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</table>
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-2020-002081

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

The proposed construction creates more than 100,000 sq. ft. of new gross floor area and creates more than 100 additional dwelling units.

**PROJECT LOCATION**

Planning District: Lower North
Council District: 5

Address: 2630 West Girard Ave.

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

**CONTACT INFORMATION**

Applicant Name: David Gest, Esq. / Ballard Spahr LLP
Primary Phone: 215-864-8143

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

Property Owner: 27th & Girard Limited Partnership
Developer: ADCO / Callahan Ward
Architect: ISA

**SITE CONDITIONS**

Site Area: 54,629 sq. ft.

Existing Zoning: CMX-3

Are Zoning Variances required? Yes No X

Proposed Use:

- Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
  - Building #1: 56,064 sq. ft. multi-family residential use (56 dwelling units), 9,306 sq. ft. retail use
  - Building #2: 38,304 sq. ft. multi-family residential use (56 dwelling units)
  - Building #3: 32,832 sq. ft. multi-family residential use (48 dwelling units)

- Proposed # of Parking Units:
  - 46 vehicle parking spaces, 56 bicycle parking spaces

**COMMUNITY MEETING**

Community meeting held: Yes No X
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held: [To be confirmed]

Date: _________ Time: _________

**ZONING BOARD OF ADJUSTMENT HEARING**

ZBA hearing scheduled: Yes No X
If yes, indicate the date hearing will be held:

Date: _________
SITE PHOTOS

1. Intersection view
2. Street sign close-up
3. Street view
4. Site plan overlay on street view

POPLAR ST
GIRARD AVE
27TH ST.
TANEY ST.
CHANG ST.
W GIRARD AVE / CONTEXT
CONCEPT

01
HOLD SITE EDGES

02
RELATE TO NEIGHBORHOOD ROWHOUSE SCALE + TYPOLOGY

03
ADD COMMERCIAL STOREFRONT AND ADJUST FOR SLOPED SITE
CONCEPT

SITE DIAGRAM

ROWHOUSE FABRIC

COMMERCIAL CORRIDOR
<table>
<thead>
<tr>
<th>TYPE</th>
<th>SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SURFACE PARKING</td>
<td>46</td>
</tr>
<tr>
<td>BICYCLE PARKING</td>
<td></td>
</tr>
<tr>
<td>CLASS 1-A</td>
<td>56</td>
</tr>
<tr>
<td>EXTERIOR</td>
<td>22</td>
</tr>
<tr>
<td>TOTAL</td>
<td>78</td>
</tr>
</tbody>
</table>

2 ADA PARKING SPACES
3 ELECTRIC CHARGING STATIONS
INTERNAL PEDESTRIAN CIRCULATION

- PEDESTRIAN WALKWAY
- CIRCULATION PEDESTRIAN ENTRY/EXIT
- QUAD UNIT ENTRIES OFF STREET AND COURTYARD
- MULTIFAMILY BLDG ENTRY
- RETAIL ENTRY
- RETAIL ENTRY
UNIT TYPES

- MULTIFAMILY
- RETAIL
ALL PROPOSED BUILDING TYPES ARE TO BE CONSTRUCTED WITH THE SAME MATERIAL AND TEXTURE PALETTE. THE PRIMARY BUILDING FACADE IS SPLIT BETWEEN CORRUGATED METAL SIDING AND MODULAR BRICK VENEER ON THE FRONT ELEVATIONS AND HORIZONTAL LAP SIDING PLANKS ON THE COURTYARD ELEVATIONS. RECESSED AREAS (TERRACES, ENTRANCES, CARPORTS) ARE CLAD IN ACCENT LAP SIDING PLANKS.


<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>METAL</th>
<th>FIBER CEMENT</th>
<th>BRICK</th>
<th>CONCRETE</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRODUCT</td>
<td>CORRUGATED METAL W/ MATCHING TRIM</td>
<td>HORIZONTAL LAP SIDING</td>
<td>MODULAR BRICK VENEER</td>
<td>Poured in Place Concrete</td>
</tr>
<tr>
<td>COLOR/ FINISH</td>
<td>LIGHT GREY</td>
<td>• LIGHT GREY • MEDIUM GREY • BURNT ORANGE</td>
<td>BROWN / RED</td>
<td>SEALED</td>
</tr>
<tr>
<td>LOCATION</td>
<td>• UPPER FACADE, STREET FRONTING ELEVATIONS</td>
<td>• COURTYARD ELEVATIONS • ROOF DECKS</td>
<td>• LOWER FACADE, QUADS</td>
<td>• STOOPS</td>
</tr>
</tbody>
</table>
GIRARD AVE ELEVATIONS

INDIVIDUAL UNIT TERRACES

01_GIRARD AVE ELEVATION

02_COURTYARD NORTH

MATERIAL LEGEND

CORRUGATED METAL  DARK RED BRICK  PAINTED FIBER CEMENT SIDING  CONCRETE

0102

MULTIFAMILY
UNIT PLANS - MULTIFAMILY

UNIT TYPES
- 1 BEDROOM
- 2 BEDROOM
- RETAIL
- RES. AMENITY

# |
---|
42 UNITS
14 UNITS
9,300 GROSS SF
1,900 GROSS SF

L1: LOBBY
L2: RES. AMENITY
L3: RETAIL

UNIT TYPES
- 1 BEDROOM
- 2 BEDROOM
- RETAIL
- RES. AMENITY

# |
---|
42 UNITS
14 UNITS
9,300 GROSS SF
1,900 GROSS SF
TANEY ST + GIRARD - SW VIEW
QUADPLEX

UNIT TYPES
QUADPLEX TYPE A
QUADPLEX TYPE B
QUADPLEX SECTION

UNIT TYPES
- 1 BEDROOM
- 2 BEDROOM

1 BEDROOM 2 BEDROOM

T.O. ROOF (AVG)
MEZZANINE
3RD FLOOR
2ND FLOOR
1ST FLOOR
CELLAR

45'-0" MAX

W GIRARD AVE / QUADPLEX
# Appendix - Summary of Sustainable Design Elements

## Categories

<table>
<thead>
<tr>
<th>Location and Transportation</th>
<th>Benchmark</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a 0.5-mile (800-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations. This project is located by both a bus stop (SEPTA Bus Routes 7, 48, 49) and Trolley Stop (SEPTA Trolley Route 15) located within a 0.5 mile of the corner of Girard Avenue and 37th Street. This project is also located approximately 50-feet from the main entrance.</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>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. All proposed parking areas for the project are located in the interior of the site, screened by the proposed buildings. Parking lot has been reduced to 30% of the site area. A) Manage parking spaces to include site share parking space and to include site landscape. From 60% 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.</td>
</tr>
<tr>
<td>(3) Green Vehilces</td>
<td>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.</td>
</tr>
<tr>
<td>(4) Railway Setbacks (Including frontages facing trolley/light rail or enclosed subsurface rail lines or subways)</td>
<td>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 65dBA. If setback used, specify distance.</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. This project is preparing bicycle infrastructure inside and outside the building for use by residents and the general public. In addition, there is an existing &quot;biket&quot; bike share station located near 27th St and Girard that we anticipate will remain after construction.</td>
</tr>
</tbody>
</table>

## Energy and Atmosphere

| (8) Rainwater Management | Conform to the stormwater requirements of the Philadelphia Water Department (PWS) and either: A) Develop a green street and donate it to PWS, designed and constructed in accordance with the PWG 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 PWG Stormwater Management Regulations. |
| (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. |
| (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 90.1-2016. 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. |
| (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? * Achieve energy consumption by exceeding 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 (NFNC). *Achieve Passive House Certification. The site is not located within 1,000 feet of highway or freeway. |

## 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 project will not provide irrigation for the on-site vegetation. |

## 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. |

## Innovation

| (14) Innovation | Any other sustainable measures that could positively impact the public realm. The proposed project will revitalize a large, long vacant parcel on a commercial corridor, establish a new street that relates to the neighborhood’s existing scale and character, and encourage urban identity in close proximity to public transit. |
APPENDIX - COMPLETE STREETS CHECKLIST

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

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**
   - Girard27 (Address 2630 West Girard Avenue)

2. **DATE**
   - 6/23/2020

3. **APPLICANT NAME**
   - David Gest, Esq. – Ballard Spahr LLP

4. **APPLICANT CONTACT INFORMATION**
   - 1735 Market Street, 51st Floor, Philadelphia, PA 19103
   - Tel: 215-864-8143
   - Email: gestd@ballardspahr.com

5. **PROJECT AREA:** list precise street limits and scope
   - 340 LF along 27th Street from Girard Avenue to Poplar Street
   - 180 LF along Girard Avenue from 27th Street to Taney street
   - 281.33 LF along Taney Street from Girard Avenue to Poplar Street
   - 32 LF along the head and 58.667 LF along the Northerly line of Chang Street

6. **OWNER NAME**
   - 27th & Girard Limited Partnership
   - c/o ADCO, American Development Company

7. **OWNER CONTACT INFORMATION**
   - 715 Montgomery Avenue, Suite 3
   - Narberth, PA 19072
   - Tel: 610-220-9320
   - Email: dbleznak@adcopa.com

8. **ENGINEER / ARCHITECT NAME**
   - Kevin R. Smith, P.E. Stantec Consulting Services Inc.

9. **ENGINEER / ARCHITECT CONTACT INFORMATION**
   - 1500 Spring Garden Street, Suite 1100, Philadelphia, PA 19130
   - 215-665-7151
   - Kevin.Smith@stantec.com

10. **STREETS:** List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.
    Also available here: [http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/](http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/)

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>27th Street</td>
<td>Poplar Street</td>
<td>Girard Avenue</td>
<td>City Neighborhood</td>
</tr>
<tr>
<td>Girard Avenue</td>
<td>27th Street</td>
<td>Taney Street</td>
<td>Walkable Commercial Corridor</td>
</tr>
<tr>
<td>Taney Street</td>
<td>Poplar Street</td>
<td>Girard Avenue</td>
<td>Local</td>
</tr>
<tr>
<td>Chang Street</td>
<td>Chang Street</td>
<td>Chang Street</td>
<td>Local</td>
</tr>
</tbody>
</table>

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 ☐  N/A ☐
   b. Street Furniture such as bus shelters, honor boxes, etc.  
      - YES ☒  NO ☐  N/A ☐
   c. Street Direction  
      - YES ☒  NO ☐  N/A ☐
   d. Curb Cuts  
      - YES ☒  NO ☐  N/A ☐

---

**APPENDIX - COMPLETE STREETS CHECKLIST**

**Philadelphia City Planning Commission**

**APPLICANT: General Project Information**

Additional Explanation / Comments: Allowable encroachments include steps, egress wells, and PECO vaults.

**DEPARTMENTAL REVIEW: General Project Information**

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**ISA**

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33  W GIRARD AVE / APPENDIX
APPENDIX - COMPLETE STREETS CHECKLIST

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>27th Street</td>
<td>12' / 12' / 12'</td>
<td>12' / 12'</td>
</tr>
<tr>
<td>Girard Avenue</td>
<td>10' / 10' / 10'</td>
<td>10' / 10'</td>
</tr>
<tr>
<td>Taney Street</td>
<td>10' / 10' / 10'</td>
<td>10' / 10'</td>
</tr>
<tr>
<td>Chang Street</td>
<td>10' / 6.5' / 6.5'</td>
<td>6.5' / 6.5'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>27th Street</td>
<td>6' / 6' / 6'</td>
</tr>
<tr>
<td>Girard Avenue</td>
<td>10' / 15.2' / 15.2'</td>
</tr>
<tr>
<td>Taney Street</td>
<td>5' / 5' / 5'</td>
</tr>
<tr>
<td>Chang Street</td>
<td>5' / 5' / 5'</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut on Girard St. (PROPOSED TO BE REMOVED)</td>
<td>28.5'</td>
<td>20' from 27th Street</td>
</tr>
</tbody>
</table>

PROPOSED VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut on Taney St.</td>
<td>22'</td>
<td>81.05' from Girard Avenue</td>
</tr>
</tbody>
</table>

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?

APPLICANT: Pedestrian Component
DEPARTMENTAL REVIEW: Pedestrian Component
Reviewer Comments:
### 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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing / Proposed</td>
</tr>
<tr>
<td>27th Street</td>
<td>4' / 4'</td>
</tr>
<tr>
<td>Girard Avenue</td>
<td>4' / 4'</td>
</tr>
<tr>
<td>Taney Street</td>
<td>3' / 3'</td>
</tr>
<tr>
<td>Chang Street</td>
<td>0' / 0'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Recommended / Existing / Proposed</td>
</tr>
<tr>
<td>27th Street</td>
<td>4' / 4' / 4.8'</td>
</tr>
<tr>
<td>Girard Avenue</td>
<td>4' / 4' / 4.8'</td>
</tr>
<tr>
<td>Taney Street</td>
<td>3.5' / 3.5' / 3.5'</td>
</tr>
<tr>
<td>Chang Street</td>
<td>3.5' / 3.5' / 3.5'</td>
</tr>
</tbody>
</table>

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?

<table>
<thead>
<tr>
<th>Treatment</th>
<th>Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking</td>
<td>YES</td>
</tr>
<tr>
<td>Lighting</td>
<td>YES</td>
</tr>
<tr>
<td>Benches</td>
<td>YES</td>
</tr>
<tr>
<td>Street Trees</td>
<td>YES</td>
</tr>
<tr>
<td>Street Furniture</td>
<td>YES</td>
</tr>
</tbody>
</table>

19. Does the design avoid tripping hazards?

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

---

### BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

22. Does the design maintain adequate visibility for all roadway users at intersections?

**DEPARTMENTAL REVIEW: Building & Furnishing Component**

Reviewer Comments:
APPENDIX - COMPLETE STREETS CHECKLIST

BICYCLE COMPONENT (Handbook Section 4.5)


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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2630 West Girard Avenue</td>
<td>54</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 56</td>
</tr>
</tbody>
</table>

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
- Buffered Bike Lane
- Bicycle-Friendly Street
- Indego Bicycle Share Station

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</th>
<th>YES NO N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional Bike Lane</td>
<td>YES NO N/A</td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td>YES NO N/A</td>
</tr>
<tr>
<td>Bicycle-Friendly Street</td>
<td>YES NO N/A</td>
</tr>
<tr>
<td>Indego Bicycle Share Station</td>
<td>YES NO N/A</td>
</tr>
</tbody>
</table>

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

<table>
<thead>
<tr>
<th>YES NO N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES NO N/A</td>
</tr>
</tbody>
</table>

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

<table>
<thead>
<tr>
<th>YES NO N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES NO N/A</td>
</tr>
</tbody>
</table>

APPLICANT: Bicycle Component
Additional Explanation / Comments: There is an existing Indigo bike share station located along Girard Avenue near 27th Street. As part of this project, the developer will work with Indigo to relocate this facility to a new location along Girard Avenue that will be suitable for use by the public without impacting the functionality of the proposed retail space along Girard Avenue.

DEPARTMENTAL REVIEW: Bicycle Component
Reviewer Comments:

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

30. Does the design provide a buffer between the roadway and pedestrian traffic?

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</th>
<th>YES NO N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the design limit conflict among transportation modes along the curb?</td>
<td>YES NO</td>
</tr>
<tr>
<td>Does the design connect transit stops to the surrounding pedestrian network and destinations?</td>
<td>YES</td>
</tr>
<tr>
<td>Does the design provide a buffer between the roadway and pedestrian traffic?</td>
<td>YES</td>
</tr>
<tr>
<td>How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?</td>
<td>YES</td>
</tr>
</tbody>
</table>

APPLICANT: Curbside Management Component
Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments:
APPENDIX - COMPLETE STREETS CHECKLIST

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:

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>27th Street</td>
<td>Poplar</td>
<td>Girard Avenue</td>
<td>26’ / 26’</td>
<td>25 mph</td>
</tr>
<tr>
<td>Girard Avenue</td>
<td>27th</td>
<td>Taney</td>
<td>40’ / 40’</td>
<td>25 mph</td>
</tr>
<tr>
<td>Taney Street</td>
<td>Girard Avenue</td>
<td>end</td>
<td>20’ / 20’</td>
<td>25 mph</td>
</tr>
</tbody>
</table>

33. What is the maximum AASHTO design vehicle being accommodated by the design?  
   PM AASHTO, 2011

34. Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.

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

36. Does the design maintain emergency vehicle access?

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

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

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

**APPLICANT: Vehicle / Cartway Component**

Additional Explanation / Comments:

**DEPARTMENTAL REVIEW: Vehicle / Cartway Component**

Reviewer Comments:

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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?

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

**APPLICANT: Urban Design Component**

Additional Explanation / Comments:

**DEPARTMENTAL REVIEW: Urban Design Component**

Reviewer Comments:

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**APPENDIX - COMPLETE STREETS CHECKLIST**

**COMPLETE STREETS HANDBOOK CHECKLIST**

Philadelphia City Planning Commission

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**INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)**

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>YES</strong> ☑</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>YES</strong> ☑</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>YES</strong> ☑</td>
</tr>
</tbody>
</table>

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  

45. Does the design provide adequate clearance time for pedestrians to cross streets?  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  

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?  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  

If yes, City Plan Action may be required.

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** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  

- Marked Crosswalks  
- Pedestrian Refuge Islands  
- Signal Timing and Operation  
- Bike Boxes

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  
   - **YES** ☑ | **NO** ☑ | **N/A** ☑  

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**APPLICANT: Intersections & Crossings Component**  
Additional Explanation / Comments:  

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**  
Reviewer Comments:  

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**ADDITIONAL COMMENTS**

**APPLICANT**  
Additional Explanation / Comments:  

**DEPARTMENTAL REVIEW**  
Additional Reviewer Comments:  

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**APPENDIX - COMPLETE STREETS CHECKLIST**

Philadelphia City Planning Commission

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38  W GIRARD AVE / APPENDIX

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