



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER:

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

The project affects property in a residential district and creates more than 50,000 square feet of new gross floor area.

PROJECT LOCATION

Planning District: South Council District: 1

Address: 116-30 Reed Street
Philadelphia, PA 19147

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: Hercules W. Grigos, Esquire Primary Phone: 215-665-3088

Email: hercules.grigos@obermayer.com Address: Obermayer Rebmann Maxwell & Hoppel LLP
1500 Market Street, Ste. 3400
Philadelphia, PA 19102

Property Owner: Barbara Keough Developer U.S. Construction

Architect: JKRP Architects

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 36,512 sq. ft.

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

SITE USES

Present Use: single-family dwelling and vacant warehouse.

Proposed Use:

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

74,042 sq. ft. for use as 26 single-family townhomes.

Proposed # of Parking Units:

51 parking spaces and 30 bicycle 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: November 15, 2016 Time: 7:00 p.m.

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No X NA

If yes, indicate the date hearing will be held:

Date:

REED ESTATES

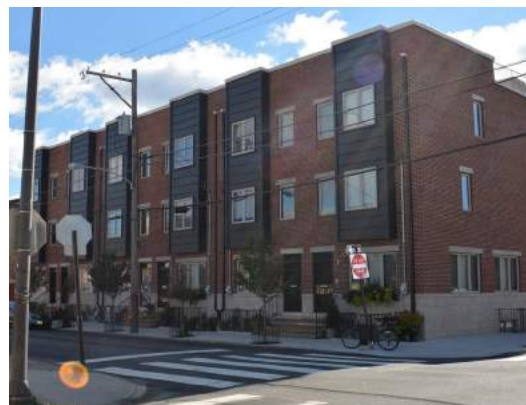




AERIAL VIEW



ZONING MAP



RSA-5

DIMENSIONAL STANDARDS

MIN. LOT WIDTH	16 FT.
MIN. LOT AREA	1,440 SQ. FT.
MIN. OPEN AREA	INTERMEDIATE: 30% CORNER: 20%
MIN. FRONT SETBACK	BASED ON SETBACK OF ABUTTING LOTS
MIN. SIDE YARD WIDTH**	5 FT. PER YARD
MIN. REAR YARD DEPTH	9 FT.
MAX. HEIGHT	38 FT.

ICMX

DIMENSIONAL STANDARDS

MAX. OCCUPIED AREA	100%
MIN. FRONT YARD DEPTH	0*
MIN. SIDE YARD WIDTH	8 FT IF USED*
MIN. REAR YARD DEPTH	8 FT IF USED*
MAX. HEIGHT	60 FT
MAX. FAR	500%

CMX-3

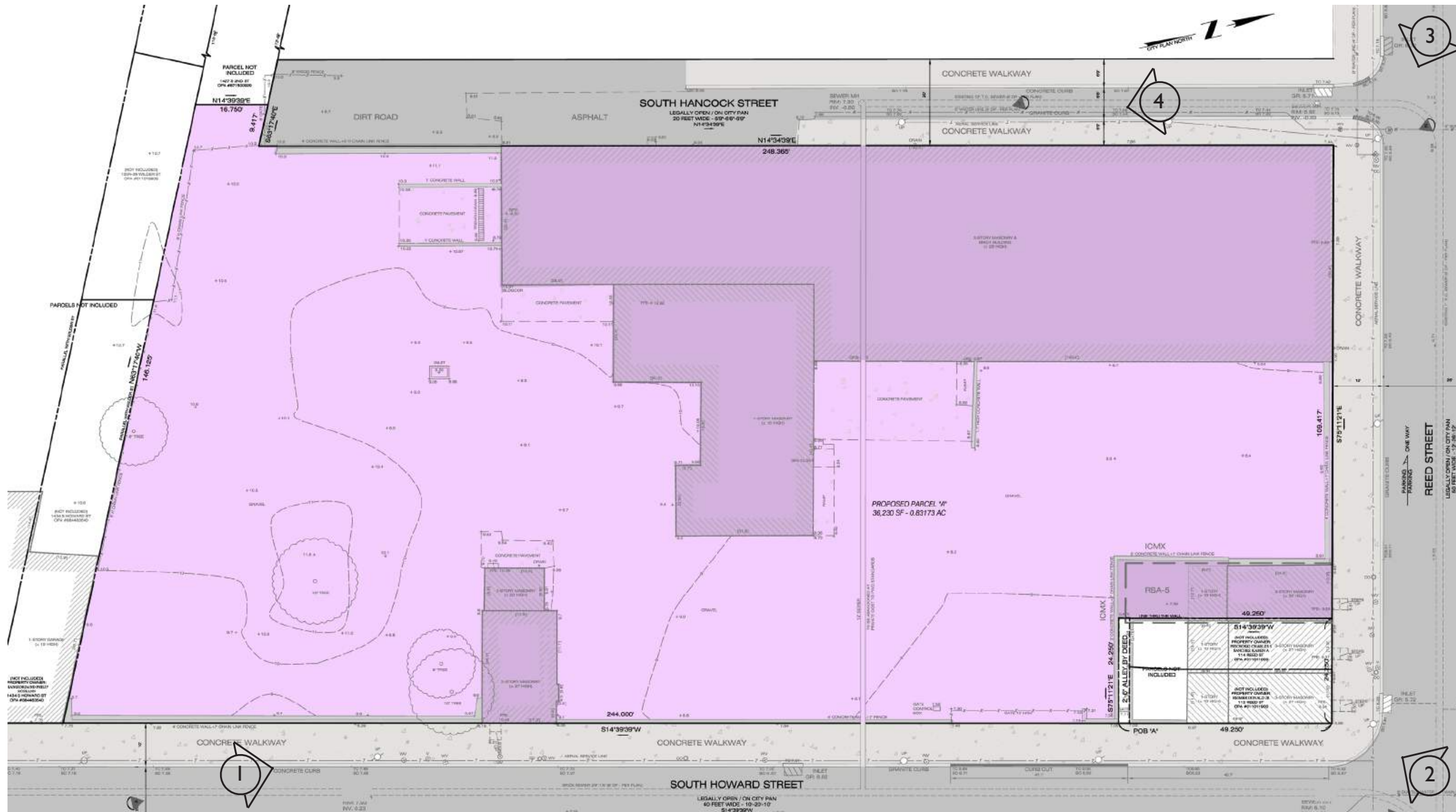
DIMENSIONAL STANDARDS

MAX. OCCUPIED AREA	INTERMEDIATE: 75% CORNER: 80%
MIN. FRONT YARD DEPTH	N/A
MIN. SIDE YARD WIDTH	8 FT IF USED FOR BUILDING WITH DWELLING UNITS
MIN. REAR YARD DEPTH	N/A
MAX. FAR	500%, UP TO AN ADDITIONAL 300% WITH BONUSES

I-2

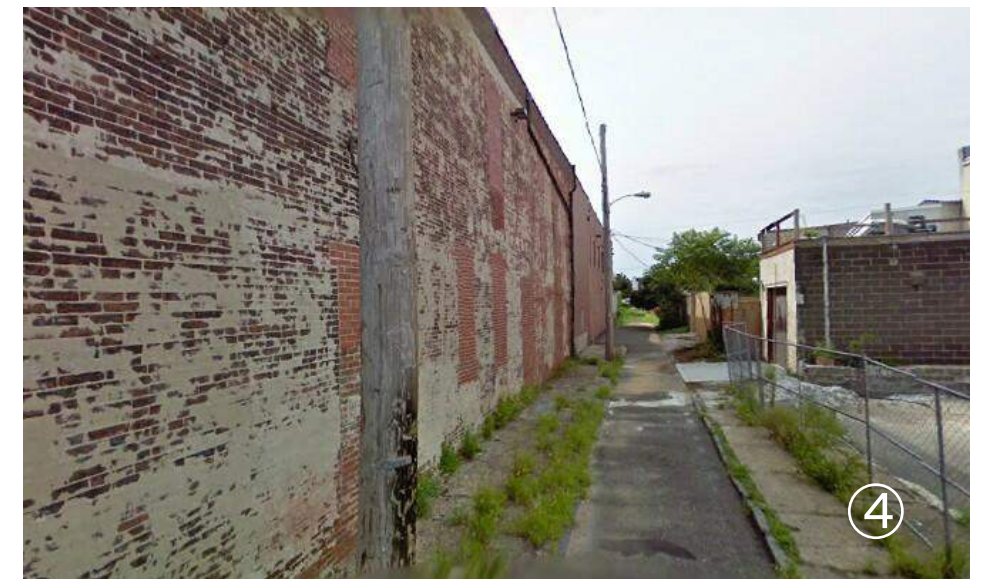
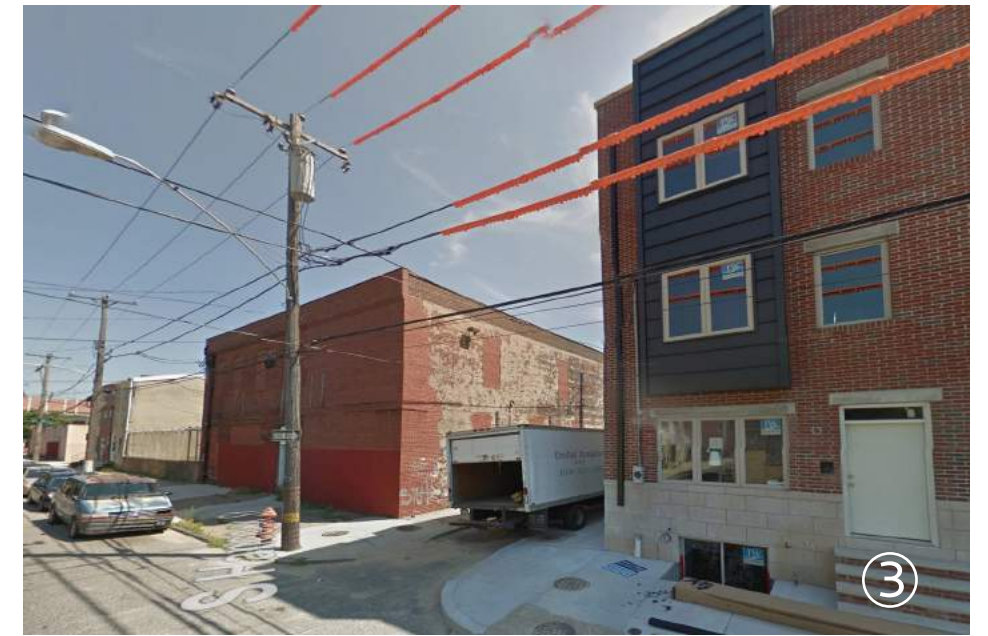
DIMENSIONAL STANDARDS

MAX. OCCUPIED AREA	100%
MIN. FRONT YARD DEPTH	0*
MIN. SIDE YARD WIDTH	6 FT IF USED*
MIN. REAR YARD DEPTH	8 FT IF USED*
MAX. HEIGHT	60 FT IF ABUTTING A RESIDENTIAL OR SP- PO DISTRICT
MAX. FAR	OTHER: NO LIMIT 500%



EXISTING SITE PLAN

PROPOSED SITE AREA 36,230 SF

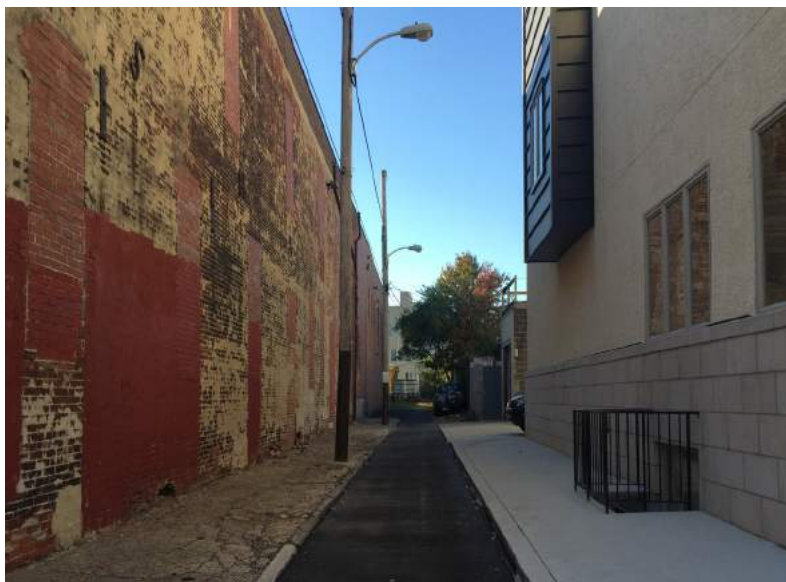




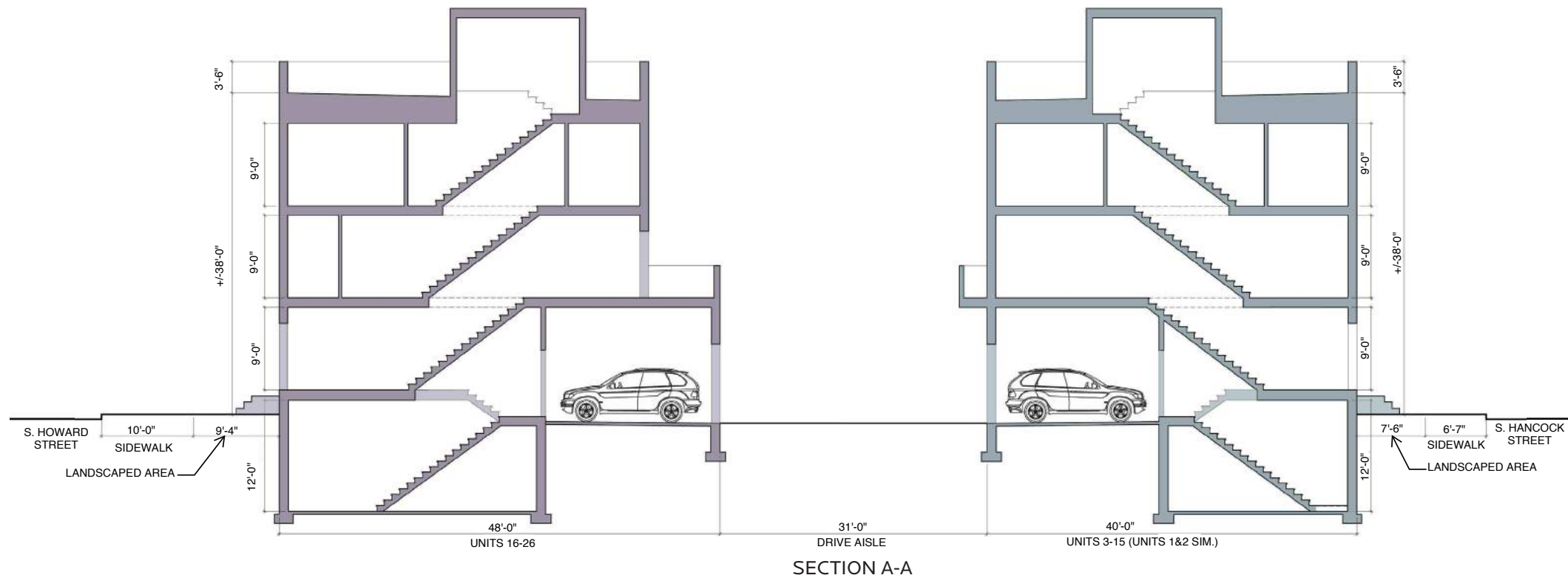
HOWARD STREET



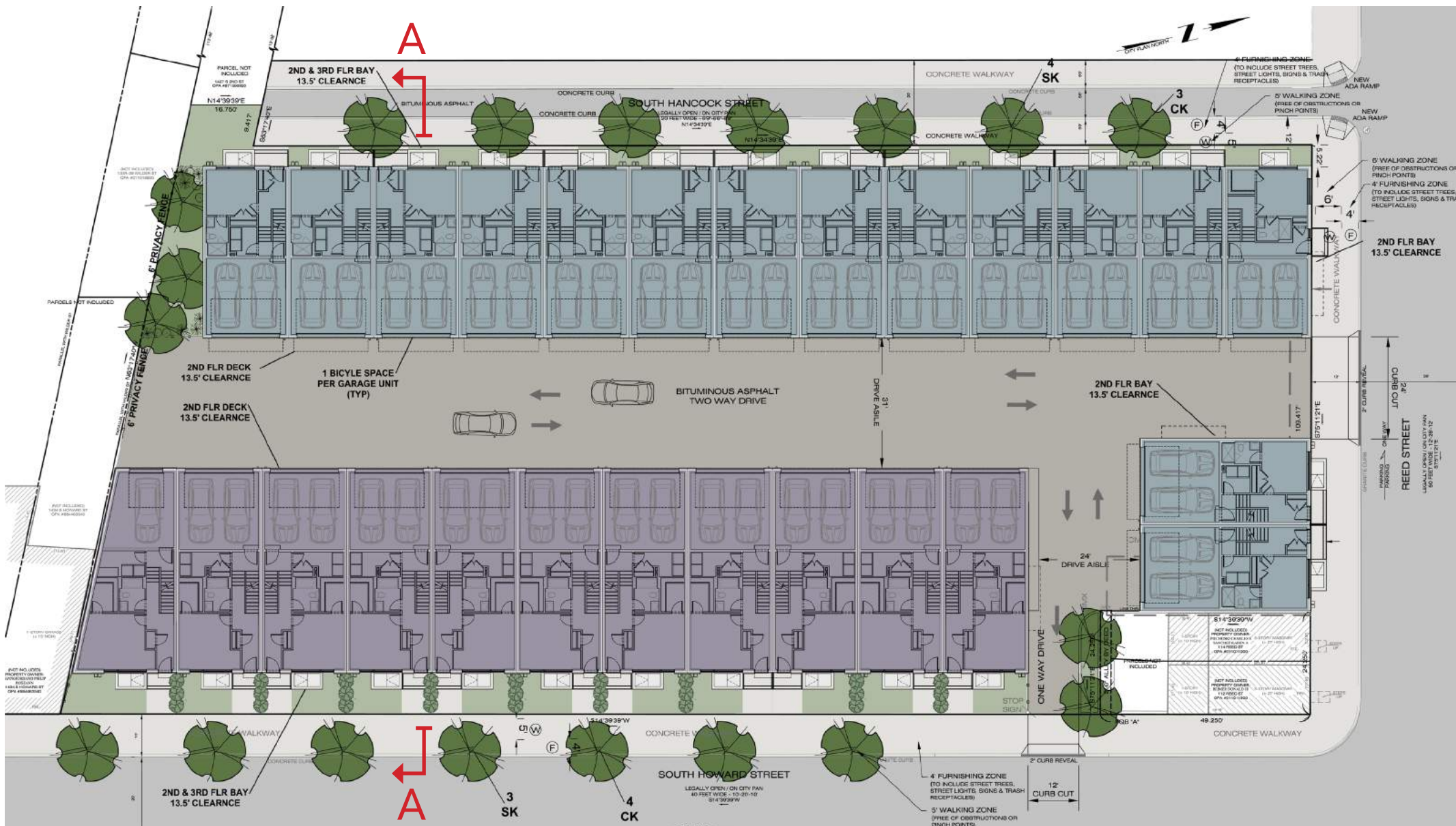
REED STREET



HANCOCK STREET



SECTION A-A



PROPOSED SITE PLAN

TYPE A (13 UNITS)

3 STORY-38' H
UNITS 1, 4-15

FOOTPRINT: 800 SF @ GRD LVL

2ND FLR DECK
PILOT HOUSE AND
ROOF DECK
PART. FINISHED BASEMENT
PRIVATE DRIVE
AND (2) CAR GARAGE

GFA: ± 2,452 SF
TOTAL GROSS USEABLE AREA:
± 2,882 SF (w/ BASEMENT)
± 52 SF 2ND FLR DECK
± 710 SF ROOF DECK
± 3,644 TUA

3 BR+ 3.5 BATHS

TYPE B (2 UNITS)

3 STORY-38' H
UNITS 2-3

FOOTPRINT: 800 SF

2ND FLR BALCONY
PILOT HOUSE AND
ROOF DECK
PART. FINISHED BASEMENT
PRIVATE DRIVE
AND (2) CAR GARAGE

GFA: ± 2,548 SF
TOTAL GROSS USEABLE AREA:
± 2,978 SF (w/ BASEMENT)
± 52 SF 2ND FLR DECK
± 710 SF ROOF DECK
± 3,740 TUA

3 BR+ 3.5 BATHS

TYPE C (1 UNIT)

3 STORY-38' H
UNITS 16

FOOTPRINT: 930 SF*GRD LVL

2ND FLR DECK
PILOT HOUSE AND
ROOF DECK
PART. FINISHED BASEMENT
PRIVATE DRIVE
AND (1) CAR GARAGE

GFA: ± 2,340 SF
TOTAL GROSS USEABLE AREA:
± 2,974 SF (w/ BASEMENT)
± 121 SF 2ND FLR DECK
± 401 SF ROOF DECK
± 3,811 TUA

3 BR+ 3.5 BATHS

TYPE D (9 UNITS)

3 STORY-38' H
UNITS 17-25

FOOTPRINT: 960 SF @ GRD LVL

2ND FLR DECK
PILOT HOUSE AND
ROOF DECK
PART. FINISHED BASEMENT
PRIVATE DRIVE
AND (2) CAR GARAGE

GFA: ± 2,602 SF
TOTAL GROSS USEABLE AREA:
± 3,182 SF (w/ BASEMENT)
± 160 SF 2ND FLR DECK
± 710 SF ROOF DECK
± 4,052 TUA

3 BR+ 3.5 BATHS

TYPE D1 (1 UNIT)

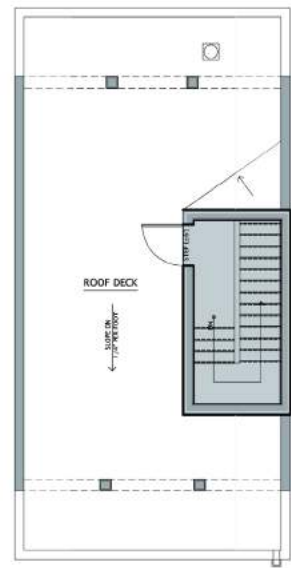
3 STORY-38' H
UNITS 26

FOOTPRINT: 960 SF*GRD LVL

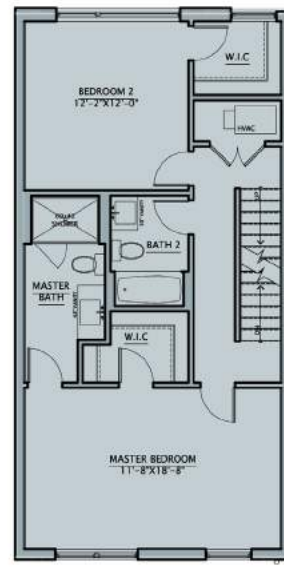
2ND FLR DECK
PILOT HOUSE AND
ROOF DECK
PART. FINISHED BASEMENT
PRIVATE DRIVE
AND (2) CAR GARAGE

GFA: ± 2,698 SF
TOTAL GROSS USEABLE AREA:
± 3,278 SF (w/ BASEMENT)
± 160 SF 2ND FLR DECK
± 710 SF ROOF DECK
± 4,148 TUA

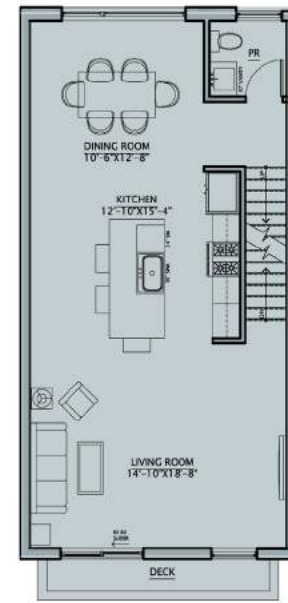
3 BR+ 3.5 BATHS



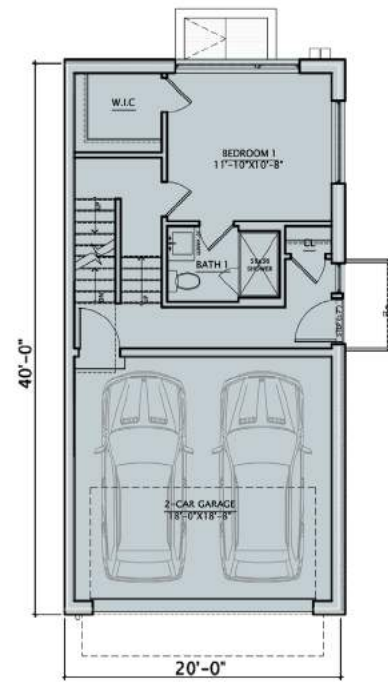
ROOF DECK



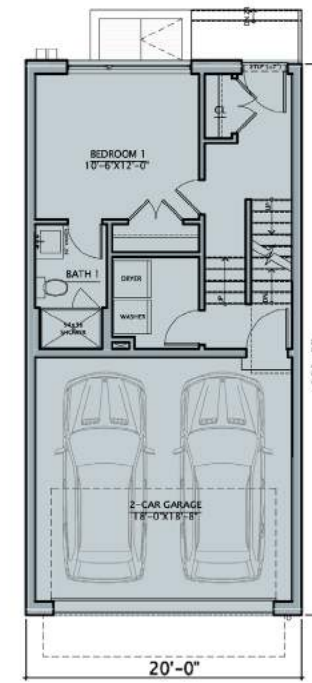
THIRD FLOOR



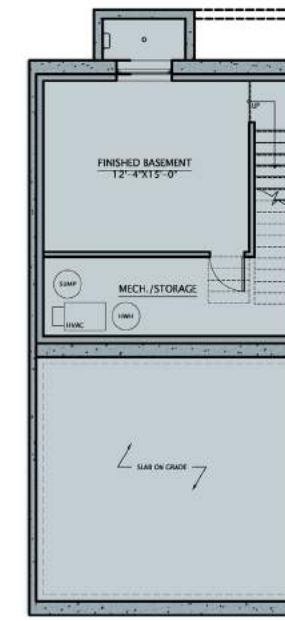
SECOND FLOOR



FIRST FLOOR
(UNIT 3)



FIRST FLOOR



BASEMENT

TYPE A (13 UNITS)

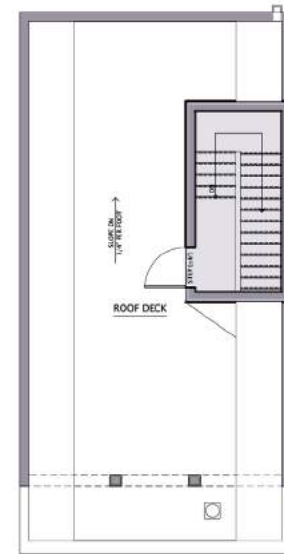
3 STORY-38' H
UNITS 1, 4-15

FOOTPRINT: 800 SF @ GRD LVL

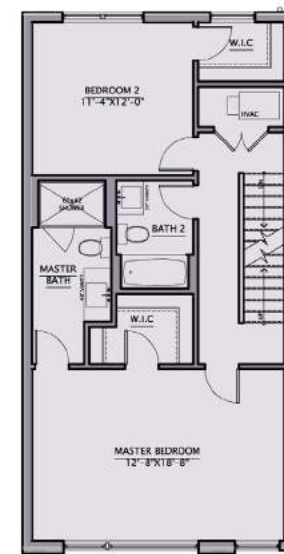
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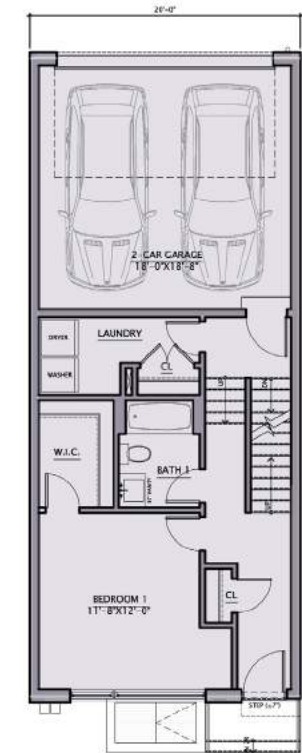
ROOF DECK



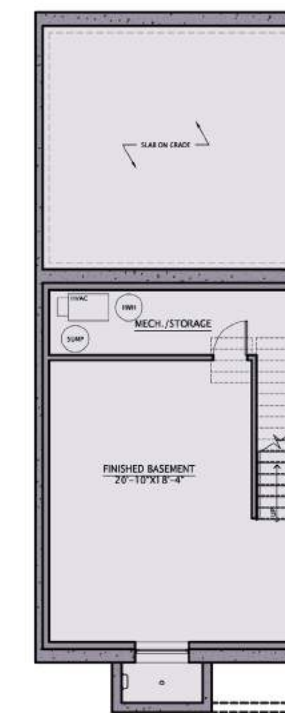
THIRD FLOOR



SECOND FLOOR



FIRST FLOOR



BASEMENT

TYPE D (9 UNITS)

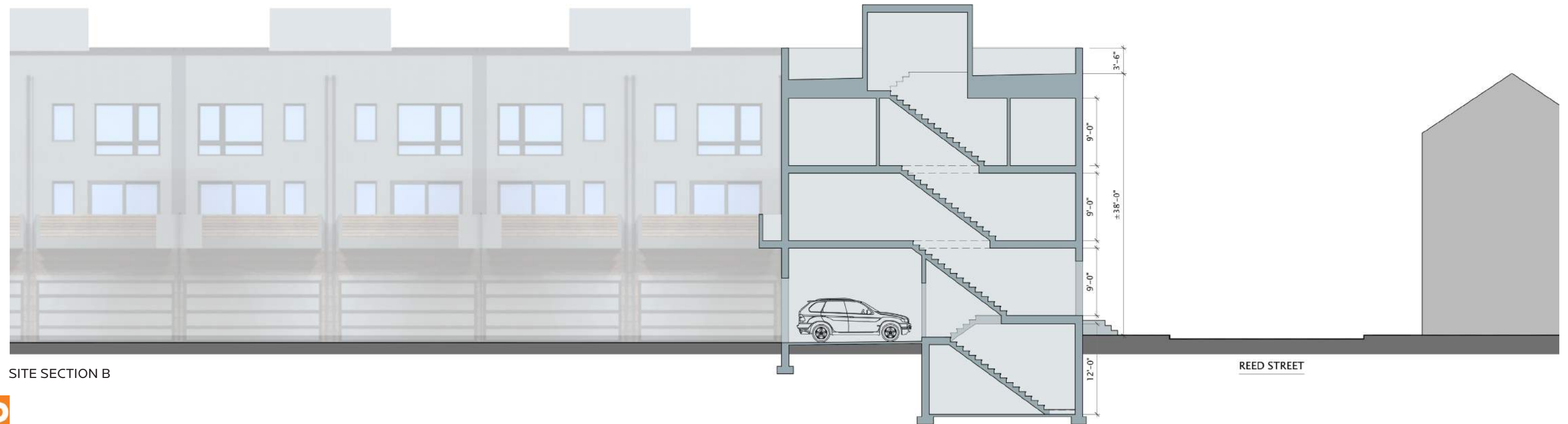
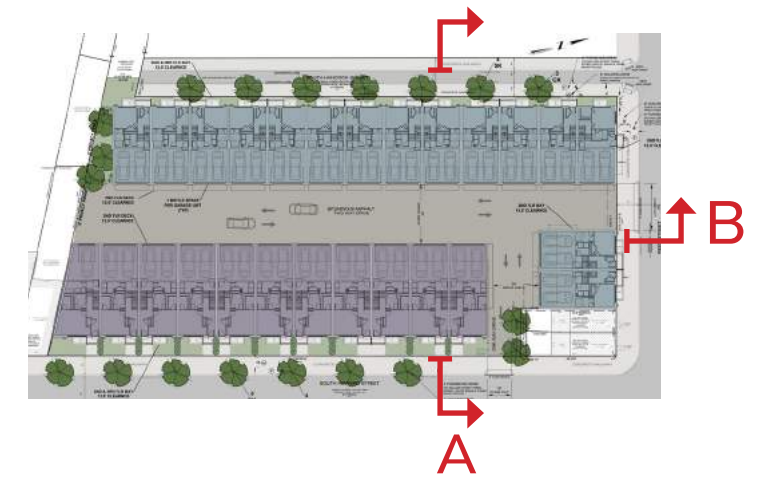
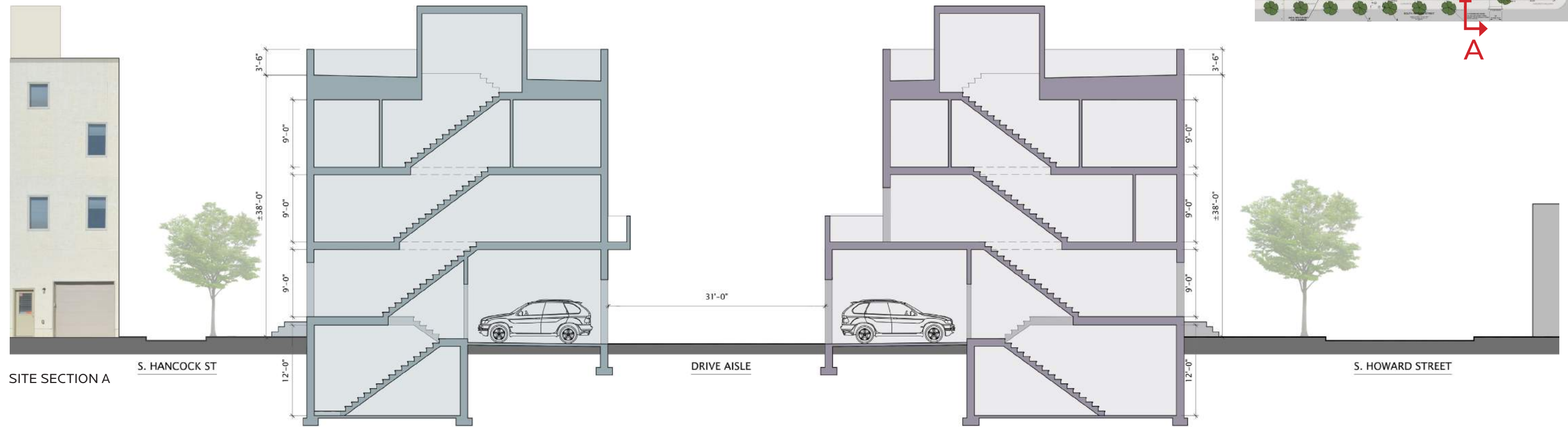
3 STORY-38' H
UNITS 17-25

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± 4,052 TUA

3 BR+ 3.5 BATHS





Willow Oak Eastern White Pine Eastern Redbud Apollo Sugar Maple



Arrowwood Viburnum Winterberry Prostrate Plum Yew Dwarf Fountain Grass

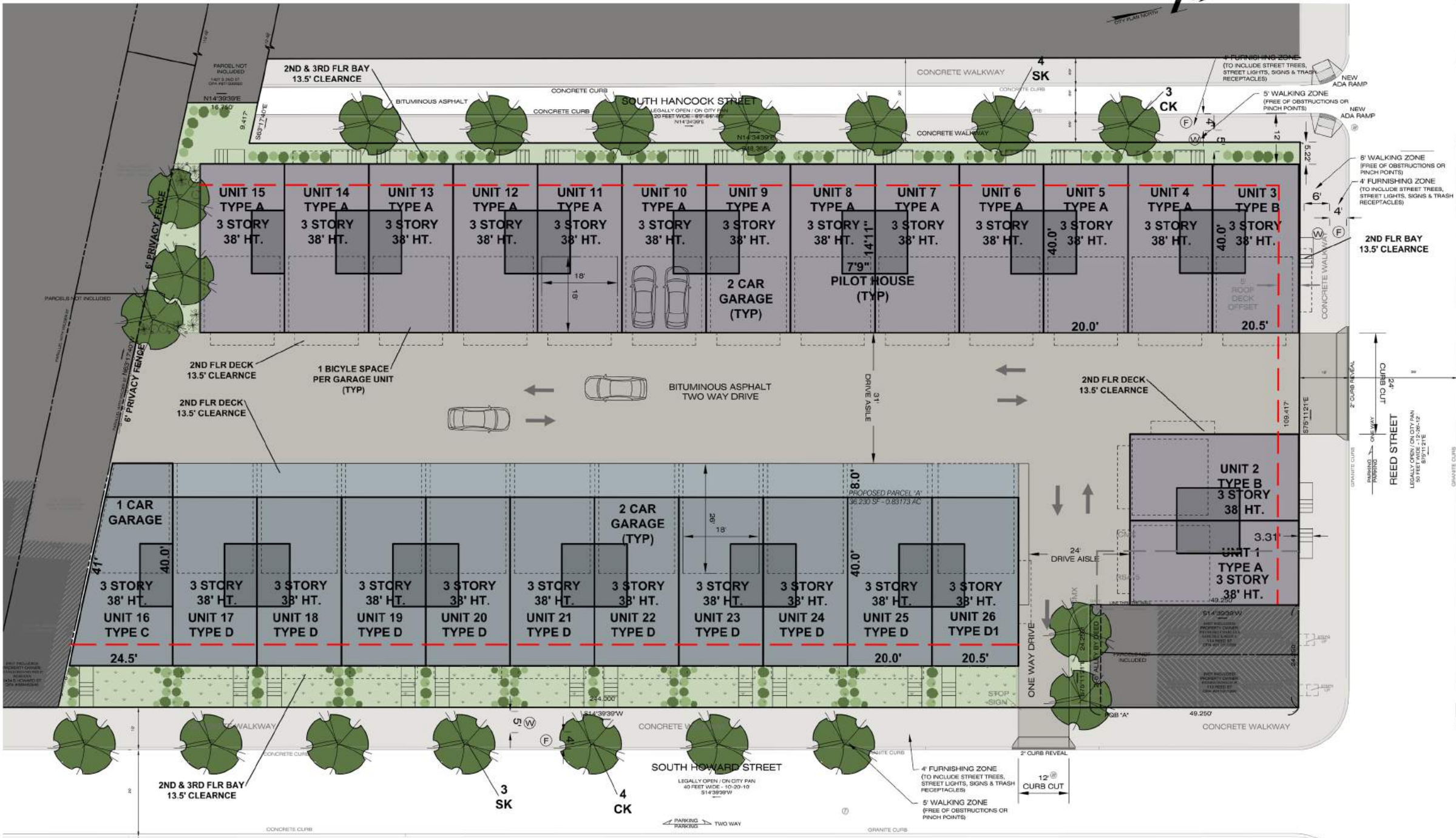


Gro Low Fragrant Sumac Lilyturf

Sustainability Summary

The site design was conceived to promote stormwater infiltration, evapotranspiration, and a reduction of the heat island effect:

1. The design incorporates a subsurface infiltration bed. This feature works to utilize on-site infiltration as well as to treat and regulate runoff from 99% of the site.
2. Interior vegetated areas are employed to infiltrate water runoff from impervious paving, help to clean surface run off that runs to city sewers and increase the year round aesthetics of the site.
3. Street trees will be installed along Howard and Hancock streets to provide summer shade, help reduce heat gain and improve air quality.
4. Landscape areas along Howard Street & Hancock Street will be installed to work as both a visual buffer and to increase the year round aesthetics of the streetscapes.



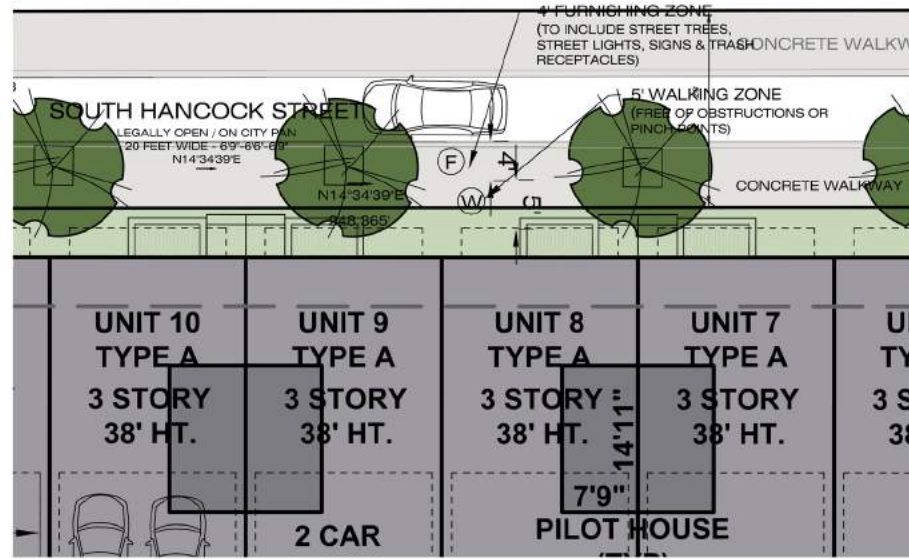
Plant List

Trees

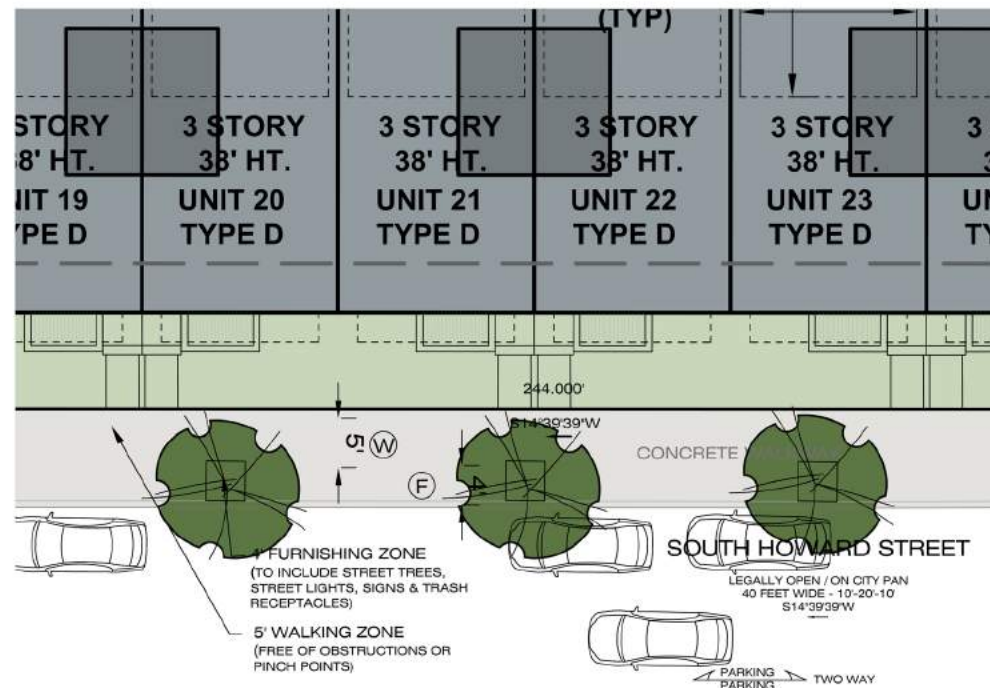
Code	Botanical Name	Common Name
CK	Cladrastis kentukea	Yellowwood
SK	Stewartia koreana	Korea Stewartia
QP	Quercus phellos	Willow Oak
GT	Gleditsia triacanthos	Honey Locust
PS	Pinus strobus	Eastern White Pine
CC	Cercis canadensis	Eastern Redbud
AS	Acer saccharum 'Apollo'	Apollo Sugar Maple

Shrubs

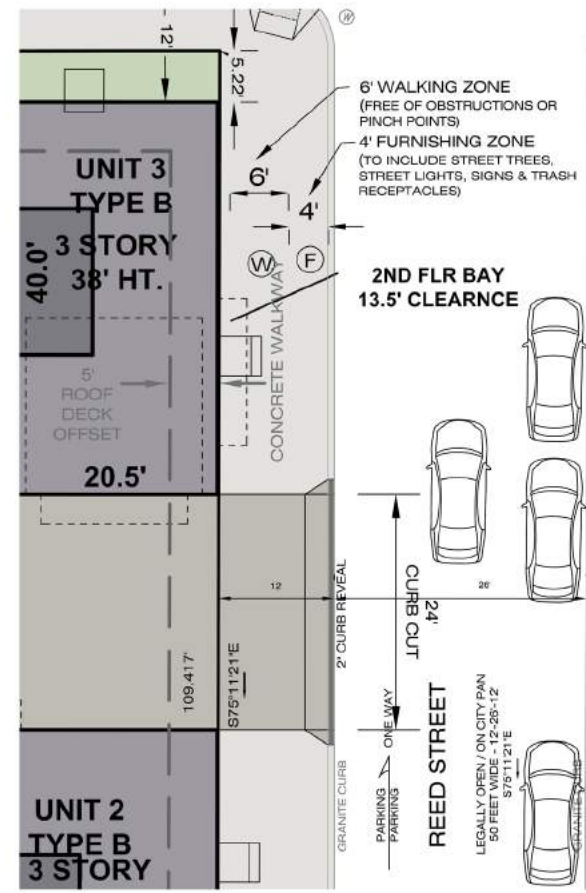
Code	Botanical Name	Common Name
VD	Viburnum dentatum	Viburnum
IV	Ilex verticillata 'Red Sprite'	Winterberry
CH	Cephalotaxus harringtonia prostrata	Prostrate Plum Yellow
PA	Pennisetum alopecuroides	Dwarf Fountain Grass



SOUTH HANCOCK STREET

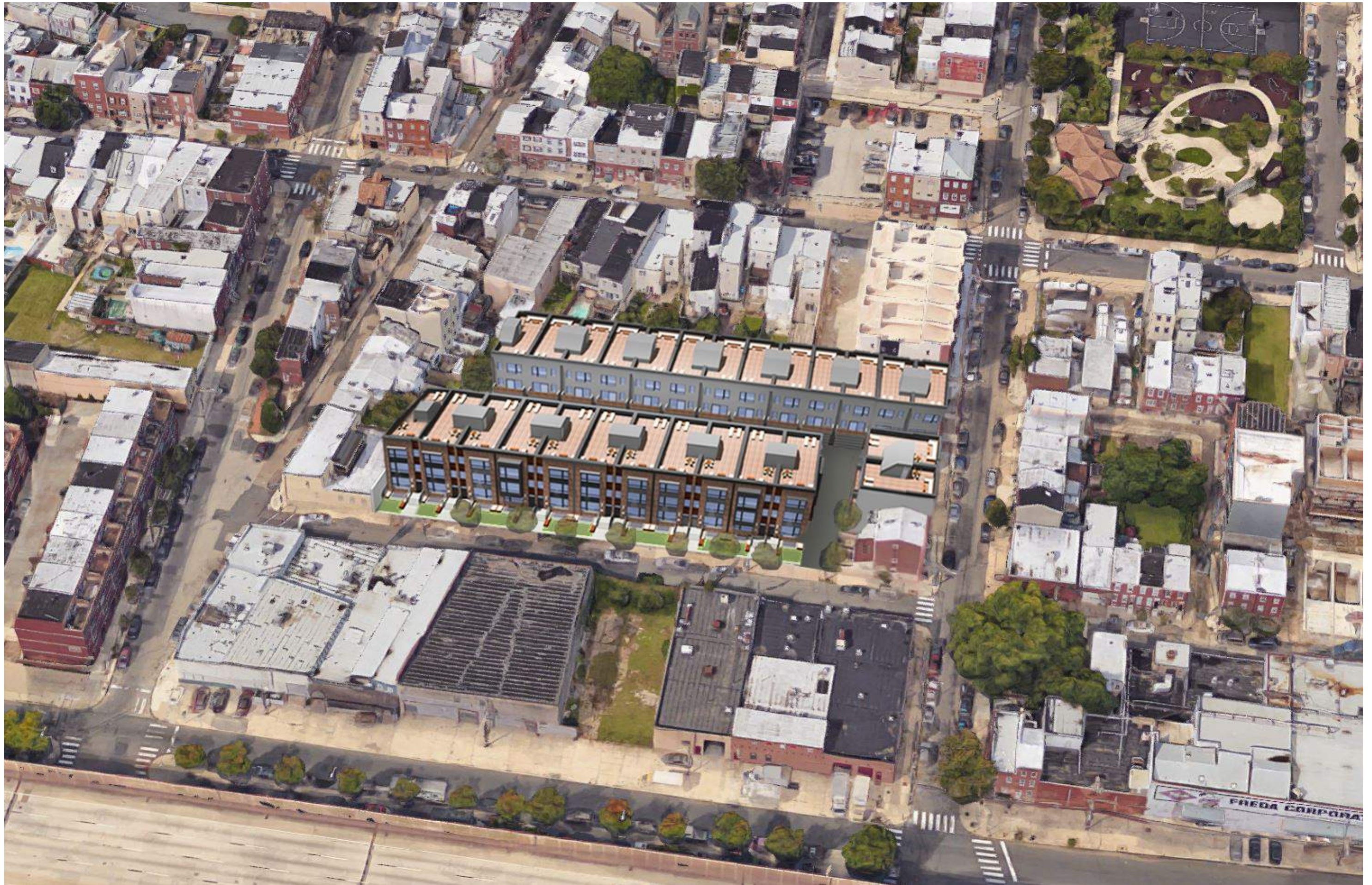


SOUTH HOWARD STREET



REED STREET







HANCOCK STREET ELEVATION



DRIVE AISLE ELEVATION



HOWARD STREET ELEVATION



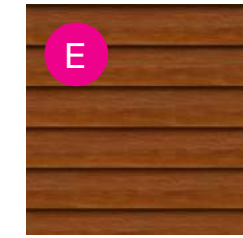
REED STREET ELEVATION

REED ESTATES

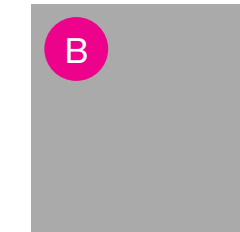
MATERIAL KEY



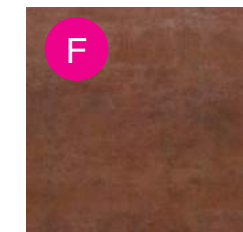
A
BRICK
MANUF: GLEN-GARY
COLOR: DEL MARVA



E
WOOD



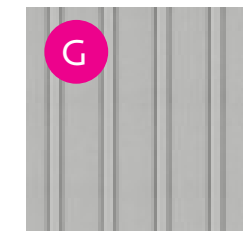
B
METAL PANEL
MANUF: REYNOBOND
COLOR: CADET GREY



F
METAL PLANTER



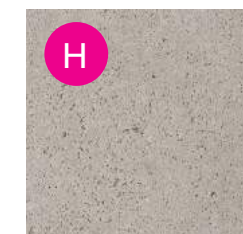
C
METAL PANEL
MANUF: REYNOBOND
COLOR: CLASSIC BRONZE



G
VINYL SIDING
COLOR: STERLING GREY
STYLE: BOARD & BATTON



D
WINDOW
MANUF: MARVIN INTEGRITY
COLOR: BRONZE



H
CAST STONE



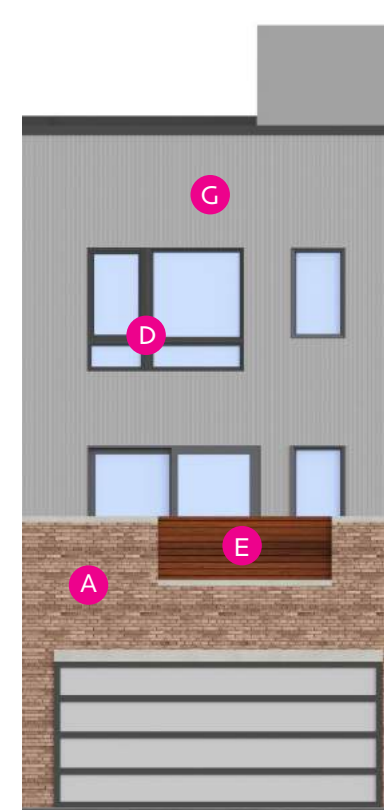
SIDE ELEVATION @ UNIT 2



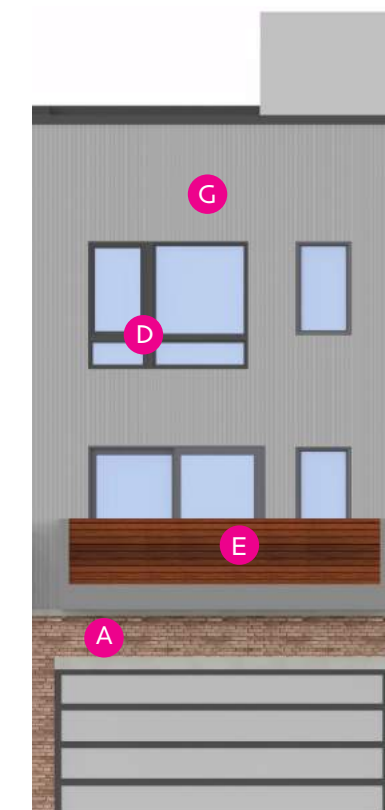
SIDE ELEVATION @ UNIT 3



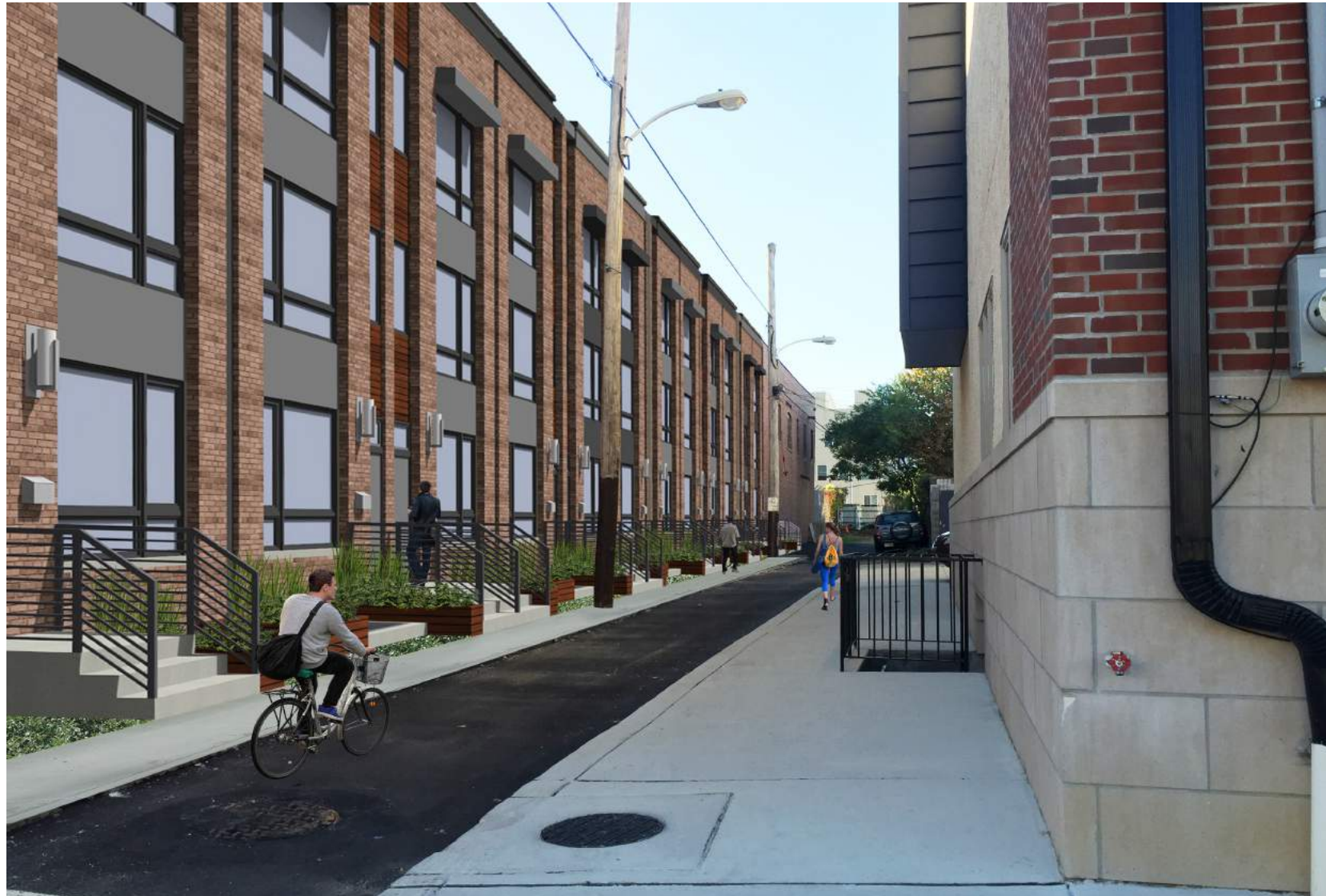
FRONT ELEVATION, TYP.



REAR ELEVATION UNITS 16-26



REAR ELEVATION UNITS 1-15



LOOKING SOUTH ON HANCOCK STREET



LOOKING NORTH ON HANCOCK STREET



LOOKING NORTH ON HOWARD STREET



LOOKING SOUTH ON HOWARD STREET



REED STREET LOOKING EAST

REED ESTATES



CORNER OF REED & SOUTH HOWARD STREET

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

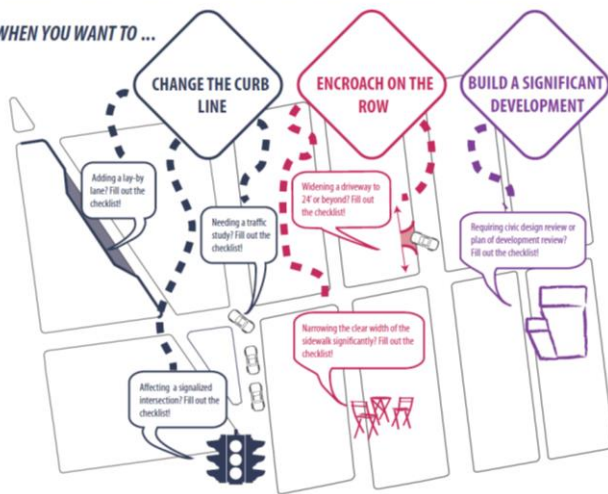
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

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

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

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

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ADA curb-ramp designs must be submitted to Streets Department for review
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiestreets.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
116 Reed Street
2. DATE
11/14/16
3. APPLICANT NAME
HERCULES GRIGOS
5. PROJECT AREA: list precise street limits and scope
36,230 sf
4. APPLICANT CONTACT INFORMATION
1500 MARKET STREET, PHILA, PA 19107
6. OWNER NAME
BARBARA KEOUGH
7. OWNER CONTACT INFORMATION
116 REED STREET, PHILA PA 19147
8. ENGINEER / ARCHITECT NAME
DAVID PLANTE- RUGGIERO PLANTE LAND DESIGN
9. ENGINEER / ARCHITECT CONTACT INFORMATION
4220 MAIN STREET, PHILA PA 19127, 215-508-3900
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.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>REED STREET</u>	<u>HANCOCK</u>	<u>HOWARD</u>	<u>CITY NEIGHBORHOOD</u>
<u>HOWARD</u>	<u>REED</u>	<u>WILDER</u>	<u>LOCAL</u>
<u>HANCOCK</u>	<u>REED</u>	<u>NA</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

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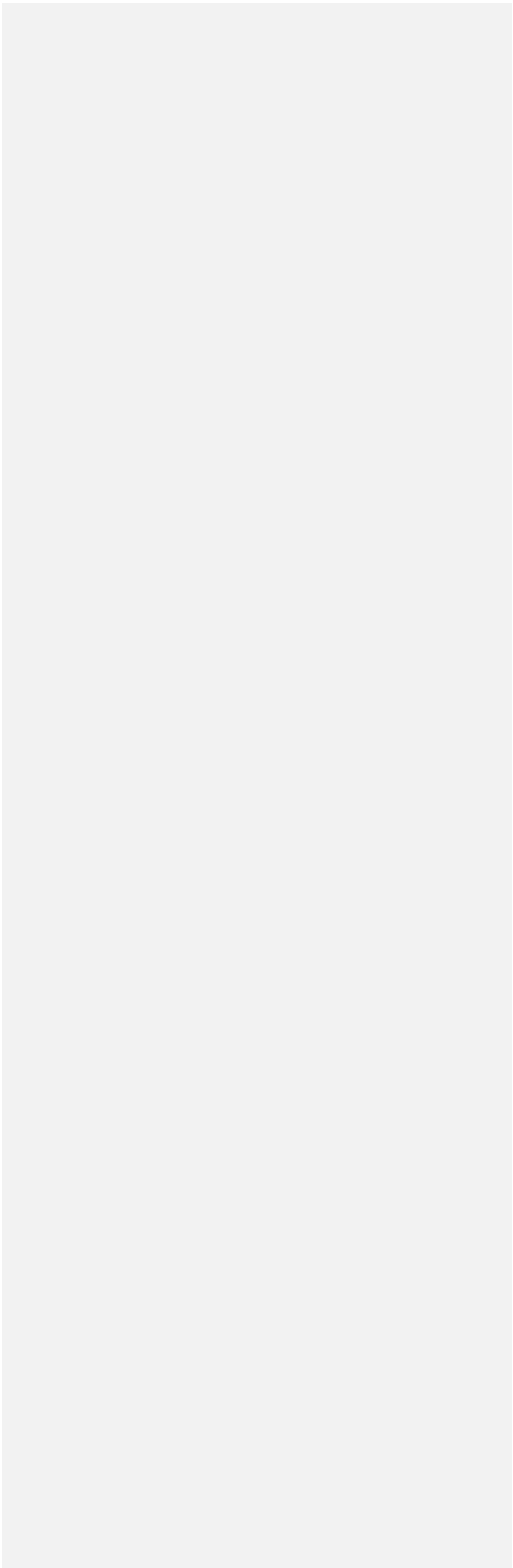
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APPLICANT: General Project Information
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>REED</u>	<u>12</u> / <u>12</u> / <u>12</u>	<u>12</u> / <u>12</u>
<u>HOWARD</u>	<u>10</u> / <u>10</u> / <u>10</u>	<u>10</u> / <u>10</u>
<u>HANCOCK</u>	<u>6'9"</u> / <u>6'9"</u> / <u>6'9"</u>	<u>6'9"</u> / <u>6'9"</u>
_____	____ / ____ / ____	____ / ____

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

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
<u>REED</u>	<u>6</u> / <u>6</u> / <u>6</u>
<u>HOWARD</u>	<u>5</u> / <u>5</u> / <u>5</u>
<u>HANCOCK</u>	<u>5</u> / <u>5</u> / <u>5</u>
_____	____ / ____ / ____

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>DRIVEWAY</u>	<u>41</u>	<u>HOWARD</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>DRIVEWAY</u>	<u>24'</u>	<u>REED</u>
<u>DRIVWAY</u>	<u>12</u>	<u>HOWARD</u>
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL
APPROVAL

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

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
REED	2 / <u>2</u>
HOWARD	<u>1</u> / 0
HANCOCK	0 / <u>0</u>
_____	____ / ____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
REED	<u>4</u> / 4 / <u>4</u>
HOWARD	<u>4</u> / 4 / <u>4</u>
HANCOCK	4 / 1.5 / 4
_____	____ / ____ / ____

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

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

YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A

DEPARTMENTAL APPROVAL

YES NO
 YES NO
 YES NO
 YES NO
 YES NO
 YES NO
 YES NO

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

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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

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>

BIKE PARKING

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET	ON SIDEWALK	OFF-STREET
		Existing / Proposed	Existing / Proposed	Existing / Proposed
<u>116 REED</u>	<u>26</u>	<u>0</u> / <u>0</u>	<u>0</u> / <u>0</u>	<u>0</u> / <u>26</u>
_____	_____	___ / ___	___ / ___	___ / ___
_____	_____	___ / ___	___ / ___	___ / ___
_____	_____	___ / ___	___ / ___	___ / ___

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

YES NO N/A

YES NO N/A

YES NO N/A

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

YES NO N/A

YES NO

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

YES NO N/A

YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

PROVIDES MORE PEDESTRIAN SIDEWALK, SMALLER CURB CUT

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; if not, go to question No. 35

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

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

34. Will the project affect a historically certified street? An [inventory of historic streets^{\(1\)}](#) is maintained by the Philadelphia Historical Commission. YES NO

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

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

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

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

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

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

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)

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

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

Civic Design Review, Philadelphia

Sustainability Questionnaire

Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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Location and Transportation

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, transit stops within 1/4" mile
Reduced Parking Footprint	All new parking areas to be located in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	Yes, all parking is under the building, uncovered parking area =0%
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, all spaces are internal and private to that unit owner.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No, bike are provided within each unit.

Sustainable Sites

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.	No, ratio of vegetative open space is 23% .
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 the PWD Stormwater Management Regulations	No, there is not a Green Street design.
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, Heat island reduction not met.

Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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Water Efficiency

Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Not met.
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Energy and Atmosphere

Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	No, independent commissioning service will not be contacted.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	Yes, design team will evaluate how to reduce energy consumption.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, renewable energy will not be produced on site.

Innovation

Innovation	Any other sustainable measures that could positively impact the public realm.	Yes, exterior lighting fixtures will include photo sensors for squencing.
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The site design was conceived to promote stormwater infiltration, evapotranspiration, and a reduction of the heat island effect:

1. The design incorporates a subsurface infiltration bed. This feature works to utilize on-site infiltration as well as to treat and regulate runoff from 99% of the site.
2. Interior vegetated areas are employed to infiltrate water runoff from impervious paving, help to clean surface runoff that runs to city sewers and increase the year round aesthetics of the site.
3. Street trees will be installed along Howard and Hancock Streets to provide summer shade, help reduce heat gain and improve air quality.
4. Landscape areas along Howard Street & Hancock Street will be installed to work as both a visual buffer and to and increase the year round aesthetics of the streetscapes.

NOTICE OF: <input checked="" type="checkbox"/> REFUSAL <input type="checkbox"/> REFERRAL	CITY OF PHILADELPHIA DEPARTMENT OF LICENSES & INSPECTIONS Municipal Services Building, Concourse Level 1401 John F. Kennedy Boulevard Philadelphia, PA 19102	DATE OF REFUSAL 12/07/16	APPLICATION # 735175
		ZONING DISTRICT(S) ICMX INDUSTRIAL DISTRICT (96.8%); RSA-5 RESIDENTIAL DISTRICT (3.2 %)	

ADDRESS/LOCATION:

116 REED ST (SEC S HANCOCK ST TO S HOWARD ST)

APPLICANT:

HERCULES W. GRIGOS, ESQUIRE
 OBERMAYER REBMANN MAXWELL & HIPPEL LLP
 (ATTORNEY FOR OWNER)

ADDRESS:

1500 MARKET ST, SUITE 3400
 PHILADELPHIA, PA 19107

APPLICATION FOR:

FOR THE RELOCATION OF LOT LINES (CONSOLIDATION) TO CREATE ONE (1) LOT [PARCEL 'A'] FROM FIVE (5) EXISTING LOTS [116 & 118-30 REED ST; 1429 & 1431 S HANCOCK ST; 1420 S HOWARD ST] AND FOR THE COMPLETE DEMOLITION OF ALL EXISTING STRUCTURES AND THE ERECTION OF TWO (2) DETACHED STRUCTURES [BUILDING 1-2 & BUILDING 3-15] WITH ROOF DECKS, PILOT HOUSES (FOR ACCESS TO ROOF DECKS ONLY) AND SECOND FLOOR DECKS AND ONE (1) SEMI-DETACHED STRUCTURE [BUILDING 16-26] WITH ROOF DECKS, PILOT HOUSES (FOR ACCESS TO ROOF DECKS ONLY) AND SECOND FLOOR DECKS. SIZE AND LOCATION AS SHOWN IN APPLICATION. FOR USE AS MULTI-FAMILY HOUSEHOLD LIVING [TWENTY-SIX (26) DWELLING UNITS (2 UNITS IN BUILDING 1-2, 13 UNITS IN BUILDING 3-15 & 11 UNITS IN BUILDING 16-26)] WITH FIFTY-ONE (1) ACCESSORY, ENCLOSED OFF STREET PARKING SPACES AND TWENTY-SIX (26) BICYCLE PARKING SPACES.

PERMIT FOR THE ABOVE LOCATION CANNOT BE ISSUED BECAUSE IT IS NOT IN COMPLIANCE WITH THE FOLLOWING PROVISIONS OF THE PHILADELPHIA CODE. (CODES CAN BE ACCESSED ON LINE AT WWW.PHILA.GOV)

<u>CODE REFERENCE</u>	<u>PROPOSED</u>
TABLE 14-602-1 & TABLE 14-602-3	WHEREAS THE PROPOSED USE, MULTI-FAMILY HOUSEHOLD LIVING, IS EXPRESSLY PROHIBITED IN THE ICMX AND RSA-5 ZONING DISTRICTS.

ONE (1) USE REFUSAL

FEE TO FILE APPEAL: \$250

Cc:
 OWNER: BARBARA KEOUGH
 1430 S HOWARD STREET
 PHILADELPHIA, PA 19147



 ANDREW KULP
 PLANS EXAMINER

12/07/16

 DATE

NOTICE TO APPLICANT:

AN APPEAL FROM THIS DECISION MUST BE MADE TO THE ZONING BOARD OF ADJUSTMENT, MUNICIPAL SERVICES BUILDING, 11TH FLOOR, 1401 JFK BOULEVARD, PHILADELPHIA, PA 19102, WITHIN THIRTY (30) DAYS OF DATE OF REFUSAL.