Be A Gem Crossing
3226-3258 Germantown Ave

CIVIC DESIGN REVIEW
philadelphia city planning commission
01 September 2020
Owner:
North 10, Philadelphia
3650 N 10th Street
Philadelphia, PA 19140

Architect:
cecil baker + partners
1107 Walnut Street, Floor 2
Philadelphia, PA 19107

Civil Engineer:
Cornerstone Consulting Engineering & Architectural, Inc
213 W Main Street, Suite 200
Lansdale, PA 19446
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CDR PROJECT APPLICATION FORM

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

L&I APPLICATION NUMBER: __________________

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

Proposed new building is greater than 50,000 sf in size and abuts a residential district.

PROJECT LOCATION


Address: 3226 - 3258 Germantown Ave

Philadelphia, PA 19140

Is this parcel within an Opportunity Zone? Yes X No Uncertain

If yes, is the project using Opportunity Zone Funding? Yes No X

CONTACT INFORMATION

Applicant Name: Nancy Bastian Primary Phone: (215) 928-0202 x128

Email: nbastian@cecilbakerpartners.com Address: 1107 Walnut Street 2nd Floor

Philadelphia, PA 19107

Property Owner: Germantown Liberty Acquisitions

Developer North 10, Philadelphia

Architect: Cecil Baker + Partners

SITE CONDITIONS

Site Area: 55,207 SF

Existing Zoning: RM-1 & CMX-2

Are Zoning Variances required? Yes X No

Proposed Use:

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

58,970 sf Mixed Use Building incl 2,100 sf Commercial Dwelling Units: 41

Proposed # of Parking Units: 26

COMMUNITY MEETING

Community meeting held: Yes ___ No X

If yes, please provide written documentation as proof.

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

Date: 08/18/2020 Time: 6:30 pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ___ No X NA______

If yes, indicate the date hearing will be held:

Date: Pending
**Introduction**

*Be A Gem Crossing* is a proposed, new mixed-use, multi-family residential development located at 3226–3258 Germantown Avenue. With frontages on Germantown Avenue and W. Westmoreland Street, the overall project site is 55,207 sf (1.27 acres). The proposed 4-story building will include:

- 41 Residential Units at the 1st through 4th floors;
- 2,100 sf Commercial Space;
- Parking for 25 cars in an open air parking lot at the rear of the site.

The site for Be A Gem Crossing is a block-long stretch along the west side of the 3200 block of Germantown Avenue, an important, historic main artery in the Hunting Park neighborhood of Philadelphia. At this location, Germantown Avenue is a mix of residential, commercial, educational and religious uses. The Mary McLeod Bethune School sits diagonally across Germantown Avenue. It is a pre-K through 8th grade elementary school serving over 700 neighborhood children. Directly across from our site along Germantown Avenue are a series of properties engaged in car repair, sales and storage. It is clear that many buildings along this stretch have been torn down and lost over the years, and many sites are not performing at their best and highest uses.

At the south end of our site sits Carman Gardens, an existing one-story brick structure that has 167-ft of frontage on Germantown Avenue. Approximately 10,800 sf in size, Carman Gardens was at one time a movie theater, and then for many years, a beloved neighborhood roller-skating rink. It has recently sat vacant for a number of years, but the solid brick structure with a large, clear-span interior sits ready for reuse as commercial space.

The north end of the site provides an additional 132-ft of frontage on Germantown Avenue. This portion of the site is quite deep, extending back nearly 300-ft. Currently there is a mix of existing, vacant structures at this part of the site, including a now-shuttered hotel that was an eyesore and a danger to the neighborhood. These vacant buildings at the north end of the site will be torn down to make way for our new proposed construction.

Be A Gem Crossing looks to be a transformative project in the Hunting Park neighborhood, one that provides housing for families in a mix of one, two and three-bedroom units. In addition, the intention is to provide community-oriented commercial spaces, both in the existing Carman Gardens building (approximately 10,800 sf of commercial space), as well as 2,100 sf of commercial space in the new structure. The commercial space in the new structure is located at the corner of Germantown Avenue and Westmoreland Street, facing the elementary school opposite. The intention is that this space, as well as the former Carman Gardens space, will become important community assets.

The new building takes advantage of the deep site and is L-shaped in size. Four stories in height, the building provides 7 One Bedroom Units, 23 Two Bedroom Units, and 11 Three Bedroom Units, for a total of 41 dwelling units.

Parking is provided for 25 cars serving both the housing and the commercial spaces.

The building is sheathed in a mix of red brick (matching Carman Gardens next door) and cement board shingle siding. The shingle siding will be in rich, warm tones, with colorful metal trim accenting the corner windows, as well as decorative vertical stripes.
existing site photos

1. View looking to W Hilton St from Germantown Ave
2. View looking south from Germantown Ave
**materials palette**

*Be A Gem Crossing* will be sheathed in a mix of red brick and cement board shingle siding. The shingle siding will be in a rich, warm color, with colorful metal trim accenting the corner windows, as well as decorative vertical stripes. Decorative brickwork will mimic the header courses and other decorative elements of the adjacent Carman Gardens building.

The first-floor commercial space at the corner has a recessed entry with colorful metal columns and is fully glazed providing a clean, contemporary inviting space.
1 ENTRY GARDEN
2 SHADE GARDEN
3 STREETSCAPE
4 PARKING LOT LANDSCAPING
5 OUTDOOR PLAZA
6 FENCE
7 BUFFER/SCREEN PLANTINGS
8 PARKING
9 INTERIOR BIKE RACKS
OTHER SITE PLANTINGS

Salvia nemorosa 'Violet Riot'

Clethra alnifolia 'Ruby Spice'

Lamium galeobdolon 'Herman's Pride'

Prunus laurocerasus 'Schipkaensis'

ENTRY GARDEN

Tiarella 'Sugar and Spice'

Pennisetum 'Hameln'

Ilex glabra 'Compacta'

Hosta 'Patriot'

Hydrangea macrophylla ENDLESS SUMMER

Viburnum carlesii 'Sugar n' Spice'

OUTDOOR PLAZA

Acer x freemanii 'Armstrong'

Cercis canadensis

Heuchera 'Bronze Wave'

HOSTA 'Patriot'

Pavers - 2'x2'

Tree Grates

Potted Street Trees

STREETSCEPE

Gleditsia triacanthos 'Skyline'
**EXISTING BRICK FAÇADE**

**MODULAR BRICK, COLOR 1**

**MODULAR BRICK, COLOR 2**

**FIBER CEMENT SHINGLE SIDING**

**ALUMINUM STOREFRONT**

**EXISTING BRICK SILL**

**FIBER CEMENT SHINGLE SIDING**

**ALUMINUM STOREFRONT**

**CAST STONE TRIM**

**PREFINISHED METAL COPING**

**PREFINISHED METAL TRIM, COLOR 1**

**PREFINISHED METAL TRIM, COLOR 2**

**ANGLED FACADE BEYOND**
EXISTING BRICK FAÇADE
MODULAR BRICK, COLOR 1
MODULAR BRICK, COLOR 2
FIBER CEMENT SHINGLE SIDING
ALUMINUM STOREFRONT
BRICK SILL
PREFINISHED METAL TRIM, COLOR 1
PREFINISHED METAL TRIM, COLOR 2
PREFINISHED METAL COPING
CAST STONE TRIM
1. EXISTING BRICK FAÇADE
2. MODULAR BRICK, COLOR 1
3. MODULAR BRICK, COLOR 2
4. FIBER CEMENT SHINGLE SIDING
5. ALUMINUM STOREFRONT
6. BRICK SILL
7. PREFINISHED METAL TRIM, COLOR 1
8. PREFINISHED METAL TRIM, COLOR 2
9. PREFINISHED METAL COPING
10. CAST STONE TRIM

1-STORY EXIST COMMERCIAL

west / west courtyard elevation
1. residential units
2. amenities
3. circulation
4. bike room
5. commercial
6. utility space
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.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
<th>If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>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.</td>
<td>Yes. SEPTA bus stops at Germantown Ave &amp; Hilton St Germantown Ave &amp; Allegheny Ave Allegheny Ave &amp; 13th St Rising Sun Ave &amp; Old York Rd</td>
<td></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.</td>
<td>Yes. Parking lot area will be in the rear and the parking lot area is less than 40% of the site area.</td>
<td></td>
</tr>
<tr>
<td>(3) Green Vehicles</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>
<td>Yes. 2 parking space will be dedicated to an electric or alternative fuel vehicle.</td>
<td></td>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing trolleys/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 60dBA. (If setback used, specify distance)¹</td>
<td>Not Applicable. The development does not front a railway.</td>
<td></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.</td>
<td>No. The Bike Share program has not yet been designed into the project, but could be in the future.</td>
<td></td>
</tr>
</tbody>
</table>

¹ For railway frontages, the setback distance should be specified.
### Civic Sustainable Design Checklist – Updated September 3, 2019

#### Water Efficiency

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain on-site vegetation without irrigation. OR, Reduce of watering</td>
<td>Yes, An on-site irrigation system is not proposed for the landscaping</td>
</tr>
<tr>
<td>requirements at least 50% from the calculated baseline for the site’s peak</td>
<td>of the site. Once the proposed watering month, it will not need irrigation.</td>
</tr>
<tr>
<td>Open Area, as defined by the zoning code. Vegetated and/or green roofs</td>
<td></td>
</tr>
<tr>
<td>can be included in this calculation.</td>
<td></td>
</tr>
</tbody>
</table>

#### Sustainable Sites

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provides vegetated and/or pervious open space that is 30% or greater of</td>
<td>No, Lot Area = 55,207 sf. The open area required for the lot is 25% and</td>
</tr>
<tr>
<td>the site’s Open Area, as defined by the zoning code. Vegetated and/or</td>
<td>the proposed open area is 52%. Of this 52%, 56% is vegetative/pervious.</td>
</tr>
<tr>
<td>green roofs can be included in this calculation.</td>
<td></td>
</tr>
<tr>
<td>Conform to the stormwater requirements of the Philadelphia Water</td>
<td>No, The site will comply with all stormwater regulations, but the</td>
</tr>
<tr>
<td>Department (PWD) and either: A) Develop a green street and donate it to</td>
<td>existing conditions do not allow for Green Streets and/or the</td>
</tr>
<tr>
<td>PWD, designed and constructed in accordance with the PWD Green Streets</td>
<td>management of additional stormwater runoff from the surrounding</td>
</tr>
<tr>
<td>Design Manual, OR B) Manage additional runoff from adjacent streets on</td>
<td>roadways.</td>
</tr>
<tr>
<td>the development site, designed and constructed in accordance with</td>
<td></td>
</tr>
<tr>
<td>specifications of the PWD Stormwater Management Regulations</td>
<td></td>
</tr>
<tr>
<td>Reduce the heat island effect through either of the following strategies</td>
<td>No, However, the hardscape proposed will contain a high reflectance,</td>
</tr>
<tr>
<td>for 50% or more of all on-site hardscapes: A) Hardscapes that have a high</td>
<td>an SRI &gt; 29. 8) Shading by trees, structures, or solar panels.</td>
</tr>
<tr>
<td>reflectance, an SRI&gt;29. B) Shading by trees, structures, or solar panels.</td>
<td></td>
</tr>
</tbody>
</table>

#### Energy and Atmosphere

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>PCPC notes that as of April 1, 2019 new energy conservation standards</td>
<td>The project will comply via the 2018 IECC.</td>
</tr>
<tr>
<td>are required in the Philadelphia Building Code, based on recent updates of</td>
<td></td>
</tr>
<tr>
<td>the International Energy Conservation Code (IECC) and the option to use ASHRAE</td>
<td></td>
</tr>
<tr>
<td>90.01-2016. PCPC staff asks the applicant to state which path they are</td>
<td></td>
</tr>
<tr>
<td>taking for compliance, including their choice of code and any options being</td>
<td></td>
</tr>
<tr>
<td>pursued under the 2018 IECC.</td>
<td></td>
</tr>
<tr>
<td>Will the project pursue energy performance measures beyond what is</td>
<td>Yes, The project will be designed to receive certification from</td>
</tr>
<tr>
<td>required in the Philadelphia code by meeting any of these benchmarks? a)</td>
<td>Enterprise Green Communities - 2015 which will include certification</td>
</tr>
<tr>
<td>●Reduce energy consumption by achieving 10% energy savings or more from</td>
<td>through Energy Star Multifamily High-Performance program. In addition,</td>
</tr>
<tr>
<td>an established baseline using</td>
<td>this development will increase energy efficiency by achieving</td>
</tr>
<tr>
<td></td>
<td>certification under the US Department of Energy’s Zero Energy Ready</td>
</tr>
<tr>
<td></td>
<td>Home Program.</td>
</tr>
</tbody>
</table>

#### Innovation

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railway Association of Canada (RAC)’s “Guidelines for New Development in</td>
<td></td>
</tr>
<tr>
<td>Proximity to Railway Operations. Exterior Sound transmission standard from</td>
<td></td>
</tr>
<tr>
<td>LEED v4, BD+C, Acoustic Performance Credit.</td>
<td></td>
</tr>
<tr>
<td>Title 4 The Philadelphia Building Construction and Occupancy Code</td>
<td></td>
</tr>
<tr>
<td>See also, “The Commercial Energy Code Compliance” information sheet:</td>
<td></td>
</tr>
<tr>
<td>and the “What Code Do I Use” information sheet:</td>
<td></td>
</tr>
<tr>
<td>LEED 4.1, Optimize Energy Performance in LEED v4.1</td>
<td></td>
</tr>
<tr>
<td>For Passive House, see <a href="http://www.phius.org">www.phius.org</a></td>
<td></td>
</tr>
<tr>
<td>Section 99.04.504.6 “Filters” of the City of Los Angeles Municipal Code,</td>
<td></td>
</tr>
<tr>
<td>From a 2016 Los Angeles Ordinance requiring enhanced air filters in homes</td>
<td></td>
</tr>
<tr>
<td>near freeways</td>
<td></td>
</tr>
</tbody>
</table>

---

2. Title 4 The Philadelphia Building Construction and Occupancy Code
6. For Passive House, see [www.phius.org](http://www.phius.org)
7. 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**

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

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**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.phillystreets.com/survey-and-design-bureau/city-plans-unit](http://www.phillystreets.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

**Philippine City Planning Commission**

#### GENERAL PROJECT INFORMATION

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>PROJECT NAME</td>
</tr>
<tr>
<td></td>
<td>North 10</td>
</tr>
<tr>
<td>2.</td>
<td>DATE</td>
</tr>
<tr>
<td></td>
<td>7-29-2020</td>
</tr>
<tr>
<td>3.</td>
<td>APPLICANT NAME</td>
</tr>
<tr>
<td></td>
<td>Germantown Liberty Acquisitions</td>
</tr>
<tr>
<td>4.</td>
<td>APPLICANT CONTACT INFORMATION</td>
</tr>
<tr>
<td></td>
<td>Joshua Klaris</td>
</tr>
<tr>
<td></td>
<td>3890 N. 10th Street, Philadelphia, PA 19140</td>
</tr>
<tr>
<td></td>
<td>Ph: 267-314-7404</td>
</tr>
<tr>
<td></td>
<td>E-mail: <a href="mailto:josh@north10phl.org">josh@north10phl.org</a></td>
</tr>
<tr>
<td>5.</td>
<td>PROJECT AREA: list precise street limits and scope</td>
</tr>
<tr>
<td></td>
<td>Western side of Germantown Avenue, between W. Westmoreland Street and Hilton Street</td>
</tr>
<tr>
<td></td>
<td>Germantown frontage = 300'</td>
</tr>
<tr>
<td></td>
<td>W. Westmoreland frontage = 105', from Germantown Avenue, west 105'</td>
</tr>
<tr>
<td></td>
<td>Hilton frontage = 101', from Germantown Avenue, west 101'</td>
</tr>
<tr>
<td>6.</td>
<td>OWNER NAME</td>
</tr>
<tr>
<td></td>
<td>Same as applicant</td>
</tr>
<tr>
<td>7.</td>
<td>OWNER CONTACT INFORMATION</td>
</tr>
<tr>
<td></td>
<td>Same as applicant</td>
</tr>
<tr>
<td>8.</td>
<td>ENGINEER / ARCHITECT NAME</td>
</tr>
<tr>
<td></td>
<td>Cornerstone Consulting Engineers &amp; Architectural, Inc.</td>
</tr>
<tr>
<td>9.</td>
<td>ENGINEER / ARCHITECT CONTACT INFORMATION</td>
</tr>
<tr>
<td></td>
<td>Leslie Cunningham, P.E.</td>
</tr>
<tr>
<td></td>
<td>213 W. Main St. Suite 201, Lansdale, PA 19446</td>
</tr>
<tr>
<td></td>
<td>Ph: 215-362-2600</td>
</tr>
<tr>
<td></td>
<td>E-mail: <a href="mailto:lcunningham@cornerstonenet.com">lcunningham@cornerstonenet.com</a></td>
</tr>
<tr>
<td>10.</td>
<td>STREETS: List the streets associated with the project. Complete Streets Types can be found at <a href="http://www.phila.gov/map">www.phila.gov/map</a> under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.</td>
</tr>
<tr>
<td></td>
<td>Also available here: <a href="http://metadata.phila.gov/#/home/datasets/details/554386721205830861786453f43a">http://metadata.phila.gov/#/home/datasets/details/554386721205830861786453f43a</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Germantown Ave.</td>
<td>W. Westmoreland</td>
<td>Hilton</td>
<td>Urban Arterial</td>
</tr>
<tr>
<td>W. Westmoreland St.</td>
<td>Germantown</td>
<td>N. 13th</td>
<td>Local</td>
</tr>
<tr>
<td>Hilton St.</td>
<td>Germantown</td>
<td>N. 13th</td>
<td>Local</td>
</tr>
</tbody>
</table>

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?

- Parking and loading regulations in curb lanes adjacent to the site
- Street Furniture such as bus shelters, honor boxes, etc.
- Street Direction
- Curb Cuts
- Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
- Building Extensions into the sidewalk, such as stairs and stoops

- [ ] Yes
- [ ] No
- [ ] N/A
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>Germantown Ave.</td>
<td>10’ / 12’ / 14’</td>
<td>13’ / 15’</td>
</tr>
<tr>
<td>W. Westmoreland St.</td>
<td>10’ / 12’ / 14’</td>
<td>13’ / 15’</td>
</tr>
<tr>
<td>Hilton St.</td>
<td>10’ / 12’ / 14’</td>
<td>13’ / 15’</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>Germantown Ave.</td>
<td>6’ / 10’ / 9’</td>
</tr>
<tr>
<td>W. Westmoreland St.</td>
<td>6’ / 10’ / 9’</td>
</tr>
<tr>
<td>Hilton St.</td>
<td>6’ / 7’6” / 8’6”</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>Driveway on W. Westmoreland St.</td>
<td>25’</td>
<td>83’ 3” W. of Germantown</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>Driveway on W. Westmoreland St.</td>
<td>20’</td>
<td>87’ 4” W. of Germantown</td>
</tr>
</tbody>
</table>

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?

APPLICANT: Pedestrian Component

Additional Explanation / Comments: The existing sidewalks and curbs along the site’s frontages of all three (3) streets will be reconstructed for ADA compliance and to provide safe and comfortable pedestrian access.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:
**COMPLETE STREETS HANDBOOK CHECKLIST**

**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>Germantown Ave.</td>
<td>0’ / 0’</td>
</tr>
<tr>
<td>W. Westmoreland St.</td>
<td>0’ / 0’t</td>
</tr>
<tr>
<td>Hilton St.</td>
<td>3’6” / 3’6”</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>Germantown Ave.</td>
<td>0’ / 3’6” / 4’</td>
</tr>
<tr>
<td>W. Westmoreland St.</td>
<td>3’6” / 2’7” / 3’4”</td>
</tr>
<tr>
<td>Hilton St.</td>
<td>3’6” / 0’ / 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?

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

**DEPARTMENTAL APPROVAL**

- Yes
- No
- N/A

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

**COMPLETE STREETS HANDBOOK CHECKLIST**

**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

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

- Yes
- No
- N/A

**APPLICANT**: Building & Furnishing Component

Additional Explanation / Comments: Streets trees are installed where they can be per Streets Detail F20102. Due to an existing grass and electric conduit within the sidewalk of Germantown Ave., the streets trees are proposed within planters. Streets trees are not proposed along W. Westmoreland Street due to the tight distances required for the intersection and the driveway. Bicycle parking will be located within the building and streets lights are existing. The light fixtures of these street lights will be upgraded to LED standards. Finally, the walking zone along Hilton Street is proposed at 4.3’ which still provides the minimum 4’ wide clearance for ADA. The 4’ required walking zone is only possible if the street trees are not proposed due to the existing ramp required for access to/from the existing building.

**DEPARTMENTAL REVIEW**: Building & Furnishing Component

Reviewer Comments:
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>3226-3658 Germantown Ave</td>
<td>14</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 20</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

[DEPARTMENTAL APPROVAL] YES ☑ NO ☐ N/A ☐

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

[DEPARTMENTAL APPROVAL] YES ☑ NO ☐ N/A ☐

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

[DEPARTMENTAL APPROVAL] YES ☑ NO ☐ N/A ☐

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

[DEPARTMENTAL APPROVAL] YES ☑ NO ☐

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

[DEPARTMENTAL APPROVAL] YES ☑ NO ☐ N/A ☐

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

[DEPARTMENTAL APPROVAL] YES ☑ NO ☐ N/A ☐

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

[DEPARTMENTAL APPROVAL] YES ☑ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: The 23 bus route runs along Germantown Avenue and there is a stop located at the signalized intersection of Germantown Ave. and W. Westmoreland St. Additionally, the Allegheny Broad Street subway stop is less than 3 blocks from the site. The proposed furnishing zones will provide an added buffer between pedestrians and traffic.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

APPLICANT: Bicycle Component

Additional Explanation / Comments: 20 Class 1A bicycle parking spaces will be provided within the proposed building. There are bicycle lanes on Allegheny Avenue, which is located 1 block south of the site.

DEPARTMENTAL REVIEW: Bicycle 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:

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS Existing / Proposed</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
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</tbody>
</table>

33. What is the maximum AASHTO design vehicle being accommodated by the design? **SU-30**

34. Will the project affect a historically certified street? An inventory of historic streets(1) is maintained by the Philadelphia Historical Commission. **YES** **NO** **N/A**

35. Will the public right-of-way be used for loading and unloading activities? **YES** **NO** **N/A**

36. Does the design maintain emergency vehicle access? **YES** **NO** **N/A**

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** **N/A**

### 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 REVIEW: Urban Design Component

**APPLICANT: Urban Design Component**

Additional Explanation / Comments: ______

**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.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
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<td></td>
</tr>
</tbody>
</table>

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?
   - [ ] YES
   - [ ] NO
   - [ ] N/A
   
   DEPARTMENTAL APPROVAL
   - [ ] YES
   - [ ] NO

45. Does the design provide adequate clearance time for pedestrians to cross streets?
   - [ ] YES
   - [ ] NO
   - [ ] N/A
   
   DEPARTMENTAL APPROVAL
   - [ ] 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?
   - [ ] YES
   - [ ] NO
   - [ ] N/A
   
   DEPARTMENTAL APPROVAL
   - [ ] YES
   - [ ] NO

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?
   - [ ] 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

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

### ADDITIONAL COMMENTS

**APPLICANT**

Additional Explanation / Comments: _____

**DEPARTMENTAL REVIEW**

Additional Reviewer Comments: _____

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**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments: There are no proposed signal modifications to the existing signal at W. Westmoreland St. and Germantown Ave. ADA curb ramps will be installed on the S/WC of Germantown Avenue and W. Westmoreland St. – crossing each street and on the N/WC of Germantown Ave. and Hilton St. crossing Hilton St.

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**

Reviewer Comments: _____