

HIGH STREET HOMES

Civic Design Review



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High Street Homes
610-640 High Street
Philadelphia, PA 19144
Civic Design Review - 07/07/2026

Project Description
Proposed new construction residential development containing 34 units across (3) buildings with 36 parking spaces. Building types vary per plan and include a mix of 3 and 4 story 1 and 2 family dwellings. Parking spaces include a mix of 26 surface parking spaces and 10 garage parking.

Owner
Liberty Bell Management
1602 Frankford Ave #3757,
Philadelphia, PA 19125

Architect Applicant
Designblendz Architecture LLP
4001 Main St, Suite 203,
Philadelphia, PA 19127
swoodruff@designblendz.com

Civil/Landscape Engineer
Aqua Economics
1391 Walton Road,
Blue Bell, Pa, 19422

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-2025-008480

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

The trigger for this CDR Review is a GFA that exceeds 50,000sf

PROJECT LOCATION

Planning District: Upper Northwest Council District: 8th Council District

Address: 610 High St
Philadelphia, Pa. 19144

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: Brian Corcodilos Primary Phone: 215.995.0228

Email: landi@designblendz.com Address: 4001 Main St, Suite 203
Philadelphia, PA 19127

Property Owner: High Street Associates LLC Developer: Liberty Bell Management
Architect: Designblendz Architecture LLP

SITE CONDITIONS

Site Area: 42,266 SF

Existing Zoning: RSA-5 Are Zoning Variances required? Yes X No

SITE USES

Present Use: Vacant Lot

Proposed Use:
Planned unit development containing 35 units and 44 parking spaces which include 35 surface parking spaces and 9 garage parking spaces.

COMMUNITY MEETING

Community meeting held: Yes No x

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:
Date: March 17th, 2026 Time: 6:30 PM

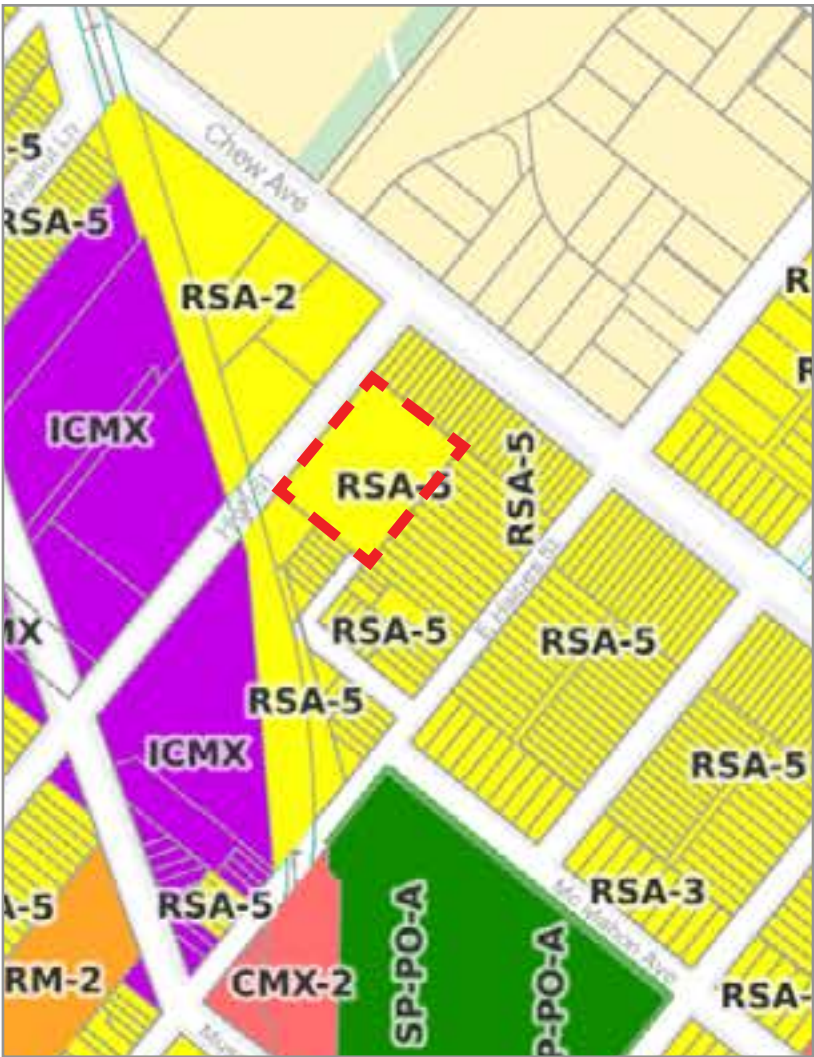
ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes X No NA

If yes, indicate the date hearing will be held:
Date: May 13th, 2026



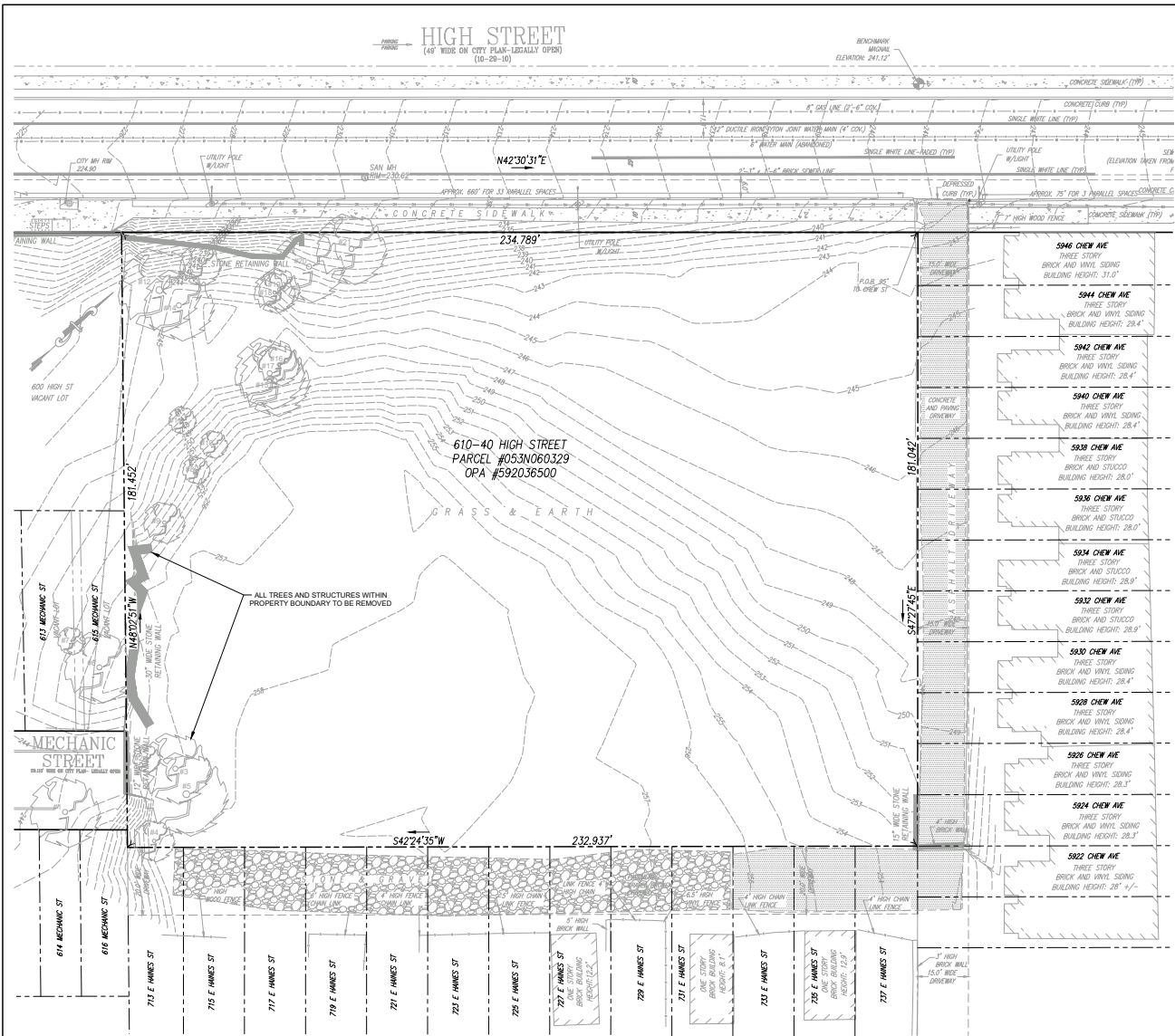
SITE AERIAL



- RSA-5 RESIDENTIAL SINGLE FAMILY ATTACHED
- ICMX INDUSTRIAL COMMERCIAL MIXED-USE
- CMX-2 NEIGHBORHOOD COMMERCIAL MIXED-USE-2
- SP-PO-A RECREATION
- RM-2 RESIDENTIAL MULTI-FAMILY-2

OVERLAY DISTRICTS
/NIS NARCOTICS INJECTION SITES
/EDO EIGHT DISTRICT

ZONING MAP



NOTES

1. THIS PLAN IS TO BE USED FOR TITLE OR CONVEYANCE PURPOSE ONLY. PLAN MADE AS PER INSTRUCTIONS OF HIGH STREET ASSOCIATES LL
2. PARCEL ADDRESS: 610-40 HIGH STREET.
3. ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED. PROPERTY IS ZONED AS RSA-5 (RESIDENTIAL SINGLE FAMILY ATTACHED-5).
4. FIELD WORK PERFORMED ON 3/04/2025.
5. ALL BOUNDARY DIMENSIONS SHOWN ON THE PLAN ARE PHILADELPHIA DISTRICT STANDARD, THE LEGAL STANDARD OF MEASURE WITHIN THE CITY OF PHILADELPHIA. PHILADELPHIA DISTRICT STANDARD DISTANCES TO BE USED FOR TITLE PURPOSES ONLY. PHYSICAL MEASUREMENTS SHOWN ARE IN UNITED STATES STANDARD MEASURE.
6. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE INSURANCE REPORT AND IS SUBJECT TO THE FINDINGS THAT A VALID TITLE REPORT WOULD DISCLOSE.
7. SUBJECT PREMISES ARE NOT IN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE.
8. REGISTERED OWNERS: HIGH STREET ASSOCIATES LL PER DOCUMENT ID #53253073 RECORDED ON 08/15/2017 WITH THE DEPARTMENT OF RECORDS.
9. THE ADDRESSES SHOWN ON THIS PLAN ARE AS PER EXISTING DEEDS OR AS POSTED ON THE PREMISES.
10. PREMISE SHOWN HEREON HAS STREET FRONTAGE.
11. ELEVATIONS SHOWN ON PLAN ARE FROM CITY PLAN No. 17. BENCHMARK: MAG NAIL IN SIDEWALK ON NORTH SIDE OF HIGH ST. ELEVATION = 241.12. (SEE PLAN)
12. THE INFORMATION SHOWN ON THIS PLAN IS FOR THE ULTIMATE USER NAMED HEREON AND IS NOT VALID TO ANY OTHER PARTIES. ANY ELECTRONIC REPRODUCTION OF THIS SURVEY AND PLAN IS TO BE FOR THE USE OF THE CLIENT ONLY. AQUA ECONOMICS IS NOT RESPONSIBLE FOR ANY DISCREPANCIES, WHICH MAY ARISE BY THE ELECTRONIC REPRODUCTION OF THE ORIGINAL FILE AND ANY FUTURE PARTIES UTILIZING SAID COPY DO HEREBY RELEASE AQUA ECONOMICS FROM ANY AND ALL CLAIMS FOR DAMAGES AS A RESULT OF SAID DISCREPANCIES.
13. COPYRIGHT 2025 - ALL RIGHTS RESERVED - AQUA ECONOMICS NO PART OF THIS PLAN MAY BE REPRODUCED, STORED IN AN INFORMATION STORAGE AND RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM, OR BY ANY MEANS, ELECTRICAL, MECHANICAL, PHOTOCOPYING RECORDING OR OTHERWISE WITHOUT PRIOR WRITTEN PERMISSION OF AQUA ECONOMICS

EXISTING PARCEL AREA

ADDRESS	SQ. FT.	ACRES	PARCEL	OPA	REGISTERED OWNERS	DOC ID	RECORDING DATE
610-40 HIGH STREET	42,386.1	0.97305	#053N060329	#592036500	HIGH STREET ASSOCIATES LL	#53253073	08/15/2017

ZONING

RSA-5 (RESIDENTIAL SINGLE-FAMILY ATTACHED)

AREA REGULATIONS LOT AREA

Minimum District Area (sq.ft.) - 950 [2]

Minimum Lot Width (ft.) - 16

MAXIMUM OCCUPIED AREA

Intermediate - 75%

Corner - 80%

YARDS

Minimum Front Setback (ft.) - Based on adjacent. [4,5]

Minimum Side Yard Width (ft.)

(Detached, Intermediate Lot: 2/5ft. each)

(Detached, Corner Lot: 5 ft.)

(Semi-Detached: 5 ft.)

Minimum Rear Yard Depth (ft.) - 9 [7]

HEIGHT REGULATIONS

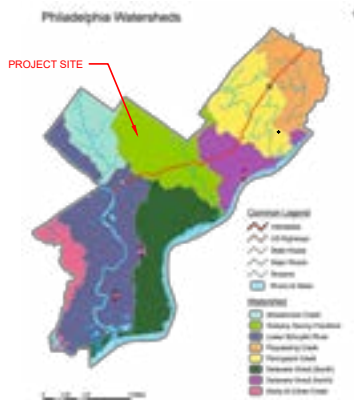
Maximum Height (ft.) - 38

SCALE 1"=20'

0 20 40

7			
6			
5			
4			
3			
2			
1			
No.	Date	Revision	BY

LOCATION / WATERSHED MAP



LOCATION MAP



LEGEND

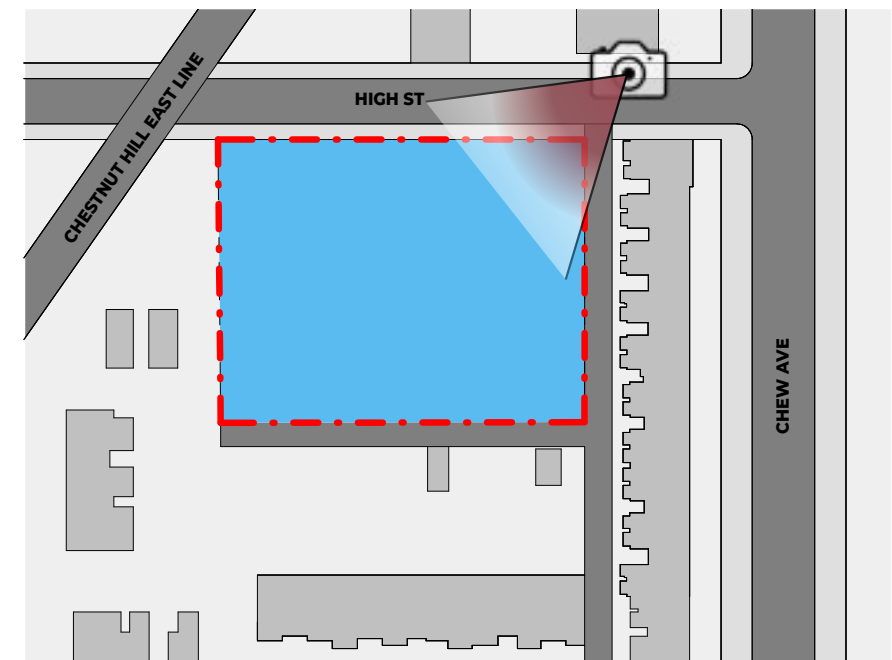
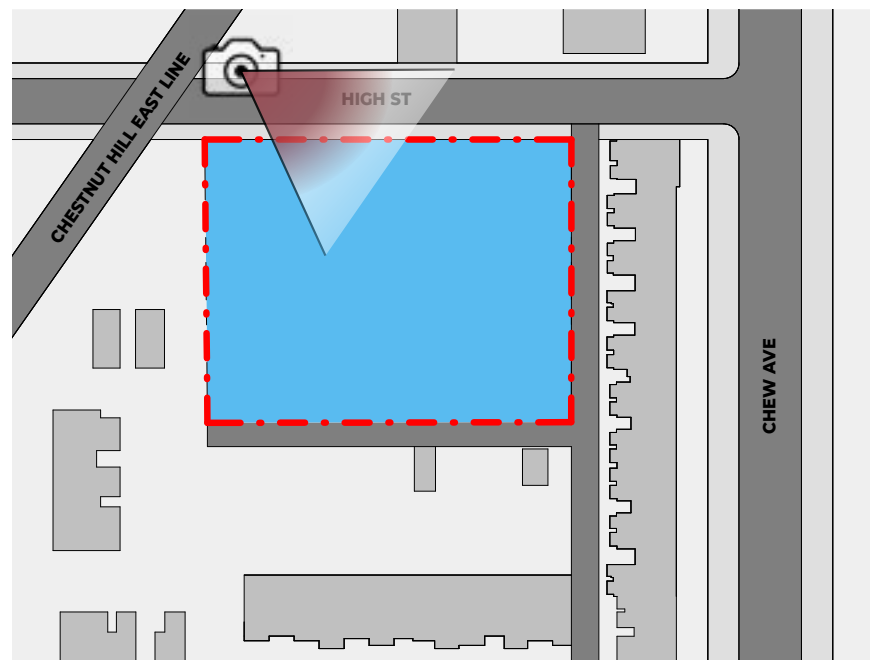
---	PROPERTY LINE
P.O.B.	POINT OF BEGINNING
○B	BOLLARD
○S	SIGN
○TS	TRAFFIC SIGN
△	FIRE HYDRANT
○GV	GAS VALVE
○WV	WATER VALVE
□SV	SEWER VALVE
○UP	UTILITY POLE
○LP	LIGHT POLE
○SAN MH	SANITARY MAN HOLE
-91-	EXISTING CONTOUR
TBR	TO BE REMOVED

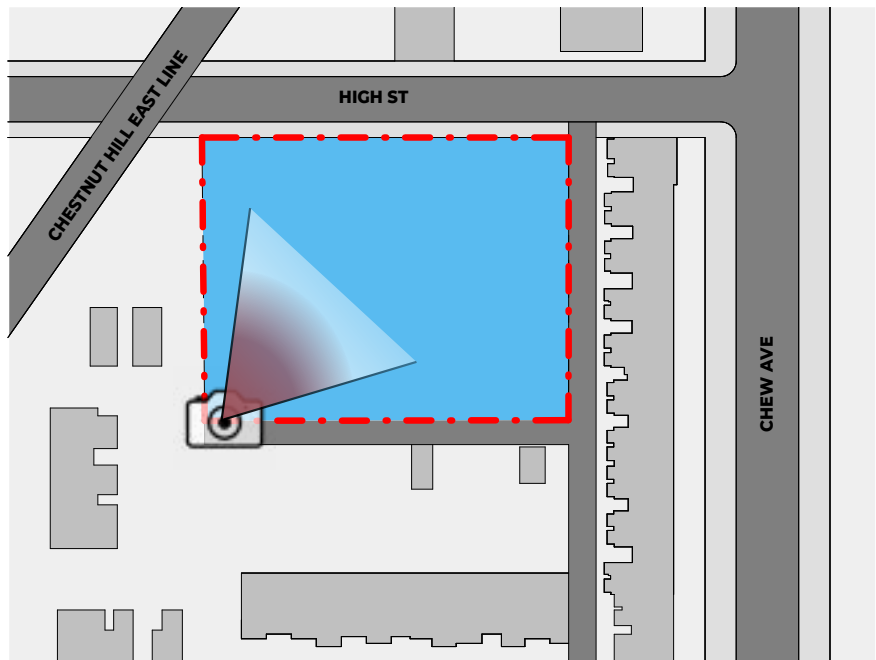
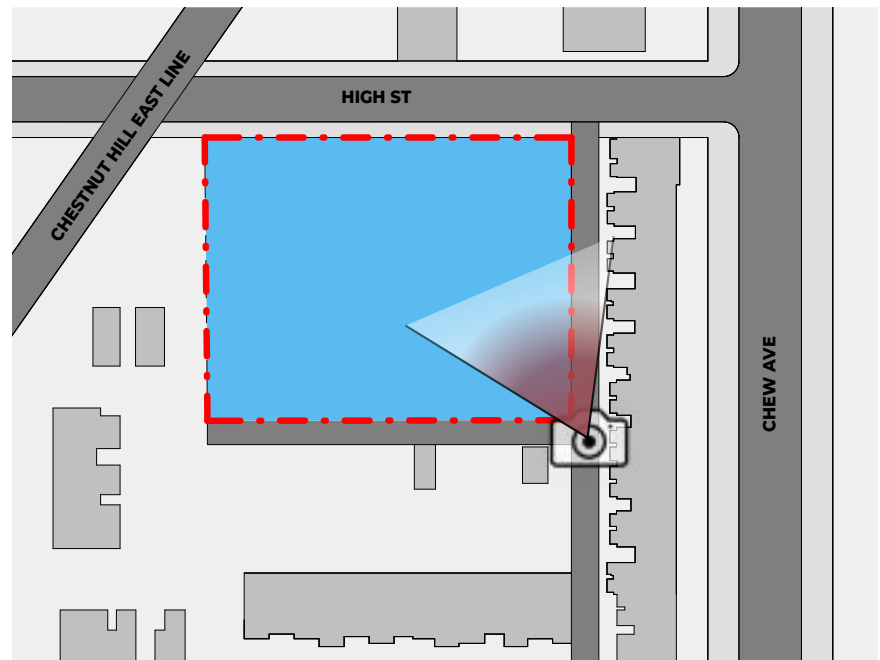


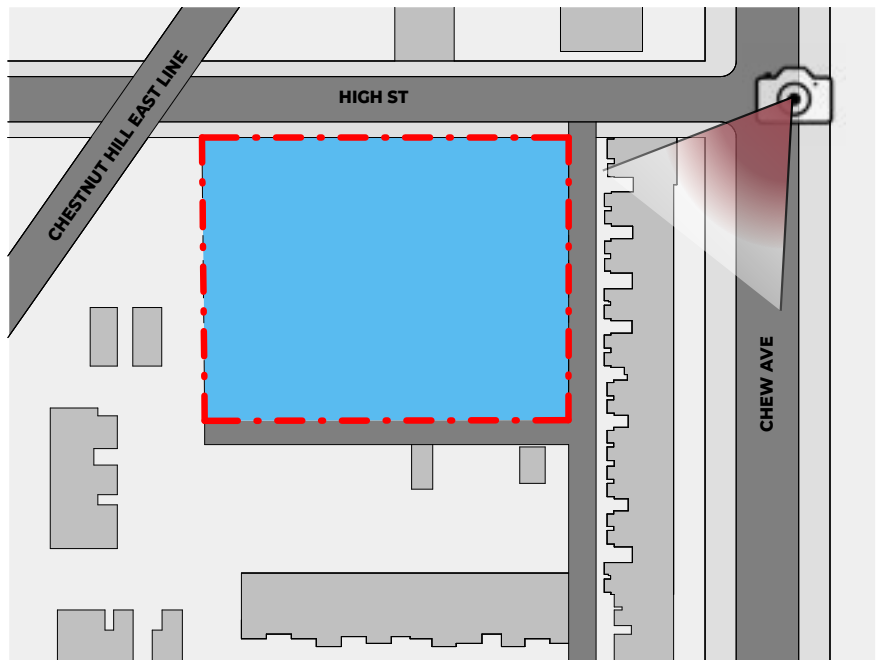
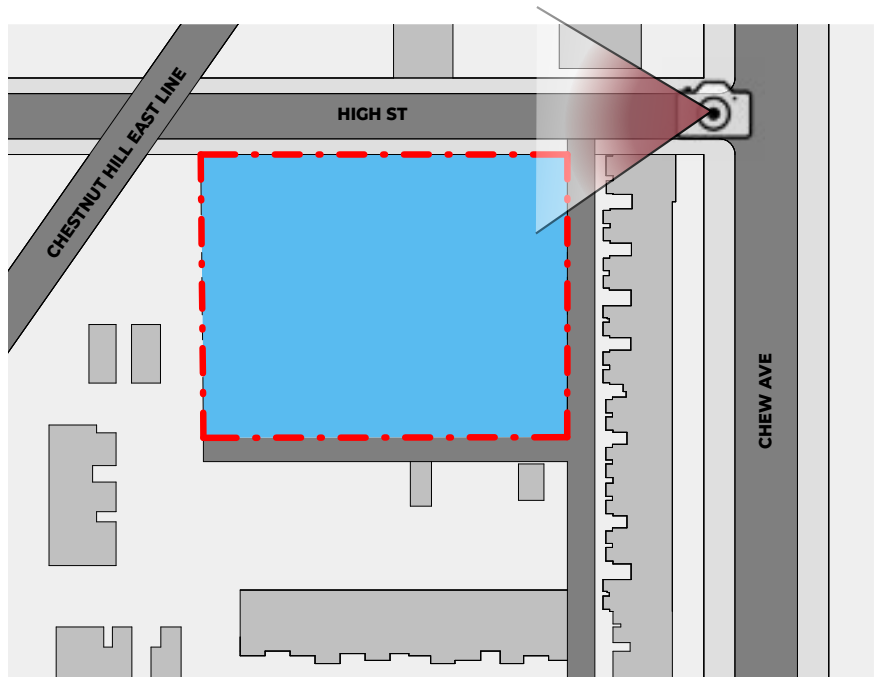
STREETS DEPT. APP. #: SR-2025-030402
PWD SPR TRACKING #: FY26-HIGH-8222-01

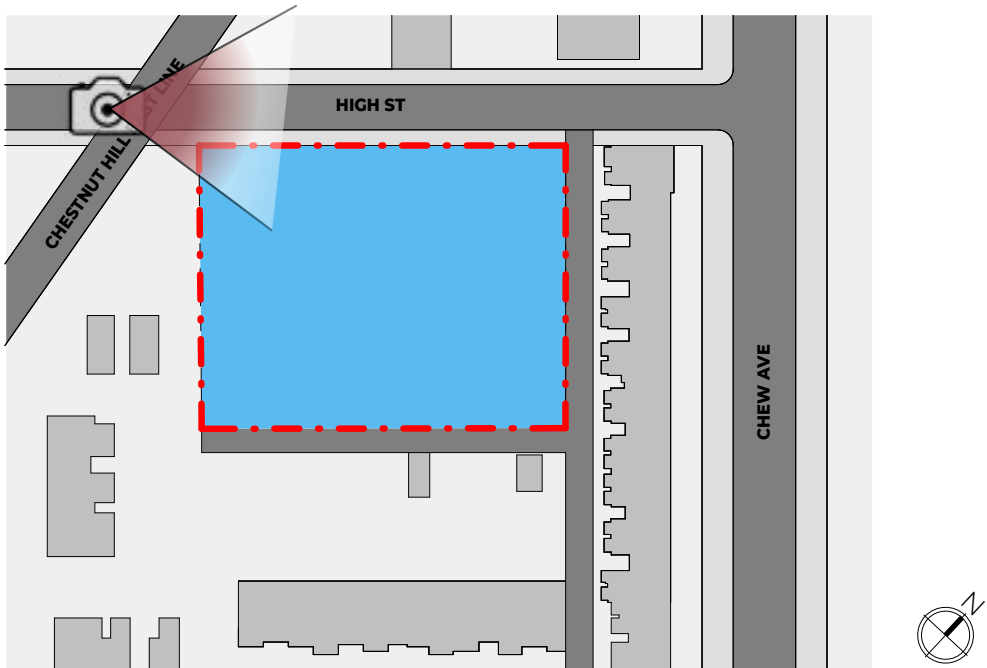
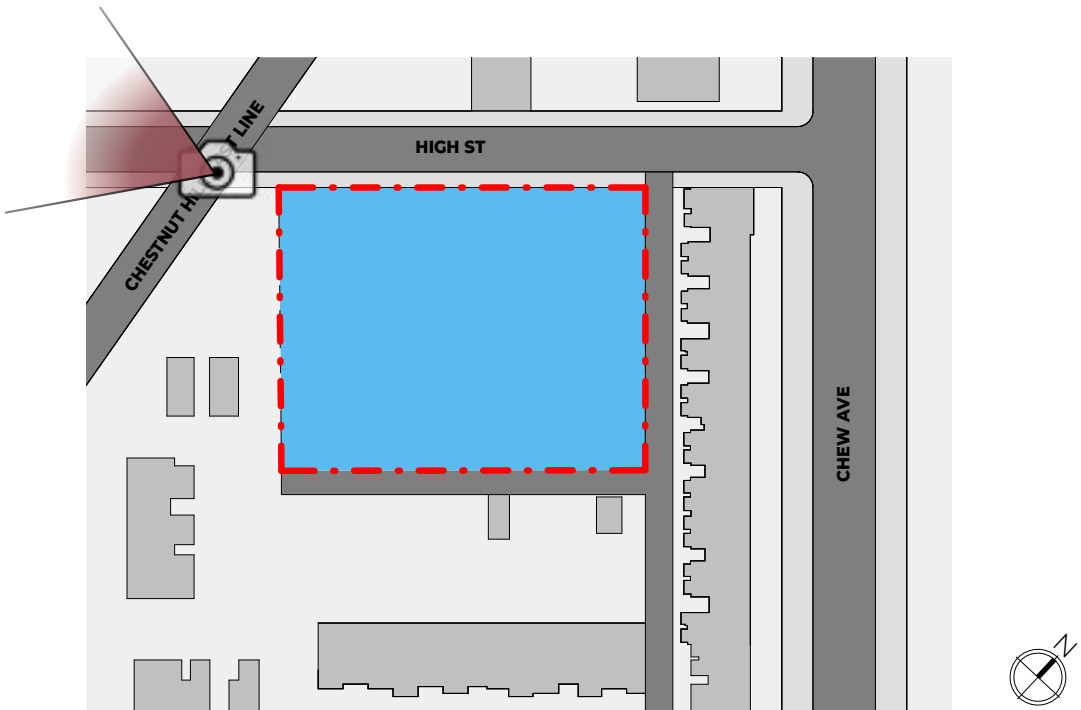
EXISTING CONDITIONS PLAN

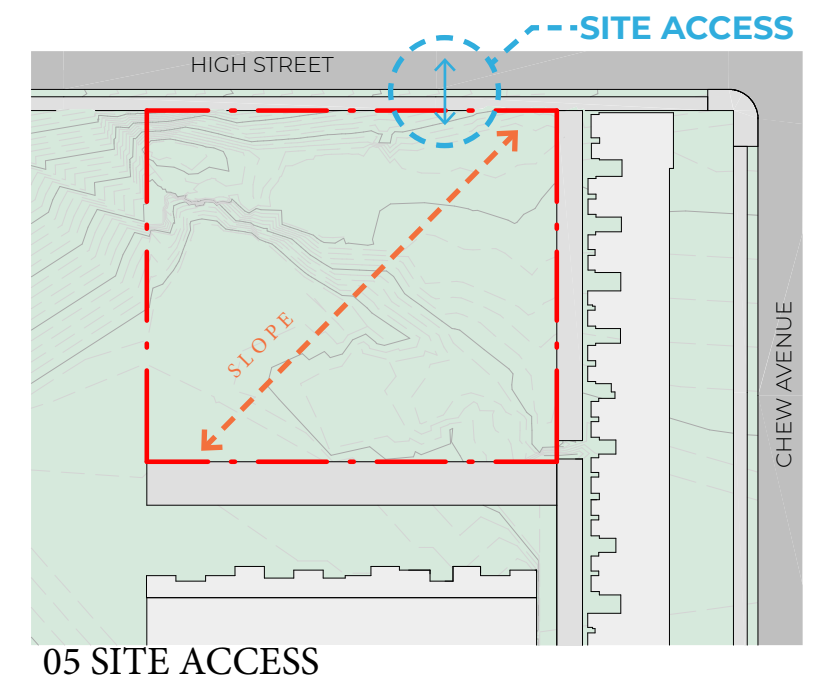
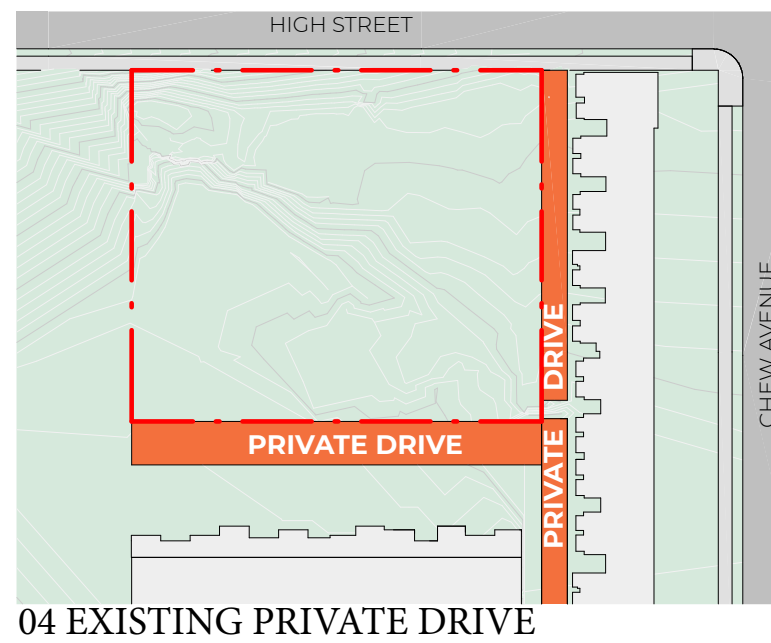
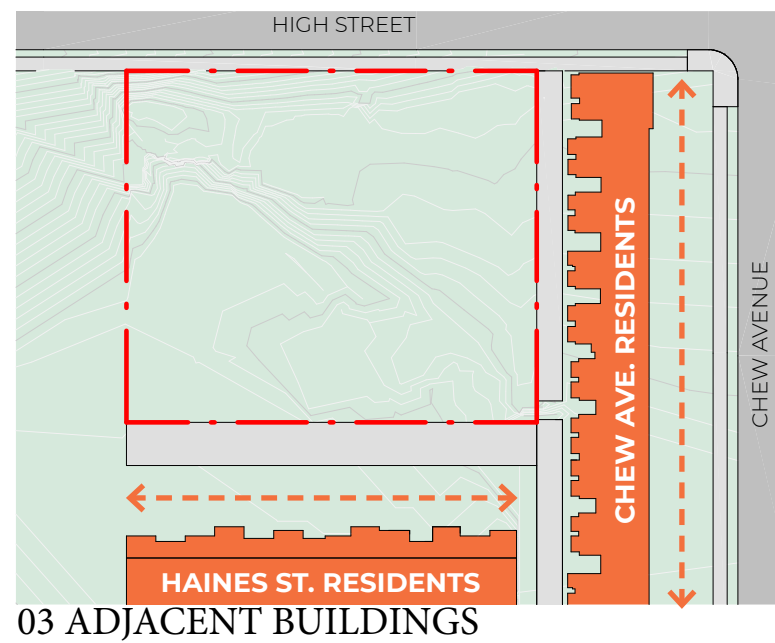
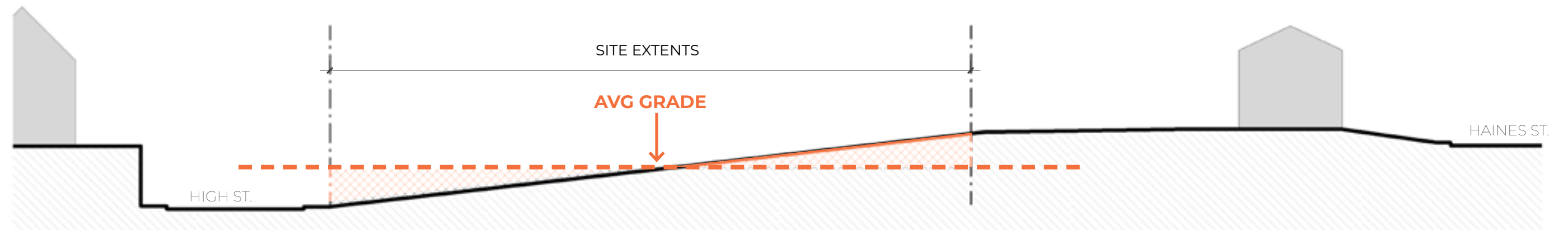
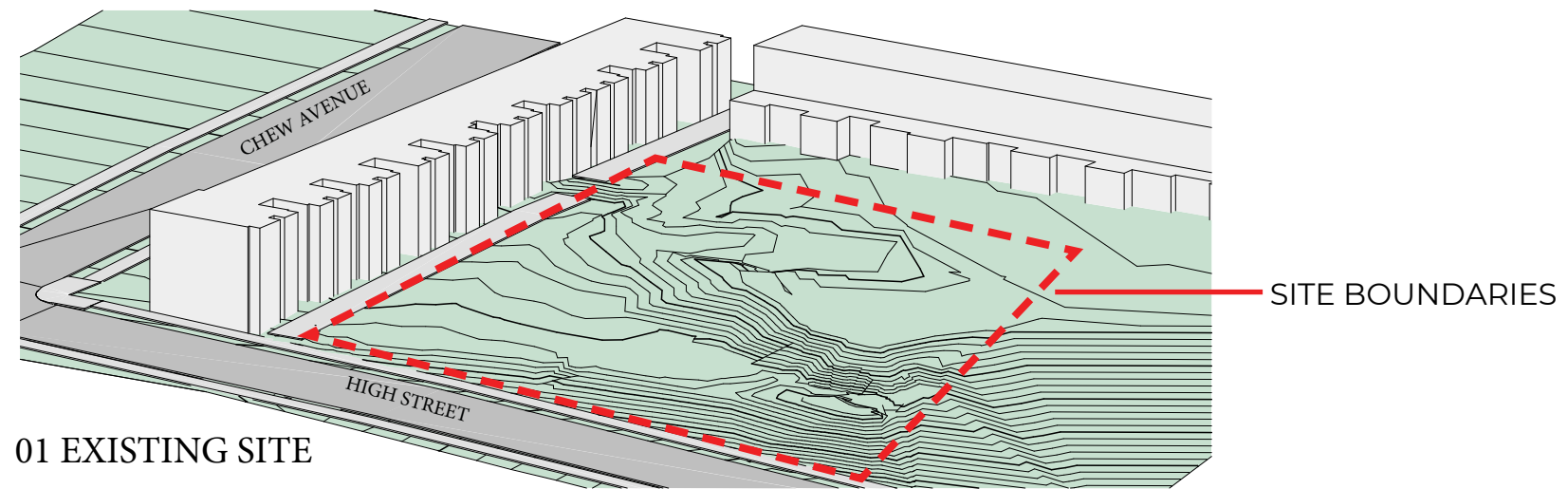
610-40 HIGH ST 59TH WARD PHILADELPHIA, PA 19144	
	AQUA ECONOMICS 1391 WALTON ROAD BLUE BELL, PA 19422 (267) 885-9875 PAUL@AQUAECONOMICS.COM
Owner(s) HIGH STREET ASSOCIATES LLC 1602 FRANKFORD AVE #3757 PHILADELPHIA PA 19125 ALLEN BOROVICH LBH3285@GMAIL.COM (215) 490-2635	
Municipality PHILADELPHIA	
County PHILADELPHIA	State PA
Drawn KL	Scale 1" = 20'
Ckd PL	Date 8-13-2025
File 610-40 HIGH ST	
Drawing	Sheet 1 of 3

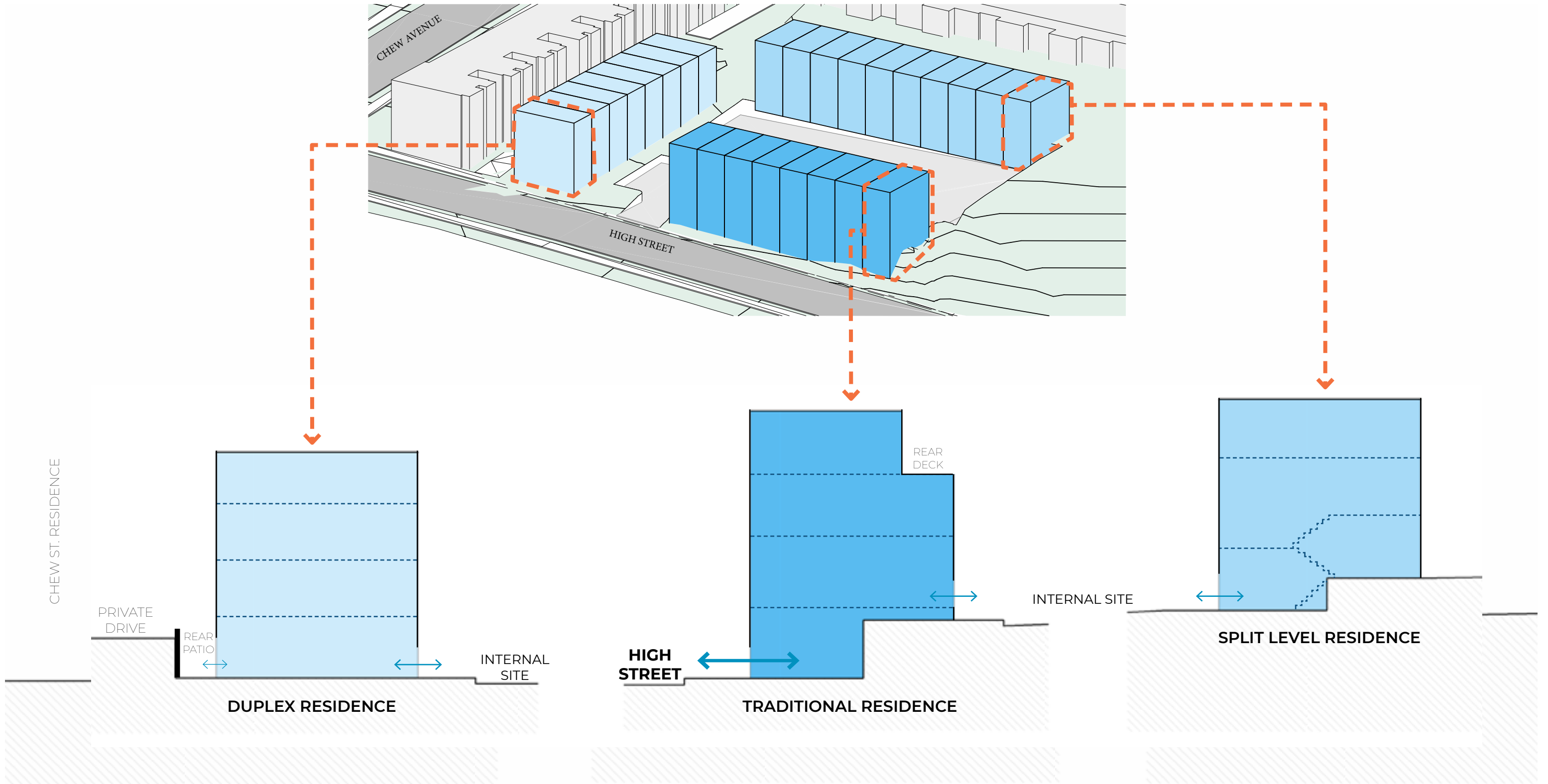




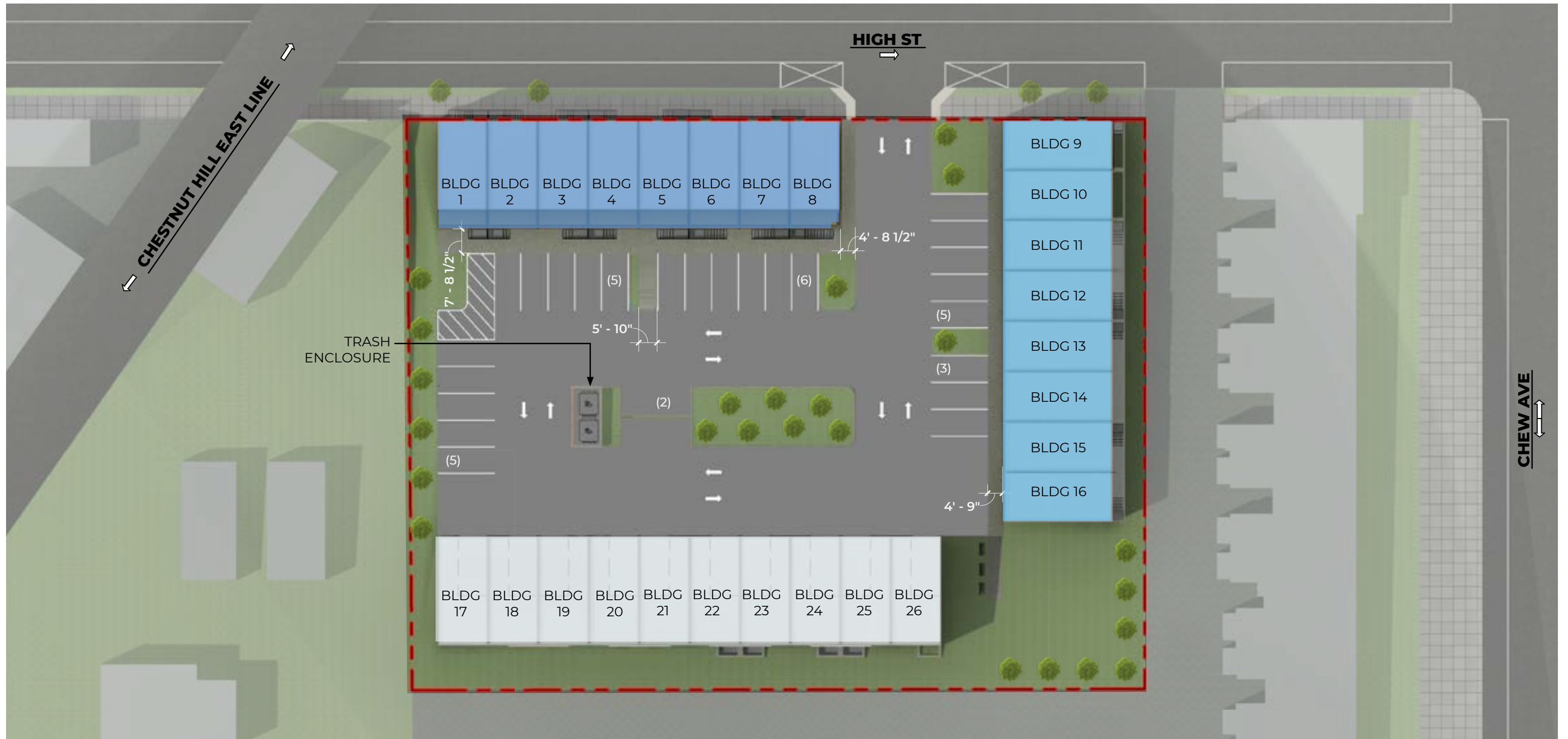






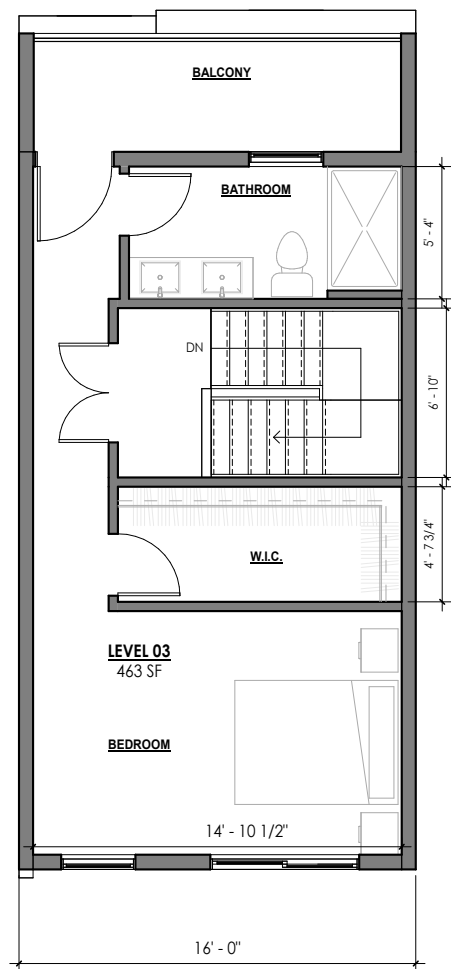




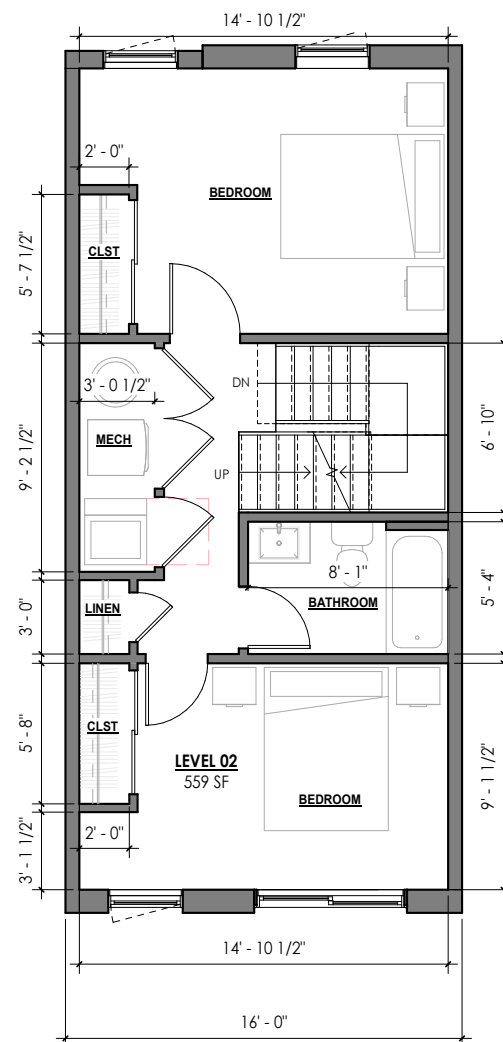


MAP LEGEND

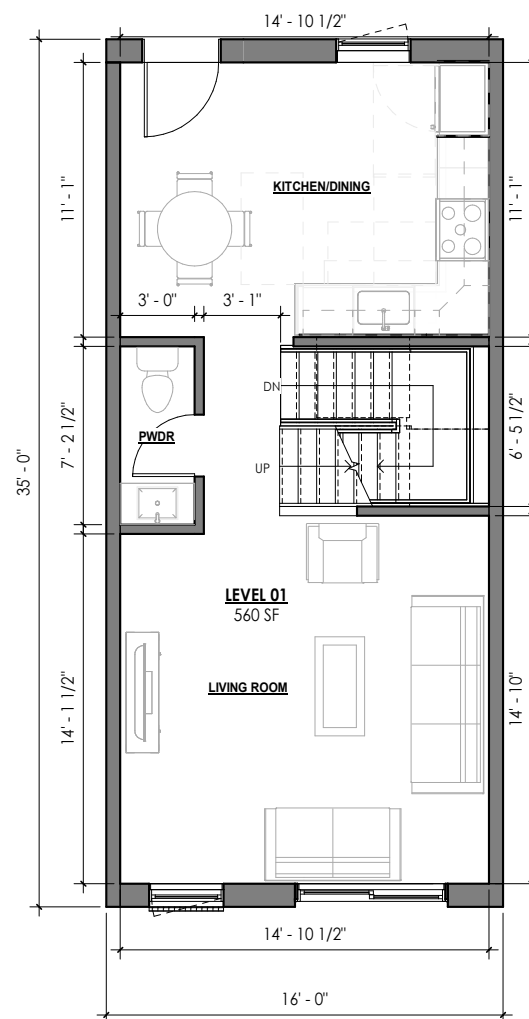
- ACCESSIBLE PARKING
- BUILDING TYPE A (8 TOTAL)
- BUILDING TYPE B (8 TOTAL)
- BUILDING TYPE C (10 TOTAL)
- CAR DIRECTIONAL ARROW



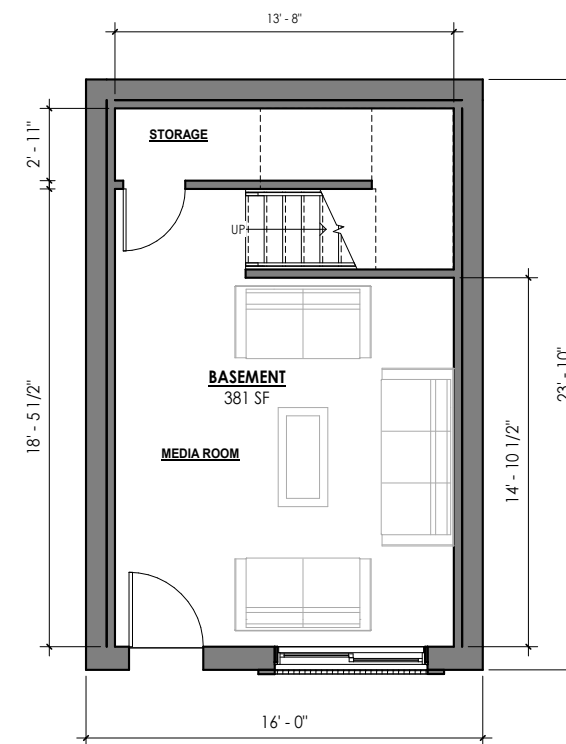
LEVEL 03 PLAN



LEVEL 02 PLAN



LEVEL 01 PLAN

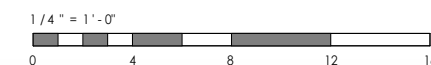


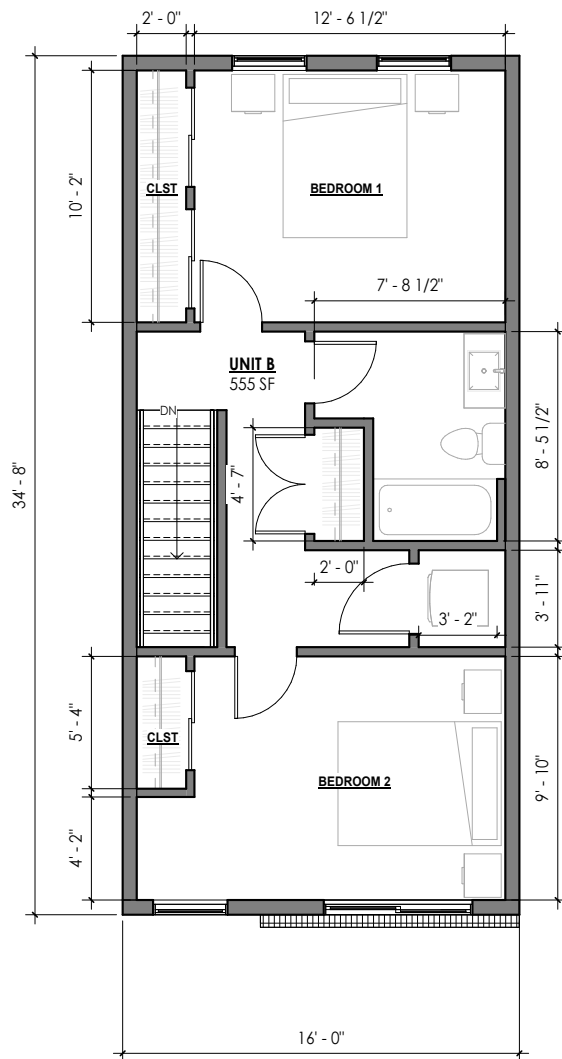
BASEMENT PLAN

SFH 3 STORY W/ PARTIAL BASEMENT
(8 TOTAL)

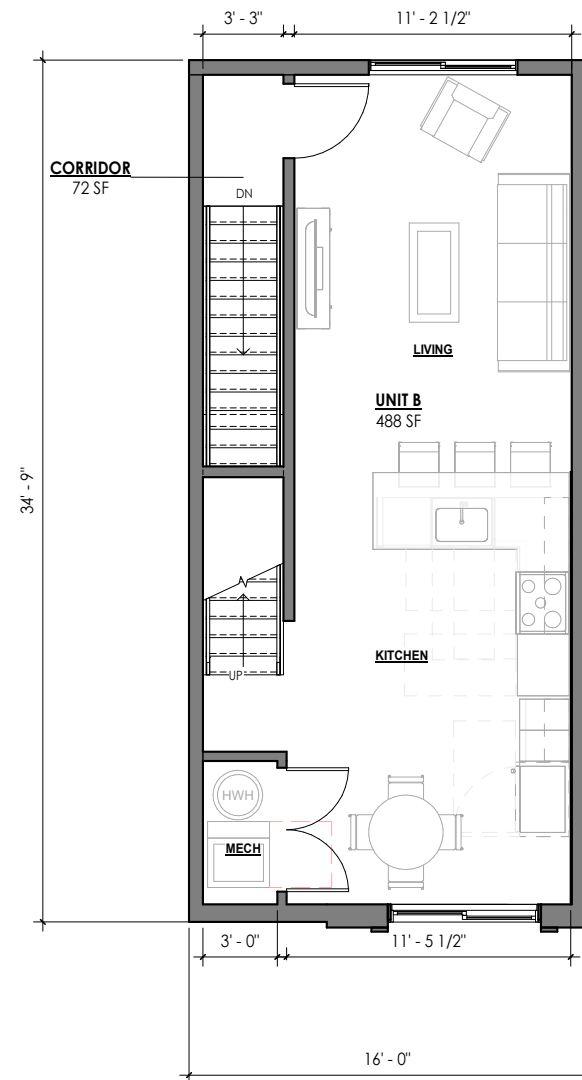
BUILDING TYPE A PLANS

CIVIC DESIGN REVIEW

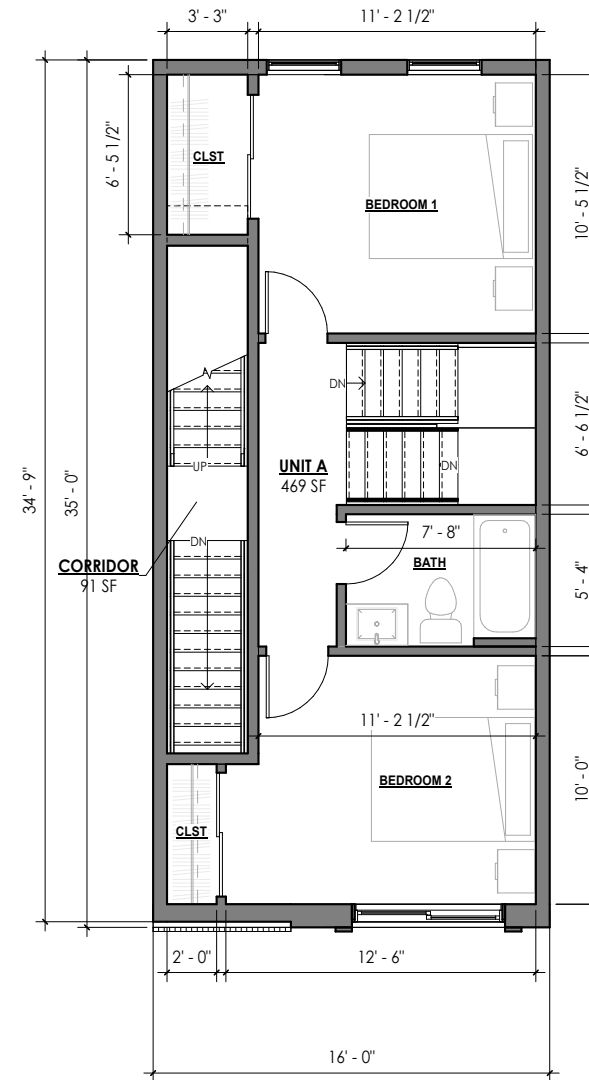




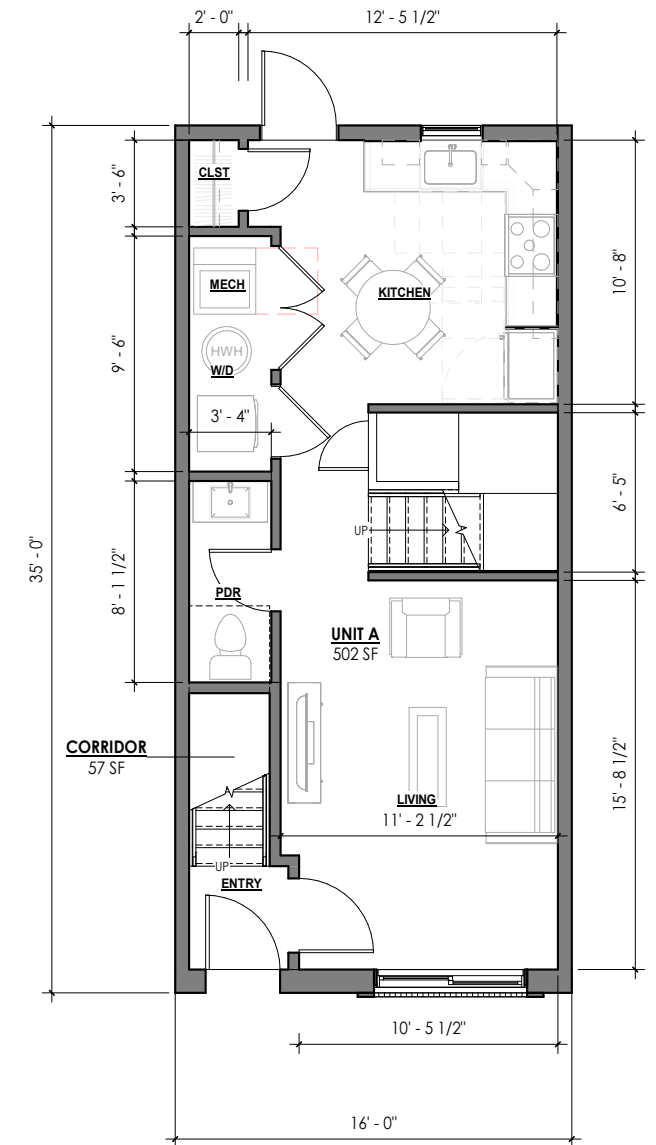
LEVEL 03 PLAN



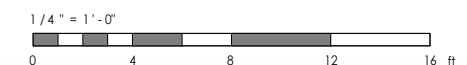
LEVEL 02 PLAN

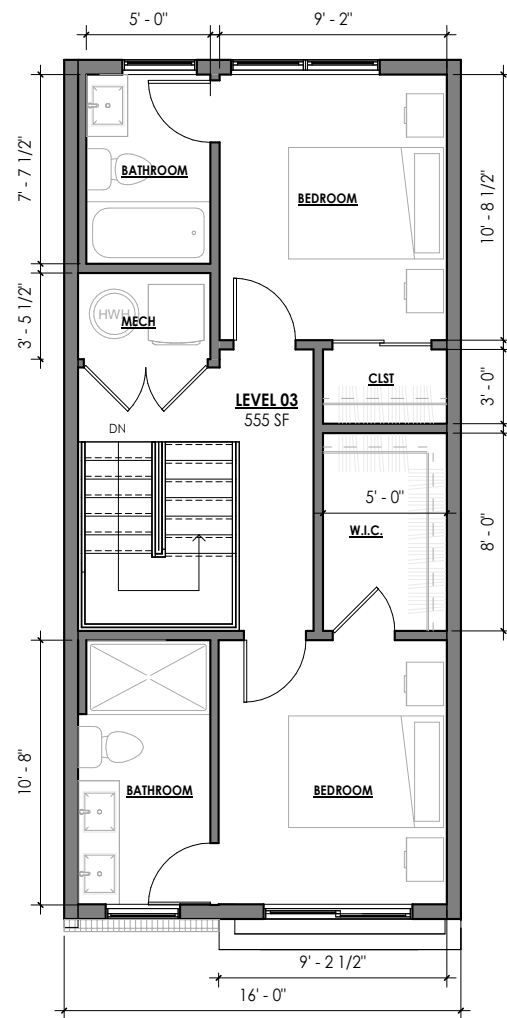


LEVEL 01 PLAN

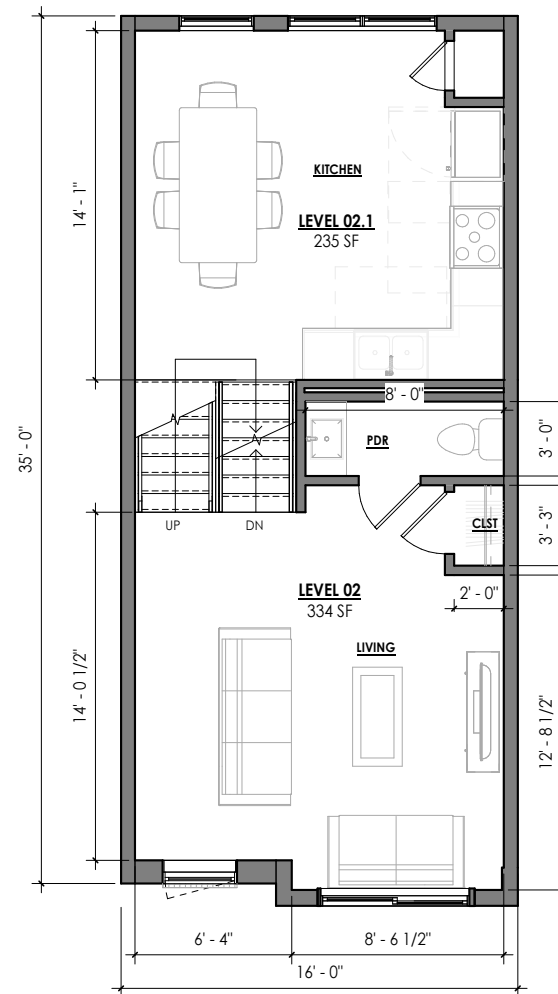


BASEMENT PLAN

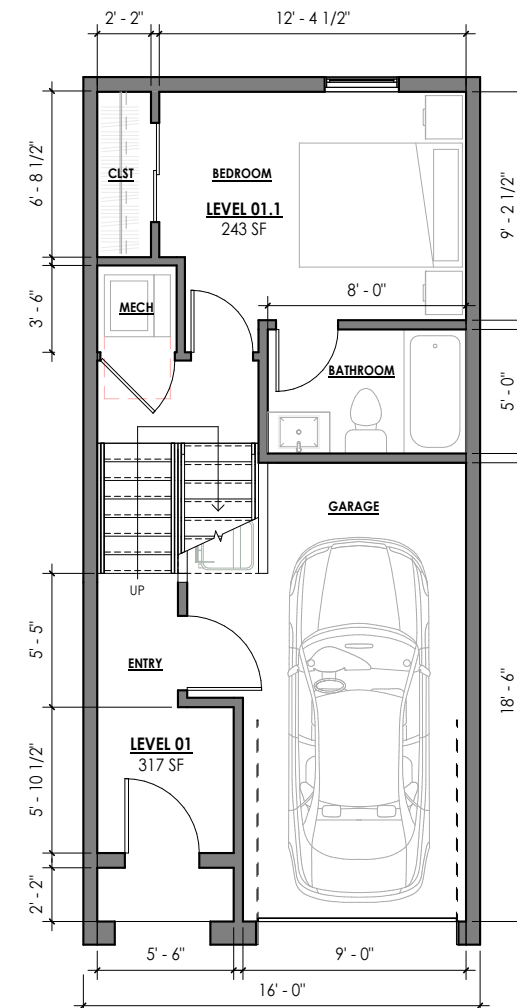




LEVEL 03 PLAN



LEVEL 02 PLAN

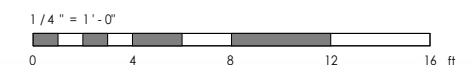


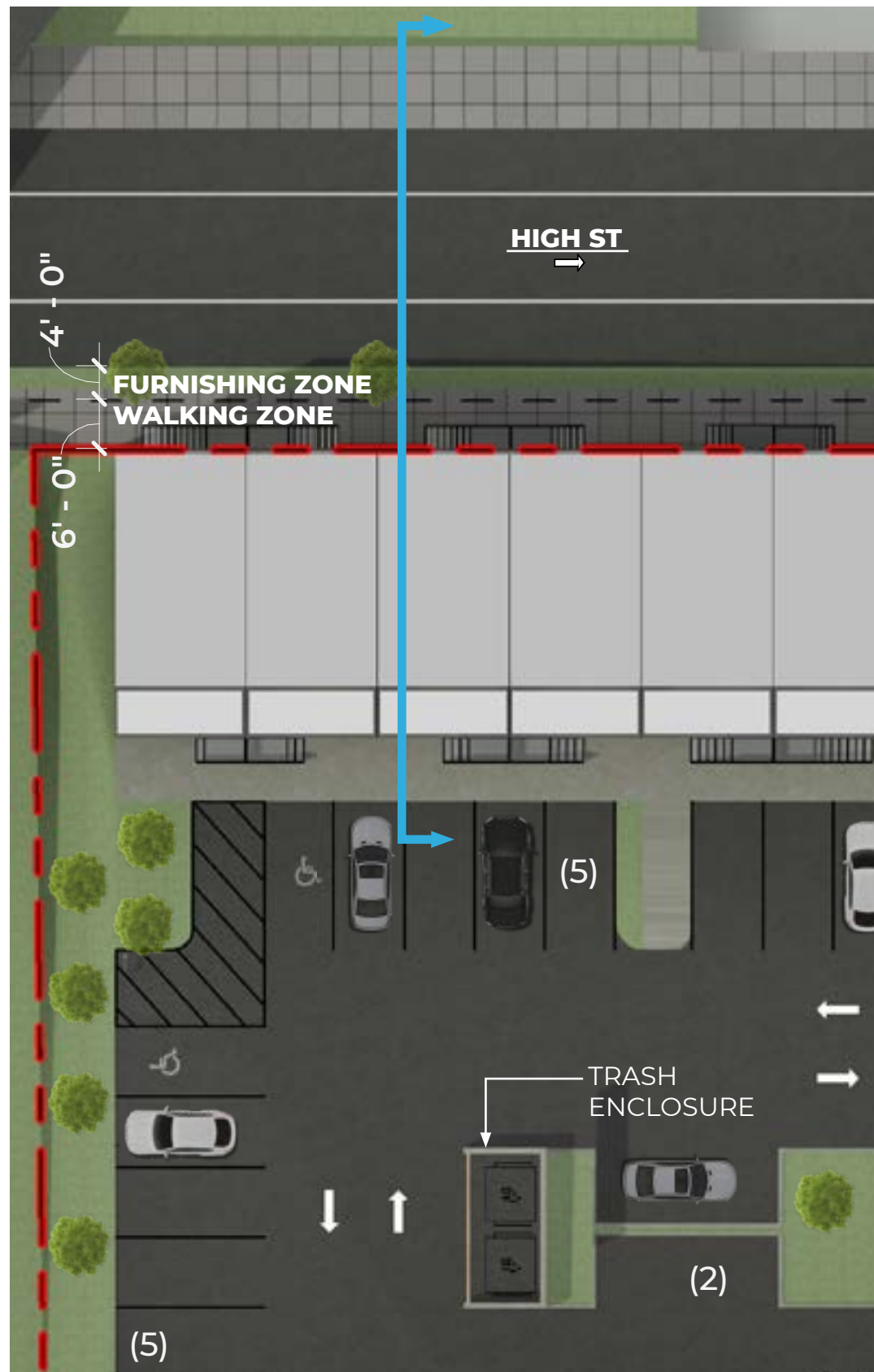
LEVEL 01 PLAN

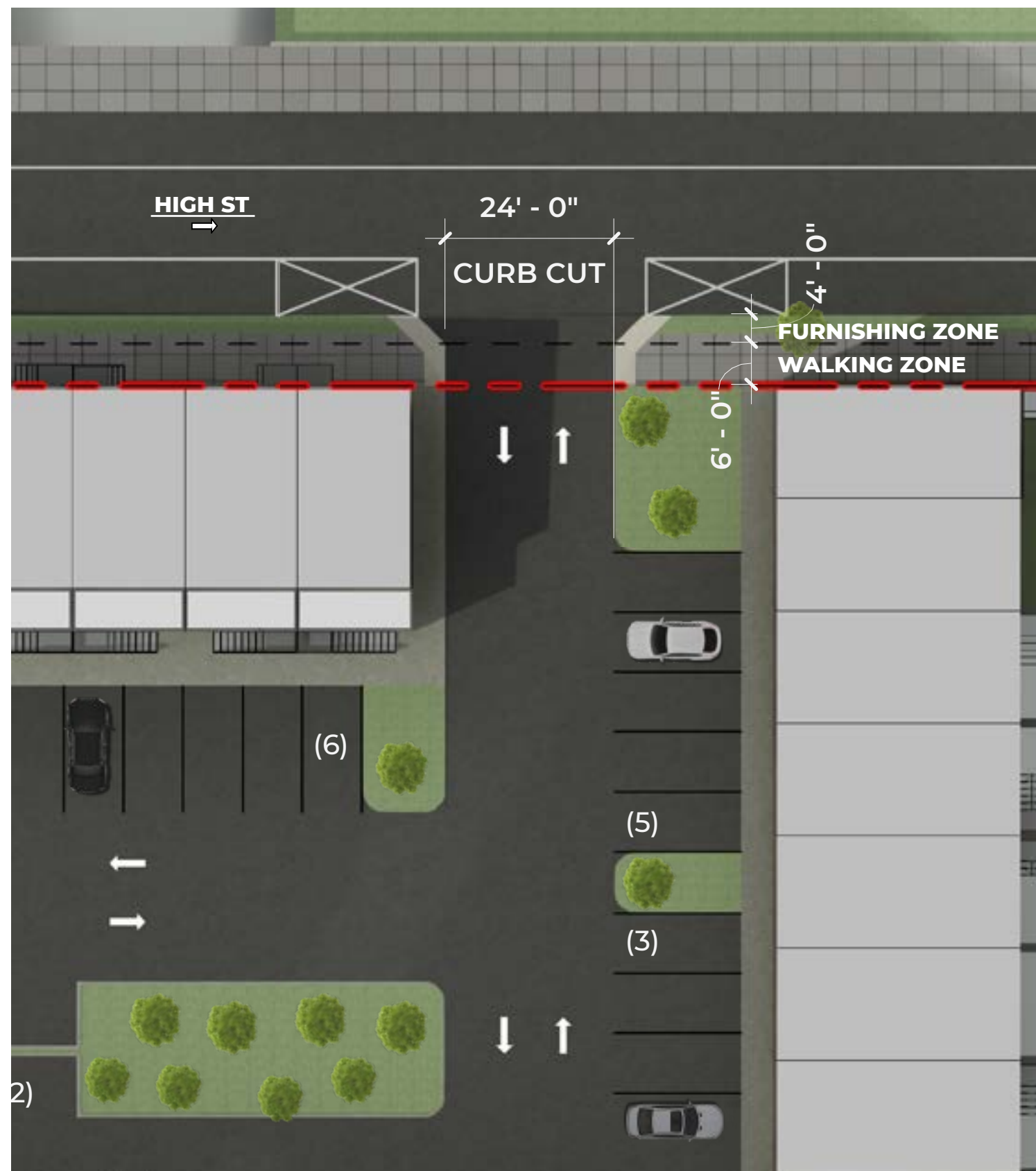
3 STORY SFH SPLIT STORY W/ GARAGE
(10 TOTAL)

BUILDING TYPE C PLANS

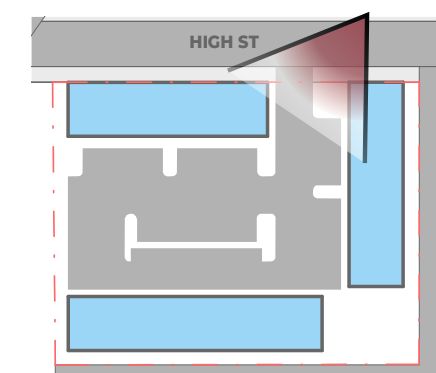
CIVIC DESIGN REVIEW







1. PLANTING AREAS
2. TRUNCATED DOMES
3. BLACK WALL SCONCES
4. CURB CUT
5. STAIRS TO GRADE





designblendz



PERSPECTIVE

CIVIC DESIGN REVIEW

MATERIALS



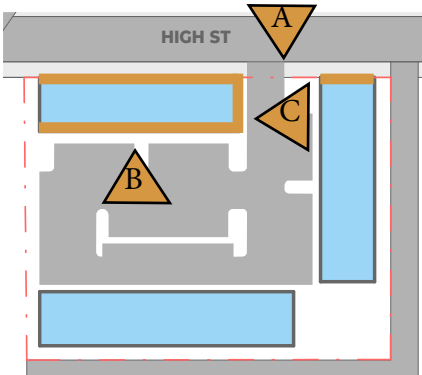
BRICK



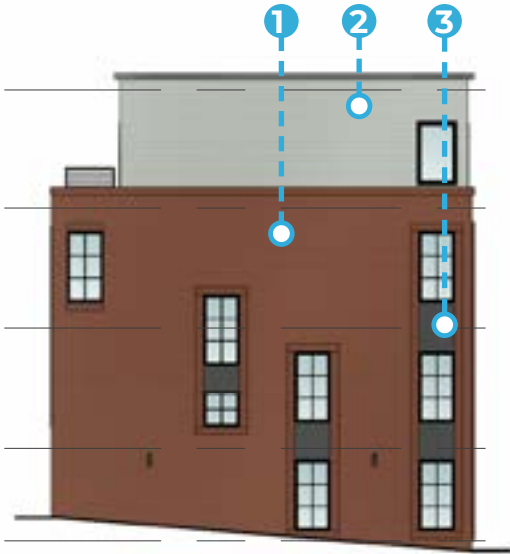
GREY VINYL SIDING



GREY METAL PANEL



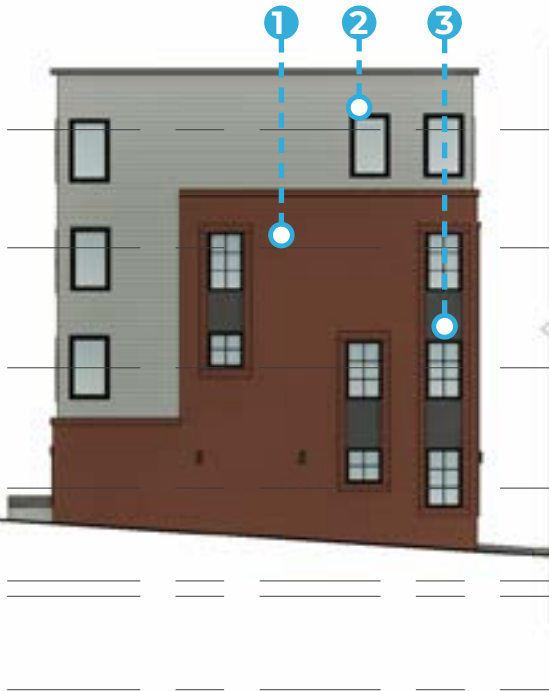
KEY PLAN



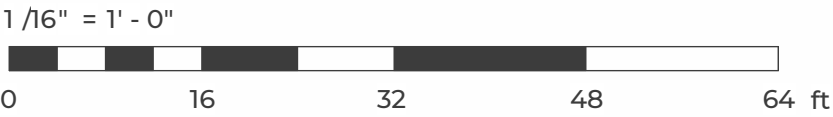
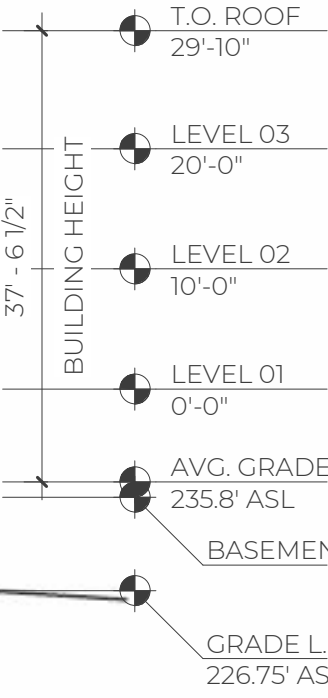
ELEVATION C



ELEVATION B



ELEVATION A



HIGH STREET ELEVATIONS

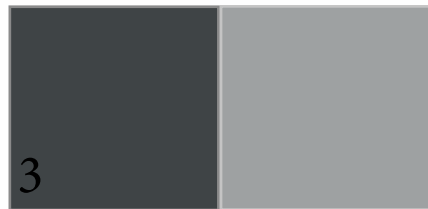
CIVIC DESIGN REVIEW



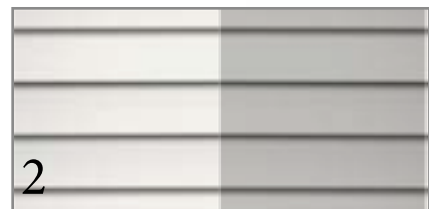
MATERIALS



BRICK



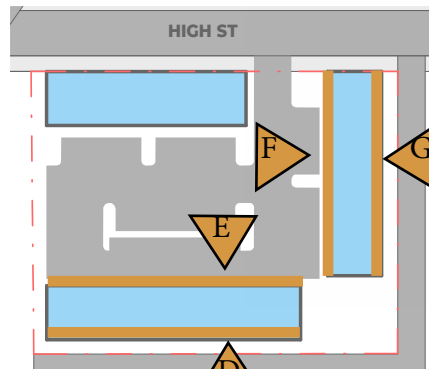
GREY METAL PANEL



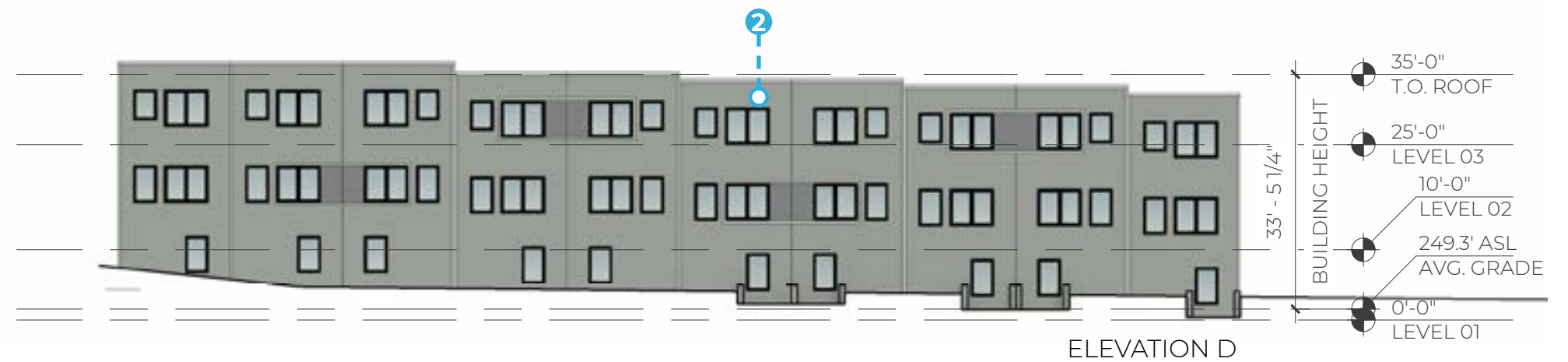
GREY VINYL SIDING



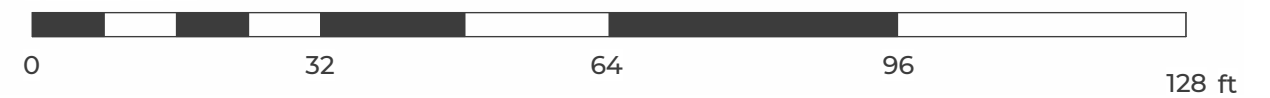
WHITE BOARD & BATTEN



KEY PLAN



3/64" = 1' - 0"

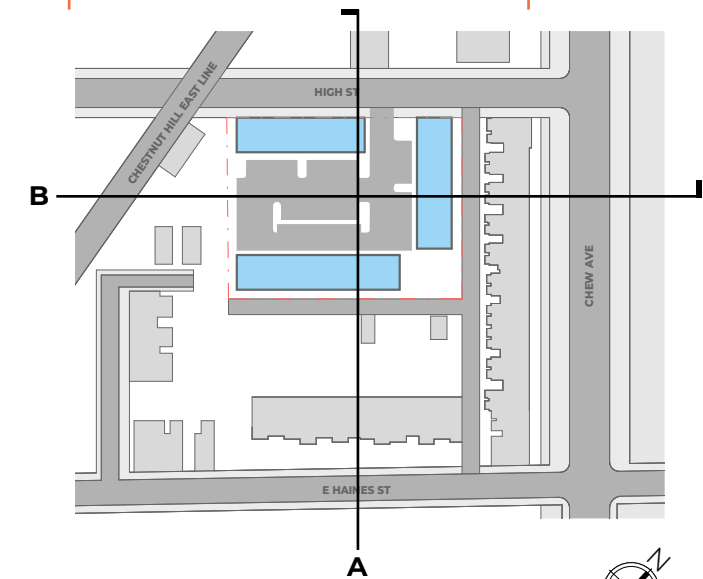




SECTION A



SECTION B

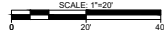






TERITOR LANDSCAPE REQUIREMENTS FOR PARKING LOTS AND OFF-STREET LOADING AREAS: (\$140,000/10) TREES SHRUBS PERENNIALS (15 TREES ± 3 ± 2.40) (15.00 ± 3.00) (7.15 ± 1.5 ± 10.25)	7.15 TREES REQUIRED (2 TREES PROVIDED) 15.00 SHRUBS REQUIRED (22 SHRUBS PROVIDED) 10.25 PERENNIALS REQUIRED (108 PERENNIALS PROVIDED)
PERIMETER SCREENING FROM PUBLIC STREETS FOR PARKING LOTS: (\$140,000/30) TREES SHRUBS (10.00 ± 0.0) (0.30 ± 3 ± 3.6)	0.93 TREES REQUIRED (1 TREES PROVIDED) 3.6 SHRUBS REQUIRED (4 SHRUBS PROVIDED)
PERIMETER SCREENING FROM ABUTTING RESIDENTIAL ZONING DISTRICT: (\$140,000/30) TREES SHRUBS (8.00 ± 2.0 ± 4.28) (4.28 ± 4 ± 17.12)	4.28 TREES REQUIRED (2 TREES PROVIDED) 17.12 SHRUBS REQUIRED (18 SHRUB PROVIDED)
REQUIRED REPLACEMENT: (\$147,000/10) 51 DBHM REMOVED. 26 DBHM NEW	14.70 TREES PROVIDED 16.30 DBHMS REMAINING
IN-LIEU CALCULATION: (\$147,000/10)(C)(X) 9.00 = 1326 \$20 X 10 DBHM = \$8000	\$800 IN-LIEU OF FEE

1. ALL BALL & BURLAP TREES SHALL BE FRESHLY DUG AND DELIVERED TO THE SITE AS REQUIRED FOR IMMEDIATE PLANTING.
2. REMOVE BURLAP AND WIRE BASKETS FROM TOPS OF ROOT BALLS AND FROM SIDES. BUT DO NOT REMOVE FROM UNDER ROOT BALLS. DO NOT USE PLANTING STOCK IF ROOT BALL IS CRACKED OR BROKEN BEFORE OR DURING PLANTING OPERATION.
3. INSTALL ALL PLANTS SO THAT THE TOP OF THE ROOT BALL IS FLUSH WITH THE SURROUNDING SOIL LEVEL.
4. PROVIDE NEW PLANTING SOIL AS NECESSARY TO COMPLETE THE PLANTING WORK AND AMEND AS INDICATED.
5. PLANTING GROUPS AS SHOWN ON THE PLAN ARE ONLY DIAGRAMMATIC. ACTUAL MASSING OF PLANT MATERIAL MAY VARY DUE TO EXISTING FIELD CONDITIONS. PRIOR TO DIGGING PLANT SITES, PLACE ALL PLANTS, FOR APPROVAL, IN THEIR RELATIVE POSITIONS AS INDICATED ON THE PLAN.
6. NO PLANT WILL BE ACCEPTED WHICH DISPLAYS MAJOR IRREGULARITIES OR MECHANICAL DAMAGE. ANY PLANTS DEEMED NOT IN SATISFACTORY HEALTH OR CONDITION AT THE TIME OF PLANTING SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
7. ALL PLANTS MUST BE LABELED WHEN THEY ARE DELIVERED TO THE SITE.
8. RECOMMENDED PLANTS FROM PHILADELPHIA CITY PLANNING COMMISSION MAY BE USED AS SUBSTITUTIONS.
9. MULCH ALL PLANT BEDS WITH 2" OF TRIPLE-SHREDDED CYPRESS NURSERY HARDWOOD MULCH.
10. THOROUGHLY WATER PLANTS IMMEDIATELY AFTER INSTALLATION.
11. APPLY 3" DEPTH OF COMPOST TO ALL PLANT BEDS AND THOROUGHLY TILL INTO SOIL BEFORE PLANTING.
12. APPLY 10-10-10 GRANULAR SLOW-RELEASE FERTILIZER TO PLANT BEDS AFTER PLANTS HAVE BEEN INSTALLED BUT BEFORE MULCH HAS BEEN APPLIED. COVER FERTILIZER WITH MULCH SO THAT IT IS NOT EXPOSED.
13. IF ADDING SOIL TO SITE, ENSURE THAT NEW SOIL IS CERTIFIED WEEF-FREE & LARGELY COMPOSED OF SAND TO MATCH EXISTING SITE SOILS. THOROUGHLY INCORPORATE INTO NATIVE SOIL BEFORE PERFORMING FINISHED GRADING & PLANT INSTALLATION.
14. TREES SHALL HAVE A MINIMUM SPACING OF 12 FT. FROM OTHER TREES. SHRUBS SHALL HAVE A MINIMUM SPACING OF 3 FT. FROM OTHER SHRUBS AND TREES.



	PROPERTY LINE
	UTILITY POLE W/ STREET LIGHT
	MAN HOLE
	EXISTING BUILDING
	EXISTING CURB
	EXISTING INLET
	EXISTING CONTOUR

— LOD —	LIMIT OF DISTURBANCE
	CONCRETE
	CURB
	TREE
	SHRUB
	PERENNIAL
	BUILDING
	IMPERVIOUS AREA
	GRASS/LANDSCAPED AREA

 PAUL LONIE PA PROFESSIONAL LAND SURVEYOR LICENSE NO.: 5U24461E	610-40 HIGH ST 59TH WARD PHILADELPHIA, PA 19144 1391 WALTON ROAD BLUE BELL, PA 19422 (267) 885-9875 PAUL@AQUAECONOMICS.COM													
	<table border="1"> <tr> <td colspan="2" data-bbox="2607 1534 2716 1564"> Owner(s) HIGH STREET ASSOCIATES LLC 1602 FRANKFORD AVE #3757 PHILADELPHIA PA 19125 ALLEN BOROVICH LBK13285@GMAIL.COM (215) 400-3635 </td> </tr> <tr> <td colspan="2" data-bbox="2607 1564 2716 1580"> Municipality PHILADELPHIA </td> </tr> <tr> <td data-bbox="2607 1580 2663 1598"> County PHILADELPHIA </td> <td data-bbox="2663 1580 2716 1598"> State PA </td> </tr> <tr> <td data-bbox="2607 1598 2663 1614"> Drawn KL </td> <td data-bbox="2663 1598 2716 1614"> Scale 1" = 20' </td> </tr> <tr> <td data-bbox="2607 1614 2663 1632"> Ckd PL </td> <td data-bbox="2663 1614 2716 1632"> Date 8-13-2025 </td> </tr> <tr> <td colspan="2" data-bbox="2607 1632 2716 1651"> File 610-40 HIGH ST </td> </tr> <tr> <td data-bbox="2607 1651 2663 1679"> Drawing Sheet </td> <td data-bbox="2663 1651 2716 1679"> 2 of 2 </td> </tr> </table>	Owner(s) HIGH STREET ASSOCIATES LLC 1602 FRANKFORD AVE #3757 PHILADELPHIA PA 19125 ALLEN BOROVICH LBK13285@GMAIL.COM (215) 400-3635		Municipality PHILADELPHIA		County PHILADELPHIA	State PA	Drawn KL	Scale 1" = 20'	Ckd PL	Date 8-13-2025	File 610-40 HIGH ST		Drawing Sheet
Owner(s) HIGH STREET ASSOCIATES LLC 1602 FRANKFORD AVE #3757 PHILADELPHIA PA 19125 ALLEN BOROVICH LBK13285@GMAIL.COM (215) 400-3635														
Municipality PHILADELPHIA														
County PHILADELPHIA	State PA													
Drawn KL	Scale 1" = 20'													
Ckd PL	Date 8-13-2025													
File 610-40 HIGH ST														
Drawing Sheet	2 of 2													



AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'
(SERVICEBERRY)



CERCIS CANADENSIS 'SUMMER'S TOWER'
(EASTERN REDBUD)



THUJA OCCIDENTALIS
(WHITE CEDAR)



HAMAMELIS X INTERMEDIA 'JALENA'
(WITCHHAZEL)

TREES



ITEA VIRGINICA 'HENRY'S GARNETT'
(VIRGINIA SWEETPIRE)



CLETHRA ALNIFOLIA 'TOM'S COMPACT'
(SWEETPEPPER BUSH)



HYDRANGEA ARBORESCENS 'HAAS HALO'
(SMOOTH HYDRANGEA)

SHRUBS



HAKONECHLOA MACRA 'ALL GOLD'
(HAKONE GRASS)



HELLEBORUS X 'ONYX ODYSSEY'
(LENTEN ROSE)

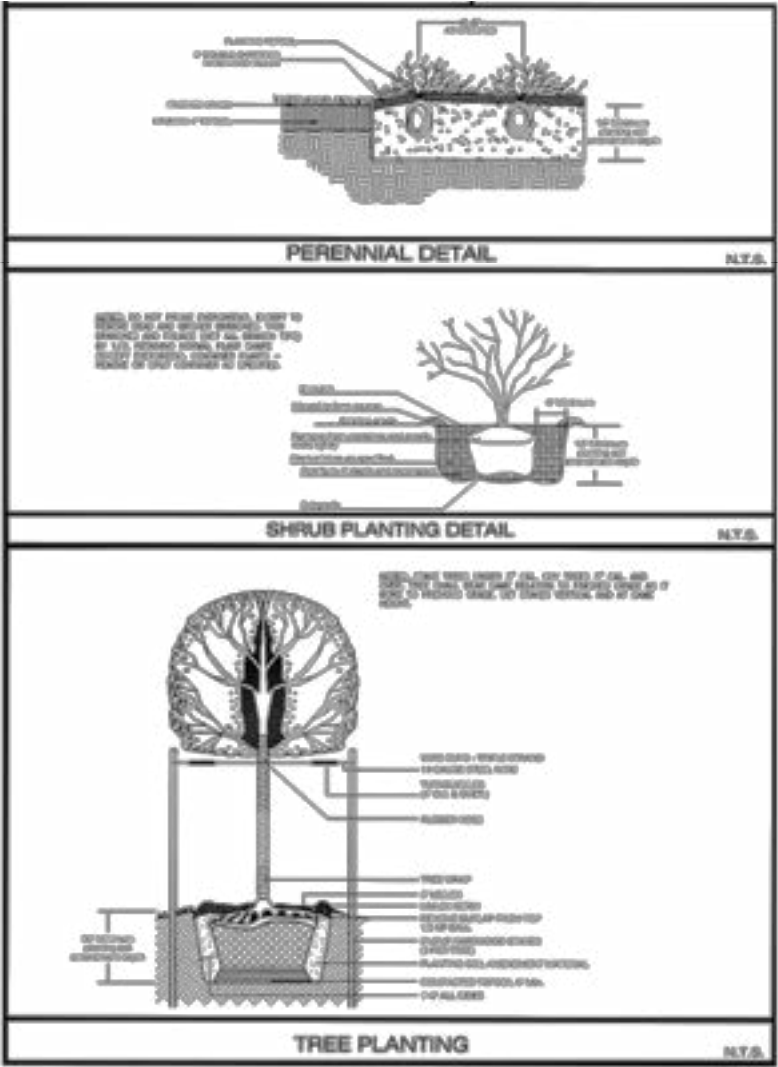


POLYGONATUM ODORATUM 'VARIEGATUM'
(SOLOMON'S SEAL)



OSMUNDA CINNAMOMEA
(CINNAMON FERN)

PERENNIALS



7			
6			
5			
4			
3			
2			
1			
No.	Date	Revision	BY

PAUL LONIE
PA PROFESSIONAL LAND SURVEYOR
LICENSE NO.: SU24461E

AQUA ECONOMICS

1391 WALTON ROAD
BLUE BELL, PA 19422
(267) 885-9875
PAUL@AQUAECONOMICS.COM

610-40 HIGH ST
59TH WARD PHILADELPHIA, PA 19144

Owner(s)
HIGH STREET ASSOCIATES LLC
1602 FRANKFORD AVE #3757
PHILADELPHIA PA 19125
ALLEN BOROVICH
LBH3285@GMAIL.COM
(215) 490-3535

Municipality
PHILADELPHIA

County PHILADELPHIA	State PA
Drawn KL	Scale 1" = 20'
Ckd PL	Date 2-11-2026
File 610-40 HIGH ST	Drawing Sheet 3 of 3

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, existing bus stops for SEPTA Route 18 along Chew Ave
(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, uncovered parking area covers 36% of the site area. It is located in the middle of the property, providing some visual coverage from High St, and the homes along Chew Ave and Haines St
(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.	No, 0% are designated as preferred parking spaces. We are exploring the possibility of providing electric charging stations connections within the garage parking spaces.
(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. The property does not directly abut the neay by rail line. Additionally, the rail line is raised above the sidewalk level.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No bike share station is proposed as part of this application.

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.	No irrigation system is expected. Cannot confirm watering requirements at this time
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, 33.7% of the open area is vegetated or pervious open space
(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, the proposal does not conform to either A) or 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.	No, at least 50% of all on-site hardscapes are not shaded. It was not possib
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	Proposed design will follow current IECC requirements.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No

	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. ^{iv}	N/A, project is not within 1000 ft of any interstate highway, state highway, or freeway.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, as of now there are no plans to produce renewable energy on-site
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No other sustainable measures are proposed at this time.

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

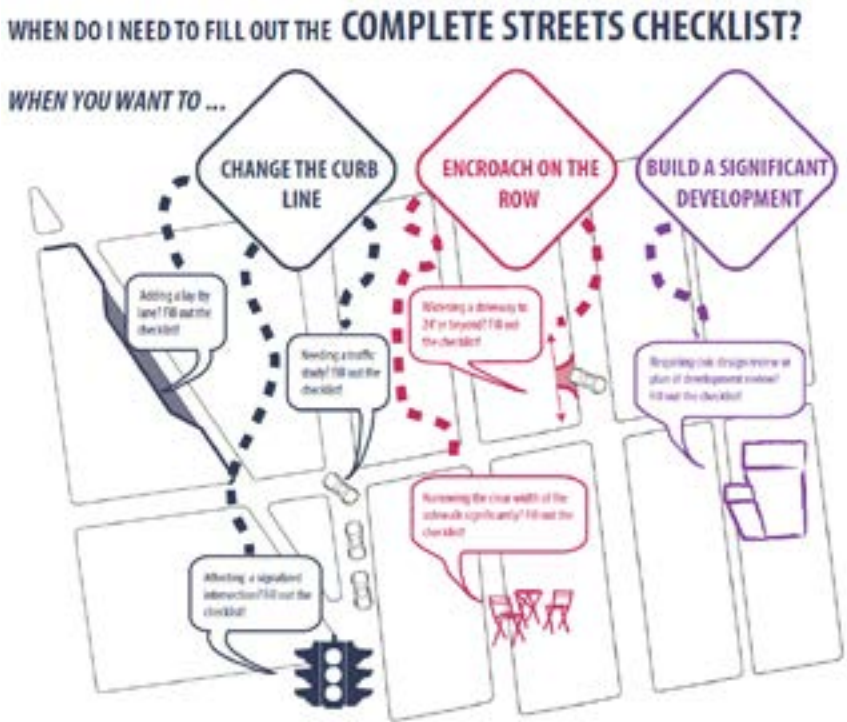


INSTRUCTIONS

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>



PRELIMINARY PCPC REVIEW AND COMMENT: _____

DATE _____

FINAL STREETS DEPT REVIEW AND COMMENT: _____

DATE _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

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

Complete Streets Review Submission Requirement*:

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

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



COMPLETE STREETS HANDBOOK CHECKLIST

CIVIC DESIGN REVIEW

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

610-40 High St
2. DATE

2-6-2026
3. APPLICANT NAME

Allen Borovich
5. PROJECT AREA: list precise street limits and scope

On High St (234.789’ of Frontage):
Between Belfield Ave to Chew Ave.
4. APPLICANT CONTACT INFORMATION

LBM3285@GMAIL.COM, (215) 400-2635
6. OWNER NAME
7. HIGH STREET ASSOCIATES LLC
8. OWNER CONTACT INFORMATION

LBM3285@GMAIL.COM, (215) 400-2635
9. ENGINEER / ARCHITECT NAME

AquaEconomics, LLC
10. ENGINEER / ARCHITECT CONTACT INFORMATION

PAUL@AQUAECONOMICS.COM
11. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.

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

STREET	FROM	TO	COMPLETE STREET TYPE
High St	Belfield Ave	Chew Ave	City Neighborhood

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

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

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

YES ☒ NO ☐
- d. Curb Cuts

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

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

YES ☐ NO ☐ N/A ☒

APPLICANT: General Project Information

Additional Explanation / Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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
High St	12/ 10 / 10	10 / 10

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
High St	6 / 3 / 6

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
----------------	-----------------	-----------

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	24'	High St

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

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

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

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
High St	0 / 3

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
High St	4 / 3 / 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	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 Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
610-640 High St	0	0 / 0	0 / 0	0 / 0
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____

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 ☐

DEPARTMENTAL
APPROVAL

- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐

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?

- YES ☐ NO ☒ N/A ☐
- YES ☐ NO ☒ N/A ☐

- YES ☐ NO ☐
- 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)

28. Does the design limit conflict among transportation modes along the curb?	YES ☒ NO ☐	DEPARTMENTAL APPROVAL YES ☐ NO ☐
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
30. Does the design provide a buffer between the roadway and pedestrian traffic?	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? All sidewalk and curbs along the frontage will be replaced thus improving the accessibility, visibility, connectivity, and attractiveness of the site.		YES ☐ NO ☐

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

33. What is the maximum AASHTO design vehicle being accommodated by the design?	SU-30	DEPARTMENTAL APPROVAL YES ☐ NO ☐
34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission.	YES ☐ NO ☒	YES ☐ NO ☐
35. Will the public right-of-way be used for loading and unloading activities?	YES ☐ NO ☒	YES ☐ NO ☐
36. Does the design maintain emergency vehicle access?	YES ☒ NO ☐	YES ☐ NO ☐
37. Where new streets are being developed, does the design connect and extend the street grid?	YES ☐ NO ☐ N/A ☒	YES ☐ NO ☐
38. Does the design support multiple alternative routes to and from destinations as well as within the site?	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES ☒ NO ☐	YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

				DEPARTMENTAL APPROVAL
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
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 ☐	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 ☐	NO ☐	N/A ☐	YES ☐ NO ☐
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
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 ☐ NO ☐
▪ Marked Crosswalks	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Pedestrian Refuge Islands	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Signal Timing and Operation	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Bike Boxes	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES ☐	NO ☒	N/A ☐	YES ☐ NO ☐
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐

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: _____

Attn: Philadelphia Civic Design Review Board

AP# ZP-2025-008480

Address: 610 High St

Thank you for your assistance and review of the Civic Design Review application for 610 High St; see responses to your original comments below. Please feel free to reach out with any additional comments or questions.

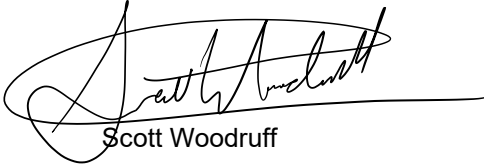
1. *Take advantage of the existing alley. Parking could be added to the alley by moving the buildings inward toward the parking lot.*
 - a. Utilization of the existing alleys that border the property at 610 High St is not feasible. There is currently no legal right for the owner of 610 High St to access either the alley. Additionally, the Chew Ave alley accessed off of High St is only 15' wide which would limit access to the site for emergency and service vehicles.
2. *Two-way circulation seems unnecessary; additional planting instead of paving should be considered.*
 - a. The amount of circulation provided has been reduced as much as possible to minimize the amount of paving while still providing the necessary clearances required for emergency and service vehicles.
3. *Prioritize green spaces over parking spaces in excess of code requirements.*
 - a. *We have reduced the surface parking spaces from 36 spaces to 24 spaces. The parking layout was also adjusted to allow buildings 17-26 to be moved forward approximately 5' to provide more green space and a larger buffer between the proposed homes and the alley servicing the E Haines St homes. Additionally, the homes have been re-organized as well. The overall number of buildings has reduced from 28 to 26. Three buildings were removed from the rear block of homes, and (1) additional 2-family home was included along the homes adjacent to the Chew Ave alley. This allowed for a new green space, approximately 50' x 45' to be included in between buildings 16 and 26.*
4. *Adjacent single-family homes have front gardens; take inspiration to add more greenery to the site.*
 - a. *The addition of front garden spaces is not possible due to the space required for emergency and service vehicle circulation throughout the site. Pushing the houses outward from the parking area to create this space would push them against the property lines and against the adjacent alleys. We have increased the green space behind the rear block of homes to create additional green space for those residents, while providing a new green space between the rear and side to create a community green space.*
5. *Create buffers between the parking areas and the house.*
 - a. All parking areas are separated from the homes with a walkway. The walkway in front of the rear block of homes is flush with the parking lot to provide access to the garage

spaces, but pavers are proposed to act as a visual boundary for those circulating through the parking lot.

6. *Consider more visible stormwater management practices.*
 - a. We are prioritizing the use of habitable green spaces in lieu of utilizing more visible stormwater management practices to enhance the usable outdoor space for all of the residents.
7. *It is important to have primary entrances on High Street. Units Should front on High Street as much as possible.*
 - a. *The project includes 8 building fronting and with entrances along High St. We explored rotating buildings 9 and 10 to create a frontage along High St as well, but the result reduced the size of the green space that was introduced in the rear of the property by approximately 12'.*
8. *Create larger buffers between the parking areas and the houses.*
 - a. *Please see the response to Items #4 and #5.*
9. *Consider pavers or other permeable surfaces to lessen the heat island effect and create a safe pedestrian environment within the parking lot.*
 - a. *We are proposing pavers along the walkway in front of the rear block of homes, and the walkway extension to the rear green space. We will also look into utilizing pavers to designated walking paths in the parking lot to provide safe and designated walking areas from the interior parking spaces to the sidewalks.*
10. *Green spaces are undefined. Staff suggest adding a dedicated outdoor community space and additional patios for residents and their guests.*
 - a. *A new green space, approximately 50' x 45' has been added to the rear of the property between buildings 16 and 26. This location provided the largest open continuous area of green space, while also allowing us to utilize the buildings as a barrier from the parking lot. We also included a tree buffer between the green space and E Haines St alley to provide additional delineation and safety to the green space.*
11. *Consider activating the green spaces with play structures, benches, and community tables.*
 - a. *We are exploring what options we have to activate the proposed green space. We are currently proposing an extension of the walkway and benches at the front of the green space. As the project moves forward and we have a better understanding of grading, we will determine what options we have to activate the space. The developer is open to additional elements that would be desired by the tenants for this location.*
12. *Consider adding visual interest to the upper third of the facades to break up the monotony.*
 - a. *No changes regarding the third-floor material were made at this time. We are open to providing different color options and patterns for the third floor material to the owner and builder to utilize during construction.*
13. *Consider alternative materials and balconies for rear facing facades to provide outdoor space as well as visual interest the rear facing facades.*
 - a. *We have introduced some additional trim work, as well as different material colors to the rear facades along the rear and side blocks of homes to break up the building rear facade.*
14. *Add EV infrastructure; it is a great amenity.*
 - a. *We are exploring providing EV chargers for homes with garage parking spaces as an amenity.*
15. *Larger shade trees should be planted in the parking area to reduce the heat island affect.*
 - a. *The shade trees are selected based on the approved planting listed issued by PCPC for shade trees.*
16. *Add bike racks within the parking lot area.*

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- a. *We are open to providing the bike parking near the parking lot area, but are still working through determining the best location for the bike racks that does not inhibit pedestrian movement or reduce greenspace.*

Thank you,



Scott Woodruff

COO