



ATRIUM DESIGN GROUP

**1601 WASHINGTON AVE**

AUGUST 1, 2025



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VIEW FROM WASHINGTON AVE



# CHANGES TO PREVIOUSLY PRESENTED DESIGN

## OVERALL HEIGHT LOWERED

BY 5'-4" ON WASHINGTON AVE - FROM 85' TO 79'-8"  
BY 6'-4" ON CARPENTER STREET - FROM 56' TO 49'-8"

•

## ENCLOSED LOADING DOCK OFF 16TH STREET

FITS TWO SMALL TRUCKS. DIRECT ACCESS TO RESIDENTIAL FREIGHT ELEVATOR

•

## DEVELOPED COURTYARD DESIGN

INCLUDING DESTINATION COMMERCIAL SPACE AT THE END BY THE RESIDENTIAL LOBBY

•

**EXPANDED SIDEWALK AREA AT THE ENTRY ON CARPENTER & 16TH**  
COMMERCIAL SPACE SET BACK 17' (PREVIOUSLY 6') TO CREATE A 29' WIDE SIDEWALK

•

**ADDITIONAL 12" SETBACK OF STAIR TOWER AT WASHINGTON AVE ENTRY**

•

**CAR LIFTS ADDED IN UNDERGROUND PARKING TO INCREASE CAPACITY BY 100 SPOTS**

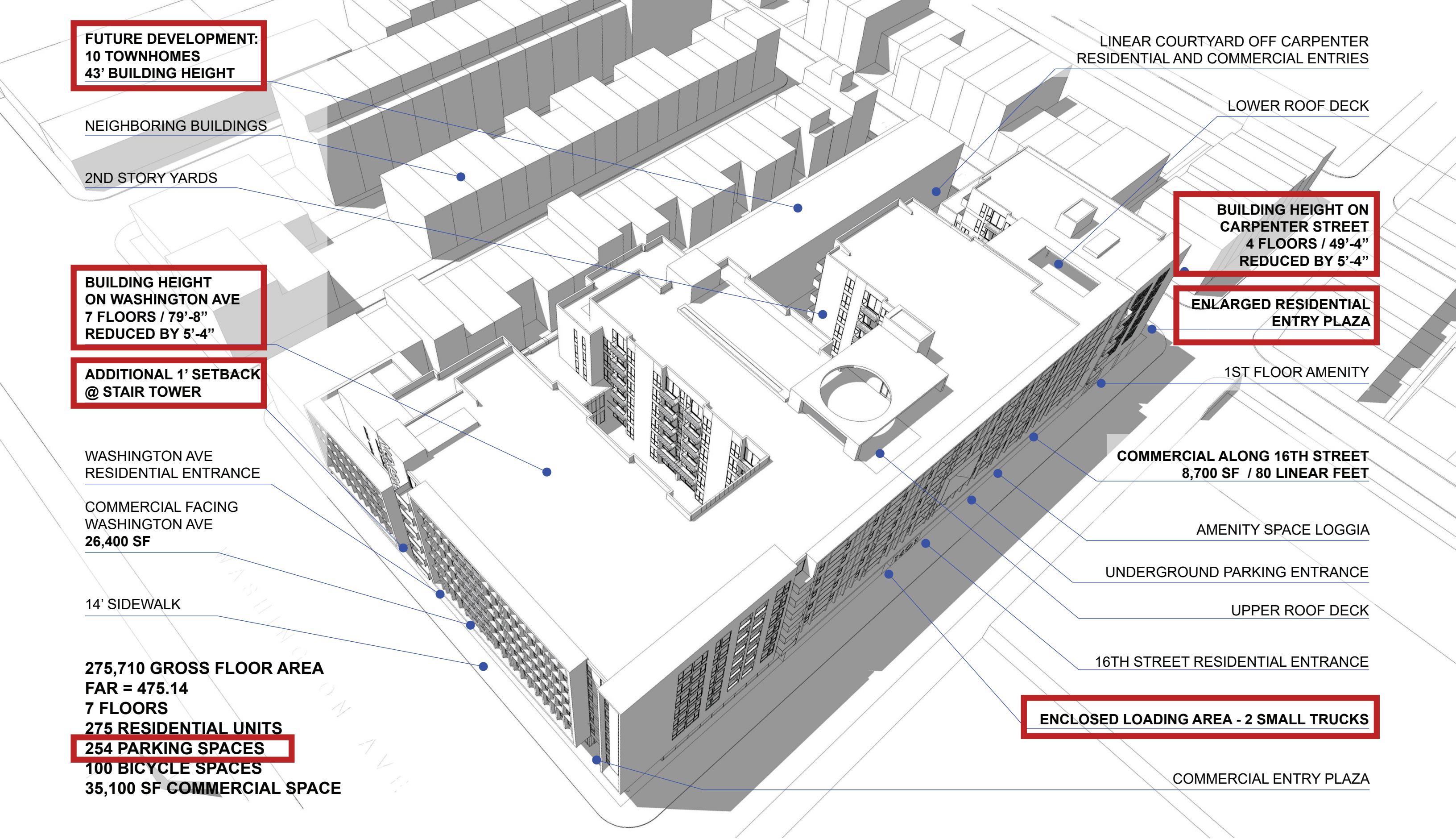
•

**FINALIZED ADJACENT LOT REDUCED DENSITY & FOOTPRINT**  
10 TOWNHOMES IN PLACE OF 38 APT UNITS

•

**CONTINUOUS TREE TRENCHES ALONG 16TH STREET & CARPENTER**





**FUTURE DEVELOPMENT:  
10 TOWNHOMES  
43' BUILDING HEIGHT**

NEIGHBORING BUILDINGS

2ND STORY YARDS

**BUILDING HEIGHT  
ON WASHINGTON AVE  
7 FLOORS / 79'-8"  
REDUCED BY 5'-4"**

**ADDITIONAL 1' SETBACK  
@ STAIR TOWER**

WASHINGTON AVE  
RESIDENTIAL ENTRANCE

COMMERCIAL FACING  
WASHINGTON AVE  
26,400 SF

14' SIDEWALK

**275,710 GROSS FLOOR AREA  
FAR = 475.14  
7 FLOORS  
275 RESIDENTIAL UNITS  
254 PARKING SPACES  
100 BICYCLE SPACES  
35,100 SF COMMERCIAL SPACE**

LINEAR COURTYARD OFF CARPENTER  
RESIDENTIAL AND COMMERCIAL ENTRIES

LOWER ROOF DECK

**BUILDING HEIGHT ON  
CARPENTER STREET  
4 FLOORS / 49'-4"  
REDUCED BY 5'-4"**

**ENLARGED RESIDENTIAL  
ENTRY PLAZA**

1ST FLOOR AMENITY

COMMERCIAL ALONG 16TH STREET  
8,700 SF / 80 LINEAR FEET

AMENITY SPACE LOGGIA

UNDERGROUND PARKING ENTRANCE

UPPER ROOF DECK

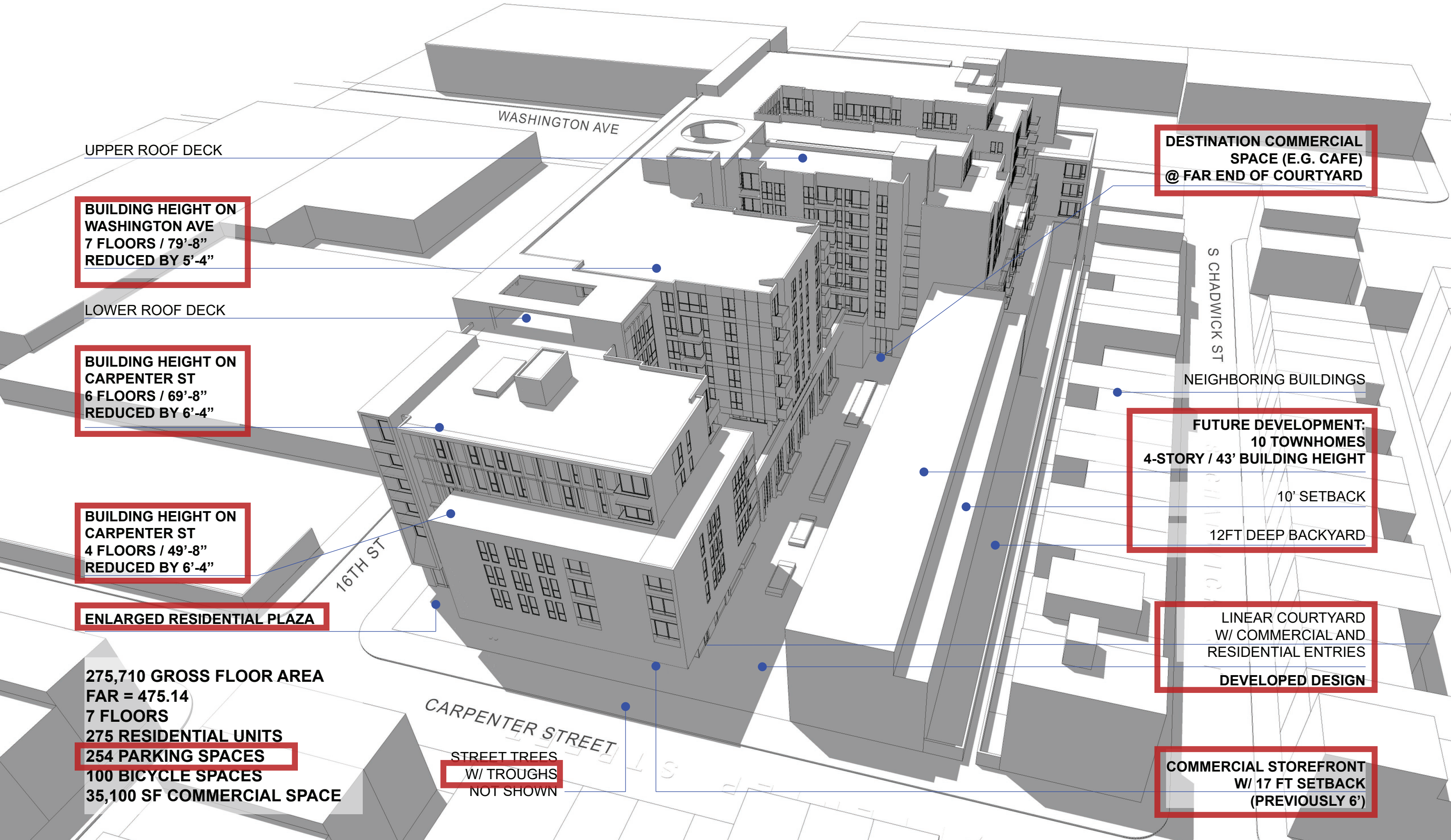
16TH STREET RESIDENTIAL ENTRANCE

**ENCLOSED LOADING AREA - 2 SMALL TRUCKS**

COMMERCIAL ENTRY PLAZA

# PROPOSED DEVELOPMENT





UPPER ROOF DECK

**BUILDING HEIGHT ON  
WASHINGTON AVE  
7 FLOORS / 79'-8"  
REDUCED BY 5'-4"**

LOWER ROOF DECK

**BUILDING HEIGHT ON  
CARPENTER ST  
6 FLOORS / 69'-8"  
REDUCED BY 6'-4"**

**BUILDING HEIGHT ON  
CARPENTER ST  
4 FLOORS / 49'-8"  
REDUCED BY 6'-4"**

**ENLARGED RESIDENTIAL PLAZA**

**275,710 GROSS FLOOR AREA  
FAR = 475.14  
7 FLOORS  
275 RESIDENTIAL UNITS  
254 PARKING SPACES  
100 BICYCLE SPACES  
35,100 SF COMMERCIAL SPACE**

**STREET TREES  
W/ TROUGHS  
NOT SHOWN**

**DESTINATION COMMERCIAL  
SPACE (E.G. CAFE)  
@ FAR END OF COURTYARD**

S CHADWICK ST

NEIGHBORING BUILDINGS

**FUTURE DEVELOPMENT:  
10 TOWNHOMES  
4-STORY / 43' BUILDING HEIGHT**

10' SETBACK

12FT DEEP BACKYARD

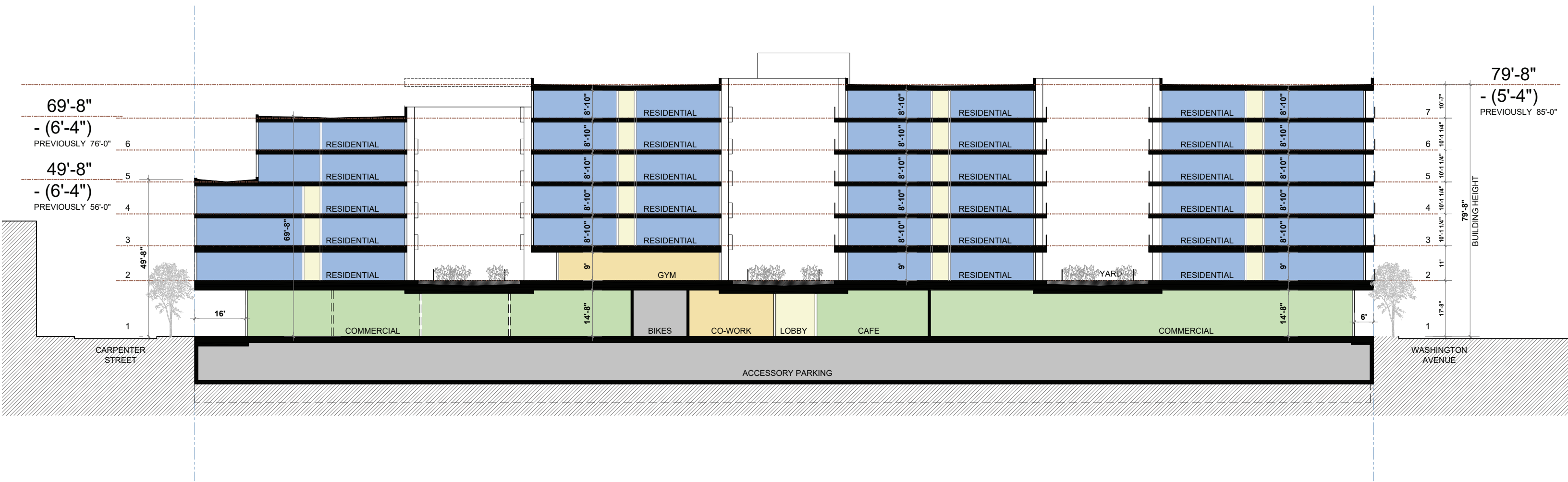
**LINEAR COURTYARD  
W/ COMMERCIAL AND  
RESIDENTIAL ENTRIES**

**DEVELOPED DESIGN**

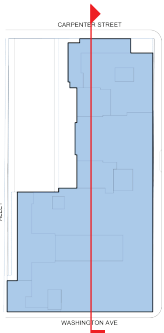
**COMMERCIAL STOREFRONT  
W/ 17 FT SETBACK  
(PREVIOUSLY 6')**

## PROPOSED DEVELOPMENT

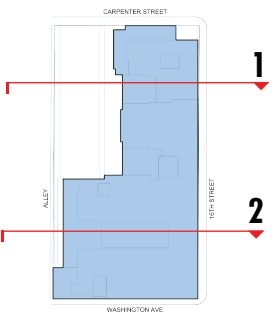
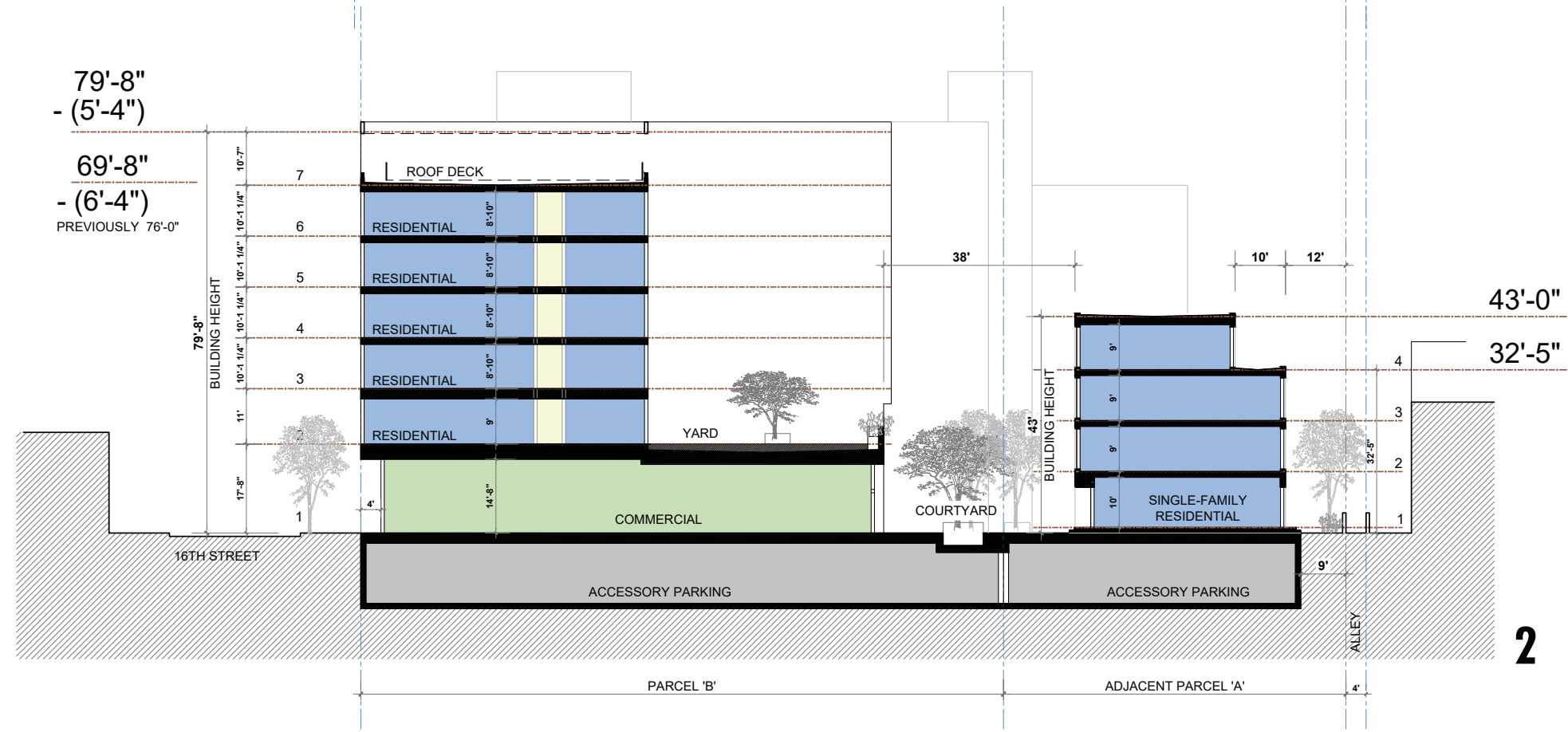
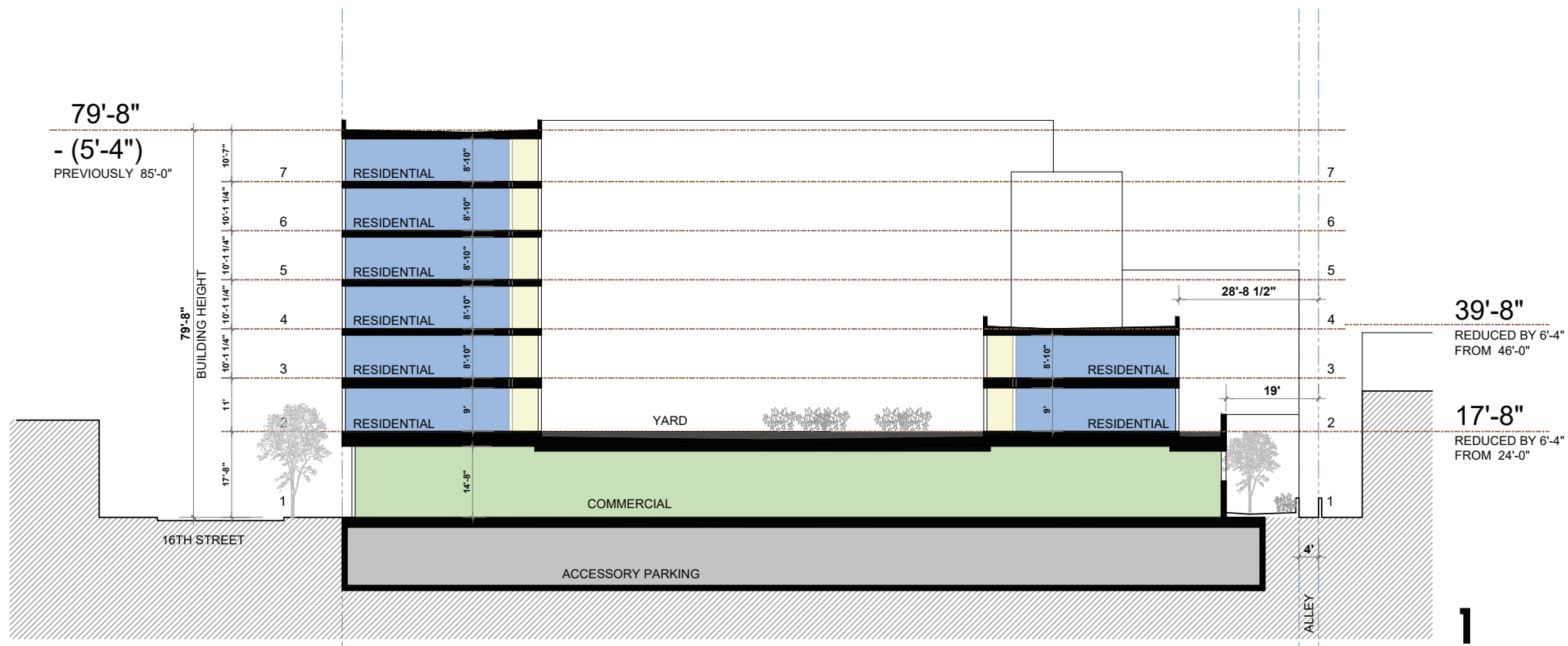




# SITE SECTIONS

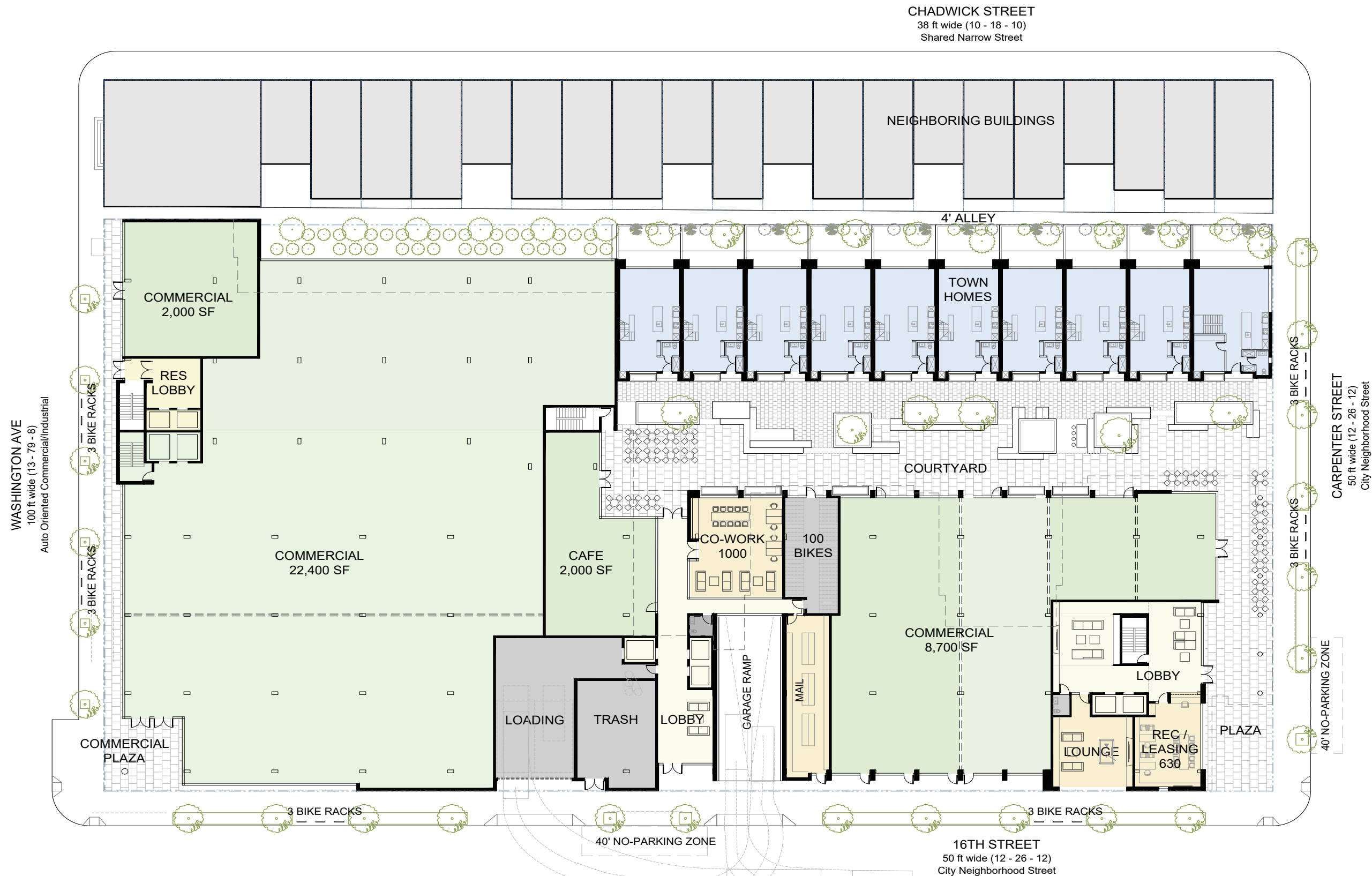






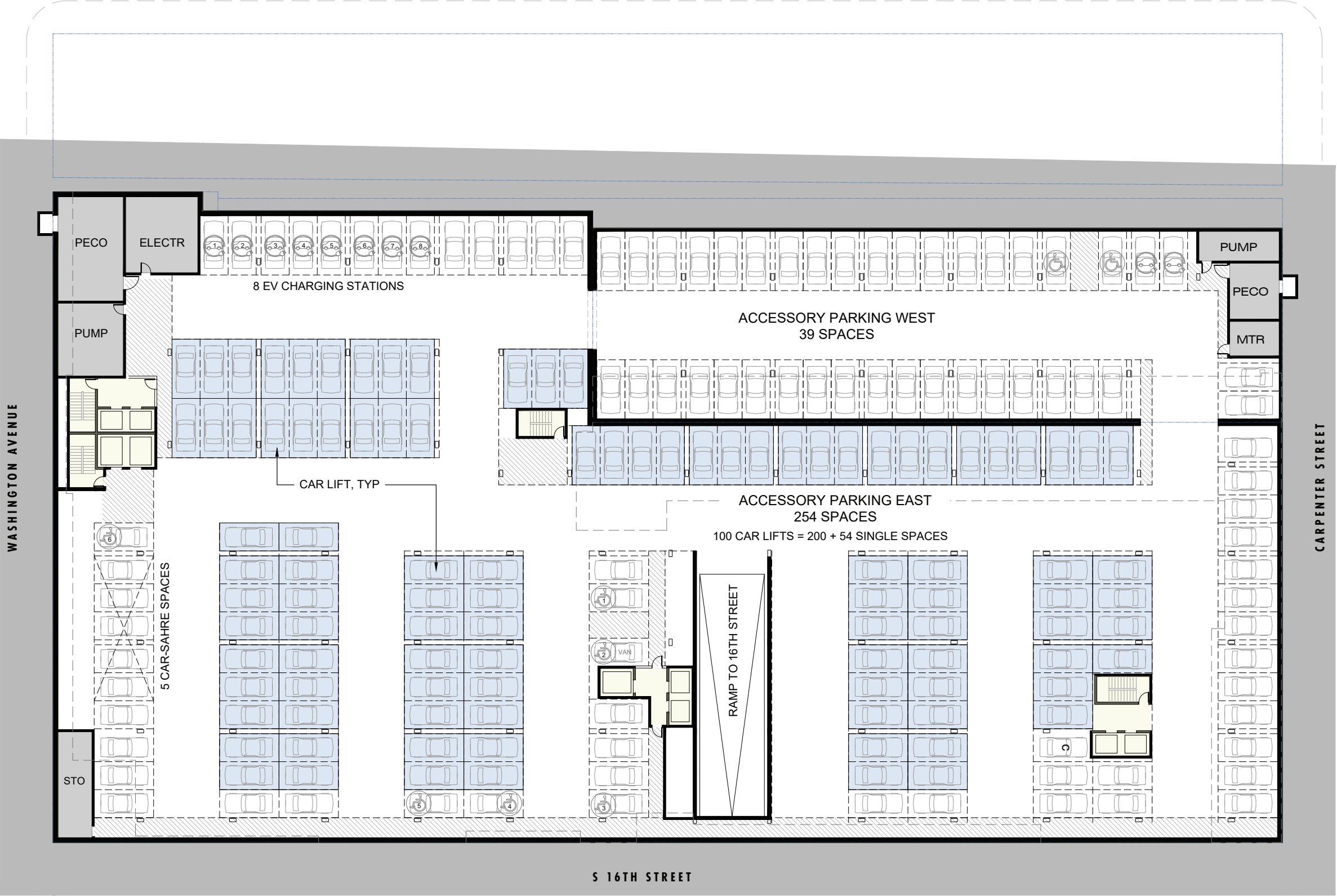
# SITE SECTIONS





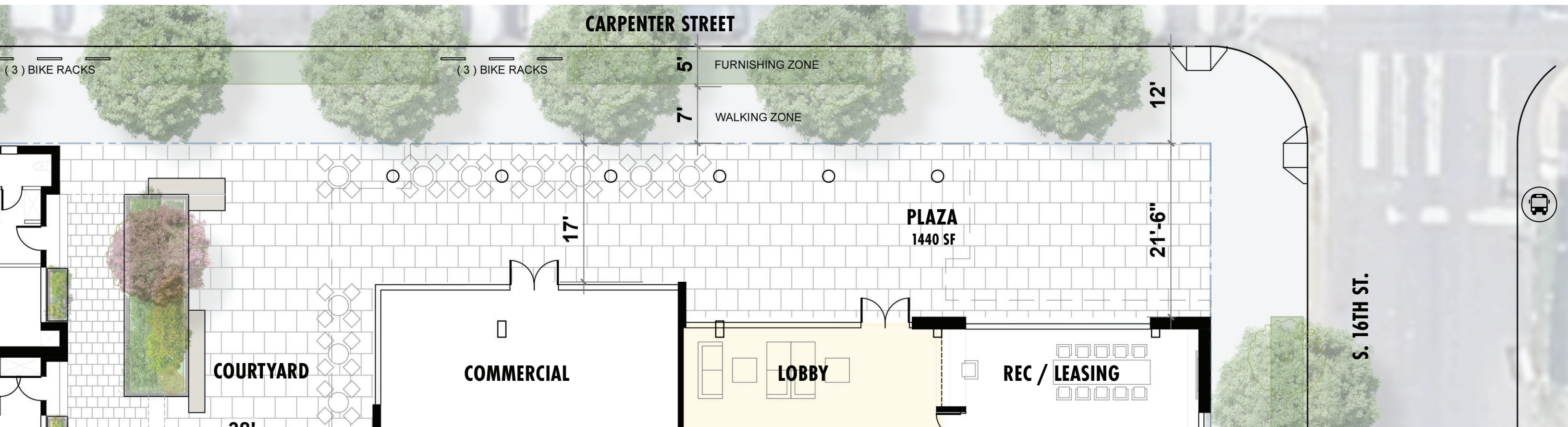
# SITE PLAN W/ FIRST FLOOR PLAN





**GARAGE PLAN**





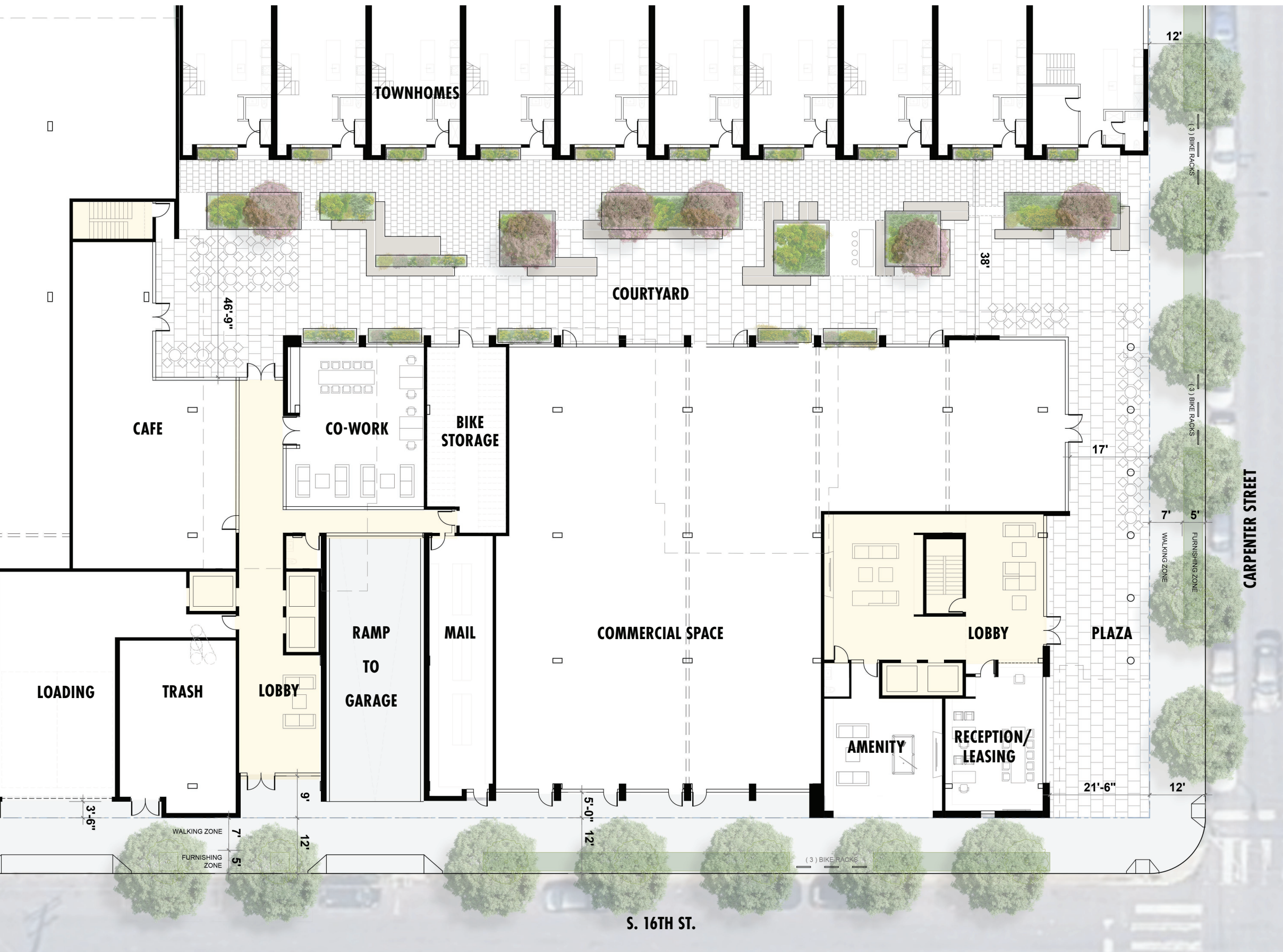
# RESIDENTIAL ENTRANCE - CARPENTER & 16TH





**RESIDENTIAL ENTRANCE - CARPENTER & 16TH**





# COURTYARD ENTRANCE





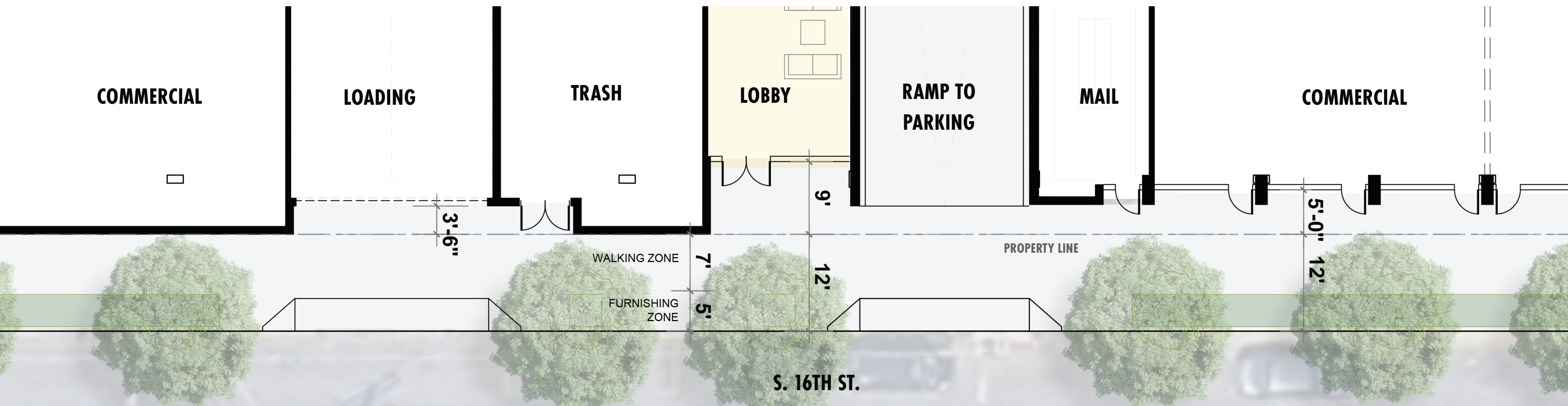
COURTYARD





# COURTYARD





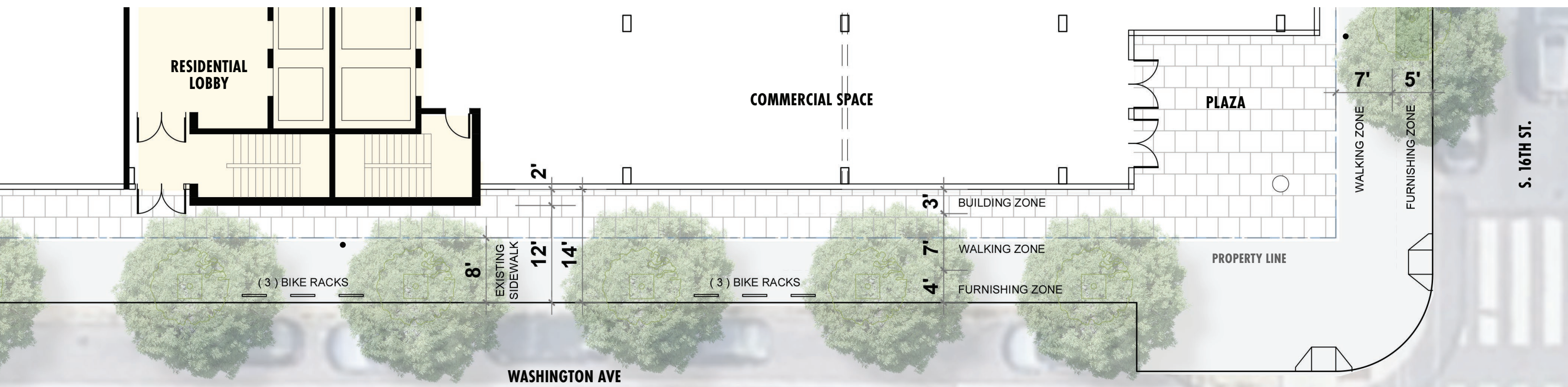
# 16TH STREET ENTRANCE





**16TH STREET - VIEW TOWARD CARPENTER**





# COMMERCIAL ENTRANCE – WASHINGTON & 16TH





**VIEW FROM 16TH & WASHINGTON**





# WASHINGTON AVE RESIDENTIAL ENTRANCE









**VIEW FROM S-E - WASHINGTON & 16TH**





**VIEW FROM 16TH & CARPENTER**





**VIEW FROM N-W - CARPENTER ST**





# CARPENTER STREET - VIEW FROM THE N-E





# AERIAL VIEW

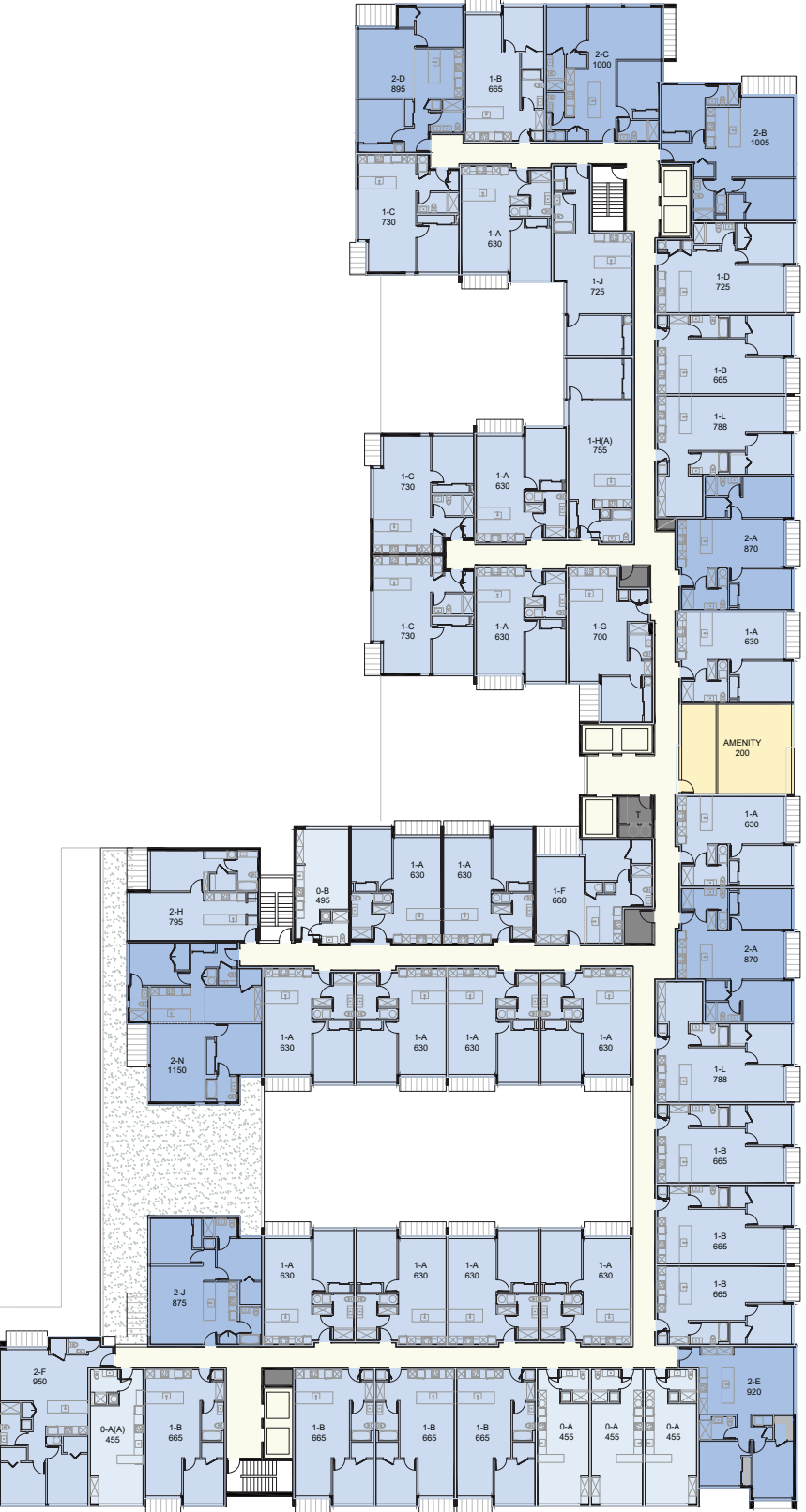




2ND FLOOR PLAN



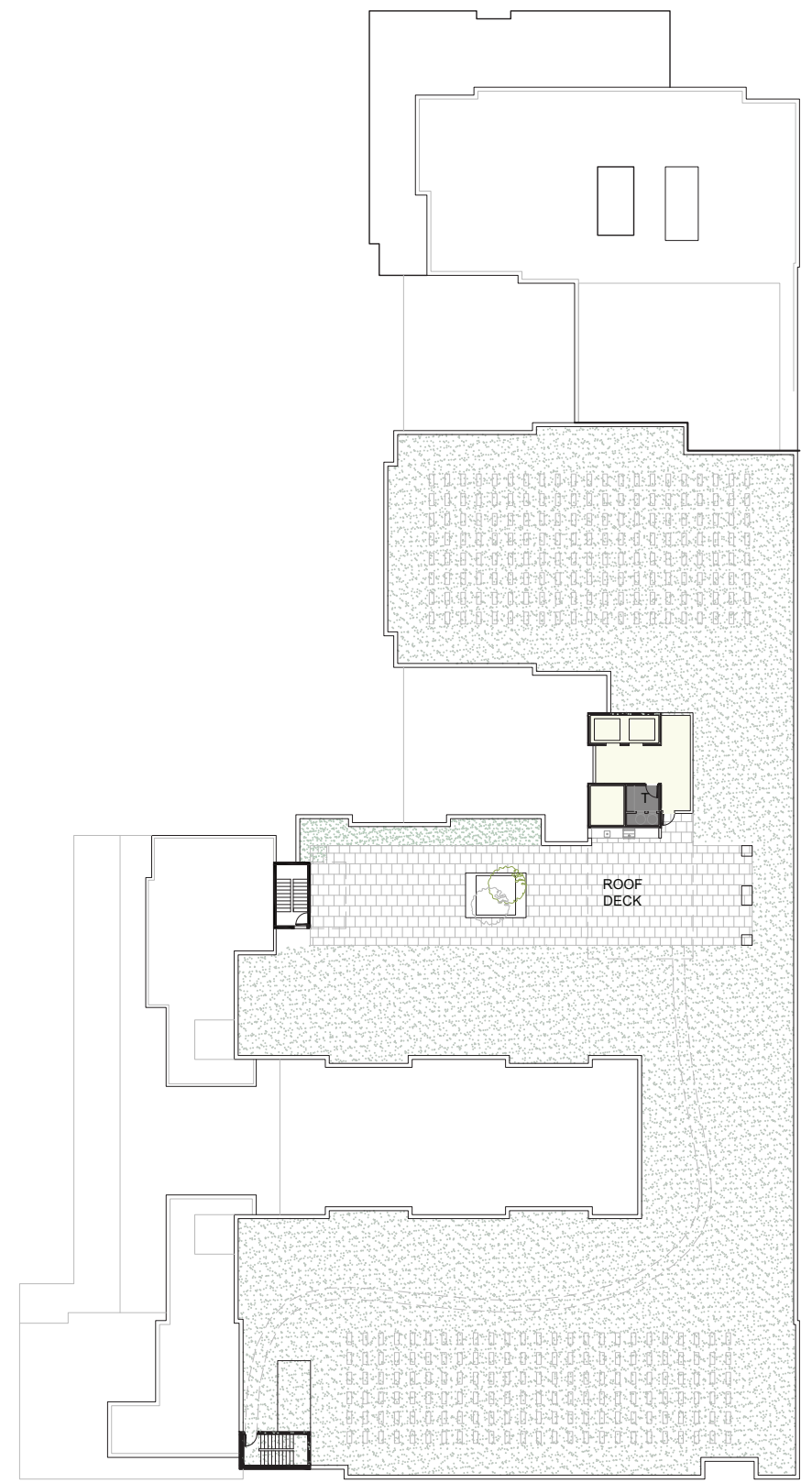
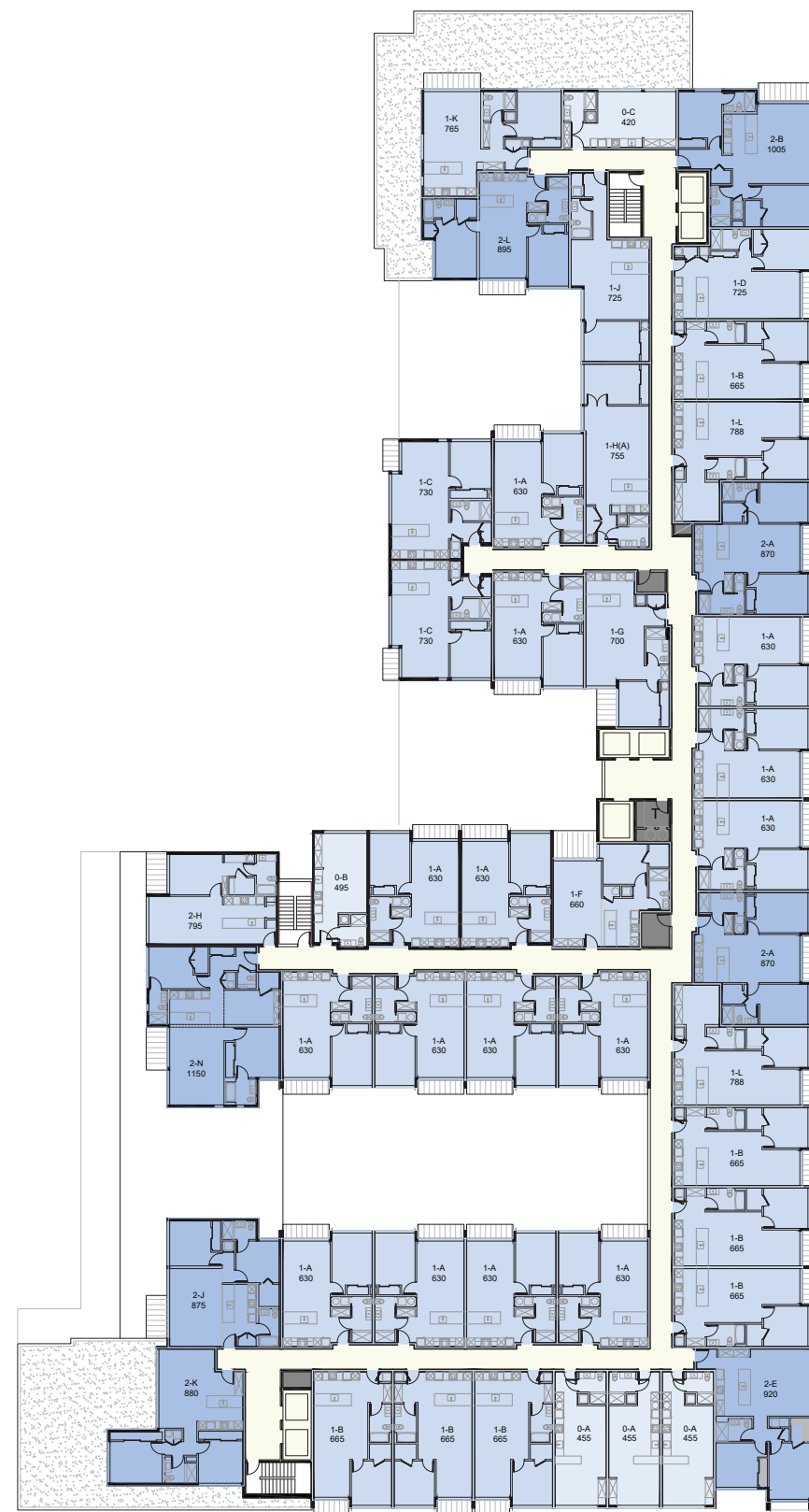
3RD FLOOR PLAN



4TH FLOOR PLAN

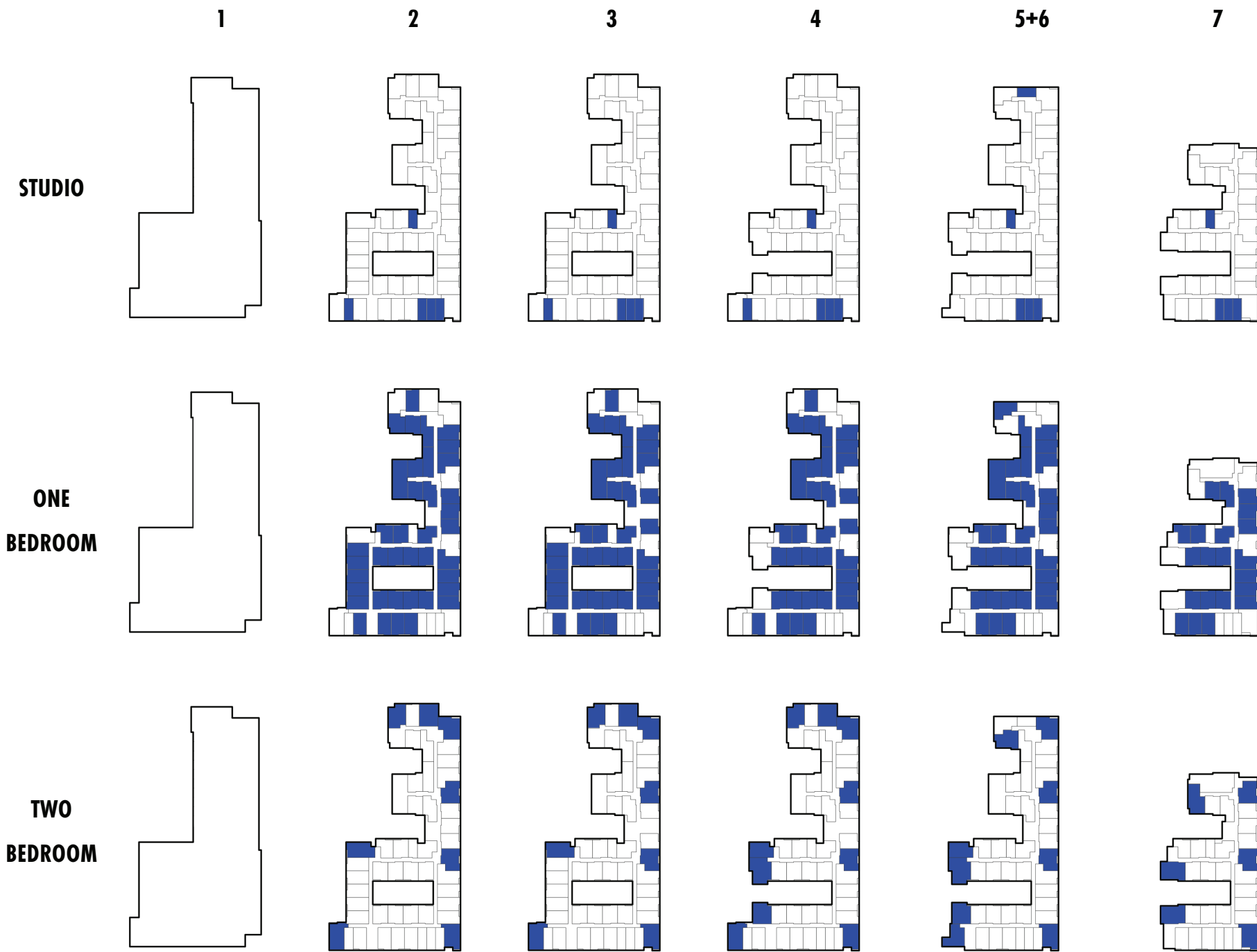
# FLOOR PLANS





## FLOOR PLANS

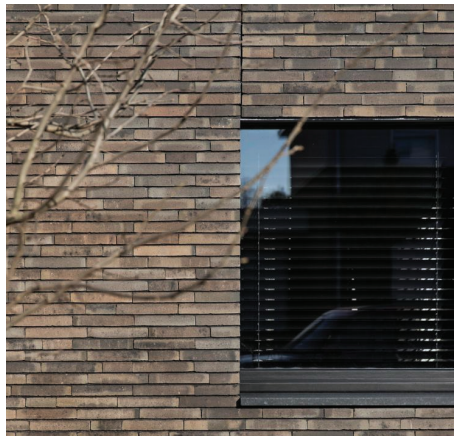




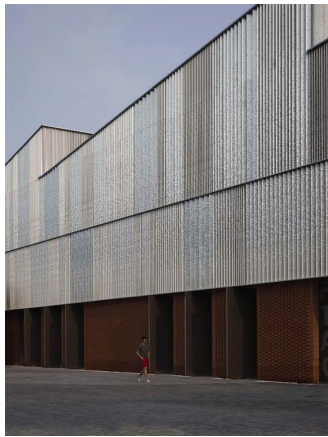
FLOOR	UNITS	STUDIO	1BR	2BR
1	0	0	0	0
2	51	5	38	8
3	52	5	39	8
4	49	5	35	9
5+6	46	5	33	8
7	31	4	21	6
TOTAL	275	29	199	47
TOTAL	100%	11%	72%	17%

# UNIT KEY PLANS

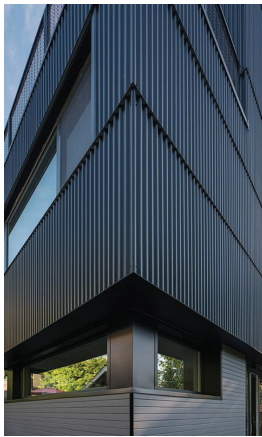
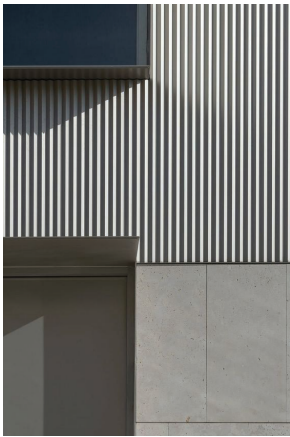




**1** **BRICK**  
BROWNISH GRAY ROMAN BRICK



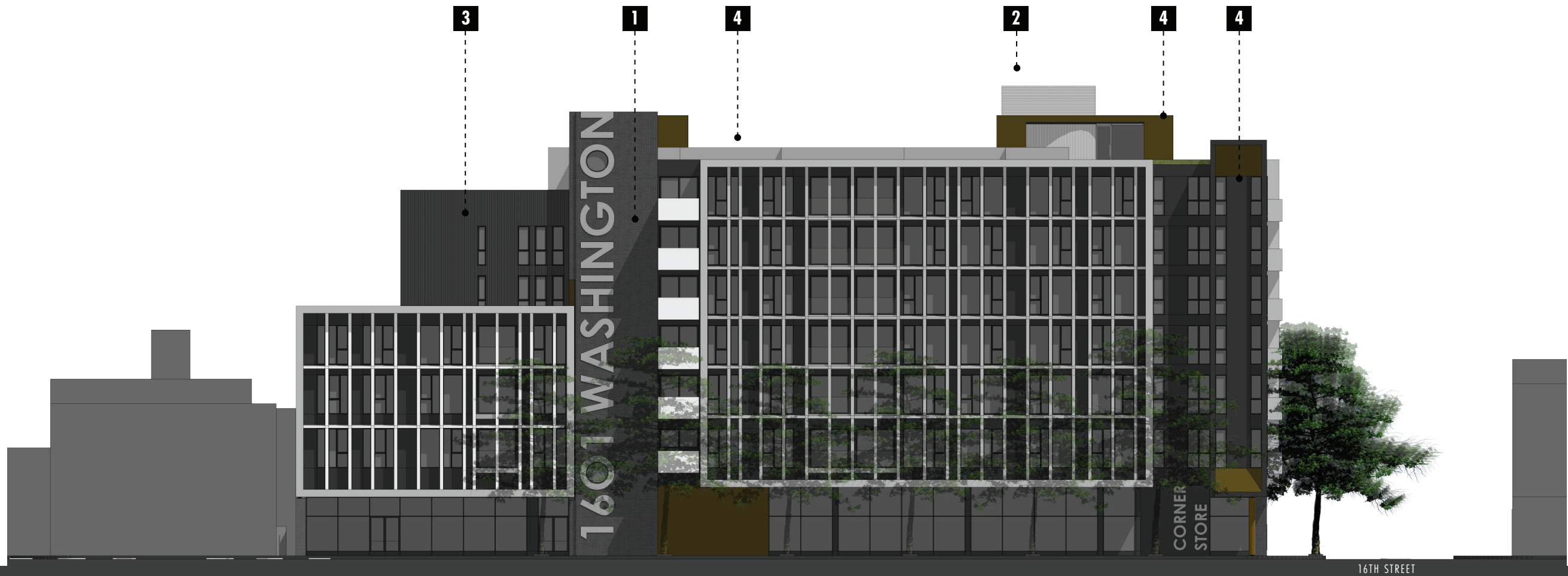
**2** **LIGHT CORRUGATED METAL PANEL**  
LIGHT GRAY CORRUGATED ALUMINUM PANEL  
VERTICAL OR HORIZONTAL APPLICATION PER LOCATION



**3** **DARK CORRUGATED METAL PANEL**  
CHARCOAL GRAY CORRUGATED ALUMINUM PANEL  
VERTICAL OR HORIZONTAL APPLICATION PER LOCATION

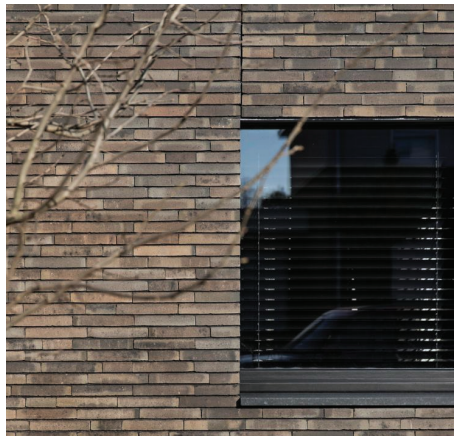


**4** **METAL PANEL**  
ALUMINUM COMPOSITE PANEL WITH SMOOTH FINISH  
COLORS AS SHOWN IN ELEVATIONS

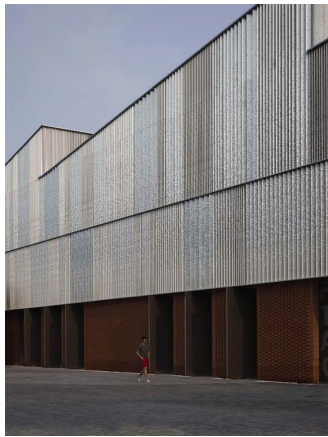


# WASHINGTON ST ELEVATION

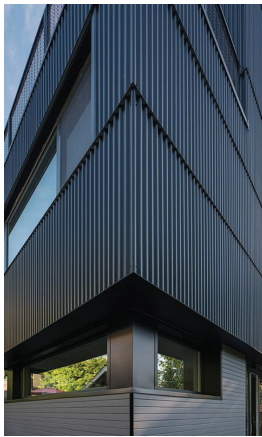
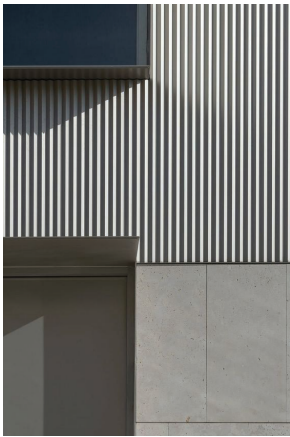




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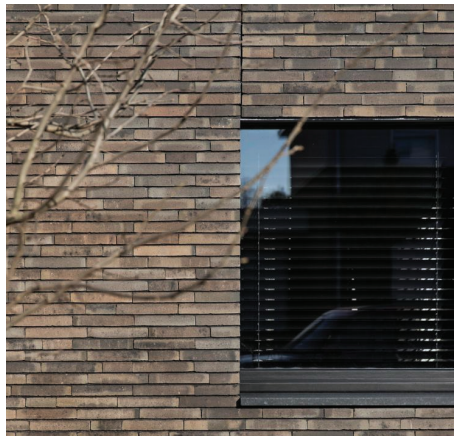


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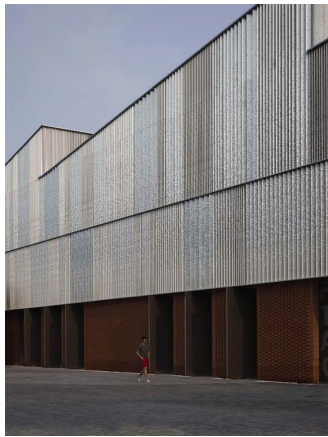


# 16TH ST ELEVATION

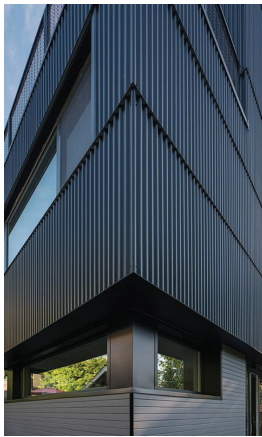
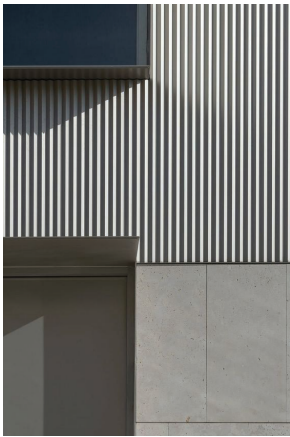




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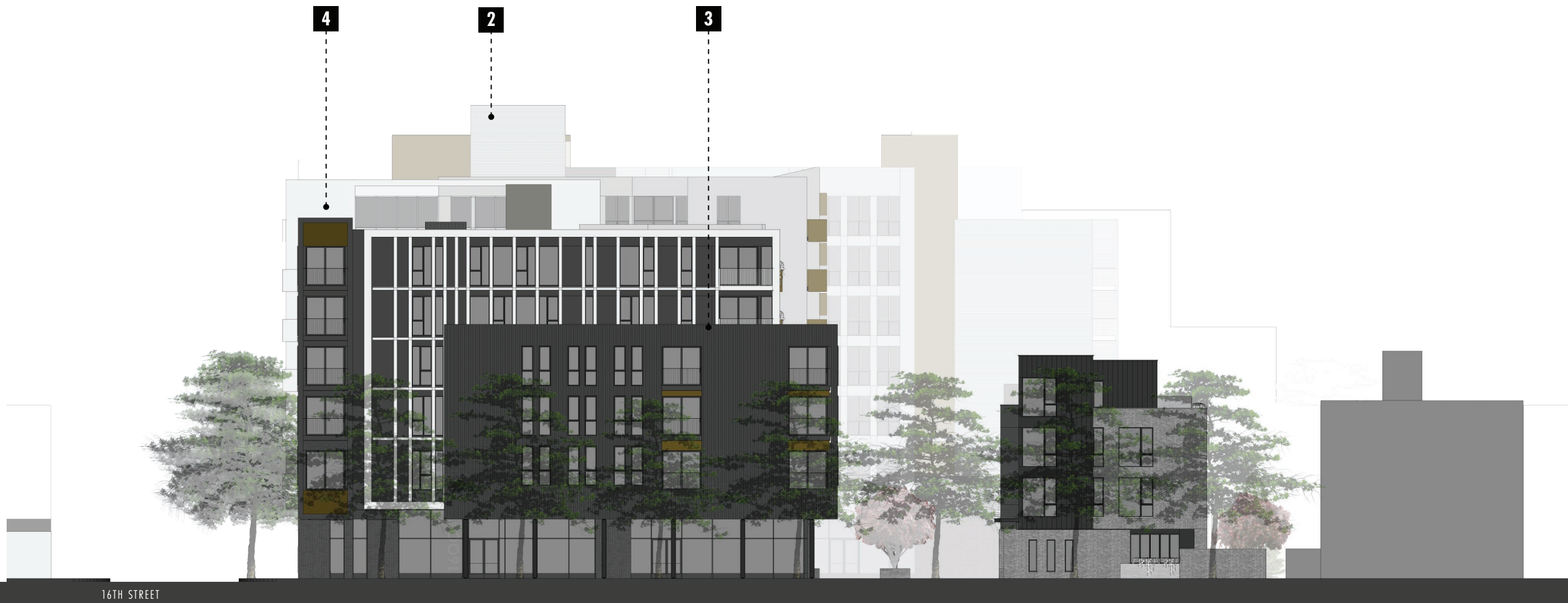
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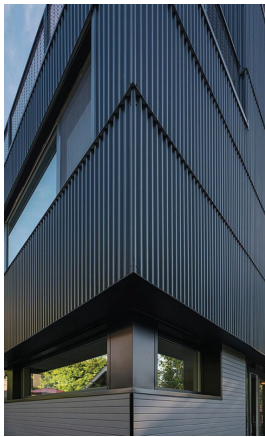
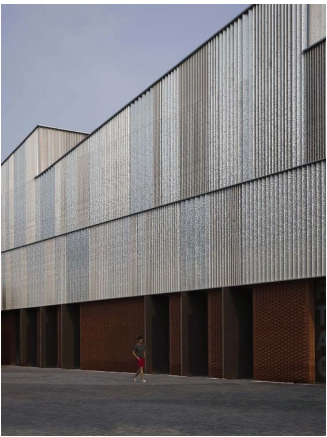
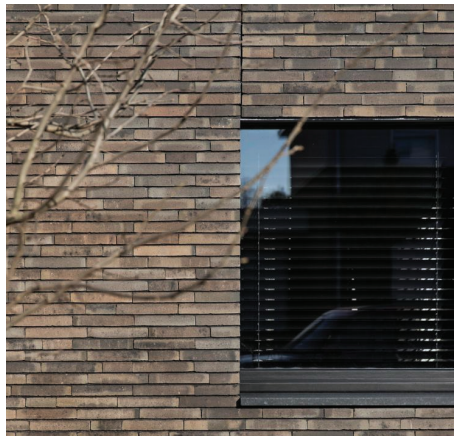


**4** **METAL PANEL**  
ALUMINUM COMPOSITE PANEL WITH SMOOTH FINISH  
COLORS AS SHOWN IN ELEVATIONS



## CARPENTER ST ELEVATION





**1** BRICK  
BROWNISH GRAY ROMAN BRICK

**2** LIGHT CORRUGATED METAL PANEL  
LIGHT GRAY CORRUGATED ALUMINUM PANEL  
VERTICAL OR HORIZONTAL APPLICATION PER LOCATION

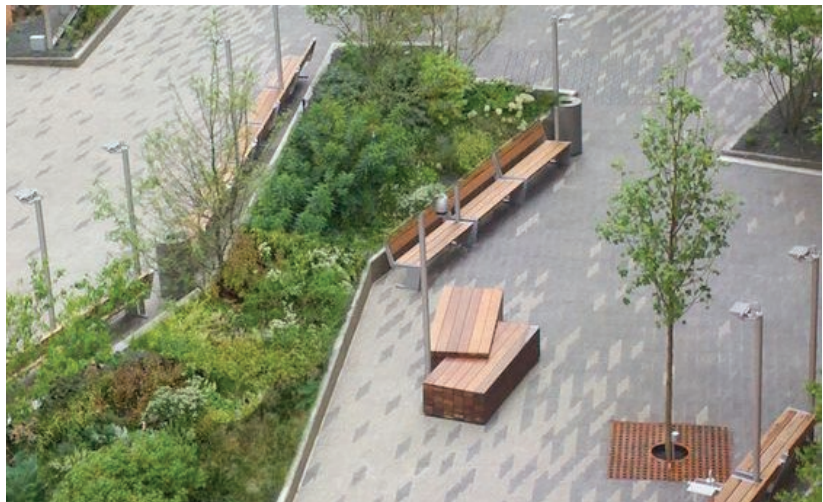
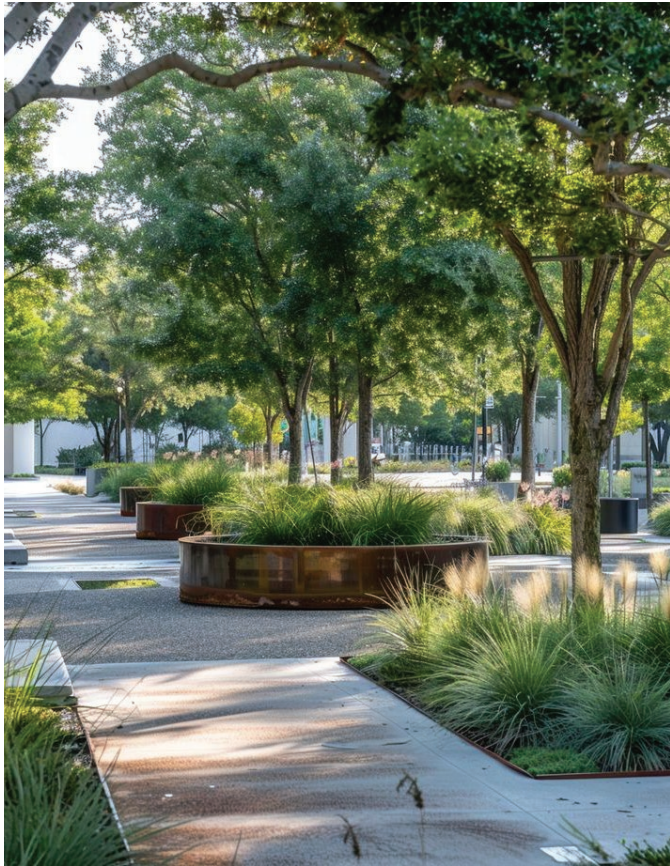
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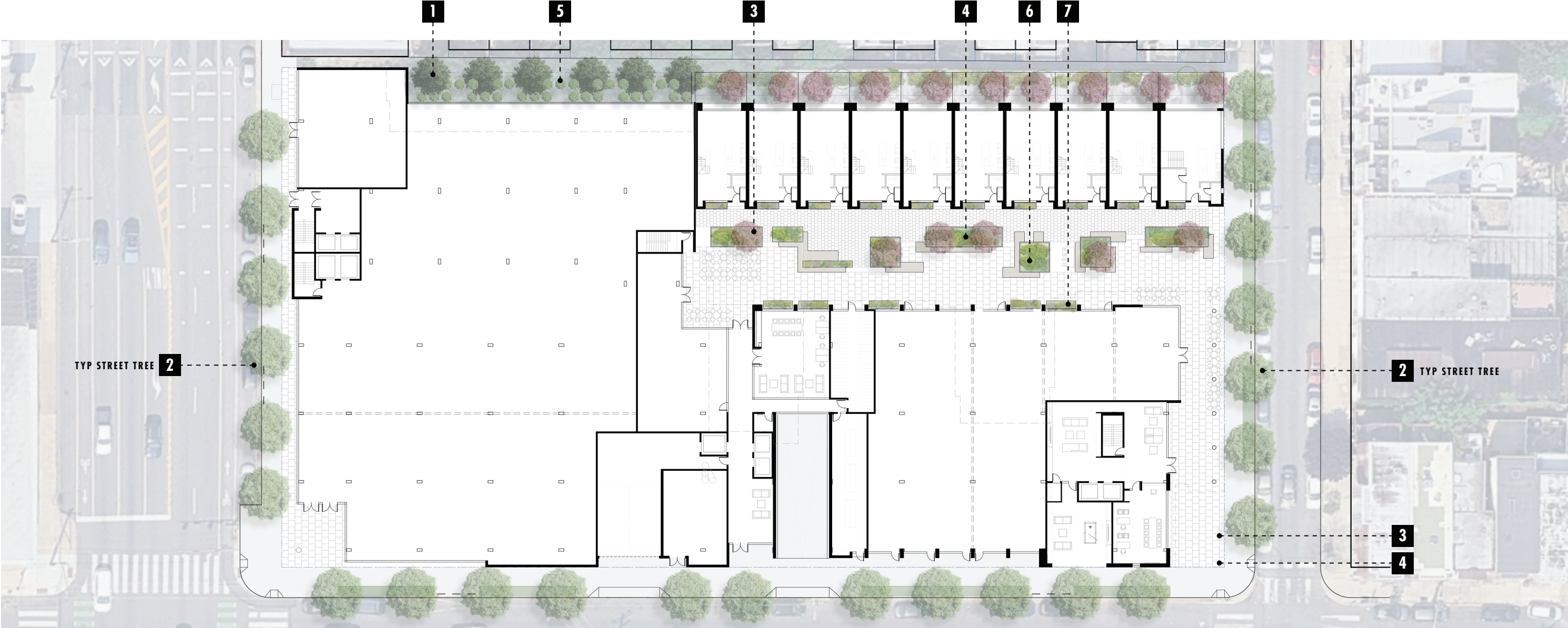
# WESTERN ELEVATION





# LANDSCAPE PRECEDENTS





**1** GREEN GIANT



**2** FREEMAN'S MAPLE



**3** PRAIRIFIRE CRABAPPLE



**4** PENNSYLVANIA SEDGE



**5** OLD FASHIONED WEIGELA



**6** NORTHERN MAIDENHAIR FERN

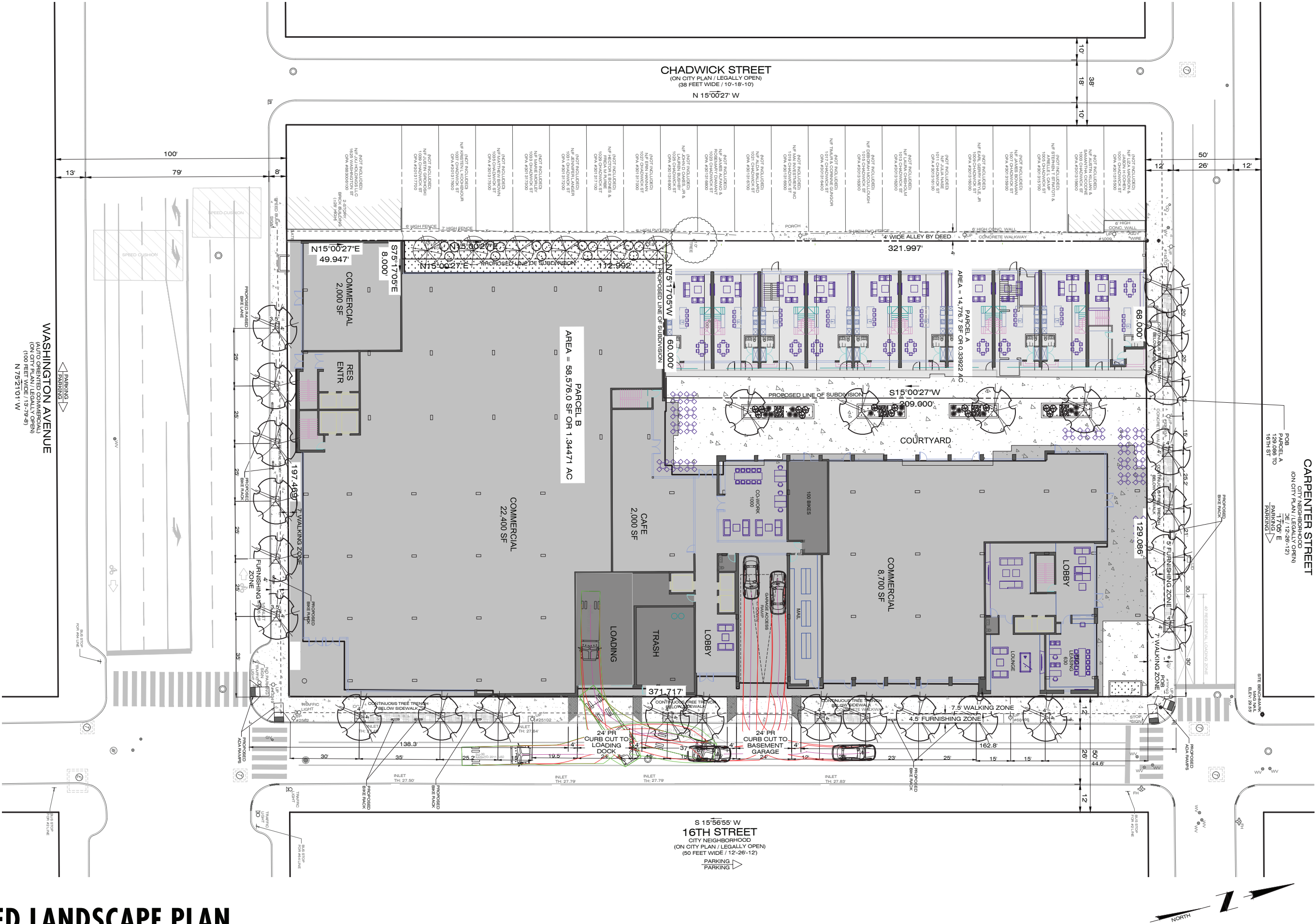


**7** ST. JOHN'S WORT

# LANDSCAPE PLAN



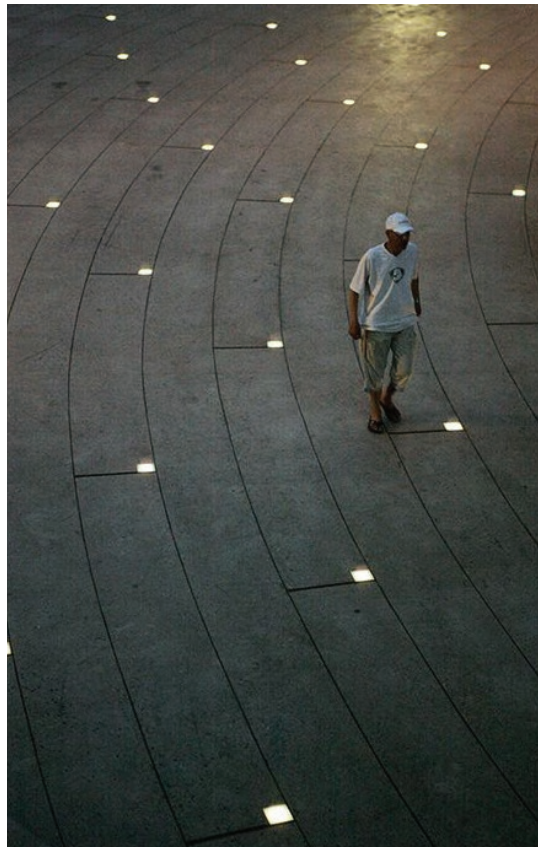
PROPOSED LANDSCAPE PLAN





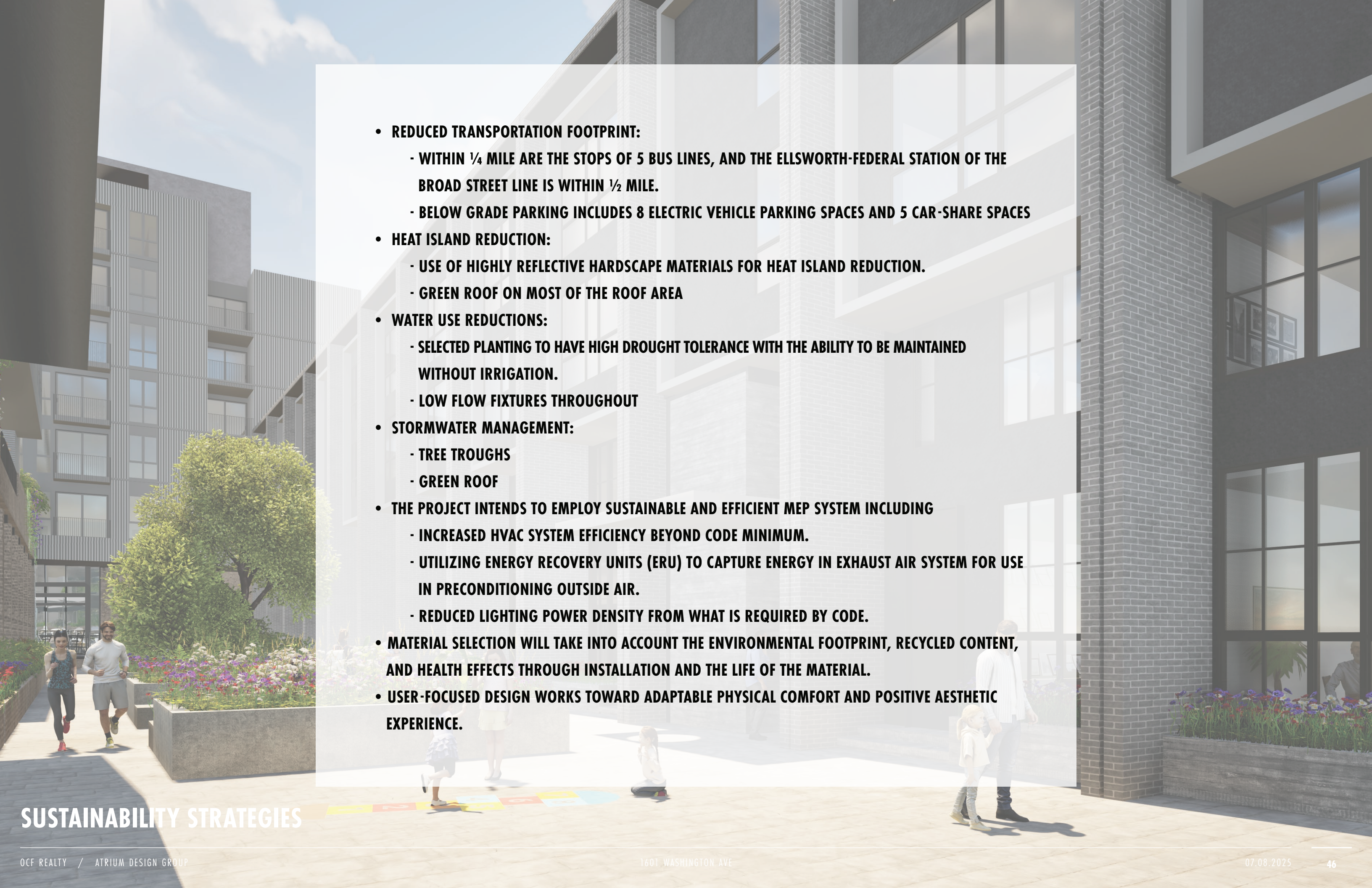






**LIGHTING PRECEDENTS**



- 
- **REDUCED TRANSPORTATION FOOTPRINT:**
    - WITHIN ¼ MILE ARE THE STOPS OF 5 BUS LINES, AND THE ELLSWORTH-FEDERAL STATION OF THE BROAD STREET LINE IS WITHIN ½ MILE.
    - BELOW GRADE PARKING INCLUDES 8 ELECTRIC VEHICLE PARKING SPACES AND 5 CAR-SHARE SPACES
  - **HEAT ISLAND REDUCTION:**
    - USE OF HIGHLY REFLECTIVE HARDSCAPE MATERIALS FOR HEAT ISLAND REDUCTION.
    - GREEN ROOF ON MOST OF THE ROOF AREA
  - **WATER USE REDUCTIONS:**
    - SELECTED PLANTING TO HAVE HIGH DROUGHT TOLERANCE WITH THE ABILITY TO BE MAINTAINED WITHOUT IRRIGATION.
    - LOW FLOW FIXTURES THROUGHOUT
  - **STORMWATER MANAGEMENT:**
    - TREE TROUGHS
    - GREEN ROOF
  - **THE PROJECT INTENDS TO EMPLOY SUSTAINABLE AND EFFICIENT MEP SYSTEM INCLUDING**
    - INCREASED HVAC SYSTEM EFFICIENCY BEYOND CODE MINIMUM.
    - UTILIZING ENERGY RECOVERY UNITS (ERU) TO CAPTURE ENERGY IN EXHAUST AIR SYSTEM FOR USE IN PRECONDITIONING OUTSIDE AIR.
    - REDUCED LIGHTING POWER DENSITY FROM WHAT IS REQUIRED BY CODE.
  - **MATERIAL SELECTION WILL TAKE INTO ACCOUNT THE ENVIRONMENTAL FOOTPRINT, RECYCLED CONTENT, AND HEALTH EFFECTS THROUGH INSTALLATION AND THE LIFE OF THE MATERIAL.**
  - **USER-FOCUSED DESIGN WORKS TOWARD ADAPTABLE PHYSICAL COMFORT AND POSITIVE AESTHETIC EXPERIENCE.**



**APPENDIX**

CDR REFERRAL FORM

CDR APPLICATION

SITE SURVEY

SUSTAINABILITY QUESTIONNAIRE

COMPLETE STREETS



### 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.

#### 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.

1

ZP-21024-011946

Address 1601 Washington Ave T-B-42683

Specific Location or Additional Parcels Temp Parcel resulting from ZP-2024-005030

Applicant Name Sean Whalen

Applicant's Relationship to property:

☐ Property Owner ☐ Tenant ☐ Equitable Owner ☒ Licensed Professional or Tradesperson

Date of Notification to PCPC: 03 27 2025

#### Plans Examiner

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

2

Name Christopher Hartland

Email Address christopher.hartland@phila.gov Phone Number (215) 686-2397

#### CDR Triggers

Provide applicable application details related to the CDR determination.

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

3

Zoning District(s): I-2

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 279,710 square footage of new GFA.

Application includes new construction or an expansion that creates 285 additional dwelling units.

#### Plan Review Results

Provide details regarding the outcome of the plan review

4

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:
Table 14-602-3	The proposed use, 285 dwelling units (multi-family household living), is prohibited in the I-2 industrial zoning district.
Table 14-806-1	A minimum of nine (9) off-street loading spaces are required whereas zero (0) loading spaces is proposed. Section 14-806(4)(a)(.1) does not permit an adjustment (reduction) from nine (9) to zero (0) loading spaces.

#### Plan Review Results (cont'd)

Provide details regarding the outcome of the plan review

4

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.



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-2024-011946

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

Property in I-2 Zoning District affects property in a residential District.

Square footage of new GFA: 279,710

PROJECT LOCATION

Planning District: Central Council District: 2

Address: 1601 Washington Ave & 1600 Carpenter St.

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: Sean Whalen Primary Phone:

Email: sw@vintagelaw.com Address: Vintage Law, LLC

49 St. Georges Road  
Ardmore, PA 19003

Property Owner: 1601 Washington Ave LLC Developer 1601 Washington Ave LLC  
Architect: Atrium Design Group

SITE CONDITIONS

Site Area: Parcel B = 73,720.01 (US Standard)

Existing Zoning: I - 2 Are Zoning Variances required? Yes Yes No

Present Use: Vacant  
Proposed Use:

AREA OVERVIEW				
	Residential	Commercial	Accessory / Service / Circulation	Total
Basement - not incl. in Grosss			58,350	58,350
1st Floor	5,000	33,500	9,580	48,080
2nd Floor	35,382		7,463	42,845
3rd Floor	36,167		6,788	42,955
4th Floor	34,779		6,226	41,005
5th Floor	32,297		5,308	37,605
6th Floor	32,297		5,308	37,605
7th Floor	21,100		6,965	28,065
Pilothouses			1,550	1,550
Gross Area per Use	197,022	33,500	49,188	



COMMUNITY MEETING

Community meeting held:    Yes    ☒ Yes    No

If yes, please provide written documentation as proof.

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

Date:   June 23<sup>rd</sup>, 2025    Time:   6 PM EST

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled:    Yes    ☒ Yes    No    \_\_\_\_\_

If yes, indicate the date hearing will be held:

Date:   August 20<sup>th</sup>, 2025



## SITE CONTEXT



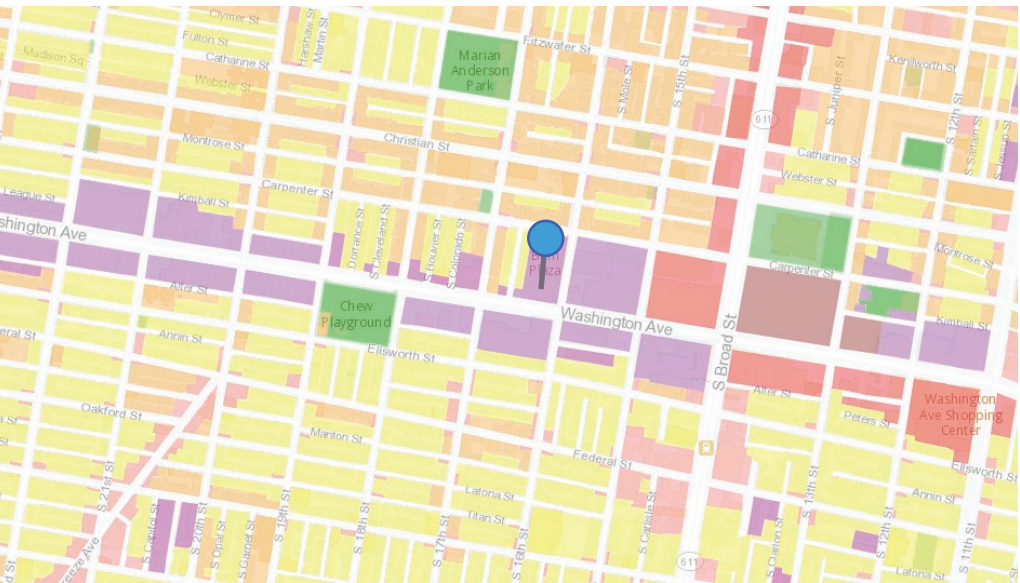
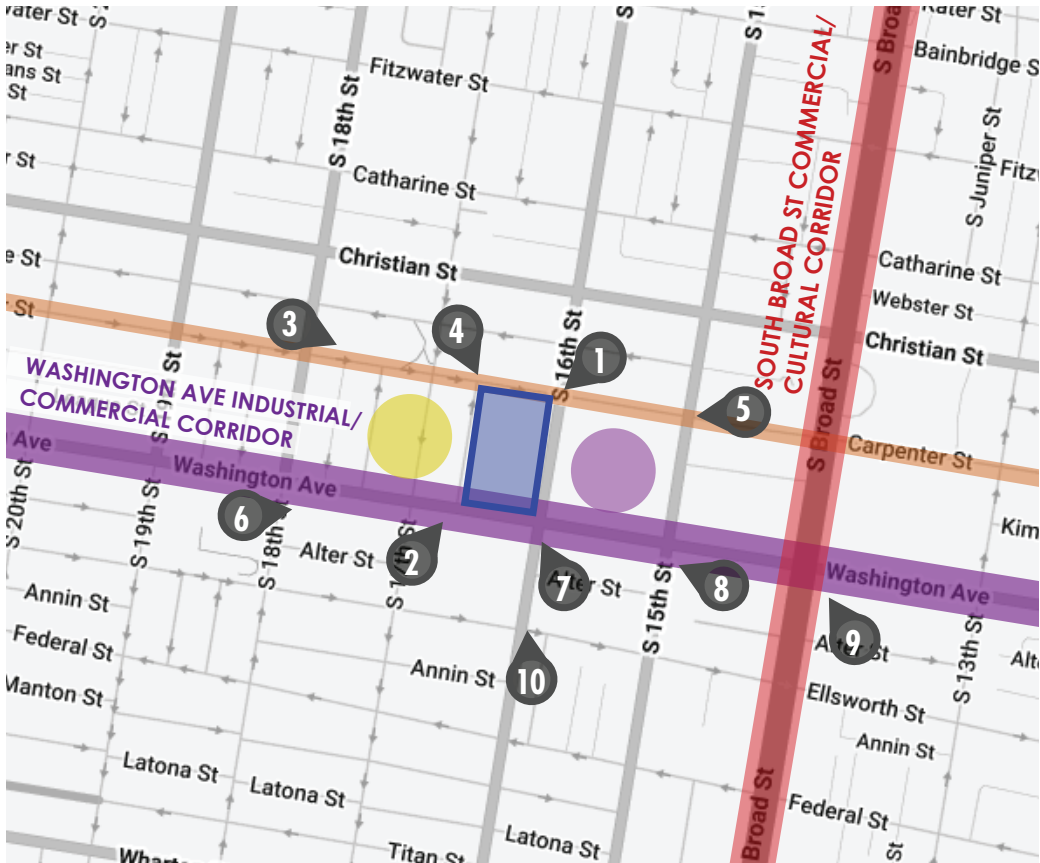






# SITE CONTEXT





ZONING MAP



AERIAL VIEW

## SURROUNDING SITE CONTEXT CONSIDERATIONS

1. THE SITE IS SITUATED BETWEEN THE BUSY WASHINGTON AVE. COMMERCIAL CORRIDOR TO THE SOUTH AND A QUIET RESIDENTIAL NEIGHBORHOOD TO THE NORTH.
2. TO THE IMMEDIATE WEST IS A POCKET OF SINGLE FAMILY RESIDENTIAL UNITS, WHICH BREAKS THE INDUSTRIAL USE PATTERN ALONG THE WASHINGTON AVE COMMERCIAL CORRIDOR.
3. IDENTITY IN FLUX - THE WASHINGTON AVE CORRIDOR IS TRANSFORMING FROM THE WAREHOUSE AND INDUSTRIAL-USE STRIP TO MULTI-FAMILY RESIDENTIAL AND COMMERCIAL USES, IN KEEPING WITH THE EXISTING URBAN CHARACTER.

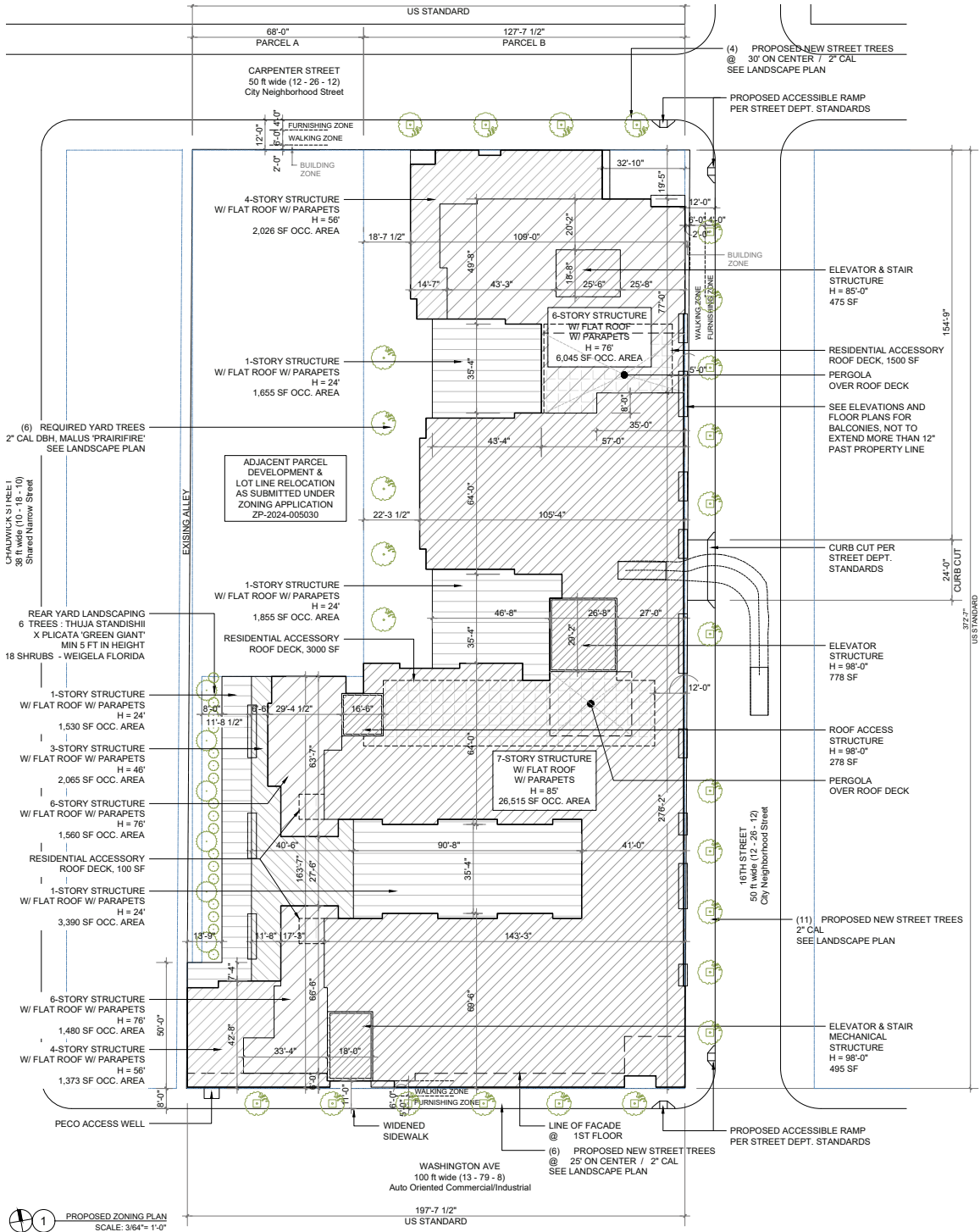
## SITE CONTEXT





REQUIRED PARKING

Multi-Family: 1/2 units	Table 14-802-3	143
Reduction for 5 car-share spaces	14-802-6 (b)	-20
Total Multi-Family		123
Commercial: 1/ 1000 sf	Table 14-802-3	29
Total Required Parking		152



VARIANCE:

• RESIDENTIAL USE IN I-2 DISTRICT

• NO LOADING SPACES

WHERE 9 ARE REQUIRED

AREA OVERVIEW				
	Residential	Commercial	Accessory / Service / Circulation	Total
Basement - not incl. in Gross			58,350	58,350
1st Floor	5,000	33,500	9,580	48,080
2nd Floor	35,382		7,463	42,845
3rd Floor	36,167		6,788	42,955
4th Floor	34,779		6,226	41,005
5th Floor	32,297		5,308	37,605
6th Floor	32,297		5,308	37,605
7th Floor	21,100		6,965	28,065
Pilothouses			1,550	1,550
Gross Area per Use	197,022	33,500	49,188	
GROSS BUILDING AREA				279,710
LOT AREA				58869.25
FAR				475.14
OCCUPIED AREA (SF)				51,145
OCCUPIED AREA (PERCENT)				86.88%

ZONING ANALYSIS			
Project Location:	1601 Washington Avenue & 1600 Carpenter Street		
Owner	OCF Realty		
Historic Status:	N/A		
Frontage:	Washington Ave. - Auto Oriented Commercial/Industrial / S 16th St. - City Neighborhood Street / Carpenter St. - City Neighborhood Street		
Zoning District:	I-2 (Medium Industrial)		
	/CTR Center City Overlay District - Center City Residential District Control Area		
	/CTR Center City Overlay District - Residential Parking Control Area		
	/WWA West Washington Avenue Overlay District		
	/NIS Narcotics Injection Sites Overlay District		
PROPOSED DEVELOPMENT		PARCEL B	
	Code Reference	Required/Permitted by Philadelphia Zoning Code	Proposed Development
Use:	Table 14-602-3 14-518	Medium Industrial	Bsmt = Accessory Parking 1st Flr = Commercial; Loading; Multi-Family Residential 2nd -7th Flr = Multi-Family Residential
Total Number of Off-Street Parking Spaces	Table 14-802-3	see parking calculation	154
No. of ADA Accessible Parking Spaces	Table 14-802-4	6	6
No. of Van-Accessible Spaces	14-802 (5)(a)	1	1
Electric Vehicle Parking Spaces	Table 14-803-3	8	8
Car-share spaces	14-802-6 (b)	see parking calculation	5
Bicycle Parking	Table 14-804-1	98	100
Off-Street Loading	14-806	9	0
Lot Dimensions:			
Min. Lot Area (sq.ft.)	Table 14-701-4	N/A	58,869.25 (US Standard) 58,576.0 (City Standard)
Max Occupied Area (% of lot)	Table 14-701-4	100%	86.88%
Min. Open Area (% of lot)	Table 14-701-4	0%	13.12%
Yards:			
Front Yard Setback	Table 14-701-4	0	0
Side Yard Width, Each (ft.)	Table 14-701-4	6 if used, otherwise 0	N/A
Rear Yard Depth (ft.)	Table 14-701-4	8 if used, otherwise 0	8
Landscape:			
Street Trees - Washington Ave	14-705 (2) (c)	6	6
Street Trees - 16th Street	14-705 (2) (c)	11	11
Street Trees - Carpenter Street	14-705 (2) (c)	4	4
Landscape Buffer	14-705 (1) (d)	N/A	N/A
Yard Trees	14-705 (1) (e)	5	5
Height:			
Building Height	Table 14-701-4	no limit	85
FAR:			
% of lot area	Table 14-701-4	500%	475.14

ZONING INFORMATION



# DESIGN OBJECTIVES

**THE PROPOSED DESIGN RESPONDS TO THE CONTRASTING STREET SCALES SURROUNDING THE PROPERTY, SUPPORTING THE TRANSITION BETWEEN THE INDUSTRIAL, POTENTIALLY HIGH-FREQUENCY CHARACTER OF WASHINGTON AVE AND THE QUIETER RESIDENTIAL NEIGHBORHOOD TO THE NORTHEAST BY:**

**BREAKING DOWN THE MASS OF THE BLOCK, BOTH AESTHETICALLY AND FUNCTIONALLY, STEPPING DOWN TOWARDS THE NORTH AND THE WEST**

**KEEPING THE STREET FRONTS PEDESTRIAN FRIENDLY WITH MULTIPLE POINTS OF ENTRY**

**PROVIDING A FOCAL POINT FOR THE NEIGHBORHOOD WITH AN ABUNDANCE OF COMMERCIAL SPACE, IN ACKNOWLEDGEMENT OF THE PREVIOUSLY CLOSED SUPERMARKET WHICH USED TO BE ON THE LOT**

**PROVIDING A VARIETY OF THIRD SPACES, PROMOTING SOCIAL INTERACTIONS AND A SENSE OF URBANITY**

**IT ALSO ADDRESSES THE SENSE OF PERSONAL PLACE BY SCALING DOWN CIRCULATION WITHIN THE BUILDING AND FORMING CLUSTERS OF UNITS READILY ACCESSIBLE FROM A BUILDING ENTRANCE.**



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 adaptions 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.	The local #2 and #64 bus lines both have stops along the street frontage for the site. The Broad Street Metro is has a stop 3 blocks away at Elsworth
(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 All new parking is under the building.
(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 5% of all parking spaces (8 out of 154) are designated for electric vehicles and provided with charging stations.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) <sup>i</sup>	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	NO A bike share station is not included in the plan.

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 - Green roof vegetation will consist of drought resistant sedums & plantings to significantly reduce necessary waterings.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes - Vegetated green roof will encompass more than 30% of the open area, as the green roof covers the entire roof area.
(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	No, due to constraints on site including the subgrade parking garage, on-lot management of additional stormawter is not feasible. The subgrade parking garage also limits the available space to perform stormwater management in the immediately surrounding streets.
(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 Light colored stone pavers with high reflectance will be used for all on-site hardscapes.
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. <sup>ii</sup>	
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? <sup>iii</sup> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	The project is not at the level of development at which these energy performance measures are considered.



	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ●Achieve certification in Energy Star for Multifamily New Construction (MFNC). ●Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. <sup>iv</sup>	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.	

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

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

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

<sup>iv</sup> Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



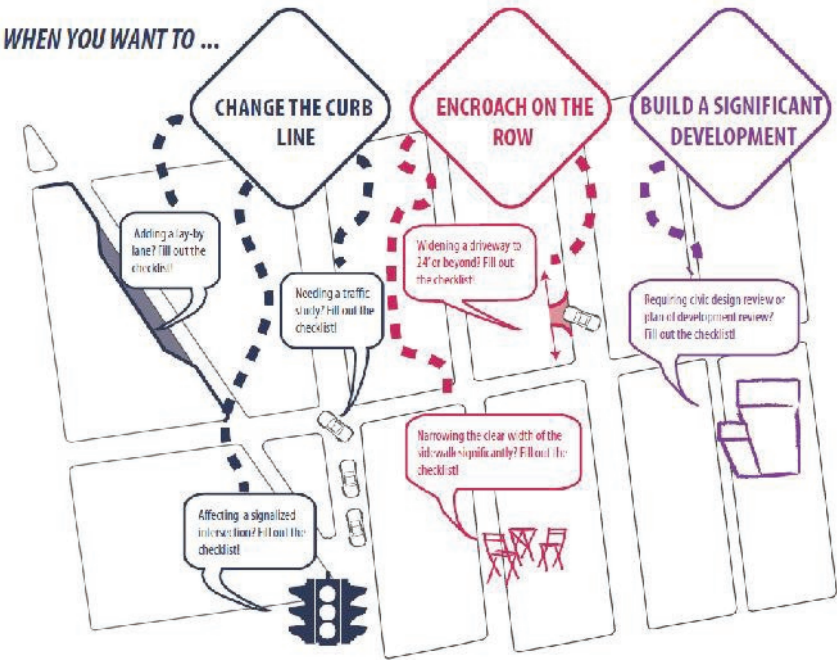
INSTRUCTIONS

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

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

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

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



PRELIMINARY PCPC REVIEW AND COMMENT: \_\_\_\_\_ DATE \_\_\_\_\_

FINAL STREETS DEPT REVIEW AND COMMENT: \_\_\_\_\_ DATE \_\_\_\_\_

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

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

Complete Streets Review Submission Requirement\*:

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

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



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

1601 Washinton Ave & 1600 Carpenter St
2. DATE

2025-4-3
3. APPLICANT NAME

Atrium Design Group
4. APPLICANT CONTACT INFORMATION

Shimi@atriumdesigngroup.com
5. PROJECT AREA: list precise street limits and scope

129 Lf along Carpenter Street

327 Lf along 16<sup>th</sup> Street

197 Lf along Washington Ave
6. OWNER NAME

OCF Realty
7. OWNER CONTACT INFORMATION

ori@ocfrealty.com
8. ENGINEER / ARCHITECT NAME

Ruggiero Plante Land Design
9. ENGINEER / ARCHITECT CONTACT INFORMATION

5900 Ridge Avenue

Philadelphia PA, 19128

kyle@ruggieroplante.com
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.

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

STREET	FROM	TO	COMPLETE STREET TYPE
Carpenter St	Chadwick St	16 <sup>th</sup> St	City Neighborhood
16 <sup>th</sup> Street	Carpenter St	Washington Ave	City Neighborhood
Washington Ave	Chadwick St	16 <sup>th</sup> St	Auto Oriented

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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Carpenter Street	12 / 12 / 12	12 / 12
16 <sup>th</sup> Street	12 / 12 / 12	12 / 12
Washington Avenue	12 / 8 / 8	8 / 8

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
Carpenter St	6 / 6 / 7
16 <sup>th</sup> St	6 / 6 / 7.5
Washington Ave	6 / 5 / 7

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
Curb Cut on Carpenter St	16 ft	72 ft from Chadwick St
Curb Cut on Carpenter St	18 ft	46' from 16 <sup>th</sup> St
Curb Cut on Washington Ave	28 ft	71 ft from Chadwick St
Curb cut on 16 <sup>th</sup> St	26 ft	16 ft from Carpenter St
Curb cut on 16 <sup>th</sup> St	27 ft	45 ft from Carpenter St
Curb cut on 16 <sup>th</sup> St	26 ft	76 ft from Carpenter St
Curb cut on 16 <sup>th</sup> St	27 ft	105 ft from Carpenter St
Curb cut on 16 <sup>th</sup> St	31 ft	135 ft from Carpenter St
Curb cut on 16 <sup>th</sup> St	13 ft	186 ft from Carpenter St

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb cut on 16 <sup>th</sup> St	24 ft	211 ft from Washington

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 building façade at the first floor is set back from the property line along Washington Ave to provide additional walking space for pedestrians. The corner of 16<sup>th</sup> Street and Carpenter St also has a setback of the building to provide expanded view lines while providing gathering space for pedestrians. Additional sidewalk space is provided on the development parcel to expand the width of sidewalk to a full 12'. The building façade on Washington Avenue is setback from the right of way line to allow a suitable walking zone due to the narrow width of the public sidewalk.

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
Carpenter St	0 / 0
16 <sup>th</sup> St	0 / 0
Washington Ave	0 / 0
_____	_____ / _____

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
Carpenter St	4 / 4 / 5
16 <sup>th</sup> St	4 / 4 / 4.5
Washington Ave	4 / 2 / 4
_____	_____ / _____ / _____

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

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

YES ☒ NO ☐ N/A ☐  
YES ☒ NO ☐ N/A ☐  
YES ☐ NO ☒ N/A ☐  
YES ☒ NO ☐ N/A ☐  
YES ☐ NO ☒ N/A ☐

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 ☐  
YES ☐ NO ☐  
YES ☐ NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

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BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES ☒ NO ☐ N/A ☐ 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
1601 Washington Ave	98	0 / 0	0 / 11	0 / 100
		/	/	/
		/	/	/
		/	/	/

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
- YES

NO

N/A
- YES

NO

N/A
- YES

NO

N/A

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

APPLICANT: Bicycle Component

Additional Explanation / Comments: The bike lane along Washington Avenue provides access for bike riders to and from the site. Bus stops along Washington also provide bicycle access to broad street and upwards to the city center. The commercial and industrial use of this design will provide convenient connections for bicycle riders on site. A total of 11 ‘U’ Bike Racks have been added along all street frontages for additional bike parking spaces.

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?
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?
30. Does the design provide a buffer between the roadway and pedestrian traffic?
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

DEPARTMENTAL APPROVAL

- YES

NO
- YES

NO
- YES

NO
- YES

NO

APPLICANT: Curbside Management Component

Additional Explanation / Comments: The 2 & 64 Bus line go along the front of the site with stops at both intersections along 16<sup>th</sup> Street. The building is recessed at both corners to help provide areas for pedestrians to wait, and avoid traffic congestion. Designated Residential loading zones have been added to Carpenter Street to help eliminate double parking in the street for unloading.

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? SU-30

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

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

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

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

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

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

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: With bike, bus, & car access, multiple forms of access are possible to this site. Designated no parking zones have been added to both 16<sup>th</sup> Street and Carpenter Street. The 16<sup>th</sup> Street zone will allow for trash pick-up while the Carpenter Street Area is intended for deliveries and residential loading/unloading.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

(1) [http://www.philadelphiastreet.com/images/uploads/documents/Historical\\_Street\\_Paving.pdf](http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf)

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES ☒ 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 ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

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

				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 checked="" type="checkbox"/>	NO <input 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 building façade is set back at the first floor for both intersections to provide increased fields of view. The Carpenter St intersection is stop controlled with the Washington Avenue intersection being stop light controlled.

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: \_\_\_\_\_





South of South  
Neighborhood  
Association  
Philadelphia, PA 19146  
[www.sosnaphilly.org](http://www.sosnaphilly.org)  
[zoning@sosnaphilly.org](mailto:zoning@sosnaphilly.org)

North of Washington Avenue Coalition (NOWAC)  
2234 Montrose Street  
Philadelphia, PA 19146  
Telephone (215) 847-5389  
[northofwashingtonavecoalition@gmail.com](mailto:northofwashingtonavecoalition@gmail.com)

June 2025 SPECIAL ZONING MEETING

APPLICANT FOR THE BELOW PROJECT WILL PRESENT AT A  
NON-VOTING NOWAC/SOSNA ZONING MEETING

WHEN: MONDAY, June 23, 2025, 6:00 PM EST

WHERE: On-line via Zoom

Zoom Registration Link

[https://us02web.zoom.us/meeting/register/tZclduyugjkoHdQuyJEUYeA2E\\_G5bmsCXvpX](https://us02web.zoom.us/meeting/register/tZclduyugjkoHdQuyJEUYeA2E_G5bmsCXvpX)



AGENDA

1601 Washington Avenue (mixed use)

*You can review site plans for the project using the link below, or by scanning QR Code with your phone's camera and tap ping the popup link:*



[https://drive.google.com/drive/folders/1sRdq8B8mnHh56MZO5D9x1\\_C3soKSPTf6?usp=drive\\_link](https://drive.google.com/drive/folders/1sRdq8B8mnHh56MZO5D9x1_C3soKSPTf6?usp=drive_link)

If you'd like to request hard paper copies of the plans, please email [zoning@sosnaphilly.org](mailto:zoning@sosnaphilly.org) and we will put you in touch with the applicant.

Neighbors, especially those that live around the above-noted properties, are encouraged to attend this meeting to ask questions and provide feedback.



Certificate of Bulk Mailing — Domestic

Fee for Certificate		Use Current Price List (Notice 123)	Postage: Mailers must affix meter, PC Postage®, or (uncanceled) postage stamps here in payment of total fee due.
Up to 1,000 pieces (1 certificate for total number)			
For each additional 1,000 pieces, or fraction thereof			
Duplicate Copy <input type="checkbox"/>		Acceptance employee must cancel postage affixed (by round-date) at the time of mailing	
Number of Identical Weight Pieces 171		Class of Mail FIRST	Postage for Each Mailpiece Paid <input checked="" type="checkbox"/> Verified
Total Number of Pounds		Total Postage Paid for Mailpieces	Fee Paid
Mailed For RCO NEIGHBORS + ORGS		Mailed By OCF REALTY	
Postmaster's Certification			
It is hereby certified that the number of mailpieces presented and the associated postage and fee were verified. This certificate does not provide evidence that a piece was mailed to a particular address.			
(Postmaster or Designee)			
PS Form 3606-D, December 2024 PSN 7530-17-000-5548			

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Instructions for Certificate of Bulk Mailing — Domestic Service

- This service is available only at the time of mailing and is used to specify only the number of identical-weight pieces mailed; it does not provide evidence that a piece was mailed to a particular address. This certificate is available for domestic mailings of First-Class Mail®, Priority Mail®, USPS Marketing Mail (excluding Customized MarketMail® and Marketing Parcels), and Parcel Select® items.
1. Pay postage as appropriate — affix meter, PC Postage, or (uncanceled) postage stamps in payment of total fee due in the postage area, or if paying fee by permit imprint, enter information in the postage area at the top right of the form.
  2. Present PS Form 3606-D and the mailing as follows:
    - When the mailing has fewer than 50 mailpieces and less than 50 pounds, present the form and mailing at a retail Post Office™ location.
  3. The Postal Service™ certifies and postmarks (round-dates) the PS Form 3606-D at the time of mailing and then returns it to the mailer as the mailer's receipt.
- Certificate of Bulk Mailing — Domestic service does not provide a record of delivery, and the Postal Service does not retain any copies of PS Form 3606-D. The mailer cannot use PS Form 3606-D as a certificate of mailing for individual mailpieces or itemized lists.
- When the mailing has at least 50 mailpieces or at least 50 pounds, present the form and mailing at a business mail entry unit (BMEU) or USPS-authorized detached mail unit (DMU).



Name	ADDRESS	CITY	STATE	ZIP
Our Neighbors at	1000 S 17TH ST	Philadelphia	PA	19146
Our Neighbors at	1000 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1001 S 17TH ST 201	Philadelphia	PA	19146
Our Neighbors at	1001 S 17TH ST 202	Philadelphia	PA	19146
Our Neighbors at	1001 S 17TH ST 301	Philadelphia	PA	19146
Our Neighbors at	1001 S 17TH ST 302	Philadelphia	PA	19146
Our Neighbors at	1001 S 17TH ST 401	Philadelphia	PA	19146
Our Neighbors at	1001 S 17TH ST 402	Philadelphia	PA	19146
Our Neighbors at	1001 S 17TH ST COMM	Philadelphia	PA	19146
Our Neighbors at	1001 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1002 S 17TH ST A	Philadelphia	PA	19146
Our Neighbors at	1002 S 17TH ST B	Philadelphia	PA	19146
Our Neighbors at	1002 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1003 S 17TH ST	Philadelphia	PA	19146
Our Neighbors at	1003 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1004 S 17TH ST A	Philadelphia	PA	19146
Our Neighbors at	1004 S 17TH ST B	Philadelphia	PA	19146
Our Neighbors at	1004 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1005 S 17TH ST	Philadelphia	PA	19146
Our Neighbors at	1005 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1006 S 17TH ST A	Philadelphia	PA	19146
Our Neighbors at	1006 S 17TH ST B	Philadelphia	PA	19146
Our Neighbors at	1006 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1007 S 17TH ST	Philadelphia	PA	19146
Our Neighbors at	1007 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1008 S 17TH ST A	Philadelphia	PA	19146
Our Neighbors at	1008 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1009 S 17TH ST	Philadelphia	PA	19146
Our Neighbors at	1009 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1010 S 17TH ST A	Philadelphia	PA	19146
Our Neighbors at	1010 S 17TH ST B	Philadelphia	PA	19146
Our Neighbors at	1010 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1011 S 17TH ST	Philadelphia	PA	19146
Our Neighbors at	1011 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1012 S 17TH ST A	Philadelphia	PA	19146
Our Neighbors at	1012 S 17TH ST B	Philadelphia	PA	19146
Our Neighbors at	1012 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1013 S 17TH ST	Philadelphia	PA	19146
Our Neighbors at	1013 S CHADWICK ST	Philadelphia	PA	19146
Our Neighbors at	1014 S 17TH ST A	Philadelphia	PA	19146
Our Neighbors at	1014 S 17TH ST B	Philadelphia	PA	19146
Our Neighbors at	1014 S CHADWICK ST	Philadelphia	PA	19146

Name	ADDRESS	CITY	STATE	ZIP
Our Neighbors at	1526 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1527 CARPENTER ST	Philadelphia	PA	19146
Our Neighbors at	1528 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1528-34 ALTER ST	Philadelphia	PA	19146
Our Neighbors at	1529 CARPENTER ST	Philadelphia	PA	19146
Our Neighbors at	1530 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1532 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1534 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1536 ALTER ST	Philadelphia	PA	19146
Our Neighbors at	1536 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1538-40 ALTER ST	Philadelphia	PA	19146
Our Neighbors at	1551 WASHINGTON AVE	Philadelphia	PA	19146
Our Neighbors at	1600 CARPENTER ST	Philadelphia	PA	19146
Our Neighbors at	1600-06 CHRISTIAN ST	Philadelphia	PA	19146
Our Neighbors at	1600-30 WASHINGTON AVE	Philadelphia	PA	19146
Our Neighbors at	1601 WASHINGTON AVE	Philadelphia	PA	19146
Our Neighbors at	1604 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1606 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1608 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1609 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1609-11 CARPENTER ST	Philadelphia	PA	19146
Our Neighbors at	1610 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1611 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1612 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1613 CARPENTER ST	Philadelphia	PA	19146
Our Neighbors at	1613 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1614 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1615 CARPENTER ST	Philadelphia	PA	19146
Our Neighbors at	1616 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1617 CARPENTER ST	Philadelphia	PA	19146
Our Neighbors at	1618 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1619 CARPENTER ST 1	Philadelphia	PA	19146
Our Neighbors at	1619 CARPENTER ST 2	Philadelphia	PA	19146
Our Neighbors at	1620 CHRISTIAN ST	Philadelphia	PA	19146
Our Neighbors at	1620 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1621 CARPENTER ST 1	Philadelphia	PA	19146
Our Neighbors at	1621 CARPENTER ST 2	Philadelphia	PA	19146
Our Neighbors at	1622 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1623 CARPENTER ST 1	Philadelphia	PA	19146
Our Neighbors at	1623 CARPENTER ST 2	Philadelphia	PA	19146
Our Neighbors at	1624 MONTROSE ST	Philadelphia	PA	19146
Our Neighbors at	1625 CARPENTER ST	Philadelphia	PA	19146



July 08, 2025

Philadelphia City Planning Commission  
Department of Planning & Development  
City of Philadelphia

**RE: 1601 Washington Avenue (Parcel B) – ZP-2024-011946**  
**Response to Civic Design Review Key Recommendations**

To Whom It May Concern:

Thank you for the careful review of the submission to the CDR for the proposed development at 1601 Washington Avenue. We appreciate your comments.

The response of the development team to the Committee's comments and recommendations is as follows:

**Registered Community Organization Comments (SOSNA)**

1. *The RCO notes that the community has not reviewed the design plans presented at the CDR meeting. The previous version had a 38-unit multi-family building on parcel A (not part of this application), while the current version shows ten single-family homes.*

The developer made the decision to change the program for Lot A from multi-family to single-family, with the reduction of the number of units from 38 to 10 and with a further setback on the fourth floor toward the neighbors along Chadwick Street, in response to the neighbors' comments at the June 23<sup>rd</sup> Community Meeting. This was incorporated in the presentation to the CDR Committee and continues to be the development intent for the lot.

2. *The RCO appreciates the building setbacks, the change to single-family homes on parcel A, and the 14-foot sidewalk on Washington Avenue.*

Acknowledged and appreciated.

3. *The RCO notes that the loading dock was removed from 16th Street at their request, but they remain concerned about the lack of dedicated off-street loading spaces.*

A loading area has been added within the footprint of the building adjacent to the trash room, with direct access to the freight elevator. The area can accommodate up to two 20' Uhaul trucks. Since the neighbors' concerns were mostly related to the move-in and move-out traffic, this truck size will be sufficient and appropriate.

4. *The RCO would like the proposed courtyard to function as a connection between streets, rather than dead end within the block.*

In addition to having multiple entries along the full length of the courtyard – commercial at the side of Lot B and residential at the side of Lot A - the courtyard is connected to 16<sup>th</sup> Street through the central lobby, which opens up to both. We do understand that, although this connection makes it not a dead end for the building tenants, it is not usable for the general



public, but we also believe that opening a similar passage through the building would only result in a wind tunnel, too long to be deemed comfortable or safe at all times (unless gated, which would defeat the point).

As an alternative, and possibly an even more effective response to the concern, we have adopted a recommendation of the committee to provide destination program at the far end of the courtyard next to the residential entry. The plan has been revised to include a café with outdoor seating at the location.

5. *The RCO is concerned that the courtyard does not seem like an inviting space. For example, the rendering shows benches facing each other, rather than facing the walk aisles.*

The landscape of the courtyard is still in the initial stages of design.

As for the example of the benches, they were intentionally shown facing each other, indicating social pods of activity or stillness, adjacent to but a bit sheltered from the circulation paths, promoting a layered and varied experience. These also serve to connect the two paths organically. That said, as shown at one of the further planters in the rendering, it is possible to sit on the planters themselves if one does wish to face and interact with the passing pedestrians or if one is following activities in one of the commercial spaces. On the side of the houses (future development), we will try to develop spots of stoop-dwelling on the side of the homes.

In further development of the landscape, we will continue to aim at a layered reading of the space with distinct transitions between fully open and semi-sheltered areas.

6. *The RCO remains concerned about the proposed density and height, especially as it impacts homes on Chadwick Street.*

The development team believes that the density is appropriate for the Washington Avenue commercial/industrial corridor.

The height of the building has been lowered in this submission by 5'-4", by lowering the height of the first floor commercial space. The proposed building height is now 79'-8" on Washington Avenue and for most of the length of 16<sup>th</sup> Street, stepping down to 49'-4" on Carpenter Street and to the west toward Chadwick.

## **Registered Community Organization Comments (NWAC)**

7. *The RCO is in opposition to multi-family residential at this location; job-creating industrial uses are preferred, consistent with current zoning.*

The multi-family building itself and especially the first floor commercial spaces will create jobs on the site. We do not have data about the difference in the number of jobs created here in relation to an industrial use, nor about the professional profile of the neighborhood residents who would be employable in one or the other instance.

8. *The RCO is concerned that the building is too tall and will have negative impacts on the surrounding homes.*

See comment #6

9. *The RCO notes that the proposal lacks the affordable housing and jobs that the community needs.*

The developer has expressed in the meeting their intent to provide affordable units in the building.



## Site Design Comments

10. *The committee requests that the re-submission package be consistent. There are inconsistencies in the current submission package related to balconies, sidewalk widths, setbacks, and street trees.*  
Please see the submitted package.
11. *The proposed on-street loading spaces are insufficient to service a building of this size.*  
See comment #3
12. *Consider bollards or additional planters near the courtyard entrance to prevent informal loading.*  
Additional planters will be provided for the purpose. If planters are impractical for any reason, bollards will be provided.
13. *The committee has concerns about the viability of the proposed commercial uses, given the industrial zoning of the parcel and lack of off-street loading spaces.*  
The developer does not share the concern. The previous use of the same lot was retail/commercial, not industrial, and was as such valued by the community.
14. *Consider better activating the ground floor with multiple storefronts on Washington Avenue and more outdoor community spaces, rather than providing single space for a large retail tenant.*  
See the revised plans. In reality, the number of storefronts will depend on the interested tenants and is likely to vary through time. By design, the spaces are flexibly divisible with potential for multiple entry points from all three streets.
15. *Utilize continuous tree trenches where possible to encourage healthier street trees.*  
This will be considered in further development.
16. *Increase the ground floor setback on Washington Avenue (15 to 20 feet) to enhance the pedestrian experience.*  
At the narrowest point, the sidewalk is 12' wide – the stair tower has been pulled back another foot, which is as far as it can get without interfering with the layout of the garage. Other than that, the sidewalk is 14' wide along the building. Seeing that the width of the sidewalk reverts to about 5' at the western end of the block in front of the office building, this width seems to be adequate. If the planning staff deems otherwise, we will be happy to consider further setback.

## Building Design Comments

17. *The proposed 85-foot height is too tall for the neighborhood and could set a precedent for future development on Washington Avenue.*  
Seeing that Washington Avenue is a 100 ft. wide street and considering recent developments along the corridor in the vicinity, we respectfully disagree. Regardless, the height of the building has been reduced in this submission by 5'-4" and is now 79'-8".
18. *Consider additional upper-story setbacks on Carpenter Street.*  
Recommendation acknowledged.
19. *The Washington Avenue residential entrance is designed as secondary entrance but will likely function as primary entrance due to its location. Consider an expanded lobby, entrance marquee, or other easily identifiable architectural element.*



We believe that the location of the entrance is recognizably articulated at the “knuckle” of the façade between the height segments, and flanking the tower at the entry. We will further investigate the formulation of the entrance itself at ground level.

### **Public Open Space Design Comments**

20. *The committee appreciates revisions made to the ground floor plan to better activate the courtyard with commercial frontage. Consider how this commercial space could be filled with more diverse uses (such as manufacturing or entrepreneurial support) to complement Washington Avenue’s mixed character of industrial and commercial uses.*

The actual use of the spaces is yet to be determined and is likely to change through the life of the building. It is the hope of all involved that the uses will both be appropriate for the location within the industrial/commercial corridor and serve as an amenity to the neighborhood. The spaces have been designed for flexibility and variability through time.

21. *Consider ways to make the courtyard feel more inviting, including more greenery, larger planters, more imaginative seating, and more connectivity through the site to make the development feel more porous*  
The courtyard design is in progress.

### **Parking Design Comments**

22. *Redesign the underground parking layout to minimize dead-end parking aisles.*

This is a garage with dedicated parking spots for long-term users. There will be no circling through the garage in search of a spot. The reduction of the number of spaces necessary to accommodate the additional drive aisle would not be justified by the improvement in the flow.

23. *Redesign the underground parking layout to accommodate off-street loading.*

Off-street loading has been accommodated at grade level.

### **Sustainability Comments**

24. *The sustainability metrics were overlooked in submission. The re-submission should give more consideration to the metrics.*

Sustainability in this project is considered to the extent of code and common sense. There are regrettably no metrics at this time.

25. *Consider rooftop solar for on-site energy generation.*

This will be considered.

Please let us know if we can provide any further information or clarification.

Respectfully,  
Snežana Litvinović  
Architect

**Atrium Design Group**