

Civic Design Review
September 19, 2022

VENICE ISLAND

4436-44 MAIN ST

Multi-Family Residential Development



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PROJECT DESCRIPTION

The proposed development includes 2 new construction, 4-story multifamily buildings over a surface parking lot. The buildings have a total of 213 residential units with a mix of studio, 1 bedroom, and 2 bedroom units.

The proposed development also includes a 2-story amenity building fronting Main Street with a retail space on the ground floor.

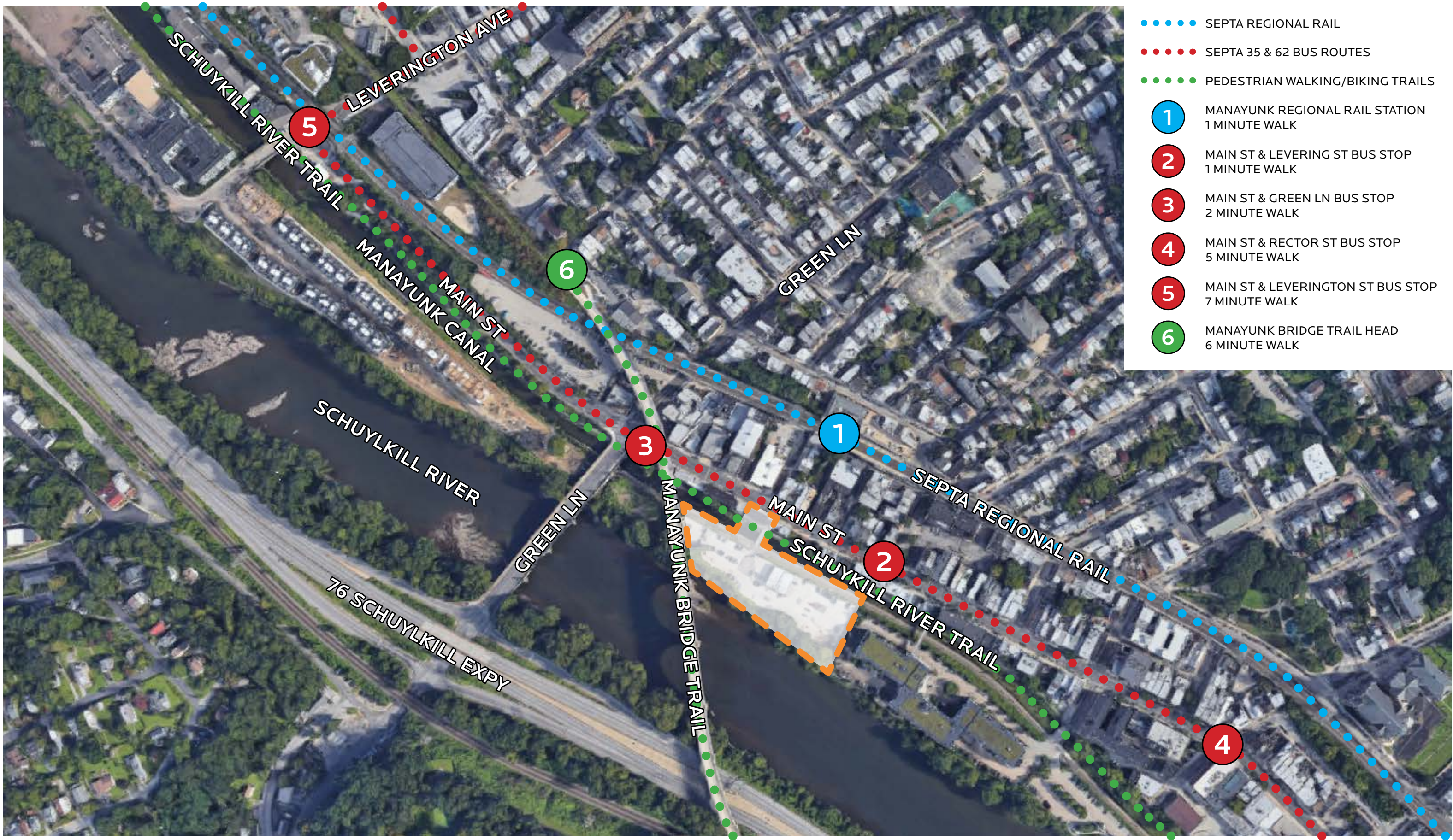
Given the site is located within the floodplain, the proposed development includes a safety evacuation route with pedestrian bridges egressing from both residential buildings to the Main Street amenity building.



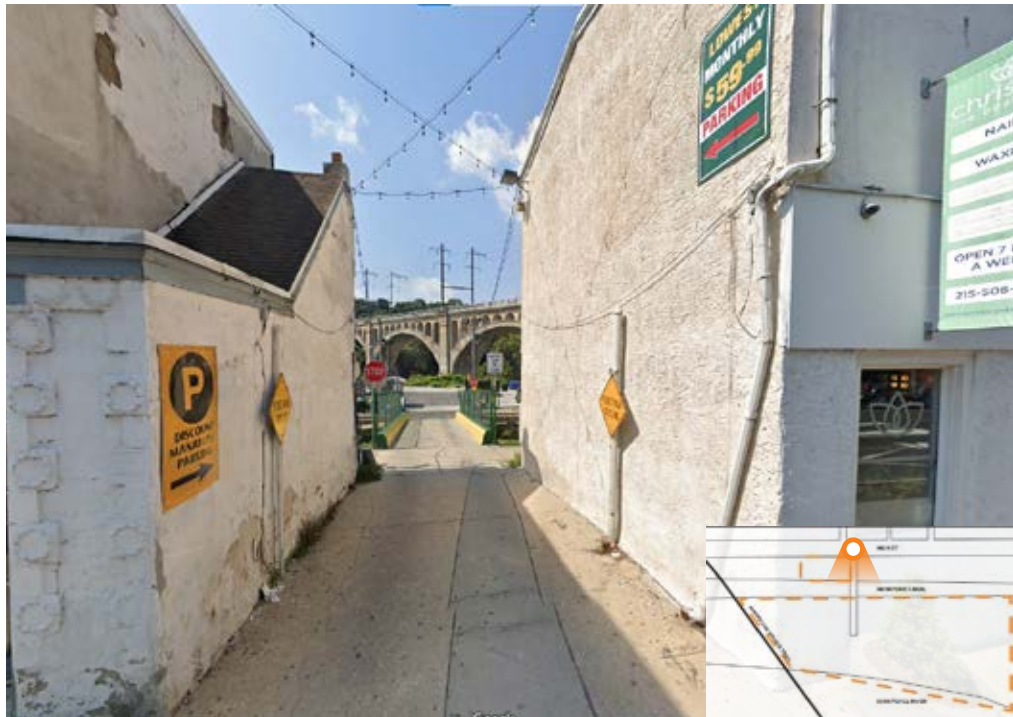
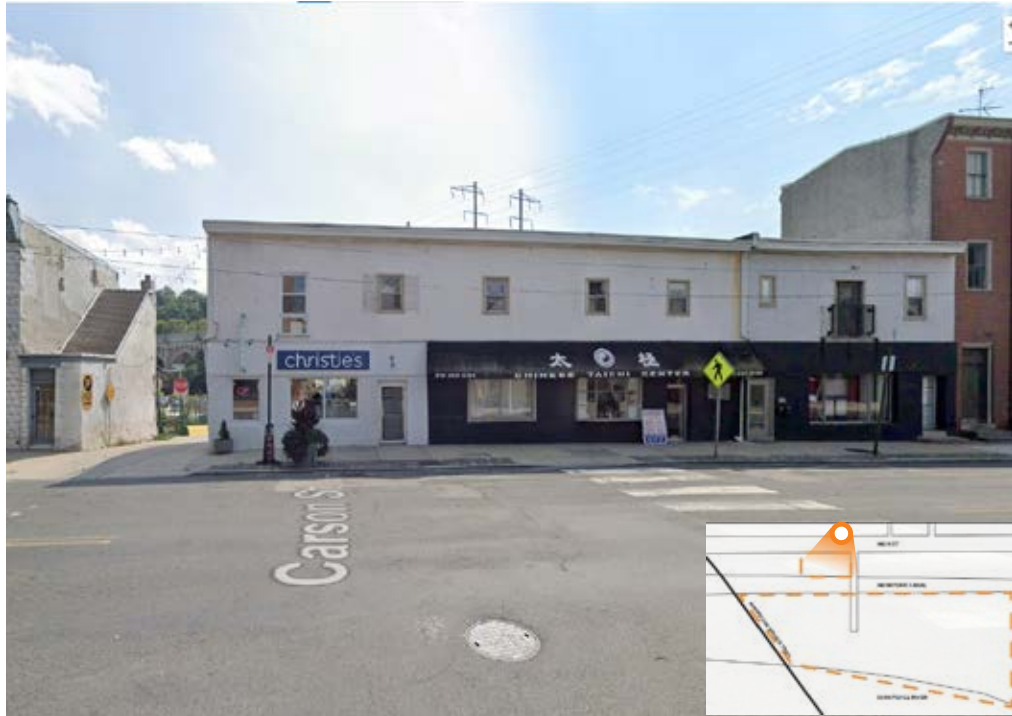
AERIAL VIEW FACING NORTH



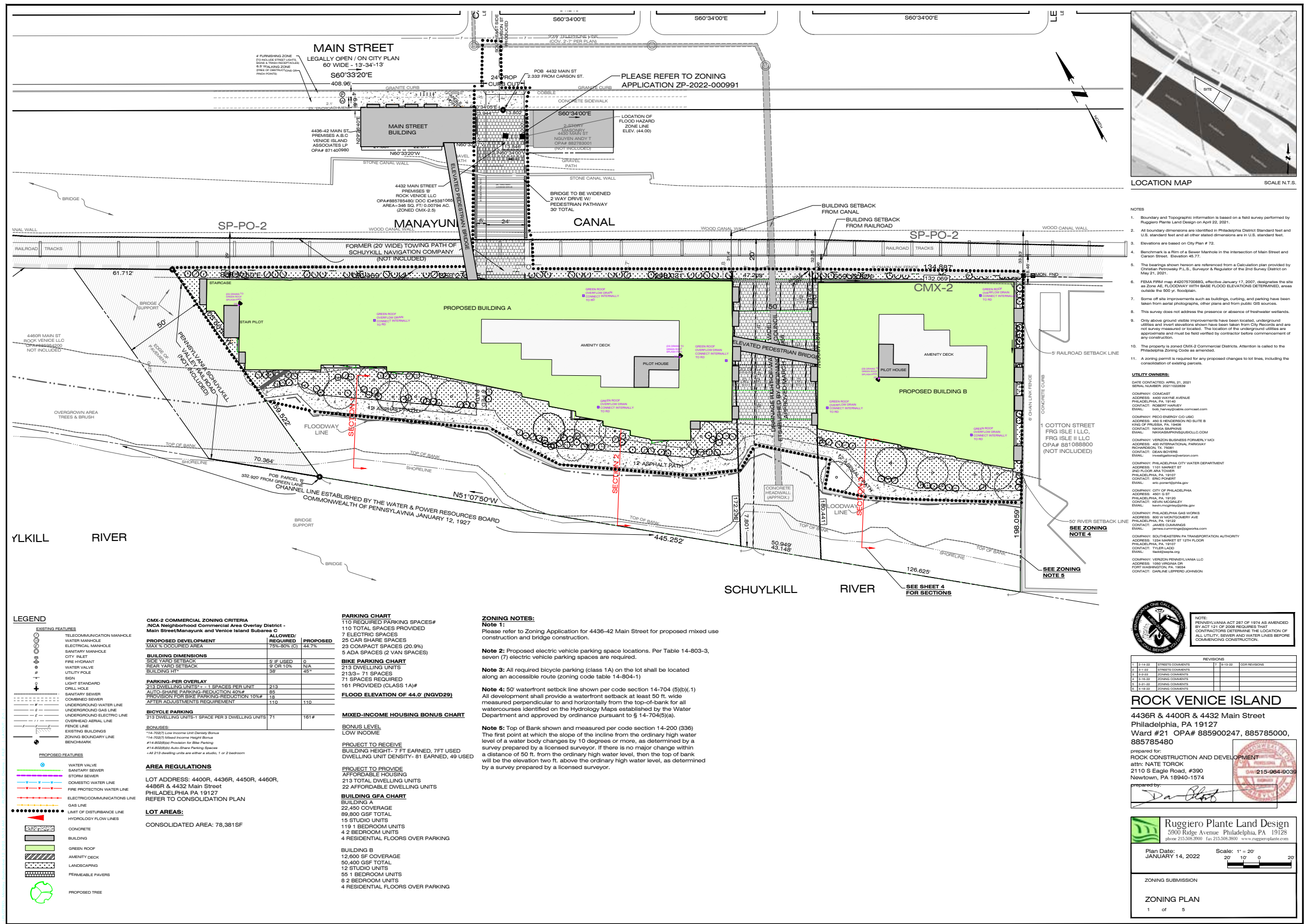
AERIAL VIEW FACING SOUTH

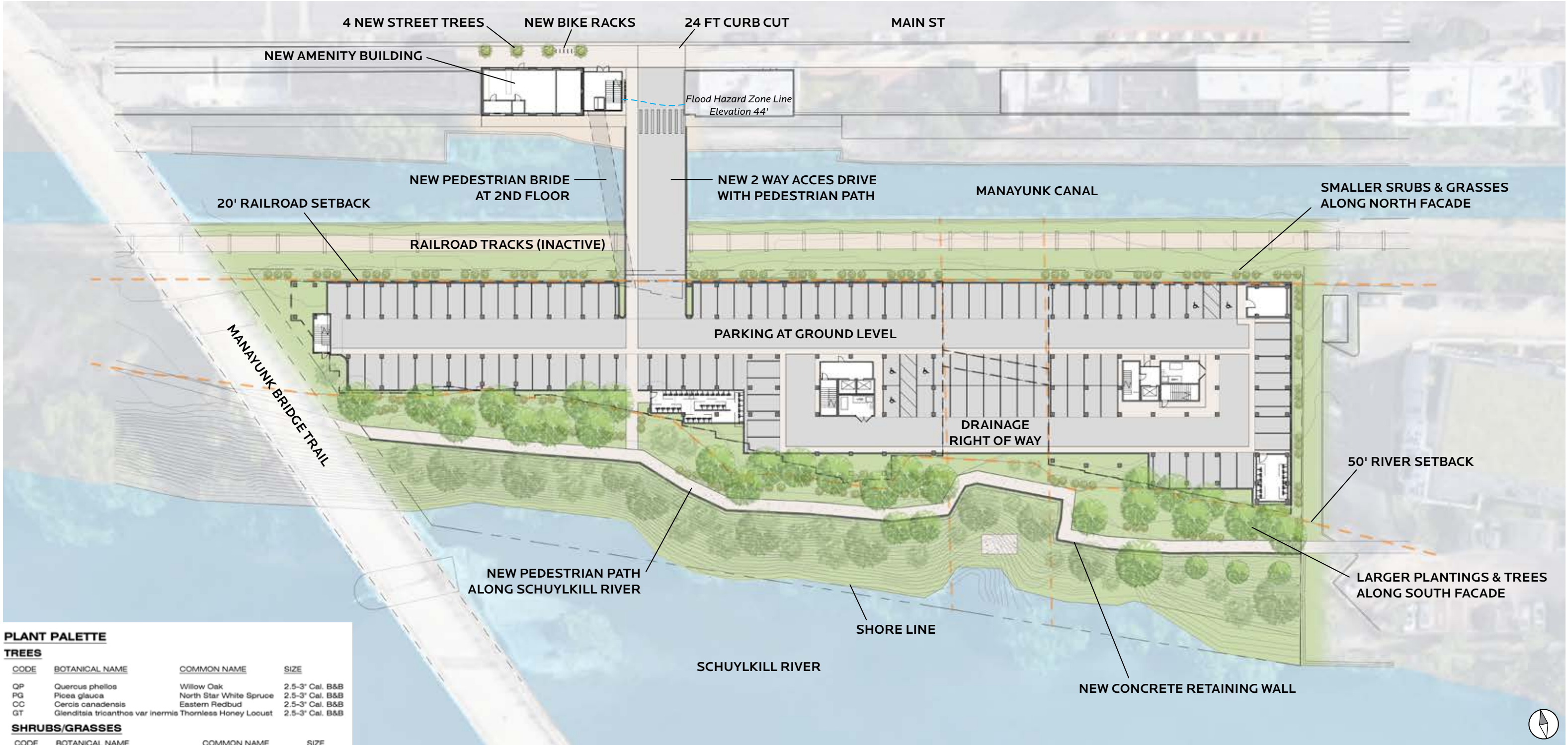












PLANT PALETTE

TREES

CODE	BOTANICAL NAME	COMMON NAME	SIZE
QP	Quercus phellos	Willow Oak	2.5-3" Cal. B&B
PQ	Picea glauca	North Star White Spruce	2.5-3" Cal. B&B
CC	Cercis canadensis	Eastern Redbud	2.5-3" Cal. B&B
GT	Glenditsia trianthos var inermis	Thornless Honey Locust	2.5-3" Cal. B&B

SHRUBS/GRASSES

CODE	BOTANICAL NAME	COMMON NAME	SIZE
VD	Viburnum dentatum	Viburnum	5 gal.
IV	Ilex verticillata 'Red Sprite'	Winterberry	5 gal.
CH	Cephalotaxus harringtonia prostrata	Prostrate Plum Yew	5 gal.
PA	Pennisetum alopecuroides 'Hamein'	Dwarf Fountain Grass	1 gal.
FG	Fothergilla gardenii	Dwarf Fothergilla	5 gal.

ORNAMENTAL GRASSES/ PERENNIALS

CS	Camassia scilloides	Wild Hyacinth
EM	Eupatorium maculatum	Joe-pye Weed
HS	Hosta sieboldiana 'Elegans'	Hosta
VS	Veronica spicata	Spike Speedwell
PV	Panicum virgatum	Swifgrass
Rhus Aromatica 'Gro Low' - Gro Low Fragrant Sumac 18" OC		
Liriope muscari 1' OC		



North Star White Spruce



Eastern Redbud



Thornless Honey Locust



Willow Oak



Willow Oak



Liriope Muscari



Winterberry



Viburnum Dentatum



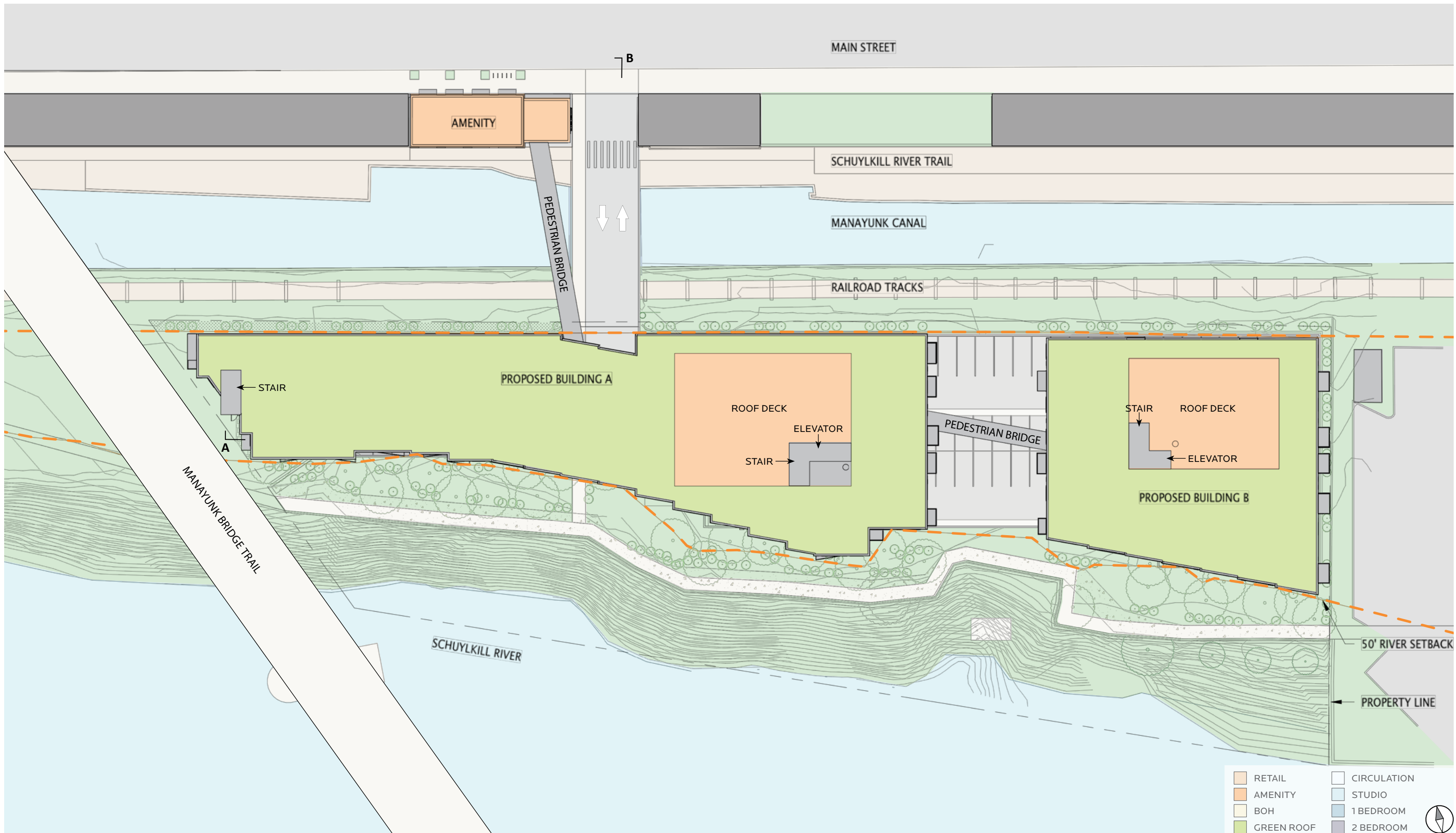
Dwarf Fountain Grass



Prostrate Plum Yew

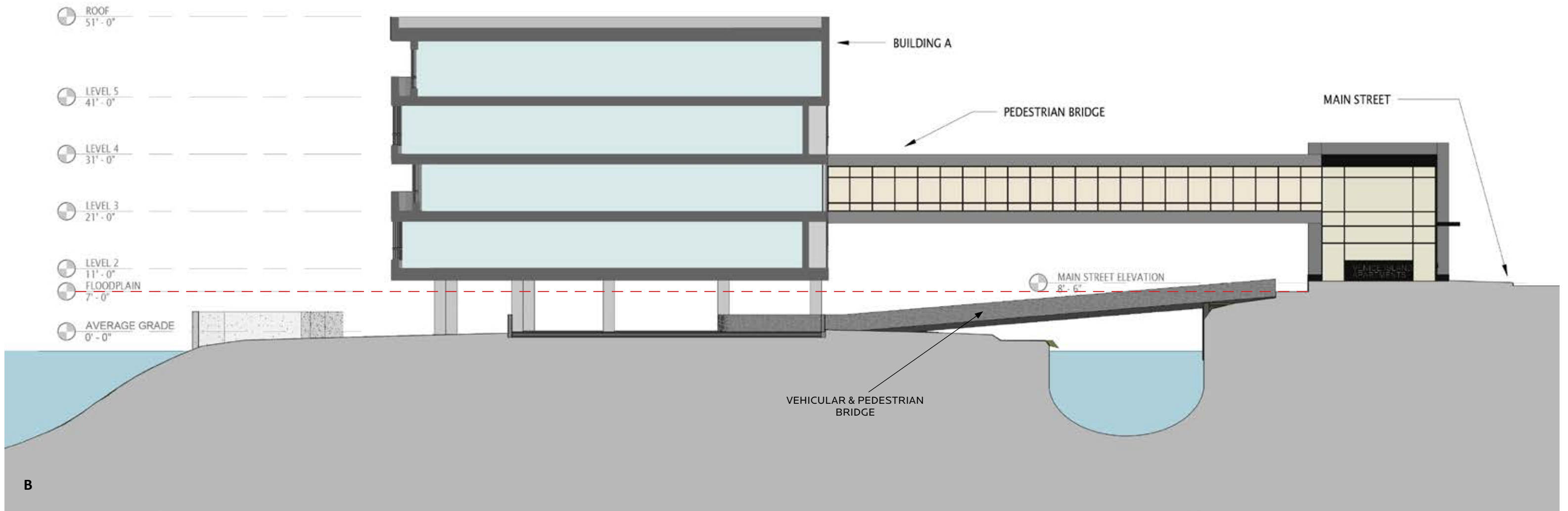


Main Street Bike Rack











NORTH ELEVATION



SOUTH ELEVATION

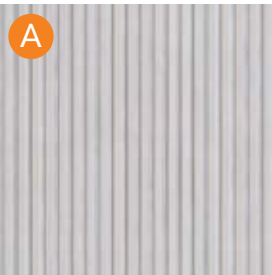
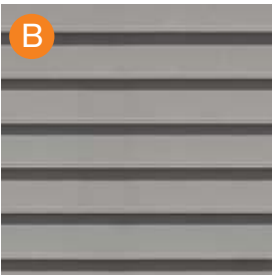



WEST ELEVATION



EAST ELEVATION

BUILDING MATERIALS

 <p>A</p>	 <p>B</p>	 <p>C</p>
<p>VERTICAL CORRUGATED METAL PANEL</p>	<p>HORIZONTAL CORRUGATED METAL PANEL</p>	<p>TERRA COTTA COLORED METAL PANEL</p>




















	CITY OF PHILADELPHIA - DEPARTMENT OF LICENSES AND INSPECTIONS	
CDR NOTIFICATION TO PHILA. PLANNING COMMISSION		
EXAMINER INFORMATION		
NAME: CHRISTOPHER HARTLAND	PHONE NUMBER: (215) 686-2397	EMAIL: CHRISTOPHER.HARTLAND@PHILA.GOV
PROJECT/PROPERTY INFORMATION		
DATE OF CDR DETERMINATION: 5/16/2022	SITE ADDRESS: 4436R Main St	
SQUARE FOOTAGE BEING ADDED: 93,868 SQ. FT.	NUMBER OF DWELLING UNITS BEING ADDED: 243 UNITS	
HAS THE APPLICANT REQUESTED AN EARLY REFUSAL/REFERRAL BEFORE COMPLETING A CIVIC DESIGN REVIEW? NO.		
APPLICANT INFORMATION		
NAME: Stephanie Boggs (Klehr Harrison Harvey Brantzbu)	ADDRESS: 1835 MARKET ST, SUITE 1400 PHILADELPHIA, PA 19103	
Community Group Notification (RCO@Phila.Gov) Civic Design Review (CDR@Phila.Gov)		

Zoning Permit

Permit Number ZP-2022-000992C

LOCATION OF WORK 4436R MAIN ST, Philadelphia, PA 19127-1312	PERMIT FEE \$362.00	DATE ISSUED 6/9/2022
	ZBA CALENDAR	ZBA DECISION DATE
	ZONING DISTRICTS CMX2, CMX2	
PERMIT HOLDER Rock Venice, LLC 980 N 2nd Street Philadelphia, Pennsylvania 19123		
OWNER CONTACT 1 Rock Venice, LLC 980 N 2nd Street, Philadelphia, PA 19123		
OWNER CONTACT 2		
TYPE OF WORK Conditional Zoning Approval		
APPROVED DEVELOPMENT **CONDITIONAL ZONING APPROVAL ONLY** FOR THE COMPLETE DEMOLITION OF AN EXISTING DETACHED STRUCTURE AND FOR THE ERECTION OF TWO (2) STRUCTURES (BUILDINGS "A" AND "B") WITH ROOF DECKS, ROOF DECK ACCESS STRUCTURES, AND GREEN ROOFS. SIZES AND LOCATIONS AS SHOWN ON PLANS. MIXED INCOME HOUSING BONUS (LOW INCOME) APPLIED FOR INCREASED HEIGHT OF STRUCTURES. SEE ZP-2022-001451 FOR APPROVED LOT CONSOLIDATION (4400R & 4436R MAIN ST). **CIVIC DESIGN REVIEW TO BE COMPLETED PRIOR TO FINAL ZONING APPROVAL IN		
APPROVED USE(S) Residential - Household Living - Multi-Family		
THIS PERMIT IS SUBJECT TO THE FOLLOWING PROVISION(S) AS ESTABLISHED BY THE ZONING BOARD OF ADJUSTMENT (ZBA)		
<p>CONDITIONS AND LIMITATIONS:</p> <ul style="list-style-type: none">Permits, including Zoning Permits not involving development, shall expire if the authorized work or Use is not commenced within, or if work is suspended or abandoned for period of, six (6) months from the date of issuance with the following exceptions:<ul style="list-style-type: none">30-days or 10-days for Permits related to Unsafe or Imminently Dangerous properties respectively.3-years from issuance or date of decision by ZBA for Zoning Permits involving development.60-days for Plumbing, Electrical or Fire Suppression Rough-In Approvals.Any Permit issued for construction or demolition is valid for no more than five (5) years.All provisions of the Philadelphia Code must be complied with, whether specified herein or not. This permit does NOT constitute approval of any Violation of such Code.The issuance of this CO/permit does not affirm that the subject property is federally compliant with the Americans with Disabilities Act. Owner remains responsible for ensuring property complies with all local, state and federal requirements.		

Zoning Permit

Permit Number ZP-2022-000992C

ACCORDANCE WITH 14-303(6)(c)(5) **

APPROVED USE(S)
Residential - Household Living - Multi-Family

THIS PERMIT IS SUBJECT TO THE FOLLOWING PROVISION(S) AS ESTABLISHED BY THE ZONING BOARD OF ADJUSTMENT (ZBA)

CONDITIONS AND LIMITATIONS:

- Permits, including Zoning Permits **not** involving development, shall expire if the authorized work or Use is not commenced within, or if work is suspended or abandoned for period of, **six (6) months from the date of issuance** with the following exceptions:
 - 30-days or 10-days** for Permits related to Unsafe or Imminently Dangerous properties respectively.
 - 3-years** from issuance or date of decision by ZBA for Zoning Permits involving development.
 - 60-days** for Plumbing, Electrical or Fire Suppression Rough-In Approvals.
 - Any Permit issued for construction or demolition is valid for no more than **five (5) years**.
- All provisions of the Philadelphia Code must be complied with, whether specified herein or not. This permit does NOT constitute approval of any Violation of such Code.
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Zoning Permit

Permit Number ZP-2022-000992C

ADDITIONAL LOCATION(S)
See front side for primary parcel associated with this permit

PARCEL
4400R MAIN ST, Philadelphia, PA 19127-1312
4436R MAIN ST, Philadelphia, PA 19127-1312

ADDITIONAL USE DETAILS
See front side for specific use(s) associated with this permit

CONDITIONAL ZONING APPROVAL ONLY FOR USE AS ONE HUNDRED SIXTY THREE (163) DWELLING UNITS IN BUILDING "A" AND EIGHTY (80) DWELLING UNITS IN BUILDING "B" (MULTI-FAMILY HOUSEHOLD LIVING) WITH ONE HUNDRED FIFTY-ONE (151) ACCESSORY CLASS 1A BICYCLE PARKING SPACES ON ACCESSIBLE ROUTES AND ONE HUNDRED THIRTY-TWO (132) ACCESSORY SURFACE AND STRUCTURED PARKING SPACES TO INCLUDE SEVEN (7) ELECTRIC VEHICLE SPACES, TWENTY-FIVE (25) AUTO SHARE SPACES, THIRTY (30) COMPACT SPACES, AND FIVE (5) ACCESSIBLE SPACES (INCLUDING TWO (2) VAN ACCESSIBLE SPACES). MIXED INCOME HOUSING BONUS (LOW INCOME) APPLIED FOR INCREASED QUANTITY OF DWELLING UNITS.

This permit is subject to the following specific conditions.

CONDITIONS

Tax Exemption/Abatement: Information and applications for Real Estate Tax Abatement for new construction and improvements available from the Office of Property Assessment www.phila.gov/opa, 215-686-4224, 501 Walnut St., 200th, Phila, PA 19106. Applications for new construction and commercial improvements due within 60 days of permit issuance. Residential rehab and builder/developer applications due by Dec 31 of year of permit issuance.

CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: **ZP-2022-000992C**

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

The project creates more than 100,000 square feet of new gross floor area and more than 100 new dwelling units.

PROJECT LOCATION

Planning District: Main Street/ Manayunk District Council District: 3rd

Address: 4400 R, 4436R, 4450R, 4460R, 4486R & 4432 Main Street

Philadelphia, PA 19127

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

CONTACT INFORMATION

Applicant Name: Jerry Roller, AIA Primary Phone: 215.928.9331

Email: jkroller@jkarparchitects.com Address: 100 East Penn Square, Suite 1080
Philadelphia, PA 19107

Property Owner: Rock Construction & Development Developer
Architect: Jerry Roller, AIA

SITE CONDITIONS

Site Area: 78,381

Existing Zoning: CMX-2 Are Zoning Variances required? Yes No X

Proposed Use:

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

- 144,082 SF – Mixed-Use Building
- 1,000 SF – Retail at Main Street – 1st Floor
 - 2,430 SF – Office/ Amenities – Main Street 1st - 2nd Floor
 - 89,978 SF – (138) Building A Residential – 2nd – 5th Floor
 - 50,674 SF – (75) Building B Residential – 2nd – 5th Floor

Proposed # of Parking Units:

- (106) On-Site Covered Parking Spaces
- (151) Class 1A Bicycle Parking Spaces

COMMUNITY MEETING

Community meeting held: Yes No X

If yes, please provide written documentation as proof.

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

Date: 10.05.2022 Time: TBD

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X

If yes, indicate the date hearing will be held:

Date: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

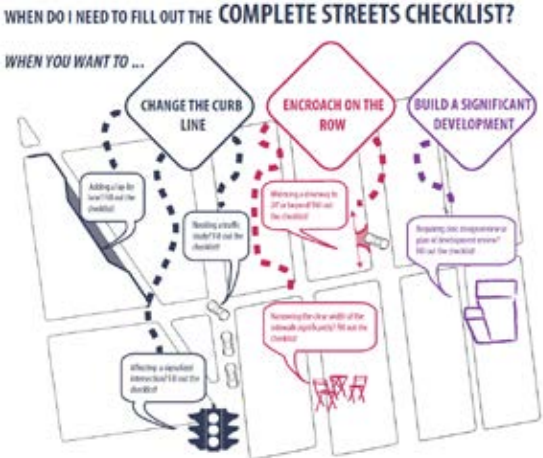


INSTRUCTIONS

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

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

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



PRELIMINARY PCPC REVIEW AND COMMENT: DATE
August 31, 2022
FINAL STREETS DEPT REVIEW AND COMMENT: DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

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

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | | |
|--|--|
| 1. PROJECT NAME
ROCK VENICE ISLAND | 2. DATE
8/31/2022 |
| 3. APPLICANT NAME
STEPHANIE BOGGS MAGAGNA | 5. PROJECT AREA: list precise street limits and scope
CREATE TWO NEW 4 STORY RESIDENTIAL BUILDINGS WITH 243 UNITS SURFACE PARKING ON THE GROUND FLOOR. ALL EXISTING STRUCTURES ON THE ISLAND SITE WILL BE DEMOLISHED. EXISTING STRUCTURE ON THE MAIN STREET SITE WILL BE PARTIALLY DEMOLISHED. INTERIOR RENOVATIONS FOR GROUND FLOOR COMMERCIAL AND 2 RESIDENTIAL UNITS. SITE ACCESS FROM EXPANDED BRIDGE OVER CANAL. |
| 4. APPLICANT CONTACT INFORMATION
SBoggs@klehr.com | |
| 6. OWNER NAME
ROCK CONSTRUCTION AND DEVELOPMENT | |
| 7. OWNER CONTACT INFORMATION
NATE TOROK, NATETOROK@GMAIL.COM | |
| 8. ENGINEER / ARCHITECT NAME
Ruggiero Plante Land Design | |
| 9. ENGINEER / ARCHITECT CONTACT INFORMATION
dennis@ruggieroplante.com | |
| 10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook. | |

STREET	FROM	TO	COMPLETE STREET TYPE
MAIN STREET	CARSON ST	CONARROE ST	WALKABLE COMMERCIAL CORRIDORS

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?

a. Parking and loading regulations in curb lanes adjacent to the site	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	
b. Street Furniture such as bus shelters, honor boxes, etc.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
c. Street Direction	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	
d. Curb Cuts	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
f. Building Extensions into the sidewalk, such as stairs and stoops	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>

APPLICANT: General Project Information

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments:

PEDESTRIAN COMPONENT (Handbook Section 4.3)

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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) <small>Required / Existing / Proposed</small>	CITY PLAN SIDEWALK WIDTH <small>Existing / Proposed</small>
MAIN STREET	12' / 13' / 13'	13' / 13'
_____	____/____/____	____/____
_____	____/____/____	____/____

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 <small>Required / Existing / Proposed</small>
MAIN STREET	6.5' / 6.5' / 6.5'
_____	____/____/____
_____	____/____/____

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

EXISTING VEHICULAR INTRUSIONS		
INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
EXISTING DRIVEWAY & BRIDGE	15.4'	MAIN STREET BETWEEN EXISTING BUILDING TO BRIDGE TO ISLAND
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS		
INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
VEHICULAR DRIVEWAY & PEDESTRIAN / VEHICULAR BRIDGE	30.0'	WIDENED CURB CUT AND BRIDGE IN SAME LOCATION AS EXISTING.
_____	_____	_____

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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 ☐

Plan widens the existing curb cut and proposed a dedicated a 6' pedestrian lane over the bridge to the island. With the partial demolition of the existing building on Main Street sight angles will be improved and cars will not blindly pull into the pedestrian sidewalk. Walking and furnishing zones are met along the entirety of the frontage.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

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 <small>Existing / Proposed</small>
MAIN STREET	2.1' / 2.1'
_____	____/____

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 <small>Recommended / Existing / Proposed</small>
MAIN STREET	4' / 4' / 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 ☒

DEPARTMENTAL APPROVAL
YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

19. Does the design avoid tripping hazards?

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL
YES ☐ NO ☐

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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 ☐

BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

22. Does the design maintain adequate visibility for all roadway users at intersections?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: There is limit space along Main Street for any facilities. The increased curb cut and the ability to provide complaint sight angles eliminates the ability for street trees. Bike parking regulations are met on the island. 151 Class 1A spaces are provided on the island for residences and public users of the river path. There is an existing 2.1' building projection that will remain in the Building Zone.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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VENICE ISLAND | 4436-44 MAIN ST
COMPLETE STREETS HANDBOOK CHECKLIST

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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>

On-grade bike racks as well as covered spaces in the residential buildings will be provided.

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
4436-42 MAIN STREET	0	0 / 0	0 / 0	0 / 0
4436R, 4400R (VENICE ISLAND)	81	0 / 0	0 / 0	0 / 151
		/	/	/
		/	/	/

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

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

DEPARTMENTAL APPROVAL

YES

NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: 151 bike spaces are proposed. The widening of the driveway and bridge and the addition of a 6’ pedestrian lane will make travel to and from Main Street much safer. Path connecting directly to the 12’ path along the river provides continuous bike access.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?

YES

NO

DEPARTMENTAL APPROVAL

YES

NO

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

YES

NO

N/A

YES

NO

30. Does the design provide a buffer between the roadway and pedestrian traffic?

YES

NO

N/A

YES

NO

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

Elimination of curb cuts and installation of full curb and sidewalk replacement will help access and use of public transit.

YES

NO

APPLICANT: Curbside Management Component

Additional Explanation / Comments: The increased curb cut and the ability to provide complaint sight angles eliminates some pedestrian and vehicular conflict. The widening of the driveway and bridge and the addition of a 6’ pedestrian/bike lane will make travel to and from Main Street and public transit stops much safer.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

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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 Existing / Proposed	DESIGN SPEED
			/	
			/	
			/	
			/	

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

YES

NO

DEPARTMENTAL APPROVAL

YES

NO

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission.

YES

NO

YES

NO

35. Will the public right-of-way be used for loading and unloading activities?

YES

NO

YES

NO

36. Does the design maintain emergency vehicle access?

YES

NO

YES

NO

37. Where new streets are being developed, does the design connect and extend the street grid?

YES

NO

N/A

YES

NO

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

YES

NO

N/A

YES

NO

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

YES

NO

YES

NO

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: The increased curb cut and bridge will allow for better access for larger delivery vehicles as well as emergency vehicles. All loading and dropoff will be internal to the driveway or island. Main Street will not be used.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

(1) 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 ☒ NO ☐ N/A ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

YES ☒ NO ☐ N/A ☐

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments:


DEPARTMENTAL REVIEW: Urban Design Component


Reviewer Comments:


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

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?

YES ☐ NO ☐ N/A ☒

45. Does the design provide adequate clearance time for pedestrians to cross streets?

YES ☐ NO ☐ N/A ☒

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?

YES ☐ NO ☐ N/A ☒

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?

▪ Marked Crosswalks

YES ☐ NO ☐ N/A ☒

▪ Pedestrian Refuge Islands

YES ☐ NO ☐ N/A ☒

▪ Signal Timing and Operation

YES ☐ NO ☐ N/A ☒

▪ Bike Boxes

YES ☐ NO ☐ N/A ☒

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?

YES ☐ NO ☐ N/A ☒

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?

YES ☐ NO ☐ N/A ☒

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments:


DEPARTMENTAL REVIEW: Intersections & Crossings Component


Reviewer Comments:


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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

JKRP

ARCHITECTS

09.19.2022

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Sustainability Summary

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

1. The design incorporates green roof and porous pavers. These features work to utilize on-site infiltration as well as to treat and regulate runoff from 100% of the site.
2. Vegetated roof areas are employed to infiltrate water runoff and increase the year round aesthetics of the site.
3. Vegetative buffer/trees will be installed along the public trail to provide summer shade, help reduce heat gain and improve air quality.
4. Landscape areas along the outdoor spaces of the site will be installed to work as a visual buffer and to improve the ground level aesthetic as well as help to clean surface runoff from the public trail that runs to city sewers.

Civic Design Review Sustainable Design Checklist

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

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

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

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes, entrance to the development along Main Street allows for this.
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	Yes, all parking is located under the proposed buildings.
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	Yes, 7 electric vehicle spaces are provided.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) ⁱ	Yes, the building is set back 17' + from the railroad tracks.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes, we are providing bike racks along Main Street and would be open to adding a share station along the public trail.

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Yes, green roofs are being used that require no irrigation. Ground plantings that are drought tolerant will be chosen.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes, green roofs are used as well as porous pavers.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	Yes, the use of green roof, porous pavers, and vegetative site areas is equal to 90% of the site area.
		No, we do not manage runoff from other sites.
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Yes, parking is covered and roofs are vegetated. Public trail has large planting area to offer shade.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	Yes, commissioning will be provided per 2018 IECC requirements.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	Yes
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No

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

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

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

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