

2001 RICHMOND STREET

CIVIC DESIGN REVIEW
10.06.2026

August 20, 2026

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INTRODUCTION

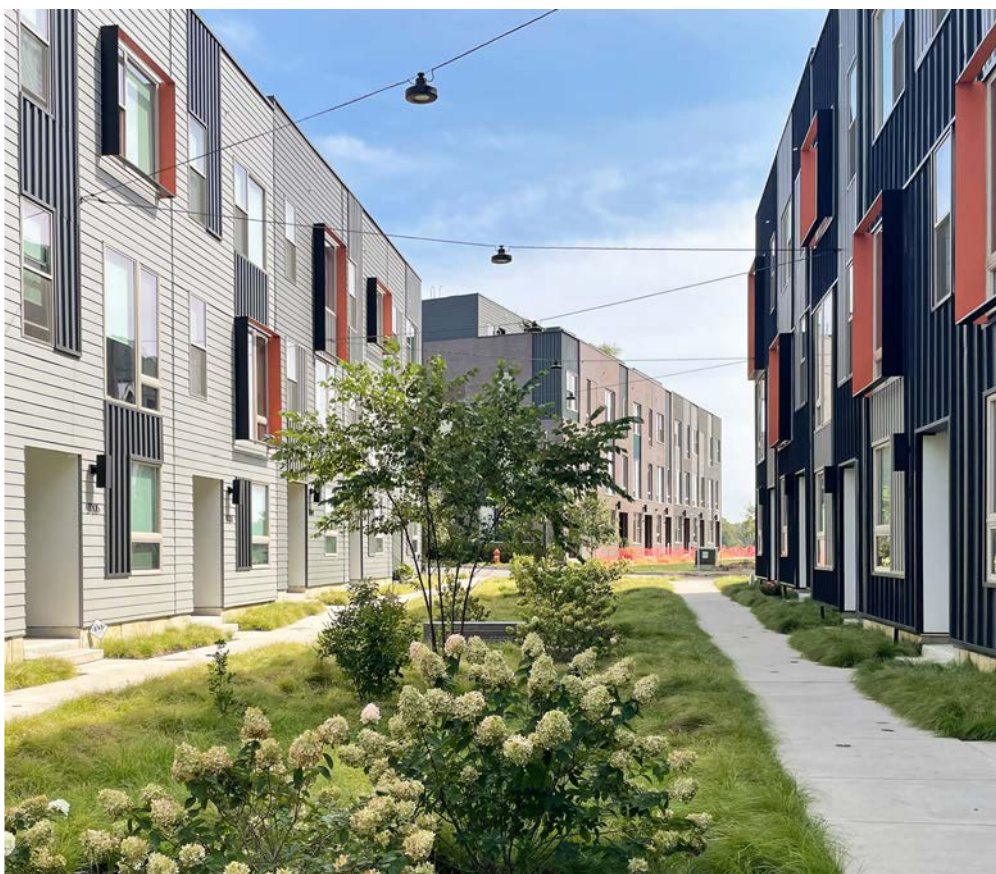
DEVELOPMENT TEAM



THE LOCKS ON VENICE ISLAND



SOUTHWARK ON REED



NORTHBANK PHASE 1

PROJECT OVERVIEW

IN CONNECTION WITH AN EXISTING/APPROVED DEVELOPMENT, SUBJECT TO AN APPROVED UNITY OF USE:

1. REMOVE MULTI-FAMILY STRUCTURE
2. ADD BUILDINGS 8,9,15,16,17, 27, 28, 29, 30, 31, 32, 33, 34, AND 35
3. NEW TOTAL OF 219 SINGLE FAMILY UNITS IN TOWNHOUSES
4. NEW TOTAL NUMBER OF 369 PARKING SPACES, 284 IN TOWNHOUSE GARAGES, AND 85 ON-STREET SPACES
5. AS PER SUBMITTED PLANS PREPARED BY BOHLER, DATED 12/15/2021, REVISED 5/07/2026 REV 20

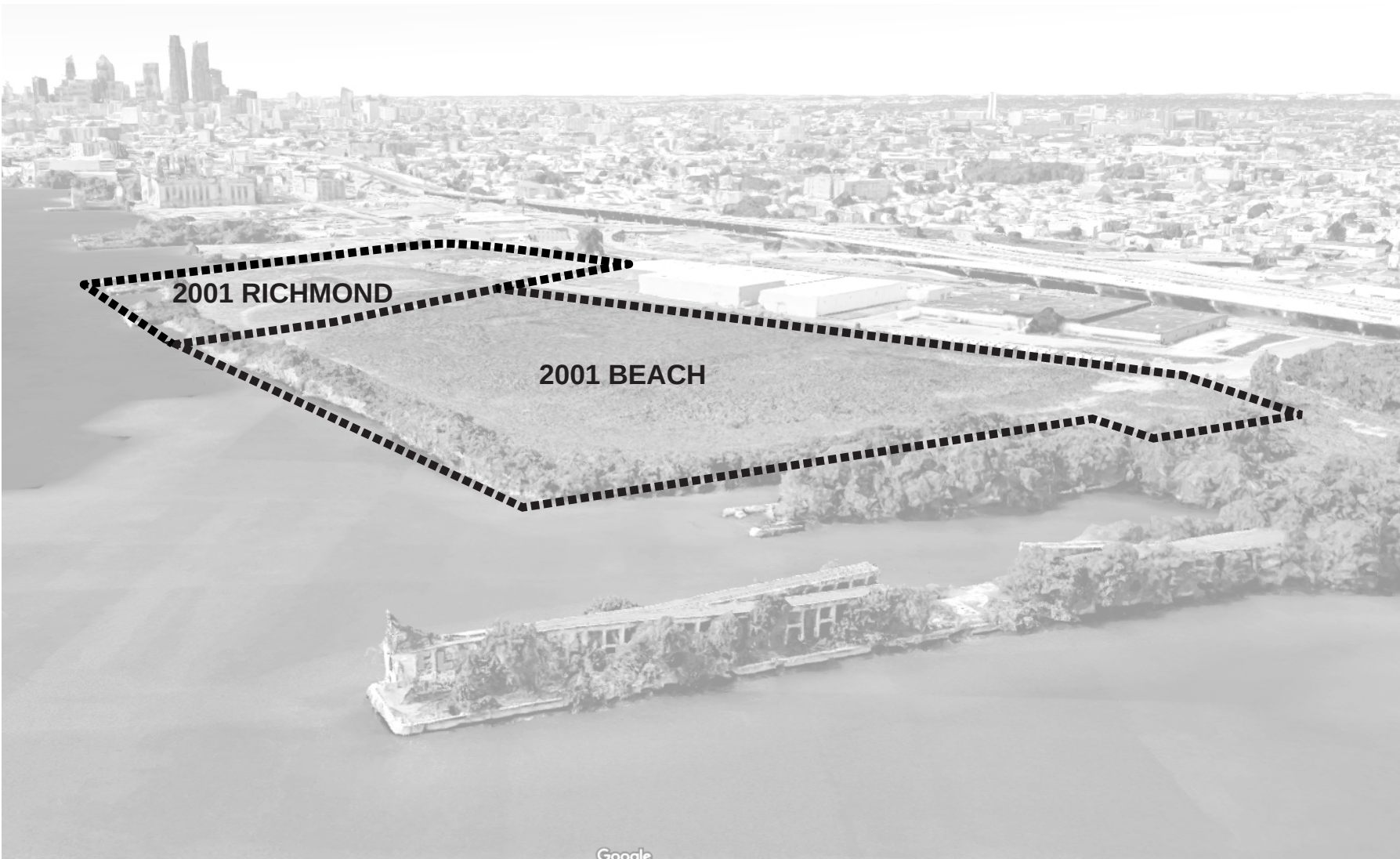
PRESENTATION UPDATES

1. SITE PLAN DIAGRAM TO SHOW ON-STREET PARKING LOCATIONS, BOTH WITHIN THE COMMUNITY AND ON SURROUNDING STREETS.
(ADDRESSING COMMENTS #4, 16, 23)
2. SITE PLAN DIAGRAM TO SHOW ADA ACCESS POINTS AND BIKE RACK LOCATIONS
(ADDRESSING COMMENTS #8, 12)
3. ADJUSTED DYOTT ST FURNISHING ZONE TO MEET THE RECOMMENDED 3'-6" WIDTH.
(ADDRESSING COMMENT #11)
4. ADDED SITE PLAN DIAGRAM TO SHOW EXTERIOR MATERIAL LOCATIONS.

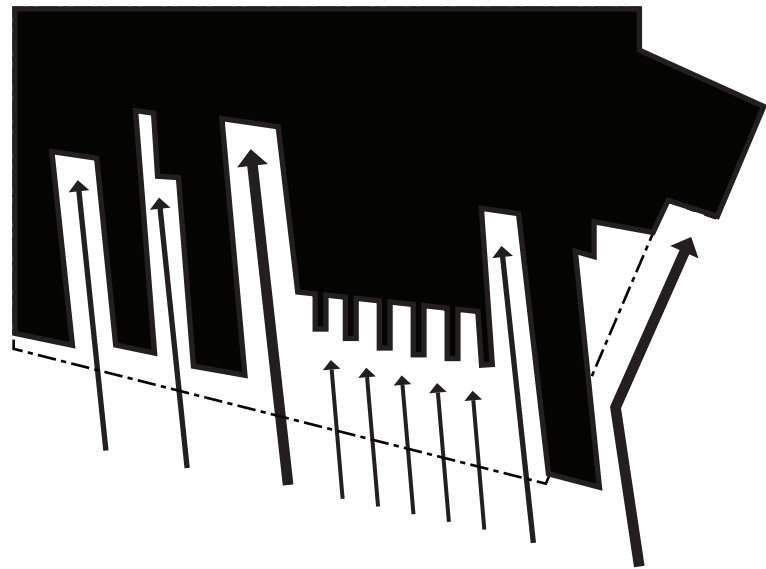
CONTEXT



EXISTING SITE AERIALS

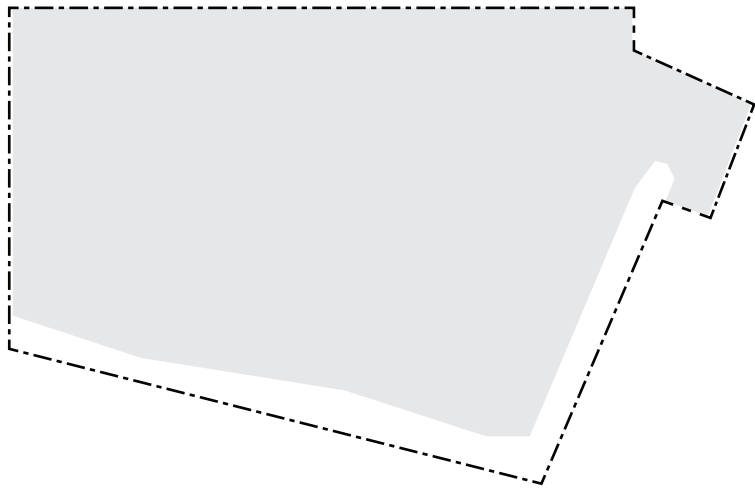


RELATED ACROSS TIME



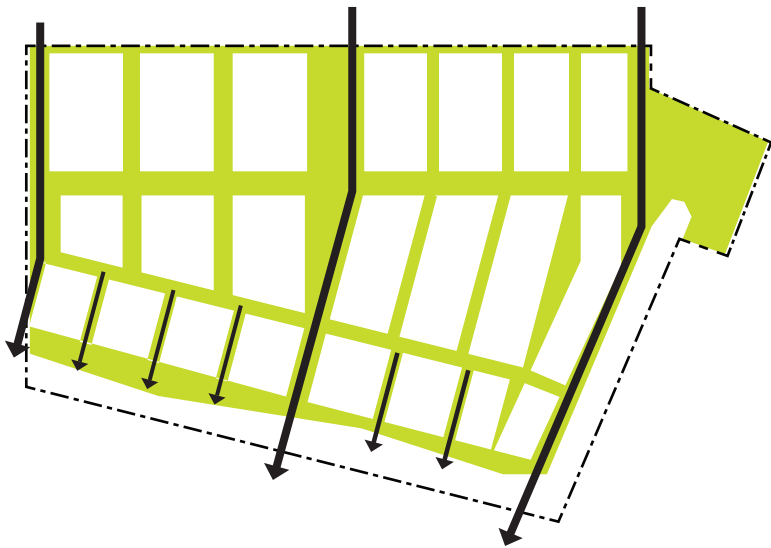
PAST

CRAMP'S SHIPBUILDING CONSTRUCTS
PIERS JUTTING OUT INTO THE RIVER,
ALLOWING WORKERS TO ACCESS
FLOATING AND DRYDOCKED VESSELS



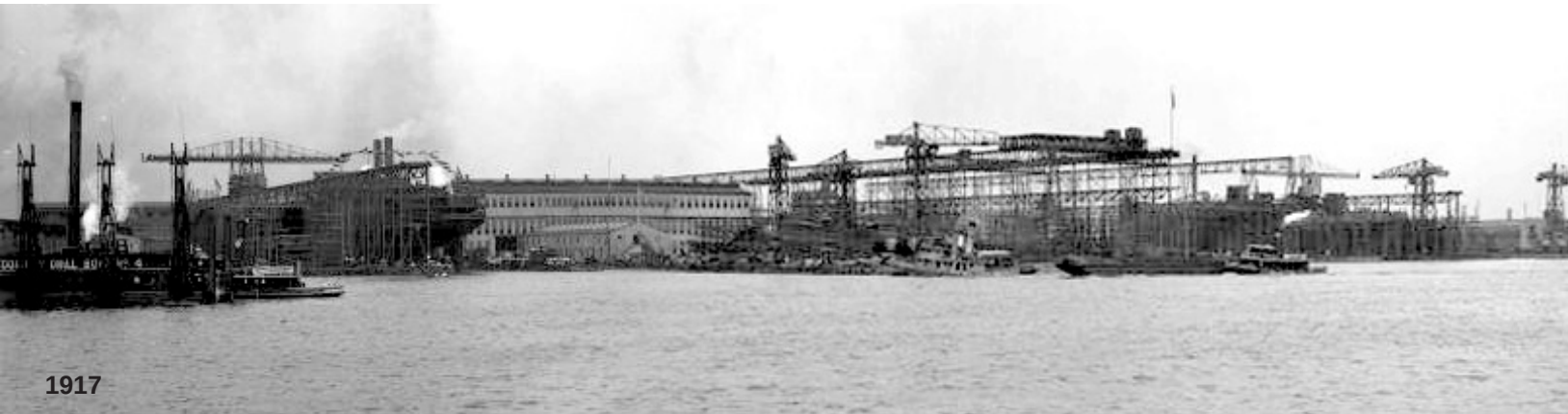
PRESENT

THE SITE IS AN ABANDONED VACANT
LOT CUT OFF FROM THE CITY BY
THE I-95 OVERPASS AND INDUSTRIAL
BUILDINGS TO THE WEST



FUTURE

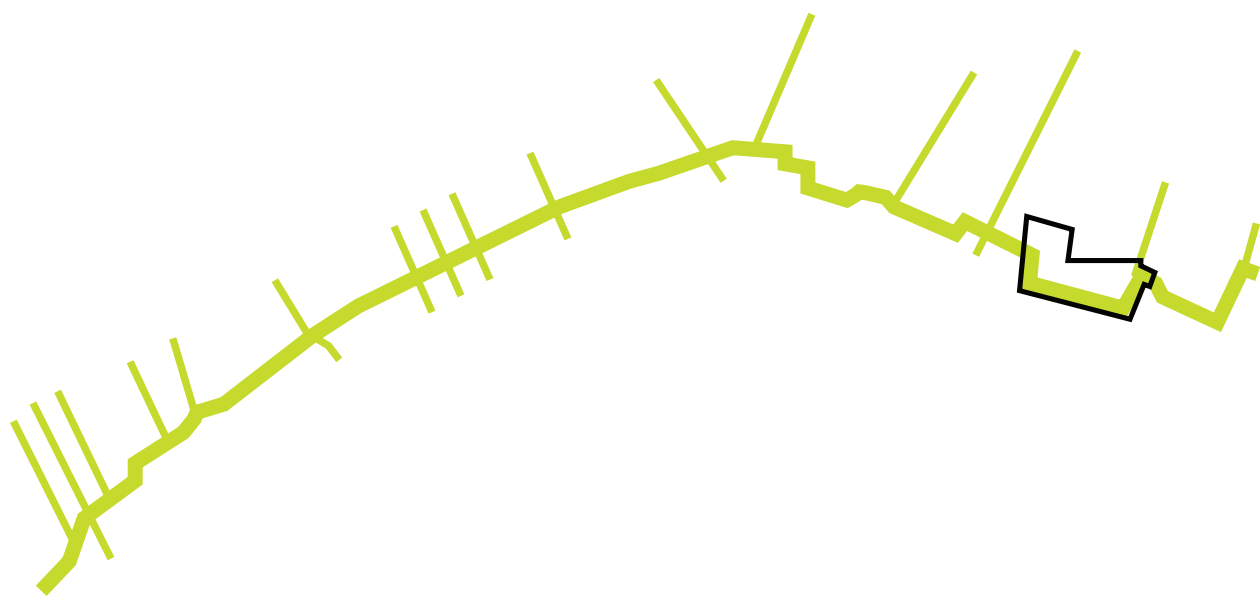
LINEAR GREEN SPACES CREATE
CONNECTIONS AND VIEW CORRIDORS
TO THE WATER'S EDGE



1917



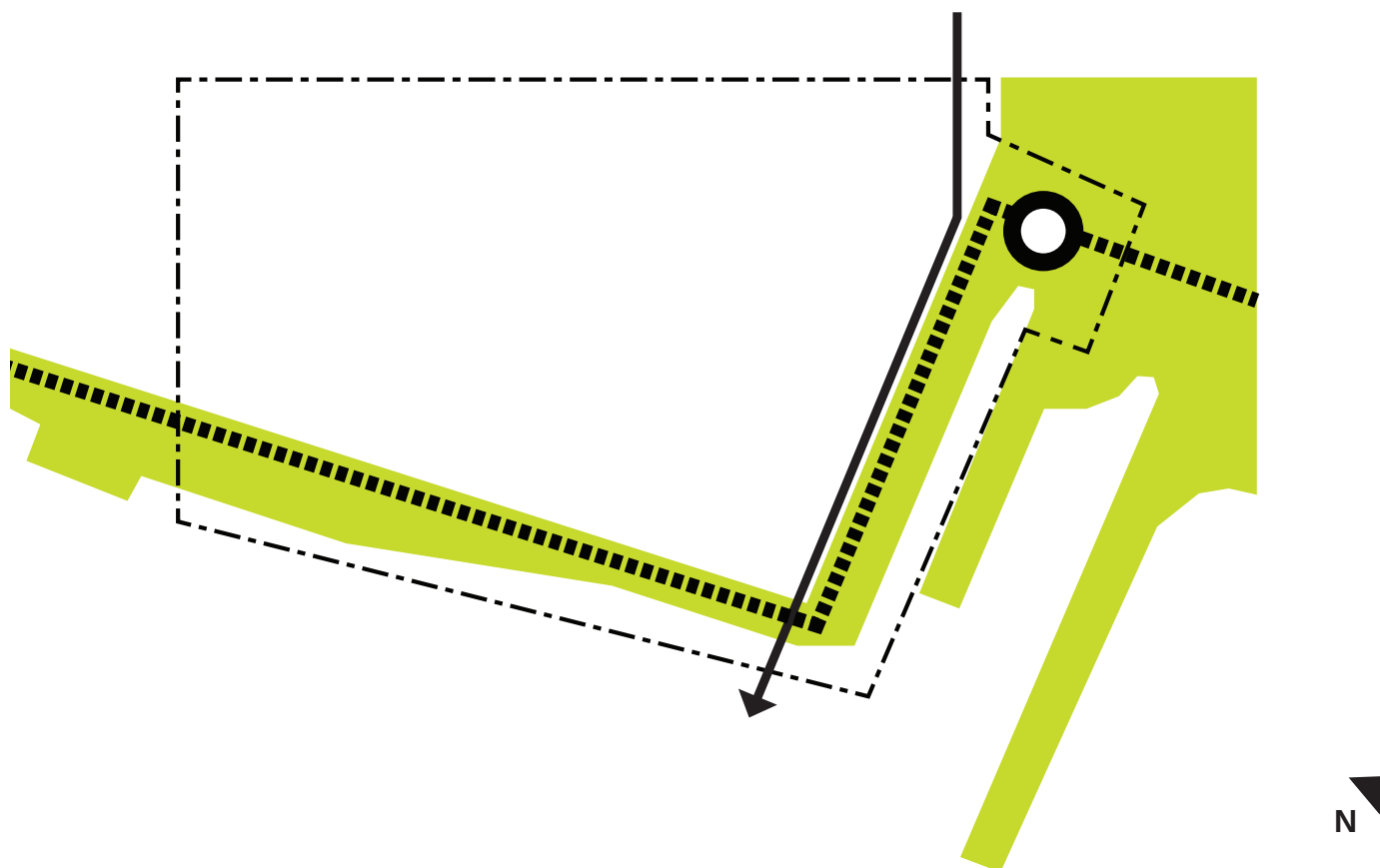
2019



A LINKED LANDSCAPE

Our proposal represents the north edge of the DRWC masterplan vision for a series of private and public developments creating a network of green spaces and recreational amenities along the North Delaware river's edge. The project affords a pedestrian connection to proposed water's edge trails to the south, a proposed access point to a new central public park and a proposed public amenity pavilion and public access point at the north.

Transforming a vacant, formerly industrial parcel into a dense, active development, the project will create a new center of gravity to the DRWC plan at the north, encouraging linkages along the entire waterfront. The proposed masterplan respects DRWC urban planning objectives, creating an extended view corridor along E Cumberland Street and active and passive recreational zones and trails at the water's edge.



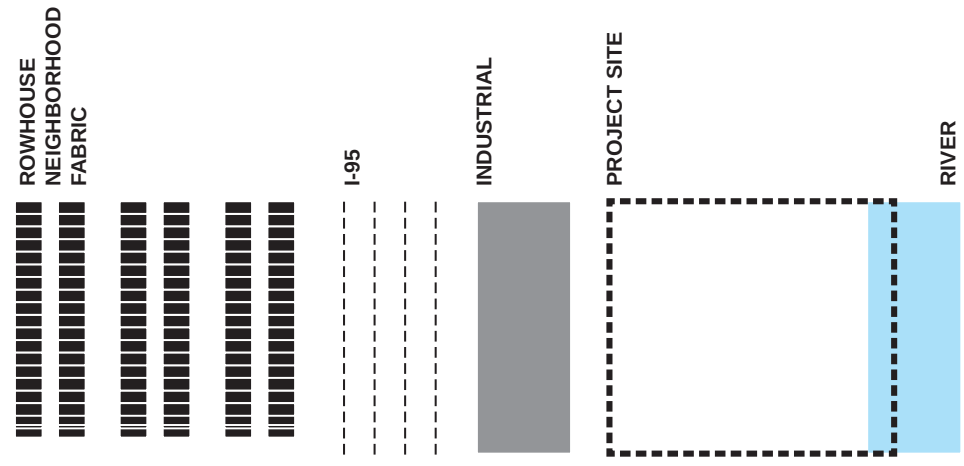
EXISTING SITE AERIAL



BETWEEN THE RIVER AND THE CITY

Our project site spans 45 acres across two phases of development between the Delaware River and Beach Street at the edge of the Port Richmond neighborhood. With nearly 2000 linear feet of river frontage originally formed around the docks and piers of the Cramp shipyard, the lot is an important piece in the Delaware River Waterfront Corporation (DRWC)'s masterplan vision for the future of Philadelphia's waterfront. While the site itself offers expansive views of the river and the Ben Franklin Bridge to the south, the site is disconnected from its adjacent rowhouse fabric. Only two blocks west on Cumberland Street, a visitor might find a dense, cramped streetscape dominated hardscape with very little greenery, and no sense of proximity to the riverfront.

Our project proposes to straddle this boundary with a uniquely hybrid community referencing the city's urban rowhouse heritage while opening access to its historically closed riverfront – both for residents and the general public. The development includes community amenities, multifamily apartments, and single-family homes at multiple scales and typologies, situated to provide access for all to ample, well-maintained natural and constructed landscapes.



EXISTING SITE PHOTOS



VIEW LOOKING SW AT SCHIRRA + BEACH



VIEW LOOKING S AT SCHIRRA + RICHMOND



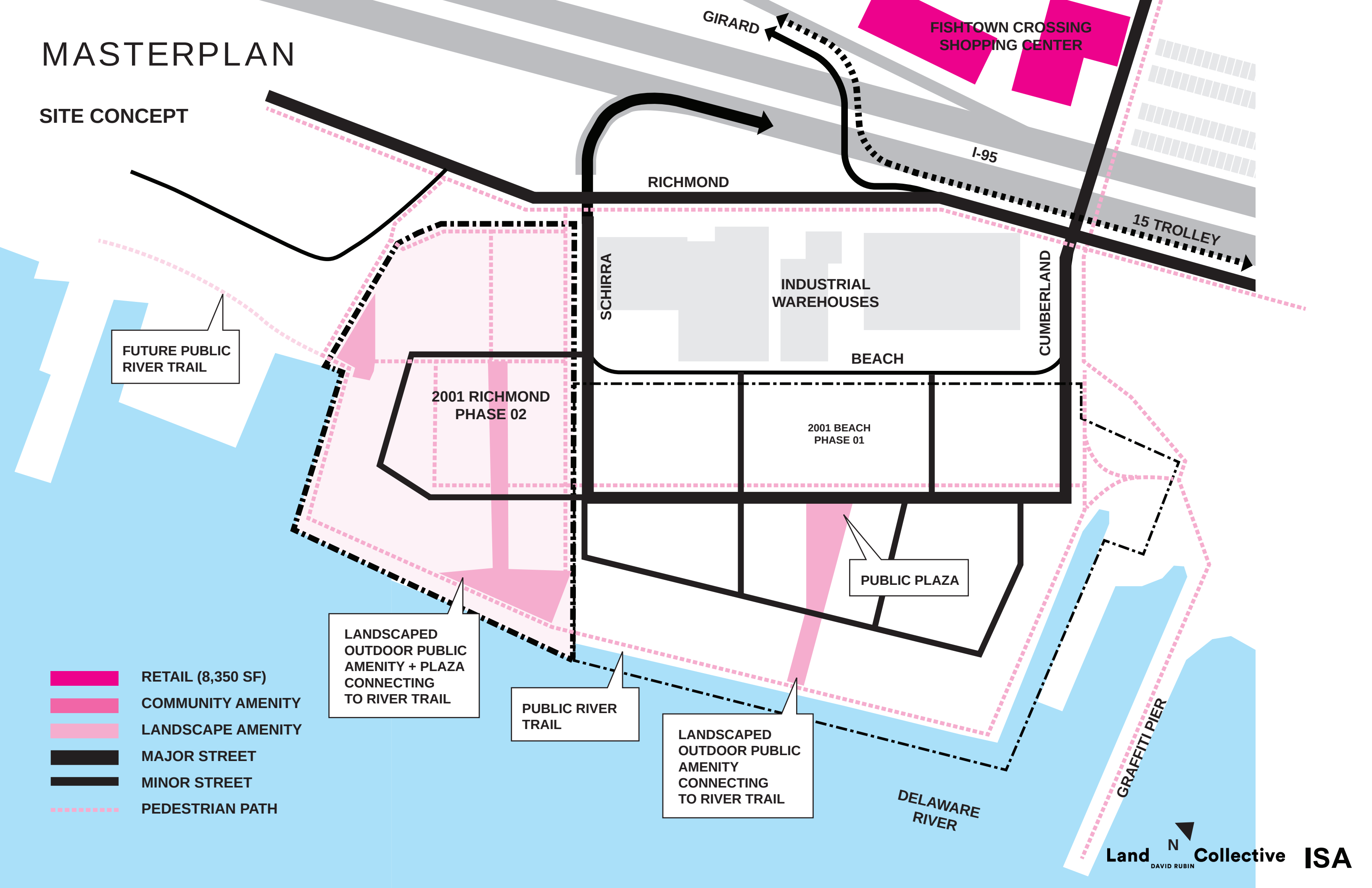
VIEW LOOKING SE FROM RICHMOND



VIEW LOOKING SW FROM RICHMOND

MASTERPLAN

SITE CONCEPT





PROPOSED SITE PLAN





RICHMOND STREET

SCHIRRA DRIVE

CUMBERLAND STREET

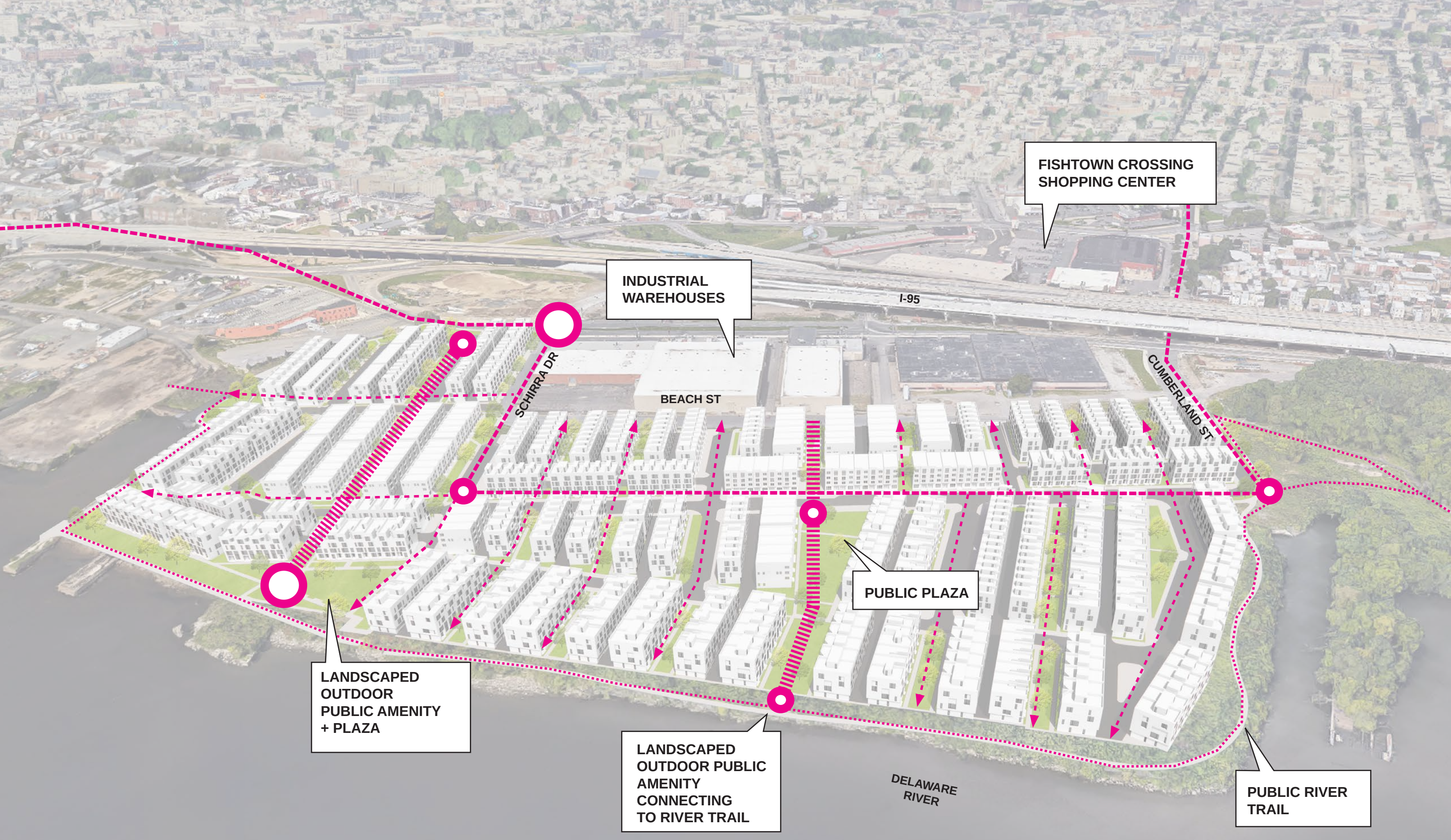
BEACH STREET

DELAWARE RIVER

GRAFFITI
PIER

PREVIOUS
SITE PLAN





3D MASSING MODEL

DELAWARE RIVER TRAIL RENDERINGS



RENDERINGS PRODUCED BY DRWC / NV5



GRAFFITI PIER RENDERINGS



RENDERINGS PRODUCED BY STUDIO ZEWDE

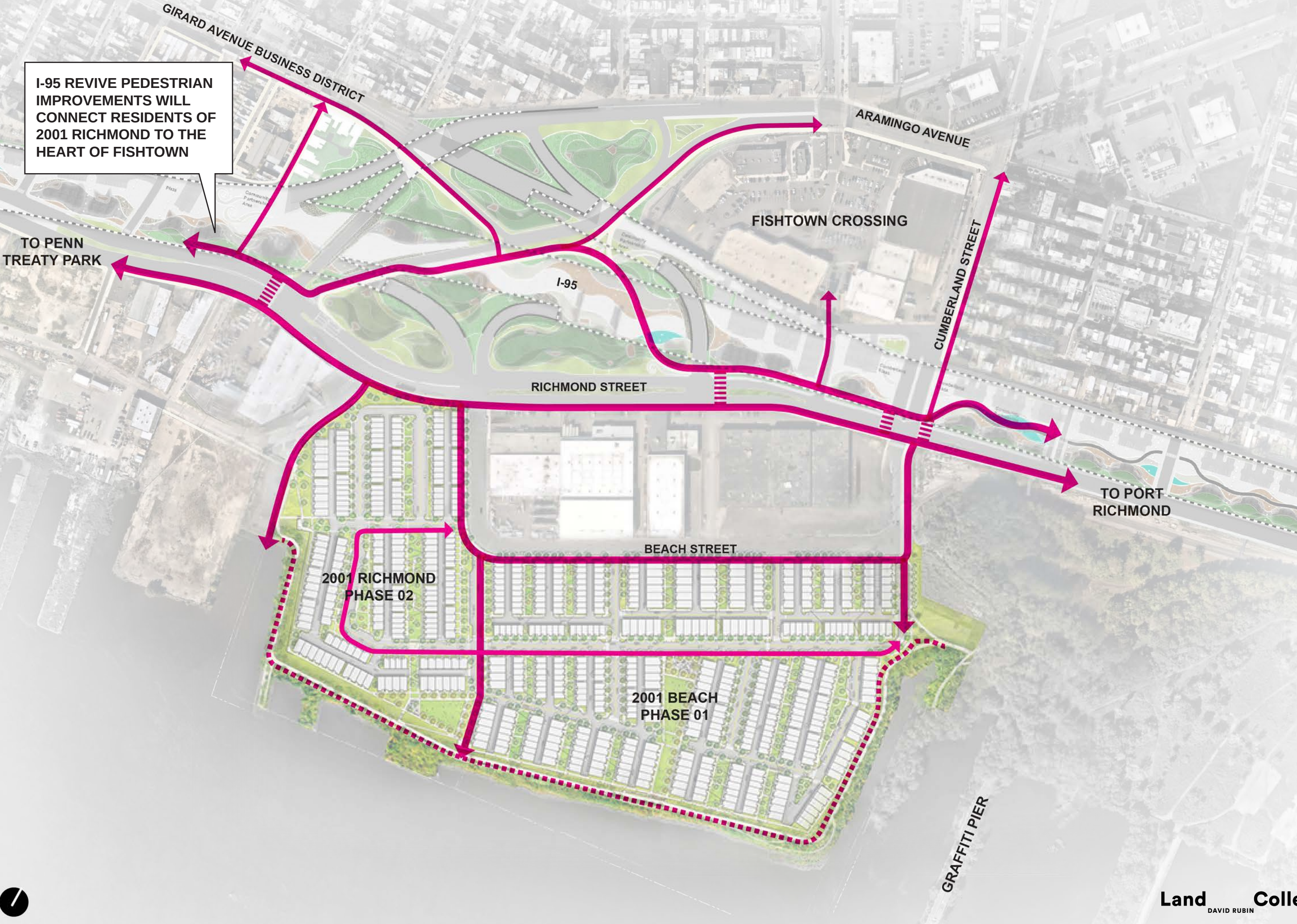


UPPER LEVEL OF THE SOUTH TRESTLE



PROPOSED PIER 18 EDGE & EASTERN TIDAL MARSH

I-95 REVIVE PEDESTRIAN IMPROVEMENTS WILL CONNECT RESIDENTS OF 2001 RICHMOND TO THE HEART OF FISHTOWN



DELAWARE RIVER TRAIL EXTENSION



SINGLE FAMILY TOTAL

PARKING 369 SPACES
HOUSES (299,876 SF)

HOUSE 18X32 / TYPE A	66
HOUSE 20X40 / TYPE C	21
HOUSE 23X44 / TYPE E	39
HOUSE 24X34 / TYPE G	39
HOUSE 16X40 / TYPE H	54

TOTAL 219 UNITS

SITE TOTAL

PARKING
(284 GARAGE + 85 SURFACE) 369 TOTAL SPACES
HOUSING UNITS (555,826 SF) 219 UNITS
PARKING : UNIT RATIO 1.7 : 1



PROPOSED ZONING PLAN

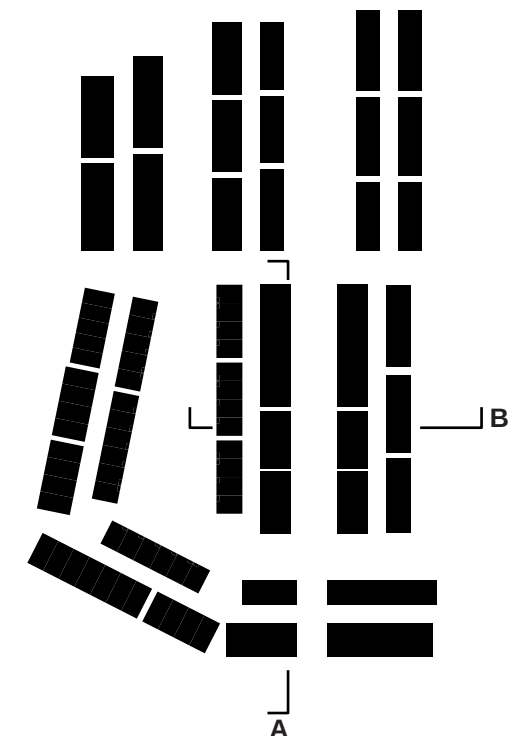
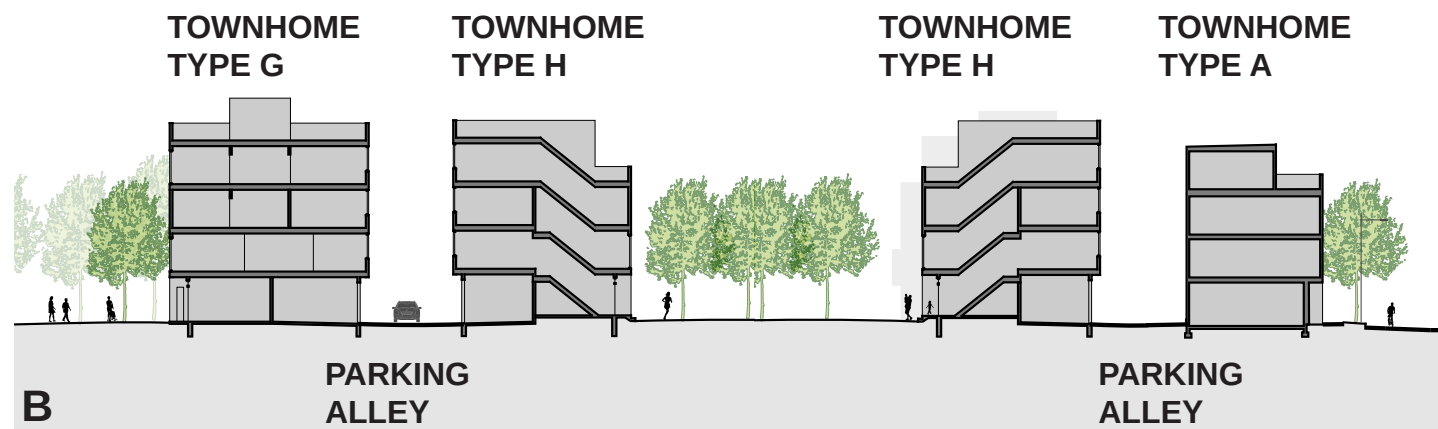
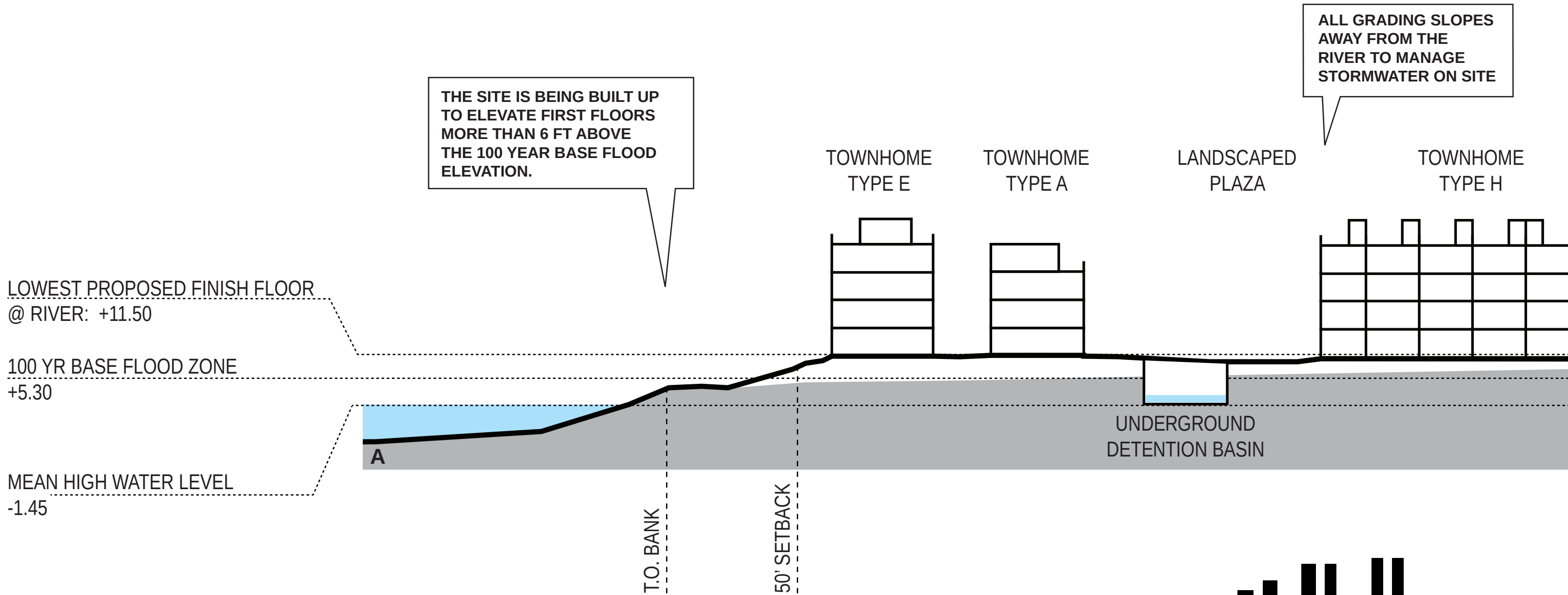
SINGLE FAMILY TOTAL	
PARKING	239 SPACES
HOUSES (299,876 SF)	
HOUSE 18X32 / TYPE A	29
HOUSE 23X44 / TYPE E	29
HOUSE 20X40 / TYPE C	47
HOUSE 24X34 / TYPE G	29
TOTAL	134 UNITS

MULTI-FAMILY TOTAL	
PARKING	216 SPACES
RETAIL (8,353 SF)	27 SPACES
APARTMENTS (339,672 SF)	
STUDIOS	19
1 BR	179
2 BR	109
TOTAL	307 UNITS

SITE TOTAL	
PARKING	
(455 GARAGE + 71 SURFACE)	526 TOTAL SPACES
HOUSING UNITS (639,548 SF)	441 UNITS
PARKING : UNIT RATIO	1.2 : 1

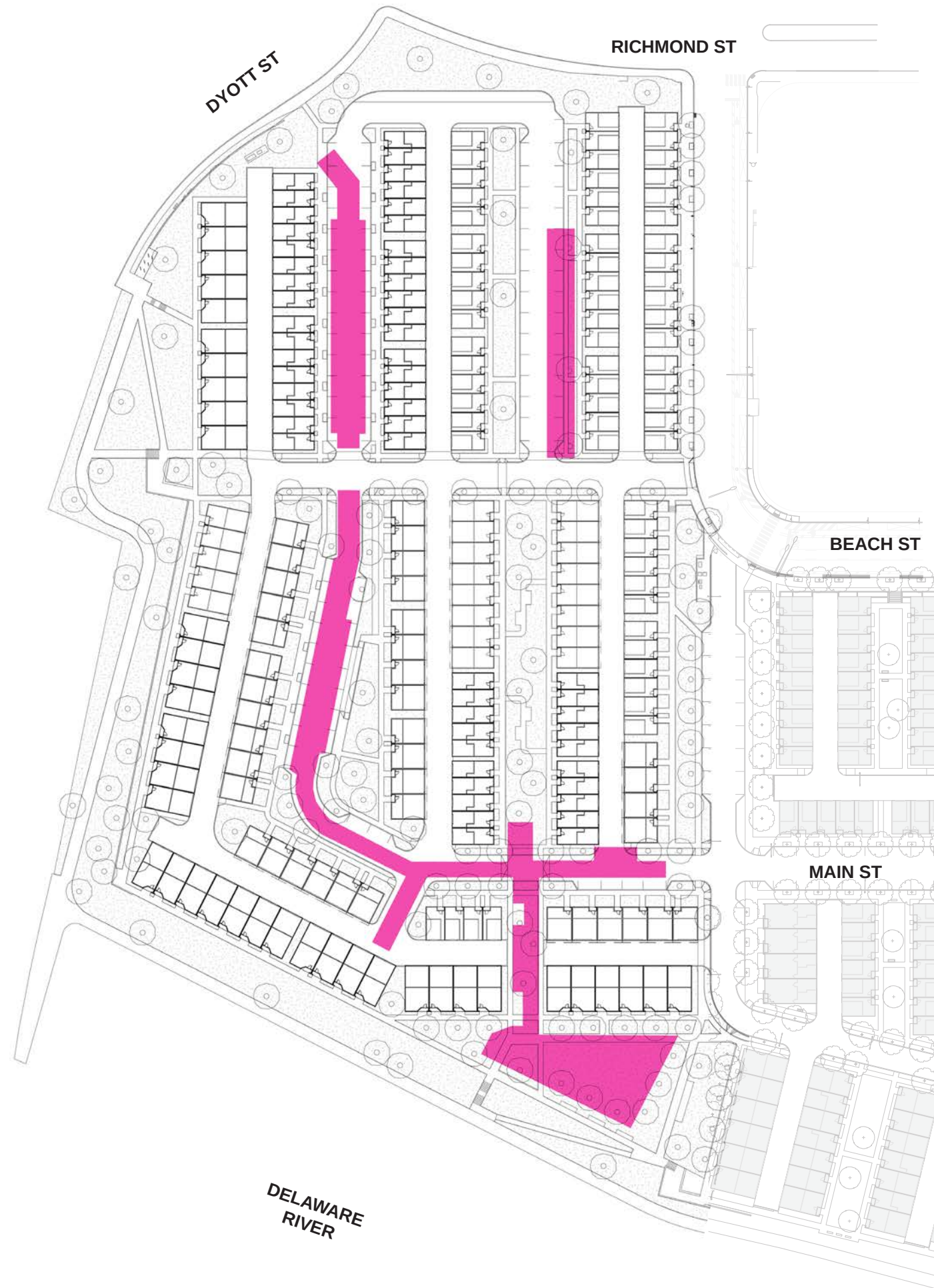


PREVIOUS ZONING PLAN



SITE GRADING STRATEGY

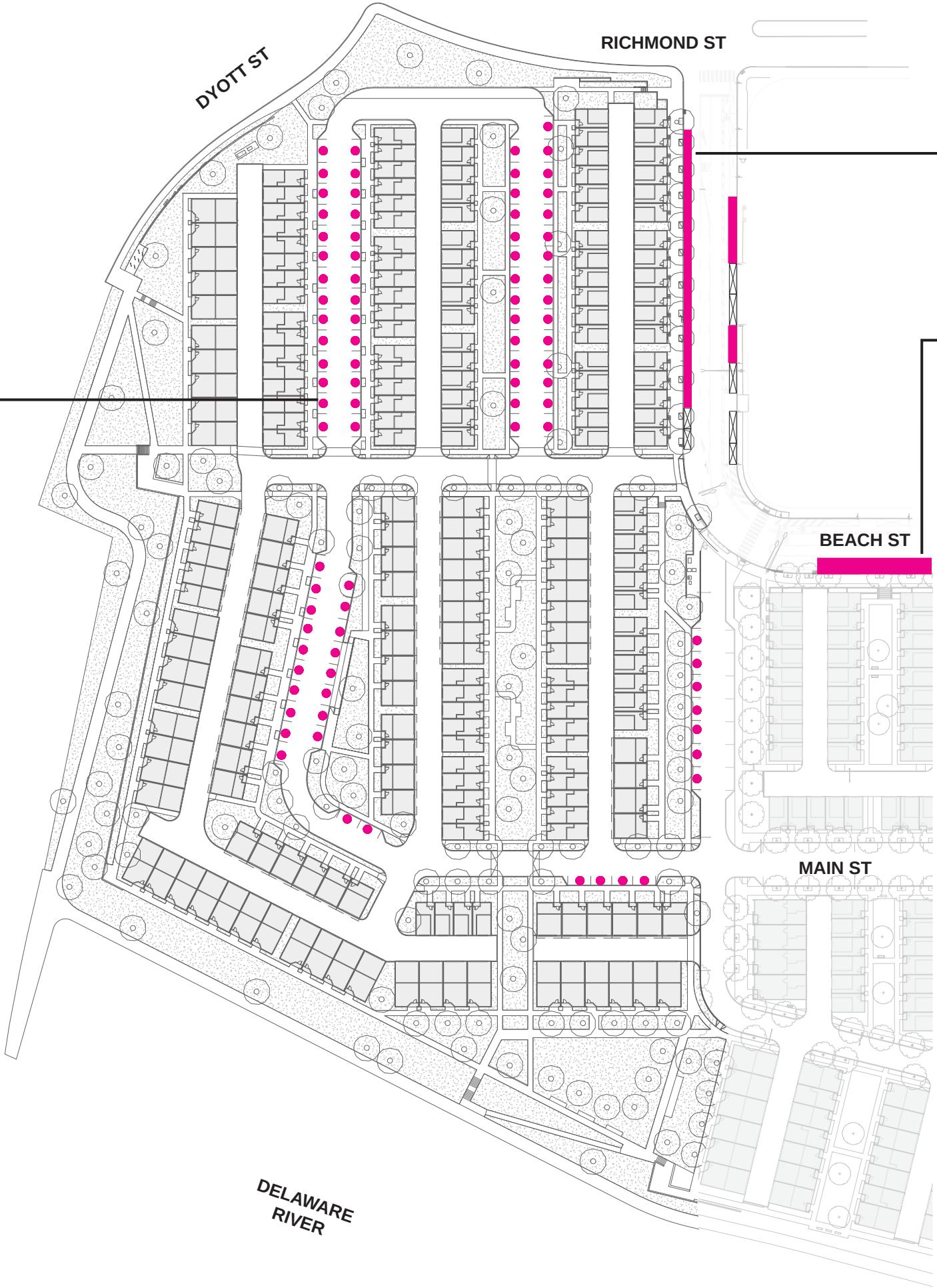
 UNDERGROUND RETENTION BASINS



STORMWATER INFRASTRUCTURE

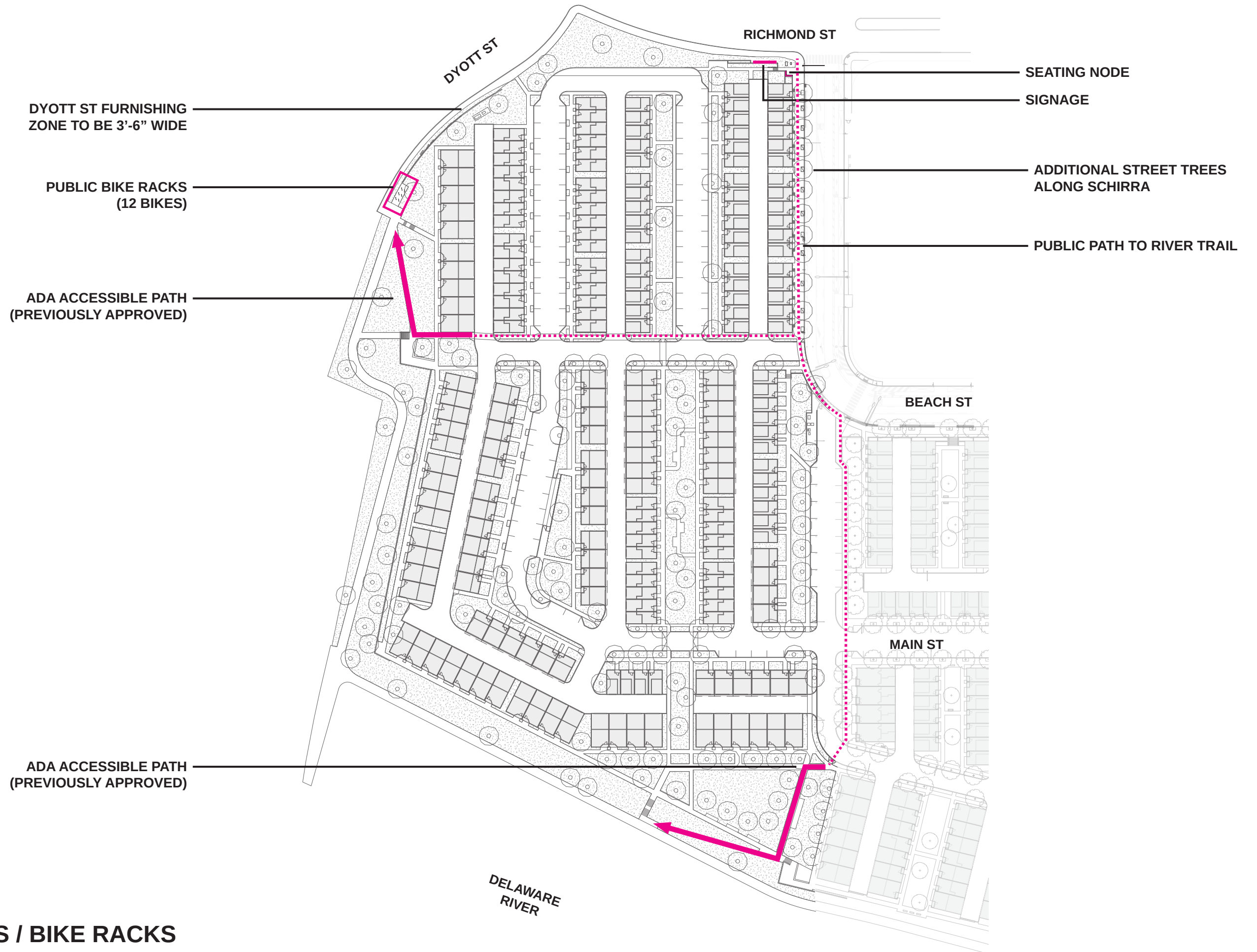
ON-STREET PARKING

ON-STREET PARALLEL PARKING
AREAS WITHIN COMMUNITY



PARALLEL PARKING AREAS
ALONG SCHIRRA DRIVE

ANGLED PARKING AREAS
ALONG BEACH STREET



PUBLIC ACCESS / BIKE RACKS

VIEW AT SCHIRRA & RICHMOND



AERIAL VIEW AT SCHIRRA & RICHMOND



ELEVATION VIEW AT SCHIRRA



-  BRICK
-  FIBER CEMENT SIDING / METAL PANEL

EXTERIOR MATERIALS



LANDSCAPE

SITE PLAN - NORTH



SITE PLAN - SOUTH



STREET TREES



Red Maple
Acer rubrum



Honey Locust
Gleditsia triacanthos



Black Gum
Nyssa sylvatica



London Plane
Platanus occidentalis



Swamp White Oak
Quercus bicolor



Sweetgum
Liquidambar styraciflua 'Rotundiloba'



Redbud
Cercis canadensis

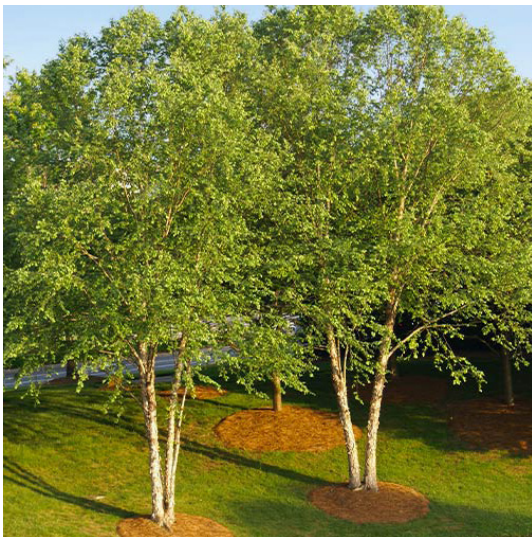


Willow Oak
Quercus phellos



Amelanchier
Amelanchier x grandiflora 'Autumn Brilliance'

GREEN FINGERS / CENTRAL GREEN



River Birch
Betula nigra



Pee Wee Oak Leaf Hydrangea
Hydrangea quercifolia 'Pee Wee'



Lime Light Hydrangea
Hydrangea paniculata 'Lime Light'



Sweet Pepperbush
Clethra alnifolia 'Hummingbird'



Pennsylvania Sedge
Carex pensylvanica



Purple Coneflower
Echinacea purpurea 'Magnus'



Yellow Cone Flower
Echinacea sombrero 'Lemon Yellow'



Russian Sage
Perovskia atriplicifolia 'Little Spire'



Winterberry
Ilex verticillata 'Red Sprite'



Little Henry Virginia Sweetspire
Itea virginica 'Sprich Little Henry'

CENTRAL GREEN

PUBLIC PLAZA
AND LANDSCAPED
OUTDOOR PUBLIC
AMENITY CONNECTING
TO RIVER TRAIL



CENTRAL GREEN



PUBLIC RIVER TRAIL



LANDSCAPED
OUTDOOR PUBLIC
AMENITY
CONNECTING
TO RIVER TRAIL



PUBLIC RIVER
TRAIL

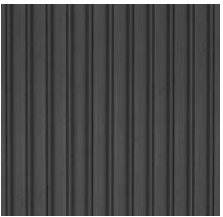
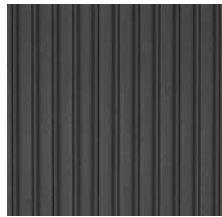
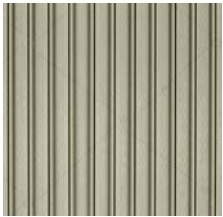
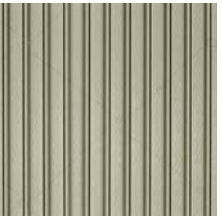
TOWNHOMES
VIEW OF GREEN FINGER



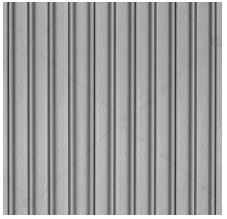
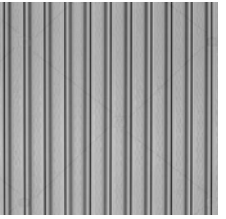
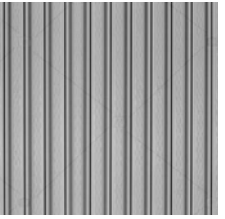
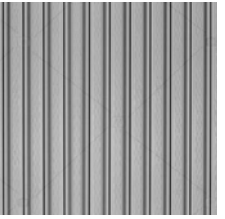
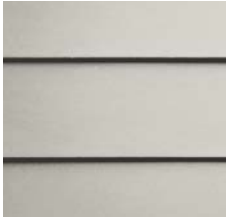
VIEW OF GREEN FINGER



EXTERIOR FINISHES - TYPE A/C/E/G/H

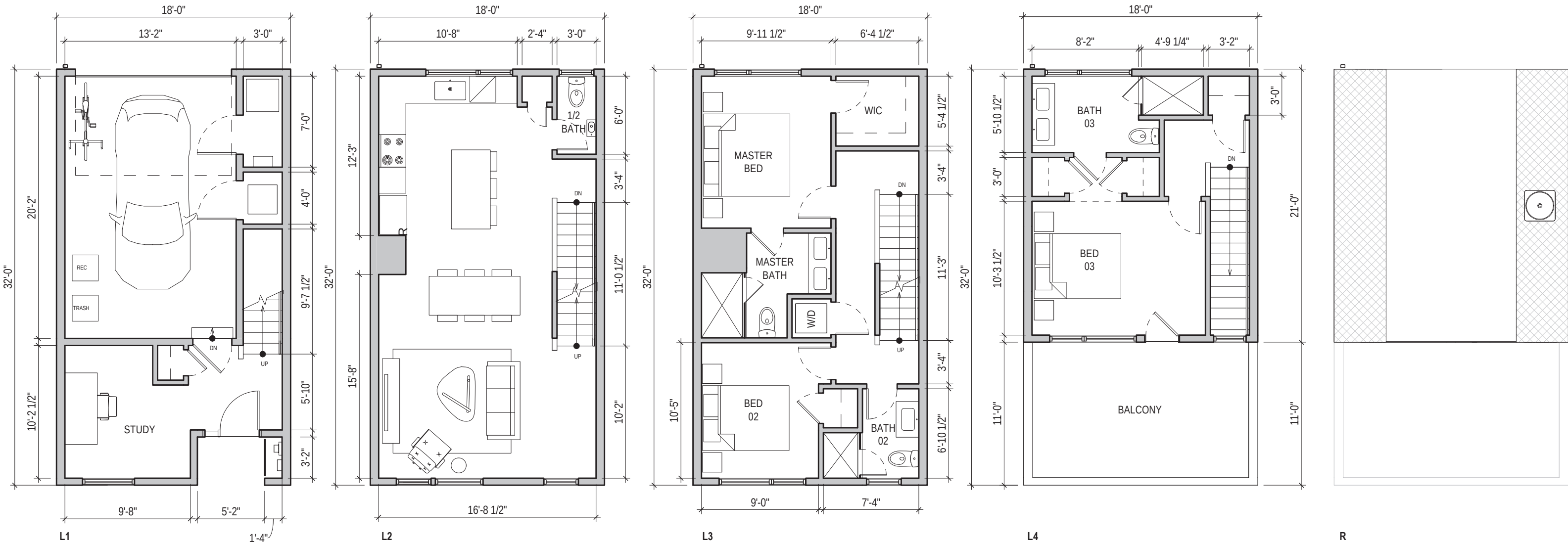
	01-A	01-B	02-A	02-B	03-A	03-B
BASE FACADE BRICK	 SIOUX CITY - white plains glen-gery - pearl river smooth pearl river smooth	 glen-gery - pearl river smooth SIOUX CITY - white plains	 SIOUX CITY - MOUNTAIN SHADOW velour glen-gery - port liberte	 glen-gery - port liberte SIOUX CITY - MOUNTAIN SHADOW velour	 SIOUX CITY - badlands velour glen-gery - brazilwood smooth badlands velour	 glen-gery - brazilwood smooth SIOUX CITY - badlands velour
FOURTH FLOOR TERRACE / SIDE CLADDING SMOOTH FIBER CEMENT SIDING	 HARDIE PLANK - IRON GREY	 HARDIE PLANK - IRON GREY	 HARDIE PLANK - IRON GREY	 HARDIE PLANK - IRON GREY	 HARDIE PLANK - IRON GREY	 HARDIE PLANK - IRON GREY
REAR CLADDING 4.5" HORIZONTAL vinyl siding	 ROYAL - harvard slate ROYAL - IRONSTONE	 ROYAL - harvard slate ROYAL - IRONSTONE	 ROYAL - harvard slate ROYAL - IRONSTONE	 ROYAL - harvard slate ROYAL - IRONSTONE	 ROYAL - harvard slate ROYAL - IRONSTONE	 ROYAL - harvard slate ROYAL - IRONSTONE
ACCENT MATERIAL 7/8" ROUND CORRUGATED METAL	 ENGLERT corrugated - MEDIUM BRONZE	 ENGLERT corrugated - MEDIUM BRONZE	 ENGLERT corrugated - CHARCOAL GREY	 ENGLERT corrugated - CHARCOAL GREY	 ENGLERT corrugated - CHAMPAGNE	 ENGLERT corrugated - CHAMPAGNE
ENTRY INSET SYNTHETIC WOOD	 NEWTECH WOOD - PERUVIAN TEAK	 NEWTECH WOOD - PERUVIAN TEAK	 NEWTECH WOOD - PERUVIAN TEAK	 NEWTECH WOOD - PERUVIAN TEAK	 NEWTECH WOOD - PERUVIAN TEAK	 NEWTECH WOOD - PERUVIAN TEAK

EXTERIOR FINISHES - TYPE A/G/H

	TYPE G 01A	TYPE G 01B	TYPE G 02A	TYPE G 02B	TYPE G 03A	TYPE G 03B
BASE FACADE FIBER CEMENT SIDING	 HARDIE PLANK - iron gray	 HARDIE PLANK - iron gray	 hardie plank - timberbark	 hardie plank - timberbark	 hardie plank - LIGHT MIST	 hardie plank - LIGHT MIST
ACCENT MATERIAL 01 CORRUGATED METAL PANEL	 ENGLERT corrugated - MEDIUM BRONZE	 ENGLERT corrugated - STONE WHITE	 ENGLERT corrugated - MATTE BLACK	 ENGLERT corrugated - STONE WHITE	 ENGLERT corrugated - MATTE BLACK	 ENGLERT corrugated - MEDIUM BRONZE
ACCENT MATERIAL 02 corrugated metal panel	 ENGLERT corrugated - preweathered galvalume (mill finish)	 ENGLERT corrugated - MEDIUM BRONZE	 ENGLERT corrugated - preweathered galvalume (mill finish)	 ENGLERT corrugated - preweathered galvalume (mill finish)	 ENGLERT corrugated - MEDIUM BRONZE	 ENGLERT corrugated - preweathered galvalume (mill finish)
REAR CLADDING 4.5" HORIZONTAL VINYL SIDING	  ROYAL - sterling ROYAL - weathered grey	  ROYAL - sterling ROYAL - weathered grey	  ROYAL - sterling ROYAL - weathered grey	  ROYAL - sterling ROYAL - weathered grey	  ROYAL - sterling ROYAL - weathered grey	  ROYAL - sterling ROYAL - weathered grey
ENTRY INSET SMOOTH FIBER CEMENT PANEL	 hardie panel - light mist	 hardie panel - light mist	 hardie panel - light mist	 hardie panel - light mist	 hardie panel - light mist	 hardie panel - light mist

HOUSES / 18X32 / TYPE A

GROSS AREA 1,574 GSF + 266 GSF GARAGE
BEDS 3
BATHS 3.5



HOUSES / 18X32 / TYPE A



FRONT ELEVATION



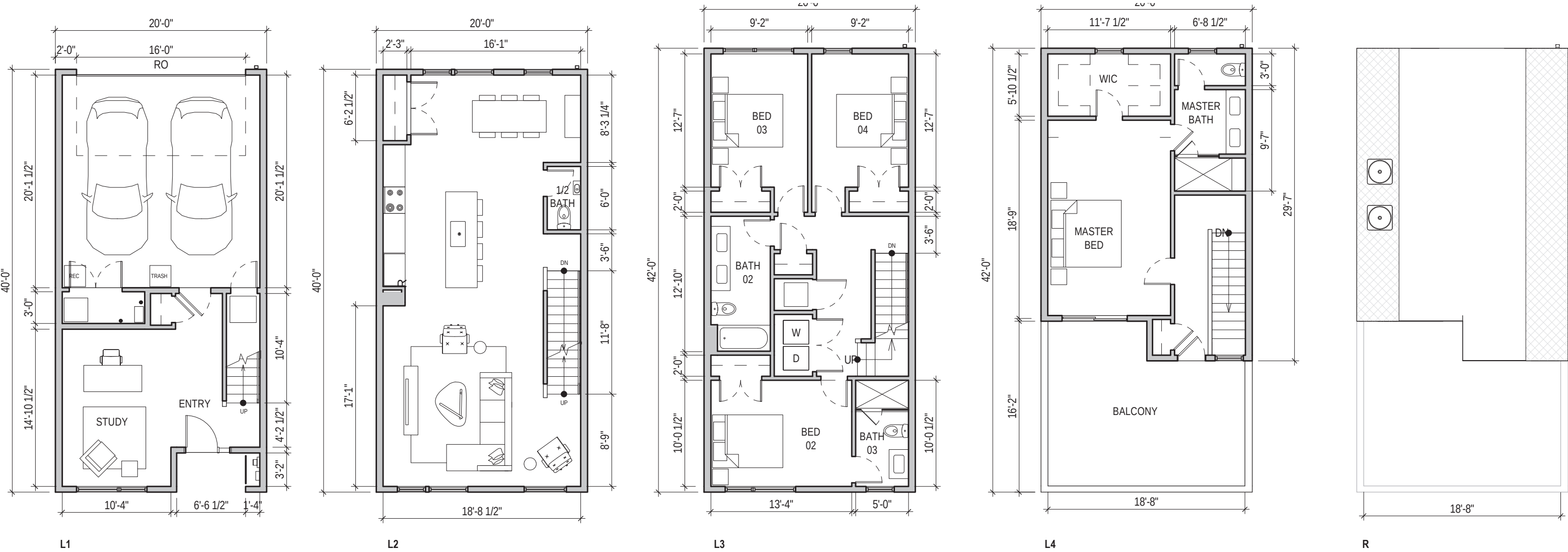
SIDE ELEVATION



REAR ELEVATION

HOUSES / 23X44 / TYPE C

GROSS AREA 2,242 GSF + 377 GSF GARAGE
BEDS 4
BATHS 3 FULL / 1 HALF



HOUSES / 23X44 / TYPE C



FRONT ELEVATION



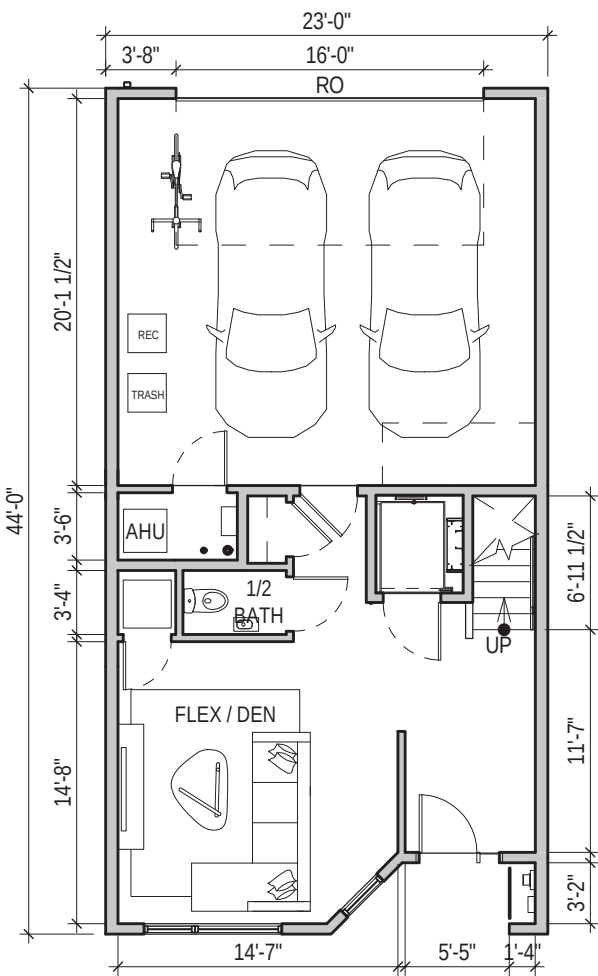
SIDE ELEVATION



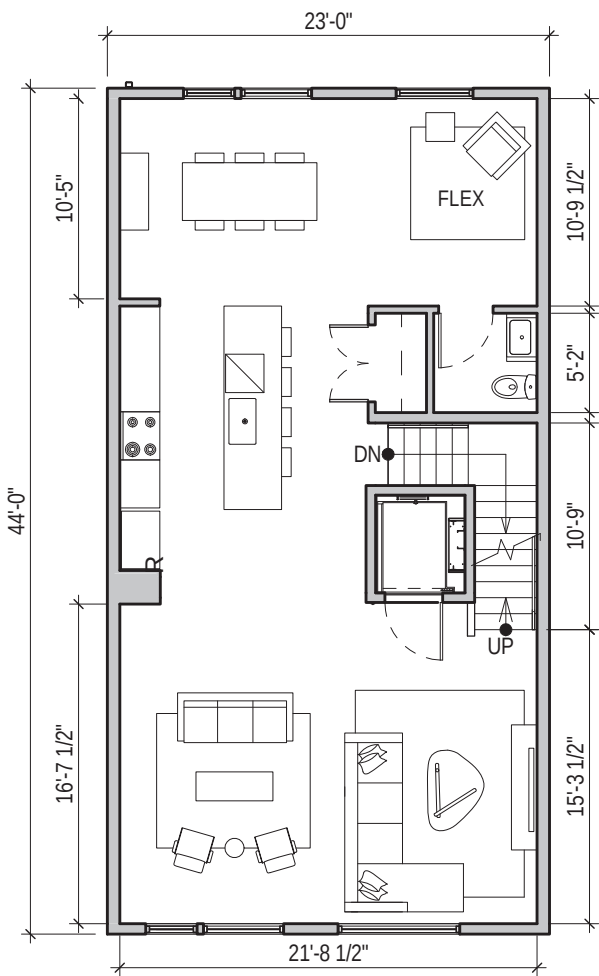
REAR ELEVATION

HOUSES / 23X44 / TYPE E

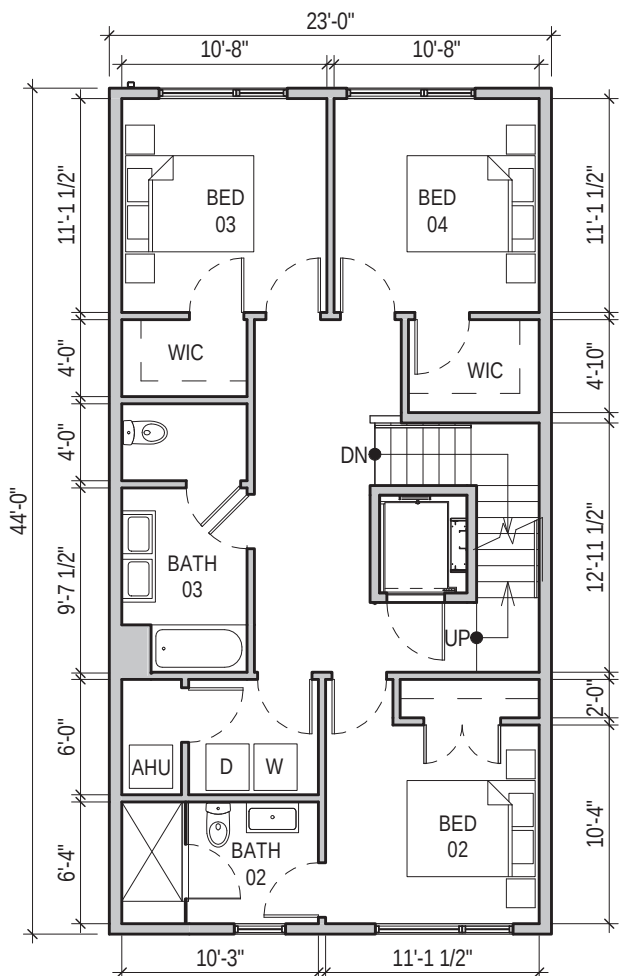
GROSS AREA 3,185 GSF + 437 GSF GARAGE
BEDS 4
BATHS 3 FULL / 2 HALF



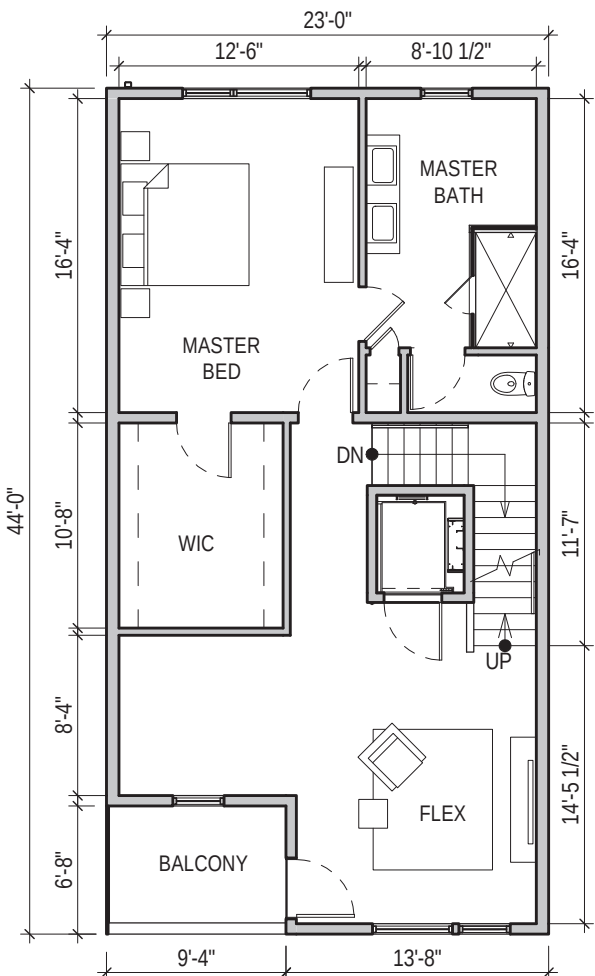
L1



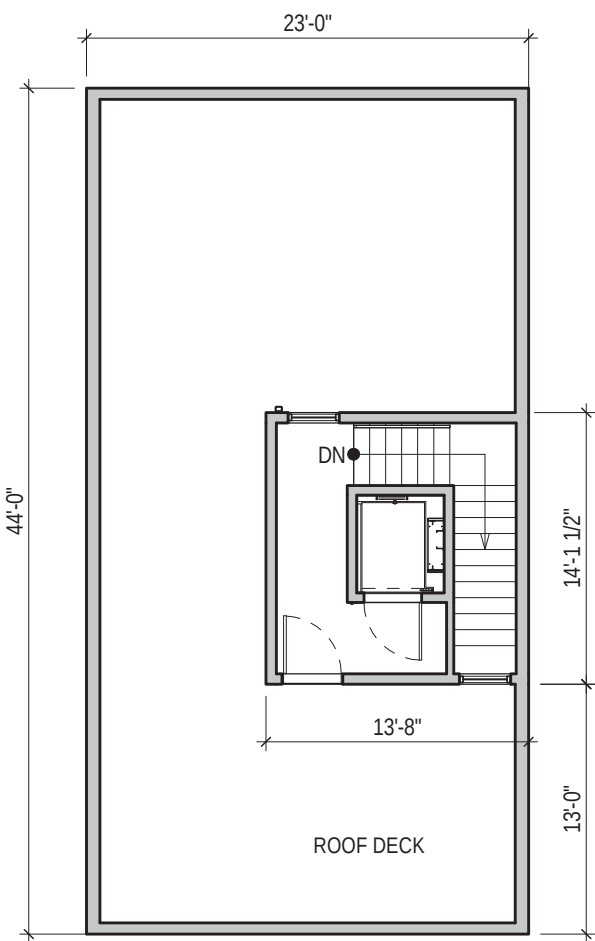
L2



L3



L4



R

HOUSES / 23X44 / TYPE E



FRONT ELEVATION



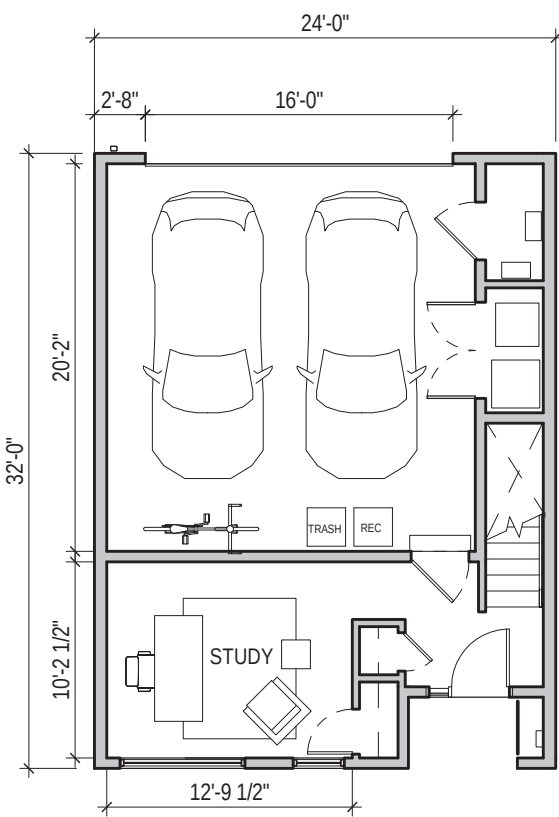
SIDE ELEVATION



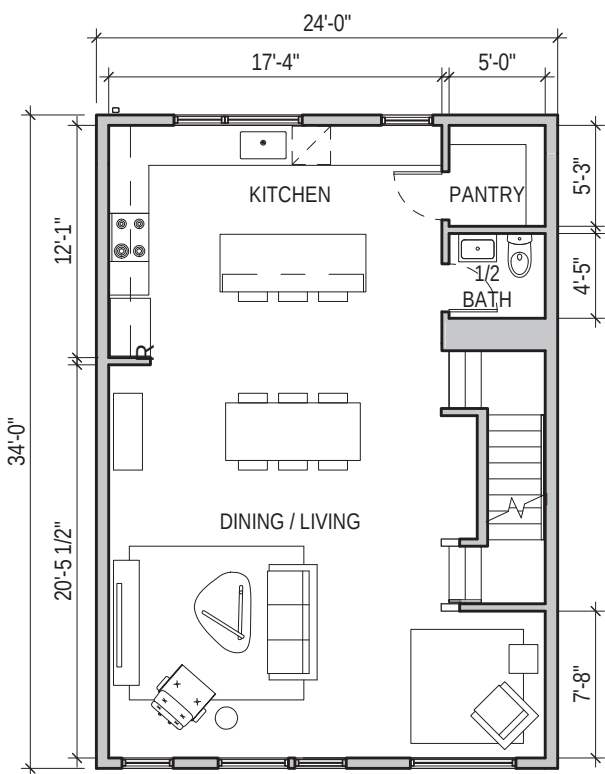
REAR ELEVATION

HOUSES / 23X44 / TYPE G

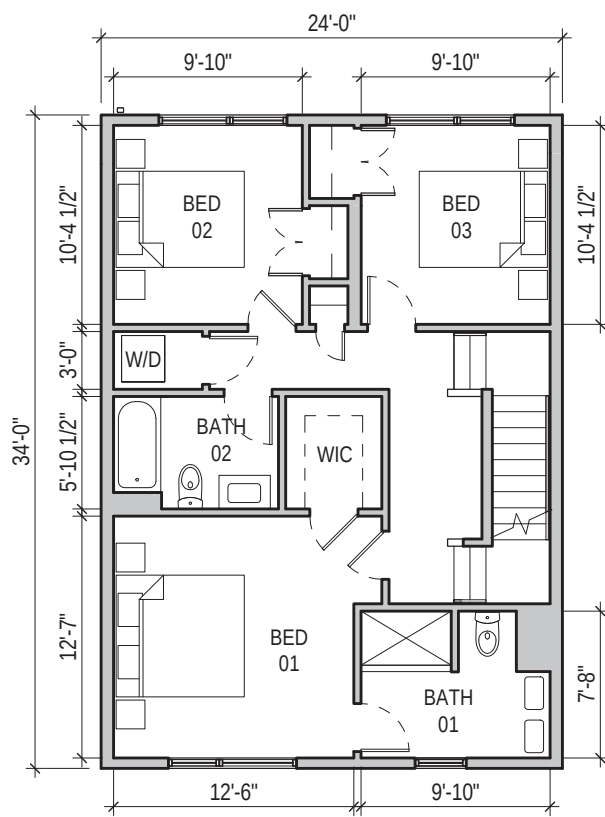
GROSS AREA 1,762 GSF + 400 GSF GARAGE
BEDS 3
BATHS 2 FULL / 1 HALF



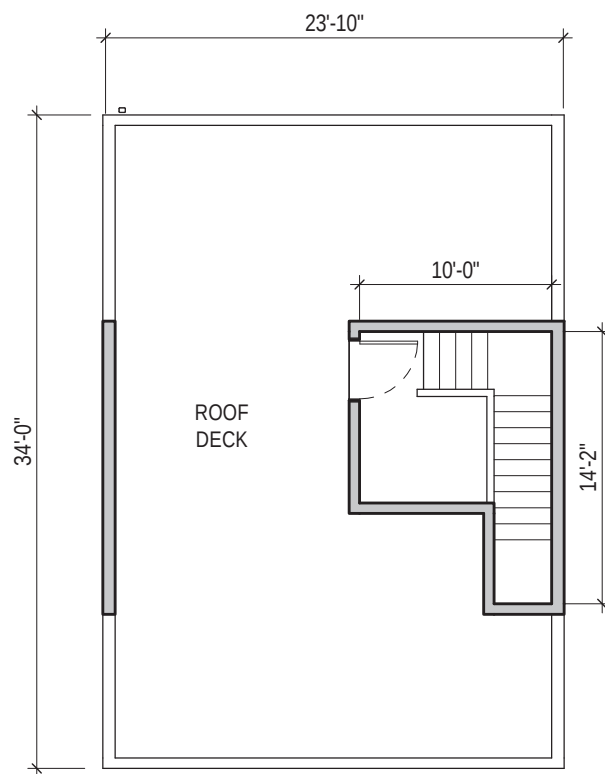
L1



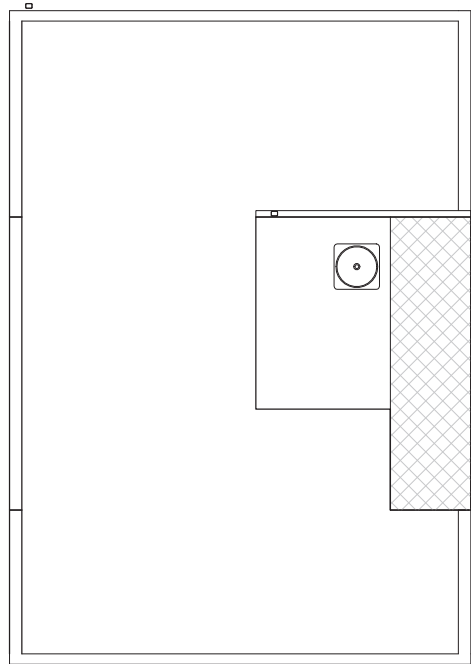
L2



L3



L4

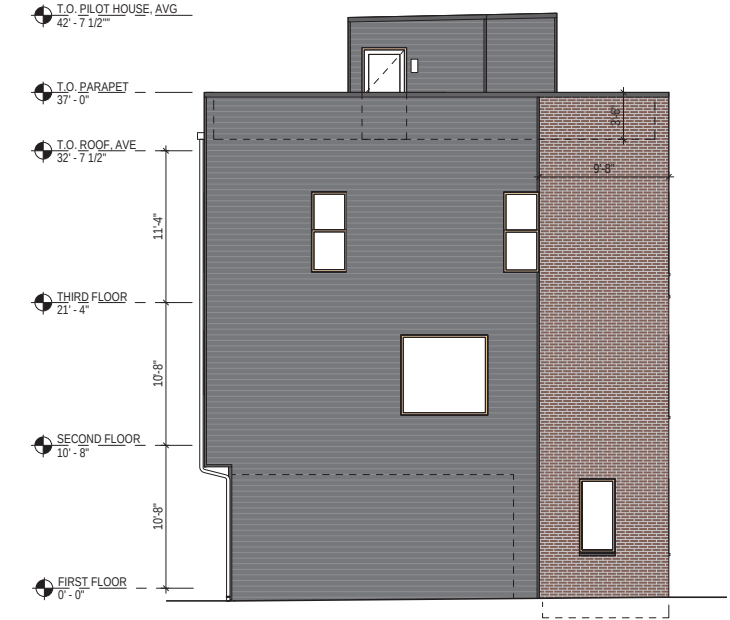


R

HOUSES / 23X44 / TYPE G



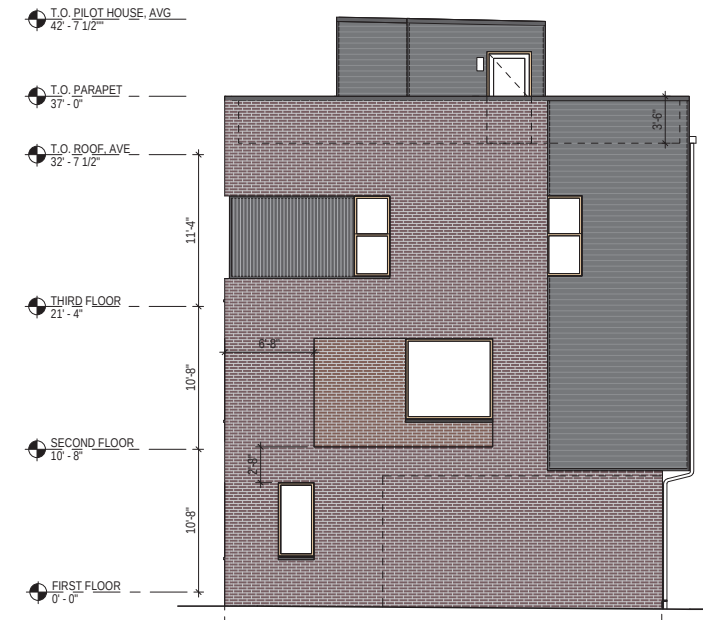
FRONT ELEVATION



SIDE ELEVATION



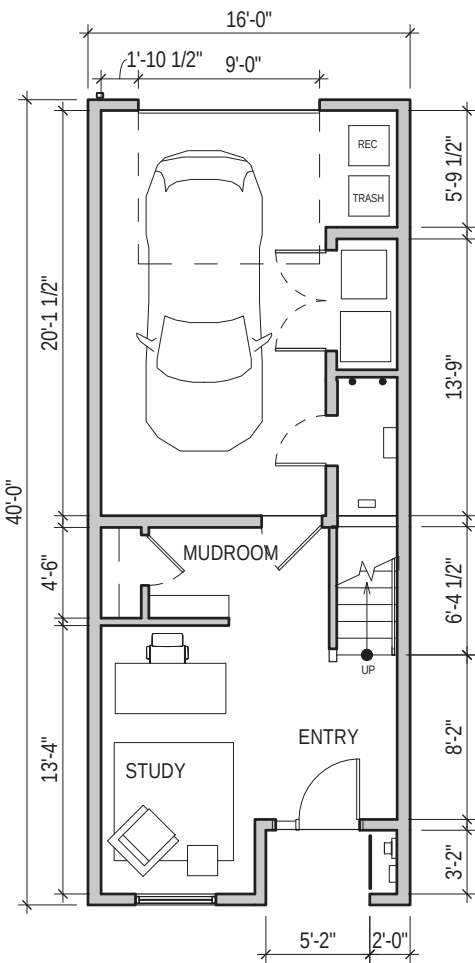
REAR ELEVATION



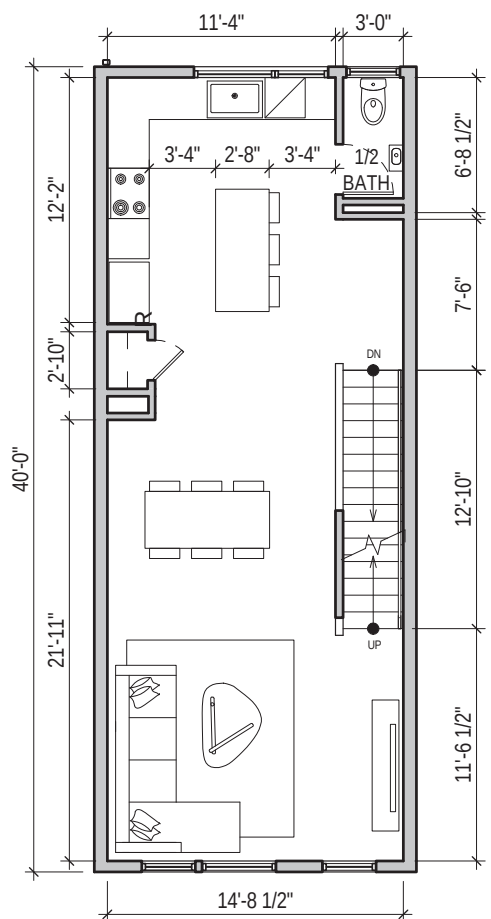
SIDE ELEVATION

HOUSES / 16X40 / TYPE H

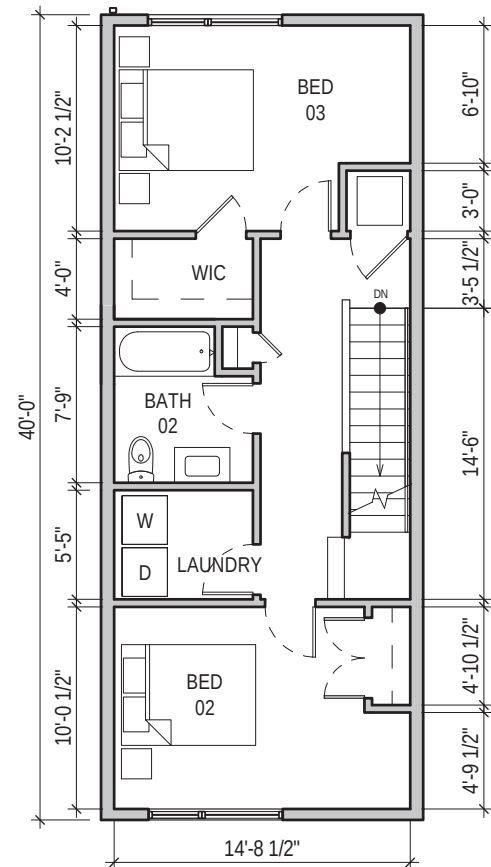
GROSS AREA 2,048 GSF + 240 GSF GARAGE
BEDS 3
BATHS 2 FULL / 1 HALF



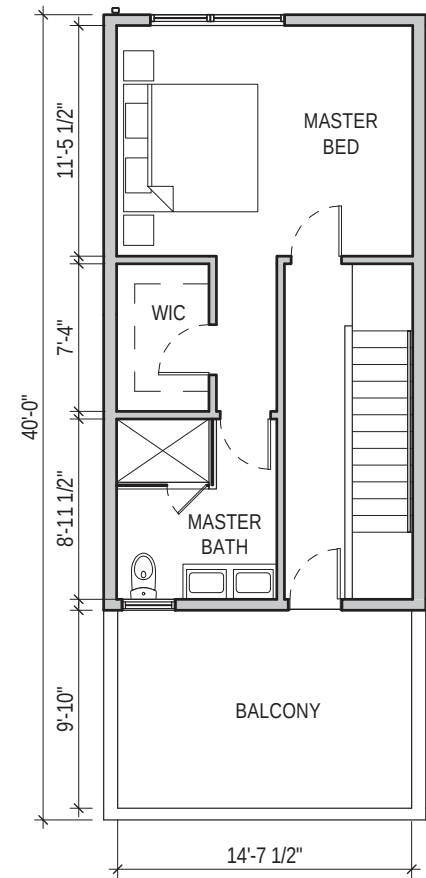
L1



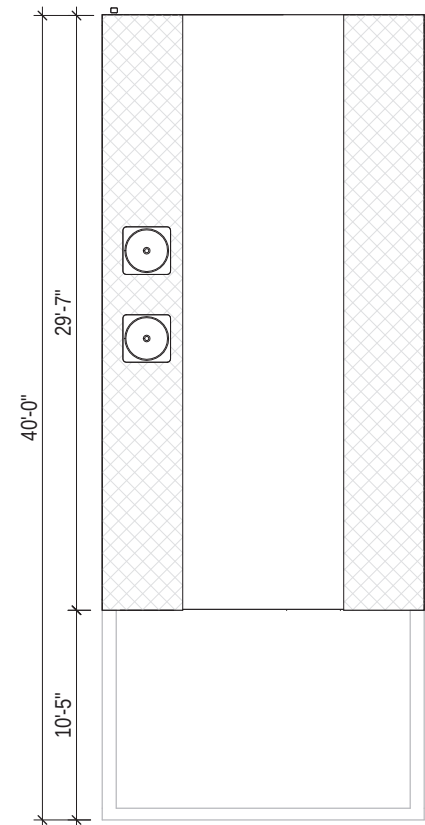
L2



L3



L4



R

HOUSES / 16X40 / TYPE H



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

APPENDIX

- APPLICATION FORM
- SUSTAINABILITY QUESTIONNAIRE
- COMPLETE STREETS CHECKLIST
- EXISTING SITE SURVEY
- ZONING PLAN

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:

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

Includes more than 100,000 sf of new gross area.

Includes more than 100 new dwelling units.

PROJECT LOCATION

Planning District: River Wards Council District: 1

Address: 2001 Richmond St

Philadelphia, PA 19125

Is this parcel within an Opportunity Zone? Yes ☒ No Uncertain
If yes, is the project using Opportunity Zone Yes No X
Funding? _____

CONTACT INFORMATION

Applicant Name: Ronald Patterson Primary Phone: _____

Email: rpatterson@klehr.com Address: 1835 Market St, #1400

Philadelphia, PA 19103

Property Owner: Richmond St Owner, LLC Developer Richmond Street Developers, LLC

Architect: ISA – Interface Studio Architects, LLC

SITE CONDITIONS

Site Area: 666,614 SF

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

Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):

FOR THE ERECTION OF 40 DETACHED 4-STORY STRUCTURES (BUILDING# 1 THROUGH BUILDING# 35) FOR MULTI-FAMILY HOUSEHOLD LIVING (TOTAL 219 DWELLING UNITS) FROM FIRST FLOOR THROUGH FOURTH(4TH) FLOORS WITH TWO HUNDRED EIGHTY-FOUR (284) ACCESSORY GARAGE PARKING SPACES AT FIRST FLOORS.

BLDG TYPE 1: 4-STORY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (1,840 SF, 66 UNITS TOTAL)
BLDG TYPE 5: 4-STORY SINGLE FAMILY DWELLING WITH ROOF DECKS ACCESSED BY PILOT HOUSES. (3,624 SF, 39 UNITS TOTAL)
BLDG TYPE 7: 3-STORY SINGLE FAMILY DWELLING WITH ROOF DECKS ACCESSED BY PILOT HOUSES. (2,172 SF, 39 UNITS TOTAL)
BLDG TYPE 8: 4-STORY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (2,288 SF, 54 UNITS TOTAL)
BLDG TYPE 9: 4-STORY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (2,962 SF, 21 UNITS TOTAL)

Proposed # of Parking Units:

TOTAL PARKING SPACES: 369 [284 ACCESSORY GARAGE PARKING, 85 SURFACE PARKING]

COMMUNITY MEETING

Community meeting held: Yes _____ No ☒

If yes, please provide written documentation as proof.

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

Date: 7/7/2026 Time: 6:30 PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes _____ No ☒ NA ☒

If yes, indicate the date hearing will be held:

Date: _____

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. SEPTA bus route 43 located 0.1 miles from site. Bus route 43 provides connection to the Market Frankford line & Broad Street line.
(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. A total of 369 spaces will be provided on-site. 284 of these spaces (77%) will be garage parking in townhomes and the mixed use building. 85 spaces (23%) will be provided as uncovered surface spaces.
(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. 2% of surface spaces will be designated for electric vehicles (11 total); however, homeowners have the option to install electrical charging stations in garages at time of house build.
(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

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.
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.
(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.
(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.
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	The project is meeting energy compliance by meeting the requirements of an above code program (Energy Star)
(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	Yes. The project is meeting requirements for Energy Star certification.

	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}	Yes.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Yes. The developer is coordinating with DRWC to provide public access to the river that currently does not exist, by installing a trail within the 50' waterfront setback.

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



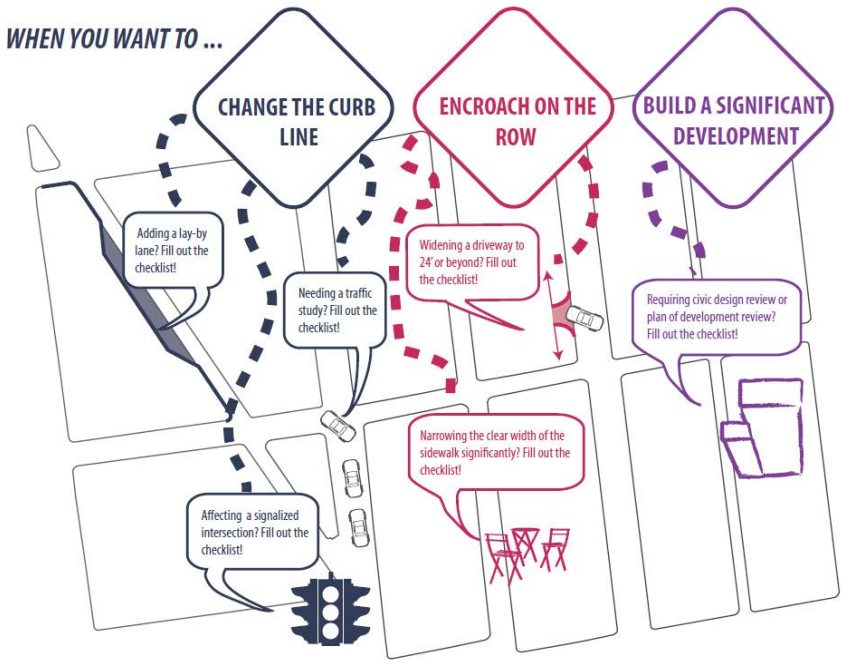
INSTRUCTIONS

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:
 - ☐ Placing of a new street;
 - ☐ Removal of an existing street;
 - ☐ Changes to roadway grades, curb lines, or widths; or
 - ☐ Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

Richmond Mixed-Use Development
3. APPLICANT NAME

Richmond Street Owner, LLC – Greg Hill
4. APPLICANT CONTACT INFORMATION

2337 Philmont Avenue, 2nd Floor

Phone: 215-806-1639

Email: ghill@d3developers.com
6. OWNER NAME

Richmond Street Owner, LLC – Greg Hill
7. OWNER CONTACT INFORMATION

2337 Philmont Avenue, 2nd Floor

Phone: 215-806-1639

Email: ghill@d3developers.com
8. ENGINEER / ARCHITECT NAME

Bohler Engineering PA, LLC – Cornelius Brown, P.E.
9. ENGINEER / ARCHITECT CONTACT INFORMATION

1515 Market Street, Suite 920, Philadelphia, PA 19102

Phone: (267) 402-3400

Email: cbrown@bohlereng.com
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Dyott Street</u>	<u>Beach</u>	<u>Richmond</u>	<u>Local</u>
<u>Richmond Street</u>	<u>Dyott</u>	<u>Schirra</u>	<u>Urban Arterial</u>
<u>Schirra Drive</u>	<u>Richmond</u>	<u>Beach</u>	<u>Local</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 ☒ 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 ☒

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: General Project Information

Additional Explanation/Comments:

FOR THE ERECTION OF 40 DETACHED 4-STORY STRUCTURES FOR MULTI-FAMILY HOUSEHOLD LIVING (TOTAL 219 DWELLING UNITS) FROM FIRST FLOOR THROUGH FOURTH (4TH) FLOORS WITH TWO HUNDRED THIRTY-ONE (284) ACCESSORY GARAGE PARKING SPACES AT FIRST FLOORS.

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BLDG TYPE 7: 3-STORY SINGLE FAMILY DWELLING WITH ROOF DECKS ACCESSED BY PILOT HOUSES. (2,172 SF, 39 UNITS TOTAL)

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BLDG TYPE 9: 4-STORY SINGLE FAMILY DWELLING WITH WALKOUT BALCONY ON THE 4TH FLOOR. (2,962 SF, 21 UNITS TOTAL)

TOTAL PARKING SPACES: 369 [284 ACCESSORY GARAGE PARKING, 85 SURFACE PARKING]

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Dyott	7' / 0' / 7'	7' / 7'
Richmond	18' / 10.6' / 10.6'	18' / 18'
Schirra	10' / 0' / 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
Dyott	5' / 0' / 4'
Richmond	6' / 6' / 6'
Schirra	5' / 0' / 5'
_____	____ / ____ / ____

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	32.2'	Schirra
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut (full movement)	24'	Dyott
Curb Cut (full movement)	24.3'	Schirra (west)
Curb Cut (full movement)	24'	Schirra (east)
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

YES ☒ NO ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: The project will maintain existing sidewalk width along the reconstructed Richmond Street and proposes curb and sidewalk improvements along Dyott and Schirra where curb/sidewalk currently does not exist along the site frontage. Sidewalk along Dyott will extend to the future river trail proposed by DRWC.

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
Dyott	0' / 0'
Richmond	0' / 0'
Schirra	0' / 0'
_____	____ / ____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
Dyott	3.5' / 0' / 3'
Richmond	4' / 4.6' / 4.6'
Schirra	3.5' / 5' / 5'
_____	____ / ____ / ____

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

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

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

19. Does the design avoid tripping hazards?

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

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

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

DEPARTMENTAL
APPROVAL

YES ☐	NO ☐
YES ☐	NO ☐
YES ☐	NO ☐
YES ☐	NO ☐
YES ☐	NO ☐
YES ☐	NO ☐
YES ☐	NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

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: Street trees are proposed within the furnishing zone to maximize sidewalk width. No building zone is anticipated since proposed buildings are setback from the rights-of-way.

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
Residential	_____	0 / 0	0 / 0	0 / 233
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____

25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street
- Indego Bicycle Share Station

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

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

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

APPLICANT: Bicycle Component

Additional Explanation / Comments: Ceiling-mounted or wall-mounted bicycle storage will be provided for each townhome unit (130) within the garage. Bicycle storage (103) will be provided for the multi-family building as well.

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

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: Sidewalk is proposed along Dyott and Schirra, where sidewalk previously did not exist. Sidewalk extensions will connect to sidewalk internal to the proposed residential development to encourage public transit use. In addition, street trees are proposed within the furnishing zone which will separate the sidewalk/pedestrian traffic from vehicular traffic.

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
N/A	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____

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

40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES ☒ NO ☐ N/A ☐	DEPARTMENTAL APPROVAL 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: [Retail use is proposed at the Richmond/Schirra intersection to activate the adjacent streets. Sidewalk to be installed along Dyott and Schirra to provide pedestrian access to Route 43 bus stop \(located 0.1 miles from the site\) which provides connection to Market-Frankford Line.](#)

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
N/A	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				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? <i>If yes, City Plan Action may be required.</i>	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
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: _____

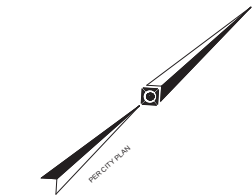


EXHIBIT A (FILE NO. B114-527656)

ALL THAT CERTAIN LOT OR PIECE OF GROUND, SITUATE IN THE CITY OF PHILADELPHIA AND DESCRIBED IN ACCORDANCE WITH A PLAN OF PROPERTY (2008-337) NO. 432-C, MADE AUGUST 11, 2008 BY ALLEN J. BOUMETRE JR., SURVEYOR AND REGULATOR OF THE THIRD SURVEY DISTRICT, TO WIT:

THENCE BEGINNING AT THE POINT OF TANGENCY (P.T.) ON THE SOUTHWESTERLY SIDE OF SCHIRRA DRIVE (80' WIDE), MEASURED SOUTH 40° 30' 57" EAST, ALONG THE SOUTHWESTERLY SIDE OF SAID SCHIRRA DRIVE PRODUCED; THE DISTANCE OF 40.80' FROM THE POINT OF INTERSECTION WITH THE SOUTHWESTERLY SIDE OF RICHMOND STREET (120' WIDE) PRODUCED;

THENCE EXTENDING SOUTH 40° 30' 57" EAST, ALONG THE SOUTHWESTERLY SIDE OF SAID SCHIRRA DRIVE, THE DISTANCE OF 320.00' TO A POINT OF CURVATURE (P.C.);

THENCE EXTENDING ALONG THE ARC OF A CIRCLE, CURVING TO THE LEFT, HAVING A RADIUS OF 120.00', THE ARC DISTANCE OF 76.153' TO A POINT ON THE ARC OF SAID CIRCLE (P.O.A.);

THENCE EXTENDING SOUTH 02° 59' 48" WEST THE DISTANCE OF 31.237' TO A POINT;

THENCE EXTENDING SOUTH 42° 29' 03" PARALLEL TO SAID RICHMOND STREET, THE DISTANCE OF 34.333' TO A POINT;

THENCE EXTENDING NORTH 40° 30' 57" WEST, THE DISTANCE OF 452.042' TO A POINT ON THE SOUTHWESTERLY SIDE OF SAID RICHMOND STREET;

THENCE EXTENDING NORTH 42° 29' 03" EAST, ALONG THE SOUTHWESTERLY SIDE OF SAID RICHMOND STREET, THE DISTANCE OF 141.396' TO A POINT OF CURVATURE;

THENCE EXTENDING ALONG THE ARC OF A CIRCLE, CURVING TO THE RIGHT, HAVING A RADIUS OF 40.800', THE ARC DISTANCE OF 62.833' TO THE POINT OF TANGENCY WITH THE SOUTHWESTERLY SIDE OF SAID SCHIRRA DRIVE, BEING THE FIRST MENTIONED PLACE AND POINT OF BEGINNING.

BEING KNOWN AS 2005 RICHMOND STREET

OPA NO. B8504902

BEING THE SAME PREMISES WHICH BEACH STREET CORP., A PENNSYLVANIA CORPORATION, BY DEED DATED 10/20/2008, NO. 535888-1, IN THE OFFICE OF THE RECORDER OF DEEDS IN AND FOR THE COUNTY OF PHILADELPHIA IN DOCUMENT NO. 535888-1, GRANTED AND CONVEYED UNTO COLUMBIUS BLVD. ASSOCIATES, A PENNSYLVANIA LIMITED PARTNERSHIP;

AND ALSO BEING THE SAME PREMISES WHICH COLUMBIUS BLVD. ASSOCIATES, A PENNSYLVANIA LIMITED PARTNERSHIP, BY CORRECTIVE DEED DATED 09/03/2009 AND RECORDED 10/06/2009 IN THE OFFICE OF THE RECORDER OF DEEDS IN AND FOR THE COUNTY OF PHILADELPHIA IN DOCUMENT NO. 5357973, GRANTED AND CONVEYED UNTO COLUMBIUS BLVD. ASSOCIATES, A PENNSYLVANIA LIMITED PARTNERSHIP.

LIST OF EXCEPTIONS (FILE NO. B114-527656)

1. ASSIGNMENT AND ASSUMPTION OF RIGHTS AND OBLIGATIONS UNDER DEVELOPMENT AGREEMENT AS SET FORTH IN DEED BOOK PHS 1586, PAGE 433 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

2. AMENDMENT TO AND RESTATMENT OF DEVELOPMENT AGREEMENT AS SET FORTH IN DEED BOOK PHS 1586, PAGE 433 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

3. ASSIGNMENT AND ASSUMPTION OF RIGHTS AND OBLIGATIONS UNDER RESTATED DEVELOPMENT AGREEMENT AND FIRST AMENDMENT TO DEVELOPMENT AGREEMENT AS SET FORTH IN DEED BOOK VCS 175, PAGE 372 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

4. AGREEMENT AS SET FORTH IN DEED BOOK PHS 537, PAGE 122 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

5. MEMORANDUM OF OPTION AGREEMENT AS SET FORTH IN:

a. DOCUMENT NO. 535888-1 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

b. AND RELEASE IN DOCUMENT NO. 535889 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

c. DOCUMENT NO. 5358519 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

d. AND TERMINATION IN DOCUMENT NO. 5370680 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

e. DOCUMENT NO. 5350938 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

f. AND RELEASE IN DOCUMENT NO. 5320580 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

6. RELEASE OF ACKNOWLEDGMENT AGREEMENT AS SET FORTH IN DOCUMENT NO. 53122180 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

7. ENVIRONMENT COVENANT AS SET FORTH IN DOCUMENT NO. 5358839 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

LEGEND

- 1"=12' EXISTING CONTOUR
- 1"=12' EXISTING SPOT ELEVATION
- 1"=12' EXIST. TOP OF CURB ELEVATION
- 1"=12' EXIST. GUTTER ELEVATION
- 1"=12' EXIST. TOP OF WALL ELEVATION
- 1"=12' EXIST. BOTTOM OF WALL ELEVATION
- 1"=12' APPROX. LOC. UNDERGROUND ELEC. LINE
- 1"=12' APPROX. LOC. UNDERGROUND TEL. LINE
- 1"=12' APPROX. LOC. UNDERGROUND WATER LINE
- 1"=12' APPROX. LOC. UNDERGROUND GAS LINE
- 1"=12' OVERHEAD WIRES
- 1"=12' HYDRANT
- 1"=12' MONITORING WELL
- 1"=12' UTILITY POLE/LIGHT POLE
- 1"=12' CATCH BASIN OR INLET
- 1"=12' CHAIN LINK FENCE
- 1"=12' Z.O.P.
- 1"=12' LANDSCAPE AREA
- 1"=12' TYPICAL
- 1"=12' BUILDING
- 1"=12' UNITED STATES STANDARD
- 1"=12' PHILADELPHIA DISTRICT STANDARD
- 1"=12' TITLE EXCEPTION

EXHIBIT A (FILE NO. B114-527656)

TRACT 1

ALL THAT CERTAIN LOT OR PIECE OF GROUND, SITUATED IN THE CITY OF PHILADELPHIA, DESCRIBED ACCORDING TO PARCELS A, B AND C, OVERALL PLAN BY DAVID ANDREW PLUM, SURVEYOR 119129-E, DATED 09/04/1992, TO WIT:

BEGINNING AT A POINT, 3405 POINT BEING ON THE DELAWARE RIVER PIERLINE AND THE EASTERLY EDGE OF DYOTT STREET (100 FEET WIDE) THENCE (A) ALONG THE SAID EDGE OF DYOTT STREET NORTH 30 DEGREES 02 MINUTES 52 SECONDS WEST 699 FEET 01.58 INCHES TO A POINT OF CURVE THENCE (B) CURVING TO THE RIGHT ALONG THE EDGE OF AN INTERSECTION HAVING A RADIUS OF 316 FEET 08.18 INCHES AND AN ARC DISTANCE OF 36 FEET 04.18 INCHES TO A POINT ON RICHMOND STREET (120 FEET WIDE) THENCE (C) CONTINUING ALONG RICHMOND STREET NORTH 41 DEGREES 23 MINUTES 03 SECONDS EAST 55 FEET 02.12 INCHES TO A POINT THENCE (D) LEAVING RICHMOND STREET IN A SOUTHERLY DIRECTION ALONG LINES OF OTHERS (PARCELS "C" AND "A" RESPECTIVELY) THE FOLLOWING COURSES:

SOUTH 48 DEGREES 38 MINUTES 38 SECONDS EAST 42.00 FEET 00.12 INCHES THENCE (E) NORTH 41 DEGREES 23 MINUTES 03 SECONDS EAST 184 FEET 04 INCHES TO A POINT THENCE (F) SOUTH 48 DEGREES 38 MINUTES 37 SECONDS EAST 13.18 INCHES TO A POINT; THENCE (G) SOUTH 50 DEGREES 33 MINUTES 49 SECONDS EAST 474 FEET 04.58 INCHES TO A POINT THENCE (H) SOUTH 48 DEGREES 38 MINUTES 37 SECONDS EAST 113 FEET 09 INCHES TO A POINT THENCE (I) SOUTH 25 DEGREES 43 MINUTES 38 SECONDS EAST 100 FEET 00 INCHES TO A POINT ON THE DELAWARE RIVER PIERLINE THENCE (J) ALONG THE DELAWARE RIVER SOUTH 64 DEGREES 38 MINUTES 52 SECONDS WEST 803 FEET 10.56 INCHES TO THE POINT OF BEGINNING.

TRACT 2

ALL THAT CERTAIN TRACT OF LAND SITUATED IN THE BED OF THE DELAWARE RIVER, IN THE CITY OF PHILADELPHIA, BETWEEN THE BALKHEAD AND PIERHEAD LINES, ESTABLISHED BY THE SECRETARY OF WAR ON SEPTEMBER 10, 1940, IN THE CITY OF PHILADELPHIA CONSISTING OF ALL THE MUDS AND LAND CURRENTLY OR PREVIOUSLY UNDER THE WATERS OF THE DELAWARE RIVER AND CONTAINED WITHIN THE METES AND BOUNDS DESCRIPTION SET FORTH IN PARAGRAPH (I) BELOW AND ALL BONA FIDE RIGHTS APPERTAINING THERE TO, WHICH TRACT OF LAND IS ADJACENT TO, AND HAS A COMMON BOUNDARY WITH, THE LANDS PRESENTLY OWNED BY DYOTT CORP.

(I) BEGINNING AT A POINT ON THE NORTHERLY PIERHEAD LINE OF THE DELAWARE RIVER WHERE THE SAME IS INTERSECTED BY THE EASTERLY STREET LINE OF DYOTT STREET (100 FEET WIDE) R. O. W. AS SHOWN ON A PLAN ENTITLED "PARCELS A, B AND C, OVERALL PLAN PREPARED BY PLUM AND ASSOCIATES, PROJECT NO. 92-068 DATED SEPTEMBER 14, 1992, AND FROM SAID BEGINNING POINT RUNNING THENCE:

(A) ALONG THE EASTERLY STREET LINE OF DYOTT STREET NORTH 30 DEGREES, 02 MINUTES, 52 SECONDS WEST A DISTANCE OF 494 FEET 9.38 INCHES TO A POINT; THENCE

(B) CURVING THROUGH PARCELS B AND RUNNING ALONG THE NORTHERLY BALKHEAD LINE OF THE DELAWARE RIVER AS APPROVED BY THE SECRETARY OF WAR ON SEPTEMBER 10, 1940, NORTH 64 DEGREES, 38 MINUTES, 52 SECONDS EAST A DISTANCE OF 683 FEET 4.51 INCHES TO A POINT; THENCE

(C) ALONG THE DIVIDING LINE BETWEEN PARCELS B AND PARCEL A, AS SHOWN ON THE ABOVE REFERENCED PLAN, SOUTH 50 DEGREES, 38 MINUTES, 49 SECONDS EAST A DISTANCE OF 319 FEET 08 INCHES TO A REAR SET; THENCE

(D) CONTINUING ALONG THE DIVIDING LINE BETWEEN PARCELS B AND PARCEL A, SOUTH 48 DEGREES, 38 MINUTES, 37 SECONDS EAST A DISTANCE OF 13.18 FEET INCHES TO A REAR SET; THENCE

(E) CONTINUING ALONG THE DIVIDING LINE BETWEEN PARCELS B AND PARCEL A, SOUTH 25 DEGREES, 43 MINUTES, 03 SECONDS EAST A DISTANCE OF 100 FEET, INCHES TO A POINT; THENCE

(F) ALONG THE NORTHERLY PIERHEAD LINE OF THE DELAWARE RIVER, SOUTH 64 DEGREES, 38 MINUTES, 52 SECONDS WEST A DISTANCE OF 803 FEET 10.56 INCHES TO A POINT AND PLACE OF BEGINNING.

BEING KNOWN AS NO. 2001 RICHMOND STREET.

OPA NO. B8504500

BEING PART OF THE SAME PREMISES WHICH LONGMEAD HOMES, INC., A PENNSYLVANIA CORPORATION, BY DEED DATED 12/07/1992 AND RECORDED 12/22/1992 IN THE OFFICE OF THE RECORDER OF DEEDS IN AND FOR THE COUNTY OF PHILADELPHIA IN DEED BOOK VCS 175, PAGE 171, GRANTED AND CONVEYED UNTO DYOTT CORP., A PENNSYLVANIA CORPORATION, (AS TO TRACT 1)

BEING PART OF THE SAME PREMISES WHICH COMMONWEALTH OF PENNSYLVANIA, ACTING BY AND THROUGH THE DEPARTMENT OF GENERAL SERVICES, AN ADMINISTRATIVE DEPARTMENT OF THE COMMONWEALTH OF PENNSYLVANIA WITH THE APPROVAL OF GOVERNOR OF THE COMMONWEALTH OF PENNSYLVANIA, BY DEED DATED 02/02/2004 AND RECORDED 02/26/2004 IN THE OFFICE OF THE RECORDER OF DEEDS IN AND FOR THE COUNTY OF PHILADELPHIA IN DOCUMENT NO. 5265860, GRANTED AND CONVEYED UNTO DYOTT CORP., A PENNSYLVANIA CORPORATION, (AS TO TRACT 2)

LIST OF EXCEPTIONS (FILE NO. B114-527656)

1. RESTRICTIONS AND OTHER MATTERS, IF ANY, APPEARING OF RECORD IN DEED BOOK CAD 588, PAGE 287, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, MARITAL STATUS, OR NATIONAL ORIGIN TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE 42 USC 3604(c) - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

2. ASSIGNMENT AND ASSUMPTION OF RIGHTS AND OBLIGATIONS UNDER RESTATED DEVELOPMENT AGREEMENT AND FIRST AMENDMENT TO DEVELOPMENT AGREEMENT AS SET FORTH IN DEED BOOK VCS 175, PAGE 372 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

3. ASSIGNMENT AND ASSUMPTION OF RIGHTS AND OBLIGATIONS UNDER DEVELOPMENT AGREEMENT AS SET FORTH IN DEED BOOK PHS 1586, PAGE 433 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

4. AMENDMENT TO AND RESTATMENT OF DEVELOPMENT AGREEMENT AS SET FORTH IN DEED BOOK PHS 1586, PAGE 433 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

5. AMENDED AND RESTATED ENVIRONMENTAL ACKNOWLEDGMENT AND IDENTIFICATION AS SET FORTH IN DEED BOOK PHS 1586, PAGE 433 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

6. ENVIRONMENTAL ACKNOWLEDGMENT AND IDENTIFICATION AS SET FORTH IN DEED BOOK PHS 1533, PAGE 347 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

7. ASSIGNMENT AS SET FORTH IN DEED BOOK EFF 169, PAGE 253 - DOCUMENT NOT PROVIDED.

8. AGREEMENT AS SET FORTH IN DEED BOOK DC2 1236, PAGE 437 - DOES NOT INCLUDE SURVEYED PROPERTY, PORTION OF DYOTT STREET REFERENCED TO NORTHERLY SURVEYED PROPERTY.

9. ENVIRONMENTAL COVENANT AS SET FORTH IN DOCUMENT NO. 5350688 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

10. MEMORANDUM OF OPTION AGREEMENT AS SET FORTH:

a. IN DOCUMENT NO. 5260319 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

b. AND TERMINATION IN DOCUMENT NO. 5276630 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

c. DOCUMENT NO. 5317047 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

d. AND RELEASE IN DOCUMENT NO. 5343719 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

e. DOCUMENT NO. 5309388 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

f. AND RELEASE IN DOCUMENT NO. 5320580 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

g. DOCUMENT NO. 5320581 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

h. AND RELEASE IN 534315 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

i. RELEASE IN DOCUMENT NO. 5301869 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

j. DOCUMENT NO. 5085684 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

k. RELEASE OF ACKNOWLEDGMENT AGREEMENT AS SET FORTH IN DOCUMENT NO. 5311810 - INCLUDES SURVEYED PROPERTY; NOT SURVEY RELATED.

11. SUBJECT TO RIGHTS OF OTHER LITTORAL/RIPARIAN OWNERS ABUTTING DELAWARE RIVER, A BODY OF WATER WHICH FLOWS THROUGH OR ALONG THE SUBJECT PREMISES.

12. LAWS AND AUTHORITY OF THE FEDERAL AND STATE GOVERNMENTS, THEIR POLITICAL SUBDIVISIONS AND AGENCIES, TO REGULATE COMMERCE AND NAVIGATION OVER THAT PORTION OF THE PREMISES EXTENDING BEYOND THE HIGH WATER MARKS OF DELAWARE RIVER, AND TO EXERCISE GOVERNMENTAL TITLE AND OWNERSHIP IN THE AREA LYING BEYOND THE ORIGINAL LOW WATER MARK.

UTILITIES:

THE FOLLOWING COMPANIES WERE NOTIFIED BY THE PENNSYLVANIA ONE-CALL SYSTEM (1-800-242-1778) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVICING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST. SERIAL NUMBER: 20210401506

UTILITY COMPANY PHONE NUMBER

PECO 610-943-5522

PHILADELPHIA CITY WATER DEPT 215-686-6300

PHILADELPHIA DEPT OF STREETS 215-686-5003

PHILADELPHIA GAS WORKS 215-686-3000

GRAPHIC SCALE

60 0 30 120 240

(IN FEET)

1"=60' - 6"=1'

THIS SURVEY IS CERTIFIED TO:

BEACH STREET CORP.
FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT WAS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 9, 10(a) & 13 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 04-26-2021.

DATE 04-26-2021

DATE 04-26-2021

DATE 04-26-2021

DATE 04-26-2021

DATE 04-26-2021

DATE 04-26-2021

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DATE 04-26-2021

DATE 04-26-2021

DATE 04-26-2021

DATE 04-26-2021

DATE 04-26-2021



VICINITY MAP
NOT TO SCALE

NOTES:

- PROPERTY KNOWN AS MAP 17 N 08, PARCELS 13 & 14 AS IDENTIFIED ON THE TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
- AREA (PARCEL 13) (P.D.S.) = 576,390 S.F. OR 13.22752 AC.
AREA (PARCEL 13) (U.S.S.) = 579,075 S.F. OR 13.29374 AC.
AREA (PARCEL 14) (P.D.S.) = 84,031 S.F. OR 1.92099 AC.
AREA (PARCEL 14) (U.S.S.) = 84,402 S.F. OR 1.93875 AC.
AREA (TOTAL) (P.D.S.) = 660,222 S.F. OR 15.15661 AC.
AREA (TOTAL) (U.S.S.) = 663,527 S.F. OR 15.23249 AC.
- LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD, AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE AS BUILT PLANS AND UTILITY MARK-OUT DOES NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES. BEFORE ANY EXCAVATION IS TO BEGIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES. CONTROL POINT ASSOCIATES, INC. DOES NOT GUARANTEE THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED.
- THIS PLAN IS BASED ON INFORMATION PROVIDED BY CLIENT. BY A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.
- THIS SURVEY WAS PREPARED WITH REFERENCE TO TITLE SEARCH REPORTS PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NUMBERS B114-527656 & B114-527656A, BOTH WITH AN EFFECTIVE DATE OF 12/27/2021, WHERE THE FOLLOWING SURVEY RELATED EXCEPTIONS APPEAR:

SEE EXCEPTION LIST
- BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN FLOOD HAZARD ZONES A1 (BASE FLOOD ELEVATIONS DETERMINED), ZONE X OTHER FLOOD AREAS (AREAS OF 1% ANNUAL CHANCE FLOOD) WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREA LESS THAN 1 SQUARE MILE, AND PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD. LIMIT OF MODERATE WAVE ACTION AND ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER REF. MAP 42.
- THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.
- ELEVATIONS ARE BASED UPON PHILADELPHIA CITY PLAN DATUM UTILIZING BENCHMARKS RECEIVED FROM THE CITY OF PHILADELPHIA 5TH SURVEY DISTRICT. THE CONVERSION FROM NAVD83 TO PHILADELPHIA CITY DATUM IS 5.1 FEET. THE CITY OF PHILADELPHIA DEPARTMENT OF STREETS.

TEMPORARY BENCHMARK SET:

TBM-1 MAG. NAIL SET, EASTERLY INTERSECTION OF RICHMOND ST. AND SCHIRRA DR.
ELEV. = 6.40

TBM-2 MAG. NAIL SET, NORTHERLY INTERSECTION OF SCHIRRA DR. AND BEACH ST.
ELEV. = 5.46

PRIOR TO CONSTRUCTION IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THE BENCHMARKS ILLUSTRATED ON THIS SKETCH HAVE NOT BEEN DISTURBED AND THEIR ELEVATIONS HAVE BEEN CONFIRMED. ANY CONFLICTS MUST BE REPORTED PRIOR TO CONSTRUCTION.

THIS SURVEY IS PREPARED TO UNITED STATES STANDARD (U.S.S.) OTHER DISTANCES SHOWN ARE IN PHILADELPHIA DISTRICT STANDARD AND ARE MARKED (P.D.S.).

ENCROACHMENTS AND VAULTS, IF ANY, BELOW SURFACE NOT SHOWN HEREON.

THE CONVERSION FROM INCHES TO THE MORE PRECISE DECIMAL EXPRESSION MAY RESULT IN MINOR CHANGES IN THE SECOND AND THIRD DECIMAL PLACES. THESE ARE NOT ERRORS OR OVERSIGHTS BUT MORE PRECISE VALUES.

PLAN IS MADE PER INSTRUCTION OF BEACH STREET CORP.

MEAN HIGH WATER LINE IS SHOWN GRAPHICALLY AND THE EXACT LOCATION MAY DIFFER FROM WHAT IS SHOWN ON THE SURVEY. ELEVATIONS STATED BELOW ARE BASED ON TBM, BENCHMARK DESIGNATION B54 6252 G (GPS US PDF B82726) NAVD83 ELEV. = 9.932 (0.02M) WITH CONVERSION DATA PUBLISHED BY THE U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) FOR STATION 8540252, BRIDGESBURG, PA.

REFERENCES:

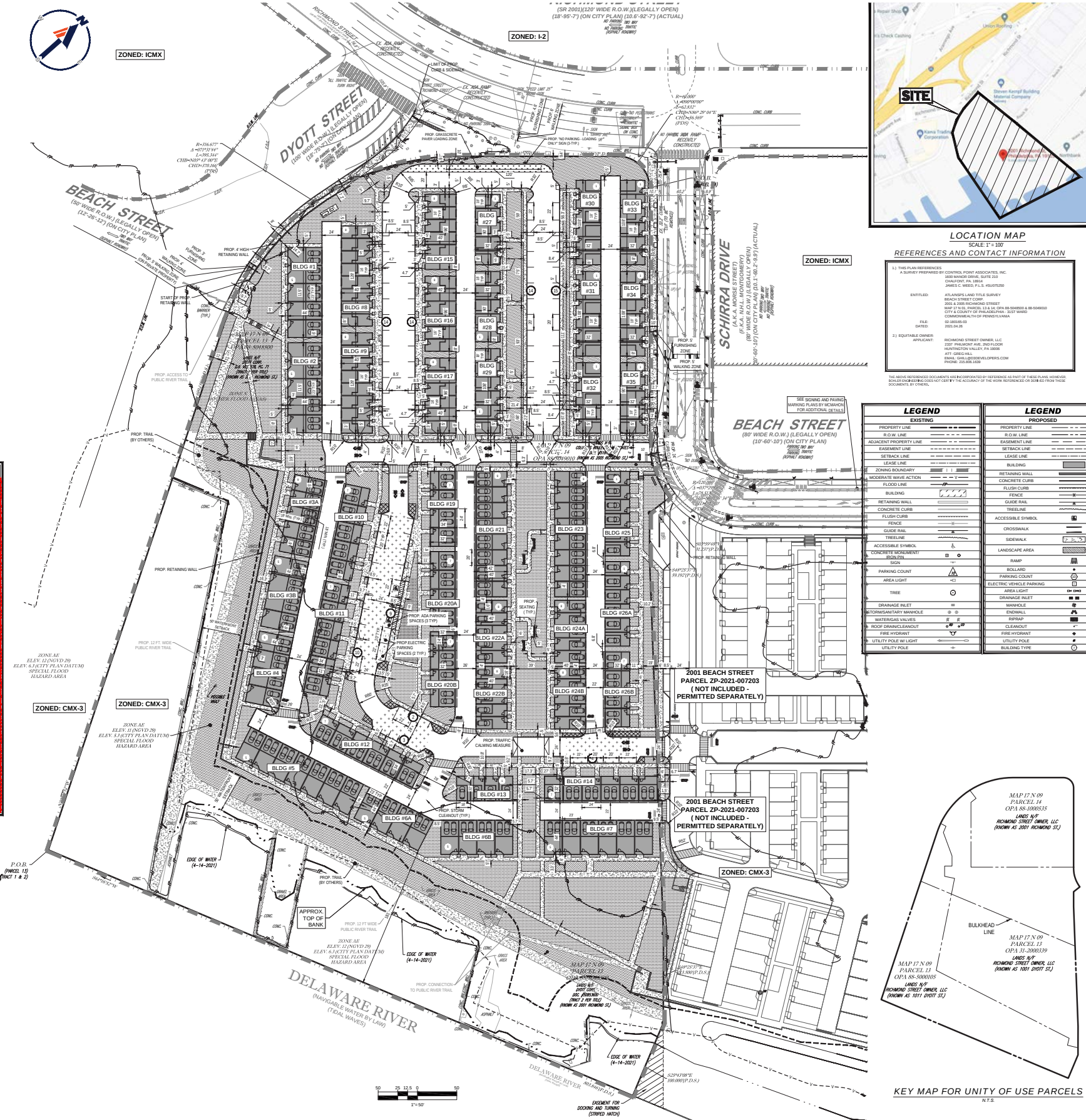
- MAPS 17 N 08 OF THE OFFICIAL TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
- MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM FLOOD INSURANCE RATE MAP, CITY OF PHILADELPHIA, PENNSYLVANIA, PHILADELPHIA COUNTY, PANEL 201 & 203 OF 230", MAP NUMBERS 420710203H & 420710203H, MAPS REVISED NOVEMBER 30, 2015.
- MAP ENTITLED "PLAN TO REVISE THE LINES AND GRADES ON PORTIONS OF CITY PLANS, NOS. 146, 195 BY PLACING UPON THE CITY PLAN, THE DELAWARE EXPRESSWAY, ITS RIGHT-OF-WAY AND RAMP CONNECTIONS FROM CUMBERLAND STREET TO PLUMMER STREET, 18TH AND 31ST WARDS, CITY OF PHILADELPHIA", PREPARED BY THE CITY OF PHILADELPHIA, APPROVED APRIL 5, 1962.
- MAP ENTITLED "PLAN STRIKING FROM CITY PLAN NO. 146 AND VACATING OF DYOTT STREET, 18TH WARD, PHILADELPHIA", PREPARED BY THE CITY OF PHILADELPHIA, APPROVED DECEMBER 10, 1975.
- MAPS ENTITLED "334" & "565", PREPARED BY THE DEPARTMENT OF STREETS, ROOM 801 MUNICIPAL SERVICES BLDG, THE CITY OF PHILADELPHIA.
- STREET STATUS CARDS - LCO0466, LCO0511, LCO0972, LCO09373 and LCO12967, PREPARED BY THE CITY OF PHILADELPHIA.
- MAP ENTITLED "ALTA/NSPS LAND TITLE SURVEY, WYNN PA, INC. SHEET 2 OF 3", PREPARED BY URBAN ENGINEERS, INC., DATED 4-17-2013.
- MAPS SHOWING THE LOCATION OF UNDERGROUND ELECTRIC FACILITIES, PREPARED BY PECC ENERGY COMPANY.
- MAPS ENTITLED "1.6-74" & "1.6-84", PREPARED BY PHILADELPHIA GAS WORKS.
- MAP ENTITLED "RICHMOND ST. TO DYOTT ST. TO CUMBERLAND ST., PLAT 43, PWD #132145 AND #13434", PREPARED BY THE PHILADELPHIA WATER DEPARTMENT.
- MAP ENTITLED "DELAWARE AVE. - RICHMOND ST., SUSQUEHANNA AVE. TO NORRIS ST., PHILADELPHIA, REG. 89-1", PROVIDED BY VERICON.
- MAP ENTITLED "PLAN OF PROPERTY (SUB DIVISION PURPOSES), 2035 RICHMOND STREET", PREPARED BY PHILADELPHIA DEPT. OF STREETS, 3RD SURVEY DISTRICT, JOB NO. 2008-197, DATED 8-1-2004, LAST REVISED 1-3-2009, BLK. 65, FILE 4435-E.

EXISTING SITE SURVEY

ZONING REQUIREMENTS				
BASE DISTRICT	CMX-3: COMMUNITY COMMERCIAL MIXED-USE			
OVERLAY DISTRICTS	NCA: NEIGHBORHOOD COMMERCIAL AREA OVERLAY DISTRICT - NORTH DELAWARE; CDO: CENTRAL DELAWARE RIVERFRONT OVERLAY DISTRICT; OPEN SPACE AND NATURAL RESOURCES - WATERFRONT SETBACKS; OPEN SPACE AND NATURAL RESOURCES - FLOOD PROTECTION - WITHIN THE SPECIAL FLOOD HAZARD AREA			
DISTRICT AND LOT DIMENSIONS				
	*REQUIRED / ALLOWABLE	EXISTING	PREVIOUSLY PROPOSED	CURRENTLY PROPOSED
USE: MULTI-FAMILY, SINGLE-FAMILY COMMERCIAL (VACANT)	PERMITTED	86 MULTI-FAMILY UNITS 382 SINGLE-FAMILY UNITS 6,098 SF COMMERCIAL (VACANT)	307 MULTI-FAMILY UNITS 185 SINGLE-FAMILY UNITS 8,426 SF COMMERCIAL (VACANT)	219 SINGLE-FAMILY UNITS
LOT AREA (SQ. FT.)	N/A	660,240.1 SF (15.156 AC.) (POS)	NO CHANGE	NO CHANGE
GROSS FLOOR AREA (GFA)	500% MAX 3,301,111 SF	\$70,108 SF TOTAL GFA	755,141 SF TOTAL GFA	555,828 SF TOTAL GFA
MAX OCCUPIED AREA (% OF LOT)	75% INTERMEDIATE; 80% CORNER	25.78%	31.73%	21.73%
MIN. OPEN AREA (PER CDO OVERLAY)	40% (FOR LOTS GREATER THAN 5,000 SF)	74.22%	68.29%	78.27%
YARDS				
MIN. FRONT YARD DEPTH (FT.)	N/A	0'	6' (ALONG RICHMOND)	4.2' (ALONG RICHMOND)
MIN. SIDE YARD WIDTH (FT.)	8 FT. IF USED FOR BUILDINGS CONTAINING DWELLING UNITS	>6'	0'	NO CHANGE
MIN. REAR YARD DEPTH (FT.)	N/A	18'	NO CHANGE	NO CHANGE
HEIGHT				
MAX. HEIGHT (FT.) (PER CDO OVERLAY)	84 FT	72'-4"	73'-2"	NO CHANGE
MIN. HEIGHT (FT.)	25 FT	52'-4.5"	NO CHANGE	NO CHANGE
FLOOR AREA RATIO				
MAX. FLOOR AREA (% OF LOT AREA)	500%	86.4%	114.4%	84.2%
ADDITIONAL REQUIREMENTS				
WATERFRONT LANDSCAPE SETBACK (S14-704.5)	50 FT FROM TOP OF BANK	50 FT	NO CHANGE	NO CHANGE
REFER TO LANDSCAPE PLAN FOR LANDSCAPE REQUIREMENTS				

PARKING REQUIREMENTS				
	*REQUIRED/ALLOWABLE	EXISTING	PREVIOUSLY PROPOSED	CURRENTLY PROPOSED
PARKING REQUIREMENT	CMX-3: SINGLE-FAMILY USE: 300 UNITS	318 LOCATED IN GROUND FLOOR GARAGE OF TOWNHOMES	228 LOCATED IN GROUND FLOOR GARAGE OF TOWNHOMES 218 SPACES IN MULTI-FAMILY BUILDING TOTAL: 442 SPACES	284 LOCATED IN GROUND FLOOR GARAGE OF TOWNHOMES SPACES
	ACCESSORY OFF-STREET SURFACE PARKING = 0 SPACES	84	NO CHANGE	85 SPACES
	TOTAL REQUIRED = 66 SPACES	405	513	369 SPACES
ADA PARKING REQUIREMENT	SINGLE-FAMILY: NONE REQUIRED	ZERO (0) SPACES REQUIRED	9 (INCLUDING 4 VAN-ACCESSIBLE)	THREE (3) SPACES
BIKE PARKING	SINGLE-FAMILY: 0	MULTI-FAMILY: 29 SPACES IN GARAGE (GROUND FLOOR); SINGLE-FAMILY TOWNHOMES: 382 SPACES (1 WITHIN EACH GARAGE) TOTAL = 211 SPACES	MULTI-FAMILY: 103 SPACES IN GARAGE (GROUND FLOOR); SINGLE-FAMILY TOWNHOMES: 135 SPACES (1 WITHIN EACH GARAGE) TOTAL = 238 SPACES	SINGLE-FAMILY TOWNHOMES: 228 SPACES (1 WITHIN EACH GARAGE) TOTAL = 238 SPACES
ELECTRIC PARKING	5% OF PARKING SPACES USED FOR RESIDENTIAL USE	0.05 = 284 = 19 SPACES	NO CHANGE	20 (TOTAL) ACCESSORY SURFACE PARKING SPACES; SINGLE-FAMILY TOWNHOMES: 18 SPACES (IN TOWNHOME GARAGE)
RESERVOR PARKING FOR ACCESS TO GATED GARAGE	OVER 200 SPACES & 1 ADDITIONAL SPACE FOR EVERY 100 SPACES OVER 200	6 SPACES	NOT APPLICABLE IN PREVIOUS SUBMISSIONS	NO CHANGE
LOADING	PER GROSS FLOOR AREA	BETWEEN 400,001 SF - 660,000 SF = 3 SPACES (10' x 40' x 14') FOR STREETS LESS THAN 50 FT WIDE	3 @ 11' x 6'	NO CHANGE
			NO CHANGE	3 @ 10' x 40'

- GENERAL NOTES**
- 1) SITE DATA: 2001 RICHMOND STREET, 1001 DYOTT STREET AND 1011 DYOTT STREET, CITY OF PHILADELPHIA, PHILADELPHIA, PA 19102. 2001 RICHMOND STREET, 1001 DYOTT STREET AND 1011 DYOTT STREET, CITY OF PHILADELPHIA, PHILADELPHIA, PA 19102. 2001 RICHMOND STREET, 1001 DYOTT STREET AND 1011 DYOTT STREET, CITY OF PHILADELPHIA, PHILADELPHIA, PA 19102. 2001 RICHMOND STREET, 1001 DYOTT STREET AND 1011 DYOTT STREET, CITY OF PHILADELPHIA, PHILADELPHIA, PA 19102.
 - 2) ZONING DATA: ZONED: CMX-3 COMMUNITY COMMERCIAL MIXED-USE. EXISTING AND PROPOSED: CMX-3 COMMUNITY COMMERCIAL MIXED-USE. PROPOSED USE: SINGLE-FAMILY HOUSING.
 - 3) BOHLER ENGINEERING BUSINESS PRIVILEGE NUMBER IS 000000.
 - 4) ELEVATIONS ARE BASED ON CITY OF PHILADELPHIA DATUM LOT DIMENSIONS AND BASEMENT DIMENSIONS ARE BASED ON PHILADELPHIA DISTRICT STANDARDS UNLESS OTHERWISE NOTED.
 - 5) STORMWATER SHALL CONNECT TO THE EXISTING CITY DRAINAGE SYSTEM.
 - 6) ALL PLANTINGS SHALL BE IN ACCORDANCE WITH P.C.P.C. GUIDELINES.
 - 7) ALL CURB RASPS SHALL BE 6" X 12" UNLESS OTHERWISE NOTED.
 - 8) DEVELOPMENT TO BE SERVICED BY PUBLIC WATER AND SEWER IN ACCORDANCE WITH CITY OF PHILADELPHIA REQUIREMENTS.
 - 9) WATERSHED DISTRICT: DELAWARE RIVER NORTH MANAGEMENT ZONE A.
 - 10) 1) VORTICES OF THE SUBJECT PROPERTY USE IN FLOOD HAZARD ZONE (V) OTHER: AREAS DETERMINED TO BE 500 YEAR FLOOD PLAN, THE 500 YEAR BASE FLOOD ELEVATION IS 5.3 (P.M. AREA DATA).
 - 11) PLAN PREPARED AS PER INSTRUCTIONS OF OWNER.
 - 12) PWD PROJECT 655A & P102-RICH-4776-01.
 - 13) TRASH PICK-UP WILL BE VIA PRIVATE STREET COLLECTION.
 - 14) STREET CLASSIFICATIONS: RICHMOND STREET: URBAN ARTERIAL (MIN. FURNISHING ZONE=4' MIN. WALKING ZONE=4') SCHIRRA DRIVE: LOCAL (MIN. FURNISHING ZONE=4' MIN. WALKING ZONE=4') DYOTT STREET: LOCAL (MIN. FURNISHING ZONE=4' MIN. WALKING ZONE=4').



SCALE: 1" = 100'

REFERENCES AND CONTACT INFORMATION

ENTITLED: ATLANTIS LAND TITLE SURVEY
BEACH STREET CORP.
2001 & 2005 RICHMOND STREET
MAP 17 N 09 PARCELS 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 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1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684,

August 14, 2026

City of Philadelphia, Department of Planning and Development
1515 Arch St, 13th Floor
Philadelphia, PA 19102

Subject: Civic Design Review Key Recommendations Response
2001 Richmond St / Application #ZP-2026-004864
ISA Project No. 2206

To whom it may concern,

This submission is in response to the CDR Committee's comments and recommendations from the first Civic Design Review meeting on August 4, 2026. This letter provides a summary of changes that will be made to address your comments.

Registered Community Organization Comments (Fishtown Neighbors Association)

1. Consider more 2-car garages to reduce the need for surface parking.

The unit types proposed for the eastern portion of the site where the multifamily building is being replaced are the development's smallest, most affordable models. They offer more variety in price point and attract a wider variety of buyers to the development. No changes are being made to the proposed unit mix.

2. Consider a more distinct entrance into the community along Richmond St.

The design of the Richmond and Schirra corner navigates numerous existing infrastructural elements including traffic lights, transformers and control boxes while giving space back to the sidewalk in the form of a seating node. Raised planters mediate the grade change between the site and the street and also provide an opportunity for signage. No changes are being made.

3. RCO has concerns about tight turning radiuses on side streets.

Turning radii are consistent throughout both phases of the development. No changes are being made to the street layouts.

4. Notes on-street parking also intended. (Please confirm locations on revised plans).

An updated site plan diagram is included with the revised submission to more clearly identify on-street parking locations, both within the community and on surrounding city streets.

Site Design Comments (including Complete Streets)

5. Staff has concerns about loss of previously proposed commercial and communal spaces. Staff encourages: commercial spaces that can reduce reliance on driving; indoor amenity spaces to foster year-round community among residents; and outdoor amenity spaces, such as a playground or sports courts.

No commercial uses are planned as part of the development at this time. Commercial was proposed in previous iterations of the project, but at this time is not considered viable nor sustainable. Outdoor amenities like a playground

or sport courts would need to be added to the project by the community's HOA. No changes are proposed at this time.

6. Lack of a welcoming gateway into waterfront community is a missed opportunity. Consider how main site entrance (at Richmond St and Schirra Dr) can be enhanced through mix of: anchor building of distinct design and use; and enhanced entry plaza.

Previous iterations of the plan included an anchor building at the corner of Richmond Street and Schirra Drive. The plan has been modified to remove that building due to lack of ability to secure funding for construction. This design proposes a more standard Philadelphia residential street condition with houses and stoops addressing the sidewalk. Due to the width of the footway, an abundance of street trees are planned along this path, which leads to the formal entrance of the site at the intersection of Beach St and Schirra Drive.

7. Ensure interior sidewalk widths are at least 6'.

Sidewalks within the community along private streets and drives are typically 5' wide. They are not subject to Complete Streets requirements.

8. Include a non-stair ADA-compliant access path to waterfront trail on north side of site.

There are currently two, non-stair, ADA compliant access paths to the waterfront trail within the site. One is on the north side of the site near Dyott Street and the other is near the central green space at the terminus of Schirra Drive. Their locations have been clarified in the updated submission.

9. Ensure sufficient pedestrian-scale lighting, particularly for pedestrian visibility when crossing new, interior streets in the dark.

Site lighting design is underway and will use a variety of strategies to ensure sufficient lighting is provided throughout the development. The design will be in keeping with what has been established in Phase 1 at 2001 Beach Street.

10. Consider continuous tree pits for healthier tree growth.

Tree pits are designed at 3'-8" x 5'-6", which exceeds the minimum requirements. The proposed tree pits are consistent with ones already constructed throughout the site, where trees seem healthy. No changes to the tree pits are proposed. The number of proposed trees along Schirra Dr will be increased as the parking lot access aisle was removed from the plan.

11. Increase furnishing zone on Dyott St. by at least half a foot to meet requirement.

The plans currently show a 3'-0" furnishing zone, but the design will be updated to provide the recommended 3'-6" width. This change is also reflected in the Complete Streets Checklist included with the updated submission.

12. Consider additional public bike racks near trail connection off Dyott St.

Six bike racks are proposed along Dyott Street, which accommodate a total of 12 bikes. There will be no changes to the proposed design.

13. Clarify locations of benches. The Complete Streets checklist indicates there are none, but they are shown in renderings. (Please update Checklist or renderings to for consistency).

No benches are proposed within the ROW; we will update the checklist to indicate benches are provided within the site development area.

14. Clarify driving lane widths on plans. Suggest 9' driving lanes for residential-only traffic.

All drive aisles throughout the development are 24' wide as shown on the zoning plan. There are no changes proposed.

15. Consider raised crossings throughout to slow traffic and increase pedestrian visibility and access.

There is a raised crosswalk incorporated into Phase 1 at 2001 Beach St. Raised crossings will not be added to this phase of the development.

Parking Design Comments

16. Consider how small reduction of on-street parking could create significant opportunities for added amenities, such as a playground, sports courts, commercial space, or a community room.

This comment is in conflict with the feedback received from residents of the community, who are in favor of more on-street parking. An updated site plan diagram is included with the revised submission to more clearly identify on-street parking locations, both within the community and on surrounding city streets. No changes to parking are proposed.

17. Explore conversations with City agencies to improve transit access to reduce reliance on cars and need for so much parking.

The owners are planning to explore conversations with City agencies to improve transit access for community residents.

Public Open Space Comments

18. Concern about lack of hierarchy of open space. Consider how more could be done to turn the green spaces into amenities.

Green fingers contain a mix of paved areas, planted areas and grass areas. They are currently maintained by the community's HOA. Any enhancements or changes to these spaces would need to be taken on by the residents of the development. No changes are being made.

19. Consider how entry plaza can be enhanced to be more of an amenity, including elements such as distinctive signage and lighting, public art and community information, and connectivity to linear green spaces leading to the river.

See response to Comment 2.

20. Consider enhancing "green finger" to feel more like a linear park and extending it from the waterfront to the site entrance.

The entry into the community is designed to feel more like a traditional city street with houses and stoops lining the sidewalk, which will be planted with street trees. No changes to the design are being made at this time.

21. Consider better aligning new greenery and cross streets with those on river-facing side.

Buildings are laid out to coordinate with existing stormwater basins. No changes are being made.

Building Design Comments



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22. Consider using higher quality materials especially on units facing public streets and shared spaces. Units facing west (Richmond St.) have incidental side facades that should be treated like second frontage.

Houses with ends facing Richmond St are treated in the same manner as the homes that abut Beach St, a strategy that was previously reviewed and approved by Planning for the 2001 Beach St parcel. No changes are proposed to the facade designs.

Sustainability Comments

23. Staff has concerns about the overall amount of impervious surface added to such large waterfront area and strongly encourages continued exploration of incorporating as much new green space as possible: both for the current phase, and as the overall site develops over time.

The amount of open area has increased by approximately 10% from the previously approved plan. While not all of that is pervious, a significant portion is planned as landscape. The additional streets between homes are important for increasing the on-street parking count that the community is so concerned about.

Please let me know if you require any additional information, or feel free to contact me at 215.232.1500.

Sincerely,
Brian Phillips