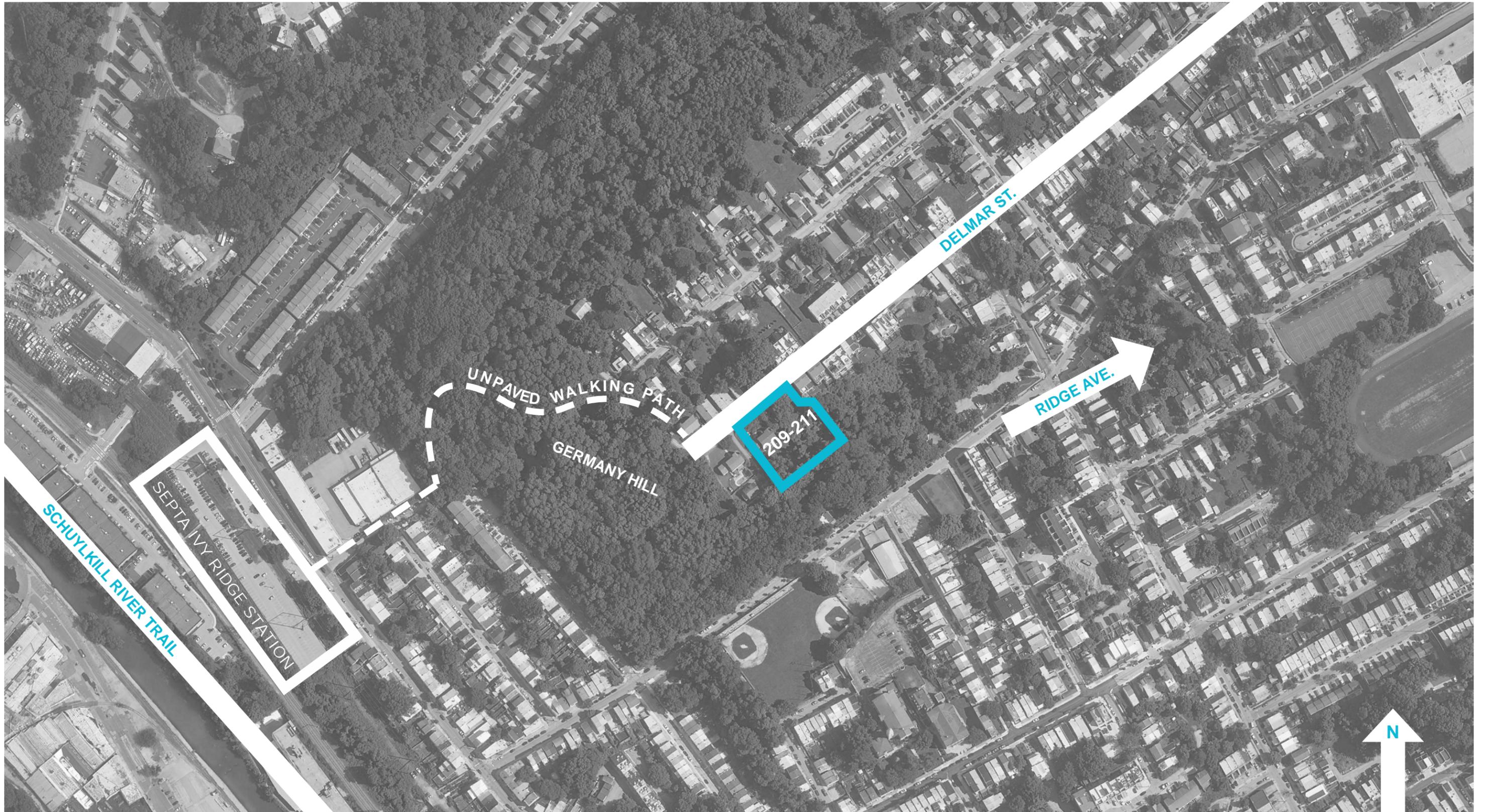


209 - 211 DELMAR STREET DEVELOPMENT

CIVIC DESIGN REVIEW

09.17.2020

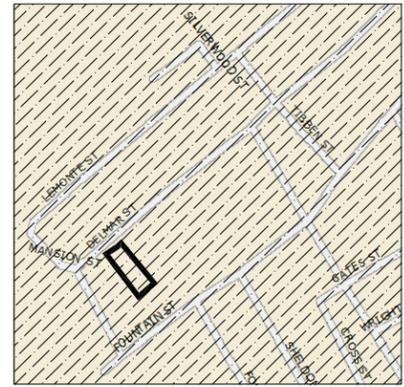
SITE LOCATION MAP



EXISTING SITE SURVEY



- LEGEND**
- EXISTING FEATURES**
- TELECOMMUNICATION MANHOLE
 - WATER MANHOLE
 - ELECTRICAL MANHOLE
 - SANITARY MANHOLE
 - CITY INLET
 - FIRE HYDRANT
 - WATER VALVE
 - UTILITY POLE
 - SIGN
 - LIGHT STANDARD
 - COMBINED SEWER
 - UNDERGROUND WATER LINE
 - UNDERGROUND GAS LINE
 - UNDERGROUND ELECTRIC LINE
 - OVERHEAD AERIAL LINE
 - FENCE LINE
 - EXISTING BUILDINGS
 - ZONING BOUNDARY LINE
 - 15-25% STEEP SLOPE
 - >25% STEEP SLOPE
- NOTES**
1. Boundary and topographic information is based on a field survey performed by Ruggiero Plante Land Design on May 2, 2019.
 2. Boundary dimensions are identified in Philadelphia District Standard feet and other stated dimensions are in U.S. standard feet.
 3. The change from inches to the more precise decimal expression may result in minor changes in the second and third decimal places. These are not mistakes or oversights but more precise values.
 4. The bearings shown hereon are referenced from CP#231.
 5. Some of the improvements such as buildings, curbing, and parking have been taken from aerial photographs, other plans and from public GIS sources.
 6. This survey does not address the presence or absence of freshwater wetlands.
 7. Only above ground visible improvements have been located. The location of the underground utilities must be field verified by contractor before commencement of any construction.
 8. Attention is called to the zoning requirements in the City of Philadelphia Code as amended. The property is identified as within the Residential District (RSD-3).
 9. A zoning permit is required for any changes to lot lines, including consolidation of existing parcels.
 10. All elevations shown on plan are based on City Plan # 231 datum. Site benchmark is identified as sewer manhole in Delmar Street, rim elevation is 265.10'.
- OWNER OF RECORD**
- 209 DELMAR STREET**
LEONARD D. LUTZ & MAXINE A. OHRINGER
209 DELMAR STREET
PHILADELPHIA, PA 19128
- OWNER OF RECORD**
- 211 DELMAR STREET**
211 DELMAR STREET LLC
3908 STIRRUP DR
DOYLESTOWN, PA, 18902



- UTILITY OWNERS**
- DATE CONTACTED: May 2, 2019
SERIAL NUMBER: 20191223462
- COMPANY:** COMCAST CABLEVISION
ADDRESS: 4400 WAYNE AVE
PHILADELPHIA, PA 19140
CONTACT: BOB HARVEY
EMAIL: bob_harvey@cable.comcast.com
- COMPANY:** USIC
ADDRESS: 450 S HENDERSON RD, SUITE B
KING OF PRUSSIA, PA 19406
CONTACT: GAVIN HEWITT
EMAIL: gavinhe Witt@usicinc.com
- COMPANY:** PHILADELPHIA CITY WATER DEPARTMENT
ADDRESS: 1101 MARKET STREET, 2ND FLOOR, ARA TOWER
PHILADELPHIA, PA 19107
CONTACT: ERIC PONERT
EMAIL: eric.ponert@phila.gov
- COMPANY:** PHILADELPHIA CITY DEPARTMENT OF STREETS
ADDRESS: 1401 JFK BLVD, ROOM 940 M5B
PHILADELPHIA, PA 19102
CONTACT: JOSEPH KISEL
EMAIL: joseph.kisel@phila.gov
- COMPANY:** PHILADELPHIA GAS WORKS
ADDRESS: 800 W MONTGOMERY AVE
PHILADELPHIA, PA 19122
CONTACT: JAMES BOCHANSKI
- COMPANY:** SOUTHEASTERN PA TRANSPORTATION AUTHORITY
ADDRESS: 1234 MARKET ST, 12TH FL
PHILADELPHIA, PA 19107
CONTACT: DAVID MONTVYDAS
EMAIL: dmontvydas@septa.org
- COMPANY:** VERIZON PENNSYLVANIA, LLC
ADDRESS: 180 SHREEVE BLVD, STE 2100 ROOM N/A
EXTON, PA 19341
CONTACT: KELLY BLOUNT
EMAIL: kelly.blount@verizon.com

NOTE: PENNSYLVANIA ACT 287 OF 1974 AS AMENDED BY ACT 121 OF 2008 REQUIRES THAT CONTRACTORS DETERMINE THE LOCATION OF ALL UTILITY, SEWER AND WATER LINES BEFORE COMMENCING CONSTRUCTION. SEE SHEET 1 FOR THE LIST OF LOCAL UTILITIES.

REVISIONS	

209-11 DELMAR STREET
Philadelphia, PA 19128
21st Ward - OPA# 212295820; #212295910

prepared for:
David DeFlenzo
220 Delmar Street
Philadelphia, PA, 19128
ph: (215) 840-9156
em: daviddeflenzo@gmail.com

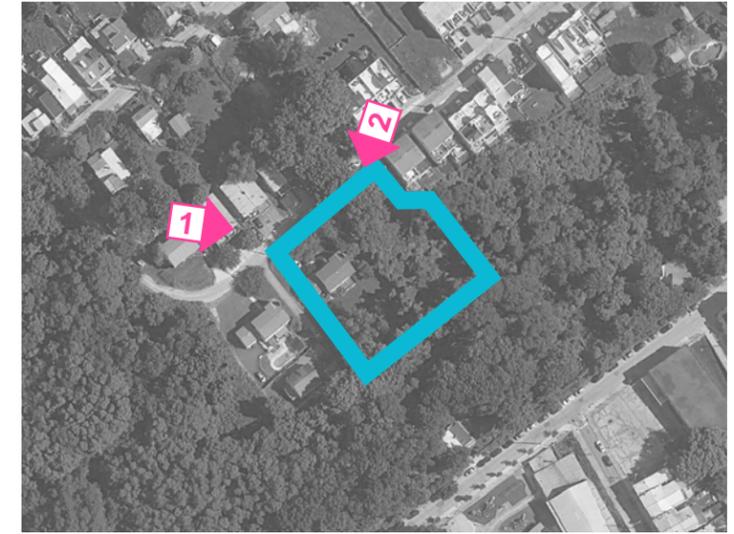
Ruggiero Plante Land Design
5900 Ridge Avenue Philadelphia, PA 19128
phone 215.508.3900 fax 215.508.3900 www.ruggieroplante.com

Plan Date: May 8, 2020
Scale: 1" = 20'-0"
20' 10' 0' 20'

Sheet Title:
EXISTING FEATURES PLAN
Sheet: 1 of 1



EXISTING PHOTOS

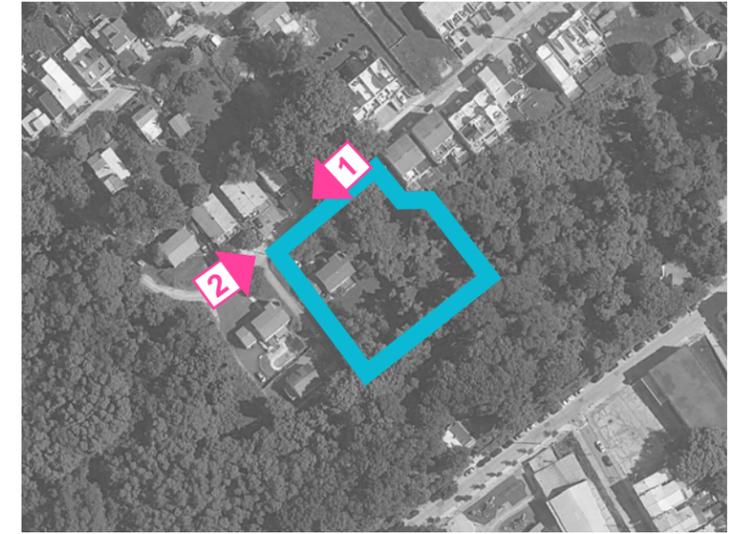


1 Northwest Corner - Looking Towards Site



2 Northeast Corner - Looking Towards Site

EXISTING PHOTOS

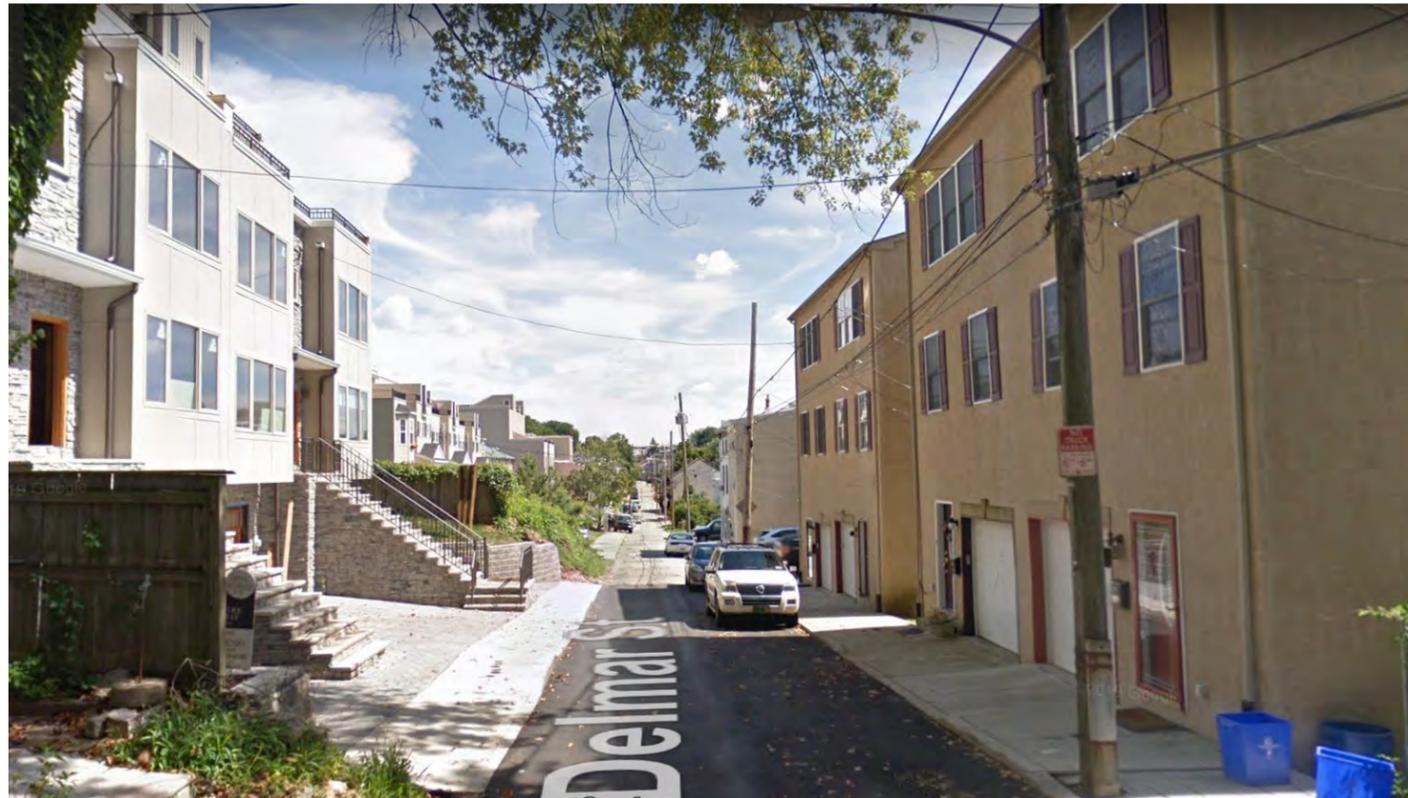
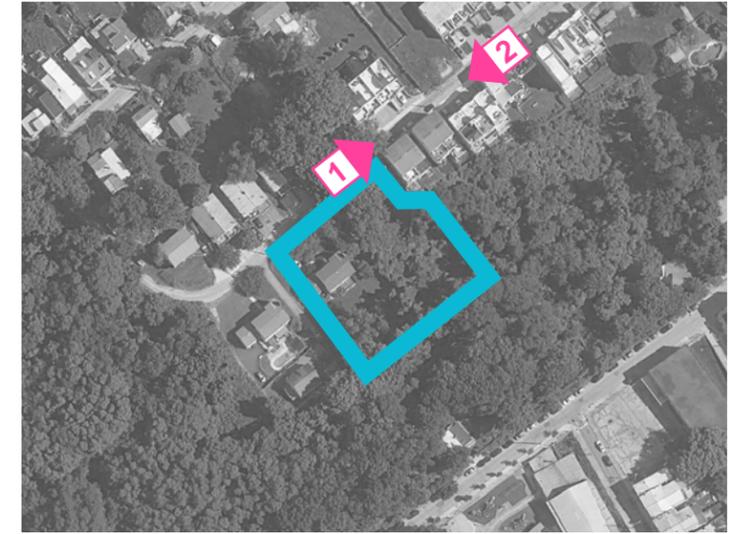


1 Northeast Corner - Looking Across Delmar from Site



2 Northwest Corner - Looking East on Delmar

EXISTING PHOTOS

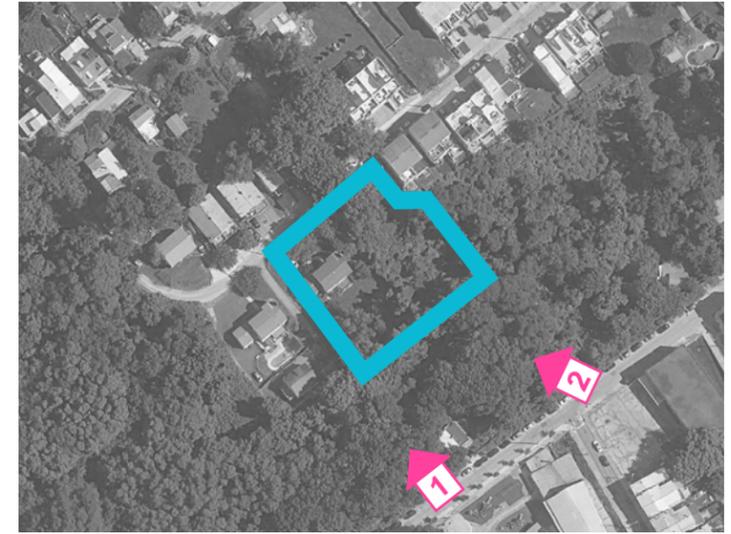


1 Northeast Corner - Looking East Away From Site



2 Far Northeast - Looking West Towards Site

EXISTING PHOTOS



1 Looking North Toward Site from Fountain Street



2 Looking North Towards Site from Fountain Street

AERIAL VIEW

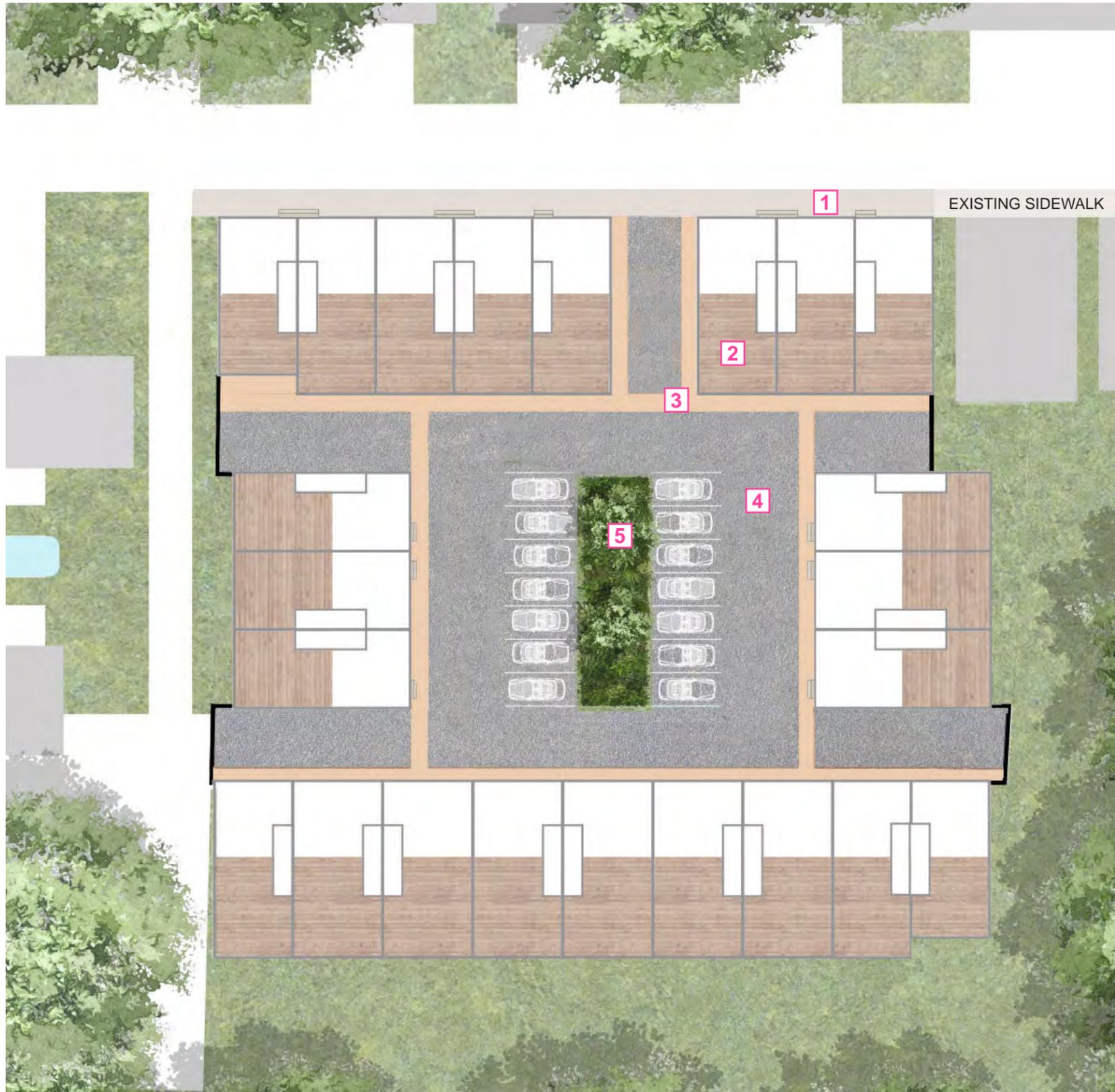


AUTOMOTIVE AND PEDESTRIAN CIRCULATION

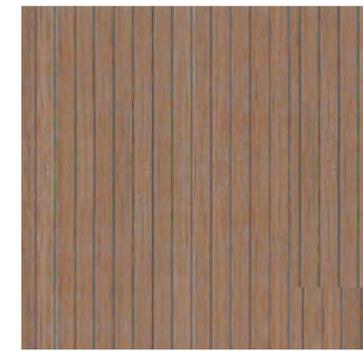


-  TRAFFIC DIRECTION
-  PEDESTRIAN ENTRANCE

LANDSCAPE PLAN



1 CONCRETE SIDEWALK



2 WOOD ROOF DECK



3 BRICK SIDEWALK



4 ASPHALT

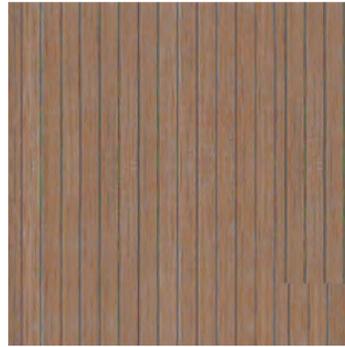


5 CENTRAL GREEN SPACE - GREY BIRCH, WHITE PINE, WILLOW OAK, EASTERN REDBUD

ELEVATIONS



1 FACE BRICK -
BY MCAVOY
QUEENSTOWN STYLE
BLACK COLOR



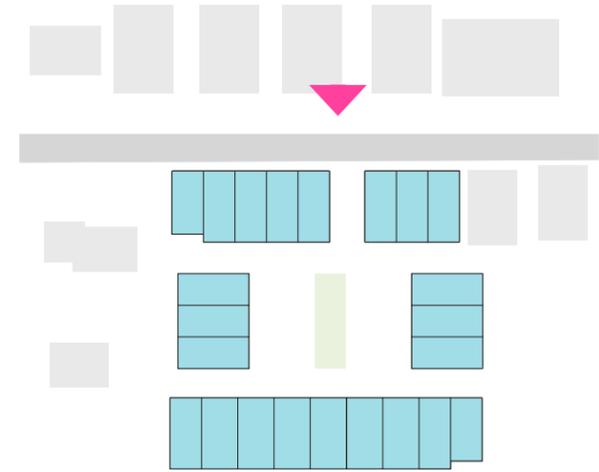
2 WOOD CLADDING -
BY RESAWN
CEDAR SPECIES



3 VINYL SIDING -
BY CERTAINTEED
MAINSTREET STYLE
FLAGSTONE COLOR



4 Poured CONCRETE



AVERAGE ROOF HEIGHT
ABOVE GRADE PLANE
36'-7"

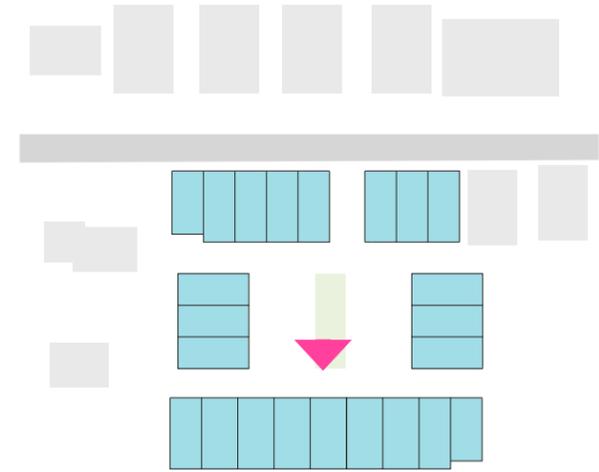
3 (around side)



AVERAGE ROOF HEIGHT
ABOVE GRADE PLANE
37'-10"

VEHICLE ENTRY

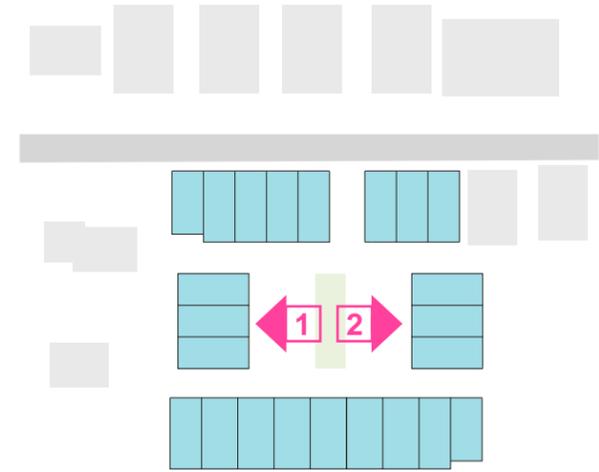
ELEVATIONS



AVERAGE ROOF HEIGHT
ABOVE GRADE PLANE
37'-6"



ELEVATIONS



AVERAGE ROOF HEIGHT
ABOVE GRADE PLANE
37'-10"



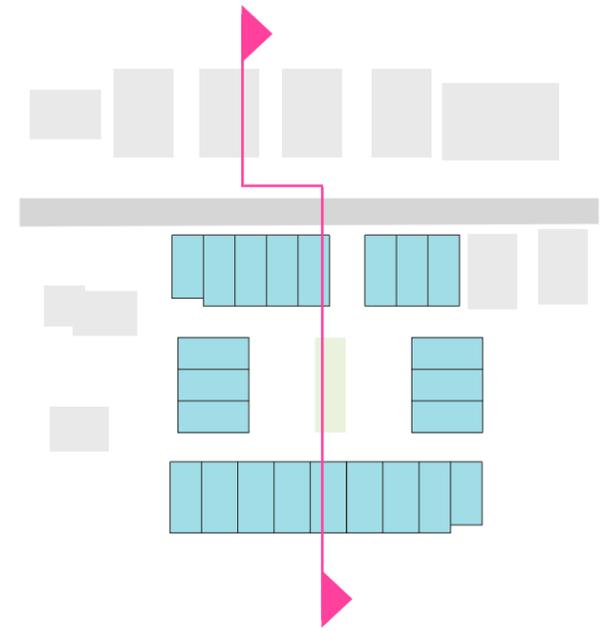
1

AVERAGE ROOF HEIGHT
ABOVE GRADE PLANE
37'-10"



2

SITE SECTION







COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

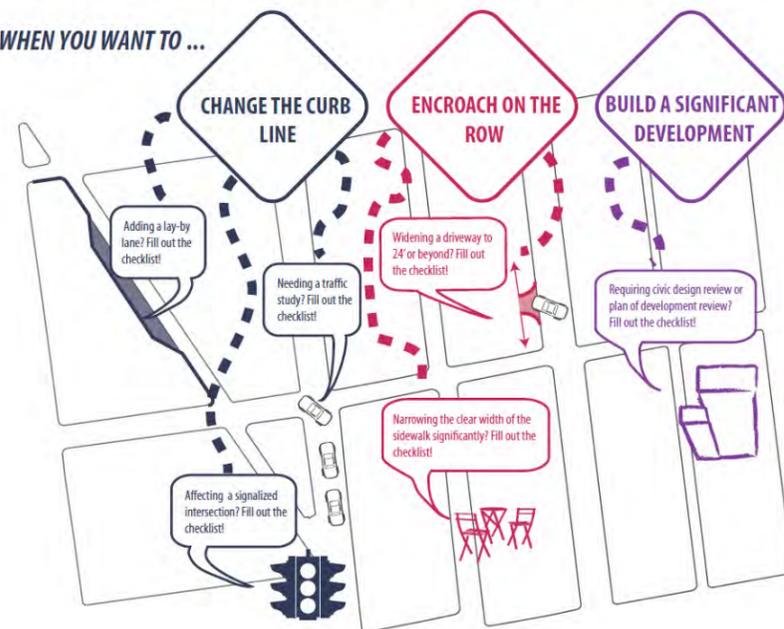
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

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

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

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

Complete Streets Review Submission Requirement*:

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | | |
|---|--|
| <p>1. PROJECT NAME
<u>209-11 Delmar Street</u></p> <p>3. APPLICANT NAME
<u>David DeReinzo</u></p> <p>4. APPLICANT CONTACT INFORMATION
220 Delmar Street, Philadelphia – ph: (215) 840-9156</p> <p>6. OWNER NAME
David DeReinzo</p> <p>7. OWNER CONTACT INFORMATION
220 Delmar Street, Philadelphia – ph: (215) 840-9156</p> <p>8. ENGINEER / ARCHITECT NAME
Alma Architecture – Mathew Huffman</p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
mhuffman@almaarchitecture.com - (215) 564-1202</p> <p>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.</p> | <p>2. DATE
<u>09/15/2020</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>182.4 LF along Delmar Street. 44,028.5 SF to be developed into 23 single-family townhouses.</u></p> |
|---|--|

Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Delmar Street</u>	<u>Silverwood Street</u>	<u>Mansion Street</u>	<u>Local</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| b. Street Furniture such as bus shelters, honor boxes, etc. | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| c. Street Direction | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| d. Curb Cuts | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| f. Building Extensions into the sidewalk, such as stairs and stoops | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |

APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Delmar Street</u>	<u>10' / 0' / 7'</u>	<u>7' / 7'</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>Delmar Street</u>	<u>5' / 5' / 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
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Delmar Street</u>	<u>20'</u>	<u>653' from Silverwood</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? YES NO

DEPARTMENTAL APPROVAL

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

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
<u>Delmar Street</u>	<u>0' / 0'</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>Delmar Street</u>	<u>3.5' / 0' / 2'</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
- Lighting
- Benches
- Street Trees
- Street Furniture

YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	DEPARTMENTAL APPROVAL
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

19. Does the design avoid tripping hazards?

YES NO N/A YES NO

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 YES NO

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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 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>
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
209-11 Delmar Street	8	0 / 0	0 / 0	0 / 23
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____

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?

<ul style="list-style-type: none"> ▪ Conventional Bike Lane ▪ Buffered Bike Lane ▪ Bicycle-Friendly Street ▪ Indego Bicycle Share Station 	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input 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 NO N/A DEPARTMENTAL APPROVAL YES NO
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A DEPARTMENTAL APPROVAL 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 DEPARTMENTAL APPROVAL YES NO
30. Does the design provide a buffer between the roadway and pedestrian traffic? YES NO N/A DEPARTMENTAL APPROVAL YES NO
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? YES NO DEPARTMENTAL APPROVAL YES NO

APPLICANT: Curbside Management Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

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

- 33. What is the maximum AASHTO design vehicle being accommodated by the design? U585 – Large Car
- 34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission. YES NO
- 35. Will the public right-of-way be used for loading and unloading activities? YES NO
- 36. Does the design maintain emergency vehicle access? YES NO
- 37. Where new streets are being developed, does the design connect and extend the street grid? YES NO N/A
- 38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES NO N/A
- 39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES NO

DEPARTMENTAL APPROVAL	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

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

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

- 40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES NO N/A
- 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES NO N/A
- 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? YES NO N/A

DEPARTMENTAL APPROVAL	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Urban Design Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

- | | YES | NO | N/A | DEPARTMENTAL APPROVAL | |
|---|-------------------------------------|--------------------------|-------------------------------------|------------------------------|-----------------------------|
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time? | <input type="checkbox"/> | <input type="checkbox"/> | <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? | <input type="checkbox"/> | <input type="checkbox"/> | <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?
<i>If yes, City Plan Action may be required.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Signal Timing and Operation | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Bike Boxes | <input type="checkbox"/> | <input type="checkbox"/> | <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? | <input type="checkbox"/> | <input type="checkbox"/> | <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? | <input type="checkbox"/> | <input type="checkbox"/> | <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

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW
Additional Reviewer Comments: _____

SUSTAINABLE DESIGN CHECKLIST

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	Yes	The Ivy Ridge Train Station is located approx 400 yards away via an unpaved walking path through Germany Hill (City of Philadelphia Park Area). SEPTA bus stop at Fountain & Ridge and Fountain & Umbria (0.5 miles).
(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 parking will be located in the rear of the Delmar Street fronted townhouses. Covered garage parking to be provided for all townhouse. Uncovered guest and deeded townhouse parking behind Delmar Street fronted townhouses occupy 5% of
(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	4 electric vehicular charging parking stations to be provided in townhouse garages. Future homeowners to have option to add charging stations before closeout for more potential electric parking stations in
(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)	No	There are no adjacent railways or setbacks abutting property.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No	There is no bike share station proposed. The residential development does not intend to bring outside visitors that would be travelling by bike share. Dedicated bike parking is proposed within each townhouse for private and guest use.

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 No irrigation will be required. All landscaping will be drought resistant and relative to the local hardiness zone for selection.
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 The sites vegetative/open area is 51.3%. 21.3% greater than that is required.
(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 site is only capable of providing a stormwater management system large enough to mitigate and treat stormwater runoff to the City of Philadelphia's stormwater regulation code requirements.
(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 The proposed landscape and hardscape design will mitigate heat island effect with tree and building structure (with selected materials to reduce sunlight reflection) shading for at least 50% or more of the area.
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	Yes Compliance will adhere to the 2018 IECC Residential Code sections R401 through R404.
(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 ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	Yes LED Lighting, low-flow plumbing fixtures Energy Star Appliances.

SUSTANABLE DESIGN CHECKLIST

(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}	No	There are no adjacent highways within 1,000 feet of the proposed development.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No	On-site renewable energy is not currently planned for the project at this time
Innovation			
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No	There are no proposed measures that would positively impact the surrounding area.

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