

5932-42 Germantown Avenue September 3rd CDR Comment Responses

Registered Community Organization Comments

1. The driveway is 12 feet wide which makes it tight for two-way access. The Police Station uses this driveway for egress. The community would like to see a more formalized connection between the police department and developer.

In the updated renderings, the Developer proposes moving the curb line inward by 5'3" along the northern side of the private driveway, thus widening a portion of the driveway to approximately 17' as suggested at the September 3 CDR meeting. See pages 7, 8, 18, and 22. Further, the Developer has not and does not expect to impede the Police Department's use of the private driveway. The Developer will continue private discussions with the Police Department to ensure their access to the driveway - as an unobstructed driveway benefits all parties. We also note that the Philadelphia Police Department has direct street access to Haines Street for both ingress and egress.

2. Neighboring properties will be dwarfed by the proposed 5-story building.

The proposed building is by-right and it is similar in height to nearby buildings on Germantown Avenue and Haines Street. The Developer has carefully designed the façade and materiality of the sides of the building to harmonize with the neighboring properties along Germantown Avenue.

3. Affordable housing should be included in this development.

At this time, this is a market rate project. The Developer owns affordable, workforce, and market rate housing and will look into affordability for this location.

4. Brick should wrap around all sides of the building.

The Developer is extending the brick along the northeast corner of the building. With respect to the southern façade, the Developer believes that the curved brick at the front of the building turning to the metal vertical panels is a more respectful way to pay homage to the curved Germantown Hall and to provide clarity that the height of the building at the front matches the other buildings on Germantown Avenue.

Site Design Comments (including Complete Streets)

5. Create a full sidewalk on the north side of the driveway. The driveway is currently in poor condition and there is room to create a full sidewalk. Consider creating a curbless driveway which would accommodate both vehicle and pedestrian traffic. All pedestrian access needs to be ADA accessible.

The Developer has revised the plans to move the curb line inward by 5'3" along the northern side of the private driveway. See pages 7, 8, 18, and 22. The Developer will

work with the Streets Department to ensure that all pedestrian access is ADA accessible.

6. Make sure there is robust directional signage along the driveway.

The Developer will ensure adequate directional signage along the driveway.

7. Add U racks for bike along Germantown Avenue.

The Developer will work with the Streets Department to ensure adequate bicycle parking for visitors and commercial users.

8. Staff suggests exploring at-grade entrances for the three dwelling units that have street-level patios.

The Developer feels the raised entrances are more aligned with the surrounding neighborhood and more appropriate considering the proximity to the street.

Building Design Comments

9. The materiality is confusing. The metal panel is looks different in renderings on different sides. Make sure it looks consistent and add additional interest to the metal panels.

Understood. The paneling on the sides of the building are the same.

10. Provide more information about the fence running along the driveway including exact location and materiality.

It is a combination of fencing and potted area for plants to allow for porches at the units that face the driveway.

11. Maximize windows on the rear east facade to allow for additional natural light and airflow.

The Developer will look into this.

Parking Design Comments

12. To alleviate the parking pressure, consider consolidating units to make fewer, larger units.

The Developer will consider this.

13. Show how commercial vehicles and sanitation trucks will access the site. Show circulation and loading zones for the site.

Access will be similar to how commercial vehicles and sanitation trucks have accessed the site previously – both for a daycare center and before that a farmer's market. These vehicles will back into the private driveway and remove bins and trash.

Sustainability Comments

14. Consider rooftop solar energy generation.

While the comment is appreciated, the Developer is providing a green roof. The installation of solar panels may obstruct the green roof. Nonetheless, the Developer can look into this.

15. Consider diversifying the tree canopy species to aid in biodiversity. Native plantings both for trees and shrubs are encouraged for both educational and environmental benefits.

The Developer will look into this and make changes to aid in biodiversity.

5932-42 GERMANTOWN AVENUE

CIVIC DESIGN REVIEW

November 6th, 2024

DEVELOPER
ARCHITECT
CIVIL

IS JAM LLC
CANNO DESIGN
COLLIERS ENGINEERS

PROJECT DESCRIPTION

5932-42 GERMANTOWN AVENUE IS A PROPOSED NEW CONSTRUCTION FIVE STORY BUILDING WITH 75 DWELLING UNITS, 38 MOTOR VEHICLE STORAGE SPACES, AND 2 VACANT COMMERCIAL/RETAIL SPACES. TOTAL BUILDING AREA IS 96,645 SQUARE FEET. A GROUND FLOOR SHARED RESIDENTIAL LOBBY SPACE IS BEING PROVIDED, ALONG WITH A SHARED RESIDENTIAL ROOF DECK, 25 CLASS 1A BICYCLE PARKING SPACES. A PRIVATE COMMON RESIDENTIAL OPEN SPACE IS BEING PROVIDED AT THE REAR OF THE BUILDING.

TABLE OF CONTENTS

CDR PROJECT APPLICATION	2
ZONING MAP	3
SITE SURVEY	4
NEIGHBORHOOD MAP	5
EXISTING STREET VIEWS	6
SITE PLAN	7
GROUND FLOOR PLAN	8
FLOOR 2-3 PLAN	9
FLOOR 3-4 PLAN	10
ROOF PLAN	11
BUILDING ELEVATIONS	12 - 15
BUILDING SECTIONS	16-17
LANDSCAPE PLAN	18
3D MASSING VIEW	19
RENDERED PERSPECTIVE VIEWS	20-22
SUSTAINABLE SITES CHECKLIST	23
COMPLETE STREETS CHECKLIST	24-28

CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: **ZP-2022-14368C**

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

The proposed project affects property in a residential district, creates more than 50,000 sq. ft. of floor area and creates more than 50 units.

PROJECT LOCATION

Planning District: _____ Council District: 8th Council District

Address: 5932-42 Germantown Avenue
Philadelphia, PA 19144

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

CONTACT INFORMATION

Applicant Name: IS JAM LLC
(c/o Ballard Spahr LLP) Primary Phone: 215-864-8771

Email: McClure@ballardspahr.com Address: 1735 Market Street, 51st Floor,
BeverlyD@ballardspahr.com Philadelphia, PA 19103

Property Owner: IS JAM LLC Developer IS JAM LLC
Architect: Canno Design

SITE CONDITIONS

Site Area: 26,5222

Existing Zoning: CMX-2.5 Are Zoning Variances required? Yes _____ No

Proposed Use:

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

New 96,645 sq. ft. (gross floor area) mixed use building with multi-family residential (75 units) and ground floor retail/commercial space (3,538 sq. ft.)

Proposed # of Parking Units:

Thirty-eight (38) parking spaces.

COMMUNITY MEETING

Community meeting held: Yes No _____

If yes, please provide written documentation as proof.

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

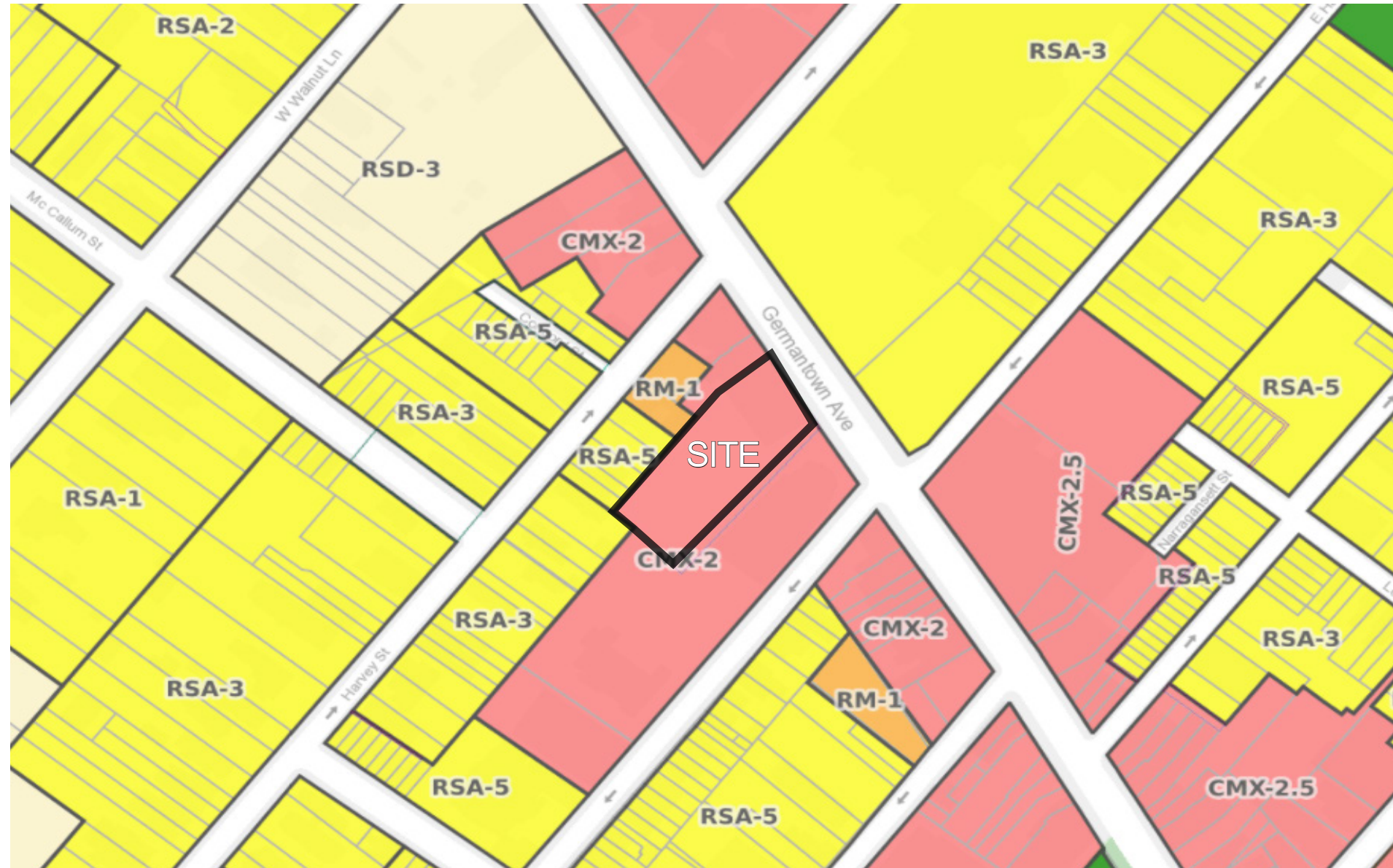
Date: August 21st, 2024 Time: TBD

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes _____ No _____ NA

If yes, indicate the date hearing will be held:

Date: _____



The applicant filed this zoning application in 2022 when the zoning for the property was CMX-2.5. As such, the CMX-2.5 controls apply.





A GERMANTOWN AVENUE LOOKING NORTH-WEST



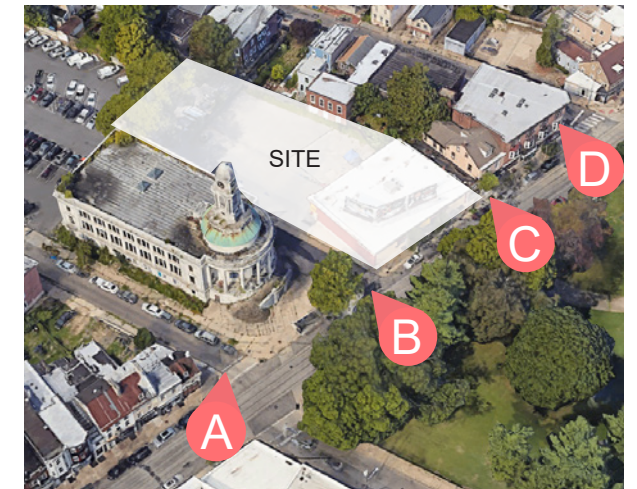
C GERMANTOWN AVENUE LOOKING SOUTH-WEST

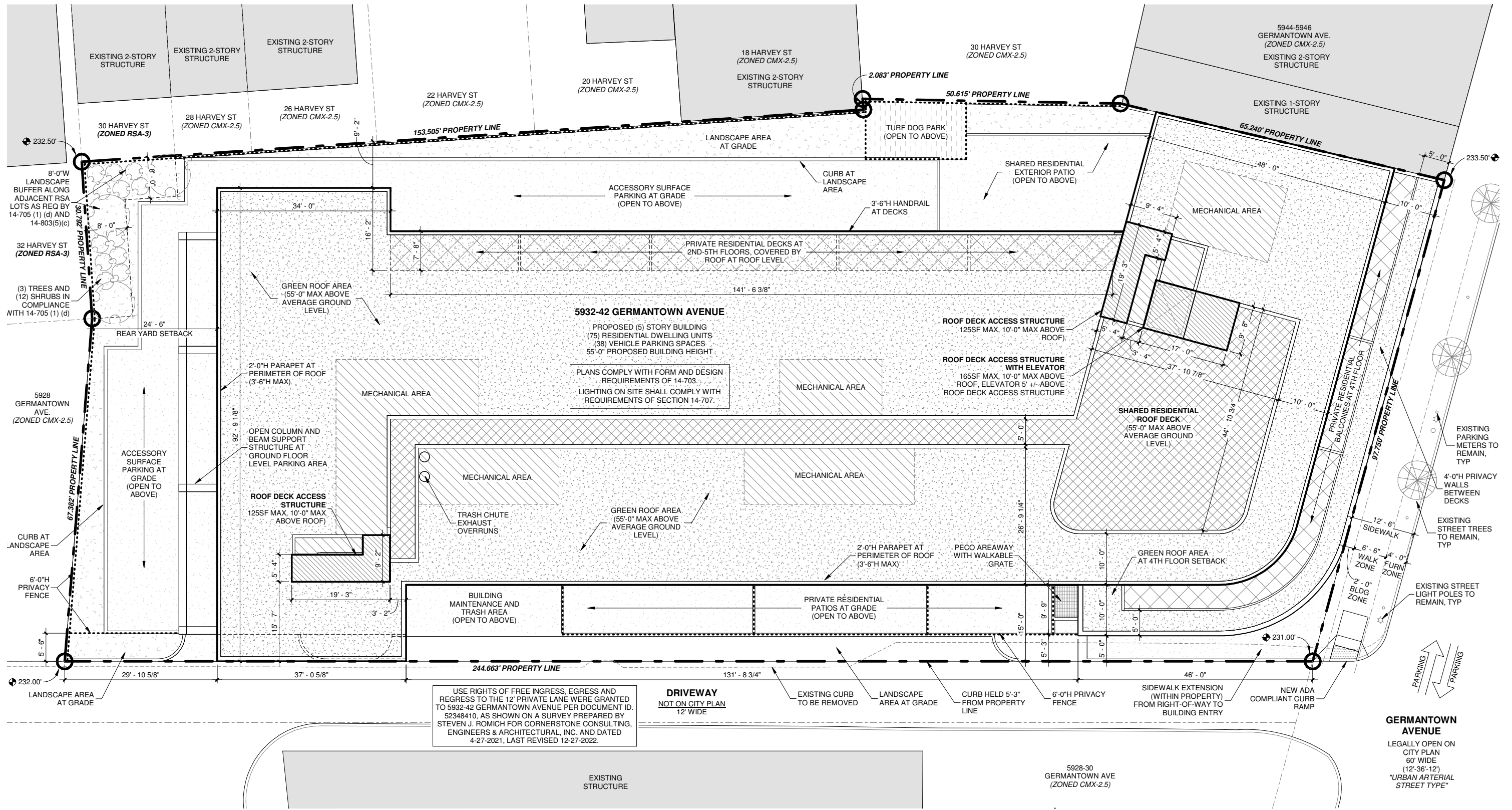


B GERMANTOWN AVENUE LOOKING SOUTH-WEST



D GERMANTOWN AVENUE LOOKING SOUTH-EAST

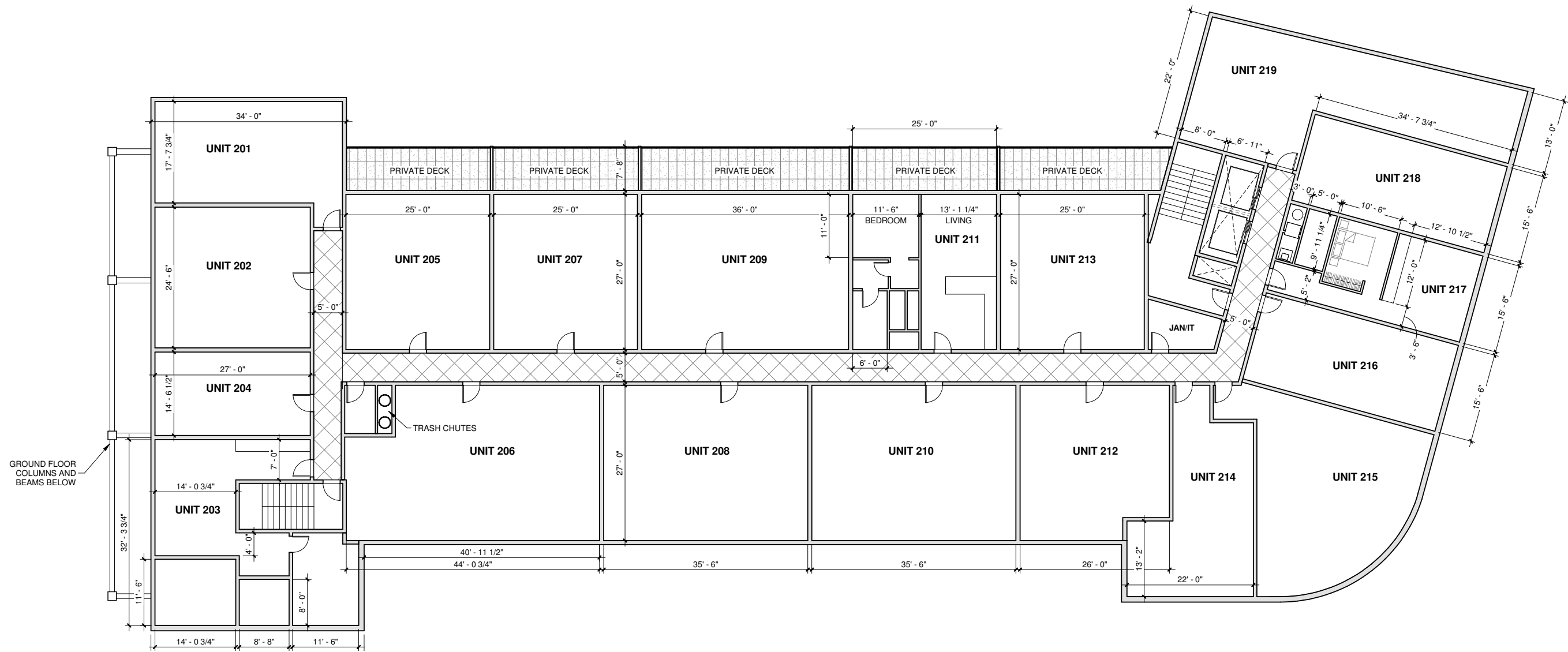


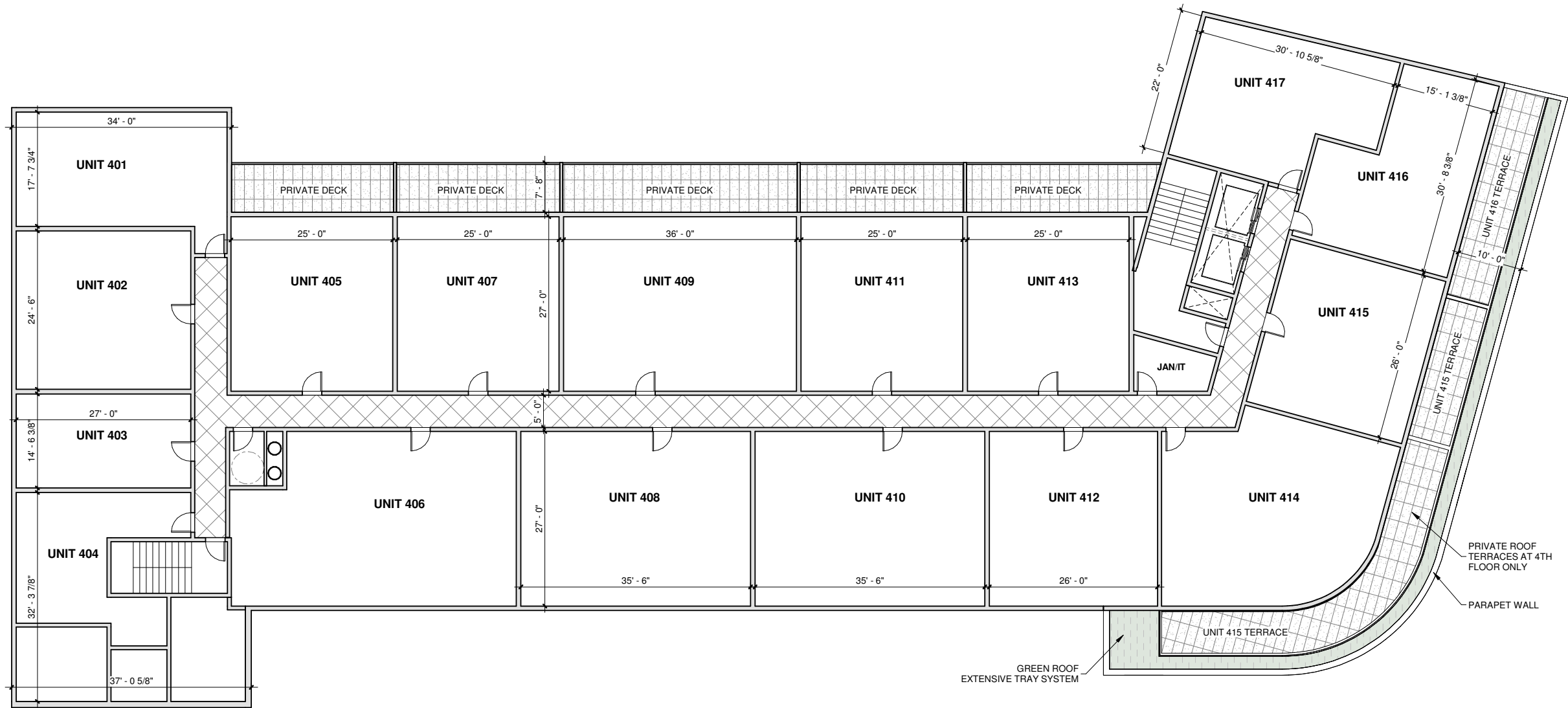


USE RIGHTS OF FREE INGRESS, EGRESS AND REGRESS TO THE 12' PRIVATE LANE WERE GRANTED TO 5932-42 GERMANTOWN AVENUE PER DOCUMENT ID. 52348410, AS SHOWN ON A SURVEY PREPARED BY STEVEN J. ROMICH FOR CORNERSTONE CONSULTING, ENGINEERS & ARCHITECTURAL, INC. AND DATED 4-27-2021, LAST REVISED 12-27-2022.

DRIVEWAY
NOT ON CITY PLAN
12' WIDE

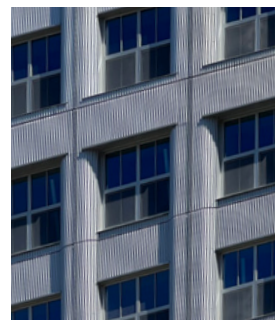
GERMANTOWN AVENUE
LEGALLY OPEN ON CITY PLAN
60' WIDE
(12'-36'-12")
"URBAN ARTERIAL STREET TYPE"



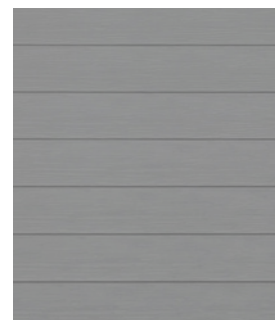




BOX RIB
CORRUGATED METAL
FINAL COLOR TBD



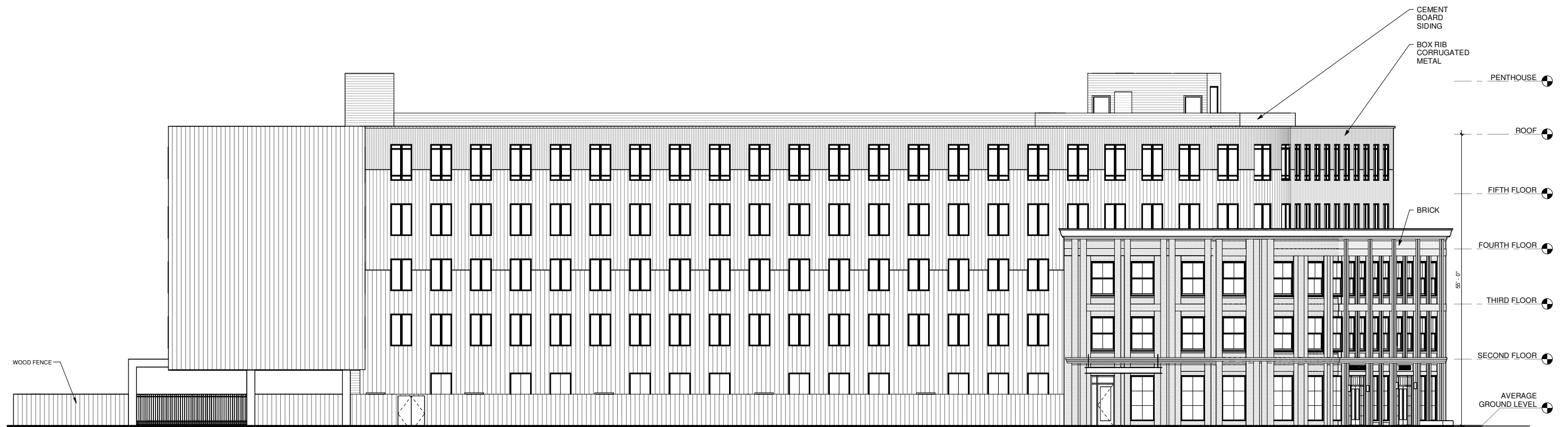
ALUMINUM FINISH
EXTERIOR WINDOWS



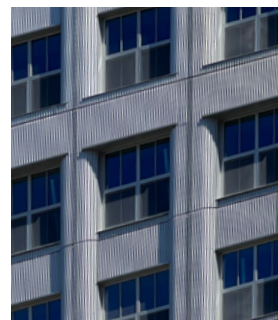
GRAY CEMENT
BOARD SIDING



BRICK



BOX RIB CORRUGATED METAL



ALUMINUM FINISH EXTERIOR WINDOWS



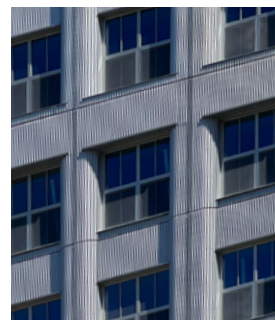
GRAY CEMENT BOARD SIDING



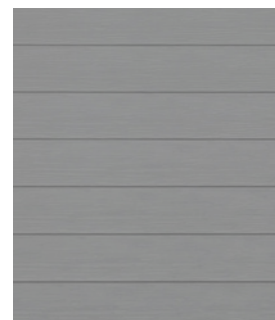
BRICK



BOX RIB CORRUGATED METAL



ALUMINUM FINISH EXTERIOR WINDOWS



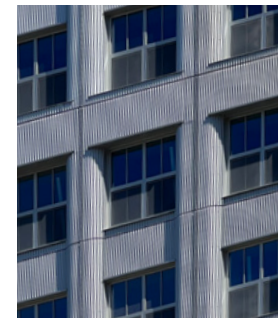
GRAY CEMENT BOARD SIDING



BRICK



BOX RIB CORRUGATED METAL



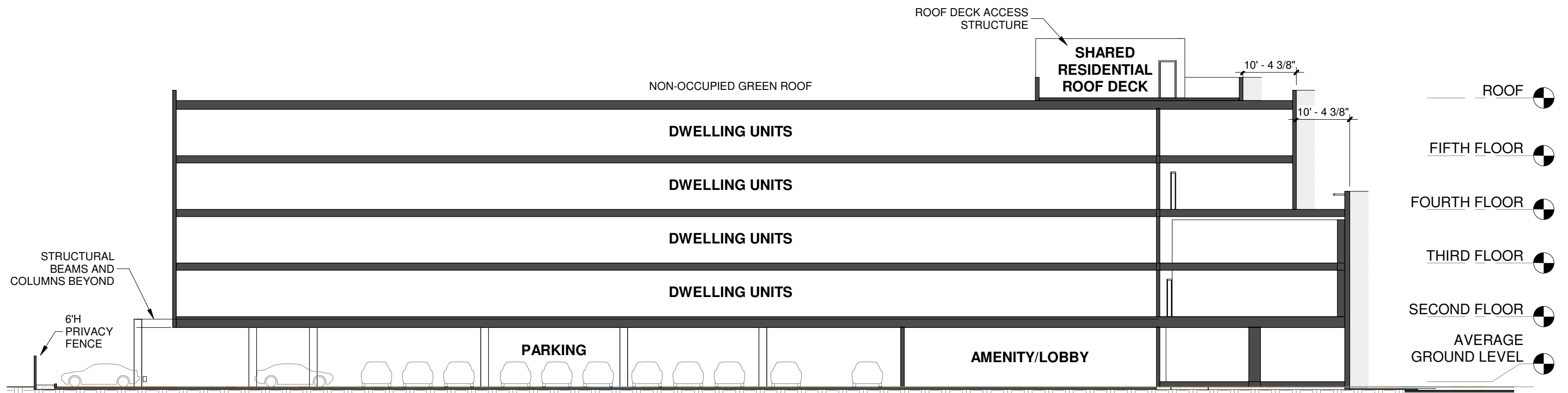
ALUMINUM FINISH EXTERIOR WINDOWS

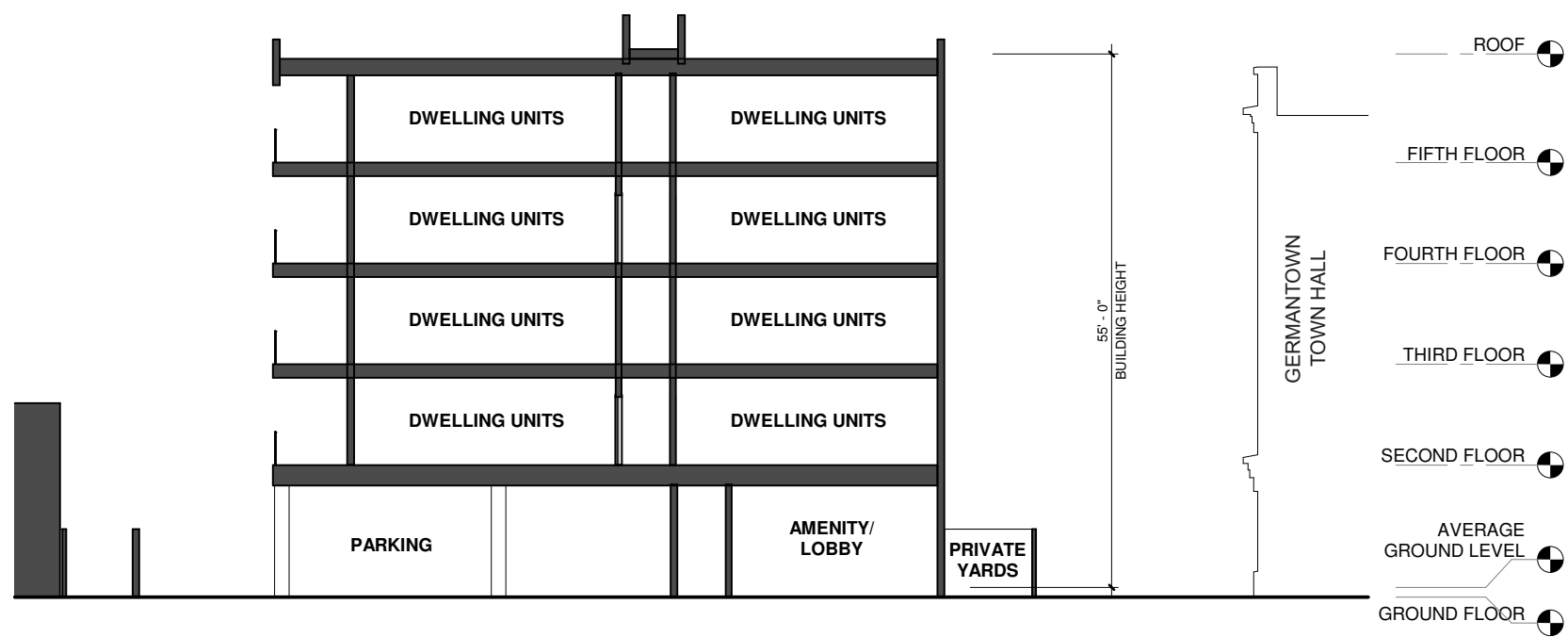


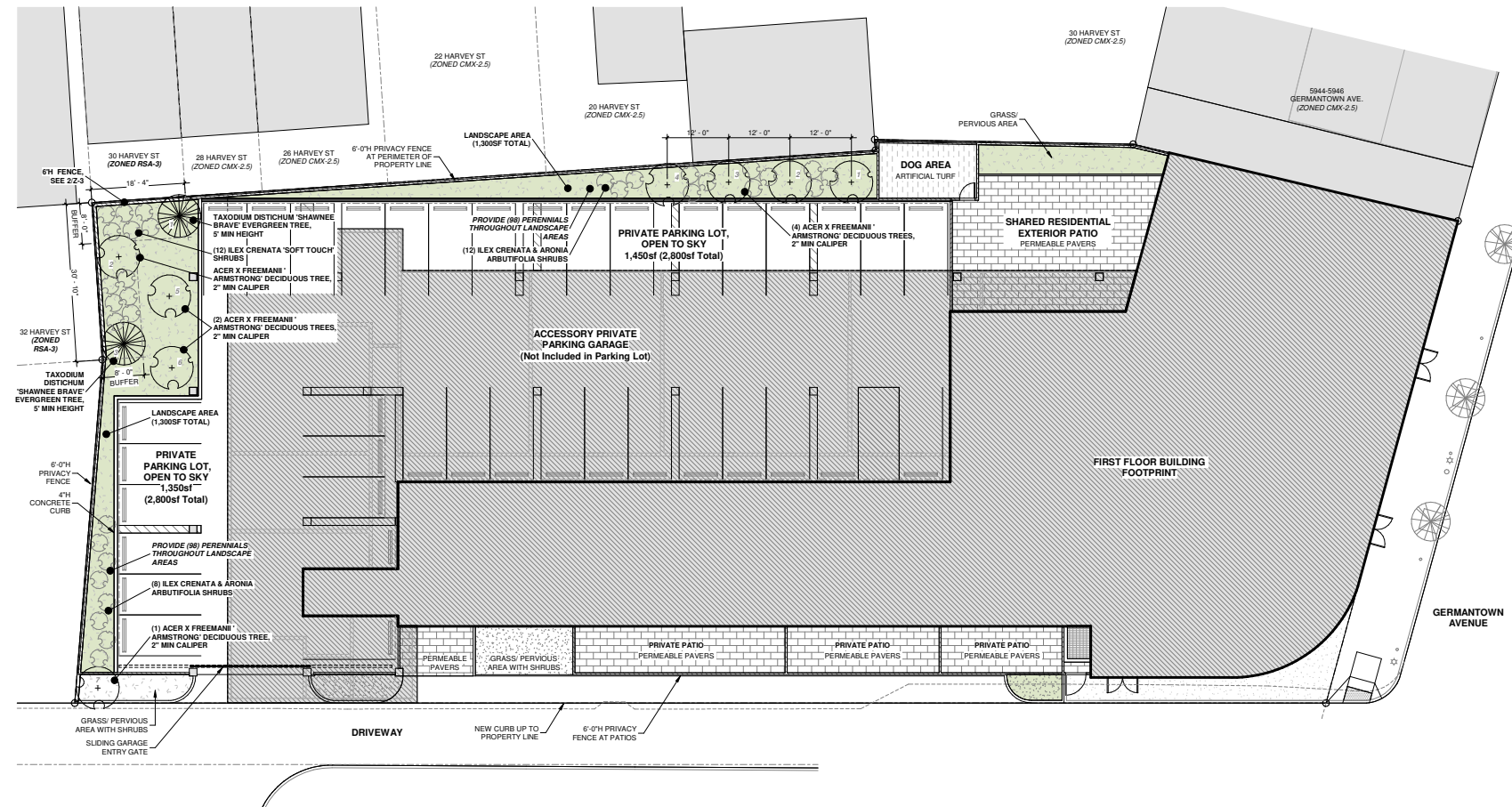
GRAY CEMENT BOARD SIDING



BRICK







TREES
 LOCATION: Sidewalk, rear yard
 SPECIES:
 Acer x Freemanii 'Armstrong'



SHRUBS
 LOCATION: Rear yard
 SPECIES:
 Ilex Crenata 'Soft Touch'



TREES
 LOCATION: Rear yard
 SPECIES:
 Taxodium Distichum 'Shawnee Brave'



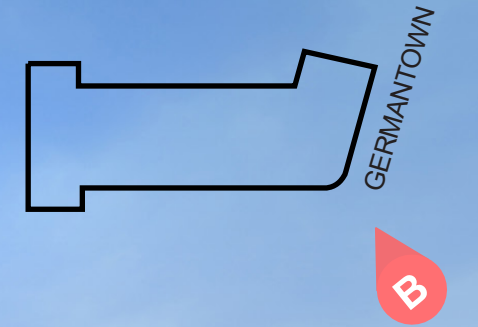
TREES
 LOCATION: Fourth Floor Green Roof
 SPECIES: Crepe
 Myrtle 'Pink Velour'
 • Planted in freestanding metal containers and maintained as required.



GREEN ROOF
 LOCATION: 4th Floor, Roof
 SEDUM SPECIES:
 Sedum spurium 'Fuldaglut', 'John Creech', 'Red Carpet'
 Sedum kamtschaticum
 Sedum takesimensis 'Golden Carpet'









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, a bus stop is located on the immediate corner of Germantown and W. Haines Street. Note that SEPTA Germantown regional rail station is approximately one half mile away.
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	Yes, parking is approximately 37% of the site area, and a majority is located underneath the building.
(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.	(3) of (38) spaces or 7.9% of all spaces provided are electric vehicle spaces that will be provided with suitable equipment and clear markings.
(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) ⁱ	N/A
(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 is incorporated in the current design. Note that (25) class 1A bicycle spaces are provided.

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.	Landscaped areas and vegetation are outlined on landscape plan; this project also includes a green roof.
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.	Vegetated areas at rear of site, green roof, and pervious surfaces provided at private yards exceed this threshold.
(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	Vegetated areas at rear of site, green roof, and pervious surfaces contribute to the project's rainwater management strategy; though no further strategies are being proposed at this time.
(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.	This project proposes landscaped areas at the rear of the site, and street trees per the streets department standards at all applicable locations.
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	COMCHECK is the design team's preferred method of demonstrating energy compliance.
(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	Not at this time.

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	Not at this time.
(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}	Confirmed. Germantown Avenue is a state route.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Not at this time.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Not at this time.

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

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

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

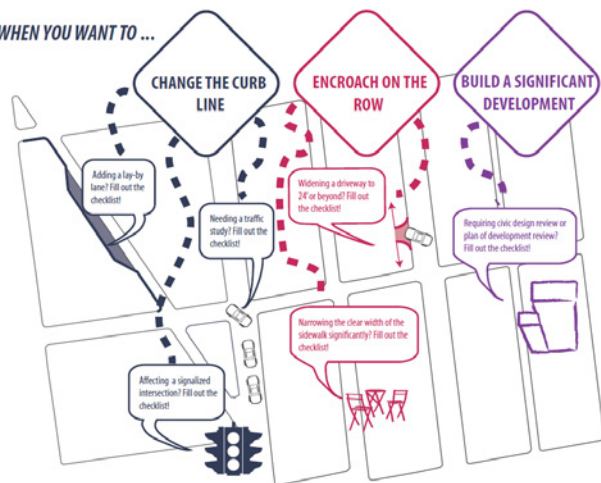
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards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

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

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

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

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
<u>5932-42 Germantown Avenue</u> | 2. DATE
<u>2024.06.12</u> |
| 3. APPLICANT NAME
<u>Ballard Spahr</u> | 5. PROJECT AREA: list precise street limits and scope
<u>18, 285 SF</u> |
| 4. APPLICANT CONTACT INFORMATION
<u>(215)-864-8394</u> | |
| 6. OWNER NAME
<u>IS JAM, LLC</u> | |
| 7. OWNER CONTACT INFORMATION
<u>(215)-508-2210</u> | |
| 8. ENGINEER / ARCHITECT NAME
<u>Gabrielle Canno</u> | |
| 9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>(215)-977-7075</u> | |
| 10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook. | |

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Germantown Avenue</u>	<u>W. Haines Street</u>	<u>Harvey Street</u>	<u>Major Arterial</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 | x | NO | <input type="checkbox"/> |
| b. Street Furniture such as bus shelters, honor boxes, etc. | YES | x | NO | <input type="checkbox"/> N/A <input type="checkbox"/> |
| c. Street Direction | YES | x | NO | <input type="checkbox"/> |
| d. Curb Cuts | YES | x | NO | <input type="checkbox"/> N/A <input type="checkbox"/> |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES | x | NO | <input type="checkbox"/> N/A <input type="checkbox"/> |
| f. Building Extensions into the sidewalk, such as stairs and stoops | YES | x | 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) <small>Required / Existing / Proposed</small>	CITY PLAN SIDEWALK WIDTH <small>Existing / Proposed</small>
Germantown Avenue	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 <small>Required / Existing / Proposed</small>
Germantown Avenue	6'-0" / 6'-0" / 6'-6"
_____	____/____/____
_____	____/____/____
_____	____/____/____

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
Driveway	12'-0"	SE Corner
_____	____	____
_____	____	____
_____	____	____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
_____	____	____
_____	____	____
_____	____	____
_____	____	____

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>
Germantown Avenue	3'-0" / 2'-0"
_____	____/____
_____	____/____
_____	____/____

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>
Germantown Avenue	4'-0" / 3'-0" / 4'-0"
_____	____/____/____
_____	____/____/____
_____	____/____/____

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"> ▪ Bicycle Parking ▪ Lighting ▪ Benches ▪ Street Trees ▪ Street Furniture 	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> 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 X NO N/A YES NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES X 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>
Class 1A bicycle parking spaces provided within the building
Bicycle racks provided along Germantown Avenue where allowable, TBD
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
<u>5932 Germantown Avenue</u>	<u>25</u>	<u>___ / ___</u>	<u>0 / 0</u>	<u>0 / 25</u>
___	___	___ / ___	___ / ___	___ / ___
___	___	___ / ___	___ / ___	___ / ___
___	___	___ / ___	___ / ___	___ / ___

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?
- | | | |
|---|--|---|
| <ul style="list-style-type: none"> ▪ Conventional Bike Lane ▪ Buffered Bike Lane ▪ Bicycle-Friendly Street ▪ Indego Bicycle Share Station | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A X <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> N/A X <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> N/A X <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> N/A X <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|--|---|
26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES X NO N/A YES NO
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES X NO N/A YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: The project team is open to suggestion(s).

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 X NO
29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES NO N/A X
30. Does the design provide a buffer between the roadway and pedestrian traffic? YES X NO N/A
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? It does not, in any way, negatively impact these aspects of the existing public transit system. YES NO

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;

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

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

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

- | | | |
|--|--|---|
| 40. Does the design incorporate windows, storefronts, and other active uses facing the street? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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

- | | | |
|---|--|---|
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 45. Does the design provide adequate clearance time for pedestrians to cross streets? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?
<i>If yes, City Plan Action may be required.</i> | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan? | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Marked Crosswalks | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Signal Timing and Operation | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Bike Boxes | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: Driveway is existing.

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: _____