2224-2250 GERMANTOWN AVE

CITY OF PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW
SEPTEMBER 8th 2020

<table>
<thead>
<tr>
<th>DEVELOPER</th>
<th>TRINITY REALTY COMPANIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARCHITECT</td>
<td>CANNO DESIGN</td>
</tr>
<tr>
<td>STRUCTURAL</td>
<td>STRUCTURE LABS ENGINEERING</td>
</tr>
<tr>
<td>CIVIL</td>
<td>AQUA ECONOMICS</td>
</tr>
<tr>
<td>MEP</td>
<td>J + M ENGINEERING</td>
</tr>
</tbody>
</table>
PROJECT DESCRIPTION

2224-2250 GERMANTOWN AVE IS A PROPOSED NEW CONSTRUCTION 4 STORY BUILDING WITH 72 APARTMENT UNITS. TOTAL BUILDING SQUARE FOOTAGE IN 119,672 SF. SHARED AMENITY SPACES ARE BEING PROVIDED ON THE GROUND FLOOR. GROUND FLOOR INCLUDES VACANT COMMERCIAL SPACE WITH PROPOSED FRESH FOOD MARKET. UNDERGROUND PARKING IS BEING PROVIDED FOR 52 SPACES AND 36 CLASS 1A BICYCLE PARKING SPACES ARE BEING PROVIDED OFF OF THE RESIDENTIAL LOBBY ON THE GROUND FLOOR. A SHARED ROOF DECK FOR RESIDENTIAL USE ONLY IS BEING PROVIDED.

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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: 1042687

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

AFFECTS PROPERTY IN ANY RESIDENTIAL DISTRICT AND CREATES MORE THAN 50,000 SQ. FT. OF NEW GROSS FLOOR AREA.

PROJECT LOCATION

Planning District: LOWER NORTH Council District: 5

Address: 2224-50 GERMANTOWN AVE.

PHILA PA 19133

Is this parcel within an Opportunity Zone? No

If yes, is the project using Opportunity Zone Funding? ___

CONTACT INFORMATION

Applicant Name: Carey Jackson Yonce Primary Phone: 215-977-7075

Email: carey@cannodesign.com Address: CANNO Design, 109 South 13th Street

Philadelphia, PA 19107

Property Owner: Developer Trinity Realty Companies

Architect: CANNO Design

SITE CONDITIONS

<table>
<thead>
<tr>
<th>Site Area: 29,918 SF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Zoning: CMX-2</td>
</tr>
<tr>
<td>Are Zoning Variances required? Yes No X</td>
</tr>
</tbody>
</table>

Proposed Use:

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

VACANT COMMERCIAL SPACE: 16,528 SF
GROUND FLOOR RESIDENTIAL LOBBY AND SUPPORT: 4,580 SF
RESIDENTIAL: 70,122 SF (72 UNITS)
UNDERGROUND PARKING AND UTILITIES: 29,313 SF (52 PARKING SPACES)

Community meeting held: Yes X No ___

If yes, please provide written documentation as proof.

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

Date: Time: 

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X

If yes, indicate the date hearing will be held:

Date: 

COMMUNITY MEETING

Is this parcel within an Opportunity Zone? No

If yes, is the project using Opportunity Zone Funding? ____

If no, indicate the date hearing will be held:

Date: Time: 
EXISTING CONDITIONS

TRINITY REALTY COMPANIES | CANNÒ DESIGN

EXISTING SITE SURVEY

EXISTING CONDITIONS

2224-50 GTOWN AVE (XC) (S1R3)

GRAPHIC SCALE IN FEET

1" = 20'

Sheet 1 of 1

PROPERTY LINE

SYMBOL

DESCRIPTION

BUILDING

SIGNS / BOLLARDS

CONCRETE

CHAINLINK FENCE

MAJOR CONTOUR

GRADE SPOT SHOT

MINOR CONTOUR

BOLLARD

WATER VALVE

GAS VALVE

SEWER VENT

LIGHT POLE

MANHOLE (TYP.)

FIRE HYDRANT

TREE

P.O.B. POINT OF BEGINNING

SITE LOCATION MAP

EXISTING CONDITIONS PLAN

2224-50 GERMANTOWN AVENUE

37TH WARD PHILADELPHIA PA. 19133

1391 Walton Road Blue Bell, Pa 19422

(215)990-0678 / paul@aquaeconomics.com

EXISTING CONDITIONS

SQ. FT.

ACRES

PARCEL

EXISTING PARCEL AREA

#2224-50 GERMANTOWN AVE. 30,016.2 sq. ft. 0.68908 acres

OPA #

# 884347620

NOTES

SURVEY NOTES

1. THIS PLAN IS TO BE USED FOR TITLE OR CONVEYANCE PURPOSES ONLY. PLAN MADE AS PER INSTRUCTIONS OF APPLICANT.

2. PARCEL ADDRESS: 2224-50 GERMANTOWN AVENUE.


4. ALL DIMENSIONS SHOWN ON THE PLAN ARE PHILADELPHIA DISTRICT STANDARD, THE LEGAL STANDARD OF MEASUREMENT WITHIN THE CITY OF PHILADELPHIA. PHILADELPHIA DISTRICT STANDARD DISTANCES TO BE USED FOR TITLE PURPOSES ONLY.

5. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE INSURANCE REPORT AND IS SUBJECT TO THE FINDINGS THAT A VALID TITLE REPORT WOULD DISCLOSE.

6. SUBJECT PREMISES ARE NOT IN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE.

7. REGISTERED OWNERS: TYRONE A. STOKES JR.

8. THE ADDRESSES SHOWN ON THIS PLAN ARE AS PER EXISTING DEEDS OR AS POSTED ON THE PREMISES. ADDRESSES FOR ANY NEWLY CREATED PARCELS ARE TO BE ASSIGNED BY THE OFFICE OF PROPERTY ASSESSMENT (OPA/BRT).


10. A ZONING PERMIT IS REQUIRED FOR ANY PROPOSED CHANGES TO LOT LINES INCLUDING CONSOLIDATION OF EXISTING PARCELS.

11. PREMISE SHOWN HEREON HAS STREET FRONTAGE.

12. UTILITY NOTES: THE LOCATION OF UNDERGROUND UTILITIES IS TAKEN FROM PUBLIC RECORDS AND FIELD LOCATION OF VENTS, VALVES, MANHOLES, INLETS ETC. THE EXTENT, EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES HAS NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE.

13. ELEVATIONS SHOWN ON PLAN ARE FROM CITY PLAN NO. 125. BENCHMARK: NE COR TOP OF STEP. ELEVATION = 67.13. (SEE PLAN)

14. THE INFORMATION SHOWN ON THIS PLAN IS FOR THE ULTIMATE USER NAMED HERON AND IS NOT VALID TO ANY OTHER PARTIES. ANY ELECTRONIC REPRODUCTION OF THIS SURVEY AND PLAN IS TO BE FOR THE USE OF THE CLIENT ONLY. AQUA ECONOMICS IS NOT RESPONSIBLE FOR ANY DISCREPANCIES, WHICH MAY ARISE BY THE ELECTRONIC REPRODUCTION OF THE ORIGINAL FILE AND ANY FUTURE PARTIES UTILIZING SAID COPY DO HEREBY RELEASE AQUA ECONOMICS FROM ANY AND ALL CLAIMS FOR DAMAGES AS A RESULT OF SAID DISCREPANCIES.

15. COPYRIGHT 2019 - ALL RIGHTS RESERVED - AQUA ECONOMICS NO PART OF THIS PLAN MAY BE REPRODUCED, STORED IN AN INFORMATION STORAGE AND RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM, OR BY ANY MEANS, ELECTRICAL, MECHANICAL, PHOTOCOPYING RECORDING OR OTHERWISE WITHOUT PRIOR WRITTEN PERMISSION OF AQUA ECONOMICS.

CMX-2 NEIGHBORHOOD COMMERCIAL MIXED-USE 2

LOT AREA

MINIMUM DISTRICT AREA - NO REQUIREMENTS

MAXIMUM OCCUPIED AREA

INTERMEDIATE - 75%

CORNER - 80%

YARDS

MINIMUM FRONT YARD DEPTH (ft.) - NO REQUIREMENTS

MINIMUM SIDE YARD WIDTH, EACH (ft.) - 5 if used

MINIMUM REAR YARD DEPTH (ft.) - THE GREATER OF 9 FEET OR 10% OF LOT DEPTH

HEIGHT REGULATIONS

MAXIMUM HEIGHT (ft.) - 38

ZONING

EXISTING SITE SURVEY

TRINITY REALTY COMPANIES | CANNÒ DESIGN

EXISTING CONDITIONS

2224-50 GERMANTOWN AVENUE

37TH WARD PHILADELPHIA PA. 19133

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SQ. FT.

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CMX-2 NEIGHBORHOOD COMMERCIAL MIXED-USE 2

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CORNER - 80%

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MINIMUM SIDE YARD WIDTH, EACH (ft.) - 5 if used

MINIMUM REAR YARD DEPTH (ft.) - THE GREATER OF 9 FEET OR 10% OF LOT DEPTH

HEIGHT REGULATIONS

MAXIMUM HEIGHT (ft.) - 38

ZONING
EXISTING AERIAL VIEW
EXISTING STREET VIEWS

A. DAUPHIN ST LOOKING SOUTH-WEST
B. N MARSHALL + GERMANTOWN AVE LOOKING WEST
C. GERMANTOWN AVE LOOKING SOUTH-EAST
D. GERMANTOWN AVE + 7TH ST LOOKING SOUTH
EXISTING STREET VIEWS

E  N 7TH ST LOOKING EAST

G  N 7TH ST LOOKING NORTH

F  N 7TH ST LOOKING NORTH

H  N MARSHALL ST LOOKING NORTH
COMMERCIAL SPACE 16,528 SF
OFF-STREET LOADING
LOBBY
BIKE STORAGE (36) BIKES
MAIL/PACKAGE
TRASH
OFFICE
POOL ROOM
GYM/LOUNGE
EXISTING BUILDINGS

GERMANTOWN AVE
NORTH MARSHALL ST

NORTH 7th STREET
TYPICAL FLOOR PLAN

**DWELLING UNIT COUNT**

<table>
<thead>
<tr>
<th>Type</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 BEDROOM + 1 BATH</td>
<td>52</td>
</tr>
<tr>
<td>1 BEDROOM + 1 BATH + 1 DEN</td>
<td>3</td>
</tr>
<tr>
<td>2 BEDROOM + 1 BATH</td>
<td>3</td>
</tr>
<tr>
<td>2 BEDROOM + 2 BATH</td>
<td>15</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>36</strong></td>
</tr>
</tbody>
</table>
1 BEDROOM
1 BATH
656nsf

2 BEDROOM
2 BATH
1153nsf
TREES
LOCATION: Sidewalk
SPECIES:
• Allegheny Serviceberry (Amelanchier laevis)
• Malus ‘Sugar Tyme’ - ‘Sugar Tyme’ Crabapple
• Acer buergeranum - Trident Maple
• Crataegus flava - Yellowleaf Hawthorn
• Malus x ‘Harvest Gold’ - ‘Harvest Gold’ S

GREEN ROOF
LOCATION: Roof
SEDUM SPECIES:
• Sedum spurium ‘Fuldaglut’, ‘John Creech’, ‘Red Carpet’
• Sedum kamtschaticum
• Sedum takesimensis ‘Golden Carpet’
• Sedum acre ‘Gold Moss’ and ‘Aureum’
• Sedum floriferum ‘Weihenstephaner Gold’

GRASSES
LOCATION: Tree Planters
SPECIES:
• Sporobolus ‘Tara’

HARDSCAPE SURFACES
TREE PITS:
• Sidewalk pavers at tree pits

ROOF DECK PAVERS:
• ARCHATRAK Porcelain Pedestal Paver
  Color: Smoke
BRICK PIERS WITH VARIED PROJECTING VERTICAL BRICK BANDS

CORRUGATED METAL PANEL WITH VERTICAL ORIENTATION

ALUMINUM-CLAD WOOD FRAME WINDOWS. TYPICAL SIZES: 6’x6’ & 6’x12’
VIEW FACING WEST ON GERMANTOWN AVE.
VIEW FACING EAST FROM LOADING DOCK

TRINITY REALTY COMPANIES | CANNO DESIGN
EXTERIOR FACADE MATERIALS

A  WHITE BRICK

B  BLACK EXTERIOR WINDOWS

C  CORRUGATED METAL PANEL SIDING

D  VERTICAL BLACK CEMENT BOARD SIDING

E  SIDEWALK BIKE RACKS
The City of Philadelphia’s Complete Streets policies are designed to ensure that city streets are safe, comfortable and convenient for people of all ages and abilities, whether they travel by car, bus, train, bike, or foot (see §11-901 of The Philadelphia Code).

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

The Philadelphia City Planning Commission reviews and comments on preliminary Complete Streets Checklists as part of the Civic Design Review (CDR) process. The Philadelphia Streets Department must then approve a final Complete Streets Checklist, during final review, prior to the issuance of a building permit by the Department of Licenses and Inspections. Approval of Complete Streets checklists occurs concurrently with approval of design plans. The Complete Streets Checklists required of projects not going through CDR are reviewed solely by the Streets Department as part of Plan and/or Project Review.

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**COMPLETE STREETS CHECKLIST**

**City of Philadelphia**

### COMPLETE STREETS TRIGGERS

Trigger names are in italics for later reference.

- **Are you proposing “Large” Curb Cuts (greater than 24 feet wide)?** No
- **Does this project propose the creation of a Lay-by Lane?** No
- **Does the project propose “Narrow Walking Zones” (does not meet minimum walking zone requirements)?** No
- **Is this project subject to Civic Design Review, as required by the Zoning Code?** Yes
- **Have you been requested, or are you required, to submit a Traffic Impact Study per PennDOT thresholds?** Answer yes for all sites expected to generate any of the following: 3,000 trips/day (1,500 vehicles/day), 100 trips/peak hour (entering), 100 trips/peak hour (exiting), 100 trips/peak hour (walking), 100 additional trips/peak hour (entering and exiting a redevelopment site), or as required by the Streets Department or other City agencies (applies to all city and state routes). Yes
- **Does this project impact a Signalized Intersection?** Yes

**PLAN REQUIREMENTS**

CPR Projects Only: Planning Commission Review

- Submit separate Existing Features Survey and Currently Proposed Features Site Plans
  - Full sized plans, dimensioned at an identified standard engineering scale
  - Curb cut/driveway/lay-by lanes
  - Tree pits, landscaping
  - Bicycle racks/bike share stations/bike storage areas
  - Transit shelters/stairways

- Include additional sheets or plans, as may be required

All Projects: Final Streets Department Submission Requirements

- All plans submitted to the Streets Department, Right of Way Unit, will conform to the current plan review standards, as published separately on the customer service page: [http://www.philadelphiastreets.com/customer-service/downloads-and-links](http://www.philadelphiastreets.com/customer-service/downloads-and-links)

- Any project that changes the curb line may require a City Plan Action. An application to the Streets Department for a City Plan Action is required when a project plan proposes to create a new street/utility right of way, change the roadway grades, curb lines, or widths.

### COMPLETE STREETS CHECKLIST

**City of Philadelphia**

**STREETS**

List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook. Attach additional sheets as needed.

<table>
<thead>
<tr>
<th>Street From</th>
<th>Street To</th>
<th>Street Complete Street Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Germantown Ave</td>
<td>North Marshall Street</td>
<td>North 7th Street</td>
</tr>
<tr>
<td>North 7th Street</td>
<td>West Susquehanna Ave</td>
<td>Germantown Ave</td>
</tr>
<tr>
<td>North Marshall Street</td>
<td>West Susquehanna Ave</td>
<td>Germantown Ave</td>
</tr>
</tbody>
</table>

**EXISTING CONDITIONS**

Do the plans clearly identify the following EXISTING conditions, with dimensions?

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

**Curb Cuts/Driveways and Lay-By Lanes (List All Below)**

<table>
<thead>
<tr>
<th>Curb Cut or Lay-By Lane</th>
<th>Width</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>13.5 ft</td>
<td>North 7th Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>24.4 ft</td>
<td>North 7th Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>20.6 ft</td>
<td>North 7th Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>22.5 ft</td>
<td>Germantown Ave</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>17.4 ft</td>
<td>North Marshall Street</td>
</tr>
</tbody>
</table>
### COMPLETE STREETS CHECKLIST

**City of Philadelphia**

<table>
<thead>
<tr>
<th>PROPOSED CONDITIONS (general)</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Do the plans clearly identify the following PROPOSED conditions, with dimensions?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking lanes and loading zones</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Street Direction</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Building extensions into the sidewalk, such as stairs and stoops</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Sidewalks and corner curb ramps, complying with current City, PennDOT, and Americans with Disabilities Act (ADA) standards (subject to separate Streets Department approval)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Does the design avoid pinch points? Pinch points are locations where the Minimum Walking Zone width (next page) is less than required, or requires an exception.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Do street trees and/or plants comply with street installation requirements? See sections 4.4.7 &amp; 4.4.8 for guidance.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Does the design maintain adequate visibility for all roadway users at intersections?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Identify proposed “high priority” building and furnishing zone design treatments that are incorporated into the design plan, where width permits. “High Priority” Complete Streets treatments (see Handbook) must be shown and dimensioned on plans.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Street Lighting</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Street Trees</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Street Furniture (Ordinance of City Council may be Required)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Benches (Ordinance of City Council may be Required)</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Curb Cuts/Driveways and Lay-By Lanes (List All Below)</th>
<th>No</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Type (Curb Cut or Lay-By)</td>
<td>Width</td>
<td>Location</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>14 ft</td>
<td>North 7th Street</td>
</tr>
</tbody>
</table>

**Guidance:** Any project that calls for the development and installation of green stormwater infrastructure, medians, lay-by lanes, curb bump-outs, pedestrian bridges, tunnels, or other such features in the right-of-way may require a maintenance agreement with the Streets Department, prior to approval. Be sure to include a PWD Work Number for Green Streets projects, where permanent maintenance responsibilities for green infrastructure will be by the Philadelphia Water Department.
### COMPLETE STEETS CHECKLIST
City of Philadelphia

#### SIDEWALKS (Handbook Section 4.3 & 4.4)
(All dimensions in feet)

<table>
<thead>
<tr>
<th>Street Frontage</th>
<th>Actual Sidewalk Width</th>
<th>City Plan Width</th>
<th>Minimum Furnishing Zone</th>
<th>Minimum Walking Zone</th>
<th>Maximum Building Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required: Existing</td>
<td>Proposed: As Designed: Recommended: Existing</td>
<td>Proposed: Existing</td>
<td>Proposed: Existing</td>
<td>Existing: Proposed</td>
</tr>
<tr>
<td>Germantown Ave</td>
<td>12</td>
<td>13</td>
<td>13</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
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<td>12</td>
<td>12</td>
<td>12</td>
<td>4</td>
<td>3.8</td>
</tr>
<tr>
<td>North Marshall St</td>
<td>10</td>
<td>12</td>
<td>12</td>
<td>3.5</td>
<td>3</td>
</tr>
</tbody>
</table>

- Justify all pinch points, where the minimum walking zone cannot be maintained. Also list proposed improvements necessary to compensate for each pinch point (e.g., to accommodate passing). Attach separate sheets, as needed.
- N/A

**Planning Commission Review Comments:**

All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Complete Streets Handbook).

**STOP:** Applications with only the following triggers: Large Curb Cuts, Lay-by Lanes, Narrow Walking Zones

**CONTINUE:** Applications with any of the following triggers: Civic Design Review, Traffic Impact Study, Signalized Intersection, Capital Projects, and Streets Department Projects
COMPLETE STREETS CHECKLIST

City of Philadelphia

BICYCLE PARKING (Handbook Section 4.5)
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>Bicycle Parking Spaces</th>
<th>On-Street Bicycle Parking</th>
<th>Off-Street Bicycle Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required</td>
<td>Existing</td>
<td>Proposed</td>
</tr>
<tr>
<td>2224-50 Germantown Ave</td>
<td>33</td>
<td>0</td>
<td>46</td>
</tr>
</tbody>
</table>

List elements incorporated from the Pedestrian and Bicycle Plan, located online at http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf

PROPOSED CONDITIONS
(Bicycles & Curbside Management, Handbook Sections 4.5 & 4.6)
Do the plans clearly identify the following PROPOSED conditions, with dimensions?

- 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 Bicycle Lane
  - Buffered Bike Lane
  - Bicycle-Friendly Street

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

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

- Does the design limit conflict among transportation modes along the curb?

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

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

List how the plan affects the accessibility, visibility, connectivity, and/or attractiveness of public transit:
No changes made to accessibility, visibility, etc. They are the same as the existing conditions.

COMPLETE STREETS CHECKLIST

City of Philadelphia

Travel and Parking Lane Changes (Handbook Section 4.7)
Complete the table below if lane changes are proposed (including all curb bumpouts). Identify existing and proposed lane widths and the design speed for each street frontage.

<table>
<thead>
<tr>
<th>Street From</th>
<th>To Street</th>
<th>Existing Lane Widths</th>
<th>Proposed Lane Widths</th>
<th>Design Speed</th>
</tr>
</thead>
</table>

What is the maximum AASHTO design vehicle being accommodated by the design? P-Passenger Car

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

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

Does the design maintain emergency vehicle access?

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

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

Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?
## COMPLETE STREETS CHECKLIST

### City of Philadelphia

### Urban Design Component (Handbook Section 4.8)

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the design incorporate windows, storefronts, and other active uses facing the street?</td>
<td>Yes</td>
</tr>
<tr>
<td>Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Planning Commission Review Comments:

STOP: All applications with only the following triggers: Civic Design Review, Traffic Impact Study, Capital Projects, and Streets Department Projects

CONTINUE: All applications that impact a Signalized Intersection

### Complete Streets Checklist

<table>
<thead>
<tr>
<th>City of Philadelphia</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Intersections &amp; Crossing Component (Handbook Section 4.9)</strong></td>
</tr>
<tr>
<td>Signal Cycle Locations: List all signals locations where signal cycle changes are proposed. Attach additional sheets as needed.</td>
</tr>
<tr>
<td>Signal Location</td>
</tr>
<tr>
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</tr>
<tr>
<td>Signal Location</td>
</tr>
<tr>
<td>Signal Location</td>
</tr>
<tr>
<td>Signal Location</td>
</tr>
</tbody>
</table>

| Does the design minimize the signal cycle length to reduce pedestrian wait time? |
| Does the design provide adequate clearance time for pedestrians to cross streets? |
| 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? |
| 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 |
| Does the design reduce vehicle speeds and increase visibility for all modes at intersections? |
| Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? |

STOP: All applications. Add any attachments directly to this document for review and posting.
Civic Sustainable Design Checklist – Updated September 3, 2019

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

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Yes, Route 47 bus is located less than 1/4&quot; mile from the site.</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All parking is underground, accessed from a driveway off of 7th Street.</td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>7.6% (4 spaces) are designated as electrical vehicle charging stations.</td>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)</td>
<td>Not applicable.</td>
</tr>
</tbody>
</table>

### Sustainable Sites

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(6) Pervious Site Surfaces</td>
<td></td>
</tr>
<tr>
<td>(7) Rainwater Management</td>
<td></td>
</tr>
<tr>
<td>(8) Heat Island Reduction (excluding roofs)</td>
<td></td>
</tr>
</tbody>
</table>

### Energy and Atmosphere

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(9) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td></td>
</tr>
</tbody>
</table>
| (10) Energy Commissioning and Energy Performance | Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks?³
- Reduce energy consumption by achieving 10% energy savings or more from an established baseline using ASHRAE standard 90.1-2016 (LEED v4.1 metric).
- Achieve certification in Energy Star for Multifamily New Construction (MFNC).
- Achieve Passive House Certification. |
| Not at this time. |

| (11) 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.⁴ |
| Not applicable. |

| (12) On-Site Renewable Energy | Produce renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage. |
| Project will not provide on-site renewable energy. |

### Innovation

| (13) Innovation | Any other sustainable measures that could positively impact the public realm. |
| Not at this time. |

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⁴ Title 4 The Philadelphia Building Construction and Occupancy Code

⁵ LEED 4.1, Optimize Energy Performance in LEED v4.1
For Passive House, see [www.phius.org](http://www.phius.org)

⁶ 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.