

CosciaMoos

11 October 2024

Eliza Bower
Urban Designer, Art & Design
Philadelphia City Planning Commission
1515 Arch Street
Philadelphia, PA 19102

RE: Civic Design Review Key Recommendations to Guide Second Submission
PERMIT #: ZP-2023-013424
309 W Mount Pleasant Avenue

Dear Eliza,

The following architectural comments in regards to 309 W Mount Pleasant Avenue 'Civic Design Review Package' submitted for the proposed development at 309 W Mount Pleasant Avenue, Philadelphia, PA 19119, have been received by CosciaMoos Architecture. The CDR plans, renderings, forms, etc. have been revised per said comments as follows. The responses to the comments are typed in **blue**.

REGISTERED COMMUNITY ORGANIZATION / COUNCIL DISTRICT COMMENTS

COMMENT #1:

The drawings do not accurately represent the project – last minute changes which came about from the neighbors' comments in the community meeting but have not been applied across all drawings.

CosciaMoos Response: Drawings have been updated to show the same design.

COMMENT #2:

The parking entrance is too close to Lincoln Drive – consider moving it to the other side of the building.

CosciaMoos Response: The parking entrance has been relocated plan west and is now approximately 175'-0" away from Lincoln Drive. See page 07 in the CDR Package for this dimension.

COMMENT #3:

The secondary facades are lacking in detail and richness.

CosciaMoos Response: Will consider.

COMMENT #4:

There is a support for density, but this project is out of scale with the neighborhood – step down the massing to four floors especially on the back side of the site.

CosciaMoos Response: This project is designed by-right per Zoning District CMX-2.

COMMENT #5:

Would like to see some 3-bedroom units added to the mix.

CosciaMoos Response: Will consider.

COMMENT #6:

Move the roof deck away from the neighboring properties.

CosciaMoos Response: The roof deck has been redesigned accordingly, see page 14 in the CDR Package.

SITE DESIGN COMMENTS (INCLUDING COMPLETE STREETS)

COMMENT #7:

The rear fence should be porous, and greenery should be visible.

CosciaMoos Response: Per Philadelphia Code Sec. 14-803(5)(c) ‘Perimeter Screening from Abutting Residential Zoning District’: “A minimum 8ft wide buffer shall be provided where a parking lot abuts a Residential Zoning District and shall consist of (...) a minimum 5ft high opaque wall, fence, or berm”.

COMMENT #8:

The second floor should look down to a courtyard space rather than to parking.

CosciaMoos Response: Will consider.

COMMENT #9:

Shift the curb cut away from Lincoln Drive.

CosciaMoos Response: See response to Comment #2.

COMMENT #10:

Add exterior bike racks in front of the commercial spaces.

CosciaMoos Response: Exterior bike racks have been added to the plans and exterior renderings, see pages 01, 07-09, 18, and 20-23 in the CDR Package.

COMMENT #11:

Please show all complete street dimensions on plans and indicate where planters are located.

CosciaMoos Response: Walking Zone, Furnishing Zone, and planters added to plan, see page 09 in the CDR Package.

COMMENT #12:

Consider extending the landscaping next to the parking entrance to the rear of the site.

CosciaMoos Response: Parking entrance has been relocated towards the center of the building and is no longer adjacent to landscaping.

COMMENT #13:

One of the commercial spaces does not have convenient access to trash room.

CosciaMoos Response: Quantity and size of commercial space revised, see page 09 in CDR package. All commercial spaces have the option to access the trash room either through the exterior double doors in the parking area by way of the access alley or through each door through the Utility Room.

BUILDING DESIGN COMMENTS

COMMENT #14:

The Committee appreciates the 2-bedroom units – consider adding more and increasing access to outdoor space.

CosciaMoos Response: Will consider.

COMMENT #15:

The plans are inconsistent throughout the presentation. Please ensure that renderings reflect the planned ground floor.

CosciaMoos Response: See response to Comment #1.

COMMENT #16:

There are concerns about the massing of the building. Consider setbacks and massing changes with height.

CosciaMoos Response: See response to Comment #4.

COMMENT #17:

The entrance to the parking garage needed to be screened.

CosciaMoos Response: See response to Comment #12.

COMMENT #18:

The ground floor height, as proposed, is not conducive for successful commercial spaces.

CosciaMoos Response: Commercial spaces and their entrances relative to existing grade have been revised in favor of providing the highest ceilings possible.

COMMENT #19:

Staff suggests adding visual interest to the secondary facades using a mixture of higher quality materials and differentiated window patterns.

CosciaMoos Response: See response to Comment #3.

PARKING DESIGN COMMENTS

COMMENT #20:

Coordination with Street Department is required for new parking and curb cut arrangement.

CosciaMoos Response: Understood.

COMMENT #21:

Ensure that all loading zones are clearly marked.

CosciaMoos Response: We will coordinate with Philadelphia Parking Authority to designate a loading area on W Mt Pleasant to be used during regular business hours that will be compliant with marking requirements.

SUSTAINABILITY COMMENTS

COMMENT #22:

Add rooftop solar power generation and consider solar shading of the facades.

CosciaMoos Response: Will consider.

COMMENT #23:

The plant pallet is too simple – add more diversity.

CosciaMoos Response: Will consider.

END OF COMMENTS

All the Best,



Sergio Coscia, AIA
Principal

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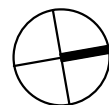
CIVIC DESIGN REVIEW

11/06/2024
309-21 W MT PLEASANT AVE
PHILADELPHIA, PA 19119





PROPOSED BUILDING
AERIAL VIEW



PROJECT DESCRIPTION:

The proposed project is a 60,075 square feet, 5-story mixed-use development at 309-21 W Mt Pleasant Avenue. This building will feature an engaging street-level retail space and an inviting entrance facing W Mt Pleasant Avenue.

The upper residential levels will accommodate 66 apartment units and private terraces. The amenities within the building comprise of a fitness center, indoor bike storage, tenant storage, a roof deck, and a green roof.

PROJECT ZONING OVERVIEW		
USE REGULATIONS	FLOOR	USE
PROPOSED & PERMITTED USES:	CELLAR	MULTI-FAMILY BOH, MECHANICAL, GYM
	GROUND	MULTIFAMILY LOBBY & BOH, RETAIL SHELL SPACE
	2ND THRU 5TH	MULTI-FAMILY UNITS
DISTRICT & LOT DIMENSIONS		
	ALLOWED / REQUIRED	PROPOSED
MIN LOT WIDTH (FT)	N/A	N/A
MIN LOT AREA (SF)	N/A	N/A
MAX OCCUPIED AREA (% OF LOT)	75%	75%
MAX OCCUPIED AREA (SF)	13,886 SF	13,833 SF
MAX FAR (% OF LOT)	N/A	N/A
MAX UNITS ALLOWED	66	66
YARDS		
MIN FRONT YARD DEPTH (FT)	1' - 8 1/2"	1' - 8 1/2"
MIN SIDE YARD WIDTH, EACH (FT)	5' - 0", IF USED	5' - 0"
MIN REAR YARD DEPTH (FT)	11' - 6"	11' - 6"
HEIGHT		
MAX HEIGHT (FT)	45' - 0"	45' - 0"
LANDSCAPE AND TREES		
STREET TREE REQUIREMENTS	5	5
LANDSCAPE BUFFER BTWN LOTS	REQUIRED	PROVIDED
YARD TREES	REQUIRED	PROVIDED
OFF STREET PARKING & LOADING REQUIREMENTS		
TOTAL CAR PARKING SPACES	0	23
CLASS 1A BICYCLE SPACES	22	24
ROOF DECK REQUIREMENTS		
RESIDENTIAL ROOF DECK	ALLOWED	PROVIDED
ACCESS STRUCTURE	2 STAIRS & 1 ELEVATOR	COMPLIES
ENCROACHMENTS		
BAY WINDOWS	PERMITTED	PROVIDED



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-2023-012424**

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

The property affects a nearby residential district and creates more than 50,000 SF of new gross floor area and more than 50 dwelling units.

PROJECT LOCATION

Planning District: Upper Northwest Council District: 8

Address: 309-21 W Mt Pleasant Ave
Philadelphia, PA 19119-2904

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

CONTACT INFORMATION

Applicant Name: Mike Schutz Primary Phone: 267-209-3178

Email: mike.schutz.42@gmail.com Address: PO Box 265
Roosevelt, NJ 08555

Property Owner: HP Mount Pleasant Realty LLC Developer HP Mount Pleasant Realty LLC
Architect: CosciaMoos Architecture

SITE CONDITIONS

Site Area: 18,515 SF

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

Proposed Use:

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

5-story, 62,193 gross square foot mixed-use building split into 4,063 square feet of ground floor commercial space, and 58,130 square feet of residential units and amenity spaces. Building is proposing 1 commercial space and 66 residential units.

Proposed # of Parking Units:

0

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:

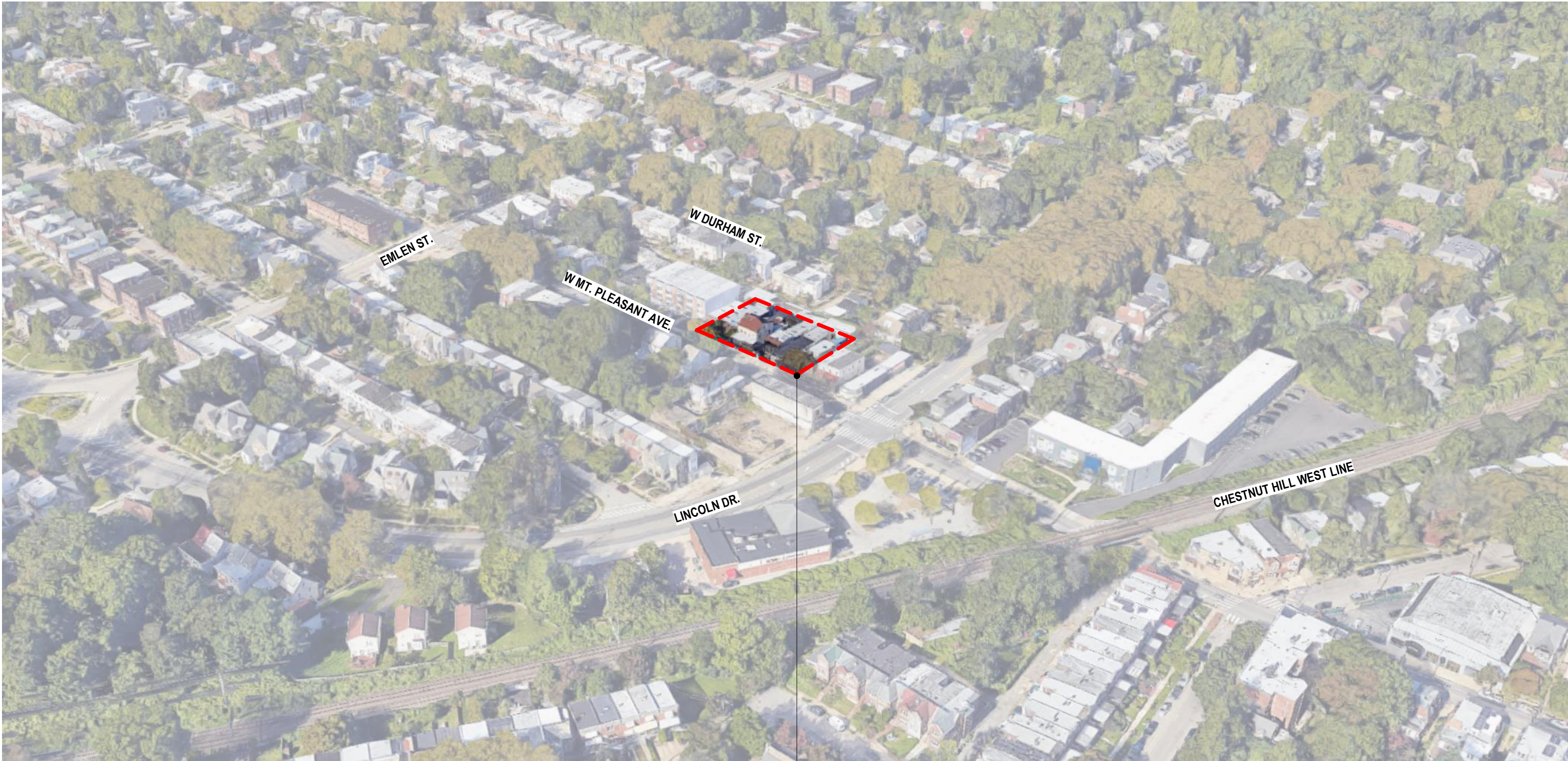
Date: 4 September 2024 Time: 7:00 PM EST

ZONING BOARD OF ADJUSTMENT HEARING

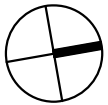
ZBA hearing scheduled: Yes ___ No ___ NA X

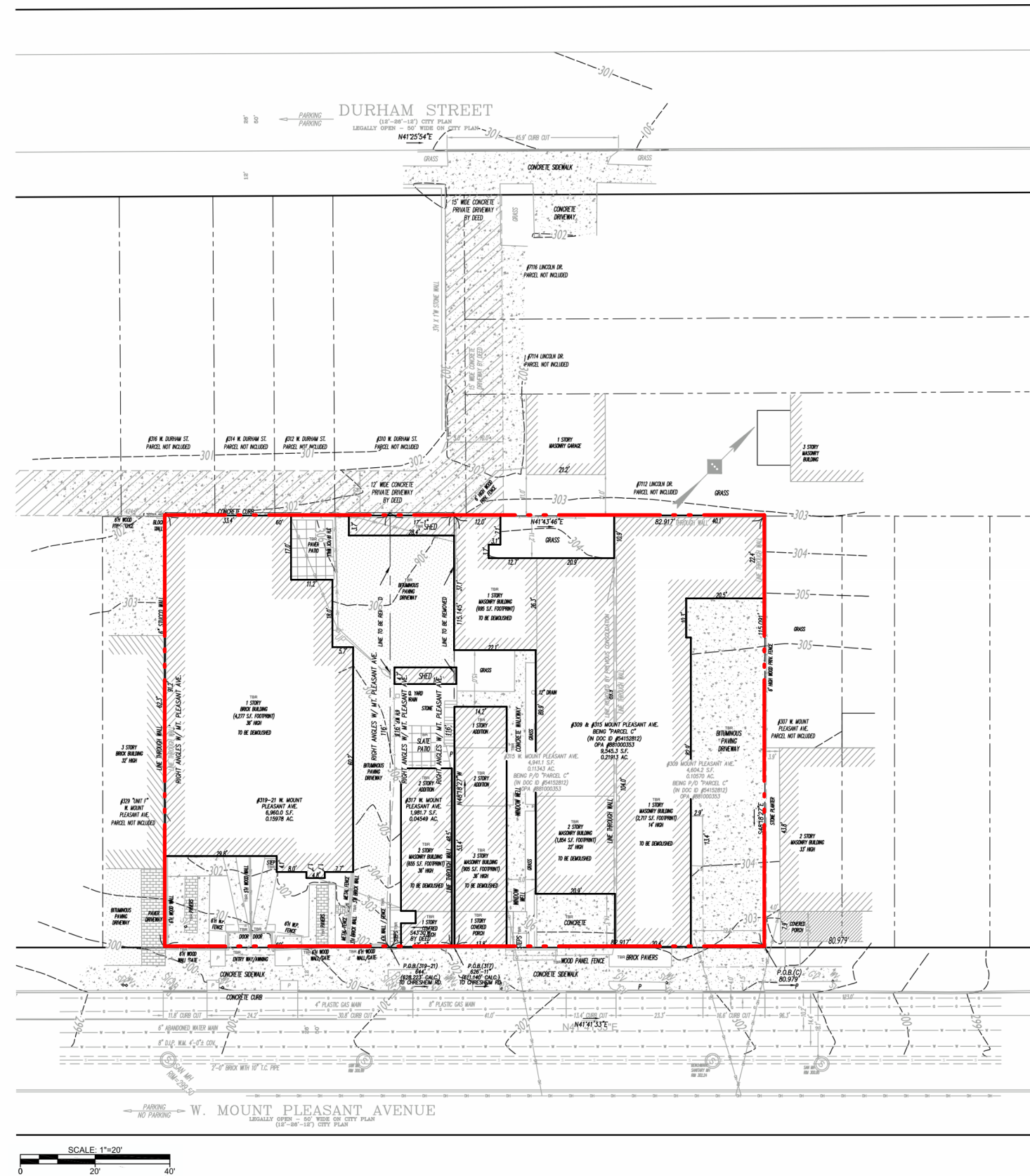
If yes, indicate the date hearing will be held:

Date: _____



PROJECT SITE: 309-321 W MT. PLEASANT AVENUE







01 - MT PLEASANT AVE LOOKING EAST



02 - MT PLEASANT AVE



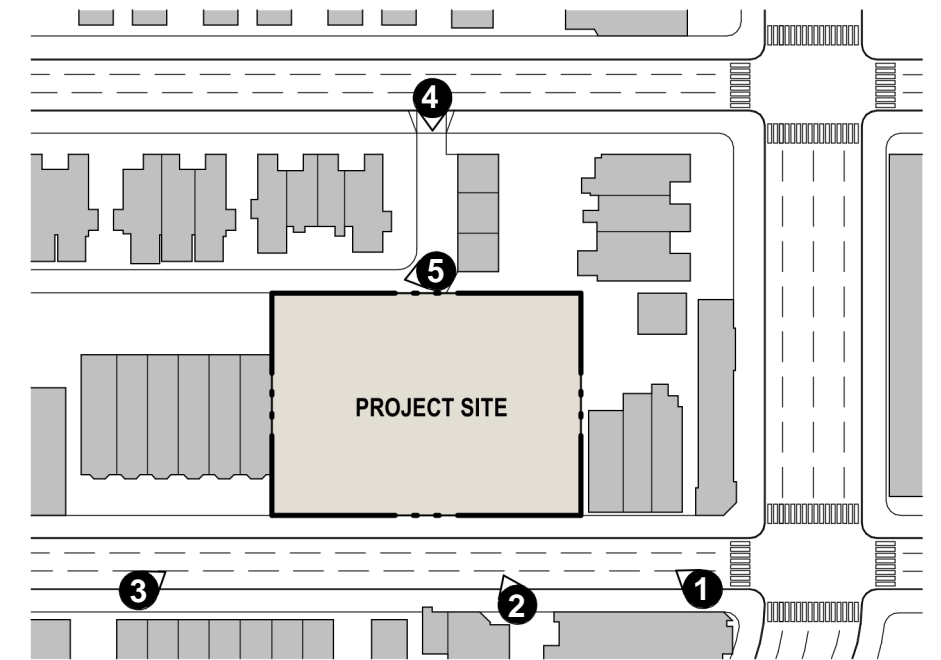
03 - MT PLEASANT AVE LOOKING WEST



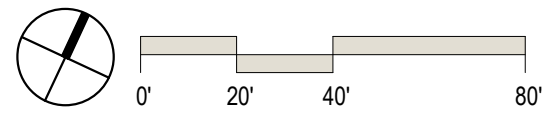
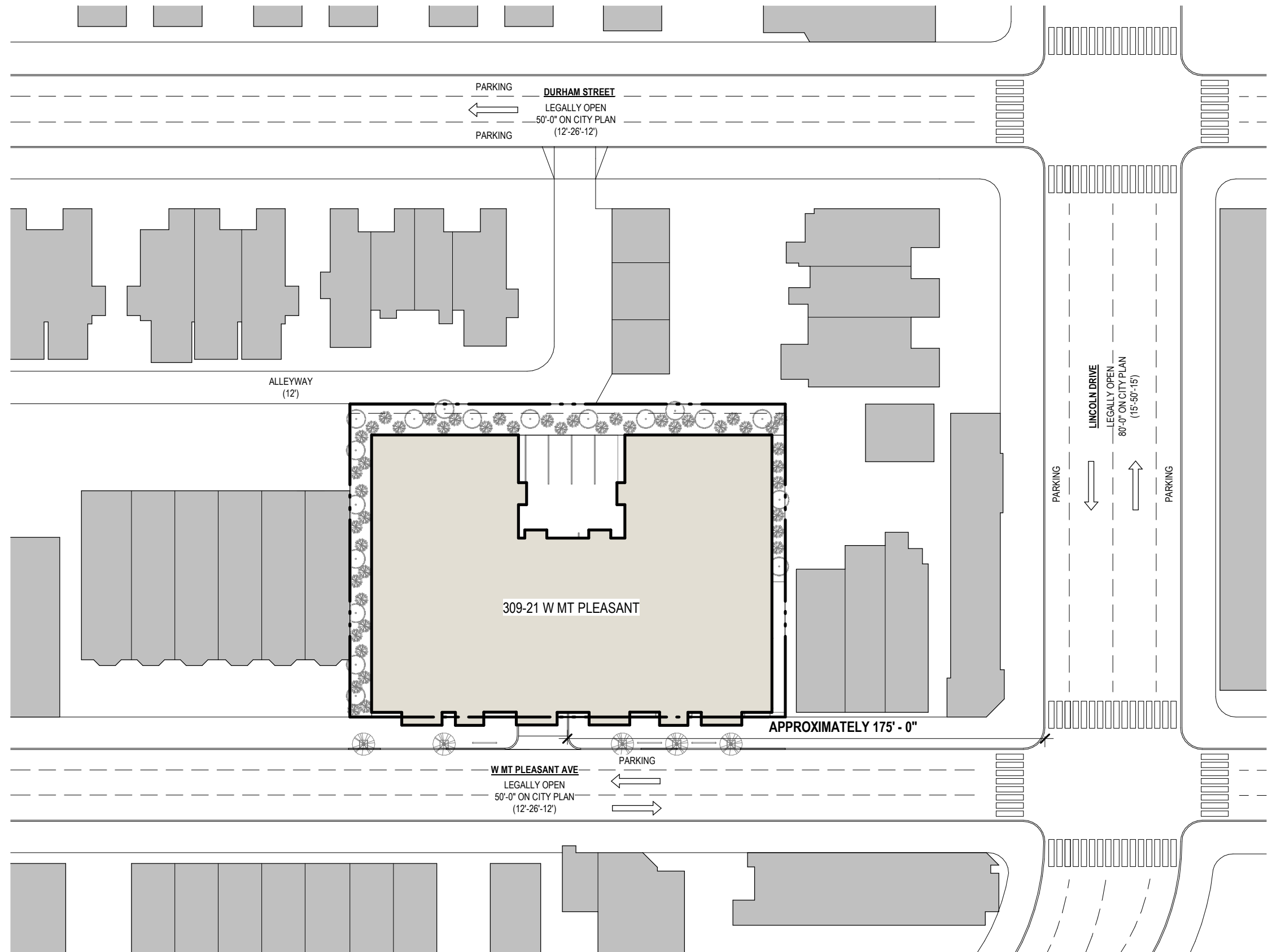
04 DURHAM ST REAR



05 - DURHAM ST ALLEYWAY



SITE PLAN KEY



LANDSCAPE LEGEND



A - TREE:
GREEN GIANT ARBORVITAE



B - SHRUB:
WILD HYDRANGEA



C - GROUND COVER:
WILD GERANIUM



D - STREET TREE:
TBD

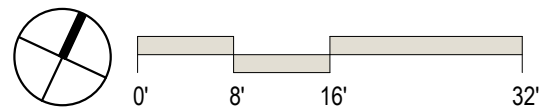
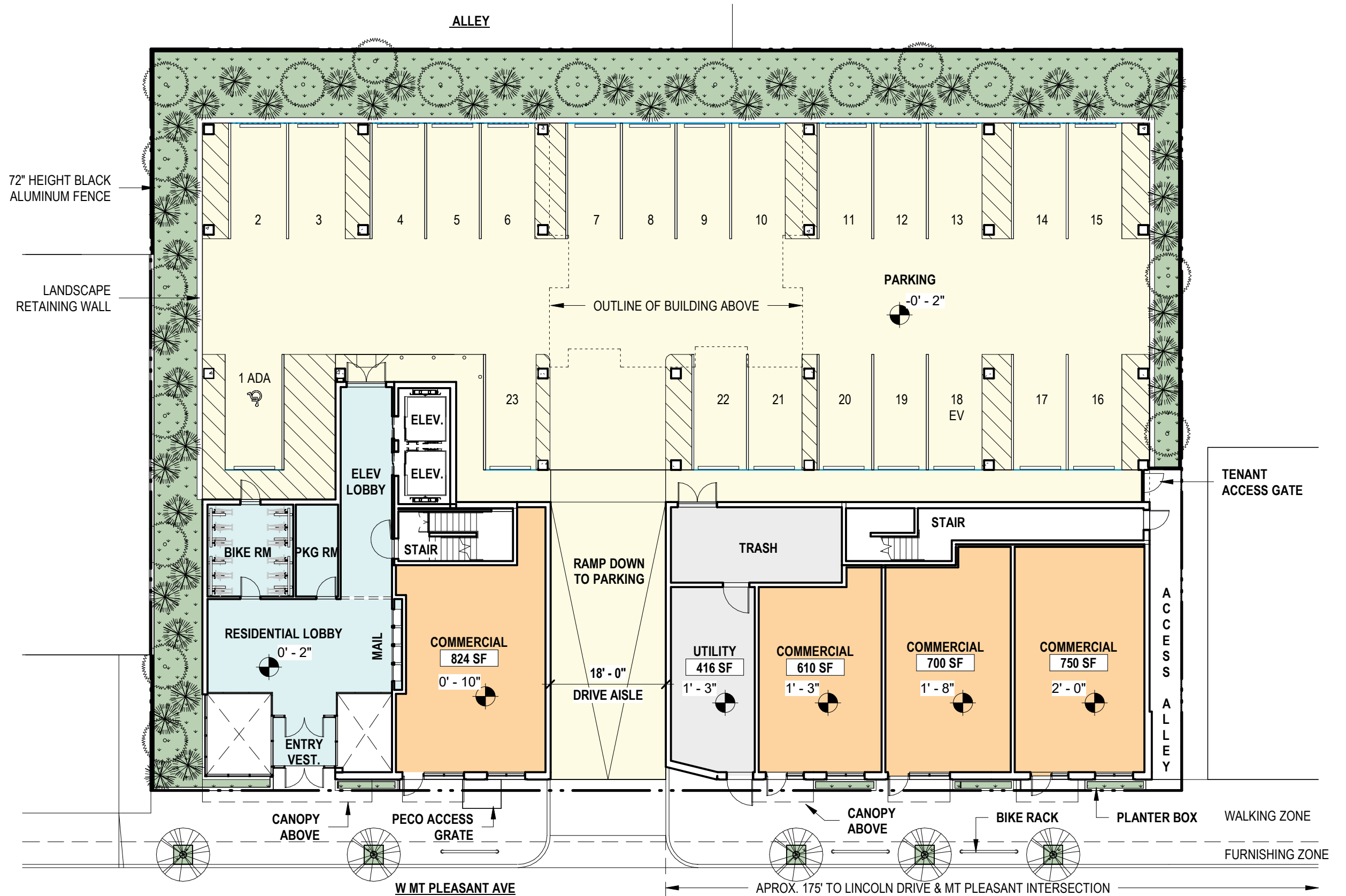


E - TREE:
SWEET BAY MAGNOLIA



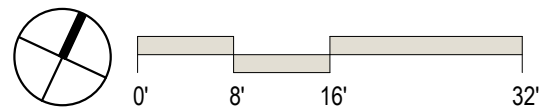
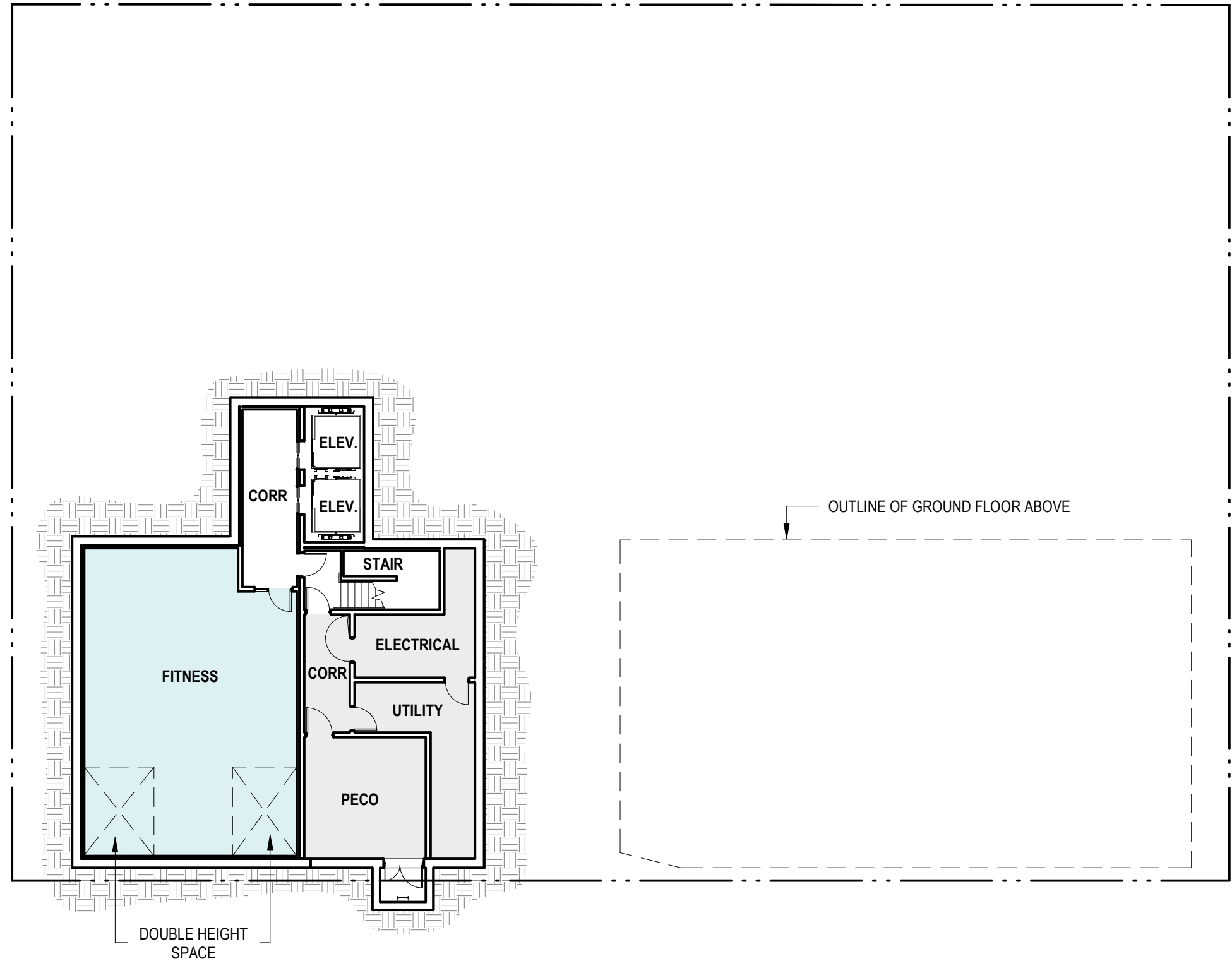
PLAN LEGEND

- AMENITY
- CIRCULATION
- COMMERCIAL
- MEP / BOH
- PARKING
- SITE LANDSCAPING



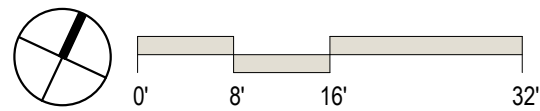
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- AMENITY
- CIRCULATION
- MEP / BOH



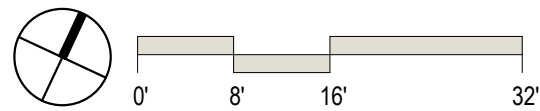
PLAN LEGEND

- BALCONY / TERRACE
- CIRCULATION
- MEP / BOH
- RESIDENTIAL UNIT



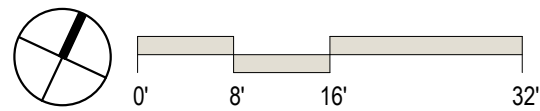
PLAN LEGEND

- BALCONY / TERRACE
- CIRCULATION
- MEP / BOH
- RESIDENTIAL UNIT







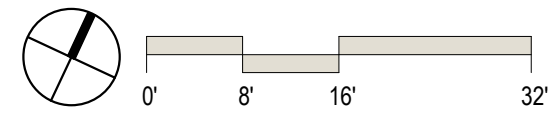
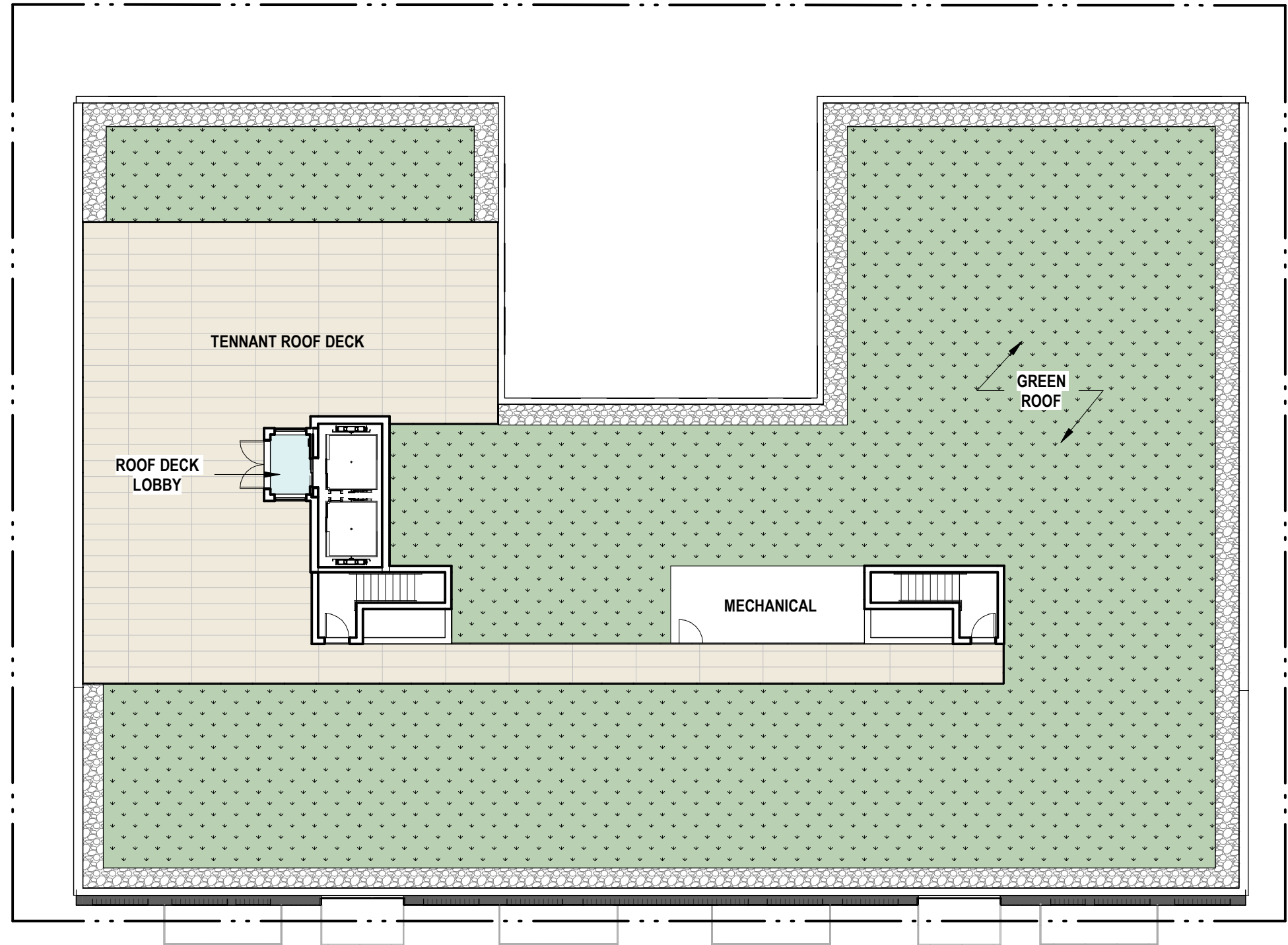
PLAN LEGEND

- BALCONY / TERRACE
- CIRCULATION
- MEP / BOH
- RESIDENTIAL UNIT



PLAN LEGEND

-  AMENITY
-  BALCONY / TERRACE
-  GREEN ROOF
-  GRAVEL EDGE





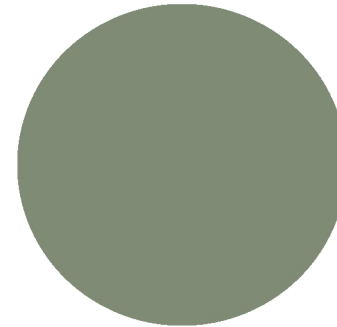
BRICK:
TITANIUM VELOUR



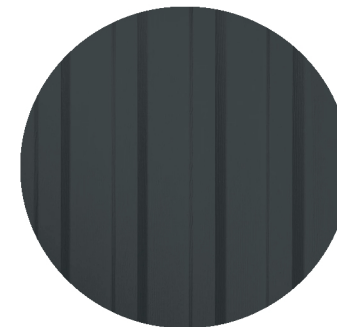
FIBER CEMENT:
COBBLESTONE



FIBER CEMENT:
IRON GRAY



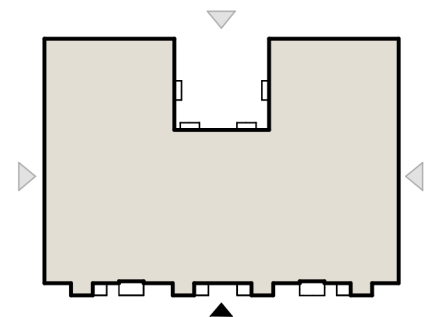
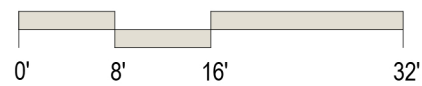
ALUMINUM PANEL:
PATINA GREEN



FIBER CEMENT:
IRON GRAY



ALUMINUM RAILINGS:
VERTICAL BLACK PICKETS





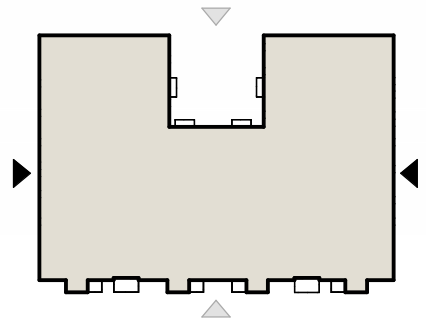
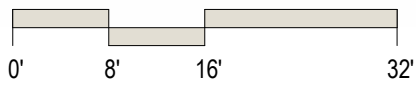
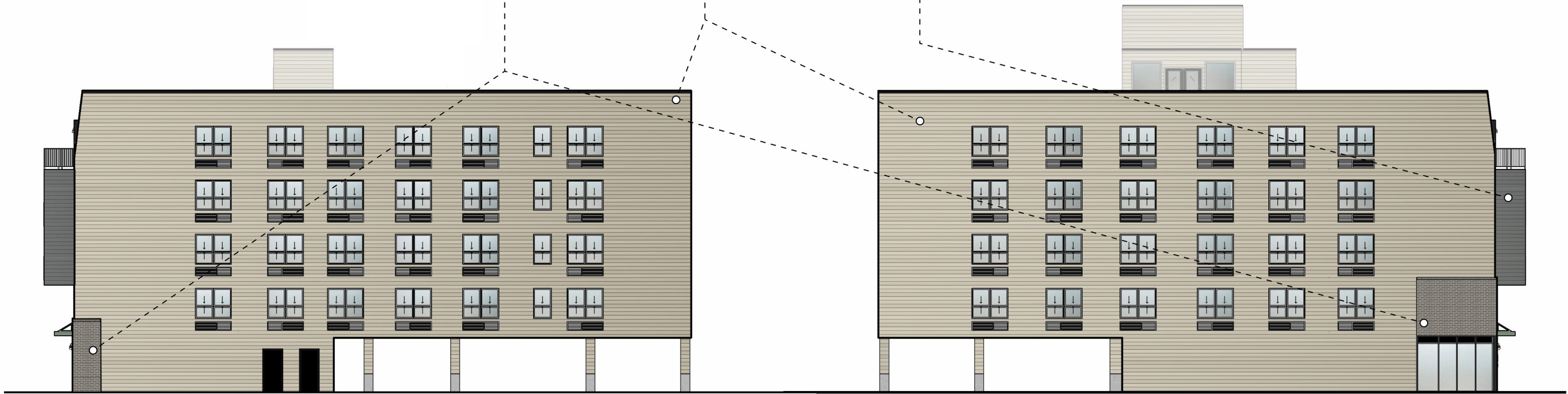
BRICK:
TITANIUM VELOUR



FIBER CEMENT SIDING:
COBBLESTONE



FIBER CEMENT SIDING:
IRON GRAY

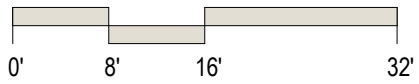
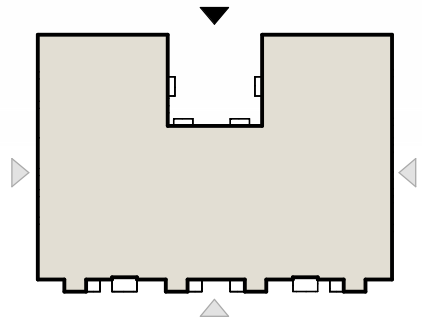
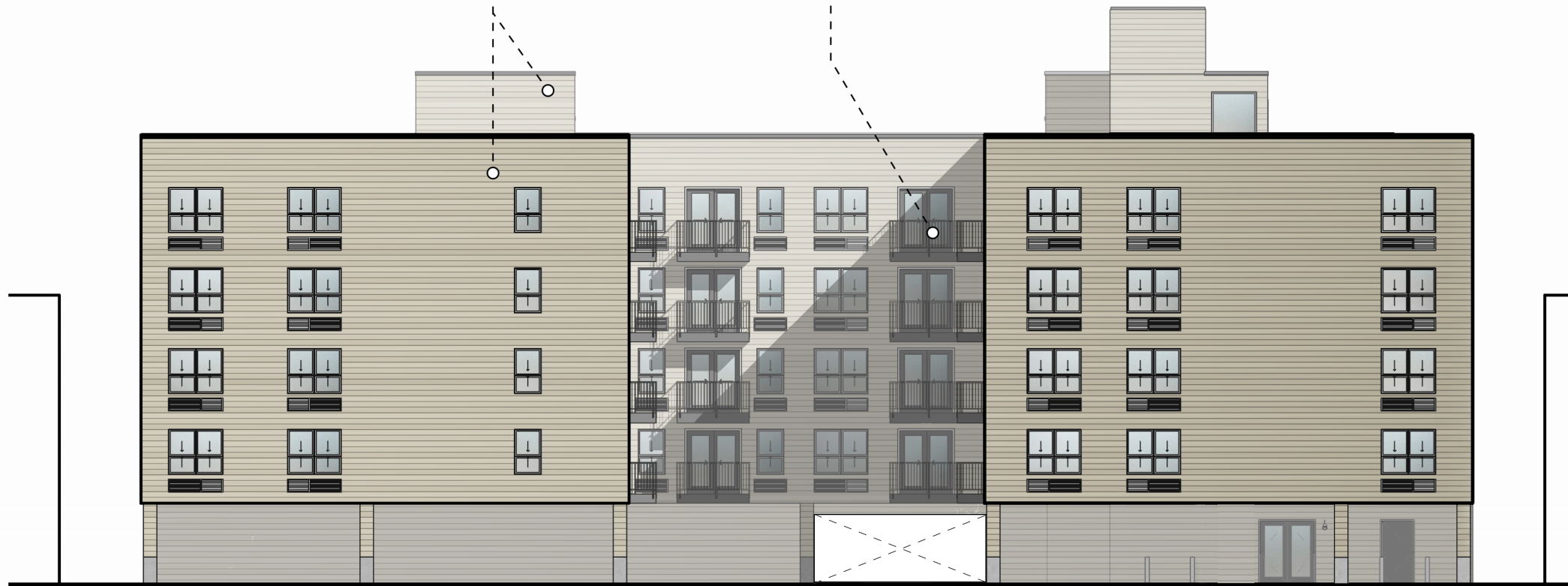




FIBER CEMENT SIDING:
COBBLESTONE

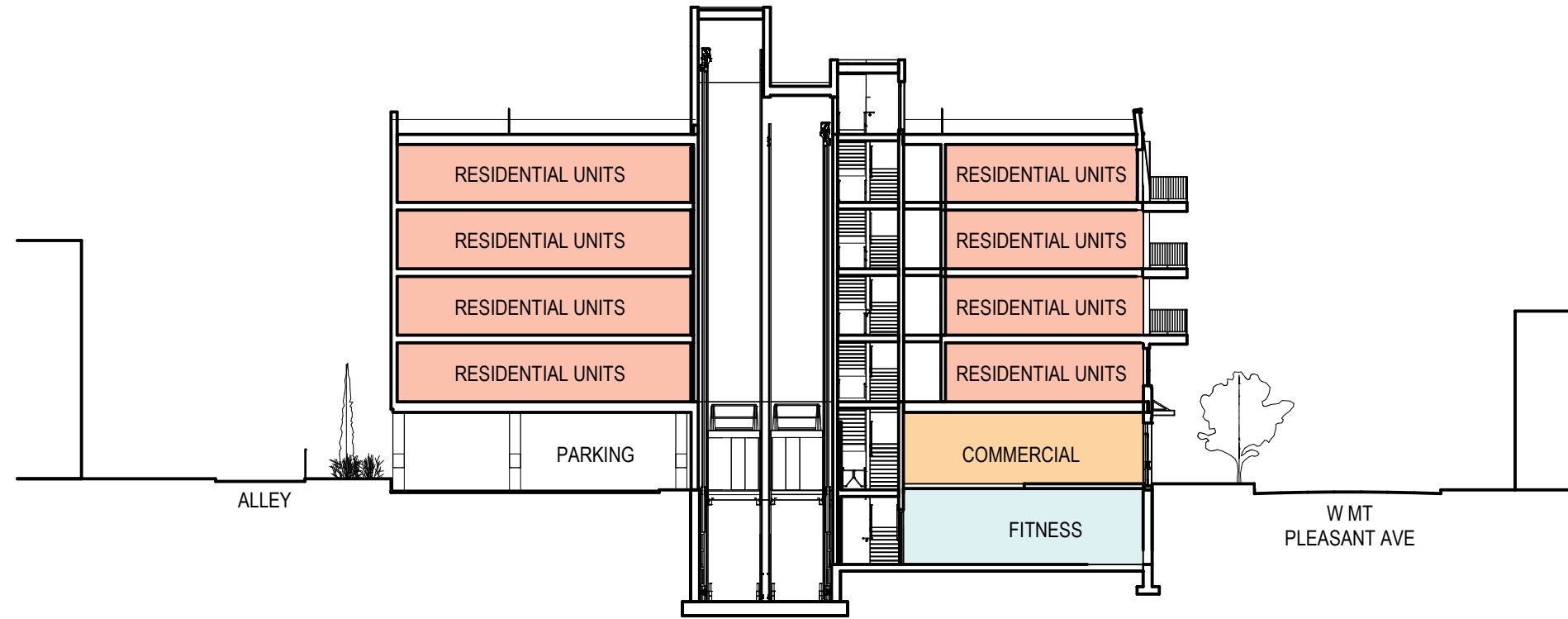


ALUMINUM RAILINGS:
VERTICAL BLACK PICKETS

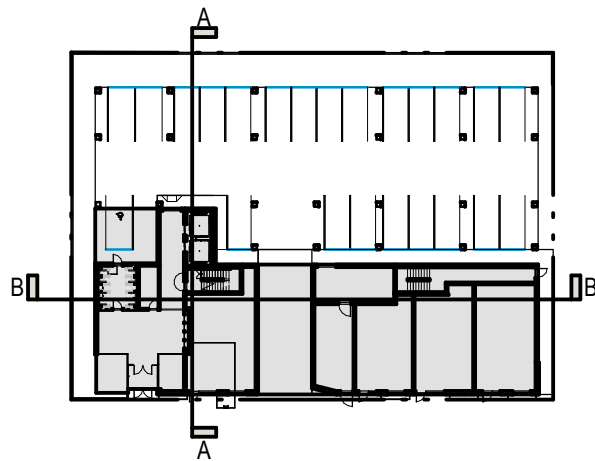


SECTION LEGEND

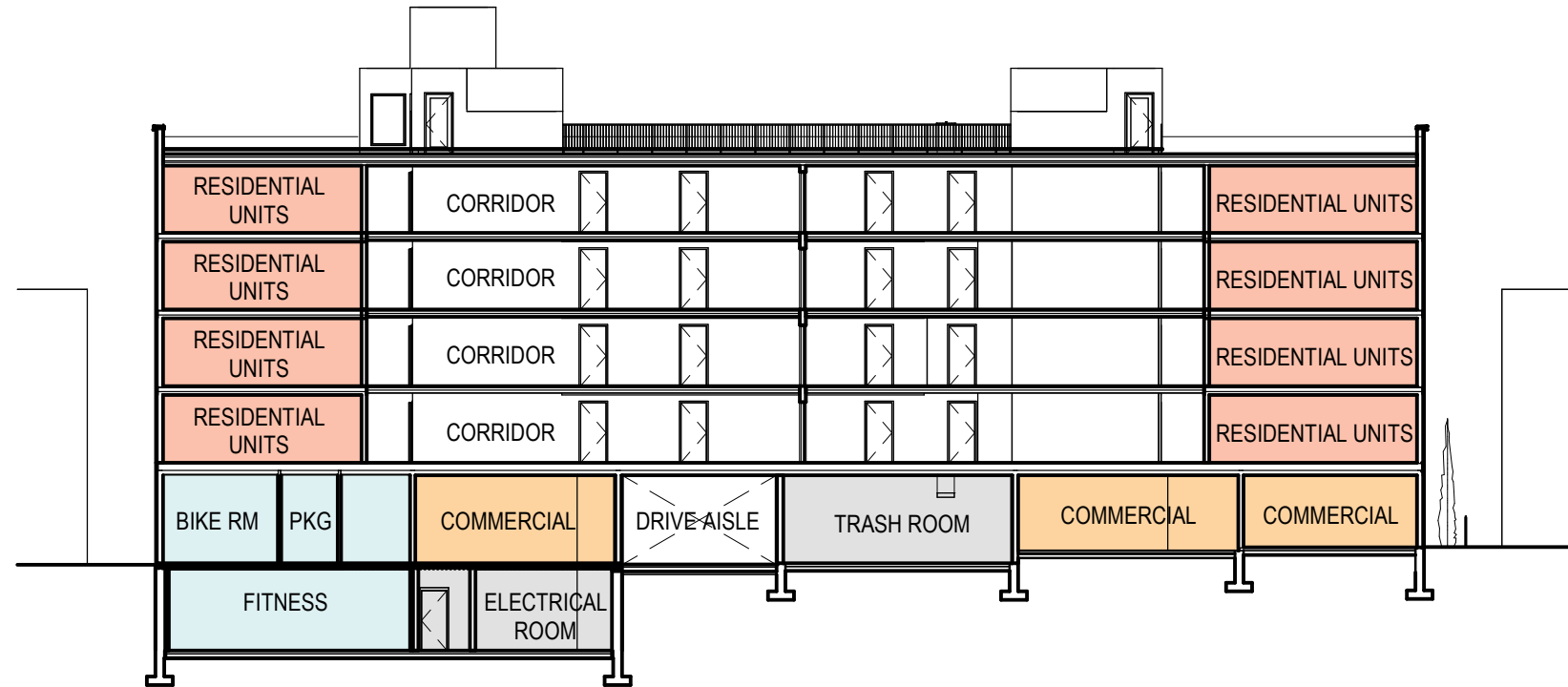
- AMENITY
- CIRCULATION
- COMMERCIAL
- MEP / BOH
- RESIDENTIAL UNIT



BUILDING SECTION A-A (N/S LOOKING EAST)



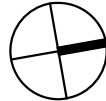
KEY PLAN



BUILDING SECTION B-B (E/W LOOKING NORTH)



309-321 W MT. PLEASANT AVENUE











Civic Sustainable Design Checklist – Updated September 3, 2019

Civic Design Review Sustainable Design Checklist

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

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

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

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. SEPTA H bus stop located at the intersection of W Mt. Pleasant Avenue & Lincoln Drive
(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. Provided parking is compliant.
(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. Provided parking is compliant.
(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)	Not applicable to this project.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. Bike share station not required or provided.

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Civic Sustainable Design Checklist – Updated September 3, 2019

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	On-site vegetation maintained without irrigation.
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. 9,250 SF green roof and 2,416 SF ground vegetated space provided. 63% of total open area.
(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	The project conforms to PWD requirements, however does not conform to options A or B.
(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.	Heat island effect will be reduced due to shading from natural trees on-site and from new structures with green roofs.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	Building to comply with Philadelphia Building Code & IECC.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	The use of green roofs on building will reduce the head load of the building, thereby reducing energy consumption.

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Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	Not applicable to this project.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Not applicable to this project.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Not applicable to this project.

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

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

and the "What Code Do I Use" information sheet: <https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

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

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

3

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

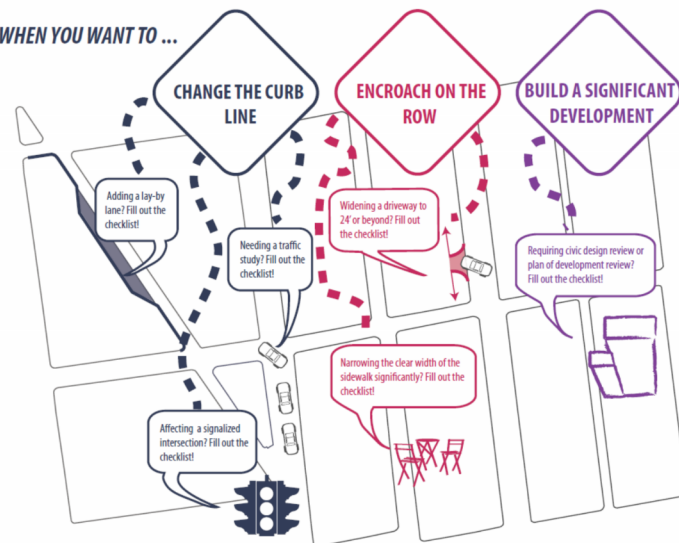
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards 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.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - Placing of a new street;
 - Removal of an existing street;
 - Changes to roadway grades, curb lines, or widths; or
 - Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | | |
|--|--|
| 1. PROJECT NAME
309 W Mt Pleasant Ave | 2. DATE
X/XX/2024 |
| 3. APPLICANT NAME
Mike Schutz | 5. PROJECT AREA: list precise street limits and scope
13,833 SF |
| 4. APPLICANT CONTACT INFORMATION
Mike.schutz.42@gmail.com | |
| 6. OWNER NAME
HP Mount Pleasant Realty LLC | |
| 7. OWNER CONTACT INFORMATION
hmconcophl@gmail.com | |
| 8. ENGINEER / ARCHITECT NAME
Sergio Coscia | |
| 9. ENGINEER / ARCHITECT CONTACT INFORMATION
scoscia@cosciamoos.com | |
| 10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook. | |

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

STREET	FROM	TO	COMPLETE STREET TYPE
W Mt Pleasant Ave	Lincoln Dr	Emlen St	City Neighborhood Street
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
W Mt Pleasant Ave	12' / 12' / 12'	12' / 12'
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

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
W Mt Pleasant Ave	6' / 8' / 8'
_____	____ / ____ / ____
_____	____ / ____ / ____
_____	____ / ____ / ____

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
N/A	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	18'	Entry from W Mt Pleasant
_____	_____	_____
_____	_____	_____
_____	_____	_____

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	
	Existing / Proposed	
309 W Mt Pleasant Ave	0' / 1'-8 3/8"	
_____	____ / ____	
_____	____ / ____	
_____	____ / ____	

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH		
	Recommended / Existing / Proposed		
309 W Mt Pleasant Ave	4' / 4' / 4'		
_____	____ / ____ / ____		
_____	____ / ____ / ____		
_____	____ / ____ / ____		

18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

▪ Bicycle Parking	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Lighting	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Benches	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Street Trees	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Street Furniture	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

19. Does the design avoid tripping hazards? YES NO N/A YES NO

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

COMPLETE STREETS HANDBOOK CHECKLIST

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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>
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		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
309 W Mt Pleasant	22	0	0	0	0	0	24
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____

25. Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and dimensioned on the plan?
- | | | | | |
|--------------------------------|---|-----------------------------|---|--|
| ▪ Conventional Bike Lane | YES <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"/> |
| ▪ Buffered Bike Lane | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | |
| ▪ Bicycle-Friendly Street | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | |
| ▪ Indego Bicycle Share Station | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" 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)

			DEPARTMENTAL APPROVAL	
28. Does the design limit conflict among transportation modes along the curb?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
30. Does the design provide a buffer between the roadway and pedestrian traffic?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?			YES <input type="checkbox"/>	NO <input type="checkbox"/>

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;

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

			DEPARTMENTAL APPROVAL	
33. What is the maximum AASHTO design vehicle being accommodated by the design?	SU-30		YES <input type="checkbox"/>	NO <input type="checkbox"/>
34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission.	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
35. Will the public right-of-way be used for loading and unloading activities?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
36. Does the design maintain emergency vehicle access?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
37. Where new streets are being developed, does the design connect and extend the street grid?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
38. Does the design support multiple alternative routes to and from destinations as well as within the site?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Vehicle / Cartway Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
Reviewer Comments:

(1) http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

	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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____