



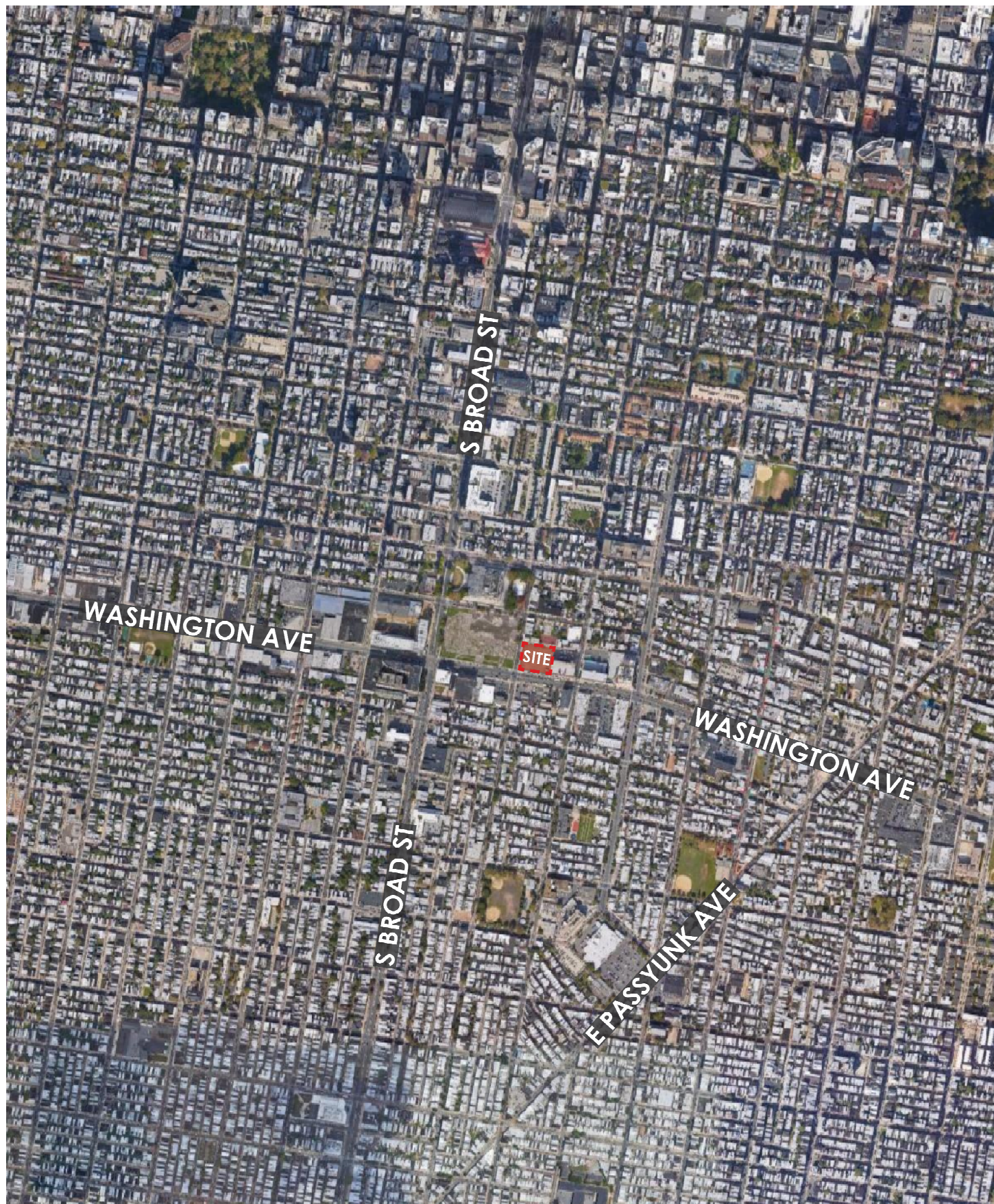
13TH AND WASHINGTON | PHILADELPHIA, PA

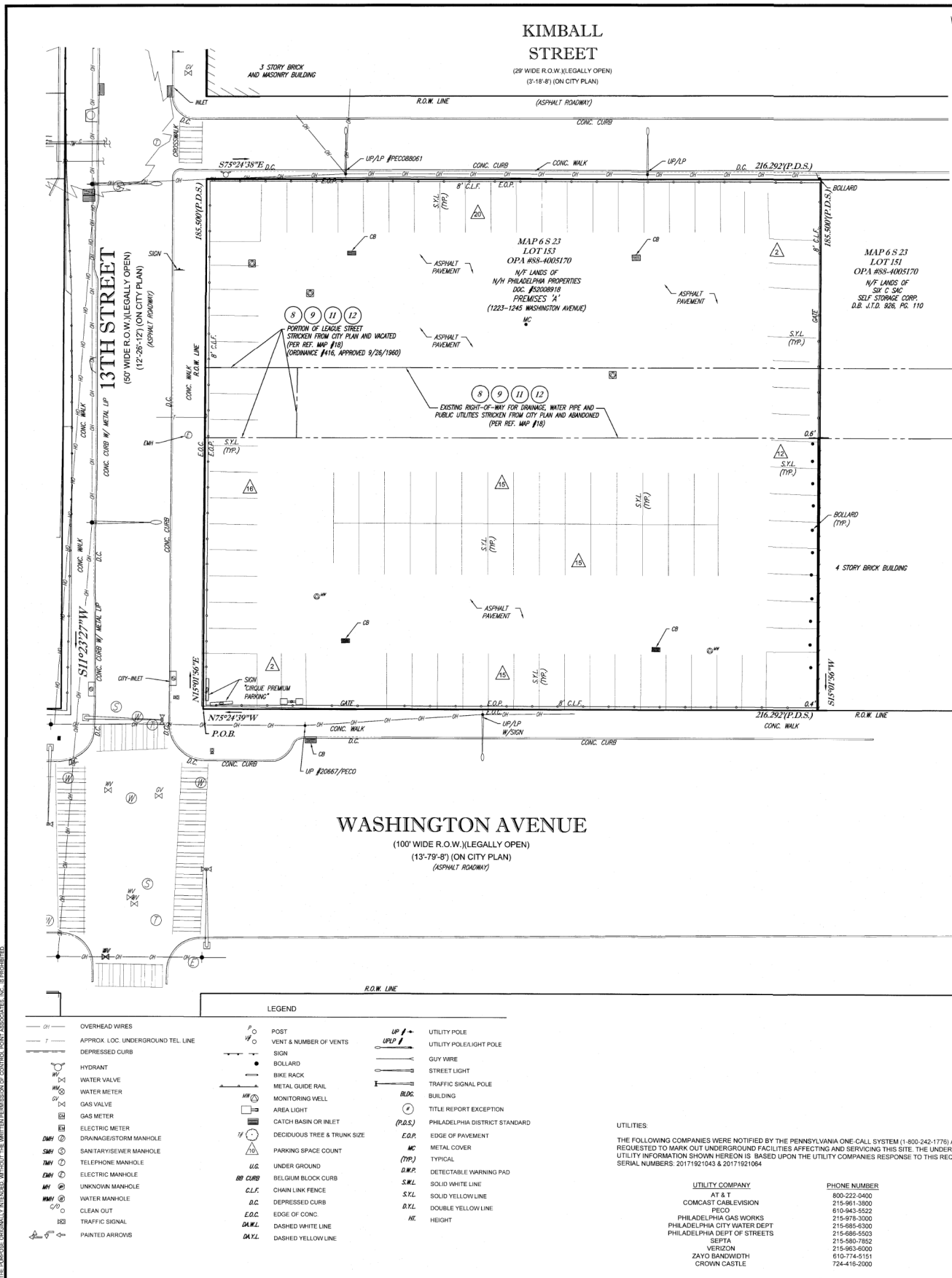


TOWER INVESTMENTS, INC.

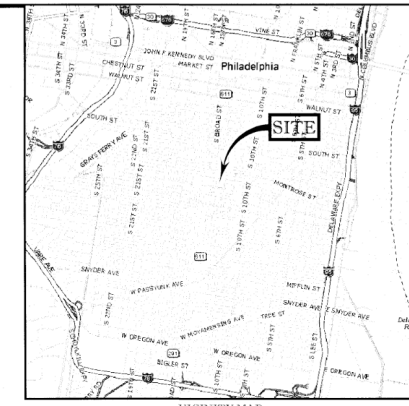
BKV  
GROUP

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- NOTES:**
- PROPERTY KNOWN AS LOT 118, MAP 6 S 24, OPA #88-2066310 AS IDENTIFIED ON THE TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
  - AREA (PREMISES A) (P.D.S.) = 40,121 SQUARE FEET OR 0.92104 ACRES
  - 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 A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.
  - THIS SURVEY IS PREPARED WITH REFERENCE TO A TITLE REPORT PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, FILE NO. 31950 FPA, WITH AN EFFECTIVE DATE OF FEBRUARY 15, 2017. WHERE THE FOLLOWING SURVEY RELATED EXCEPTIONS APPEAR IN SCHEDULE B, SECTION VI:
    - RESTRICTIONS AFFECTING TITLE AS IN DEED BOOK AM 2292 PAGE 90 (PREMISES B) - DOES NOT AFFECT SUBJECT PROPERTY.
    - AGREEMENT BETWEEN FREDERICK H. LEVEY COMPANY, INC. AND THE CITY OF PHILADELPHIA DATED 7/10/1961 AND RECORDED IN DEED BOOK CAB 1731 PAGE 19 (PREMISES A) - PORTION OF LEAGUE STREET DATED AND STRICKEN FROM THE CITY PLAN VACATED PORTION OF LEAGUE STREET. SHOWN.
    - AGREEMENT BETWEEN 1201 WASHINGTON CORP. AND FREDERICK H. LEVEY COMPANY DATED 10/21/1963 AND RECORDED IN DEED BOOK CAB 91 PAGE 39 (PREMISES A) - CLAIM AGREEMENT AND POSSIBLE TERMINATION OF EASEMENT RESERVED IN LEAGUE STREET. SHOWN.
    - RIGHTS GRANTED TO BELL TELEPHONE COMPANY IN DEED BOOK JRS 967 PAGE 335 (PREMISES A) - AGREEMENT FOR BELL TELEPHONE TO REMOVE ALL CONDUITS WITHIN FORMER LEAGUE STREET. NOT PLOTTABLE.
    - AGREEMENT BETWEEN FREDERICK H. LEVEY COMPANY, INC. AND WYETH LABORATORIES, INC. AND THE CITY OF PHILADELPHIA DATED 7/10/1961 AND RECORDED IN DEED BOOK CAB 1730 PAGE 197 (PREMISES A) - ORDINANCE TO VACATE A PORTION OF LEAGUE STREET. SHOWN.
    - AGREEMENT BETWEEN FREDERICK H. LEVEY COMPANY, INC. WYETH LABORATORIES, INC. AND THE CITY OF PHILADELPHIA DATED 7/10/1961 AND RECORDED IN DEED BOOK CAB 1731 PAGE 1 (PREMISES A) - ORDINANCE TO VACATE A PORTION OF LEAGUE STREET. SHOWN.
    - AGREEMENT BETWEEN VICTOR H. POTAMMIN AND THE BELL TELEPHONE COMPANY OF PENNSYLVANIA DATED 2/3/1977 AND RECORDED 11/23/1977 IN DEED BOOK OCC 1532 PAGE 144 (PREMISES B) - DOES NOT AFFECT SUBJECT PROPERTY.
    - CONDITIONS AS CONTAINED IN DEED BOOK OCC 1637 PAGE 286 (PREMISES B) - DOES NOT AFFECT SUBJECT PROPERTY.
    - AGREEMENT WITH VICTOR H. POTAMMIN AND LUBA HIS WIFE AND THE CITY OF PHILADELPHIA DATED 01/15/1978 AND RECORDED 01/19/78 IN DEED BOOK OCC 174 PAGE 228 (RIGHT OF WAY FOR GAS MAIN PURPOSES IN THE BED OF FORMER KIMBALL STREET) (PREMISES B) - DOES NOT AFFECT SUBJECT PROPERTY.
    - AGREEMENT WITH PHILADELPHIA AUTHORITY FOR INDUSTRIAL DEVELOPMENT AND THE CITY OF PHILADELPHIA DATED 08/1978 AND RECORDED 01/19/78 IN DEED BOOK OCC 1748 PAGE 235 (RIGHT OF WAY FOR GAS MAIN PURPOSES IN THE BED OF FORMER KIMBALL STREET) (PREMISES B) - DOES NOT AFFECT SUBJECT PROPERTY.
    - AGREEMENT WITH QUAKER STORAGE AND MOVING CO., INC. AND THE CITY OF PHILADELPHIA DATED 01/15/1978 AND RECORDED 01/19/78 IN DEED BOOK OCC 1748 PAGE 243 (RIGHT OF WAY FOR GAS MAIN PURPOSES IN THE BED OF FORMER KIMBALL STREET) (PREMISES B) - DOES NOT AFFECT SUBJECT PROPERTY.
    - AGREEMENT WITH ROBERT ALAN AND THE CITY OF PHILADELPHIA DATED 01/15/1978 AND RECORDED 01/19/78 IN DEED BOOK OCC 1748 PAGE 251 (RIGHT OF WAY FOR GAS MAIN PURPOSES IN THE BED OF FORMER KIMBALL STREET) (PREMISES B) - DOES NOT AFFECT SUBJECT PROPERTY.
    - RIGHT OF WAY FOR GAS MAIN PURPOSES ON NORTHEAST SIDE OF PREMISES IN THE BED OF FORMER KIMBALL STREET WHICH WAS STRICKEN AND VACATED. (PREMISES B) - DOCUMENT NOT PROVIDED.
    - INDEMNITY AGREEMENT BY AND BETWEEN BROAD & WASHINGTON CORP. AND THE CITY OF PHILADELPHIA DATED 4/1/1988 AND RECORDED 05/19/88 IN DEED BOOK JTD 891 PAGE 53 (VACATING OF WATTS STREET FROM WASHINGTON AVENUE TO CARPENTER STREET AND RESERVING AND PLACING ON CITY PLAN A CERTAIN RIGHT-OF-WAY FOR DRAINAGE PURPOSES AND WATER MAIN PURPOSES) (PREMISES B) - DOES NOT AFFECT SUBJECT PROPERTY.
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    - RIGHT OF WAY FOR DRAINAGE PURPOSES AND WATER MAIN PURPOSES EXTENDING THROUGH PREMISES IN THE BED OF FORMER WATTS STREET WHICH WAS STRICKEN AND VACATED (PREMISES B) - DOCUMENT NOT PROVIDED.
    - CONDITIONS AS DISCLOSED BY ALTAACSM LAND TITLE SURVEY MADE FOR 1301-33 WASHINGTON AVENUE, 1300-42 CARPENTER STREET AND 1001-29 SOUTH BROAD STREET, BY BARTON & MARTIN ENGINEERS, A DIVISION OF VOLLMER ASSOCIATES, L.P., DATED 2/15/2007. A) RIGHT OF WAY FOR GAS MAIN PURPOSES ON THE WESTERLY SIDE OF 13TH STREET. B) NOTES ON SURVEY (PREMISES B) - DOCUMENT NOT PROVIDED.
    - COVENANTS AND RESTRICTIONS AS IN DOCUMENT NO. 51741509 (PREMISES A AND B) - DOES NOT AFFECT SUBJECT PROPERTY.
    - DECLARATION OF DEED RESTRICTIONS BY RMAS PROPERTIES BY, L.P. DATED 10/16/2007 AND RECORDED AS DOCUMENT NO. 5188527 (PREMISES A AND B) - DOES NOT AFFECT SUBJECT PROPERTY.
    - THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.
    - PER CONTRACTUAL AGREEMENT BETWEEN CLIENT AND CONTROL POINT ASSOCIATES, INC. A TOPOGRAPHIC SURVEY WAS NOT PERFORMED.
    - BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN). PER REF. MAP #6.
    - UNDERGROUND STORM SEWER AND SANITARY SEWER PIPES ARE DRAWN GRAPHICALLY ON THIS SURVEY AND SHOULD BE CONSIDERED APPROXIMATE. UNDERGROUND STORM AND SANITARY PIPES SHOULD BE VERIFIED INDEPENDENTLY AS TO THEIR LOCATION, SIZE AND TYPE. BY THE CONTRACTOR OR DESIGN CONSULTANT 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.
    - ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
    - PLAN IS MADE PER INSTRUCTION OF TOWER INVESTMENTS.
    - BUILDING DIMENSIONS SHOWN HEREON ARE MEASURED AT GROUND LEVEL OF BUILDING EXTERIOR.
    - THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
    - NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES HAVE BEEN MADE AVAILABLE TO THE SURVEYOR BY THE CONTROLLING JURISDICTIONS.
    - THERE IS NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
    - THERE IS NO OBSERVABLE EVIDENCE OF ANY DELINEATION OR EXISTENCE OF WETLANDS ON SITE.



- REFERENCES:**
- MAP 6 S 24 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, FRAME, 151 OF 235, MAP NUMBER 4275792, MAP REVISED, JANUARY 17, 2007.
  - CITY STATUS CARDS, LC050725, 13TH ST. FROM ELLSWORTH ST. TO CARPENTER ST.; LC050208, BROAD ST. FROM ELLSWORTH ST. TO CARPENTER ST.; LC050649, CARPENTER ST. FROM BROAD ST. TO 13TH ST.; LC050978, WASHINGTON AVE. FROM BROAD ST. TO 13TH ST.; PROVIDED BY THE CITY OF PHILADELPHIA.
  - MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 14-S-10", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 1-28-09.
  - MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 14-S-11A", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 3-14-08.
  - MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 13-S-17", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 5-10-08.
  - MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 13-S-17A", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 6-8-08.
  - MAP ENTITLED "DRAWINGS FOR CONSTRUCTION OF STATE ROUTE 209, SECTION M03 IN PHILADELPHIA COUNTY", PREPARED BY COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, DATED APRIL 27, 1987, SHEETS 1, 2 & 9 OF 10.
  - MAP ENTITLED "DRAWINGS FOR CONSTRUCTION OF LEG. ROUTE 67373, SECTION 001 IN PHILADELPHIA COUNTY AND STATE ROUTE 67312, SECTION 001 IN PHILADELPHIA COUNTY", PREPARED BY COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, DATED MARCH 1, 1973, SHEETS 1, 4, 47 & 48 OF 150.
  - MAPS ENTITLED "CONDUIT MAP, BROAD ST. & WASHINGTON AVE., CONDUIT MAP, WASHINGTON AVE. & 15TH ST., CONDUIT MAP, BROAD & CARPENTER STS.", PROVIDED BY PECO.
  - MAP OBTAINED FROM THE CITY OF PHILADELPHIA WATER DEPARTMENT ENTITLED "BROAD ST. N.H.L. CARPENTER TO N.H.L. CHRISTIAN, STREET 1 OF 1, PLATE 23-A-9-3, DATED REVISED 5-11-72.
  - MAP OBTAINED FROM THE CITY OF PHILADELPHIA WATER DEPARTMENT ENTITLED "CARPENTER ST. W.H.L. BROAD ST. TO E.H.L. 15TH ST., SHEET 1 OF 1, PLATE 23-A-9-3A, 14-W, DATED 2/1/05.
  - MAP ENTITLED "BROAD STREET, CITY TRANSIT DIVISION DUCT BANK, ELECTRICAL", PREPARED BY SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY ENGINEERING, MAINTENANCE AND CONSTRUCTION, DWG. E-8.
  - MAP ENTITLED "KIMBALL ST. WATTS ST. TO 10TH ST., PHILADELPHIA", PROVIDED BY VERIZON, DATED 12-8-00.
  - MAP ENTITLED "13TH ST. CHRISTON ST. TO ELLSWORTH ST., PHILADELPHIA, PROVIDED BY VERIZON DATED 12-8-00.
  - MAP OBTAINED FROM THE CITY OF PHILADELPHIA WATER DEPARTMENT ENTITLED "SEWER RECONSTRUCTION BUILT IN BROAD STREET (WEST SIDE) FROM CARPENTER ST. TO CHRISTIAN ST., 35TH WARD, PHILA., PA".
  - MAP ENTITLED "ALTAACSM LAND TITLE SURVEY, 1301-33 WASHINGTON AVENUE, 1300-42 CARPENTER STREET & 1001-29 S. BROAD ST., CITY OF PHILADELPHIA, PHILADELPHIA COUNTY, 2ND WARD, PENNSYLVANIA" PREPARED BY BARTON & MARTIN ENGINEERS, DATED 2-15-07, REVISED 6-27-07, PROJECT #175310109.
  - MAP ENTITLED "PLAN REVISING THE LINES AND GRADES ON CITY PLAN NO. 97, STRIKING AND VACATING LEAGUE STREET FROM THIRTEENTH STREET TO A POINT THIRTY-TWO FEET EAST OF THIRTEENTH STREET STRIKING FROM THE CITY PLAN AND ABANDONING A RIGHT-OF-WAY FOR DRAINAGE, WATER MAIN AND PUBLIC UTILITY PURPOSES LYING WITHIN THE LINES OF FORMER LEAGUE STREET FROM A POINT THIRTY-TWO FEET EAST OF THIRTEENTH STREET TO THIRTEENTH STREET VACATING THE CENTERLINE OF KIMBALL STREET BETWEEN TWELFTH STREET AND THIRTEENTH STREET, PREPARED BY THE 2ND SURVEY DISTRICT OF PHILADELPHIA, DATED JUNE 17, 1963.

**RECORD DESCRIPTION:**

PREMISES A  
ALL THAT CERTAIN LOT OR PIECE OF GROUND, SITUATE IN THE 2ND WARD OF THE CITY OF PHILADELPHIA, DESCRIBED ACCORDING TO AN ALTAACSM LAND TITLE SURVEY BY CONTROL POINT ASSOCIATES, INC., DATED JULY 20, 2017, TO WIT:  
BEGINNING AT A POINT FORMED BY THE EASTERLY SIDE OF 13TH STREET (50 FEET WIDE) AND THE NORTHERLY SIDE OF WASHINGTON AVENUE (100 FEET WIDE); THENCE EXTENDING NORTHEASTERLY ALONG THE SAID EASTERLY SIDE OF 13TH STREET THE DISTANCE OF 165.500 FEET TO THE POINT ON THE SOUTHERLY SIDE KIMBALL STREET (29 FEET WIDE); THENCE EASTWARDLY ALONG THE SAID SOUTHERLY SIDE OF KIMBALL STREET 216.292 FEET TO A POINT; THENCE SOUTHWARDLY ON A LINE PARALLEL WITH THE SAID 13TH STREET THE DISTANCE OF 165.500 FEET TO A POINT ON THE SAID NORTHERLY SIDE OF WASHINGTON AVENUE; THENCE WESTWARDLY ALONG THE SAID NORTHERLY SIDE OF WASHINGTON AVENUE, 216.292 FEET TO A POINT ON THE SAID EASTERLY SIDE OF 13TH STREET, BEING THE FIRST MENTIONED POINT AND PLACE OF BEGINNING.  
BEING NO. 1223-1245 WASHINGTON AVENUE.

THIS SURVEY IS CERTIFIED TO:  
TOWER INVESTMENTS  
BROAD AND WASHINGTON, L.P.  
LADDER CAPITAL FINANCE, LLC, AND ITS SUCCESSORS AND ASSIGNS  
COMMONWEALTH LAND TITLE INSURANCE COMPANY  
FIRST PLATINUM ABSTRACT, LLC

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT WAS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTAACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 8, 9, 10(a), 11, 13, 16, 17, 18 & 20(a) OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 7-14-2017.

**JAMES C. WEED**  
PENNSYLVANIA PROFESSIONAL LAND SURVEYOR NO. 5027520

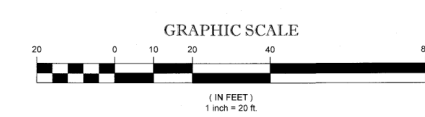
DATE: 7/25/2017

FIELD DATE	7-14-2017	ALTA/NSPS LAND TITLE SURVEY <b>TOWER INVESTMENTS</b> 1223-1245 WASHINGTON AVENUE OPA #88-4005170, LOT 153, MAP 6 S 23 CITY & COUNTY OF PHILADELPHIA (2ND WARD) COMMONWEALTH OF PENNSYLVANIA									
FIELD BOOK NO.	CP17-10										
FIELD BOOK PG.	42-44	<b>CONTROL POINT ASSOCIATES, INC.</b> 380 MANHATTAN CENTER MANHATTAN, NY 646-780(411) MT. LAJ BELLE, NJ 609-857-2999 WARRICK, IN 816-668-8000 SOUTH BOROUGHS, MA 508-948-3000									
FIELD DRAWN	E.T.B.										
DRAWN	P.V./B.L.M.										
REVIEWED	M.C.B./B.A.R.	APPROVED	J.A.A./J.C.W.	DATE	7-25-2017	SCALE	1"=20'	FILE NO.	02-140374-00	DWG. NO.	1 OF 1

**UTILITIES:**

THE FOLLOWING COMPANIES WERE NOTIFIED BY THE PENNSYLVANIA ONE-CALL SYSTEM (1-800-242-1776) 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 NUMBERS: 20171921043 & 20171921064

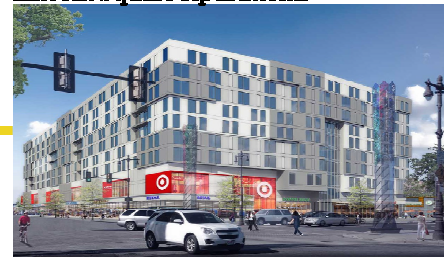
UTILITY COMPANY	PHONE NUMBER
AT & T	800-222-0400
COMCAST CABLEVISION	215-961-3800
PECO	610-943-5522
PHILADELPHIA GAS WORKS	215-973-3200
PHILADELPHIA CITY WATER DEPT	215-985-8300
PHILADELPHIA DEPT OF STREETS	215-985-5503
SEPTA	215-580-7852
VERIZON	215-983-6000
ZAYO BANDWIDTH	610-774-5151
CROWN CASTLE	724-418-2000



**Pylons**



**Lincoln Square Apartments**



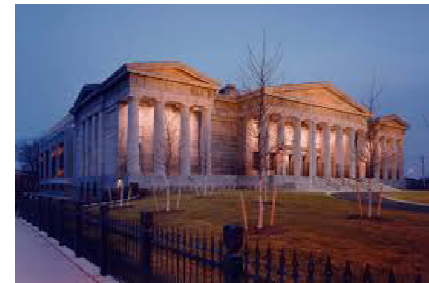
**Philadelphia Clef Club of Jazz and Performing Arts**



**Suzanne Robert Theatre**



**High School for Creative and Performing Arts**



**The University of the Arts**



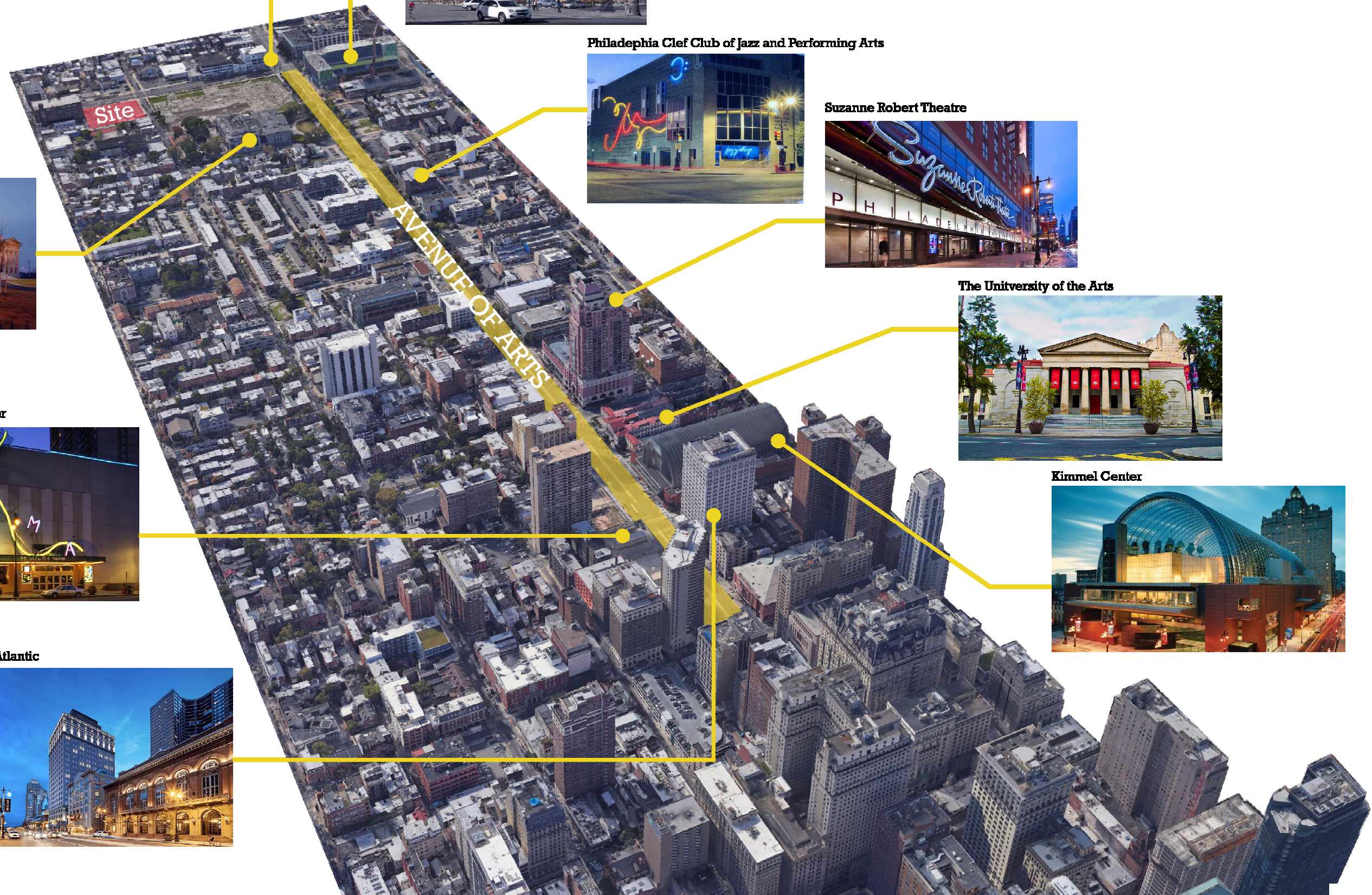
**The Wilma Theater**



**Kimmel Center**



**The Atlantic**





KIMBALL ST AND S 13TH ST



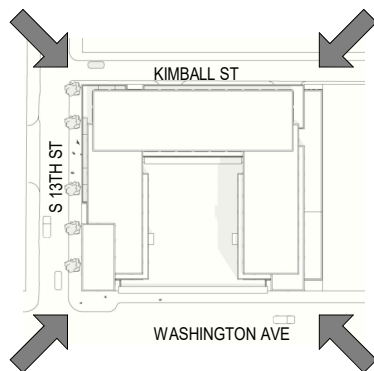
KIMBALL ST



S 13TH ST AND WASHINGTON AVE



WASHINGTON AVE

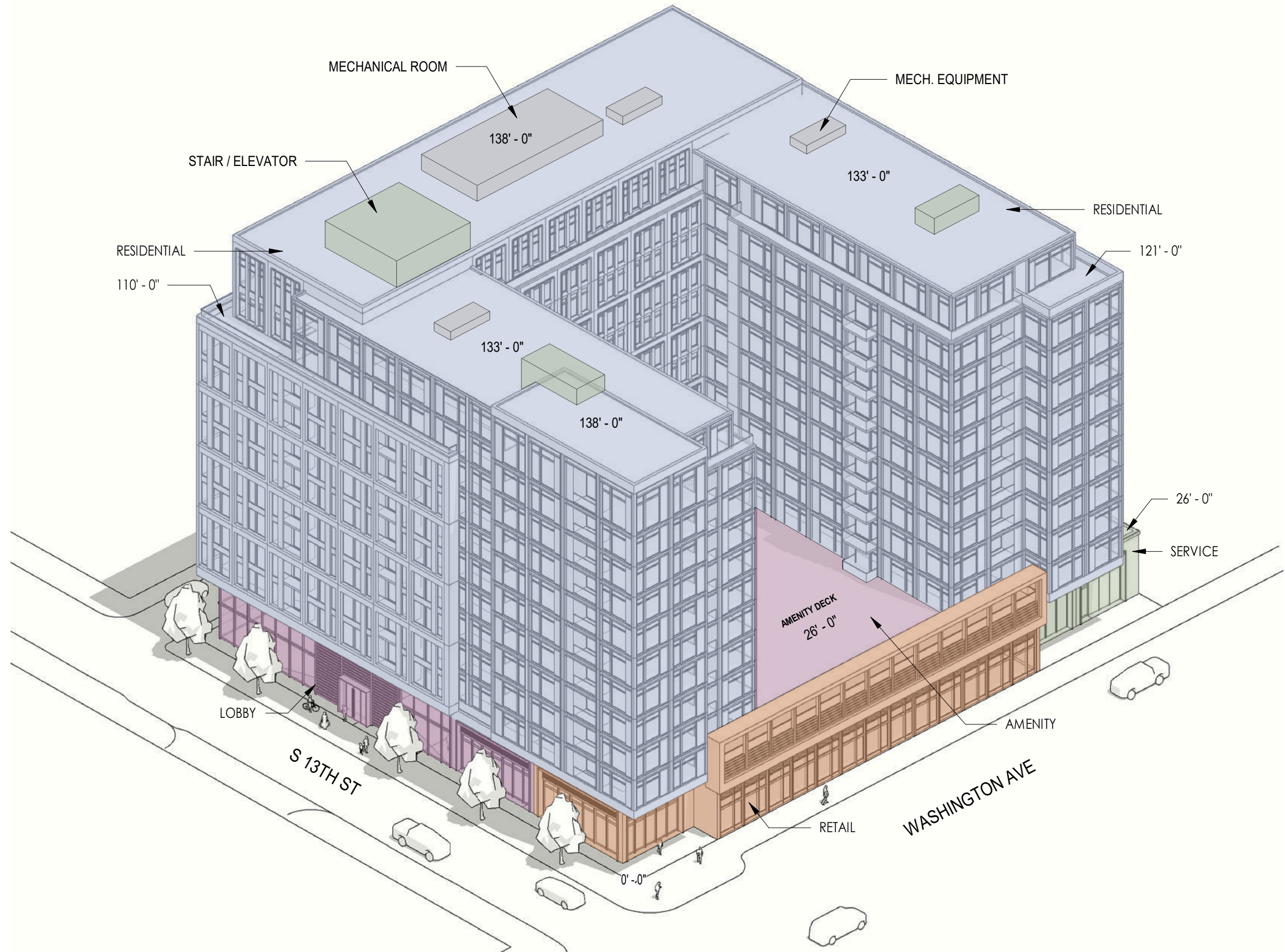


GROSS BUILDING AREA	
AREA NAME	AREA
AMENITY	9980 SF
BELOW GRADE PARKING*	59819 SF
BUILDING SERVICE	52180 SF
OFFICE	32711 SF
PARKING	3767 SF
RESIDENTIAL	209720 SF
RETAIL	6766 SF
TOTAL GSF	374944 SF

\* Below Grade Parking SF not included in FAR Calculation.

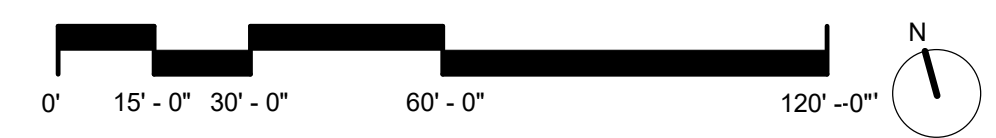
VEHICLE PARKING SCHEDULE	
LEVEL	COUNT
LEVEL P2	43
LEVEL P1	35
TOTAL: 78	

BIKE PARKING SCHEDULE	
LEVEL	BICYCLE
LEVEL 1	184
	184



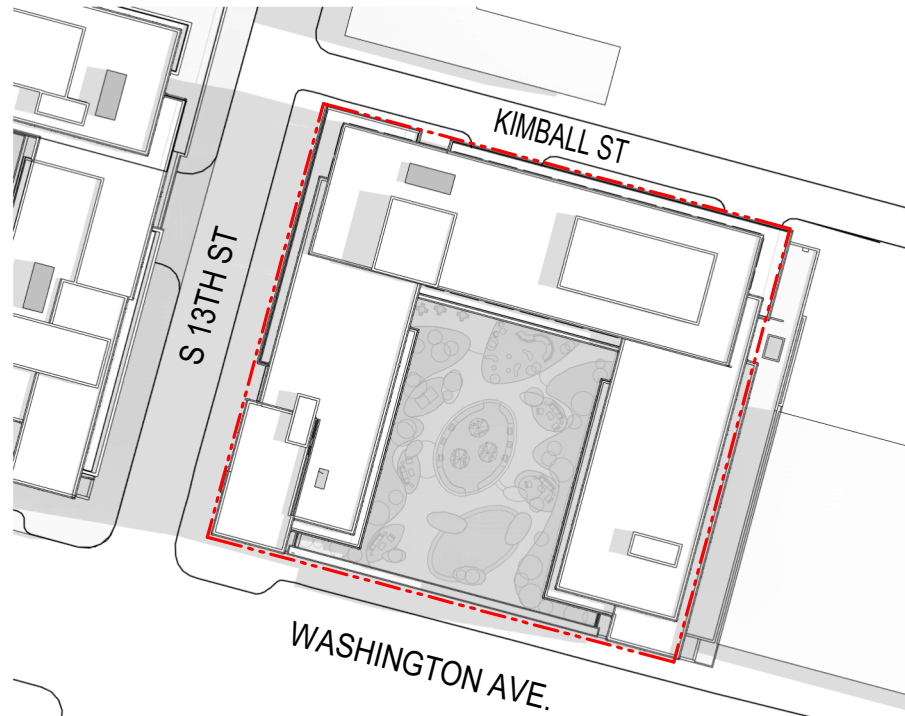


- ENTRANCES**
-  RESIDENTIAL
  -  RETAIL
  -  PARKING
  -  LOADING
  -  OFFICE

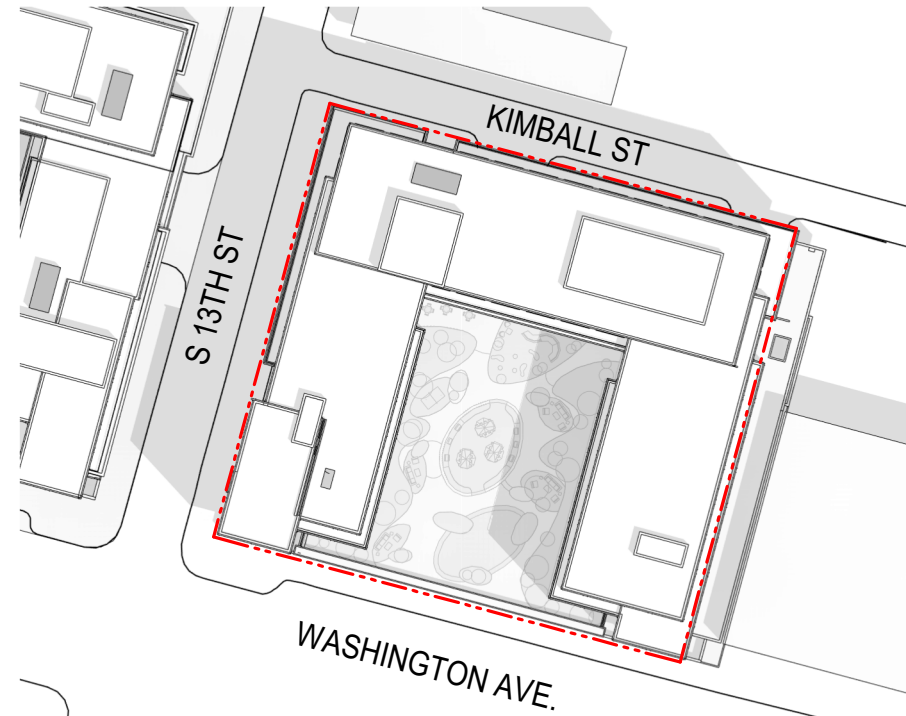




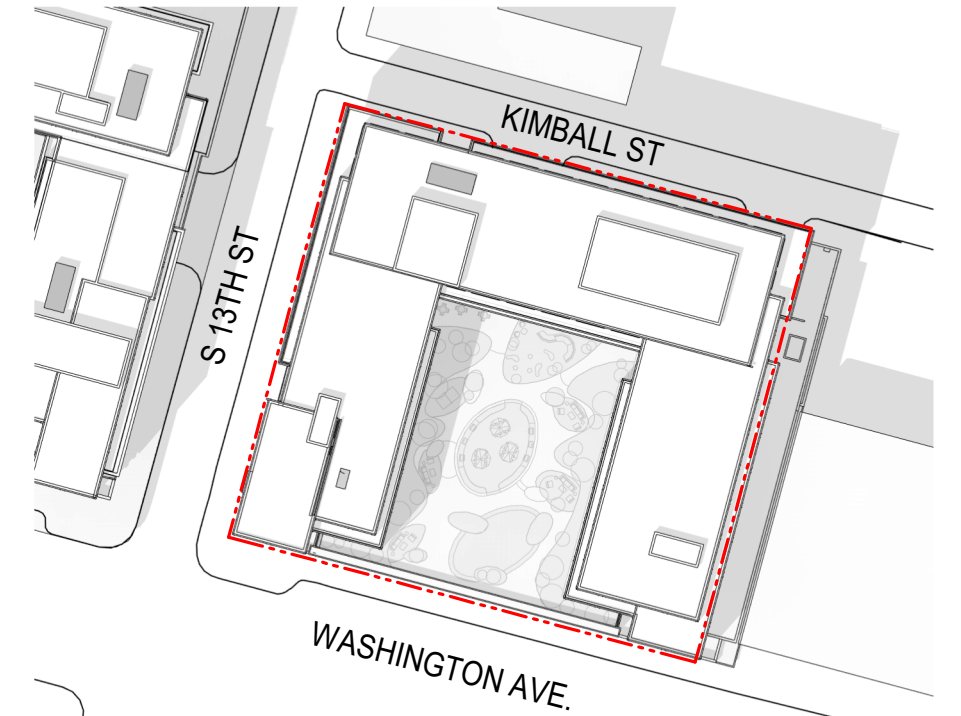
JUNE 21



10 AM

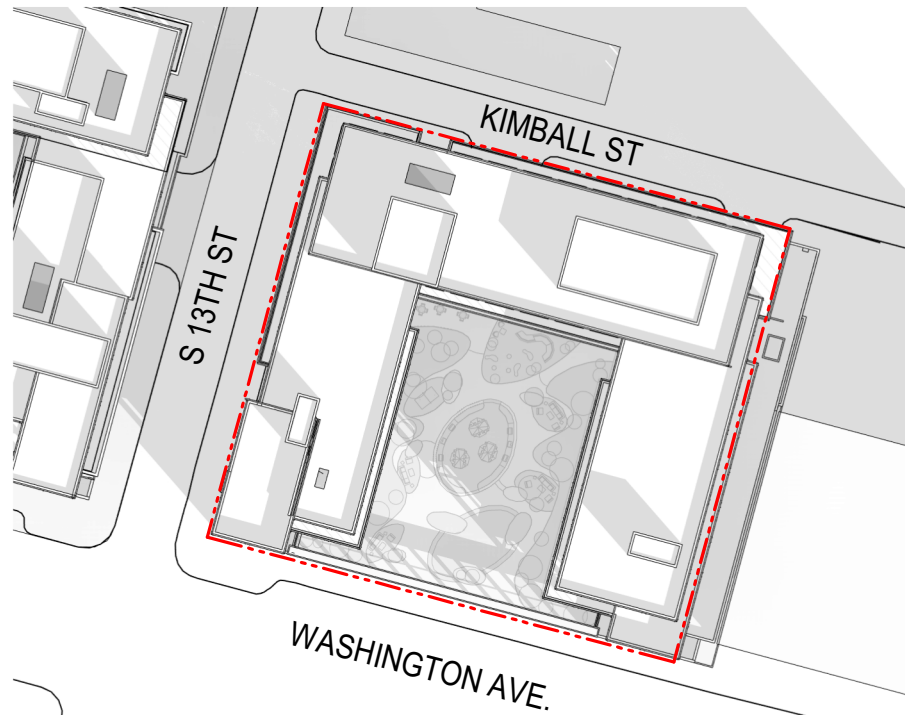


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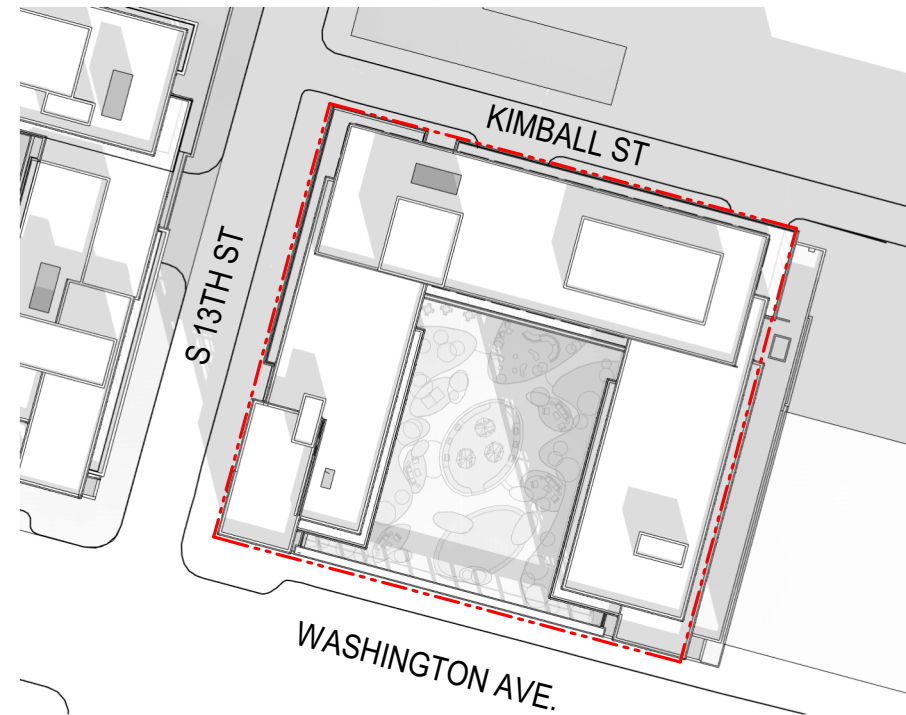


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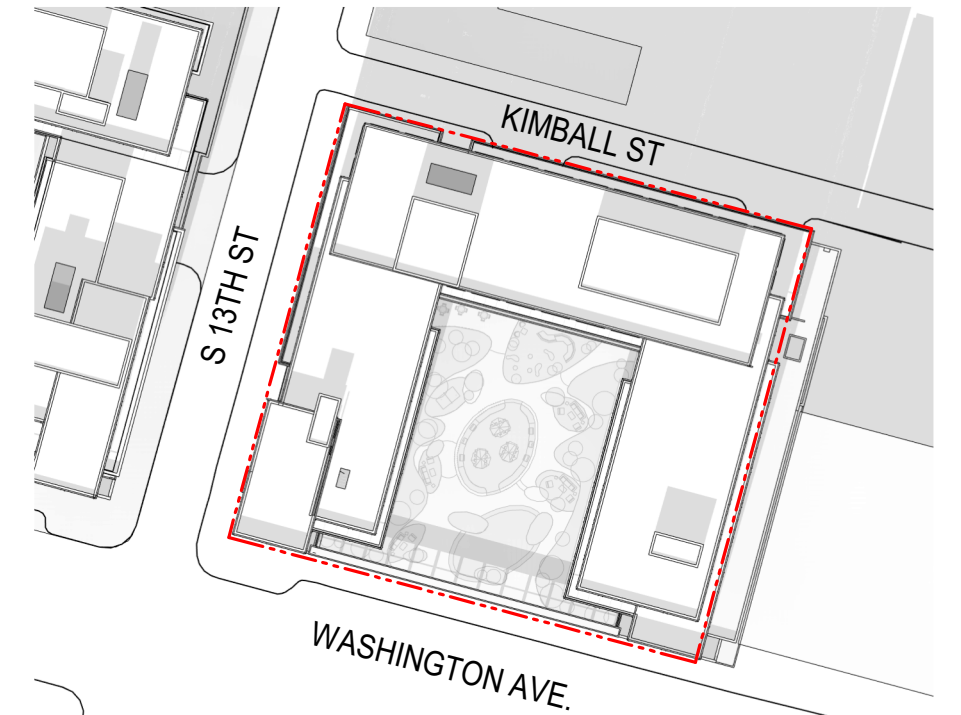
DECEMBER 21



10 AM



12 PM

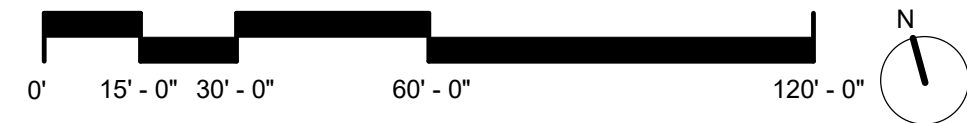


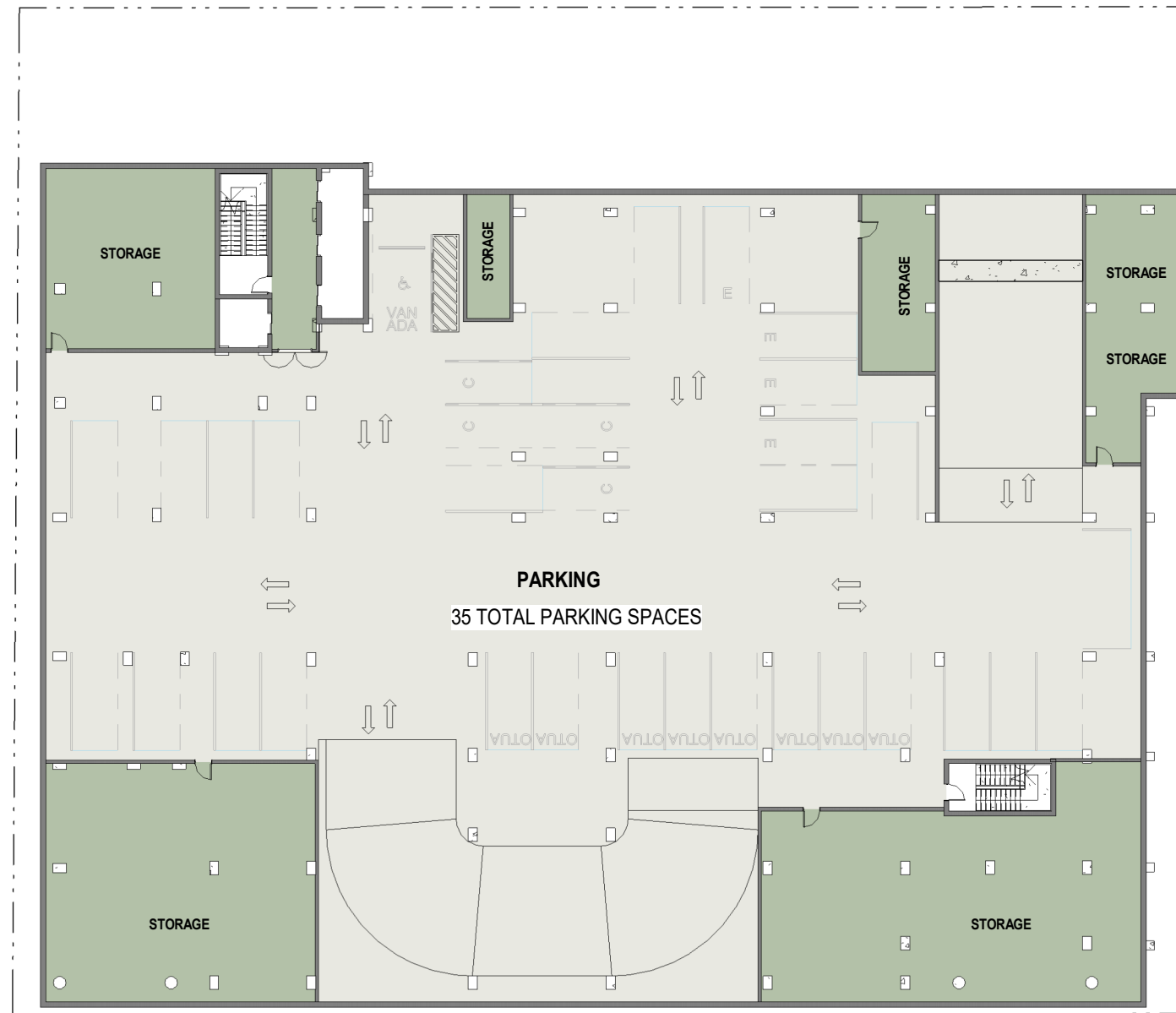
2 PM



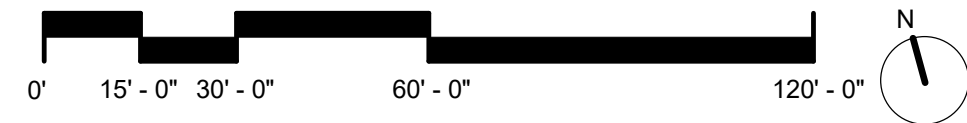


② PLAN - LEVEL P2



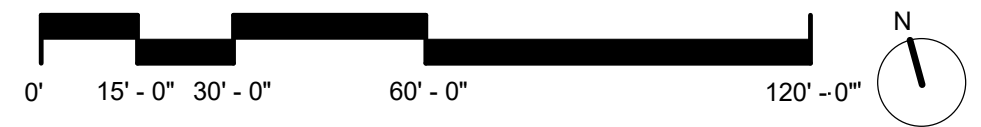


① PLAN - LEVEL P1





① PLAN - LEVEL 01



Furnishing Zone, Populated with Benches, Bike Racks, and Planted Pots

11'-0" Walking Zone

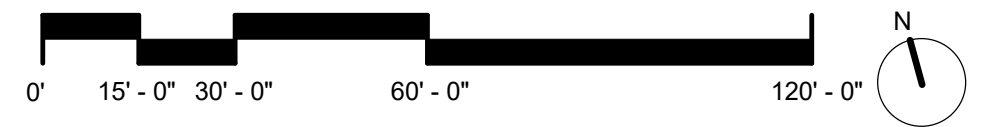
13th Street

Building Zone with Articulated Storefront and Movable Seating

11'-0" Walking Zone

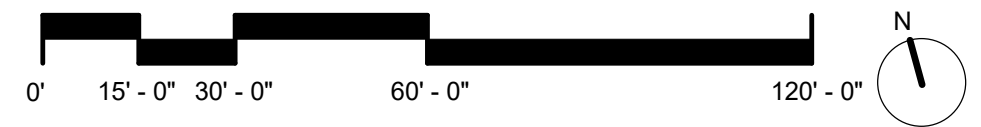
Washington Avenue

Building Zone



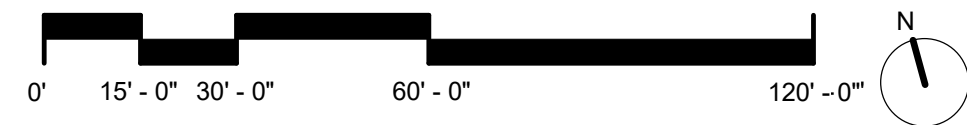


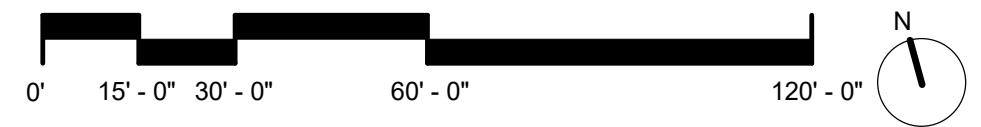
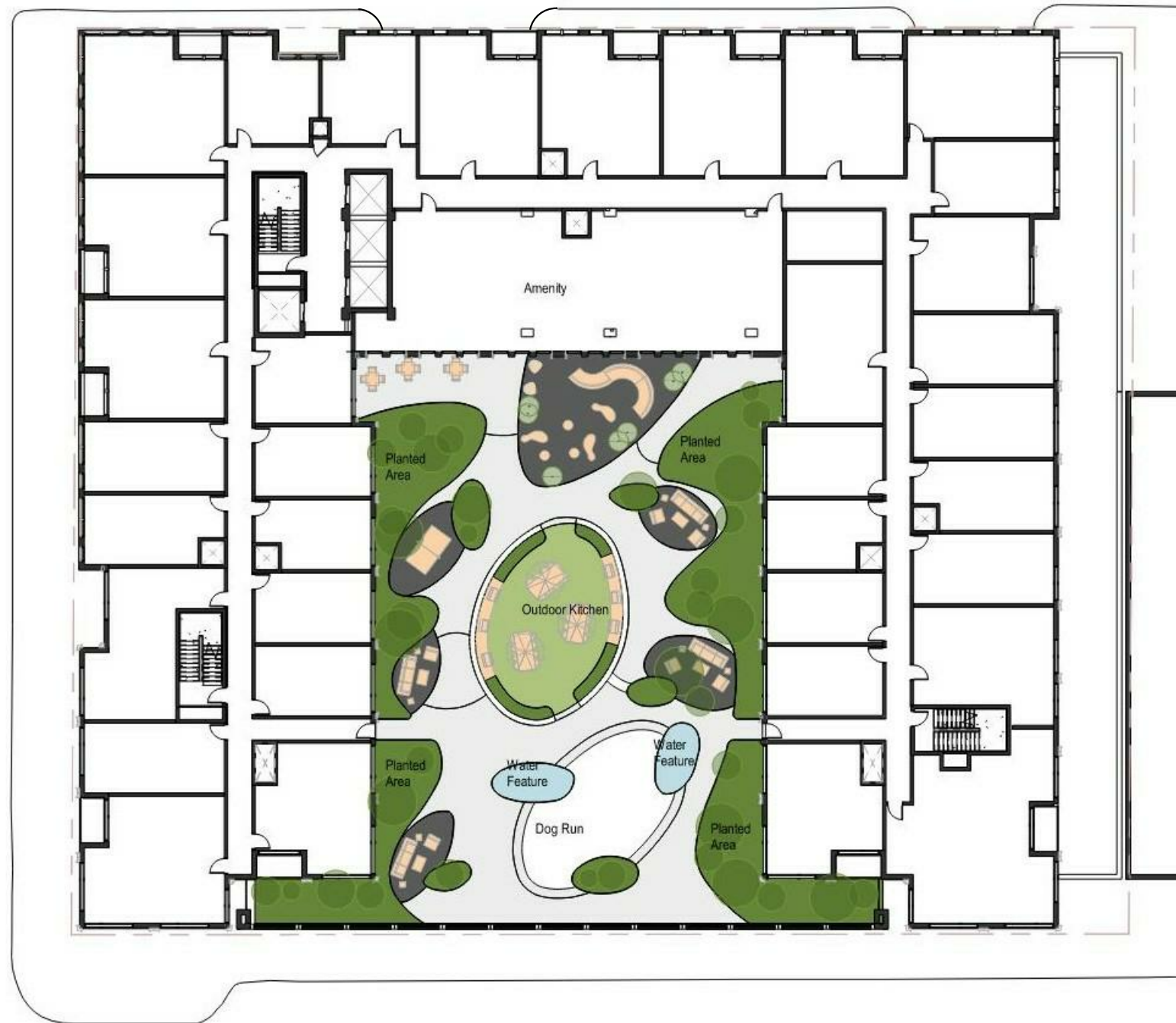
① PLAN - LEVEL 01.5



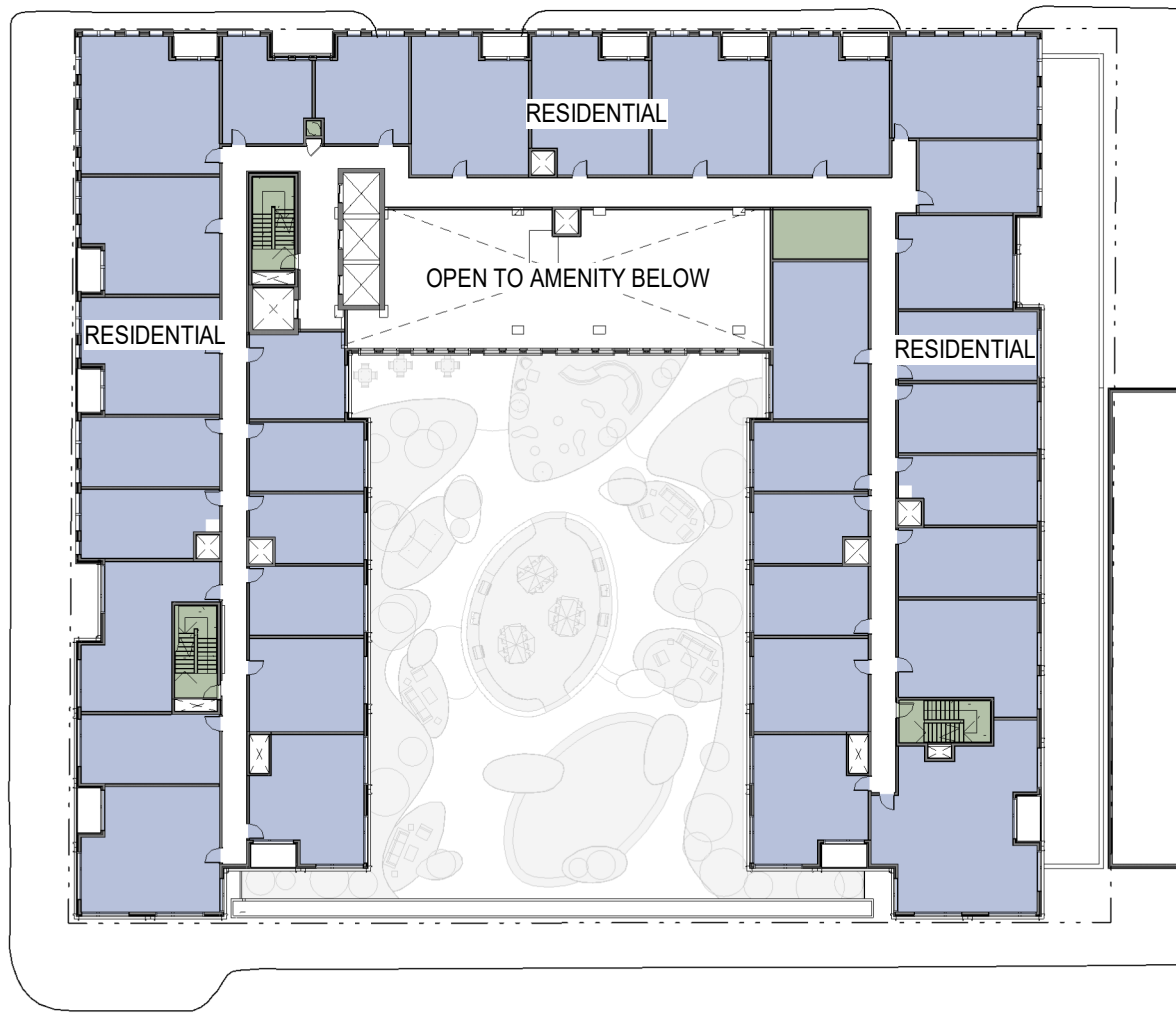


① PLAN - LEVEL 02

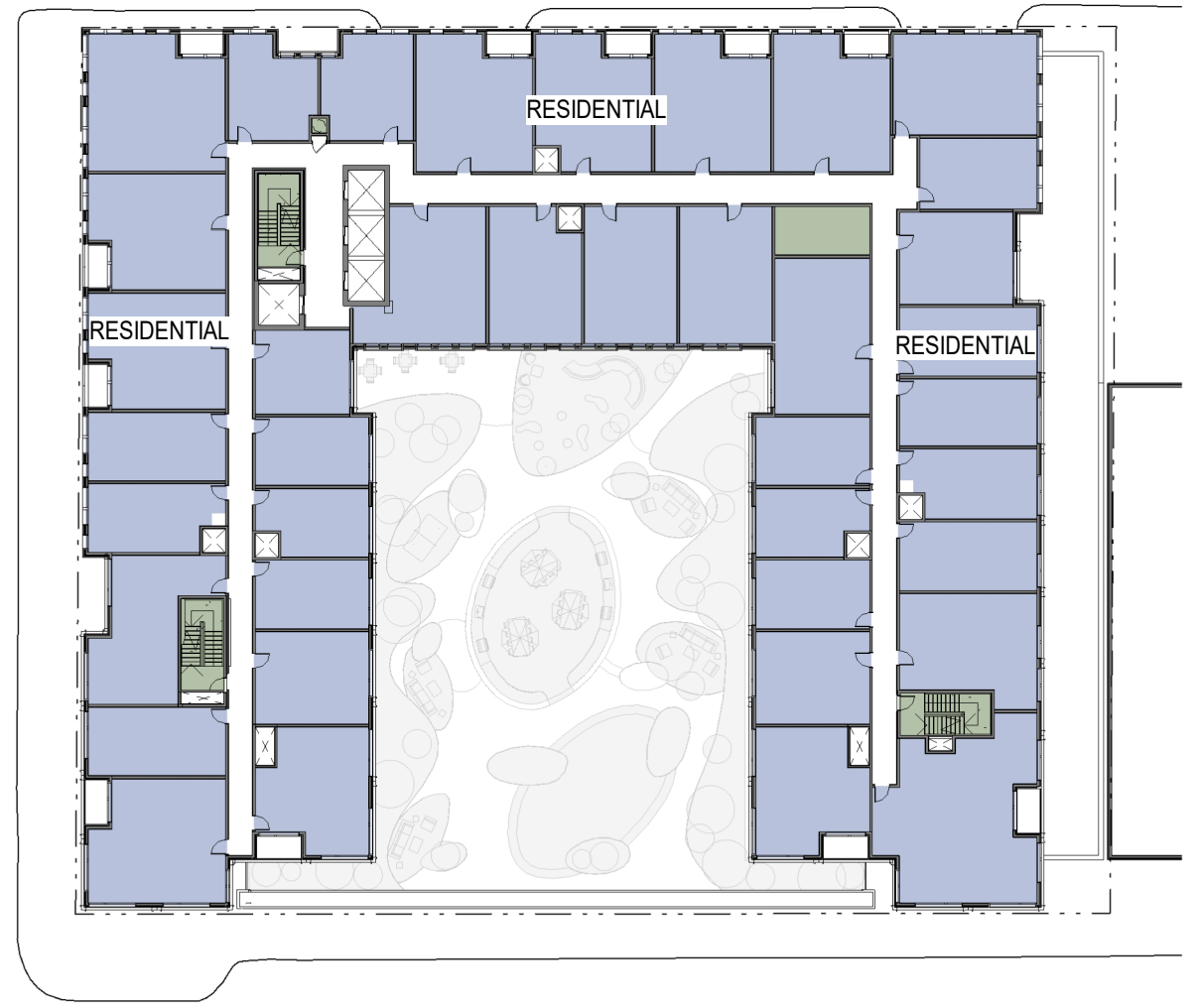




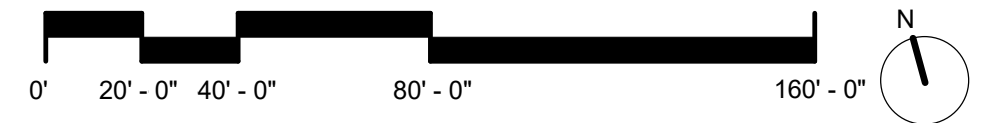


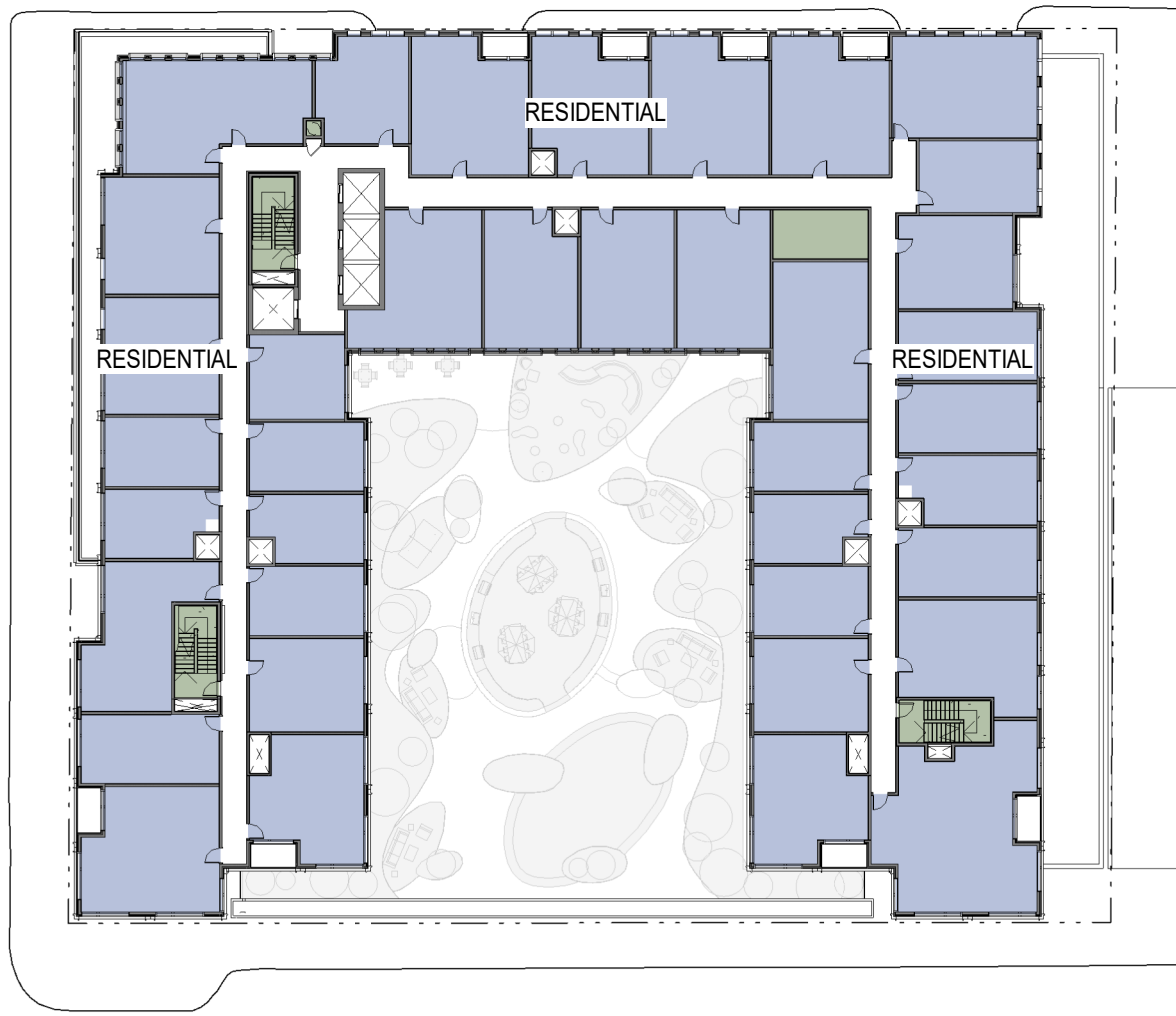


① PLAN - LEVEL 03

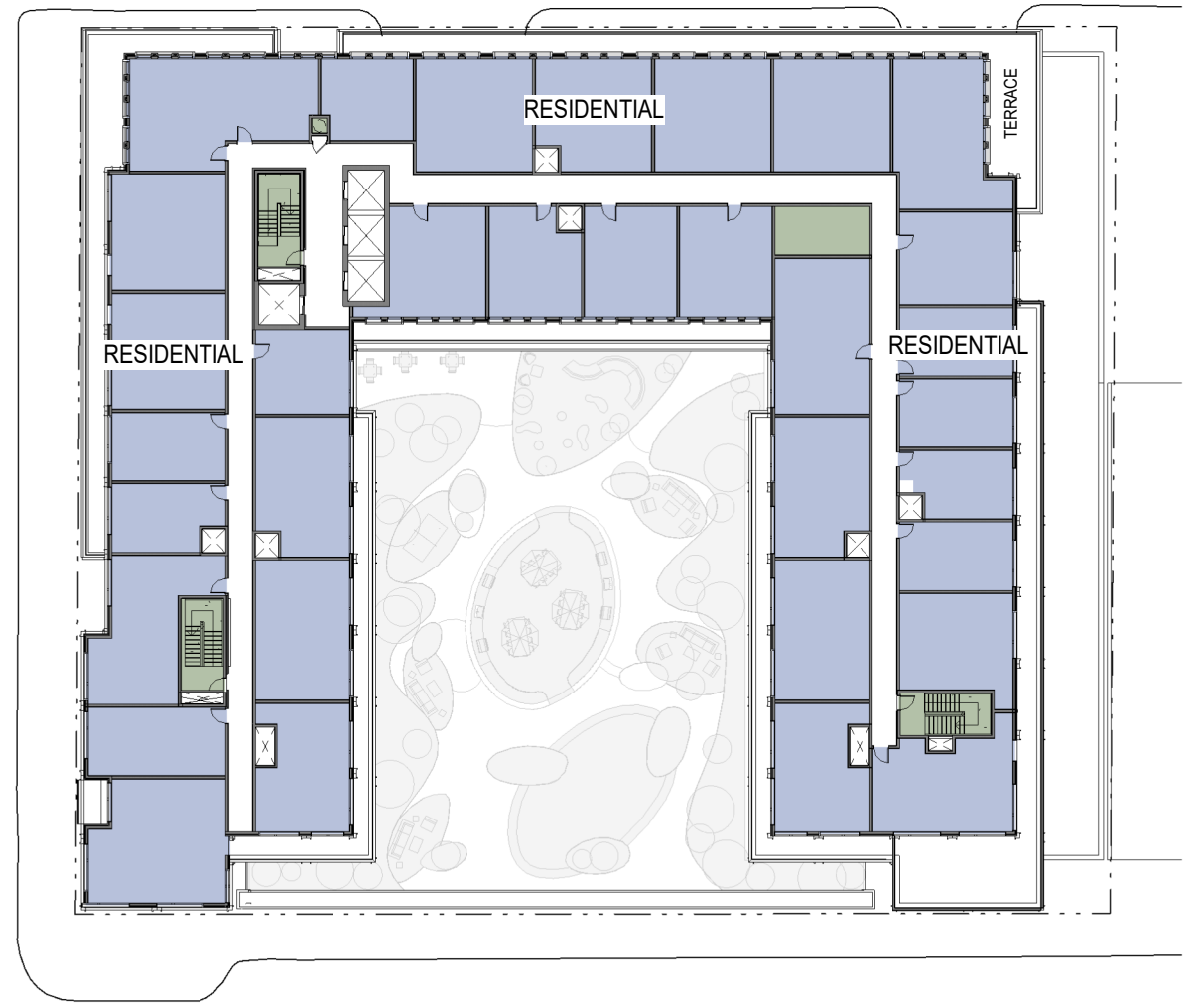


② PLAN - LEVEL 04 - 09

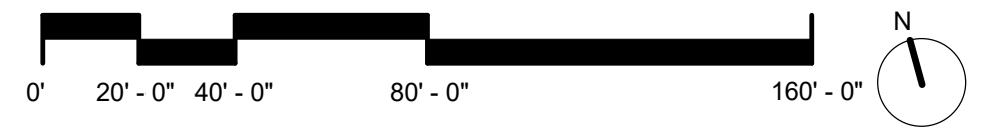


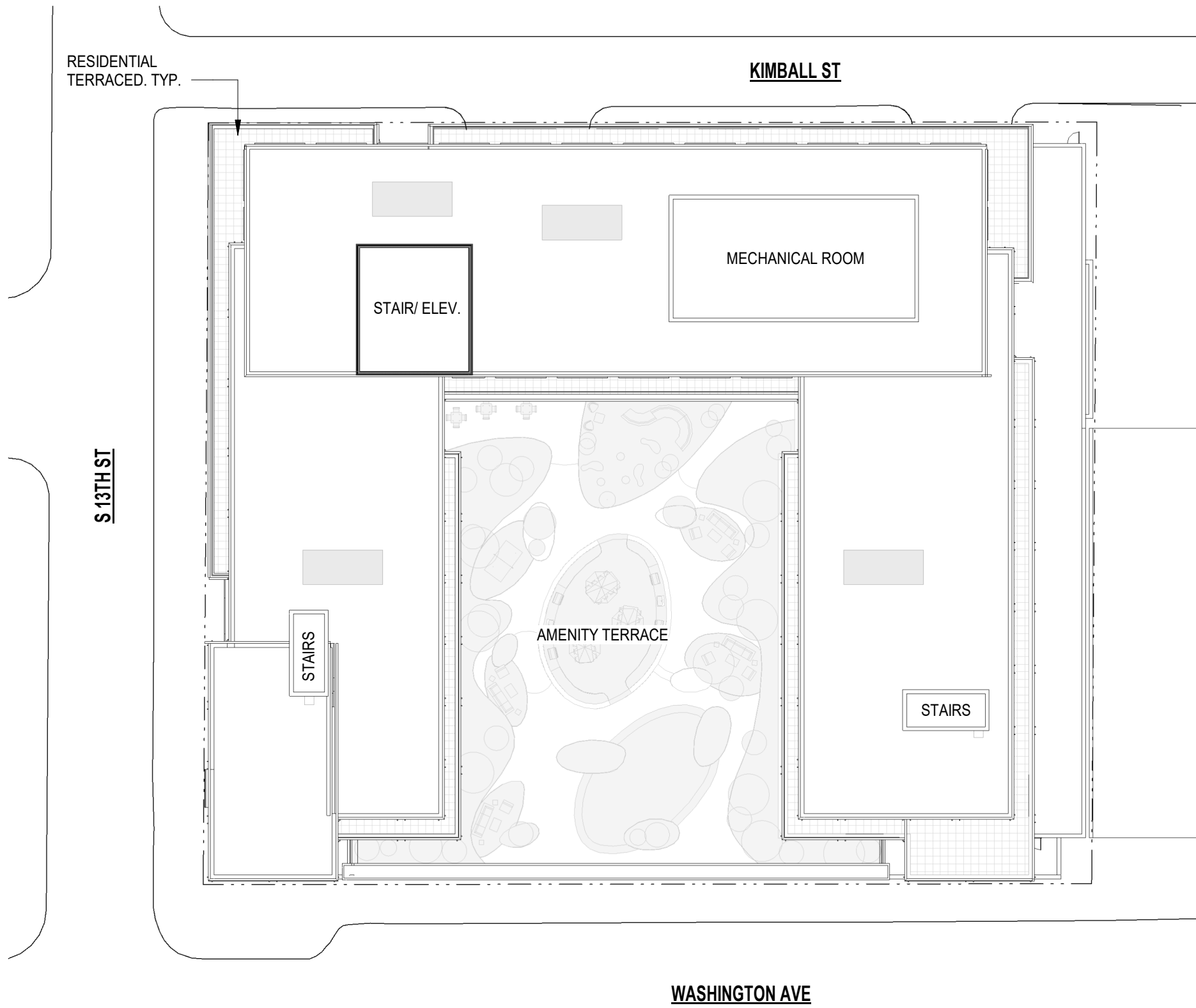


① PLAN - LEVEL 10

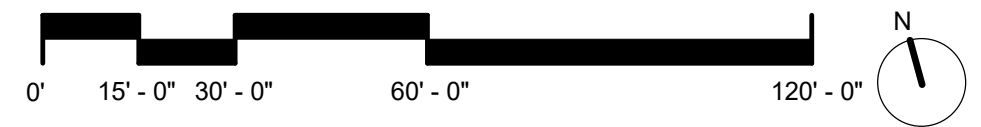


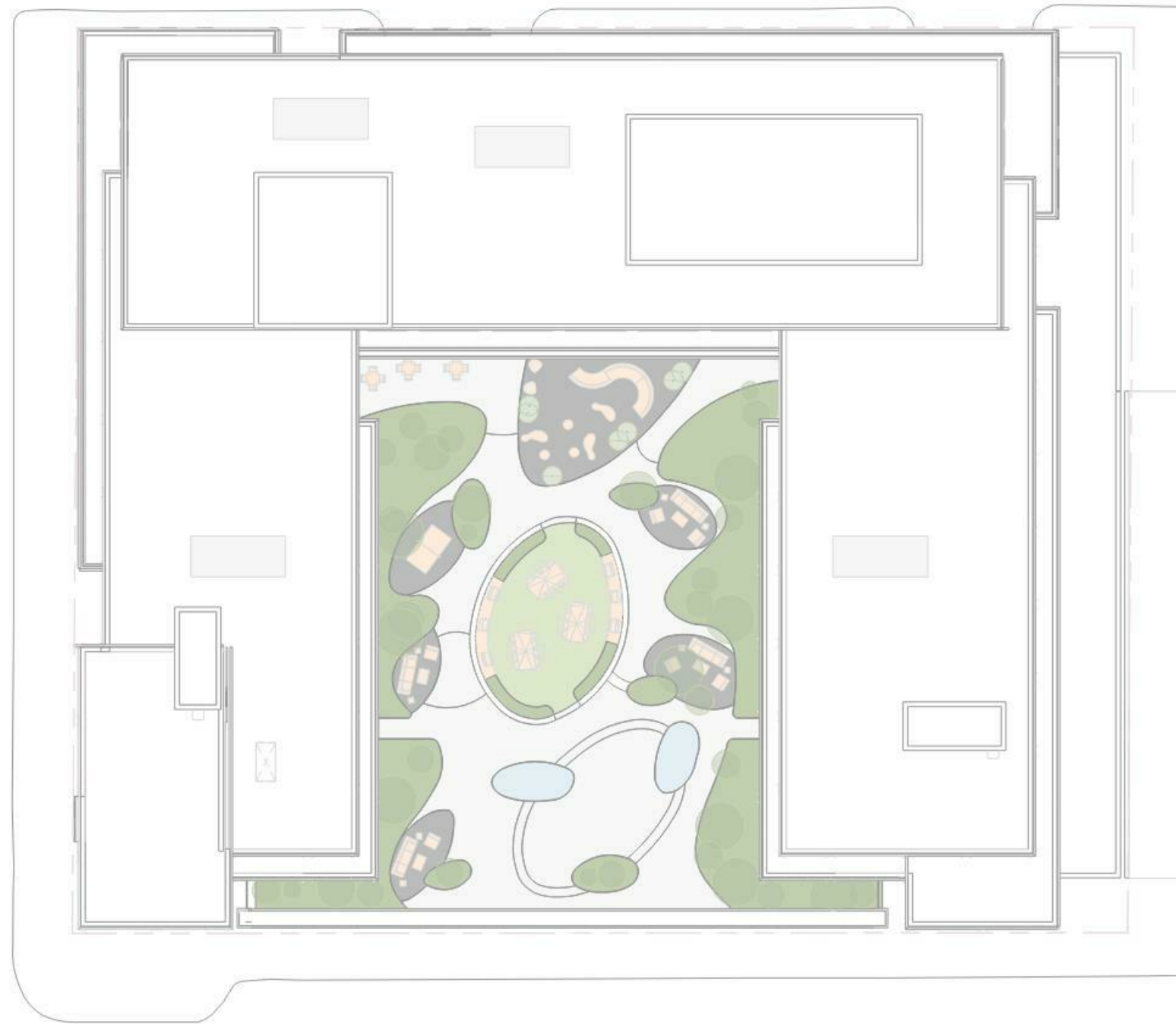
② PLAN - LEVEL 11





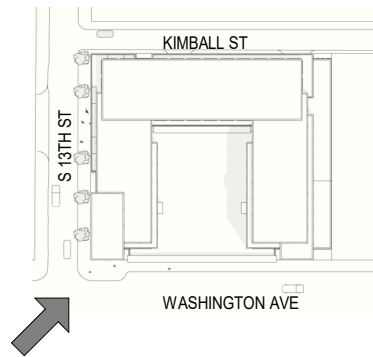
① PLAN - LEVEL ROOF

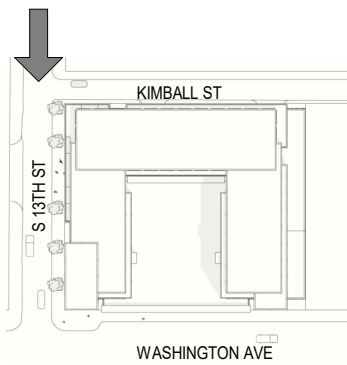




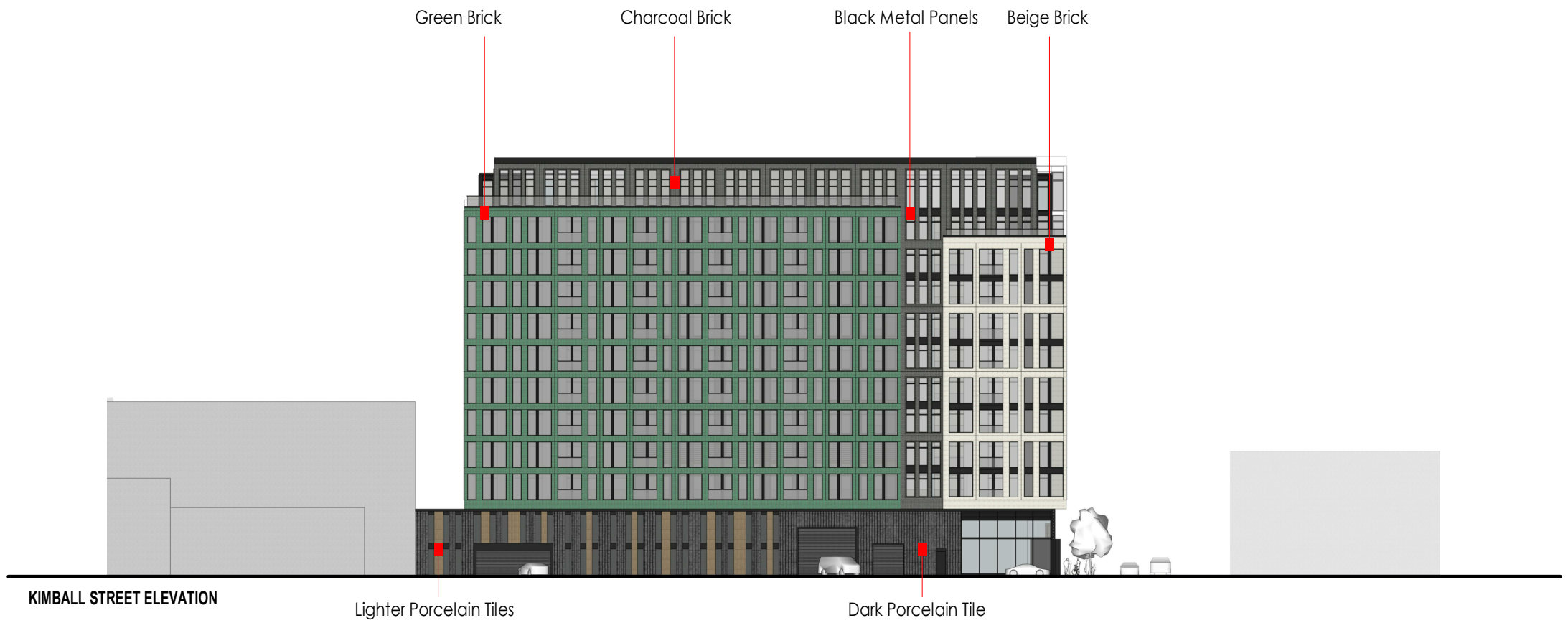
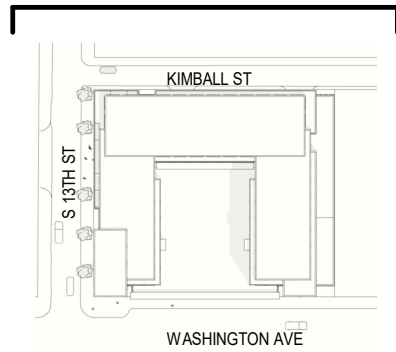


BKV  
GROUP

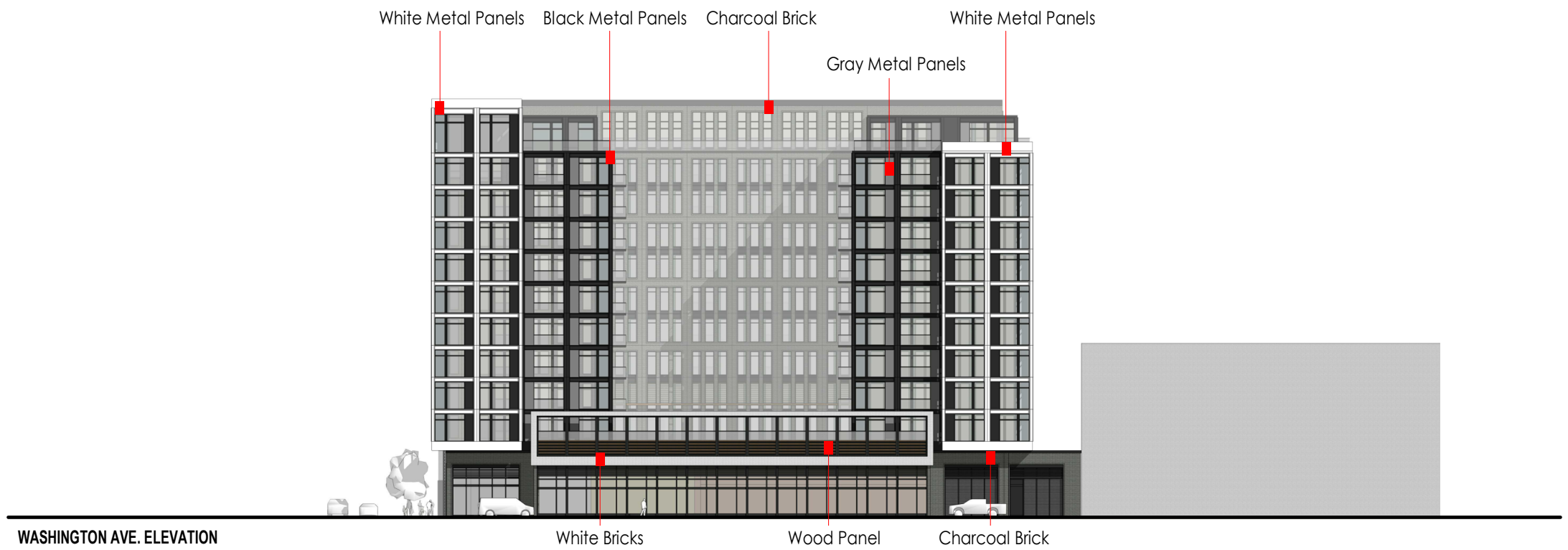
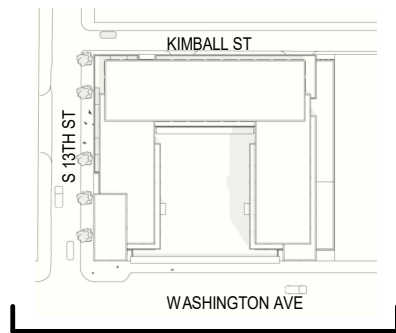




BKV  
GROUP



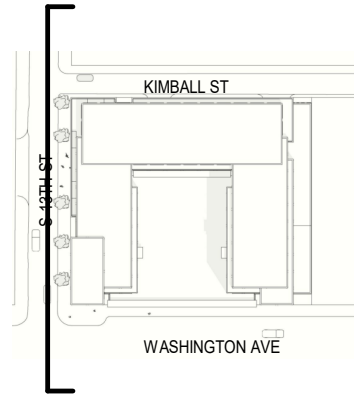
KIMBALL STREET ELEVATION



WASHINGTON AVE. ELEVATION



Beige Brick    Charcoal Brick    Black Metal Panels    Grey Metal Panels    White Metal Panels

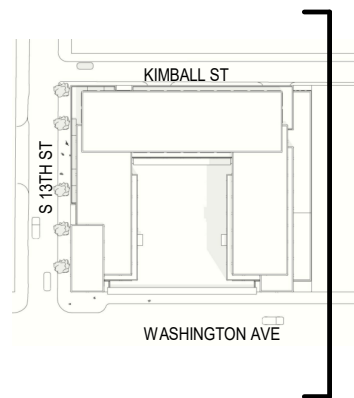


S 13TH STREET ELEVATION

Wood Panel

Charcoal Brick

White Metal Panels    Black Metal Panels    Grey Metal Panels    Charcoal Brick    Green Brick



S 12TH STREET ELEVATION

Dark Porcelain Tile

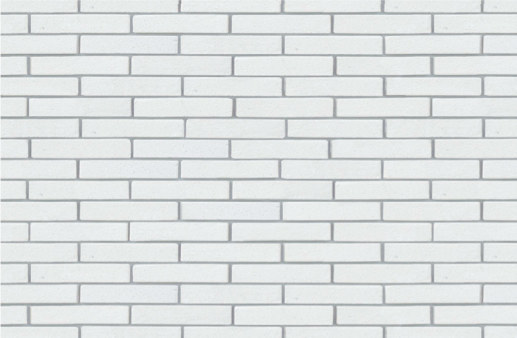
WASHINGTON AVE AND S 13TH ST PERSPECTIVE



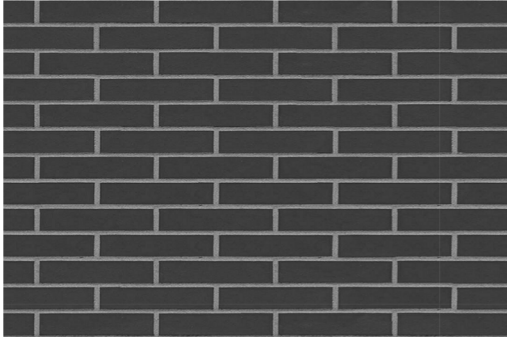
1 | MATERIAL



White Brick



Charcoal Brick



2 | MATERIAL



White Metal Panel



Grey Metal Panel



3 | MATERIAL



Black Metal Panel



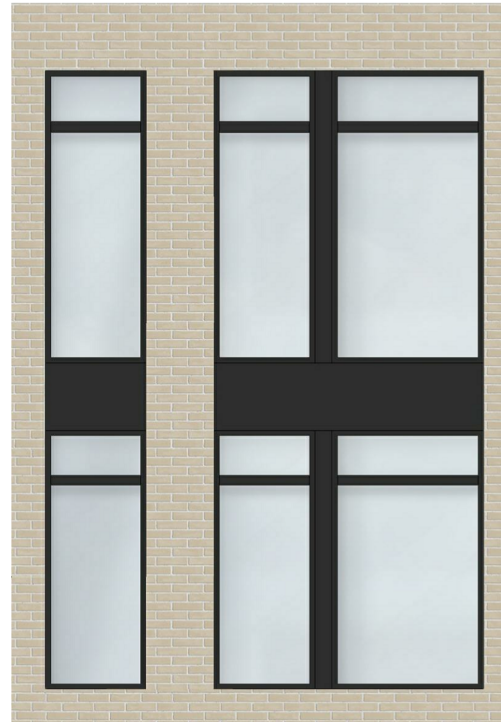
Black Brake Metal



13TH ST AND KIMBALL ST PERSPECTIVE



4 | MATERIAL



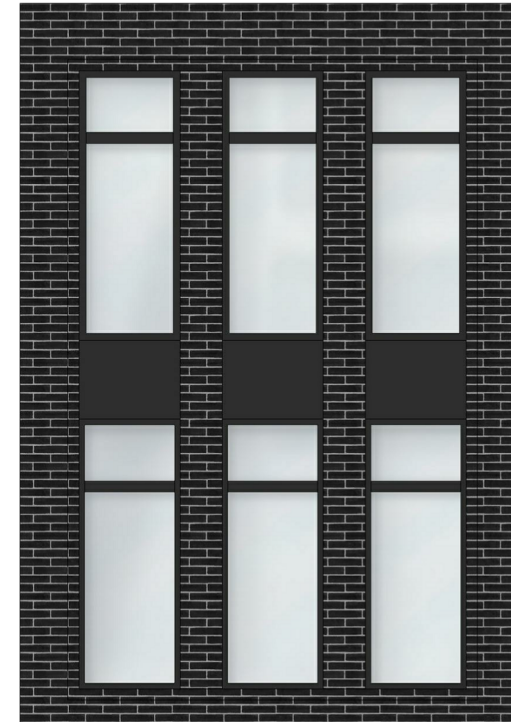
Beige Brick



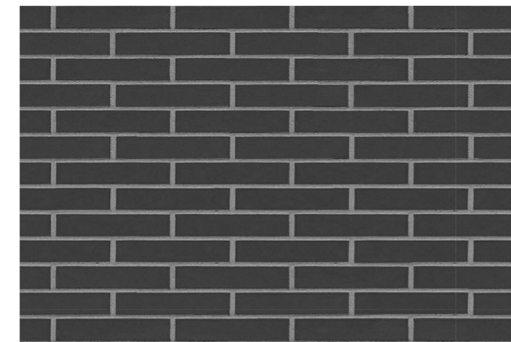
Grey Brick



5 | MATERIAL



Charcoal Brick



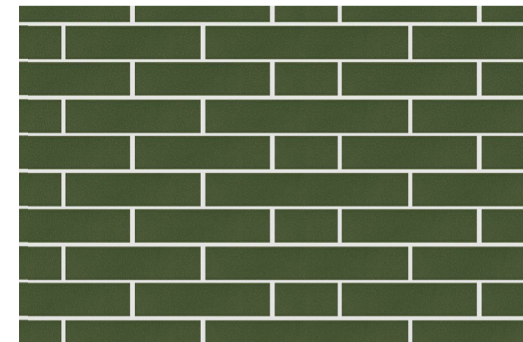
Black Brake Metal



6 | MATERIAL



Olive Green Brick



Light Brown Wood





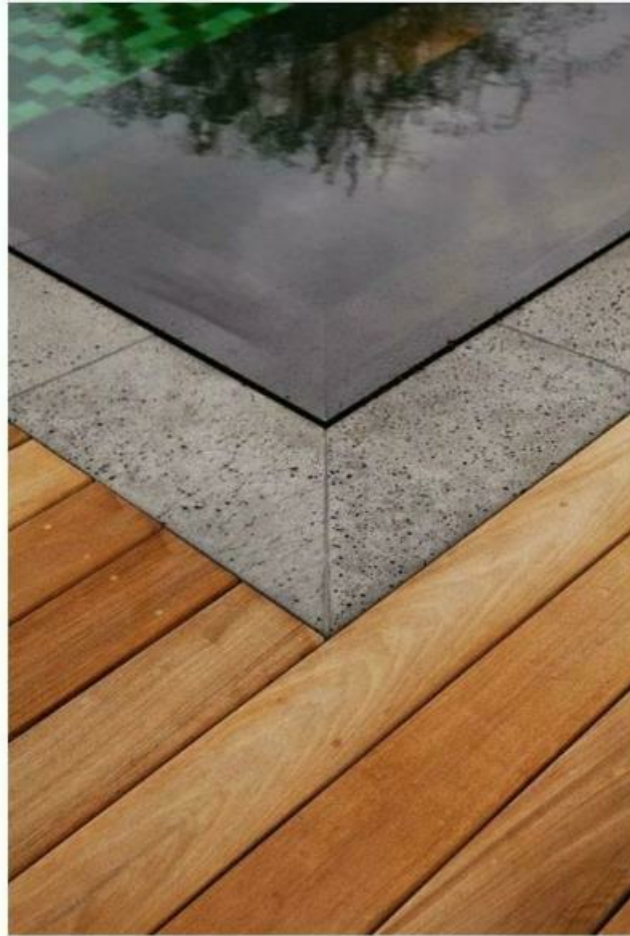
**SITE FURNISHINGS AND LIGHTING**



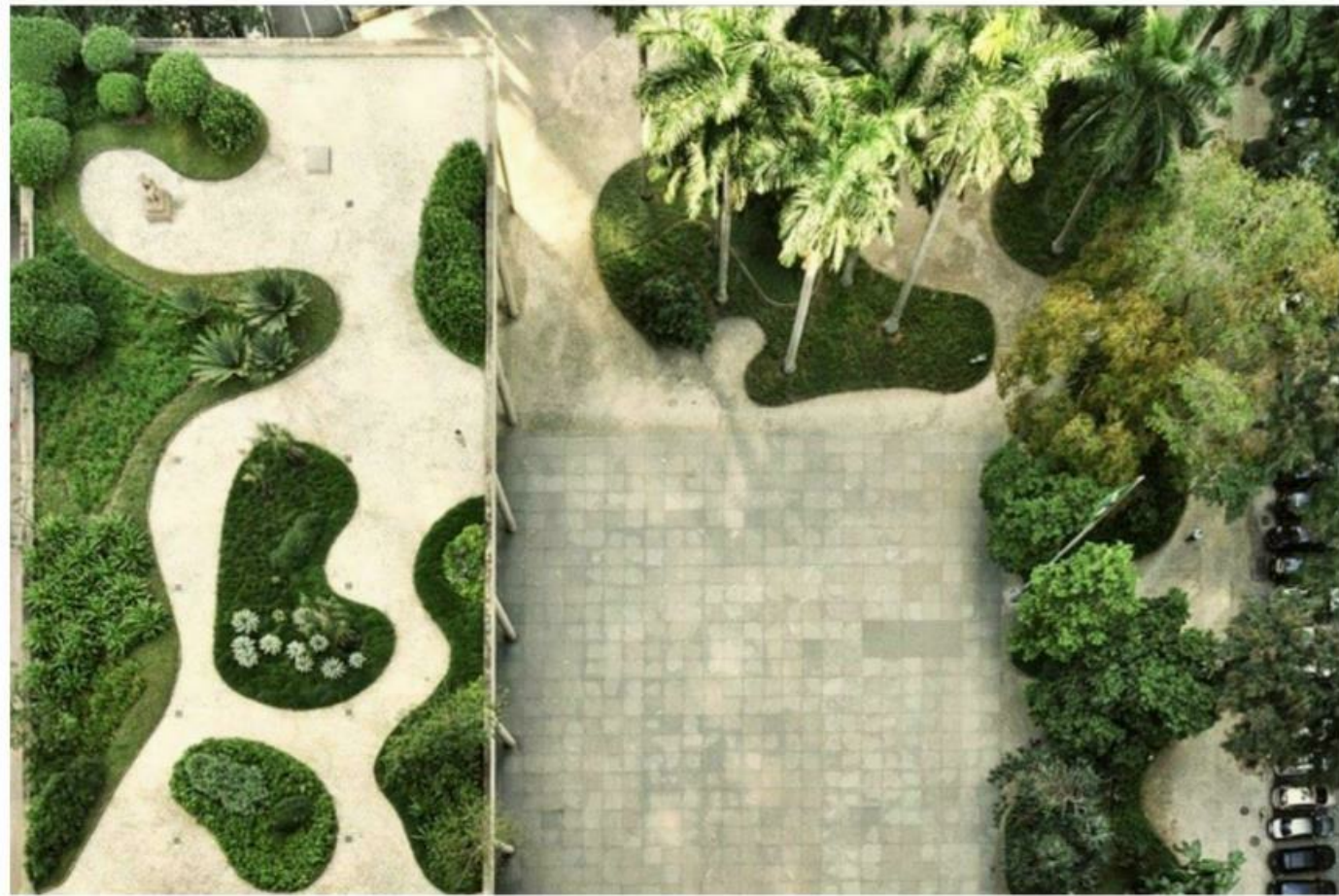
**PLANTING INSPIRATION PER CITY PREFERRED PLANT PALETTE**



STREETSCAPE VISION



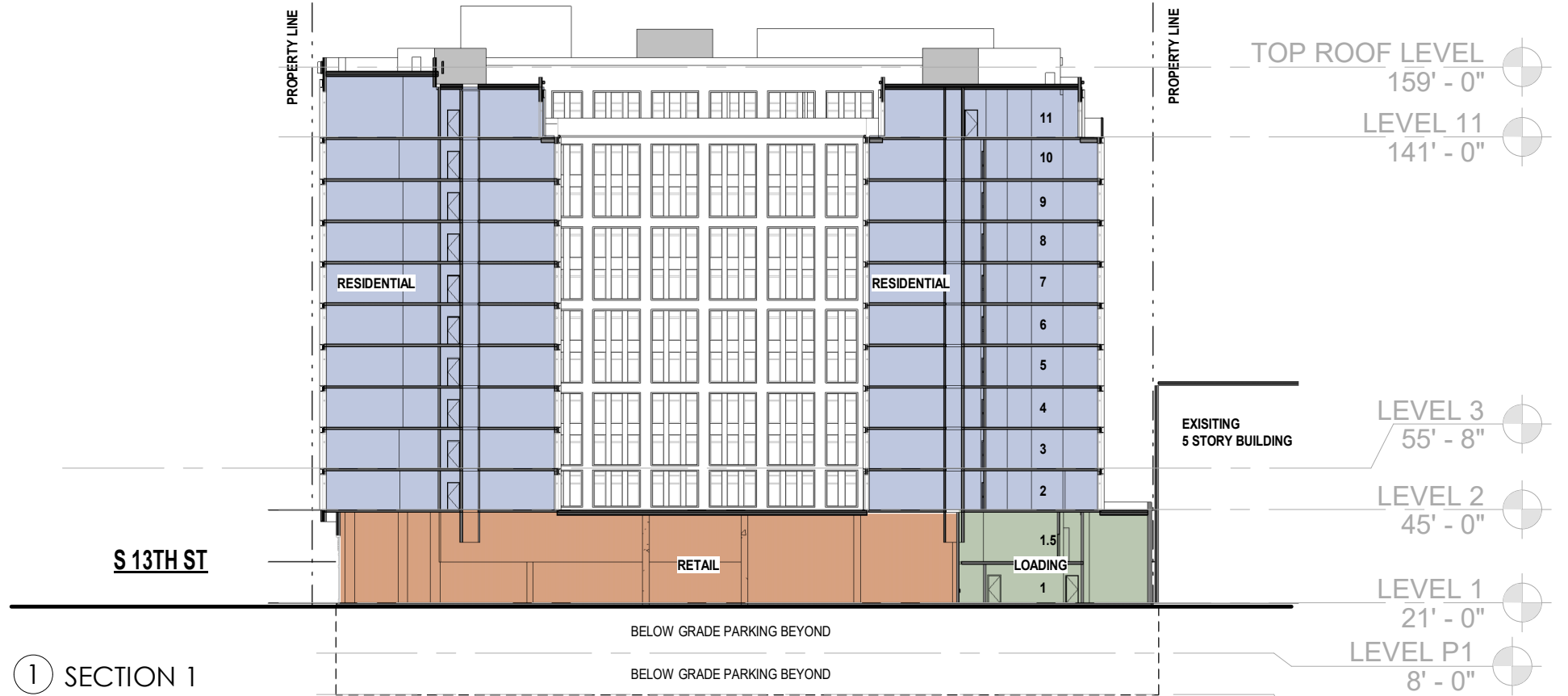
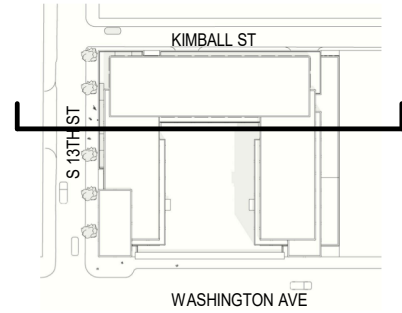
HARDSCAPE ELEMENTS



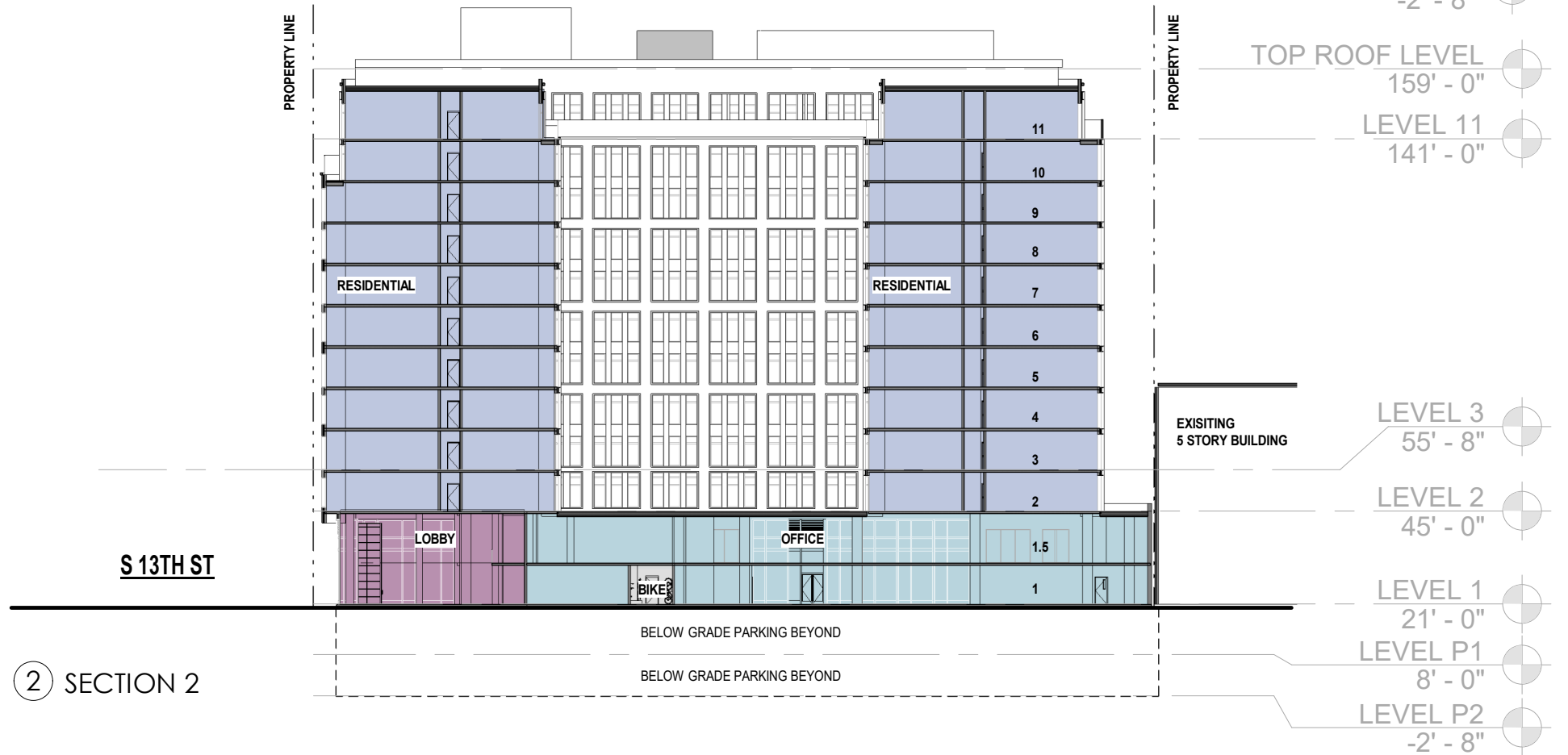
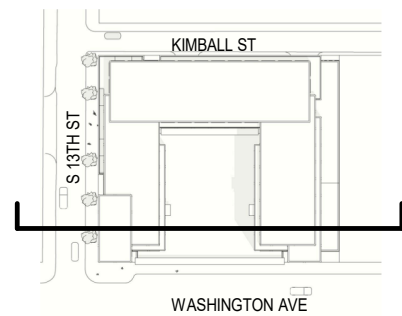
AMENITY



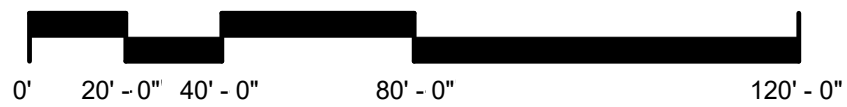




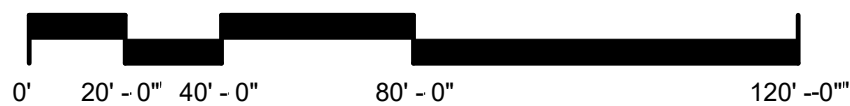
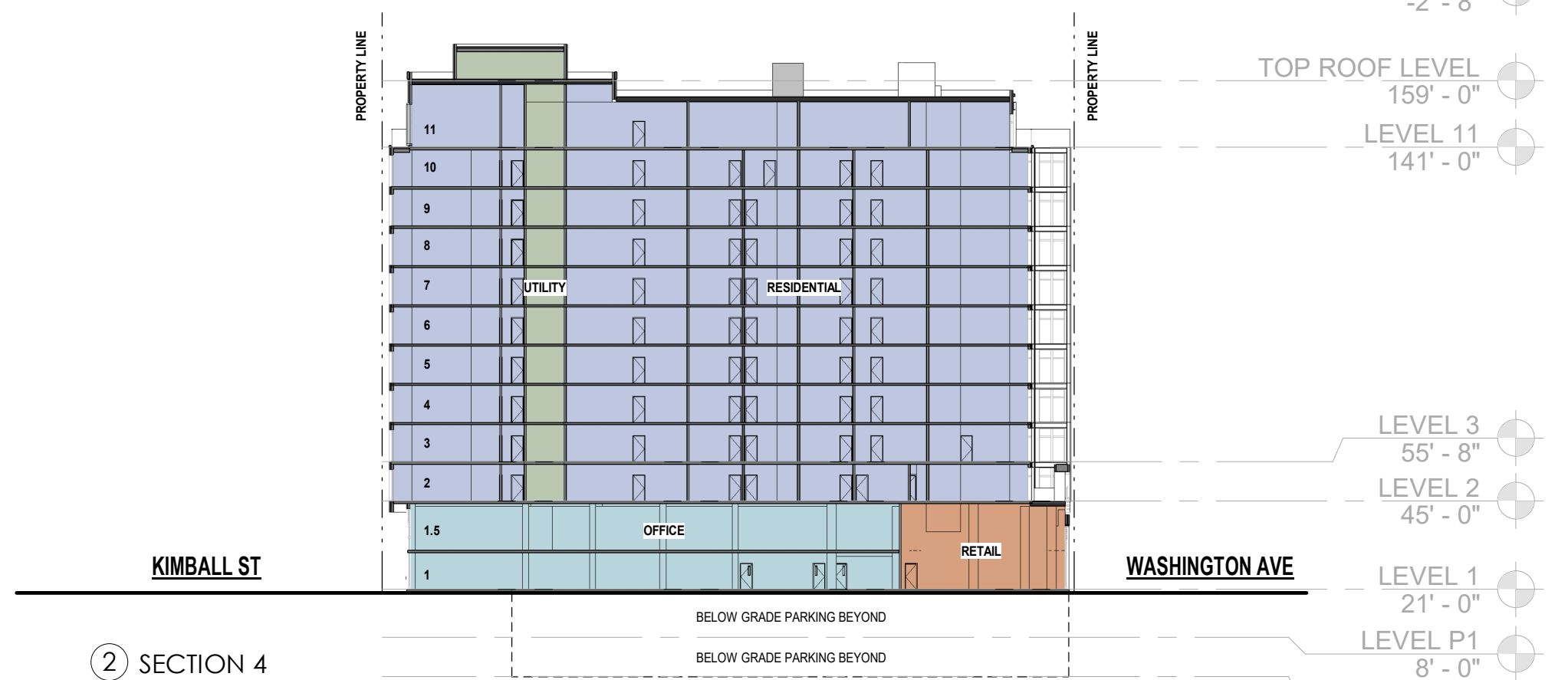
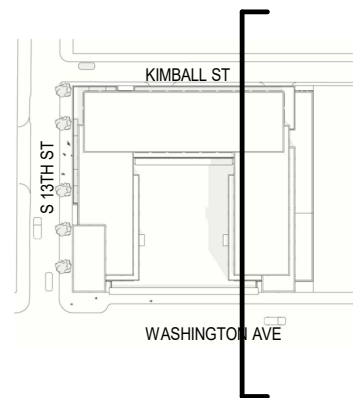
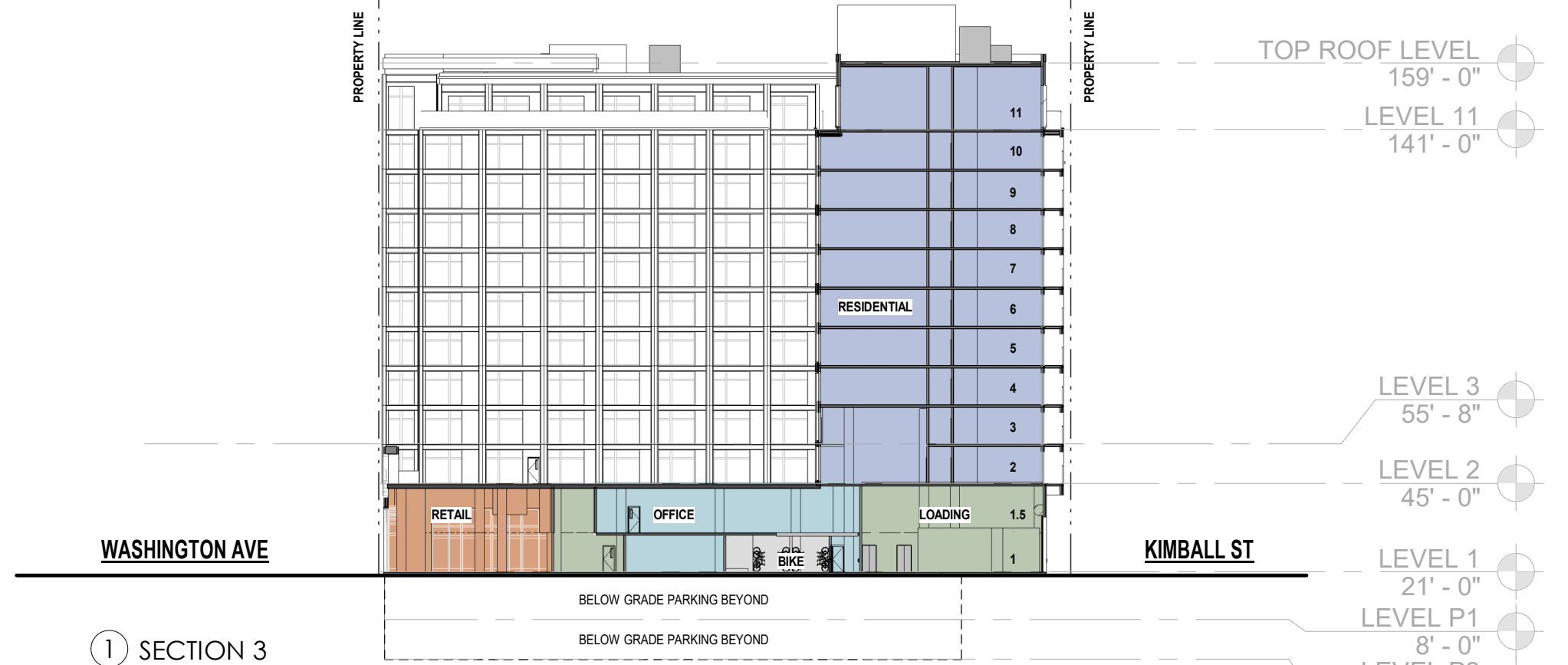
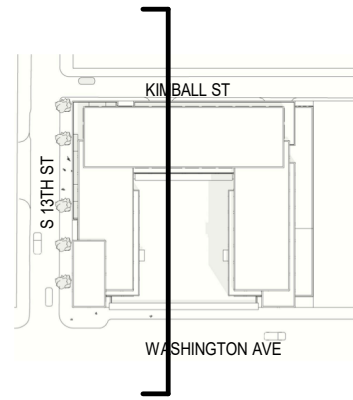
① SECTION 1



② SECTION 2







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 submission.

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) EXCEEDS: All access points in the project are located within 400 meters from one of two existing 30 min. bus routes (SEPTA bus routes #27 and #64)
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) EXCEEDS: 100% of new parking area is contained inside the perimeter of the building and out of public view.
Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	(YES) EXCEEDS: The new parking area dedicates more than 5% of its spaces to plug-in electric vehicles. Auto-Share spaces are also provided in the project.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	NO

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. Site open area is less than 30%.
Stormwater 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 in the PWD Stormwater Management Regulations	(YES) MEETS: In addition to conforming to the PWD requirements.
Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI >29. B) Shading by trees, structures, or solar panels.	(YES) EXCEEDS: More than 50% of the area in the interior courtyard of the project will have a combination of a high reflectance coefficient for its hardscape, and shaded areas created by trees and vegetation.

Philadelphia City Planning Commission

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.

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.	(YES) MEETS: The project will use water-efficient drip irrigation, along with the use of native plantings/perennials that are better adapted to regional precipitation rates. This combination aims to adhere to the 50% calculated baseline for the site's peak watering month.

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.	(YES) MEETS: The project will make use of independent Energy Commissioning as required by the Building Code and LEED Certification.
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) MEETS: The project will achieve a minimum of 10% of energy consumption reduction when compared to an established baseline from ASHRAE 90.1 2010 Standard.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	NO

Innovation		
Innovation	Any other sustainable measures that could positively impact the public realm.	NO

Philadelphia City Planning Commission

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## INSTRUCTIONS

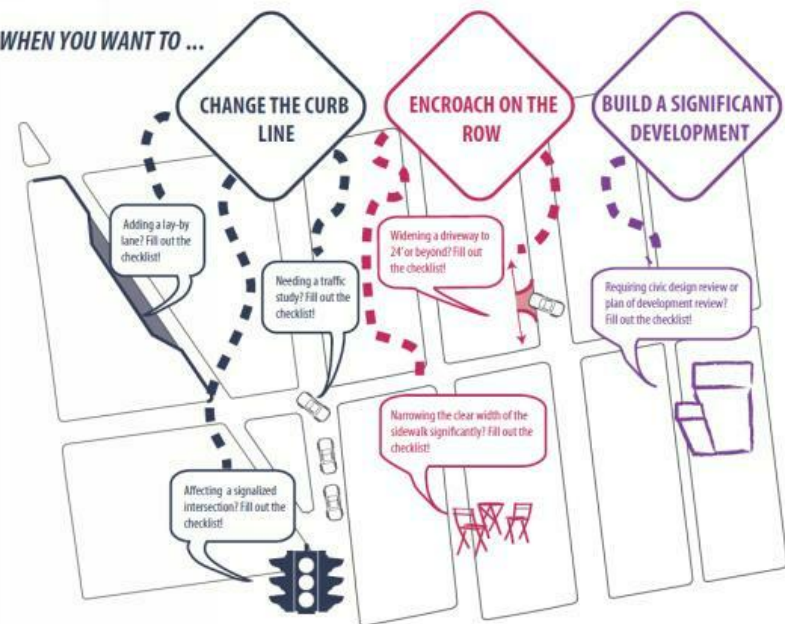
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

- |  |  |
|--|--|
| <p>1. PROJECT NAME<br/><u>Broad &amp; Washington U-Haul Site</u></p> <p>3. APPLICANT NAME<br/><u>Tower Investment, INC</u></p> <p>4. APPLICANT CONTACT INFORMATION<br/>969 North 2<sup>ND</sup> Street, Philadelphia, PA 19123<br/>Phone 215-467-4600 X105</p> <p>6. OWNER NAME<br/>Tower Investment, INC</p> <p>7. OWNER CONTACT INFORMATION<br/>969 North 2<sup>ND</sup> Street, P, PA 19123<br/>Phone: 215-467-4600</p> <p>8. ENGINEER / ARCHITECT NAME<br/><u>Bohler Engineering PA, LLC – Robert D. Irons, P.E.</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION<br/><u>1515 Market Street, Suite 920, Philadelphia, PA 19102</u><br/>Phone: (267) 402-3400<br/>Email: <a href="mailto:riron@bohlereng.com">riron@bohlereng.com</a></p> <p>10. STREETS: List the streets associated with the project. Complete Streets Types can be found at <a href="http://www.phila.gov/map">www.phila.gov/map</a> under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.</p> | <p>2. DATE<br/><u>09/15/2020</u></p> <p>5. PROJECT AREA: list precise street limits and scope<br/><u>The development project is within the property at 1223-1245 Washington Ave in Philadelphia, Pennsylvania</u><br/><u>The project extends over half the city block contained in between the intersections of Washington Ave, Kimball St and S 13<sup>th</sup> St.</u></p> |
|--|--|

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Washington Ave.</u>	<u>S 13<sup>th</sup> St.</u>	<u>Half a Block</u>	<u>Urban Arterial</u>
<u>S 13<sup>th</sup> St.</u>	<u>Washington Ave.</u>	<u>Kimball St.</u>	<u>City Neighborhood</u>
<u>Kimball St.</u>	<u>S 13<sup>th</sup> St</u>	<u>Half a Block</u>	<u>City Neighborhood</u>

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

**APPLICANT: General Project Information**

Additional Explanation / Comments: \_\_\_\_\_

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



DEPARTMENTAL REVIEW: General Project Information

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Washington Ave.</u>	<u>≥12' / 12' / 11'</u>	___/
<u>S 13<sup>TH</sup> St.</u>	<u>≥12' / 10' / 17'</u>	___/
<u>Kimball St.</u>	<u>≥10' / 11.5' / 8'-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>Washington Ave.</u>	<u>≥6' / 8' / 11'</u>
<u>S 13<sup>TH</sup> St.</u>	<u>≥6' / 7' / 11'-2'</u>
<u>Kimball St.</u>	<u>≥5' / 7' / 8'-9"</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>Lay-by lane</u>	<u>8'</u>	<u>Washington Ave.</u>

### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb cut</u>	<u>24'</u>	<u>Kimball St.</u>
<u>Curb cut</u>	<u>20'</u>	<u>Kimball St.</u>

# 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: At Washington Avenue, building is set back at corners to provide outdoor seating to the public and retail space. At S 13<sup>th</sup> St the 5'-0" set back along the building offers a colonnade to the pedestrian space that provides a intimate spatial experience.

### 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
Washington Ave.	N/A / NA
S 13 <sup>th</sup> St.	N/A / NA
Kimball St.	N/A / NA

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
Washington Ave.	3' to 5' / 3' / 11'-4"
S 13 <sup>th</sup> St.	3' to 5' / 3' / 2-6"
Kimball St.	3' to 5' / 3' / NA

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

### DEPARTMENTAL APPROVAL

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

19. Does the design avoid tripping hazards?

YES  NO  N/A

YES  NO

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

YES  NO

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## BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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## 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
<b>Broad and Washington U-Haul Site</b>	<b>184</b>	<b>0 / 0</b>	<b>0 / 0</b>	<b>0 / 184</b>
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____

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?
- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"> <li>▪ Conventional Bike Lane</li> <li>▪ Buffered Bike Lane</li> <li>▪ Bicycle-Friendly Street</li> <li>▪ Indego Bicycle Share Station</li> </ul> | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/><br>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/><br>YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/><br>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/><br>YES <input type="checkbox"/> NO <input type="checkbox"/><br>YES <input type="checkbox"/> NO <input type="checkbox"/><br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|---|---|
26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES  NO  N/A
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES  NO  N/A

**APPLICANT: Bicycle Component**  
 Additional Explanation / Comments: The proposed building provides secure off-street bicycle storage in excess of the requirements of the Philadelphia Code as a way of recognizing the importance of alternative means of transportation and its benefits for public health.

**DEPARTMENTAL REVIEW: Bicycle Component**  
 Reviewer Comments:

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## 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<br>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 checked="" type="checkbox"/> N/A <input 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 checked="" type="checkbox"/> NO <input 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"/>                          |

**APPLICANT: Curbside Management Component**  
 Additional Explanation / Comments: The curbside components (plantings and trees) included in the proposed plan provide shade and additional buffer zones between pedestrian and vehicular traffic.

**DEPARTMENTAL REVIEW: Curbside Management Component**  
 Reviewer Comments:

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## VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

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

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

**APPLICANT: Vehicle / Cartway Component**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Vehicle / Cartway Component**  
Reviewer Comments: \_\_\_\_\_

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

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## URBAN DESIGN COMPONENT (Handbook Section 4.8)

- |  |   |                             |                              |   |
|--|---|-----------------------------|------------------------------|---|
| 40. Does the design incorporate windows, storefronts, and other active uses facing the street?   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL<br>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

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## 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 checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 45. Does the design provide adequate clearance time for pedestrians to cross streets?   | <input checked="" 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?<br><i>If yes, City Plan Action may be required.</i>   | <input type="checkbox"/>            | <input checked="" 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 checked="" 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 checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Signal Timing and Operation   | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Bike Boxes  | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?   | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input 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

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## ADDITIONAL COMMENTS

**APPLICANT**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW**  
Additional Reviewer Comments: \_\_\_\_\_