

801 N. 19TH ST

CIVIC DESIGN REVIEW

Date: 2026.06.09



Contents

Site Context

- Aerial Context 03
- Street Photos 04-05
- Zoning Map 06
- Civil Survey 07
- Zoning Analysis 08-09
- Site Render 10

Site Plan

- Ground Floor Plan 11-12
- Landscape Plan 13

Building Plans and Elevations

- Floor Plans 14-15
- Elevations 16-17

Facade

- Material Board 18
- Pedestrian Section 19
- Site Section 20
- Renderings 21-32

Checklists

- Sustainability 33
- Streets Handbook Checklist 34-41



Looking North



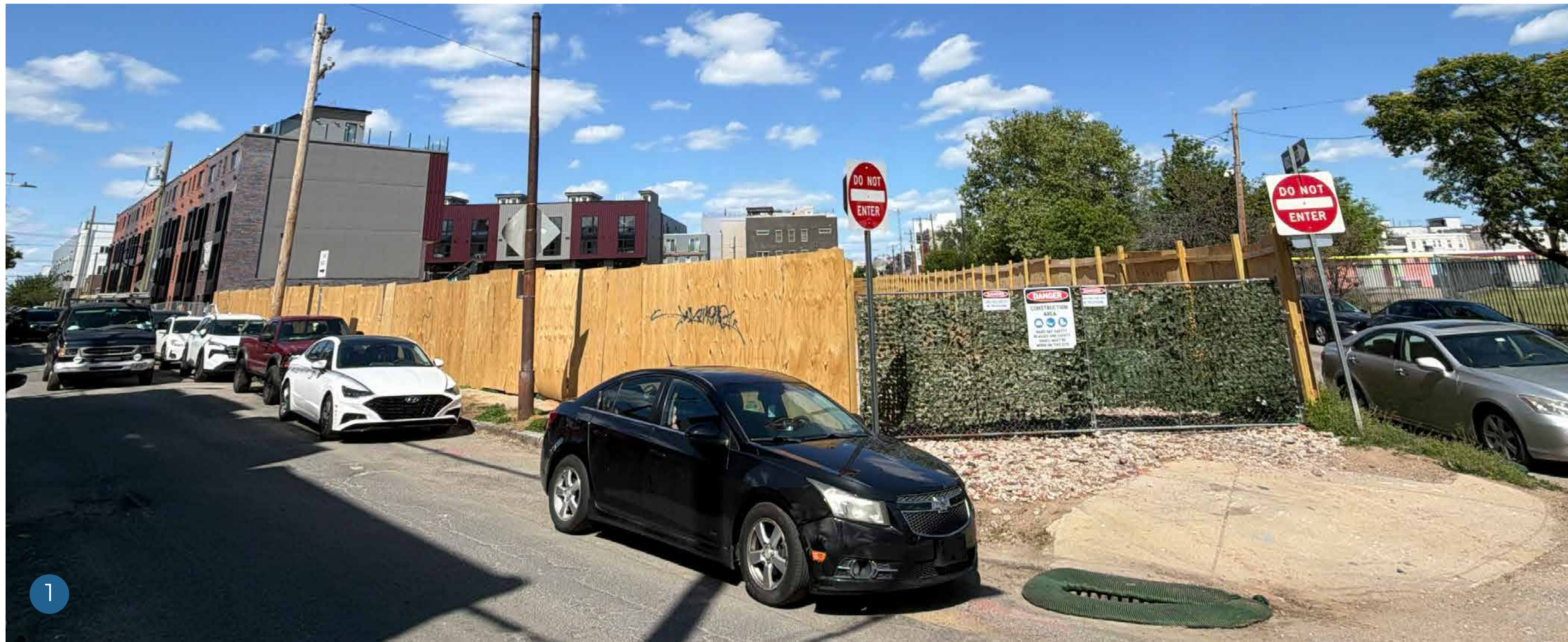
Looking South



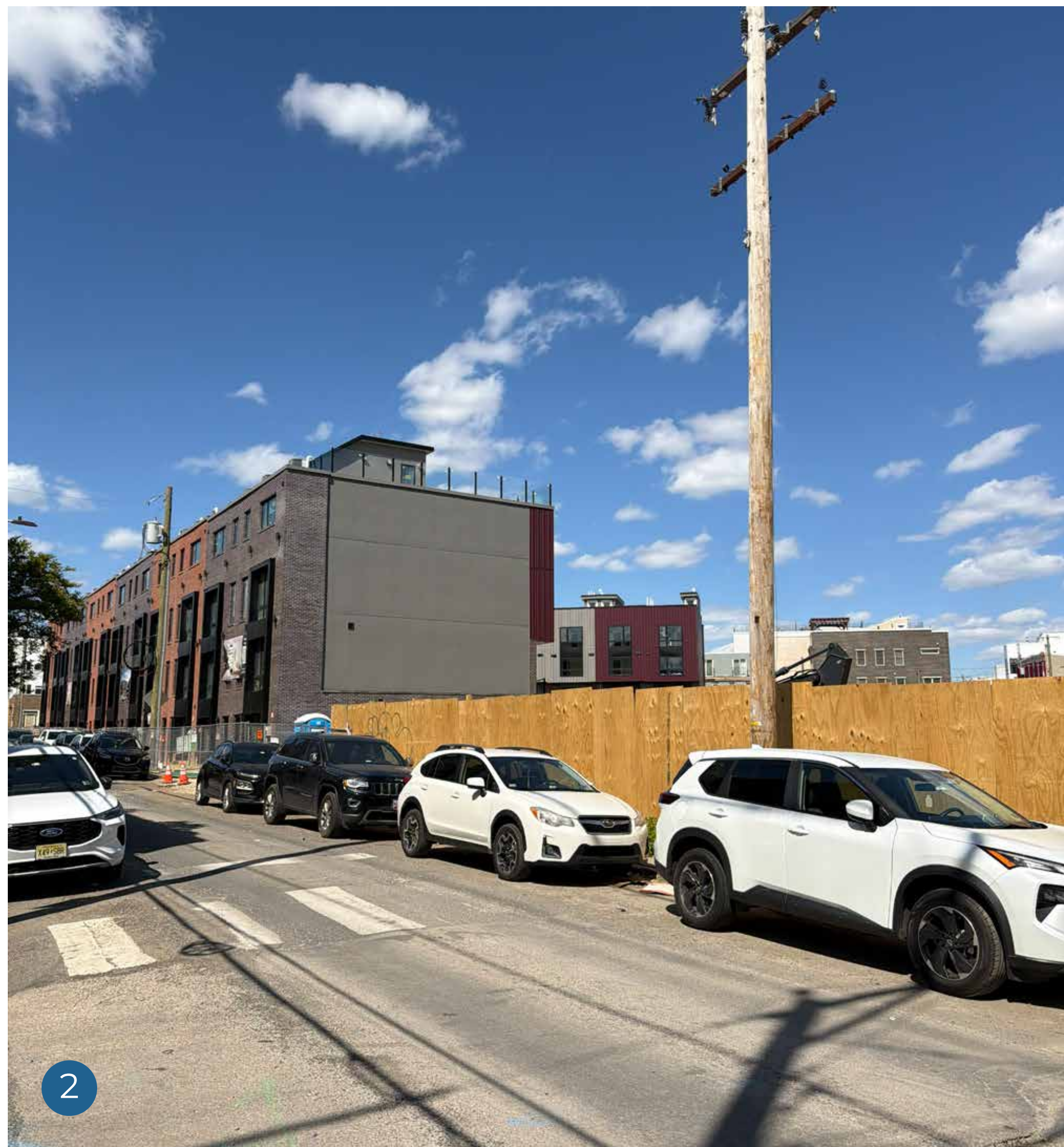
Looking West



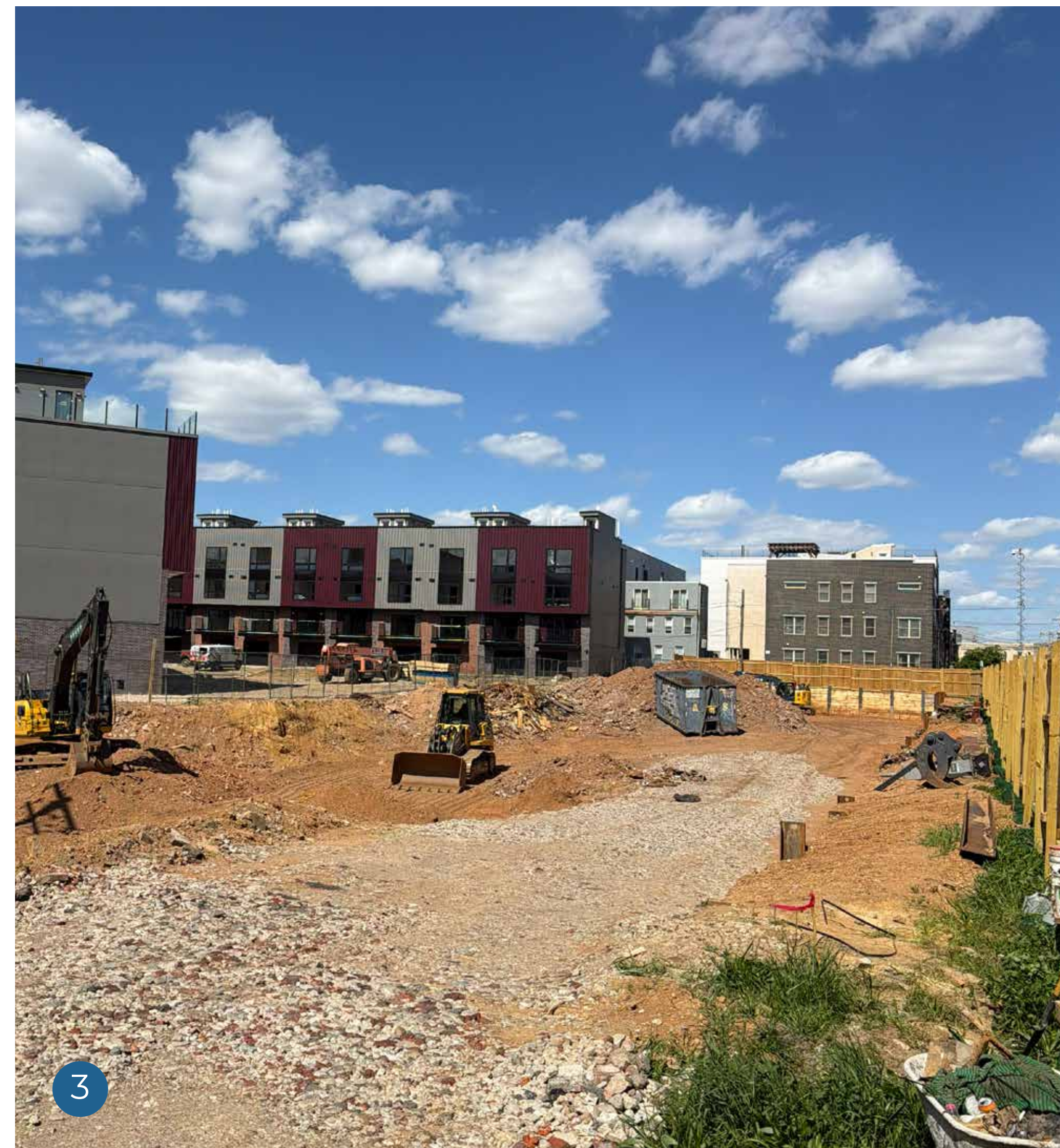
Looking East



1

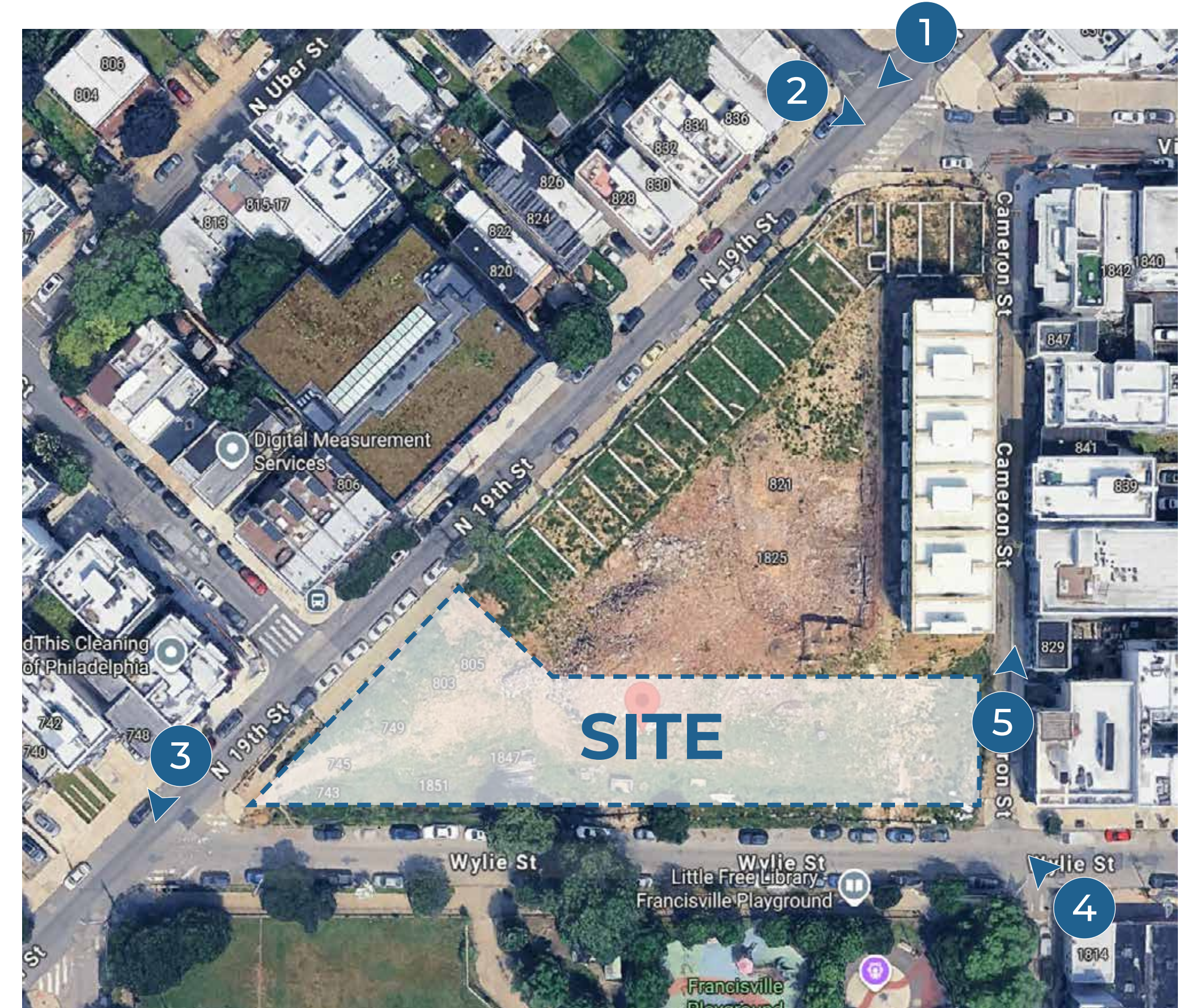
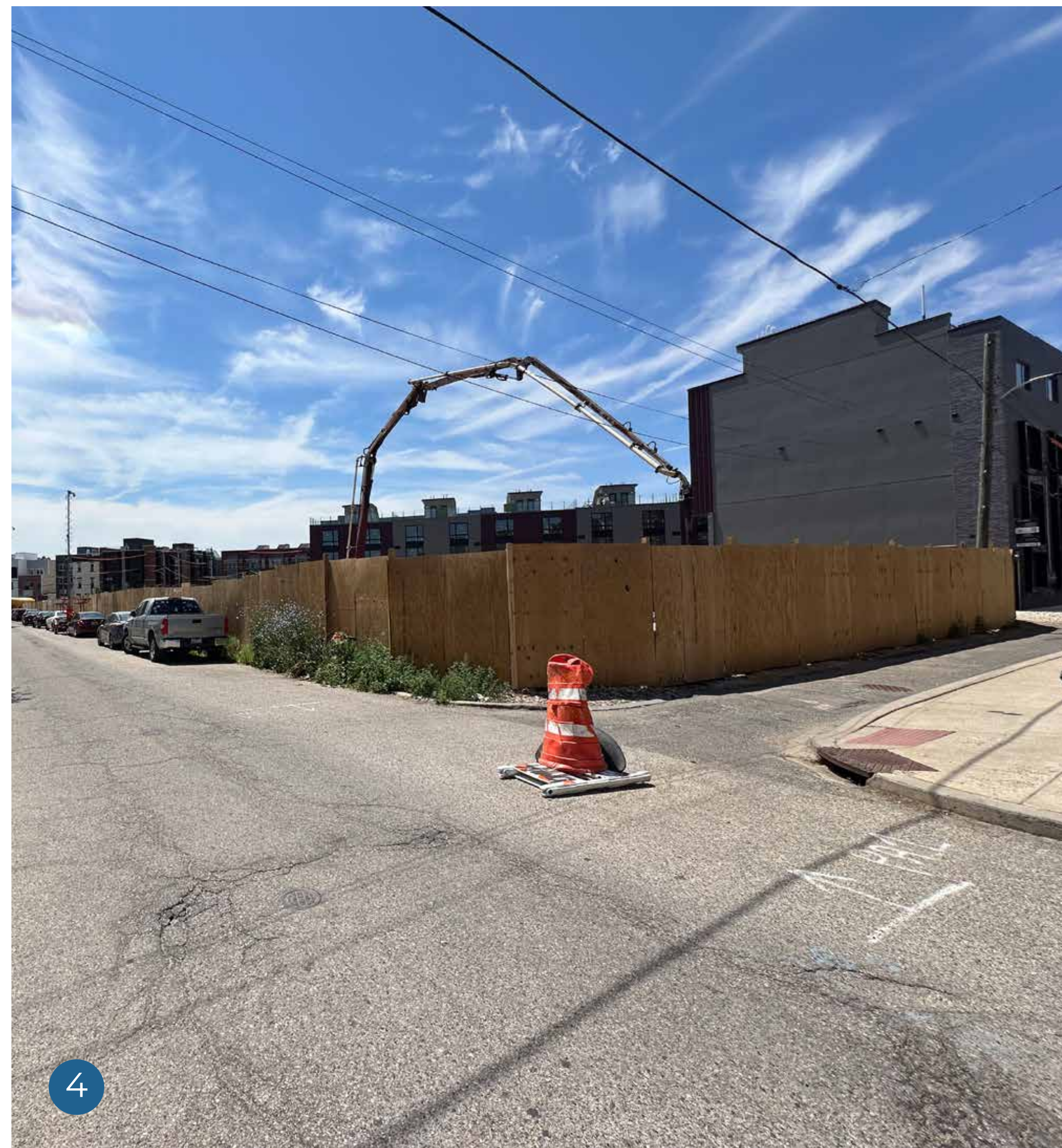
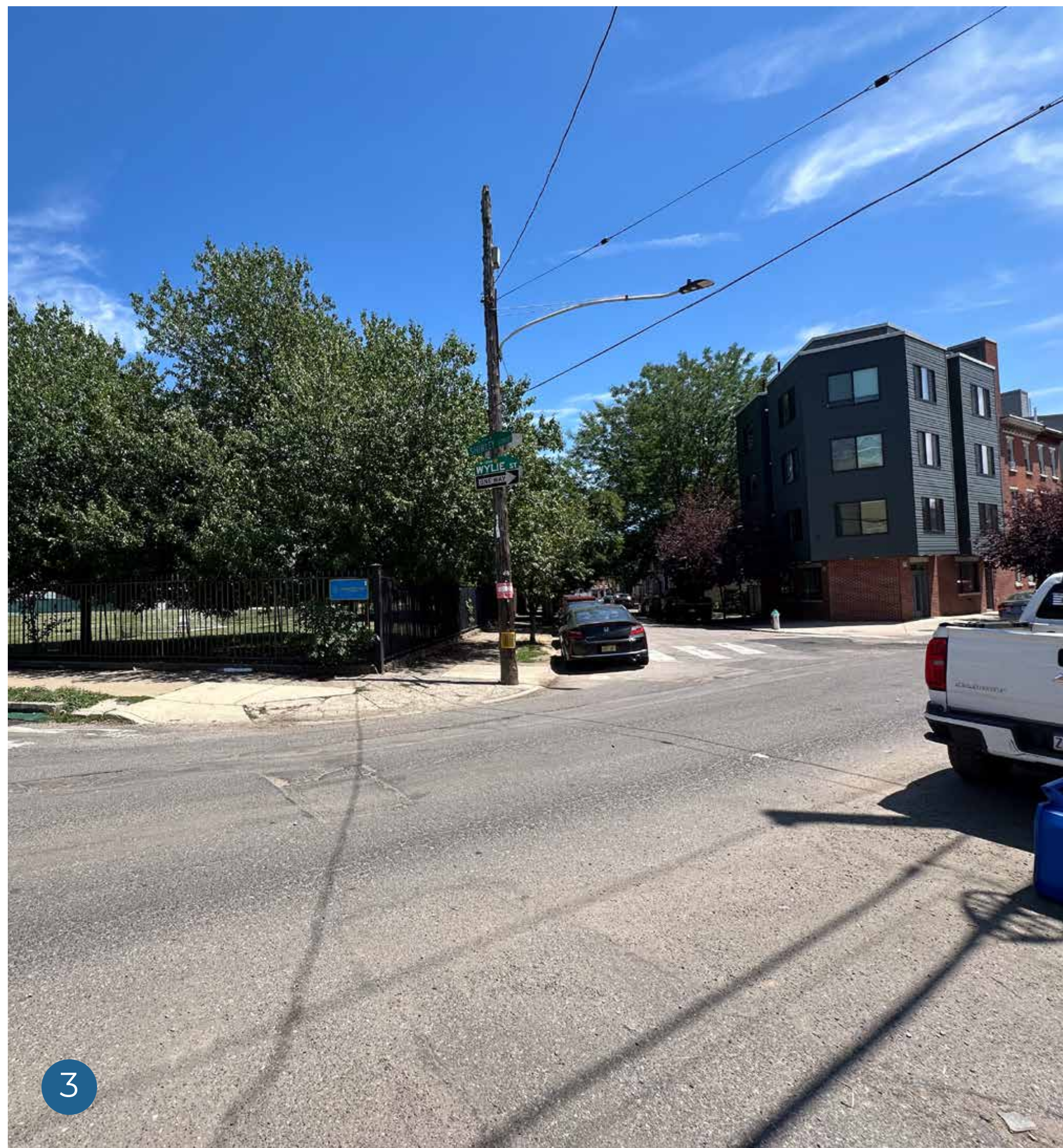
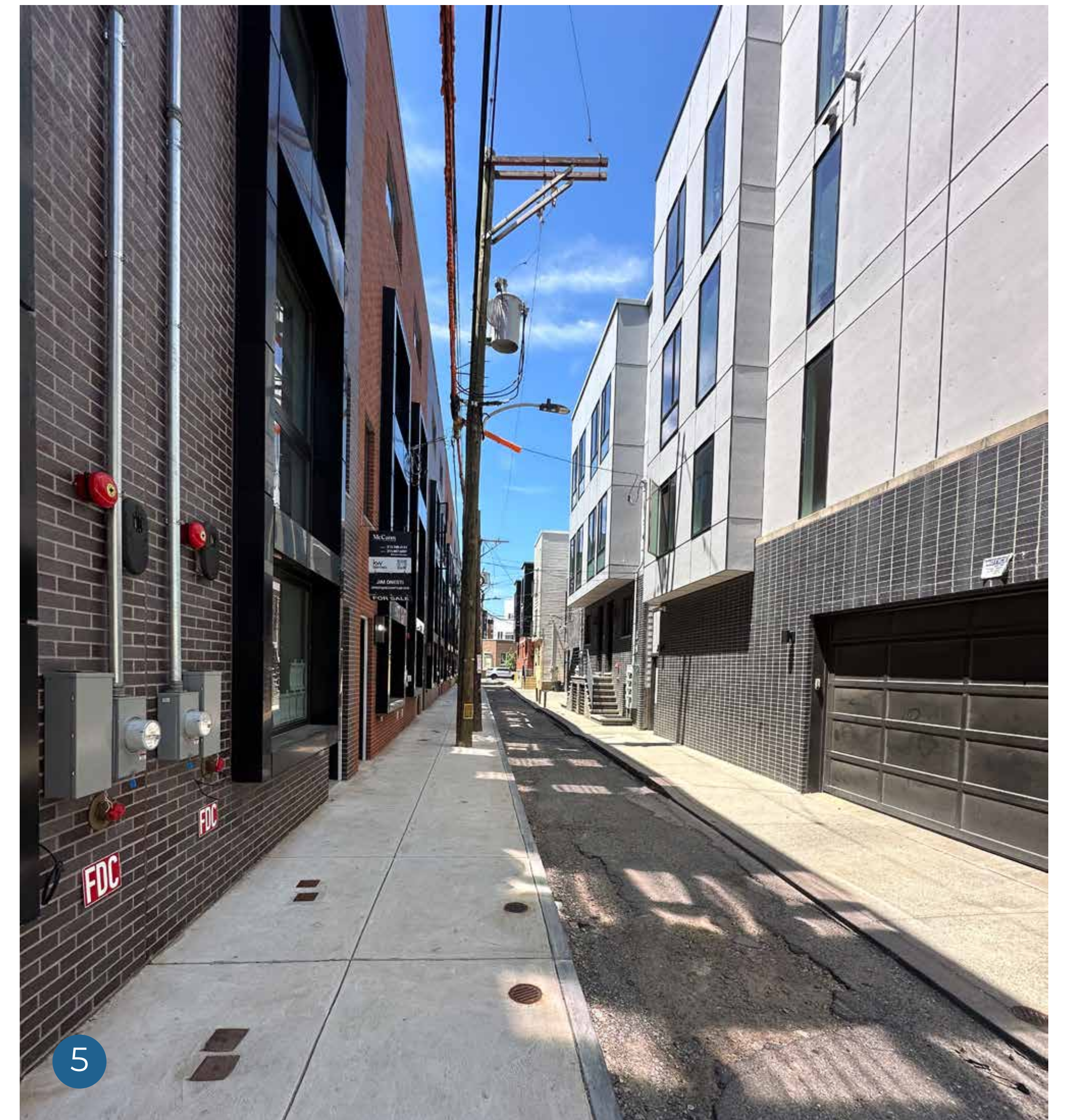
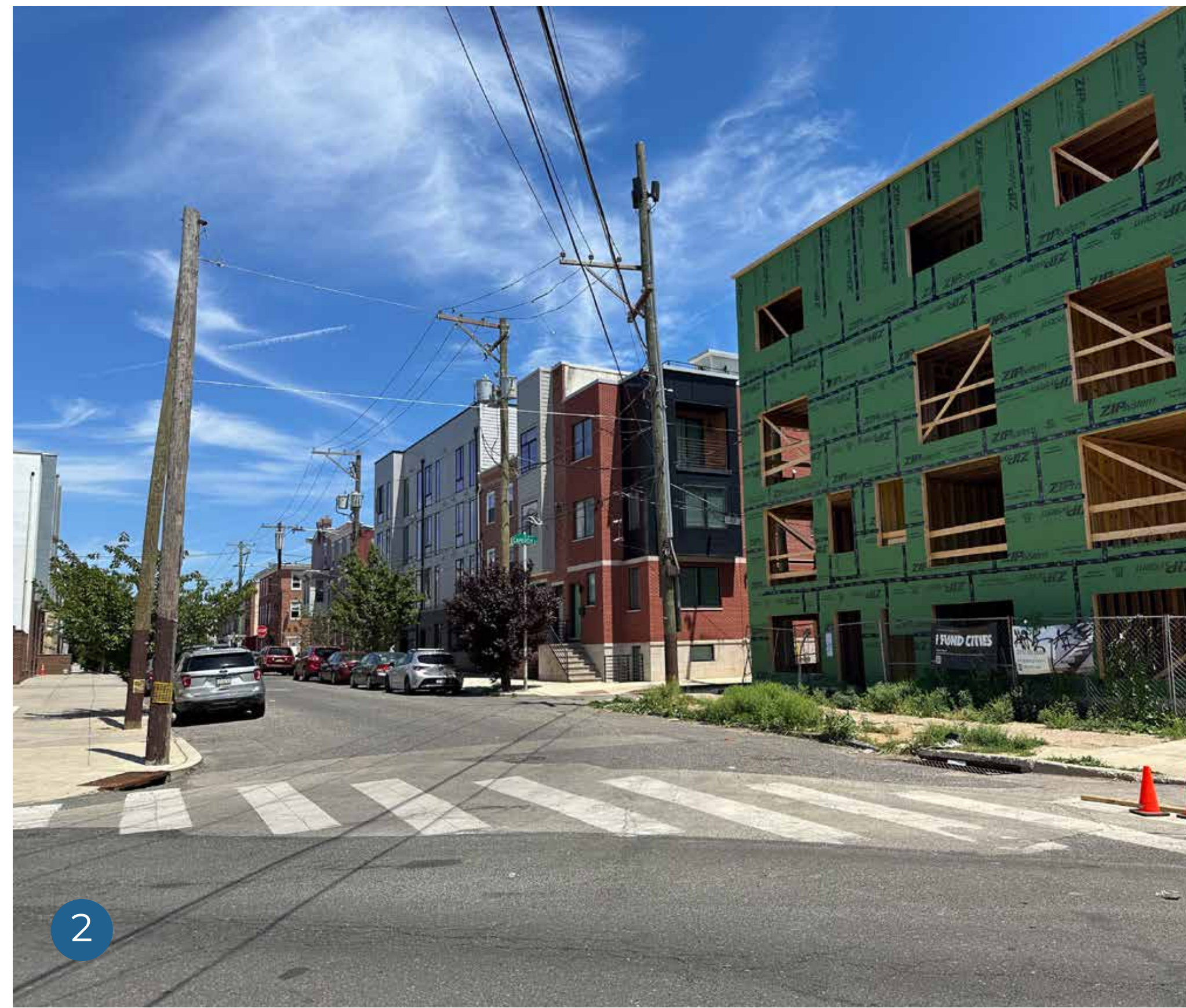
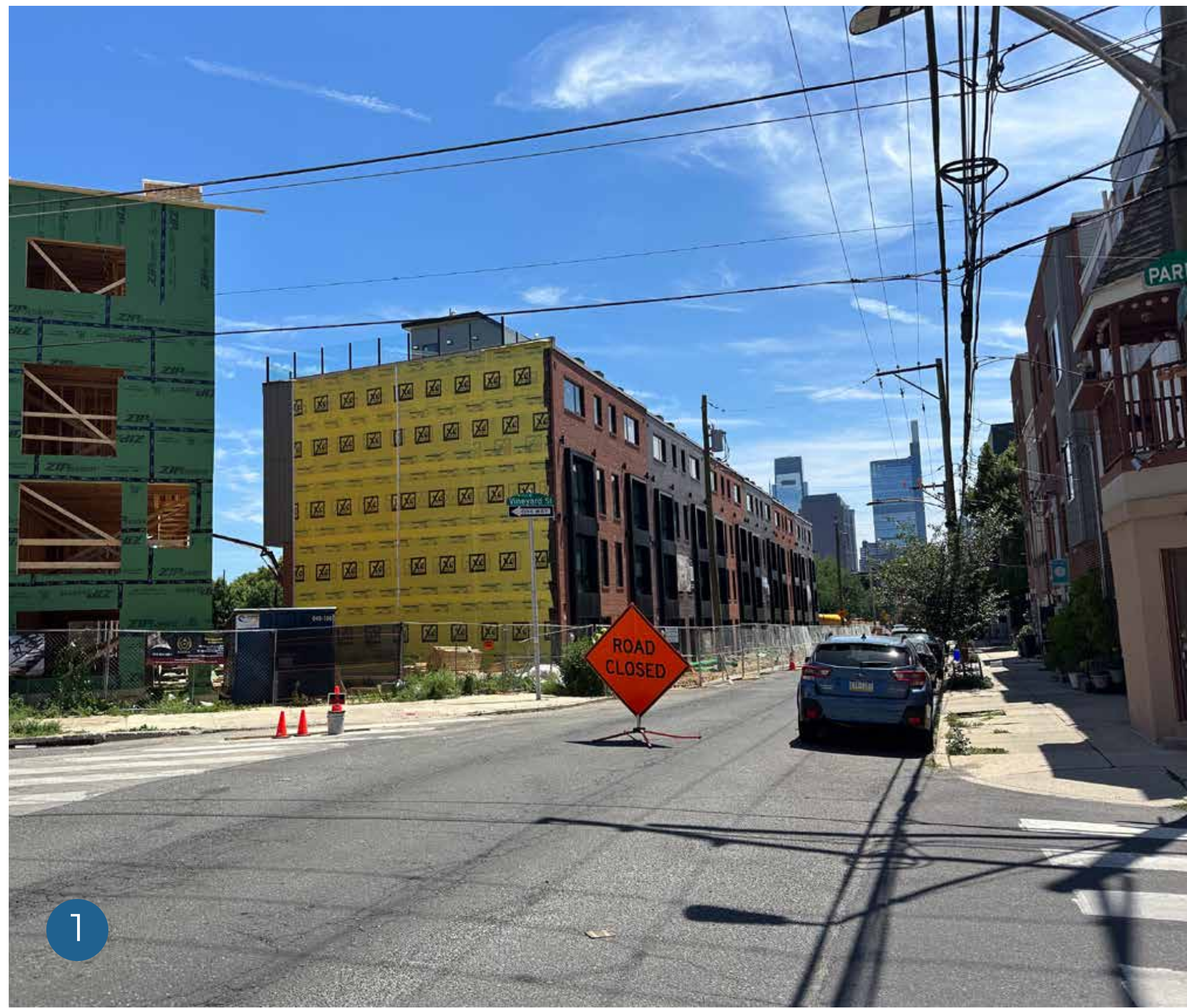


2



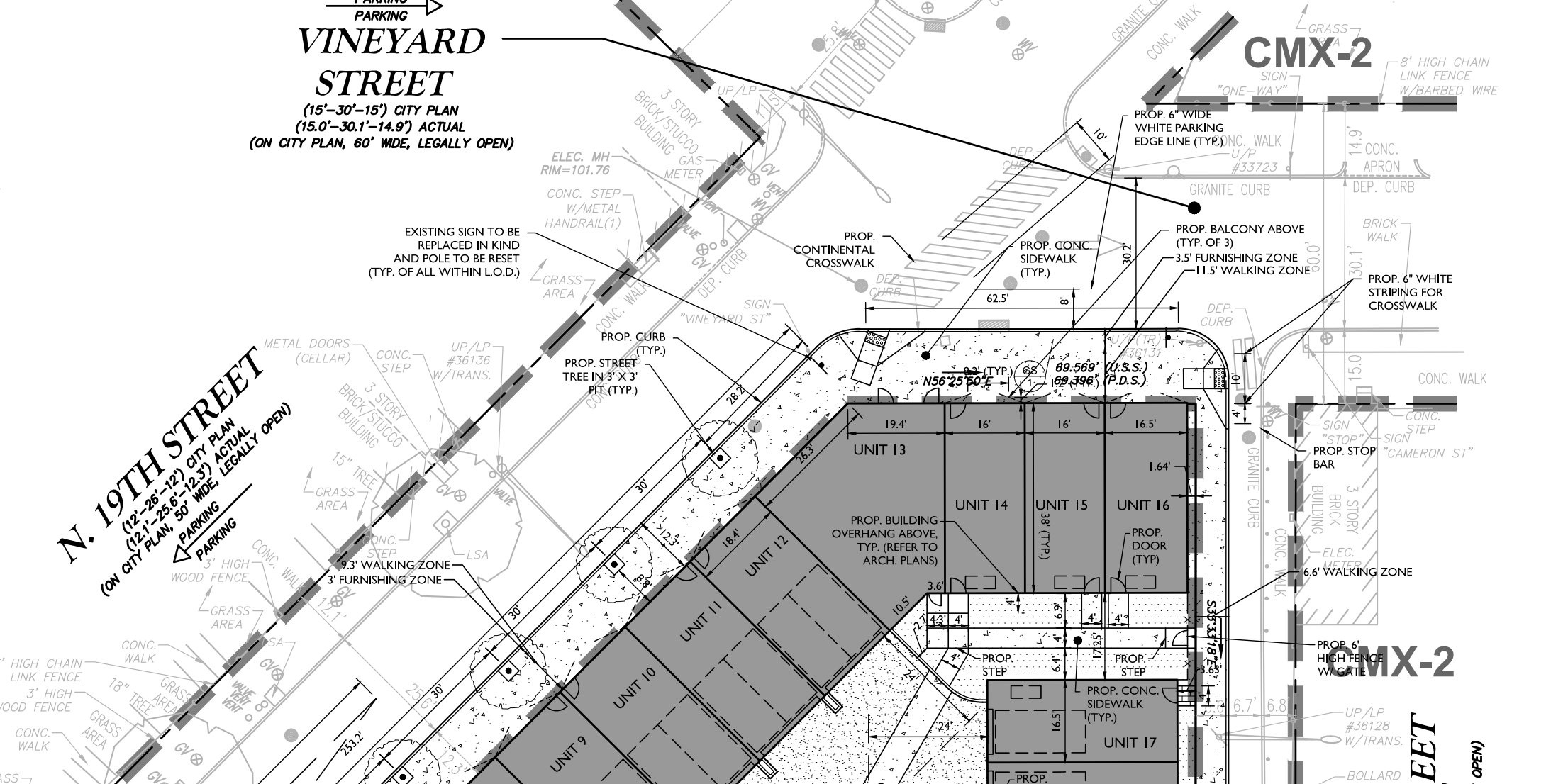
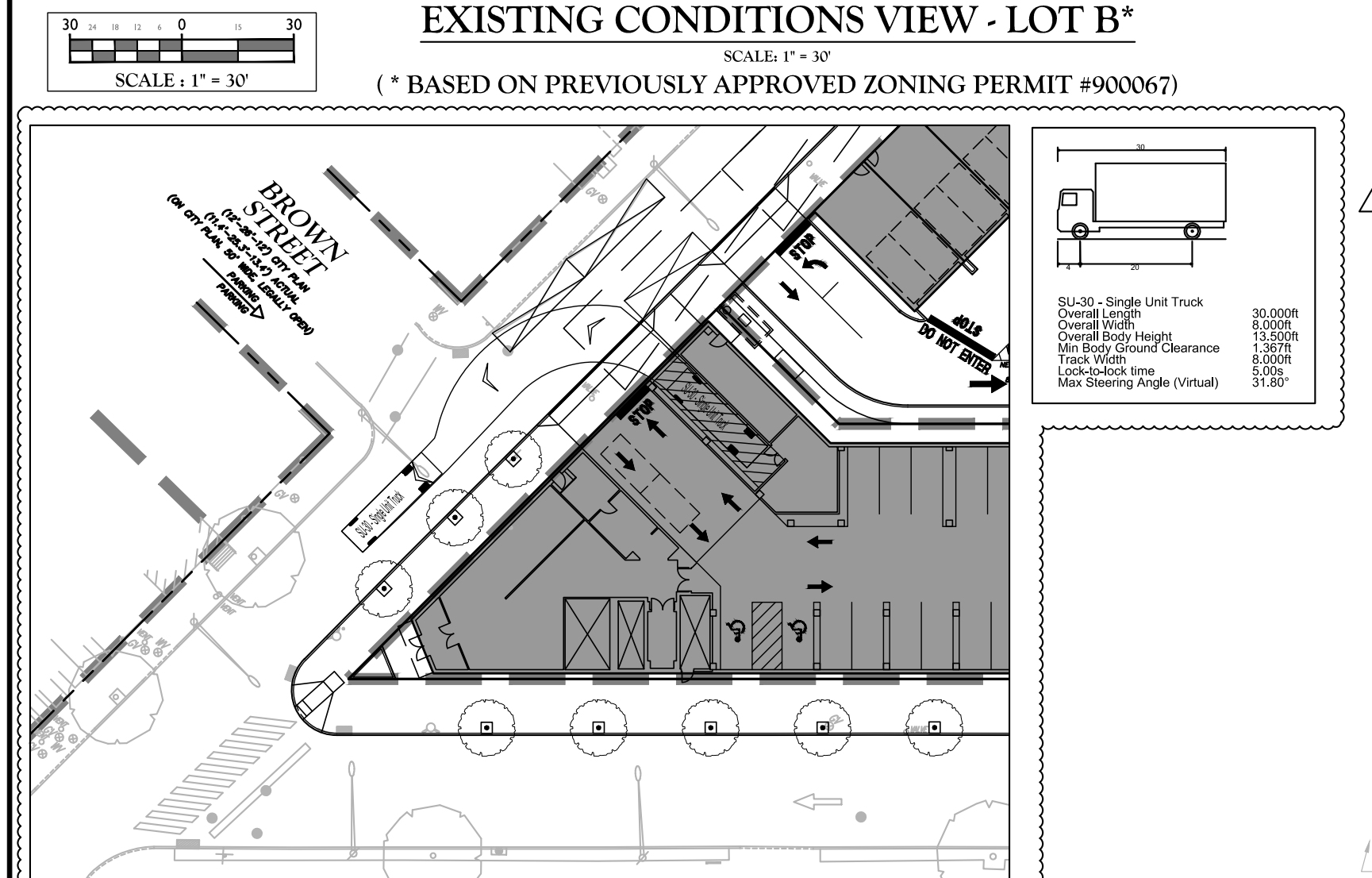
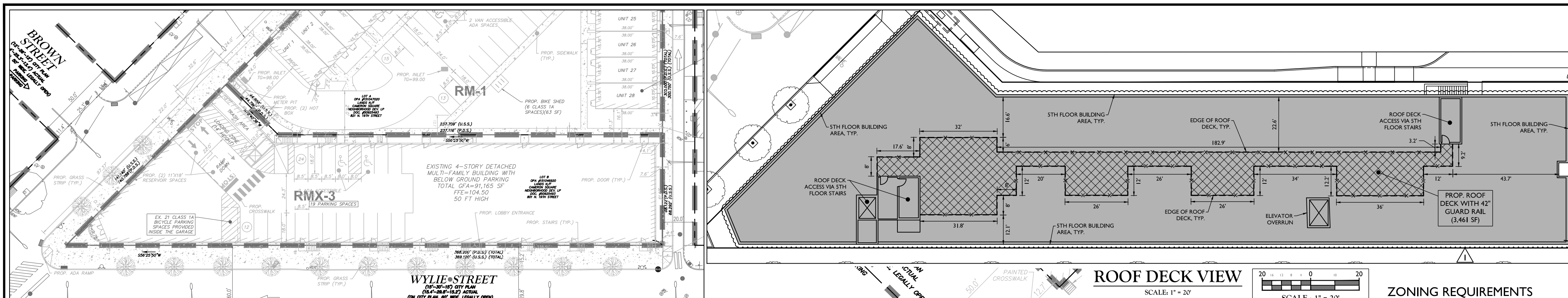
3







- | | | |
|--------------------------------------|---------|---|
| RESIDENTIAL MIXED-USE-3 | RMX-3 | ● |
| NEIGHBORHOOD COMMERCIAL MIX-USE-2 | CMX-2 | ● |
| COMMUNITY COMMERCIAL MIXED-USE | CMX-3 | ● |
| INDUSTRIAL COMMERCIAL MIX-USE | ICMX | ● |
| MEDIUM INDUSTRIAL | I-2 | ● |
| RESIDENTIAL MULTI-FAMILY-1 | RM-1 | ● |
| RESIDENTIAL SINGLE-FAMILY ATTACHED-5 | RSA-5 | ● |
| ACTIVE PARKS AND OPEN SPACE | SP-PO-A | ● |



ZONING REQUIREMENTS

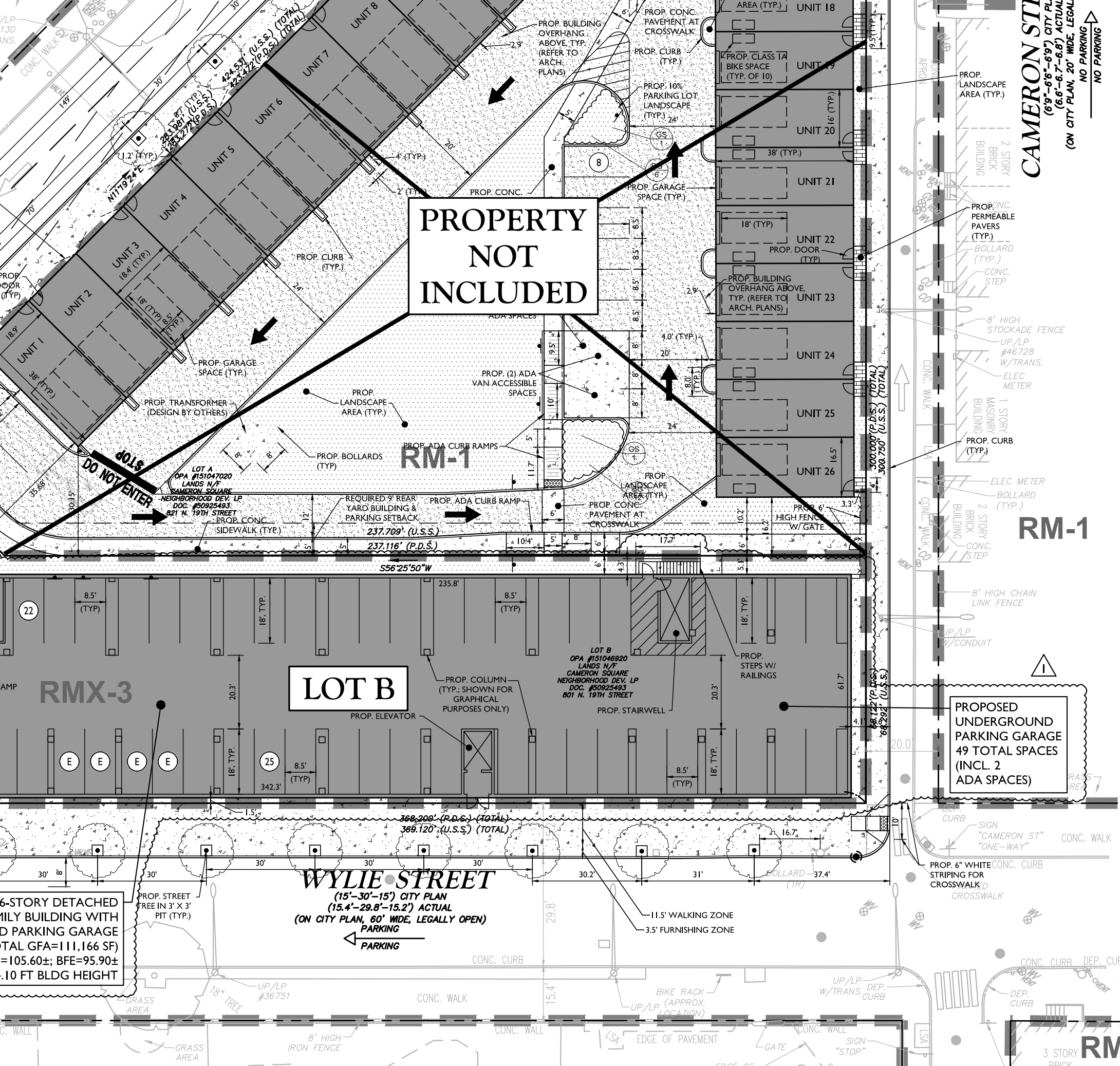
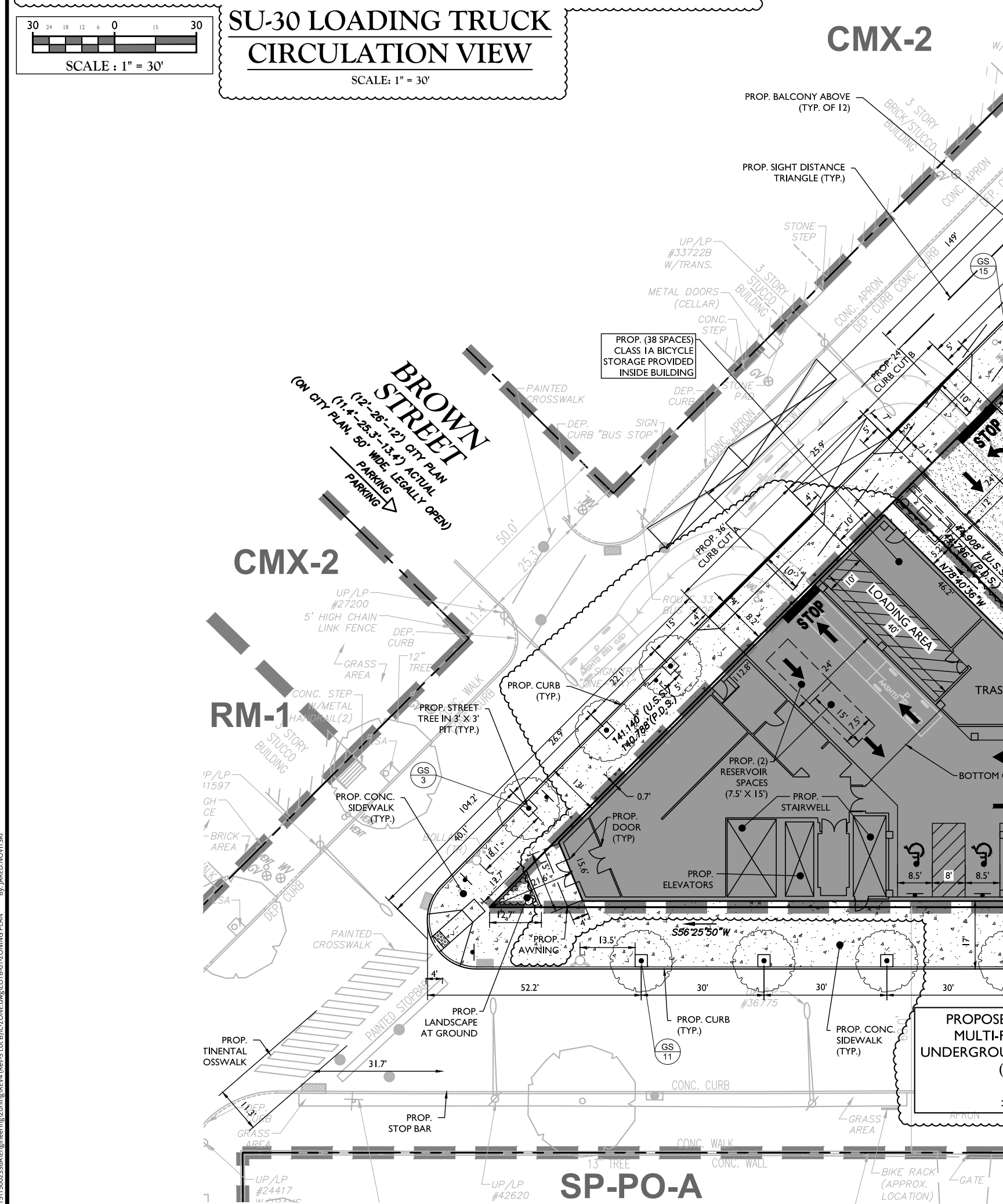
PROJECT/MUNICIPALITY: 801 N. 19TH STREET (LOT B)
CITY OF PHILADELPHIA
PHILADELPHIA COUNTY, PENNSYLVANIA

EQUITABLE OWNER/APPLICANT: CAMERON SQ. PARTNERS LLC
4700 KINGSESSING AVENUE - UNIT C
PHILADELPHIA, PA 19143

ZONE: RMX-3 ZONING DISTRICT
EXISTING USE: MULTIFAMILY (PRIOR ZONING PERMIT #900067)
PROPOSED USE (RMX-3): 6-STORY DETACHED MULTI-FAMILY BUILDING WITH 110 UNITS, 49 ACCESSORY PARKING SPACES

DESCRIPTION	LOT B RMX-3 REQUIRED	LOT B RMX-3 PROVIDED
MIN LOT AREA	N/A	23,890 SF (U.S.S.)
MIN STREET FRONTAGE	N/A	N/A
MIN LOT WIDTH	N/A	N/A
MIN LOT DEPTH	N/A	N/A
MIN OPEN AREA	10% (6.5 STORES)	10.2% (2,448 SF)
MAX OCCUPIED AREA	90% (6.5 STORES)	89.7% (2,382 SF)
MIN FRONT YARD BUILDING SETBACK	N/A	N/A
MIN SIDE YARD BUILDING SETBACK	N/A	N/A
MIN REAR YARD BUILDING SETBACK	N/A	N/A
MAX BUILDING HEIGHT	N/A	46.6% (111,166 SF)
MAX FAR	500% (119,150 SF)	
MIN PARKING	35 SPACES (3 PER 10 UNITS)	49 SPACES (INCL. 2 ADA ACCESSIBLE SPACES)
FRONT YARD PARKING SETBACK	N/A	N/A
SIDE YARD PARKING SETBACK	N/A	N/A
REAR YARD PARKING SETBACK	N/A	N/A
MIN DRIVEWAYS AND AISLES %	25%	25% MIN.
MIN LOADING SPACES	1 SPACE (100,000-200,000 SF)	1 SPACE
MIN BICYCLE PARKING SPACES	1 SPACE PER 10 MULTI-FAMILY DWELLING UNITS (8 SPACES)	38 CLASS 1A SPACES
MIN INTERIOR LANDSCAPE REQUIREMENT	N/A	N/A
MIN RESERVOIR SPACES (7.5' X 15')	2 SPACES (1-30 SPACES)	2 SPACES
MIN ELECTRIC VEHICLE SPACES	3 SPACES (40-9 SPACES)	4 SPACES
MIN STREET TREES (1)	4 TREES (1 PER 35 LF)	3 TREES (1)
MIN STREET TREES (2)	N/A	N/A (1)
MIN STREET TREES (3)	2 TREES (1 PER 35 LF)	0 TREES (1)
MIN STREET TREES (4)	11 TREES (1 PER 35 LF)	11 TREES (1)

[1] STREET TREES ARE SHOWN FOR CONCEPT PURPOSES ONLY, AND WILL COMPLY WITH THE PHILADELPHIA ZONING CODE CHAPTER 14-705 (2), AND THE PHILADELPHIA STREETS DEPARTMENT COMPLETE STREETS REQUIREMENTS, WHICH RESULT IN A TREE REDUCTION, AND ALLOW FOR LESS THAN WHAT IS REQUIRED, DUE TO THE EXISTING SITE CONSTRAINTS.



- ### CITY OF PHILADELPHIA ZONING GENERAL NOTES:
- COLLIERS ENGINEERING & DESIGN'S BUSINESS PRIVILEGE NUMBER IS 305518.
 - ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY OF PHILADELPHIA, PHILADELPHIA WATER DEPARTMENT (PWD), AND ZONING REQUIREMENTS AS PER THE PHILADELPHIA CODE.
 - ELEVATIONS ARE BASED ON CITY OF PHILADELPHIA DATUM. LOT DIMENSIONS & EASEMENT DIMENSIONS ARE BASED ON PHILADELPHIA DISTRICT STANDARDS UNLESS OTHERWISE NOTED.
 - TRASH PICK-UP WILL BE VIA PRIVATE COLLECTION FOR LOT B.
 - ALL PLANTINGS SHALL BE IN ACCORDANCE WITH THE PHILADELPHIA CITY PLANNING COMMISSION (P.C.P.C.) AND PWD GUIDELINES.
 - REFER TO ARCHITECTURAL PLANS FOR BUILDING FOOTPRINT DIMENSIONS AND DETAILS.
 - PLAN PREPARED AS PER INSTRUCTIONS OF THE APPLICANT.
 - ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
 - STORMWATER SHALL CONNECT TO THE EXISTING CITY DRAINAGE SYSTEM.
 - DEVELOPMENT TO BE SERVICED BY PUBLIC WATER AND SEWER IN ACCORDANCE WITH CITY OF PHILADELPHIA REQUIREMENTS.
 - BUILDING AND SITE DEMOLITION MUST COMPLY WITH THE CITY OF PHILADELPHIA DEMO PERMIT APPLICATION AND GUIDELINES. THE OWNER MUST APPLY AND OBTAIN A DEMOLITION PERMIT.
 - PWD WATERSHED DISTRICT: LOWER SCHUYLKILL RIVER.
 - THIS PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2 ANNUAL CHANCE FLOODPLAIN).
 - THIS DEVELOPMENT PROJECT WILL BE A CONDOMINIUM PER THE APPLICABLE CONDOMINIUM LAWS OF PENNSYLVANIA. PROPOSED LOTS A & B (INCLUDING ALL PROPOSED BUILDINGS, INTERIOR PRIVATE DRIVEWAY, PARKING GARAGES, LANDSCAPE AREAS, UTILITIES, & STORMWATER MANAGEMENT FACILITIES) SHALL BE PRIVATELY OWNED AND MAINTAINED BY A CONDO ASSOCIATION.
 - ELEVATIONS INTENDED TO SHOW BULK AND MASSING ONLY; BUILDING MATERIALS AND DETAILS OF FENESTRATION SUBJECT TO CHANGE.
 - THE LIMIT OF DISTURBANCE FOR LOT B IS APPROXIMATELY 33,309 SF.

LEGEND

EXISTING	PROPOSED	EXISTING	PROPOSED
RIGHT OF WAY ADJACENT PROPERTY LINE	PROPERTY LINE	BUILDING AREA	ROOF DECK AREA
ZONING BOUNDARY	ZONING BOUNDARY	CONCRETE PAVEMENT	ASPHALT PAVEMENT
EDGE OF PAVEMENT	EDGE OF PAVEMENT	LANDSCAPE AREA	LANDSCAPE AREA
CURB	CURB	ELECTRIC VEHICLE SPACE	ELECTRIC VEHICLE SPACE
FENCE	FENCE	TREE	SHADEMASTER LOCUST TREE
SGNS	SGNS		
MANHOLE	MANHOLE		
HYDRANT	HYDRANT		
WATER VALVE	WATER VALVE		
GAS VALVE	GAS VALVE		
CLEANOUT	CLEANOUT		
UTILITY POLE	UTILITY POLE		
INLET	INLET		

Colliers
Engineering & Design
www.colliersengineering.com

Doing Business as **MASER**

811 PROTECT YOURSELF! ALL UTILITIES MUST BE LOCATED AND MARKED PRIOR TO ANY EXCAVATION. SURFACE ANCHORS IN ANY STATE SHALL BE IDENTIFIED, MARKED AND DEEPER THAN 18 INCHES. FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT WWW.CALL811.COM

RHETT N. CHILBERTI
PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER - LICENSE NUMBER: PE71158

ZONING PLAN
FOR
CAMERON SQ. PARTNERS LLC

PROJECT:
CAMERON SQUARE

LOCATION:
801 N 19TH STREET
PHILADELPHIA, PA 19130

PHILADELPHIA
2 Penn Center, Suite 700
1500 JFK Boulevard
Philadelphia, PA 19102
Phone: 215.581.9021
COLLIERS ENGINEERING & DESIGN, INC. (A COLLIERS COMPANY)
WWW.COLLIERS.COM

Legend:
DATE: 02/25/21
DRAWN BY: JLN
CHECKED BY: JLN
PROJECT NUMBER: 1500239A
E-Code: E

ZONING PLAN
1 of 2

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.





SITE PLAN

GROUND FLOOR

- AMENITY SPACE
- PARKING SPACE

- 1 ADA CORNER RAMP
- 2 STREET TREE IN 3'X6' TREE PIT
- 3 LIGHTWELL
- 4 36' WIDE CURBCUT
- 5 20' WIDE DRIVEAISLE
- 6 PARKING STALLS TYP. (8.5' X 18')
- 7 ADA PARKING STALLS
- 8 RESIDENTIAL LOBBY
- 9 CO-WORKING SPACE
- 10 MAIL PACKAGE ROOM
- 11 BIKE STORAGE ROOM
- 12 LOADING ZONE (10'X40')
- 13 TRASH ROOM
- 14 RESIDENTIAL ELEVATOR
- 15 FREIGHT ELEVATOR
- 16 STAIR TOWER
- 17 EV PARKING STALLS
- 18 STEPS AND LANDING

- RESIDENTIAL ENTRANCE
- VEHICLE ENTRANCE/EXIT
- TRASH CIRCULATION
- BIKE CIRCULATION
- FIRE EXIT

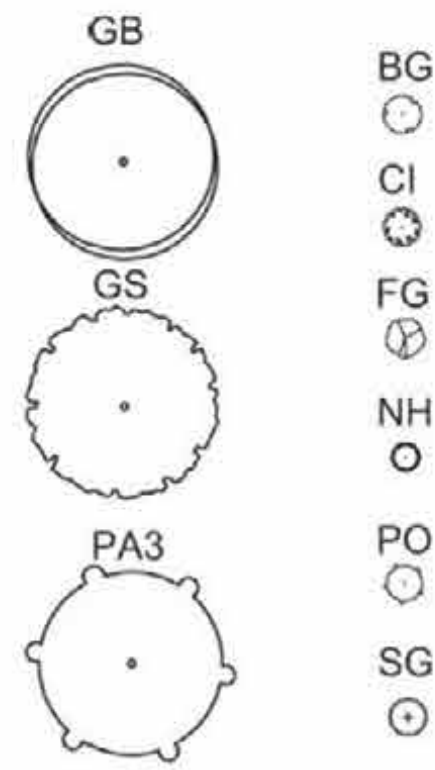
CREDIT: NORR (LOT A DESIGN)



CREDIT: NORR

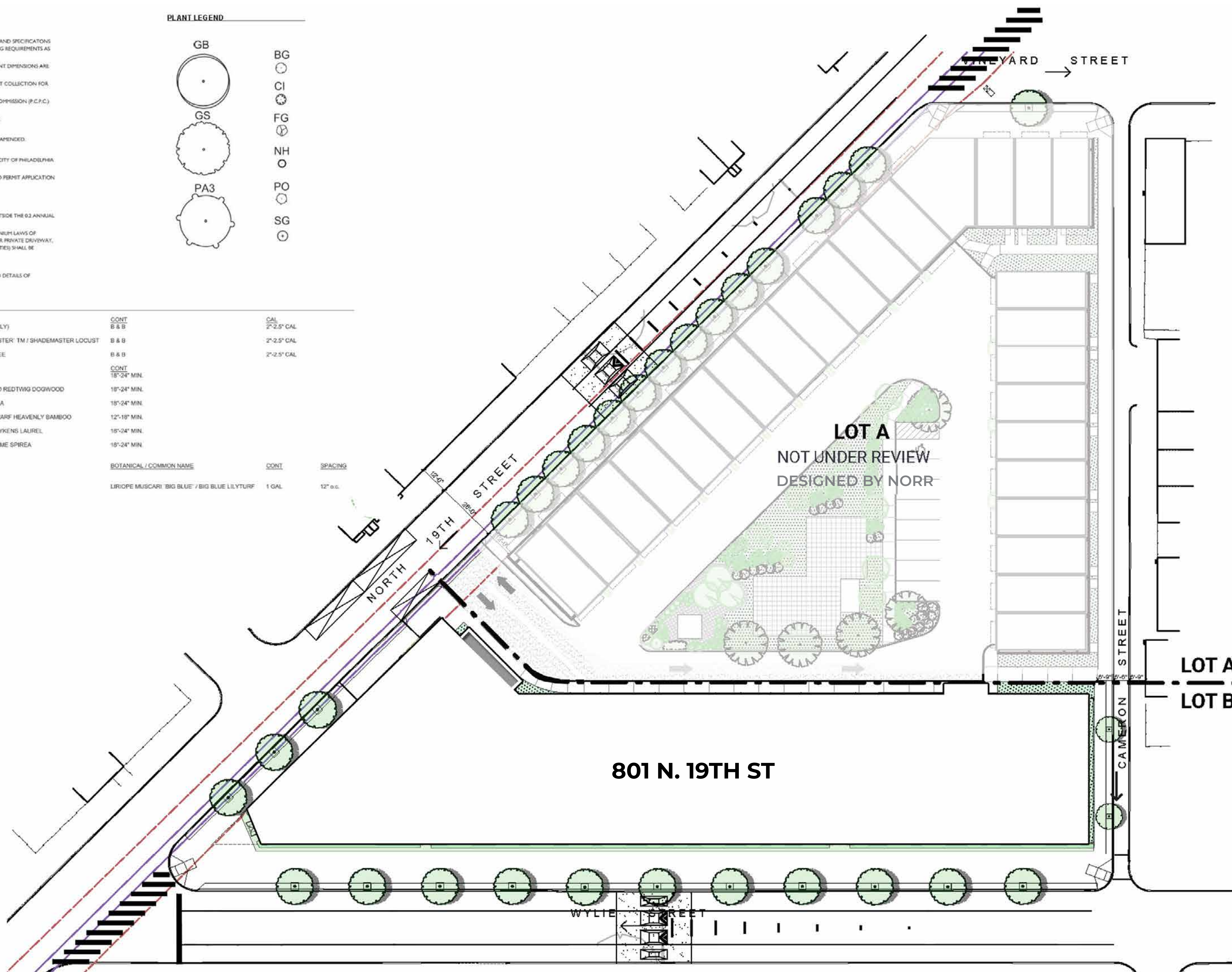
- CITY OF PHILADELPHIA ZONING GENERAL NOTES:**
1. PAVED CONSULTING, P.A.'S BUSINESS PRIVILEGE NUMBER IS 205518.
 2. ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY OF PHILADELPHIA, PHILADELPHIA WATER DEPARTMENT (PWD), AND ZONING REQUIREMENTS AS PER THE PHILADELPHIA CODE.
 3. ELEVATIONS ARE BASED ON CITY OF PHILADELPHIA DATUM. LOT DIMENSIONS & EASEMENT DIMENSIONS ARE BASED ON PHILADELPHIA DISTRICT STANDARDS UNLESS OTHERWISE NOTED.
 4. TRASH PICK-UP WILL BE VIA PUBLIC STREET COLLECTION FOR LOT A AND PRIVATE STREET COLLECTION FOR LOT B.
 5. ALL PLANTINGS SHALL BE IN ACCORDANCE WITH THE PHILADELPHIA CITY PLANNING COMMISSION (P.C.P.C.) AND PWD GUIDELINES.
 6. REFER TO ARCHITECTURAL PLANS FOR BUILDING FOOTPRINT DIMENSIONS AND DETAILS.
 7. PLAN PREPARED AS PER INSTRUCTIONS OF THE APPLICANT.
 8. ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
 9. STORMWATER SHALL CONNECT TO THE EXISTING CITY DRAINAGE SYSTEM.
 10. DEVELOPMENT TO BE SERVICED BY PUBLIC WATER AND SEWER IN ACCORDANCE WITH CITY OF PHILADELPHIA REQUIREMENTS.
 11. BUILDING AND SITE DEMOLITION MUST COMPLY WITH THE CITY OF PHILADELPHIA DEMO PERMIT APPLICATION AND GUIDELINES. THE OWNER MUST APPLY AND OBTAIN A DEMOLITION PERMIT.
 12. 1 ELECTRICAL VEHICLE PARKING SPACE IS PROVIDED.
 13. PWD WATER-RED DISTRICT - LOWER SCHUYLL RIVER.
 14. THIS PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2 ANNUAL CHANCE FLOODPLAIN).
 15. THIS DEVELOPMENT PROJECT WILL BE A CONDOMINIUM PER THE APPLICABLE CONDOMINIUM LAWS OF PENNSYLVANIA. PROPOSED LOTS A & B (INCLUDING ALL PROPOSED BUILDINGS, INTERIOR PRIVATE DRIVEWAY, PARKING GARAGES, LANDSCAPE AREAS, UTILITIES, & STORMWATER MANAGEMENT FACILITIES) SHALL BE PRIVATELY OWNED AND MAINTAINED BY A CONDO ASSOCIATION.
 16. THIS DEVELOPMENT PROPOSES BASEMENTS ON LOT A AND A PORTION OF LOT B.
 17. ELEVATIONS INTENDED TO SHOW BULK AND MASSING ONLY; BUILDING MATERIALS AND DETAILS OF FENESTRATION SUBJECT TO CHANGE.

PLANT LEGEND

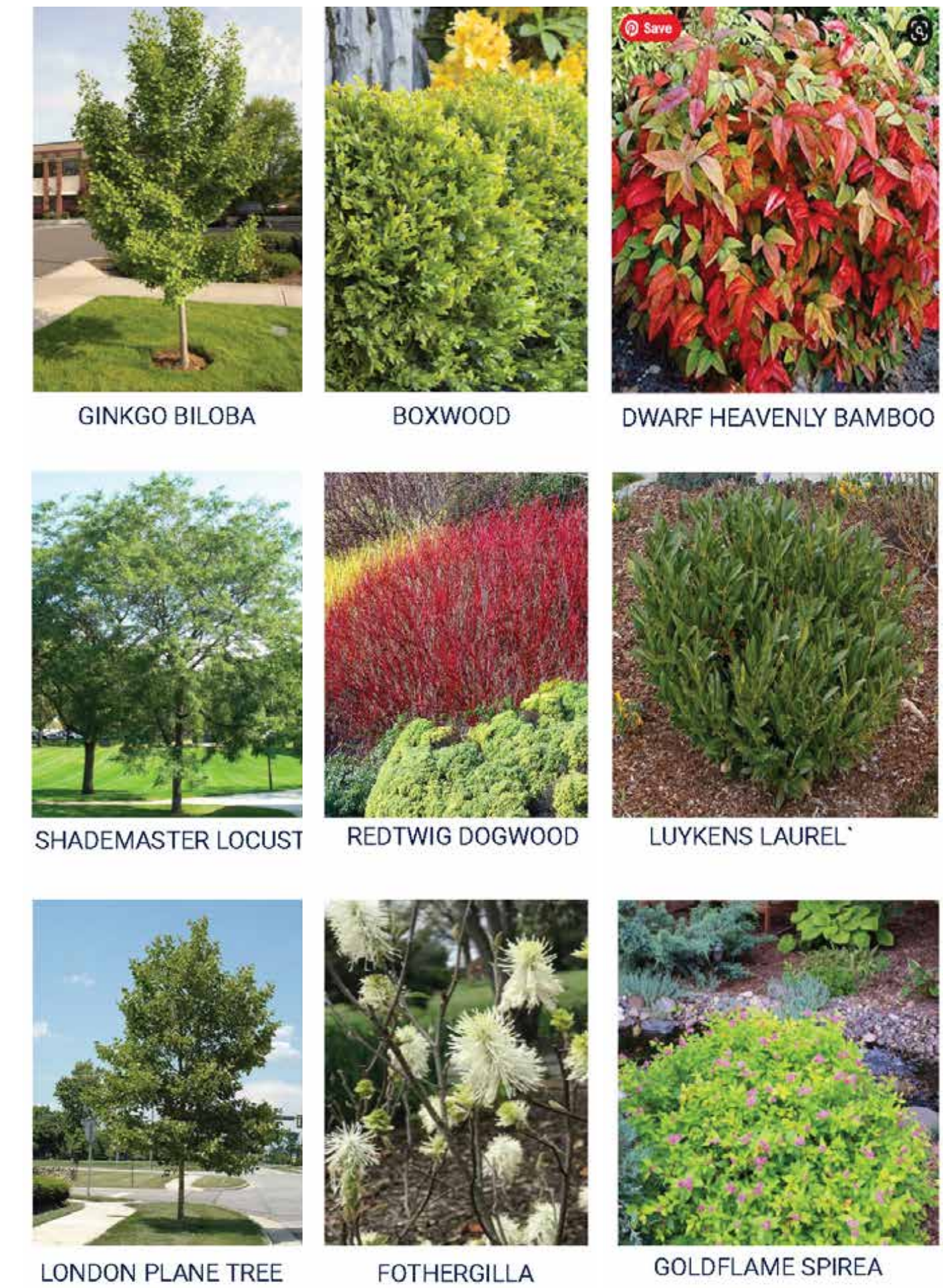


PLANT SCHEDULE

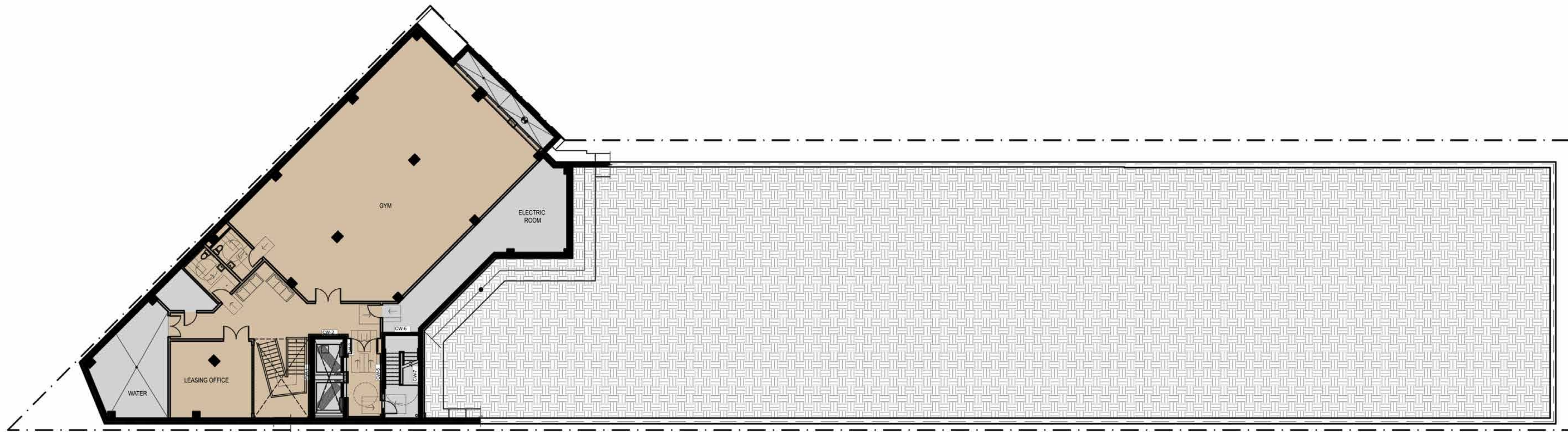
DECIDUOUS TREES	QTY	BOTANICAL / COMMON NAME	CONT	CAL	
GB	10	GINKGO BILOBA / MAIDENHAIR TREE (MALE ONLY)	B & B	2'-2.5' CAL	
GS	8	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'™ / SHADEMASTER LOCUST	B & B	2'-2.5' CAL	
PA3	11	PLATANUS X ACERIFOLIA / LONDON PLANE TREE	B & B	2'-2.5' CAL	
SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT		
BG	82	BUXUS X 'GREEN VELVET' / BOXWOOD	18"-24" MIN.		
CI	9	CORNUS SERICEA 'IVORY HALO' / VARIEGATED REDTWIG DOGWOOD	18"-24" MIN.		
FG	20	FOTHERGILLA GARDENII / DWARF FOTHERGILLA	18"-24" MIN.		
NH	24	NANDINA DOMESTICA 'HARBOUR DWARF' / DWARF HEAVENLY BAMBOO	12"-18" MIN.		
PO	9	PRUNUS LAUROCERASUS 'OTTO LUYKEN' / LUYKENS LAUREL	18"-24" MIN.		
SG	11	SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA	18"-24" MIN.		
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING
	LB	740	LIRIOPE MUSCARI 'BIG BLUE' / BIG BLUE LILYTURF	1 GAL	12" o.c.



LANDSCAPE PLAN

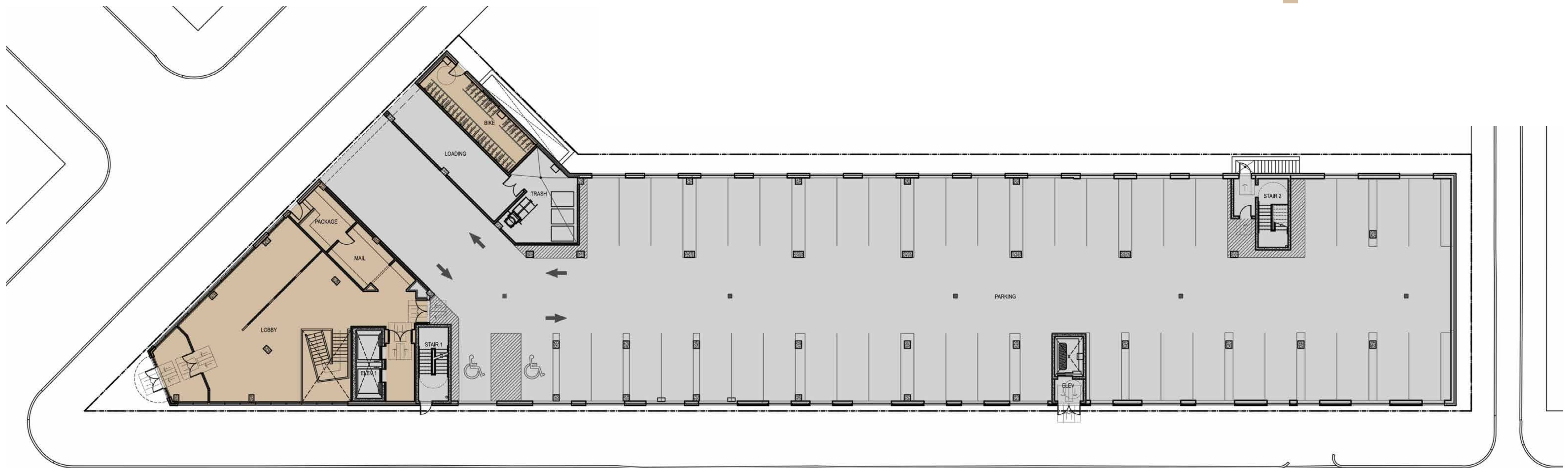


CREDIT: NORR



CELLAR PLAN

■ AMENITY SPACE



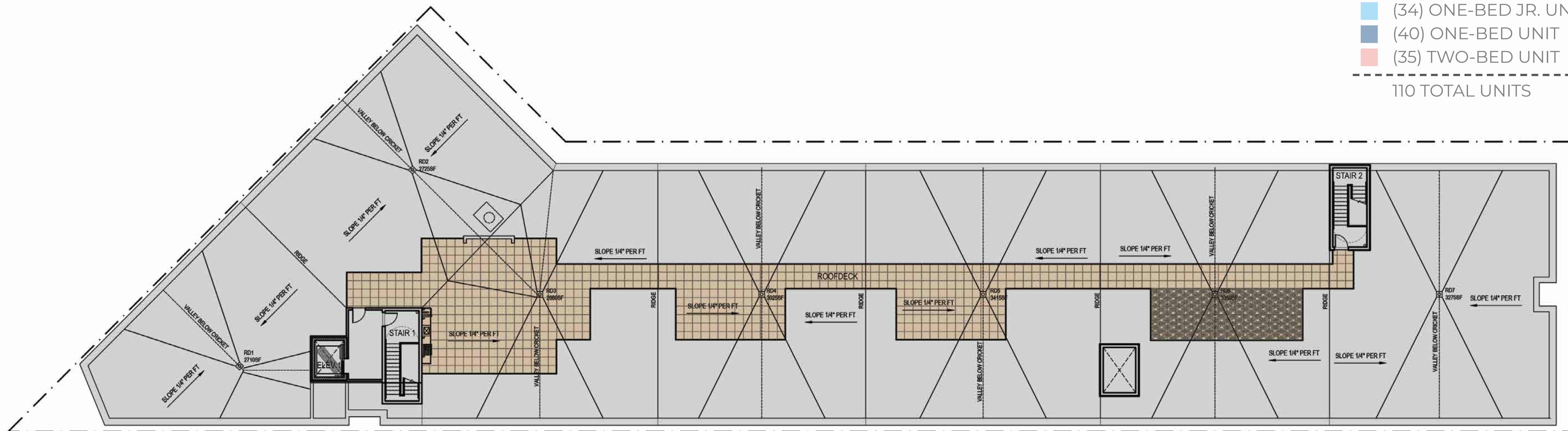
FIRST FLOOR PLAN



2ND - 6TH FLOOR PLAN

- AMENITY SPACE
- (1) STUDIO
- (34) ONE-BED JR. UNIT
- (40) ONE-BED UNIT
- (35) TWO-BED UNIT

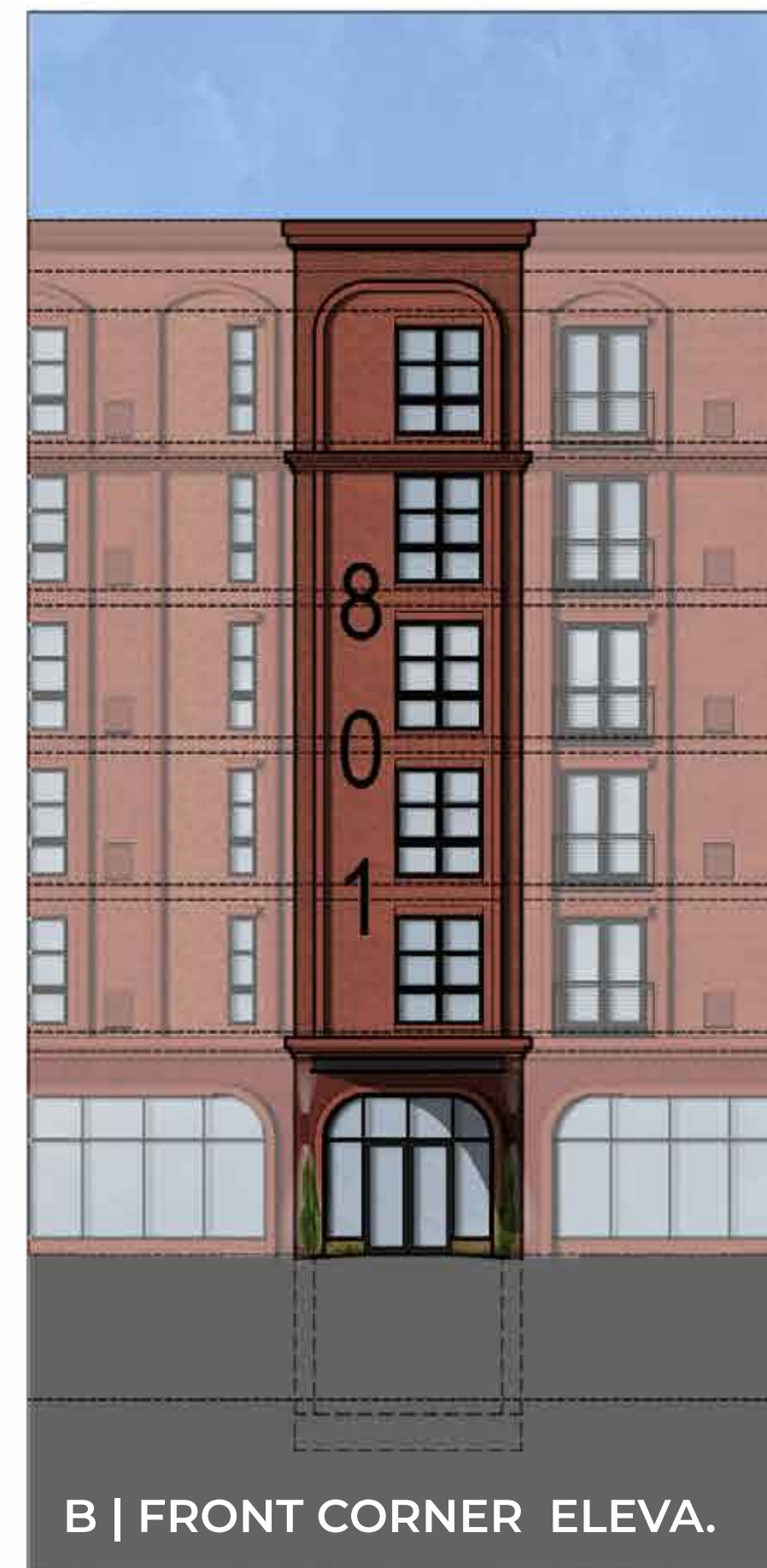
110 TOTAL UNITS



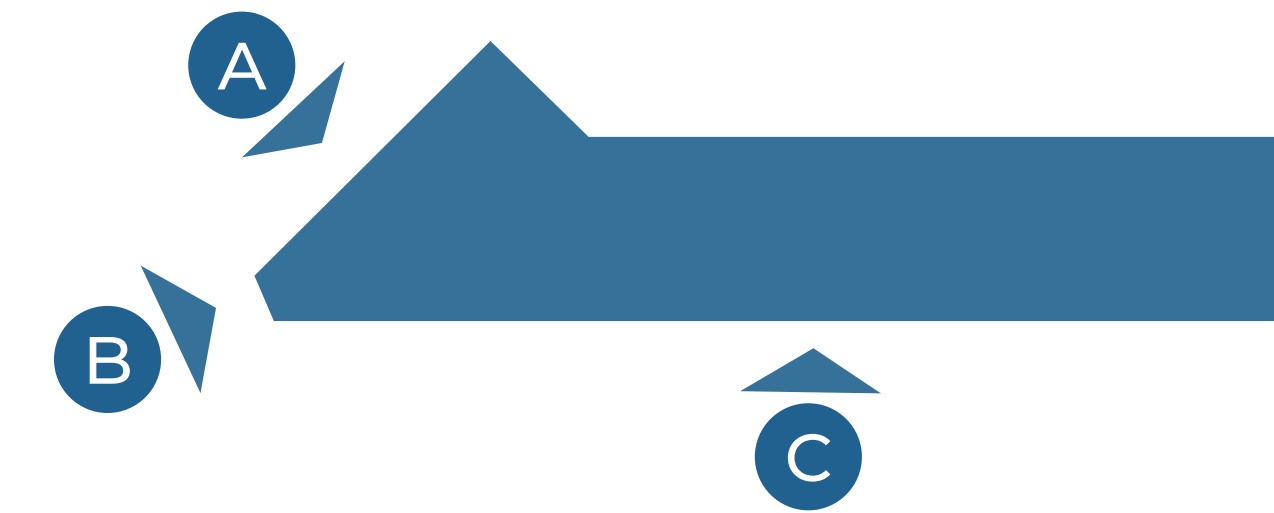
ROOF PLAN



A | N 19TH ST. ELEVATION



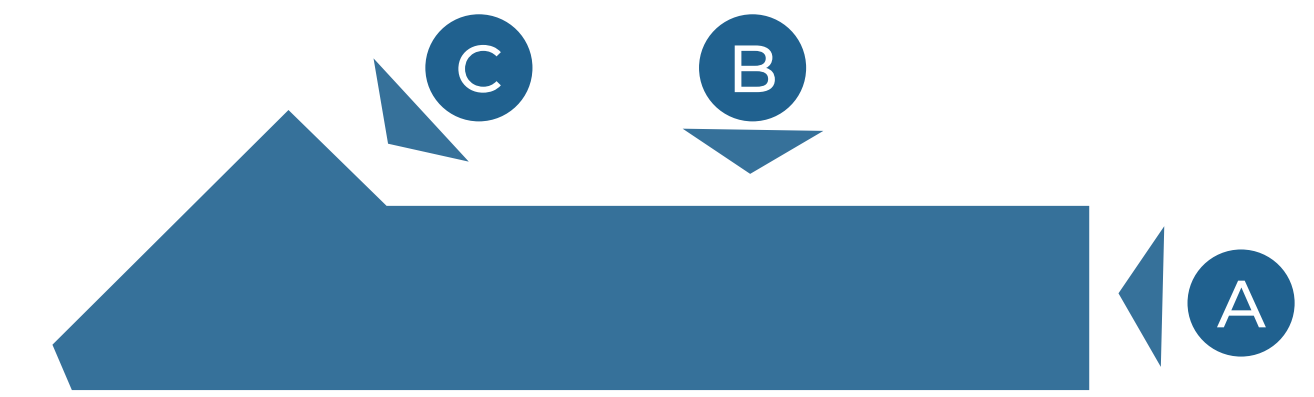
B | FRONT CORNER ELEVATION



C | WYLIE ST. ELEVATION



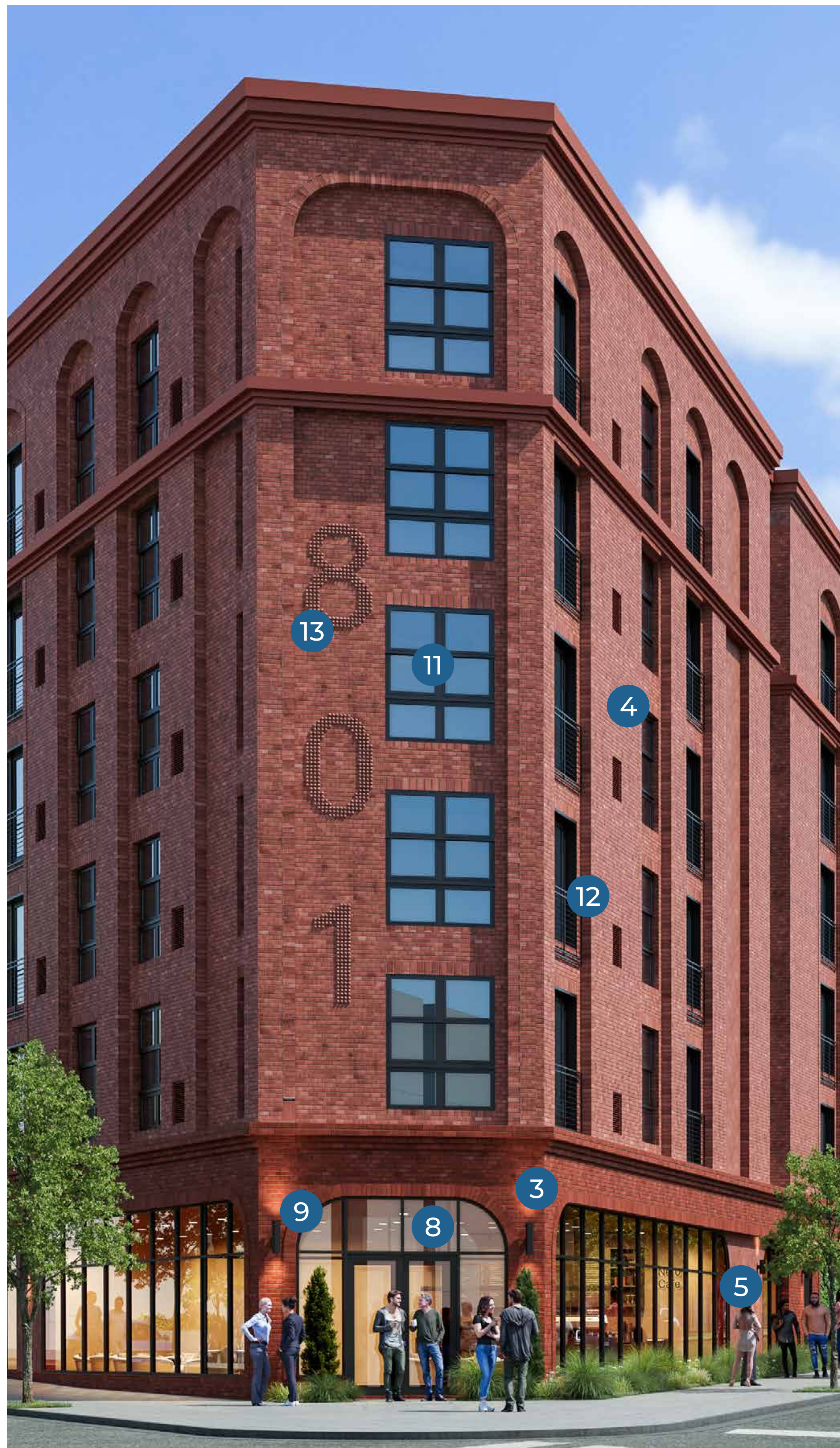
A | CAMERON ST. ELEVATION



B | REAR ELEVATION



C | REAR ELEVATION

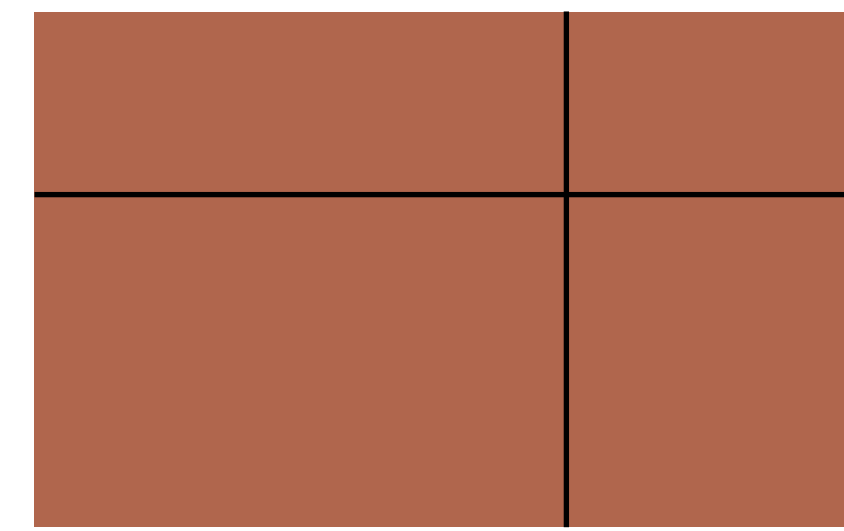


1 | PRIMARY FACADE



2 | SECONDARY FACADE

MATERIALS



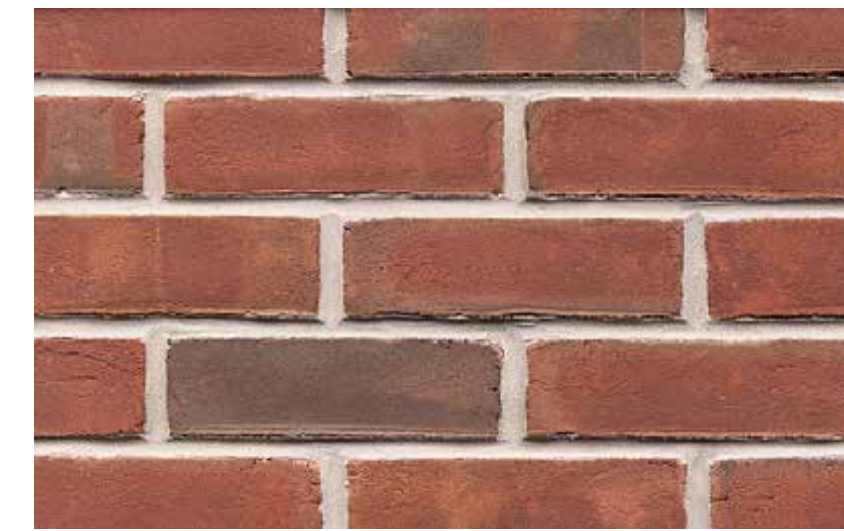
1 ATAS COMPOSITE METAL PANEL
Mission Red



2 HARDIE PLANK LAP SIDING
Red - 7" Exposure



13 ORNAMENTAL BRICKWORK
Red



3 BRICK #1
53-DD (Cream Mortar)



4 BRICK #2
Centennial (Red Mortar)



5 BRICK #3
Centennial in Herringbone



6 GARAGE SCREEN
Black



7 METAL PLANTERS W/
VEGETATED SCREENS
Black



8 ALUMINUM STOREFRONT SYSTEMS
Black



9 WALL UP DOWN LIGHT FIXTURE
Black



10 WALL WASHING DOWN LIGHT FIXTURE
Black

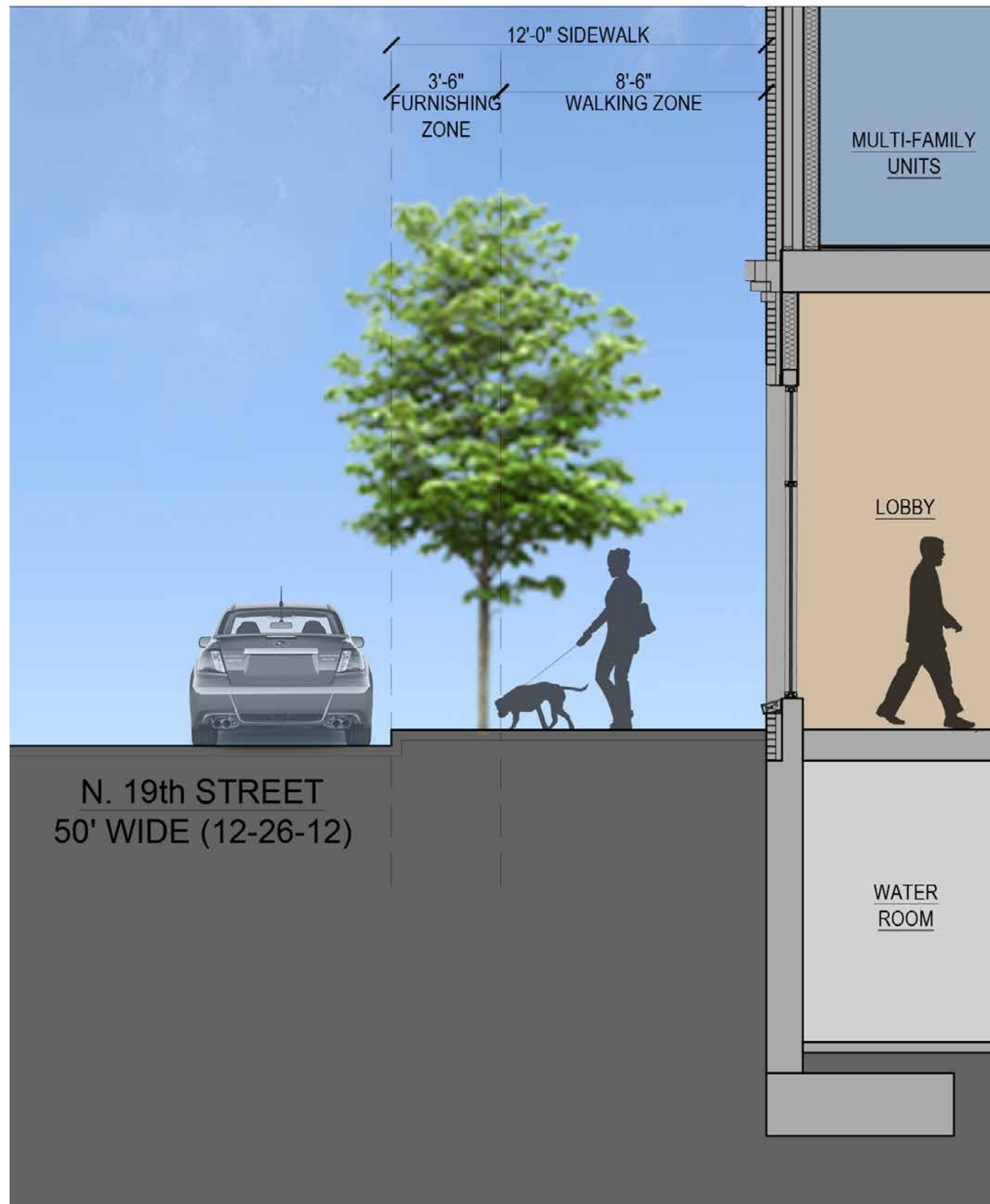


11 PLY-GEM COMPOSITE WINDOWS
Black

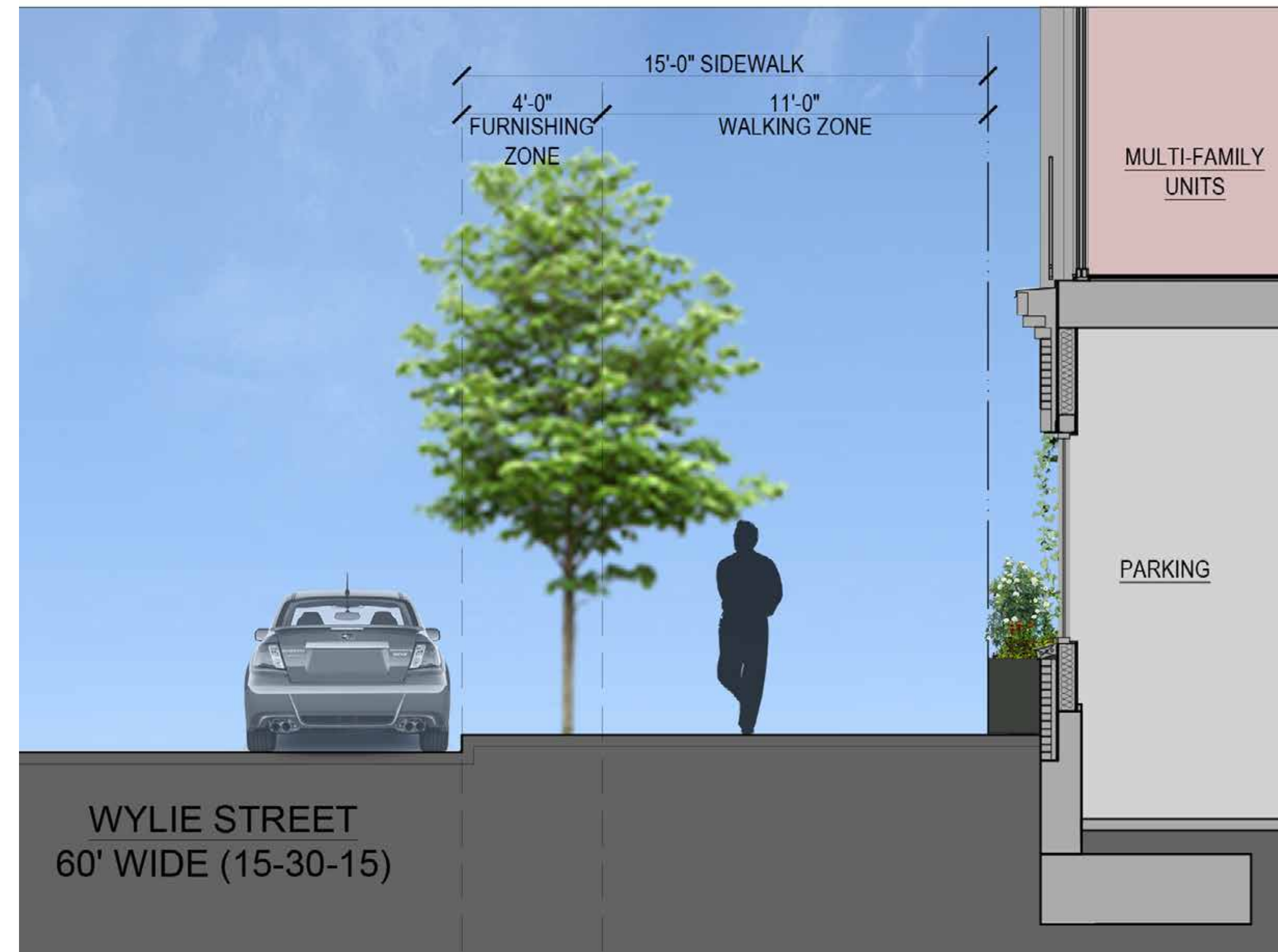


12 JULIET'S BALCONY
Black

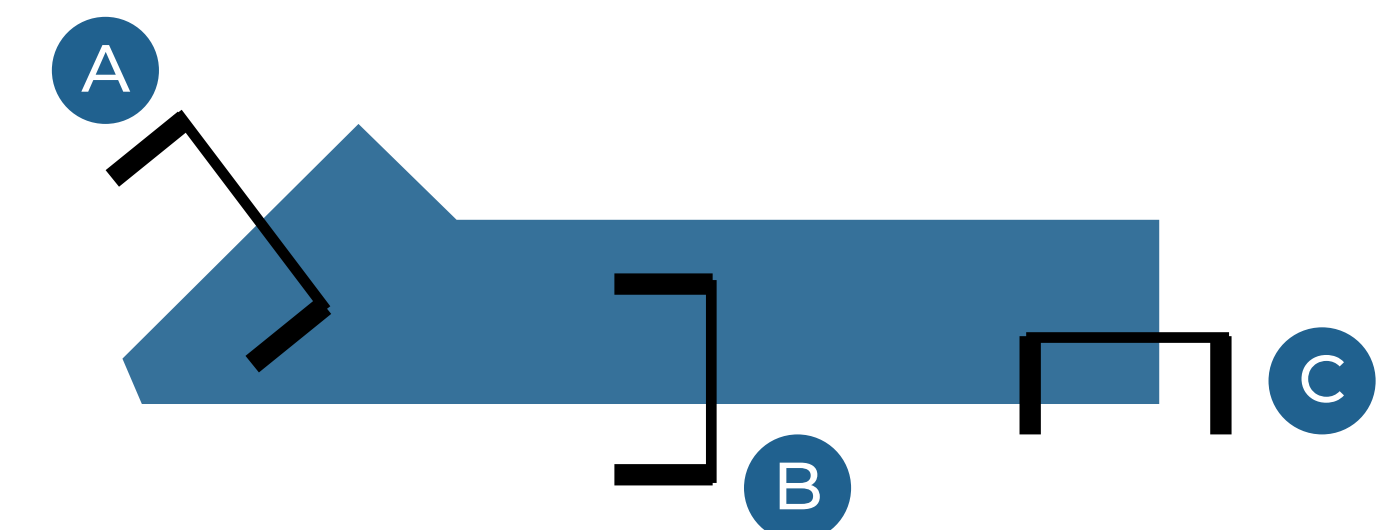
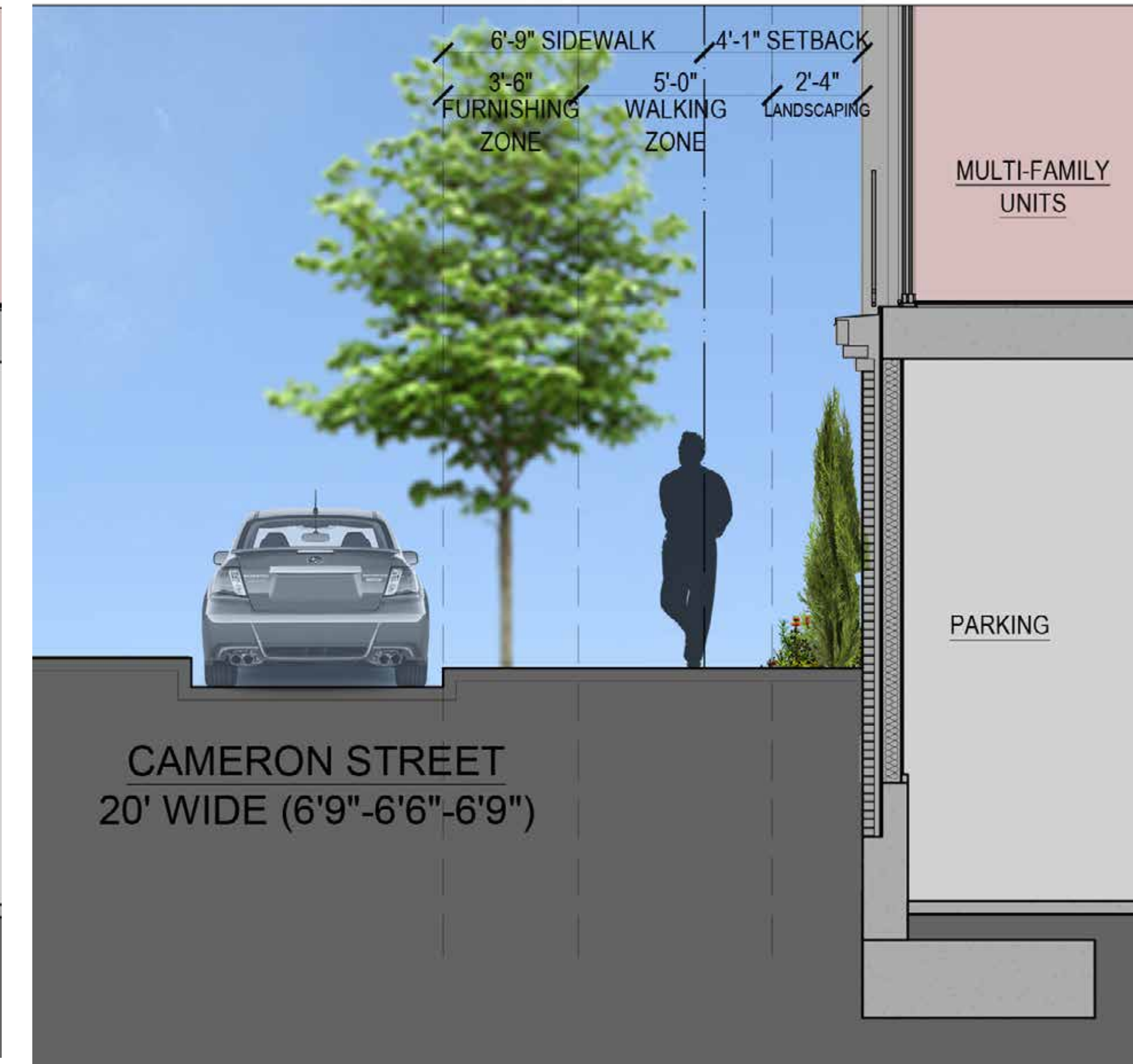
A

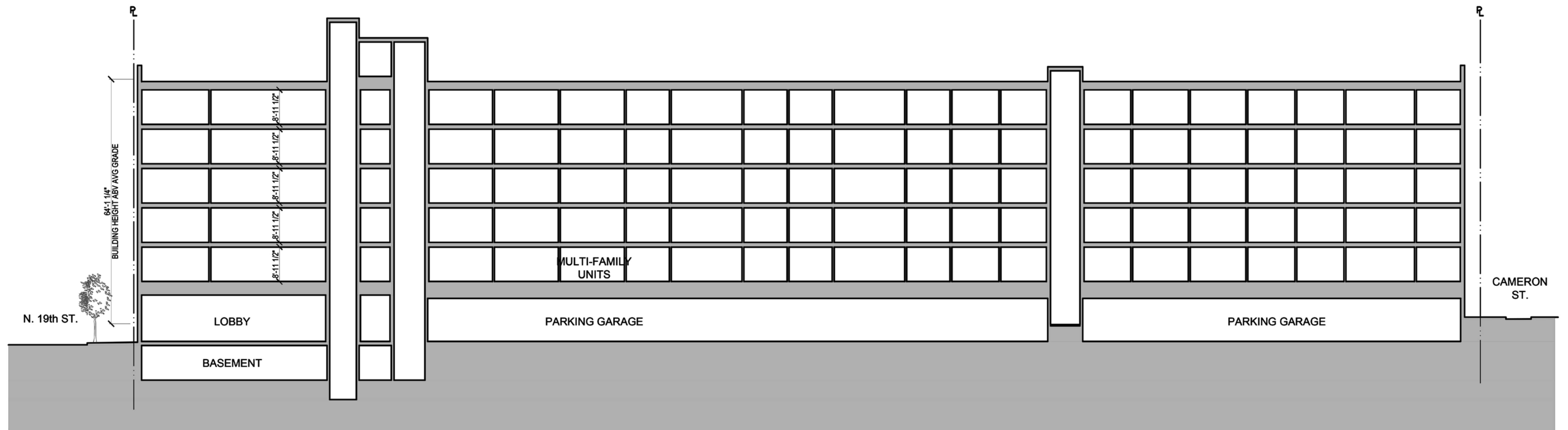


B

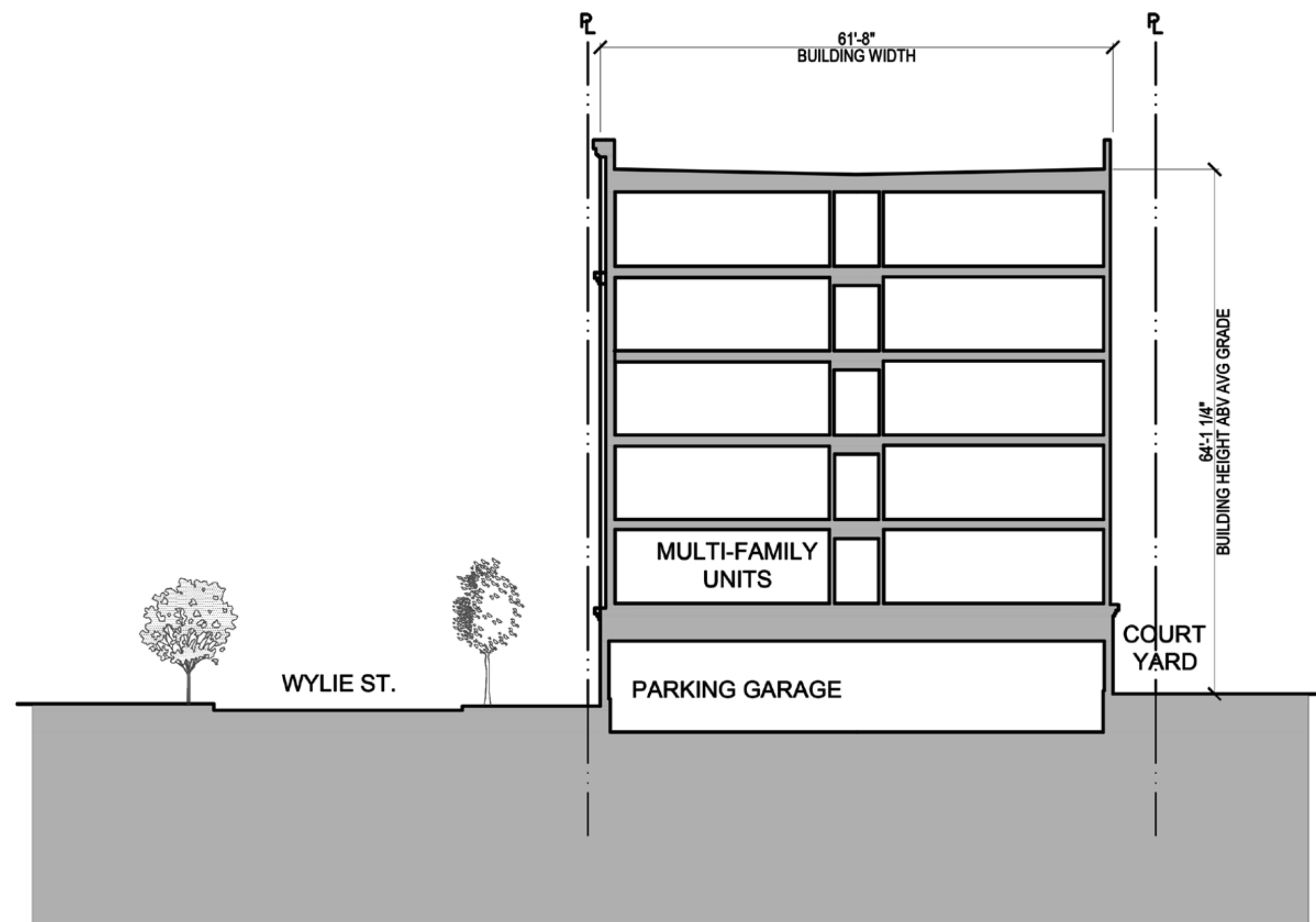


C

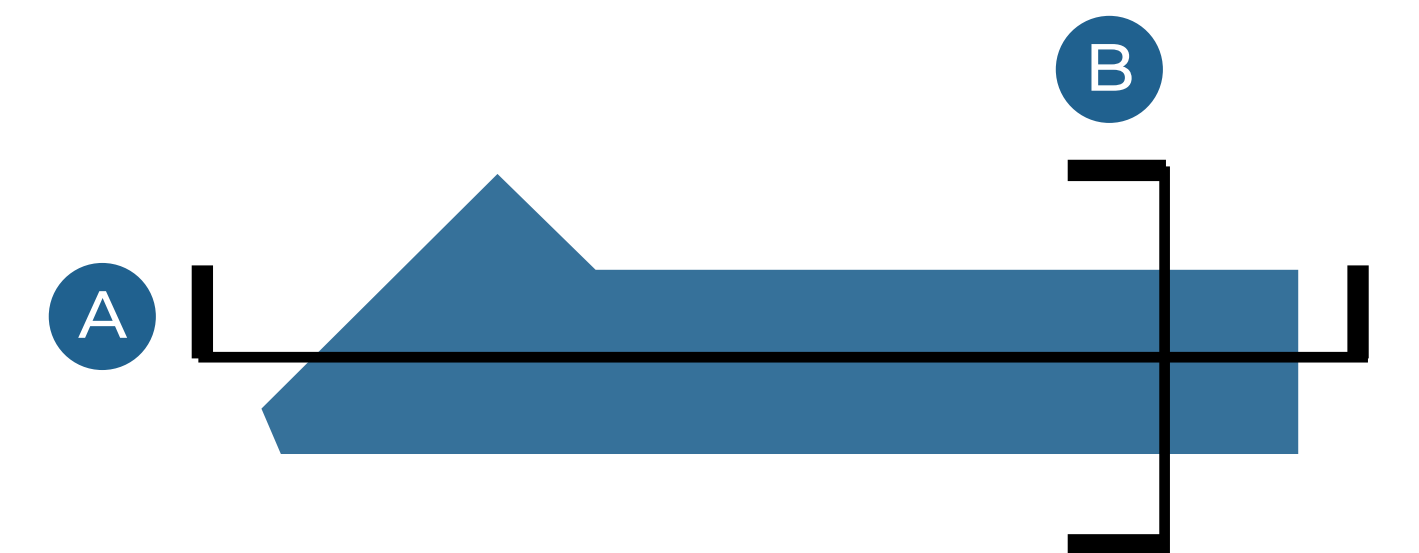




A



B



























Civic Design Review Sustainable Design Checklist

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

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

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

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. Stops along 19th at Brown and Parrish that intersect across from the 19th Street Facade of this project within 1/4 mile
(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 parking is in 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. There will be 49 spaces and 4 will be electric 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) ⁱ	N/A.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. Existing Indego bike station on Fairmount Ave is less than 1/4 mile from the site

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 on site vegetation will be maintained without irrigation or with reduction of 50% from calculated baseline for the sites peak watering month.
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.	60% of the combined lot required open site area is vegetated/pervious.
(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	Project will conform to stormwater requirements of PWD, but No with regard to options A and B.
(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. White TPO roofs and all sidewalks SRI > 29
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	2018 IECC (RE) + PRESCRIPTIVE
(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 <input checked="" type="checkbox"/> Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	yes to energy star appliances + lights not energy star cert not passive house

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <input checked="" type="checkbox"/> Achieve certification in Energy Star for Multifamily New Construction (MFNC). <input checked="" type="checkbox"/> 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}	Yes, compliant filters will be installed
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	no additional measures have been proposed.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	We have a proposed bike storage room on site

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

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

and the "What Code Do I Use" information sheet: <https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



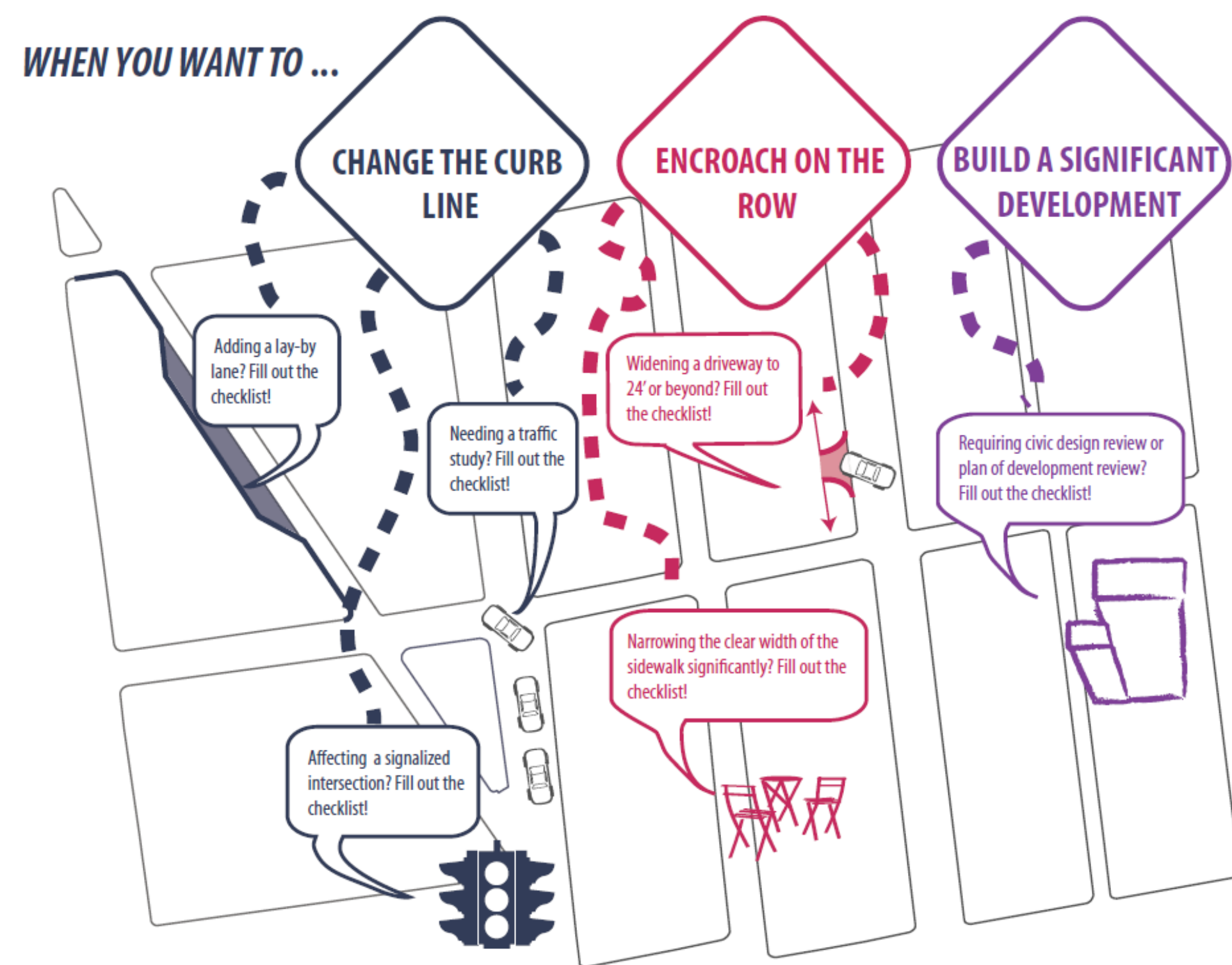
+INSTRUCTIONS

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

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

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

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



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

- | | |
|---|---|
| <p>1. PROJECT NAME
<u>801 N. 19th St. (Cameron Square)</u></p> <p>3. APPLICANT NAME
<u>Rustin Ohler [HarmanDeutschOhler Architecture]</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>1225 N. 7th Street, 267-324-3601</u></p> <p>6. OWNER NAME
<u>Cameron SQ Partners LLC</u></p> <p>7. OWNER CONTACT INFORMATION
<u>426 S. 44th St. 3F, Phila, PA 19104</u></p> <p>8. ENGINEER / ARCHITECT NAME
<u>Rustin Ohler [HarmanDeutschOhler Architecture]</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>1225 N. 7th Street, 267-324-3601</u></p> <p>10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.</p> | <p>2. DATE
<u>06.09.2026</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>23,830 SF of site area. Surrounded by N. 19th St, Wylie St, and Cameron St.</u></p> |
|---|---|

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>N. 19th St.</u>	<u>Wylie St.</u>	<u>Vineyard St.</u>	<u>City neighborhood</u>
<u>Cameron St.</u>	<u>Wylie St.</u>	<u>Vineyard St.</u>	<u>Local (catch all)</u>
<u>Wylie St.</u>	<u>N. 19th St.</u>	<u>Cameron St.</u>	<u>Local (catch all)</u>

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
- | | | | |
|---|---|-----------------------------|------------------------------|
| a. Parking and loading regulations in curb lanes adjacent to the site | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| b. Street Furniture such as bus shelters, honor boxes, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| c. Street Direction | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| d. Curb Cuts | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| f. Building Extensions into the sidewalk, such as stairs and stoops | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |

APPLICANT: General Project Information

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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
N. 19th St.	<u>12'</u> / <u>12.3</u> / <u>12.3'</u>	<u>12.3'</u> / <u>12.3'</u>
Cameron St.	<u>10'</u> / <u>6.6'</u> / <u>10'</u>	<u>6.6'</u> / <u>10'</u>
Wylie St.	<u>10'</u> / <u>15.2'</u> / <u>15.2'</u>	<u>15.2'</u> / <u>15.2'</u>

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
N. 19th St.	<u>6'</u> / <u>9.2'</u> / <u>8.1'</u>
Cameron St.	<u>5'</u> / <u>3.5'</u> / <u>5'</u>
Wylie St.	<u>5'</u> / <u>11.7'</u> / <u>11.2'</u>

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curbcut	<u>11.5'</u>	Wylie St.

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curbcut	<u>36.0'</u>	N. 19th St.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES NO

DEPARTMENTAL APPROVAL

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, existing and proposed Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH	
	Existing / Proposed	
<u>N. 19th St.</u>	<u>0' / 0'</u>	
<u>Cameron St.</u>	<u>0' / 0'</u>	
<u>Wylie St.</u>	<u>0' / 0'</u>	

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH		
	Recommended / Existing / Proposed		
<u>N. 19th St.</u>	<u>4.0'</u>	<u>3.1'</u>	<u>4.0'</u>
<u>Cameron St.</u>	<u>3.5'</u>	<u>3.1'</u>	<u>3.5'</u>
<u>Wylie St.</u>	<u>3.5'</u>	<u>3.5'</u>	<u>4.0'</u>

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

- Bicycle Parking YES NO N/A
- Lighting YES NO N/A
- Benches YES NO N/A
- Street Trees YES NO N/A
- 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
 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 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		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
801 N. 19th St.	38	0	0	0	0	0	38
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

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	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Buffered Bike Lane	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
▪ Bicycle-Friendly Street	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	
▪ Indego Bicycle Share Station	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

APPLICANT: Curbside Management Component
 Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component
 Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

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

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
33. What is the maximum AASHTO design vehicle being accommodated by the design? <u>SU-40</u>	<input type="checkbox"/>	<input type="checkbox"/>		YES <input type="checkbox"/>	NO <input type="checkbox"/>
34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		YES <input type="checkbox"/>	NO <input type="checkbox"/>
35. Will the public right-of-way be used for loading and unloading activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		YES <input type="checkbox"/>	NO <input type="checkbox"/>
36. Does the design maintain emergency vehicle access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		YES <input type="checkbox"/>	NO <input type="checkbox"/>
37. Where new streets are being developed, does the design connect and extend the street grid?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
38. Does the design support multiple alternative routes to and from destinations as well as within the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Vehicle / Cartway Component
 Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
 Reviewer Comments: _____

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

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

- | | | | | | |
|---|------------------------------|-----------------------------|---|------------------------------|-----------------------------|
| 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 checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL | |
| | | | | 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 checked="" 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?
<i>If yes, City Plan Action may be required.</i> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan? | | | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Marked Crosswalks | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" 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 checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Bike Boxes | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" 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 type="checkbox"/> | N/A <input checked="" 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 type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

Mina, Eliza, and Ian,

We have attached our second CDR submission package for 801 N. 19th St. Our original RCO meeting was held on May 13, @ 6:30pm with United Francisville Civic.

Could you please confirm receipt of our submission? Let us know if you need anything further from us. We look forward to hearing any additional comments. Thank you.

Please see below for responses to your comments from the previous CDR hearing.

1. The UFCA community is in favor of the reduction unit reduction. **We are glad they agree with this, as it allowed us to create larger units throughout the building.**

2. The UFCA community is opposed to the roof deck and the additional 6 feet of building height. **The proposed roof deck will be less visible and less of a nuisance to the neighbors than the prior, perimeter roof deck locations. The proposed roof deck is setback so as to not be visible from the ROW, and will have a positive impact to the project, the future tenants of the building and the immediate neighbors, and therefore no change has been made. The additional 6' in height to the building is necessary to accommodate the future mechanical parking. Additional parking was a concern of the RCO at every meeting from the outset of the project and is a concern of the Owner as well. No change has been made.**

3 The UFCA community is concerned about traffic flow and safety. They would like to see the traffic study. **We have included the approved streets department traffic calming measures for the entire development block in our revised submission and will present this to the RCO. We have a traffic report and will share this again with the RCO so it is available for newer residents.**

4 The RCO would like the developers to come back to the community and walk through the changes with them in more detail. **We are actively working with the zoning chair of UFCA to facilitate additional discussions consistent with this request. We have provided them with a copy of our revised presentation and the chair indicated their zoning committee will provide us with feedback. We are committed to meeting with them again should they like to continue conversations and we will keep an open dialogue as construction proceeds.**

Site Design Comments (including Complete Streets)

5 In the next submission, the CDR Committee would like to see a more honest context of the neighborhood in drawings and images. We have incorporated additional site and neighborhood context pictures.

6 The tree pits are too small. Create larger, continuous tree trenches. We proposed our typical 3'X6' oversized tree pits which improve upon the previous iteration of this project. We will continue to explore incorporating continuous tree trenches with PSD and Fairmount Parks as the project progresses.

7 The sidewalk feels very hard. Mimic the feeling of the park across the street to soften the edge of the building. A continuous tree trench similar to across the street at the playground is not consistent with the neighborhood and would require approval from the Streets Department. We will continue to explore alternative options with PSD and Fairmount Parks as the project progresses.

8 Share the driveway with the adjacent development and try to eliminate a curb cut to reduce the safety risks. This is not an option the adjacent developers of the townhome parcel are willing to entertain. This project has no rights to the adjacent parcel's driveway. No changes have been made.

9 Reconsider the circulation of the ground floor to create a connection to the loading zone and bike room to the main lobby area. We will continue to explore the relocation of the bike room into the primary lobby and amenity space of the building. We do not have the ability to relocate the loading zoning, curb cuts, etc. As previously discussed the building is actively under construction, all previous streets department approvals have been obtained, and construction will need to continue accordingly. No change has been made.

Building Design Comments

10 The blunt edge of the corner feels awkward, and the asymmetry does not work. Consider ways to make that corner a statement piece. The building's design embraces asymmetry, and relies on rhythm and balance to achieve overall design cohesion. At the Commission's request, we revised this corner to provide additional prominence while maintaining asymmetry. See revised elevations and renderings.

11 Would like to see a double floor lobby to open up to the corner more. The current lobby height is 13' and is more than adequate for this building. We have revised the corner and lobby entrance. See response 10 above.

12 Wylie Street facade could benefit from changes in color or materiality. The proposed two-tone brick color was intentional. The podium level features arched storefronts and vegetation, backdropped by brick in a saturated hue, grounding the design. The upper mass uses a lighter red brick with traditional light colored grout. 18" of facade depth, brick detailing, and arcs of herringbone pattern ornament this mass. Additional materials and color are unnecessary and inconsistent with the design aesthetic and have not been incorporated.

13 The additional height of the garage level is a detriment to the pedestrian experience. Consider reducing the scale to match the previous proposal. This change has added fenestrations and vegetation along what was previously a blank wall at the sidewalk. We feel this is a positive change to the project. No change has been made.

14 Consider replacing the Juliet balconies with full balconies. This is not possible via the zoning amendment process. All street frontages have a setback that cannot be decreased. Additionally, in previous community meetings, projected balconies were discouraged because neighbors considered them potential nuisances. No change has been made.

Sustainability Comments

15 Consider on-site renewable energy. Solar panels have been added to the roof, see revised roof plan. These are subtly angled and exist below our parapets to prevent them from being seen from the ROW.