

FRANKLIN MILLS HOTEL
4501 WOODHAVEN ROAD
PHILADELPHIA, PA 19145

OWNER: 4501 WOODHAVEN HOLDINGS, LLC

APPLICANT/ENGINEER: DUFFIELD ASSOCIATES

ATTORNEY: KLEHR HARRISON HARVEY BRANZBURG, LLP

ARCHITECT: MUSSACHIO ARCHITECTS

DEVELOPER: J9 BUILDERS

JULY 11, 2022

CONTENTS:

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- EXISTING SITE PHOTOGRAPHS
- SITE SURVEY
- SITE PLAN
- SITE SECTIONS
- BUILDING ELEVATIONS
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- LANDSCAPING PLAN
- COMPLETE STREETS CHECKLIST
- SUSTAINABILITY CHECKLIST

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-2022-003822**

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

The property is less than 100' from a residential district and creates more than 50,000 sq of new gross floor area.

PROJECT LOCATION

Planning District: East Council District: 10th

Address: 4501 Woodhaven Road, Lots 4 & 5
Philadelphia, PA

Is this parcel within an Opportunity Zone?
 If yes, is the project using Opportunity Zone Funding?

Yes	No	X	Uncertain
Yes	No	X	Uncertain

CONTACT INFORMATION

Applicant Name: Francis Grane, Duffield Associates Primary Phone: (302) 239-6634

Email: FGreene@vermonttax.com Address: 5400 Limestone Road
Wilmington, DE 19808

Property Owner: 4501 Woodhaven Holding, LLC Developer JG Construction
 Architect: Massachio Architects

SITE CONDITIONS

Site Area: 120,753 SF

Existing Zoning: CA-1 Are Zoning Variances required? Yes X No

Proposed Use:

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

New Hotel Building – 25,792 SF

Impervious Parking Lot – 64,855 SF

Previous Open Space – 30,106 SF

Proposed # of Parking Units:

Property Parking Proposed – 1,785 Spaces. Property Bicycle Parking Proposed – 46 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: TBD Time: TBD

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes X No NA

If yes, indicate the date hearing will be held:

Date: October, 26, 2022



Photograph 1 – View looking northwest across the site from the southeastern site entrance.



Photograph 2 – View looking east into the project site from the adjacent property to the west of the site.



Photograph 3 - View looking northeast at the location of the proposed parking lot improvements into the site.



Photograph 4 - View looking northeast at the location of the proposed building into the site.



Photograph 5 - View looking northeast along northwest property line into the site.



Photograph 6 - View looking southwest from the northwestern property line.



Photograph 7 – View looking south from within the existing parking lot.



Photograph 8 – View looking southwest into property from the intersection of Liberty Bell and Franklin Mills Blvd.

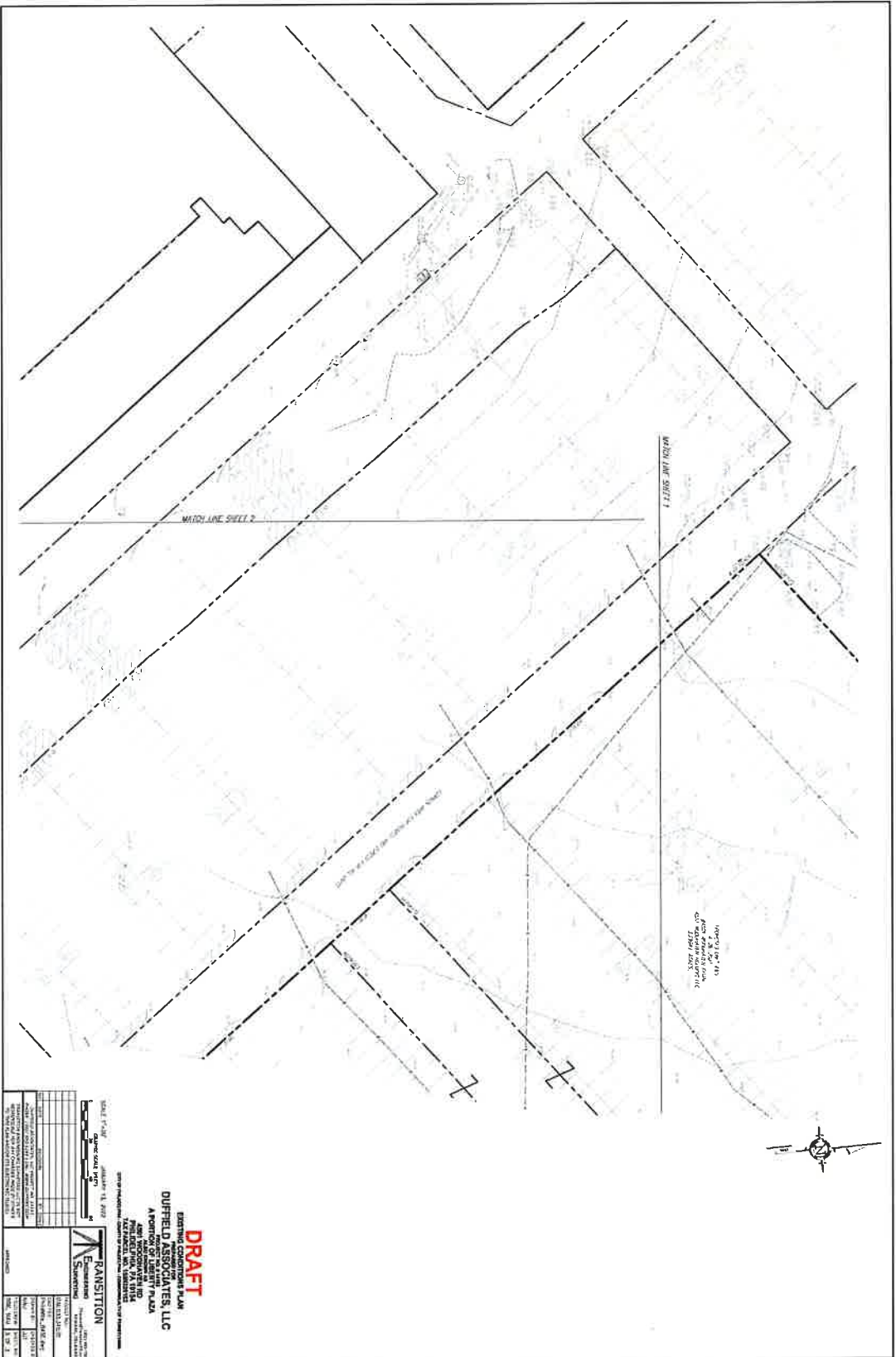


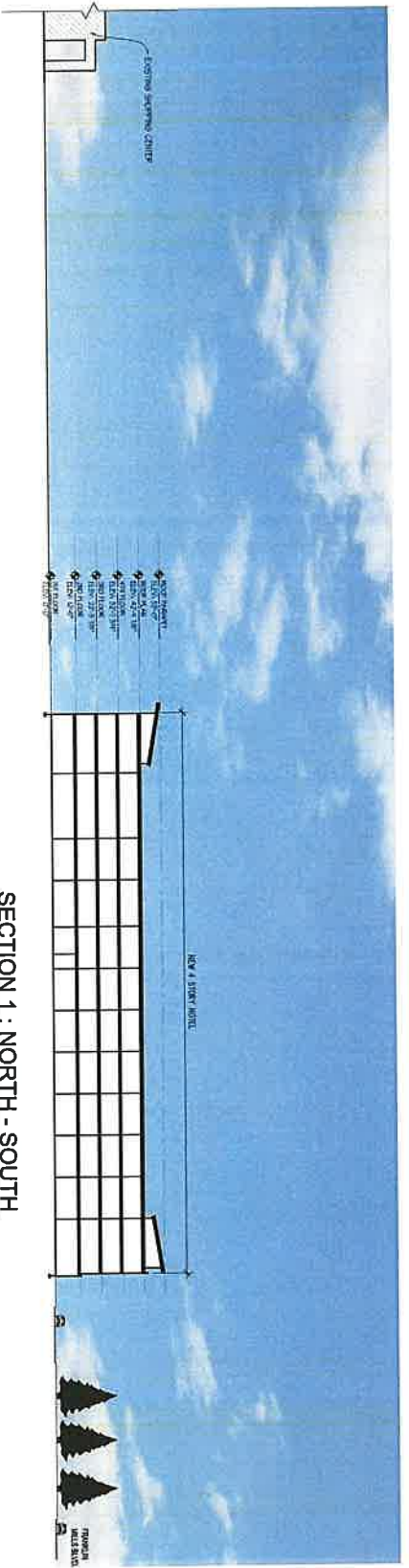
Photograph 9 — Property Aerial



Google

Photograph 10 – Site Aerial





SECTION 1 : NORTH - SOUTH



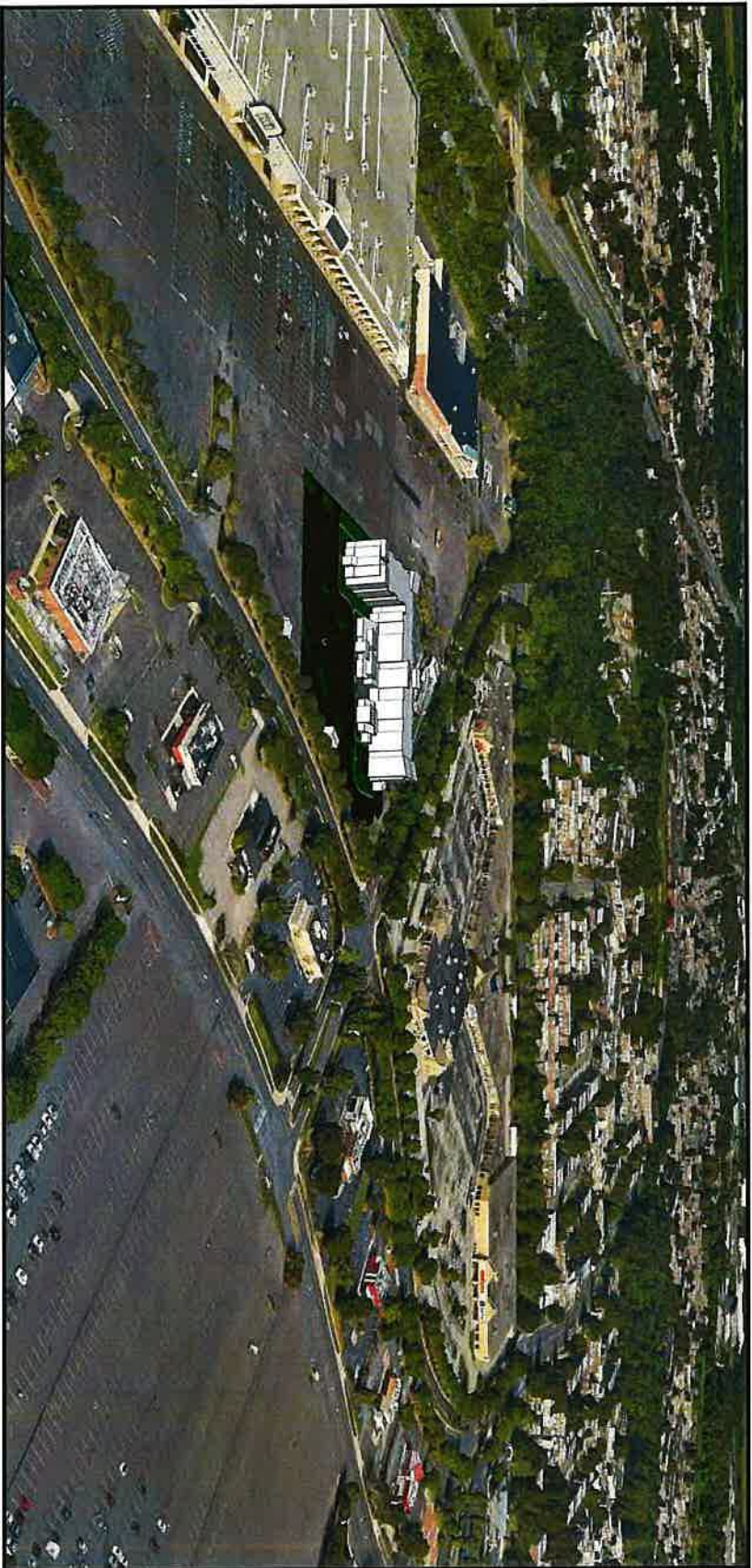
SECTION 2 : WEST - EAST

FRANKLIN MILLS BLVD. PHILADELPHIA, PA

FRANKLIN MILLS HOTEL | CIVIC DESIGN REVIEW | JULY 11, 2022

SITE SECTIONS | 15





BIRDSEYE VIEW LOOKING NORTH

FRANKLIN MILLS BLVD. PHILADELPHIA, PA





BIRDSEYE VIEW LOOKING NORTH

FRANKLIN MILLS BLVD. PHILADELPHIA, PA

TP MISSACHIO ARCHITECTS
 622044
 06-20-22
 © 2022 HARBORD ARCHITECTS P.L.C.



Liquidambar 'Roundloob'
Fruitless Sweetgum

Ginkgo Autumn Gold
Fruitless Maidenhair Tree



FRANKLIN MILLS HOTEL - CIVIC DESIGN REVIEW



JUNE 30, 2022

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

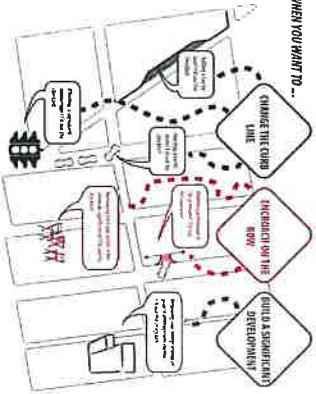
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards 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. Pages B11-201 of the Philadelphia Code set forth the requirements for projects that require Civic Design Review and complete the 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/transportation/Street/CompleteStreetsHandbook>

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

WHEN YOU WANT TO...



PRELIMINARY PDC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

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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, bike-ways 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.phila.gov/CityPlanning/transportation/Street/UrbanandCivicDesign>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - Paving of a new street;
 - Removal of an existing street;
 - Changes to roadway grades, curb lines, or widths; or
 - Paving or striking a city utility right-of-way.

Complete Streets Review Submission Requirements*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED
 - CURB CUTS/DRIVEWAYS/LAUNCH 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/LAUNCH LANES
 - PROPOSED TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS

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

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COMPLETE STREETS HANDBOOK CHECKLIST



GENERAL PROJECT INFORMATION

1. PROJECT NAME	Franklin Mills Hotel																											
2. DATE	06/20/2022																											
3. APPLICANT NAME	Francis Greene																											
4. APPLICANT CONTACT INFORMATION	5400 Limestone Road Wilmington, DE 19808 302-332-6594 fgreen@franciscs.com Owner Name Hardeep Chawla 4501 Woodhaven Holding LLC Owner Contract Information 380 Red Lion Road Suite 202 Haddonfield, PA 19006 215-355-8100 fchawla@haddonfieldinc.com Engineer / Architect Name Francis Greene Engineer / Architect Contract Information Duffield Associates 5400 Limestone Road Wilmington, DE 19808 302-332-6594 fgreen@franciscs.com																											
5. PROJECT A/E/C List preclude street limits and scope	Knight's Road from Woodhaven Road to Liberty Bell Boulevard Liberty Bell Boulevard from Knight's Road to Franklin Mills Boulevard Franklin Mills Boulevard from Liberty Bell Boulevard to Woodhaven Road Woodhaven Road from Knight's Road to Franklin Mills Boulevard																											
6. ENGINEER / ARCHITECT NAME	Francis Greene																											
7. ENGINEER / ARCHITECT CONTRACT INFORMATION	Duffield Associates 5400 Limestone Road Wilmington, DE 19808 302-332-6594 fgreen@franciscs.com																											
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9. ENGINEER / ARCHITECT CONTRACT INFORMATION	Duffield Associates 5400 Limestone Road Wilmington, DE 19808 302-332-6594 fgreen@franciscs.com																											
10. STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Street Types are also identified in Section 3 of the Handbook. Also available here: http://www.phila.gov/shopping/9919464641/5545792730593099178424194	<table border="1"> <thead> <tr> <th>STREET</th> <th>WOODHAVEN ROAD</th> <th>KNIGHTS ROAD</th> <th>LIBERTY BELL BOULEVARD</th> <th>FRANKLIN MILLS BOULEVARD</th> </tr> </thead> <tbody> <tr> <td>Knight's Road</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Liberty Bell Boulevard</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Franklin Mills Boulevard</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Woodhaven Road</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>			STREET	WOODHAVEN ROAD	KNIGHTS ROAD	LIBERTY BELL BOULEVARD	FRANKLIN MILLS BOULEVARD	Knight's Road					Liberty Bell Boulevard					Franklin Mills Boulevard					Woodhaven Road				
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Franklin Mills Boulevard																												
Woodhaven Road																												

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COMPLETE STREETS HANDBOOK CHECKLIST



GENERAL PROJECT INFORMATION

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?	Woodhaven Road	Knight's Road	Franklin Mills Boulevard	Urban Arterial
a. Parking and loading regulations in curb lanes adjacent to the site	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	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"/>	YES <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
c. Street Direction	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
d. Curb Cuts	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	YES <input checked="" 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"/>	YES <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
f. Building Extensions into the sidewalk, such as stairs and stoops	YES <input type="checkbox"/>	NO <input type="checkbox"/>	YES <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
APPLICANT: General Project Information	Additional Explanation / Comments: _____			
DEPARTMENTAL REVIEW: General Project Information	_____			

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



COMPLETE STREETS HANDBOOK CHECKLIST

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PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: Is 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) or Curbside / Frontage	CITY BLOCK SIDEWALK WIDTH (Center / Frontage)
Koniksha Road	12' / 12' / 12'	12' / 12'
Woodhaven Road	12' / NA / NA	NA / NA
Liberty Bell Boulevard	20' / 11' / 11'	0' / 0'
Franklin Mills Boulevard	20' / 11' / 11'	0' / 0'
WALKING ZONE: Is Walking Zone width for each street/ frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required width.		
STREET FRONTAGE	WALKING ZONE (Center / Frontage)	
Koniksha Road	6' / 5' / 5'	
Woodhaven Road	6' / 0' / 0'	
Liberty Bell Boulevard	5' / 5' / 5'	
Franklin Mills Boulevard	5' / 0' / 0'	

13. VEHICULAR INTRUSIONS: Are 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 4.5.1 and 4.5.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS	INTRUSION WIDTH	REMARKS
Driveway	32'	Liberty Bell Blvd, west of Burnet Road
Driveway	30'	Franklin Mills Blvd, at entrance to the site
Driveway	30'	Liberty Bell Blvd, at entrance to site east of CVS
Driveway	25'	Koniksha Rd, at CVS Entrance

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	REMARKS
Driveway	24'	Entrance to Lots 4&5 at location of proposed Hotel
Driveway	24'	Entrance to Lots 4&5 at location of proposed Hotel

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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

YES NO

DEPARTMENTAL APPROVAL

APPLICANT: Pedestrian Component

Additional Explanation / Comments: No sidewalk exists along the Franklin Mills Blvd. to connect to Line 66. If sidewalks were to be installed there, the other property lines are along existing drive alleys and parking areas.

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 FRONTAGES

MAXIMUM BUILDING ZONE WIDTH

STREET FRONTAGE

Zone(s) Proposed

Konigs Road

N/A / ___

Woodhaven Road

N/A / ___

Liberty Bell Boulevard

N/A / ___

Franklin Mills Boulevard

N/A / ___

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 FRONTAGES

MINIMUM FURNISHING ZONE WIDTH

STREET FRONTAGE

Minimum of 2' (existing / Proposed)

Konigs Road

5' / 8' / ___

Woodhaven Road

8' / N/A / ___

Liberty Bell Boulevard

3.5' / 5' / 5'

Franklin Mills Boulevard

3.5' / N/A / ___

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 | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL |
| • Lighting | 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 type="checkbox"/> |
| • Benches | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> |
| • Street Furniture | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> |
| • Street Furniture | 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 type="checkbox"/> |
19. Does the design avoid tripping hazards?
- YES NO N/A
20. Does the design avoid pinch points? Pinch points are locations where the walking zone width is less than the required width identified in item 13, or requires an exception
- YES NO N/A

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.A.7 & 4.4.8)?
22. Does the design maintain adequate visibility for all roadway users at intersections?

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

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan located online at <http://philip2015.org/kcs/content/uploads/2012/08/Bike-PlanFinal2.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 10-0800.

Handbook / Appendix	REQUIRED SPACES	EXISTING (on-street)	EXISTING (off-street)	PROPOSED (on-street)	PROPOSED (off-street)
4501 Woodhewer Road	45	0/0	0/0	2/45	2/45

25. Identify proposed "high priority" bicycle design treatments (see Handbook Table 3) that are incorporated into the design plan, where with permits. Are the following "High Priority" elements identified and dimensioned on the plan?

<ul style="list-style-type: none"> Conventional Bike Lane Bulleted Bike Lane Bicycle-Friendly Street Integrating Bicycle Share Station 	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input 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"/>
--	--	---

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

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

APPLICANT: Bicycle Component
 Additional Explanation / Comments: Additional bicycle racks are to be provided at other than entrances around the property. Twelve spaces will be provided at the proposed hotel.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?
 YES NO N/A 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: The existing transit stops are to remain. Additional vegetation is proposed as part of the project will increase the attractiveness of the surrounding area.

DEPARTMENTAL REVIEW: Curbside Management Component
 Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTRAY 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	EXISTING	PROPOSED	LANE WIDTH (Feet)	DESIGN SPEED (Mph)

33. What is the maximum AASHTO design vehicle being accommodated by the design?
 MA YES NO
34. Will the project affect a historically certified street? An exception? DEPARTMENTAL APPROVAL: YES NO
35. Will the public right-of-way be used for loading and unloading activities?
 YES NO DEPARTMENTAL APPROVAL: YES NO
36. Does the design maintain emergency vehicle access?
 YES NO DEPARTMENTAL APPROVAL: YES NO
37. Where new streets are being developed, does the design connect and extend the street grid?
 YES NO N/A DEPARTMENTAL APPROVAL: YES NO
38. Does the design support multiple alternative routes to and from destinations as well as within the site?
 YES NO N/A DEPARTMENTAL APPROVAL: YES NO
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?
 YES NO DEPARTMENTAL APPROVAL: YES NO

APPLICANT: Vehicle / Carway Component
 Additional Explanation / Comments: There are no additional changes proposed to the vehicular component of the site.

DEPARTMENTAL REVIEW: Vehicle / Carway Component
 Reviewer Comments:

[1] <http://www.philadelphiacityplanning.com/Document/Philadelphia%20Historical%20Street%20Design.pdf>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate sidewalks, storefronts, and other active uses facing the street? YES NO N/A YES NO
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.2.1)? YES NO N/A YES NO
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? YES NO N/A YES NO

APPLICANT: Urban Design Component
 DEPARTMENTAL APPROVAL: _____
 Additional Explanation / Comments: _____

DEPART. REVIEW: Urban Design Component
 Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle Lengths. If not, go to question No. 46.
- | NO. 46 | EXISTING CYCLE LENGTH | PROPOSED CYCLE LENGTH |
|--------|-----------------------|-----------------------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

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

DEPART. REVIEW: Intersections & Crossings Component
 Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

- Civic Design Review 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 rapid-rail stations, bus rapid transit zones, light-rail or heavy rail stations.	Yes, the project is located within 1/4 mile of bus stops, including one stop along the property line at Franklin Mills Blvd.
(2) Reduced Parking Footprint	All new parking areas will be in the rear building and unenclosed or unreserved parking areas are 40% or less of the site area.	No, the parking areas will replace an existing open parking lot. A reduction in proposed parking areas is proposed.
(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 endorse for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	Yes, 5% of the parking spaces proposed for the project will be preferred parking for green or car share vehicles.
(4) Railway Setbacks (Including 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 within 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)	N/A the property has no railway frontages.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No, no bike share station is proposed. The nearest existing bike share station is thirteen miles away in York and Aramingo.

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Water/Energy		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. Or, reduce or waive irrigation requirements at least 50% from the calculated baseline for the site's peak water requirement.	Yes, on-site vegetation will be maintained without irrigation.
Sustainable Sites		
(7) Previous 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 end-of-green roofs can be included in this calculation. 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, within the limit of distance, 31.7% of the open space is proposed as vegetated, pervious space.
(8) Rainwater Management	No, the design does not manage additional runoff from adjacent streets. The project does conform to PWD specifications for additional runoff from neighboring properties.	
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies: for A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Yes, trees will be utilized throughout the site to shade ground cover. 50% of the site hardscape, including the roof, sidewalk, and open spaces, will have an SRI >29.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	IPCC 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 90.1-2015. IPCC 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 2019 IECC.	Yes, the design will meet the requirements of IECC 2018.
(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? • Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No.

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(12) Indoor Air Quality and Transportation	ASHRAE standard 62.1-2016 (LEED v4.1 merit). • Achieve certification in Energy Star for Multifamily New Construction (MFCN). • Achieve Passive House Certification. 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.	Yes, the project site is within 1000' of Woodhaven Road (SR 63). Air filters with a MERV of 13 will be installed in all regularly occupied spaces.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, the project is not pursuing on-site renewable energy production.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No.

¹ 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.

² Title 4 The Philadelphia Building Construction and Occupancy Code
See also, "The Commercial Energy Code Compliance" Information sheet:
<https://www.phila.gov/~/Documents/Commercial/CodeCompliance%201916%20Sheet-Final.pdf>

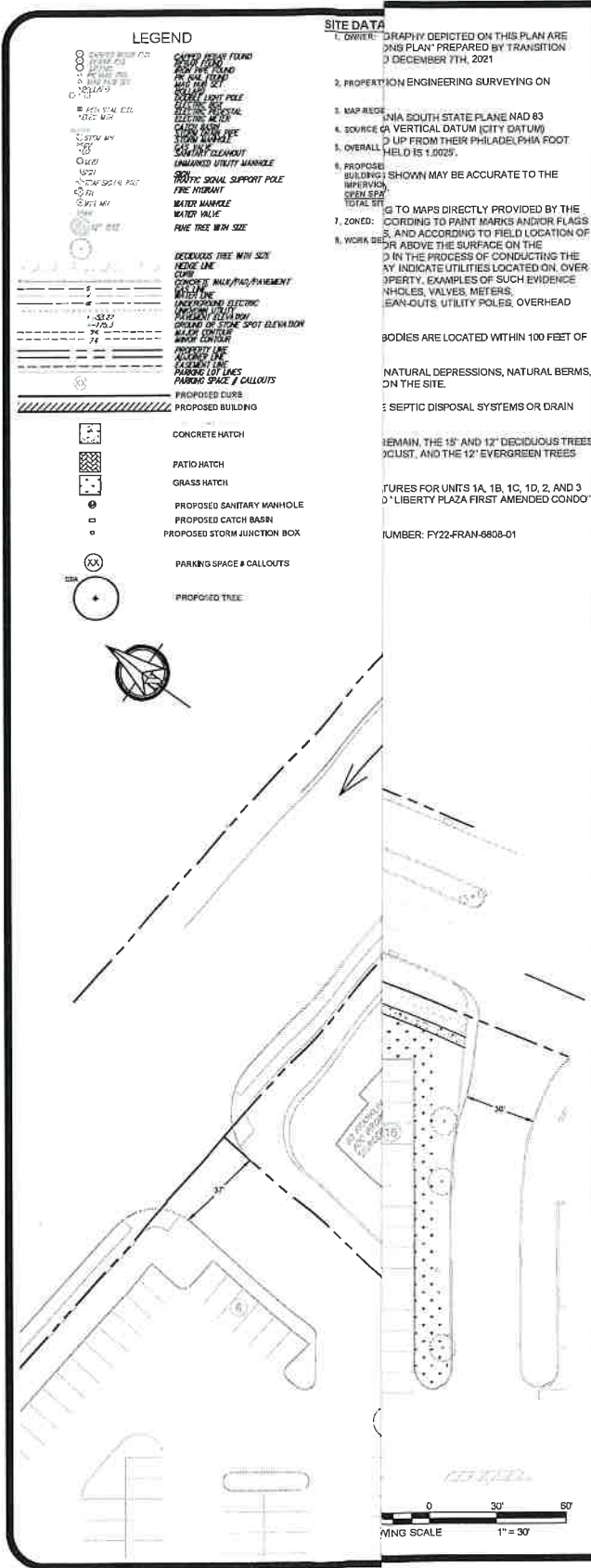
and the "What Code Do I Use" Information sheet:
<https://www.phila.gov/~/Documents/WhatCodeDoIUse%201916%20Sheet.pdf>

³ LEED 4.1, Optimize Energy Performance in LEED v4.1
For Energy Star: www.energystar.gov
For Passive House, see www.passivehouse.com

⁴ Section 59.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways

3





LEGEND

- CONCRETE HATCH
- PATIO HATCH
- GRASS HATCH
- PROPOSED SANITARY MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED STORM JUNCTION BOX
- PARKING SPACE & CALLOUTS
- PROPOSED TREE

SITE DATA

1. OWNER: DRAPHY DEPICTED ON THIS PLAN ARE THE ORIGINAL SURVEYING DATA PREPARED BY TRANSITION ENGINEERING SURVEYING ON DECEMBER 7TH, 2021.

2. PROPERTY: PHILADELPHIA SOUTH STATE PLANE NAD 83

3. SOURCE: PHILADELPHIA VERTICAL DATUM (CITY DATUM)

4. SOURCE: 3' UP FROM THEIR PHILADELPHIA FOOT CATCHER

5. OVERALL: HELD IS 1.0029.

6. PROPOSED BUILDING: SHOWN MAY BE ACCURATE TO THE BEST OF OUR KNOWLEDGE.

7. ZONED: TO MAPS DIRECTLY PROVIDED BY THE CITY OF PHILADELPHIA.

8. WORK: TO BE DONE AS SHOWN ON THIS PLAN AND ACCORDING TO FIELD LOCATION OF UTILITIES LOCATED ON PROPERTY. EXAMPLES OF SUCH EVIDENCE INCLUDE: UTILITY POLES, OVERHEAD CABLES, AND UTILITY BOXES.

9. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

10. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

11. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

12. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

13. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

14. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

15. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

16. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

17. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

18. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

19. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

20. UTILITIES: TO BE LOCATED WITHIN 100 FEET OF THE PROPERTY LINE.

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FRANKLIN MILLS HOTEL

PHILADELPHIA ~ PENNSYLVANIA

DATE: 01 JULY 2022

SCALE: 1" = 30'

PROJECT NO. 141193

SHEET: 3 OF 3