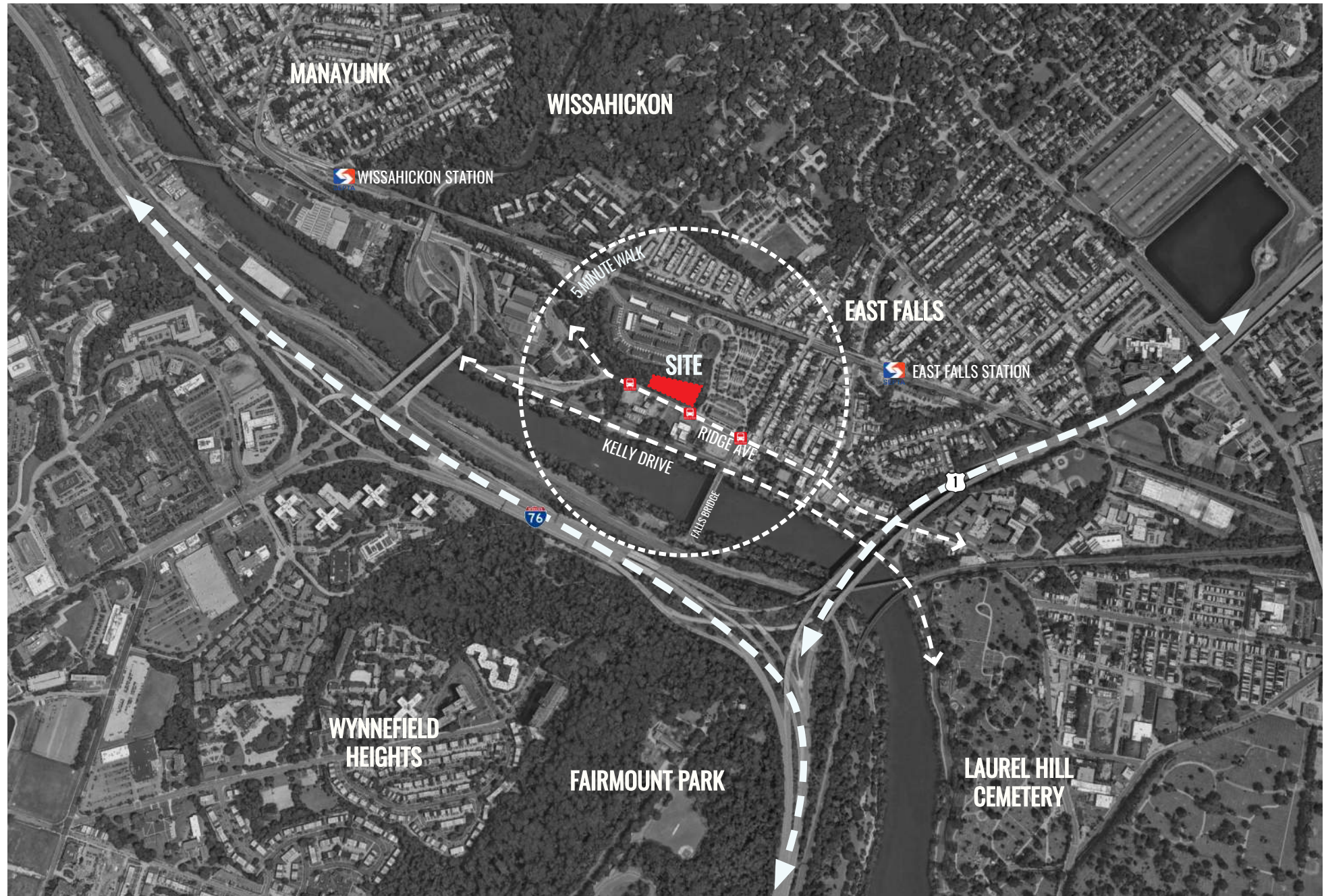


DEPARTMENT OF PLANNING AND DEVELOPMENT  
**CIVIC DESIGN REVIEW**  
CITY OF PHILADELPHIA

**4401 RIDGE AVENUE**  
PHILADELPHIA, PA 19129

TABLE OF CONTENTS

- COVER PAGE
- VICINITY MAP
- SITE AERIAL
- EXISTING SITE IMAGES
- PROJECT SUMMARY
- ZONING ANALYSIS
- NOTICE OF REFUSAL
- CDR APPLICATION
- EXISTING SITE SURVEY
- ZONING PLAN
- LANDSCAPE PLAN
- EFDC MASTERPLAN SECTION
- LANDSCAPE AESTHETIC
- PROPOSED PLANTINGS
- SITE APPROACH DIAGRAMS
- SITE SECTIONS
- FLOOR PLANS
- CONTEXT IMAGES
- PROPOSED MATERIALS
- RENDERINGS
- EXTERIOR ELEVATIONS
- SUSTAINABLE SUMMARY / CHECKLIST
- COMPLETE STREETS CHECKLIST

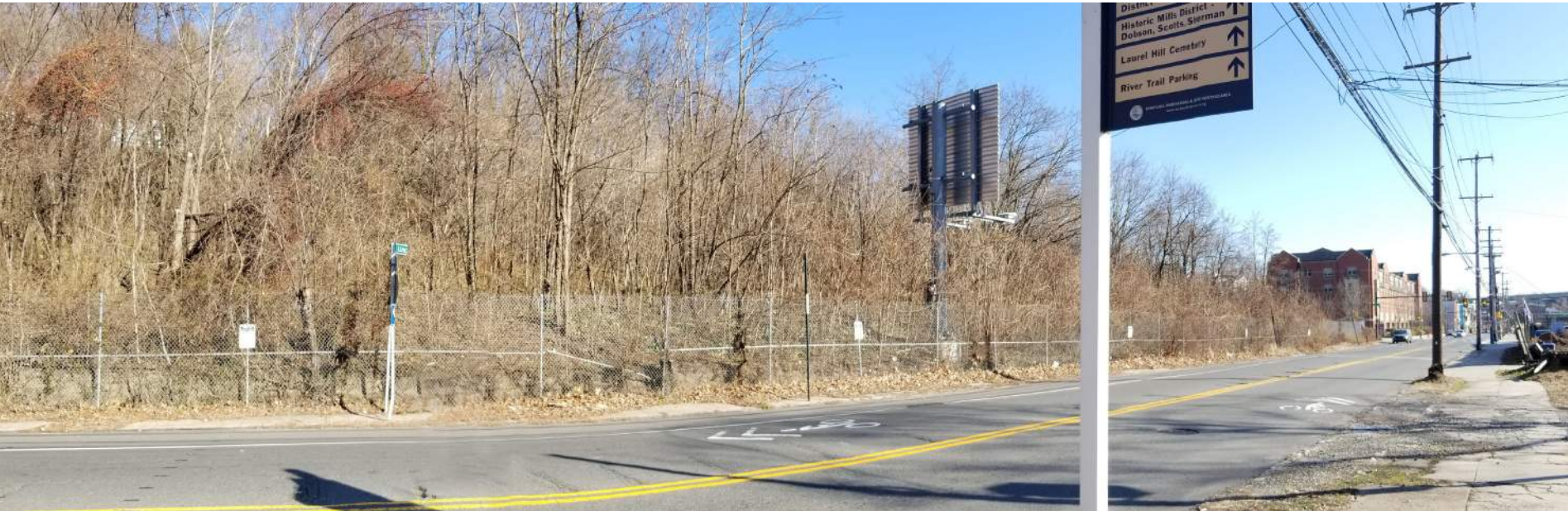




Google Earth



VIEW FROM RIDGE AVENUE LOOKING NORTHEAST - EXISTING





4401 RIDGE AVENUE IS A NEW MIXED-USE DEVELOPMENT ZONED CMX-3. THE PROPOSED PROJECT HAS GROUND FLOOR COMMERCIAL, RESIDENTIAL UNITS WITH STRUCTURED AND OPEN-AIR PARKING.

- **RESIDENTIAL**
  - 185 UNITS
  - 34 STUDIOS
  - 117 1BR
  - 34 2BR
- **COMMERCIAL**
  - 4,760SF
- **COMMERCIAL PATIO**
  - 2,200 SF GROUND FLOOR
  - OUTDOOR SPACE
- **ROOF DECK**
  - 8,100 SF
  - 3,400 SF GREEN ROOF
- **PARKING**
  - 189 VEHICLE SPACES
  - 62 BICYCLE SPACES
- **BUILDING GROSS SF**
  - 178,837

**AREA REGULATIONS**

TOTAL LOT AREA: 82,385 SF

ZONING: CMX-3, COMMUNITY COMMERCIAL MIXED USE

**USE RESTRICTIONS**

PROPOSED USE

1ST FLOOR  
2ND THROUGH 8TH FLOORS  
ROOF DECK

COMMERCIAL  
RESIDENTIAL, PARKING, AND MECH  
RESIDENTIAL AMENITY AND MECH

**DISTRICT AND LOT DIMENSIONS**

MIN LOT WIDTH (FT)  
MIN LOT AREA (SF)  
MAX OCCUPIED AREA (% OF LOT)

**ALLOWED**

N/A  
N/A  
80%

**PROPOSED**

NO CHANGE  
NO CHANGE  
41.7%

**YARDS**

MIN FRONT YARD DEPTH (FT)  
MIN SIDE YARD WIDTH, EACH (FT)  
MIN REAR YARD DEPTH (FT)

N/A  
8FT IF USED  
N/A

0'-0"  
120.3'  
5'-0"

**HEIGHT**

MAX HEIGHT (FT)  
MAX FLOOR AREA (% OF LOT AREA)

N/A  
500% (410,596 SF)

85'-0"  
214% (178,837 SF)

**OFF-STREET PARKING REQUIREMENTS**

CAR PARKING  
BICYCLE PARKING

55 (3 SPACES PER 10 UNITS)  
62 (1 BICYCLE PER 3 UNITS)

189 SPACES  
62 SPACES



Notice of:  Refusal  Referral

Application Number: ZP-2020-009878	Zoning District(s): CMX3	Date of Refusal: 1/12/2021
Address/Location: 4401 RIDGE AVE, Philadelphia, PA 19129-1733 Parcel (PWD Record)		Page Number Page 1 of 1
Applicant Name: David Plante, P.E. DBA: Ruggiero Plante Land Design	Applicant Address: 5900 Ridge Avenue Philadelphia, PA 19128 USA	

Application for:

FOR THE ERECTION OF A STRUCTURE WITH ROOF DECKS AND ROOF DECK ACCESS STRUCTURES. FOR USE AS 185 DWELLING UNITS (MULTI-FAMILY HOUSEHOLD LIVING) AND VACANT COMMERCIAL SPACE WITH 189 PARKING SPACES (SIX (6) ACCESSIBLE SPACES, TEN (10) ELECTRIC SPACES, TEN (10) COMPACT SPACES) AND 62 CLASS 1A BICYCLE SPACES. SIZE AND LOCATION AS SHOWN IN PLANS.

The permit for the above location cannot be issued because the proposal does not comply with the following provisions of the Philadelphia Zoning Code. (Codes can be accessed at [www.phila.gov](http://www.phila.gov).)

Code Section(s):	Code Section Title(s):	Reason for Refusal:
14-704(2)(b)(.2)	Steep Slope	On those portions of the lot where the slope of land is twenty-five percent (25%) or greater, no site clearing or earth moving activity is permitted. Therefore proposed construction is prohibited as slope is greater than 25%.
Table 14-806-1	Off-Street Loading	In the CMX-3 zoning district where 150,001 - 400,000 of GFA is created two (2) loading spaces are required. Whereas one (1) loading space is proposed.

ONE (1) USE REFUSAL  
ONE (1) ZONING REFUSAL


Fee to File Appeal: \$300

NOTES TO THE ZBA:

Parcel Owner:

PHILA HOUSING AUTHORITY



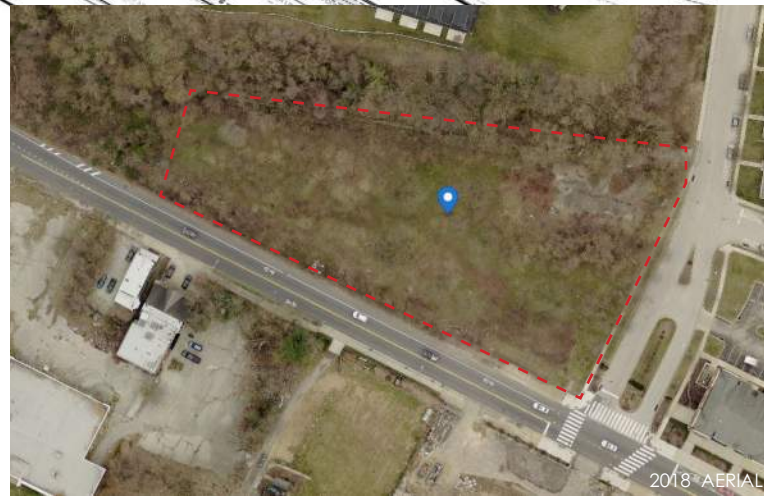
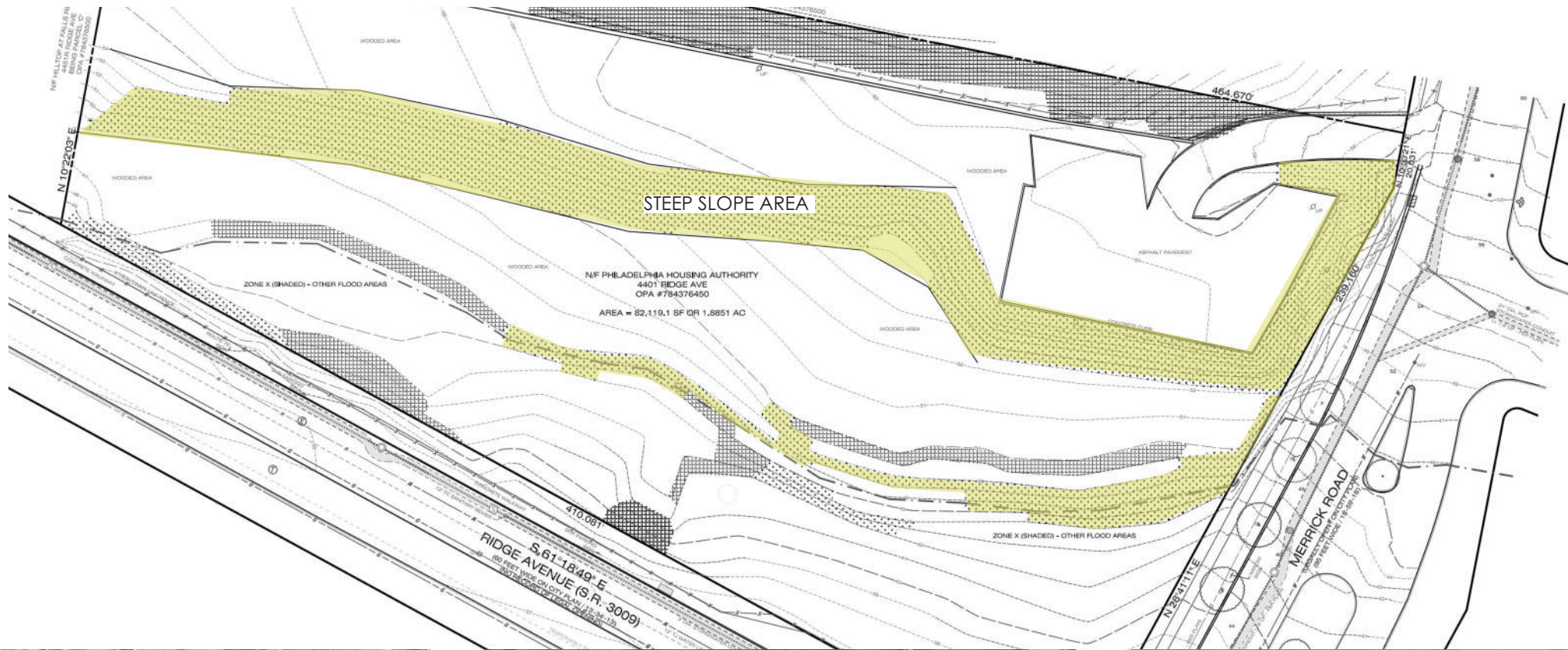
  
 Shakir Cohen  
 PLANS EXAMINER

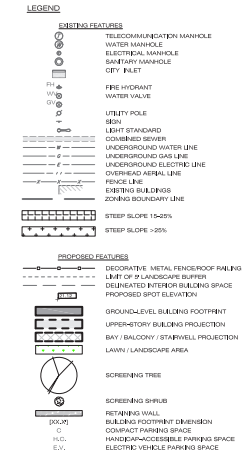
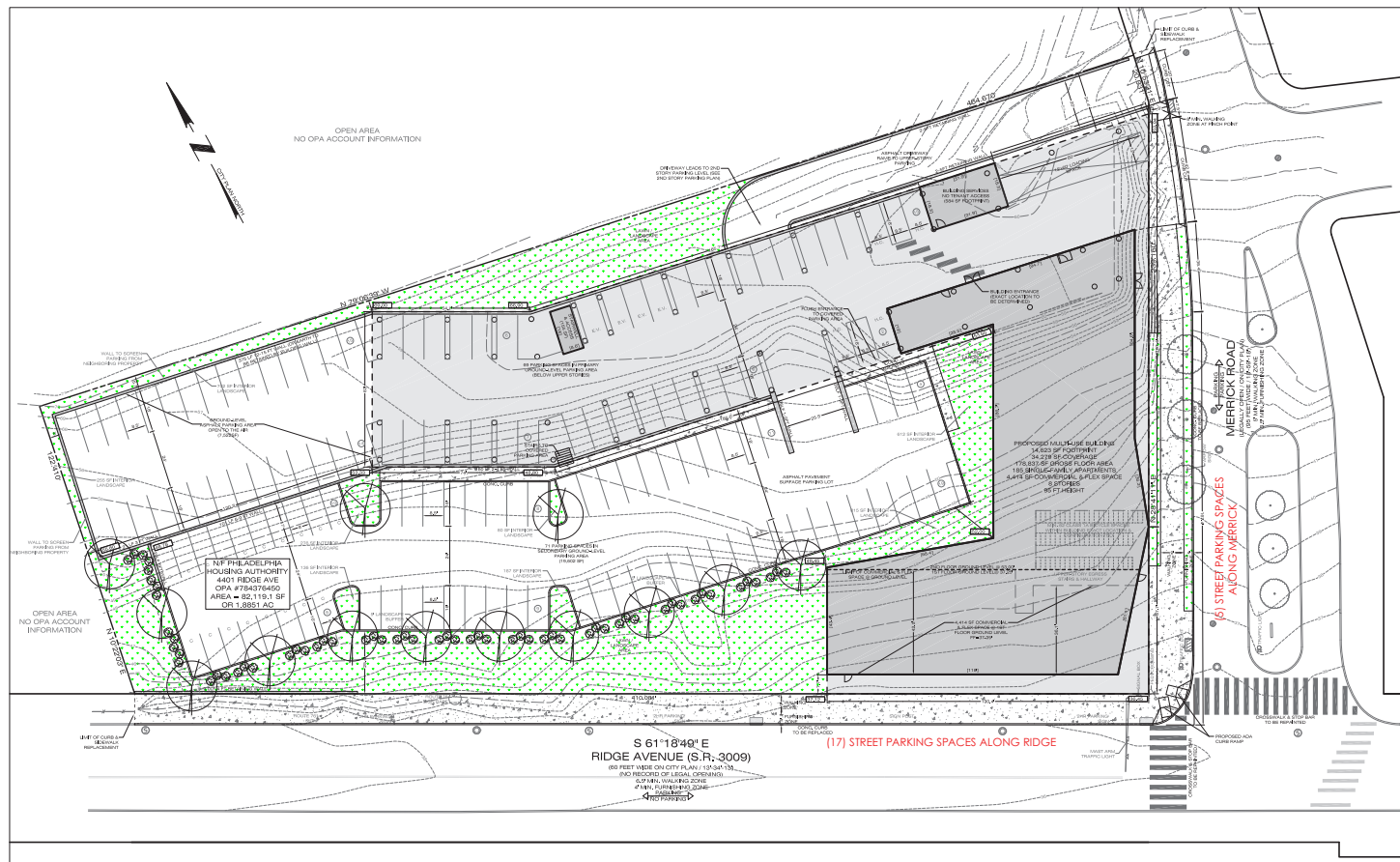
1/12/2021  
DATE SIGNED

4401 RIDGE AVENUE  
PHILADELPHIA, PA 19129









**CMX3 COMMERCIAL ZONING CRITERIA**

LOT REQUIREMENTS	Min.	Max.
Min. Lot Coverage Area	60%	41.7%

**BUILDING REQUIREMENTS**

Requirement	Min.	Max.
Front Yard Setback	None required	0'
Side Yard Setback	0'	150.0'
Rear Yard Setback	None required	0'

**FLOOR AREA RATIO (FAR)**

Max. FAR	600%	214%
----------	------	------

**PARKING TABULATION**

Parking Area Location	Standard	ADA	Electric Vehicle	Compact	Total
Primary Street Side	0	0	0	0	0
Secondary Ground Level	69	0	0	10	69
Upper Level (Secondary Level)	0	0	0	0	0
<b>TOTAL</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>

- PARKING TABULATION NOTES:**
- At least six (6) ADA accessible parking spaces, one of which shall be van-accessible, shall be provided.
  - For Total 14-2000 of the Philadelphia Zoning Code, at least 10 electric vehicle parking spaces shall be provided.
  - The site plan shall show the proposed parking area and the other side of the lot.
  - The site plan shall show the proposed parking area and the other side of the lot.
  - The development shall disturb a portion of the property exceeding a 35% slope.
  - Parking is proposed on a portion of the first floor of the structure, identified as "Secondary Parking Area". Handicap units are proposed on the remaining portion of the first floor of the structure.
  - All parking located on the property to the south shall be screened by means of compact shrubbery and/or screening wall where parking is located on an upper-story.

- STEEP SLOPE DISTURBANCE NOTES:**
- The property lies within the Steep Slope Protection Overlay District and is subject to additional considerations in LPA, PWD, and the Philadelphia City Planning Commission.
  - The proposed development shall result in disturbance of an existing surface with a slope between 15% and 20%.
  - The proposed development shall result in disturbance of an existing surface with a slope greater than 20%.
  - The developer shall provide the Philadelphia City Planning Commission with an Erosion Control Plan (ECP) prior to issuance of any lot permit, pursuant to Section 14-2042 of the Philadelphia Zoning Code.
  - Section 14-2042 of the Philadelphia Zoning Code prohibits disturbance of existing slopes greater than 20% within the Steep Slope Protection Overlay District. The developer shall obtain a variance, grantable after and permitting the proposed disturbance. Erosion disturbance shall not be permitted unless the variance is approved by the City.

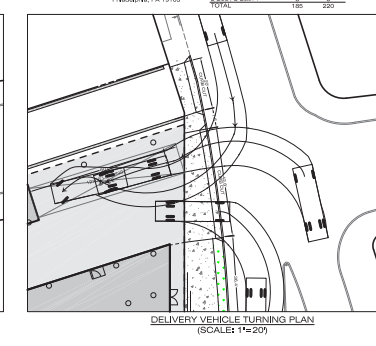
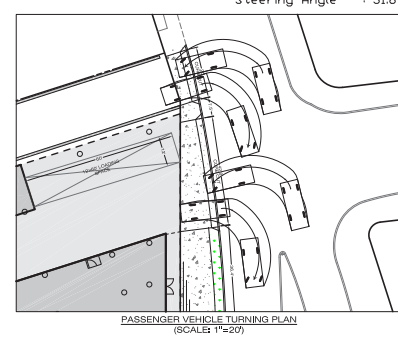
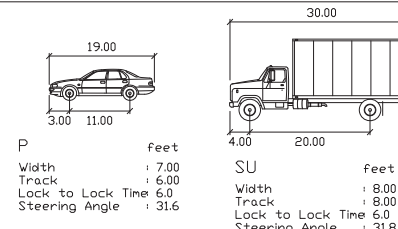
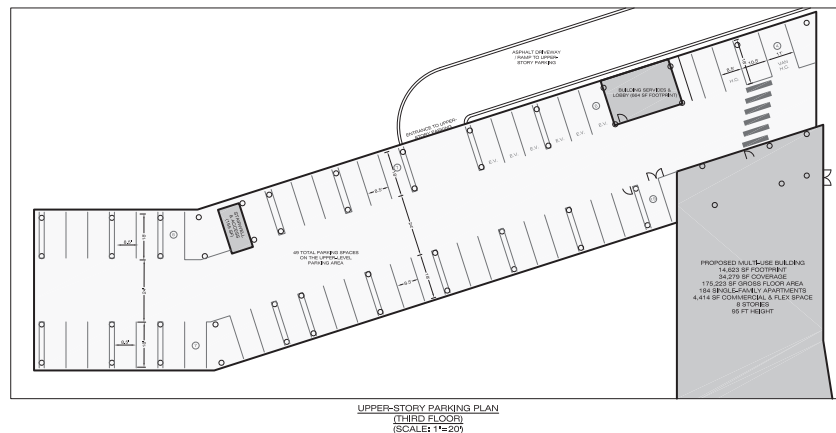
**STREET TREE REQUIREMENTS**

LOT REQUIREMENTS	Standard	Proposed
Min. Street Tree 17' Sp.	10'	10'
Min. Street Tree Trunk	12"	N/A

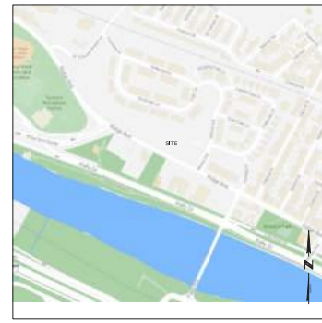
No street trees are proposed due to conflict with existing subsurface utilities. The existing trees along Merriwell Street will remain.

**DWELLING UNIT TABULATION**

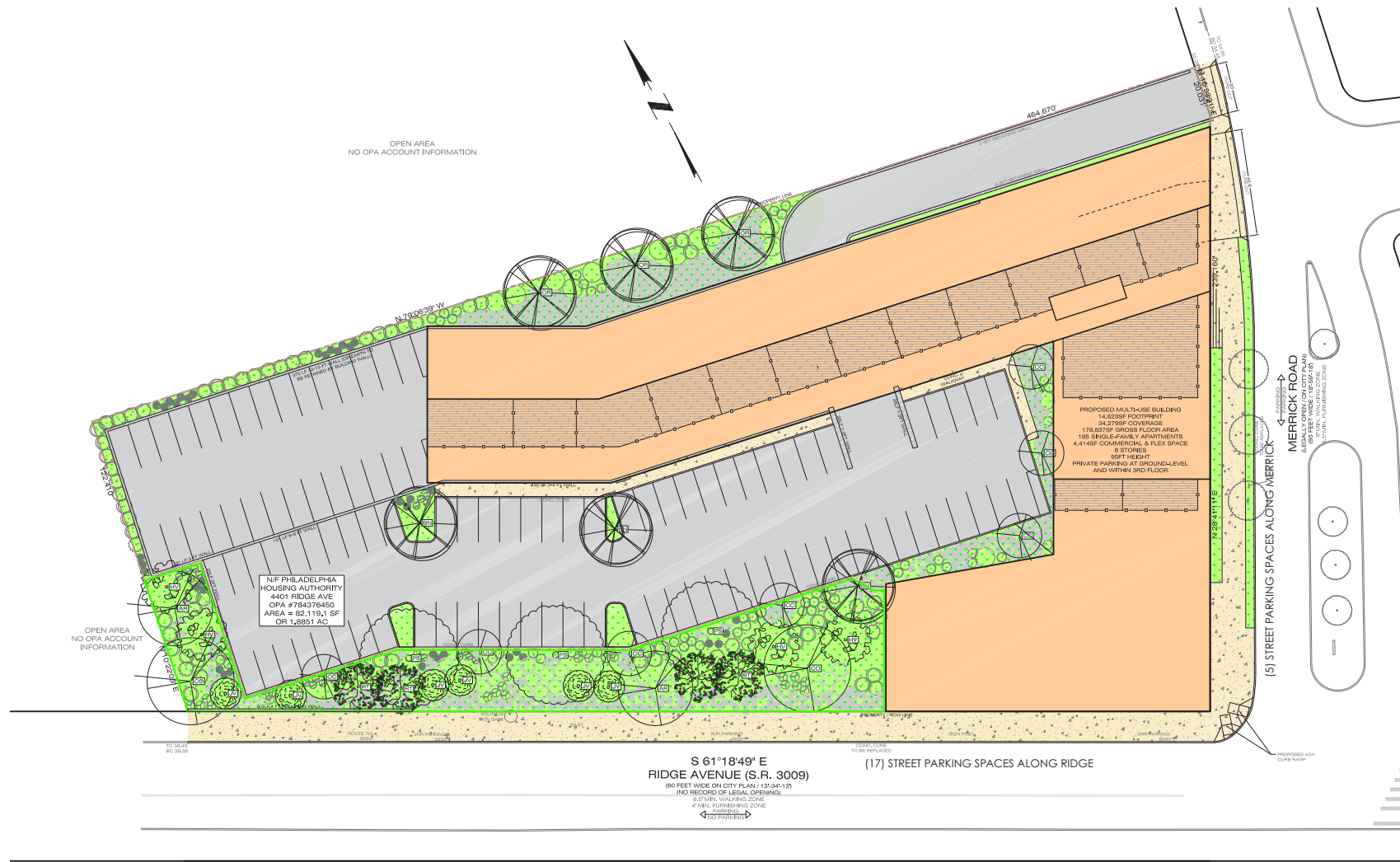
OWNER OF RECORD	Unit Type	Units	Units
4401 RIDGE AVENUE Philadelphia Housing Authority Executive Office 5th Floor 175 S. 25th Street Philadelphia, PA 19103	1 Bed + 1 Bath	77	77
	2 Bed + 1 Bath	110	110
	3 Bed + 1 Bath	7	7
	4 Bed + 2 Bath	0	0
<b>TOTAL</b>	<b>194</b>	<b>194</b>	



# LANDSCAPE PLAN - PREVIOUS



LOCATION MAP SCALE 1"=1000'



**PROPOSED PLANTING PALETTE**

<b>Trees</b>	AR BN CR CC HV JV PS RT	Acer rubrum Betula nigra 'Heritage' Carpinus caroliniana Carya ovata Cornus canadensis Hamamelis virginiana Juniperus virginiana 'Brook' Prunus serotina Rhus typhina	Red Maple River Birch American Hornbeam Shagbark Hickory Eastern Redbud Common Witch hazel Eastern Red Cedar Black Cherry Staghorn Sumac
<b>Shrubs</b>	AF DP FB HD ID IV IT LB LUP	Aesculus pinnatifida Dirca palustris Fothergilla gardenii 'Blue Heat' Hydrangea quercifolia Ilex glabra 'Nanum' Ilex verticillata 'Red Spirit' Ilex verticillata Lonicera borealis Kolkwitzia corymbosa	Botanich Buckley Eastern Leatherwood Dwarf Fothergilla Oakleaf Hydrangea Innocence Dwarf Viburnum Vigilant Sweetgum Silver Bush Northern Bayberry
<b>Herbaceous Perennials &amp; Groundcovers</b>	AB AC EP HE SC MS RZ TC GD	Agastache 'Blue Fortune' Asarum canadense Echinacea purpurea Heuchera americana Sanguinaria canadensis Mentzelia simpliciflora Panicum dichotomum Taraxacum officinale Gaultheria procumbens	Artemis Hyssop Wild Ginger Purple Candytuft American Alumroot Blackfoot Coral Bells Wild Blue Phlox Foam Flower Creeping Wintergreen
<b>Ornamental Grasses &amp; Sedges</b>	OP PV SP	Carex pensylvanica Panicum virgatum Sporobolus heterolepis	Pennsylvanian Sedge Switchgrass Prairie Dropseed

**4401 RIDGE AVENUE**  
Philadelphia, PA 19129  
38TH WARD - OPA #784376450

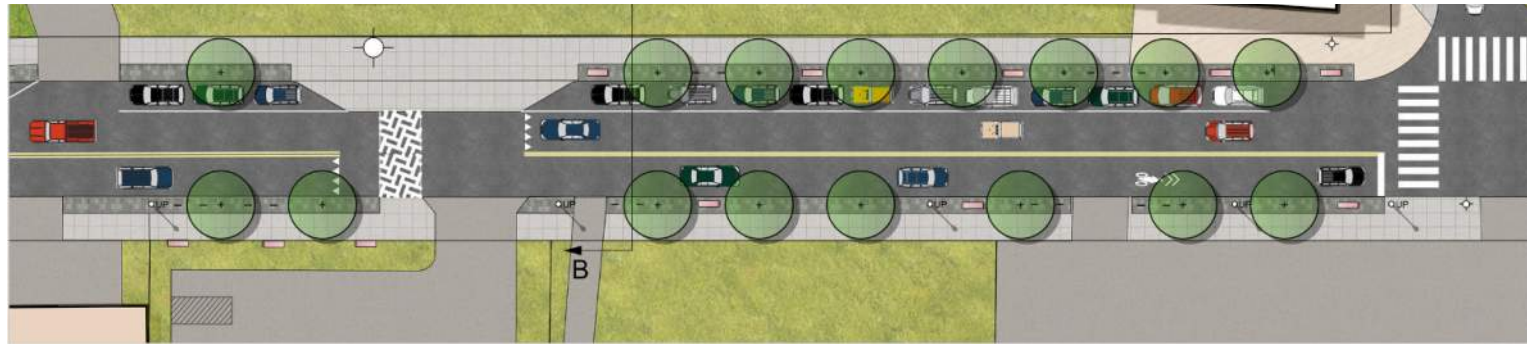
prepared for:  
Atapco Properties, Inc.  
One South Street, Suite 2800  
Baltimore MD, 21202  
ph: (646)479-5533

**Ruggiero Plante Land Design**  
5900 Ridge Avenue Philadelphia, PA 19128  
phone 215.508.3800 fax 215.508.3800 www.ruggieroplant.com

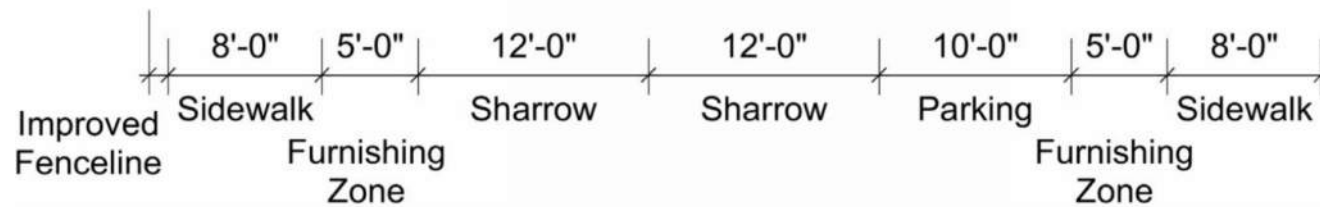
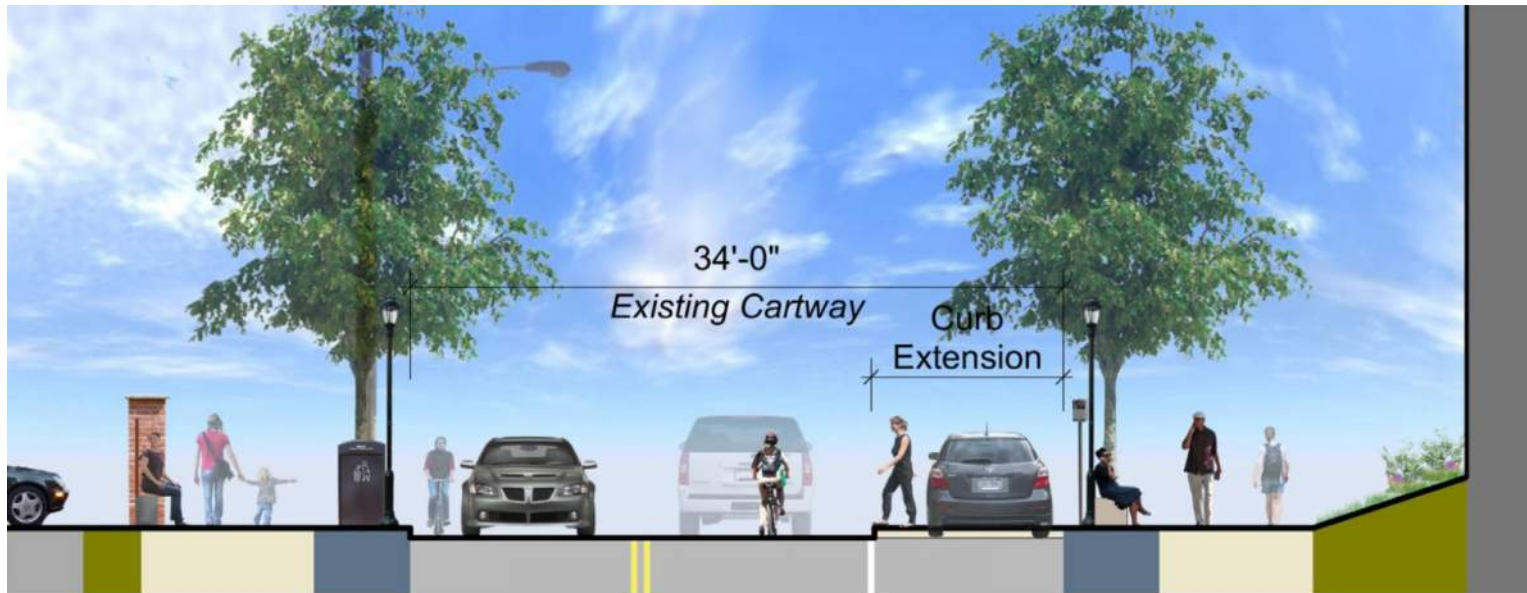
Plan Date: January 15, 2021  
Scale:

LANDSCAPE SITE PLAN RENDER  
Sheet 1 of 2





FROM RECONNECTS TO THE RIVER: RIDGE AVENUE STREETScape VISION PLAN & GUIDELINES





NATURALIZED WOODLAND PLANTING

FROM RECONNECTS TO THE RIVER: RIDGE AVENUE STREETSCAPE VISION PLAN & GUIDELINES



*ACER RUBRUM*, RED MAPLE



*BETULA NIGRA*, RIVER BIRCH



*CERCIS CANADENSIS*, EASTERN REDBUD



*ILEX VERTICULATA 'RED SPRITE'*, DWARF WINTERBERRY



*MYRICA PENNSYLVANICA*, NORTHERN BAYBERRY



*AESCULUS PARVIFLORA*, BOTTLEBRUSH BUCKEYE

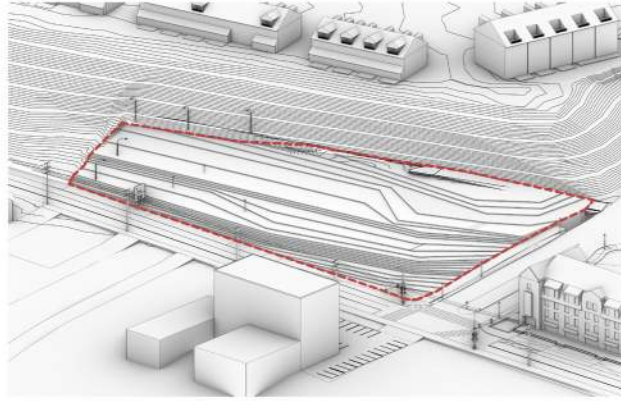


*HYDRANGEA QUERCIFOLA*, OAKLEAF HYDRANGEA



*CAREX PENNSYLVANICA*, PENNSYLVANIA SEDGE

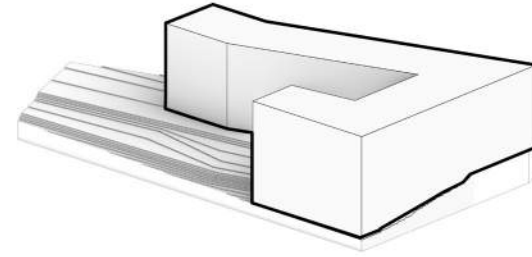




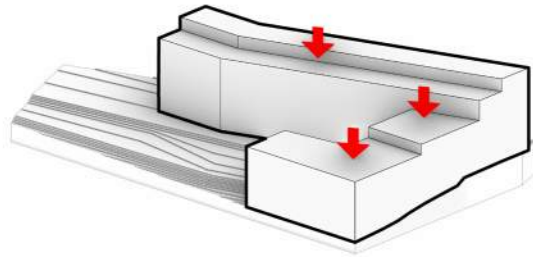
01 EXISTING SITE



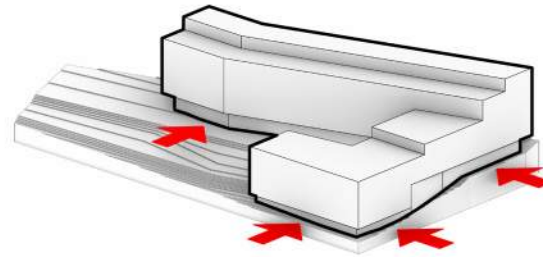
02 PROGRAM



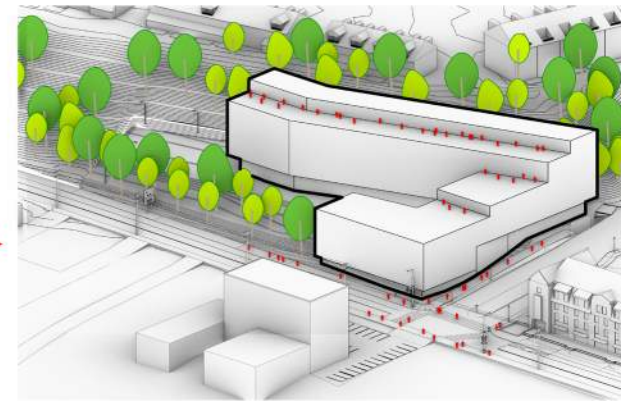
03 SITUATE



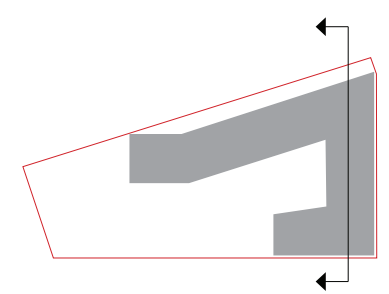
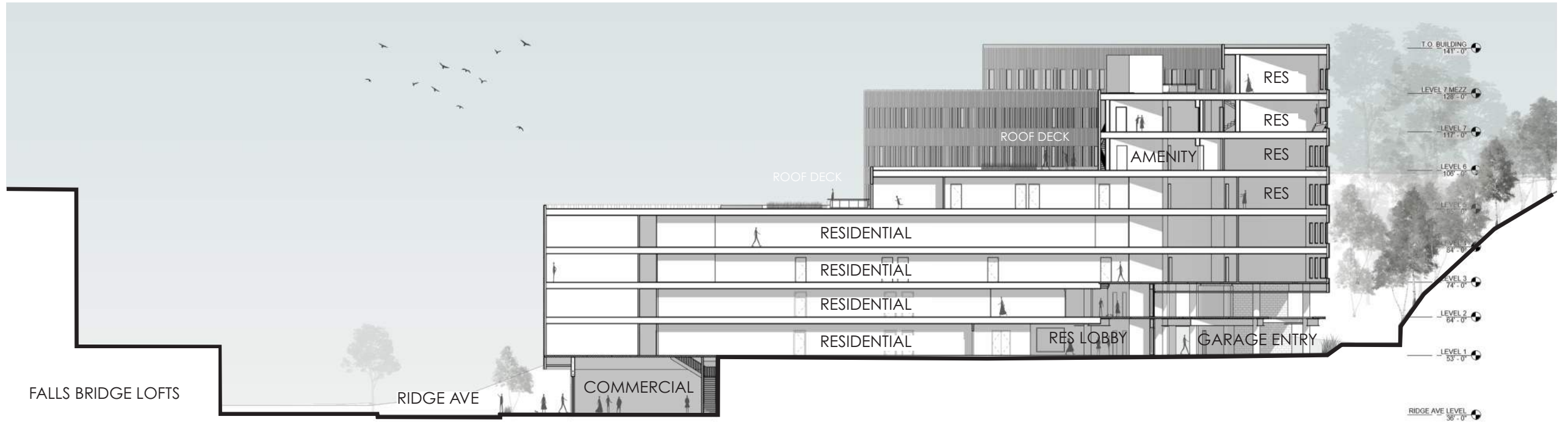
04 STEPS



05 REDEFINE

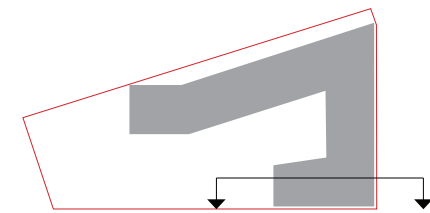
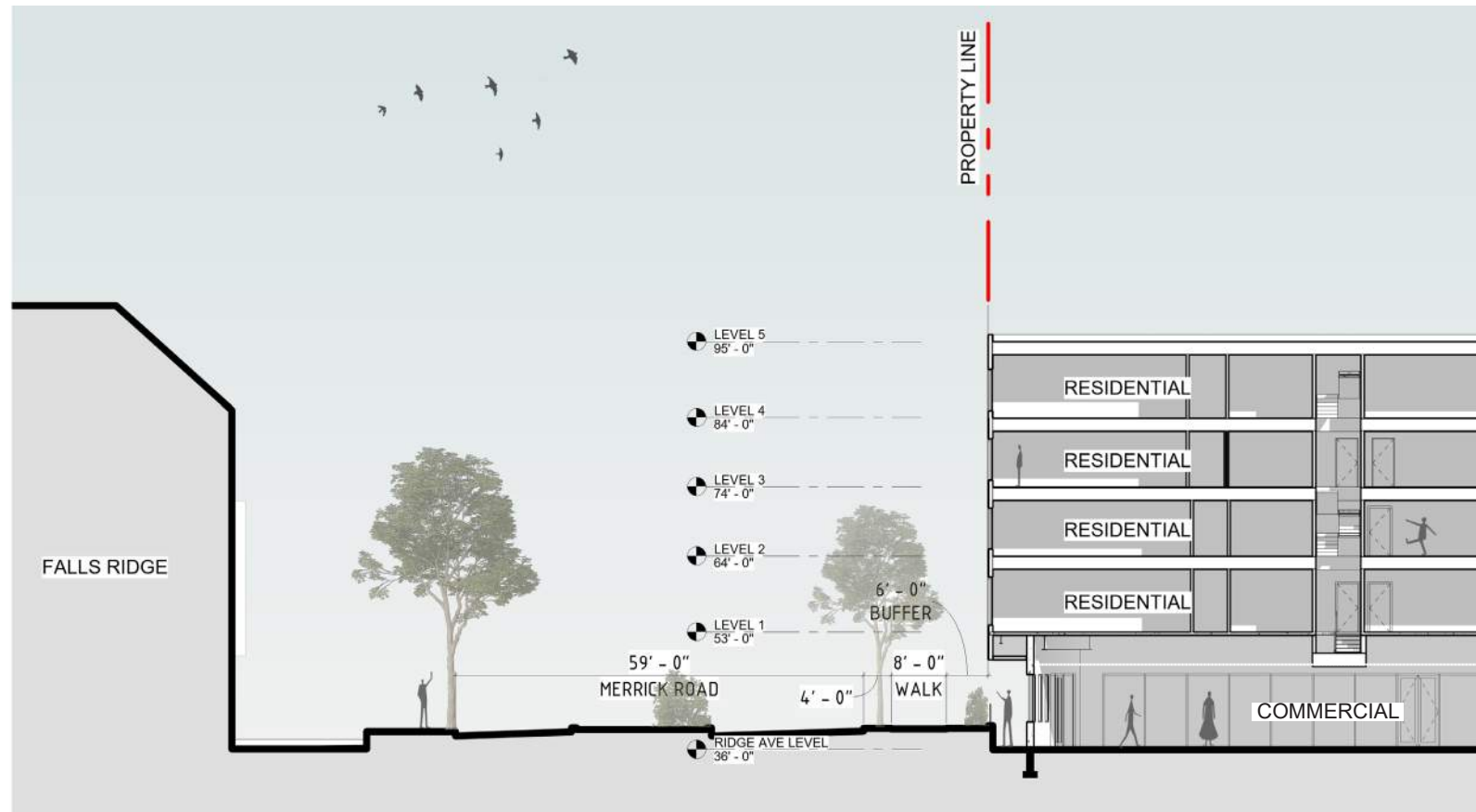


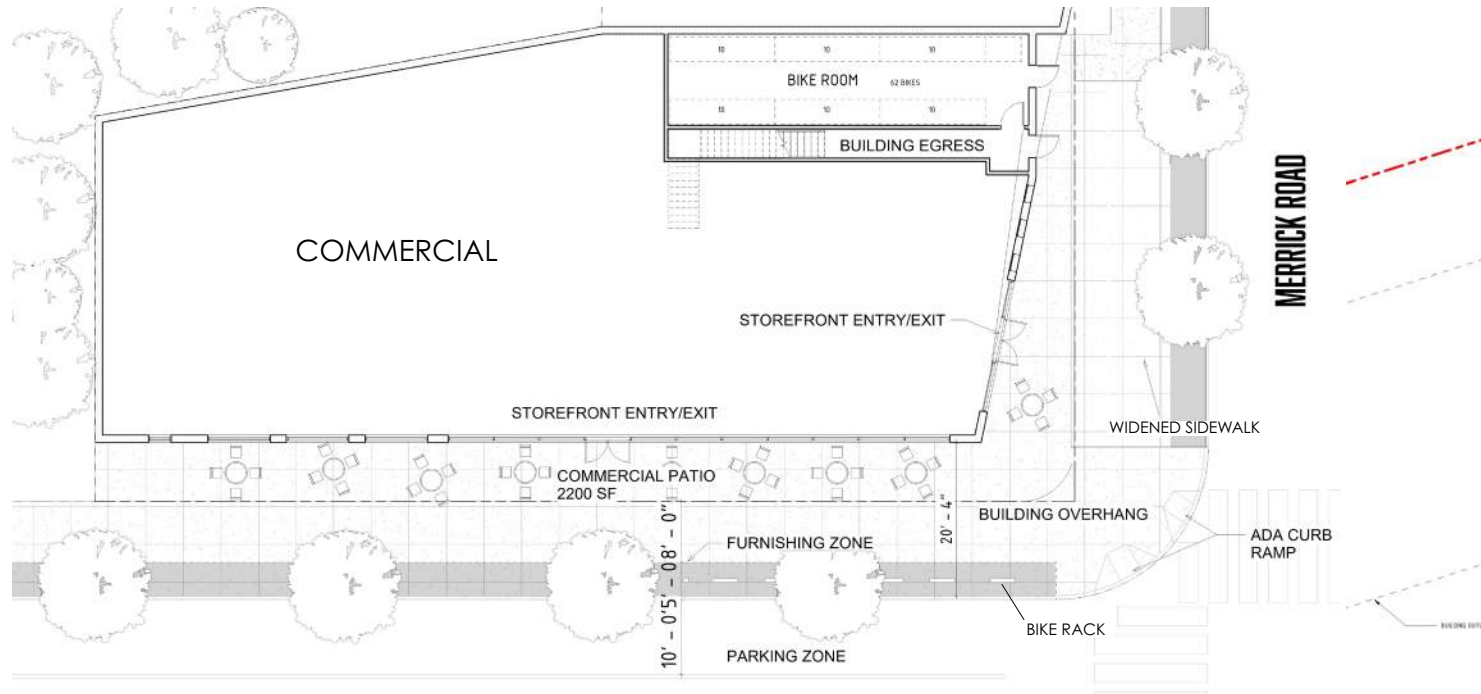
06 POPULATE



4401 RIDGE AVENUE  
PHILADELPHIA, PA 19129

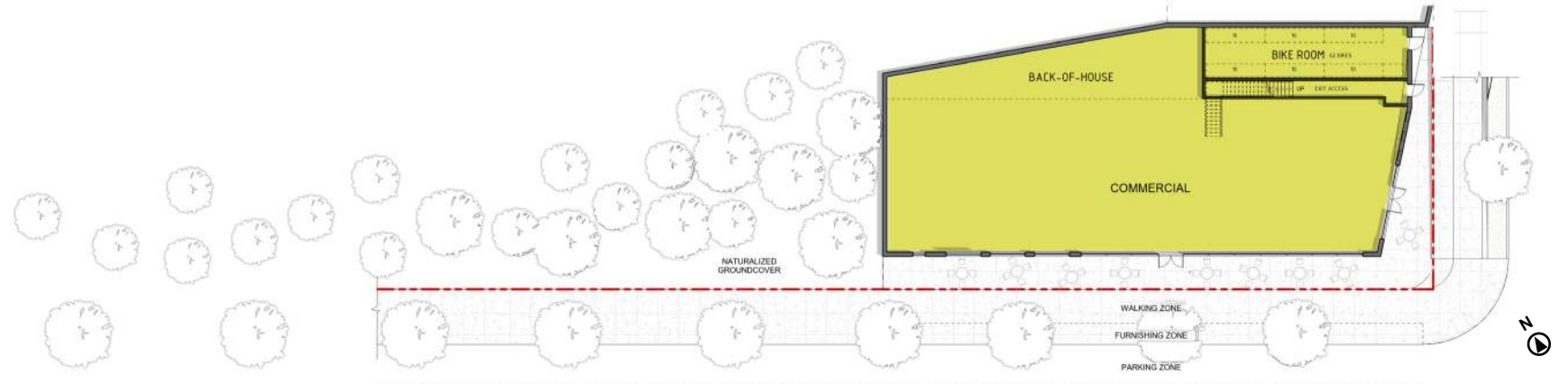
# SITE SECTION ON MERRICK ROAD LOOKING SOUTH

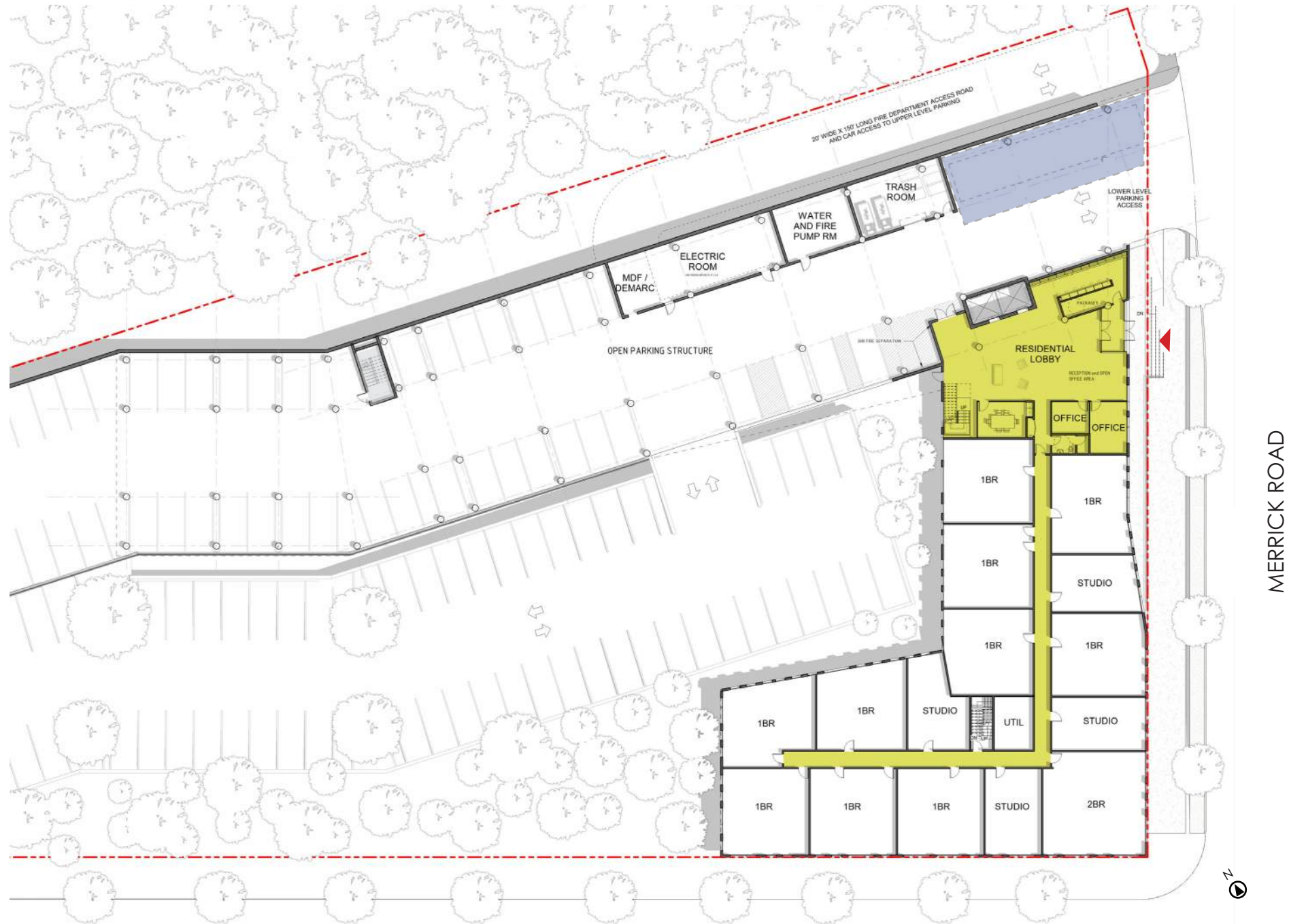




**COMMERCIAL CORNER ENLARGEMENT**

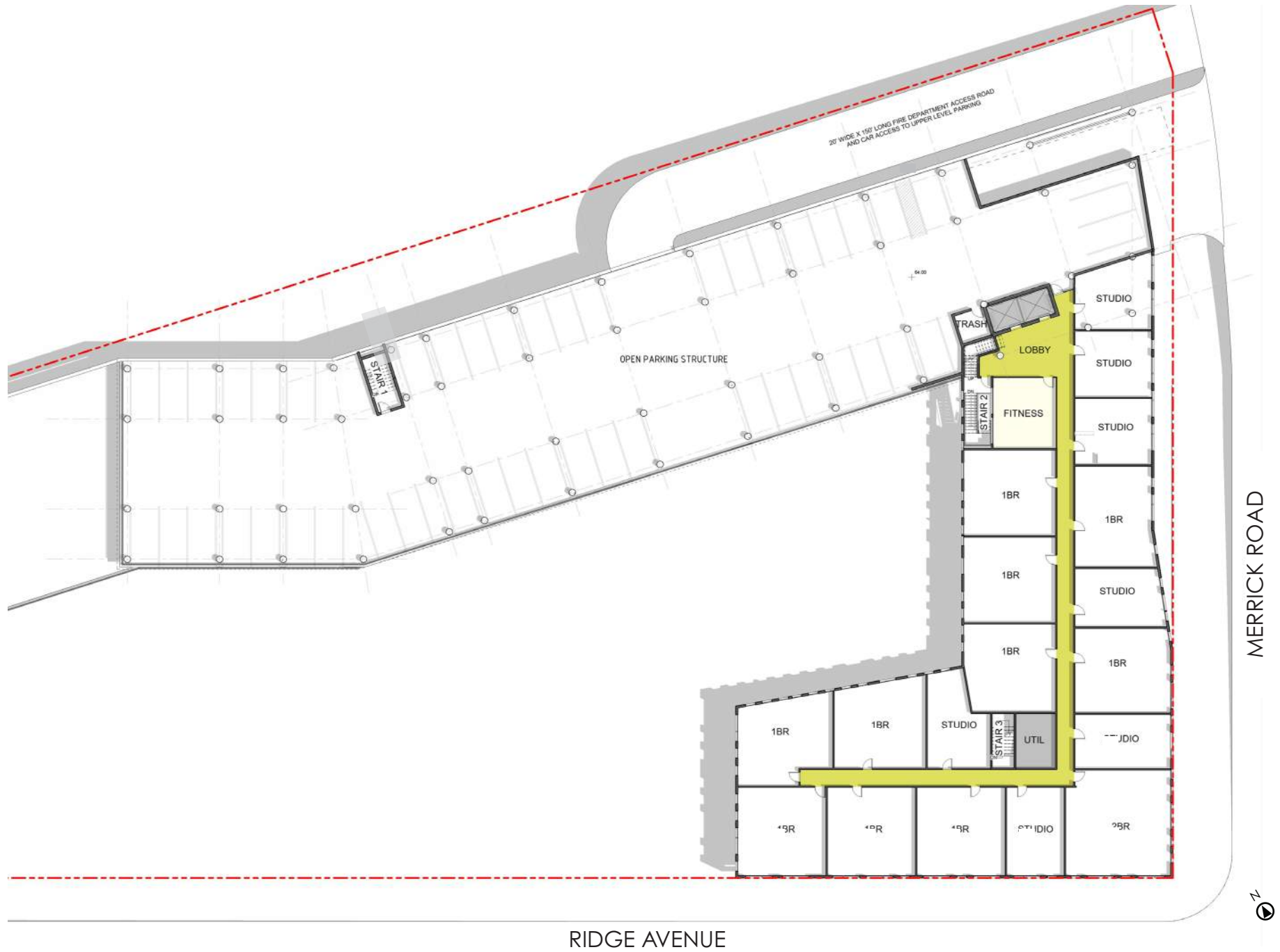
SHOWN WITH EAST FALLS DEVELOPMENT CORPORATION MASTERPLAN ELEMENTS

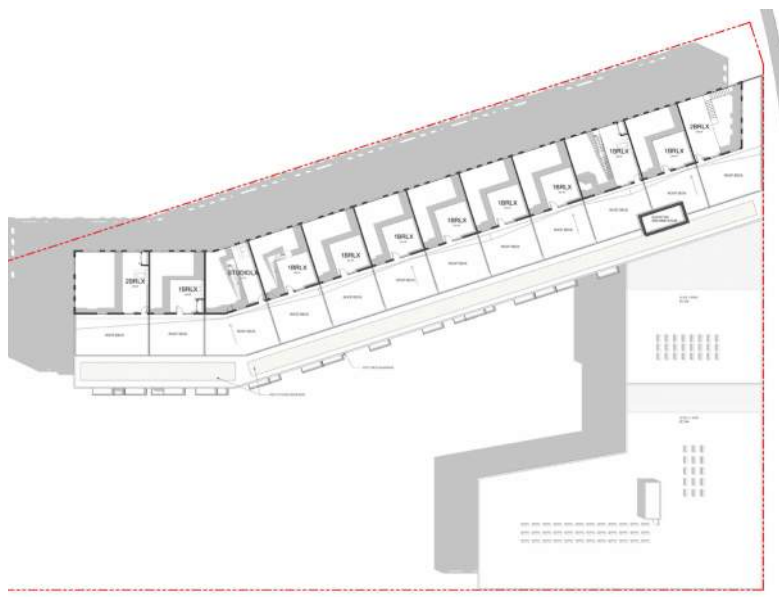




MERRICK ROAD







7 MEZZ



6



3-4

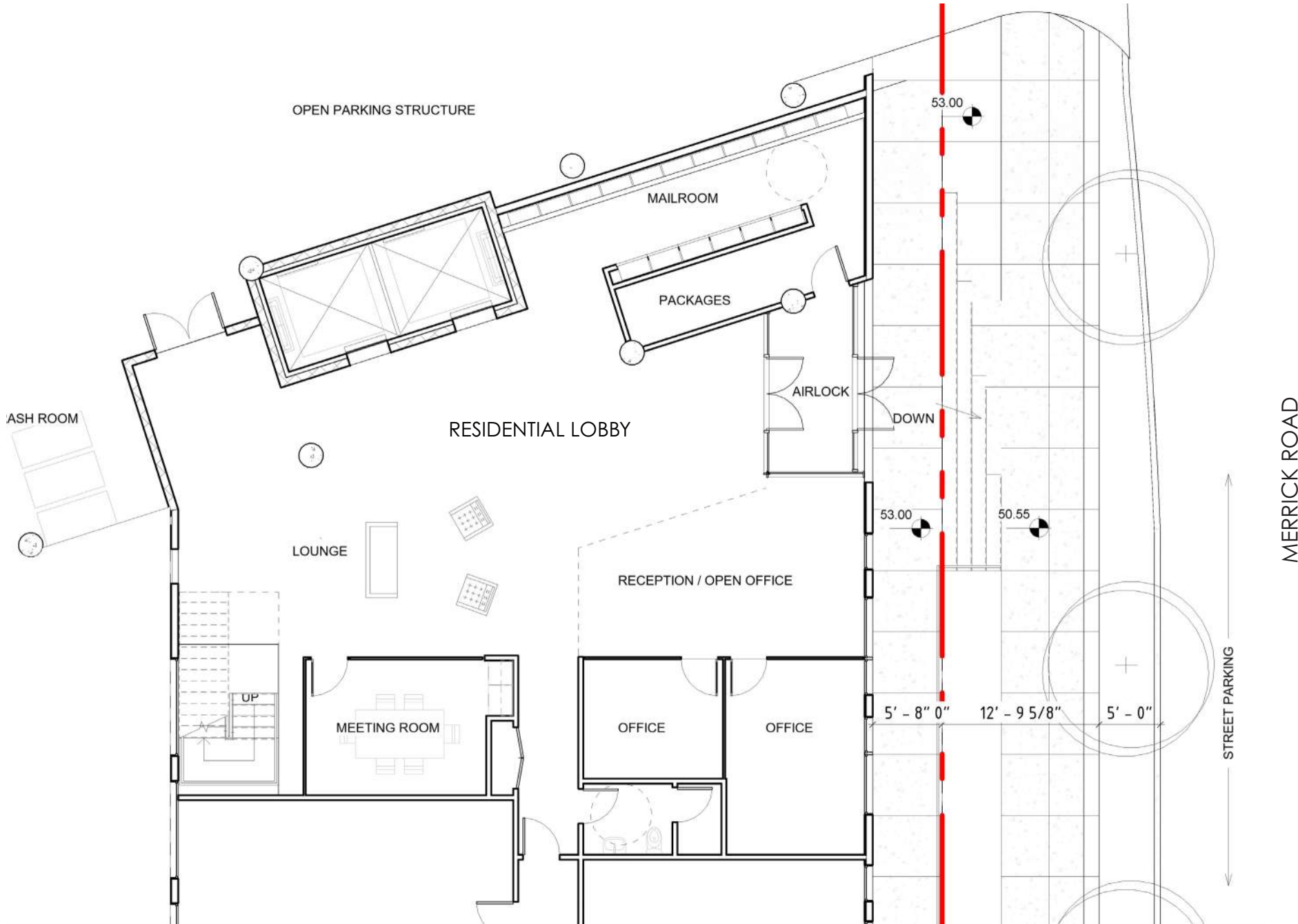


7



5





4401 RIDGE "FALLS BRIDGE LOFTS"



4442 RIDGE "THE OVERLOOK"



4300 RIDGE DEVELOPMENT

1.1 Brick Masonry - Gray

2.1 Architectural Panel - Platinum

2.2 Architectural Panel - Dark Silver

2.3 Architectural Panel - Black Opal

2.4 Architectural Panel - Cedar

2.5 Architectural Panel - Coral

3.1 Metal Mesh Railing - Black

3.2 Metal Storefront & Door System - Anodized Black

5.1 Perforated Corrugated Metal Garage Door - Gray

5.2 Perforated Metal Garage Screen - Corten

MATERIALS INDEX	
1.1 BRICK MASONRY - GRAY**	3.2 METAL RAILING - BLACK**
2.1 ARCHITECTURAL PANEL - PLATINUM**	3.3 METAL STOREFRONT & DOOR SYSTEM - ANODIZED BLACK**
2.2 ARCHITECTURAL PANEL - DARK SILVER**	4.1 VINYL WINDOW SYSTEM - BLACK**
2.3 ARCHITECTURAL PANEL - BLACK OPAL**	5.1 PERFORATED CORRUGATED METAL GARAGE SCREEN - GRAY**
2.4 ARCHITECTURAL PANEL - CEDAR**	5.2 PERFORATED METAL GARAGE SCREEN - CORTEN**
2.5 ARCHITECTURAL PANEL - CORAL**	
3.1 METAL RAILING - BLACK**	

\*\*OR EQUIVALENT

kit | g | v | o | n | e | s

CIVIC DESIGN REVIEW

MATERIAL SELECTIONS

4349 RIDGE "FALLS RIDGE"



3700 BLOCK CALUMET STREET

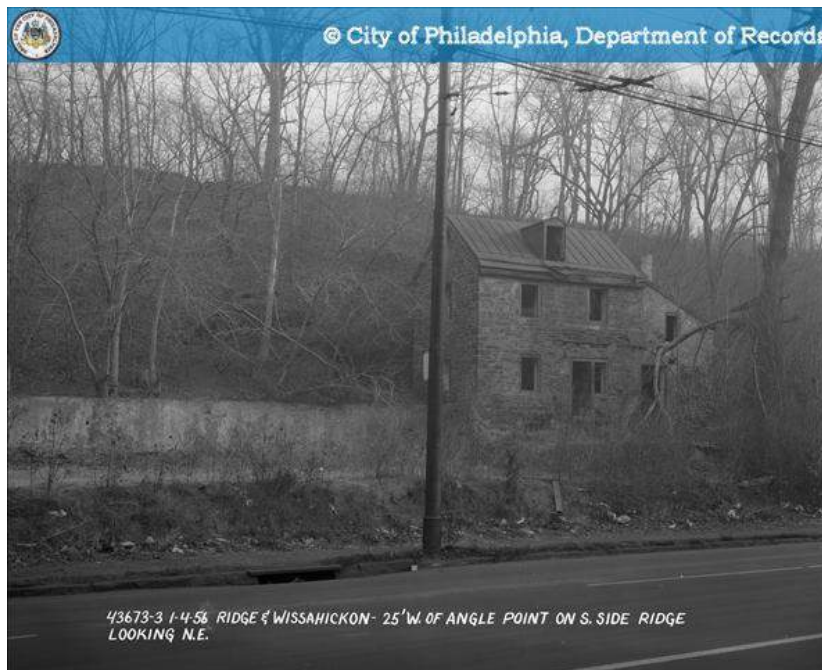


4300 RIDGE DEVELOPMENT





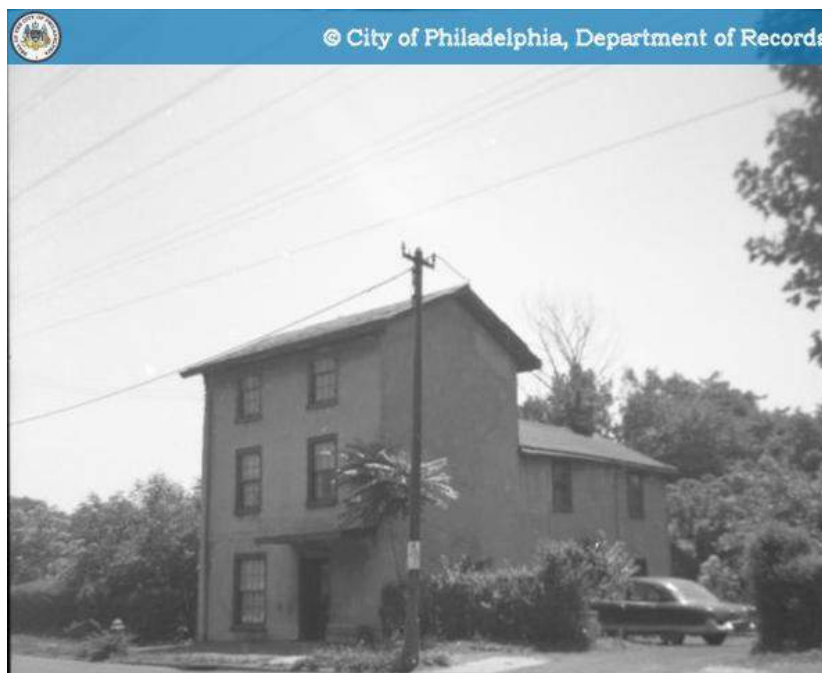
4432 RIDGE / 1963



RIDGE AVE AND LINCOLN DRIVE / 1956

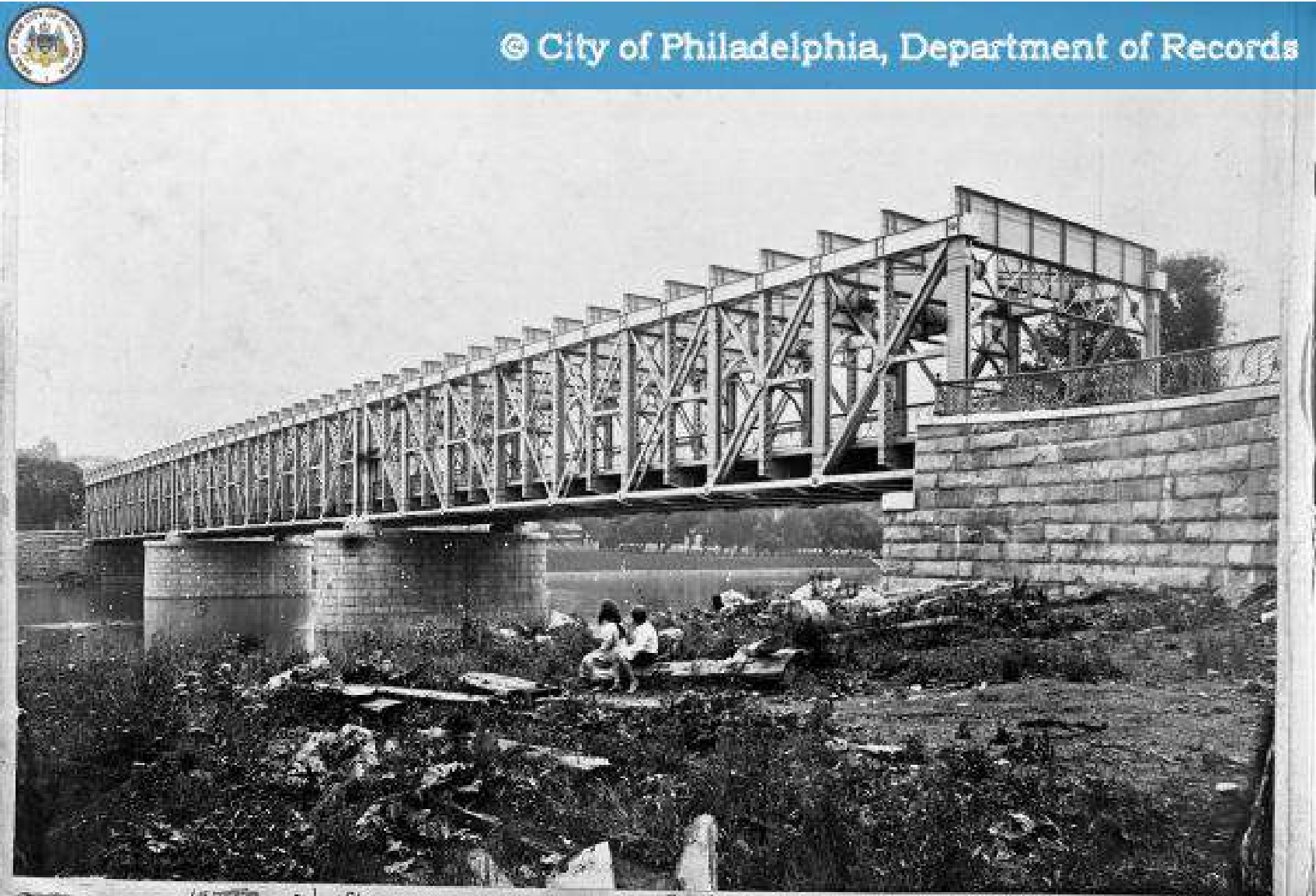


4414 RIDGE AVENUE / 1963



4414 RIDGE AVENUE / 1963

4401 RIDGE AVENUE  
PHILADELPHIA, PA 19129





④ INSUL WINDOW SYSTEM



③ INSUL STOREFRONT



METAL PATTERN



② METAL COLOR 2



① METAL COLOR 1



⑤ GUARDRAIL



⑥ ARCHITECTURAL MASONRY



STANDING SEAM METAL PATTERN DETAIL













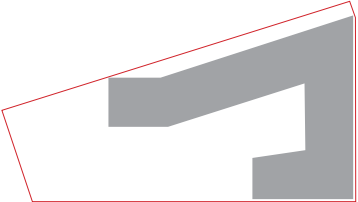






# RIDGE AVENUE (SOUTH) ELEVATION

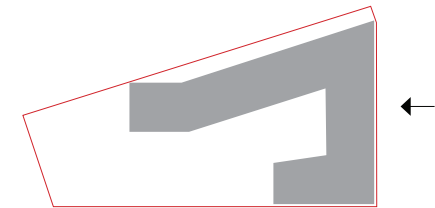
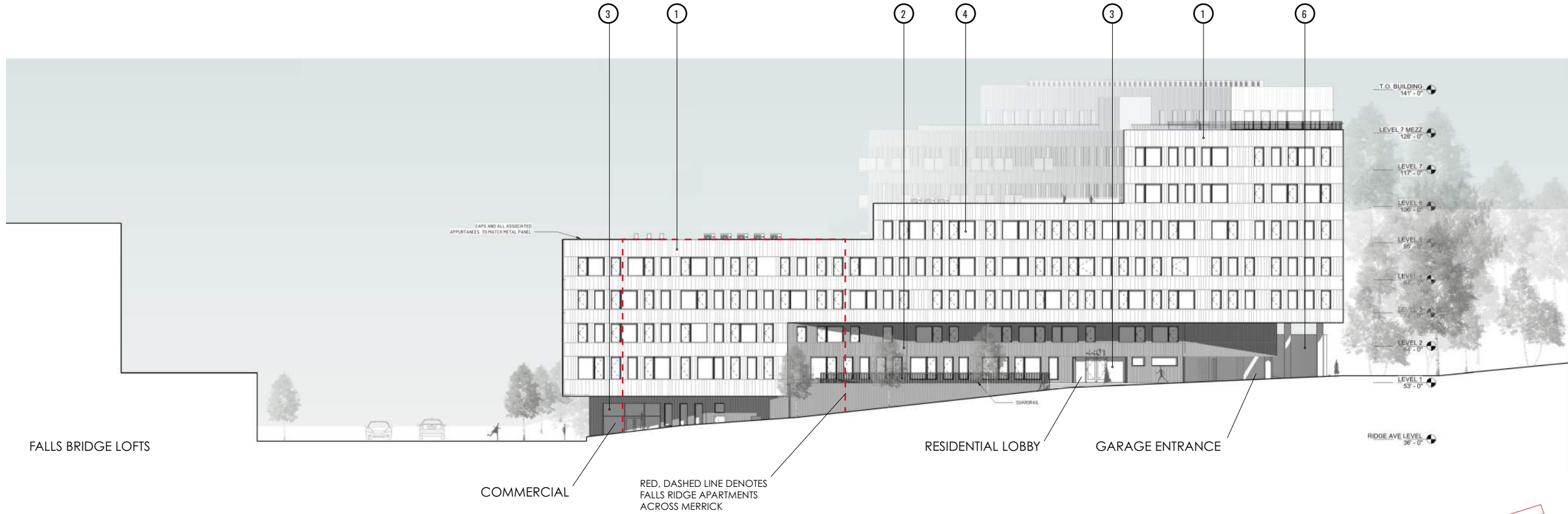
- ① STANDING SEAM METAL - COLOR 1
- ② STANDING SEAM METAL - COLOR 2
- ③ STOREFRONT
- ④ INSULATED WINDOW SYSTEM
- ⑤ GUARDRAIL
- ⑥ ARCHITECTURAL MASONRY



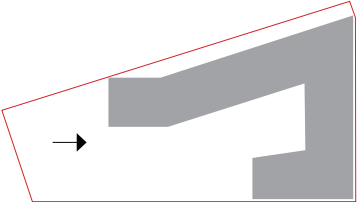
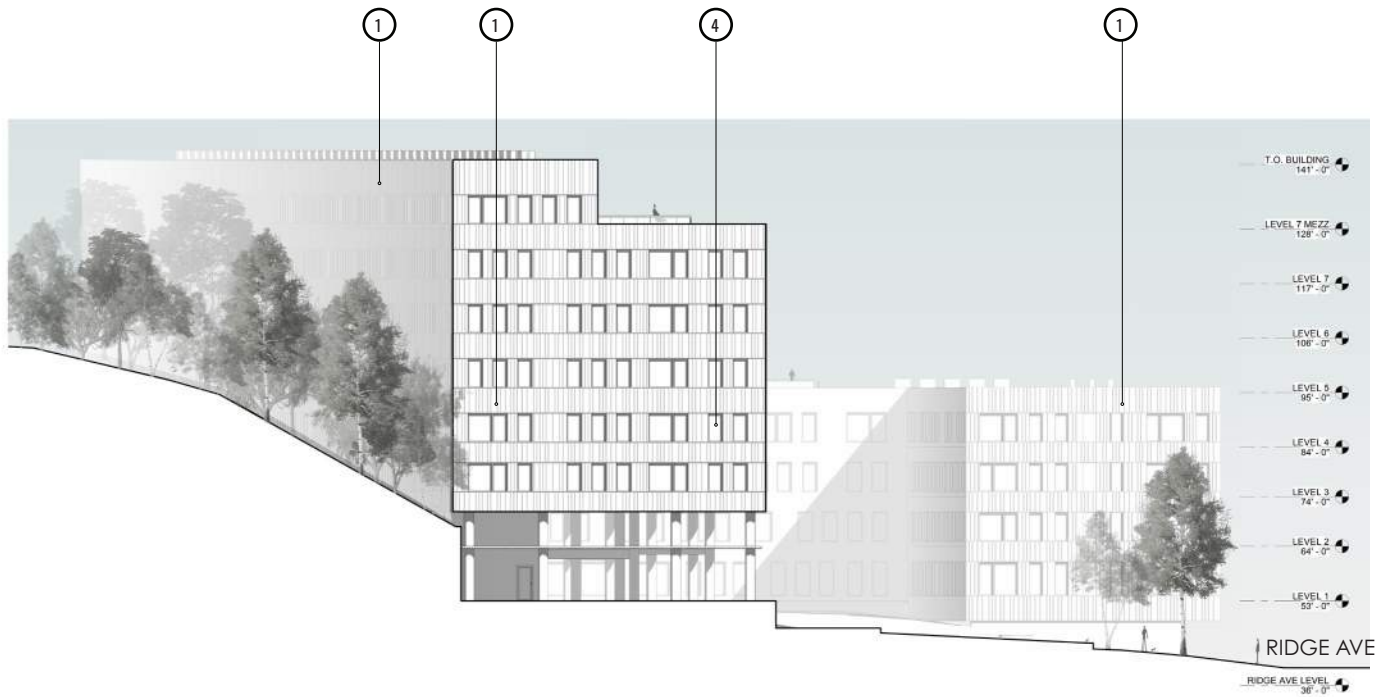
4401 RIDGE AVENUE  
PHILADELPHIA, PA 19129

# MERRICK ROAD (EAST) ELEVATION

- ① STANDING SEAM METAL - COLOR 1
- ② STANDING SEAM METAL - COLOR 2
- ③ STOREFRONT
- ④ INSULATED WINDOW SYSTEM
- ⑤ GUARDRAIL
- ⑥ ARCHITECTURAL MASONRY



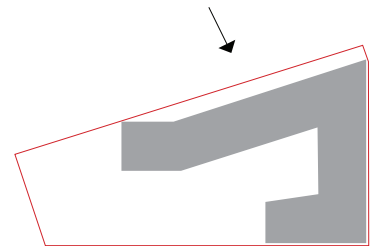
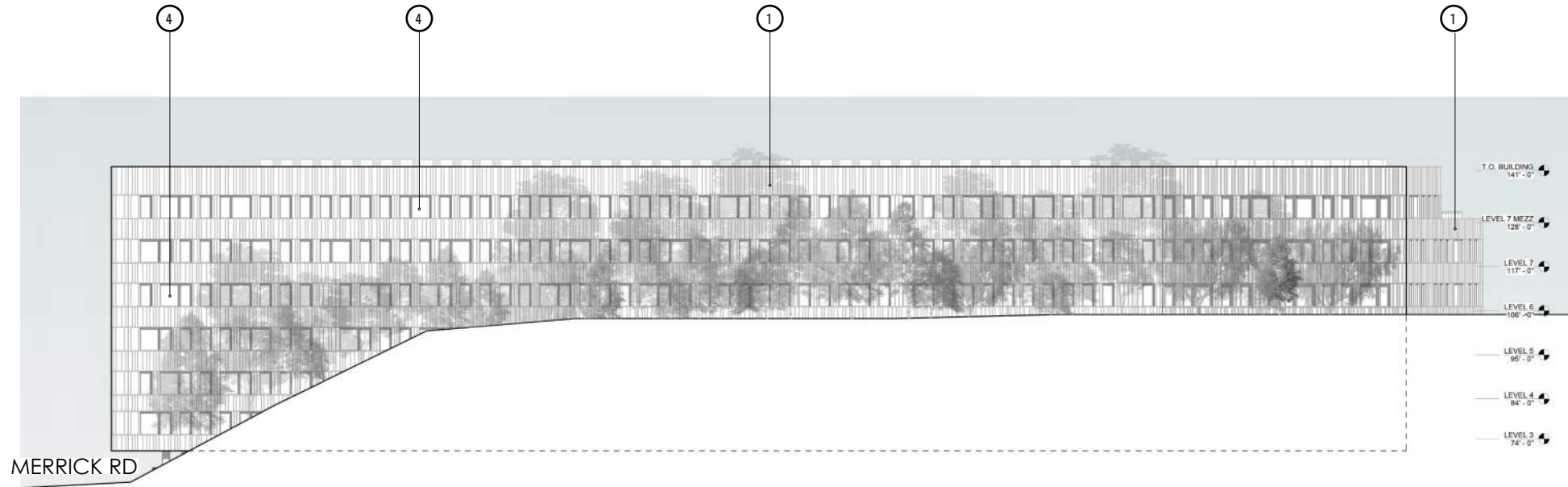
- ① STANDING SEAM METAL - COLOR 1
- ② STANDING SEAM METAL - COLOR 2
- ③ STOREFRONT
- ④ INSULATED WINDOW SYSTEM
- ⑤ GUARDRAIL
- ⑥ ARCHITECTURAL MASONRY



4401 RIDGE AVENUE  
PHILADELPHIA, PA 19129



- ① STANDING SEAM METAL - STAGGERED VERTICAL PATTERN
- ② CONCRETE COLUMNS
- ③ STOREFRONT
- ④ GLAZED WINDOW SYSTEM
- ⑤ GUARDRAIL
- ⑥ ARCHITECTURAL MASONRY



4401 RIDGE AVENUE  
PHILADELPHIA, PA 19129

Civic Sustainable Design Checklist – Updated September 3, 2019

The site design was conceived to promote stormwater infiltration, minor evapotranspiration, and a reduction in heat island effect.

- The design will incorporate a subsurface infiltration basin, which will capture and permanently remove the first 1 1/2" of impervious stormwater from the sewershed. The infiltration basin will also reduce the rate at which water is discharging from the site, alleviating downstream flooding.
- Interior vegetated and landscape areas are employed to help clean surface runoff that runs to city sewers and increase the year round aesthetics of the site.
- The existing street trees along Merrick Street will remain in order to provide summer shade, help reduce heat gain and improve air quality.
- The parking structure walls and landscape screening will reduce the amount of noise and light pollution caused by parking vehicles.
- The site design meets all PWD and PADEP stormwater standards.
- The overall design promotes pedestrian-friendly traffic.

**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.
<b>Location and Transportation</b>		
(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, the proposed garage development is located within 150ft of a bus route on Ridge Avenue. Route 61 extends from Merrick St to 8th & Market.
(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, the majority of parking is located under the building and within the 3rd floor of the building. The remaining open-air parking occupies 33% of the property area.
(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, the project proposes 10 electric vehicle parking spaces, totalling about 5.2% of the overall 189 proposed parking spaces.
(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) <sup>1</sup>	The property does not front a rail line. However, the closest rail line is 650ft from the northern property line.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No, bike share spaces are not provided in this area of Philadelphia.

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.	No. new irrigation utilities are not being installed.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes, the proposed lawn/landscape area occupies 30.8% of the proposed open area - being the property area excluding teh building footprint.
(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, the project does not propose managing stormwater from off-site and also does not propose any green street or public stormwater infrastructure.  The proposed site will manage all on-site stormwater via subsurface infiltration bed and will conform to all PWD development regulations.
(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, as demonstrated on the landscape plan, the project proposes many trees throughout the landscape areas of the site, providing shade to the adjacent parking lot.
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. <sup>ii</sup>	Project will comply with 2018 IECC and utilize the prescriptive compliance method.
(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? <sup>iii</sup> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No. No extraordinary energy saving measures will be taken other than all lighting will be LED and controlled to operate only when required by daylighting levels.

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. <sup>iv</sup>	Not applicable. The site is not located within 1000ft of an interstate highway, freeway, etc.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No. renewable energy is not proposed to be installed for this project.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Developer looking into participation into vehicle share to reduce residents' need for owning a vehicle.

<sup>i</sup> 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.

<sup>ii</sup> 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>

<sup>iii</sup> LEED 4.1, Optimize Energy Performance in LEED v4.1  
For Energy Star: [www.energystar.gov](http://www.energystar.gov)  
For Passive House, see [www.phius.org](http://www.phius.org)

<sup>iv</sup> 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

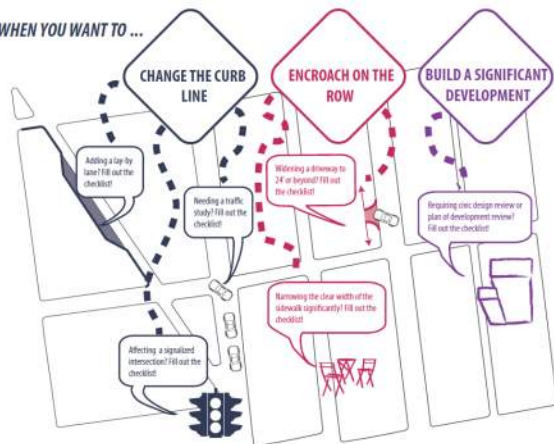
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT: \_\_\_\_\_ DATE \_\_\_\_\_  
 FINAL STREETS DEPT REVIEW AND COMMENT: \_\_\_\_\_ DATE \_\_\_\_\_

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ADA curb-ramp designs must be submitted to Streets Department for review
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiestreets.com/survey-and-design-bureau/city-plans-unit>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  - o Placing of a new street;
  - o Removal of an existing street;
  - o Changes to roadway grades, curb lines, or widths; or
  - o 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
  - o FULLY DIMENSIONED
  - o CURB CUTS/DRIVEWAYS/LAYBY LANES
  - o TREE PITS/LANDSCAPING
  - o BICYCLE RACKS/STATIONS/STORAGE AREAS
  - o TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  - o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  - o PROPOSED TREE PITS/LANDSCAPING
  - o BICYCLE RACKS/STATIONS/STORAGE AREAS
  - o 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  
4401 Ridge Avenue
- 2. DATE  
02/01/2021
- 3. APPLICANT NAME  
Atapco 4401 Ridge, LLC
- 5. PROJECT AREA: list precise street limits and scope  
On-Site Disturbance: 82,119sf  
ROW Disturbance: 11,416sf
- 4. APPLICANT CONTACT INFORMATION  
150 Monument Street, Ste 207, Bala Cynwyd, PA 19004; 6464795533; dspitzen@atapco.com
- 6. OWNER NAME  
Atapco 4401 Ridge, LLC
- 7. OWNER CONTACT INFORMATION  
150 Monument Street, Ste 207, Bala Cynwyd, PA 19004; 6464795533; dspitzen@atapco.com
- 8. ENGINEER / ARCHITECT NAME  
David J. Plante, PE; Ruggiero Plante Land Design & Steven Kopp, AIA; NORR
- 9. ENGINEER / ARCHITECT CONTACT INFORMATION  
5900 Ridge Ave, Phila, PA 19128; 215-508-3900; ronald@ruggieroplante.com      915 Spring Garden Street, Ste 305, Phila., PA 19123; 267-741-0007; mbrahler@oombra.com

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Ridge Avenue (SR 3009)</u>	<u>Merrick Street</u>	<u>W. Schoolhouse Lane</u>	<u>Urban Arterial</u>
<u>Merrick Street</u>	<u>Ridge Avenue</u>	<u>East Falls Lane</u>	<u>Local</u>

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

APPLICANT: General Project Information

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

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: \_\_\_\_\_

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Ridge Avenue</u>	<u>12' / 13' / 13'</u>	<u>13' / 13'</u>
<u>Merrick Street</u>	<u>10' / 18' / 18'</u>	<u>18' / 18'</u>
-	-	-
-	-	-

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

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
<u>Ridge Avenue</u>	<u>6.5' / 4.7' / 9'</u>
<u>Merrick Street</u>	<u>5' / 4' / 8'</u>
-	-
-	-

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>23.7'</u>	<u>Merrick Road</u>
-	-	-
-	-	-
-	-	-

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>42.8'</u>	<u>Merrick Road</u>
<u>Driveway</u>	<u>20'</u>	<u>Merrick Road</u>
-	-	-
-	-	-

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

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

APPLICANT: Pedestrian Component  
Additional Explanation / Comments:

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 <small>Existing / Proposed</small>
<u>Ridge Avenue</u>	<u>NA / NA</u>
<u>Merrick Road</u>	<u>NA / NA</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 <small>Recommended / Existing / Proposed</small>
<u>Ridge Avenue</u>	<u>4' / 0' / 4'</u>
<u>Merrick Road</u>	<u>3.5' / 4' / 4'</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?

<ul style="list-style-type: none"> <li>▪ Bicycle Parking</li> <li>▪ Lighting</li> <li>▪ Benches</li> <li>▪ Street Trees</li> <li>▪ Street Furniture</li> </ul>	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

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception YES  NO  N/A

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



**BUILDING & FURNISHING COMPONENT (continued)**

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

**APPLICANT: Building & Furnishing Component**  
Additional Explanation / Comments:

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

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
<b>4401 Ridge Avenue</b>	<b>0</b>	<b>0 / 0</b>	<b>0 / 0</b>	<b>0 / 62</b>
=	=	=	=	=
=	=	=	=	=
=	=	=	=	=

- 25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?
 

	DEPARTMENTAL APPROVAL
<ul style="list-style-type: none"> <li>▪ Conventional Bike Lane YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></li> <li>▪ Buffered Bike Lane YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></li> <li>▪ Bicycle-Friendly Street YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></li> </ul>	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: \_\_\_\_\_

**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
- 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES  NO  N/A
- 30. Does the design provide a buffer between the roadway and pedestrian traffic? YES  NO  N/A
- 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

The development will significantly improve sidewalk quality, walking zone width, and general accessibility within the sidewalk fronting the property.

DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

YES  NO

APPLICANT: Curbside Management Component

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

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: \_\_\_\_\_

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage; if not, go to question No. 35

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

- 33. What is the maximum AASHTO design vehicle being accommodated by the design? SU 32'
- 34. Will the project affect a historically certified street? An [inventory of historic streets](#)<sup>(1)</sup> is maintained by the Philadelphia Historical Commission. YES  NO
- 35. Will the public right-of-way be used for loading and unloading activities? YES  NO
- 36. Does the design maintain emergency vehicle access? YES  NO
- 37. Where new streets are being developed, does the design connect and extend the street grid? YES  NO  N/A
- 38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES  NO  N/A
- 39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES  NO

DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

APPLICANT: Vehicle / Cartway Component

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

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: \_\_\_\_\_

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



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

	YES	NO	N/A	DEPARTMENTAL APPROVAL
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

**APPLICANT: Urban Design Component**  
Additional Explanation / Comments:

**DEPARTMENTAL REVIEW: Urban Design Component**  
Reviewer Comments: \_\_\_\_\_

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
N/A	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

	YES	NO	N/A	DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<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>	<input type="checkbox"/>	<input type="checkbox"/>	<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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

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

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**  
Reviewer Comments: \_\_\_\_\_

Registered Community Organization (RCO) Comments	
1) East Fall Community Council	
1a	<p>The RCO presented highlights from the RCO letter sent to Planning Commission staff and noted that there were 3 meetings with the RCO and that votes were taken to poll support for the project</p> <p>RESPONSE: When the attendees of the meeting were polled, the vote was as follows:  12 voted to support as-is  14 voted to support with some aesthetic modifications  8 voted to oppose  (many of the suggested aesthetic modifications have been addressed by the developer)</p>
1b	<p>Small apartments (1 Bedroom) are not reflective of housing in East Falls, which is mostly family oriented, the project is a “warehouse” of small units</p> <p>RESPONSE: The average unit size of a one-bedroom in our project is over 720sf, in line with the other apartment dwellings in the neighborhood and larger than is typical of new construction apartment units throughout the city.</p>
1c	<p>Layout does not engage Ridge Ave and will not do enough to revitalize it. The building is too far from Ridge and there are not enough eyes on the streets. The RCO wants building brought to Ridge Ave and away from adjacent houses. It should make a better connection to 4442 Ridge Avenue site</p> <p>RESPONSE: The building as proposed has a meaningful presence on Ridge Ave at the corner of Ridge Ave and Merrick St. The proposed retail presence at the corner with the purposely designed connected exterior sidewalk area will generate street activity that has not existed at this section of Ridge in many years. The positioning of the building takes advantage of the natural sloping of the site, embraces the connectivity to the River by placing it over the buildings on Kelly Drive allowing for views of the Schuylkill (a point that the RCO has mentioned several times), significantly enhances the views toward Center City and the city skyline, and eliminates the canyon effect that would occur along Ridge with a 6 - 7 story building fronting directly on the street.</p>
1d	<p>There are concerns with the proximity of larger building to smaller two-story single family homes and the obstruction of views of neighboring houses</p> <p>RESPONSE: The building is located on Ridge Ave, a major commercial corridor through East Falls. There currently exists a mix of structures on Ridge, including larger Buildings (Falls Ridge, Falls Bridge Lofts, Dobson Mills [note, only Dobson Mills has any significant Ridge Ave street frontage, the other two are set off of Ridge meaningfully]). Urban neighborhoods often include a mix of building types that span a wide range of sizes due to zoning allowances and historical uses. Currently the zoning of this property (CMX-3, upzoned from CMX-2.5 within past 5 years) would allow for a substantially larger building (both density and height), but it is our belief that this design fits well within the neighborhood and on this particular site.</p>

<p><b>1e</b></p>	<p>There was a previous agreement to have 30 market rate units on the site and there are concerns with the density of the project.</p> <ul style="list-style-type: none"> <li>● Denser project will contribute to an already congested Ridge Avenue</li> <li>● 185 units will generate a lot of move-in and outs and deliveries</li> <li>● Is a single loading dock enough?</li> <li>● Only one point of entry and two elevators for large population – will this be a health issue for social distancing?</li> </ul> <p>RESPONSE: The density as proposed is well within the zoning allowance, in fact it is less than half of the density that can be built on the site as of right. We commissioned a traffic study that we are told will indicate that the project will not have a negative impact on the traffic conditions on Ridge Ave adjacent to the site. We understood the comments about loading and deliveries and adjusted the loading space area to accommodate two trucks per the zoning requirement. The entry points to the site were also considered carefully to mitigate traffic and congestion by purposely staying off of Ridge Ave. This way all traffic entering Ridge will be metered onto Ridge by the traffic light at Ridge and Merrick.</p>
<p><b>1f</b></p>	<p>The RCO wants to see more sustainable design features</p> <p>RESPONSE: We are considering additional green roof and we are planning to add a permeable surface to a portion of the surface parking area.</p>

<p><b>1g</b></p>	<p>Clarifies that additional building frontage along Ridge does not need to be retail. It could be uses other than parking, such as residential, that could contribute and plug the gaps along the street</p> <p>RESPONSE: Current zoning overlay requires that 50% of the ground floor Ridge Ave frontage be programmed for retail use. Adding strictly residential uses along Ridge would require a use variance.</p>
<p><b>1h</b></p>	<p>The RCO likes the building design but it does not belong in this context. It is more suitable for the Navy Yard</p> <p>RESPONSE: We believe the building design fits well at this location. While it is a more contemporary design than some nearby dwelling units, it is well within the context of the area and pays homage to the history of the neighborhood and structures such as the Falls Bridge (the most prominent architectural feature in the neighborhood).</p>

CDR Committee Comments	
1) Site Design Comments	
<b>1a</b>	Notes the history of the site, but clarifies that the subject of the review is the design of the present project RESPONSE: <b>Agree</b>
<b>1b</b>	Landscape screen on Ridge could be quite beautiful and create habitat but acknowledge community concerns with creating street frontage. RESPONSE: <b>The design creates over 100' of Ridge Ave street frontage. The landscaped screen and sidewalk enhancements that we are proposing on the balance of the property's Ridge Ave frontage will be well designed and will significantly enhance the current condition.</b>
<b>1c</b>	Notes that Merrick Street is a tight street and could use more space to help landscape work better and offer more relief for building uses. Consider widening the pavement/sidewalks on Merrick Road. RESPONSE: <b>The current plan calls for an 8' sidewalk with 4' of a landscaping buffer on the street side and 6' landscaping buffer on the building side. This largely conforms with the parameters laid in the East Falls Development Corp (EFDC) Streetscape plan.</b>
<b>1d</b>	Parking areas could be better connected to the streets via the green space along Ridge, and, consider making more connections to the green space from the dwelling units. RESPONSE: <b>The parking on site will be for the exclusive use of our residents. We believe there are limited use cases for the residents to utilize this connection. Alternatively, we believe that this direct connection will create a security hazard in the private parking area. Alternatively, we are investigating the inclusion of a public pocket park in the landscaped area along Ridge Ave that will be accessible to the whole community.</b>
<b>1e</b>	Consider more exploration of stormwater solutions RESPONSE: <b>We are considering additional green roof and we are planning to add a permeable surface to a portion of the surface parking area.</b>
<b>1f</b>	Concern that units in the large back of the building front on the hill, and the committee wants to know why that decision was made RESPONSE: <b>Positioning of the building on the site was discussed in RCO Comments 1c above. We feel the current design connects the building to Ridge Ave with over 100' of frontage, connects it to the Schuylkill River and Center City with unobstructed view and sight lines, avoids overshadowing Ridge Ave, and enhances the street front with a well landscaped green edge facing the community.</b>
<b>1g</b>	The committee acknowledges the traffic concerns with the number of units being added to the site and wonders if more traffic studies need to be done. (response – a traffic study is being done now and the report will be presented going forward) RESPONSE: <b>A traffic study was not required by Streets Dept but was commissioned by the developer.</b>
<b>1h</b>	Encourages residents to be open to sharing on-street parking and roads with new residents RESPONSE: <b>Agree. Please note that there is approximately 300 – 400 feet of 2-hr street</b>

	parking directly in front of 4401 Ridge Avenue that is almost never utilized. This area will accommodate more than 25 vehicles.
1i	Work with the community to improve access to transit Consider Crosswalks, street trees (Shade walks) and other off-site improvements RESPONSE: We have already reached out to Streets Dept regarding many of these issues and our plan is to comply with the East Falls Development Council's Streetscape plan that includes many of these features.
1j	Consider relocating bulk of building closer to Ridge Avenue to reduce scale of building. This would positively affect the design RESPONSE: Covered in responses above.
<b>2) Building Design Comments</b>	
2a	Façade is too monolithic. Consider breaking it up. The façade is tastefully done, but the committee supports breaking up the longest façade. Consider changes in materials to break it up. RESPONSE: We have made modifications to the building design to address these comments from the RCO including adding balconies to create relief on the long span of the building facing Ridge Ave and adding color to the ground floor to create a visual separation.
2b	Corner retail addresses street well RESPONSE: Agree
2c	Consider more use of the rooftops to make amenities. There is a 1,370 sf common roof deck on the 7 <sup>th</sup> level of the building adjacent to the amenity space that will be programmed at this prominent corner, further there are several private roof top deck areas facing the River on the 6 <sup>th</sup> and 8 <sup>th</sup> floors. The private roof space totals 6,950 sf. <ul style="list-style-type: none"> <li>Make better visual connections to the river - as indicated above, the positioning of the building at the back of the site and at a higher elevation allows the residents to visually connect to the River.</li> </ul>
	<ul style="list-style-type: none"> <li>Consider relocating HVAC units to make more places for residents to congregate</li> <li>Consider solar PV shading devices</li> </ul> RESPONSE:
2d	Ridge Avenue is unlikely to become a shopping corridor in this location and support setbacks from Ridge. There is no market for large quantities of retail in this part of Ridge Avenue RESPONSE: We believe this project could act as a catalyst for more commercial activity on Ridge Ave. We plan to program a small, but prominent, retail space at the corner of Ridge and Merrick that will conform to current retail standards (generally does not exist in East Falls' older building stock)

2e	Building is not out of place in this location RESPONSE: <b>Agree</b>
2f	Consider more larger units (more 2 and 3 bedroom units) <ul style="list-style-type: none"> <li>• Increase access to families</li> <li>• Reduce number of parking spaces</li> <li>• Bring a different type of community to the site</li> </ul> RESPONSE: <b>We believe that the unit mix and unit sizing is appropriate for the project. The unit sizes are in line with comparable projects in the neighborhood and substantially larger than the units being built in most new construction buildings throughout the city, including East Falls.</b>
2g	Make better visual connections to the river Maximize balcony placement and the development of rooftop spaces RESPONSE: <b>Addressed in previous responses</b>
<b>4) Parking and Loading Design</b>	
4a	Loading zone(s) – Why not design the project to be zoning code compliant? How will the project manage rideshare and delivery services which are not “well behaved”? RESPONSE: <b>This change was made to conform with the zoning requirement.</b>
<b>5) Sustainable Design</b>	
5a	The committee emphasizes more green space and higher sustainable design practices in the project as a whole RESPONSE: <b>Addressed in previous responses</b>
<b>6) PCPC staff comments, adopted by the committee</b>	
6a	Push the loading zone further into the site to avoid conflicts with the sidewalk RESPONSE: <b>Loading zone was expanded to meet the zoning specifications.</b>
6b	Clarify the masonry material used for the retaining wall along Ridge Avenue RESPONSE: <b>Plan is for a masonry retaining wall with an architectural finish</b>
6c	Provide screening of the parking lot headlights – a structural guardrail might be insufficient RESPONSE: <b>The proposed landscaping will screen the projection of headlights across Ridge Ave. It should be noted that the parking area in our project does not impact any residential dwellings and is directly across from a City parking lot and a private boat club.</b>
6d	Reduce the potential heat island and stormwater effects of the parking area and building footprint by providing pervious paving, larger green roofs, and/or covered parking areas RESPONSE: <b>We are considering additional green roof and we are planning to add a permeable surface to a portion of the surface parking area.</b>
6e	Staff support the exploration of alternate facade colors, which could lessen heat island effects and contribute to the refinement of the building design RESPONSE: <b>We have lightened the color of the façade material which should reduce the heat retention from the building.</b>