

1600-50 WEST GIRARD AVE, PHASE II

PHILADELPHIA, PA 19130

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PROJECT DESCRIPTION:

The proposed building is a 7-story, 157,040 square foot mixed-use development at 1650 West Girard Avenue. This building will replace an existing surface parking lot as the second phase of developing the former site of St Joe’s Hospital. This building will include ground floor retail along Girard Avenue. The upper floors contain 192 multi-family apartments, many of which include private outdoor space. Tenants will be provided with 44 parking stalls in a screened open air parking garage accessed via Cambridge Street.

The building’s frontage on 3 streets will create a central courtyard that is meant to encourage passage through the site and access to both buildings. Additional amenities provided in this building will include a gym, lounge, secure bike parking, and an occupiable green roof.

ZONING CHART:

LOT INFORMATION				
LOT ADDRESS(ES):		1600 & 1650 WEST GIRARD AVENUE, PHILADELPHIA, PA, 19130		
LOT AREA(S):		74,683.15 SF (NOTE 1)		
1650 W. GIRARD - PHASE 2 (SCOPE OF WORK) = 32,979.65 SF				
1600 W. GIRARD - PHASE 1 (EXISTING) = 41,703.5 SF				
BASE ZONING DISTRICT:		CMX-3, COMMERCIAL MIXED-USE		
OVERLAY ZONING DISTRICT:		N/A		
USE REGULATIONS (TABLE 14-602-2)	FLOOR	EXISTING USE	PROPOSED USE	
1600 W. GIRARD - PHASE 1:	1ST	RELIGIOUS ASSEMBLY, RETAIL SALES, RESIDENTIAL LOBBY	NO CHANGE	
	2ND THRU 5TH	MULTI-FAMILY HOUSING		
1650 W. GIRARD - PHASE 2	CELLAR THRU 1ST	SURFACE PARKING	RETAIL SALES, RESIDENTIAL LOBBY & AMENITY, MECHANICAL, PARKING GARAGE	
	2ND THRU 7TH	N/A	MULTI-FAMILY HOUSING	
DISTRICT & LOT DIMENSIONS (TABLE 14-701-3)	ALLOWED / REQUIRED	EXISTING	NEW WORK	PROPOSED
MIN LOT WIDTH (FT)	N/A	N/A	N/A	N/A
MIN LOT AREA (SF)	N/A	N/A	N/A	N/A
MAX OCCUPIED AREA (% OF LOT)	80%	44.5%	34.9%	79.4%
MAX OCCUPIED AREA (SF)	59,747 SF	33,227 SF	26,040 SF	59,267 SF
MAX UNITS ALLOWED	N/A	NO CHANGE	192	192 NEW
YARDS (TABLE 14-701-3)				
MIN FRONT YARD DEPTH (FT)	N/A	N/A	N/A	N/A
MIN SIDE YARD WIDTH, EACH (FT)	N/A (NOTE 2)	N/A	N/A	N/A
MIN REAR YARD DEPTH (FT)	N/A	N/A	N/A	N/A
HEIGHT (TABLE 14-701-3)				
MAX HEIGHT (FT)	N/A	68 FT	85 FT	85 FT
MAX FLOOR AREA (% OF LOT AREA)	500%	187.3%	210.3%	397.6%
MAX FLOOR AREA (SF)	373,416 SF	139,867 SF	157,040 SF (7)	296,907 SF
LANDSCAPE AND TREES (§14-705(2))				
STREET TREE REQUIREMENTS	34 (NOTE 3)	8	26	34
FENCING AND WALLS (§14-706(4))				
MAXIMUM FENCE HEIGHT	4'-0"	NO CHANGE	N/A	N/A (NOTE 4)



OFF-STREET PARKING REQUIREMENTS (§14-802)				
TOTAL CAR PARKING	25 (NOTE 5)	NOT REQUIRED PER 14-801(2)(b).(2)	44	44
ACCESSIBLE PARKING	1 (6 - 25 SPACES)		2	2
AUTO-SHARE PARKING	5		5	5
PREFERENTIAL PARKING	N/A		N/A	N/A
ELECTRIC VEHICLE PARKING	1 (20 - 29 SPACES)		1	1
RESERVOIR SPACE	2 (1 - 50 SPACES)		2	2
CLASS 1 BICYCLE PARKING	64 (NOTE 6)		64	64
PARKING GARAGE SCREENING WALL	5 FT TALL		5 FT MINIMUM	5 FT MINIMUM
OFF-STREET LOADING REQUIREMENTS (§14-806) (NOTE 7)				
LOADING SPACES	1	NOT REQUIRED	0	1
ROOF DECK (§14-604(5))				
RESIDENTIAL ROOF DECK (NOTE 8)	PERMITTED	NO CHANGE	PROPOSED	PROPOSED
NOTES				
Note 1: Lots have entered into a Unity of Use Agreement (Permit # 1036580) (OPA #'s 88-1-0701-01 and 88-1-0701-02) to be considered as 1 parcel for zoning dimensional standards. Existing building has been legally permitted (OPA # 772018000) and has no scope of work in this permit application.				
Note 2: Per 14-701(1)(d).(3): Properties completely surrounded by streets shall only be required to comply with front yard requirements.				
Note 3: Per 14-705(2)(c).(2).(a): At least one street tree per 35 ft. of linear front shall be provided. Street trees may be placed at regular or irregular intervals, provided that there is at least 15 ft. of space between tree trunks. 1,168'-10" (linear frontage) / 35 = 34 Street Trees (rounded up)				
Note 4: Site walls are an extension of the building facade and are not required to comply with §14-706(4).				

NOTES	
Note 5:	Parking minimums do not apply to existing scope of work per 14-801(2)(b).(2). Parking Requirements that apply to new scope of work: a.) Per table 14-802-2: The minimum number of parking spaces for a multi-family residential use in CMX-3 is 3 per every 10 units. 192 units / 10 = 19.2 x 3 = 58 parking spaces b.) Per table 14-802.6: Where two land uses listed in separate use categories in 14-601 share a parking lot, the total off-street parking required for those uses may be reduced by a parking factor. Total off-street parking required shall be the sum of the two parking requirements for the two uses divided by the factor. Residential use (58 spaces) + Retail Sales Use (0 spaces) = 58 parking spaces 57 (spaces) / 1.2 (reduction factor) = 49 parking spaces c.) Per 14-802.8(c): The required minimum number of off-street parking spaces may be reduced by 4 spaces for every space reserved for auto-share use, up to a maximum of 40%. 49 (spaces) x .40 (max reduction) = 19 (parking space reduction) / 4 = 5 auto share spaces (rounded up) d.) Per 14-802.8(e):For every 5 Class 1 bicycle parking spaces that are provided, the number of required off-street parking spaces may be reduced by 1 space, up to a maximum of 10%. 49 (spaces) x .10 (max reduction) = 4 (parking space reduction) x 5 = 20 class 1 bicycle spaces 49 spaces - 19 (auto-share reduction) - 4 (bicycle reduction) = 26 required parking spaces
Note 6:	Per table 14-804(1): Multifamily residential uses require 1 Class 1 Bicycle space per every 3 dwelling units. 192 units / 3 = 64 class 1 bicycle parking spaces
Note 7:	Phase 2 Floor Area = 157,040 SF = 147,588 SF (Residential Use) + 9,452 SF (Retail Use) Per 14-801(2)(b).(2): Phase 1 requires 0 loading spaces because it was constructed prior to the Zoning Code. Per the Unity of Use of Agreement, loading spaces located on Phase 1 can be used to satisfy Phase 2 loading requirements. Per table 14-806(1): Phase 2 Residential use = 1 loading space (100,000 - 150,000 SF) & Phase 2 Retail use = 0 loading spaces (<20,000 SF) Required loading spaces = 1
Note 8:	Per 14-604(5), roof decks are permitted for residential use in all zoning districts. Roof deck setback is greater than 5 ft from the front building line. Roof access structures can exceed 90 sf per §14-604(5)(c).(2) in CMX-3. Stairs do not exceed 10 ft in height above the surface of the roof deck. Per Table 14-701-6, penthouses in Commercial districts for roof structures housing elevators are an exception to dimensional standards.
Note 9:	Project has been designed to comply with all applicable provisions of Section 14-703.

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: **ZP-2020-003056**

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

The property affects a nearby residential district and creates more than 50,000 SF of new gross floor area and more than 50 dwelling units.

PROJECT LOCATION

Planning District: Lower North **Council District:** 5

Address: 1600-50 W Girard Ave
Philadelphia, PA 19130

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

CONTACT INFORMATION

Applicant Name: Michael Phillips **Primary Phone:** 215.667.6334

Email: michael.phillips@obermayer.com **Address:** 1500 Market St. Suite 3400
Philadelphia, PA 19102

Property Owner: St. Joe Phase II Property Owner LLC **Developer** MM Partners LLC
Architect: Coscia Moos Architecture

SITE CONDITIONS

Site Area: 74,683.15 SF

Existing Zoning: CMX-3 **Are Zoning Variances required?** Yes ☐ No ☒

Proposed Use:

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

7 story, 157,040 gross square feet mixed-use building split into 9,452 square feet of ground floor retail and 147,588 square feet of residential units and amenity space. Building is proposing 1 retail space and 192 rental units.

Proposed # of Parking Units:

44 total parking units

COMMUNITY MEETING

Community meeting held: Yes ☐ No ☒

If yes, please provide written documentation as proof.

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

Date: 09/09/2020 **Time:** 6:30pm

ZONING BOARD OF ADJUSTMENT HEARING

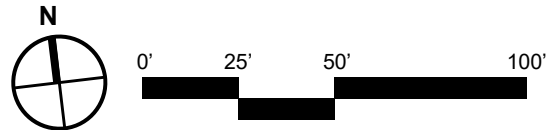
ZBA hearing scheduled: Yes ☐ No ☐ NA ☒

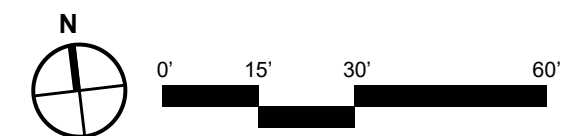
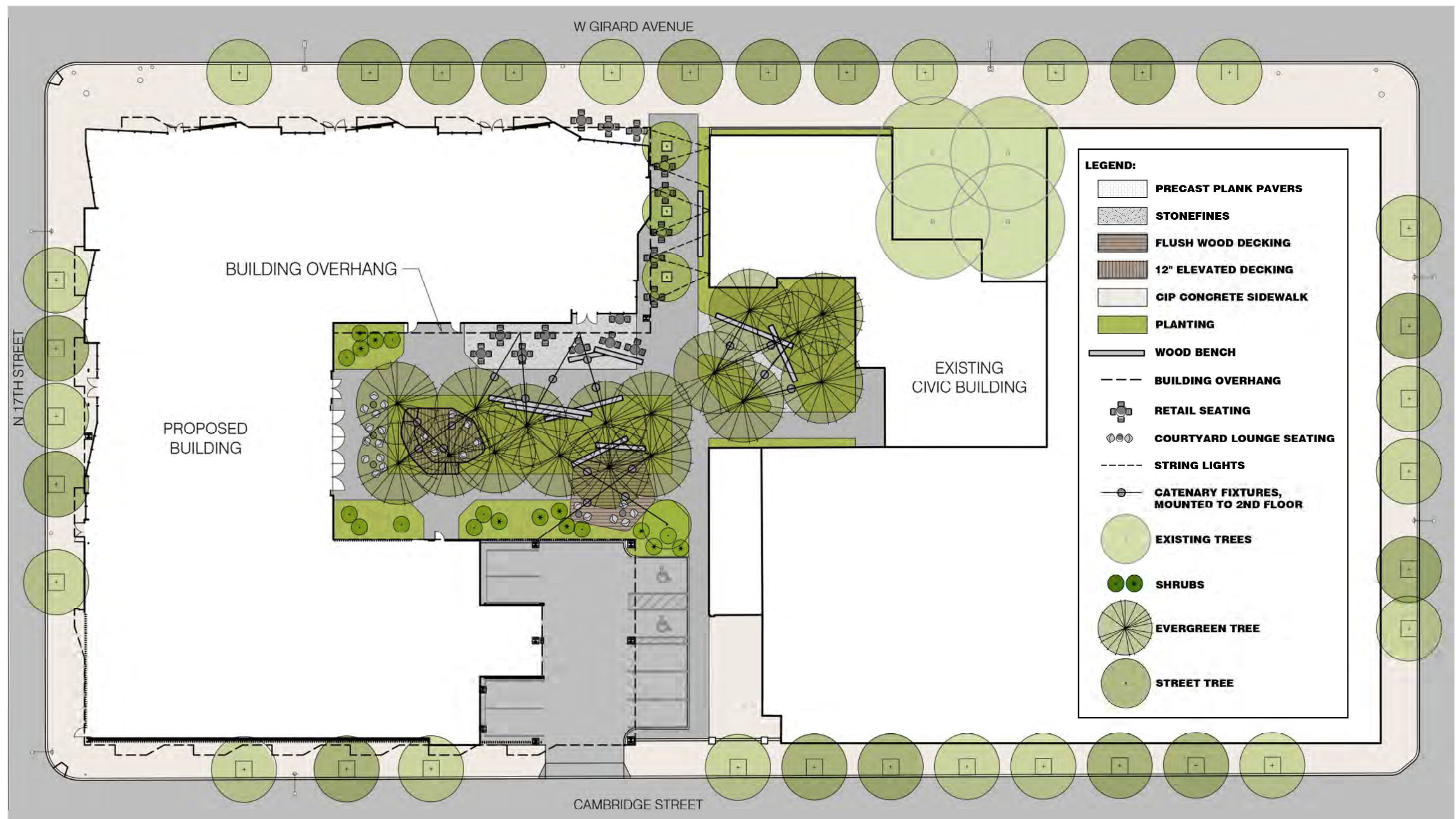
If yes, indicate the date hearing will be held:

Date: _____









Trees



COLUMNAR HONEY LOCUST | *Gleditsia tricanthos* Streetkeeper 'Draves'



*SWAMP WHITE OAK | *Quercus bicolor* American Dream 'JFS-KW12'



*OVERCUP OAK | *Quercus lyrata* Green Spring 'Dahlonaga'



PITCH PINE | *Pinus rigida*

Shrubs



DWARF LITTLE SUZIE WITCH HAZEL | *Hammamelis virginiana* 'Little Suzie'



BURKWOOD VIBURNUM | *Viburnum burkwoodii*



SMOOTH HYDRANGEA | *Hydrangea arborescens*

Perennials / Grasses / Goundcovers



PENNSYLVANIA SEDGE | *Carex pennsylvanica*



APPALACHIAN SEDGE | *Carex appalachia*



CHRISTMAS FERN | *Polystichum acrostichoides*



HAY SCENTED FERN | *Dennstaedtia punctilobula*



AMERICAN WINTERGREEN | *Gaultheria procumbens*



WHITE WOOD ASTER | *Eurybia divaricata*



GARDEN PHLOX | *Phlox paniculata* 'David'

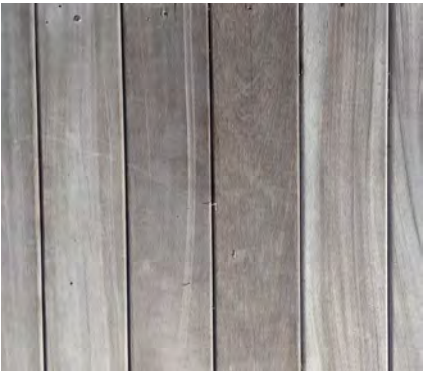
Hardscape Materials



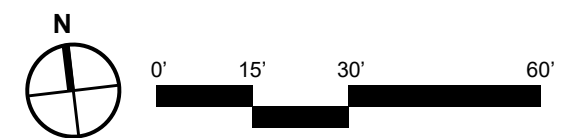
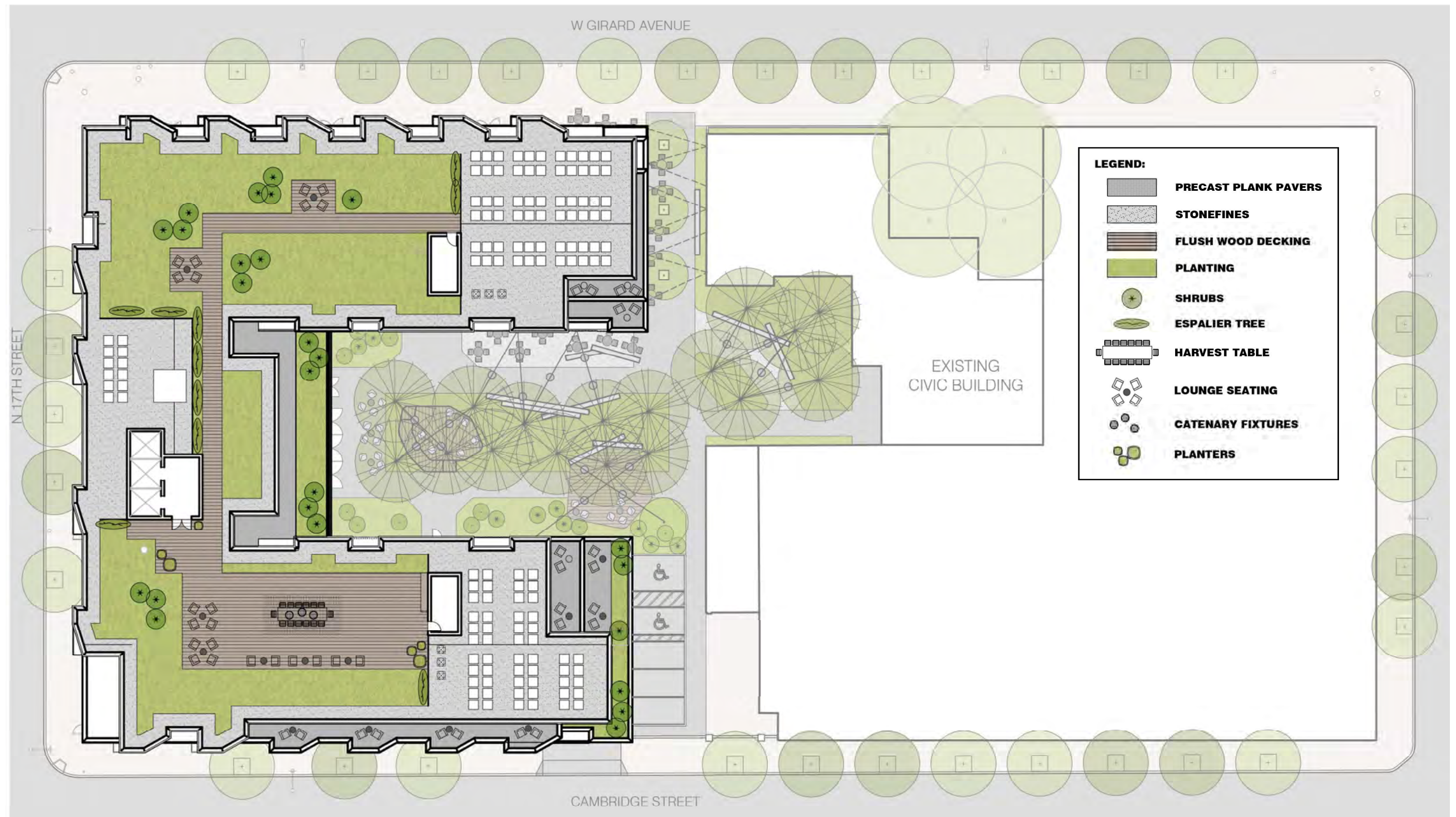
LINEAR PLANK PAVING



STONEFINES



WOOD DECKING (WEATHERED)



Trees



*HONEYCRISP APPLE | *Malus domestica* 'Honeycrisp'



*PINK LADY APPLE | *Malus domestica* 'Pink Lady'



*ARKANSAS BLACK APPLE | *Malus domestica* 'Arkansas Black'

Shrubs



TIGER EYES SUMAC | *Rhus typhina* 'Bailtiger'

Perennials / Grasses



INDIAN GRASS | *Sorghastrum nutans*



MOOR GRASS | *Molinia caerulea*



SWITCHGRASS | *Panicum virgatum*



LITTLE BLUESTEM | *Schizachyrium scoparium*



ROMAN CHAMOMILE | *Chamaemelum nobile*



MEADOW MINT / SPEARMINT | *Mentha spicata*



PROVENCE LAVENDER | *Lavandula_x_intermedia_Provence*



HYSSOP | *Hyssopus officinalis*



COMMON SAGE | *Salvia officinalis*



HARDY ROSEMARY | *Rosemarinus officinalis* 'Hill's Hardy'



CONEFLOWER | *Echinacea purpurea*



YARROW | *Achillea millefolium* 'Red Velvet'



POT MARIGOLD | *Calendula officinalis*



DILL | *Anethum graveolens*

Hardscape Materials



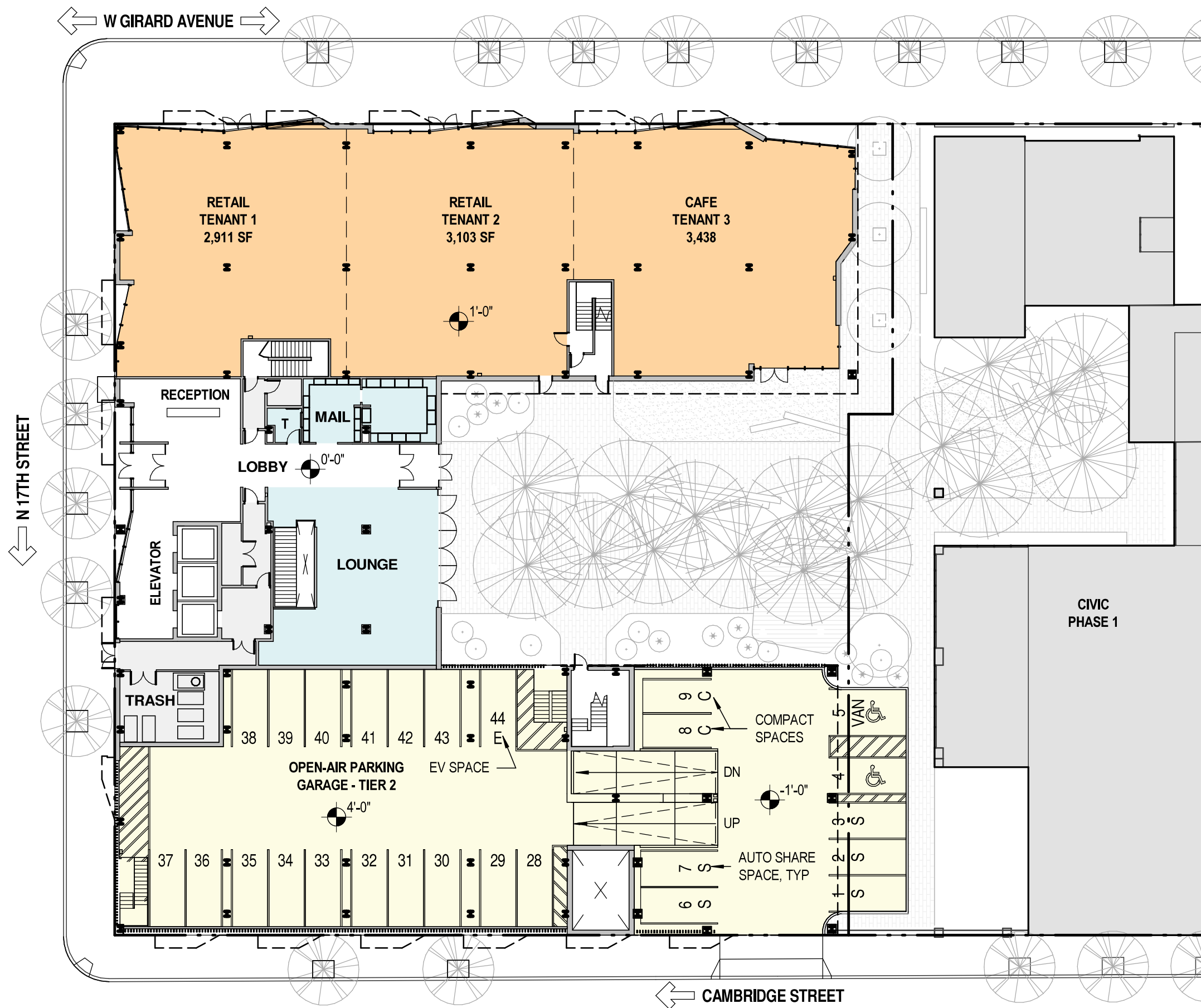
LINEAR PLANK PAVING



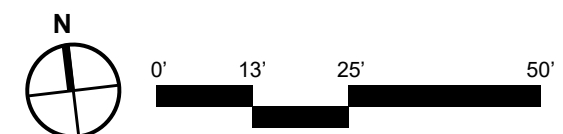
STONEFINES

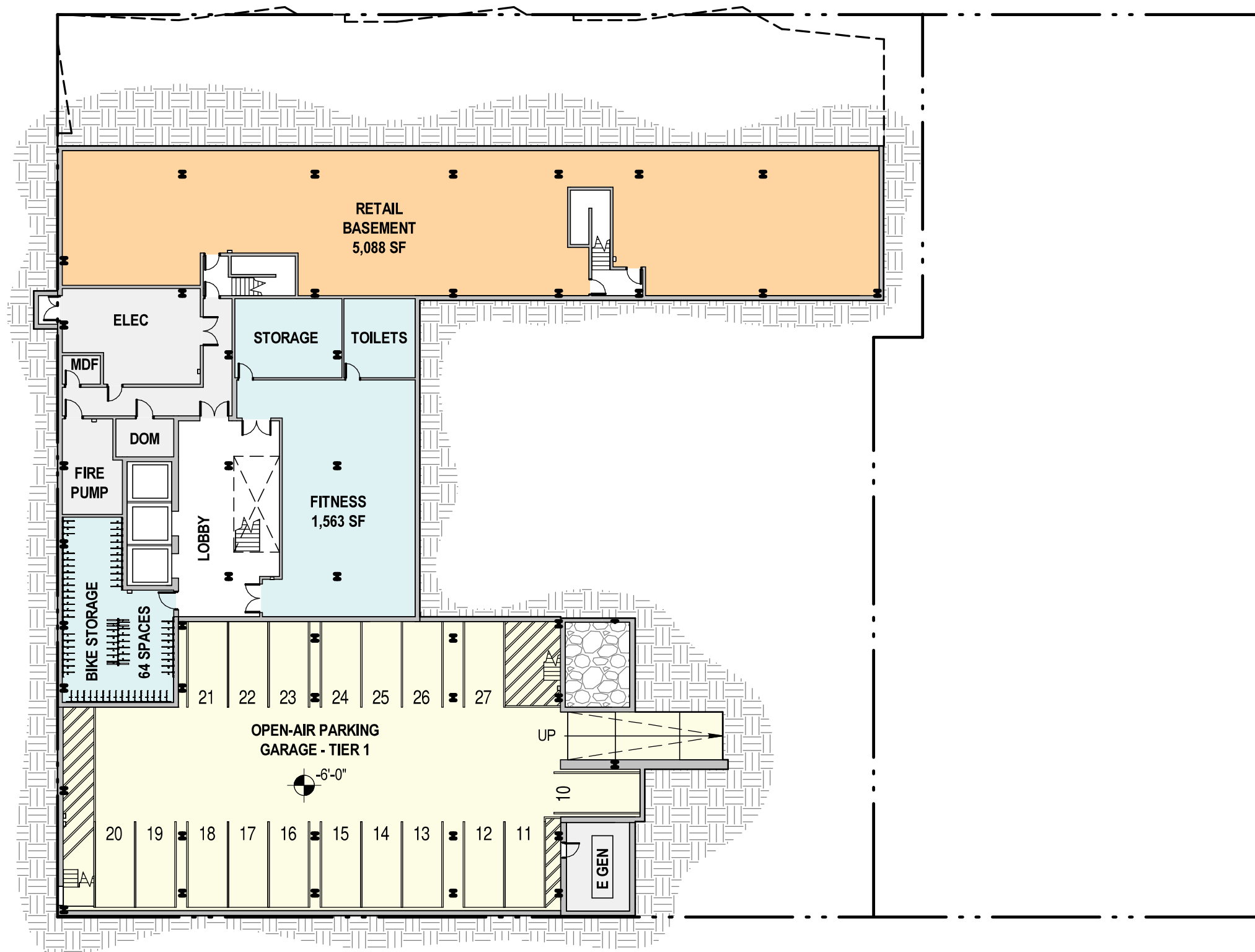









WOOD DECKING (WEATHERED)

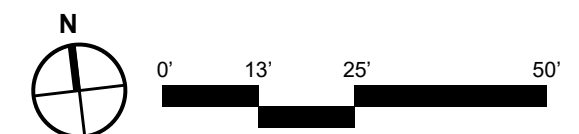


PLAN LEGEND	
	AMENITY
	BALCONY / TERRACE
	CIRCULATION
	MEP / BOH
	PARKING
	RESIDENTIAL UNIT
	RETAIL





PLAN LEGEND	
	AMENITY
	BALCONY / TERRACE
	CIRCULATION
	MEP / BOH
	PARKING
	RESIDENTIAL UNIT
	RETAIL





PLAN LEGEND

- AMENITY
- BALCONY / TERRACE
- CIRCULATION
- MEP / BOH
- PARKING
- RESIDENTIAL UNIT
- RETAIL





PLAN LEGEND	
	AMENITY
	BALCONY / TERRACE
	CIRCULATION
	MEP / BOH
	PARKING
	RESIDENTIAL UNIT
	RETAIL





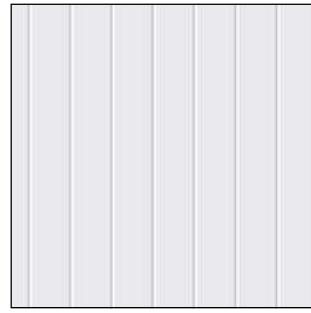
Triangle Brick - Castle Rock Finish



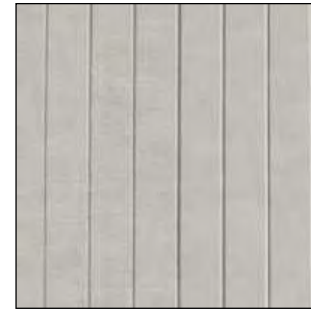
Glazed Brick Accent



Solarban 60 Clear Insulated Glazing Unit Within a Black Painted Frame



James Hardie Fiber Cement Vertical Siding Panel - Arctic White Finish



James Hardie Fiber Cement Vertical Siding Panel - Pearl Gray Finish



Painted Aluminum Guardrail - Charcoal Finish



Key Plan





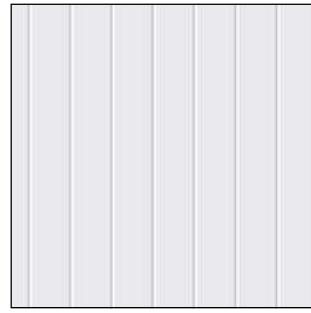
Triangle Brick - Castle Rock Finish



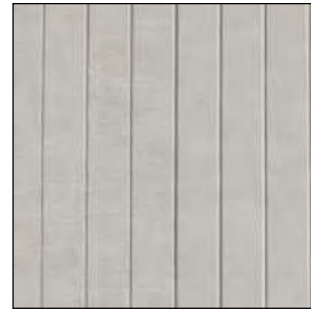
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James Hardie Fiber Cement Vertical Siding Panel - Arctic White Finish



James Hardie Fiber Cement Vertical Siding Panel - Pearl Gray Finish



Painted Aluminum Guardrail and Vertical Louver - Charcoal Finish



Key Plan





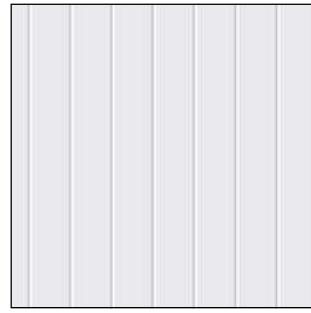
Triangle Brick - Castle Rock Finish



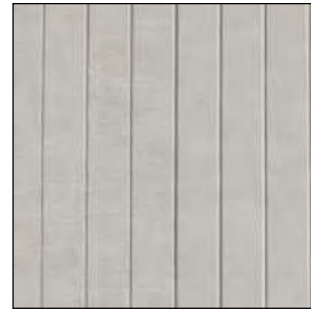
Solarban 60 Clear Insulated Glazing Unit Within a Black Painted Frame



James Hardie Fiber Cement Vertical Siding Panel - Arctic White Finish



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Painted Aluminum Guardrail and Vertical Louver - Charcoal Finish



Key Plan

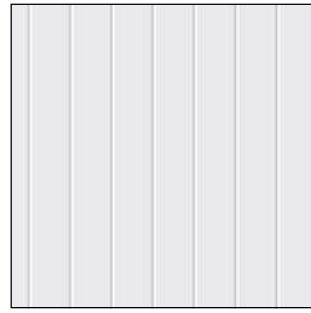




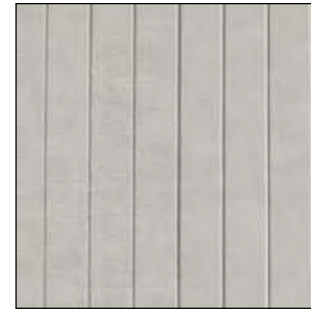
Triangle Brick - Castle Rock Finish



Solarban 60 Clear Insulated Glazing Unit Within a Black Painted Frame



James Hardie Fiber Cement Vertical Siding Panel - Arctic White Finish



James Hardie Fiber Cement Vertical Siding Panel - Pearl Gray Finish



Key Plan

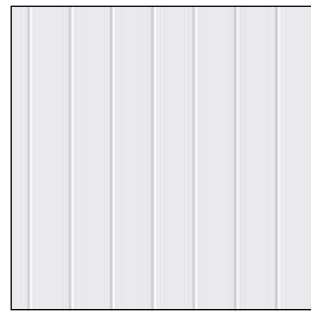




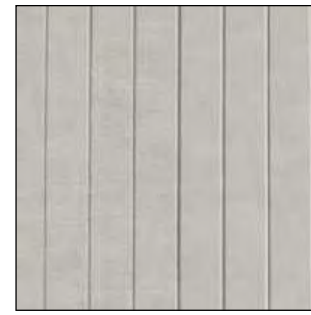
Triangle Brick - Castle Rock Finish



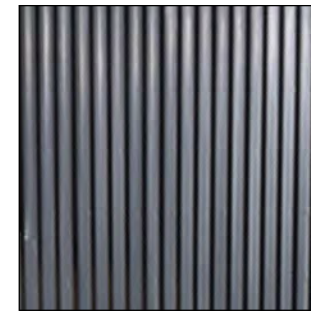
Solarban 60 Clear Insulated Glazing Unit Within a Black Painted Frame



James Hardie Fiber Cement Vertical Siding Panel - Arctic White Finish



James Hardie Fiber Cement Vertical Siding Panel - Pearl Gray Finish



Galvalume Corrugated Metal Panel - Charcoal Finish



Painted Aluminum Guardrail - Charcoal Finish



Key Plan

PROPERTY LINE



Elevation 1 - Central Courtyard South



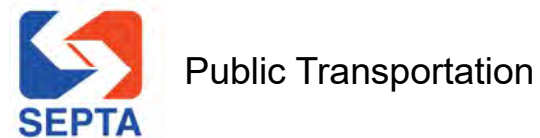
Elevation 2 - Central Courtyard North

PROPERTY LINE





- 1 Site - 1650 W Girard Avenue
- 2 St. Joseph's Preparatory and Church of the Gesu
- 3 Church of the Living God
- 4 Yellow Front Market
- 5 Temple of Divine Love Church
- 6 Ingersoll Park
- 7 Philadelphia Technician Training Institute
- 8 Girard College
- 9 The Met Philadelphia
- 10 Francisville Playground





ZONING

CMX 3
Commercial Mixed Use
Phase II Lot Area: 32,980 SF



RESIDENTIAL
Total Area: 147,588 SF
Units: 192



COMMERCIAL
Total Area: 9,452 SF



PARKING
Total Spaces: 44



BIKE PARKING
Total Spaces: 64



GREEN ROOF
Total Area: 8,952 SF





Indego Bike Share Across Girard Ave



St. Joseph's Preparatory



Corner of 17th and Girard, Looking at Site



Buildings across 17th, at Harper St



Existing Parking Lot Curb Cut on Girard Ave



Healing Power of Music Mural



KEY PLAN



View Across Parking Lot to Phase I



View Along North Side of Cambridge



View Along South Side of Cambridge



View of New Development Along Ridge



View Across Parking Lot to Girard



Existing Curb Cut to Remain on Cambridge



Existing Phase I Loading Dock



KEY PLAN



View of Phase I at 16th and Girard



Buildings Across Girard Ave



Existing Plaza on Girard



View of Sidewalk from Girard to Entry



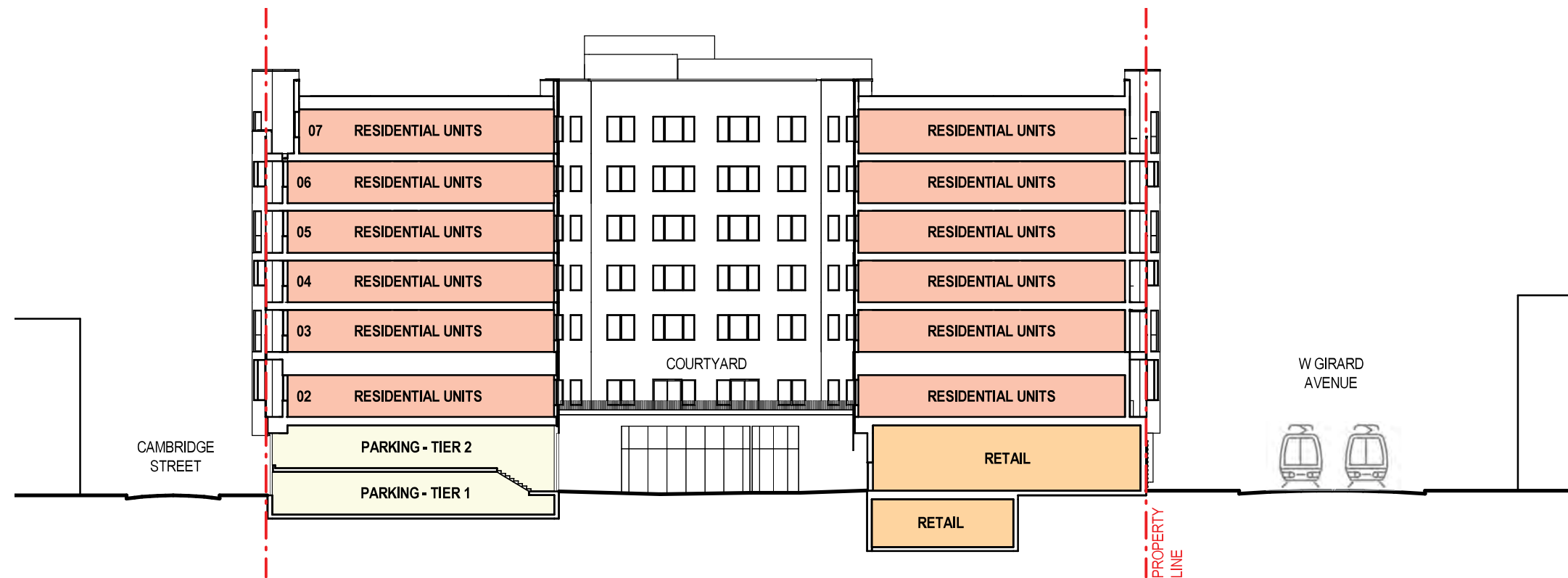
Existing Entry to Phase I



View Across Parking Lot to N 17th St



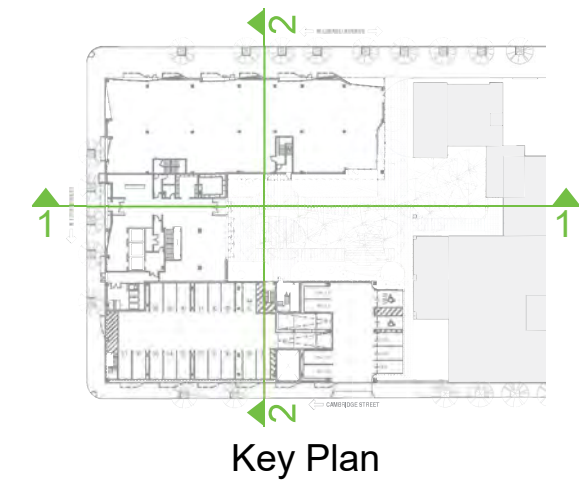
KEY PLAN



Section 2 - Site Cross Section



Section 1 - Site Longitudinal Section







Yellow Accent



Green Accent



Philadelphia Mural Arts by MadC (2016)



Building Mural





Yellow Accent



Green Accent



Philadelphia Mural Arts by MadC (2016)



Building Mural





Perspective View Along Girard Avenue



Perspective View Along N 17th Street



Perspective View Along Cambridge Street



Perspective View Within Courtyard

Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. The residential entry is within 1/4 mile of the 61 bus on Ridge Ave, 2 bus on 16th/17th St, the Girard Ave Trolley, and the Girard stop of the BSL.
(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.	Yes. All new parking is located under 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.	Yes. The project includes 5 car share spaces and 1 electric vehicle charging station. This represents 13.6% of all parking spaces.
(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	Yes. Insulated glazing units with an OITC of 29 are being proposed to reduce the sound level of the Girard Ave Trolley to 60dBA or lower within the units.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. There is currently an 18 dock station directly across Girard Avenue.

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.	Yes. Plants with dry to medium moisture levels are being selected that will only require irrigation during drought conditions after a 2 year establishment period.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes. Combined total of green roof and permeable courtyard landscaping is 15,101 SF. This represents 98% 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	No. The project's central courtyard will contain a below grade stormwater retention basin compliant to PWD standards to manage the site's runoff only.
(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.	Yes. 50% or more of on site hardscaping will be shaded by the proposed building and additional trees within the courtyard.
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	Building will be designed in accordance with ASHRAE 90.1 using the prescriptive path.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No. Building will be designed to comply with the 2018 IECC.

	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}	Not applicable to our project, but the Owner is intending to use MERV 13 filters as a project baseline.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	The feasibility of Solar PV is currently being studied.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No.

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

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

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

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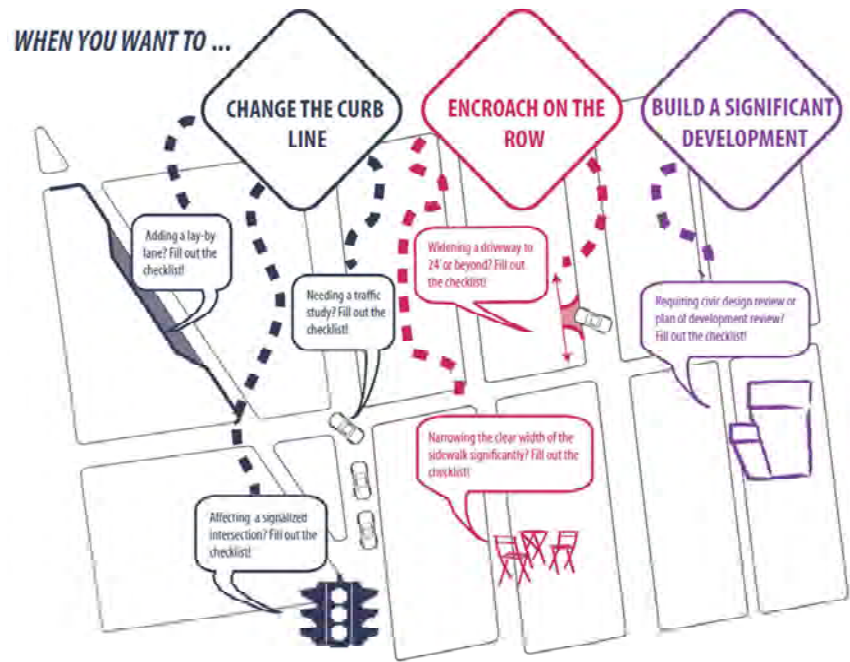
INSTRUCTIONS

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

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

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

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



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

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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.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:

- Placing of a new street;
- Removal of an existing street;
- Changes to roadway grades, curb lines, or widths; or
- Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED
 - CURB CUTS/DRIVEWAYS/LAYBY LANES
 - TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - PROPOSED TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS

*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY

COMPLETE STREETS HANDBOOK CHECKLIST

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GENERAL PROJECT INFORMATION

1. PROJECT NAME

1600 W Girard, Phase II
2. DATE

09/01/2020
3. APPLICANT NAME

Michael Phillips
5. PROJECT AREA: list precise street limits and scope

74,683.15 SF
4. APPLICANT CONTACT INFORMATION

Michael.phillips@obermayer.com
6. OWNER NAME

St. Joe Phase II Property Owner LLC
7. OWNER CONTACT INFORMATION

chrisb@mmpartnersllc.com
8. ENGINEER / ARCHITECT NAME

Sergio Coscia
9. ENGINEER / ARCHITECT CONTACT INFORMATION

scoscia@cosciamoos.com
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](#) under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.

Also available here: [http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/](#)

STREET	FROM	TO	COMPLETE STREET TYPE
W Girard Ave	N 17 th St	N 16 th St	Urban Arterial
N 17 th St	W Girard Ave	Cambridge St	City Neighborhood Street
Cambridge St	N 17 th St	N 16 th St	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 ☐

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 ☐
- COMPLETE STREETS HANDBOOK CHECKLIST
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-
-
-
-
-
- APPLICANT: General Project Information
- Additional Explanation / Comments: There is no existing street furniture.
- DEPARTMENTAL REVIEW: General Project Information
- COSCIA MOOS
ARCHITECTURE
- 1600-50 WEST GIRARD AVENUE, PHASE II
PHILADELPHIA, PA 19130
CIVIC DESIGN REVIEW
- Streets Checklist
09/01/2020
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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>W Girard Ave</u>	<u>12' / 20' / 20'</u>	<u>20' / 20'</u>
<u>N 17th St</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>Cambridge St</u>	<u>10' / 10' / 10'</u>	<u>10' / 10'</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>W Girard Ave</u>	<u>6' / 12'-10" / 12'-10"</u>
<u>N 17th St</u>	<u>6' / 9' / 6'-4"</u>
<u>Cambridge St</u>	<u>5' / 7' / 5'-4"</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>Curb cut</u>	<u>28'</u>	<u>Cambridge St</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
PROPOSED VEHICULAR INTRUSIONS		
INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>n/a</u>	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

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PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES ☒ NO ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: Project is upgrading the existing curb cut to comply with Streets detail SC0105

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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
W Girard Ave	0' / 1'-6"
N 17 th St	0' / 0'
Cambridge St	0' / 0'
_____	____ / ____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
W Girard Ave	4' / 7'-2" / 5'-8"
N 17 th St	4' / 3' / 5'-8"
Cambridge St	3'-6" / 3' / 4'-8"
_____	____ / ____ / ____

18. Identify proposed “high priority” building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

Bicycle Parking

Lighting

Benches

Street Trees

Street Furniture

YES ☐

YES ☒

YES ☐

YES ☒

YES ☐

NO ☒

NO ☐

NO ☒

NO ☐

NO ☒

N/A ☐

N/A ☐

N/A ☐

N/A ☐

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 ☐

YES ☐

YES ☐

YES ☐

YES ☐
- NO ☐

NO ☐

NO ☐

NO ☐

NO ☐
- N/A ☐

N/A ☐

N/A ☐

N/A ☐

N/A ☐

COMPLETE STREETS HANDBOOK CHECKLIST

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BUILDING & FURNISHING COMPONENT (continued)

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

YES ☒ NO ☐ N/A ☐
22. Does the design maintain adequate visibility for all roadway users at intersections?

YES ☒ NO ☐ N/A ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: Building zone on Girard Ave includes bulk windows which are intended to break down the scale of the building at the ground level.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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>
n/a
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
1650 W Girard Ave	64	0 / 0	0 / 0	64 / 64
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____

25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?
- | | | | | |
|--------------------------------|------------------------------|-----------------------------|---|---|
| ▪ Conventional Bike Lane | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Buffered Bike Lane | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Bicycle-Friendly Street | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Indego Bicycle Share Station | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?
- | | | | |
|------------------------------|-----------------------------|---|--|
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
|------------------------------|-----------------------------|---|--|
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?
- | | | | |
|---|-----------------------------|------------------------------|--|
| YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|-----------------------------|------------------------------|--|

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | | |
|---|---|-----------------------------|--|
| 28. Does the design limit conflict among transportation modes along the curb? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | | | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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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
n/a	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

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

SU-40

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 ☐

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: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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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
n/a	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

			DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
If yes, City Plan Action may be required.			
47. Identify “High Priority” intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following “High Priority” design treatments identified and dimensioned on the plan?			YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____