

COMMUNITY BENEFITS AGREEMENT

THIS COMMUNITY BENEFITS AGREEMENT is entered into this th ~~12~~ day of October, 2020, by and between 19S Partners, LLC, a Pennsylvania limited liability company, an affiliate of Pearl Properties, LLC (“ENTITY”), Center City Residents Association (“CCRA”), a Pennsylvania non-profit corporation and the Preservation Alliance for Greater Philadelphia (“PA”);

WHEREAS, Entity owns the properties at 113, 115 117 and 119 S. 19th Street, and the properties at 1822 and 1824 Chestnut Street through to Sansom Street in Philadelphia; and

WHEREAS, 113 Sansom Street 1822 and 1824 Chestnut Street are listed on the Philadelphia Register of Historic Places (the “Historic Properties”) and

WHEREAS, Entity proposed to combine the parcels set forth above into a single unit and develop some of them while leaving the Historic Properties as is (the “Project”); and

WHEREAS, Entity has hired DAS Architects (“DAS”) to act as the Project architect; and

WHEREAS, Entity has shown representatives of CCRA and PA its preliminary design for the Project and has asked for CCRA and PA’s support for the Project; and

WHEREAS, in consideration of the proposed Project and Entity entering into this Agreement with CCRA and PA;

NOW THEREFORE, in consideration of the above promises and mutual agreements of the parties hereto, each intending to be legally bound hereby, CCRA and PA and Entity agree as follows:

1) Plans and Specifications. Entity agrees to construct the Project substantially in accordance with the plans attached as **Exhibit “A”** (the “Plans”), subject to any design modifications which may be made by the Project architect and/or as required in connection with obtaining any approvals or permits from all relevant agencies of the City of Philadelphia or by the entities financing the Project, provided that such changes do not materially alter the height, mass or appearance of the Project.

2) Support and Non-Opposition for Approvals and Permits. CCRA and PA agree that, in consideration of Entity’s execution of this Agreement and compliance therewith and with the Plans, CCRA and PA shall not oppose, contest or appeal any permit or approvals obtained by Entity with respect to the Project, including but not limited to zoning, street, building, historic or utility permits and approvals, so long as the same are consistent with the Plans. In the event of any appeal of any such permits and/or approvals by CCRA or PA, Entity shall have the right to unilaterally terminate this Agreement as provided in Section 13 below. Nothing in this Agreement shall prohibit CCRA from seeking reasonable alteration to the Plans based on issues raised for the first time at the Civic Design Review meeting which it will convene concerning the Project.

3) Construction Activity.

a) Entity shall provide CCRA with a proposed construction schedule for the Project prior to commencement of construction work on the Project. Once construction work begins, to the extent any material schedule changes thereto are made, Entity shall provide CCRA and PA with an updated construction schedule. All schedules shall be subject to the approval of the City and subject to compliance with the requirements of the City.

b) Entity shall use commercially reasonable efforts to cause its contractors, subcontractors, material suppliers and agents to conduct construction activities and deliveries at the Property in such a manner as to limit, to the extent reasonably possible, the raising and spreading of debris and dust, which may migrate from the Property to the immediate neighbor properties, and/or the creation (without prompt removal thereof) of waste and dirt piles, except in connection with site excavation and foundation construction activities; provided, that such activities are conducted in accordance with applicable laws and codes .

c) Construction activity will be performed Mondays through Fridays from 7:00 a.m. until no later than 5:00 p.m., and from 8:00 a.m. until 5:00 p.m. on Saturdays. If Entity and/or its contractors or subcontractors find it necessary to work outside of the hours set forth above, Entity shall use reasonable efforts to give CCRA reasonable advance notice that such work at such times is necessary, and the reasons therefor.

d) Entity shall use commercially reasonable efforts to cause its contractors to restrict vehicles, cranes or other equipment from idling before or after the hours when construction is allowed.

e) Entity shall use commercially reasonable efforts to direct its contractors to cause temporary lighting to be used during construction to the maximum extent practical, to not shine on or into windows of neighbor properties directly.

f) To the extent reasonably possible, Entity, its contractors and subcontractors shall require that all materials and equipment shall be staged within the Property.

g) Entity shall use its commercially reasonable efforts throughout the duration of the Project to avoid interference or obstruction of the utilities of and to neighboring residents, including (without limitation) the electrical, natural gas, cable, telephone and water supply. In the event of any such interference or obstruction caused by Entity, Entity shall make repair of such interference or obstruction its highest priority and shall repair the same on an emergency basis. Notwithstanding the foregoing, to the extent any interference or obstruction to neighboring residents or their tenants is caused by the utilities, Entity shall not be held responsible therefore.

4) Parking and Loading. Entity covenants and agrees as follows:

a) The residential entry to the Project shall be located on South 19th Street. The Project shall include enclosed, off-street loading which will be accessible from Sansom Street, in each case substantially as shown on the Plans.

b) As shown on the Plans, the loading and trash will be configured such that trucks can make a so-called three (3) point turn within the loading area and exit in a forward direction.

c) Entity will use reasonable efforts to restrict its tenants from using trucks over 32 feet in length except in the case of emergencies (including required deliveries for commercial tenants of Entity due to unusual circumstances) which make this limit impracticable and then only to the extent of such emergency.

d) The off-street loading entrance shall be buffered and lit to the extent feasible to keep pedestrians and other vehicles safely away from them.

e) While the off-street loading area is in use, Entity will make commercially reasonable efforts to direct other vehicles waiting to use it to circle the block or return at a later time to avoid idling or creating congestion on Sansom Street.

f) To avoid congestion and back-up, Entity shall take commercially reasonable steps to schedule deliveries and move-ins and move-outs to restrict simultaneous use of the off- street loading area by more than two vehicles.

g) Entity shall restrict use of the off-street loading area to the hours of 7AM to 7 PM daily and on weekends, in each instance, with the exception of emergencies (including required deliveries for commercial tenants of Entity due to unusual circumstances) which make these limits impracticable and then only to the extent of such emergency.

5) Trash Storage. Entity will cause all trash generated by its tenants to be stored within the Property in the trash facility to be constructed as part of the Project as shown on the Plans.

6) Restaurant/Commercial Use of the First Floor. Entity shall establish and lease at least one (1) retail space for space on the ground floor along 19th Street, as shown on the Plans. If the retail space is leased to one or more restaurants serving alcoholic beverages either at the tables or at a bar within the facility, and the restaurant elects to hold a liquor license, CCRA agrees to cooperate with Entity in connection with the transfer of one or more liquor licenses to the Property, including reaching agreement on a customary Conditional Licensing Agreement. CCRA's consideration, as an RCO, of any referral from the Philadelphia Zoning Board of Adjudgment and/or application for a zoning variance relating to the planned ground floor restaurant (or alternatively, ground level retail or other commercial use) shall be exempt from the requirements of Article 2 of this Agreement. For the avoidance of doubt, CCRA shall have the right under this Agreement to oppose or not oppose any such future application. The Owner acknowledges and understands that with regard to referrals relating sit-down and take-out restaurants, CCRA

frequently does not oppose the applications provided that the tenant or occupant agrees to certain standard restrictions concerning, *inter alia*, trash storage, trash pick-up, delivery times, live music, and noise mitigation.

7) Green Elements. Entity will use commercially reasonable efforts to incorporate landscaping and other such “green” items in the Project, including replacing at least all existing trees which may be removed on Chestnut or S. 19th Street during construction of the Project. CCRA and PA acknowledge that a number of considerations, including mechanical system feasibility, storm water management system design will impact Entity’s ability to install “green” items within the Project. Nothing contained herein shall obligate Entity to install a green roof.

8) Loading/Deliveries and Trash Removal. Deliveries for both the commercial and residential tenants of the Property and for trash removal for all occupants of the Project shall be to and from Sansom Street, as and where shown on the Plans. All deliveries shall be taken inside promptly and not staged on the sidewalk or street. Trash and waste may be removed commercially, on a daily basis and at times as required or permitted by applicable codes. Entity shall direct its waste hauling provider to pick up trash only during these times. Trash and waste shall not be put out for pick-up and shall be picked-up from inside. Entity shall also maintain appropriate security in the areas of the loading docks and trash activities.

9) Exterior Maintenance. Entity shall maintain the exterior of the Project in an appropriate and reasonable manner in keeping with the quality residential character of the surrounding neighborhood. Entity will act promptly to cure any acts of vandalism or graffiti occurring on or around the Property.

10) Residential Pick-up and Drop Off. Entity shall encourage residents of the Project to be picked up and dropped off, both privately and commercially, from the west side of S. 19th Street across from the pedestrian entrance to the Project.

11) Successors and Assigns. The terms and conditions set forth herein are covenants intended by the parties hereto to apply to and bind Entity, CCRA and PA and their respective successors and assigns (including any condominium and/or co- operative association and members thereof, in the event that the Project is ever converted into condominium or co-operative type ownership) and any managers or operators of the Project and the Property. Entity agrees to provide a copy of this Agreement to any prospective successor or assignee and require that any successor or assign agree to be bound by this Agreement as a condition of any sale or conveyance.

12) Termination Agreement. This Agreement shall automatically terminate and be of no further force and effect if any entity, who has in writing waived the right to do so by signing this Agreement, appeals the granting of variances or any permits associated with the Project.

13) Alternative Dispute Resolution. All parties hereto shall attempt to mediate disputes arising under this Agreement in good faith before seeking judicial remedies for any breach hereunder. A party shall notify the other parties of any such dispute in writing and shall receive a response from the party or parties claimed to be in breach within 5 business days following receipt of such notice substantively responding to the dispute notice and proposing a time and place for a

meeting within the five business days following the date of the response if such response does not fully resolve the dispute.

14) Entire Agreement. This Agreement and the Easement Agreement constitute the complete and entire understanding and agreement among the parties with respect to the subject matter, and it supersedes any negotiations, representations, prior discussions, and/or preliminary agreements among the parties. This Agreement may not be modified except by a written instrument signed by the parties against whom enforcement of such modification is sought.

15) Pennsylvania Law. This Agreement shall be interpreted under the laws of the Commonwealth of Pennsylvania without reference to its conflicts of laws principles that would make the laws of any other jurisdiction applicable to this Agreement.

16) Recording. Owner and/or Developer will record notice of this Agreement with the Philadelphia Department of Records.

17) Notices. All notices required under the terms of this Agreement shall be addressed as follows:

If to Entity:

% Pearl Properties
110 S. 19th Street, Suite 300
Philadelphia, PA 19103
Attention: Reed J. Slogoff/James Pearlstein

If to CCRA:

CCRA
1901 Market Street
Philadelphia, PA 19103
Attn: President

If to PA:

Preservation Alliance of Greater Philadelphia
1608 Walnut Street, Suite 1702
Philadelphia, PA 19103
Attn: Executive Director

18) Headings. The headings and captions in this Agreement are for convenience of reference only and in no way define or limit the scope or intend of this Agreement or any provision thereof.

19) Lender Modifications. If, in connection with obtaining financing for the Project, Entity's lender for the Project shall request reasonable, immaterial modifications to this

Agreement, the parties will cooperate in acknowledging and documenting such modifications.

2) Authority. The individuals executing this Agreement represent and warrant that they are each authorized to bind the respective parties.

2) Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed to an original and all of which together shall comprise but a single document.

2) Diverse Enterprise and Workforce Opportunities. Entity is committed to certain diverse enterprise and workforce goals for construction of the Project, which are designed both to ensure a diverse business enterprise pool as well as a workforce that is both diverse and reflective of the City of Philadelphia. These goals are as follows:

- (i) Sub-Contractors and Suppliers: The Project shall have diverse business utilization goals of 20-25% Minority Business Enterprise (MBE) utilization, 15-20% Women Business Enterprise (WBE) utilization, and a showing of best good faith efforts for Disadvantaged Business Enterprise (DSBE) utilization.
- (ii) Workforce: The Project shall have journeyman utilization goals as follows: 22% of trade hours to be utilized with African American journeymen, 15% of trade hours to be utilized by Hispanic journeymen, and 5% of trade hours to be utilized by women tradespersons. The Project shall also have a requirement that 32% of trade hours be utilized by local residents. The Project shall have the following apprenticeship utilization goals: 50% of apprentice hours shall be utilized by minorities and 3% of apprentice hours shall be utilized by women.


[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF the parties hereto, intending to be legally bound hereby, and duly authorized to do so, have hereunto executed this Agreement as of the day and year first above written.

19S PARTNERS, LLC

By: 
Name: Reed F. Slogoff
Title: Manager

CCRA

By: 
Name: _____
Title: _____

PA

By: _____
Name: _____
Title: _____

EXHIBIT "A"

PLANS

113-121 S. 19TH STREET &
1822-24 CHESTNUT STREET
PHILADELPHIA, PA 19103

CIVIC DESIGN REVIEW
September 22, 2020





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-2020-002127**

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

Project is "by right" but includes more than 100,000 square feet of new gross floor area and more than 100 additional dwelling units.

PROJECT LOCATION

Planning District: Central Council District: District 5

Address: 113-121 S. 19th Street
1822-24 Chestnut

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

CONTACT INFORMATION

Applicant Name: 19S Partners/Ches 18 Partners Primary Phone: (610) 529 4670

Email: rjs@pearl-properties.com Address: 110 S. 19th Street, Suite 300
Philadelphia, PA 19103

Property Owner: 19th & Sansom Corp Developer Pearl Properties
113-119 S. 19th St. LLC

Architect: DAS Architects

SITE CONDITIONS

Site Area: 21,555 SF

Existing Zoning: CMX-5 Are Zoning Variances required? Yes No

Proposed Use:

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

Retail – 30,180 sf (includes existing and new)

Residential – 183 apartments in 257,694 sf (includes existing and new)

Proposed # of Parking Units:

55 Parking Spaces

COMMUNITY MEETING

Community meeting held: Yes No

If yes, please provide written documentation as proof.

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

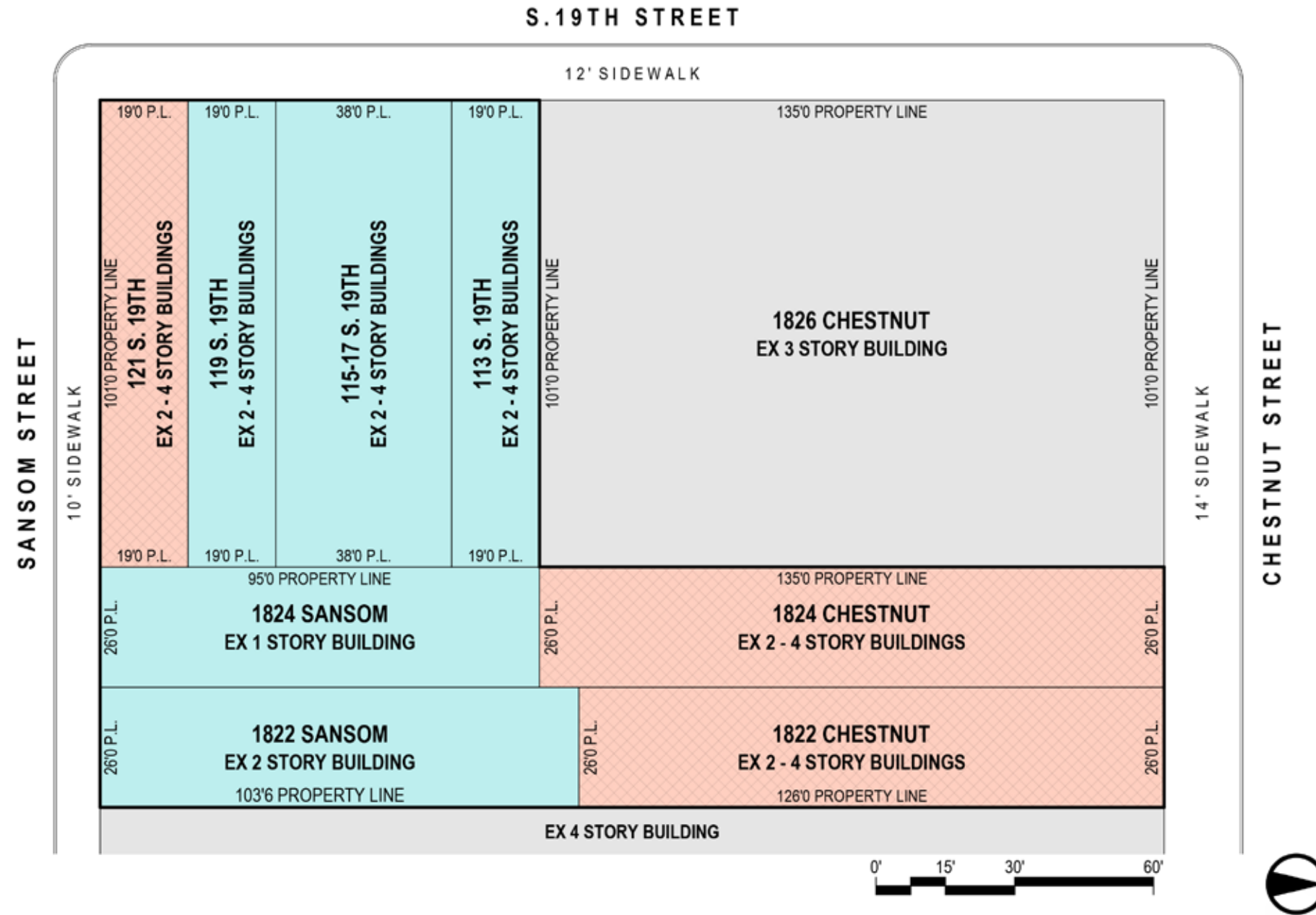
Date: October 1, 2020 Time: 7:00 pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:

Date: _____



1822-24 CHESTNUT STREET



121 S. 19TH STREET



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PROJECT DESCRIPTION

MIXED USE SF PROGRAM SUMMARY

Retail (Existing) :	20,201 sf
Retail (New):	9,979 sf
Residential (Existing):	16,296 sf
Residential (New) :	241,398 sf
Total :	257,694 sf

ZONING DATA

District : CMX-5

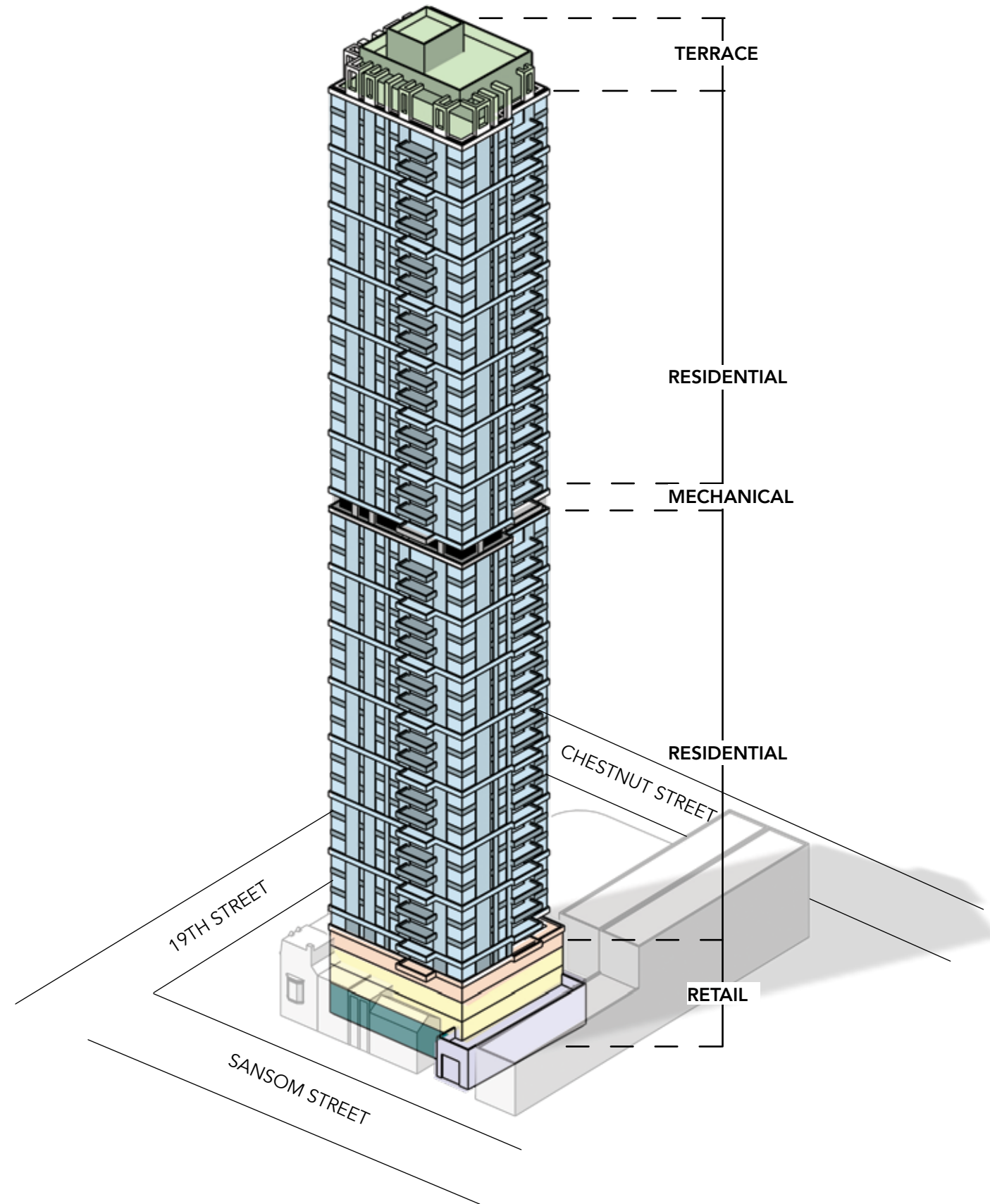
Areas and Dimensions

	Required	Provided
Lot Area:	N/A	21,555 SF
Floor Area Ratio:	258,660 SF (1,200%)	257,694 SF (1,196%)
Max Allowable Height:	No Limit	567'-5"

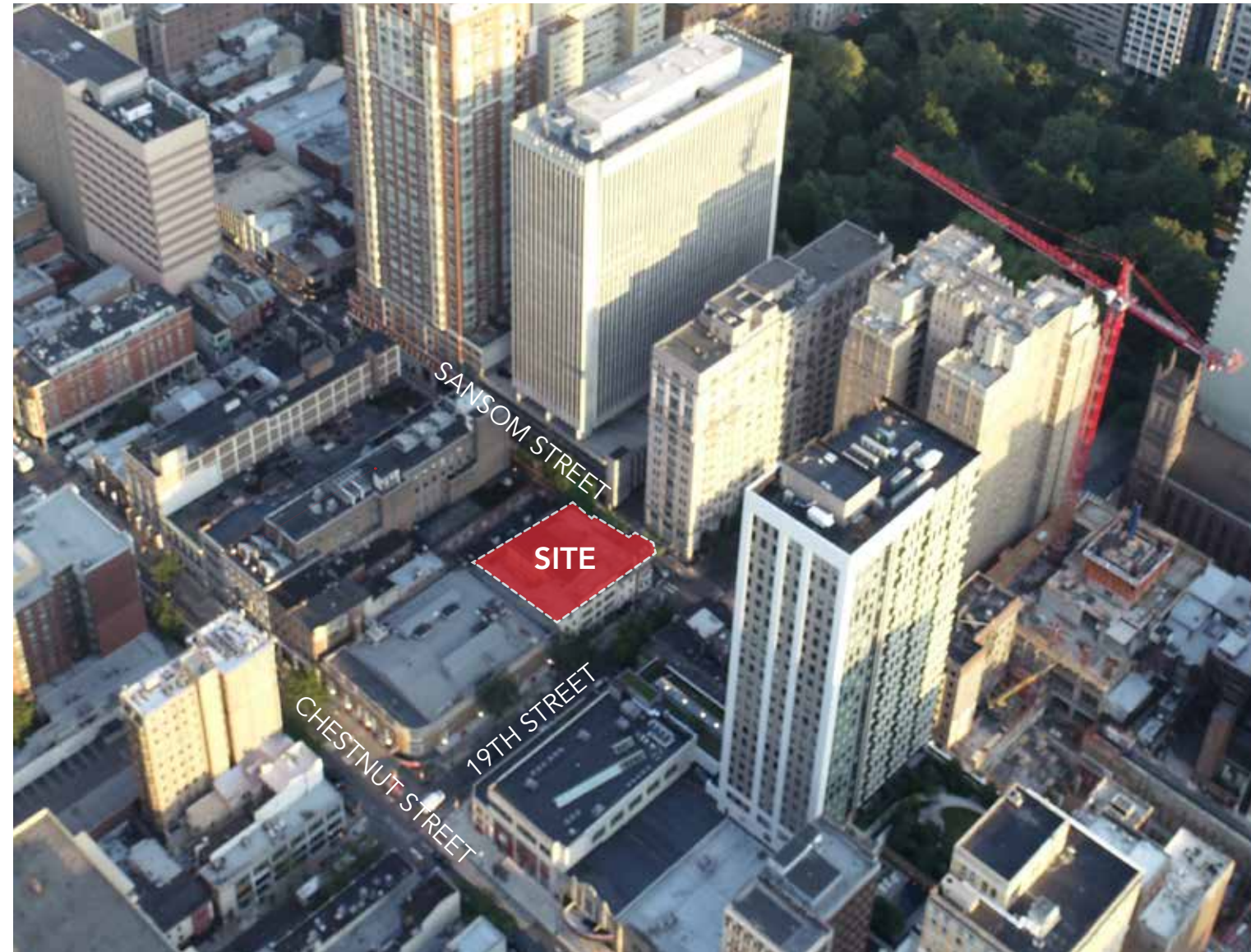
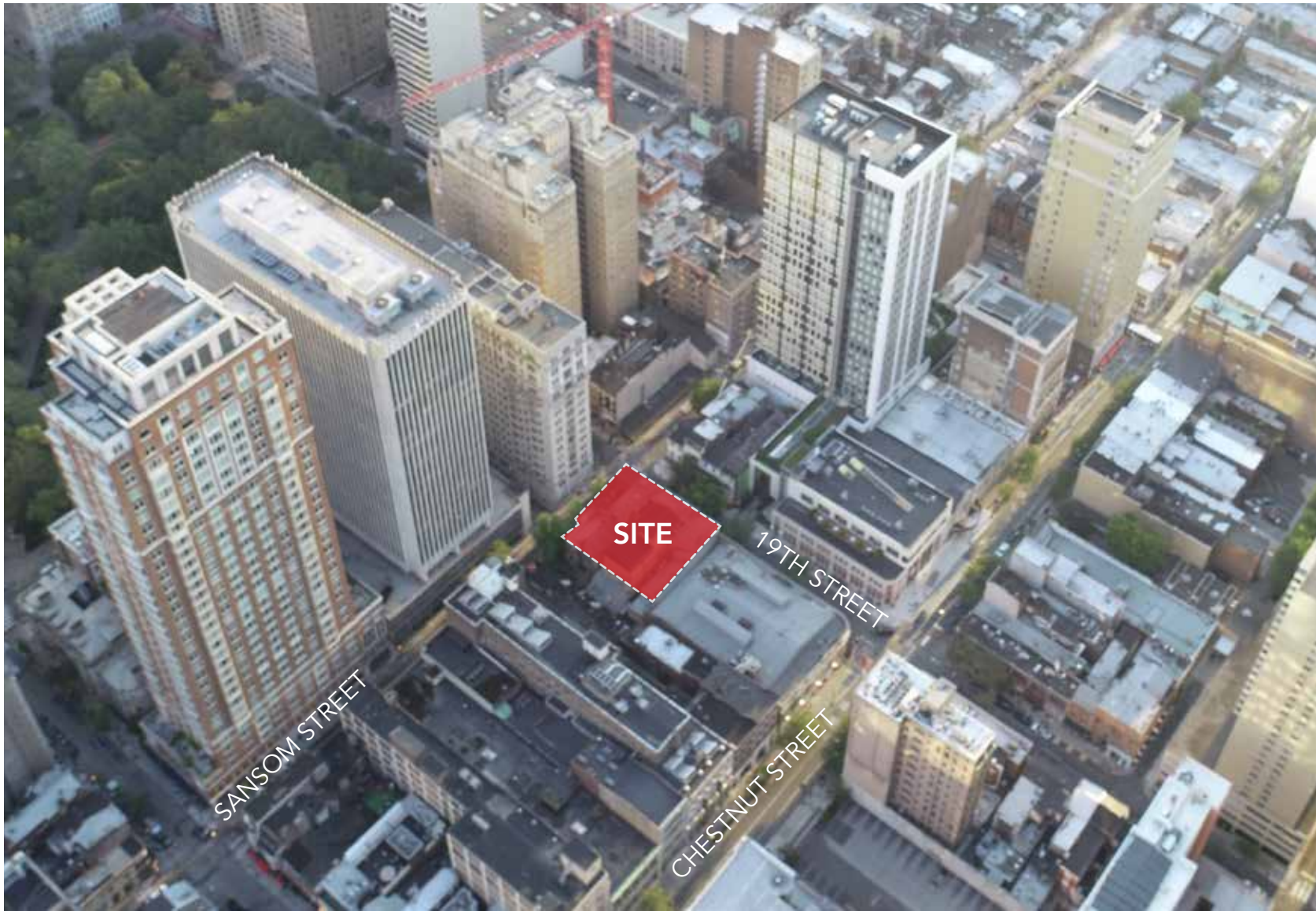
Bulk & Massing Controls (Option B):

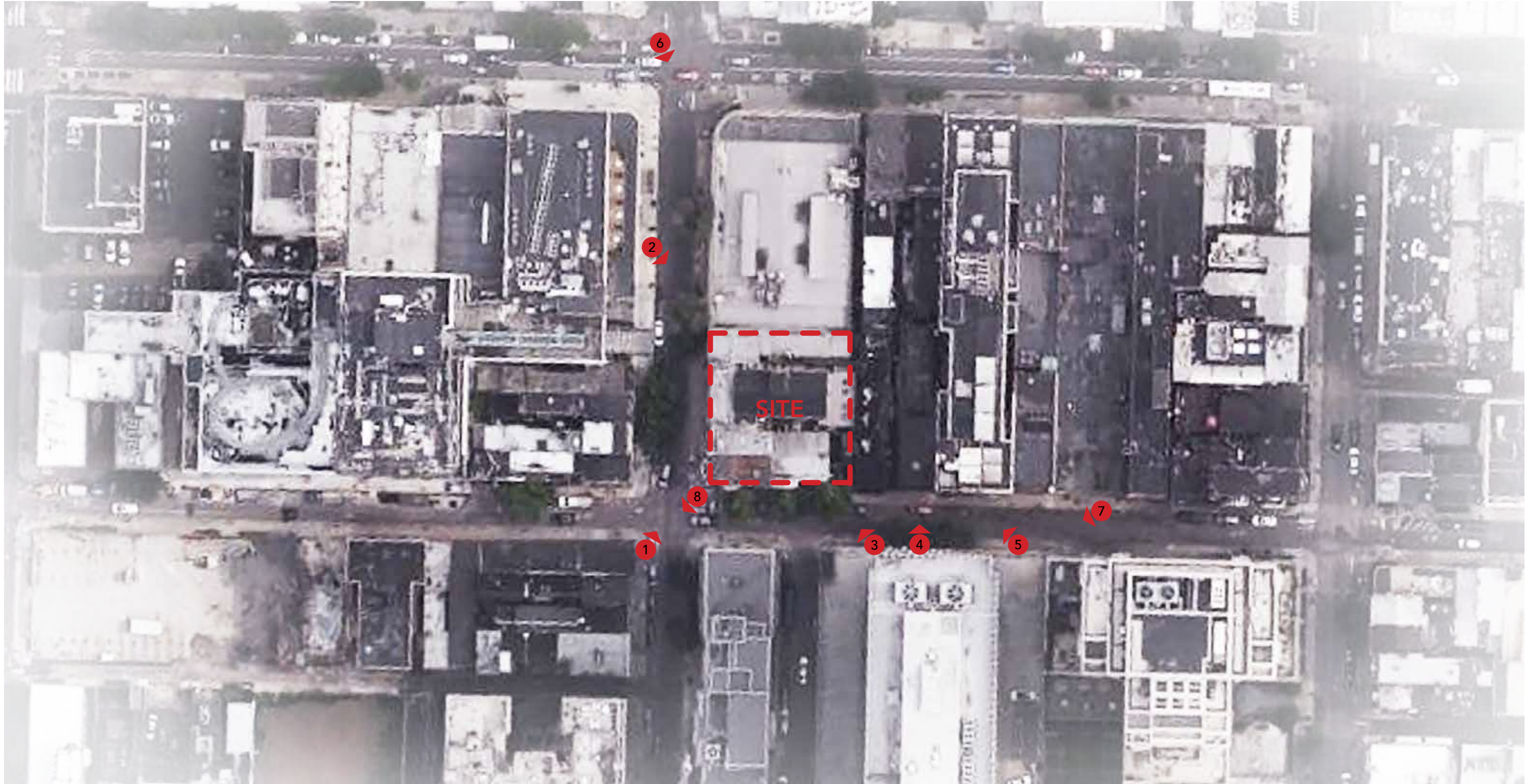
Max coverage up to 65'	100%	93.95%
Max coverage up to 300'	75%	28.28%
Max coverage up to 500'	50%	28.28%

- Terrace
- Residential
- Amenities Space
- Retail
- Lobby/Retail
- Loading Area
- Utilities/ Mech Floor











1 Looking Northeast on 19th and Sansom St.



3 Looking Northwest on Sansom St.



2 Looking Southeast on 19th St.



4 Looking Northeast on Sansom St.



5 Looking Northwest on Sansom St.



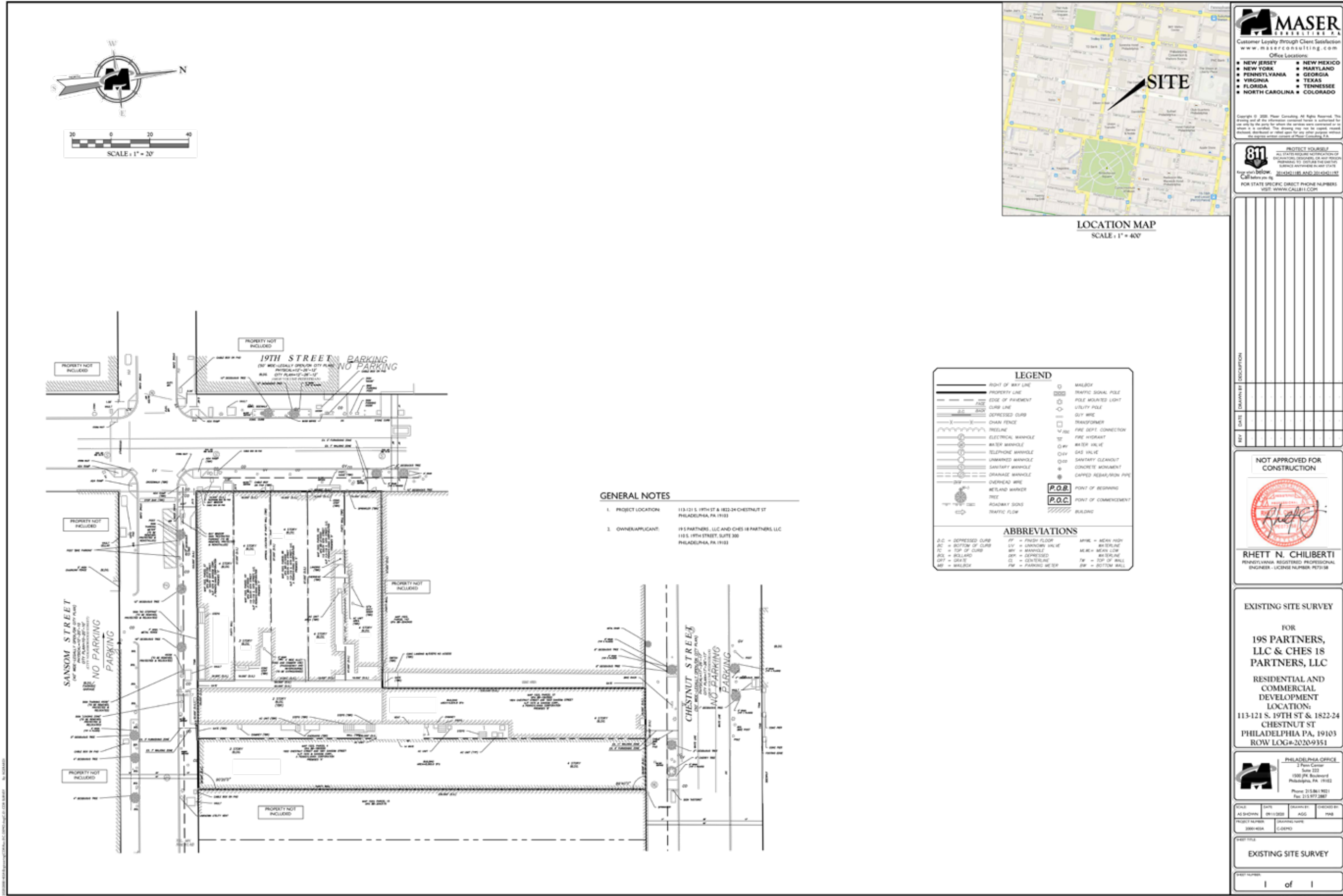
7 Looking Southwest on Sansom St.



6 Looking Southeast on 19th and Chestnut St.



8 Looking Southwest on 19th and Sansom St.



GENERAL NOTES

- PROJECT LOCATION: 113-121 S. 19TH ST & 1822-24 CHESTNUT ST PHILADELPHIA, PA 19103
- OWNER/APPLICANT: 19S PARTNERS, LLC AND CHES 18 PARTNERS, LLC 115 S. 19TH STREET, SUITE 300 PHILADELPHIA, PA 19103

LEGEND

—	RIGHT OF WAY LINE	○	WALLOX
—	PROPERTY LINE	○	TRAFFIC SIGNAL POLE
—	EDGE OF PAVEMENT	○	POLE MOUNTED LIGHT
—	CURB LINE	○	UTILITY POLE
—	DEPRESSED CURB	○	GUY WIRE
—	CHAIN FENCE	○	TRANSFORMER
—	TREELINE	○	FIRE DEPT. CONNECTION
—	ELECTRICAL MANHOLE	○	FIRE HYDRANT
—	WATER MANHOLE	○	WATER VALVE
—	TELEPHONE MANHOLE	○	GAS VALVE
—	UNMARKED MANHOLE	○	SANITARY CLEANOUT
—	SANITARY MANHOLE	○	CONCRETE MONUMENT
—	DRAINAGE MANHOLE	○	CAPPED ABRASION PIPE
—	OVERHEAD WIRE	○	POINT OF BEGINNING
—	WETLAND MARKER	○	POINT OF COMMENCEMENT
—	TREE	○	BUILDING
—	ROADWAY SIGN		
—	TRAFFIC FLOW		

ABBREVIATIONS

B.C.	= DEPRESSED CURB	FF	= FINISH FLOOR	SPHC	= SEWER HIGH
BC	= BOTTOM OF CURB	UV	= UNKNOWN VALVE	WA	= WATERLINE
TC	= TOP OF CURB	WH	= WIRE MANHOLE	SEWC	= SEWER CUP
ACL	= ALLIANCE	DEP	= DEPRESSED	WA	= WATERLINE
GRF	= GRADE	CL	= CENTERLINE	FW	= TOP OF WALL
WF	= WALLFACE	FW	= FINISH FLOOR	BW	= BOTTOM WALL

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REV	DATE	DESCRIPTION

NOT APPROVED FOR CONSTRUCTION

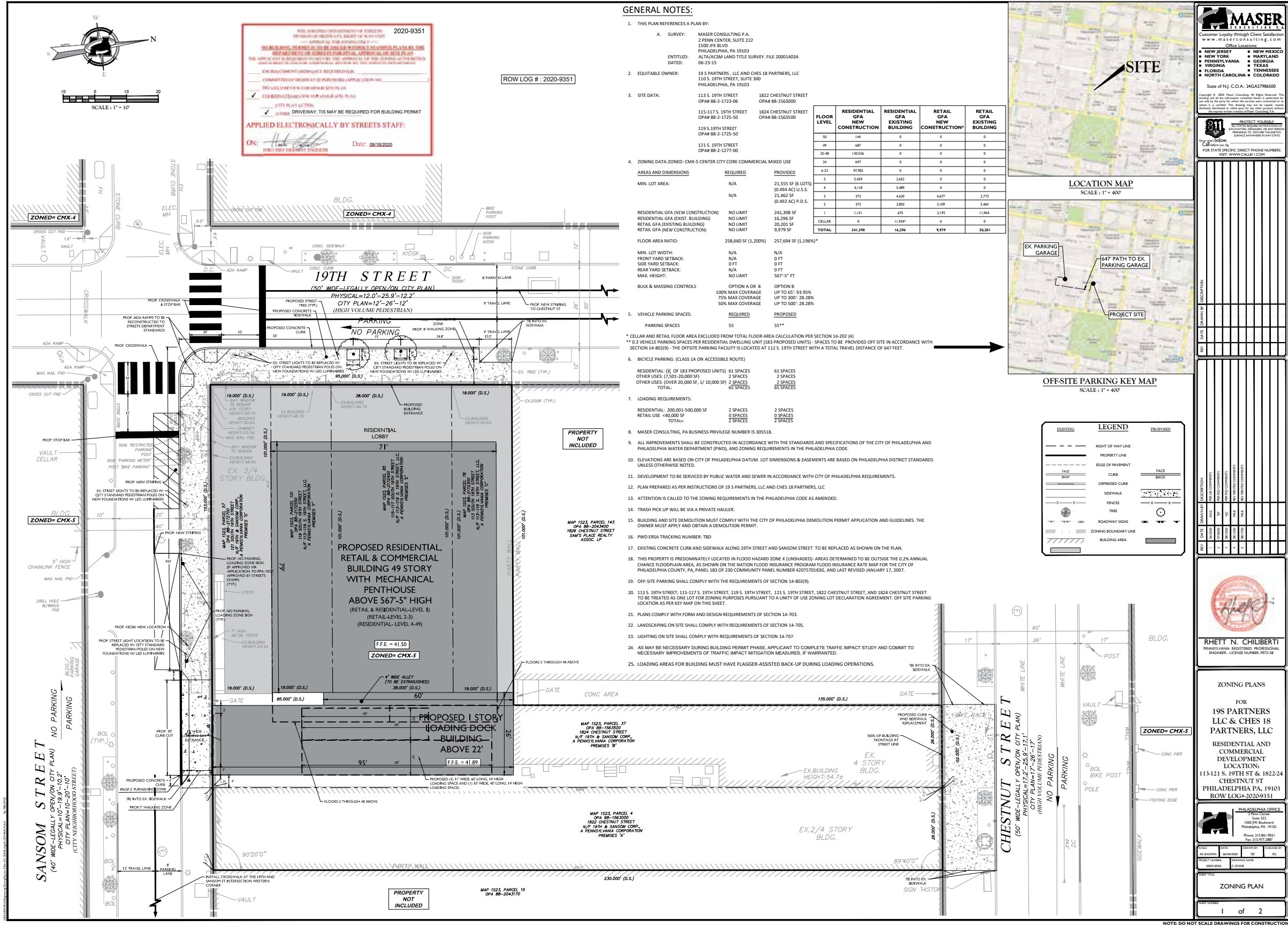
RHETT N. CHILBERTI
PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER - LICENSE NUMBER: P07158

EXISTING SITE SURVEY
FOR
19S PARTNERS, LLC & CHES 18 PARTNERS, LLC
RESIDENTIAL AND COMMERCIAL DEVELOPMENT
LOCATION:
113-121 S. 19TH ST & 1822-24 CHESTNUT ST
PHILADELPHIA PA, 19103
ROW LOG#-2020-9351

PHILADELPHIA OFFICE
2 Penn Center
Suite 222
1500 PA Boulevard
Philadelphia, PA 19102
Phone: 215.861.9621
Fax: 215.977.2882

DATE:	09/22/2020	PROJECT:	113-121 S. 19TH ST
AS SHOWN:	09/22/2020	AGG:	PHS
PROJECT NUMBER:	38801458A	DRAWING NAME:	C-0490

EXISTING SITE SURVEY
1 of 1



GENERAL NOTES:

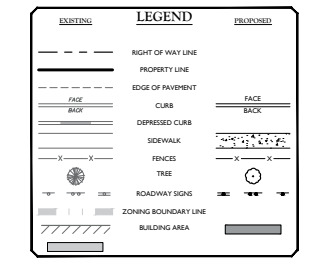
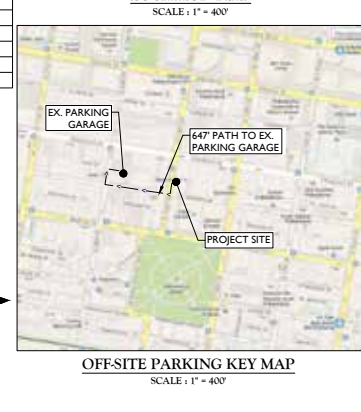
- THIS PLAN REFERENCE A PLAN BY:
 - A. SURVEY: MASER CONSULTING P.A., 2 PENN CENTER, SUITE 222, 1500 JFK BLVD, PHILADELPHIA, PA 19103
 - ENTITLED: ALTAIR/COMA LAND TITLE SURVEY, FILE 20001403A
 - DATED: 06-23-15
- EQUITABLE OWNER: 19 S PARTNERS, LLC AND CHES 18 PARTNERS, LLC, 110 S. 19TH STREET, SUITE 300, PHILADELPHIA, PA 19103
- SITE DATA: 113 S. 19TH STREET, OPA# 88-1723-06, 1822 CHESTNUT STREET, OPA# 88-156300; 115-117 S. 19TH STREET, OPA# 88-1725-50, 1834 CHESTNUT STREET, OPA# 88-156350; 119 S. 19TH STREET, OPA# 88-1725-50; 121 S. 19TH STREET, OPA# 88-1277-00
- ZONING DATA: ZONED: CMX-5 CENTER CITY CORE COMMERCIAL MIXED USE

AREAS AND DIMENSIONS	REQUIRED	PROVIDED
MIN. LOT AREA:	N/A	21,555 SF (6 LOTS) (0.494 AC) U.S.S.
RESIDENTIAL GFA (NEW CONSTRUCTION)	NO LIMIT	241,398 SF
RESIDENTIAL GFA (EXIST. BUILDING)	NO LIMIT	16,296 SF
RETAIL GFA (EXISTING BUILDING)	NO LIMIT	20,201 SF
RETAIL GFA (NEW CONSTRUCTION)	NO LIMIT	9,979 SF
FLOOR AREA RATIO:	258,660 SF (1.200%)	257,694 SF (1.196%)
MIN. LOT WIDTH:	N/A	0 FT
FRONT YARD SETBACK:	N/A	0 FT
SIDE YARD SETBACK:	N/A	0 FT
REAR YARD SETBACK:	N/A	567'-5" FT
MAX. HEIGHT:	OPTION A OR B	OPTION B
BULK & MASSING CONTROLS	100% MAX COVERAGE	UP TO 65' (3.95%)
	75% MAX COVERAGE	UP TO 300' (28.28%)
	50% MAX COVERAGE	UP TO 500' (28.28%)
- VEHICLE PARKING SPACES:

REQUIRED	PROPOSED
55	55**
- LOADING REQUIREMENTS:

RESIDENTIAL	RETAIL	RETAIL USE
200,001-500,000 SF	2 SPACES	2 SPACES
40,000 SF	0 SPACES	0 SPACES
TOTAL:	2 SPACES	2 SPACES
- MASER CONSULTING, PA BUSINESS PRIVILEGE NUMBER IS 305518.
- ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY OF PHILADELPHIA AND PHILADELPHIA WATER DEPARTMENT (PWD), AND ZONING REQUIREMENTS IN THE PHILADELPHIA CODE.
- ELEVATIONS ARE BASED ON CITY OF PHILADELPHIA DATUM. LOT DIMENSIONS & EASEMENTS ARE BASED ON PHILADELPHIA DISTRICT STANDARDS UNLESS OTHERWISE NOTED.
- DEVELOPMENT TO BE SERVICED BY PUBLIC WATER AND SEWER IN ACCORDANCE WITH CITY OF PHILADELPHIA REQUIREMENTS.
- PLAN PREPARED AS PER INSTRUCTIONS OF 19 S PARTNERS, LLC AND CHES 18 PARTNERS, LLC
- ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
- TRASH PICK UP WILL BE VIA A PRIVATE HAULER.
- BUILDING AND SITE DEMOLITION MUST COMPLY WITH THE CITY OF PHILADELPHIA DEMOLITION PERMIT APPLICATION AND GUIDELINES. THE OWNER MUST APPLY AND OBTAIN A DEMOLITION PERMIT.
- PWD ERS TRACKING NUMBER: TBD
- EXISTING CONCRETE CURB AND SIDEWALK ALONG 19TH STREET AND SANSOM STREET TO BE REPLACED AS SHOWN ON THE PLAN.
- THIS PROPERTY IS PREDOMINATELY LOCATED IN FLOOD HAZARD ZONE X (UNSHADED) - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AREA, AS SHOWN ON THE NATION FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP FOR THE CITY OF PHILADELPHIA COUNTY, PA, PANEL 183 OF 230 COMMUNITY PANEL NUMBER 42075701836, AND LAST REVISED JANUARY 17, 2007.
- OFF-SITE PARKING SHALL COMPLY WITH THE REQUIREMENTS OF SECTION 14-802(9).
- 113 S. 19TH STREET, 115-117 S. 19TH STREET, 119 S. 19TH STREET, 121 S. 19TH STREET, 1822 CHESTNUT STREET, AND 1834 CHESTNUT STREET TO BE TREATED AS ONE LOT FOR ZONING PURPOSES PURSUANT TO A UNITY OF USE ZONING LOT DECLARATION AGREEMENT. OFF SITE PARKING LOCATION AS PER KEY MAP ON THIS SHEET.
- PLANS COMPLY WITH FORM AND DESIGN REQUIREMENTS OF SECTION 14-703.
- LANDSCAPING ON SITE SHALL COMPLY WITH REQUIREMENTS OF SECTION 14-705.
- LIGHTING ON SITE SHALL COMPLY WITH REQUIREMENTS OF SECTION 14-707.
- AS MAY BE NECESSARY DURING BUILDING PERMIT PHASE, APPLICANT TO COMPLETE TRAFFIC IMPACT STUDY AND COMMIT TO NECESSARY IMPROVEMENTS OF TRAFFIC IMPACT MITIGATION MEASURES, IF WARRANTED.
- LOADING AREAS FOR BUILDING MUST HAVE FLAGGER-ASSISTED BACK-UP DURING LOADING OPERATIONS.

FLOOR LEVEL	RESIDENTIAL GFA NEW CONSTRUCTION	RESIDENTIAL GFA EXISTING BUILDING	RETAIL GFA NEW CONSTRUCTION*	RETAIL GFA EXISTING BUILDING
49	144	0	0	0
48	487	0	0	0
25-48	130,534	0	0	0
24	497	0	0	0
6-23	97,902	0	0	0
5	5,439	2,482	0	0
4	4,118	5,489	0	0
3	24,462	4,630	4,677	2,773
2	372	2,800	3,109	5,464
1	1,331	675	2,193	11,964
CELLAR	0	11,904*	0	0
TOTAL	241,398	16,296	9,979	20,201



MASER CONSULTING P.A.
 2 PENN CENTER, SUITE 222, 1500 JFK BLVD, PHILADELPHIA, PA 19103
 Phone: 215.861.9021 | Fax: 215.573.2800

PROJECT VOUCHER
 30 DAY GUARANTEE
 CALL US FOR MORE INFO
 FOR STATE SPECIFIC CONTACT NUMBERS VISIT: WWW.CALL4.COM

RHETT N. CHILIBERTI
 PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER - LICENSE NUMBER PE7318

ZONING PLANS
 FOR 19S PARTNERS LLC & CHES 18 PARTNERS, LLC
 RESIDENTIAL AND COMMERCIAL DEVELOPMENT
 LOCATION: 113-121 S. 19TH ST & 1822-24 CHESTNUT ST PHILADELPHIA PA, 19103
 ROW LOG# 2020-9351

PHILADELPHIA OFFICE
 2 Penn Center, Suite 222, 1500 JFK Boulevard, Philadelphia, PA 19102
 Phone: 215.861.9021 | Fax: 215.573.2800

ZONING PLAN
 1 of 2

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



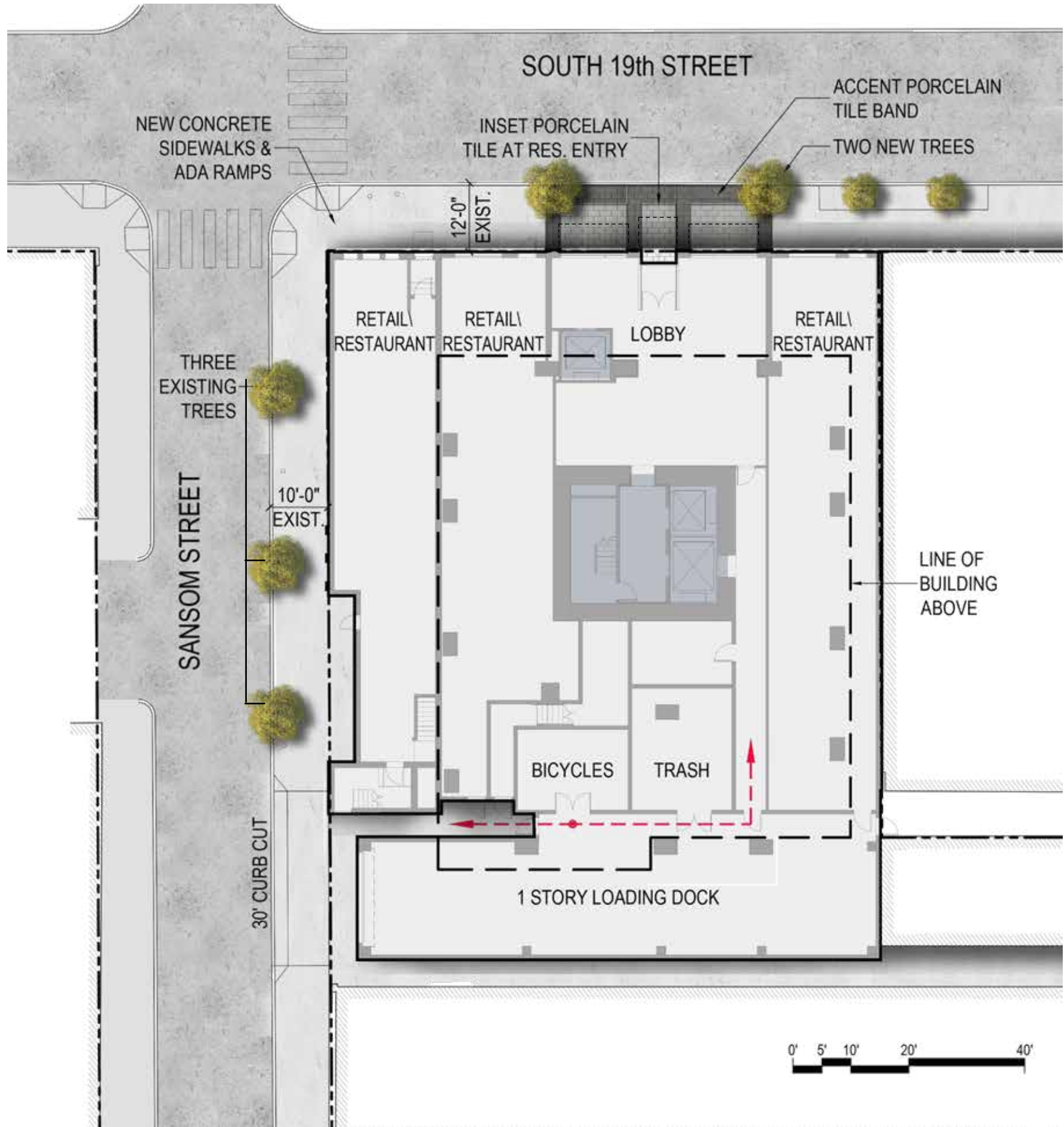
Porcelain Tile - Type A
Location: Inlay at lobby entry



Porcelain Tile - Type B
Location: Inlay at lobby entry as accent tile band

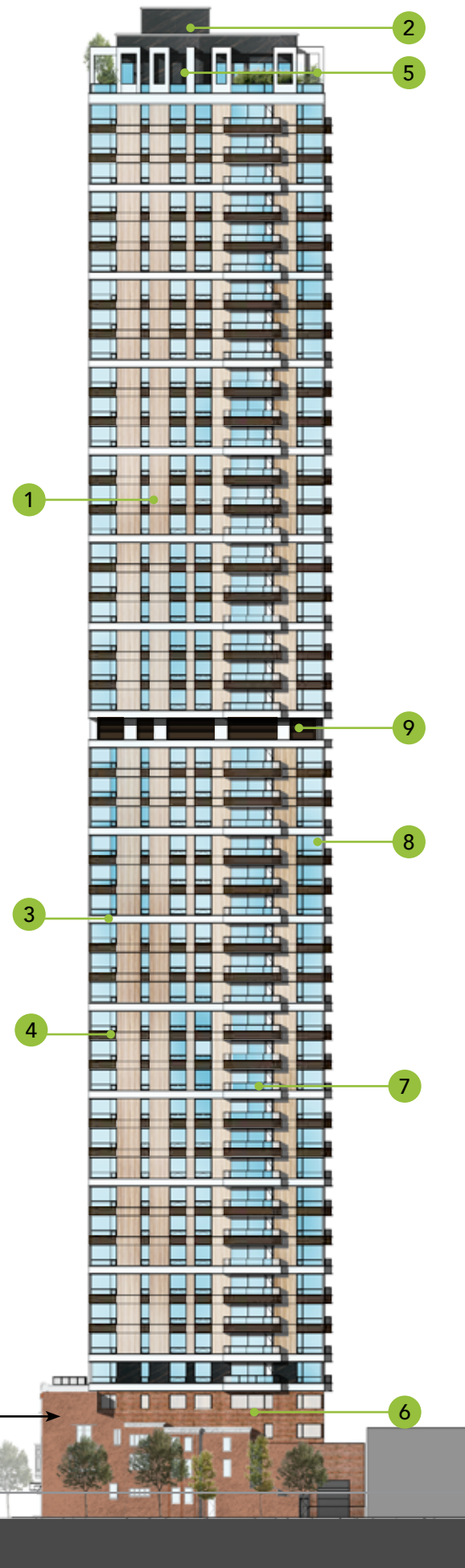


Ginkgo Biloba
Location: (2) Entry into Lobby



14 | EXTERIOR : SOUTH & WEST BUILDING ELEVATIONS

- 1 Porcelain Tile Vertical Pier
- 2 Porcelain Tile Accent Color
- 3 White Porcelain Tile Band w/ Bronze ACM Trim
- 4 Bronze Porcelain Tile Band w/ Bronze ACM Trim
- 5 ACM Roof Pergola
- 6 Brick
- 7 Aluminum and Glass Guard Rails
- 8 Aluminum and Glass Windows
- 9 Aluminum Louvers
- 10 Remove Paint/ Restore Brick



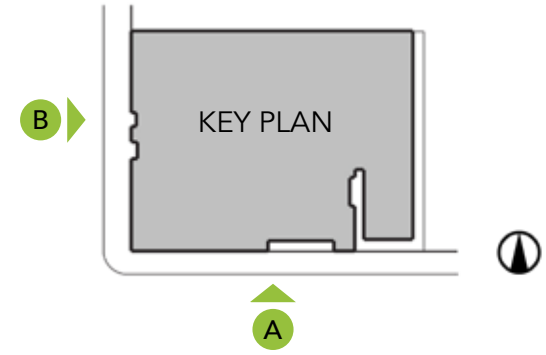
A- SOUTH BUILDING ELEVATION

Existing historic building to remain; 121 S19th ST.



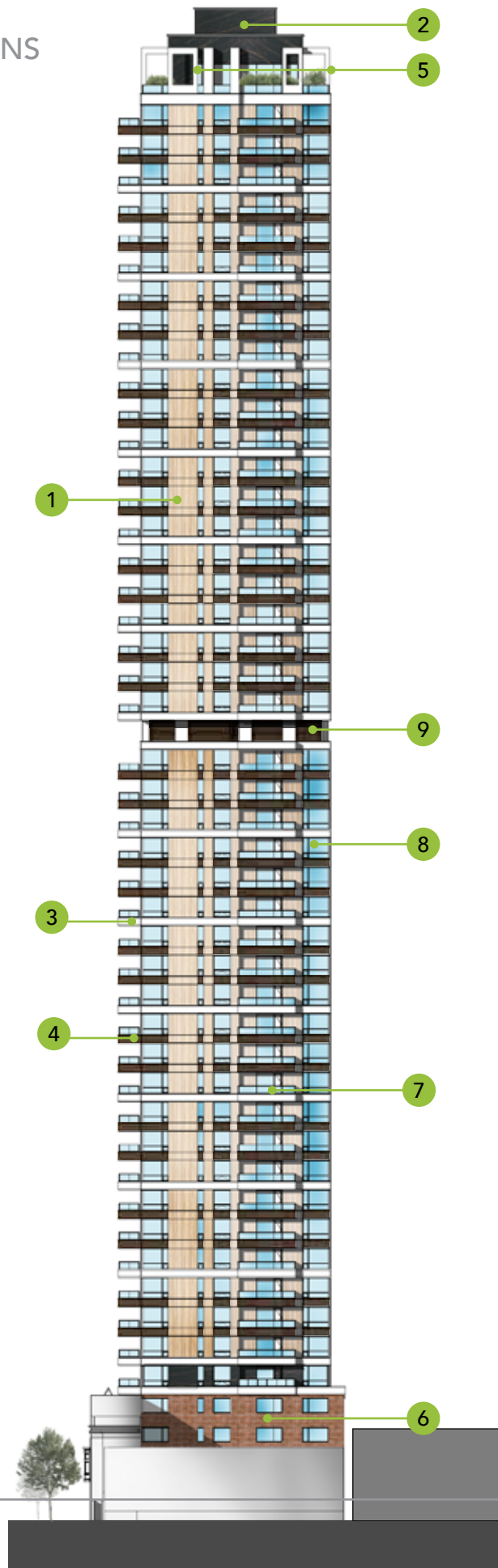
B- WEST BUILDING ELEVATION

Existing historic building to remain; 121 S19th ST.

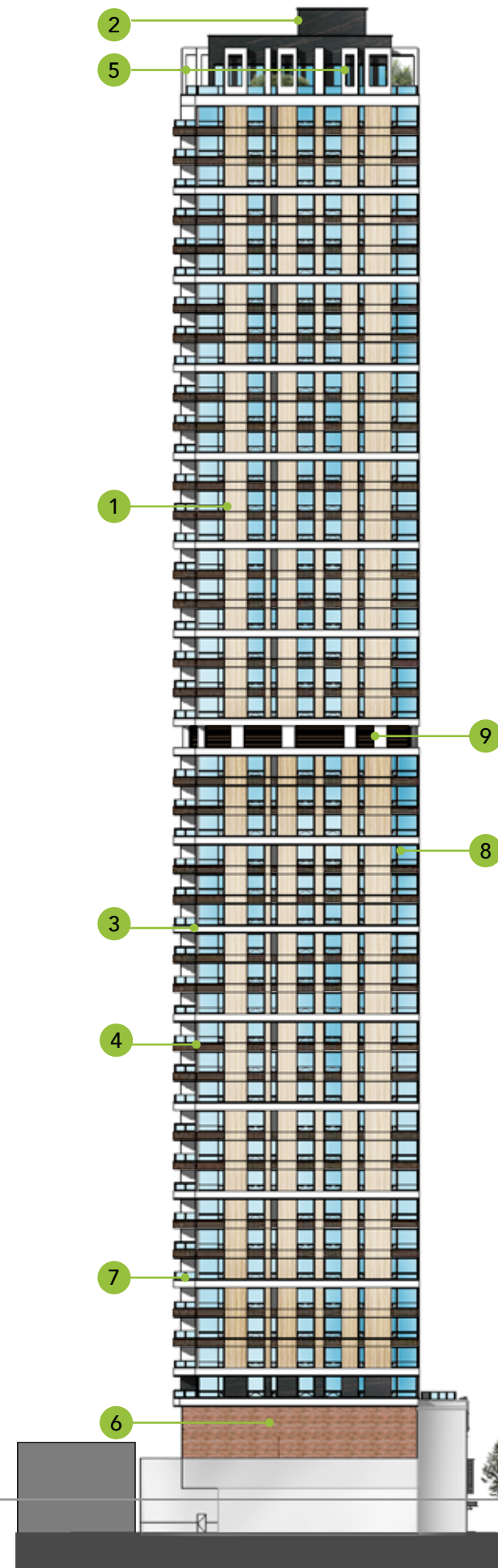


15 | EXTERIOR : EAST & NORTH BUILDING ELEVATIONS

- 1 Porcelain Tile Vertical Pier
- 2 Porcelain Tile Accent Color
- 3 White Porcelain Tile Band w/ Bronze ACM Trim
- 4 Bronze Porcelain Tile Band w/ Bronze ACM Trim
- 5 ACM Roof Pergola
- 6 Brick
- 7 Aluminum and Glass Guard Rails
- 8 Aluminum and Glass Windows
- 9 Aluminum Louvers
- 10 Remove Paint/ Restore Brick



A- EAST BUILDING ELEVATION

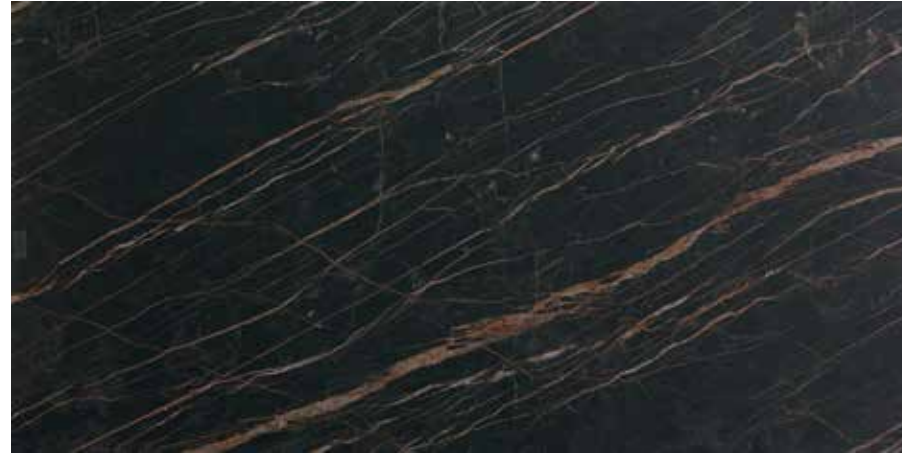


B- NORTH BUILDING ELEVATION



Porcelain Tile - Type A

Location: Various locations around building facade above 5th Floor



Porcelain Tile - Type B

Location: 5th Floor and Rooftop Terrace, and horizontal banding at floors



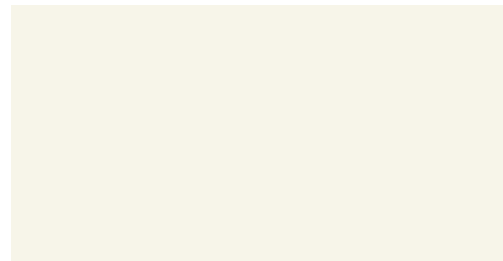
Porcelain Tile - Type C

Location: Horizontal banding at every third floor on main facade



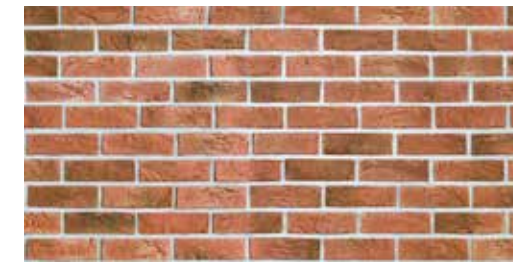
Alucobond Bronze Trim

Location: Trim and window frame color



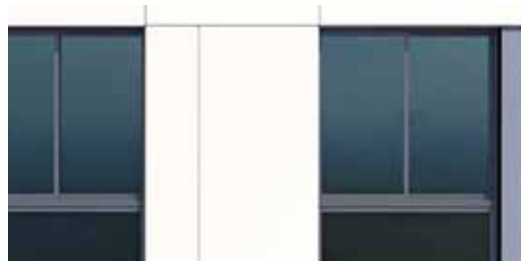
Alucobond Bone White

Location: At pergola screening columns and overhangs



Brick Panel

Location: Screening Podium, Floors 1st - 4th



Glazing System B - Clear Low-E



Glazing System A - Railing

Location: Residential Balconies



Metal Louver Panel - Dark Bronze

Location: 27th Mechanical Floor







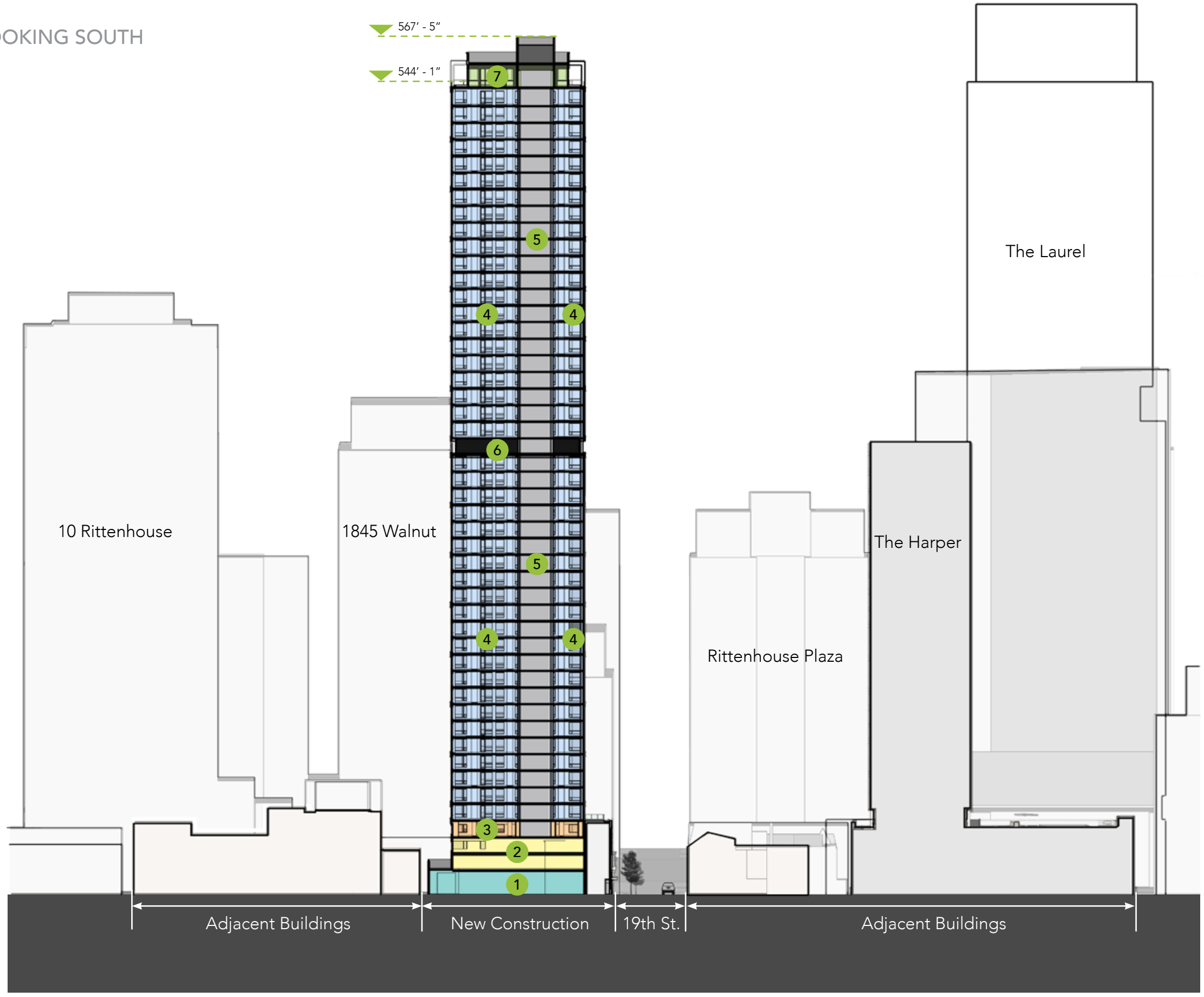
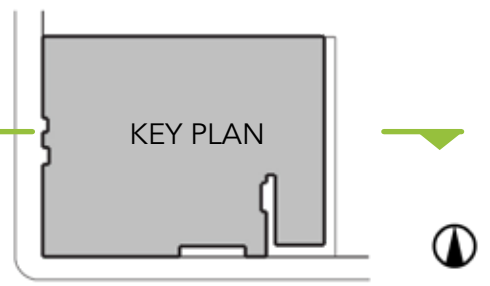
20 | SITE SECTION : NORTH - SOUTH; LOOKING EAST

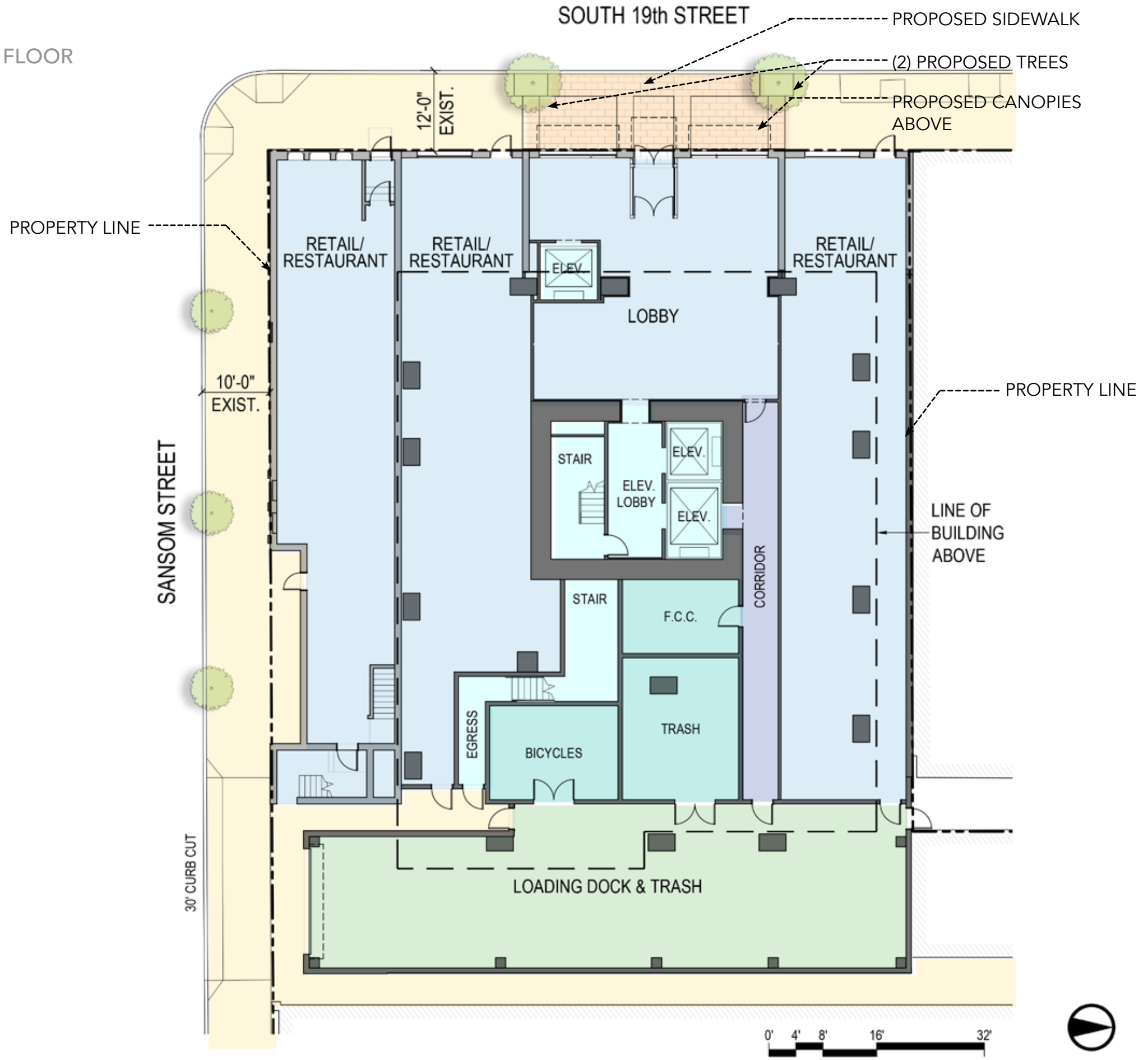
- 1 Lobby
- 2 Retail Spaces
- 3 Public Space/ Amenities
- 4 Residential
- 5 Vertical Circulation
- 6 Mechanical Floor
- 7 Rooftop Lounge

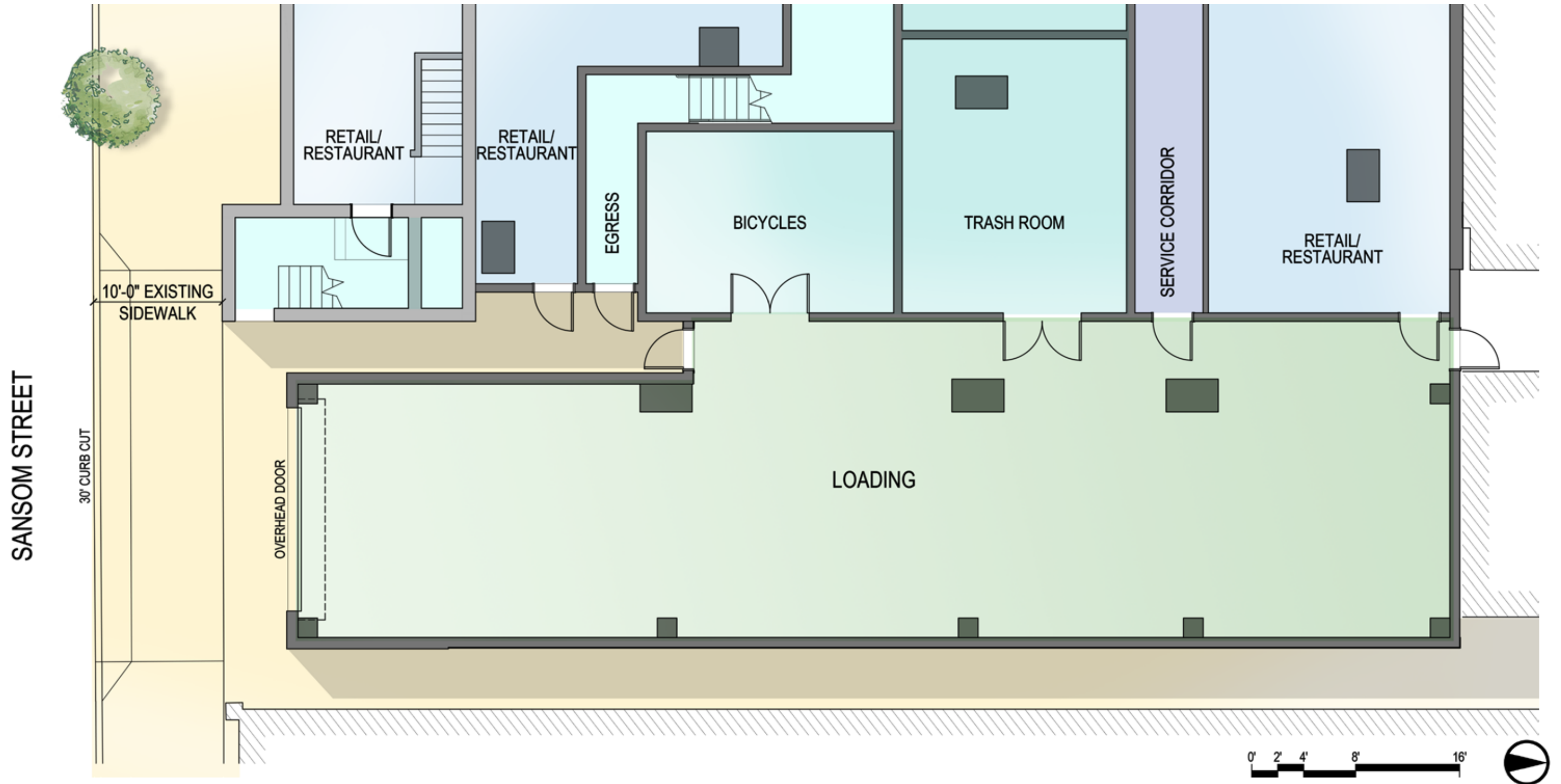


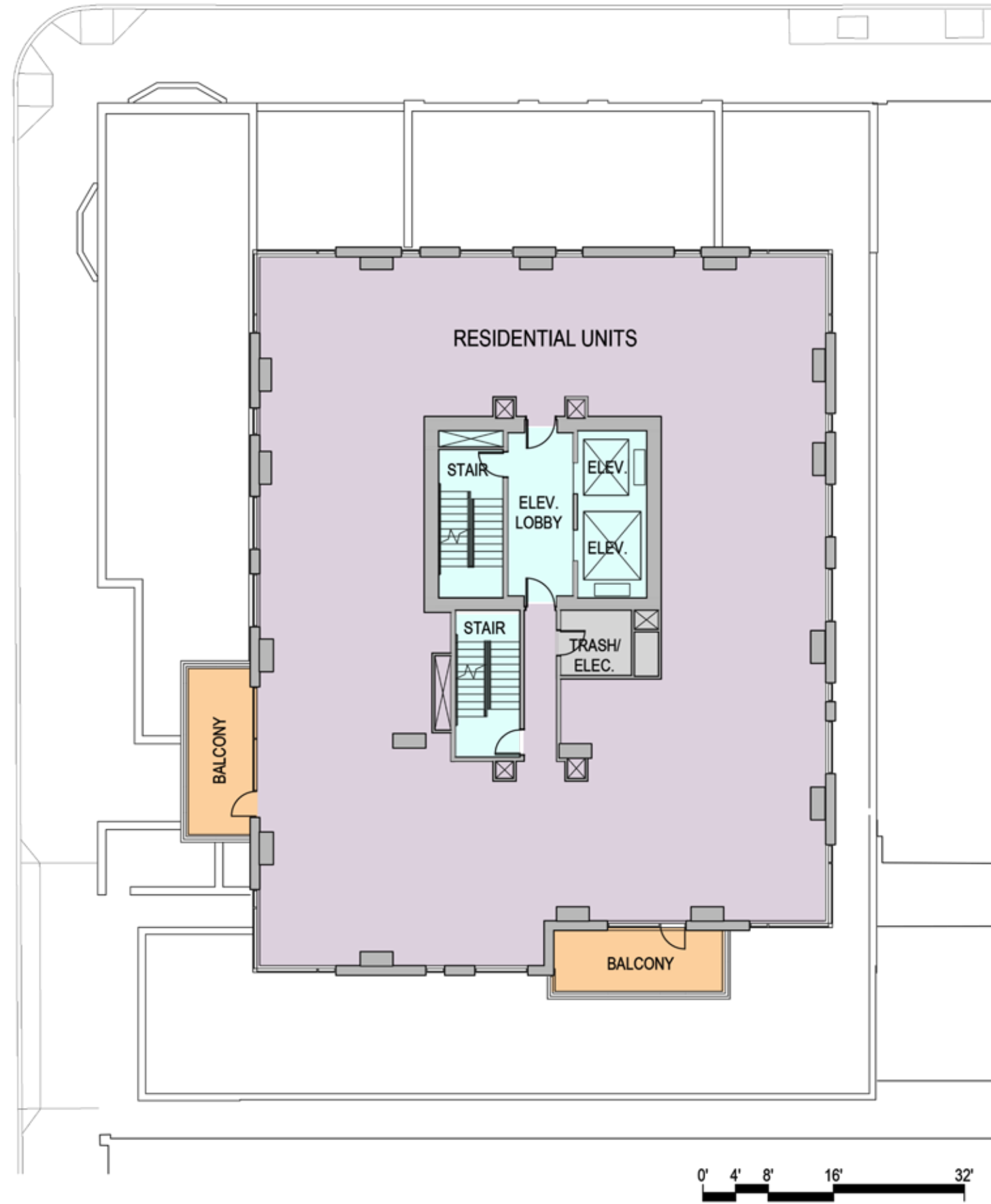
21 | SITE SECTION : EAST - WEST; LOOKING SOUTH

- 1 Lobby
- 2 Retail Spaces
- 3 Public Space/ Amenities
- 4 Residential
- 5 Vertical Circulation
- 6 Mechanical Floor
- 7 Rooftop Lounge





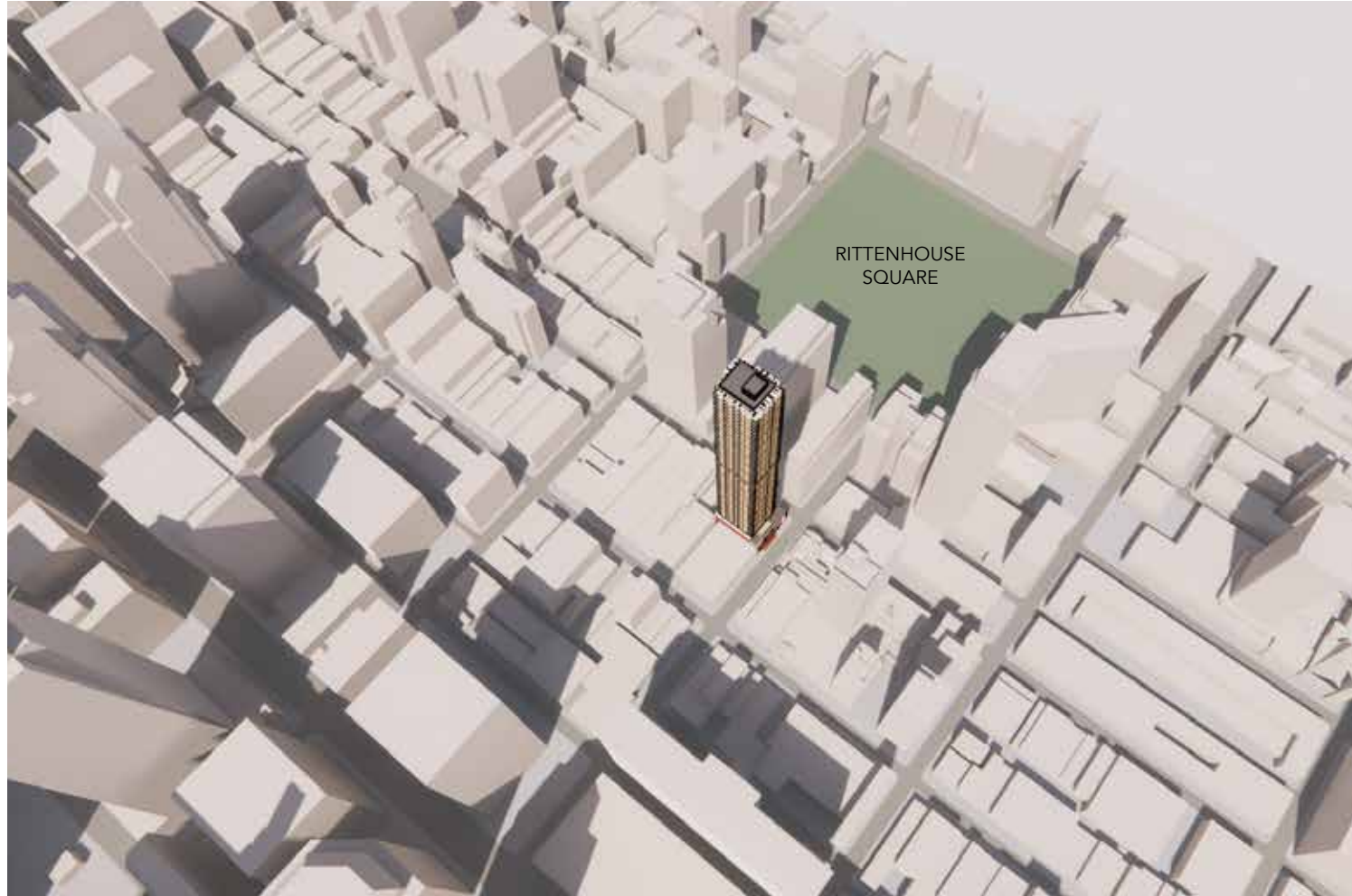






AERIAL VIEW FROM SE

AERIAL VIEW FROM SW



AERIAL VIEW FROM NW



AERIAL VIEW FROM NE

Energy Conservation

- Mechanical, lighting and plumbing systems, will be designed to exceed code required performance standards.
- Exterior wall panels will exceed code minimum for insulation values.
- Windows will utilize Low E glass to reduce solar gains and ultraviolet light.
- Large windows optimize natural light and views.

Natural Ventilation

- All units will have operable windows allowing for natural ventilation and light.
- A roof terrace will be provided allowing residents access to fresh air and light.

Transit Oriented Location

- There is a trolley stop at 19th & Market Streets.
- There are multiple bus tops within a one block radius.
- Suburban Station is within one-half mile of the site.

Bicycle Facilities

- Secure bicycle parking is provided for building residents.
- There is an Indego Bike Share Station at 20th & Market Streets.

Indoor Environment

- Recyclable collection of trash will be provided to residents.
- Finish materials will be specified using low-VOC and be of recycled content wherever possible.



Civic Sustainable Design Checklist – Updated September 3, 2019

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. There are multiple SEPTA bus stops within 400 meters of the building entry and the NJ PATCO and SEPTA rail line is within a few blocks of the building entry.
(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. Parking is provided in a below grade secured parking garage (off site) across the street from the building entry.
(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. Electric vehicle parking with charging stations are provided in the below grade secured parking garage.
(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) ¹	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. there are numerous existing bike share stations within one (1) block of the building entry. Additionally, ample bicycle parking is being provided within the building.

Civic Sustainable Design Checklist – Updated September 3, 2019

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, the development will reduce watering requirements by 50%.
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.	N/A
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	No.
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Yes. The development covers 100% of the site area therefore a high reflectance roof meeting SR>29 as well as street trees will be provided.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	The development will be designed utilizing ASHRAE Standard 90.01-2016. A commissioning agent will be contracted to perform fundamental commissioning of the building energy systems.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	Yes. Using ASHRAE standards, the development will reduce energy consumption by at least 10%.

Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification 	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	N/A
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Yes, the project features a shared, on-site enclosed trash and loading dock facility where none exists.

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

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

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



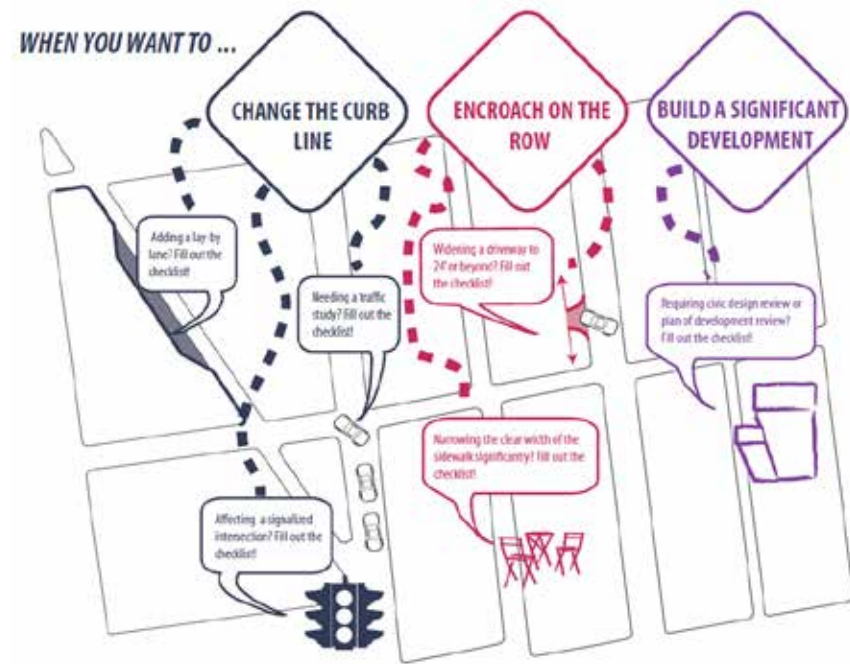
INSTRUCTIONS

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

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

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

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



PRELIMINARY PCPC REVIEW AND COMMENT: _____ DATE _____

FINAL STREETS DEPT REVIEW AND COMMENT: _____ DATE _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-swailes 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
19th and Sansom Street Kean Site
2. DATE
9/14/2020
3. APPLICANT NAME
19 S Partners, LLC and Ches 18 Partners, LLC
5. PROJECT AREA: list precise street limits and scope
113-121 S. 19th Street, and 1822-24 Chestnut Street
The project proposes a 50-story mixed-use building with commercial and residential spaces.
4. APPLICANT CONTACT INFORMATION
Jim Pearlstein/Guy Gindhart
110 S. 19th Street, Suite 300
Philadelphia, PA 19103
guy@c4invest.com
215-313-7395
6. OWNER NAME
19S Partners, LLC, and Ches 18 Partners, LLC
7. OWNER CONTACT INFORMATION
110 S. 19th Street, Suite 300
Philadelphia, PA 19103
guy@c4invest.com
215-313-7395
8. ENGINEER / ARCHITECT NAME
Rhett Chiliberti, PE
9. ENGINEER / ARCHITECT CONTACT INFORMATION
Maser Consulting
2 Penn Center, 1500 JFK Boulevard, Suite 222
Philadelphia, PA 19102

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

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Sansom</u>	<u>19th</u>	<u>18th</u>	<u>City Neighborhood</u>
<u>19th Street</u>	<u>Chestnut</u>	<u>Sansom</u>	<u>High Volume Pedestrian</u>
<u>Chestnut</u>	<u>18th</u>	<u>19th</u>	<u>High Volume Pedestrian</u>

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
- a. Parking and loading regulations in curb lanes adjacent to the site YES NO
 - b. Street Furniture such as bus shelters, honor boxes, etc. YES NO N/A
 - c. Street Direction YES NO
 - d. Curb Cuts YES NO N/A

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



- e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES NO N/A
- f. Building Extensions into the sidewalk, such as stairs and stoops YES NO N/A

APPLICANT: General Project Information

Additional Explanation / Comments: _____

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	CITY PLAN SIDEWALK
	(BUILDING LINE TO CURB) Required / Existing / Proposed	WIDTH Existing / Proposed
Sansom Street	12' / 10' / 10'	10' / 10'
19th Street	16' / 12' / 12'	12' / 12'
Chestnut Street	16' / 17' / 17'	17' / 17'
_____	____ / ____ / ____	____ / ____

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
Sansom Street	6' / 7' / 7'
19th Street	8' / 7' / 7'
Chestnut Street	8' / 11' / 11'
_____	____ / ____ / ____

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

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	30'	Sansom St
_____	_____	_____
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

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

DEPARTMENTAL APPROVAL

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: Proposed driveway width was required by Streets Department during checklist#1 review.

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
<u>Sansom Street</u>	<u>0' / 0'</u>
<u>19th Street</u>	<u>5' / 0'</u>
<u>Chestnut Street</u>	<u>0' / 0'</u>
_____	____ / ____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Sansom Street</u>	<u>4' / 4' / 3'</u>
<u>19th Street</u>	<u>4' / 5' / 3.33'</u>
<u>Chestnut Street</u>	<u>4' / 6' / 6'</u>
_____	____ / ____ / ____

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 <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>

DEPARTMENTAL APPROVAL

YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

- | | | | | | |
|---|---|-----------------------------|---|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component
Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component
Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

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
113-21 S. 19th Street	65	0 / 0	0 / 0	0 / 65
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____

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 YES NO N/A DEPARTMENTAL APPROVAL YES NO
- Buffered Bike Lane YES NO N/A DEPARTMENTAL APPROVAL YES NO
- Bicycle-Friendly Street YES NO N/A DEPARTMENTAL APPROVAL YES NO
- Indego Bicycle Share Station YES NO N/A DEPARTMENTAL APPROVAL YES NO

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO N/A DEPARTMENTAL APPROVAL YES NO

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A DEPARTMENTAL APPROVAL YES NO

APPLICANT: Bicycle Component
 Additional Explanation / Comments: Off-street bicycle spaces are located inside the proposed building as shown on the zoning plan.

DEPARTMENTAL REVIEW: Bicycle Component
 Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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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 DEPARTMENTAL APPROVAL YES NO

30. Does the design provide a buffer between the roadway and pedestrian traffic? YES NO N/A DEPARTMENTAL APPROVAL YES NO

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? YES NO

APPLICANT: Curbside Management Component
 Additional Explanation / Comments: _____

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? | <u>SU-40 Single Unit Truck</u> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ 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 type="checkbox"/> N/A <input checked="" 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

COMPLETE STREETS HANDBOOK CHECKLIST

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

- | | | | | |
|---|---|-----------------------------|---|--|
| | | | | DEPARTMENTAL APPROVAL |
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <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? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?
<i>If yes, City Plan Action may be required.</i> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" 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 | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Signal Timing and Operation | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Bike Boxes | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <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? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |

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

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW
Additional Reviewer Comments: _____



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