# 4440-4442 RIDGE AVE.

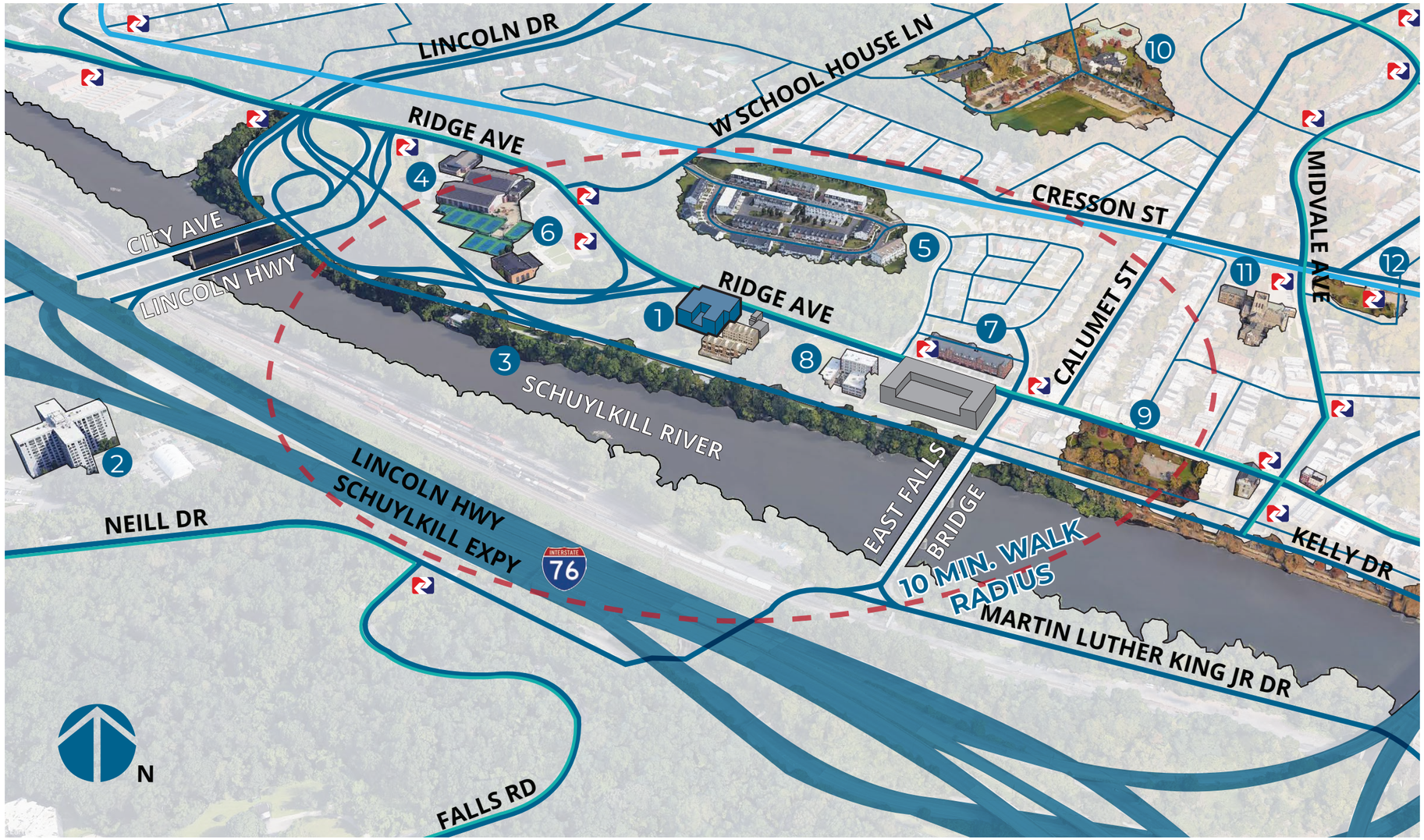
## CIVIC DESIGN REVIEW

Date: 03.24.2020

harman deutsch ohler **architecture**

THE HOW GROUP

# Contents




1. The Site (4440-4442 Ridge Ave)
2. Presidential City
3. Schuylkill River Trail
4. Gustine Recreation Center
5. Hills Top at Falls Ridge
6. Legacy Youth Tennis & Education
7. Falls Ridge
8. Falls Bridge Lofts
9. Inn Yard Park
10. Jefferson University - East Falls Campus
11. St. Bridget's Church
12. East Falls Septa Station

Septa Public Transportation

Manayunk/Norristown Line

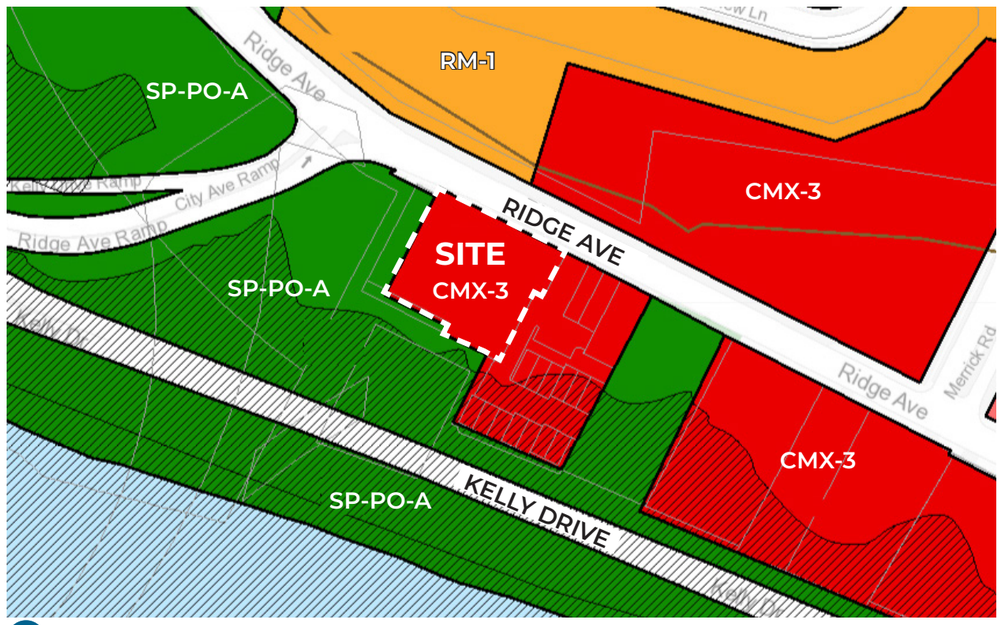
Bus Routes


A AERIAL MAP

1

2

3

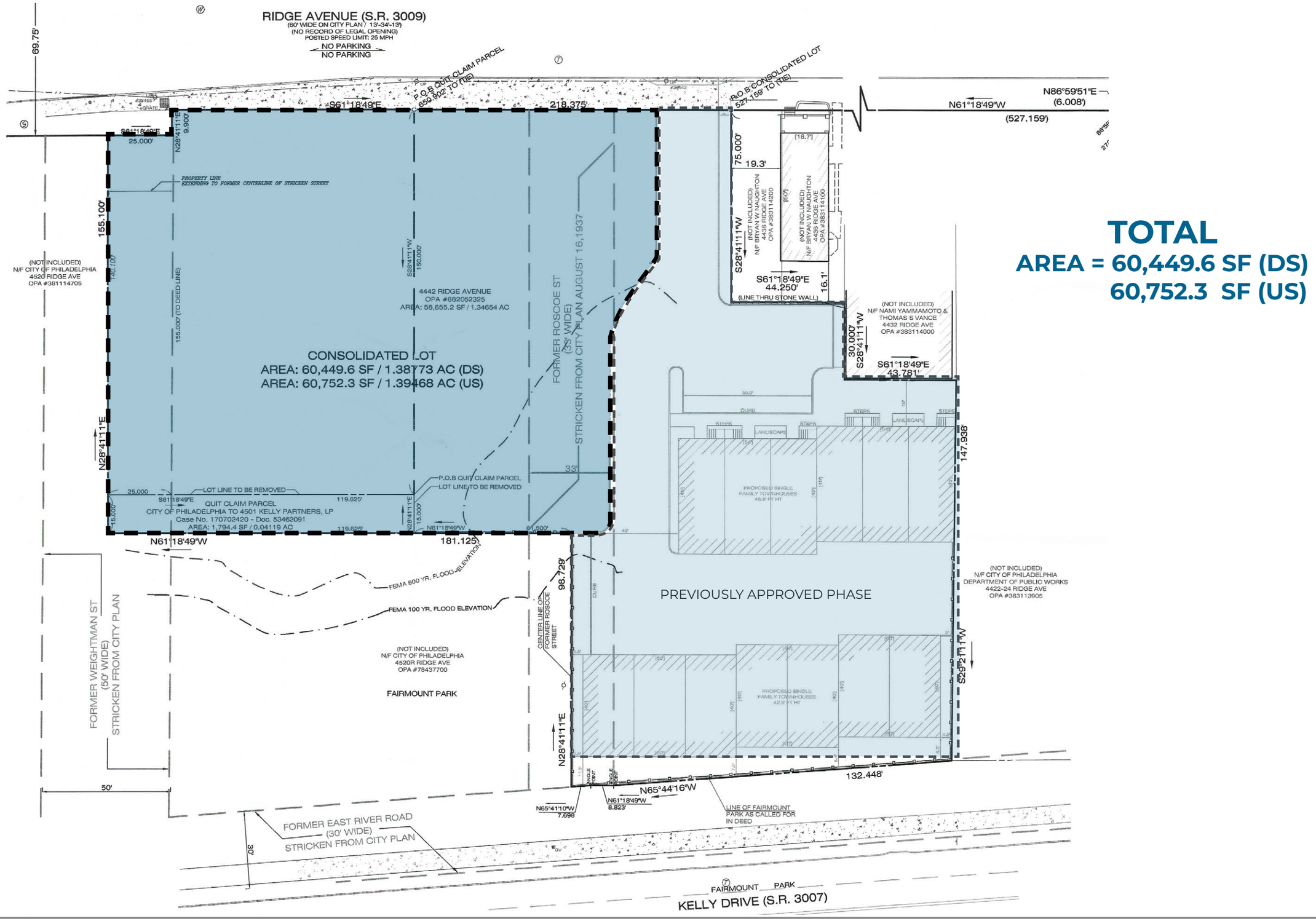



B ZONING MAP

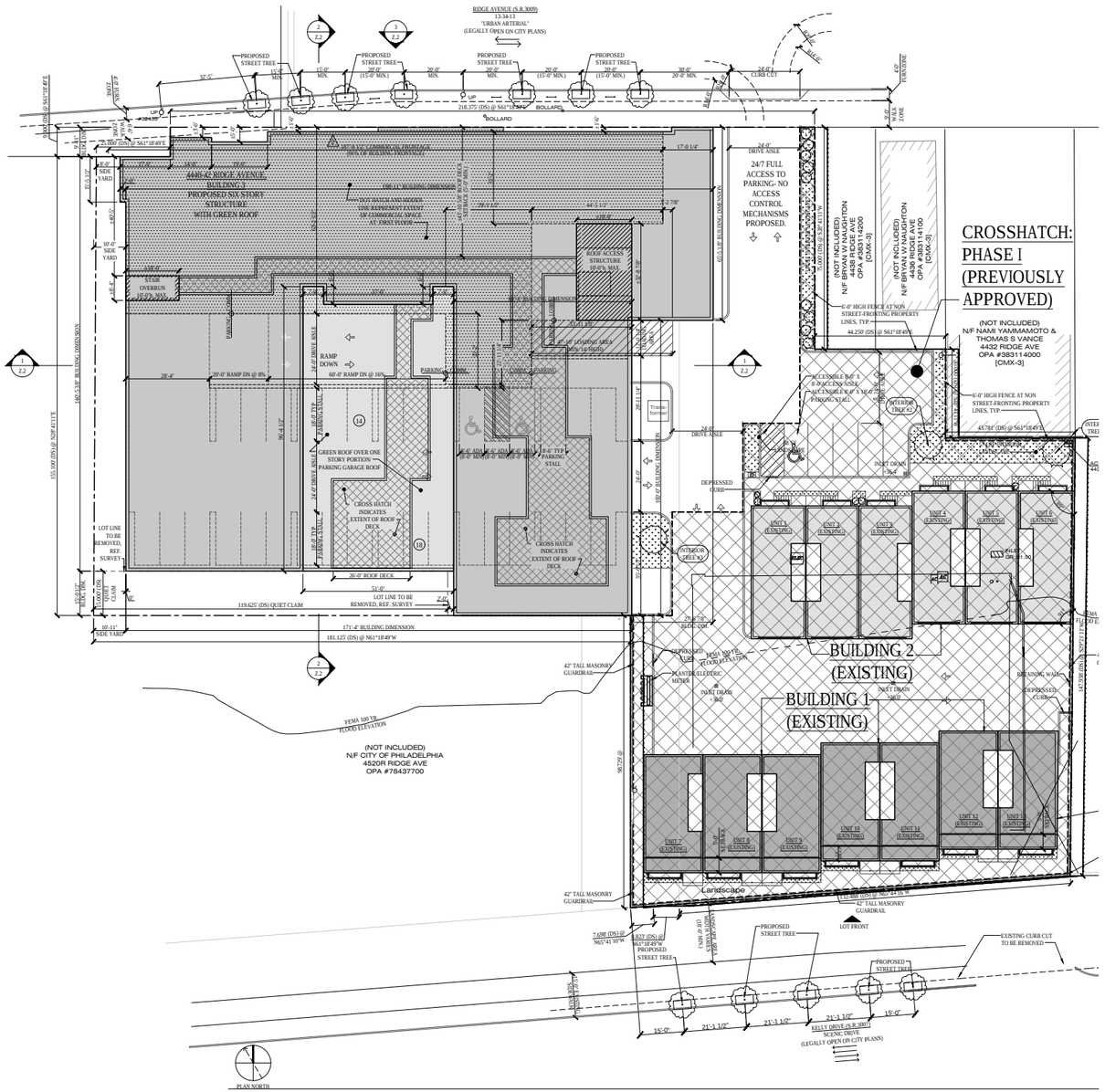
4

5

6




**TOTAL**
**AREA = 60,449.6 SF (DS)**
**60,752.3 SF (US)**




# ZONING CHART

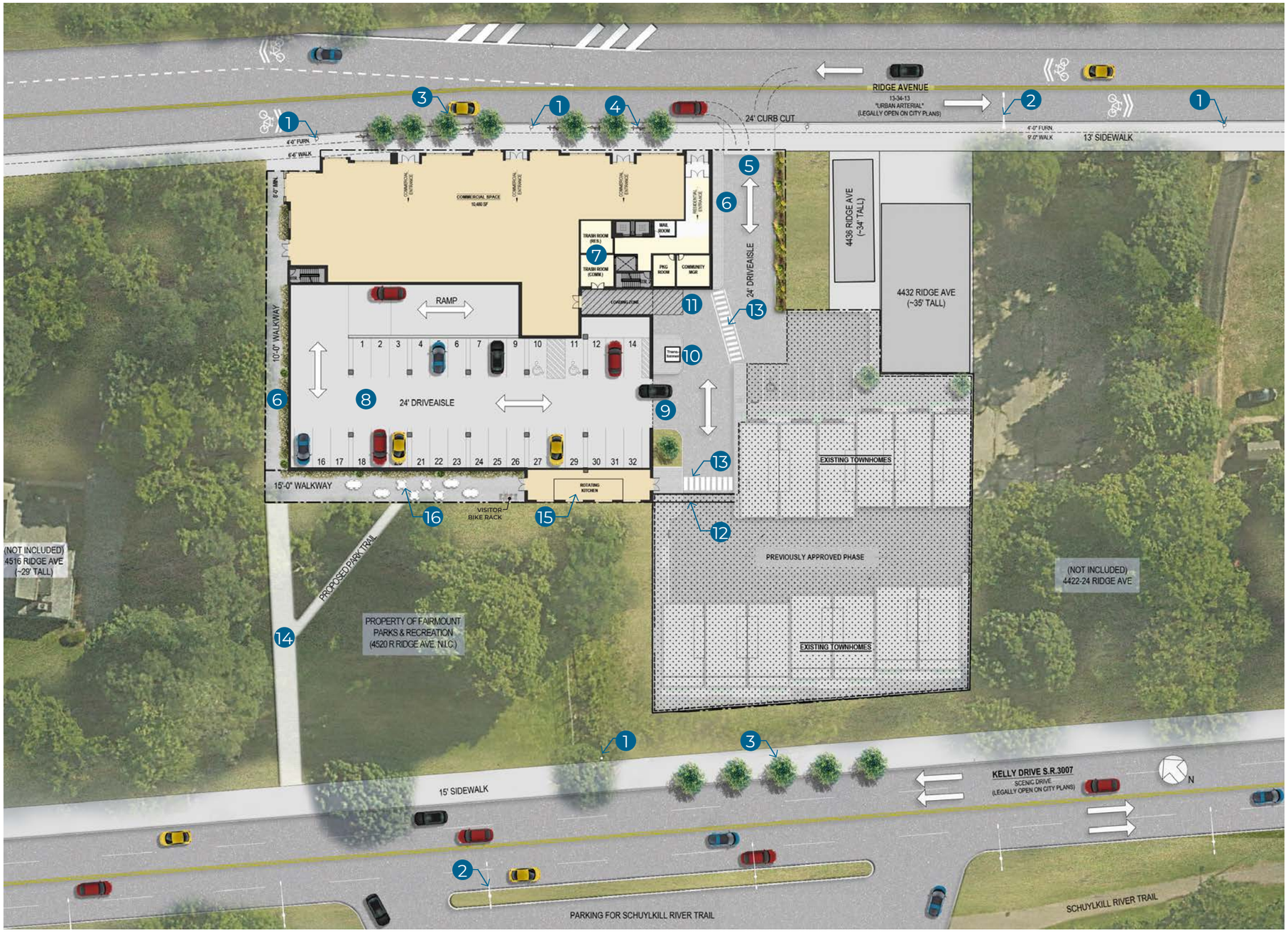
| | |
|---|---|
| BASE DISTRICT: | CMX-3, SP-P0-A |
| ABUTTING DISTRICT: | SP-PO-A |
| DISTRICT ACROSS STREET: | RM-1, CMX-3 |
| LOT AREA: | 60.752 SF (US) (1.395 AC) |
| USE: EXISTING BLDGS. 1-2: | (13) SINGLE-FAMILY DWELLINGS |
| PROPOSED BLDG. 3: | (136) DWELLING UNITS<br>(1) COMMERCIAL UNIT (10,480 SF)<br>(96) ACCESSORY PARKING STALLS<br>(46) ACCESSORY BICYCLE STALLS<br>(1) LOADING ZONE |

| | ALLOWED | EXISTING | PROPOSED | TOTAL |
|---|---|---|---|---|
| F.A.R./DWELLING UNITS | 500% F.A.R. | 69.28% F.A.R. | 239.8% F.A.R. | 309.1% F.A.R. |
| DIMENSIONAL STANDARDS: | | | | |
| OPEN AREA: | 15,188 SF (25% MIN) | 50,174.3 SF | 32,687 SF | 22,109.3 SF (36.4%) |
| OCCUPIED AREA: | 45,564 SF (75% MAX) | 10,577.7 SF | 28,065 SF | 38,642.7 SF (63.6%) |
| FRONT YARD SETBACK: | 0’ | 0’ | 0’ | 0’ |
| SIDE YARD: | 8’ IF USED | NOT USED | 8’ | 8’ |
| REAR YARD: | N/A | 6’-0” MIN | 0’ | 0’ |
| HEIGHT: | N/A | B1: ±42’-6”<br>B2: ±50’-7” | B3: ±72’-6” | B3: ±72’-6” |
| STREET TREES: | 12 | | | 12 |

| PARKING: | REQUIRED | EXISTING | PROPOSED | TOTAL |
|---|---|---|---|---|
| AUTO PARKING: | | (26) TYP SP<br>(1) ADA SP | (87) TYP SP<br>(5) ADA SP<br>(4) EV SP | (113) TYP SP<br>(6) ADA SP<br>(4) EV SP |
| | TOTAL: 46 SP | TOTAL: 27 SP | TOTAL: 96 SP | TOTAL: 123 SP |
| BIKE PARKING: | N/A | 13 STALLS | 46 STALLS | 59 STALLS |
| BIKE PARKING ON SIDEWALK: | N/A | 0 RACKS | 5 RACKS | 5 RACKS |

| RIGHT-OF-WAY COMPONENTS: | |
|---|---|
| | RIDGE AVENUE |
| FURNISHING ZONE: | 4’-0” |
| PEDESTRIAN ZONE: | 6’-6” TO 9’ (VARIES) |
| BUILDING ZONE: | 0’ |

| ENCROACHMENTS (TYP.): | RIDGE AVENUE |
|---|---|
| STAIR : | none |
| EGRESS WELLS: | none |



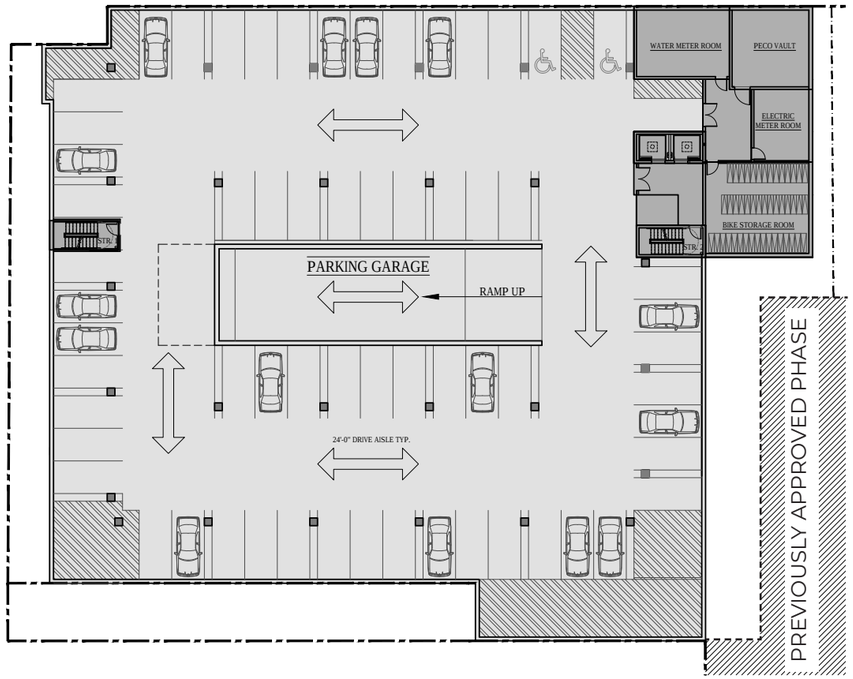

## SITE PLAN

### GROUND FLOOR

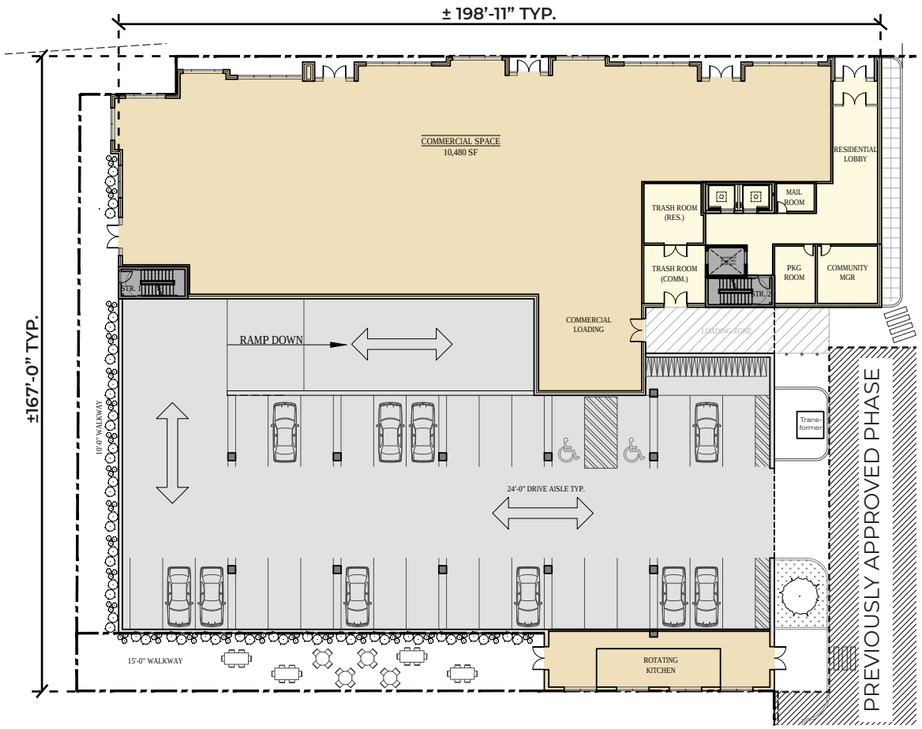
- COMMERCIAL
- RESIDENTIAL
- PARKING

### KEYNOTES

1. Existing Utility Pole
2. Existing Street Lamp
3. Proposed Street Tree w/ Enlarged Pits, 3'x6'
4. Proposed Bicycle Rack
5. Existing Curbcut
6. Permeable Paver Sidewalk
7. Interior Trash Storage
8. Interior Parking Stall, 8'-6" x 18'-0"
9. Entry to Parking Garage
10. Transformer
11. Loading Zone: 12'-0" x 48'-0"
12. Exterior Rolling Open Grille Security Gate to provide access to existing townhomes
13. Pedestrian Crosswalk
14. Proposed Park Trail
15. Rotating Kitchen Space, for Food Truck Chefs servicing park
16. Outdoor Seating Area




BASEMENT




1ST FLR PLAN

# FLOOR PLANS

## PROGRAMMING

- COMMERCIAL
- RESIDENTIAL
- PARKING

## PARKING

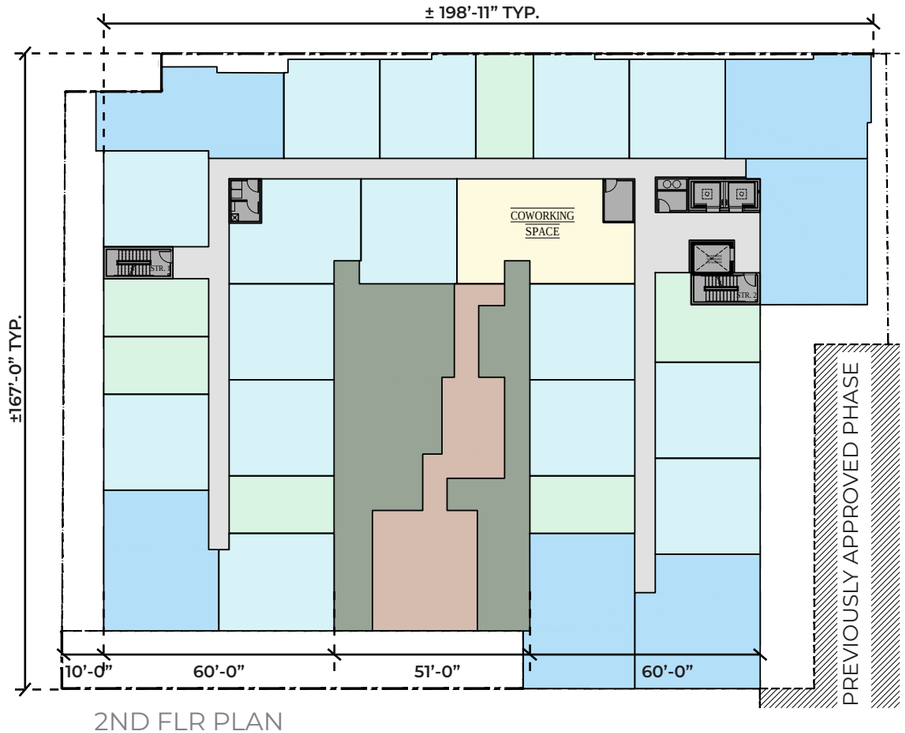
**64** SPACES - BASEMENT
**32** SPACES - 1ST FLOOR
**96 TOTAL** SPACES

## BICYCLE STALLS

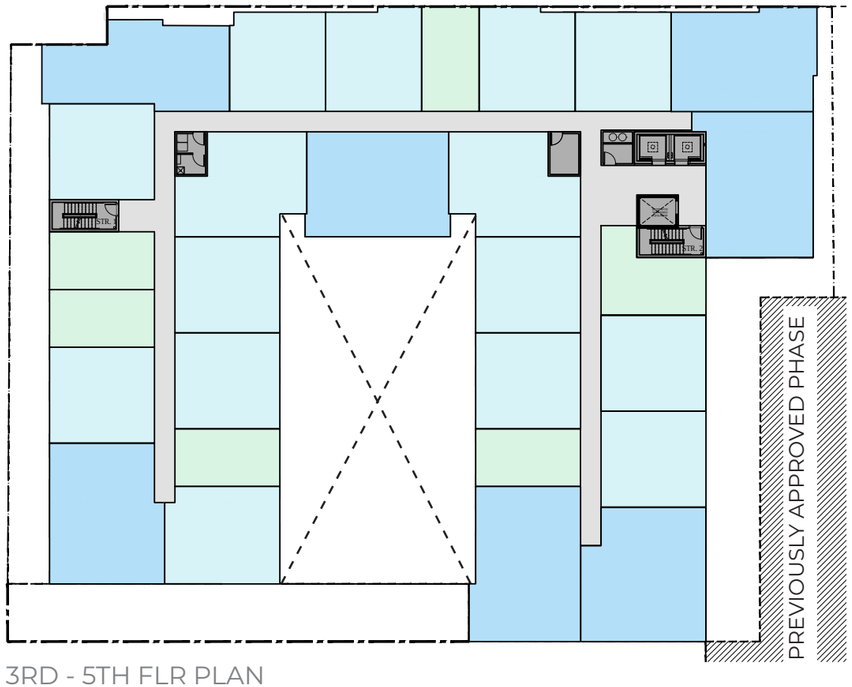
**46** SPACES - BASEMENT
BIKE STORAGE ROOM

## ROTATING KITCHEN

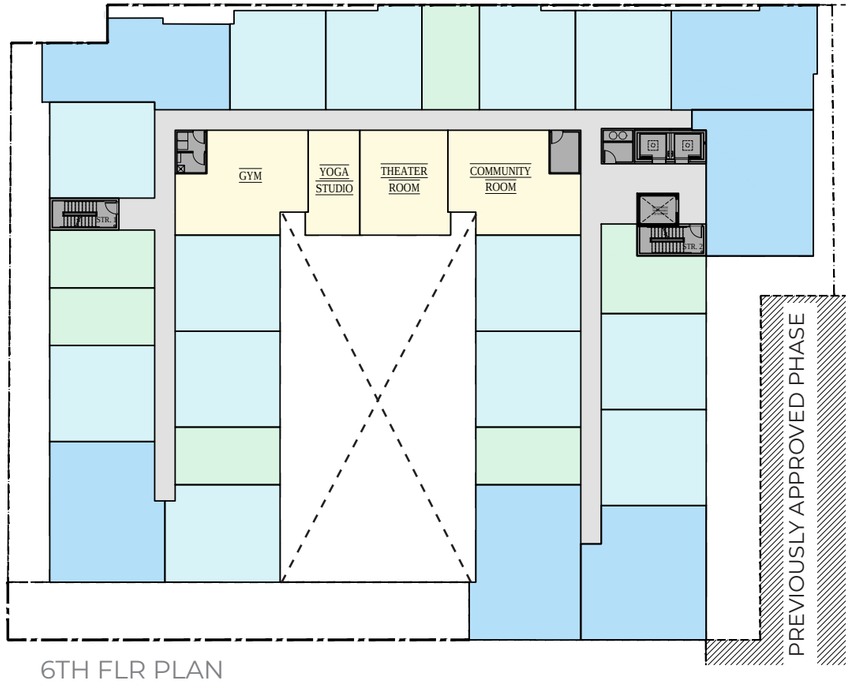
This space is intended to be a permanant kitchen featuring local chefs from the neighboring community and/or food trucks.




2ND FLR PLAN




3RD - 5TH FLR PLAN

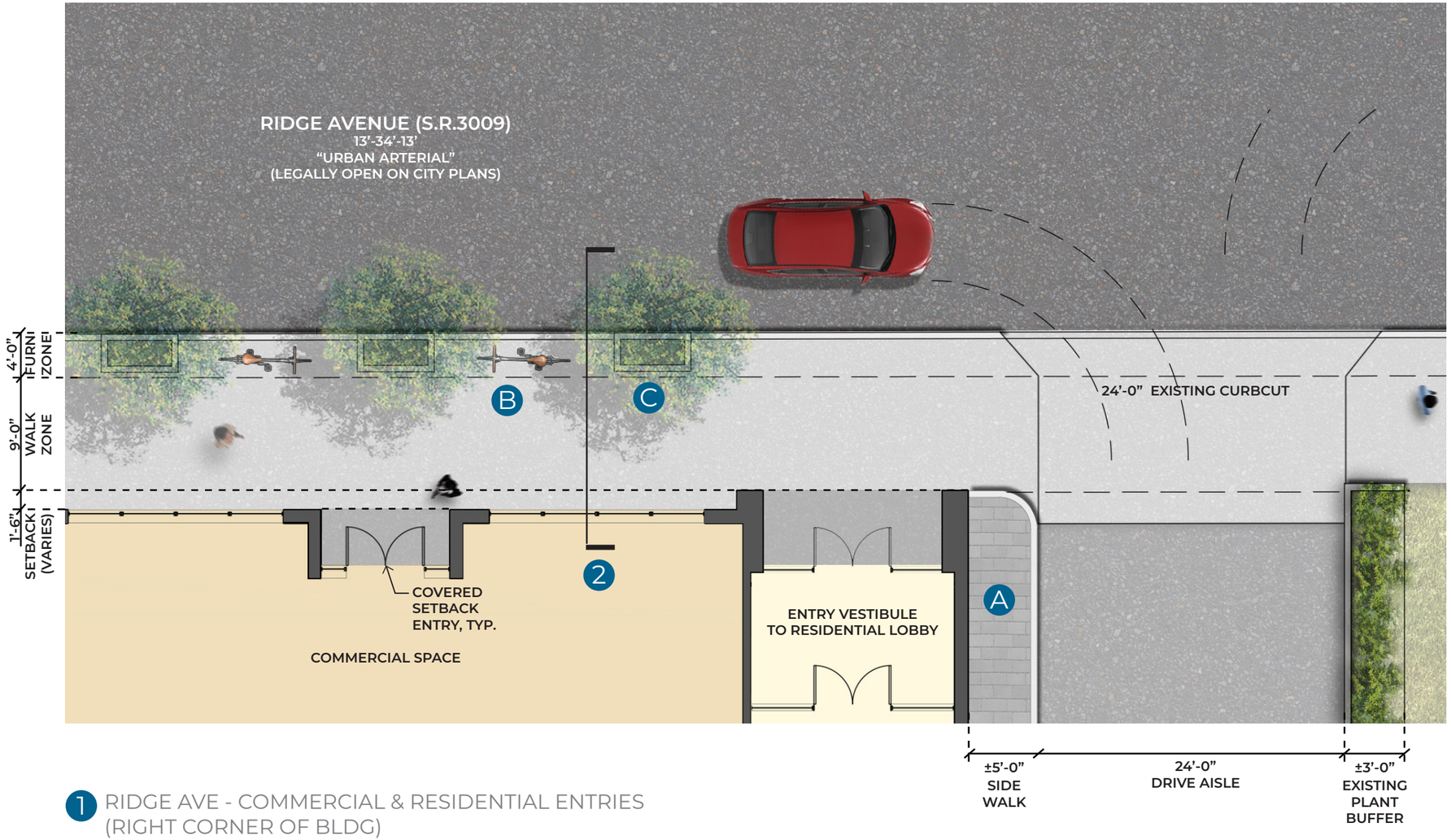



6TH FLR PLAN

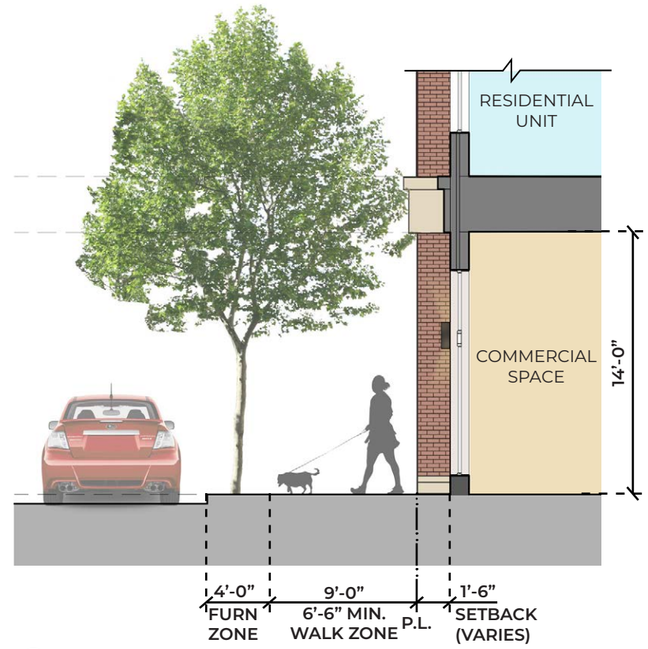
## FLOOR PLANS

### UNIT DISTRIBUTION

- STUDIO (30)
- 1-BEDROOM (73)
- 2-BEDROOM (33)
- AMENITY SPACES



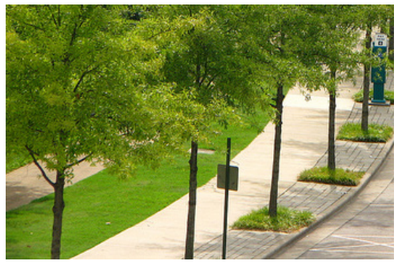

1 RIDGE AVE - COMMERCIAL & RESIDENTIAL ENTRIES (RIGHT CORNER OF BLDG)



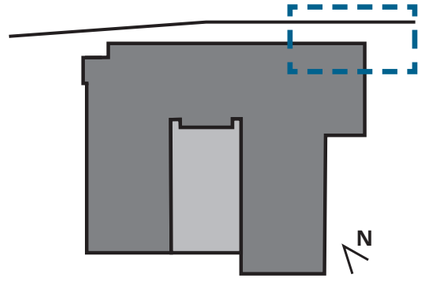

2 SIDEWALK SECTION

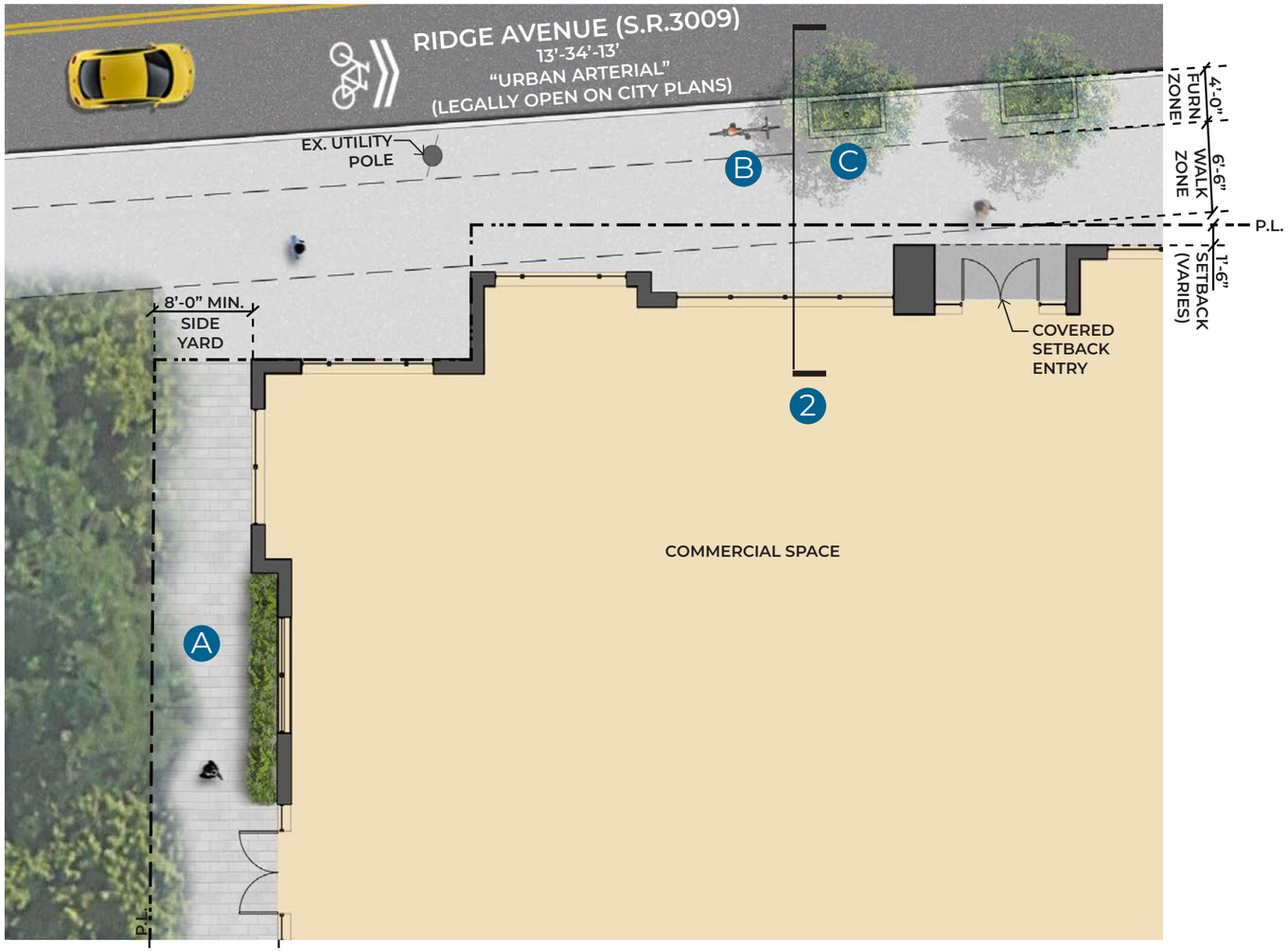
A PERMEABLE PAVERS

B BIKE RACK (ON SIDEWALK)



C STREET TREES

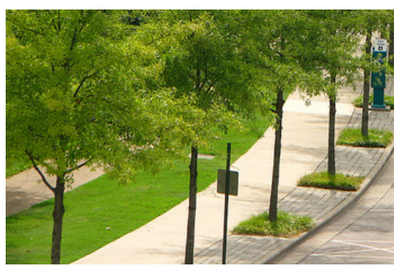




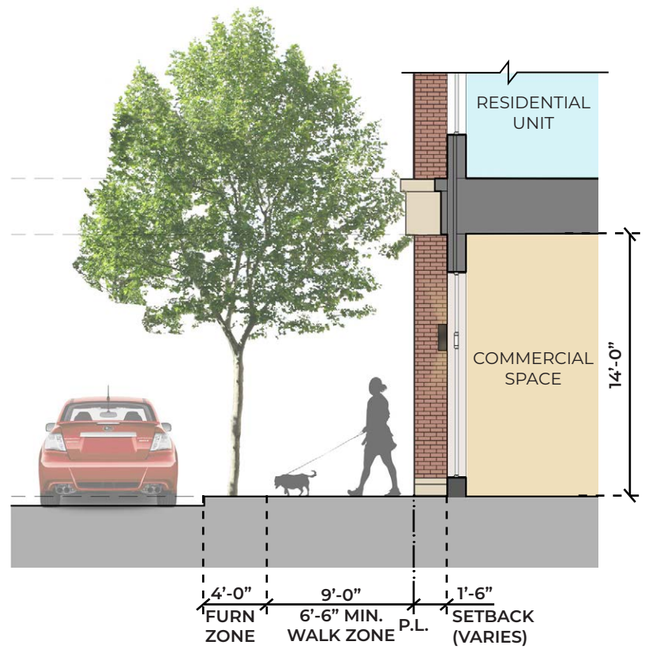

1 RIDGE AVE - COMMERCIAL ENTRY & PUBLIC ACCESS (LEFT CORNER OF BLDG)

A PERMEABLE PAVERS

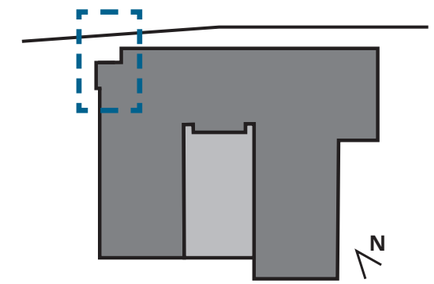
B BIKE RACK (ON SIDEWALK)

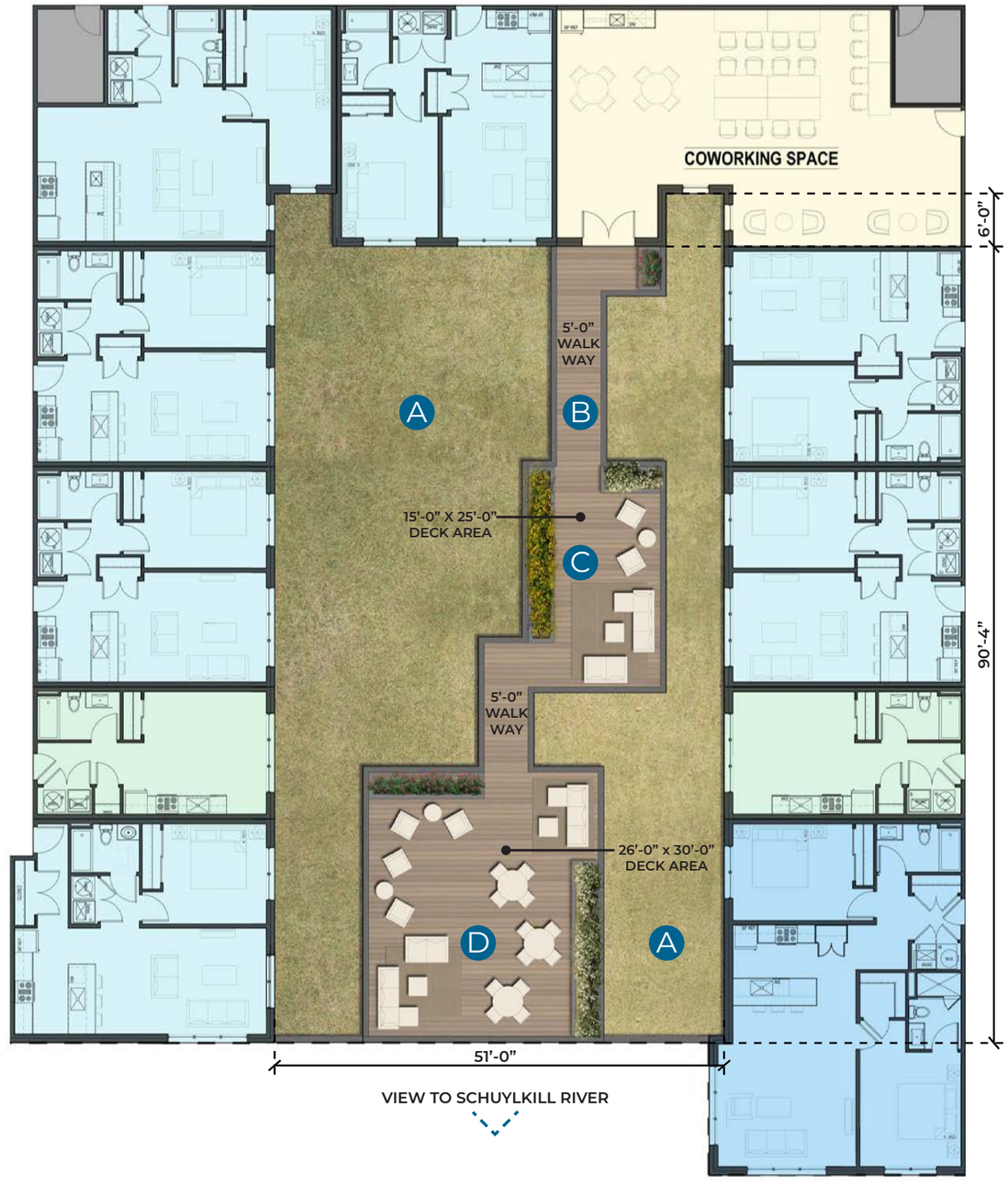


C STREET TREES




2 SIDEWALK SECTION

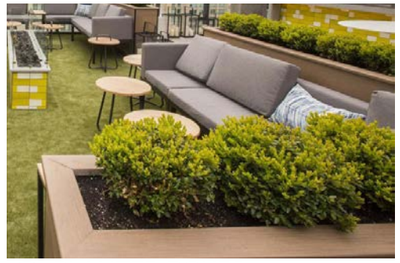





1 ENLARGED PLAN - SECOND FLOOR ROOF DECK

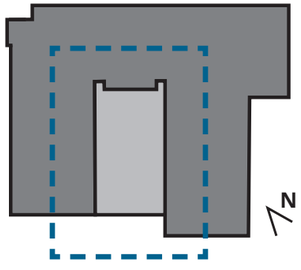
A GREEN ROOF
-SEE LANDSCAPE PLAN

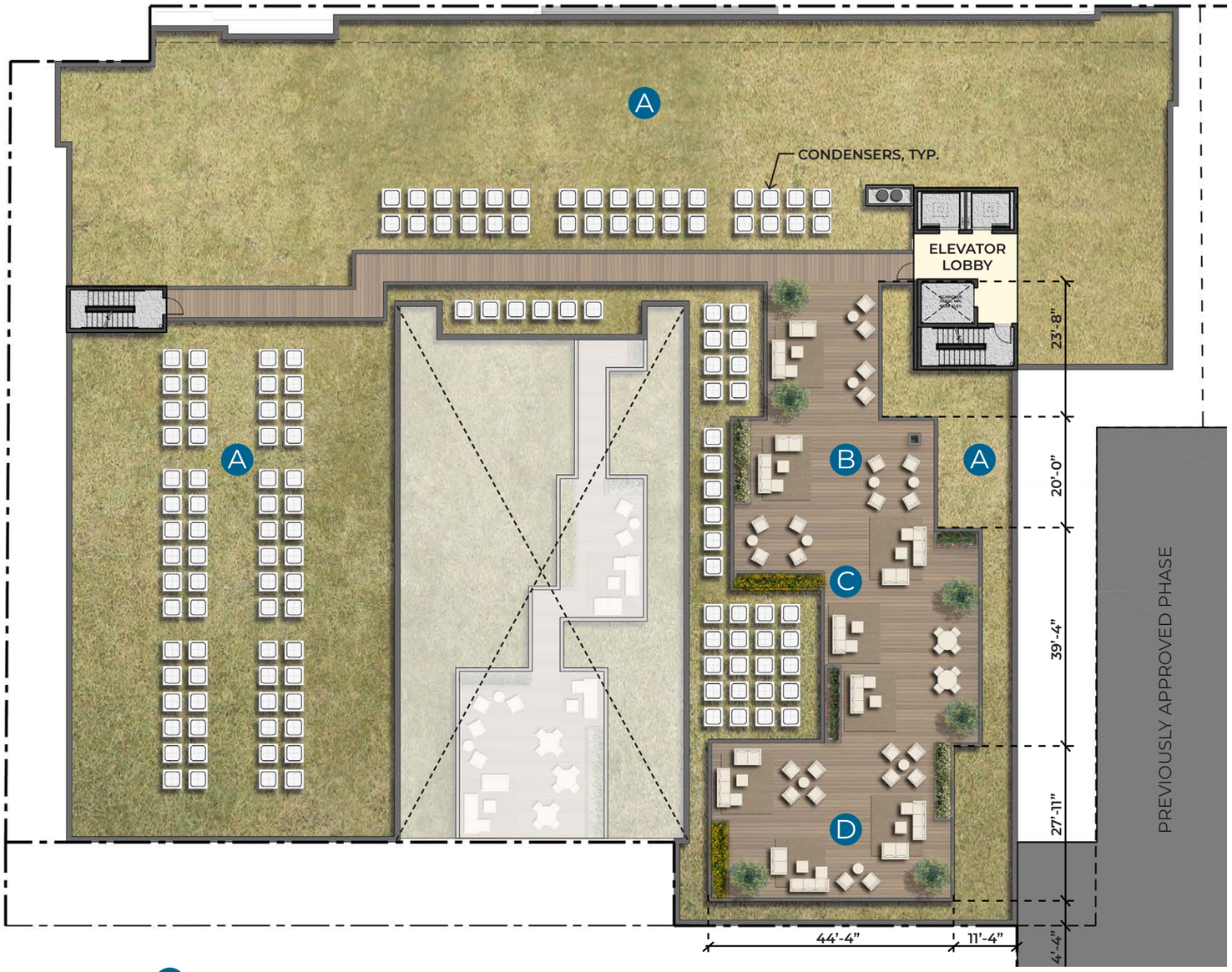
B COMPOSITE DECKING



C PLANTER BOXES

D OUTDOOR PATIO FURNITURE

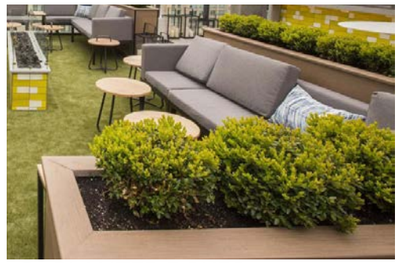





1 ENLARGED PLAN - OVERALL ROOF DECK

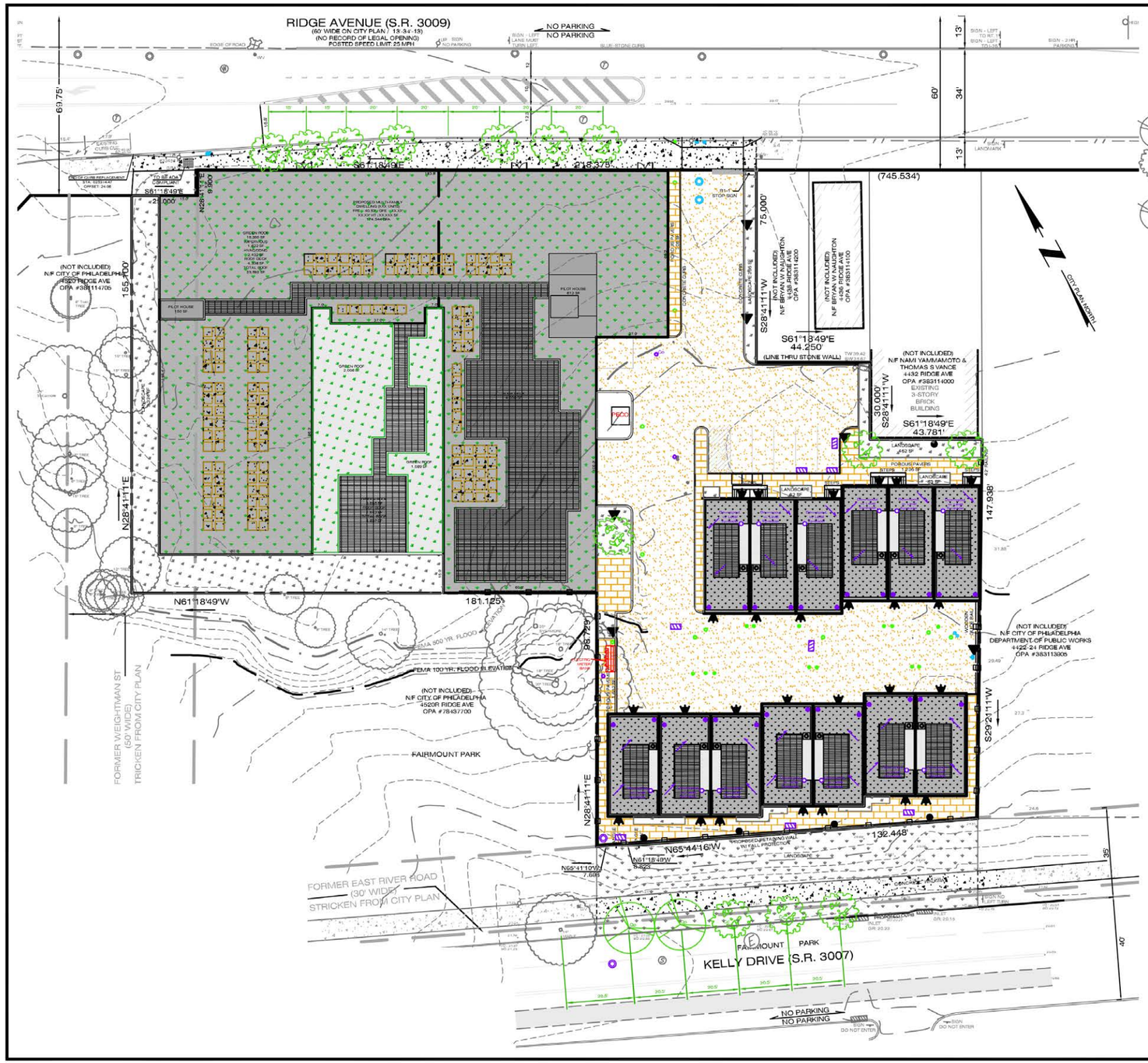
A GREEN ROOF
-SEE LANDSCAPE PLAN

B COMPOSITE DECKING



C PLANTER BOXES

D OUTDOOR PATIO FURNITURE




## PROPOSED PLANT LIST

Trees:

Street Trees

| # | CODE | BOTANICAL NAME | COMMON NAME | SIZE |
|---|---|---|---|---|
| 2 | QP | Quercus phellos | Willow Oak | 2.5-3" Cal. B&B |
| 13 | CC | Cercis canadensis | Eastern Redbud | 2.5-3" Cal. B&B |

Drive Area Trees

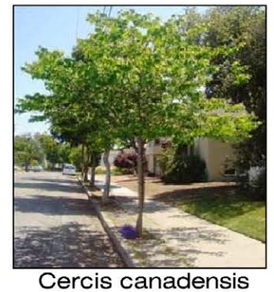
| | | | | |
|---|---|---|---|---|
| 2 | CC | Cercis canadensis | Eastern Redbud | 2.5-3" Cal. B&B |

Total: 6

Green Roof Plantings:

| | | |
|---|---|---|
| As Needed | Seedum | Mix |

Seedum Mix



Cercis canadensis
Eastern Redbud

Quercus phellos
Willow Oak

REVISIONS

4440-42 RIDGE AVENUE
Philadelphia, PA 19129
38TH WARD
OPA #383114300, 882052325

prepared for:
HOW Properties
1145 Forrest Street, Suite 300
Conshohocken, PA 19428

DAVID J. PLANTE, Professional Engineer PA. No. PE-043820-E

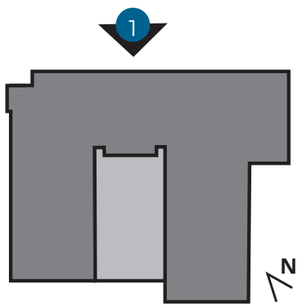
Ruggiero Plante Land Design
5900 Ridge Avenue Philadelphia, PA 19128
phone 215.508.3800 fax 215.508.3800 www.ruggieroplante.com

Plan Date:
February 12, 2020

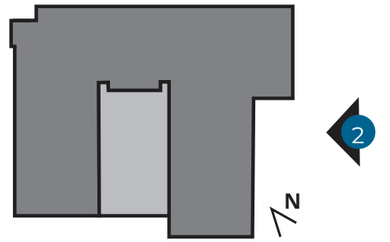
Scale: 1" = 40-0'
40' 20' 0 40'

Sheet Title:
LANDSCAPE PLAN
Sheet 1 of 1

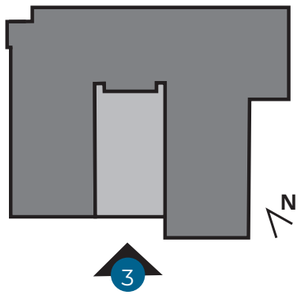

1 | RIDGE AVENUE (NORTH FACE)



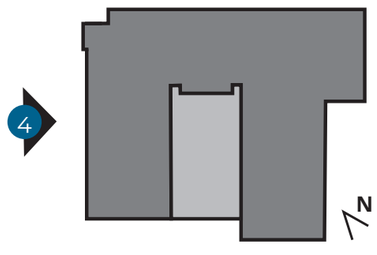

2 | INTERNAL STREET (EAST FACE)




3 | KELLY DRIVE (SOUTH FACE)




4 | PARK SIDE (WEST FACE)




1 

**PRECAST STONE CORNICE**
ARCHITECTURAL EMBELLISHMENT
AT FIRST FLOOR

2 

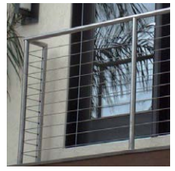
**BRICK VENEER**
GLEN-GERY 52-DD

3 

**BRICK VENEER - ROWLOCK SILL**
GLEN-GERY 52-DD

4 

**FIBER CEMENT LAP SIDING**
JAMES HARDIE, SMOOTH FINISH,
7” EXPOSURE, CUSTOM COLOR

5 

**METAL & CABLE**
**JULIET BALCONIES**
CUSTOM FABRICATED RAILING SYSTEM
AT JULIET BALCONIES
FRAME: PAINTED BLACK
CABLES: STAINLESS STEEL

6 

**FIBER CEMENT SIDING -**
**BOARD & BATTEN**
JAMES HARDIE, SMOOTH FINISH,
VERTICAL BOARD, GRAY SLATE

7 

**METAL PANEL**
BLACK ALUMINUM COMPOSITE PANEL
WITH SMOOTH FINISH

8 

**WINDOW FRAMES**
BLACK ALUMINUM STOREFRONT &
WINDOW SYSTEM AT COMMERCIAL &
FIRST FLOOR COMMON SPACES;
BLACK VINYL FRAMED WINDOWS AT
ALL UPPER STORIES

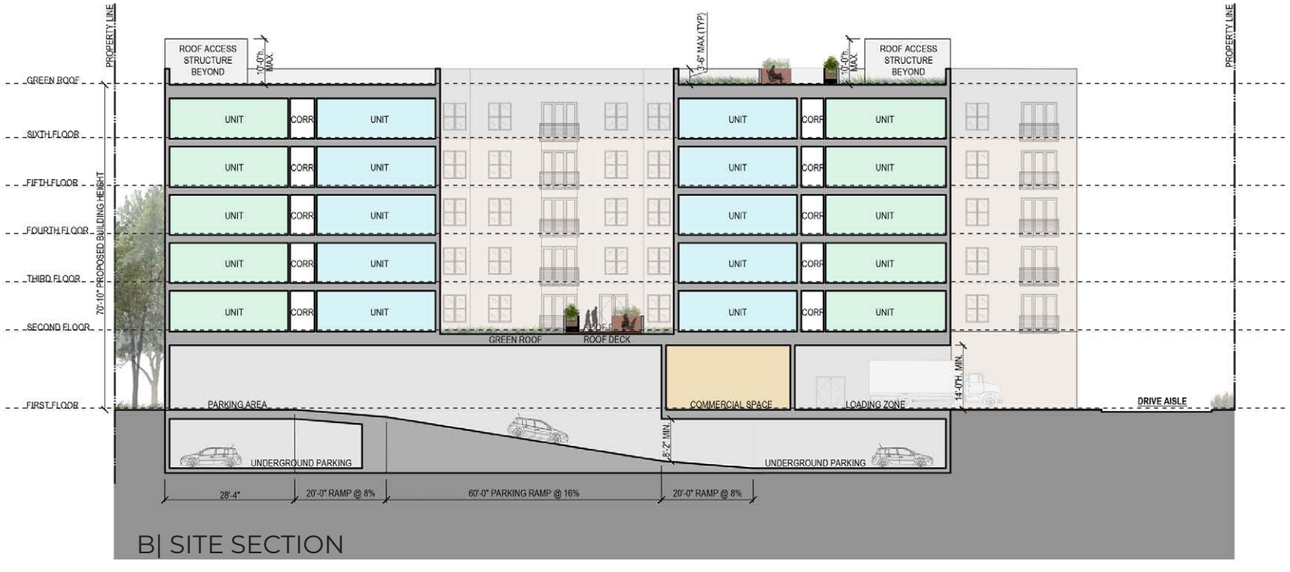
9 

**METAL SCREEN**
METAL SCREEN WITHIN BLACK
ALUMINUM STOREFRONT
AT PARKING AREA; BLACK TO MATCH
STOREFRONT

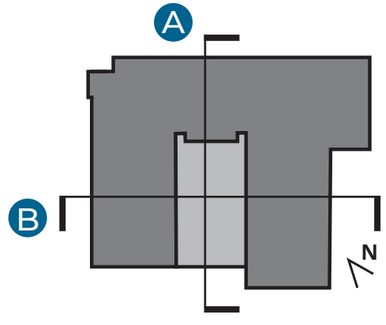
10 

**EXTERIOR LIGHTING**
BLACK UPLIGHT & DOWNLIGHT FIXTURES


A | SITE SECTION




B| SITE SECTION



## 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 adaptions 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.<br>- Bus 1 @ Ridge Ave & Merrick Rd<br>- Bus 61 @ Ridge Ave & Merrick Rd<br>- Bus R @ Ridge Ave & Merrick Rd |
| (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, all parking occurs within 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. | No<br>4/96 = 4.196% |
| (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] | Not applicable |
| (5) Bike Share Station | Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. | No, The bike share network doesn't extend to this part of the city |
| **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. | The lanscaping will take 3 years to establish, during which time it will need irrigation. After this period the on-site vegetation will be managed 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, 40.3% of the site is pervious - all pavers are pervious, and the roof is vegetated<br>24,501 SF of green roof / 60,752 Lot Area = 40.3% of site is pervious |
| (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 | Yes, this project conforms to the stormwater requirements of PWD, all stormwater on the roof will be via the green roof, and the remaining open area of the site is pervious and additional street runoff will be managed |
| (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. | All hardscapes will have a high reflectance of SRI>29. 40.3% of the site is covered w/a vegetated roof. The remaining 59.7% open area is hardscaped w/ light grey concrete sidewalk or vegetated areas or asphalt |
| **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] | 2018 IECC (RE) + PRESCRIPTIVE |
| (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]<br>☒Reduce energy consumption by achieving 10% energy savings or more from an established baseline using ASHRAE standard 90.1-2016 (LEED v4.1 metric). ☒Achieve certification in Energy Star for Multifamily New Construction (MFNC). ☒Achieve Passive House Certification | No Additional Measurements<br>Yes to energy star appliances + light fixtures<br>Not Energy Star Cert.<br>Not Passive House |
| (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] | Yes, compliant filters will be installed |
| (13) On-Site Renewable Energy | Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. | No, renewable energy will not be produced on-site. |
| **Innovation** | | |
| (14) Innovation | Any other sustainable measures that could positively impact the public realm. | Bike racks have been provided on Ridge Ave to promote this form of transportation. |

[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

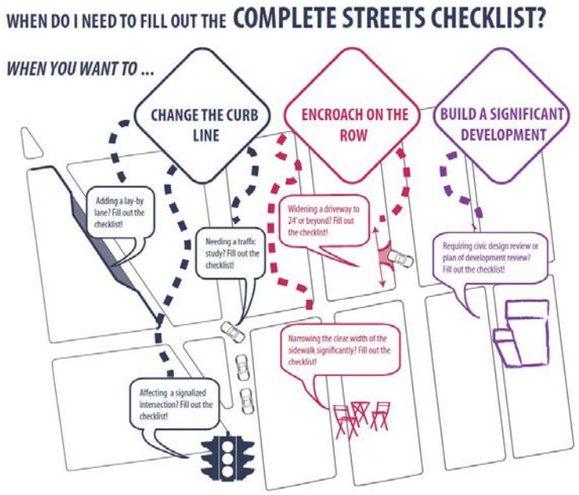
**Philadelphia City Planning Commission**

## 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




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.philadelphiastreets.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
   4440-42 Ridge Avenue
2. DATE
   03.24.2020
3. APPLICANT NAME
   Rustin Ohler [HarmanDeutschOhler Architecture]
4. APPLICANT CONTACT INFORMATION
   1225 N. 7th Street, 267-324-3601
5. PROJECT AREA: list precise street limits and scope
   60,752 SF
6. OWNER NAME
   4501 Kelly Partners, LP
7. OWNER CONTACT INFORMATION
   720 Fayette Street, Conshohocken, Pa 19428
   Phone: 484.531.7900
   Email: info@howgroup.com
8. ENGINEER / ARCHITECT NAME
   Rustin Ohler [HarmanDeutschOhler Architecture]
9. ENGINEER / ARCHITECT CONTACT INFORMATION
   1225 N. 7th Street, 267-324-3601
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/554386732058308617 8c4f34/

| STREET | FROM | TO | COMPLETE STREET TYPE |
|---|---|---|---|
| **Ridge Ave** | **NA** | **NA** | **Urban Arterial** |
| | | | |
| | | | |
| | | | |

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

**APPLICANT: General Project Information**

Additional Explanation / Comments: _____



# COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

**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 |
|---|---|---|
| **Ridge Ave.** | **13' / 13' / 13'** | **13' / 13'** |
| _____ | _____ / _____ / _____ | _____ / _____ |
| _____ | _____ / _____ / _____ | _____ / _____ |
| _____ | _____ / _____ / _____ | _____ / _____ |

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 |
|---|---|
| **Ridge Ave.** | **6' / 9' / 9'** |
| _____ | _____ / _____ / _____ |
| _____ | _____ / _____ / _____ |
| _____ | _____ / _____ / _____ |

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 |
|---|---|---|
| **Curbcut** | **24'** | **Ridge Ave.** |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

**PROPOSED** VEHICULAR INTRUSIONS

| INTRUSION TYPE | INTRUSION WIDTH | PLACEMENT |
|---|---|---|
| **NA** | **NA** | **NA** |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |



# COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

## PEDESTRIAN COMPONENT (continued)

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

**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<br>Existing / Proposed |
|---|---|
| **Ridge Ave.** | **0' / 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<br>Recommended / Existing / Proposed |
|---|---|
| **Ridge Ave.** | **4' / 4'/ 4'** |
| _____ | _____ / _____ / _____ |
| _____ | _____ / _____ / _____ |
| _____ | _____ / _____ / _____ |

| | | | | DEPARTMENTAL APPROVAL |
|---|---|---|---|---|
| 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 ☒ | NO ☐ | N/A ☐ | YES ☐ NO ☐ |
| ▪ Lighting | YES ☐ | NO ☐ | N/A ☒ | YES ☐ NO ☐ |
| ▪ Benches | YES ☒ | NO ☐ | N/A ☐ | YES ☐ NO ☐ |
| ▪ Street Trees | YES ☒ | NO ☐ | N/A ☐ | YES ☐ NO ☐ |
| ▪ Street Furniture | | | | |
| 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

**Philadelphia City Planning Commission**

## BUILDING & FURNISHING COMPONENT (continued)

| | | | | DEPARTMENTAL APPROVAL |
|---|---|---|---|---|
| 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 Existing / Proposed | ON SIDEWALK Existing / Proposed | OFF-STREET Existing / Proposed |
|---|---|---|---|---|
| **Ridge Ave.** | **52** | **0 / 0** | **0 / 5** | **13 / 46** |
| _____ | _____ | _____ / _____ | _____ / _____ | _____ / _____ |
| _____ | _____ | _____ / _____ | _____ / _____ | _____ / _____ |
| _____ | _____ | _____ / _____ | _____ / _____ | _____ / _____ |

| | | | | DEPARTMENTAL APPROVAL | |
|---|---|---|---|---|---|
| 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 ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| ▪ Buffered Bike Lane | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| ▪ Bicycle-Friendly Street | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| ▪ Indego Bicycle Share Station | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 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 ☒ | NO ☐ | | YES ☐ | NO ☐ |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? N/A | | | | 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 Existing / Proposed | DESIGN SPEED |
|---|---|---|---|---|
| _____ | _____ | _____ | _____ / _____ | _____ |
| _____ | _____ | _____ | _____ / _____ | _____ |
| _____ | _____ | _____ | _____ / _____ | _____ |
| _____ | _____ | _____ | _____ / _____ | _____ |

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

**APPLICANT: Vehicle / Cartway Component**

Additional Explanation / Comments: _____

**DEPARTMENTAL REVIEW: Vehicle / Cartway Component**

Reviewer Comments:

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



# COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

## URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

**APPLICANT: Urban Design Component**

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 |
|---|---|---|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

| | | | | DEPARTMENTAL APPROVAL | |
|---|---|---|---|---|---|
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time? | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 45. Does the design provide adequate clearance time for pedestrians to cross streets? | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 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? *If yes, City Plan Action may be required.* | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 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 ☐ | NO ☐ |
| ▪ Marked Crosswalks | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| ▪ Pedestrian Refuge Islands | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| ▪ Signal Timing and Operation | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| ▪ Bike Boxes | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |

**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: _____