



1705 NORTH AMERICAN STREET

1705 NORTH AMERICAN ALPHA, LLC | ATRIUM DESIGN GROUP | AUGUST 11, 2020

TEAM

DEVELOPER



ARCHITECT



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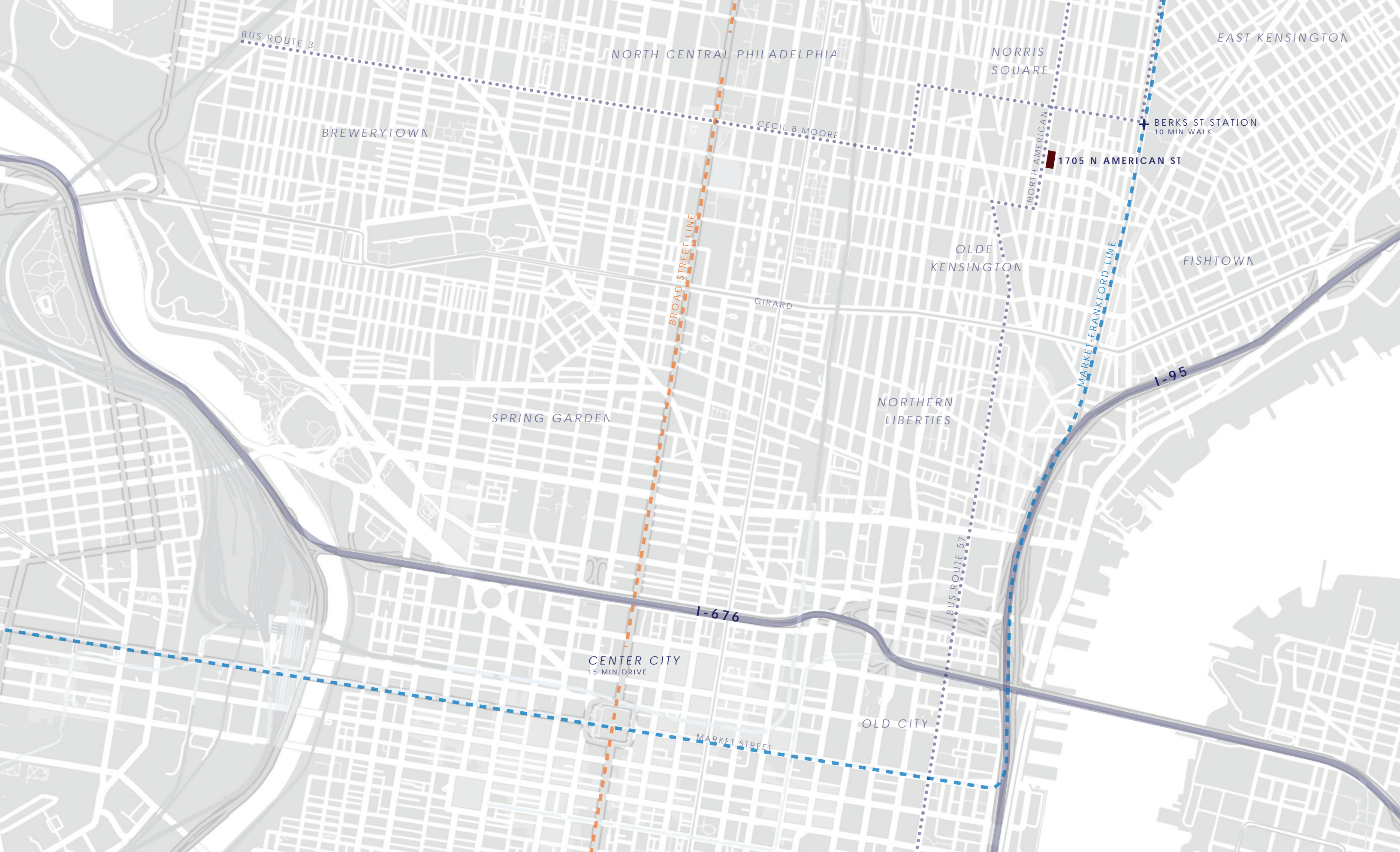
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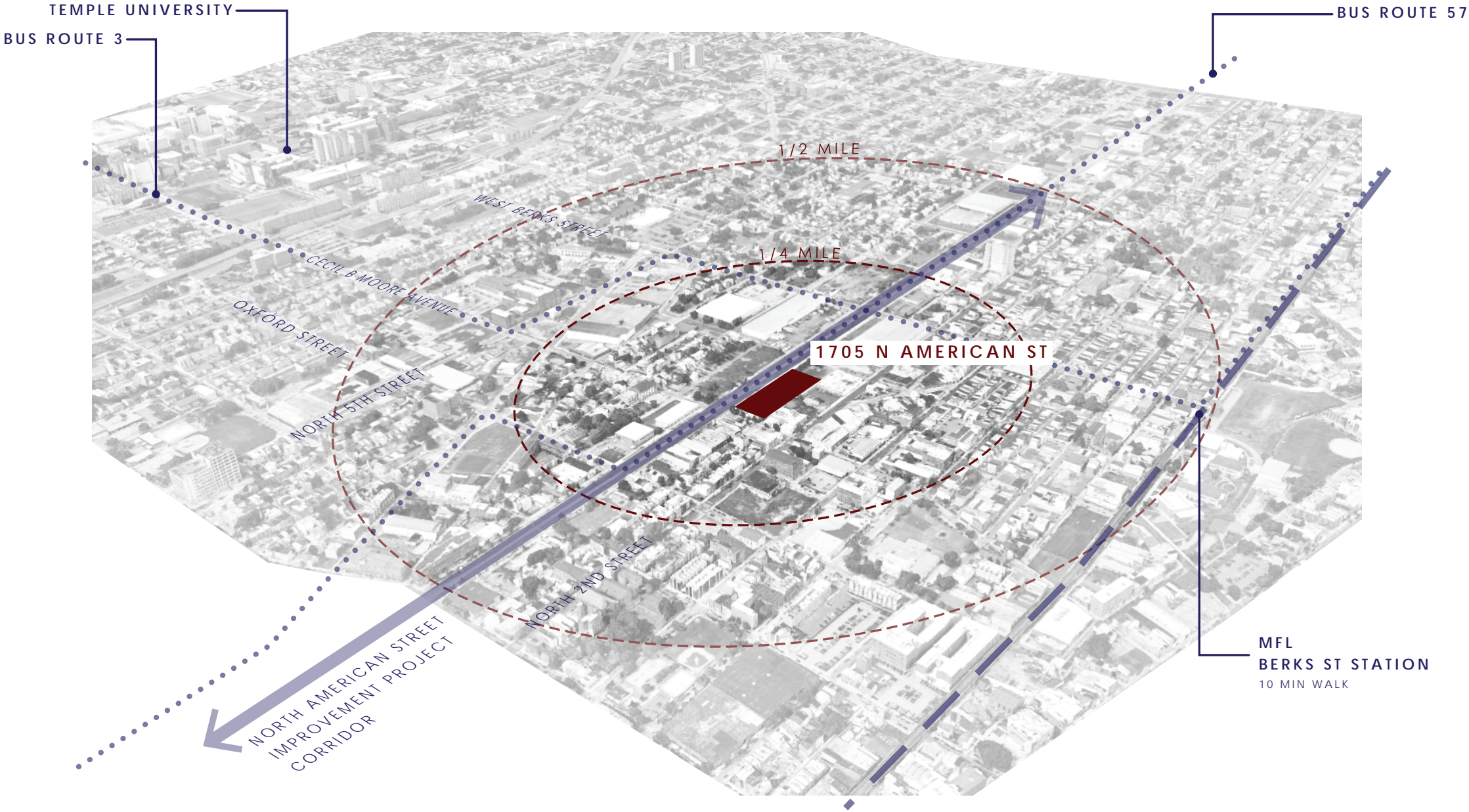
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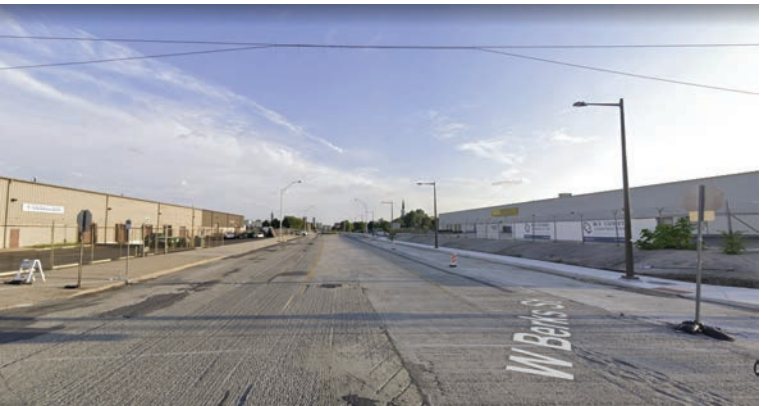
40 COMPLETE STREETS



SITE CONTEXT



CECIL B MOORE LOOKING EAST



N. AMERICAN ST LOOKING SOUTH



W. BERKS ST LOOKING WEST



W. BERKS ST LOOKING EAST

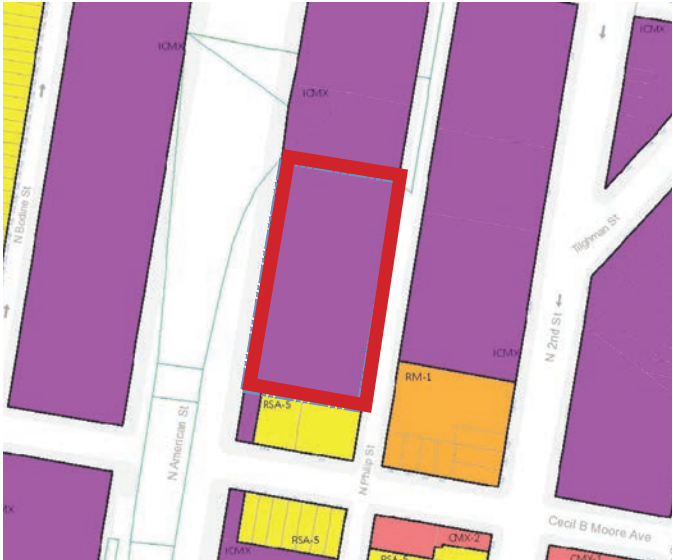


NORTH AMERICAN LOOKING NORTHEAST



NORTH AMERICAN LOOKING SOUTHEAST

SITE CONTEXT



ZONING MAP



ICMX
No Overlays
Adjacent to RSA-5 to South
RM-1 to East
Lot Size: 38,198 SF
Street Frontage: 300 FT



1. PHILIP ST LOOKING NORTH



2. N 2ND STREET CONSTRUCTION



3. PROPOSED SITE



4. N AMERICAN ST



5. CECIL B MOORE + N AMERICAN

DESIGN OBJECTIVES

THE PROPOSED DESIGN SUPPORTS THE TRANSFORMATION OF NORTH AMERICAN STREET FROM AN INDUSTRIAL ZONE INTO A VIBRANT COMMERCIAL CORRIDOR THAT IS THE BACKBONE OF THE NEIGHBORHOOD BY:

PROMOTING MOVEMENT ALONG NORTH AMERICAN STREET BY INCORPORATING COMMERCIAL CONTENT

ENGAGING WITH NEIGHBORS AND VISITORS BY PROVIDING A PERMEABLE PLAZA AND CAFE ACCESSIBLE TO ALL

PROVIDING DIVERSITY AND STABILITY TO THE NEIGHBORHOOD BY WAY OF AFFORDABILITY

ENCOURAGING DENSITY AND FURTHER DEVELOPMENT BY ORIENTING PUBLIC CONTENT AND AMENITIES TOWARD NORTH AMERICAN STREET AND THE PLAZA



PROPOSED DEVELOPMENT

182,000 GROSS FLOOR AREA

5 FLOORS RESIDENTIAL & AMENITIES

179 UNITS

FIRST FLOOR COMMERCIAL

9,900 SF

42 SURFACE PARKING SPACES

PILOTHOUSE

ROOF DECK

NORTH BUILDING
5 STORIES RESIDENTIAL
83 UNITS

COMMERCIAL
4,500 SF
110' STREET FRONTAGE

CAFE
1,100 SF

PLAZA

COMMERCIAL
4,300 SF
105' STREET FRONTAGE

EXISTING RESIDENTIAL

PILOTHOUSE

DOG PARK

6TH FLOOR SETBACK

ROOF DECK

SOUTH BUILDING
5 STORIES RESIDENTIAL
96 UNITS

SURFACE PARKING
42 SPACES

APPROVED FUTURE DEVELOPMENT
PARKING ENTRY



ZONING REFUSALS



ICMX
No Overlays
Adjacent to
RSA-5 + RM-1

ANTICIPATED REFUSALS

USE

Allowed: Commercial, Retail Business
Proposed: **Mixed Use**
179 Dwelling Units + 9,900 SF
Commercial/Retail Space

BUILDING HEIGHT

Allowed: 60 FT
Proposed: **73 FT (77 FT as Submitted)**

PILOT HOUSE

Allowed: 125 SF Per Building
Proposed: **895 SF Per Building**

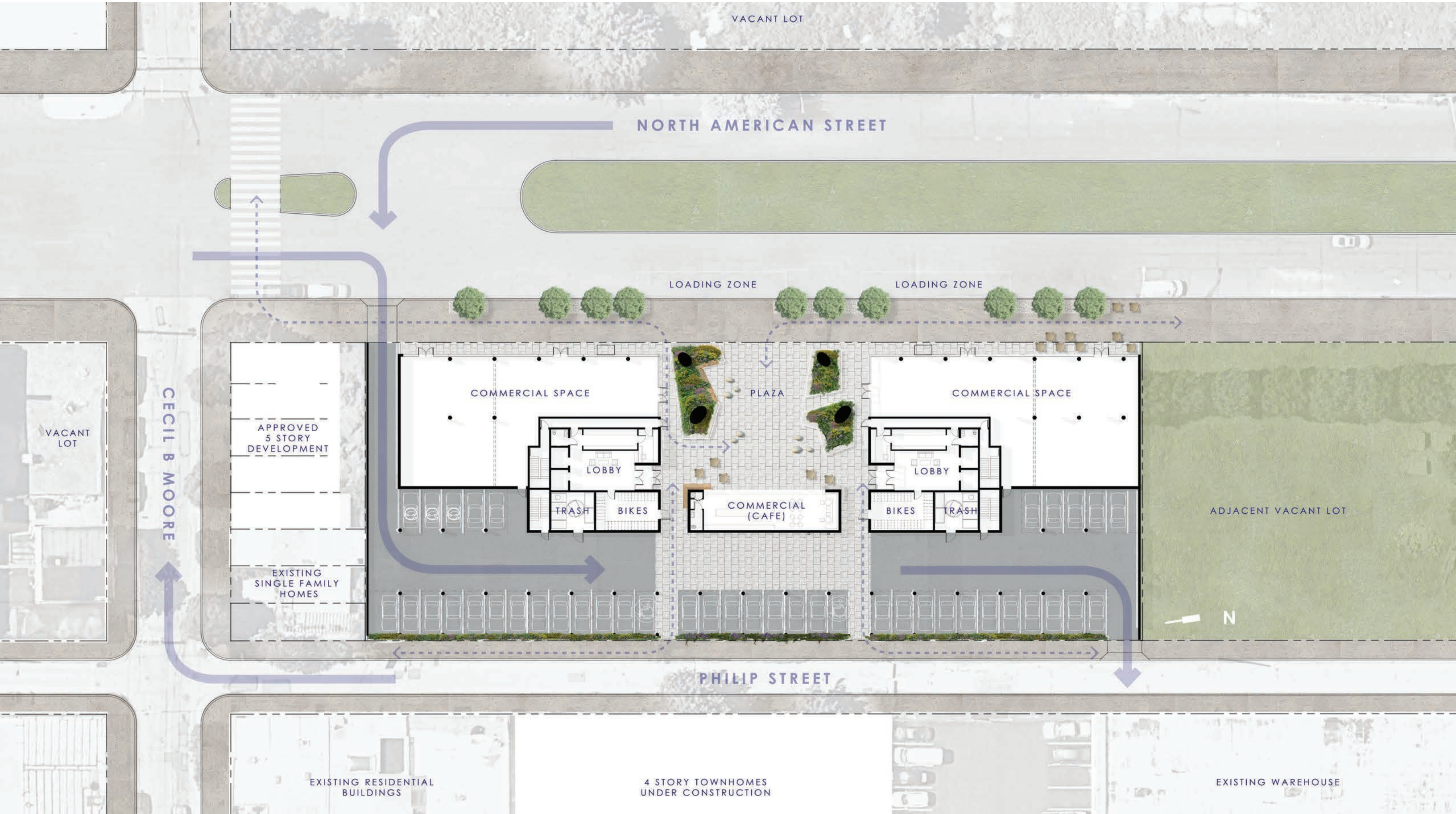
PARKING

Required: 60 Parking Spaces after Reductions
60 Bicycle Parking
Proposed: **42 Grade Level Spaces**
-2% of Parking is ADA
-3 Electric
-4 Ride Share Spaces Provided
100 Bicycle Parking (60 as Submitted)

LOADING

Required: 2 Spaces
Proposed: **2 Curb-Side Spaces on N. American St**

SITE PLAN



COMMERCIAL ENTRY

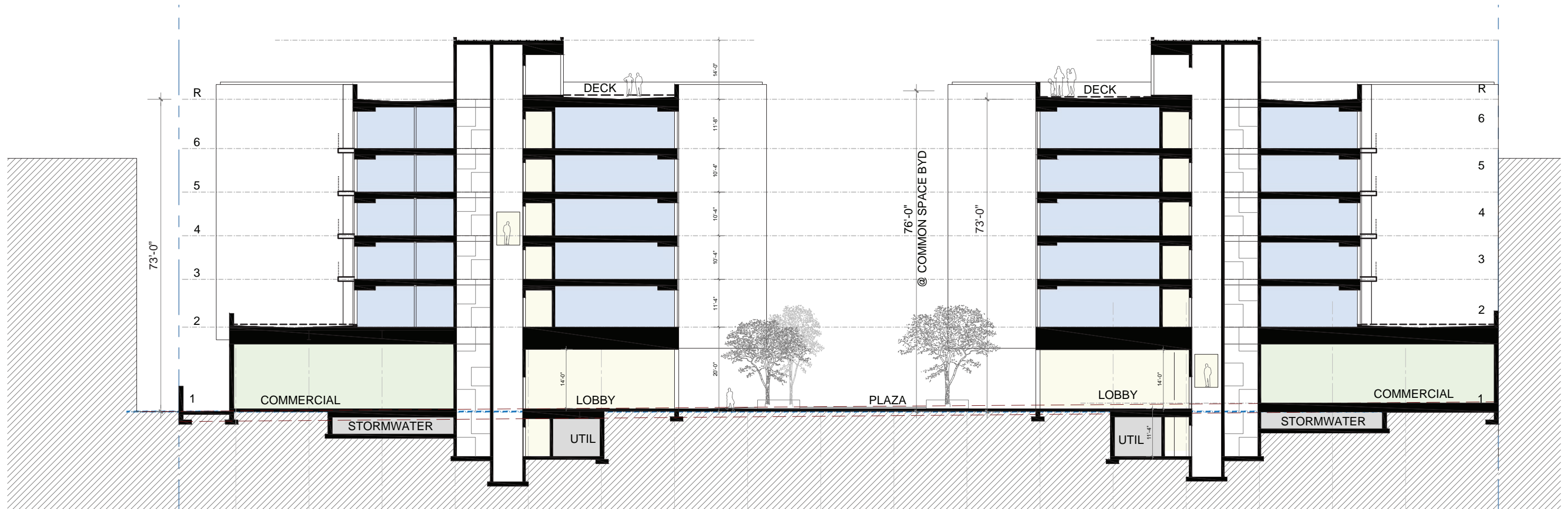
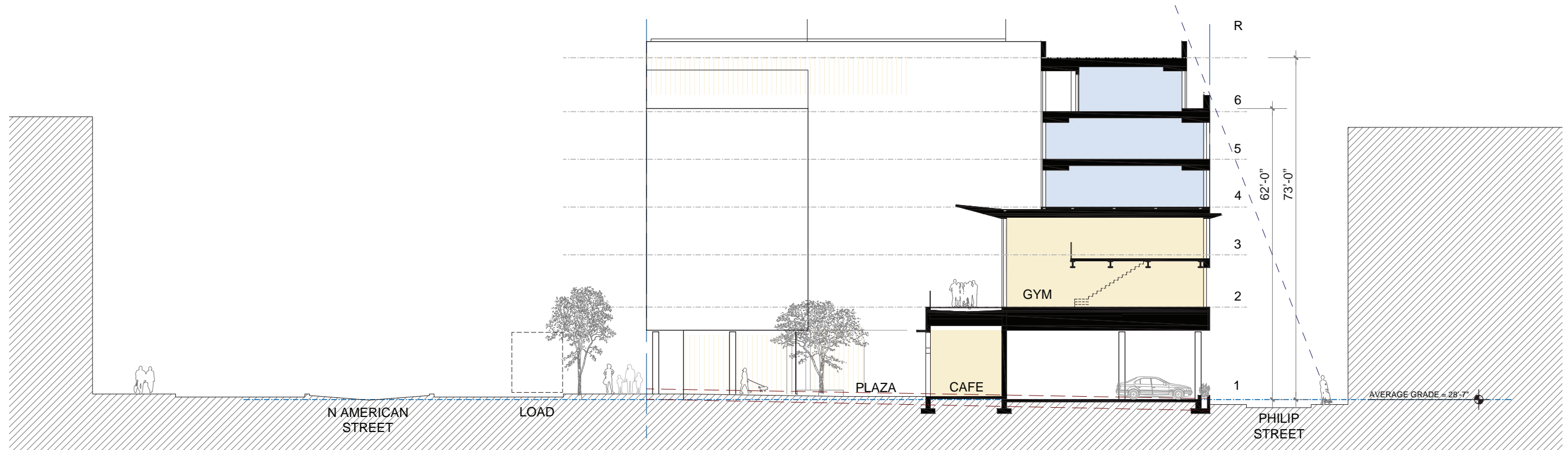


RESIDENTIAL ENTRY



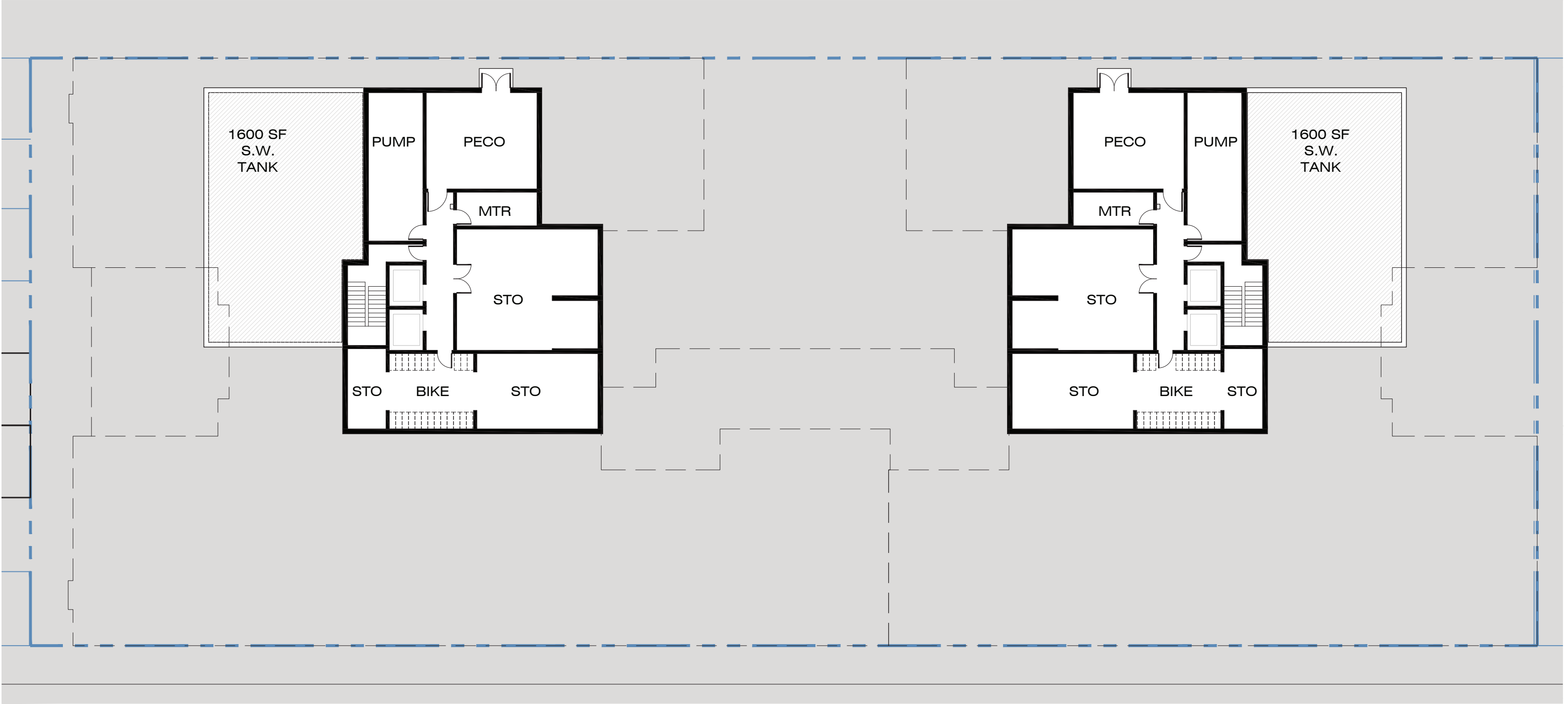


SITE SECTIONS



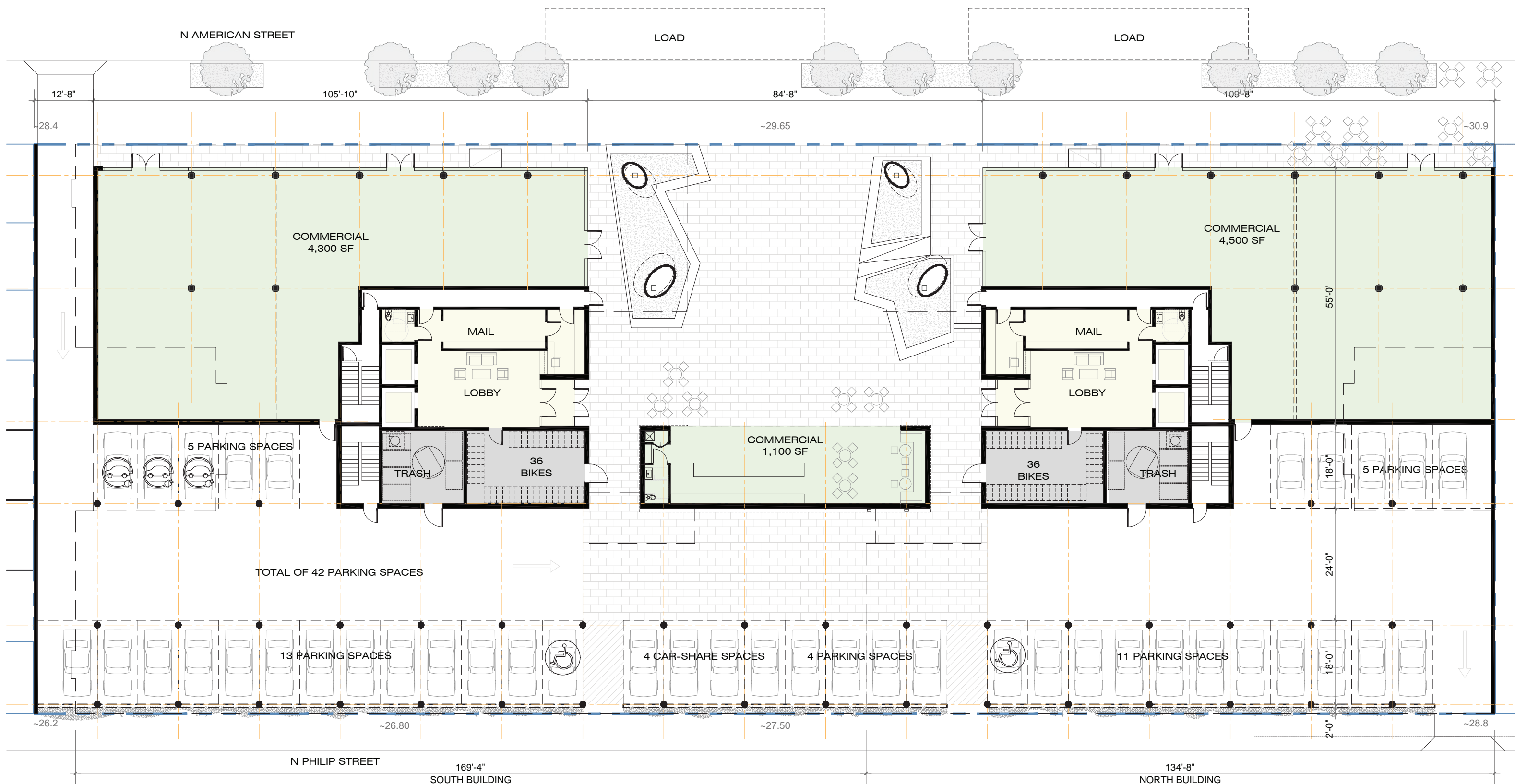


BASEMENT PLAN



BASEMENT GROSS AREA (NOT INCL. S.W. TANKS - 6,730 SF

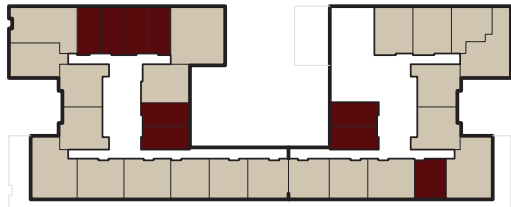
FIRST FLOOR



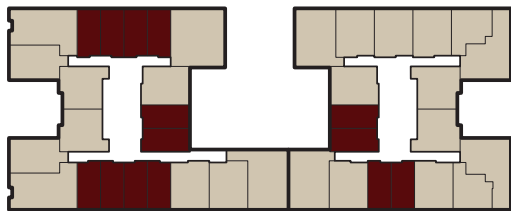
UNIT KEY PLANS

Floor Building	2nd		3rd		4th		5th		6th		Per Building		Total Units	
	S	N	S	N	S	N	S	N	S	N	S	N		
Units	17	16	19	18	21	18	21	18	18	13	96	83	179	100%
Studio	8	2	10	4	10	4	10	4	6	3	44	17	61	34%
1-Bedroom	6	11	6	10	7	10	7	10	9	8	35	49	84	47%
2-Bedroom	2	3	2	4	3	4	3	4	2	2	12	17	29	16%
3-Bedroom	1	0	1	0	1	0	1	0	1	0	5	0	5	3%
Total Floor	33		37		39		39		31				179	

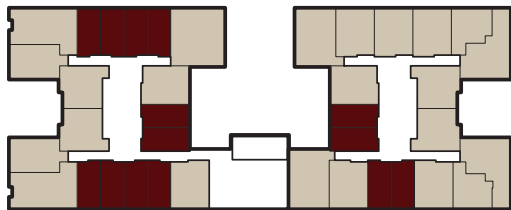
STUDIO UNITS
Count: 61



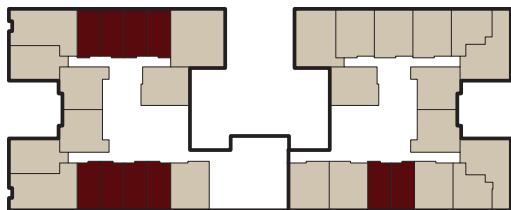
6th Floor



4th & 5th Floor

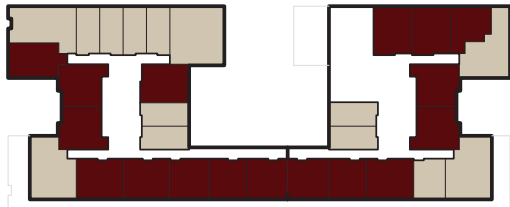


3rd Floor

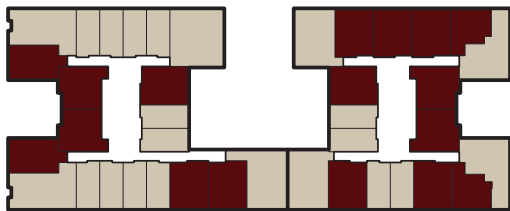


2nd Floor

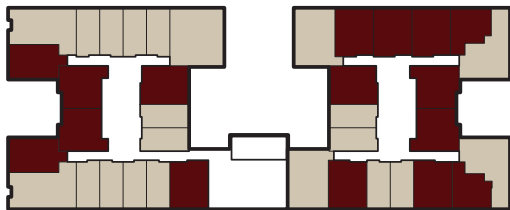
ONE BEDROOM UNITS
Count: 84



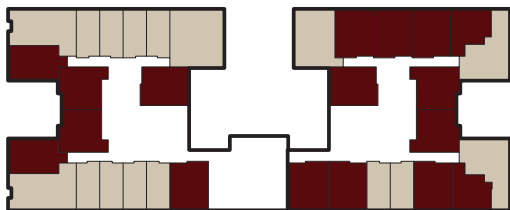
6th Floor



4th & 5th Floor

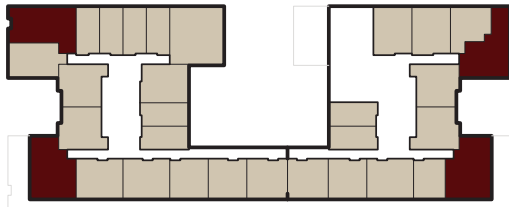


3rd Floor

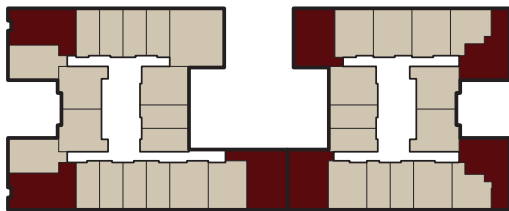


2nd Floor

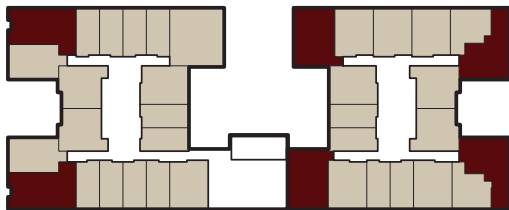
TWO BEDROOM UNITS
Count: 29



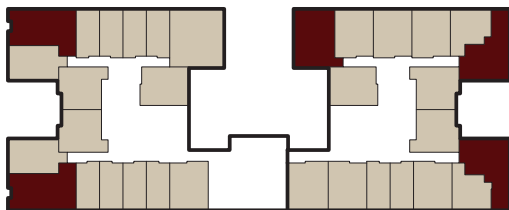
6th Floor



4th & 5th Floor

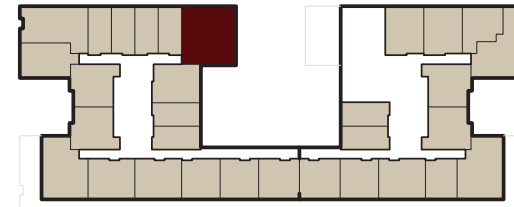


3rd Floor

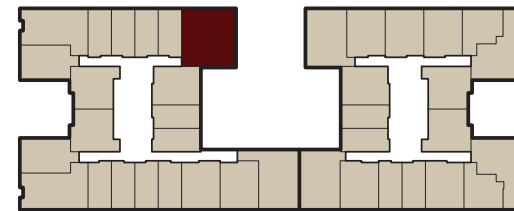


2nd Floor

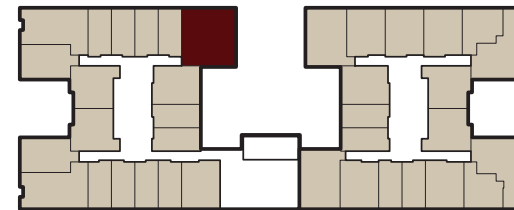
THREE BEDROOM UNITS
Count: 5



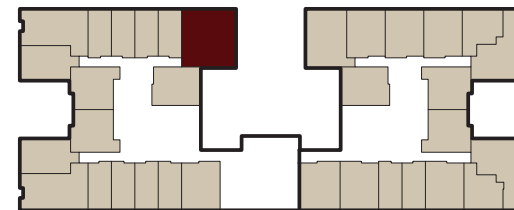
6th Floor



4th & 5th Floor



3rd Floor

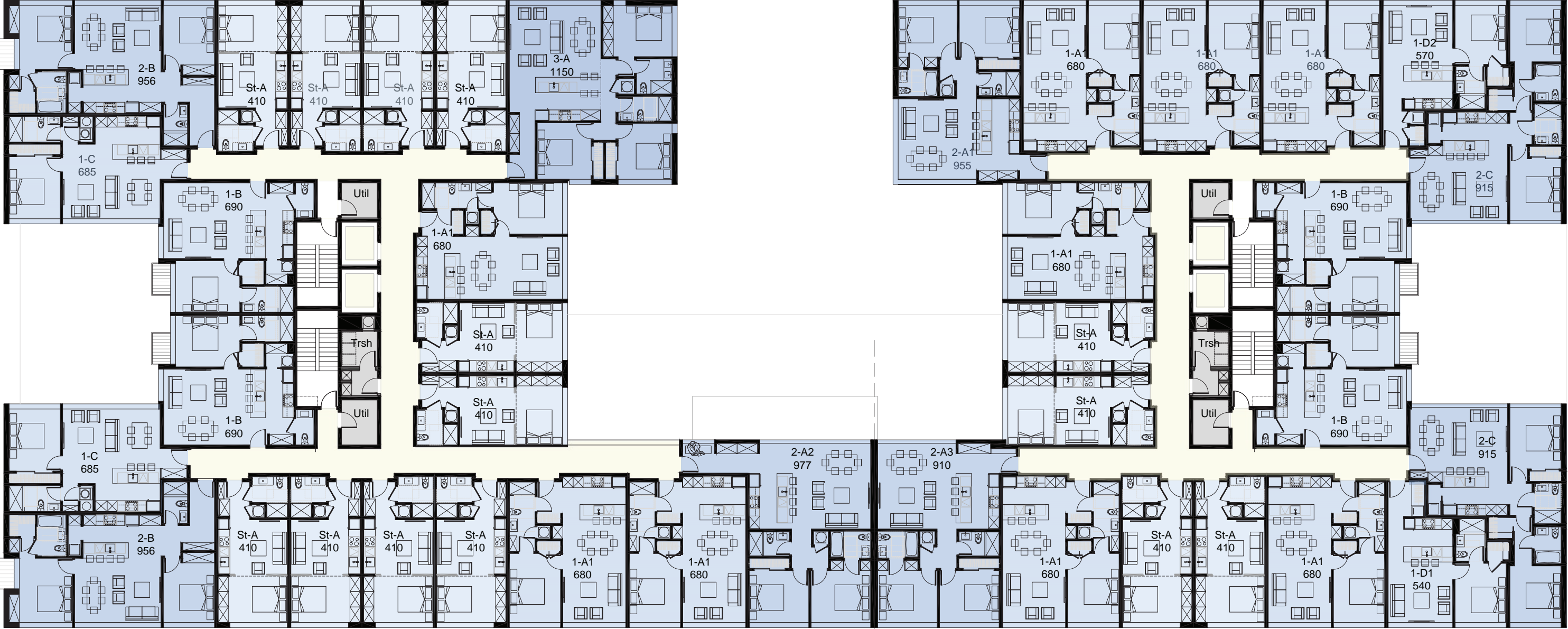


2nd Floor

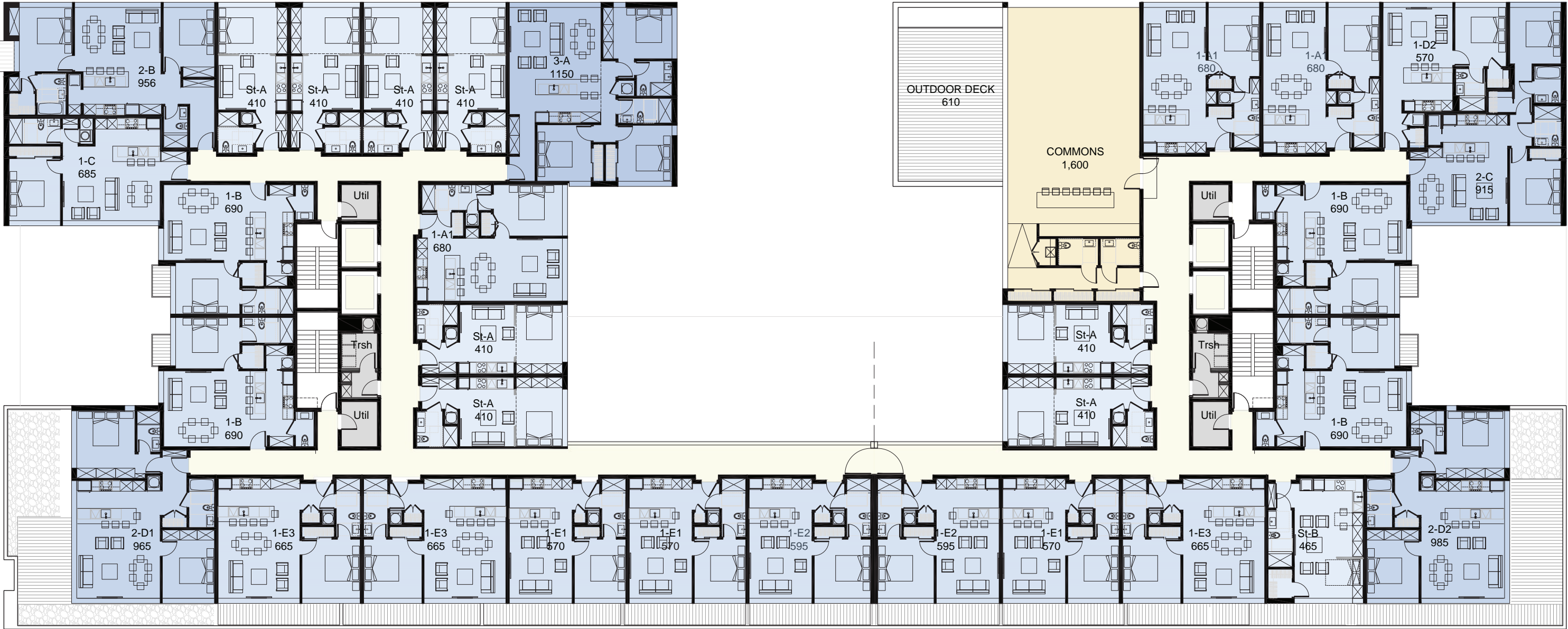
SECOND FLOOR



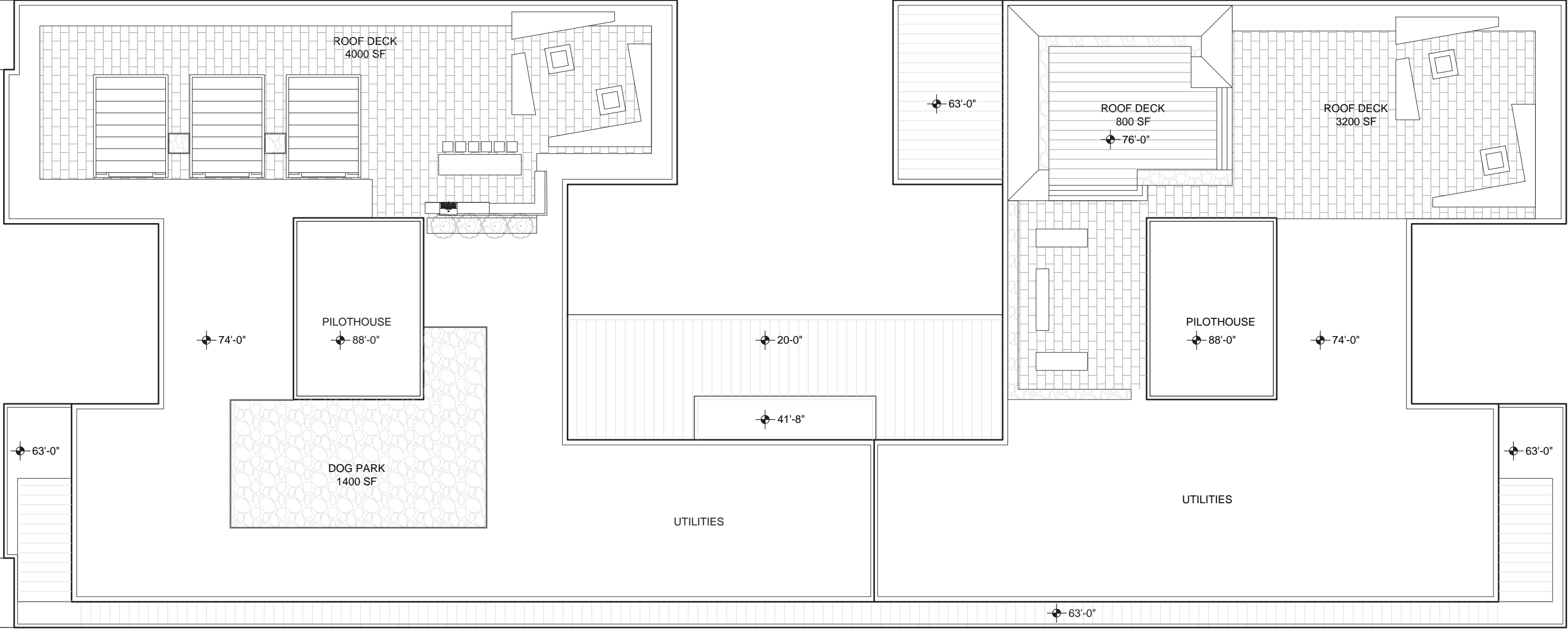
TYPICAL FLOOR PLAN



SIXTH FLOOR

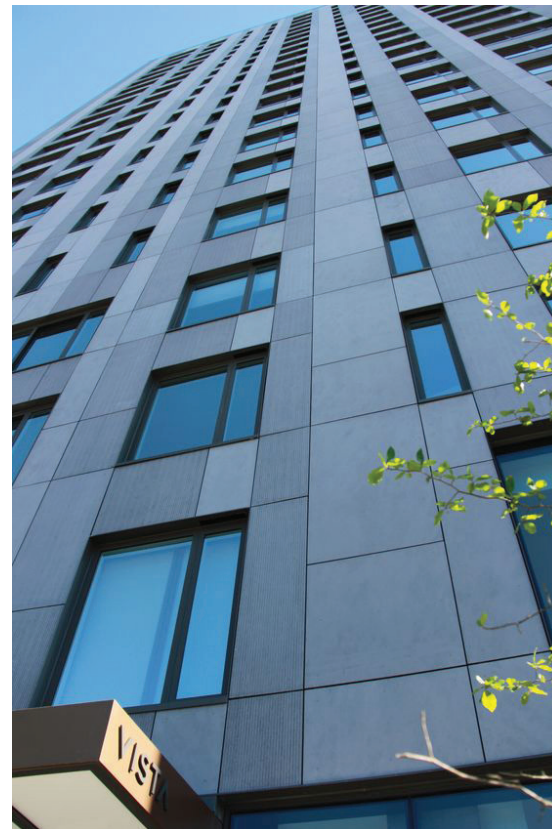
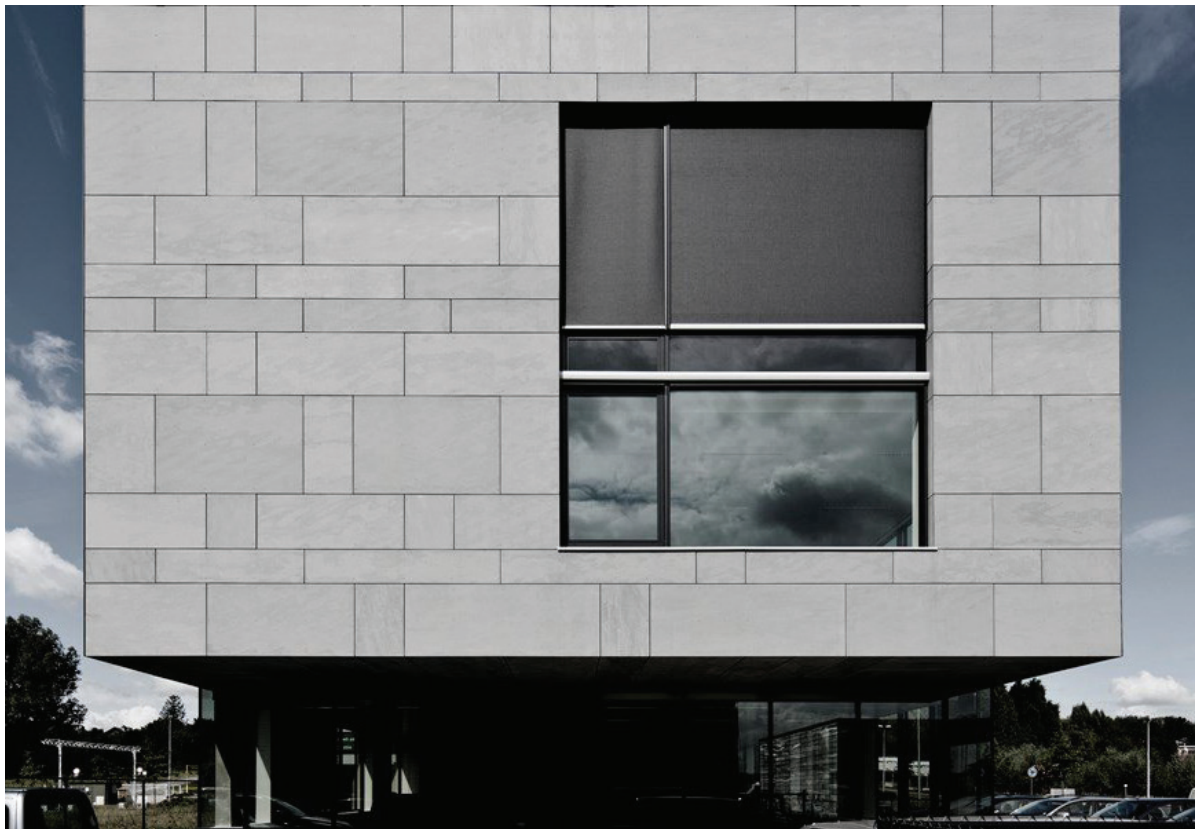
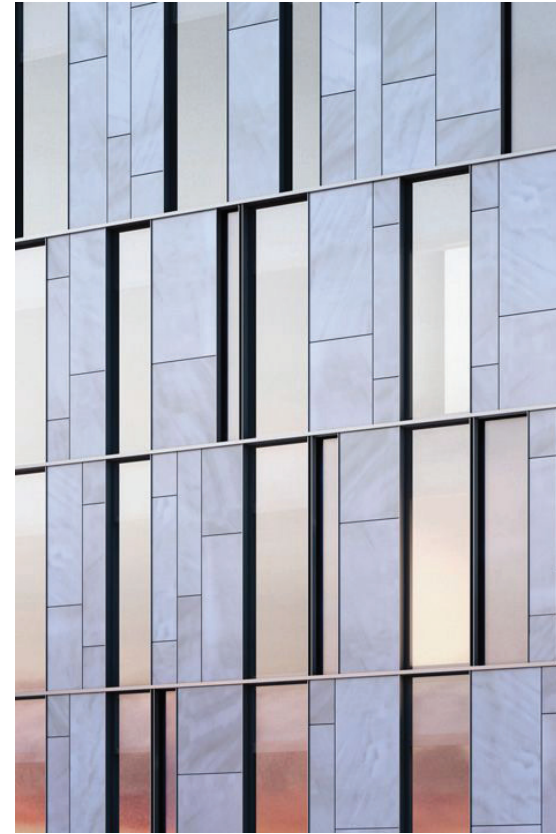


ROOF PLAN

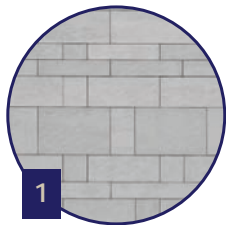
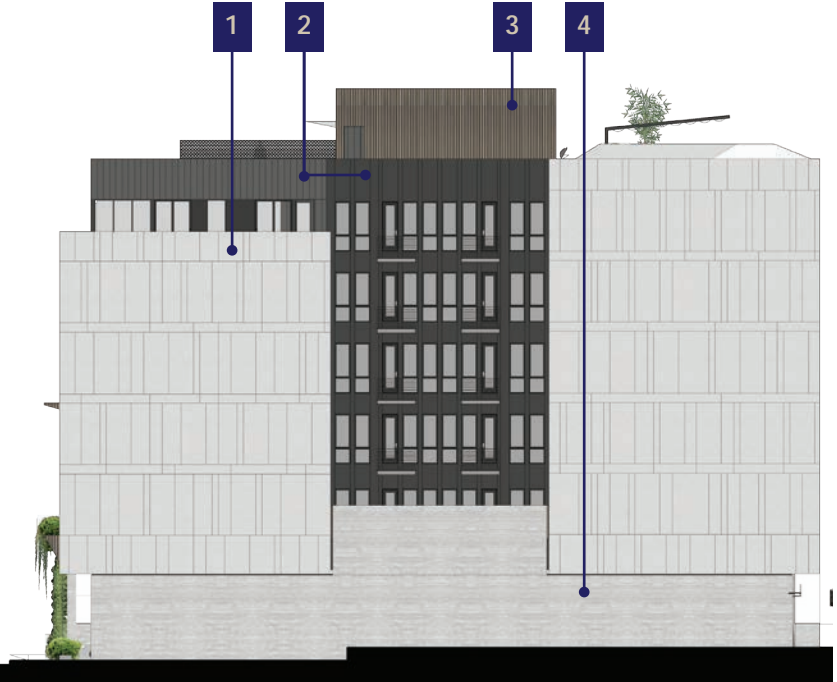




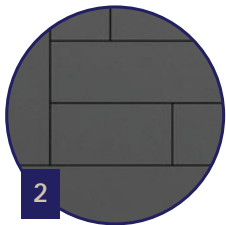
MATERIAL PRECEDENTS



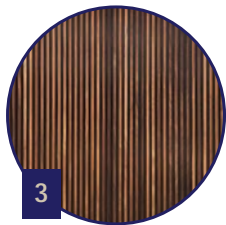
ELEVATIONS



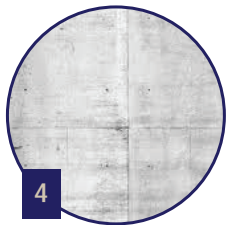
Equitone
Fiber Cement Panel
Light Gray



Equitone
Fiber Cement Panel
Dark Gray



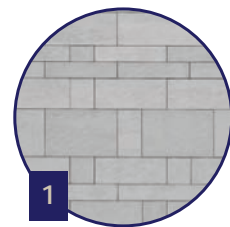
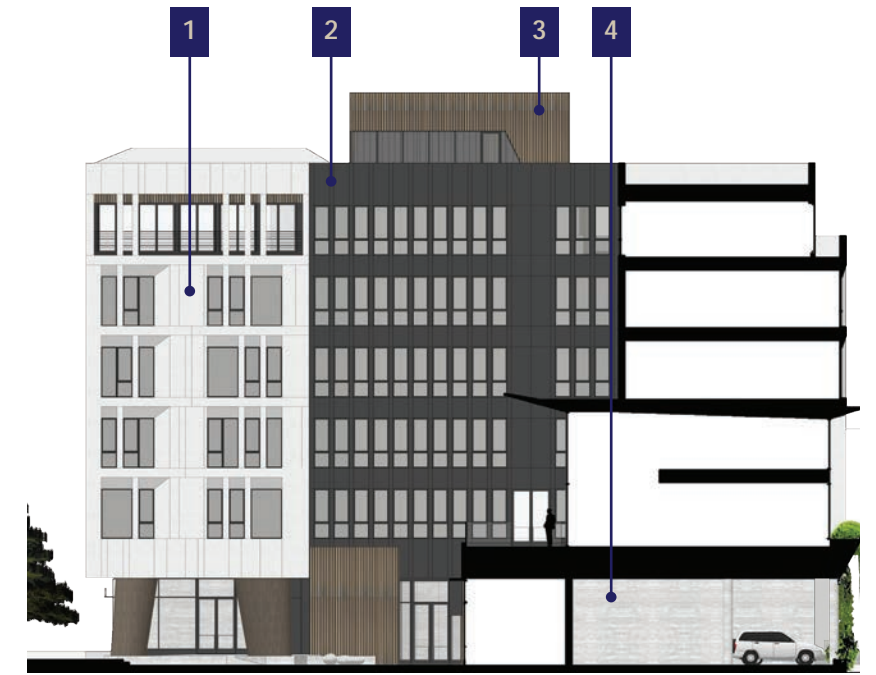
Wood Look
Aluminum Slat System



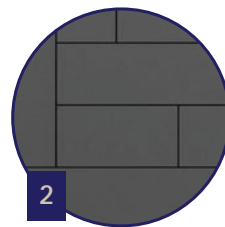
Architectural
Concrete



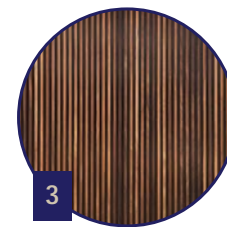
COURTYARD ELEVATIONS



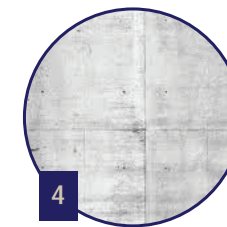
1
Equitone
Fiber Cement Panel
Light Gray



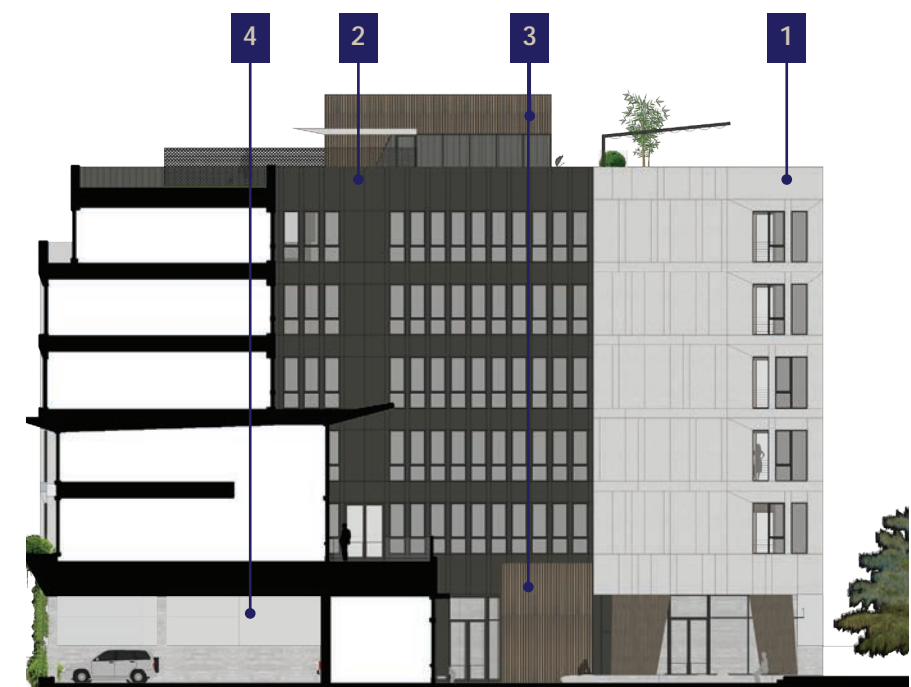
2
Equitone
Fiber Cement Panel
Dark Gray



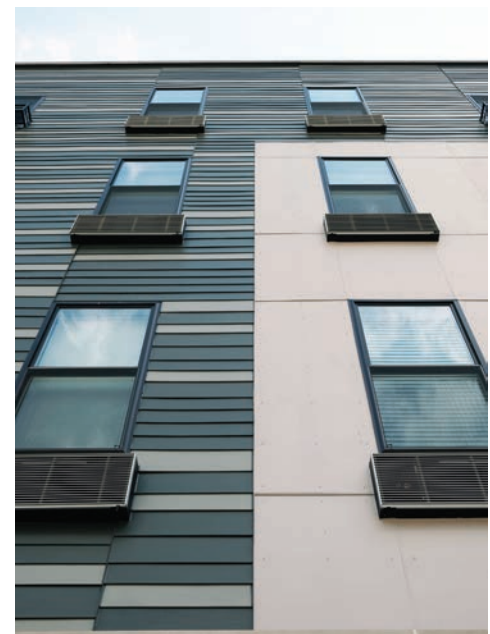
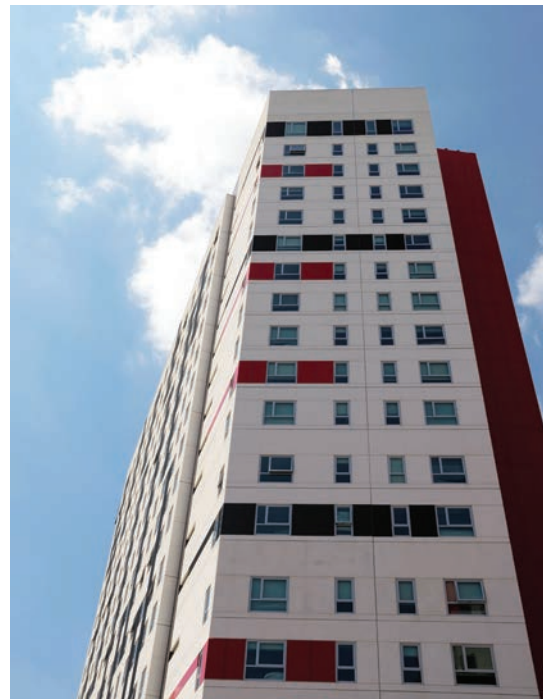
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Wood Look
Aluminum Slat System



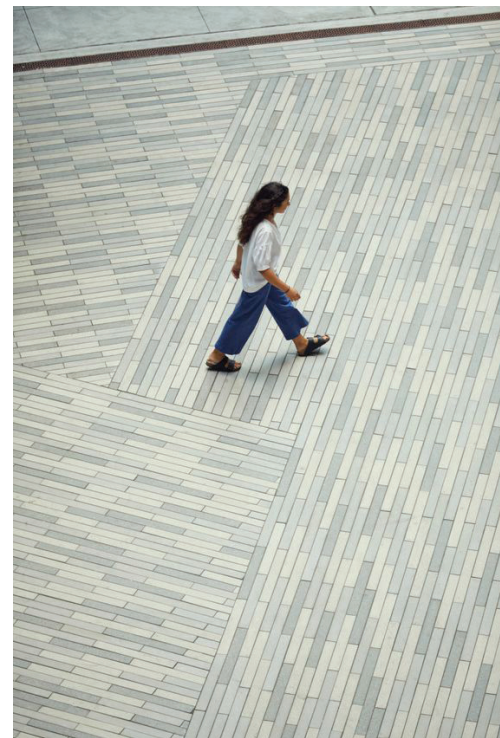
4
Architectural
Concrete



FIBER CEMENT PANEL NEIGHBORHOOD PRECEDENTS



LANDSCAPE PRECEDENTS



LANDSCAPE PLAN



ZONE ONE - PLAZA



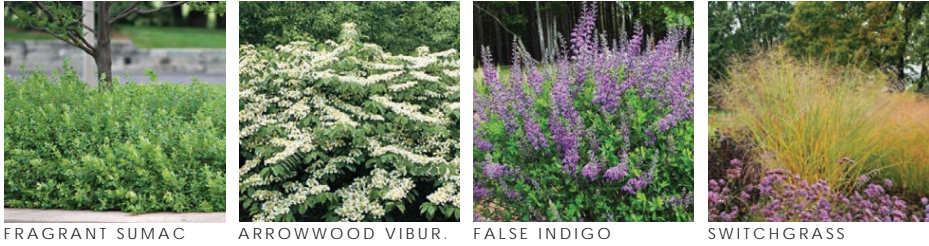
SWEET PEPPERBUSH GOLDEN ASTER EVENING PRIMROSE SWAMP MILKWEED JOE-PYE WEED

ZONE TWO - TRELLIS



AMERICAN WISTERIA ENGLISH IVY

ZONE THREE - PARKING



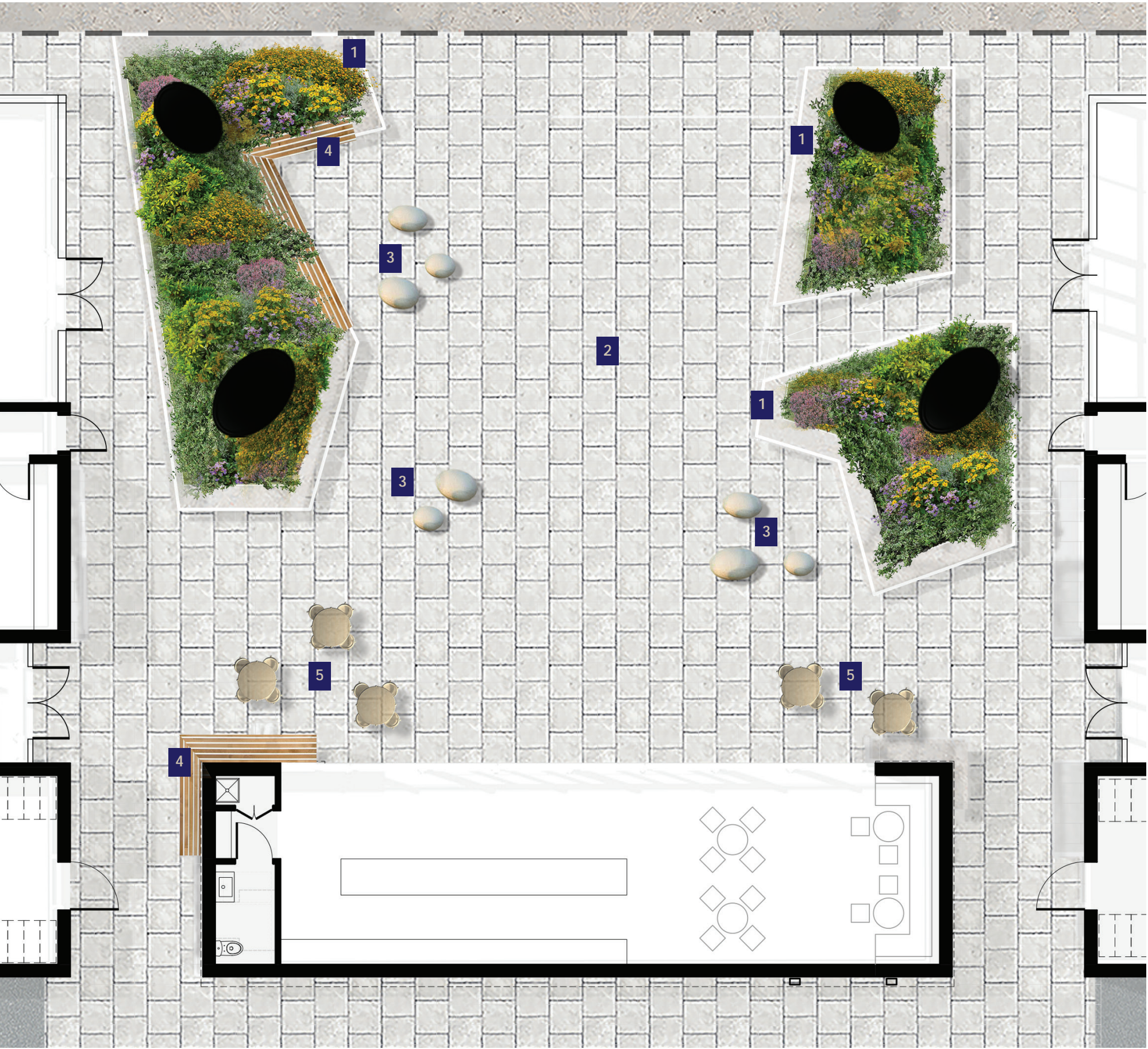
FRAGRANT SUMAC ARROWWOOD VIBUR. FALSE INDIGO SWITCHGRASS

HARDSCAPE



NATURAL HANOVER PLANKSTONE PAVERS LIMESTONE GRAY

ENLARGED PLAZA LANDSCAPE



ZONE ONE - PLAZA

- 1 RAISED PLANTERS WITH CONCRETE SURROUND
- 2 HARDSCAPE PAVERS
- 3 "PEBBLE" ORGANIC SCULPTURAL SEATING
- 4 INTEGRATED WOOD SLAT BENCHES
- 5 ANTICIPATED CAFE SEATING



SWEET PEPPERBUSH



GOLDEN ASTER



EVENING PRIMROSE



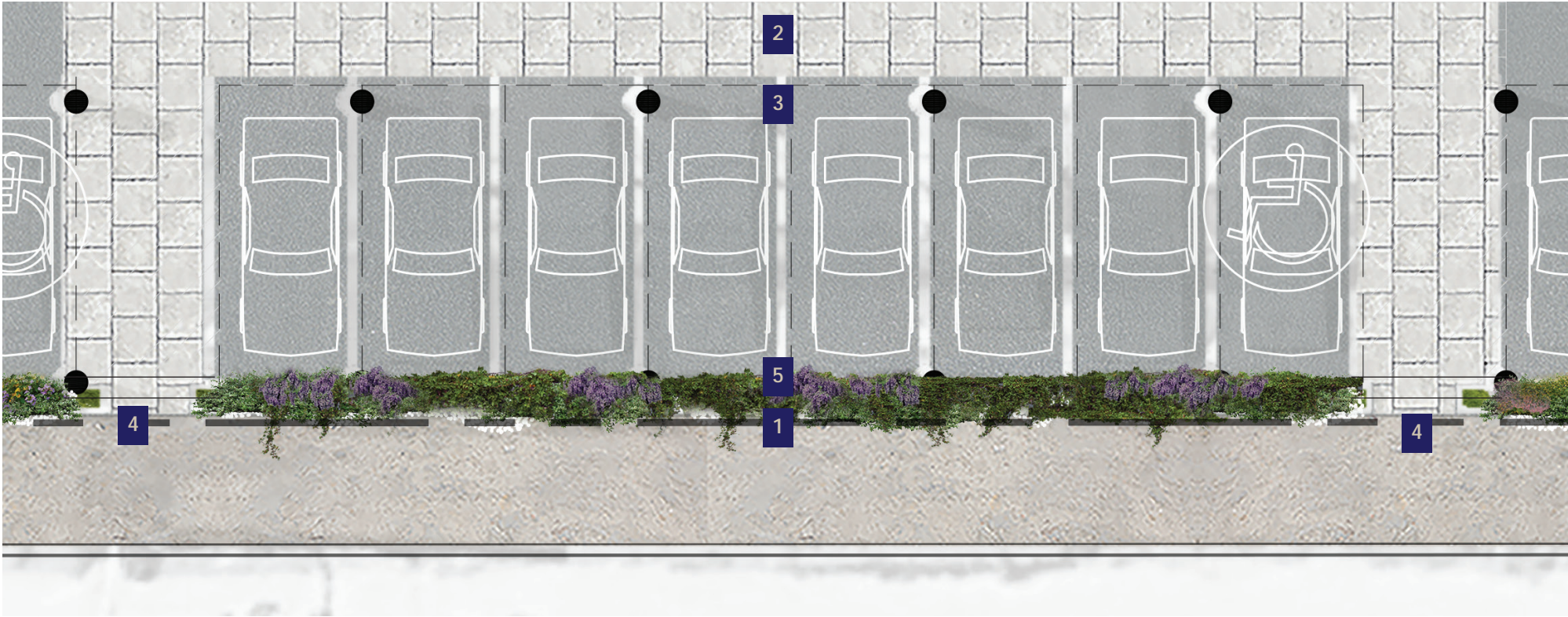
SWAMP MILKWEED



JOE-PYE WEED

ENLARGED PARKING LANDSCAPE

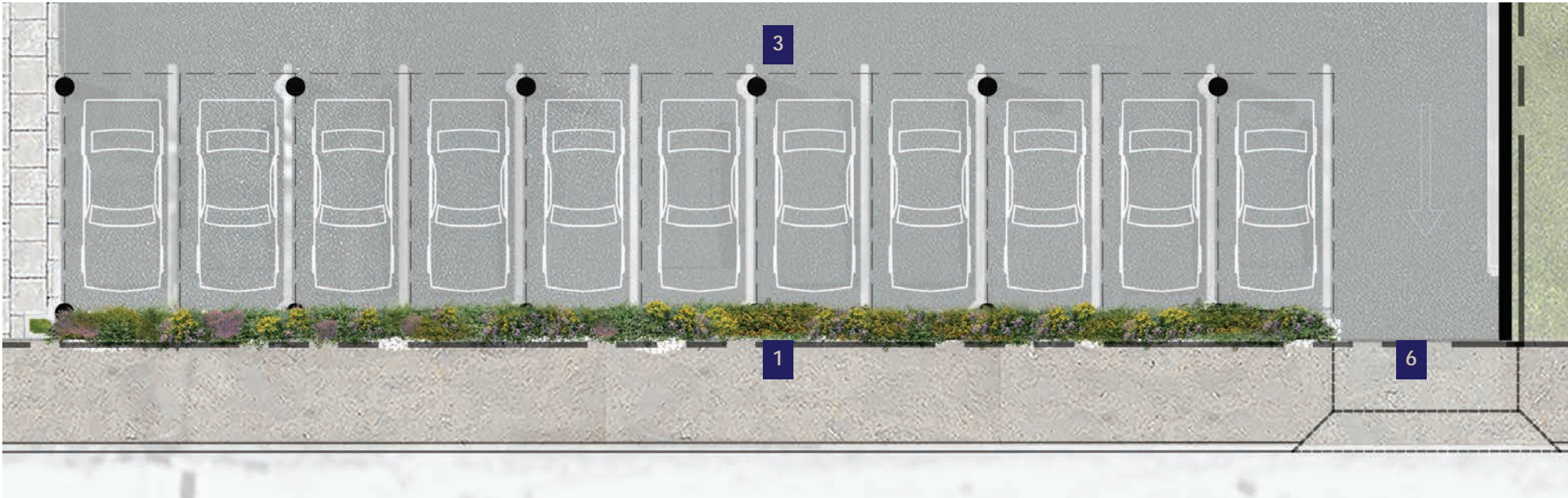
ZONE TWO - TRELLIS



ZONE TWO - TRELLIS ZONE THREE - PARKING

- 1 RAISED PLANTERS WITH CONCRETE SURROUND
- 2 HARDSCAPE PAVERS
- 3 ASPHALT PARKING
- 4 PEDESTRIAN ACCESS TO PHILIP ST
- 5 CABLE TRELLIS SYSTEM TO 2ND STORY
- 6 PROPOSED CURB CUT & PARKING EXIT

ZONE THREE - PARKING



AMERICAN WISTERIA



ENGLISH IVY



FRAGRANT SUMAC



ARROWWOOD VIBUR.



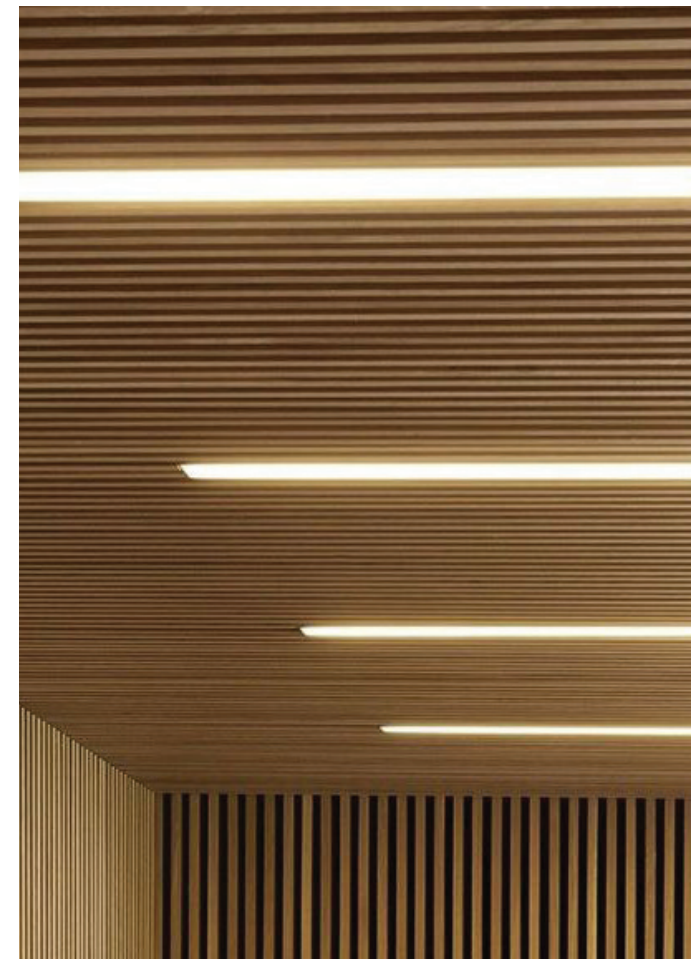
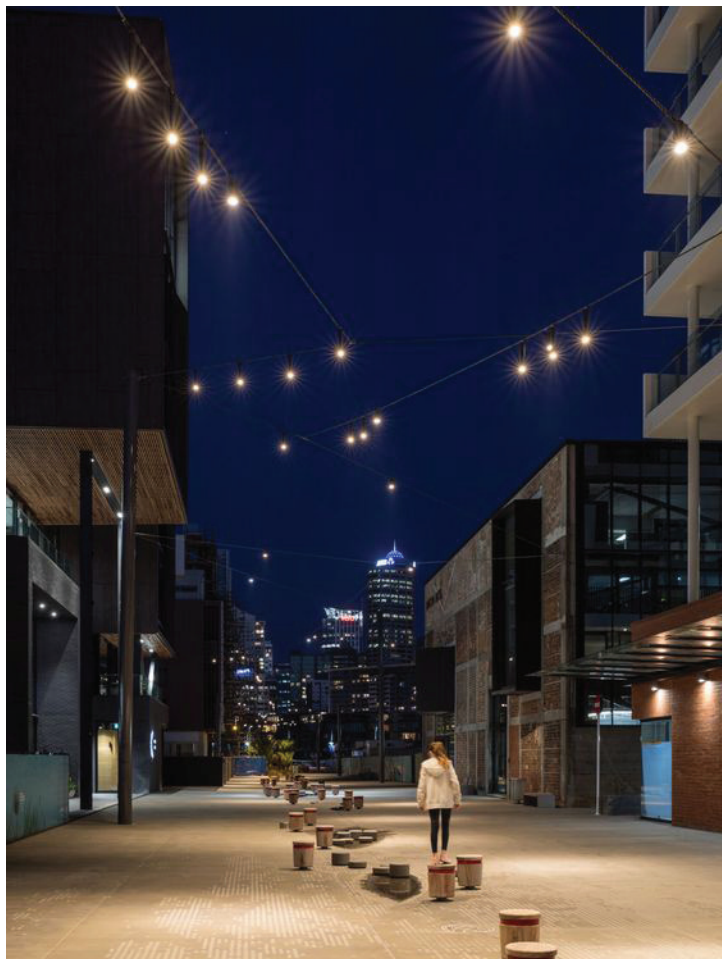
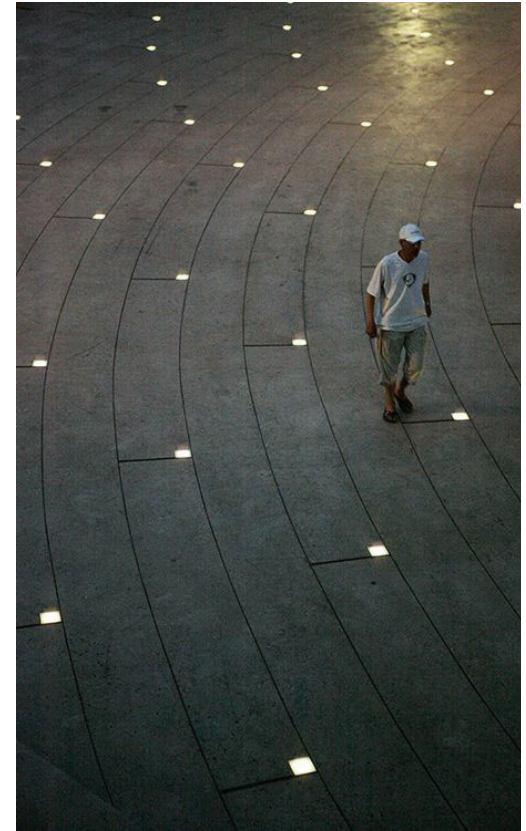
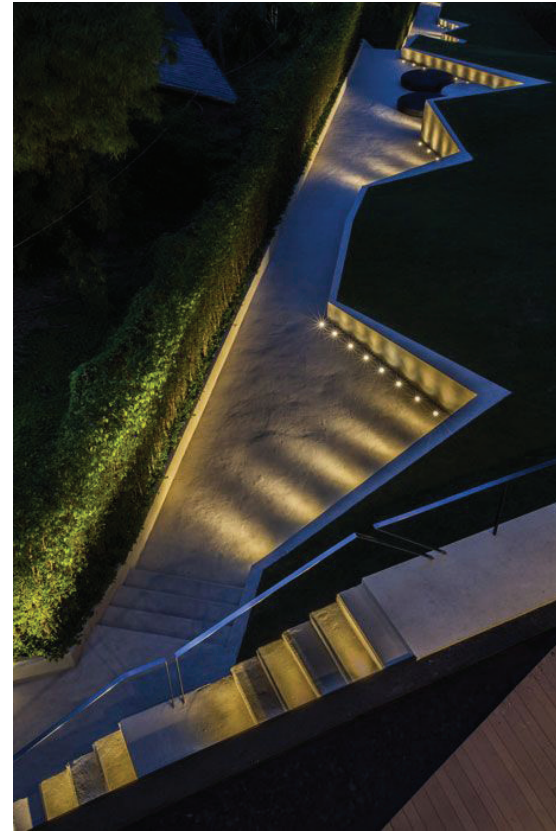
FALSE INDIGO



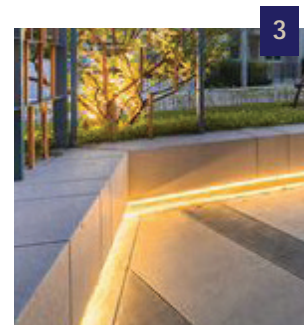
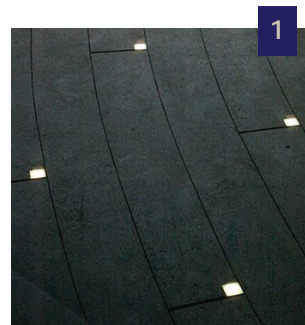
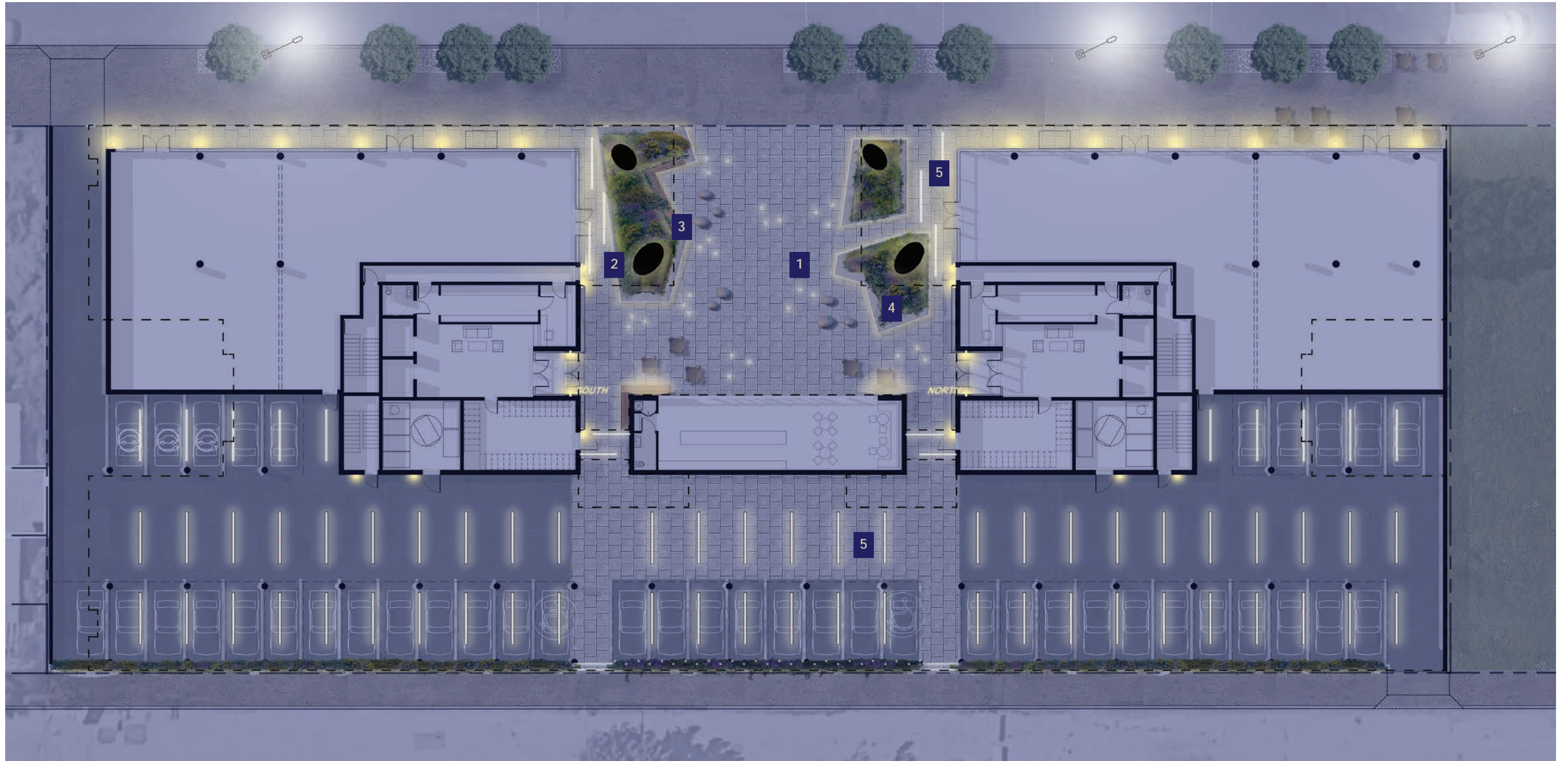
SWITCHGRASS



LIGHTING PRECEDENTS



EXTERIOR LIGHTING



SUSTAINABILITY STRATEGIES

SUSTAINABILITY SUMMARY

- The project is located on a green street currently under construction.
- Reduced transportation footprint:
 - 2 bus lines within ¼ mile radius; Berks Station of the EI;
 - Includes 3 electric vehicle parking spaces and 4 car-share spaces
- Use of highly reflective roofing and hardscape materials for heat island reduction.
- Water use reductions:
 - Selected planting to have high drought tolerance with the ability to be maintained without irrigation.
 - Low flow fixtures throughout
- The project intends to employ sustainable and efficient MEP system including:
 - Increased HVAC system efficiency beyond code minimum.
 - Utilizing energy recovery units (ERU) to capture energy in exhaust air system for use in preconditioning outside air.
 - Reduced lighting power density from what is required by code.
- User-focused design works toward adaptable physical comfort and positive aesthetic experience.



SUSTAINABILITY QUESTIONNAIRE

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	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	The project is served by nearby SEPTA Bus Routes 3, 57.
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	All proposed parking areas for the project are located in the rear and interior of the site, below the 2nd floor of the building.
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	Three (3) electric vehicle parking spaces are being provided as part of this project which account for more than 7% of all parking spaces used for the project.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) ⁱ	Former rail lines that were active along American Street are being removed as part of the PWD green streets project.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No bike share stations are proposed as part of this project.

Civic Sustainable Design Checklist – Updated September 3, 2019

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.	Based on the allowable building coverage and minimum required parking, there are areas for site landscaping, but it does not exceed 30% of the site's open area.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	Stormwater detention basins will be provided on site to manage the runoff associated with the site in accordance with PWD regulations. The adjacent street runoff along American Street is to be managed via a green street project currently in construction.
(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.	Through the use of landscaping and hardscape design (i.e. cobble pavers and high reflective materials), 50% of the building area will mitigate the heat island effect.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	The project will be in compliance with 2018 IECC. The design intent is comply with either a More Efficient HVAC Performance (C406.1.1) OR Reduced Lighting Power (C406.1.2)
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ ●Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	The project intends to employ sustainable and efficient MEP system including - Increased HVAC system efficiency beyond code minimum. -Utilizing energy recovery units (ERU) to capture energy in exhaust air system for use in preconditioning outside air. - Reduced lighting power density from what is required by code. At this time the project is not pursuing third party certification (Energy Star, LEED, etc.)

SUSTAINABILITY QUESTIONNAIRE

Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	The site is not located within 1,000-feet of highway or freeway.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	At this time the project is not pursuing renewable on-site energy
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	

ⁱ Railway Association of Canada (RAC)'s “Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
See also, “The Commercial Energy Code Compliance” information sheet:
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>
and the “What Code Do I Use” information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1
For Energy Star: www.Energystar.gov
For Passive House, see www.phius.org

^{iv} Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways

COMPLETE STREETS

Philadelphia City Planning Commission



INSTRUCTIONS

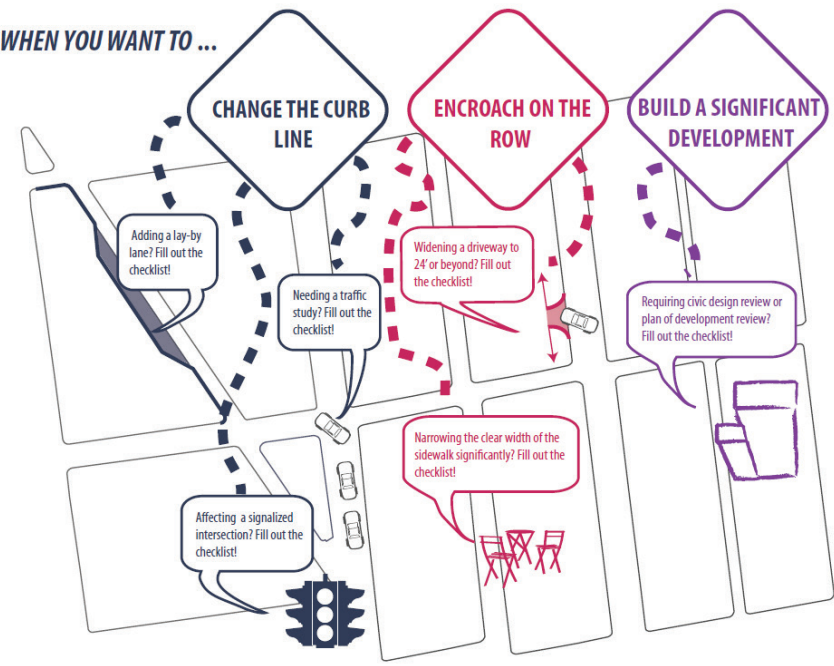
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

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

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT: DATE

FINAL STREETS DEPT REVIEW AND COMMENT: DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- ☐ This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- ☐ All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- ☐ All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- ☐ Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ☐ ADA curb-ramp designs must be submitted to Streets Department for review
- ☐ Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit> . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - o Placing of a new street;
 - o Removal of an existing street;
 - o Changes to roadway grades, curb lines, or widths; or
 - o 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
 - o FULLY DIMENSIONED
 - o CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o PROPOSED TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o 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

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

1705 N. American Street
2. DATE

June 24, 2020
3. APPLICANT NAME

1705-63 N. American Alpha, LLC c/o Rod Werner
Director of Planning
4. APPLICANT CONTACT INFORMATION

502 Walnut Street
Philadelphia, PA 19106
rodw@sd400.com
5. PROJECT AREA: list precise street limits and scope

The project is located in the Kensington section of Philadelphia along the American Street corridor.

The project runs from street front to street front. The frontage along American Street is 231.187' and 231.187' along Philip Street.

The project entails a 6-story building with ground floor commercial, 179 residential units, and 42 at grade parking spaces situated below the building, along Philip Street.
6. OWNER NAME

Rod Werner
Director of Planning
7. OWNER CONTACT INFORMATION

502 Walnut Street
Philadelphia, PA 19106
215.801.2882
rodw@sd400.com
8. ENGINEER / ARCHITECT NAME

Omar Rosa, PE
9. ENGINEER / ARCHITECT CONTACT INFORMATION

Direct: 215 665-7147
Mobile: 302 584-0898
Fax: 215 665-7001
EOmar.Rosa@stantec.com

Stantec
1500 Spring Garden Suite 1100
Philadelphia PA 19130-4067
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/>

STREET	FROM	TO	COMPLETE STREET TYPE
American Street	Cecil B. Moore Avenue	Berks Street	Auto Oriented Commercial/Industrial
Philip Street	Cecil B. Moore Avenue	Montgomery Avenue	Local

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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

YES

NO

N/A
- c. Street Direction

YES

NO
- d. Curb Cuts

YES

NO

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

YES

NO

N/A
- f. Building Extensions into the sidewalk, such as stairs and stoops

YES

NO

N/A

APPLICANT: General Project Information

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
<u>American Street</u>	<u>12' / 18' / 18'</u>	<u>18' / 18'</u>
<u>Philip Street</u>	<u>10' / 8' / 8'</u>	<u>8' / 8'</u>
	____ / ____ /	____ /
	____ / ____ /	____ /

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE Required / Existing / Proposed
<u>American Street</u>	<u>6' / 12'-4" / 12'-4"</u>
<u>Philip Street</u>	<u>5' / 8' / 5'</u>
	____ / ____ /
	____ / ____ /

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>American Street</u>	<u>36'-10" for Parking Lot</u>	<u>61'-11" north of Cecil B. Moore Ave.</u>
<u>Philip Street</u>	<u>NA</u>	<u>NA</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>American Street</u>	<u>12' for Parking Lot</u>	<u>65'-6" north of Cecil B. Moore Ave.</u>
<u>Philip Street</u>	<u>12' for Parking Lot</u>	<u>366'-4" north of Cecil B. Moore Ave.</u>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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?

YESNO

DEPARTMENTAL
APPROVAL

YESNO

APPLICANT: Pedestrian Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, **existing and proposed** Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>American Street</u>	<u>0' / 0'</u>
<u>Philip Street</u>	<u>0' / 0'</u>
	<u> </u> / <u> </u>
	<u> </u> / <u> </u>

17. FURNISHING ZONE: list the MINIMUM, **recommended, existing, and proposed** Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>American Street</u>	<u>5' / 5'-8" / 5'-8"</u>
<u>Philip Street</u>	<u>3'-6" / 0' / 3'</u>
	<u> </u> / <u> </u> / <u> </u>
	<u> </u> / <u> </u> / <u> </u>

18. Identify proposed “high priority” building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?				
▪ Bicycle Parking	YES	NO	N/A	
▪ Lighting	YES	NO	N/A	
▪ Benches	YES	NO	N/A	
▪ Street Trees	YES	NO	N/A	
▪ Street Furniture	YES	NO	N/A	
19. Does the design avoid tripping hazards?	YES	NO	N/A	
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception	YES	NO	N/A	

DEPARTMENTAL
APPROVAL

YES NO
YES NO
YES NO
YES NO
YES NO
YES NO
YES NO

COMPLETE STREETS HANDBOOK CHECKLIST

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BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)	YES	NO	N/A	YES	NO
22. Does the design maintain adequate visibility for all roadway users at intersections?	YES	NO	N/A	YES	NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:


DEPARTMENTAL REVIEW: Building & Furnishing Component


Reviewer Comments:


COMPLETE STREETS


COMPLETE STREETS HANDBOOK CHECKLIST


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BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
<u>1705 American Street</u>	<u>62</u>	<u>0/0</u>	<u>0/2</u>	<u>0/72</u>
		____/	____/	____/
		____/	____/	____/
		____/	____/	____/

25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?

Conventional Bike Lane

YES

NO

N/A

Buffered Bike Lane

YES

NO

N/A

Bicycle-Friendly Street

YES

NO

N/A

Indego Bicycle Share Station

YES

NO

N/A

DEPARTMENTAL APPROVAL

YES

NO

YES

NO

YES

NO

YES

NO

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

YES

NO

N/A

YES

NO

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

YES

NO

N/A

YES

NO

APPLICANT: Bicycle Component


Additional Explanation / Comments:


DEPARTMENTAL REVIEW: Bicycle Component


Reviewer Comments:


COMPLETE STREETS HANDBOOK CHECKLIST


Philadelphia City Planning Commission











CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

YES

NO

DEPARTMENTAL APPROVAL

YES

NO

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

YES

NO

N/A

YES

NO

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

YES

NO

N/A

YES

NO

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

YES

NO

APPLICANT: Curbside Management Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

4

4

1705-63 NORTH AMERICAN STREET | 1705 NORTH AMERICAN ALPHA, LLC | ATRIUM DESIGN GROUP | AUGUST 11, 2020 44

COMPLETE STREETS

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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
			____ /	
			____ /	
			____ /	
			____ /	

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

NA

DEPARTMENTAL
APPROVAL

YES NO

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

YES NO

YES NO

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

YES NO

YES NO

36. Does the design maintain emergency vehicle access?

YES NO

YES NO

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

YES NO N/A

YES NO

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

YES NO N/A

YES NO

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

YES NO

YES NO

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?

YES NO N/A

DEPARTMENTAL
APPROVAL

YES NO

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

YES NO N/A

YES NO

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

YES NO N/A

YES NO

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
-----------------	--------------------------	--------------------------

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?				DEPARTMENTAL APPROVAL	YES	NO
▪ Marked Crosswalks	YES	NO	N/A	DEPARTMENTAL APPROVAL	YES	NO
▪ Pedestrian Refuge Islands	YES	NO	N/A	DEPARTMENTAL APPROVAL	YES	NO
▪ Signal Timing and Operation	YES	NO	N/A	DEPARTMENTAL APPROVAL	YES	NO
▪ Bike Boxes	YES	NO	N/A	DEPARTMENTAL APPROVAL	YES	NO
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES	NO	N/A	DEPARTMENTAL APPROVAL	YES	NO
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES	NO	N/A	DEPARTMENTAL APPROVAL	YES	NO

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

DEPARTMENTAL REVIEW

Additional Reviewer Comments:

