



Cobblestone Court
1719 Fulmer Street

Civic Design Review



Proposed Site Plan



LANDSCAPE LEGEND

- Parking Lot Tree
- Screening Landscape

Note: Reference enlarged plan for legibility

Item	Quantity	Description	Notes
1	1	Planting Area	See Plan
2	1	Planting Area	See Plan
3	1	Planting Area	See Plan
4	1	Planting Area	See Plan
5	1	Planting Area	See Plan
6	1	Planting Area	See Plan
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8	1	Planting Area	See Plan
9	1	Planting Area	See Plan
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49	1	Planting Area	See Plan
50	1	Planting Area	See Plan

No. 1
 1487 CL 1 Landscape
 Date: 5/13/2009
 Scale: 1"=40'
 Drawing: 10
 Sheet: 3 of 3
 Drawing No. C1.1

Homea Design/Build LLC
409 E. Butler Ave., Unit B
Dover, PA 17901
(717) 586-3330
www.homeadesignbuild.com

COBBLESTONE COURT
1719 FULMER STREET
OP# 58500013
CITY OF PHILADELPHIA, PENNSYLVANIA
ZONING: LANDSCAPE PLAN

ROBERT C. CUNNINGHAM
PROFESSIONAL ENGINEER
LICENSE NO. 1011004



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Cobblestone Court
 1719 Fulmer Street

Proposed
 Landscape Plan



ZONING BASE DISTRICTS

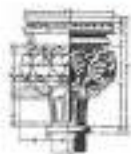
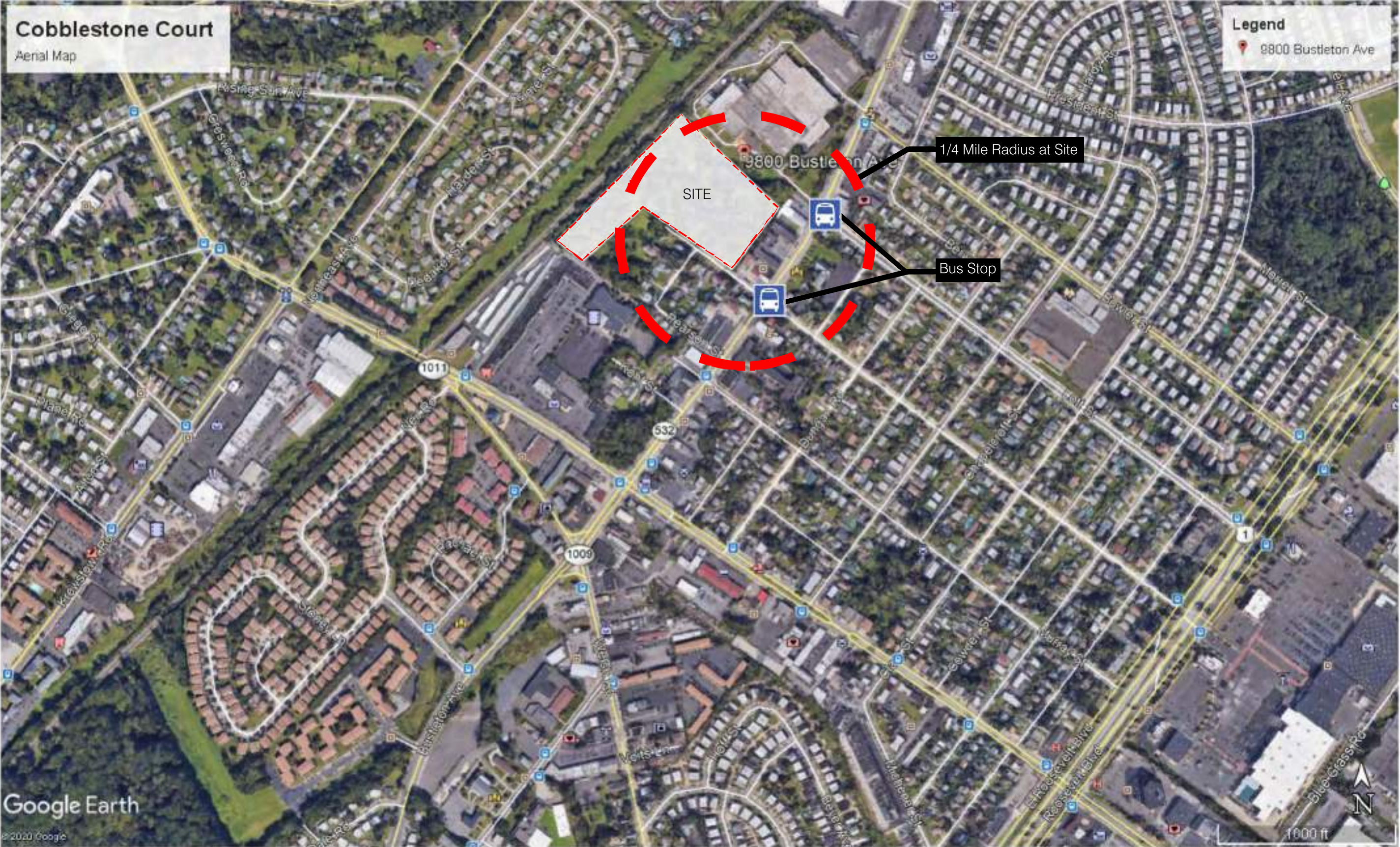
- (CA-1) Commercial/Commercial Mixed-Use
- (CMX-2) Commercial/Commercial Mixed-Use
- (I-2) Industrial/Industrial Mixed-Use
- (RM-2) Residential/Residential Mixed-Use
- (RSD-1) Residential/Residential Mixed-Use
- (RSD-2) Residential/Residential Mixed-Use
- (RSD-3) Residential/Residential Mixed-Use



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Cobblestone Court
1719 Fulmer Street

Site Zoning



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Cobblestone Court
1719 Fulmer Street

Site Context



View Looking North



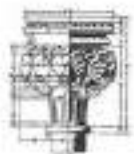
View Looking East



View Looking South



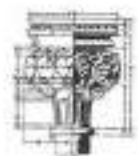
View Looking West



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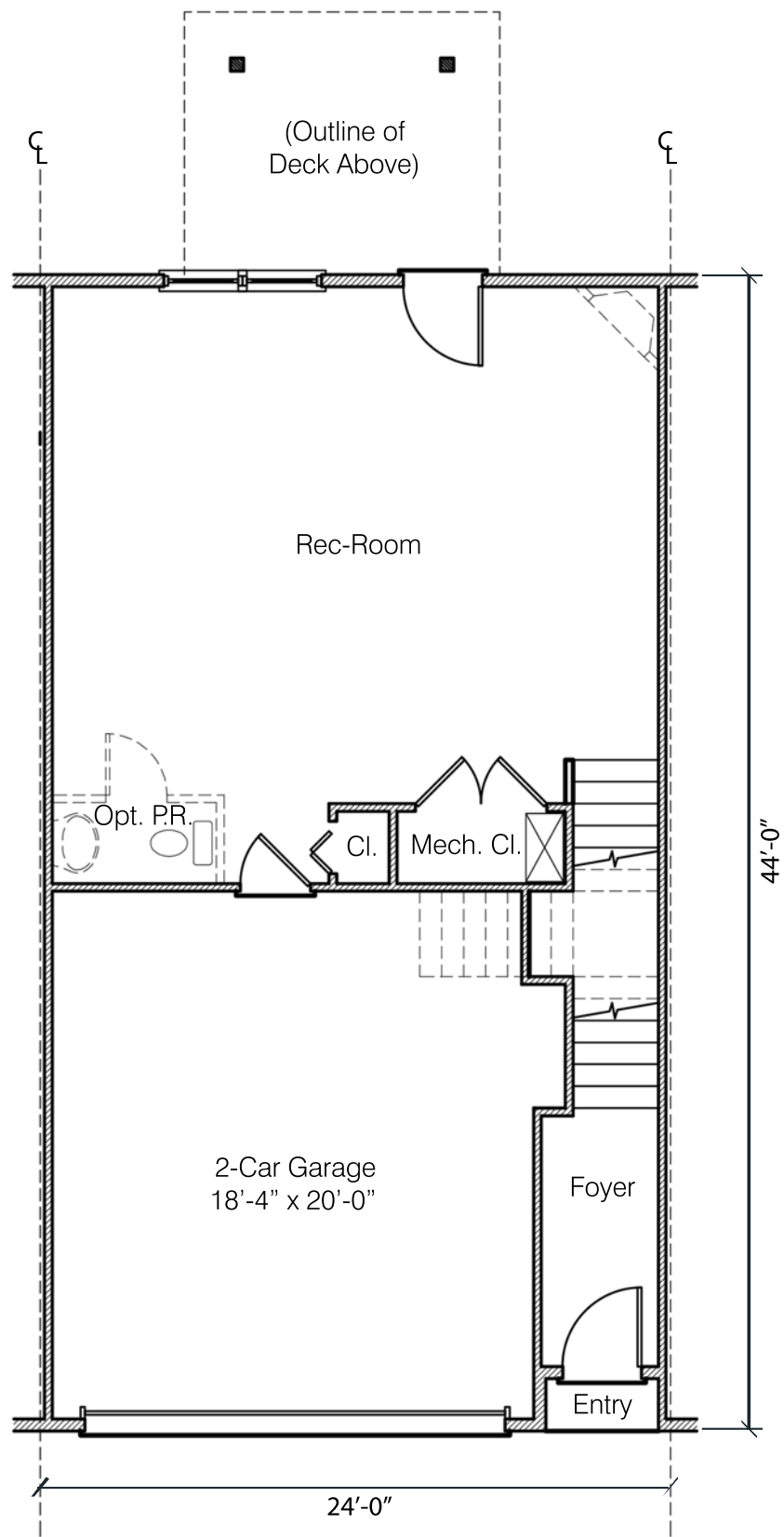
Site Context
Aerial Images



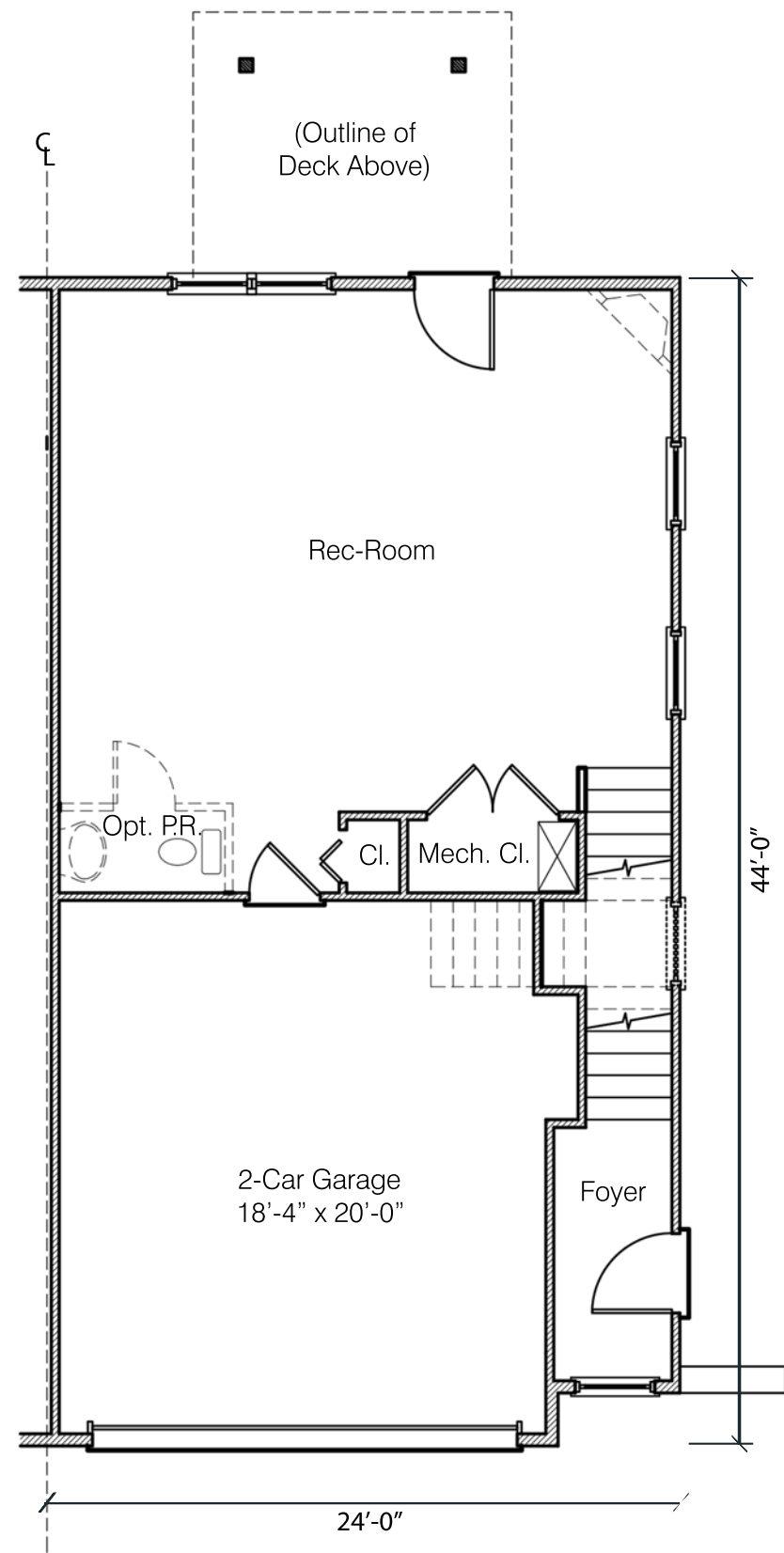
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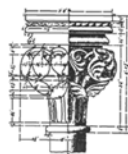
Site Context
Street Images



TYPICAL MIDDLE UNIT



TYPICAL END UNIT



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1719 Fulmer Street

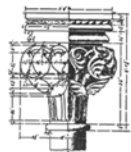
Ground Floor
Plan



*Reference Material Notes Above on 6-Unit



*Reference Material Notes Above on 6-Unit



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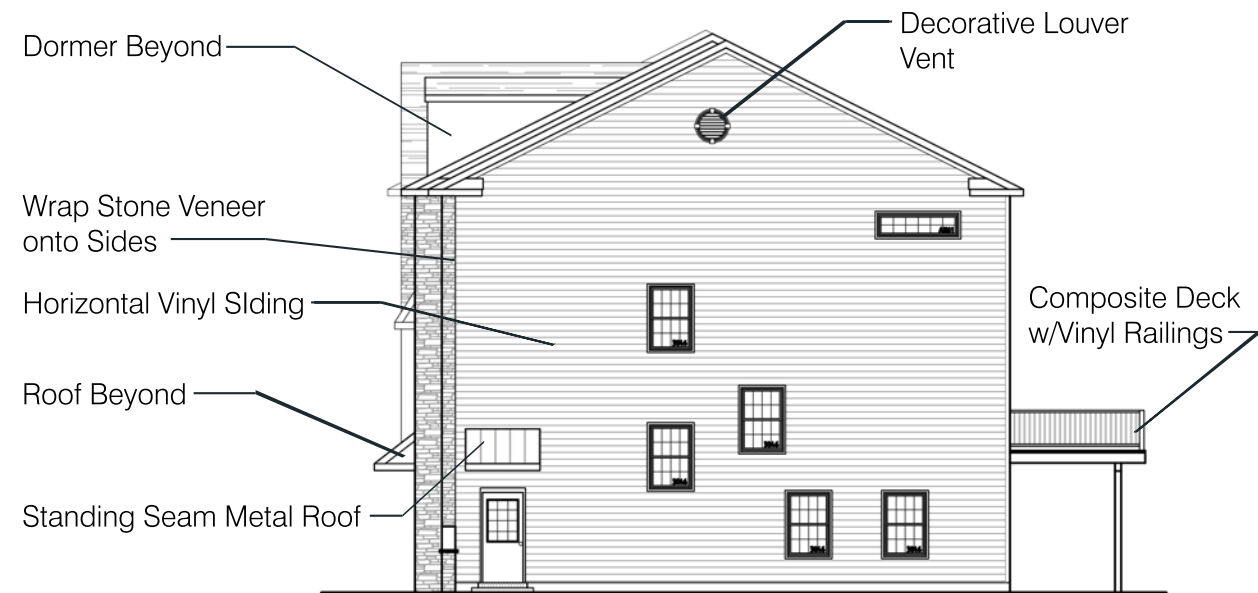
Cobblestone Court
1719 Fulmer Street

Elevations



6-UNIT REAR ELEVATION

*5-UNIT & 4-UNIT REAR ELEVATIONS ARE
SIMILAR; EXACT ELEVATION NOT SHOWN



RIGHT SIDE ELEVATION



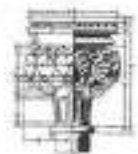
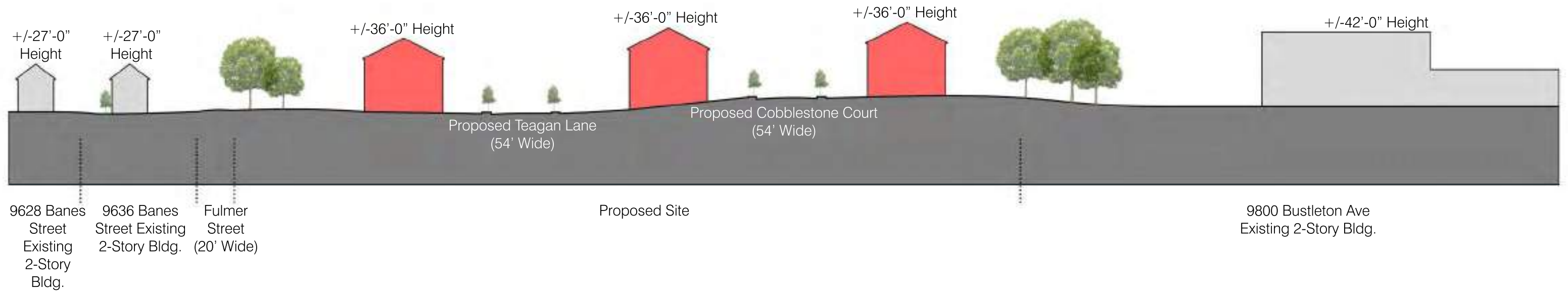
LEFT SIDE ELEVATION

*Reference Similar Notes
on Right Side Elevation



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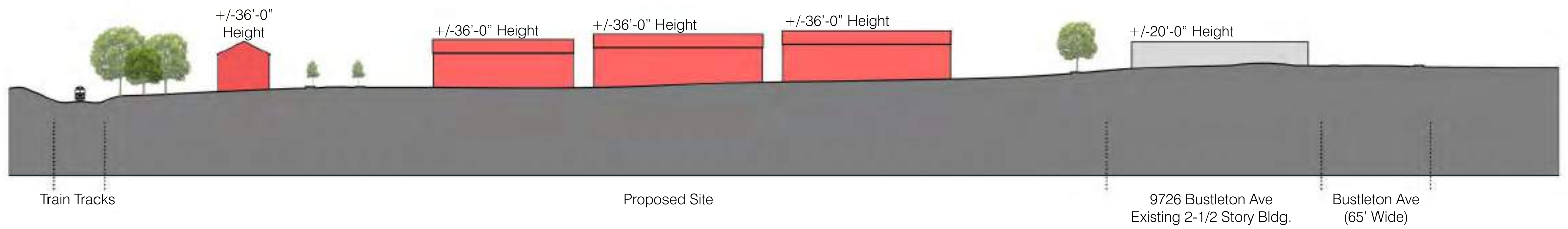


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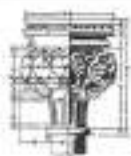
Site Sections
View 1



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Cobblestone Court
1719 Fulmer Street

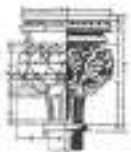
Site Sections
View 2



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Cobblestone Court
1719 Fulmer Street

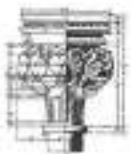
3D Massing Model
Looking North



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Cobblestone Court
1719 Fulmer Street

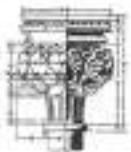
Cobblestone Court
View 1
Looking West



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Cobblestone Court
1719 Fulmer Street

Cobblestone Court
View 3
Looking Northwest



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Cobblestone Court
1719 Fulmer Street

Fulmer Street Rendering
View 2
Looking West

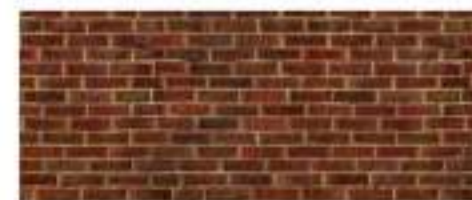


Front Elevation Rendering - 6 Unit Building



Facade Materials

MATERIALS



Brick Veneer



Stone Veneer



Charcoal Asphalt
Roof Shingles



Black Standing
Seam Metal Roof



Clay Vinyl Siding



Clay Stucco



Black Gooseneck Lamp



Black Louvered Shutters



Black Framed Windows



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Cobblestone Court
1719 Fulmer Street

Building Materials

Civic Design Review Sustainable Design Checklist

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

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

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

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. The Route 58 Bus stops at the intersection of Fulmer Street and Bustleton Avenue 225 feet from the site entrance.
(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. Two parking spaces per dwelling are in enclosed garages. The unenclosed parking areas are 6.3% of the site area.
(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.	Not applicable. However, all homes will be equipped with an outlet for an electric charging plug in their garage.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance)ⁱ	We are providing a 6' tall privacy fence and trees to maintain safety and to act as a visual and noise buffer from the CSX freight rail line that runs along the rear of the property.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Two 12 rack bicycle storage to be provided on site.

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Yes. Landscaping will be manually watered for the first summer after install. After that, the landscaping will not require irrigation.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	No. A City Street is proposed. Project will conform to the stormwater requirements of the Philadelphia Water Department.
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Street Trees are proposed and rear yard trees and buffer plantings are proposed to shade the streets, driveways, and the homes.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	This code section is not applicable to townhomes.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No.

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	Yes. Compliant air filters will be installed prior to occupancy.
(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 not be provided on-site.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	We will preserve an Industrial Zoned 2 acre wooded property as passive open space in perpetuity in conjunction with this development.

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

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

and the "What Code Do I Use" information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1

For Energy Star: www.Energystar.gov

For Passive House, see www.phius.org

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

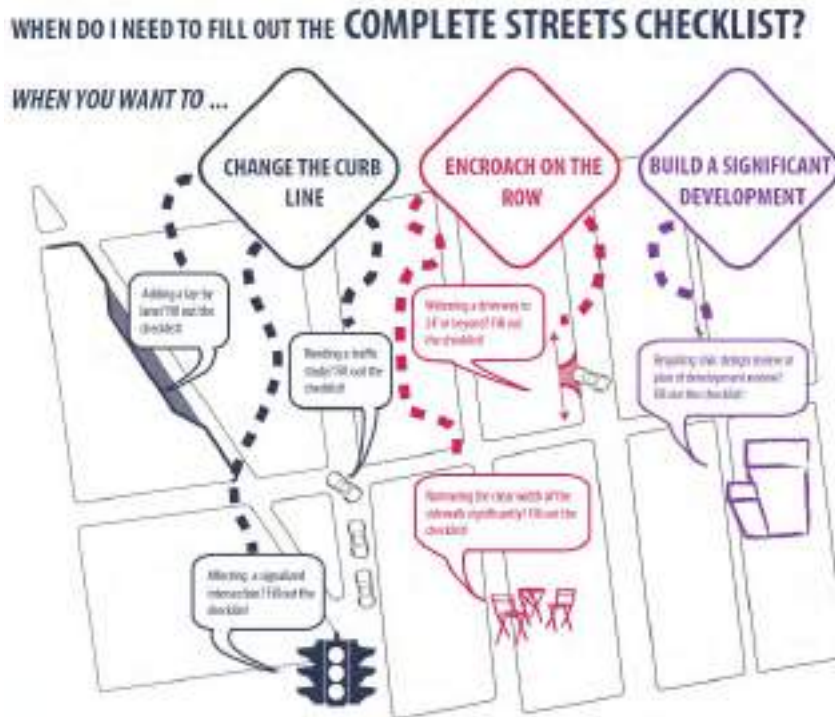
INSTRUCTIONS

This Checklist is an implementation tool of the (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>



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- ‡ This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- ‡ All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- ‡ All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- ‡ Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ‡ ADA curb-ramp designs must be submitted to Streets Department for review
- ‡ Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit> . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - Placing of a new street;
 - Removal of an existing street;
 - Changes to roadway grades, curb lines, or widths; or
 - Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME

Cobblestone Court

2. DATE

8/31/22

3. APPLICANT NAME

Leary Investment, LP

4. APPLICANT CONTACT INFORMATION

Kevin Reilly

76 Griffith Miles Circle

Warminster, PA 18974

215-675-3141

5. PROJECT AREA: list precise street limits and scope

1719 Fulmer Street across from the intersection with Baner Street

6. OWNER NAME

Leary Investment, LP

7. OWNER CONTACT INFORMATION

Same as Applicant Contact Information

8. ENGINEER / ARCHITECT NAME

Holmes Cunningham, LLC / Matthew V. Piotrowski, Architect, LLC

9.

10. ENGINEER / ARCHITECT CONTACT INFORMATION

Robert Cunningham, PE

409 E. Butler Avenue, Unit 5

Doylestown, PA 18901

215-586-3330

Matthew V. Piotrowski, AIA

600 Louis Drive, Suite 103

Warminster, PA 18974

215-675-2099

11. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Fulmer Street</u>	<u>Baner Street</u>	<u>Mid-Block on Fulmer</u>	<u>Lower Density Residential</u>
<u>Cobblestone Court</u>	<u>Fulmer Street</u>	<u>Teagan Lane</u>	<u>Lower Density Residential</u>
<u>Teagan Lane</u>	<u>Cobblestone Court</u>	<u>Cobblestone Court</u>	<u>Lower Density Residential</u>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

1. 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 type="checkbox"/> | NO <input type="checkbox"/> | |
| b. Street Furniture such as bus shelters, honor boxes, etc. | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| c. Street Direction | YES <input type="checkbox"/> | NO <input type="checkbox"/> | |
| d. Curb Cuts | YES <input 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 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 type="checkbox"/> |

APPLICANT: General Project Information

Additional Explanation / Comments: Cobblestone Court is a proposed public street that will take access onto Fulmer Street at a stop-controlled intersection. Teagan Lane is also a proposed public street located within the proposed community that will take access onto Cobblestone Court at a stop-controlled intersection.

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
<u>Fulmer Street</u>	<u>10' / 13' / 13'</u>	<u>13' / 13'</u>
<u>Cobblestone Court</u>	<u>10' / N.A. / 10'</u>	<u>N.A. / 10'</u>
<u>Teagan Lane</u>	<u>10' / N.A. / 10'</u>	<u>N.A. / 10'</u>
	<u>/ /</u>	<u>/</u>

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

STREET FRONTAGE	WALKING ZONE Required / Existing / Proposed
<u>Fulmer Street</u>	<u>5' / 0' / 5'</u>
<u>Cobblestone Court</u>	<u>5' / N.A. / 5'</u>
<u>Teagan Lane</u>	<u>5' / N.A. / 5'</u>
	<u>/ /</u>

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
----------------	-----------------	-----------

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Road Intersection</u>	<u>74'</u>	<u>Fulmer Street</u>
<u>Driveway</u>	<u>36'</u>	<u>Cobblestone Court</u>
<u>Driveway</u>	<u>36'</u>	<u>Teagan Lane</u>

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PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

YES ☐ NO ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: Sidewalk is proposed along the northern side of Fulmer Street from Cobblestone Court to Bustleton Avenue to connect the proposed site to the existing sidewalk on the northwest corner of the intersection. Sidewalk is also proposed along both sides of Cobblestone Court and Teagan Lane throughout the entire community.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

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Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>Fulmer Street</u>	<u>0' / 4'</u>
<u>Cobblestone Court</u>	<u>N.A. / 1'</u>
<u>Teagan Lane</u>	<u>N.A. / 1'</u>
	<u>/</u>

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Fulmer Street</u>	<u>3.5' / 0' / 4'</u>
<u>Cobblestone Court</u>	<u>3.5' / N.A. / 4'</u>
<u>Teagan Lane</u>	<u>3.5' / N.A. / 4'</u>
	<u>/ /</u>

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

- | | | | |
|--------------------|------------------------------|-----------------------------|------------------------------|
| ▪ Bicycle Parking | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| | <input type="checkbox"/> | | |
| ▪ Lighting | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| | <input type="checkbox"/> | | |
| ▪ Benches | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| | <input type="checkbox"/> | | |
| ▪ Street Trees | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| | <input type="checkbox"/> | | |
| ▪ Street Furniture | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| | <input type="checkbox"/> | | |

19. Does the design avoid tripping hazards?

YES ☐ NO ☐ N/A ☐

☐

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

YES ☐ NO ☐ N/A ☐

☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

☐

YES ☐ NO ☐

☐

YES ☐ NO ☐

☐

YES ☐ NO ☐

☐

YES ☐ NO ☐

☐

COMPLETE STREETS HANDBOOK CHECKLIST

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BUILDING & FURNISHING COMPONENT (continued)

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

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

YES ☐ NO ☐ N/A ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: According to Handbook Table 1, only Street Trees are considered “High Priority” within Handbook Section 4.4.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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Philadelphia City Planning Commission

BICYCLE COMPONENT (Handbook Section 4.5)

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

Two separate 12-space bicycle parking facilities are proposed on-site.

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

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
<u>Cobblestone Court</u>		<u>N.A. / 0</u>	<u>N.A. / 0</u>	<u>N.A. / 12</u>
<u>Teagan Lane</u>		<u>N.A. / 0</u>	<u>N.A. / 0</u>	<u>N.A. / 12</u>
		/	/	/
		/	/	/

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

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street
- Indego Bicycle Share Station

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

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

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

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

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: According to Handbook Table 1, only Bicycle-Friendly Streets are considered “High Priority” within Handbook Section 4.5.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

APPLICANT: Curbside Management Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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?

WB-50

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 ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

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Philadelphia City Planning Commission

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

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

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

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: Speed cushions are proposed on Cobblestone Court and Teagan Lane to calm vehicular traffic.

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST
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ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments:

DEPARTMENTAL REVIEW
Additional Reviewer Comments: