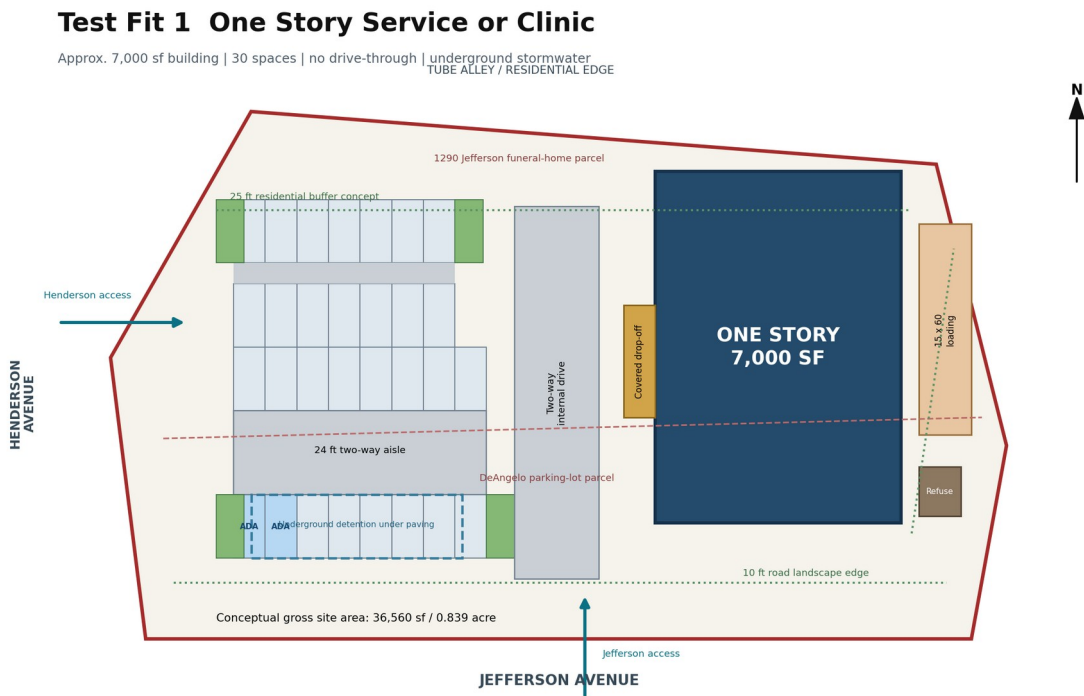


Jefferson and Henderson Two Parcel Assemblage

GIS Based Conceptual Test Fits

Two preliminary layouts test whether the approximately 36,560-square-foot DeAngelo assemblage can support an owner-occupied facility after accounting for current GB dimensional standards, parking ratios, circulation, landscaping, loading and underground stormwater management. Both alternatives appear conceptually feasible at reduced program sizes, subject to survey, civil engineering and municipal review.

Alternative	Program	Parking shown	Preliminary result
1	One story, 7,000 sf	30 spaces	Feasible for office, clinic or personal/business service ratios.
2	Two stories, 6,000 sf footprint / 12,000 sf total	35 spaces	Feasible and land-efficient; supports the office and clinic ratios.

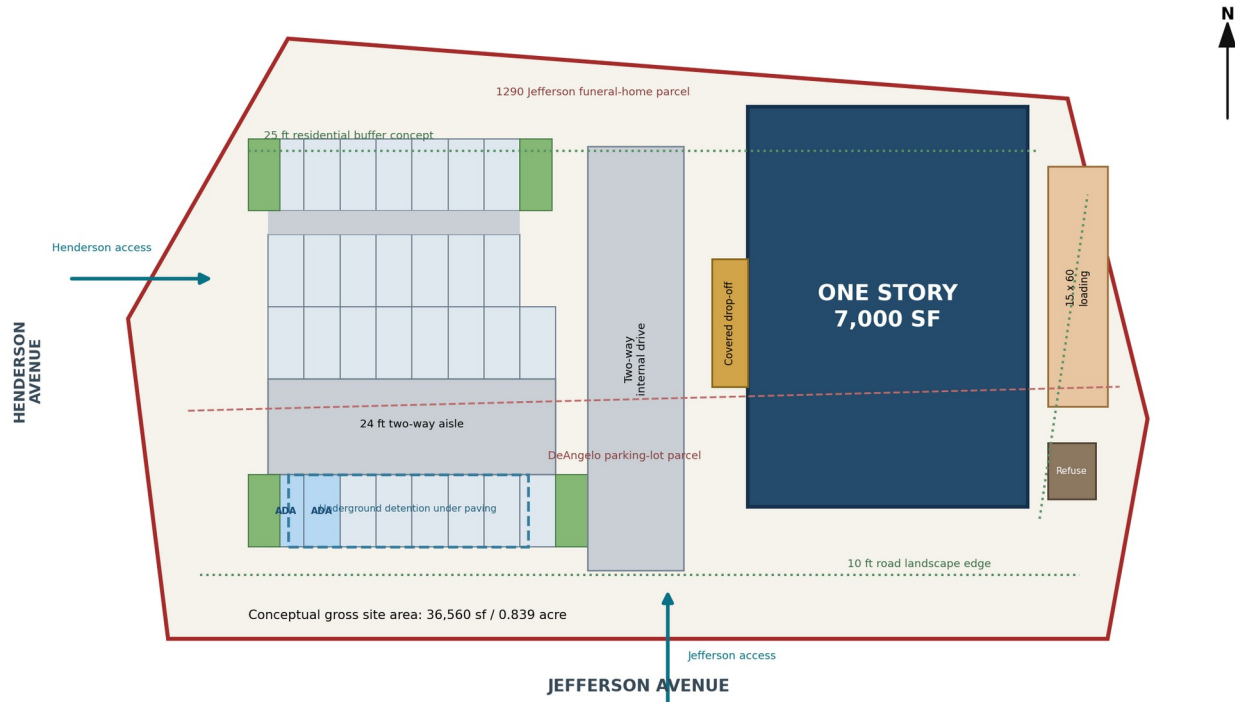


Concept plans are diagrammatic and use GIS-derived parcel measurements in lieu of a survey. Building, parking and access locations are planning concepts, not engineered or approval-ready plans.

Test Fit 1 One Story Service or Clinic

Test Fit 1 One Story Service or Clinic

Approx. 7,000 sf building | 30 spaces | no drive-through | underground stormwater
TUBE ALLEY / RESIDENTIAL EDGE



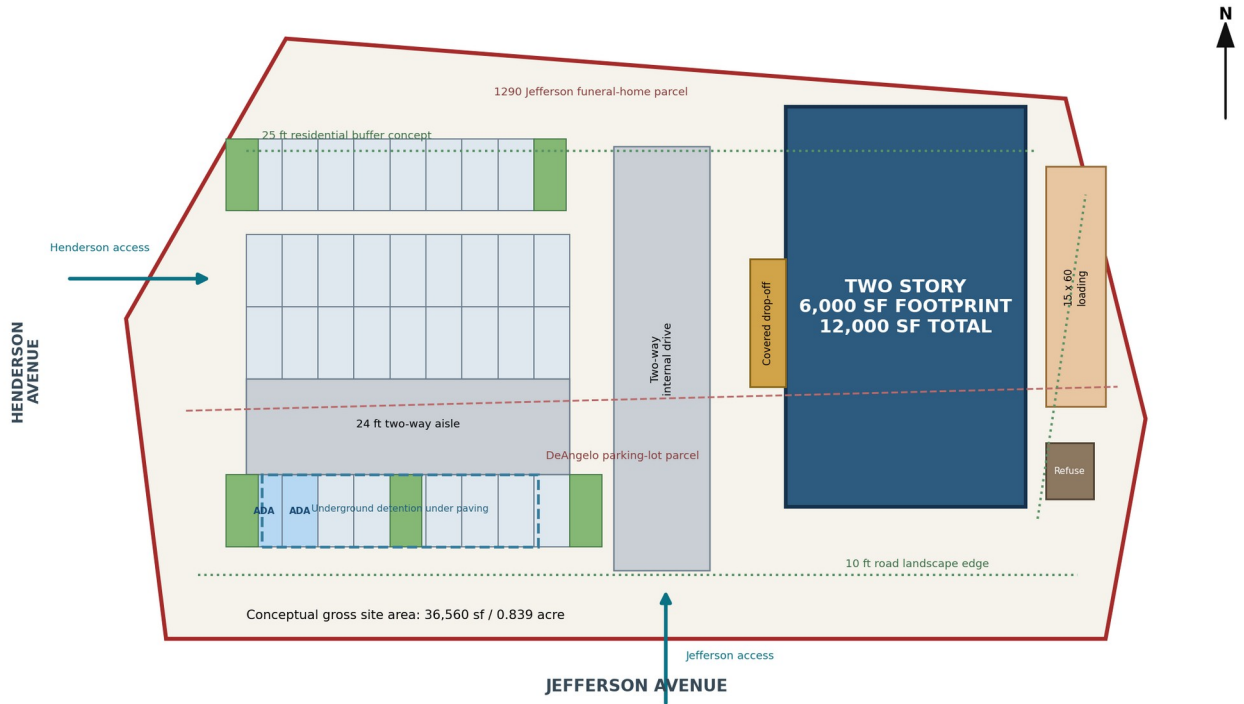
Metric	Test fit	Code benchmark
Building	7,000 sf, one story	GB maximum height 40 ft
Parking	30 spaces, including two accessible spaces	Clinic: 20; office: 18; personal/business services: 28
Loading	One conceptual 15 x 60 ft berth	One berth required; must not block parking or back into street
Access	Jefferson and Henderson conceptual curb cuts	20-35 ft commercial driveway; 50 ft from corner ROW intersection
Stormwater	Underground beneath parking	Engineer review and ordinance compliance required
Impervious concept	Approximately 22,500-24,500 sf / 62%-67%	GB maximum 70%

Fit conclusion. The 7,000-square-foot one-story alternative is a credible simple fit. Thirty spaces exceed the stated clinic and office minimums and satisfy the more parking-intensive personal/business-services ratio. The remaining cushion is modest, so final employee counts, accessible-space geometry, loading and drop-off operations must be tested carefully.

Test Fit 2 Two Story Institutional or Headquarters

Test Fit 2 Two Story Institutional or Headquarters

Approx. 6,000 sf footprint / 12,000 sf total | 35 spaces | no drive-through | underground stormwater
TUBE ALLEY / RESIDENTIAL EDGE



Metric	Test fit	Code benchmark
Building	6,000 sf footprint; 12,000 sf total	GB maximum height 40 ft
Parking	35 spaces, including two accessible spaces	Office: 30; clinic: 35; unspecified public use may require a parking study
Loading	One conceptual 15 x 60 ft berth	One berth required; screened under Buffer Yard D
Access	Jefferson and Henderson conceptual curb cuts	20-35 ft commercial driveway; 50 ft from corner ROW intersection
Stormwater	Underground beneath parking	Engineer review and ordinance compliance required
Impervious concept	Approximately 23,500-25,000 sf / 64%-68%	GB maximum 70%

Fit conclusion. The two-story alternative is the strongest overall use of the smaller site. Thirty-five spaces satisfy the stated office ratio and exactly meet the stated clinic ratio at 12,000 square feet. A government, education or mixed-program use not listed in Table 403 may require a parking-needs study and Council determination; a personal/business-service classification would require either a smaller program or parking relief.

Controlling standards used

Topic	Working standard	Effect on test fits
GB dimensions	5,000 sf minimum lot; 50 ft width; 25 ft front; 5 ft side; 20 ft rear; 40 ft height	Both programs fit conceptually within the bulk limits.
Impervious surface	70% maximum	Caps total building, paving and related impervious area at about 25,592 sf.
Residential adjacency	Commercial/institutional adjoining single-family: Buffer Yard B, 25 ft	Applied conceptually along residential edges; greater than the basic side yard.
Primary roadway edge	Buffer Yard C, 10 ft	Road-edge landscaping shown conceptually.
Parking geometry	90-degree spaces served by 24 ft aisle	Both concepts use double-loaded 90-degree modules.
Parking landscape	At least 10% interior landscaping; one island per 10 spaces; no more than 20 unbroken spaces	Islands are distributed through both layouts.
Parking ratios	Clinic 1/350 sf; office 1/400 sf; personal/business service 1/250 sf	Fit 1 shows 30; Fit 2 shows 35.
Driveways	Commercial paved width 20-35 ft; corner-lot access at least 50 ft from intersecting ROW lines	Two access points are shown subject to sight distance and permit review.
Loading	15 x 60 ft; one berth; screened; no backing into street	Rear/service-edge berth shown conceptually.
Sidewalks and curbs	Required along streets, common drives and common parking areas	Allowances are conceptual; final widths depend on civil plan.

Access and topographic interpretation

Two curb cuts are reasonable to test, but not guaranteed. The SALDO permits 20- to 35-foot commercial driveways and requires corner-lot driveways to be at least 50 feet from the intersection of the nearest right-of-way lines. It also discourages numerous or closely spaced access points on arterial streets. The Jefferson entrance should therefore be positioned away from the Jefferson-Henderson intersection, while the Henderson access should function as the secondary connection. Final approval depends on roadway jurisdiction, sight distance, existing curb geometry and City or PennDOT review.

The supplied topo exhibit provides useful regional context but not design-grade contours. It confirms the two-parcel configuration and does not show the assemblage within the mapped floodplain area visible south of the site. It does not provide two-foot contours, benchmark elevations or driveway grades. The test fits therefore assume manageable grades. SALDO review will ultimately require two-foot contours and identification of slopes of 15% or greater.

- Maintain internal circulation so vehicles do not back into a public street.
- Use Jefferson as the primary public entrance and Henderson as the secondary/service connection, subject to approval.
- Place the covered drop-off beside the principal entrance without crossing the main parking aisle.
- Screen loading and refuse from the roads and adjacent residences.
- Preserve sight triangles with low landscaping near access points.

Feasibility findings and next steps

Finding	Assessment
Two-parcel area	The 0.839-acre working area is sufficient for both reduced programs, but offers limited excess capacity.
Best overall fit	The 12,000-square-foot two-story plan uses land most efficiently and preserves the broadest owner-user target list.
Best simple fit	The 7,000-square-foot one-story plan offers simpler construction and meets the stated parking ratios with a modest cushion.
Most sensitive variable	Residential buffers, exact rights-of-way, topography and stormwater volume may shift the layout.
Access risk	Two curb cuts are plausible, but the Jefferson entrance location must satisfy the 50-foot corner separation and roadway review.
Impervious risk	Both concepts remain below, but could approach, the 70% ceiling after final civil design.

Recommended validation sequence

- City pre-application review of use, buffers, access and parking classification.
- Boundary and topographic survey once buyer interest or concept selection justifies the expense.
- Civil engineer verification of right-of-way lines, curb cuts, grading, underground detention and impervious coverage.
- Utility-capacity and fire-access confirmation.
- Phase I environmental and hazardous-material review before demolition budgeting.
- Buyer-specific refinement of building dimensions, employee counts, visitors, loading and drop-off demand.

Bottom line. The two-parcel DeAngelo assemblage can credibly be marketed with both reduced concepts. The one-story plan is appropriate for a compact clinic or service center; the two-story plan is the stronger headquarters, nonprofit, public-service or mixed clinical/administrative concept. Neither layout depends on a drive-through or a surface stormwater pond.

Sources and limitations

- City of Washington Zoning Ordinance, including Table 301, Table 303, Article IV parking and loading, and Article V landscaping and buffer yards.
- City of Washington Subdivision and Land Development Ordinance, including driveway, access, sidewalk, curb and preliminary-plan standards.
- Client-supplied LightBox parcel measurement exhibits for the 1290 Jefferson funeral-home parcel and adjoining DeAngelo parking-lot parcel.
- Client-supplied topo exhibit.
- Client instructions: full demolition, no drive-through, public utilities assumed, underground stormwater storage, and recommended program sizes.

These test fits are planning illustrations. They are not surveys, architectural plans, civil plans, stormwater designs, traffic studies, zoning approvals or representations that permits will be granted. Parcel geometry, rights-of-way, easements, grades, utilities and environmental conditions must be verified before reliance.