

3314 FAIRMOUNT AVENUE

CIVIC DESIGN REVIEW

Philadelphia Planning Commission

10/01/2020



DESIGN ASSOCIATES
6525 TULIP ST, PHILADELPHIA PA 19135
215-833-9256 kcadesignassociates.com

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CDR Application



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: 1057577

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

Within 200 ft of a residential zoning district and proposing 90 residential dwelling units.

Building is 82,776 sf.

PROJECT LOCATION

Planning District: _____ Council District: 3RD

Address: 3314-20 FAIRMOUNT AVENUE
PHILADELPHIA PA 19104

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: _____ Primary Phone: _____
,776

Email: _____ Address: _____

Property Owner: DTEG Investments, LLC Developer _____
Architect: KCA DESIGN ASSOCIATES

SITE CONDITIONS

Site Area: 17,3000 SF

Existing Zoning: IRMX Are Zoning Variances required? Yes ___ No X

Proposed Use:

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

82,776 SF, INDUSTRIAL GROUND FLOOR, 90 RESIDENTIAL DWELLING UNITS

Proposed # of Parking Units:

16 PARKING SPACES

COMMUNITY MEETING

Community meeting held: Yes ___ No X

If yes, please provide written documentation as proof.

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

Date: T.B.D. Time: _____

T.B.D

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ___ No ___ NA X

If yes, indicate the date hearing will be held:

Date: _____



DESIGN ASSOCIATES

6525 TULIP ST, PHILADELPHIA PA 19135
215-833-9256 kcadesignassociates.com

Owner:

DTEG Investments, LLC
614 S 4th St #510
Philadelphia PA 19147

Applicant:

Hyon Kang
6525 Tulip Street
Philadelphia PA 19135
hukang77@gmail.com

Architect:

KCA Design Associates
6525 Tulip Street
Philadelphia PA 19135
hukang77@gmail.com

Civil / Site:

Aqua Economics
1391 Walton Road
Blue Bell, PA 19422

Project Introduction

3314 Fairmount Ave is a proposed, new (6) story multi-family residential development, comprised of ground floor industrial space & parking in the rear & 5 floors of residential living above with roof deck. Main frontages on Fairmount Ave, and access to the residential units via Melon Street. The overall project includes:

- Ground floor Industrial space (5200 S.F.) & landscaped outdoor public court
- Ground floor parking in rear (16 spaces provided, 2 accessible)
- 30 bicycle spaces
- 90 Residential Units (floors 2-5)
- Common Roof deck

The site is zoned IRMX, and zoning for the project is by-right. Ground floor consists of residential lobby, as well as an expansive industrial space that opens into side yards. Access to the parking spaces is provided by a proposed curb cut off of Fairmount Avenue, Ample bike parking is provided as well.

The project has been designed with a green roof, in accordance with PWD standards according to storm water requirements.

Building materiality features an industrial mix of materials including red brick, cast stone & metal paneling. Window design has also been modeled to reference the multi-lite windows found in surrounding older industrial warehouses. The building features wide expanses of curtain glass on the ground floor in areas of the residential lobby & future industrial use spaces. Bays are designed with a large format metal panel cladding, and feature the above-mentioned windows which reference those found in the surrounding industrial context.

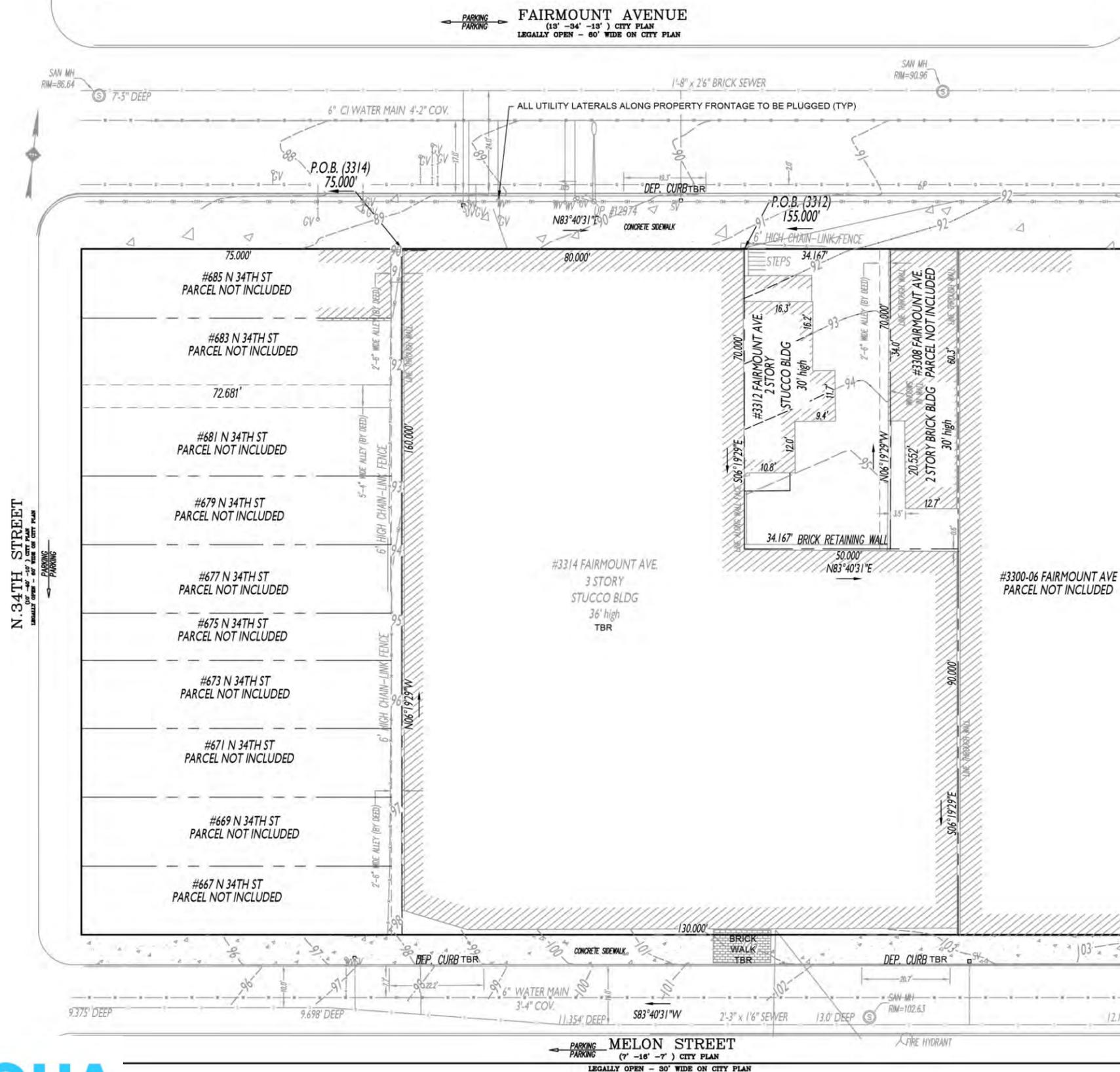
3314 Fairmount Ave offers the experiences of city living, with additional benefits of onsite bike & vehicular parking, industrial spaces, and landscaped outdoor court areas.



Notes



Site Survey



LEGEND

---	PROPERTY LINE
P.O.B.	POINT OF BEGINNING
○B	BOLLARD
○S	SIGN
○TS	TRAFFIC SIGN
Hyd	FIRE HYDRANT
○GV	GAS VALVE
○WV	WATER VALVE
○SV	SEWER VALVE
○UP	UTILITY POLE
○LP	LIGHT POLE
○MH	MAN HOLE
○BTMH	BELL TELEPHONE MAN HOLE
○PECOMH	PECO MAN HOLE
SSWL	SINGLE SOLID WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
DDYL	DOUBLE DASHED YELLOW LINE
---	EXISTING CONTOUR

NOTES

- SURVEY NOTES**
- THIS PLAN IS TO BE USED FOR TITLE OR CONVEYANCE PURPOSE ONLY. PLAN MADE AS PER INSTRUCTIONS OF APPLICANT.
 - PARCEL ADDRESS: 3314-20 FAIRMOUNT AVENUE.
 - ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED. PROPERTY IS ZONED AS (INSERT ZONE). (INSERT ZONE DESC.: I.E. RESIDENTIAL MIXED-USE)
 - ALL DIMENSIONS SHOWN ON THE PLAN ARE PHILADELPHIA DISTRICT STANDARD. THE LEGAL STANDARD OF MEASURE WITHIN THE CITY OF PHILADELPHIA, PHILADELPHIA DISTRICT STANDARD DISTANCES TO BE USED FOR TITLE PURPOSES ONLY.
 - THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE INSURANCE REPORT AND IS SUBJECT TO THE FINDINGS THAT A VALID TITLE REPORT WOULD DISCLOSE.
 - SUBJECT PREMISES ARE NOT IN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE.
 - REGISTERED OWNERS: (SEE TITLE BLOCK).
 - THE ADDRESSES SHOWN ON THIS PLAN ARE AS PER EXISTING DEEDS OR AS POSTED ON THE PREMISES. ADDRESSES FOR ANY NEWLY CREATED PARCELS ARE TO BE ASSIGNED BY THE OFFICE OF PROPERTY ASSESSMENT (OPAB/RT).
 - UPON THE FILING AND RECORDING OF A DEED WITH THE DEPARTMENT OF RECORDS OF THE CITY OF PHILADELPHIA, PREPARED IN ACCORDANCE WITH THIS PLAN, THE LINE SHOWN AS PROPOSED SHALL BECOME ACTUAL AND DECLARED.
 - A ZONING PERMIT IS REQUIRED FOR ANY PROPOSED CHANGES TO LOT LINES INCLUDING CONSOLIDATION OF EXISTING PARCELS.
 - PREMISE SHOWN HEREON HAS STREET FRONTAGE.
 - UTILITY NOTES: THE LOCATION OF UNDERGROUND UTILITIES IS TAKEN FROM PUBLIC RECORDS AND FIELD LOCATION OF VENTS, VALVES, MANHOLES, INLETS ETC. THE EXTENT, EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES HAS NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. CONTRACTOR SHALL DETERMINE THE EXTENT, EXACT LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT RESULT BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CONTRACTOR SHALL NOTIFY UTILITY COMPANIES THREE (3) DAYS PRIOR TO COMMENCING WORK TO COMPLY WITH THE PENNA. ACT NO 287.
 - ELEVATIONS SHOWN ON PLAN ARE FROM CITY PLAN NO. 109.
 - THE INFORMATION SHOWN ON THIS PLAN IS FOR THE ULTIMATE USER NAMED HERON AND IS NOT VALID TO ANY OTHER PARTIES. ANY ELECTRONIC REPRODUCTION OF THIS SURVEY AND PLAN IS TO BE FOR THE USE OF THE CLIENT ONLY. AQUA ECONOMICS IS NOT RESPONSIBLE FOR ANY DISCREPANCIES, WHICH MAY ARISE BY THE ELECTRONIC REPRODUCTION OF THE ORIGINAL FILE AND ANY FUTURE PARTIES UTILIZING SAID COPY DO HEREBY RELEASE AQUA ECONOMICS FROM ANY AND ALL CLAIMS FOR DAMAGES AS A RESULT OF SAID DISCREPANCIES.
 - COPYRIGHT 2020 - ALL RIGHTS RESERVED - AQUA ECONOMICS NO PART OF THIS PLAN MAY BE REPRODUCED, STORED IN AN INFORMATION STORAGE AND RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM, OR BY ANY MEANS, ELECTRICAL, MECHANICAL, PHOTOCOPYING, RECORDING OR OTHERWISE WITHOUT PRIOR WRITTEN PERMISSION OF AQUA ECONOMICS.

EXISTING PARCEL AREA

PARCEL	SQ. FT.	ACRES	OPA #
# 3314-20 FAIRMOUNT AVE	17,300.0 sq. ft.	0.39715 acres	# 884664107

Site Location



Site Location

3314 FAIRMOUNT



Site Location

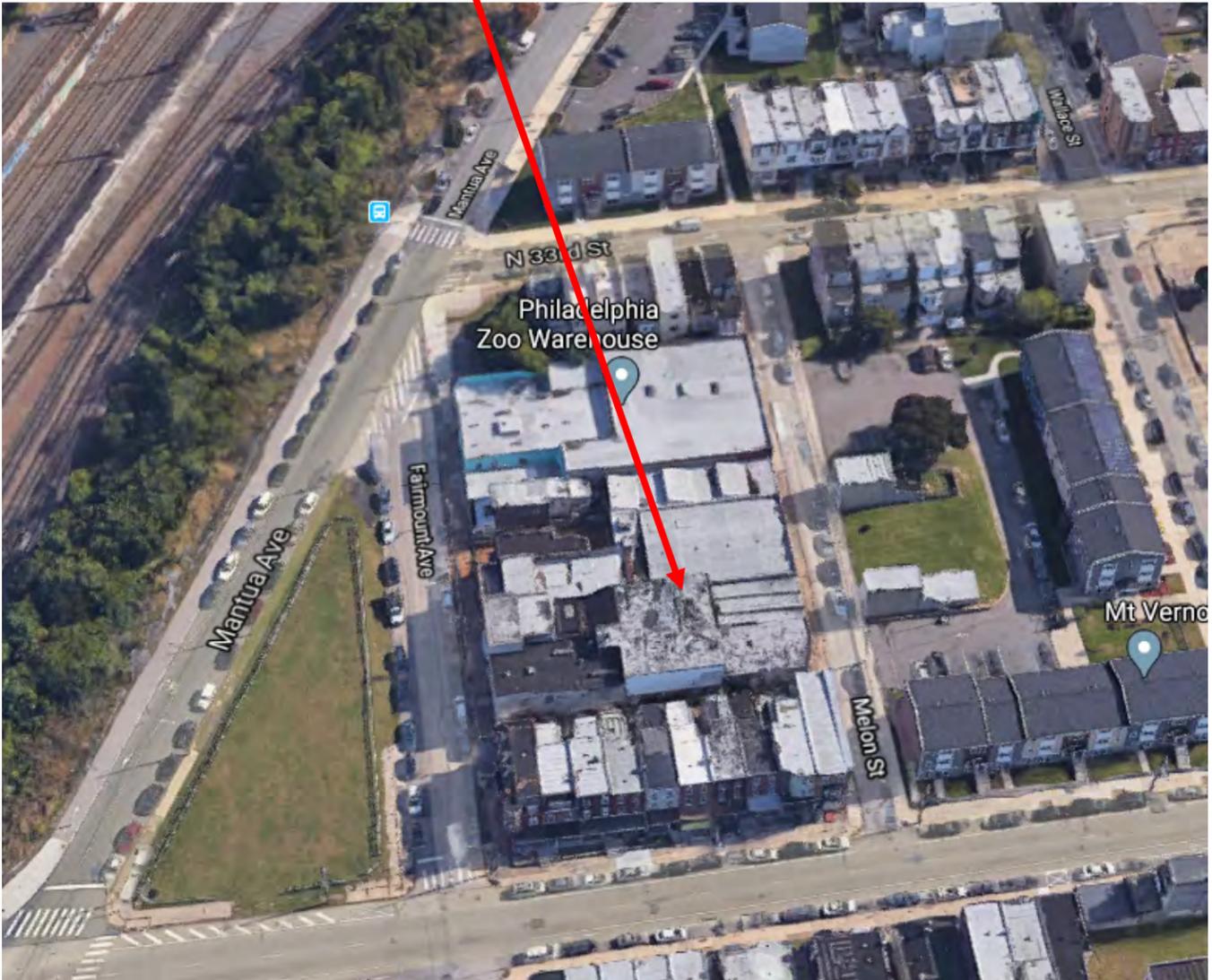


Site Location

Existing structure to be completely demolished



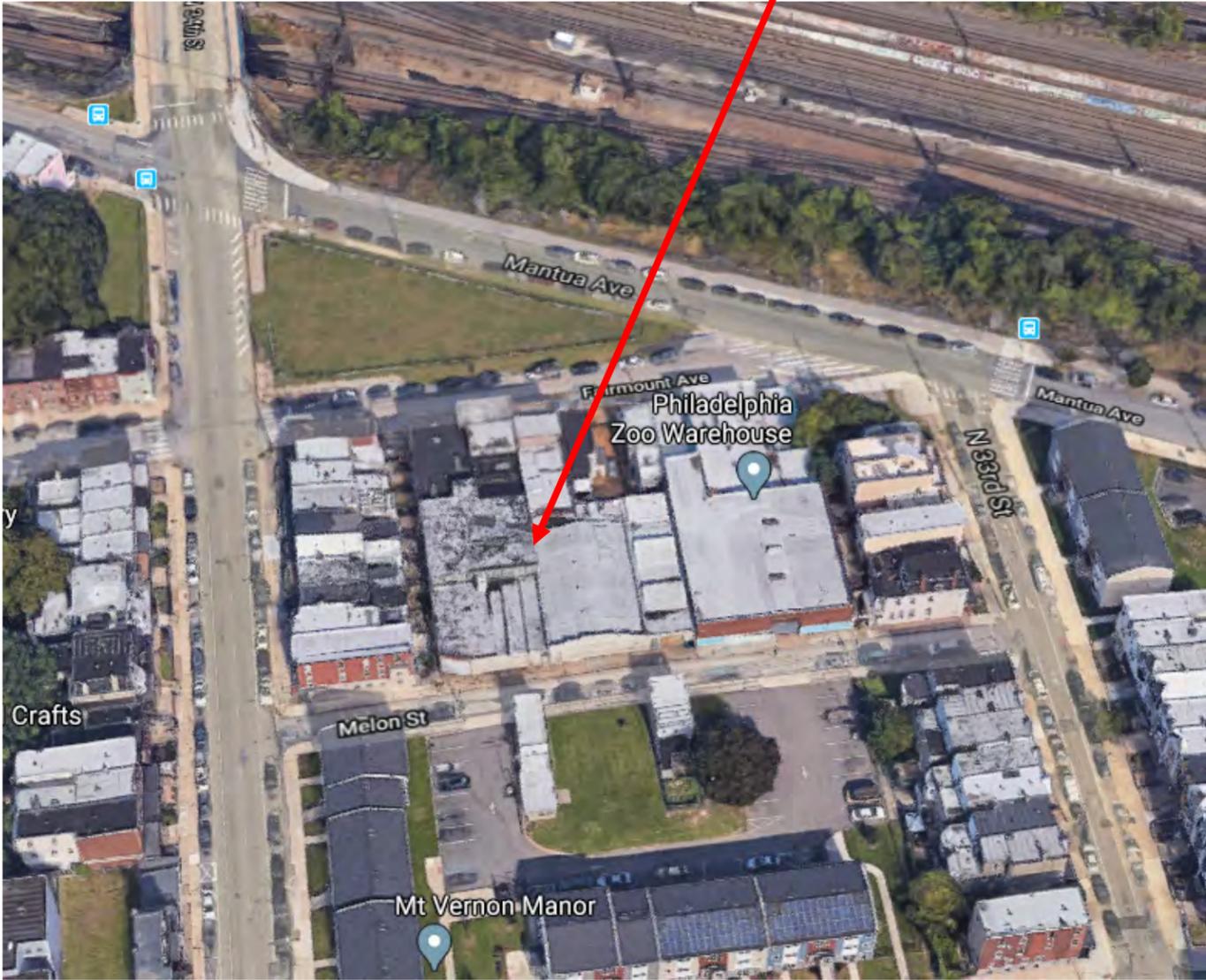
Aerial 1



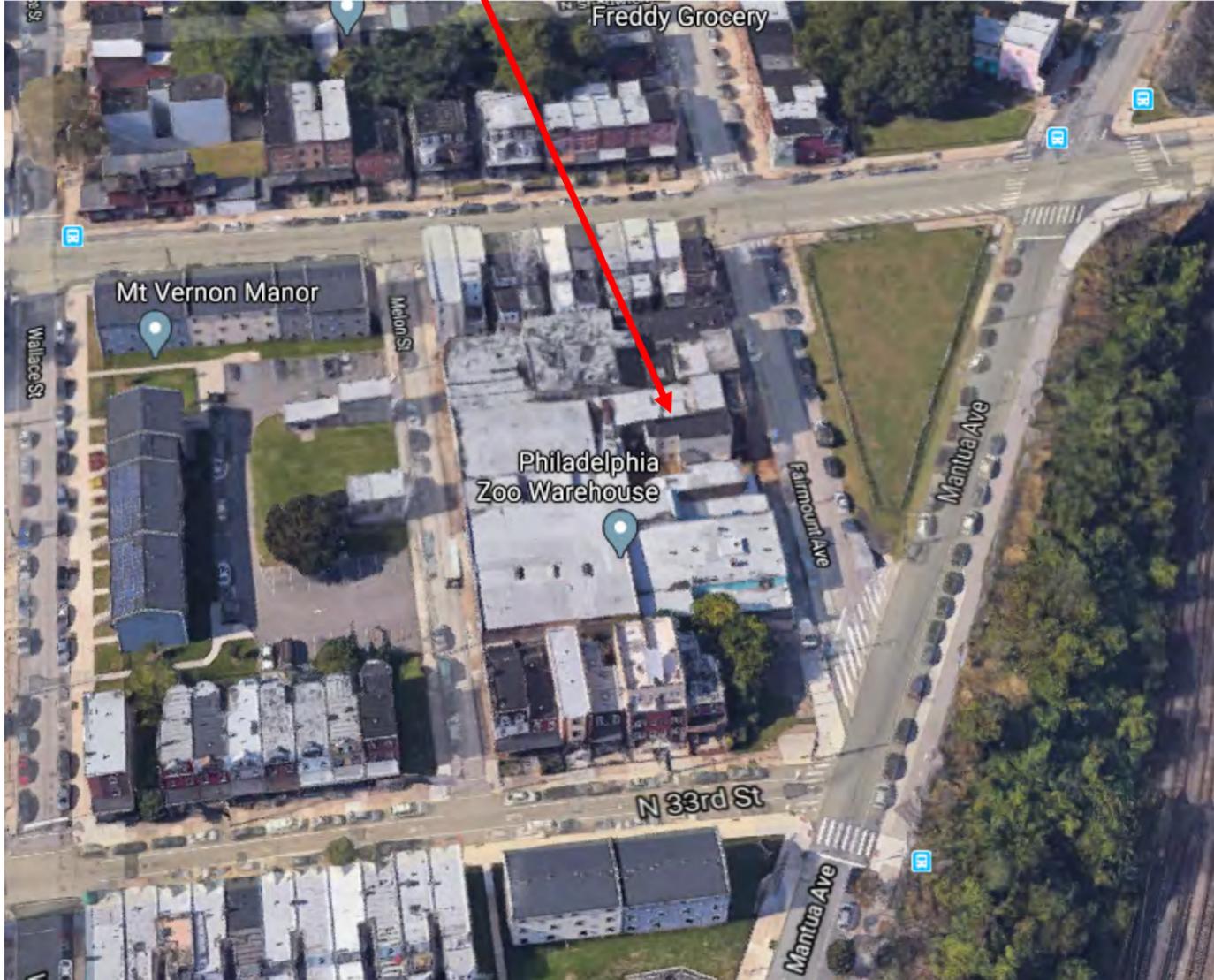
Aerial 2

Site Location

Existing structure to be completely demolished



Aerial 3



Aerial 4

Site Location



Site Location



Photo 1 – 3314 Fairmount Ave- Looking East



Photo 2 – 3314 Fairmount Ave- Looking West



Photo 3 – 3314 Melon St - Looking East



Photo 4 – 3314 Fairmount Ave- Looking West

Site Location



Photo 5 – Context – 35th St and Wallace St



Photo 6 – Context – 600 N 34th St

Site Location



Photo 7 – Context – 3518 Haverford Ave

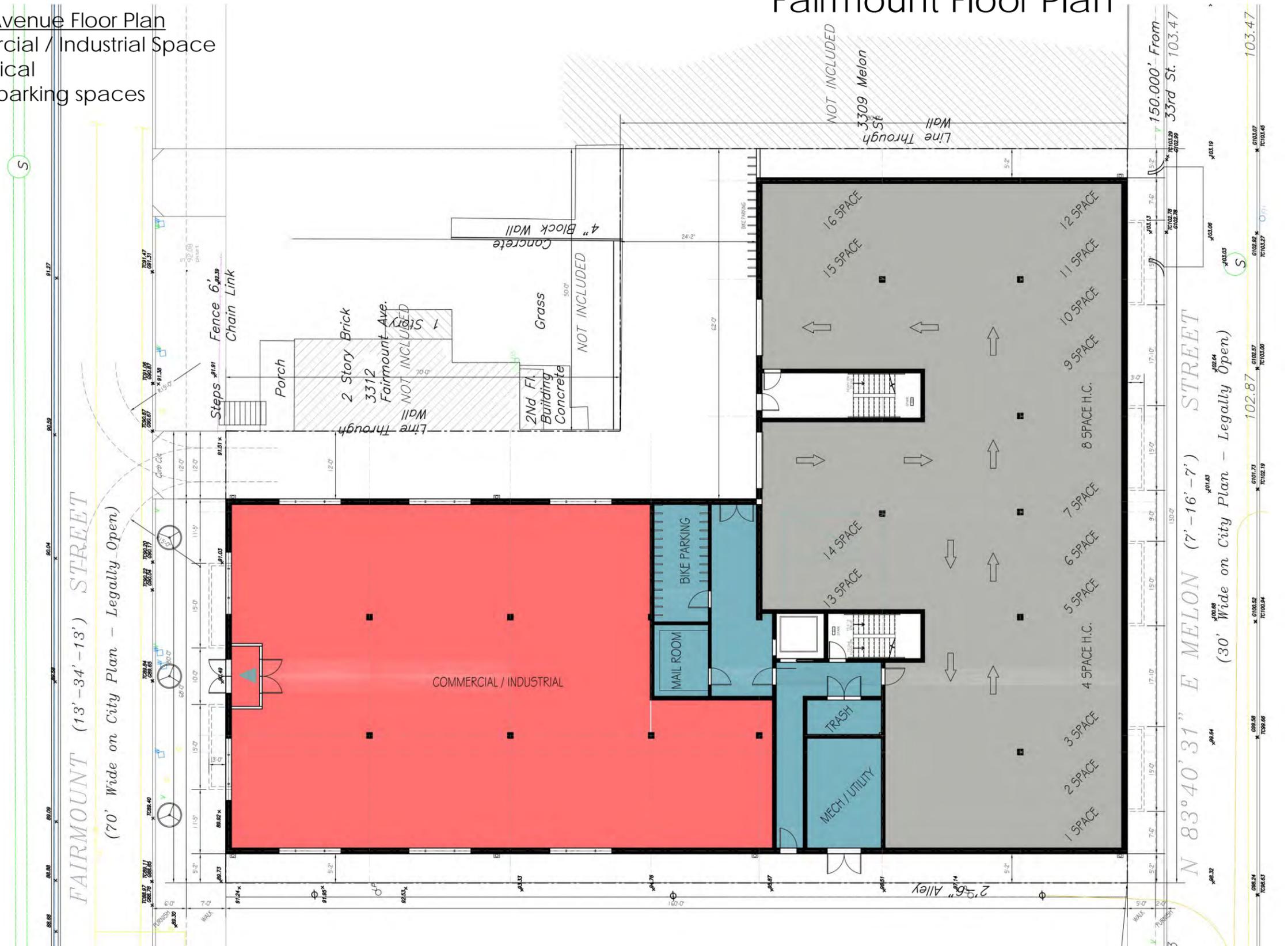


Photo 8 – 3101 Spring Garden St

Floor Plans

Fairmount Floor Plan

- Fairmount Avenue Floor Plan
- Commercial / Industrial Space
 - Mechanical
 - 16 total parking spaces



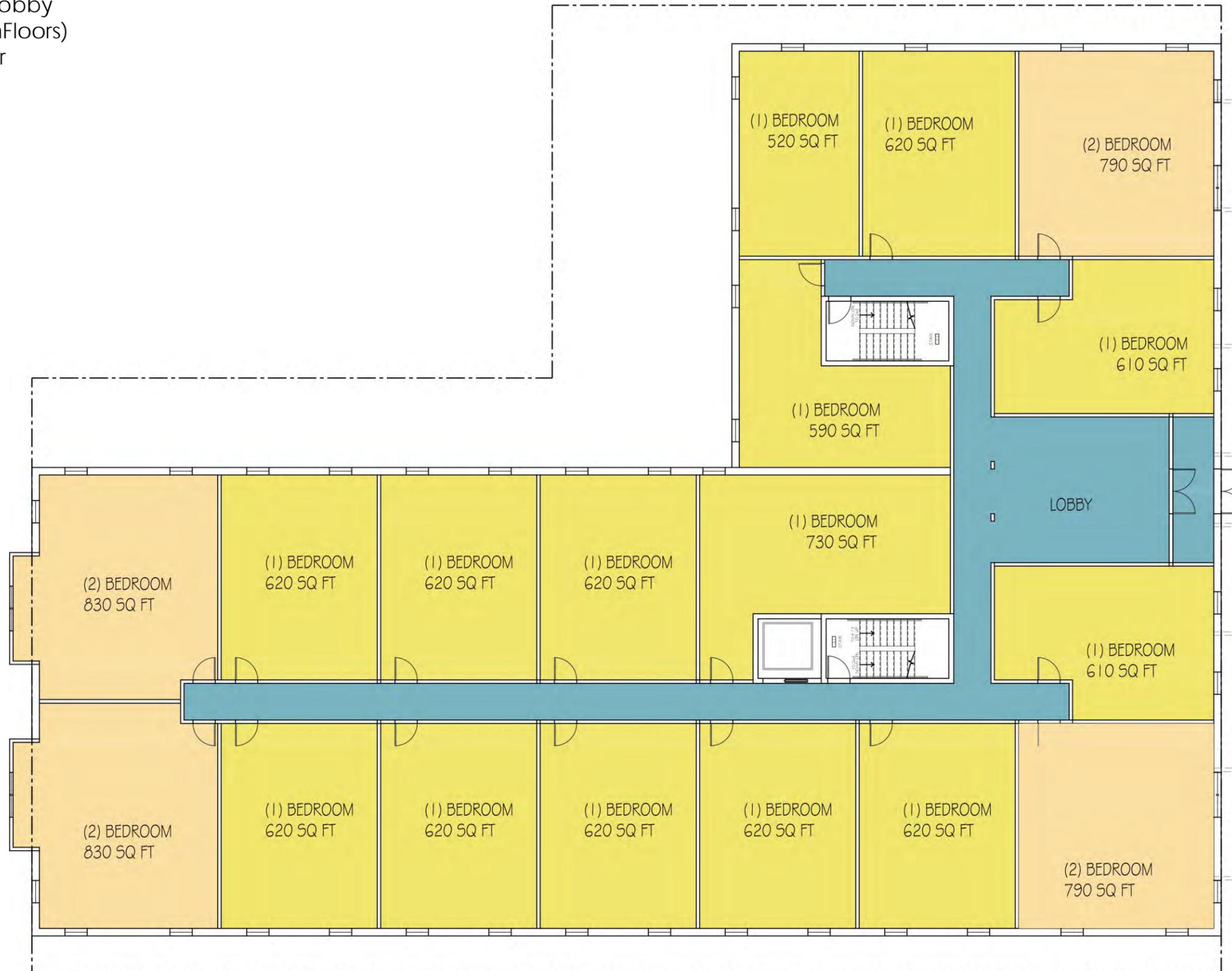
Floor Plans

Melon Street Floor Plan

- Residential Entry / Lobby
- 90 units (2nd thru 6thFloors)
 - (18) Units Per Floor
 - (4) 2 Bedrooms
 - (14) 1 Bedroom

Melon Street Floor

FAIRMOUNT AVENUE



MELON STREET

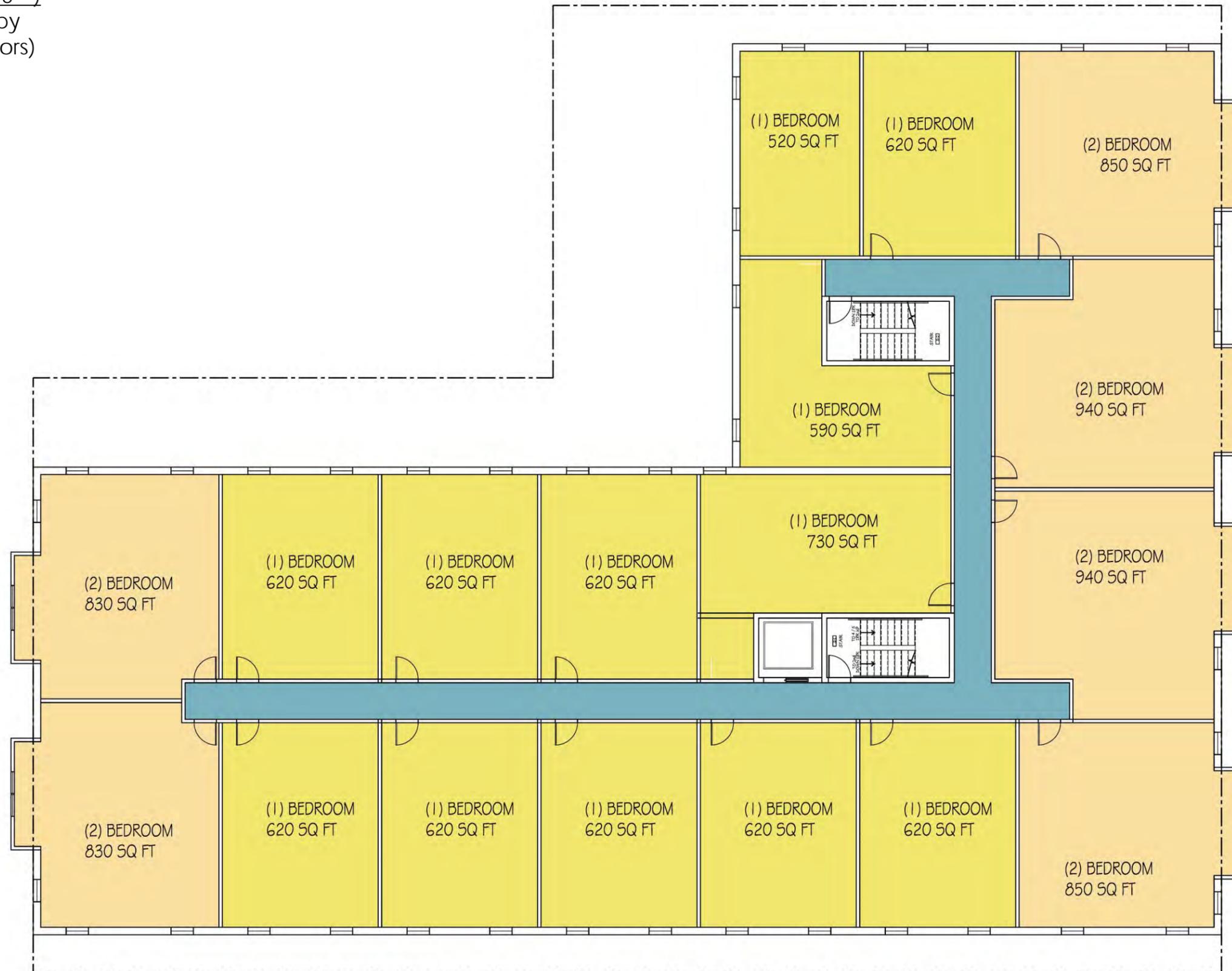
Floor Plans

Typ. 3rd-5th Floors

Typical Floor Plan (3rd thru 5th)

- Residential Entry / Lobby
- 90 units (2nd thru 6thFloors)
 - (18) Units Per Floor
 - (6) 2 Bedrooms
 - (12) 1 Bedroom

FAIRMOUNT AVENUE



MELON STREET

Floor Plans

SIXTH FLOOR PLAN

Sixth Floor Plan

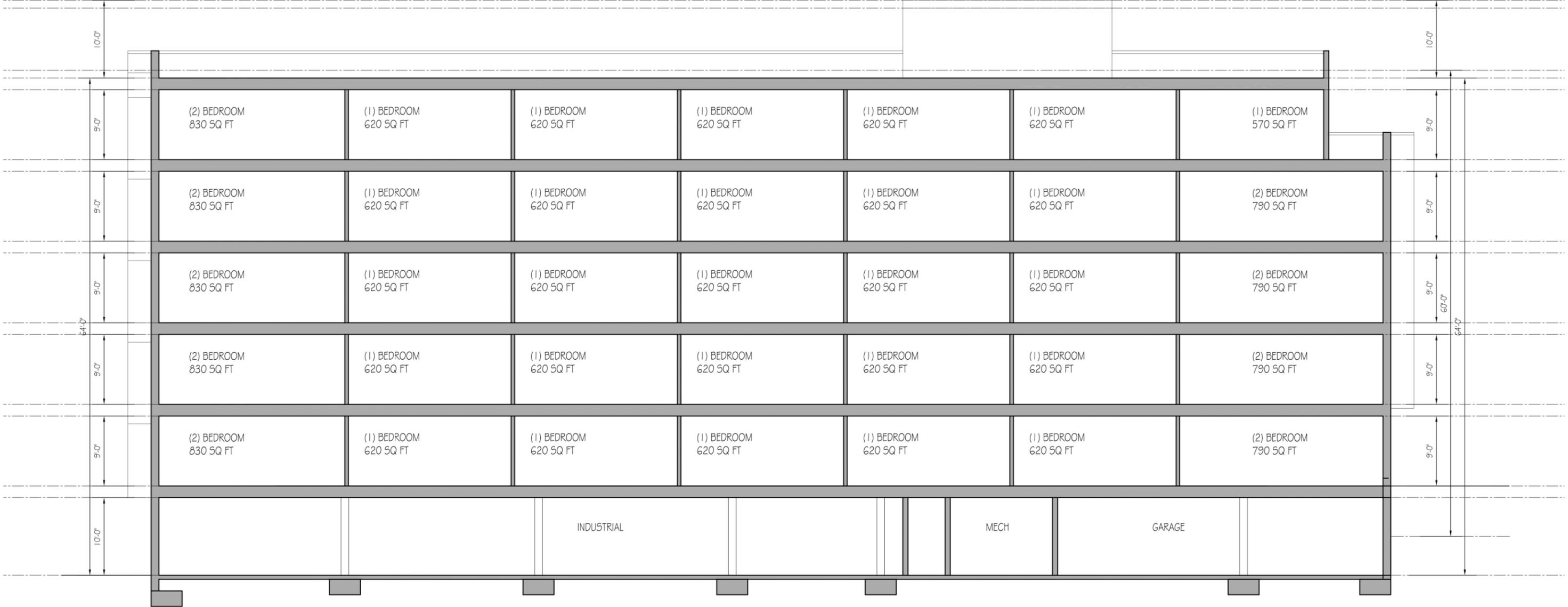
- 90 units (2nd thru 6thFloors)
- (18) Units Per Floor
- (2) 2 Bedrooms
- (16) 1 Bedroom

FAIRMOUNT AVENUE



MELON STREET

Section

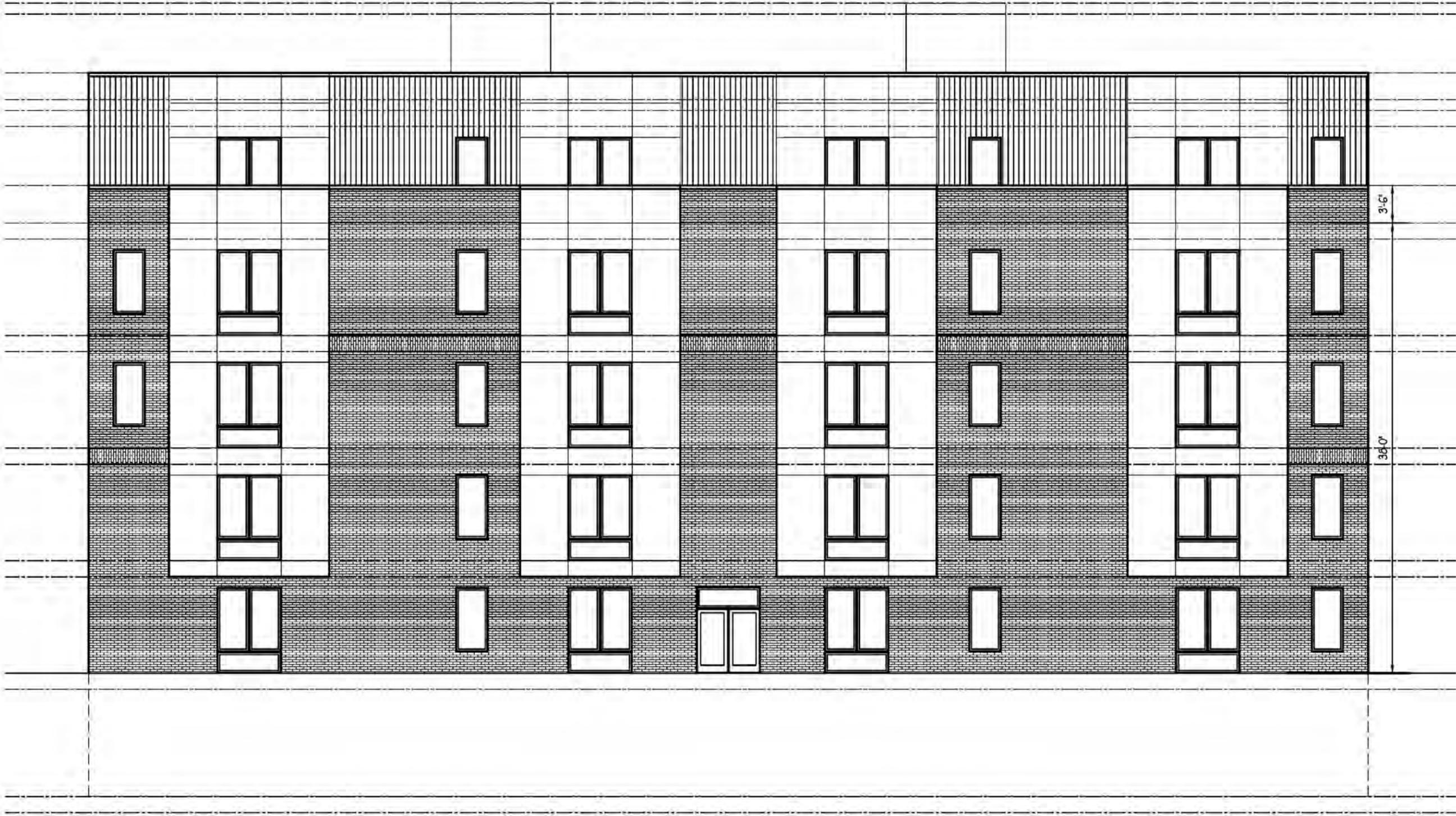


Elevations



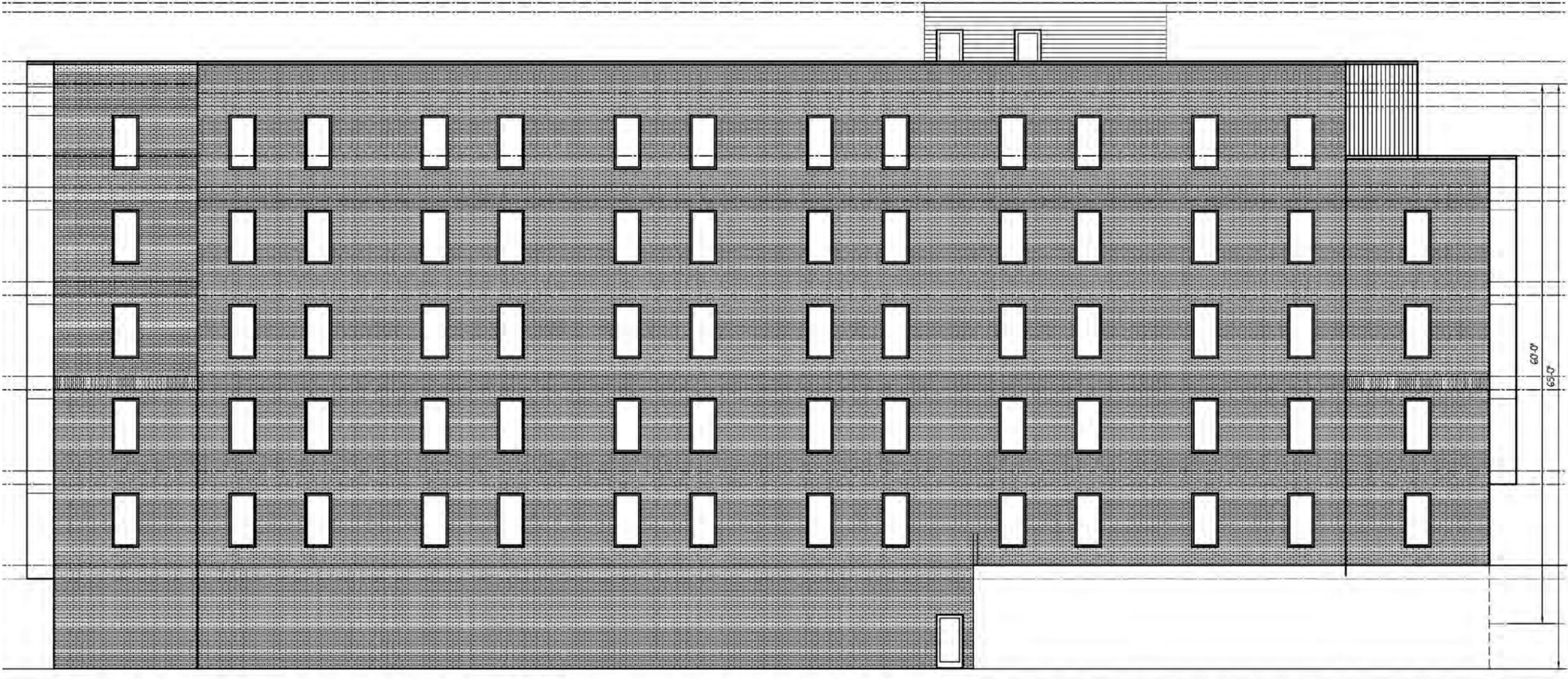
FAIRMOUNT ELEVATION

Elevations



MELON STREET ELEVATION

Elevations



RIGHT SIDE ELEVATION

Elevations

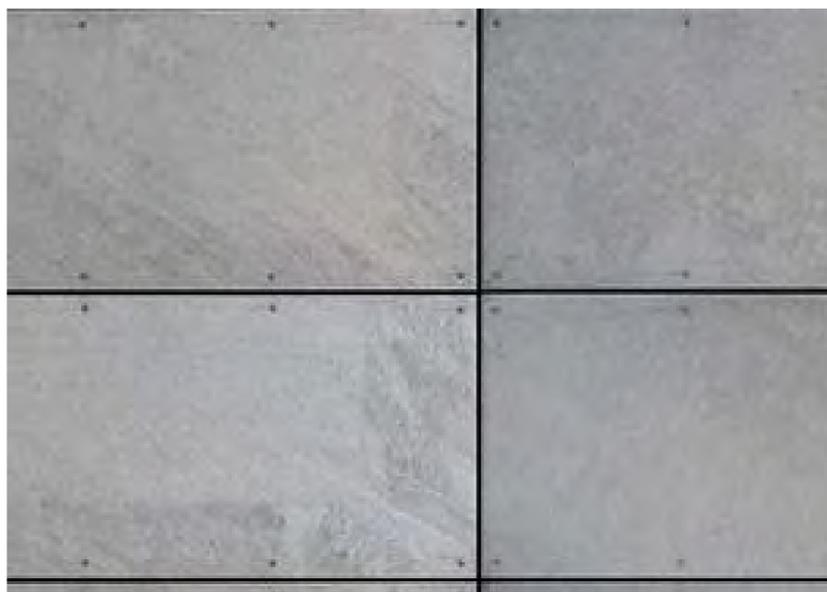


LEFT SIDE ELEVATION

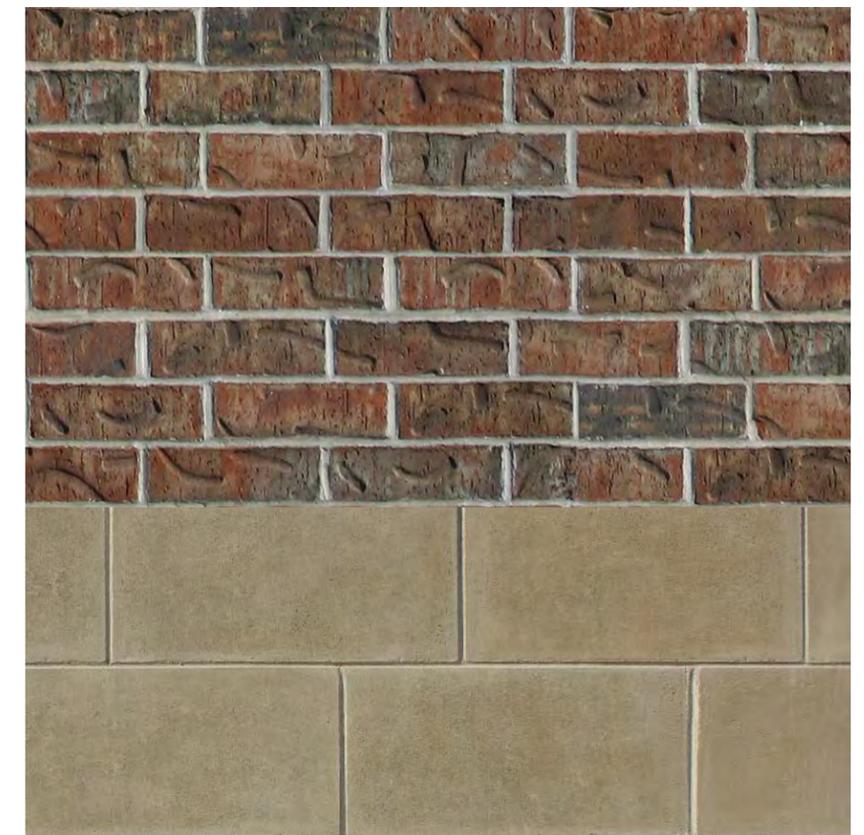
Materials



Black curtain wall grids & large glazing @ storefronts



Building materiality includes an industrially inspired palette of red brick, cast stone accents, and a variety of metal rainscreen paneling. Cast stone and brick are used to create a solid 2-story pedestal base upon which the metal paneling & bays sit atop. The windows in particular have been designed further referencing the industrial context, as divided lites have been used in varying degrees to emulate the large format windows found in many old industrial warehouses. These large windows are comprised of a series of smaller individual panes to create the total fenestration opening. The windows on the main front and rear facades feature a fully divided lite configuration, whilst the side windows feature a partially divided upper window panel.



Variegated Red Brick
Cast Stone Veneer accents / bands

Materials

Fairmount Ave Elevation



- 1. Brick veneer (Red blend)
- 2. Brick accent (Red blend)
- 3. Metal rainscreen bay (alt cement board)
- 4. Storefront glazing
- 5. Illuminate Metal Address marquee
- 6. Sidewalk

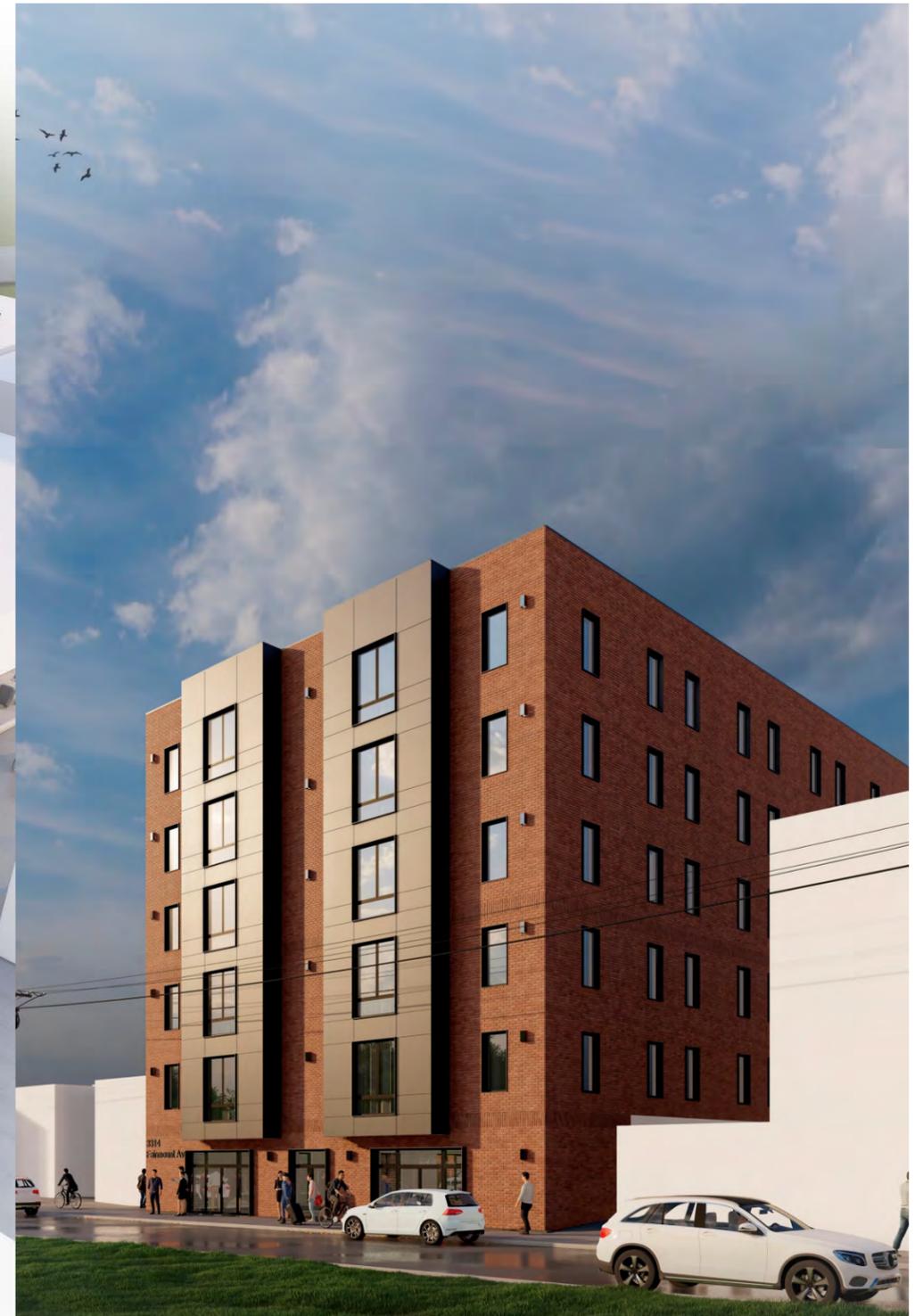
Materials

Melon St Elevation



1. Brick veneer (Red blend)
2. Brick accent (Red blend)
3. Metal rainscreen bay (alt cement board)
4. Storefront glazing
5. Illuminate Metal Address marquee

Renderings



Renderings



Renderings



Sustainability Checklist

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.	No, no stops within 1/4 mile
(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 is completely covered by building footprint
(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, 5% dedicated to car share vehicles
(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 railway setbacks
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No, bike share not included

Civic Sustainable Design Checklist – Updated September 3, 2019

Civic Design Review Sustainable Design Checklist

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Sustainability Checklist

Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> •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}	No, renewable energy will not be produced on site
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, renewable energy will be produced on site
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Yes, exterior lighting fixtures will include photo sensor for sequencing

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

Zoning Drawings

NEW MULTI FAMILY RESIDENCE

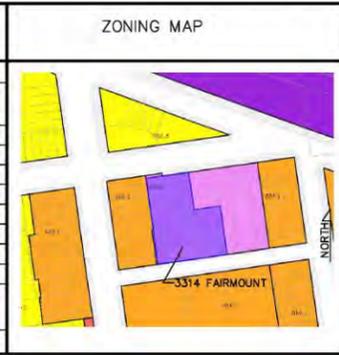
3314 FAIRMOUNT AVENUE, PHILADELPHIA, PENNSYLVANIA
 PROPOSED (90 FAMILY (6) STORY DETACHED STRUCTURE



THE PROFESSIONAL UTILITY PROTECTION LAW
 PART OF THE PENNSYLVANIA ACT OF 1988
 AND ACT 18 IN JANUARY 2005
SITE SERIAL NO. 20201391517
 LOCATIONS OF EXISTING UTILITIES SHOWN HEREON HAVE BEEN
 DEVELOPED FROM UTILITY COMPANY RECORDS AND/OR ABOVE GROUND
 INSPECTION OF THE SITE. COMPLETENESS OR ACCURACY OF TYPE, SIZE,
 DEPTH OR HORIZONTAL LOCATION OF UNDERGROUND UTILITIES OR
 STRUCTURES CANNOT BE GUARANTEED. PURSUANT TO REQUIREMENTS OF
 PENNSYLVANIA LEGISLATIVE ACT 207 OF 1988, AS AMENDED BY ACT 07 OF
 1990 AND ACT 18 IN JANUARY 2005, CONTRACTORS MUST VERIFY
 LOCATIONS OF UNDERGROUND UTILITIES BY NOTIFYING FACILITY OWNERS
 THROUGH THE ONE-CALL SYSTEM, 800-451-7000, NO LESS THAN 48 HOURS
 MORE THAN 10 DAYS PRIOR TO EXCAVATION OR DEMOLITION WORK.



ZONING CODE FOR THE CITY OF PHILADELPHIA IRMX DISTRICT SUMMARY FOR PROPERTY 3314 FAIRMOUNT AVENUE	
APPLICABLE REGULATIONS	PERMITTED / REQUIRED
PERMITTED USE BY RIGHT	MULTI FAMILY RESIDENTIAL
LOT WIDTH	80.0'
LOT AREA	17,300 SQ FT
OPEN AREA	NOT LESS THAN 10%
OCCUPIED AREA	90%
FRONT YARD SETBACK	N/A
SIDE YARD SETBACK	N/A
HEIGHT REGULATIONS	MAX BUILDING HEIGHT 60'-0"
F.A.R.	500%
PARKING	30%
BICYCLE PARKING	1:3 RATIO



VIEW 1



VIEW 2

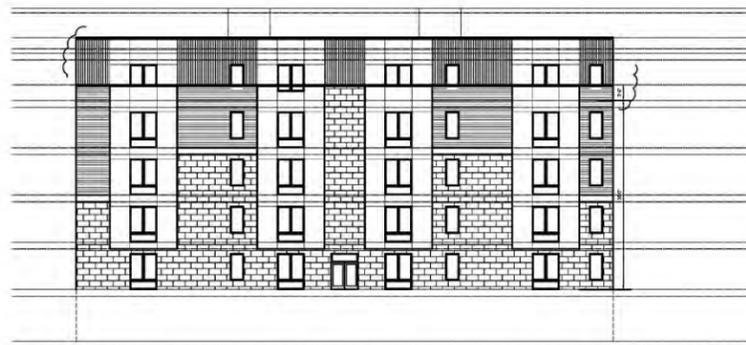


VIEW 3



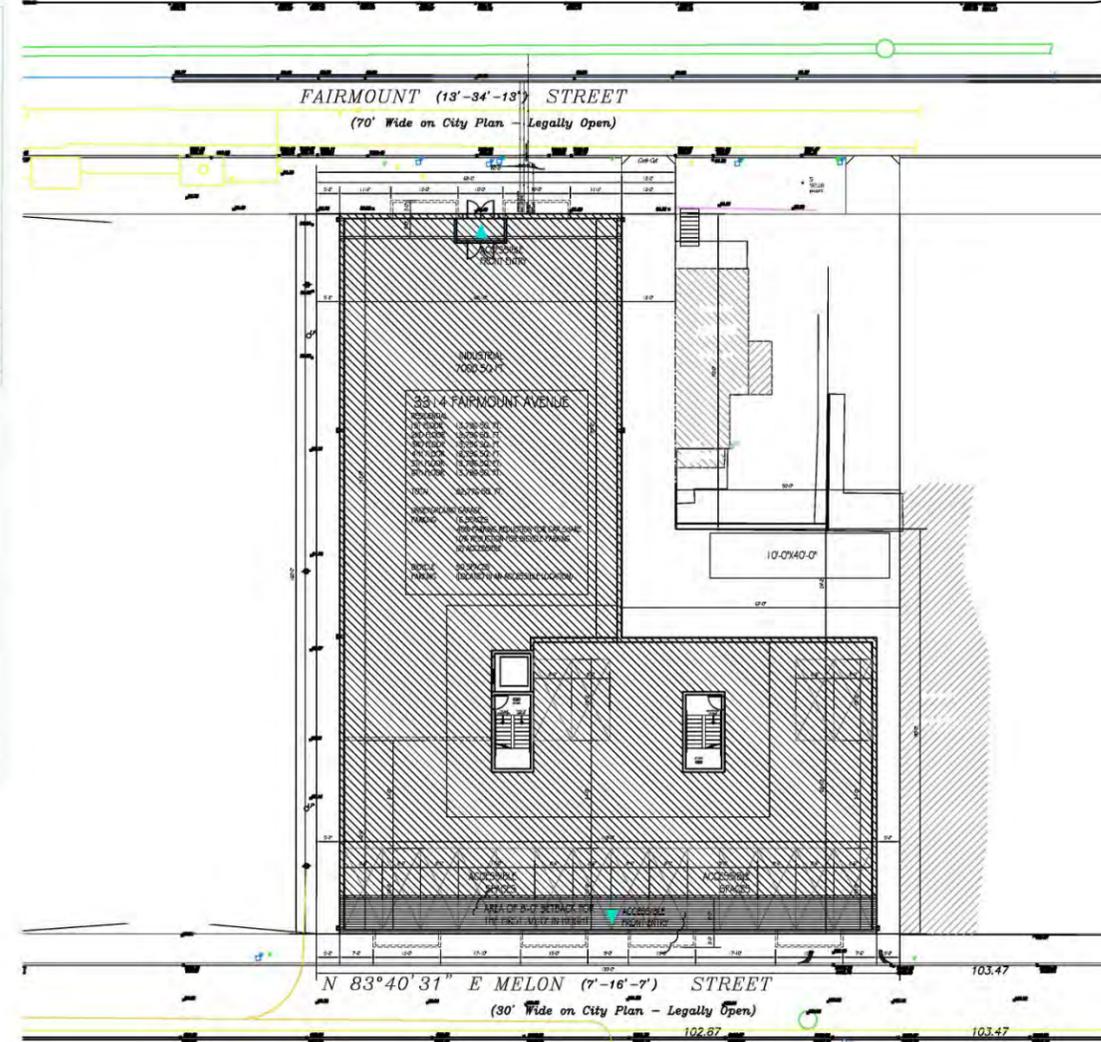
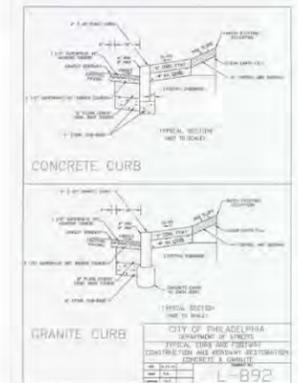
FAIRMOUNT AVENUE ELEVATION

1/16" = 1'-0"



MELON ST ELEVATION

1/16" = 1'-0"



ZONING PLAN

1/16" = 1'-0"

PROJECT: PROPOSED MIXED USE / MULTI FAMILY RESIDENCE
 3314 FAIRMOUNT AVENUE
 PHILADELPHIA, PENNSYLVANIA

DWG. TITLE: ZONING PLAN

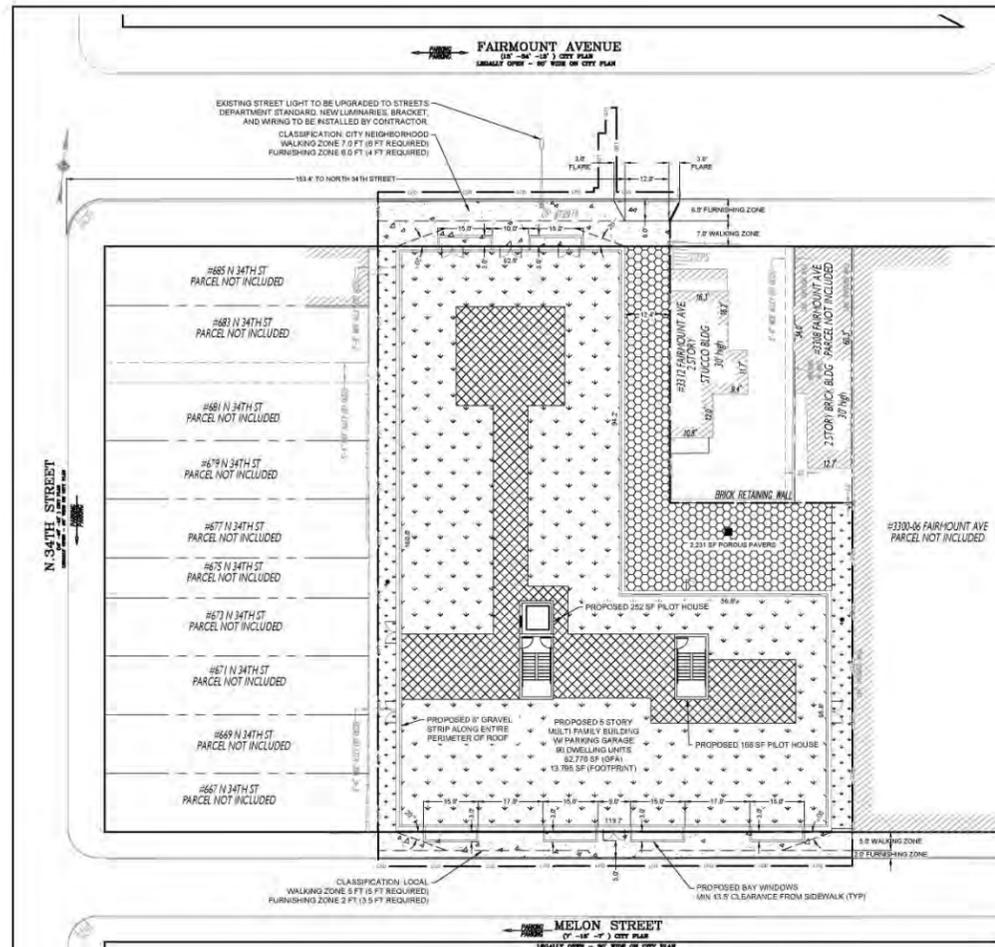
REVISIONS:
 REV 1

DRAWN BY: HK
 CHECKED BY: HK
 DATE: 02/25/2020
 SCALE: AS NOTED

JOB No: 3314 FAIRMOUNT A
 FILE: 3314 FAIRMOUNT A

Z-1

Civil Drawings



GENERAL NOTES

1. PROPOSED PROPERTY SHOWN TO BE RESIDENTIAL USE.
2. RESET ALL UTILITY SERVICE VALVE COVERS AND MANHOLES TO GRADE AS NECESSARY.
3. ALL DIMENSIONS SHOWN ARE PHILADELPHIA DISTRICT STANDARD.
4. RESTORE FADED AND DISTURBED PAVEMENT MARKINGS PER CITY OF PHILADELPHIA STANDARDS.
5. PROPOSED DEVELOPMENT WILL HAVE PRIVATE TRASH PICK UP AT THE CURB. DELIVERIES WILL BE WALKED IN BY THE CARRIERS.
6. EXISTING CURB LINES TO REMAIN

PROJECT SITE:

3314-20 FAIRMOUNT AVENUE

- DEVELOPMENT TYPE: "RE-DEVELOPMENT"
- WATERSHED: "LOWER SCHUYLKILL RIVER"
- COLLECTION SYSTEM: "COMBINED"
- FLOOD MANAGEMENT DISTRICT: "A"

TOTAL LIMIT OF DISTURBANCE = 19,914 SF

EXISTING LEGEND

- PROPERTY LINE
- UTILITY POLE W/ STREET LIGHT
- ⊕ MH MAN HOLE
- ▭ EXISTING BUILDING
- EXISTING CURB
- ▭ EXISTING INLET

PROPOSED LEGEND

- LIMIT OF DISTURBANCE
- ▭ BUILDING
- ▭ CONCRETE
- ▭ GRASS
- ▭ ROOF DECK
- ▭ POROUS PAVER
- PROPOSED CURB
- AREA DRAIN
- 2' X 2' INLET

PWD TRACKING #: FY20-FAIR-5889-01

SITE PLAN

3314-20 FAIRMOUNT AVE
24TH WARD PHILADELPHIA, PA 19104

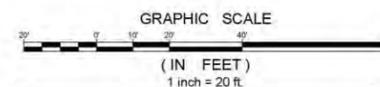


SHANE MCALEER
PA PROFESSIONAL ENGINEER
LICENSE NO.: PE083579



1391 WALTON ROAD
BLUE BELL, PA 19423
(267) 885-9875
SHANE@AQUAECONOMICS.COM

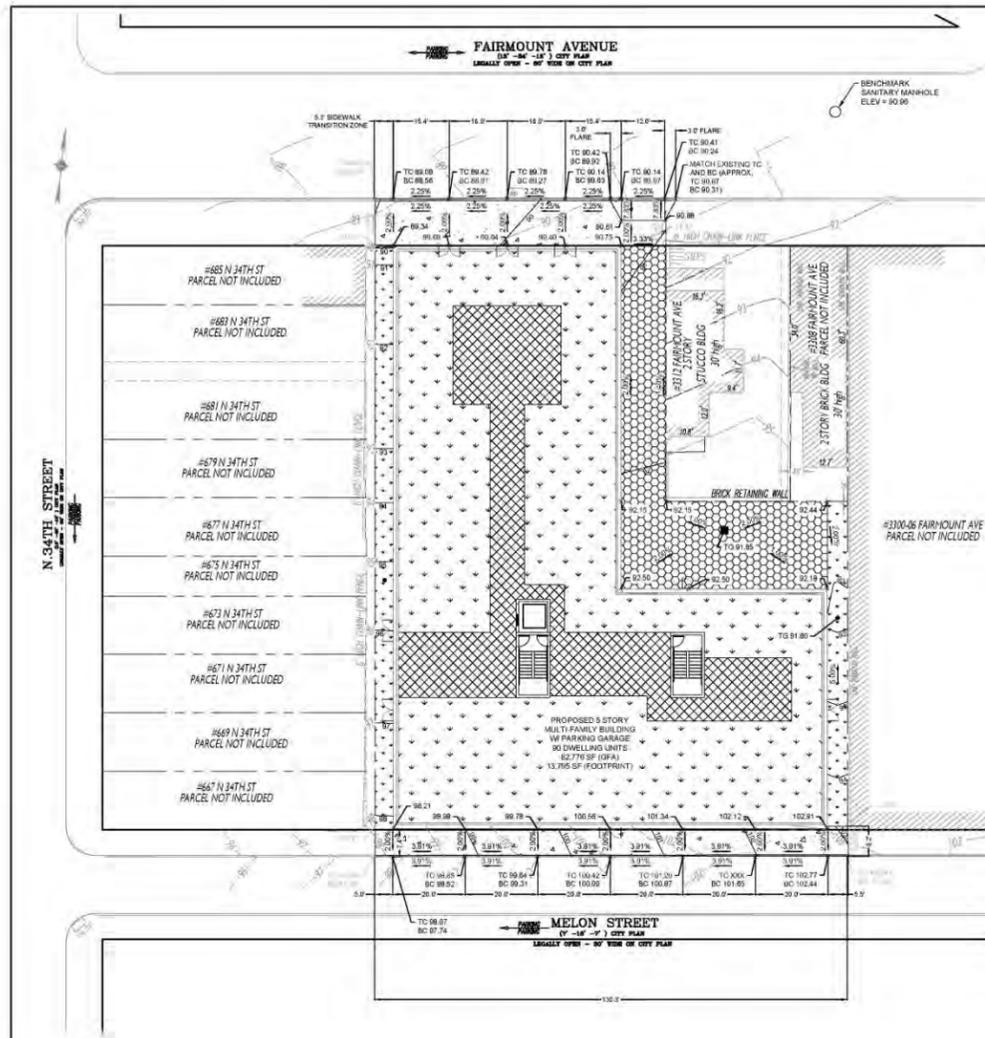
Owner(s)	EUGENE NAVDOLICH DTEG INVESTMENTS LLC 614 S 4TH ST #510 PHILADELPHIA, PA 19147 HUKAN677@GMAIL.COM 215-839-9256		
Municipality	Philadelphia		
County	Philadelphia	State	PA
Drawn	KL	Scale	1" = 20'
Ctd	SM	Date	06/22/20
File	3314-20 FAIRMOUNT AVE		
Drawing	Sheet 2 of 8		



No.	DATE	REVISION	BY
5			
4			
3			
2			
1			



Civil Drawings



GENERAL NOTES

1. ONLY COPIES FROM THE ORIGINAL OF THIS PLAN, CLEARLY MARKED WITH AN ORIGINAL EMBOSSED SEAL SHALL BE CONSIDERED TO BE VALID COPIES.
2. DIMENSIONS ARE IN DISTRICT STANDARD UNITS.
3. ELEVATIONS ARE SHOWN REFERENCED TO PHILADELPHIA CITY DATUM AS SHOWN ON THE PHILADELPHIA CITY PLAN.
4. ALL ENCROACHMENTS ARE SHOWN ON THE PLAN, AND EXISTING ENCROACHMENTS ARE PROPOSED TO BE DEMOLISHED.
5. EARTH MOVING WORK IS PLANNED, BUT HAS NOT YET COMMENCED. NO EVIDENCE OF A SOLID WASTE DUMP HAS BEEN OBSERVED.
6. PROJECT BENCHMARK: SANITARY MANHOLE RIM. ELEVATION 90.96 AS SHOWN.

EXISTING LEGEND

- PROPERTY LINE
- UTILITY POLE W/ STREET LIGHT
- ⊙ MH MAN HOLE
- ▭ EXISTING BUILDING
- EXISTING CURB
- ▭ EXISTING INLET
- EXISTING CONTOUR

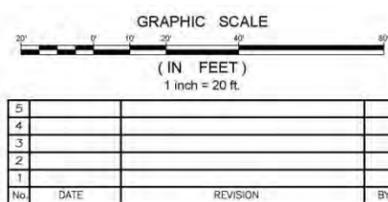
PROPOSED LEGEND

- LIMIT OF DISTURBANCE
- ▭ BUILDING
- ▭ CONCRETE
- ▭ GRASS
- ▭ ROOF DECK
- ▭ POROUS PAVER
- PROPOSED CURB
- AREA DRAIN
- 2' X 2' INLET
- PROPOSED CONTOUR

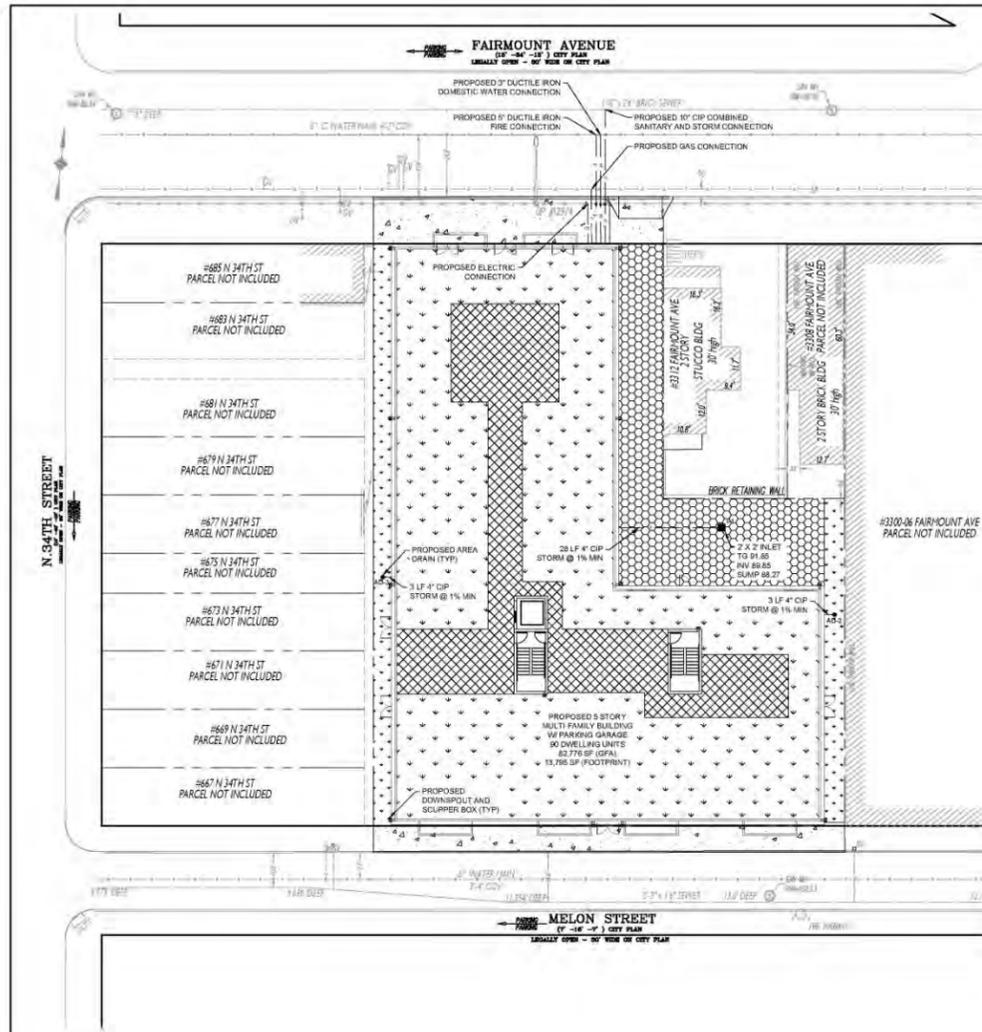
PWD TRACKING #: FY20-FAIR-5889-01

GRADING PLAN

	3314-20 FAIRMOUNT AVE 24 TH WARD PHILADELPHIA, PA 19104
	Owners) EUGENE WARD/OTCH DTES INVESTMENTS LLC 614 S 4TH ST #510 PHILADELPHIA, PA 19147 HUKANCT77@GMAIL.COM 215-833-9256
Municipality Philadelphia	State PA
County Philadelphia	Scale 1" = 20'
Drawn KL	Date 08/22/20
Ckt SM	File 3314-20 FAIRMOUNT AVE
Drawing Sheet 3 of 8	SHANE@AQUAECONOMICS.COM



Civil Drawings



UTILITY CONTACTS

- PHILADELPHIA DEPARTMENT OF STREETS
RIGHT-OF-WAY UNIT
MAUREEN WANGARI - UTILITY CONTACT
1401 JOHN F. KENNEDY BOULEVARD, ROOM 960
PHILADELPHIA, PA 19102
(215) 688-5097
MAUREEN.WANGARI@PHILA.GOV
- PHILADELPHIA GAS WORKS
RYAN BREAM
800 W. MONTGOMERY AVENUE
PHILADELPHIA, PA 19122
(215) 684-6719
RYAN.BREAM@PGWORKS.COM
- PHILADELPHIA WATER DEPARTMENT
MIKE QUINN
1101 MARKET STREET, ARAMARK TOWER
2ND FLOOR
PHILADELPHIA, PA 19107
(215) 685-6309
MICHAEL.QUINN@PHILA.GOV
- SEPTA
ROBIN YOUMANS
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RYOUMAS@SEPTA.ORG
- PECO ENERGY
MARK ALLGAIER
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PHILADELPHIA, PA 19146
(215) 731-3232
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- VERIZON COMMUNICATIONS
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PHILADELPHIA, PA 19107
(215) 351-6051
BRIAN.M.MAGEE@VERIZON.COM
- COMCAST
JACK CLAYTON
4400 WAYNE AVENUE
PHILADELPHIA, PA 19140
(215) 339-7912
JACK.CLAYTON@CABLE.COMCAST.COM

GENERAL NOTES

- PROJECT INCLUDES THE CONSTRUCTION OF A FIVE (5) STORY, 90 DWELLING UNIT, MULTI-FAMILY BUILDING.
- ONLY COPIES FROM THE ORIGINAL OF THIS PLAN, CLEARLY MARKED WITH AN ORIGINAL EMBOSSED SEAL SHALL BE CONSIDERED TO BE VALID COPIES.
- DIMENSIONS ARE IN DISTRICT STANDARD UNITS.
- ELEVATIONS ARE SHOWN REFERENCED TO PHILADELPHIA CITY DATUM AS SHOWN ON THE PHILADELPHIA CITY PLAN.
- ALL ENCROACHMENTS ARE SHOWN ON THE PLAN, AND EXISTING ENCROACHMENTS ARE PROPOSED TO BE DEMOLISHED.
- PROPOSED UTILITIES SERVICES AND SIZES TO BE CONSIDERED APPROXIMATE AND ARE TO BE VERIFIED BY LICENSED MECHANICAL/ELECTRICAL PROFESSIONAL.
- THIS SITE IS CURRENTLY OWNED, OPERATED, AND MAINTAINED BY THE LISTED OWNER. ANY CHANGES TO SITE GOVERNANCE TO BE DETERMINED BY CURRENT AND/OR FUTURE PROPERTY OWNER(S).
- DEVELOPER/OWNER WILL COMPLY WITH ALL PHILADELPHIA REGULATIONS PERTAINING TO PROPER ABANDONMENT AND/OR REUSE OF WATER SERVICE LINES AND SEWER LATERALS. PROOF OF ABANDONMENT AND/OR WATER DISCONTINUANCE MUST BE PROVIDED UPON REQUEST.

LOCATION MAP



EXISTING LEGEND

- PROPERTY LINE
- UTILITY POLE W/ STREET LIGHT
- MAN HOLE
- ▭ EXISTING BUILDING
- EXISTING CURB
- ▭ EXISTING INLET

PROPOSED LEGEND

- LIMIT OF DISTURBANCE
- ▭ BUILDING
- ▭ CONCRETE
- ▭ GRASS
- ▭ ROOF DECK
- ▭ POROUS PAVER
- PROPOSED CURB
- AREA DRAIN
- 2' X 2' INLET
- DOWNSPOUT W/ SCUPPER BOX

PWD TRACKING #: FY20-FAIR-5889-01

UTILITY PLAN



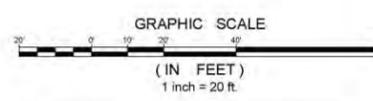
SHANE MCALEER
PA PROFESSIONAL ENGINEER
LICENSE NO. PE083579

3314-20 FAIRMOUNT AVE
24TH WARD PHILADELPHIA, PA 19104

AQUA ECONOMICS
1391 WALTON ROAD
BLUE BELL, PA 19422
(267) 885-9875
SHANE@AQUAECONOMICS.COM

Owner(s): EUGENE NAVONICH
DTEG INVESTMENTS LLC
614 S 4TH ST #510
PHILADELPHIA, PA 19147
HUKANCT7@GMAIL.COM
215-833-9256

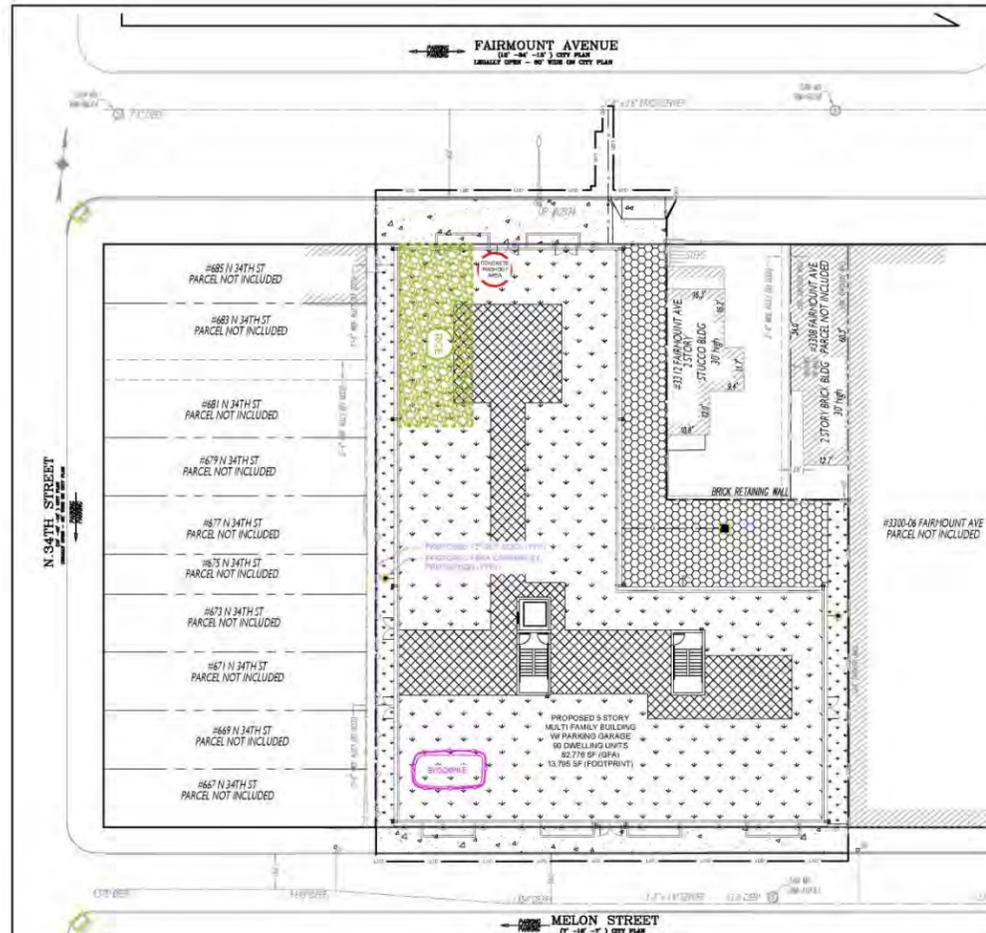
Municipality: Philadelphia
County: Philadelphia State: PA
Drawn: KL Scale: 1" = 20'
Ckd: SM Date: 06/22/20
File: 3314-20 FAIRMOUNT AVE
Drawing: Sheet 4 of 8



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Civil Drawings

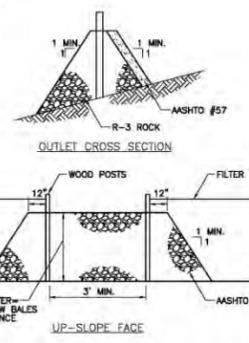


CONSTRUCTION SEQUENCE

1. ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE FOLLOWING SEQUENCE.
2. AT LEAST SEVEN (7) DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITIES, THE INSPECTIONS COORDINATOR OF PWD (OFFICE: 215-485-4387) MUST BE CALLED TO SCHEDULE A PRE-CONSTRUCTION MEETING.
3. AT LEAST THREE (3) DAYS BEFORE PLANTER BOX, GREEN ROOF AND PERVIOUS PAVERS INSTALLATION, THE INSPECTIONS COORDINATOR OF PWD (OFFICE: 215-485-4387) MUST BE CALLED TO SCHEDULE AN INSPECTION (FOR EACH SITE).
4. INSTALL ROCK CONSTRUCTION ENTRANCE, CONCRETE WASHOUT STATION, SILT SOCK AND INLET PROTECTION AS SHOWN ON PLAN.
5. DEMOLISH EXISTING PAVING, CURBING, FENCE, OVERHEAD UTILITIES, SIDEWALKS AND RETAINING WALLS.
6. STRIP FILL MATERIAL AND STOCKPILE IMMEDIATELY. SURROUND STOCKPILE PERIMETER WITH SILT SOCK.
7. ALL STONE THAT MAKES UP THE PERVIOUS PAVERS MUST REMAIN FREE OF SEDIMENT. IF SEDIMENT ENTERS THE STONE, THE CONTRACTOR MAY BE REQUIRED TO REMOVE THE SEDIMENT AND REPLACE IT WITH CLEAN-WASHED STONE.
8. ROUGH GRADE SITE.
9. START CONSTRUCTING BUILDING FOUNDATIONS AND WALLS.
10. BEGIN BUILDING CONSTRUCTION.
11. IMMEDIATELY MELON AND/OR PLACE EROSION CONTROL BLANKETS ON ALL SLOPES STEEPER THAN 3:1 AND VALLEYS. APPLY SEEDING PRIOR TO PLACING EROSION CONTROL BLANKETS.
12. CONSTRUCT GREEN ROOF, PERVIOUS PAVERS, PLANTER BOXES, AREA DRAINS, AND INSTALL LANDSCAPING. A REGISTERED PROFESSIONAL SHALL BE PRESENT DURING CONSTRUCTION OF ALL BMPs AND ISLAND YARD GRASS. THE PROFESSIONAL MUST DOCUMENT THE INFORMATION AND MEASUREMENTS REQUIRED ON THE BMP CONSTRUCTION CERTIFICATION FORMS WITHIN THE CONSTRUCTION CERTIFICATION PACKAGE.
13. FINALIZE CONSTRUCTION OF BUILDINGS AND GRADE SITE.
14. REMOVE ANY ACCUMULATED SEDIMENT FROM FILTER SOCKS AND STABILIZE ELSEWHERE ON SITE.
15. REMOVE TEMPORARY EROSION CONTROL MEASURES AFTER ALL DISTURBED AREAS ARE STABILIZED WITH A MINIMUM OF 70% VEGETATIVE COVER. RE-STABILIZE ALL AREAS DISTURBED DUE TO REMOVAL OF TEMPORARY EROSION CONTROL FACILITIES.
16. UPON COMPLETION OF ALL EARTH DISTURBANCE ACTIVITIES AND PERMANENT STABILIZATION OF ALL DISTURBED AREAS, THE OWNER AND/OR OPERATOR SHALL CONTACT INSPECTIONS COORDINATOR OF PWD (OFFICE: 215-485-4387) FOR A FINAL INSPECTION PRIOR TO REMOVAL/CONVERSION OF THE EAS BMPs.
17. AS SOON AS SLOPES, CHANNELS, DITCHES, AND OTHER DISTURBED AREAS REACH FINAL GRADE, THEY MUST BE STABILIZED. CESSATION OF ACTIVITY FOR FOUR (4) DAYS OR LONGER REQUIRES TEMPORARY STABILIZATION.
18. COPIES OF RECEIPTS FOR MATERIALS AND EQUIPMENT MUST BE PROVIDED. LICENSED PROFESSIONAL MUST DOCUMENT SAID MATERIALS AND EQUIPMENT WITHIN THE CONSTRUCTION CERTIFICATION PACKAGE FOR GREEN ROOF, PERVIOUS PAVERS, AND YARD DRAINS AS WELL AS PROVIDED PHOTOGRAPHS OF EACH STEP IN THE INSTALLATION PROCESS.

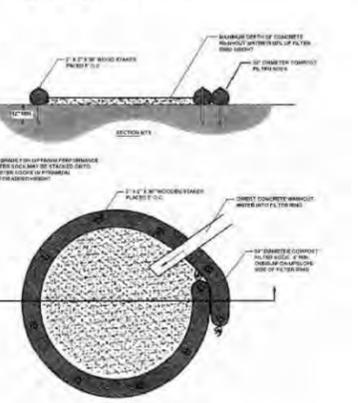
MAINTENANCE OF FACILITIES

1. DURING THE LIFE OF THE PROJECT, ALL EROSION AND SEDIMENT CONTROL DEVICES MUST BE PROPERLY MAINTAINED. MAINTENANCE MUST INCLUDE INSPECTION OF ALL EROSION AND SEDIMENT CONTROL ON A WEEKLY BASIS AND BEFORE ANY ANTICIPATED PRECIPITATION EVENTS, AND AFTER ALL PRECIPITATION EVENTS, IMMEDIATELY PERFORM CLEANOUT, REPAIRS, AND REPLACEMENT OF THE FACILITIES AS NEEDED.
2. SEEDED AREAS THAT HAVE WASHED AWAY SHALL BE FILLED AND GRADED AS NECESSARY AND THEN RE-SEED. A STRIP COVER SHALL BE APPLIED TO RETAIN THE SEED ALONG WITH AN APPROVED ANCHORING METHOD UNTIL THE SEED HAS HAD A CHANCE TO ROOT PROPERLY.
3. THE SOIL STOCKPILE SHALL BE COVERED AT THE END OF EACH CONSTRUCTION DAY.



NOTE: SEDIMENT MUST BE REMOVED WHEN ACCUMULATIONS REACH 1/3 THE HEIGHT OF THE OULTE.

ROCK FILTER OUTLET



CONCRETE WASHOUT DETAIL

SILT SOCK - 12" DIAMETER

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.

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EROSION & SEDIMENT CONTROL NOTES

1. AN INDUSTRIAL WASTE PERMIT WILL BE REQUIRED SHOULD PUMPING TO CITY-OWNED INFRASTRUCTURE BECOME NECESSARY DURING CONSTRUCTION. ALL PUMPING OF WATER FROM ANY WORK AREA SHALL BE DONE ACCORDING TO THE PROCEDURE DESCRIBED IN THIS PLAN, OVER UNDISTURBED VEGETATED AREAS.
2. INLET PROTECTION SHOULD BE PROVIDED FOR ALL INLETS OWNED BY PWD THAT ARE LOCATED WITHIN ONE BLOCK OF THE PROJECT SITE.
3. PWD IS NOT RESPONSIBLE FOR ANY CLEANING OR REPAIRS NEEDED ON CITY-OWNED INFRASTRUCTURE DUE TO FAILURE OF ANY EROSION AND SEDIMENT CONTROL PRACTICES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING AND REPAIRING OF CITY-OWNED INFRASTRUCTURE DUE TO FAILURE OF EROSION AND SEDIMENT CONTROL PRACTICES.
4. INSPECTION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHALL OCCUR ON A WEEKLY BASIS, BEFORE ANY ANTICIPATED PRECIPITATION EVENTS, AND AFTER ALL PRECIPITATION EVENTS.
5. THE MAXIMUM HEIGHT FOR STOCKPILE AREAS SHALL BE 20 FEET. THE MAXIMUM SIDE SLOPE FOR STOCKPILE AREAS SHALL NOT EXCEED 2:1.
6. THE ROCK CONSTRUCTION ENTRANCE THICKNESS SHALL BE CONSTANTLY MAINTAINED ON SITE. A STOCKPILE SHALL BE MAINTAINED ON SITE FOR THIS PURPOSE. AT THE END OF EACH CONSTRUCTION DAY, ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS SHALL BE REMOVED AND RETURNED TO THE CONSTRUCTION SITE. IN NO CASE SHALL THE SEDIMENT BE WASHED, SHOVELED, OR SWEEPED INTO ANY ROADSIDE DITCH, STORM SEWER, OR SURFACE WATER.
7. COMPOST FILTER SOCK SHALL BE PLACED AT EXISTING LEVEL GRADE. BOTH ENDS OF THE SOCK SHALL BE EXTENDED AT LEAST 9 FEET UP SLOPE AT 45 DEGREES TO THE MAX SLOPE ALLOWMENT. MAXIMUM SLOPE LENGTH ABOVE ANY SOCK SHALL NOT EXCEED THAT SHOWN ON FIGURE 4.2. STAKES MAY BE INSTALLED IMMEDIATELY DOWNSLOPE OF THE SOCK IF SO SPECIFIED BY THE MANUFACTURER.
8. UPON ESTABLISHMENT OF THE AREA TRIBUTARY TO THE SOCK, STAKES SHALL BE REMOVED. THE SOCK MAY BE LEFT IN PLACE AND VEGETATED OR REMOVED. IN THE LATTER CASE, THE MESH SHALL BE CUT OPEN AND THE MULCH SPREAD AS A SOIL SUPPLEMENT.
9. EROSION CONTROL BLANKETS SHALL BE INSTALLED ON ALL SLOPES 3:1 OR STEEPER WITHIN 90 FEET OF A SURFACE WATER AND ON ALL OTHER DISTURBED AREAS SPECIFIED ON THE PLAN MAPS AND/OR DETAIL SHEETS.
10. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES REGARDING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE OPERATOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO MINIMIZE THE POTENTIAL FOR EROSION AND SEDIMENT POLLUTION AND NOTIFY PWD AND PA DEP.
11. UPON THE SITE IS STABILIZED, ALL EAS BMPs SHALL BE MAINTAINED PROPERLY. MAINTENANCE SHALL INCLUDE INSPECTIONS OF ALL EAS BMPs PRIOR TO ANY ANTICIPATED STORM EVENT, AFTER EACH RAINFALL EVENT AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, RESEEDING, REBUILDING, AND RETROFITTING, MUST BE PERFORMED IMMEDIATELY IF THE EAS BMP FAILS TO PERFORM AS EXPECTED. REPLACEMENT BMPs, OR MODIFICATIONS OF THOSE INSTALLED, WILL BE REQUIRED.
12. ALL EARTH DISTURBANCES INCLUDING CLEARING AND GRUBBING AS WELL AS CUTS AND FILLS, SHALL BE DONE IN ACCORDANCE WITH THE APPROVED EAS PLAN. A COPY OF THE APPROVED DRAWINGS MUST BE AVAILABLE AT THE PROJECT SITE AT ALL TIMES. THE CONTRACTOR SHALL BE NOTIFIED OF ANY CHANGES TO THE APPROVED PLAN PRIOR TO IMPLEMENTATION OF THOSE CHANGES. PWD MAY REQUIRE A WRITTEN SUBMITTAL OF THOSE CHANGES FOR REVIEW AND APPROVAL AT ITS DISCRETION.
13. AT LEAST THREE (3) DAYS PRIOR TO STARTING ANY EARTH DISTURBANCE ACTIVITIES, OR EXPANDING INTO AN AREA PREVIOUSLY UNMARKED, THE PENNSYLVANIA ONE CALL SYSTEM (800-242-1775) FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES.
14. ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE SEQUENCE PROVIDED HEREIN FROM THAT SEQUENCE MUST BE APPROVED IN WRITING BY PWD AND THE PA DEP PRIOR TO IMPLEMENTATION.
15. AREAS TO BE FILLED ARE TO BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION ROOTS, AND OTHER OBSTRUCTIBLE MATERIAL.
16. CLEARING, GRUBBING AND TOPSOIL STRIPPING SHALL BE LIMITED TO THOSE AREAS DESCRIBED IN EACH STAGE OF THE CONSTRUCTION SEQUENCE. GENERAL SITE CLEARING, GRUBBING AND TOPSOIL STRIPPING MAY NOT COMBINE IN ANY SITE. THE EAS BMP SEQUENCE FOR THAT STAGE HAVE BEEN INSTALLED AND ARE FUNCTIONING AS DESCRIBED IN THIS EAS PLAN.
17. AT NO TIME SHALL CONSTRUCTION VEHICLES BE ALLOWED TO ENTER AREAS OUTSIDE THE LIMIT OF DISTURBANCE BOUNDARIES SHOWN ON THE PLAN MAPS. THESE AREAS MUST BE CLEARLY MARKED AND FENCED OFF BEFORE CLEARING AND GRUBBING OPERATIONS BEGIN.
18. A LOG SHOWING DATES THAT EAS BMPs WERE INSPECTED AS WELL AS ANY DEFICIENCIES FOUND AND THE DATES THEY WERE CORRECTED SHALL BE MAINTAINED ON THE SITE AND BE MADE AVAILABLE TO PWD AT THE TIME OF INSPECTION.
19. ALL SEDIMENT REMOVED FROM BMPs SHALL BE DISPOSED OF IN THE FOLLOWING MANNER: SEDIMENT BUILDUP TO BE REDISTRIBUTED WITHIN THE SITE LIMITS.
20. AREAS WHICH ARE TO BE TOPSOILED SHALL BE SACRIFICED TO A MINIMUM DEPTH OF THREE TO FIVE INCHES. SIX INCHES ON COMPACTED SOILS. PRIOR TO PLACEMENT OF TOPSOIL, AREAS TO BE VEGETATED SHALL HAVE A MINIMUM FOUR INCHES OF TOPSOIL IN PLACE PRIOR TO SEEDING AND MULCHING. FILL OUTCROPS SHALL HAVE A MINIMUM OF TWO INCHES OF TOPSOIL.
21. ALL FILLS SHALL BE COMPACTED AS REQUIRED TO REDUCE EROSION, SLURPAGE, SETTLEMENT, SUBSIDIENCE, OR OTHER RELATED PROBLEMS. FILL INTENDED TO SUPPORT BUILDINGS, STRUCTURES, AND CONDUITS, ETC. SHALL BE COMPACTED IN ACCORDANCE WITH LOCAL REQUIREMENTS OR CODES.
22. ALL EARTHEN FILLS SHALL BE PLACED IN COMPACTED LAYERS NOT TO EXCEED NINE INCHES IN THICKNESS.
23. FILL MATERIALS SHALL BE FREE OF FROZEN PARTICLES, BRUSH, ROOTS, SOIL, OR OTHER FOREIGN OR OBJECTABLE MATERIAL THAT WOULD INTERFERE WITH OR PREVENT CONSTRUCTION OF SATISFACTORY FILLS.
24. FROZEN MATERIALS OR SOFT, MUCKY, OR HIGHLY COMPRESSIBLE MATERIALS SHALL NOT BE INCORPORATED INTO FILLS.
25. FILL SHALL NOT BE PLACED ON SATURATED OR FROZEN SURFACES.
26. SEEPS OR SPRINGS ENCOUNTERED DURING CONSTRUCTION SHALL BE HANDLED IN ACCORDANCE WITH THE STANDARD AND SPECIFICATION FOR SUBSURFACE DRAIN OR OTHER APPROVED METHOD.
27. ALL GRADED AREAS SHALL BE PERMANENTLY STABILIZED IMMEDIATELY UPON REACHING FINISHED GRADE.
28. IMMEDIATELY AFTER EARTH DISTURBANCE ACTIVITIES CEASE IN ANY AREA OR SUBAREA OF THE PROJECT THE OPERATOR SHALL STABILIZE ALL DISTURBED AREAS DURING NON-GERMINATING MONTHS. MULCH OR PROTECTIVE BLANKETING SHALL BE APPLIED AS DESCRIBED IN THE PLAN AREAS NOT AT FINISHED GRADE, WHICH WILL BE REACTIVATED WITHIN ONE YEAR. MAY BE STABILIZED IN ACCORDANCE WITH THE TEMPORARY STABILIZATION SPECIFICATIONS. THOSE AREAS WHICH WILL NOT BE REACTIVATED WITHIN ONE YEAR SHALL BE STABILIZED IN ACCORDANCE WITH THE PERMANENT STABILIZATION SPECIFICATIONS.
29. PERMANENT STABILIZATION IS DEFINED AS A MINIMUM UNIFORM, PERENNIAL 70% VEGETATIVE COVER OR OTHER PERMANENT NON-VEGETATIVE COVER WITH A DENSITY SUFFICIENT TO RESIST ACCELERATED EROSION. CUT AND FILL SLOPES SHALL BE CAPABLE OF RESISTING EROSION DUE TO SLUMPING, SLIDING, OR OTHER MOVEMENTS.
30. EAS BMPs SHALL REMAIN FUNCTIONAL AS SUCH UNTIL ALL AREAS TRIBUTARY TO THEM ARE PERMANENTLY STABILIZED OR UNTIL THEY ARE REPLACED BY ANOTHER BMP APPROVED BY PWD AND PA DEP.
31. AFTER FINAL SITE STABILIZATION HAS BEEN ACHIEVED, TEMPORARY EAS BMPs MUST BE REMOVED OR CONVERTED TO PERMANENT POSITIVE CONSTRUCTION STORMWATER MANAGEMENT PRACTICES. AREAS DISTURBED DURING REMOVAL OR CONVERSION OF THE EAS BMPs SHALL BE STABILIZED IMMEDIATELY, IN ORDER TO ENSURE RAPID REVEGETATION OF DISTURBED AREAS. SUCH REMOVAL/CONVERSIONS ARE TO BE DONE ONLY DURING THE GERMINATING SEASON.
32. DURING CONSTRUCTION, THE SELECTED CONTRACTOR IS EXPECTED TO FOLLOW THE PCSPM APPROVED BY PWD. NO CHANGE OR DEVIATION FROM THE APPROVED PCSPM IS PERMITTED WITHOUT PRIOR APPROVAL FROM PWD.
33. ALL WORK ASSOCIATED WITH PWD WATER CONVEYANCE AND SEWER INFRASTRUCTURE SHALL BE DONE IN ACCORDANCE WITH THE CITY OF PHILADELPHIA WATER DEPARTMENT WATER MAIN STANDARD DETAILS AND CORROSION CONTROL SPECIFICATIONS, 1985 EDITION, AND STANDARD DETAILS AND STANDARD SPECIFICATIONS FOR SEWERS, 1985 EDITION.
34. CONTACT PWD WATER TRANSPORT RECORDS (1101 MARKET STREET, 2ND FLOOR, PHONE: 215-485-6271) FOR ADDITIONAL APPROVALS AND PERMITS REQUIRED FOR ALL WATER SERVICES, METERS, AND CONNECTIONS TO THE EXISTING AND/OR PROPOSED PWD FACILITIES.
35. ALL BUILDING MATERIALS AND WASTES SHALL BE REMOVED FROM THE SITE AND RECYCLED OR DISPOSED OF IN ACCORDANCE WITH THE PADEP'S SOLID WASTE MANAGEMENT REGULATIONS AT 35 PA CODE 301.1 ET SEQ. 271.1, AND 381.1 ET SEQ. NO BUILDING MATERIALS OR WASTES OR UNUSED BUILDING MATERIALS SHALL BE BURNED, BURIED, DUMPED, OR DISCHARGED AT THE SITE.

EXISTING LEGEND

- PROPERTY LINE
- UTILITY POLE W/ STREET LIGHT
- MAN HOLE
- EXISTING BUILDING
- EXISTING CURB
- EXISTING INLET

PROPOSED LEGEND

- LIMIT OF DISTURBANCE
- BUILDING
- CONCRETE
- GRASS
- ROOF DECK
- POROUS PAVER
- PROPOSED CURB
- AREA DRAIN
- 2" X 2" INLET
- DOWNSPOUT W/ SCUPPER BOX
- 12" SILT SOCK
- STOCKPILE LOCATION
- INLET PROTECTION
- ROCK CONSTRUCTION ENTRANCE
- CONCRETE WASHOUT AREA

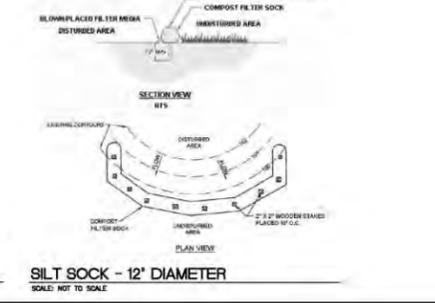
TEMPORARY SEEDING NOTES

1. TEMPORARY SEEDING FOR CRITICAL AREAS

TEMPORARY COVER	SEEDING RATE (LBS/1000 S.F.)	(LBS/ACRE)	RECOMMENDED SEEDING DATES
1. ANNUAL RYE GRASS	1	20 TO 40	MAR 1 TO JUNE 15
2. FIELD BROMEGRASS	1	20 TO 40	AUG. 15 TO SEP. 15
3. SPRING OATS	2.5	95	MAR 1 TO JUNE 1
4. SUDANGRASS	1	30 TO 40	MAY 15 TO AUG 15
5. WINTER RYE	3.5	140	AUG 15 TO OCT 15
6. ANNUAL RYE GRASS (25%) SPRING OATS (75%)	2	85	MAR 1 TO JUNE 15

NOTE: PENNDOT FORMULAE 'E' MAY BE SUBSTITUTED FOR TEMPORARY SEEDING. ALL WORK, INCLUDING MAINTENANCE, WILL BE IN ACCORDANCE WITH SECTION 804 OF THE STANDARD SPECIFICATION. FIELD BROMEGRASS AND SUDANGRASS NOT RECOMMENDED FOR POORLY DRAINED SOILS.

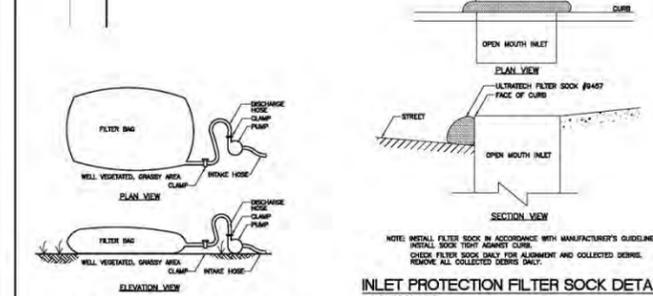
STANDARD CONSTRUCTION DETAIL #4-1 COMPOST FILTER SOCK



ROCK CONSTRUCTION ENTRANCE

SILT SOCK - 12" DIAMETER

INLET PROTECTION FILTER SOCK DETAIL



PUMPED WATER FILTER BAG



ROCK CONSTRUCTION ENTRANCE

SILT SOCK - 12" DIAMETER

PWD TRACKING #: FY20-FAIR-5889-01

EROSION AND SEDIMENT CONTROL PLAN

3314-20 FAIRMOUNT AVE
24TH WARD PHILADELPHIA, PA 19104

Owner(s)
EUGENE NAVONICH
DITEE INVESTMENTS LLC
614 S 4TH ST #510
PHILADELPHIA, PA 19147
HUKANG77@GMAIL.COM
215-533-9255

Municipality
Philadelphia

County
Philadelphia

State
PA

Drawn
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Scale
1" = 20'

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Date
06/22/20

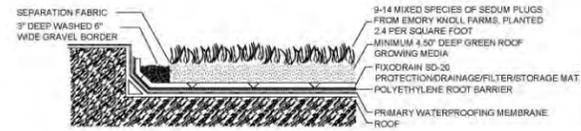
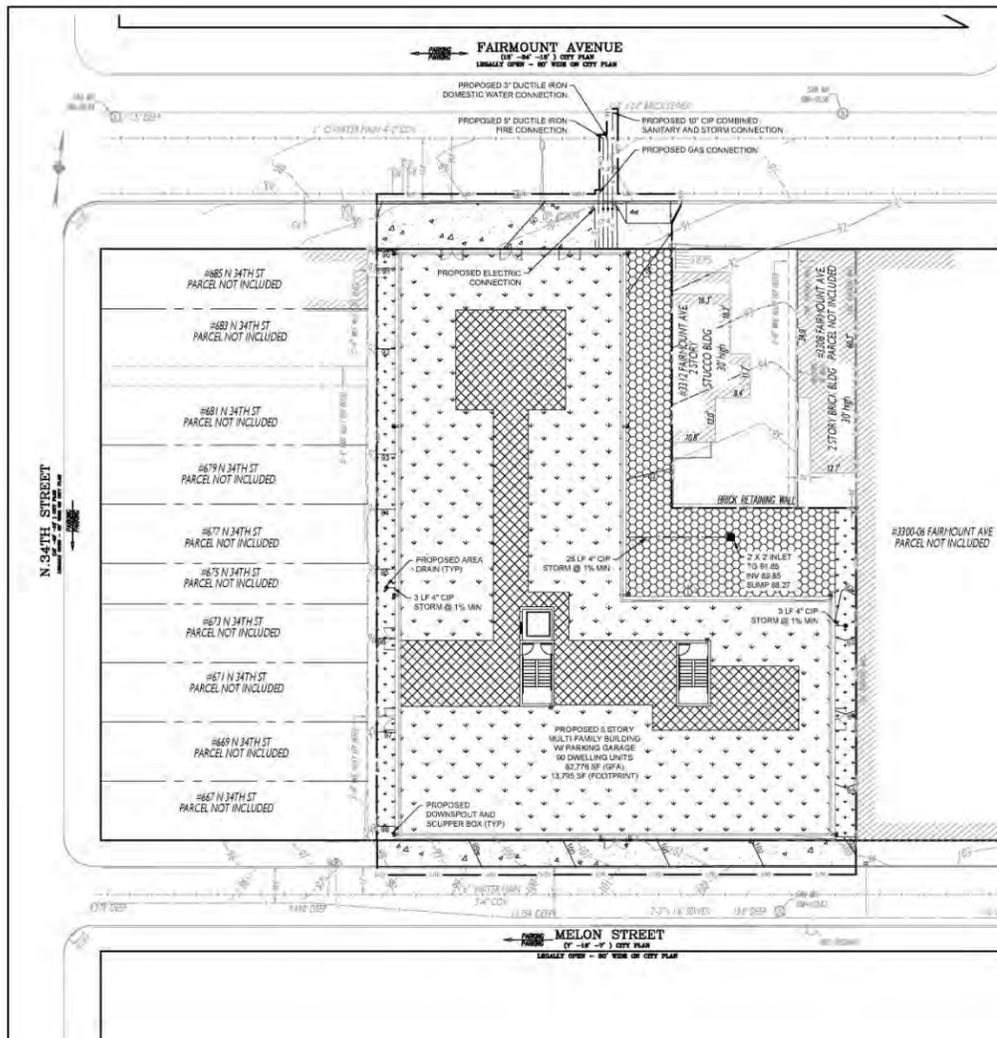
File
3314-20 FAIRMOUNT AVE

Drawing
Sheet 6 of 8

1391 WALTON ROAD
BILLIE BELL, PA 19422
(267) 985-9875
SHANE@AQUAECONOMICS.COM

SHANE MCALEER
PA PROFESSIONAL ENGINEER
LICENSE NO. PE083579

Civil Drawings



GREEN ROOF CALCULATIONS

TOTAL ROOF AREA: 13,795 SF
 IMPERVIOUS ROOF: 4,115 SF (29.8%)
 GREEN ROOF: 9,405 SF (68.2%)
 GRAVEL STRIP DRAIN: 275 SF (2.0%)

MINIMUM GROWING MEDIA DEPTH
 MOST CONSERVATIVE CASE:
 MIN. THICKNESS = 3" + (3 X (IMP. AREA/GREEN ROOF AREA))
 3" + (3 X (4,115/9,405)) = 4.31 INCHES
 4.50 INCHES PROVIDED

GREEN ROOF CONSTRUCTION SEQUENCE

- CONSTRUCT ROOF STRUCTURE.
- INSTALL CANT STRIP AROUND PERIMETER OF ROOF.
- INSTALL BITUMINOUS ROOFING MEMBRANE ACROSS ENTIRE ROOF AND PARAPET WALL. MEMBRANE SHOULD BE INSTALLED IN ACCORDANCE WITH GOOD ROOFING PRACTICE AND MANUFACTURER'S REQUIREMENTS AND PROCEDURES AND BE THOROUGHLY SEALED.
- INSTALL METAL CAP OVER PARAPET WALL. CONTRACTOR SHALL TAKE PRECAUTIONS TO ENSURE NO DAMAGE OCCURS TO PARAPET WALL CAP AND PRIMARY WATERPROOF ROOF MEMBRANE THROUGHOUT INSTALLATION OF GREEN ROOF SYSTEM. GREEN ROOF CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ALL RESULTING DAMAGES.
- INSTALL ZINCO FIXODRAIN XD 20 OVER ROOF MEMBRANE/BARRIER.
- INSTALL SOIL MEDIA TO APPROPRIATE DEPTH.
- INSTALL MIXED SPECIES OF SEDUM PLUGS.
- COPIES OF RECEIPTS FOR ROOFING MATERIAL, MEDIA AND PLANT MATERIAL MUST BE PROVIDED. CERTIFICATIONS DEMONSTRATING MIXTURE COMPONENTS AND ORGANIC CONTENT MUST BE PROVIDED. LICENSED DESIGN PROFESSIONAL MUST DOCUMENT GREEN ROOF SURFACE AREA, GROWING MEDIUM THICKNESS, AND DRAINAGE LAYER THICKNESS WITHIN THE CONSTRUCTION CERTIFICATION PACKAGE (CCP) SMP CONSTRUCTION CERTIFICATION FORM FOR GREEN ROOF AS WELL AS PROVIDE PHOTOGRAPHS OF EACH STEP IN THE INSTALLATION PROCESS.

GREEN ROOF MATERIAL SPECIFICATIONS

STORAGE AREA (GROWING MEDIUM)
 MUST BE A LIGHTWEIGHT MINERAL MATERIAL WITH A MINIMUM OF ORGANIC MATERIAL AND MEET THE FOLLOWING SPECIFICATIONS:
 • MOISTURE CONTENT AT MAXIMUM WATER HOLDING CAPACITY (ASTM E2399 OR FLL) ≥ 35%
 • POROSITY AT MAXIMUM WATER HOLDING CAPACITY (ASTM E2399 OR FLL) ≥ 6%
 • TOTAL ORGANIC MATTER (MSA) 3% TO 6%
 • pH (MSA) 6.5 TO 8.0
 • SOLUBLE SALTS (DPTA SATURATED MEDIA EXTRACTION) ≤ 2 MMHOS/CM
 • WATER PERMEABILITY (ASTM E2399 OR FLL) ≥ 0.5 IN/HOUR
 • SATURATED PERMEABILITY (ASTM E2399) ≥ 6 IN/HOUR
 • GRAIN-SIZE DISTRIBUTION, AS RECOMMENDED BY FLL
 • THE NUTRIENTS MUST BE INITIALLY INCORPORATED IN THE FORMULATION OF A SUITABLE MIX FOR THE SUPPORT OF THE SPECIFIED PLANT MATERIALS
 • THE MEDIUM MUST WITHSTAND FREEZE/THAW CYCLES

GEOTEXTILE
 MUST CONSIST OF POLYPROPYLENE FIBERS AND MEET THE FOLLOWING SPECIFICATIONS (AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS CLASS 1 OR CLASS 2 GEOTEXTILE IS RECOMMENDED):
 • GRAB TENSILE STRENGTH (ASTM-D4932) ≥ 120 LBS
 • MULLEN BURST STRENGTH (ASTM-D3786) ≥ 225 PSI
 • FLOW RATE (ASTM-D4491) ≥ 95 GAL/MIN/FT²
 • UV RESISTANCE AFTER 500 HRS (ASTM-D4355) ≥ 70%
 • HEAT-SET OR HEAT-CALENDARED FABRICS ARE NOT PERMITTED

DRAINAGE LAYER
 MUST MEET THE FOLLOWING SPECIFICATIONS:
 • ABRASION RESISTANCE (ASTM-D131-98) ≤ 25% LOSS
 • SOUNDNESS (ASTM-C86) ≥ 5% LOSS
 • POROSITY (ASTM-C29) ≥ 25%
 • PERCENT OF PARTICLES PASSING 1/2-INCH SIEVE (ASTM-136) ≥ 75%
 • THE MINIMUM THICKNESS OF THE GRANULAR LAYER MUST BE TWO INCHES. THE GRANULAR LAYER MAY BE INSTALLED IN CONJUNCTION WITH A SYNTHETIC RESERVOIR SHEET.

WATERPROOF MEMBRANE/ROOT BARRIER
 • PVC, EPDM, AND THERMAL POLYOLEFIN (TPO) ARE PERMITTED AND INHERENTLY ROOT RESISTANT
 • ALL WATERPROOF MEMBRANES MUST MEET APPROPRIATE ASTM SPECIFICATIONS. PVC MEMBRANES MUST MEET ASTM D4434 REQUIREMENTS. EPDM MEMBRANES MUST MEET ASTM D4637 REQUIREMENTS. AND TPO MEMBRANES MUST MEET ASTM D6678 REQUIREMENTS
 • WATERPROOFING MEMBRANES MUST BE FULLY WATERPROOF WITH PROPERLY SEALED SEAMS, CORNERS, AND PROTRUSIONS TO PREVENT ANY INTRUSION OF STANDING WATER ABOVE THE MEMBRANE
 • ROOFING MEMBRANES MUST MEET ALL BUILDING CODE REQUIREMENTS AND GUIDELINES OF THE CITY OF PHILADELPHIA

EXISTING LEGEND

- PROPERTY LINE
- UTILITY POLE W/ STREET LIGHT
- ⊕ MAN HOLE
- ▭ EXISTING BUILDING
- EXISTING CURB
- ⊕ EXISTING INLET
- EXISTING CONTOUR

PROPOSED LEGEND

- LIMIT OF DISTURBANCE
- ▭ BUILDING
- ▭ CONCRETE
- ▭ GRASS
- ▭ ROOF DECK
- ▭ POROUS PAVER
- PROPOSED CURB
- AREA DRAIN
- 2' X 2' INLET
- DOWNSPOUT W/ SCUPPER BOX
- PROPOSED STORM PIPE
- PROPOSED WATER PIPE
- PROPOSED CONTOUR

PROJECT SITE:
 3314-20 FAIRMOUNT AVENUE
 • DEVELOPMENT TYPE: "RE-DEVELOPMENT"
 • WATERSHED: "LOWER SCHUYLKILL RIVER"
 • COLLECTION SYSTEM: "COMBINED"
 • FLOOD MANAGEMENT DISTRICT: "A"

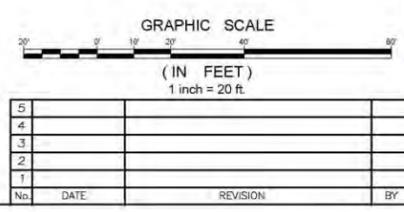
SITE COVERAGE

UNIT	SQ. FT.	% OF PARCEL
SITE AREA (EXCL. ROW)	17,387	100%
TOTAL ROOF AREA	13,795	79.3%
IMPERVIOUS AREA (DIC)	4,390	25.2%
GREEN ROOF	9,405	54.1%
TOTAL GROUND AREA	3,592	20.7%
IMPERVIOUS AREA	48	0.3%
PERVIOUS AREA (GRASS)	1,312	7.6%
POROUS PAVERS	2,231	12.8%
TOTAL IMPERVIOUS AREA	4,438	25.5%
PROPOSED DCIA	48	0.3%

ORIGINAL SOILS

GROUP	SYMBOL	NAME	DESCRIPTION
Ub	Ub	URBAN LAND	0 - 8 % SLOPES

TOTAL LIMIT OF DISTURBANCE = 19,914 SF



PWD TRACKING #: FY20-FAIR-5889-01

POST CONSTRUCTION STORMWATER MANAGEMENT PLAN

3314-20 FAIRMOUNT AVE
 24TH WARD PHILADELPHIA, PA 19104

Owner(s): EUGENE NAVDOWICH
 DTG INVESTMENTS LLC
 614 S 4TH ST #510
 PHILADELPHIA, PA 19147
 HUKANS77@GMAIL.COM
 215-833-9256

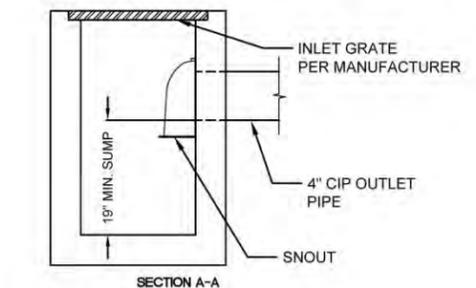
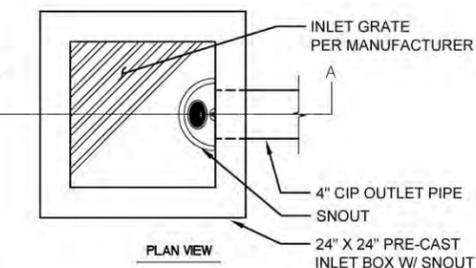
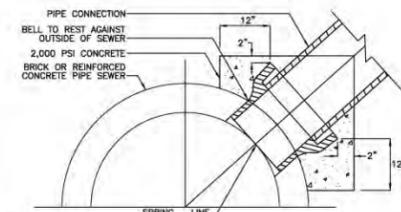
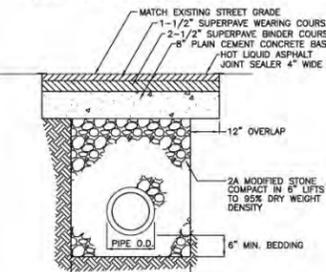
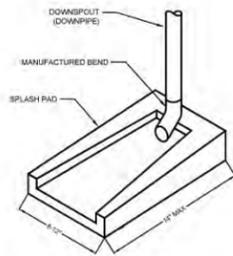
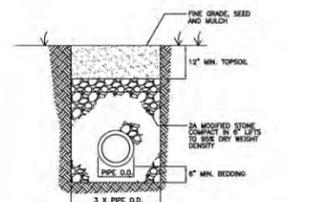
Municipality: Philadelphia
 County: Philadelphia State: PA
 Drawn: KL Scale: 1" = 20'
 Ck'd: SM Date: 06/22/20
 File: 3314-20 FAIRMOUNT AVE
 Drawing: Sheet 7 of 8

SHANE MCALEER
 PA PROFESSIONAL ENGINEER
 LICENSE NO. PE083579

AQUA ECONOMICS
 1391 WALTON ROAD
 BLUE BELT, PA 19422
 (267) 805-9875
 SHANE@AQUAECONOMICS.COM



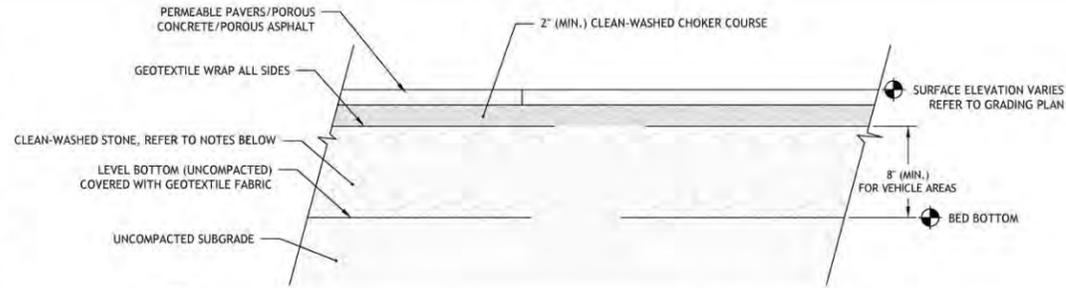
Civil Drawings



2' x 2' YARD DRAIN DETAIL
SCALE: NOT TO SCALE

POROUS PAVER CONSTRUCTION SEQUENCE

- AREAS FOR POROUS PAVEMENT SYSTEMS MUST BE CLEARLY MARKED BEFORE ANY SITE WORK BEGINS TO AVOID SOIL DISTURBANCE AND COMPACTION DURING CONSTRUCTION. INSTALL CONSTRUCTION FENCING AROUND POROUS PAVER AREAS.
- EXCAVATE POROUS PAVEMENT SUBSURFACE AREA TO PROPOSED DEPTH. EXCAVATION SHOULD TAKE PLACE AFTER CONTRIBUTING UPSTREAM DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED. IF THIS IS IMPRACTICAL, INSTALL PWD-APPROVED EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT PRACTICES (BMPs) TO PREVENT RUNOFF AND SEDIMENT FROM ENTERING THE EXCAVATED BED. WHERE EROSION OF SUBGRADE HAS CAUSED ACCUMULATION OF FINE MATERIALS AND/OR SURFACE PONDING, THIS MATERIAL MUST BE REMOVED WITH LIGHT EQUIPMENT AND THE UNDERLYING SOILS SCARIFIED TO A MINIMUM DEPTH OF SIX INCHES WITH A YORK RAKE OR EQUIVALENT AND LIGHT TRACTOR.
- EXISTING SUBGRADE MUST NOT BE COMPACTED AND CONSTRUCTION EQUIPMENT TRAFFIC MUST BE MINIMIZED PRIOR TO PLACEMENT OF THE GEOTEXTILE AND STONE BED. THE USE OF MACHINERY TO LOAD STONE FROM OUTSIDE OF THE BASIN FOOTPRINT IS RECOMMENDED. IF IT IS ESSENTIAL THAT EQUIPMENT BE USED IN THE EXCAVATED AREA, ALL EQUIPMENT MUST BE APPROVED BY THE ENGINEER. EQUIPMENT WITH NARROW TRACKS OR TIRES, RUBBER TIRES WITH LARGE LUGS, OR HIGH PRESSURE TIRES WILL CAUSE EXCESSIVE COMPACTION AND MUST NOT BE USED. SHOULD THE SUBGRADE BE COMPACTED DURING CONSTRUCTION, ADDITIONAL TESTING OF SOIL INFILTRATION RATES AND SYSTEM REDESIGN MAY BE REQUIRED. ROCK CONSTRUCTION ENTRANCES MUST NOT BE LOCATED ON TOP OF AREAS PROPOSED FOR INFILTRATION PRACTICES.
- BRING SUBGRADE TO STONE INFILTRATION BED TO LINE, GRADE, AND ELEVATIONS INDICATED IN THE DRAWINGS, WHILE AVOIDING COMPACTION. THE BOTTOM OF THE INFILTRATION BED MUST BE AT A LEVEL GRADE.
- PLACE GEOTEXTILE AND RECHARGE BED AGGREGATE IMMEDIATELY AFTER APPROVAL OF SUBGRADE PREPARATION TO PREVENT ACCUMULATION OF DEBRIS OR SEDIMENT. AGGREGATE INSTALLATION SHOULD TAKE PLACE AFTER CONTRIBUTING UPSTREAM DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED. INSTALL PWD-APPROVED EROSION AND SEDIMENTATION CONTROL BMPs TO PREVENT RUNOFF AND SEDIMENT FROM ENTERING THE STORAGE BED DURING THE PLACEMENT OF THE GEOTEXTILE AND AGGREGATE BED.
- PLACE GEOTEXTILE IN ACCORDANCE WITH MANUFACTURER'S STANDARDS AND RECOMMENDATIONS. ADJACENT STRIPS OF FILTER FABRIC MUST OVERLAP A MINIMUM OF 16 INCHES. FABRIC MUST BE SECURED AT LEAST FOUR FEET OUTSIDE OF BED. THIS EDGE STRIP SHOULD REMAIN IN PLACE UNTIL ALL BARE SOILS CONTIGUOUS TO BEDS ARE STABILIZED AND VEGETATED. AS THE SITE IS FULLY STABILIZED, EXCESS GEOTEXTILE CAN BE CUT BACK TO THE EDGE OF THE BED.
- INSTALL AGGREGATE COURSE IN LIFTS OF SIX TO EIGHT INCHES. COMPACT EACH LAYER WITH EQUIPMENT, KEEPING EQUIPMENT MOVEMENT OVER STORAGE BED SUBGRADES TO A MINIMUM. INSTALL AGGREGATE TO GRADES INDICATED ON THE DRAWINGS.
- ADDITIONAL CONSTRUCTION GUIDELINES FOR INSTALLATION OF POROUS ASPHALT:
 - INSTALL AND COMPACT CHOKER COURSE AGGREGATE EVENLY OVER SURFACE OF STONE BED. CHOKER BASE COURSE MUST BE SUFFICIENT TO ALLOW FOR EVEN PLACEMENT OF ASPHALT, BUT NO THICKER THAN ONE INCH IN DEPTH.
 - VEHICLES WITH SMOOTH, CLEAN DUMP BEDS MUST BE USED TO TRANSPORT THE ASPHALT MIX TO THE SITE. CONTROL COOLING OF ASPHALT BY COVERING MIX. POROUS ASPHALT MIX MUST NOT BE STORED FOR MORE THAN 90 MINUTES BEFORE PLACEMENT.
 - THE POROUS BITUMINOUS SURFACE COURSE MUST BE LAID IN ONE LIFT DIRECTLY OVER THE STORAGE BED AND STONE BASE COURSE.
 - COMPACTION OF THE SURFACE COURSE MUST TAKE PLACE WHEN THE SURFACE IS COOL ENOUGH TO RESIST A TEN-TON ROLLER. ONE OR TWO PASSES IS ALL THAT IS REQUIRED FOR PROPER COMPACTION. MORE ROLLING COULD CAUSE A REDUCTION IN THE SURFACE POROSITY AND PERMEABILITY, WHICH IS UNACCEPTABLE.
 - AFTER ROLLING ASPHALT, NO VEHICULAR TRAFFIC IS PERMITTED ON THE SURFACE UNTIL COOLING AND HARDENING HAS TAKEN PLACE (MINIMUM 48 HOURS).
 - AFTER HARDENING, TEST HYDROLOGIC PERFORMANCE OF THE PAVEMENT SURFACE BY APPLYING CLEAN WATER TO A SINGLE LOCATION AT THE SURFACE AT A RATE OF AT LEAST FIVE GALLONS PER MINUTE. THE WATER APPLIED TO THE SURFACE SHOULD READILY INFILTRATE WITHOUT CREATING PUDDLES OR RUNOFF.
 - DO NOT USE THE POROUS PAVEMENT AREA FOR EQUIPMENT OR MATERIALS STORAGE. NO SOIL MUST BE DEPOSITED ON POROUS PAVEMENT SURFACES.
- COPIES OF RECEIPTS FOR ALL MATERIALS MUST BE PROVIDED. CERTIFICATIONS DEMONSTRATING MIXTURE COMPONENTS AND ORGANIC CONTENT MUST BE PROVIDED. LICENSED DESIGN PROFESSIONAL MUST BE PRESENT DURING ALL STAGES OF CONSTRUCTION AND DOCUMENT THE DETAILS IN THE CONSTRUCTION CERTIFICATION PACKAGE (COP) SMP CONSTRUCTION CERTIFICATION FORM FOR POROUS PAVERS AS WELL AS PROVIDE PHOTOGRAPHS OF EACH STEP IN THE INSTALLATION PROCESS.



NOTES:

- ALL AGGREGATES WITHIN POROUS PAVER BED SHALL BE CLEAN-WASHED, DEFINED AS HAVING LESS THAN 0.5% WASH LOSS, BY MASS, WHEN TESTED PER THE AASHTO T-11 WASH LOSS TEST.
- CHOKER COURSE AGGREGATE SHALL MEET THE FOLLOWING SPECIFICATIONS:

REQUIRED CHOKER COURSE GRADATION	
U.S. STANDARD SIEVE SIZE	PERCENT PASSING
1-1/2" (37.5 mm)	100
1" (25 mm)	95 - 100
3/4" (19 mm)	25 - 60
#4 (4.75 mm)	0 - 10
#8 (2.36 mm)	0 - 5

- GEOTEXTILE SHALL CONSIST OF POLYPROPYLENE FIBERS AND MEET THE FOLLOWING SPECIFICATIONS:
 - GRAB TENSILE STRENGTH (ASTM-D4632) > OR = 120 LBS.
 - MULLEN BURST STRENGTH (ASTM-D3786) > OR = 225 LBS.
 - FLOW RATE (ASTM-D4491) > OR = 95 GAL./MIN./FT²
 - UV RESISTANCE AFTER 500 HRS. (ASTM-D4355) > OR = 70%
 - HEAT-SET OR HEAT CALENDARED FABRICS ARE NOT PERMITTED

- PERMEABLE PAVER AND GRID SYSTEMS:
 - PERMEABLE PAVER AND GRID SYSTEMS SHALL CONFORM TO MANUFACTURER SPECIFICATIONS.
 - THE SYSTEMS SHALL HAVE A MINIMUM FLOW THROUGH RATE OF 5 IN/HR AND A VOID PERCENTAGE OF NO LESS THAN 10%.
 - GRAVEL USED IN INTERLOCKING CONCRETE PAVERS OR PLASTIC GRID SYSTEMS MUST BE WELL GRADED AND WASHED TO ENSURE PERMEABILITY.

PLANTING SCHEDULE

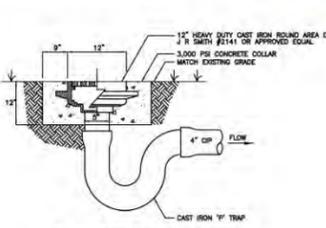
Emory Knoll Farms Mixed Flats - Mid-Atlantic Green Roof Mix

Owner and contractor shall coordinate with landscape architect to select plants that are suitable for a wide variety of environmental conditions. Use of green roofs is encouraged.

Designated specifically for non-irrigated, extensive green roofs. This drought resistant mix can be used in partial shading, rocky, and/or high wind areas. Plants are selected for their ability to tolerate dry conditions. This design is for use in areas where irrigation is not available. This design is for use in areas where irrigation is not available. This design is for use in areas where irrigation is not available.

Plant Name	Quantity	Notes
...

Emory Knoll Farms, Inc.
3410 Ivy Road | River, NY 11754
415-325-5544
www.emoryknollfarms.com



DRAINAGE MAT

Product Data Sheet Fixodrain® XD 20

Technical Data	Dimensions
...	...

Features:

- ...

Fixo Drain, Inc.
1000 E. 10th Street, Suite 100
Cincinnati, OH 45202
513-763-1111
www.fixodrain.com

INSPECTION CHAMBER

Product Data Sheet Inspection Chamber AKS 8

Technical Data	Dimensions
...	...

Features:

- ...

AKS 8
1000 E. 10th Street, Suite 100
Cincinnati, OH 45202
513-763-1111
www.aks8.com

PWD TRACKING #: FY20-FAIR-5689-01

PCSM & UTILITY DETAILS

SHANE MCALEER
PA PROFESSIONAL ENGINEER
LICENSE NO. PE083579

3314-20 FAIRMOUNT AVE
24TH WARD PHILADELPHIA, PA 19104

AQUA ECONOMICS
1391 WALTON ROAD
BLUE BELL, PA 19422
(267) 885-9875
SHANE@AQUAECONOMICS.COM

Owners: EUGENE MATKOVICH, DTEG INVESTMENTS LLC, 614 S 4TH ST #510, PHILADELPHIA, PA 19147, HUKANG77@GMAIL.COM, 215-833-9256

Municipality: Philadelphia

County: Philadelphia, State: PA

Drawn: KL, Scale: 1" = 20'

Ckd: SM, Date: 06/22/20

File: 3314-20 FAIRMOUNT AVE

Drawing: Sheet 8 of 8

811
Know what's below.
Call 8-1-1 before you dig.
SERIAL NO: 2018232328-000
Pennsylvania 811

No.	DATE	REVISION	BY
5			
4			
3			
2			
1			

Complete Streets Handbook

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

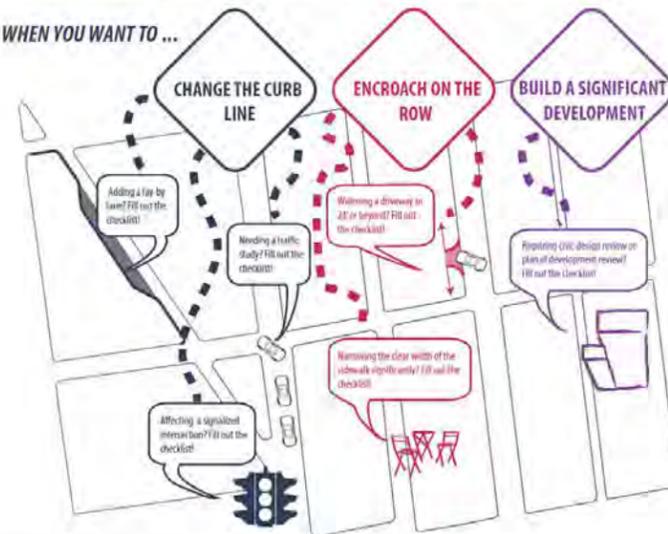
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards 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.philadelphiastreets.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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | | |
|--|---|
| <p>1. PROJECT NAME
<u>3314 Fairmount Avenue</u></p> <p>3. APPLICANT NAME
<u>Hyon Kang</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>hukang@gmail.com</u></p> <p>6. OWNER NAME
<u>DTEG Investments, LLC</u></p> <p>7. OWNER CONTACT INFORMATION
<u>Naydovich@gmail.com</u></p> <p>8. ENGINEER / ARCHITECT NAME
<u>KCA Design Associates, LLC</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>6525 Tulip Street</u></p> | <p>2. DATE
<u>June 20, 2020</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>3314 Fairmount Avenue -- 75 LF FROM 34th Street, Frontage of 80LF along Fairmount Avenue and 75 LF from 34th, frontage of 130 LF along Melon Street.</u></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. Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/</p> |
|--|---|

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Fairmount Avenue</u>	<u>33rd Street</u>	<u>34th Street</u>	<u>City Neighborhood</u>
<u>Melon Street</u>	<u>33rd Street</u>	<u>34th Street</u>	<u>Low-Density Neighborhood</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 checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| c. Street Direction | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| d. Curb Cuts | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input 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

{00392636-1}3

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



{00392636-1}4

Complete Streets Handbook

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	
Fairmount Avenue	0	0
Melon Street	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		
Fairmount Avenue	4	2.5	6
Melon Street	3.5	0	2
_____	___/___/___		
_____	___/___/___		

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

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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:

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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		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
3314 Fairmount	30					0	30

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 type="checkbox"/> N/A <input checked="" 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"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <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"/> 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
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A

APPLICANT: Bicycle Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component
Reviewer Comments:

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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 type="checkbox"/> NO <input checked="" 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 checked="" type="checkbox"/> N/A <input 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 type="checkbox"/> NO <input checked="" 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? It has no impact | | 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

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? _____
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 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

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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
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 NO

YES NO

YES NO

APPLICANT: Urban Design Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component
Reviewer Comments: _____

Complete Streets Handbook

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BICYCLE PARKING (Handbook Section 4.5)							
List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804							
Building Address	Bicycle Parking Spaces			On-Street Bicycle Parking		Off-Street Bicycle Parking	
	Required	Existing	Proposed	Existing	Proposed	Existing	Proposed
3314-20 Fairmount Ave	30	0	30	0	0	0	30
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
List elements incorporated from the Pedestrian and Bicycle Plan, located online at http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf							
Click here to enter text.							

PROPOSED CONDITIONS (Bicycles & Curbside Management, Handbook Sections 4.5 & 4.6)	
Do the plans clearly identify the following PROPOSED conditions, with dimensions?	
Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and dimensioned on the plan?	Choose an item.
<ul style="list-style-type: none"> Conventional Bicycle Lane Buffered Bike Lane Bicycle-Friendly Street 	No
Does the design provide bicycle connections to local bicycle, trail, and transit networks?	No
Does the design provide convenient bicycle connections to residences, work places, and other destinations?	No
Does the design limit conflict among transportation modes along the curb?	Yes
Does the design connect transit stops to the surrounding pedestrian network and destinations?	Yes
Does the design provide a buffer between the roadway and pedestrian traffic?	Yes

List how the plan affects the accessibility, visibility, connectivity, and/or attractiveness of public transit:

No changes made to accessibility, visibility, etc. They are the same as the existing conditions.

COMPLETE STREETS CHECKLIST

City of Philadelphia



Planning Commission Review Comments:

Travel and Parking Lane Changes (Handbook Section 4.7)					
Complete the table below <i>only if</i> lane changes are proposed (including all curb bumpouts). Identify existing and proposed lane widths and the design speed for each street frontage.					
Street	From Street	To Street	Existing Lane Widths	Proposed Lane Widths	Design Speed
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

What is the maximum AASHTO design vehicle being accommodated by the design?	Click here to enter text.
Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.	Yes
Will the public right-of-way be used for loading and unloading activities?	No
Does the design maintain emergency vehicle access?	No
Where new streets are being developed, does the design connect and extend the street grid?	Not applicable
Does the design support multiple alternative routes to and from destinations as well as within the site?	Yes
Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	Yes

Urban Design Component (Handbook Section 4.8)	
Does the design incorporate windows, storefronts, and other active uses	Yes



Complete Streets Handbook

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

- | | 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 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 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 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 type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Signal Timing and Operation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Bike Boxes | <input type="checkbox"/> | <input type="checkbox"/> | <input 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: _____

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

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Notes
