<u>c/o Pearl Properties, 110 S. 19th Street, Philadelphia, PA 19102</u></p> <p>8. ENGINEER / ARCHITECT NAME
<u>DAS Architects, Inc.</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>1628 John F. Kennedy Blvd., Suite 1300, Philadelphia, PA 19103</u></p> <p>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.</p> | <p>2. DATE
<u>11-01-23</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>708-14 Sansom Street. The property is located on the South Side of Sansom Street with 90.0 feet of frontage and the West side of 7th Street with 29.6 feet of frontage. The project consists of 99 residential units on floor 5-34, 50 parking spaces on floors 2-4 and ground floor retail space.</u></p> |
|--|--|

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Sansom Street</u>	<u>7th Street</u>	<u>8th Street</u>	<u>City Neighborhood Street</u>
<u>7th Street</u>	<u>Walnut Street</u>	<u>Chestnut Street</u>	<u>City Neighborhood Street</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 type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |

APPLICANT: General Project Information
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Sansom Street</u>	<u>12' / 19' / 19'</u>	<u>19' / 19'</u>
<u>7th Street</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</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>Sansom Street</u>	<u>6' / 15' / 15'</u>
<u>7th Street</u>	<u>6' / 8' / 8'</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>N/A</u>		

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway on 7th Street</u>	<u>24' for loading & parking</u>	<u>68.8' South of Sansom 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

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>Sansom Street</u>	<u>0' / 0'</u>
<u>7th Street</u>	<u>0' / 0'</u>

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH
	Recommended / Existing / Proposed
<u>Sansom Street</u>	<u>4' / 4' / 4'</u>
<u>7th Street</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	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL
▪ Lighting	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Benches	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Street Trees	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Street Furniture	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

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

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

- 23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>
- 24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
708-14 Sansom Street	35	0 / 0	0 / 0	0 / 35

- 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 <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>		
▪ Conventional Bike Lane	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Buffered Bike Lane	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bicycle-Friendly Street	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Indego Bicycle Share Station	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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 YES NO
- 27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A YES NO

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)

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
28. Does the design limit conflict among transportation modes along the curb?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		YES <input type="checkbox"/>	NO <input type="checkbox"/>
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
30. Does the design provide a buffer between the roadway and pedestrian traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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:

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
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
33. What is the maximum AASHTO design vehicle being accommodated by the design? <u>SU-40 & P-vehicle</u>	<input type="checkbox"/>	<input type="checkbox"/>		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.	<input type="checkbox"/>	<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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		YES <input type="checkbox"/>	NO <input type="checkbox"/>
36. Does the design maintain emergency vehicle access?	<input checked="" type="checkbox"/>	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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?	<input checked="" type="checkbox"/>	<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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

APPLICANT: Urban Design Component
 Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component
 Reviewer Comments: _____

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<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?				<input type="checkbox"/>	<input type="checkbox"/>
▪ Marked Crosswalks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ Pedestrian Refuge Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ Signal Timing and Operation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ Bike Boxes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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: _____



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