

CHOP GRAYS FERRY GARAGE

CIVIC DESIGN REVIEW

City of Philadelphia
JULY 01, 2025



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Site Design Comments (including Complete Streets)	
1	<p>The Committee notes that this project is situated within the Grays Ferry neighborhood and expresses disappointment that CHOP has off-loaded its parking into an under resourced neighborhood.</p> <ul style="list-style-type: none">At 1,005 parking spaces, the garage will encourage more vehicular commuting instead of public transit, walking, or cycling. <p>Response: CHOP is a 24/7 operation providing medical care to sick children. Their care is negatively affected when employees cannot get to work. A generous transit benefit is made available to all employees to encourage use of public transportation. The demand for patient care at CHOP has necessitated rapid growth over the last decade, creating more jobs for people throughout the region; however, many are not in walking or cycling distance, or have access to public transportation. Parking mitigates risk to patient care by ensuring employees have every option available for getting to and from work.</p> <ul style="list-style-type: none">Staff is concerned about the environmental and traffic impacts of the garage on the neighborhood. <p>Response: CHOP shares these concerns and we working to mitigate the impact of both by: exploring options for natural gas or electric-powered shuttles; making charging stations available in the garage to promote the use of EV's; adding more plantings throughout the property; proposing greater protections for bike lanes; review CHOP-facilitated parking options for residents of Titan Street who have limited or no options for on street parking; and continued monitoring of intersections so we can make adjustments as needed to alleviate backups related to the use of the garage. CHOP continues to work closely with the City's Streets Department and transit agencies to ensure that the operation of the garage will be safe and of minimal impact to the area.</p> <p>A Traffic Impact Study was prepared for the development. The study included the analysis of twelve (12) intersections that were coordinated with the Philadelphia Streets Department. As part of the study, the Level of Service and delay time for each intersection were analyzed to determine whether mitigation measures were required per Appendix A of PennDOT Publication 282: Highway Occupancy Permit Operations Manual. The results indicated that mitigation will not be required for any of the study intersections, including Grays Ferry Avenue and 30th Street, based on the minimal change in delay. Note, also, that existing parking for CHOP employees at the Warfield Lot will be closed at the time this parking garage is opened.</p>

	<p>An Air Quality Impact Statement (AQIS) is being prepared for the project to analyze the existing and predicted air quality levels due to emissions from the garage. The AQIS is prepared in accordance with the Air Management Regulation X: Complex Source Review requirements and will be submitted to the City of Philadelphia Department of Public Health. Note that the average traffic delays indicated in the Traffic Impact Study did not warrant the requirement for air quality modeling or a mitigation plan.</p>
2	<p>Consider an updated plant palette and materiality that speaks to the neighborhood more appropriately.</p> <ul style="list-style-type: none">Consider adding a more robust plant palette to the south facing portion of the parking garage due to additional shuttle traffic. <p>Response: Additional evergreen trees have been added to the existing plant bed adjacent to Titan Street to screen the existing service area and shuttle bus circulation. A structure with vines has been added to the south façade.</p>
3	<p>Consider ways to buffer the plaza space at Grays Ferry Avenue as it is very exposed and unprogrammed currently.</p> <p>Response: Please refer to the revised CDR slides for additional benches, bike racks, and bike repair station at the gathering space, in addition to plans to activate the 3,000 square feet of shell space that can be made available for community programming including health education, vaccine clinics and gatherings. The project team is also coordinating with the city's Office of Transportation and Infrastructure Systems (OTIS) to install a bus shelter at the existing bus stop on Grays Ferry Avenue.</p>
4	<p>Is it possible to have cycling amenities along Grays Ferry Avenue (the 'plaza')? The Committee appreciates the interventions already proposed but urges the applicant to go further.</p> <p>Response: Please refer to the revised CDR slides for additional benches, bike racks, and bike repair station at the gathering space.</p>
5	<p>Consider relocating the plaza space towards the east so it is more proximate to the playground and main waiting area. Are there ways to improve the uses or connect these public spaces to create a meaningful series of public amenities?</p> <p>Response: In addition to the off-site improvements proposed at the intersections at 30th Street and Grays Ferry and 31st Street and Grays Ferry, CHOP is now proposing a new ADA ramp and crosswalk at 30th Street and Oakford Street to provide a safe connection point between the Finnegan Recreation Center and Playground and the site's frontage on 30th Street. CHOP is committing resources to support improvements to the Finnegan Recreation Center.</p>

6	<p>Can some of the shuttle circulation leave the building and come to the exterior of the structure? This could create a more inviting experience.</p> <p>Response: Shuttle pick-up & drop-off on public streets will introduce safety concerns for pedestrians and vehicles. Also, street parking and SEPTA bus stop will be impacted.</p>
7	<p>Consider adding benches along 30th Street as this street will likely become a main area of circulation due to the parking garage's design.</p> <p>Response: Please refer to the revised CDR slides for additional benches along S. 30th Street.</p>
8	<p>Provide more clarity on the arrival and waiting sequence for parking garage users as well as pedestrian circulation site wide.</p> <p>Response: Please refer to Architectural Site Plan for the garage entrances and the waiting area for shuttle pick-up and drop-off within the garage. The proposed garage is for CHOP employees only. CHOP employees will drive to Grays Ferry Garage and take the shuttles to the Main campus and the Schuylkill Avenue campus. Most of the pedestrian circulation will occur within the footprint of the garage.</p>
9	<p>Staff has concerns regarding the confluence of Go Puff, Finnegan Playground, CHOP, and cyclist/pedestrian circulation. Please explore ways to mitigate any unsafe vehicular, pedestrian, and cyclist encounters. One example is through raised bike infrastructure along Grays Ferry Avenue.</p> <p>Response: CHOP is coordinating with the Streets Department to strategize potential improvements to enhance the bike lane buffer along Grays Ferry Avenue. As noted in the first Civic Design Review, CHOP has proposed several strategies to mitigate unsafe vehicular, pedestrian, and cyclist encounters:</p> <ul style="list-style-type: none">• Though the garage is intended for vehicular users, CHOP is proposing upgrades at two (2) intersections for pedestrian safety, including ADA ramps, ADA accessible push buttons, and a new crosswalk across Grays Ferry Avenue to further connect the neighborhood to the shopping center across the street. Additionally, detectable warning systems (DWS) have been proposed on either side of each driveway location to alert pedestrians to the driveway locations.• The bike lane on Grays Ferry Avenue was recently upgraded by the Philadelphia Streets Department as part of a Citywide Resurfacing project. The upgrades included a buffer with delineator poles for increased bicyclist safety. "Green Conflict Markings" were also installed at the driveway location on Grays Ferry Avenue and at the approach to the bus stop. The green pavement markings are intended to increase the bike lane visibility to vehicular users, as well as to alert bicyclists to potential crossings.

	<ul style="list-style-type: none">• While indicated by signage, the current parking and no parking zones along 30th Street adjacent to the site are not clearly delineated. Through coordination with the Streets Department, the project is proposing to clearly delineate parking areas through additional signage and pavement markings so as to increase safety for vehicular users parking on and traversing down 30th Street. These parking and no parking zones have been calculated in accordance with turning maneuvers associated with the trucks anticipated to turn out of the driveway from Condo Unit 'A', as well as the passenger cars and shuttle anticipated to turn out of the parking garage.
10	<p>Consider replacing impervious surfaces with pervious paving where possible.</p> <p>Response: In order to maintain visual continuity with the pavement on the adjacent Condo Unit 'A' site, CHOP is proposing to maintain the impervious pavement design currently proposed for the site. Note that stormwater runoff on impervious areas will be managed in accordance with Flood Control and Water Quality requirements from the Philadelphia Water Department (PWD). The design received conceptual ERSA approval from PWD in December 2024.</p>
Building Design Comments	
11	<p>The proposed structure is intrusive. Is it possible to scale down the structure?</p> <p>Response: No, the garage is designed to accommodate the 500 employees who already park at the Warfield Street lot. The additional 500 spaces are needed to relocate employee parking located at the hospital allowing on-site parking access to patients and their families.</p>
12	<p>Staff appreciates the addition of colorful fins along the facade but notes that there are still many blank/inactive facades.</p> <p>Response: Please refer to the revised CDR slides for murals and a structure with vines on the south facade. Please note that the final content of the mural art will be coordinated with the community.</p>
13	<p>Consider a more thoughtful treatment of the south facade which faces Titan Street.</p> <p>Response: Please refer to the revised CDR slides for murals and a structure with vines on the south facade. Please note that the final content of the mural art will be coordinated with the community.</p>
Sustainability Comments	
14	<p>Consider roof top/canopy solar or green roof opportunities for the top level of the parking structure.</p> <p>Response: CHOP is not able to accommodate. However, the proposed project is pursuing ParkSmart certification which is a sustainability certification through USGBC for parking structures.</p>



SOUTHEAST VIEW



NORTH EAST VIEW











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 2024-012833

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

Proposed 6-story parking garage that contains more than 100,000 GFA

PROJECT LOCATION

Planning District: South Council District: 2

Address: 3000 Grays Ferry Avenue, #B
Philadelphia, Pennsylvania 19146

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: Children's Hospital of Philadelphia Primary Phone: (267) 918-8076
C/O Danielle Lee

Email: LEED9@chop.edu Address: 3401 Civic Center Boulevard, Philadelphia
PA, 19104

Property Owner: Children's Hospital of Philadelphia Developer Children's Hospital of Philadelphia
Architect: THA Consulting, Inc.

SITE CONDITIONS

Site Area: 65,013SF

Existing Zoning: CMX-3 Are Zoning Variances required? Yes ☐ No ☒

Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
Structured Parking, Ground - 46,200SF, 2ND - 50,200SF, 3RD - 50,200SF, 4TH - 50,200SF,
5TH - 50,200SF & TOP - 47,400SF, TOTAL 344,600SF
Proposed # of Parking Units:
1,005

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: 02/27/2025 Time: 05:30PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ☐ No ☐ NA ☒

If yes, indicate the date hearing will be held:
Date:



Civic Design Review Notification to Philadelphia City Planning Commission

This form must be completed by the L&I plans examiner to notify PCPC that an application under review requires Civic Design Review (CDR).
The L&I plans examiner must forward this completed form to the applicant, the Community Group Notification (RCO@Phila.gov), and the Civic Design Review (CDR@Phila.Gov) and must also upload a copy to eCLIPSE.

1

Application Details
Identify the permit number, location of work and name of applicant.

If a specific location applies or the project involves multiple parcels, please note additional details or address information in the space provided.

Permit Number: ZP-210214-012833

Address: 3000 GRAYS FERRY AVE

Specific Location or Additional Parcels: _____

Applicant Name: Peter Kelsen, Esq.

Applicant's Relationship to property:
☐ Property Owner ☐ Tenant ☐ Equitable Owner ☒ Licensed Professional or Tradesperson

Date of Notification to PCPC: 02 27 2025

2

Plans Examiner
Provide the name and contact information of the plans examiner reviewing the application.

Name: Andrew Kulp

Email Address: andrew.kulp@phila.gov Phone Number: 215-686-2623

3

CDR Triggers
Provide applicable application details related to the CDR determination.

See §14-304(5) and Table 14-304.2 for additional details.

Zoning District(s): CMX-3

Affects property in a residential district, as defined by §14-304(5)(b)(2) ☒ Yes ☐ No

Application includes new construction or an expansion that creates 344,600 square footage of new GFA.

Application includes new construction or an expansion that creates 0 additional dwelling units.

4

Plan Review Results
Provide details regarding the outcome of the plan review

Will the application result in a by-right permit? ☒ Yes ☐ No

If yes, skip the questions below.

If no, has the applicant been issued a refusal / referral prior to completing CDR? ☐ Yes ☐ No

If yes, include the refusal / referral with this Notification and forward to the email addresses listed below.

If no, use the space below to outline the refusals / referrals that are anticipated:

Code Section(s):	Reason for Refusal / Referral:




Plan Review Results (cont'd)

Provide details regarding the outcome of the plan review


Code Section(s):	Reason for Refusal / Referral:

Note to Applicant: Plans that are submitted to L&I are considered final. Any changes made to the plans must be a result of the CDR process. If any changes are proposed, the [Civic Design Review Revision Form](#) must be submitted with the revised plans. Any changes that are not a result of the CDR process may require the submission of a new application.



City of
Philadelphia

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Streets Approval Number SR-2024-027296
Zoning Plan (L&I Permit Pre-Requisite)

PROJECT KNOWN AS	DATE APPROVED
CHOP Parking Garage	2/24/2025

LOCATION(S) OF WORK

3000 GRAYS FERRY AVE # B, Philadelphia, PA 19146-3640
3000 Block of GRAYS FERRY AVE - S 30TH ST to S STANLEY ST
S 30TH ST to S STANLEY ST
3000 Block of GRAYS FERRY AVE - S STANLEY ST to S 31ST ST
S STANLEY ST to S 31ST ST
1200 Block of S 30TH ST - GRAYS FERRY AVE to OAKFORD ST
GRAYS FERRY AVE to OAKFORD ST
1200 Block of S 30TH ST - OAKFORD ST to TITAN ST
OAKFORD ST to TITAN ST
S 30TH ST & GRAYS FERRY AVE
S 30TH ST & OAKFORD ST
GRAYS FERRY AVE & S STANLEY ST

OWNER INFORMATION	DEVELOPER INFORMATION
Danielle Lee Children's Hospital of Philadelphia 3401 Civic Center Boulevard Philadelphia, PA 19104 leed9@chop.edu (267) 918-8076	Danielle Lee Children's Hospital of Philadelphia 3401 Civic Center Boulevard Philadelphia, PA 19104 leed9@chop.edu (267) 918-8076
APPLICANT INFORMATION	DESIGNER INFORMATION
James Gleaton David Mason & Associates, Inc. 800 S Vandeventer Ave St. Louis, MO USA 63110 jgleaton@davidmason.com (215) 375-6059	William Loughney, PE David Mason + Associates 123 S Broad Street Suite 1130 Philadelphia, PA 19109 wloughney@davidmason.com (215) 375-6059


FINAL SUMMARY

A review of the application and plans for the subject submission has been performed. The Philadelphia Streets Department (PSD) now takes no further exception to the most recently submitted current version of the Proposed Site Civil Plans for Zoning purposes, which are approved, as noted by any conditions.

APPROVAL CONDITIONS (THE FOLLOWING CLAUSES MUST BE ABIDED ACCORDINGLY)


- No Conditions

APPROVED BY	DATE APPROVED	CHECKED BY	DATE CHECKED
Amro Amin	2/24/2025	Hunter Conforti	2/24/2025



City of
Philadelphia


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Streets Approval Number SR-2024-027296
Zoning Plan (L&I Permit Pre-Requisite)

GIS MAP DATA & IMPORTANT INFORMATION

Highway District: 2	City Planning District: CENTRAL WEST
Survey District: 2	GPIS Project Number:
Traffic District: 1	PWD Project Number:
State Routes:	Other Reference Number:
SEPTA Routes: 64, 49, 12, 49, 12, 49, 64	PennDOT Reference Number:



POST A TRUE COPY OF THIS NOTICE IN A CONSPICUOUS LOCATION AT THE WORK SITE.



TO ANONYMOUSLY REPORT UNSAFE CONDITIONS AT THIS WORK SITE, CALL 311 or 911.



Join us for the
Grays Ferry Garage Project
Community Meeting



Date

Thursday, February 27, 2025



Time

5:30 pm - 7:00 pm



Location

Universal Audenried Charter School (Library)
3301 Tasker St, Philadelphia, PA 19145

On behalf of Children’s Hospital of Philadelphia (CHOP), come and join CHOP leaders and our project partners to discuss the construction project at 3000 Grays Ferry Avenue. As you may have heard, CHOP is expanding to add more beds to care for more children on our campus, across the river from Grays Ferry. As part of this expansion, CHOP will be developing a multilevel building that will be used for employee parking. This community meeting will be an opportunity to meet and hear from you!

Connect with Us

Feel free to send us your questions in advance using the email below!



graysferryproject@chop.edu



(267) 426-2150



chop.edu



CITY OF PHILADELPHIA
CITY COUNCIL

Kenyatta Johnson
President
Room 494 City Hall
Philadelphia, PA 19107
(215) 686-2070
COUNCILMAN – 2nd District

May 1, 2025

Philadelphia City Planning Commission
1515 Arch Street
Philadelphia, PA 19102
Meeting on May 6, 2025, at 1:00 PM

Re: Civic Design Review 3000 Grays Ferry Ave #B

Dear Civic Design Review Committee,

I am writing to express my support for the Children’s Hospital of Philadelphia (CHOP) planned construction project located at 3000 Grays Ferry Ave #B.

The employee parking facility will help CHOP care for more pediatric patients in Philadelphia. Upon completion of Roberts Children's Health in 2028, their new inpatient hospital will add 700 private rooms to the CHOP Philadelphia campus. The parking facility on Grays Ferry Avenue will be an ideal location given its proximity to the CHOP campus.

Throughout the planning process, I observed CHOP prioritize building a trusting relationship with our community. Their team met on four occasions with Grays Ferry stakeholders – twice with Registered Community Organization (RCO) leaders and twice with the general community. Further, CHOP engaged with the Philadelphia Office of Transportation and Infrastructure Systems regarding traffic and safety concerns and established commitments to address child health opportunities and improvements to Finnegan Recreation Center.

As a result, my office received a joint letter of support for this project from the Grays Ferry Coalition of Neighbors, the Tasker-Morris Neighbors Association, and Philly Thrive. I stand by these RCOS and give my support.

Sincerely,

Council President Kenyatta Johnson
Philadelphia City Council



To whom it may concern,

We are writing to express our enthusiastic support for the Children’s Hospital of Philadelphia (CHOP) as it expands its presence into our community. CHOP has long been recognized as a leader in pediatric healthcare, providing world-class medical care, groundbreaking research, and unwavering dedication to children and families. Their commitment to improving the lives of young patients is truly invaluable and having them within our community will be a tremendous asset.

CHOP’s presence will not only strengthen healthcare services in our area but also support local nonprofits that work tirelessly to assist children and families in need. By fostering partnerships with community organizations, CHOP will help enhance outreach programs, increase access to vital resources, and provide opportunities for collaboration that will allow these nonprofits to thrive. Their expertise and support will amplify the impact of local initiatives, ensuring that even more children receive the care and services they deserve.

As Registered Community Organizations (RCO), we strongly support CHOP’s expansion into our neighborhood. Their presence aligns with our mission to advocate for community growth, health, and well-being. CHOP’s commitment to providing high-quality pediatric care and supporting local initiatives will have a lasting positive effect on our residents. We believe their investment in our community will lead to improved health outcomes, stronger local partnerships, and greater opportunities for families in need.

We deeply value the well-being of children in our community, weWe wholeheartedly support CHOP’s expansion and believe it will positively impact the lives of families for generations to come. We look forward to seeing the incredible difference CHOP will make and appreciate the hospital’s continued dedication to pediatric health.

Sincerely,

Charles Reeves Jr

Charles Reeves President Tasker Morris Neighborhood Association

Meeka Outlaw
Residents Organized for Advocacy and Direction

Philly Thrive

Rodney Ray
(RCO)

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

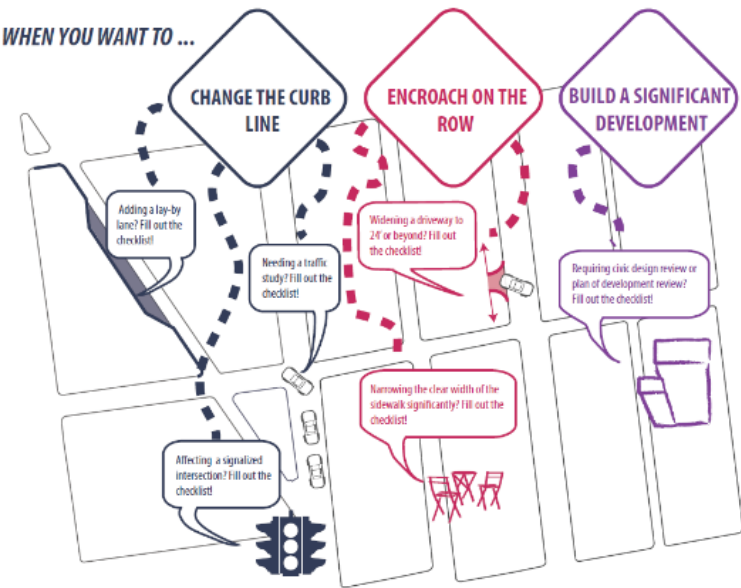
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

1. PROJECT NAME

CHOP GRAYS FERRY GARAGE
2. DATE

2025-02-18
3. APPLICANT NAME

CHILDRENS HOSPITAL OF PHILADELPHIA
4. APPLICANT CONTACT INFORMATION

DANIELLE LEE
5. PROJECT AREA: list precise street limits and scope

THE SITE IS BOUND BY GRAYS FERRY AVENUE TO THE NORTH, S. 30TH STREET TO THE EAST, TITAN STREET TO THE SOUTH, AND S. 31ST STREET TO THE WEST. THE EXISTING SITE IS SPLIT INTO CONDO UNIT 'A' AND CONDO UNIT 'B'. THE DEVELOPMENT PROPOSES AN APPROXIMATELY 1000 CAR EMPLOYEE PARKING GARAGE ON CONDO LOT 'B', WHICH WILL INCLUDE SHUTTLE OPERATION TO AND FROM CHOP FACILITIES.
6. OWNER NAME

DANIELLE LEE
7. OWNER CONTACT INFORMATION

Email: leed9@chop.edu
Phone: (267) 918-8076
8. ENGINEER / ARCHITECT NAME

ELIZABETH K. NORTON, PE (PENNONI ASSOCIATES)
9. ENGINEER / ARCHITECT CONTACT INFORMATION

Email: enorton@pennoni.com
Phone: (215) 254-7791

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
GRAYS FERRY AVE	S 30 TH ST	S 31 ST ST	AUTO ORIENTED COMMERCIAL/INDUSTRIAL
S 30 TH ST	GRAYS FERRY AVE	TITAN ST	CITY NEIGHBORHOOD

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?
- a. Parking and loading regulations in curb lanes adjacent to the site

YES ☒ NO ☐
- b. Street Furniture such as bus shelters, honor boxes, etc.

YES ☒ NO ☐ N/A ☐
- c. Street Direction

YES ☒ NO ☐
- d. Curb Cuts

YES ☒ NO ☐ N/A ☐
- e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.

YES ☒ NO ☐ N/A ☐
- f. Building Extensions into the sidewalk, such as stairs and stoops

YES ☐ NO ☐ N/A ☒

APPLICANT: General Project Information

Additional Explanation / Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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) <small>Required / Existing / Proposed</small>	CITY PLAN SIDEWALK WIDTH <small>Existing / Proposed</small>
GRAYS FERRY AVE	12' / 12' / 12'	12' / 12'
S 30 TH ST	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 <small>Required / Existing / Proposed</small>
GRAYS FERRY AVE	6' / 8' / 6.1'
S 30 TH ST	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
DRIVEWAY CURB CUT (TO REMAIN)	34.9'	GRAYS FERRY AVE
DRIVEWAY CURB CUT (TO BE REMOVED)	49.4'	S 30 TH ST

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
DRIVEWAY CURB CUT	12'	S 30 TH ST
DRIVEWAY CURB CUT	12'	S 30 TH ST
DRIVEWAY CURB CUT	55'	S 30 TH ST

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: The design meets the minimum requirements for sidewalk width and walking zones per the Complete Streets Handbook and City Plan. The walking zone on Grays Ferry Avenue is proposed to be reduced from 8' to 6' to accommodate the planting of street trees in the furnishing zone, which are intended to further enhance the pedestrian experience.

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
GRAYS FERRY AVE	NO MIN. / 6.0'
S 30 TH ST	NO MIN. / 1.9'

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
GRAYS FERRY	5' / 4' / 5.7'
S 30 TH ST	4' / 6' / 6'

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

Bicycle Parking

Lighting

Benches

Street Trees

Street Furniture

YES ☐

NO ☐

N/A ☒

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 ☐

DEPARTMENTAL
APPROVAL

YES ☐

NO ☐

YES ☐

NO ☐

YES ☐

NO ☐

YES ☐

NO ☐

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 ☐

22. Does the design maintain adequate visibility for all roadway users at intersections?

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☐

YES ☐

NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: Bicycle parking is not identified as a "high-priority" design treatment in the Complete Streets Handbook; however, it is incorporated into the design. The development proposes 54 new bicycle parking spaces within the parking garage and is also located across from an Indego bike station on 30th Street. New streets trees are proposed along Grays Ferry Avenue and 30th Street, in accordance with the Zoning Code.

The design will maintain the existing street lighting along 30th Street and Grays Ferry Avenue, which will be upgraded as necessary throughout coordination with the Streets Department. Please note that street lighting was discussed with the Streets Department during a Developer Services Meeting held on 11/06/2024 and is being coordinated through the TIS Review under SR-2024-027137.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

Children's Hospital of Philadelphia

Ground Reconsidered Pennoni HSC T&A

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>
- The development proposes to maintain the existing bike lane on Grays Ferry Avenue, as well as the existing Indego station across the street from the site on 30th Street.
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
3000 GRAY FERRY AVENUE #B (PROPOSED PARKING GARAGE)	2	0 / 0	0 / 0	2 / 54
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____

25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?
- | | | | |
|--|--|--|--|
| <ul style="list-style-type: none">Conventional Bike LaneBuffered Bike LaneBicycle-Friendly StreetIndego Bicycle Share Station | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES ☒ NO ☐ N/A ☐ YES ☐ NO ☐
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES ☐ NO ☐ N/A ☒ YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: The development proposes to maintain the existing bike lane on Grays Ferry Avenue, as well as the existing Indego station across the street from the site on 30th Street. The design proposes 54 new bicycle racks to be located within the parking garage.

The existing bike lane on Grays Ferry Avenue will be protected and maintained during construction.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?	YES <input type="checkbox"/> NO <input checked="" 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 checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <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: To limit curbside conflict between vehicles, the development proposes to define and restripe the “No Parking” zones along 30th Street from Grays Ferry Avenue to Titan Street. These zones have been designed in accordance with Treatment 4.6.1 of the Complete Street Handbook, as well as Section 12-900 of the Philadelphia Zoning Code. This design has been reviewed through the PSD Zoning process under application #SR-2024-027296.


The design provides a buffer between the roadway and pedestrian traffic through the furnishing zones on Grays Ferry Avenue and 30th Street, in which streets trees are proposed.


DEPARTMENTAL REVIEW: Curbside Management Component


Reviewer Comments:


COMPLETE STREETS HANDBOOK CHECKLIST


Philadelphia City Planning Commission











VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage;

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

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

THE LARGEST DESIGN VEHICLE TO UTILIZE THE PROPOSED GARAGE IS A “MINI-BUS”, WHICH WILL PROVIDE SHUTTLE SERVICES FOR THE PARKING GARAGE.

THE MAXIMUM AASHTO DESIGN VEHICLE BEING ACCOMODATED BY THE LOADING DOCK ON CONDO UNIT A IS A WB-67.

DEPARTMENTAL APPROVAL
YES ☐ NO ☐

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission.

YES ☐ NO ☒

YES ☐ NO ☐

35. Will the public right-of-way be used for loading and unloading activities?

YES ☐ NO ☒

YES ☐ NO ☐

36. Does the design maintain emergency vehicle access?

YES ☒ NO ☐

YES ☐ NO ☐

37. Where new streets are being developed, does the design connect and extend the street grid?

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

YES ☒ NO ☐


YES ☐ NO ☐


APPLICANT: Vehicle / Cartway Component


Additional Explanation / Comments: As noted in the Curbside Management section, the design proposes to define the “No Parking” zones on 30th Street and to maintain one northbound travel lane on 30th Street. This lane width has been designed as 10’ wide in accordance with Section 4.7.1 of the Complete Streets Handbook. There is access to the garage from both 30th Street and Grays Ferry Avenue to provide emergency vehicle access on all streets and to provide alternative routes to and from destinations.
The shuttle bus will enter and exit the parking garage through dedicated driveways on 30th Street. The loading and unloading of passengers will occur within the garage.


COMPLETE STREETS HANDBOOK CHECKLIST


Philadelphia City Planning Commission











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)

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

APPLICANT: Urban Design Component
Additional Explanation / Comments: The proposed driveways are designed in accordance with Section 4.8.1 of the Complete Streets Handbook in order to safely manage pedestrian conflict. Each transition between sidewalk and driveway will be demarcated with a Detectable Warning System (DWS). Additionally, the sidewalks will be visually continuous across driveways with a cross maximum cross slope of 2% to indicate pedestrians have the right-of-way.

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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____


					DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
If yes, City Plan Action may be required.					
47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?				YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>


APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: The project proposes pedestrian improvements at the intersection of 30th Street and Grays Ferry Avenue to limit conflict between all modes of transportation. The development includes new pedestrian signals and a crosswalk between the northwest and southwest corners of the intersection. APS push buttons and upgraded ADA ramps are also proposed.


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: _____

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.	Existing bus stop locations within a 1/4-mile of the site include SEPTA bus stops at 30th Street (ID: 25921) and at Grays Ferry Avenue (ID: 25042), which are directly adjacent to the site. There are additional bus stops located on Grays Ferry Avenue and in the surrounding neighborhood.
(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.	Structured parking: Open parking garage per IBC 2018-PA.
(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.	1% of overall parking is equipped with EV chargers. Project is pursuing Parksmart
(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 There is an existing Indego bike station across the street from the site at 30th Street and Oakford Street. The proposed garage is intended for employees working at CHOP’s campuses in University City and on South Street. Note that there are also Indego bike stations located at both of these locations: 27th and South Street (for access to the CHOP Roberts Center and Morgan Center) and 3499 Civic Center Boulevard (for access to CHOP’s main campus).
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	

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.	On-site vegetation will consist of hardy trees and shrubs with ability to survive adverse growing conditions with minimal irrigation.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	The proposed area of pervious open space exceeds 30% of the site's Open Area. See breakdown below: Condo Unit B Lot Area: 65,013 SF Occupied Area: 50,000 SF Open Area: 15,013 SF Pervious Area (Within Open Area): 8,000 SF Percentage: 8,000 SF / 15,013 SF = 53%
(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	All stormwater is being managed onsite, in accordance with the requirements of the Philadelphia Water Department.
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Sidewalks will be concrete with a high SRI value and street trees are proposed along Grays Ferry Avenue and 30th Street to help reduce the Heat Island Effect.
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	Proposed parking garage is open per IBC 2018-PA, not requiring mechanical ventilation & sprinklers. Per IECC 402.1.1, the proposed parking garage is a low-energy building with a peak design rate for energy usage of less than 1.0watt per square foot.
(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	Proposed parking garage is pursuing Parksmart Silver certification from USGBC, a sustainability certification program designed for parking garages.

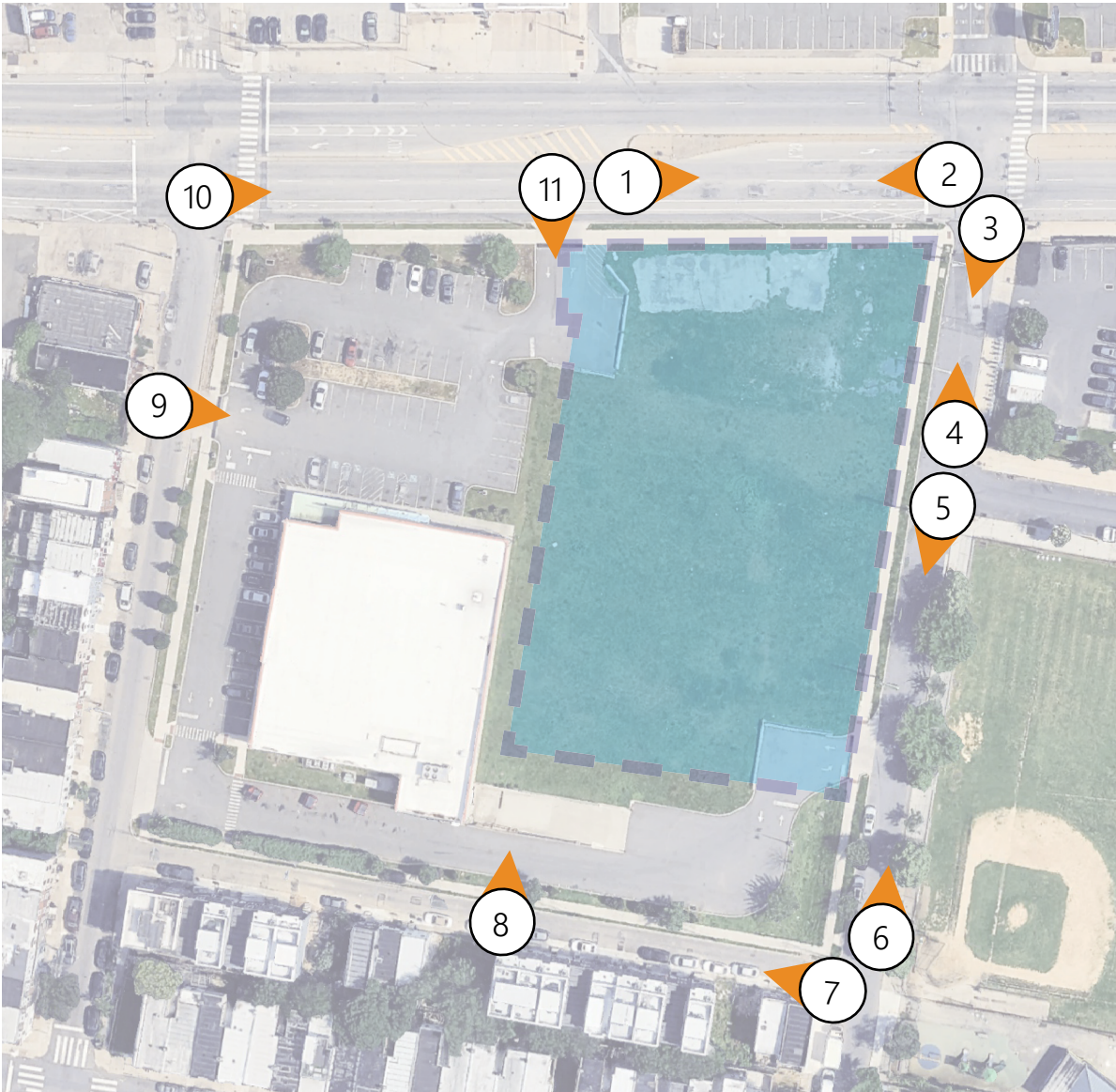
	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none">•Achieve certification in Energy Star for Multifamily New Construction (MFNC).•Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, 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}	Proposed parking garage is open per code not requiring mechanical ventilation. Any occupied space will be equipped with mechanical units with MERV 13 or higher filters.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	N/A
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Proposed parking garage is pursuing Parksmart Silver certification from USGBC, a sustainability certification program designed for parking garages.

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



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2



3



4



5



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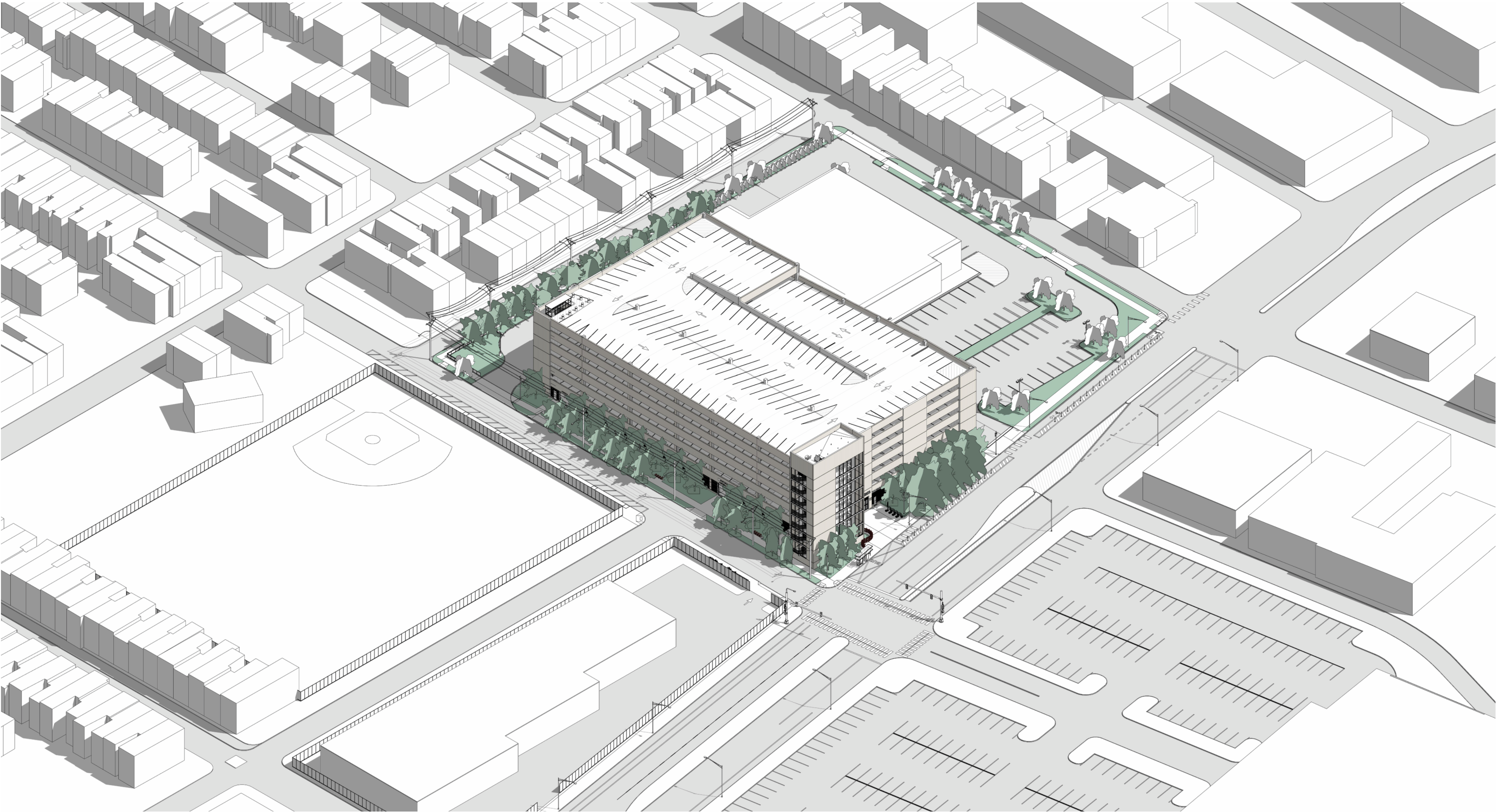
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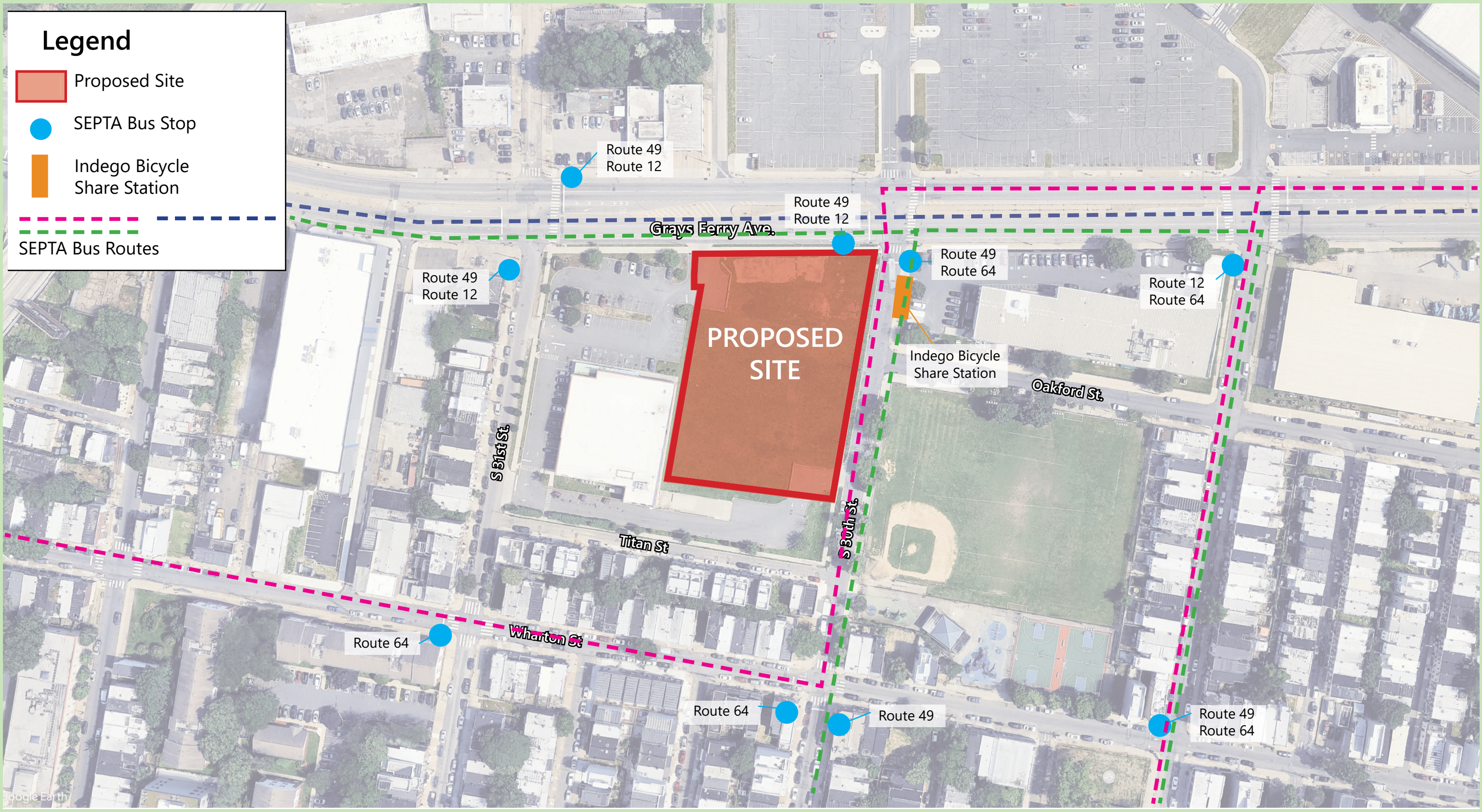


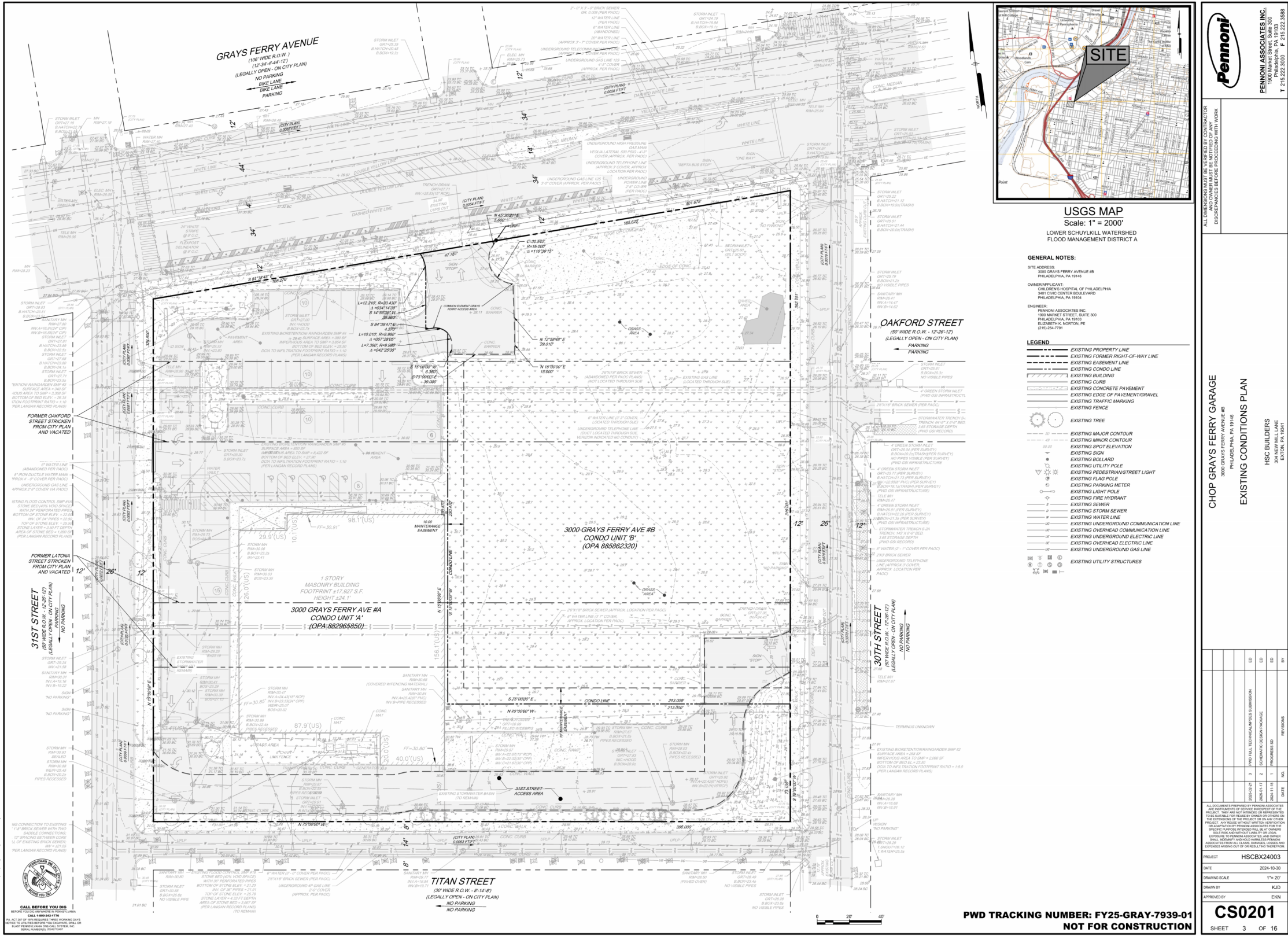
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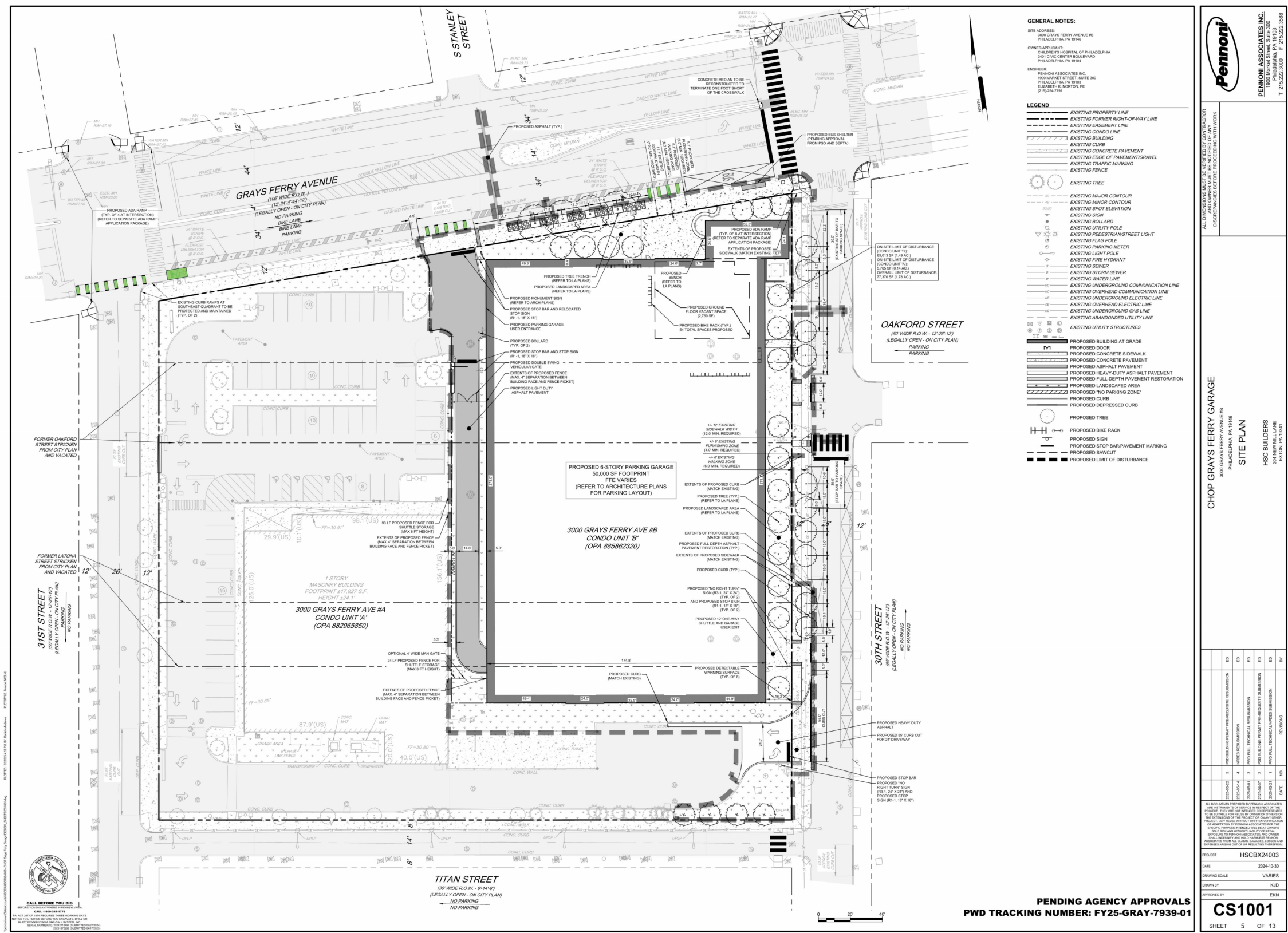


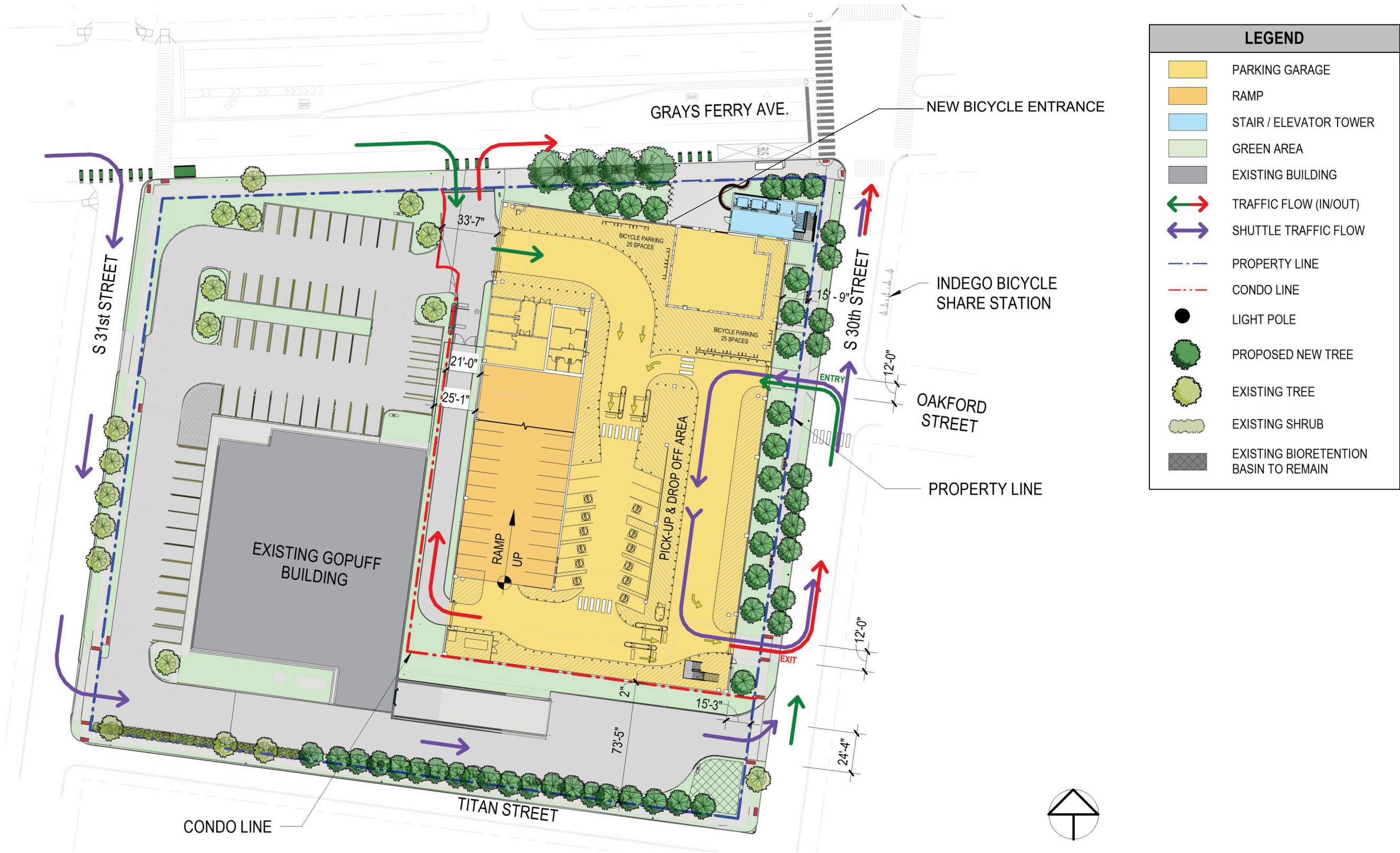
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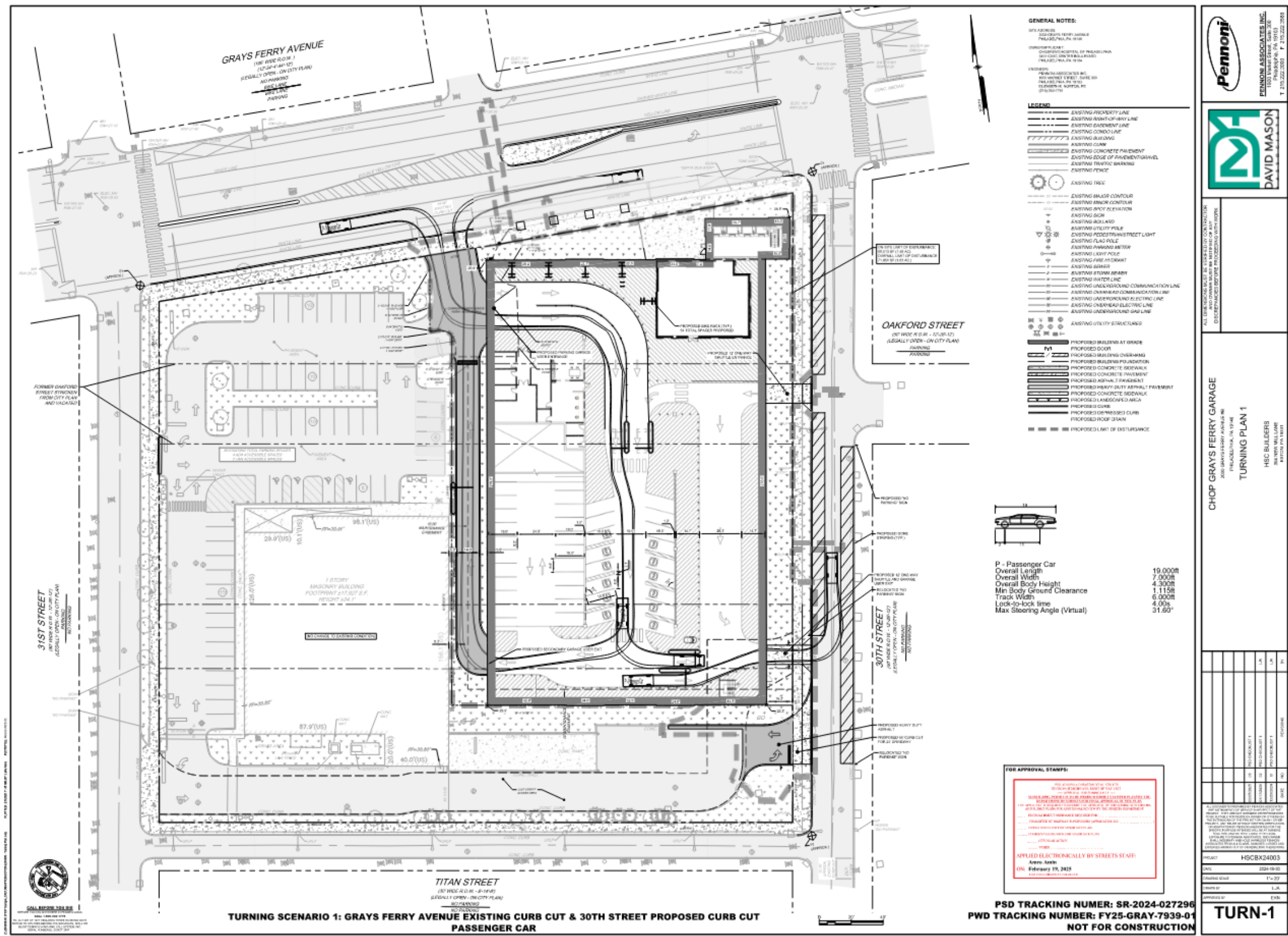


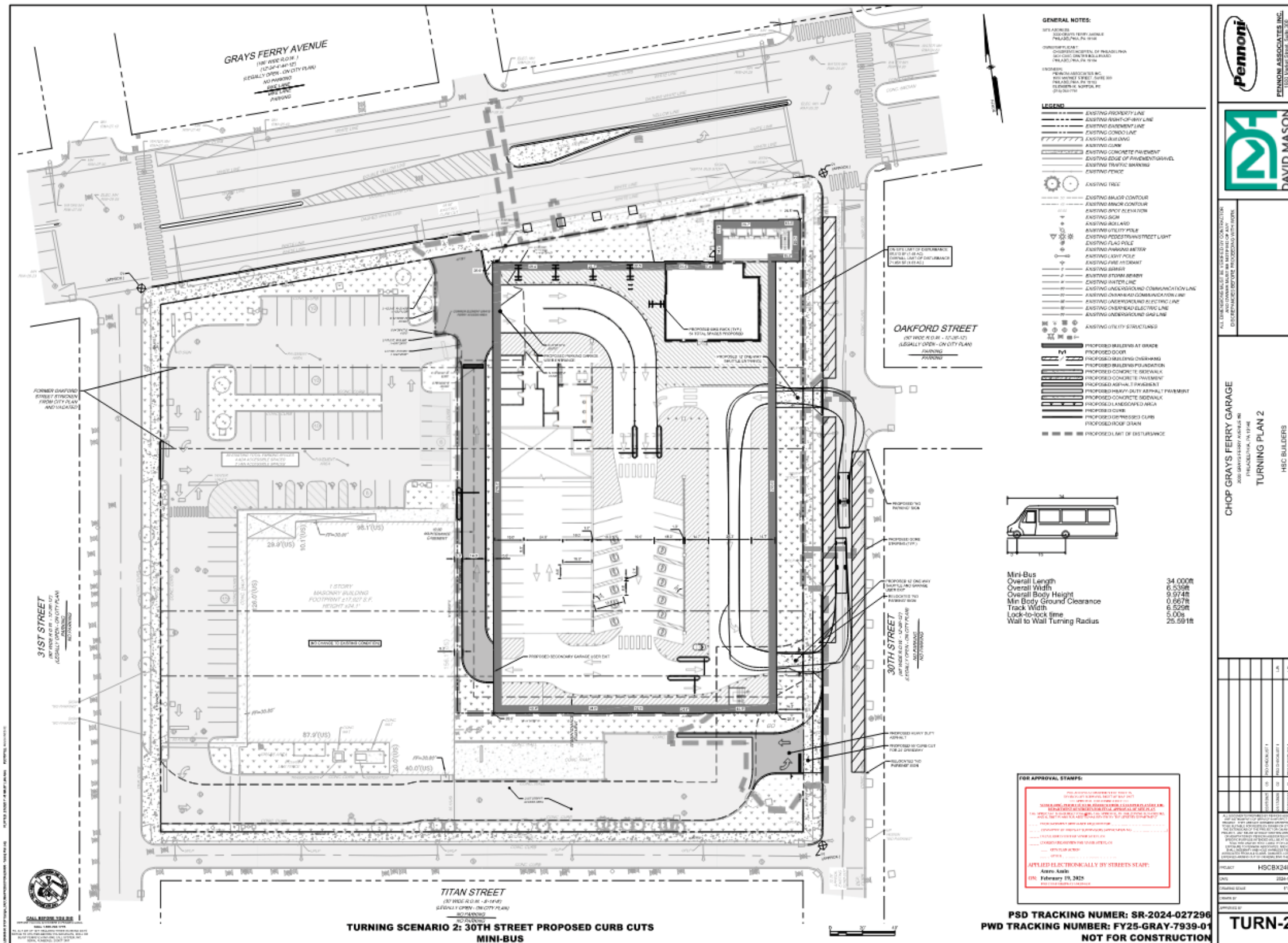


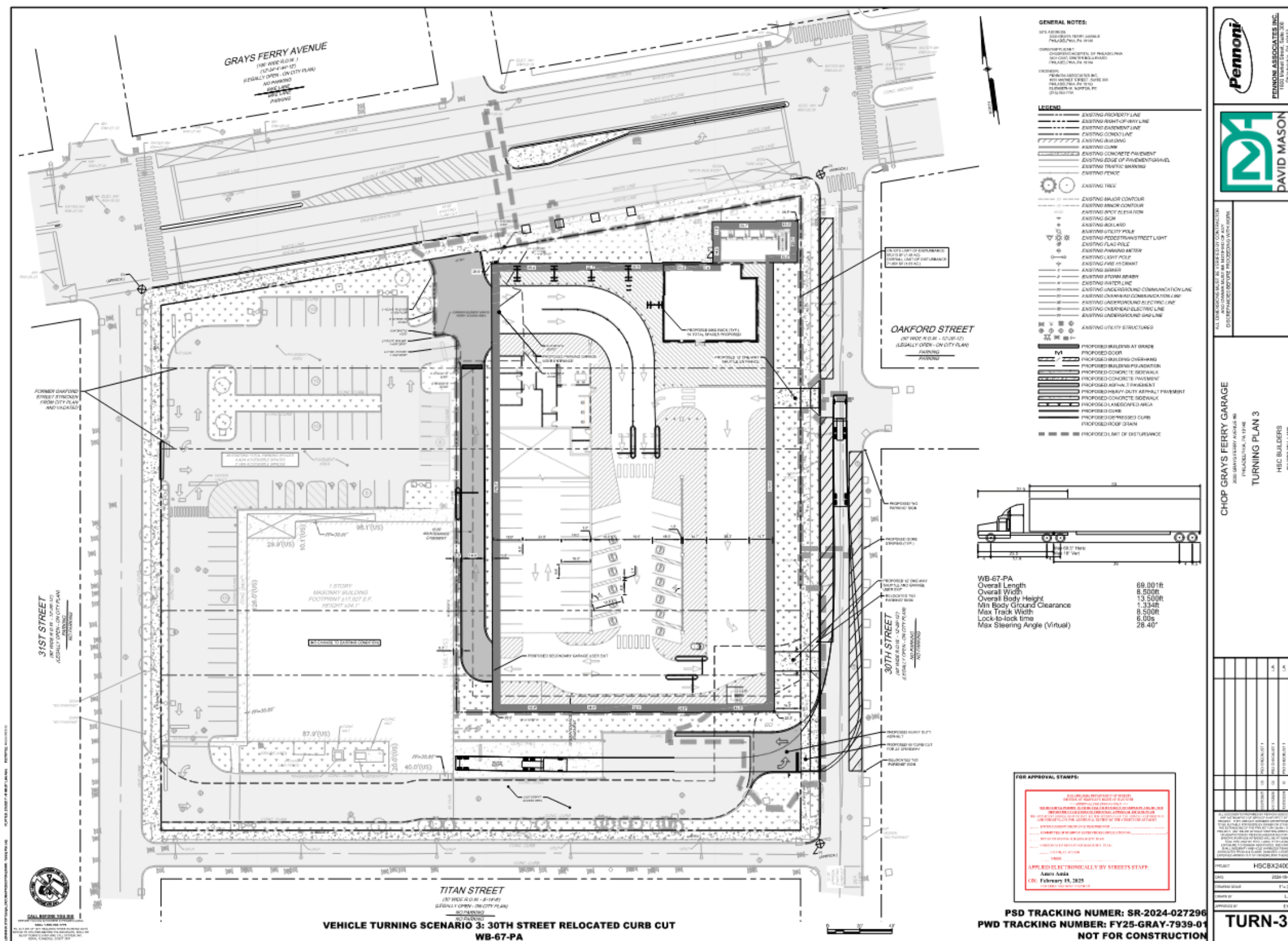


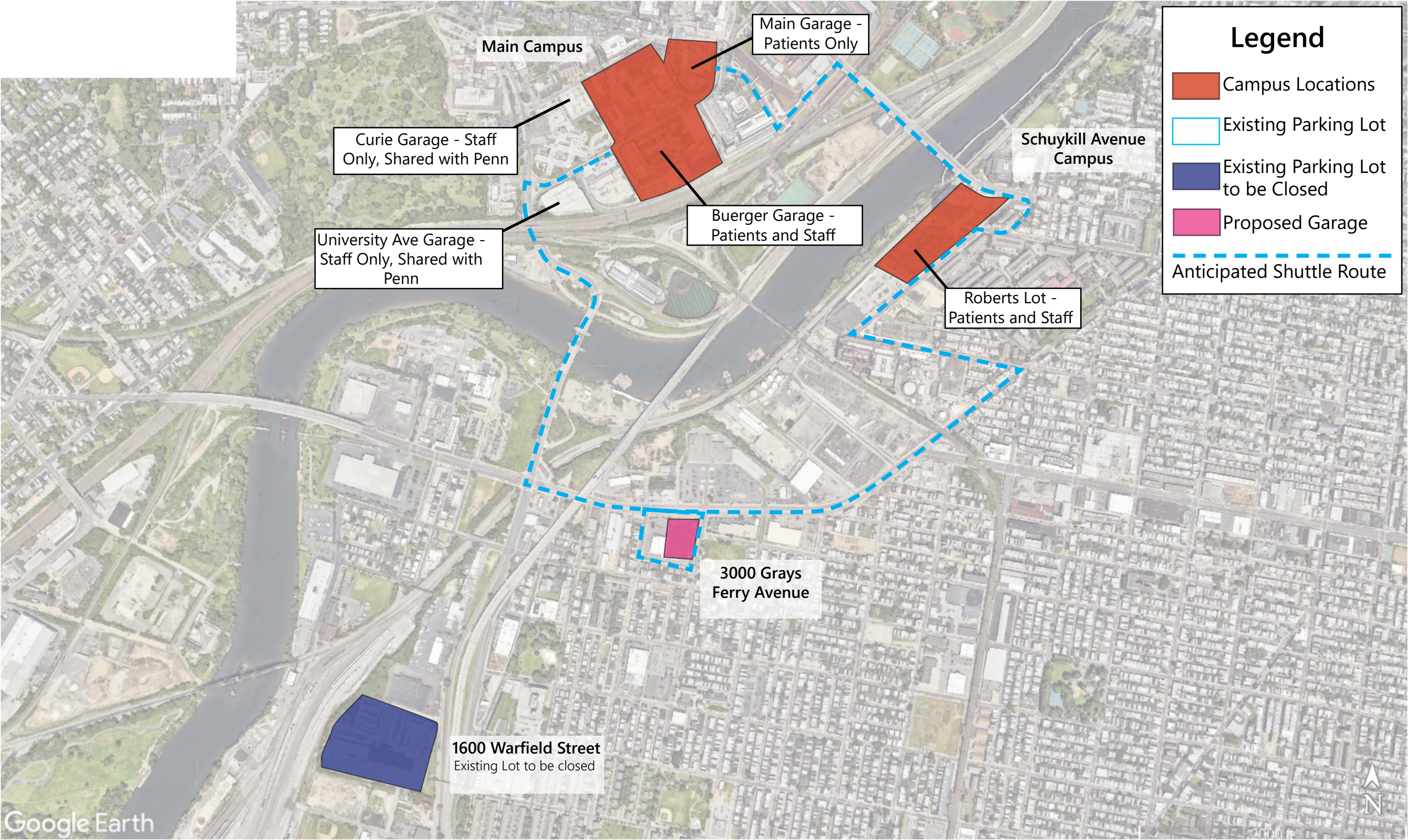




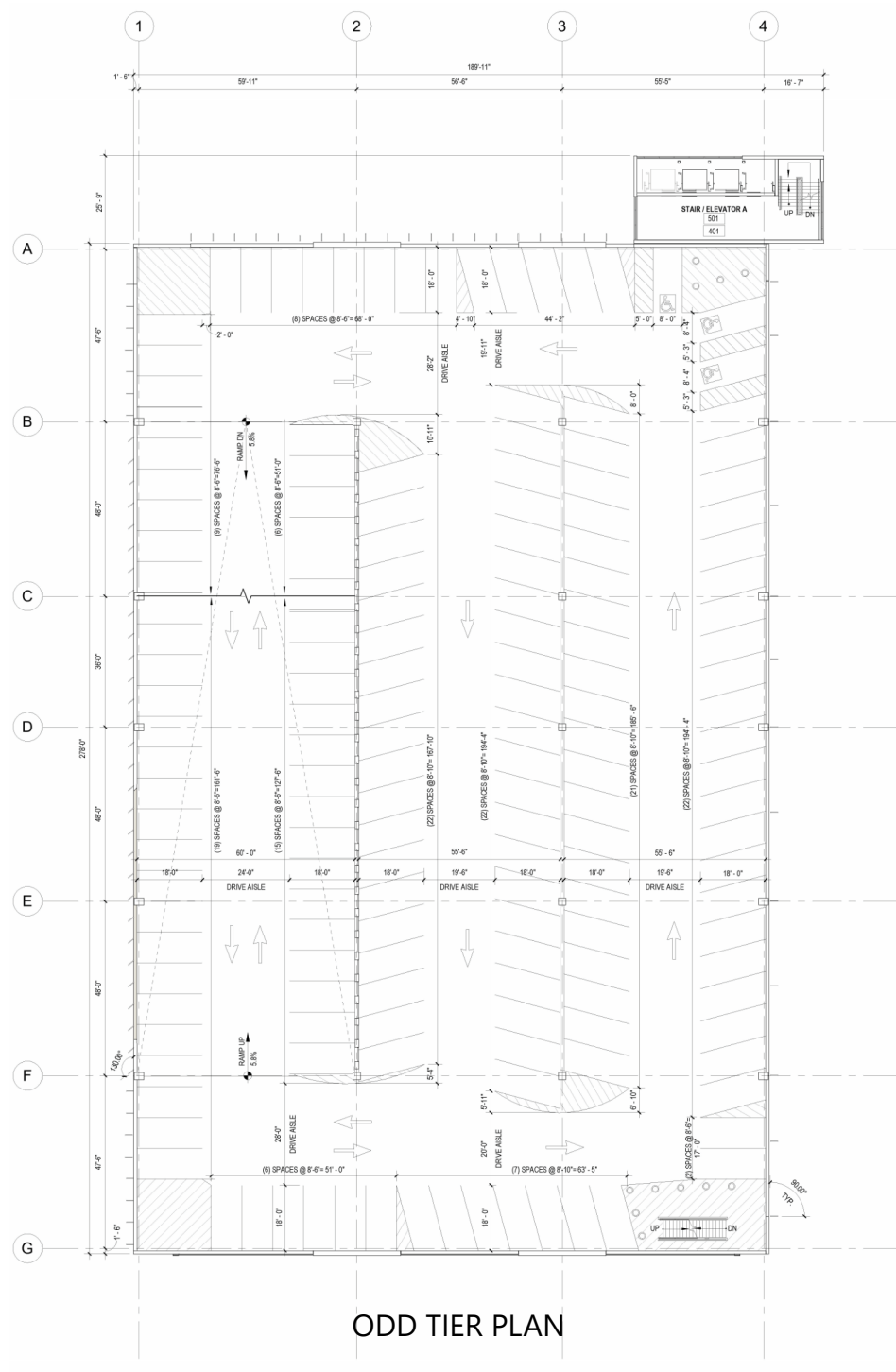
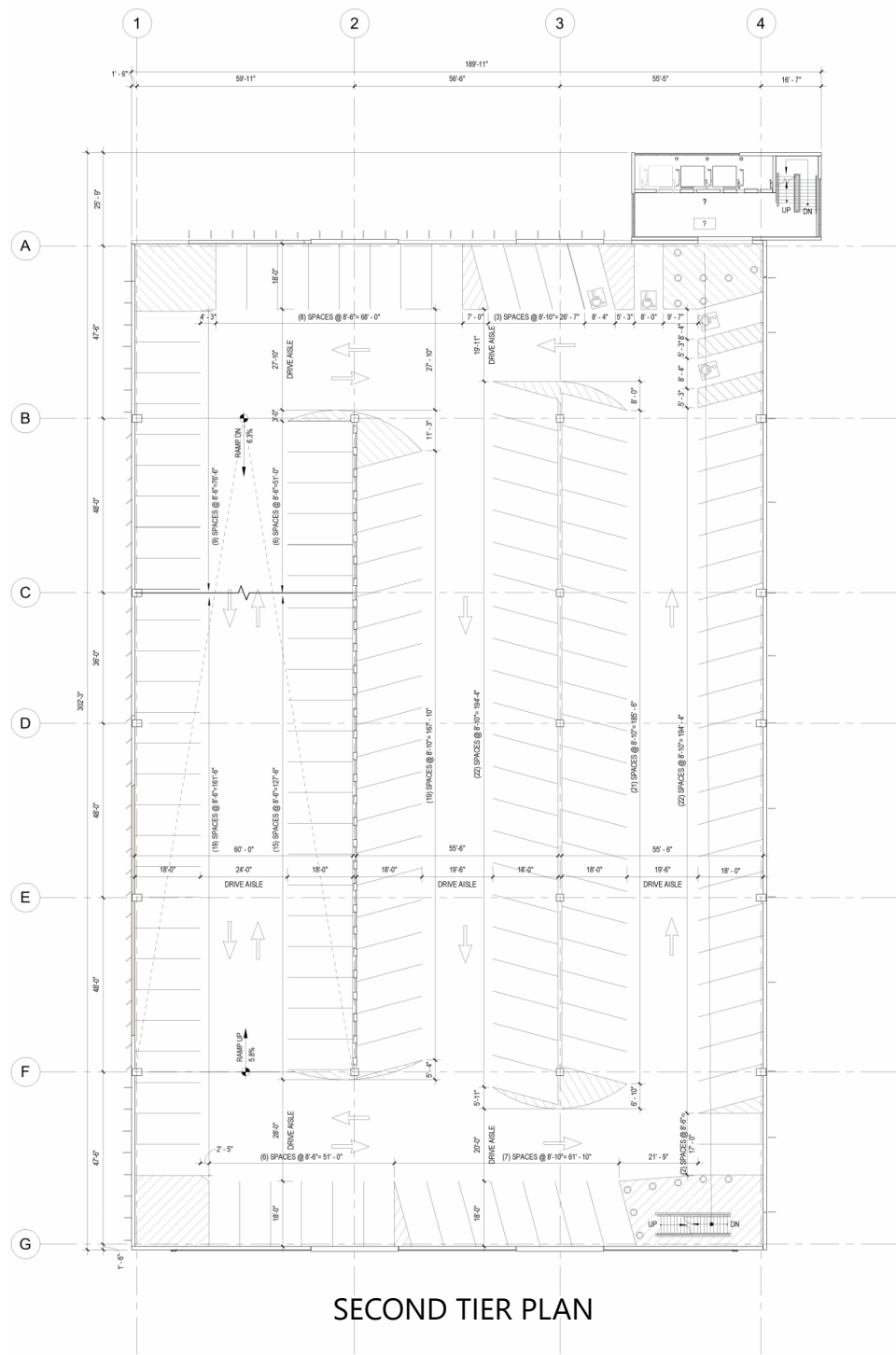


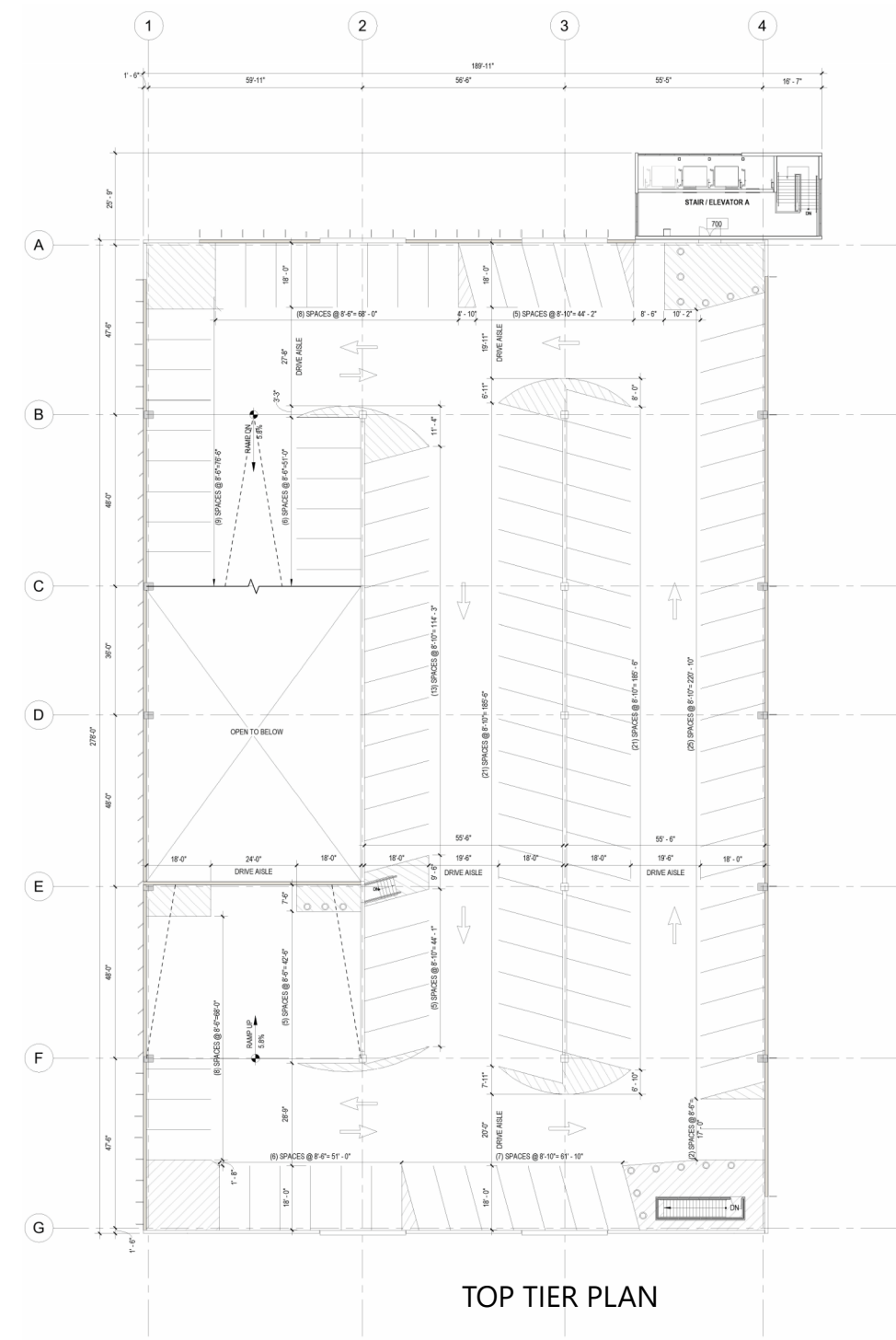
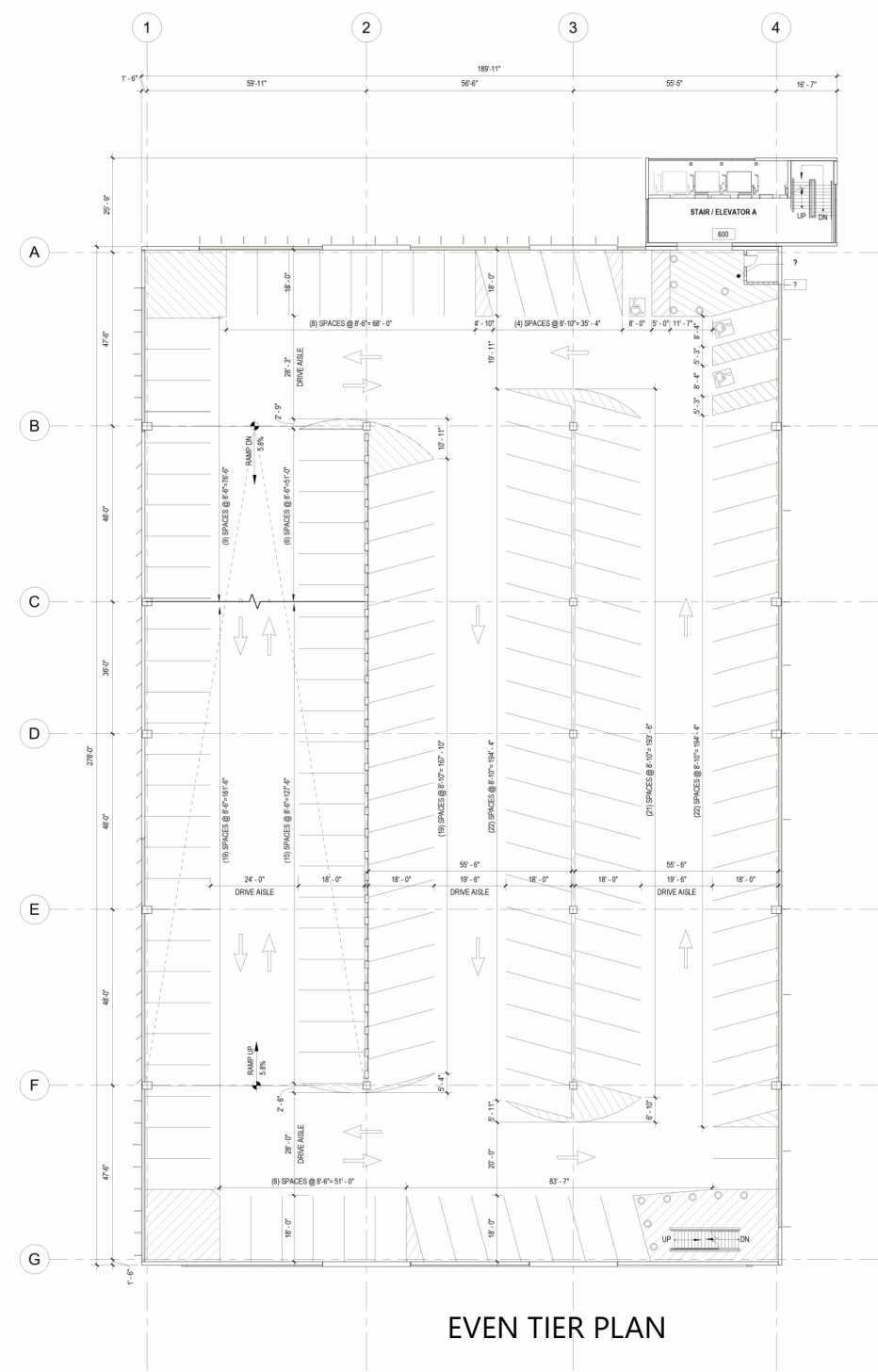


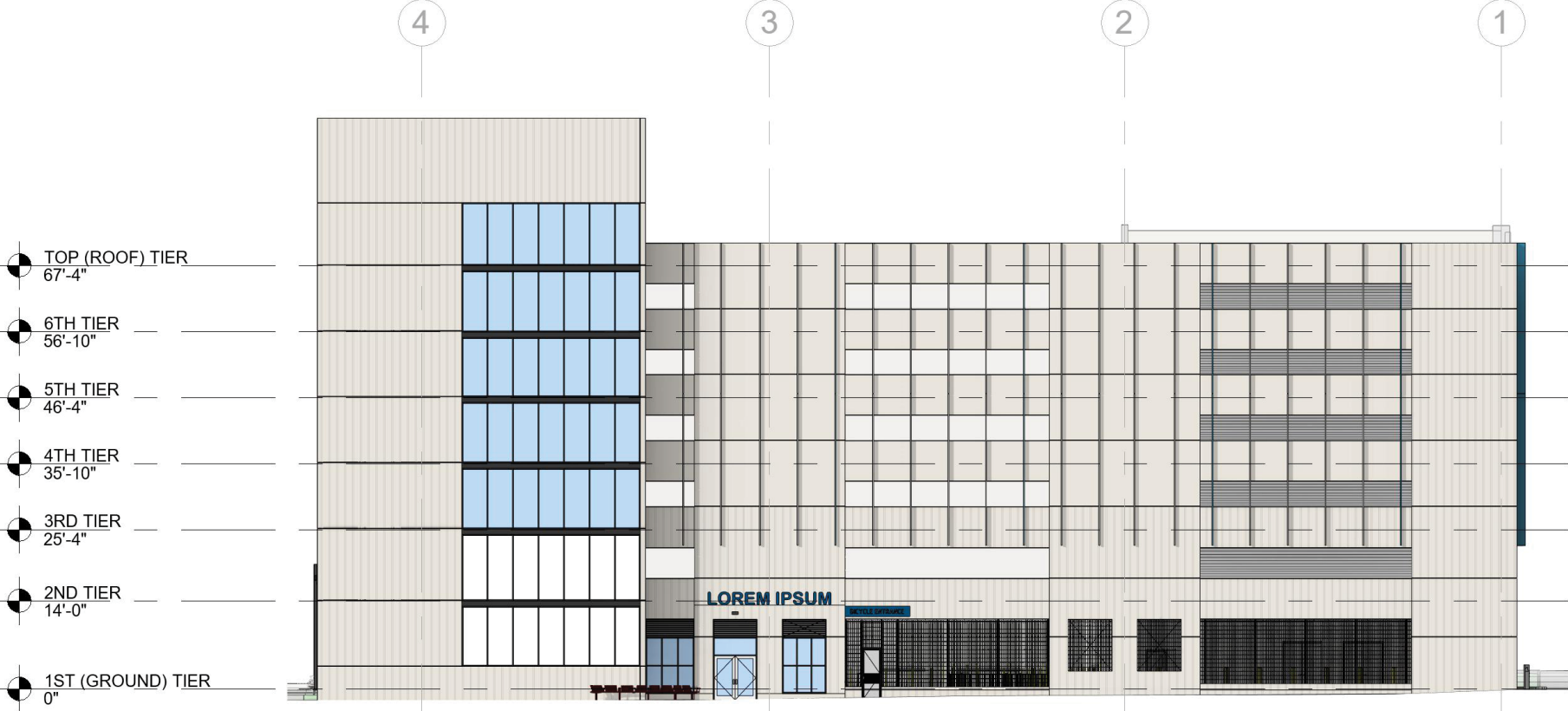




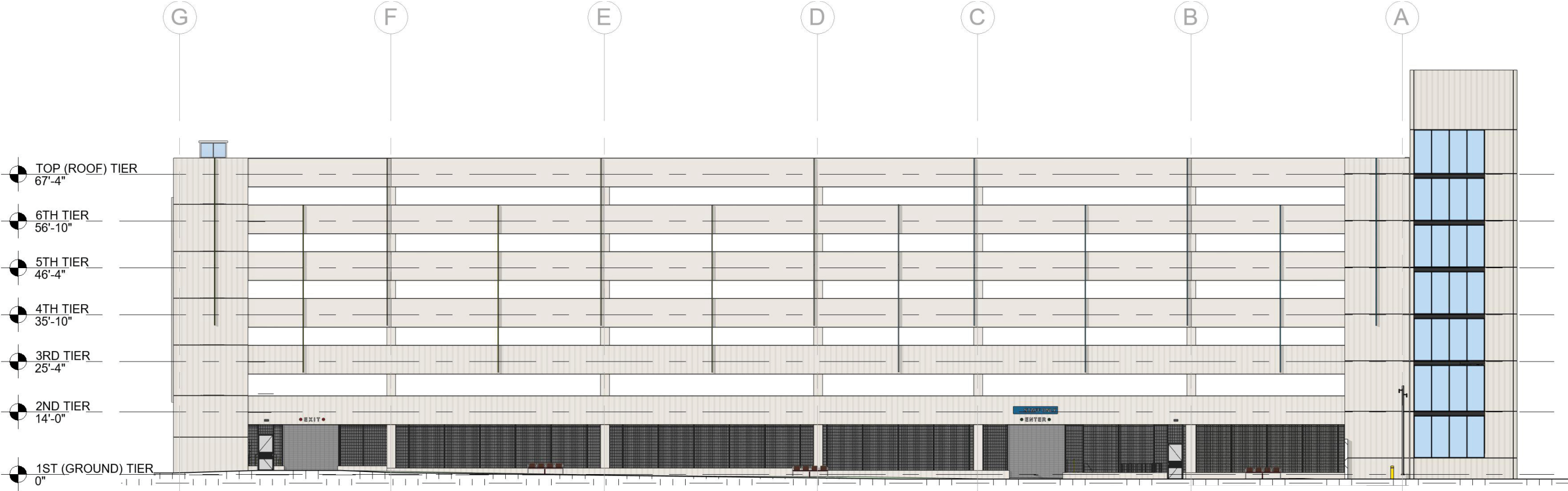




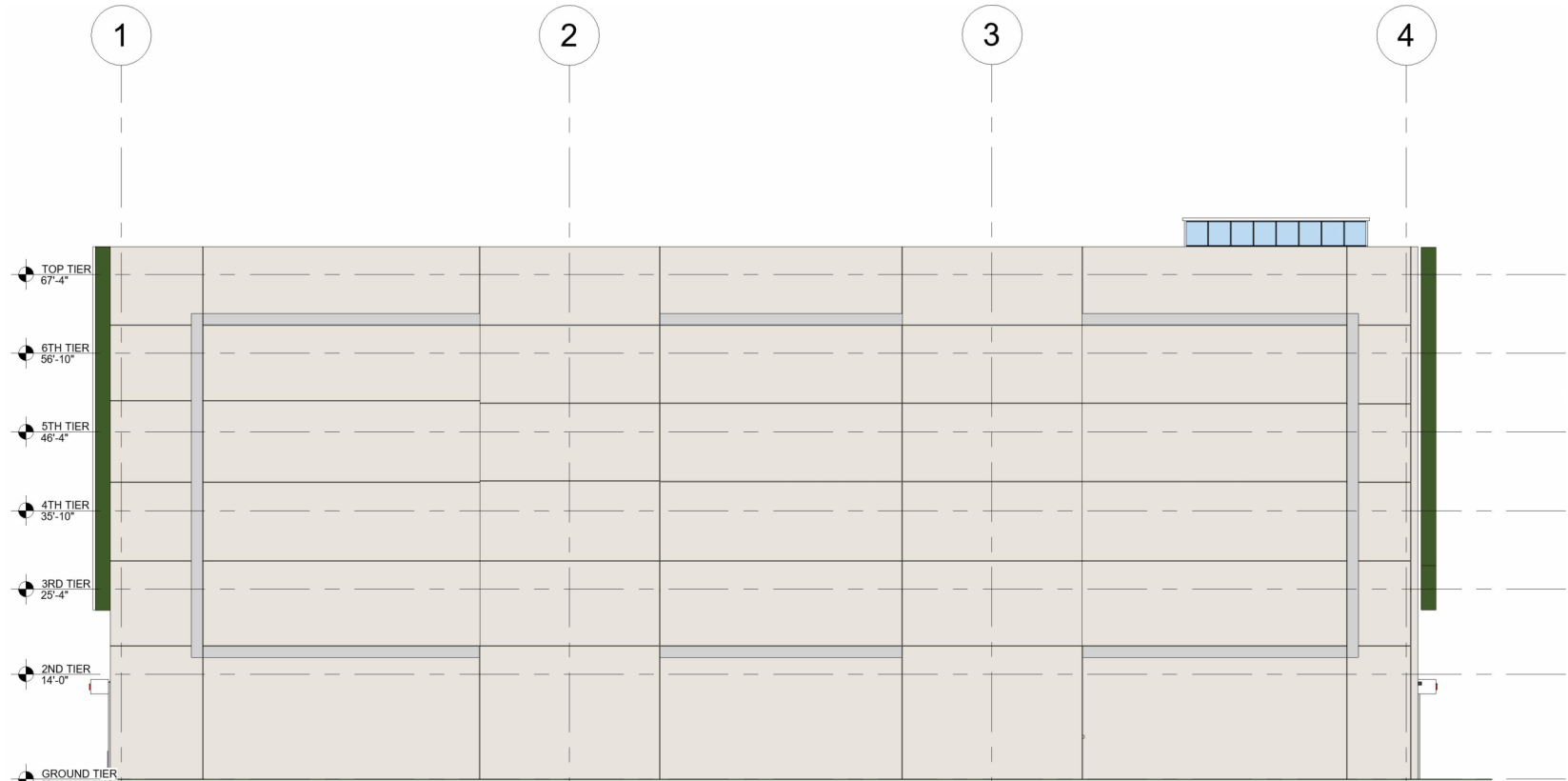




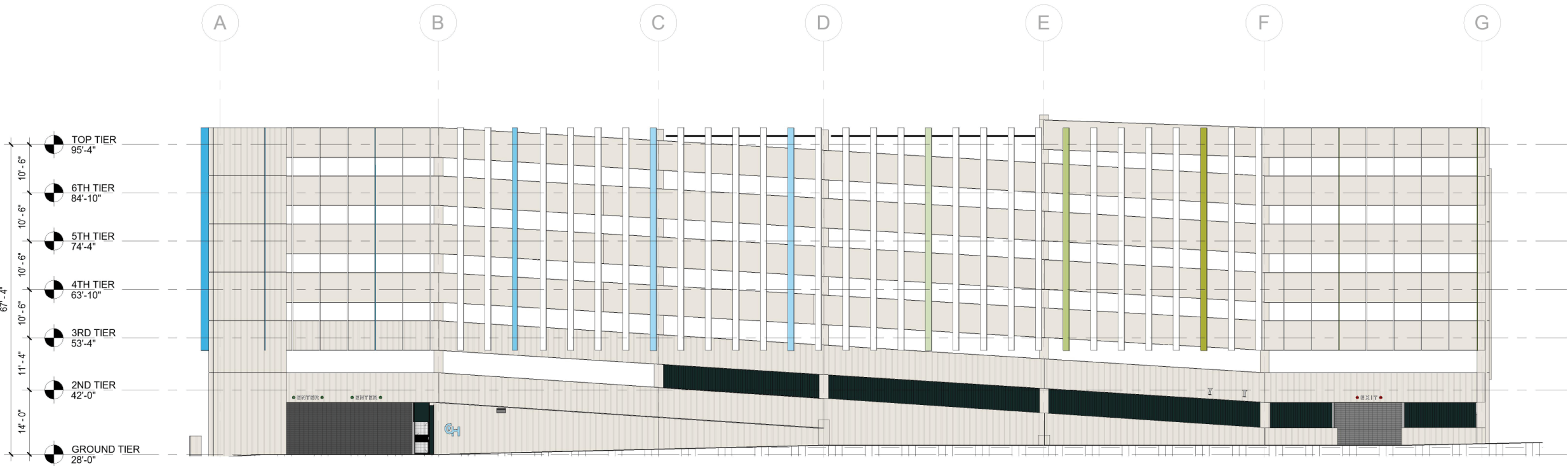
NORTH ELEVATION



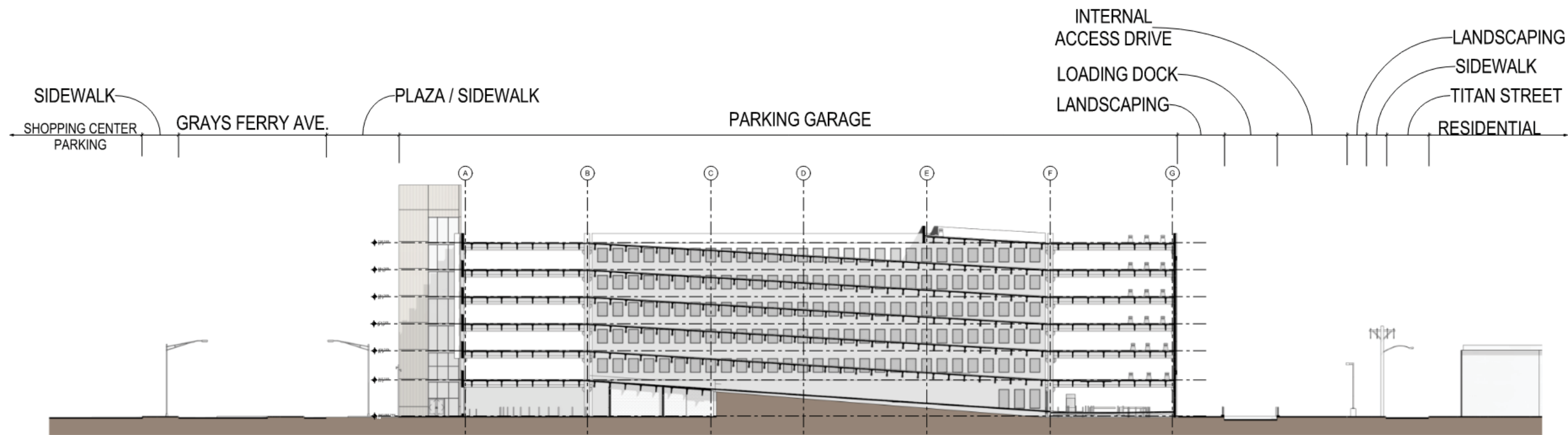
EAST ELEVATION



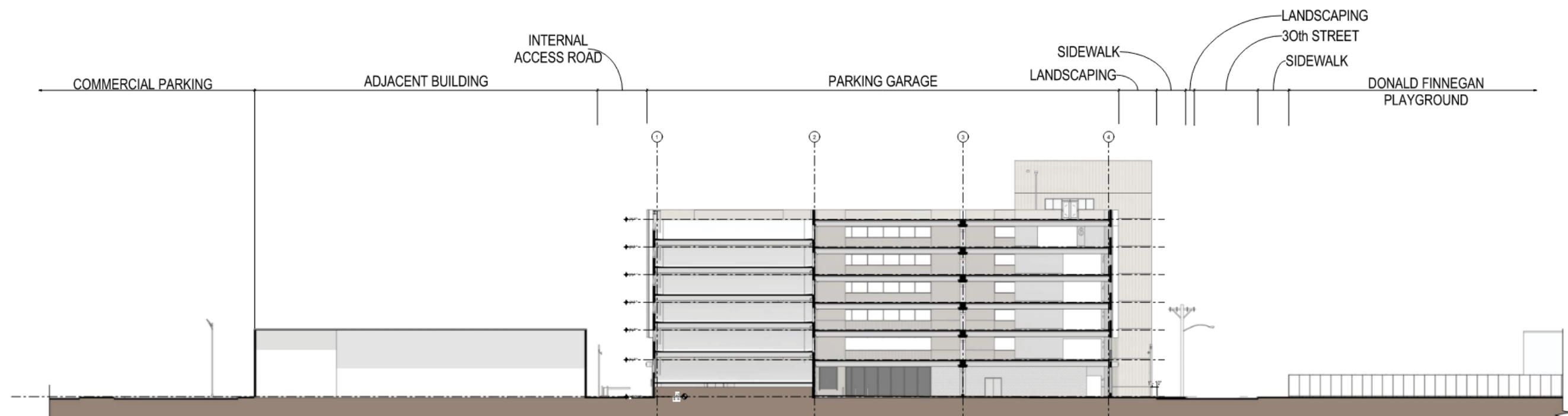
SOUTH ELEVATION



WEST ELEVATION



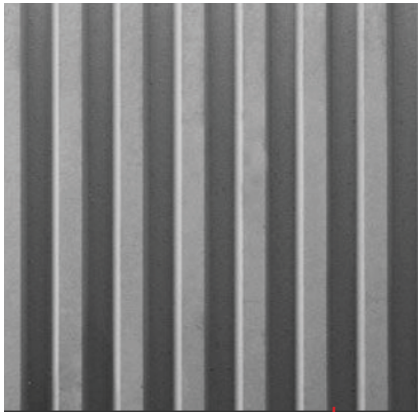
NORTH & SOUTH SECTION



EAST & WEST SECTION



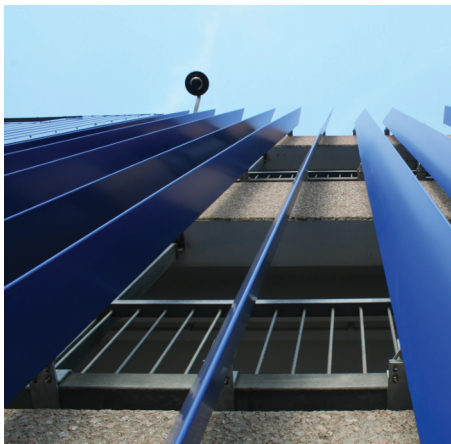
FULL HEIGHT GLAZING WALL



FORMLINER PRECAST
CONCRETE



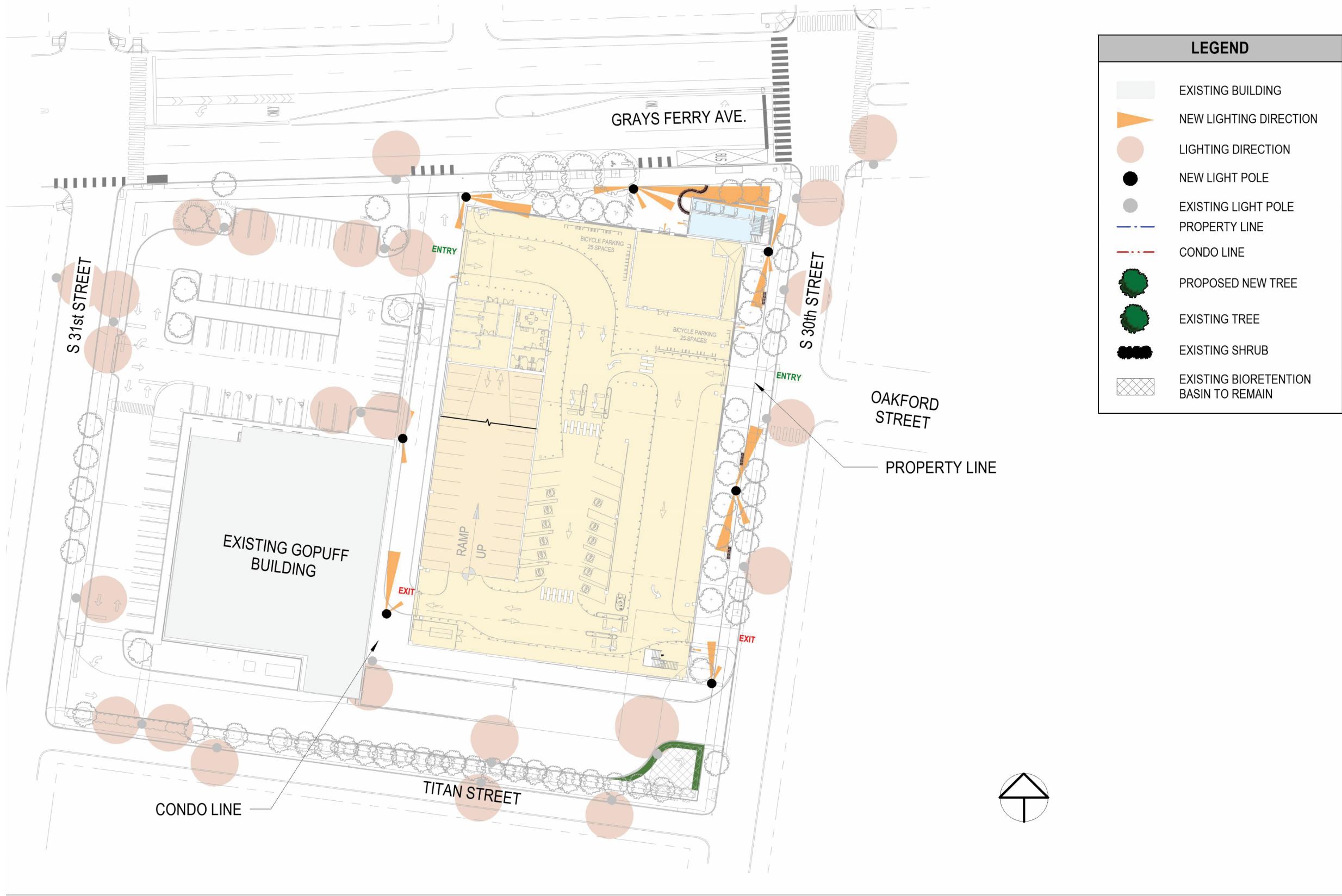
SANDBLASTED PRECAST
CONCRETE

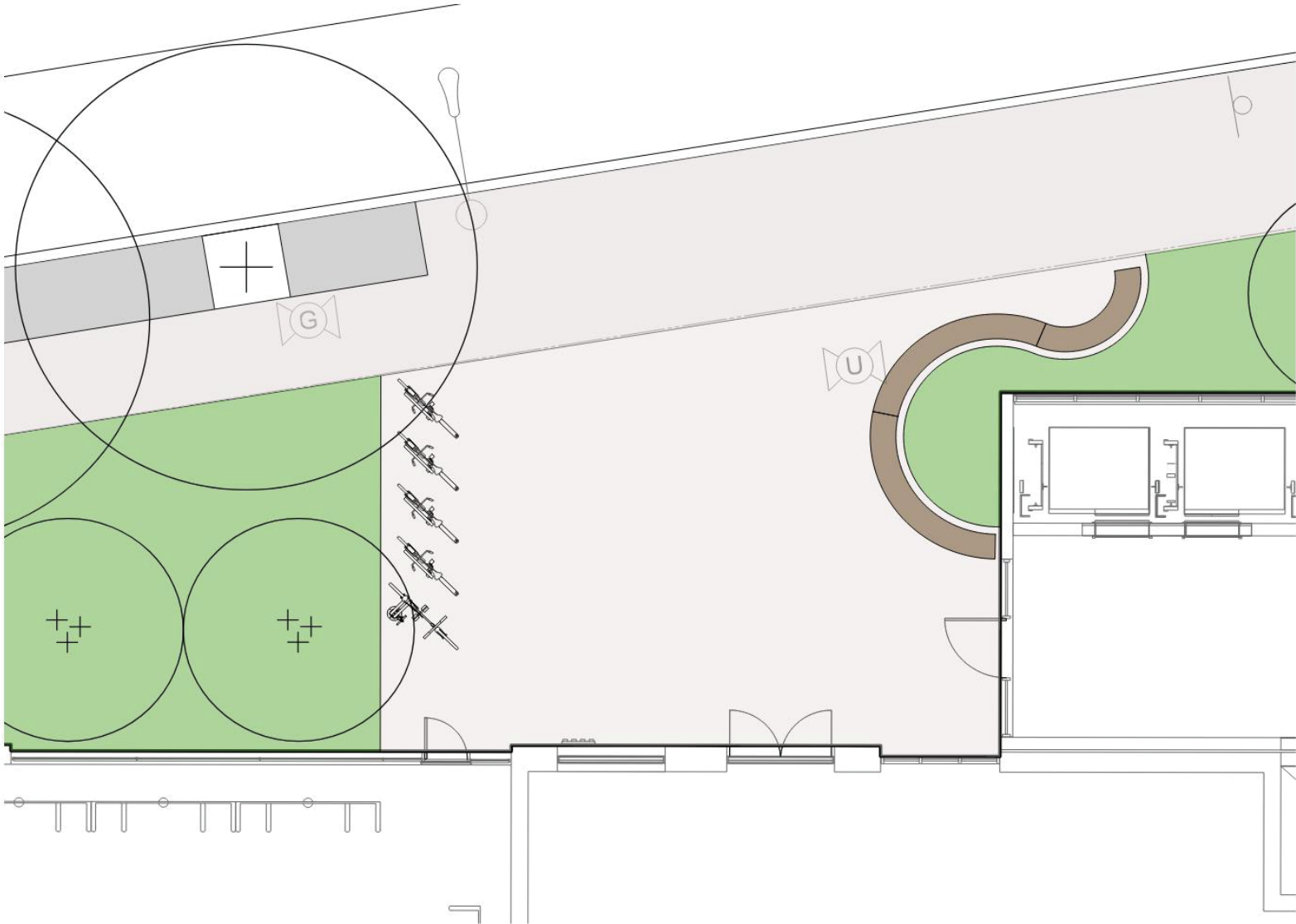


ALUMINUM FINs



SECURITY FENCING





Canopy Trees



Armstrong Maple
Acer x freemanii 'Armstrong'



American Sentry Basswood
Tilia americana 'American Sentry'



Evergreen Tree



Eastern Red Cedar
Juniperus virginiana



Understory Trees



Sweetbay Magnolia
Magnolia virginiana



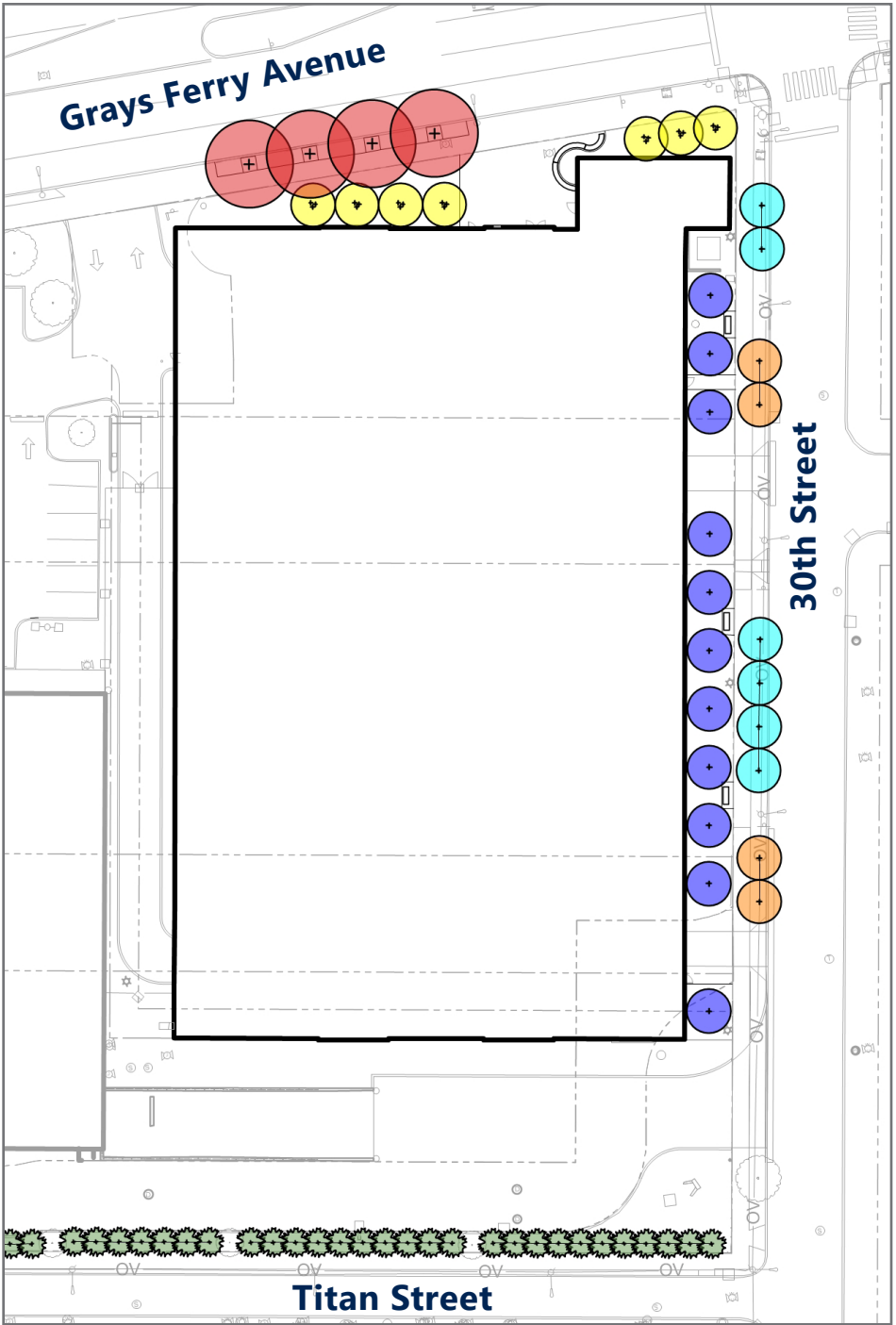
Prairifire Crabapple
Malus 'Prairifire'



Ivory Silk Japanese Tree Lilac
Syringa reticulata 'Ivory Silk'



Proposed Tree Plan



Shrubs



Duke Gardens Japanese Plum Yew
Cephalotaxus harringtonia 'Duke Gardens'



Yuki Cherry Blossom Deutzia
Deutzia 'NCDX2'



Pee Wee Oakleaf Hydrangea
Hydrangea quercifolia 'Pee Wee'



Snow Queen Oakleaf Hydrangea
Hydrangea quercifolia 'Snow Queen'



Green Trump Leatherleaf Viburnum
Viburnum rhytidophylloides 'Green Trump'

Perennial



Lynnhaven Carpet Robin's Plantain
Erigeron pulchellus var. *pulchellus* 'Lynnhaven Carpet'

Ornamental Grass



Autumn Moor Grass
Sesleria autumnalis