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 X Uncertain

If yes, is the project using Opportunity Zone Funding? Yes No X

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 X No

Proposed Use:

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

COMMUNITY MEETING

Community meeting held: Yes X No

If yes, please provide written documentation as proof.

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

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

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes X 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

Application Name: Meredith Ferleger DBA: Dilworth Paxson LLP  Applicant Address: 1500 Market St Suite 3500E Philadelphia, PA 19102 USA

Application for:
FOR THE ERECTION OF AN ATTACHED HIGHRISE STRUCTURE WITH SKY PANЕ 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.)

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

TWO (2) USE REFUSALS
ONE (1) ZONING REFUSAL
Fee to File Appeal: $300

NOTES TO THE ZBA

Parcel Owner:
TOLL WASHINGTON SQUARE, LP

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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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
708 SANSOM STREET | CIVIC DESIGN REVIEW :  December 06, 2023

7 | SITE + CONTEXT | AERIAL PHOTOGRAPHS

View looking North

View looking Southeast
Looking Southwest on Sansom St.

Looking North on 7th Street

Looking Northwest on S7th Street

Looking East on Sansom St.
Site + Context | Photographs

Looking West on Sansom St.

Looking West on Sansom St.

Looking West on S7th St.

Looking South on S7th St.
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
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
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
**EXTERIOR | MATERIALS**

- **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
EXTERIOR | AERIAL PERSPECTIVE LOOKING NORTHWEST
SAWSON STREET

GROUND FLOOR PLAN

Retail
1,495 SF

Lobby
1,050 SF

Loading
590 SF

Motor Court

S. 7th STREET

SANSOM STREET
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 stops 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 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, 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.

Energy and Atmosphere

(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code
PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC.

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.

(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? * Reduce energy consumption by achieving 10% energy savings or more from an established baseline using ASHRAE standards, the development will reduce energy consumption by at least 10%.

Civic Sustainable Design Review Sustainable Design Checklist

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

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

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

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td>Locate a functional entry of the project within a 5-mile (800m) walking distance of existing or planned bus, streetcar, or ride-share stops, bus rapid transit stops, light or heavy rail stations.</td>
<td>Yes. There are multiple SEPTA bus stops and the Market-Frankford line within 400 meters of the building entry.</td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.</td>
<td>Yes. Parking is provided in the on-site secured parking garage.</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.</td>
<td>Yes. Electric vehicle parking with charging stations are provided in the secured parking garage.</td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance)</td>
<td>N/A</td>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td>No. There are existing Indego bike share stations within 2 blocks of the building entry.</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>A) Hardscapes that have a high reflectance, an SRI&gt;29. B) Shading by trees, structures, or solar panels.</td>
<td>Yes. The development covers +/- 90% of the site area therefore a high reflectance roof meeting SR&gt;29 as well as on-site street trees and landscaping will be provided.</td>
</tr>
<tr>
<td>(9) Heat Island Reduction (excluding roofs)</td>
<td>To 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&gt;29. B) Shading by trees, structures, or solar panels.</td>
<td>Yes. The development covers +/- 90% of the site area therefore a high reflectance roof meeting SR&gt;29 as well as on-site street trees and landscaping will be provided.</td>
</tr>
<tr>
<td>(8) Rainwater Management</td>
<td>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.</td>
<td>Yes. The development meets the requirements of PWD storm water management guidelines for sites under 15,000 SF of site disturbance.</td>
</tr>
</tbody>
</table>
## Civic Sustainable Design Checklist – Updated September 3, 2019

| (12) Indoor Air Quality and Transportation | | (13) On-Site Renewable Energy | | (14) Innovation |
|------------------------------------------|-----------------|----------------------------|-----------------|
| ASHRAE standard 90.1-2016 (LEED v4.1 metric). Achieve certification in Energy Star for Multifamily New Construction (MFNC). Achieve Passive House Certification. | 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. | Produce renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage. | Any other sustainable measures that could positively impact the public realm. |
| | | N/A | No |

### Notes:


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.


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.philadelphiastreets.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
  - PROPOSED 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.
**GENERAL PROJECT INFORMATION**

1. PROJECT NAME
   - 708 Sansom
2. DATE
   - 11-01-23
3. APPLICANT NAME
   - Meredith L. Ferleger, Esq.
4. APPLICANT CONTACT INFORMATION
   - 1500 Market Street, Suite 3500E, Philadelphia, PA 19102
5. PROJECT AREA: list precise street limits and scope
   - 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 floors 5-34, 50 parking spaces on floors 2-4 and ground floor retail space.
6. OWNER NAME
   - JR Sansom Partners, LLC
7. OWNER CONTACT INFORMATION
   - c/o Pearl Properties, 110 S. 19th Street, Philadelphia, PA 19102
8. ENGINEER / ARCHITECT NAME
   - DAS Architects, Inc.
9. ENGINEER / ARCHITECT CONTACT INFORMATION
   - 1628 John F. Kennedy Blvd., Suite 1300, Philadelphia, PA 19103
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.

<table>
<thead>
<tr>
<th>STREET FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sansom Street</td>
<td>7th Street</td>
<td>City Neighborhood Street</td>
</tr>
<tr>
<td>7th Street</td>
<td>Walnut Street</td>
<td>City Neighborhood Street</td>
</tr>
<tr>
<td>8th Street</td>
<td>Chestnut Street</td>
<td>City Neighborhood Street</td>
</tr>
</tbody>
</table>

**Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?**

- a. Parking and loading regulations in curb lanes adjacent to the site: YES ☒ NO ☐
- b. Street Furniture such as bus shelters, honor boxes, etc.: YES ☒ NO ☐
- c. Street Direction: YES ☒ NO ☐
- d. Curb Cuts: YES ☒ NO ☐
- e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.: YES ☒ NO ☐
- f. Building Extensions into the sidewalk, such as stairs and stoops: YES ☒ NO ☐

**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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sansom Street</td>
<td>12' / 16' / 18'</td>
<td>19' / 19'</td>
</tr>
<tr>
<td>7th Street</td>
<td>12' / 12' / 12'</td>
<td>12' / 12'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sansom Street</td>
<td>6' / 15' / 15'</td>
</tr>
<tr>
<td>7th Street</td>
<td>6' / 5' / 5'</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROPOSED VEHICULAR INTRUSIONS**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driveway on 7th Street</td>
<td>24' for loading &amp; parking</td>
<td>68.8' South of Sansom St</td>
</tr>
</tbody>
</table>
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?  

APPLICANT: Pedestrian Component  
Additional Explanation / Comments: 

DEPARTMENTAL REVIEW: Pedestrian Component  
Reviewer Comments:

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sansom Street</td>
<td>0' / 0'</td>
</tr>
<tr>
<td>7th Street</td>
<td>0' / 0'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sansom Street</td>
<td>4' / 4' / 4'</td>
</tr>
<tr>
<td>7th Street</td>
<td>4' / 4' / 4'</td>
</tr>
</tbody>
</table>

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

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

DEPARTMENTAL APPROVAL

19. Does the design avoid tripping hazards?

YES ☑ NO ☐ N/A

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
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 ☐

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

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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>708-14 Sansom Street</td>
<td>35</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 35</td>
</tr>
</tbody>
</table>

25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?
   - Conventional Bike Lane
   - Buffered Bike Lane
   - Bicycle-Friendly Street
   - Indego Bicycle Share Station
   YES ☐ NO ☐ N/A ☐

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

27. Does the design provide convenient bicycle connections to residences, workplaces, and other destinations?
   YES ☐ NO ☐ N/A ☐
**CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)**

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

**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:  

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

33. What is the maximum AASHTO design vehicle being accommodated by the design?  
   SU-40 & P-vehicle  
   YES ☑ NO ☐

34. Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.  
   YES ☑ NO ☐

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

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

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

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

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

**APPLICANT:** Vehicle / Cartway Component  
Additional Explanation / Comments: ______

**DEPARTMENTAL REVIEW:** Vehicle / Cartway Component  
Reviewer Comments: ______

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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 ☐ NO ☐ N/A ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
   YES ☐ NO ☐ N/A ☐

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?
   YES ☐ NO ☐ N/A ☐

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.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?
   YES ☐ NO ☐ N/A ☐

45. Does the design provide adequate clearance time for pedestrians to cross streets?
   YES ☐ NO ☐ N/A ☐

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?
   YES ☐ NO ☐ N/A ☐

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?
   YES ☐ NO ☐ N/A ☐

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?
   YES ☐ NO ☐ N/A ☐

DEPARTMENTAL REVIEW: Urban Design Component
Reviewer Comments: ______
ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: ___

DEPARTMENTAL REVIEW
Additional Reviewer Comments: ___