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OWNER:
SDG 6900 BLACK RIDGE AVE LLC
1835 MARKET STREET, SUITE 625
PHILADELPHIA, PA 19103

APPLICANT:
M ARCHITECTS LLC
4590 MAIN STREET
PHILADELPHIA, PA 19127

ARCHITECT:
M ARCHITECTS LLC
4590 MAIN STREET
PHILADELPHIA, PA 19127

CIVIL/SITE:
COLLIERS ENGINEERING & DESIGN
2 PENN CENTER, SUITE 222
1500 JFK BOULEVARD
PHILADELPHIA, PA 19102
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&A APPLICATION NUMBER: 2021-003474

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

Project is more than 53,000 SF and creates more than 50 additional dwelling units.

PROJECT LOCATION

Planning District: [Blank]
Council District: [Blank]
Address: 6910-16 Ridge Avenue
Philadelphia, PA 19128

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

CONTACT INFORMATION

Applicant Name: M Architects LLC
Primary Phone: (215) 948-3751
Email: zamir@morrissey-design.com
Address: 4590 Main Street
Philadelphia, PA 19127

Property Owner: 300-600 Block Ridge Ave LLC
Architect: Gustavo G. Garcia, AIA, LEED AP

SITE CONDITIONS

Site Area: 24,090 SF

Existing Zoning: RM-1
Are Zoning Variances required? Yes  No  

Proposed Use:
Area of Proposed Uses, Broken Out by Program (include Square Footage and # of Units):
00,000 SF, area of residential units: 77 units

Proposed # of Parking Units: 15,419 SF parking garage: 35 parking spaces, 26 bicycle spaces

COMMUNITY MEETING

Community meeting held: Yes  No  
If yes, please provide written documentation as proof.
Community Meeting was held Tuesday, July 13th, at 7:00 PM.
If no, indicate the date and time the community meeting will be held:
Date:  Time: 

ZONING BOARD OF APPEAL HEARING

ZBA hearing scheduled: Yes  No  NA  
If yes, indicate the date hearing will be held:
Date:  

6910-16 RIDGE AVENUE
PHILADELPHIA PA 19128
6910-16 Ridge Avenue is a proposed, new 4-story multi-family development. The proposed development is located at 6910-16 Ridge Avenue, adjacent to Wells Fargo bank and across the street of Shop Rite, with its main frontage on Ridge Avenue. The overall gross square footage will be 70,996 SF.

The proposed 4-story building will include:
- 77 residential units
- 35 parking spaces (including 2 accessible spaces and 2 electric car spaces) accessed from Ridge Avenue
- 26 bicycle parking spaces
- Roof deck accessible by building residents
- Green roof throughout

The property is identified within a Residential Multi-family (RM-1) district. The main residential entrance will be off of Ridge Avenue with parking access provided from a proposed 24’ curb cut along Ridge Avenue.

The project features a green roof atop the highest residential level and an outdoor loggia on grade on the north corner of the site.

Building materiality establishes a material language influenced by local surrounding. Orange brick clads the Ridge Avenue facade, bringing attracting pedestrians’ eyes with its striking color. Golden horizontal lapsiding are installed on the sides and the rear of the residential levels. Perforated Corten railings at unit terraces add an unique pop of color to the facades. At the ground level, storefront line the lobby exterior walls, guiding the pedestrian to the outdoor loggia and lobby entrance.

6910-16 Ridge offers the conveniences of city living, with access to public transportation and food markets. It is our sincerest hope that you find this proposal to be a mutually beneficial development for the city’s outlying urban fabric and dynamic communities as we do.
SITE LOCATION

EXISTING AERIAL 1 - NORTH

EXISTING AERIAL 1 - SOUTH

6910-16 RIDGE AVENUE

PHILADELPHIA PA 19128
SITE PHOTOS

SITE PHOTO 9  LOOKING SE FROM THE WEST SIDE OF THE SITE
SITE PHOTO 10  LOOKING NE ALONG THE WEST SIDE OF THE SITE
SITE PHOTO 11  LOOKING NE AT THE CENTER OF THE SITE

SITE PHOTO 12  LOOKING NE FROM THE SE CORNER OF THE SITE
SITE PHOTO 13  LOOKING NE FROM THE SW CORNER OF THE SITE
SITE PHOTO 14  LOOKING NW ALONG RIDGE AVE

6910-16 RIDGE AVENUE

PHILADELPHIA PA 19128
PROPOSED NORTHEAST-SOUTHWEST SECTION
1" = 20'

6910-16 RIDGE AVENUE
PHILADELPHIA PA 19128
PROPOSED RIDGE AVE ELEVATION
1/16" = 1'-0"
PROPOSED REAR ELEVATION
1/16" = 1'-0"
PROPOSED DEVELOPMENT WITHIN CONTEXT OF SITE

6910-16 RIDGE AVENUE

PHILADELPHIA PA 19128
PROPOSED RIDGE AVE VIEW FROM NORTH CORNER

6910-16 RIDGE AVENUE
LANDSCAPE PLAN

PLANTING 'A'
CERCIS CANIDENSIS / EASTERN REDBUD

PLANTING 'B'
THUJA STANDISHII X PLATANA/ GREEN GIANT ARBORVITAE

PLANTING 'C'
PRUNUS LAUROCERASUS
OTTO LUYKEN / LUYKENS LAUREL

PLANTING 'D'
PRUNUS LAUROCERASUS
'SCHIPAENSISS' / SCHIPKA CHERRY LAUREL
### 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.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location and Transportation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a ¼ mile (400 meter) walking distance of existing or planned bus, streetcar, or dedicated stops, bus rapid transit stops, light or heavy rail stations.</td>
<td>Yes- Located along the SEPTA bus stop #8 &amp; 35</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All new parking areas will be in the rear yard of the property or under the building, and unobstructed or uncovered parking areas are 40% or less of the site area.</td>
<td>Yes- New parking footprint is under the building.</td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>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.</td>
<td>Yes- Applicable proposed (2) electric spaces.</td>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing railroad or enclosed subsurface rail lines or subways)</td>
<td>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)</td>
<td>N/A</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td>No- Bicycle storage facility included within building.</td>
</tr>
</tbody>
</table>

---

**Water Efficiency**

| Water Efficiency                        | Maintain on-site vegetation without irrigation. OK. Reduce of watering requirements at least 50% from the calculated baseline for the site’s peak watering month. | Yes- Maintain on-site vegetation without irrigation.                                      |

---

**Sustainable Sites**

| Sustainable Sites                        | PROVIDE 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 proposed development provides open area with pays & landscape area and it is approximately 7,381 sq ft which is 31% of the required open area. |

---

**Pervious Site Surfaces**

| Pervious Site Surfaces                   | Conforms to the stormwater requirements of the Philadelphia Water Department (PWD) and either: A) Develop a green street and dedicate 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- However, all on-site stormwater is being managed on-site by green roof area and detention basin, conforming to the stormwater requirements of the Philadelphia Water Department |

---

**Rainwater Management**

| Rainwater Management                      | Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscape: A) Hardscapes that have a high reflectance, an SRB-29, B) Shading by trees, shrubs, or solar panels. | Yes- Combination of shading by trees, interior landscape areas and porous pavers areas |

---

**Energy and Atmosphere**

| Energy and Atmosphere                    | PCPC notes that as of April 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 options to use ASHRAE 90.1-2016. PCPC staff asks the applicate to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. | Prescriptive compliance with 2019 IECC for commercial buildings. |

---

**Energy Commissioning and Energy Performance – Adherence to the New Building Code**

| Energy Commissioning and Energy Performance – Adherence to the New Building Code | Will the project pursue energy performance measures beyond what is required in the Philadelphia code? If yes, meeting any of these benchmarks? **#** Reduce energy consumption by achieving 10% energy savings or more from an established baseline using | No- Commitment not established at this time. Intent to provide energy performance measures where possible. |

---

**Energy Commissioning and Energy Performance – Going beyond the code**

<p>| Energy Commissioning and Energy Performance – Going beyond the code | Will the project pursue energy performance measures beyond what is required in the Philadelphia code? If yes, meeting any of these benchmarks? <strong>#</strong> Reduce energy consumption by achieving 10% energy savings or more from an established baseline using | No- Commitment not established at this time. Intent to provide energy performance measures where possible. |</p>
<table>
<thead>
<tr>
<th>Civic Sustainable Design Checklist – Updated September 3, 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ASHRAE standard 90.1-2016 (LEED v4.1 metric)</strong></td>
</tr>
<tr>
<td>*Achieve certification in Energy Star for</td>
</tr>
<tr>
<td>Multifamily New Construction (MNHC).</td>
</tr>
<tr>
<td><em>Achieve Passive House Certification</em>*</td>
</tr>
<tr>
<td><strong>12) Indoor Air Quality and Transportation</strong></td>
</tr>
<tr>
<td>Any sites within 1000 feet of an</td>
</tr>
<tr>
<td>Interstate Highway, state highway, or freeway will provide</td>
</tr>
<tr>
<td>air filters for all</td>
</tr>
<tr>
<td>regularly occupied spaces that have a</td>
</tr>
<tr>
<td>Minimum Efficiency Reporting Value</td>
</tr>
<tr>
<td>(MERV) of 13. Filters shall be installed</td>
</tr>
<tr>
<td>prior to occupancy.</td>
</tr>
<tr>
<td><strong>Conformance with local codes will be provided.</strong></td>
</tr>
<tr>
<td><strong>13) On-Site Renewable Energy</strong></td>
</tr>
<tr>
<td>Produce renewable energy on-site that</td>
</tr>
<tr>
<td>will provide at least 3% of the project’s</td>
</tr>
<tr>
<td>anticipated energy usage.</td>
</tr>
<tr>
<td><strong>No- system designs have not been finalized at this time.</strong></td>
</tr>
<tr>
<td><strong>Innovation</strong></td>
</tr>
<tr>
<td>Any other sustainable measures that</td>
</tr>
<tr>
<td>could positively impact the public realm.</td>
</tr>
<tr>
<td><strong>Yes- Low flow plumbing fixtures.</strong></td>
</tr>
</tbody>
</table>


2. Title 4 The Philadelphia Building Construction and Occupancy Code
See also, “The Commercial Energy Code Compliance” Information sheet:

and the “What Code Do I Use” Information sheet:

3. LEED 4.1, Optimize Energy Performance in LEED v4.1
For Energy Star: www.energystar.gov
For Passive House, see www.passiv.org

4. Section 99.04.504.6 “Air Filters” of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways
City of Philadelphia

Street Review (Zoning Plan (L&I Permi: Pre-Requisite))

Application Number: SR-2021-203474 (Zoning Plan (L&I Permit Pre-Requisite))

Location of Work:
6910 Ridge Ave, Philadelphia, PA 19128
6912 Ridge Ave, Philadelphia, PA 19128
6914 Ridge Ave, Philadelphia, PA 19128

Importer Information:
Sean McAllister
1835 Market Street, Suite 625
Philadelphia, PA 19103
sean@stammdevelopment.com

Developer Information:
Sean McAllister
SDG 9000 Rock Ridge Ave, LLC
1835 Market Street
Suite 625
sean@stammdevelopment.com

Applicant Information:
Rhu Chiberti
Two Penn Center, Suite 222, 1500 JFK Boulevard
Philadelphia, PA 19102
rchiberti@masionconsulting.com

Review Information:

Conditions:
[Please note the following conditions on approval]

No Conditions

Approved by:
Hunter Conforti

Checked by:
Hunter Conforti

POST A TRUE COPY OF THIS NOTICE IN A CONSPICUOUS LOCATION ON THE PREMISES.

Reports must be posted for the entire time work approved herein is performed. Zoning Reports shall be posted along each street frontage of the property not less than (30) calendar days after the date of issuance. Failure to comply will result in the issuance of a Ticket by the Department.

TO ANONYMOUSLY REPORT UNSAFE CONDITIONS AT THIS WORK SITE, CALL 311 or 911. Permits EXPIRE if the authorized work is not commenced within 60 days or suspended or abandoned for period of six (6) months from the date of issuance unless otherwise extended, zoning permits for development EXPIRE three (3) years from the date of issuance. Rough-in Approvals EXPIRE sixty (60) days from the date of issuance.
COMPLETE STREETS CHECKLIST

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 guidelines 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 §11-906 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.


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

WHEN YOU WANT TO...

CHANGE THE CURB LINE

DEVELOP ON THE ROW

BUILD A SIGNIFICANT DEVELOPMENT

PRELIMINARY PPCC REVIEW AND COMMENT: ____________________________

DATE: ____________________________

FINAL STREETS DEPT REVIEW AND COMMENT: ____________________________

DATE: ____________________________
COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME
   6910-16 Ridge Ave

2. DATE
   04/12/21

3. APPLICANT NAME
   SOG 6900 Block Ridge Ave LLC

4. APPLICANT CONTACT INFORMATION
   1835 Market Street, Suite 125
   Philadelphia, PA 19103

5. PROJECT AREA: list precise street limits and scope
   The project proposes to develop this site with a 6 story mixed-use building with
   77 residential units, 31 underground parking spaces, and a green roof. The
   site is bounded by Ridge Ave. and the existing sidewalk and curb of the Ridge
   Ave frontage will be reconstructed.

6. OWNER NAME
   Michael Stamm

7. OWNER CONTACT INFORMATION
   SOG 6900 Block Ridge Ave LLC
   1835 Market Streets, Suite 125
   Philadelphia, PA 19103

8. ENGINEER / ARCHITECT NAME
   Robert Gifford, PE

9. ENGINEER / ARCHITECT CONTACT INFORMATION
   Colliers Engineering & Design, Inc.
   2 Penn Center, 1500 16th Street Suite 272
   Philadelphia, PA 19103

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://www.data.phila.gov/RepositoryDetails/54419077239383865176.4934
   
    | Ridge Ave | Park Ave | Park Ave | Urban Arterial |
    |-----------|----------|----------|----------------|
    |           |          |          |                |

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
   b. Street Furniture such as bus shelters, news boxes, etc.
   c. Street Direction
   d. Curb Cuts
   e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
   f. Building Extensions into the sidewalk, such as stairs and stoops

<table>
<thead>
<tr>
<th></th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking and loading regulations</td>
<td>YES</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>Street Furniture</td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Street Direction</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curb Cuts</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utilities</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Extensions</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Pedestrian Component (Handbook Section 4.3)

12. **Sidewalk:** List Sidewalk and its for each street frontage. Required sidewalk widths are listed in Section 4.3 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (METERS)</th>
<th>CITY PLAN SIDEWALK WIDTH (METERS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridge Ave</td>
<td>6' / 6' / 6'</td>
<td>6' / 6'</td>
</tr>
</tbody>
</table>

13. **Walking Zone:** List Walking Zone width for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE Width (METERS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridge Ave</td>
<td>6' / 6'</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Proposed Vehicular Intrusions

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>2'</td>
<td>Ridge Ave</td>
</tr>
</tbody>
</table>

### 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?  

- **Applicant:** Pedestrian Component
- **Additional Explanation/Comments:**
- **Departmental Review:** Pedestrian Component
- **Reviewer Comments:**
## COMPLETE STREETS HANDBOOK CHECKLIST

### 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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH Existing/Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridge Ave</td>
<td>0' / 10'</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH Existing/Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridge Ave</td>
<td>0' / 10' / 12'</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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?

<table>
<thead>
<tr>
<th>Treatment</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking</td>
<td>YES / NO / N/A</td>
</tr>
<tr>
<td>Lighting</td>
<td>YES / NO / N/A</td>
</tr>
<tr>
<td>Benches</td>
<td>YES / NO / N/A</td>
</tr>
<tr>
<td>Street Trees</td>
<td>YES / NO / N/A</td>
</tr>
<tr>
<td>Street Furniture</td>
<td>YES / NO / N/A</td>
</tr>
</tbody>
</table>

19. **Does the design avoid tripping hazards?**

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.

---

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: Existing sidewalk does not allow for the placement of trees or provide furnishing zone.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer: Comments:
## COMPLETE STREETS HANDBOOK CHECKLIST

### 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://phila1112.planitphilly.org/content/uploads/2013/02/PublicNotice1302.pdf](http://phila1112.planitphilly.org/content/uploads/2013/02/PublicNotice1302.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 66-904.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Parking / Proposed</th>
<th>ON SIDEWALK Parking / Proposed</th>
<th>OFF-STREET Parking / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridge Ave</td>
<td>26</td>
<td>0 / 0</td>
<td>0 / 2</td>
<td>0 / 25</td>
</tr>
</tbody>
</table>

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

  - Conventional Bike Lane
  - Buffered Bike Lane
  - Bicycle-Friendly Street
  - In-Grade Bicycle Share Station

**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional Bike Lane</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>Bicycle-Friendly Street</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>In-Grade Bicycle Share Station</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

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

**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

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

**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

**APPLICANT:** Bicycle Component

Additional Explanation / Comments: **Ridge Ave is a bicycle friendly street**

**DEPARTMENTAL REVIEW:** Bicycle Component

Reviewer Comments:

### COMPLETE STREETS HANDBOOK CHECKLIST

### CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conflict</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

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

**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connection</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

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

**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
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</thead>
<tbody>
<tr>
<td>Buffer</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

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

**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
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</thead>
<tbody>
<tr>
<td>Impact</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

**APPLICANT:** Curbside Management Component

Additional Explanation / Comments: the existing sidewalk is 6.5', which we are planning on keeping open to provide 6.5' walking zone. If we provide 8' furnishing zone we will be providing a 2.5' walking zone which will not meet the walking zone requirements. Also, proposed ramp to the underground garage will be sloped making it difficult to extend a walking zone within this area.

**DEPARTMENTAL REVIEW:** Curbside Management Component

Reviewer Comments:

6910-16 RIDGE AVENUE

PHILADELPHIA PA 19128
COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

**VEHICLE / CARTWAY COMPONENT** (Handbook Section 4.7)

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

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>EXISTING</th>
<th>PROPOSED</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

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

34. Will the project affect a historically certified street? An Inventory of historic streets 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 ☐

38. Does the design support multiple alternative routes to and from destinations as well as within the site?
   YES ☙ NO ☐

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?
   YES ☑ NO ☐

DEPARTMENTAL APPROVAL

APPLICANT: Vehicle / Cartway Component
Additional Explanation / Comments: Proposed development will provide a loading zone area for resident and trash pickup within Ridge Ave and applicant will coordinate with Philadelphia Parking Authority the placement of the signs which are shown on the plan.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?
   YES ☑ NO ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
   YES ☑ NO ☐

42. Does the design provide direct, safe, and accessible connections between transit stop/stations and buildings access points and destinations within the site?
   YES ☑ NO ☐

APPLICANT: Urban/Design Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component
Reviewer Comments: _____


6910-16 RIDGE AVENUE
PHILADELPHIA PA 19128
### INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

43. If signal cycle changes are proposed, please identify existing and proposed signal cycle lengths; if not, go to question No. 45.

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?  
   - YES  
   - NO  
   - N/A  

45. Does the design provide adequate clearance time for pedestrians to cross streets?  
   - YES  
   - NO  
   - N/A  

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?  
   - YES  
   - NO  
   - N/A  

   If yes, City Plan Action maybe required.

47. Identify “High Priority” intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following “High Priority” design treatments identified and dimensioned on the plan?  
   - Marked Crosswalks  
   - Pedestrian Refuge Islands  
   - Signal Timing and Operation  
   - Bike Room  
   - YES  
   - NO  
   - N/A  

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?  
   - YES  
   - NO  
   - N/A  

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?  
   - YES  
   - NO  
   - N/A  

### ADDITIONAL COMMENTS

**APPLICANT**
Additional Explanation / Comments: ______

**DEPARTMENTAL REVIEW**
Additional Reviewer Comments: ______

**DEPARTMENTAL APPROVAL**
- YES  
- NO  

**APPLICANT:** Intersections & Crossings Component

**DEPARTMENTAL REVIEW:** Intersections & Crossings Component

Reviewer Comments: ______