



1525 AMERICAN ST

CIVIC DESIGN REVIEW

Date: 04.24.2020



LEONG
LEONG






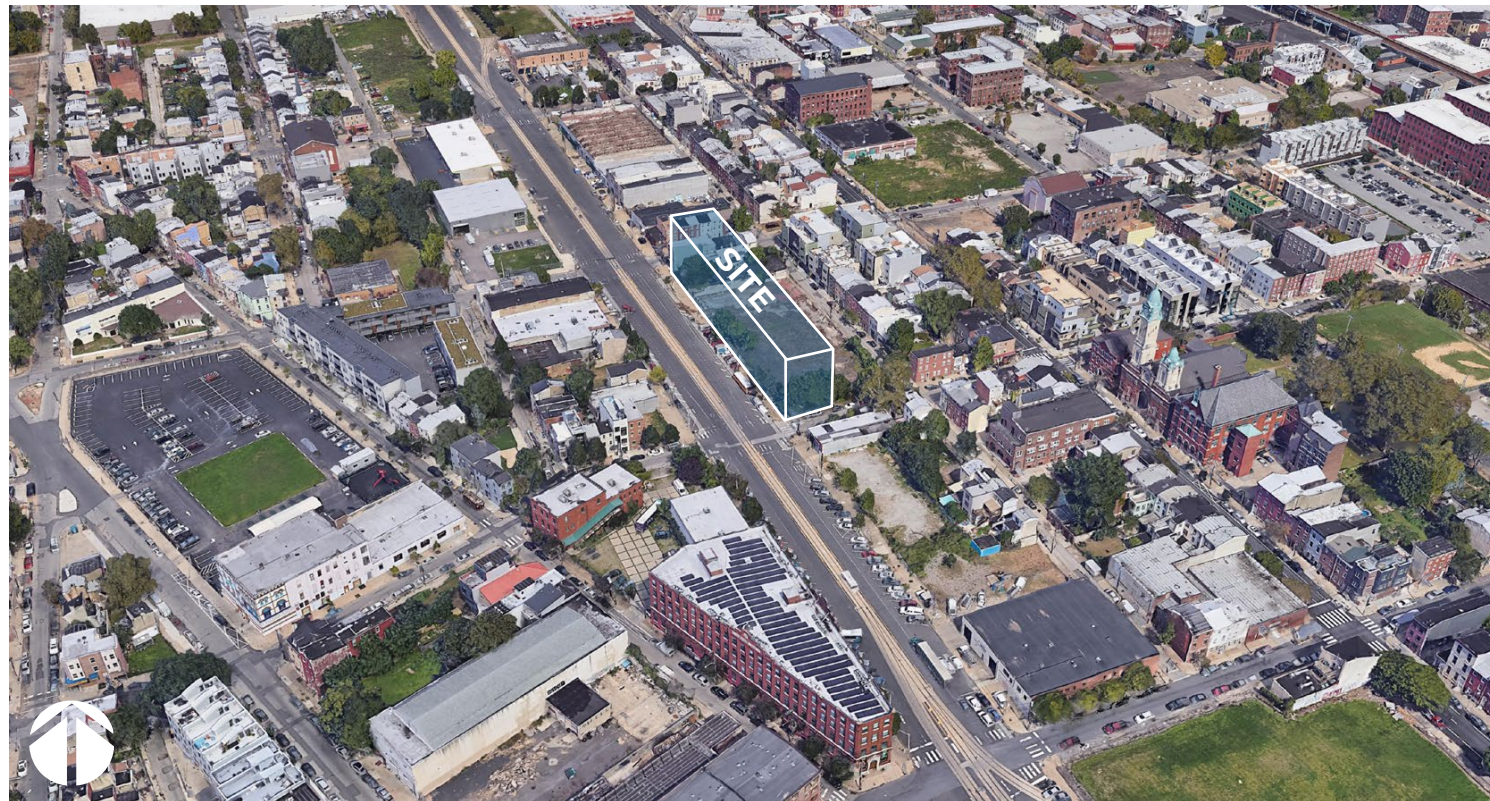
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- 1 The Site (1525 N. American St)
- 2 Crane Art
- 3 Dwell Philadelphia
- 4 La Salle Academy
- 5 St Michael Church
- 6 Hancock Playground
- 7 John Moffet Elementary School
- 8 ACME Supermarket
- 9 Philadelphia District Health Dept
- 10 James R. Ludlow School
- 11 Kensington High School
- 12 Cruz Playground
- 13 Liberty Square

-  Septa Public Transportation
-  MFL Line
-  Trolley Line Route



1 SITE FROM W GIRARD AVE



2 SITE FROM N 2ND ST



3 STREET VIEWS



- | | | |
|--------------------------------------|---------|---|
| NEIGHBORHOOD COMMERCIAL MIX-USE-1 | CMX-1 | ● |
| NEIGHBORHOOD COMMERCIAL MIX-USE-2 | CMX-2 | ● |
| COMMUNITY COMMERCIAL MIXED-USE | CMX-3 | ● |
| INDUSTRIAL COMMERCIAL MIX-USE | ICMX | ● |
| INDUSTRIAL RESIDENTIAL MIX-USE | IRMX | ● |
| RESIDENTIAL MIX-USE-1 | RM-1 | ● |
| RESIDENTIAL SINGLE-FAMILY ATTACHED-5 | RSA-5 | ● |
| ACTIVE PARKS AND OPEN SPACE | SP-PO-A | ● |



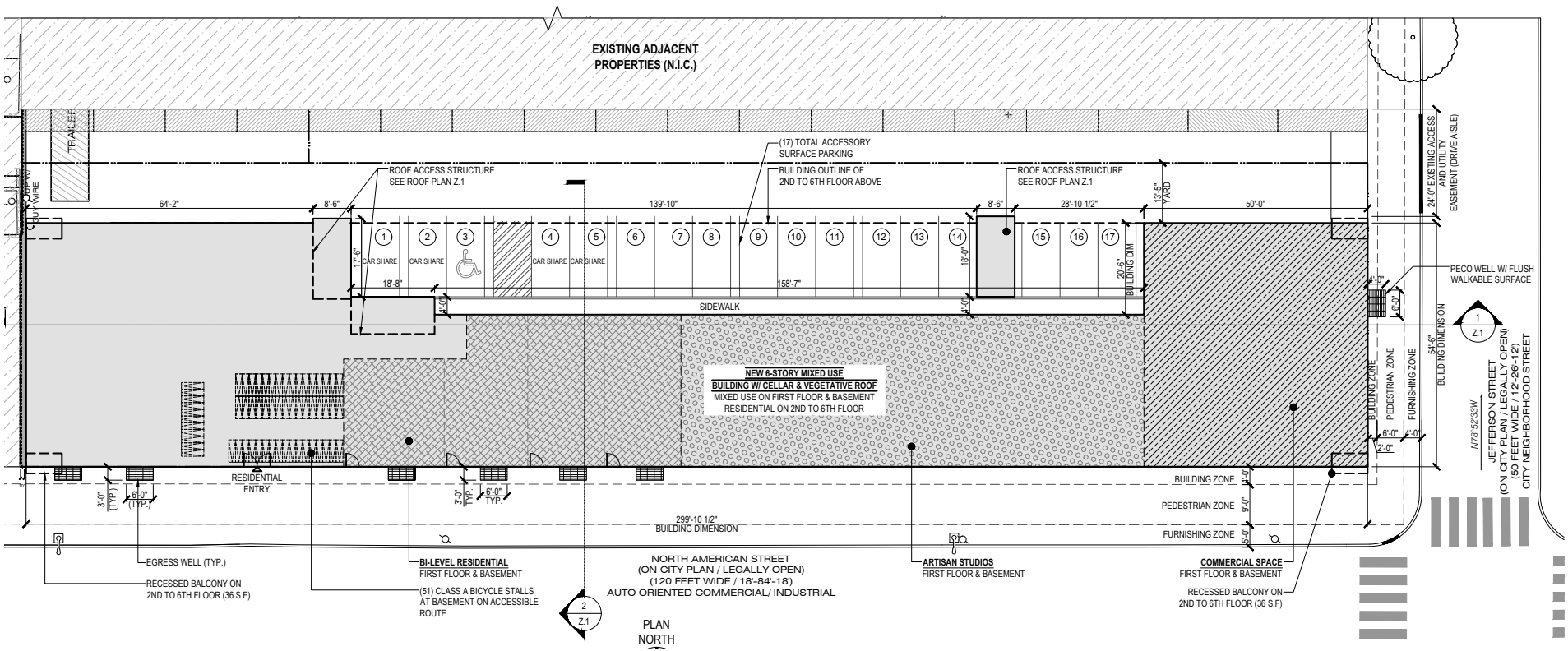
ZONING CHART

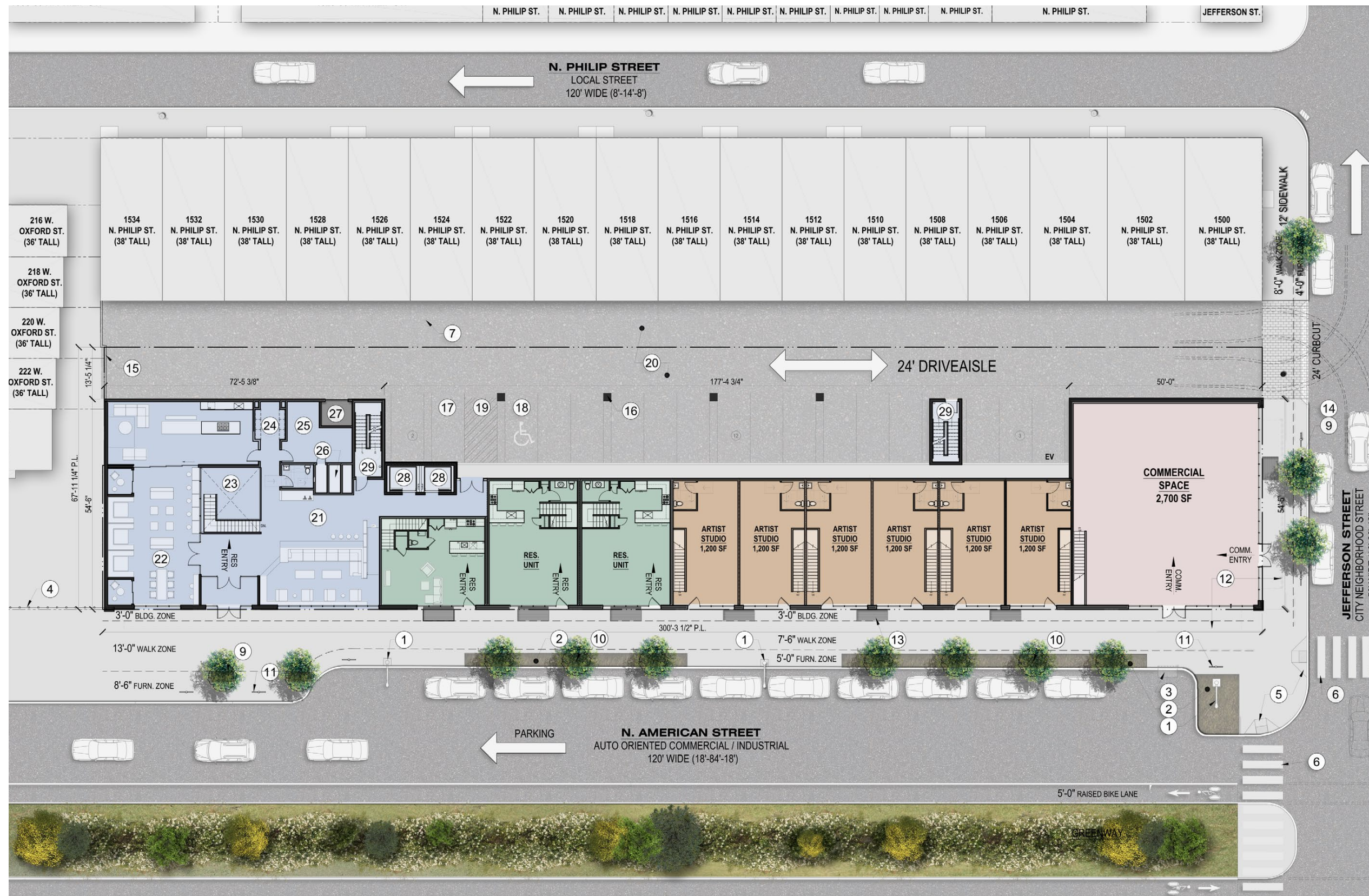
BASE DISTRICT:	IRMX
ABUTTING DISTRICT:	IRMX / RSA-5
DISTRICT ACROSS STREET:	ICMX / RSA-5
LOT AREA:	20,453 SF (.047 AC)
USE:	VACANT COMMERCIAL ARTISON STUDIOS (50% OF 1st FL GFA) (110) DWELLING UNITS

DIMENSIONAL STANDARDS: REQUIRED		PROPOSED
OPEN AREA:	4,091 SF (20%)	7,531 SF (36.82%)
OCCUPIED AREA:	16,362 SF (80%)	12,922 SF (63.18%)
FRONT YARD SETBACK:	0'	0'
SIDE YARD:	0'	0'
REAR YARD:	0'	13'-5"
HEIGHT:	72'	72'
GFA:	102,265 SF (500%)	89,539 SF (437.77%)
STREET TREES:	10	11
PARKING: REQUIRED		PROPOSED
AUTO PARKING:	33 SP (1) ADA	17 SP (1) ADA (4) CARSHARE (1) EV
BIKE PARKING:	36 STALLS	51 TYPE 1A STALLS

RIGHT-OF-WAY COMPONENTS:		
	JEFFERSON ST	N. AMERICAN ST
FURNISHING ZONE:	4'	5'
PEDESTRIAN ZONE:	8'	7'-6"MIN
BUILDING ZONE:	0'	3'

ENCROACHMENTS (TYP.):	GERMANTOWN AVE	N. AMERICAN ST
STAIR :	0'	0'
EGRESS WELLS:	0'	3'
PECO WELLS:	4'	0'





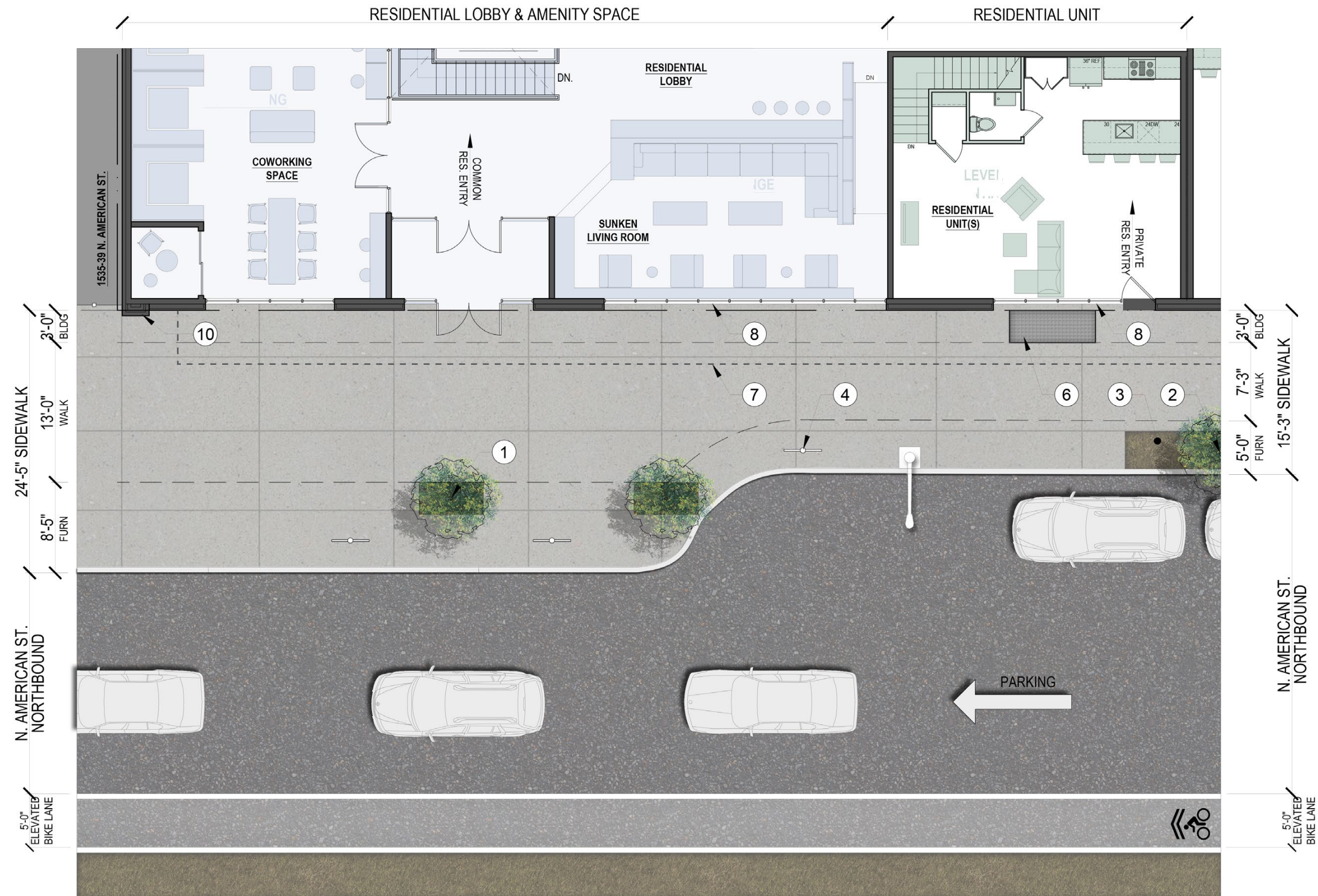
SITE PLAN

GROUND FLOOR

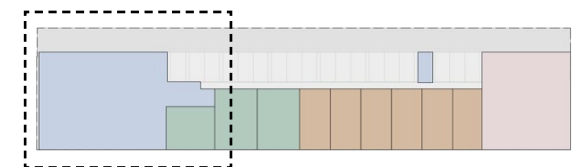
- AMENITY SPACE
- RESIDENTIAL UNITS
- ART STUDIO
- COMMERCIAL SPACE

KEYED NOTES:

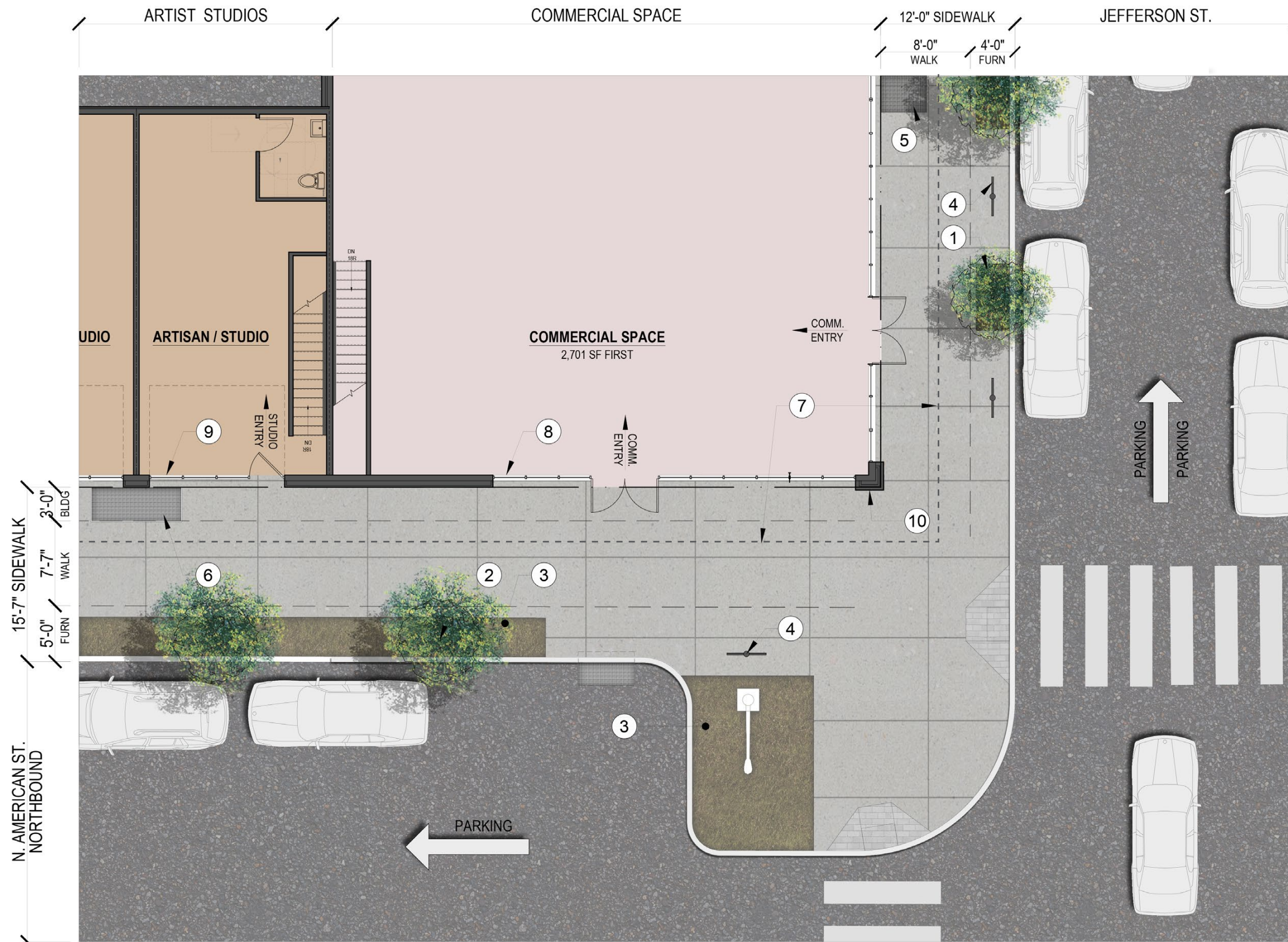
- 1 EXISTING STREET LAMP
- 2 EXISTING LANDSCAPED AREA
- 3 EXISTING STORM-WATER INLET
- 4 EXISTING 6' HIGH CHAIN-LINK FENCE
- 5 EXISTING ADA CORNER RAMP
- 6 EXISTING CROSS WALKS
- 7 EXISTING PROJECTED DECK ABOVE
- 8 EXISTING SHARED DRIVE AISLE
- 9 PROPOSED STREET TREE - W/ ENLARGED PITS, 3' x 6'
- 10 PROPOSED STREET TREE
- 11 PROPOSED BICYCLE RACK
- 12 PROPOSED PROJECTED AWNING ABOVE
- 13 PROPOSED EGRESS WELL W/ WALK-ABLE STEEL GRATE FLUSH W/ SIDEWALK
- 14 PROPOSED STAMPED CONCRETE
- 15 PROPOSED 6' HIGH WOOD FENCE
- 16 PROPOSED STRUCTURAL COLUMN
- 17 PROPOSED 8.5' x 18' PARKING STALL
- 18 PROPOSED 8.5' x 18' ADA PARKING STALL
- 19 PROPOSED 8' x 18' ADA ACCESS AISLE
- 20 PROPOSED TWO-WAY DRIVE AISLE
- 21 RESIDENTIAL LOBBY
- 22 CO-WORKING / AMENITY SPACE
- 23 AREA OPEN TO BASEMENT BELOW
- 24 MAIL ROOM
- 25 PACKAGE ROOM
- 26 TRASH / RECYCLING CHUTE
- 27 TRASH / RECYCLING LIFT FROM BASEMENT
- 28 ELEVATOR
- 29 STAIR TOWER



- PROPOSED STREET TREE IN ENLARGED 3'x6' PIT
- PROPOSED STREET TREE
- LANDSCAPED AREA
- PROPOSED BIKE RACK
- PECO ACCESS WELL
- EGRESS WELL W/ FLUSH GRATE
- PROJECTED AWNING ABOVE STOREFRONT SYSTEM
- GLASS OVERHEAD DOOR
- CONCRETE PILASTER



1



- ① PROPOSED STREET TREE IN ENLARGED 3'x6' PIT
- ② PROPOSED STREET TREE
- ③ LANDSCAPED AREA
- ④ PROPOSED BIKE RACK
- ⑤ PECO ACCESS WELL
- ⑥ EGRESS WELL W/ FLUSH GRATE
- ⑦ PROJECTED AWNING ABOVE
- ⑧ STOREFRONT SYSTEM
- ⑨ GLASS OVERHEAD DOOR
- ⑩ CONCRETE PILASTER



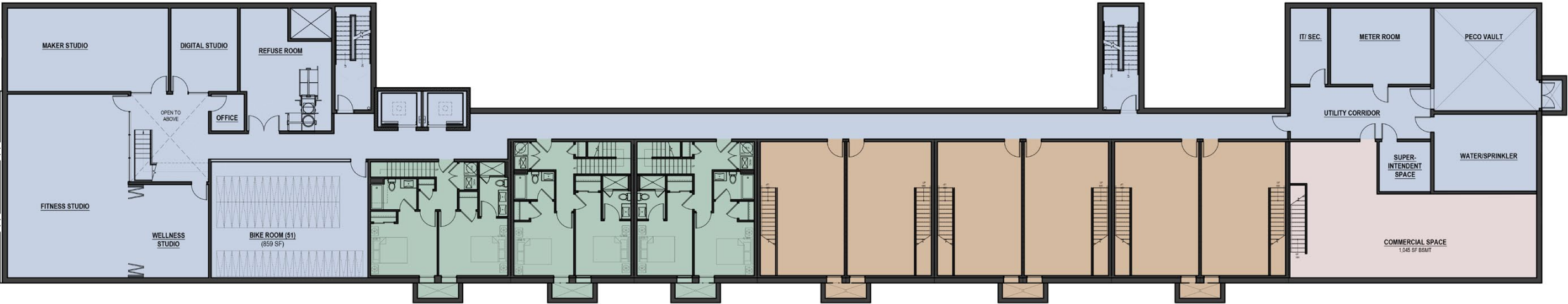
1

FLOOR PLANS



2ND - 5TH FL PLANS

- 6-Story Structure
- 2,701sf Commercial
- 12,922sf Residential
- (110) Dwelling Units
- (17) Parking Stalls
 - (1) ADA Stalls
 - (1) Electric Stalls
 - (4) Carshare
- (51) Bicycle Parking Class 1A



BASEMENT

- AMENITY SPACE
- RESIDENTIAL UNITS
- ART STUDIO
- COMMERCIAL SPACE

FLOOR PLANS



ROOF PLAN

- 6-Story Structure
- 2,701sf Commercial
- 12,922sf Residential
- (110) Dwelling Units
- (17) Parking Stalls
 - (1) ADA Stalls
 - (1) Electric Stalls
 - (4) Carshare
- (51) Bicycle Parking Class 1A



6TH FL PLAN

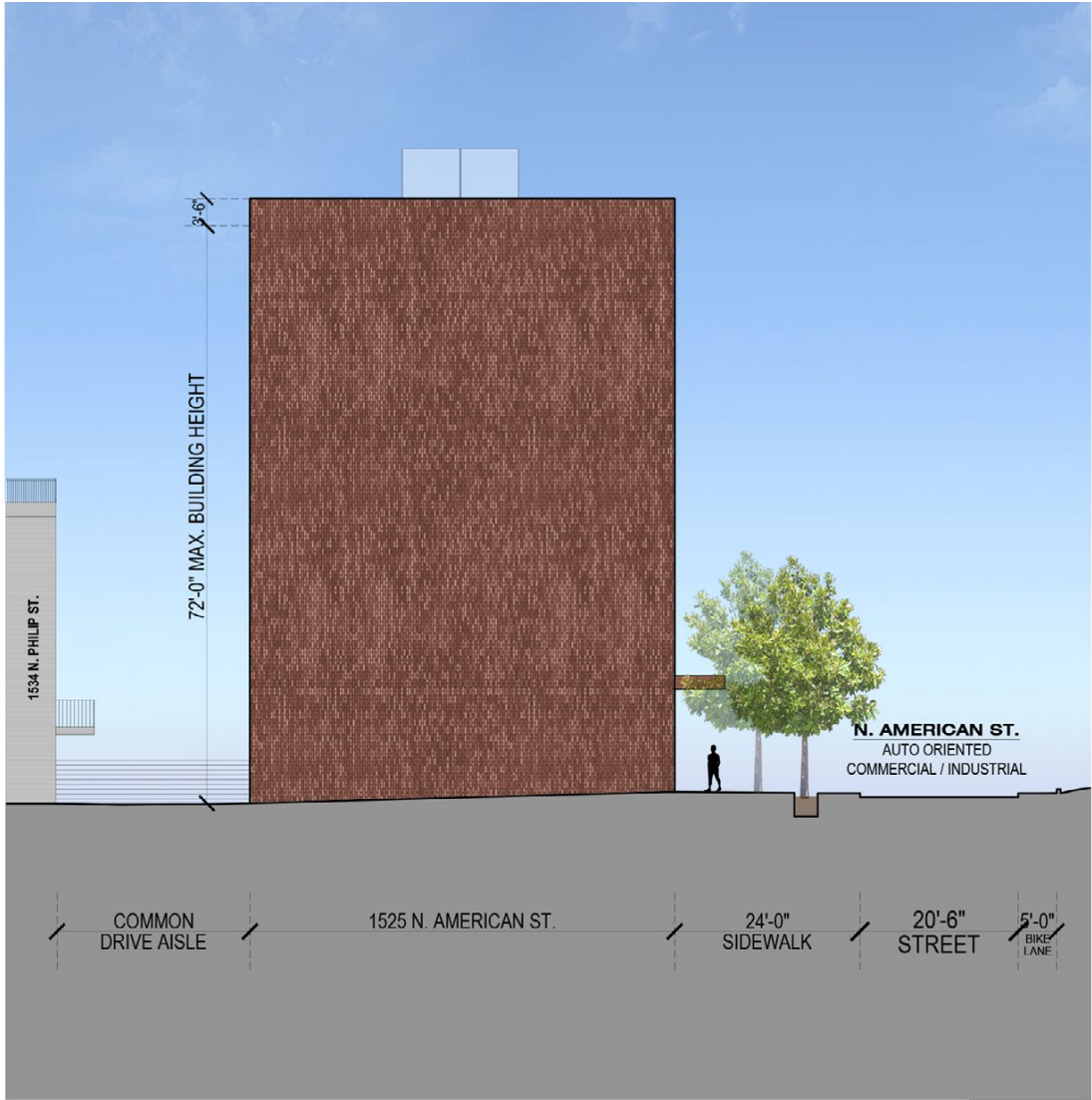
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- ART STUDIO
- COMMERCIAL SPACE



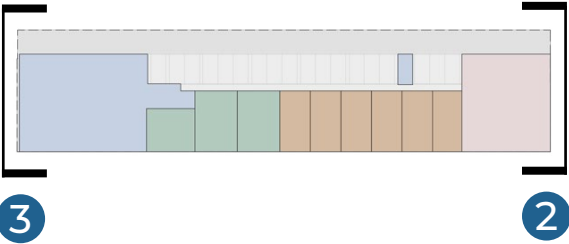
1 | AMERICAN ST



2 | JEFFERSON ST

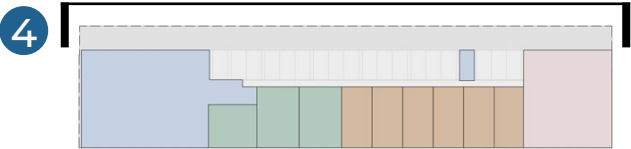


3 | PARTY WALL



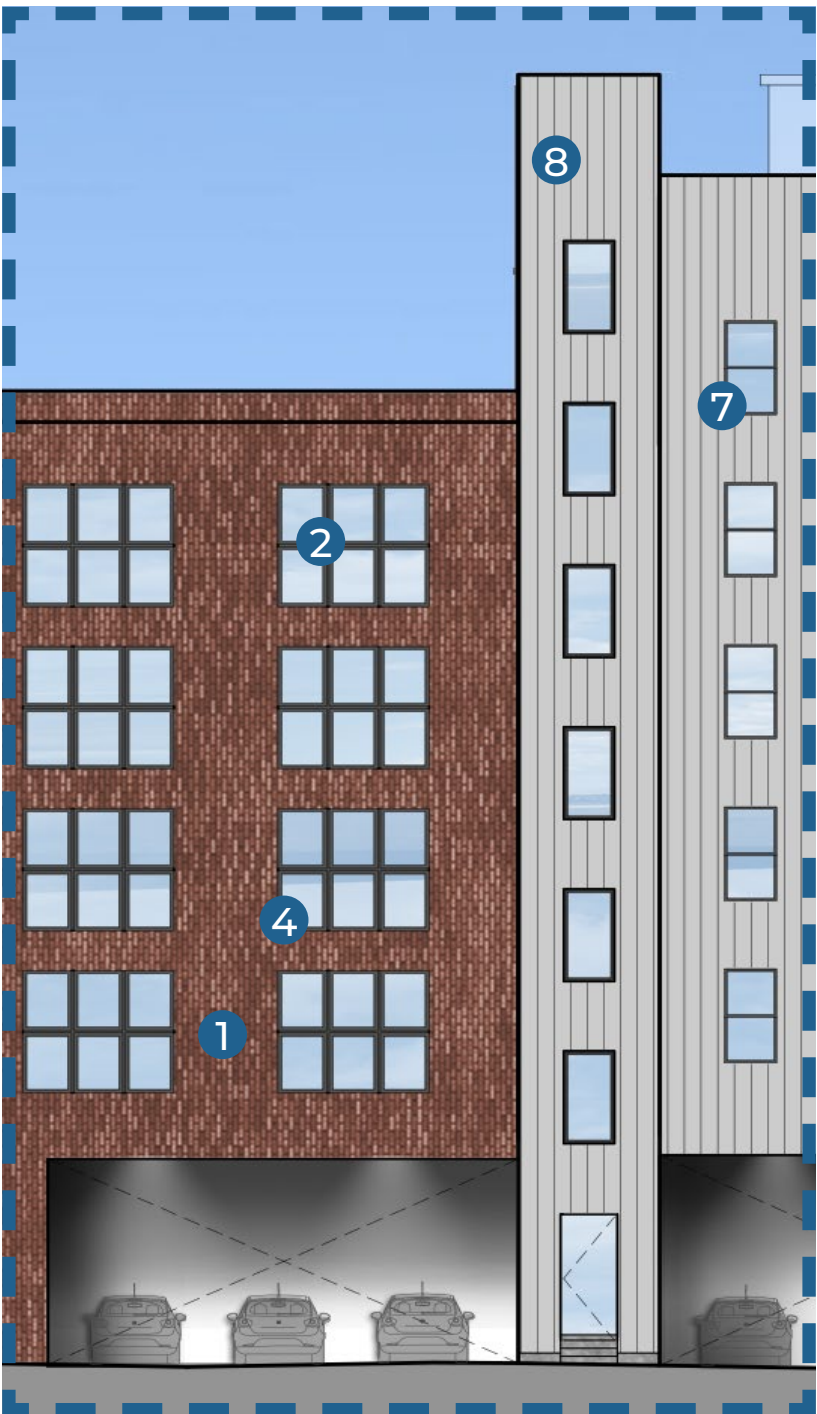


4 | REAR





FRONT ELEVATION



REAR ELEVATION

1



GLEN-GERY BRICK
VERTICAL STACKED BOND
53DD (RED)

2



GLEN-GERY BRICK
HORIZONTAL STACKED BOND
53DD (RED)

3



**CAST-IN-PLACE
CONC. PANEL**

4



BLACK WINDOWS
AWNING OVER FIXED

5



GLASS OVERHEAD DOOR

6



STORE FRONT SYSTEM

7



DOUBLE HUNG WINDOW

8



STANDING SEAM SIDING









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. - Bus @ American + Oxfort - Bus @ American + Jefferson
(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.	100% of parking area is covered
(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.	1/17 = 5.8%
(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, no bike share stations are Proposed

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 landscaping 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, green roof = 12,922 (.66) = 8,528 8,528 / 2-453 = 41.7% of site is vegetated.
(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, all stormwater on the roof will be managed via the green roofs @ the 2nd floor and 6th floor
(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. The remaining 36.82% of open area is hardscaped w/ light grey concrete pavers
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 ☑Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No Additional Measurements

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ☑Achieve certification in Energy Star for Multifamily New Construction (MFNC). ☑Achieve Passive House Certification	Yes to energy star appliances + light fixtures Not Energy Star Cert. 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 along all street footages 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



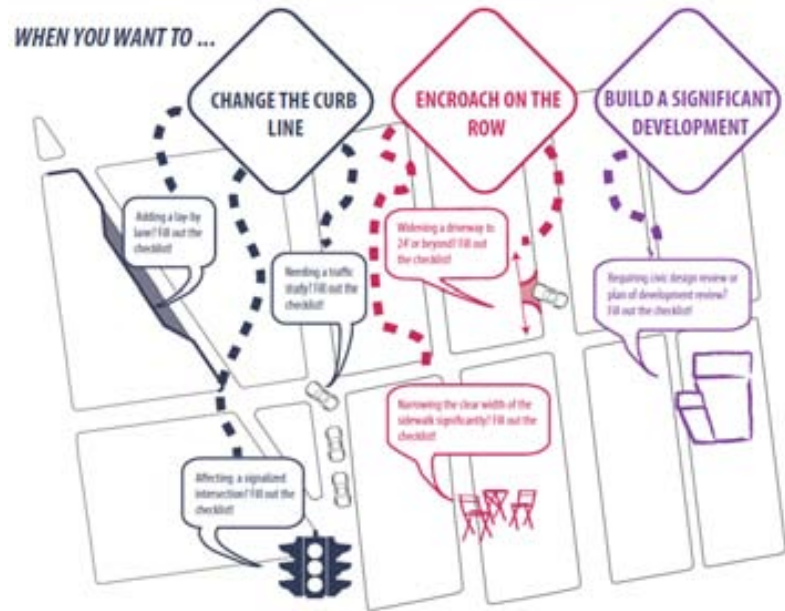
INSTRUCTIONS

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>

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



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



COMPLETE STREETS HANDBOOK CHECKLIST

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GENERAL PROJECT INFORMATION

1. PROJECT NAME

1501-25 N. American Street
2. DATE

04.24.2020
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

20,452 SF
6. OWNER NAME

6 Acre Capital

OWNER CONTACT INFORMATION

750 lexington ave 8th floor, NYNY, 1002
7. ENGINEER / ARCHITECT NAME

Rustin Ohler [HarmanDeutschOhler Architecture]
8. ENGINEER / ARCHITECT CONTACT INFORMATION

1225 N. 7th Street, 267-324-3601

9. 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
N. American St.	Oxford St.	Jefferson St.	Auto Oriented Comm / Industrial
Jefferson St.	N. American St.	N. Philip St.	Local 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 ☒ NO ☐

b. Street Furniture such as bus shelters, honor boxes, etc.

YES ☒ NO ☐ N/A ☐

c. Street Direction

YES ☒ NO ☐

d. Curb Cuts


YES ☒ NO ☐ N/A ☐

e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.

YES ☒ NO ☐ N/A ☐

f. Building Extensions into the sidewalk, such as stairs and stoops

YES ☒ NO ☐ N/A ☐
- APPLICANT: General Project Information

Additional Explanation / Comments: _____
- DEPARTMENTAL REVIEW: General Project Information
- 3
- 4
-  harman
deutsch
ohler
architecture
- 1525 N. AMERICAN ST
- COMPLETE STREETS HANDBOOK CHECKLIST
- 25

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>
N. American St.	18' / 18' / 18'	18' / 18'
Jefferson St.	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>
N. American St.	6' / 13' / 9'
Jefferson St.	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
Curbscut	24'	Jefferson St.
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

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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

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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
N. American St.	0' / 3'
Jefferson St.	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 Recommended / Existing / Proposed
N. American St.	5' / 5' / 5'
Jefferson St.	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

Lighting

Benches

Street Trees

Street Furniture

YES ☒

NO ☐

N/A ☐

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☐

N/A ☒

YES ☒

NO ☐

N/A ☐

YES ☒

NO ☐

N/A ☐

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

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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:

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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
N. American St.	36	0 / 0	0 / 4	0 / 51
	NA	0 / 0	0 / 0	0 / 0
	NA	0 / 0	0 / 0	0 / 0
		/	/	/

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"/> |
| Buffered Bike Lane | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| Bicycle-Friendly Street | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| Indego Bicycle Share Station | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" 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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|-----------------------------|------------------------------|---|
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?
- | | | | |
|---|-----------------------------|------------------------------|--|
| YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|-----------------------------|------------------------------|--|

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | | |
|---|---|-----------------------------|---|
| 28. Does the design limit conflict among transportation modes along the curb? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input 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 checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input 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? | N/A | | 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
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design? P

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission.

YES ☐ NO ☒

35. Will the public right-of-way be used for loading and unloading activities?

YES ☐ NO ☒

36. Does the design maintain emergency vehicle access?

YES ☒ NO ☐

37. Where new streets are being developed, does the design connect and extend the street grid?

YES ☐ NO ☐ N/A ☒

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

YES ☒ NO ☐ N/A ☐

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

YES ☒ NO ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES ☒ NO ☐ N/A ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES ☒ NO ☐ N/A ☐

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 ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

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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 <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <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?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <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>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <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	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input checked="" 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 checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <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?	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: _____

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: _____