

FRANKLIN MILLS HOTEL
4501 WOODHAVEN ROAD
PHILADELPHIA, PA 19145

OWNER: 4501 WOODHAVEN HOLDINGS, LLC

APPLICANT/ENGINEER: DUFFIELD ASSOCIATES

ATTORNEY: KLEHR HARRISON HARVEY BRANZBURG, LLP

ARCHITECT: MUSSACHIO ARCHITECTS

DEVELOPER: SANT PROPERTIES

JULY 11, 2022 (REVISED: NOVEMBER 3, 2022)

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CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: **ZP-2022-003822**

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

The property is less than 100' from a residential district and creates more than 50,000 sf of new gross floor area.

PROJECT LOCATION

Planning District: East Council District: 10th

Address: 4501 Woodhaven Road, Lots 4 & 5
Philadelphia, PA

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: Francis Greene, Duffield Associates Primary Phone: (302) 239-6634

Email: FGreene@verdantas.com Address: 5400 Limestone Road
Wilmington, DE 19808

Property Owner: 4501 Woodhaven Holding, LLC Developer Sant Properties
Architect: Mussachio Architects

SITE CONDITIONS

Site Area: 120,753 SF

Existing Zoning: CA-1 Are Zoning Variances required? Yes ☒ No ☐

Proposed Use:

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

New Hotel Building – 25,792 SF

Impervious Parking Lot – 64,855 SF

Pervious Open Space – 30,106 SF

Proposed # of Parking Units:

Property Parking Proposed – 1,785 Spaces, Property Bicycle Parking Proposed – 46 Spaces

COMMUNITY MEETING

Community meeting held: Yes ☒ No ☐

If yes, please provide written documentation as proof.

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

Date: 9/27/2022 Time: 7:00PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ☒ No ☐ NA ☐

If yes, indicate the date hearing will be held:

Date: October, 26, 2022



Photograph 1 – View looking northwest across the site from the southeastern site entrance.



Photograph 2 – View looking east into the project site from the adjacent property to the west of the site.



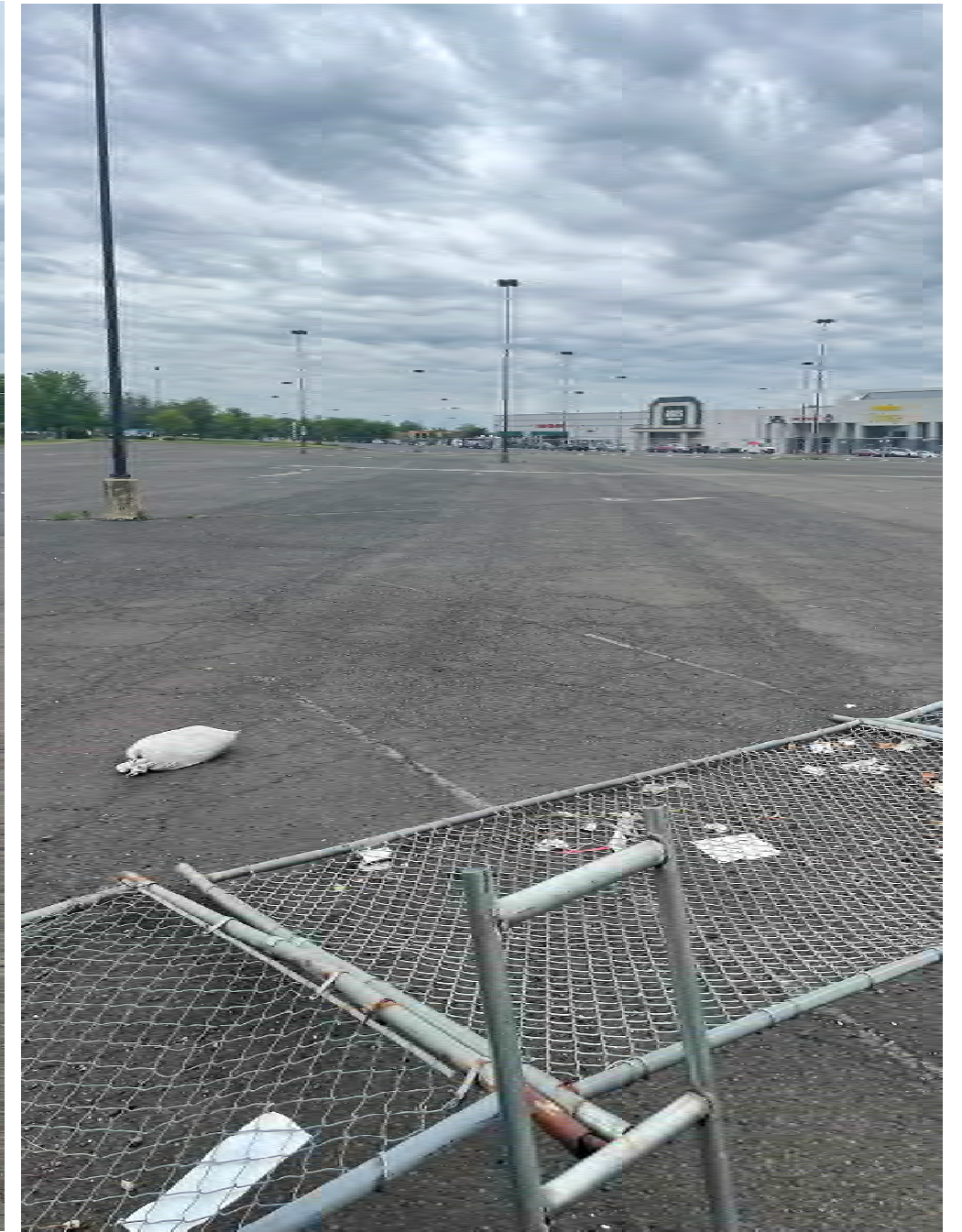
Photograph 3 - View looking northeast at the location of the proposed parking lot improvements into the site.



Photograph 4 - View looking northeast at the location of the proposed building into the site.



Photograph 5 – View looking northeast along northwest property line into the site.



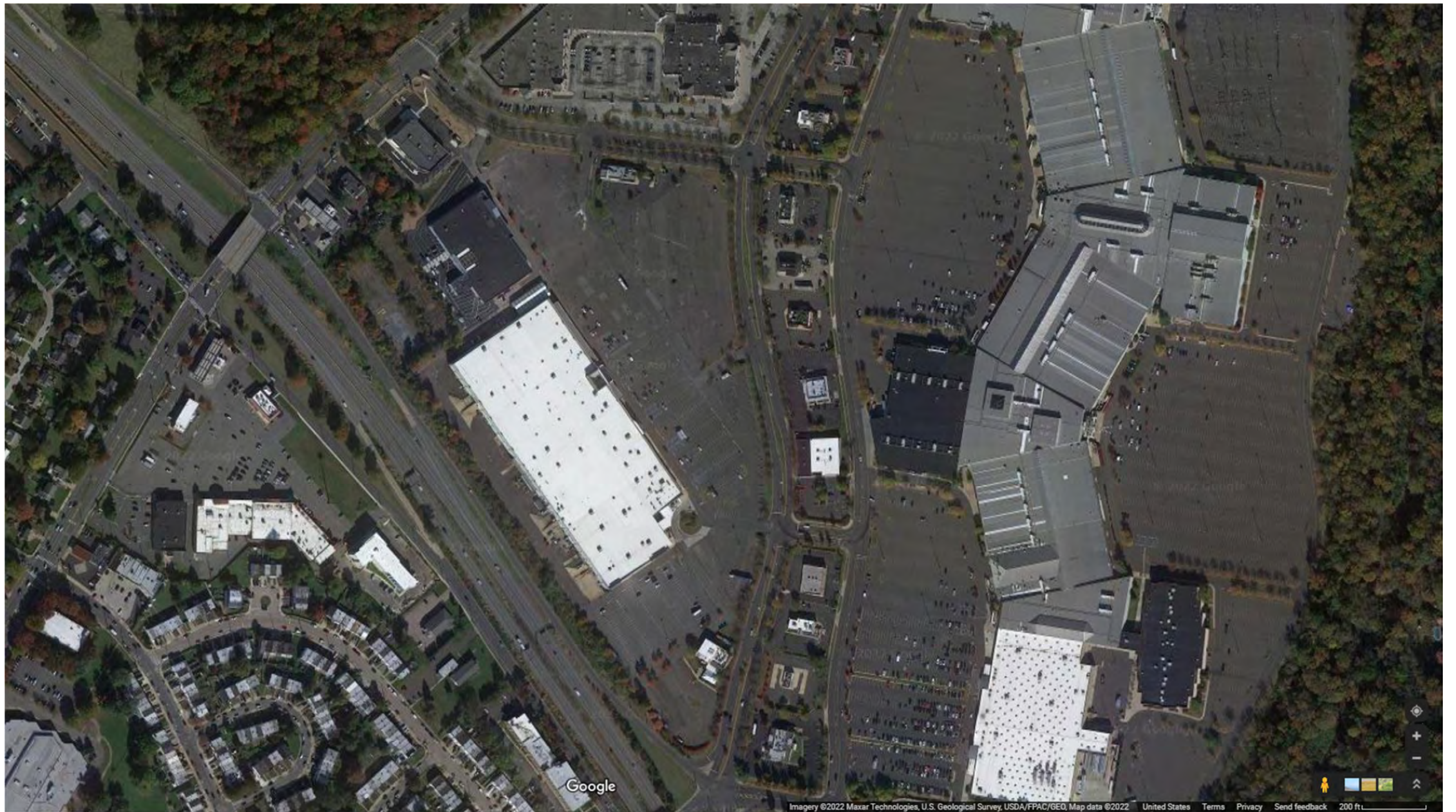
Photograph 6 – View looking southwest from the northwestern property line.



Photograph 7 – View looking south from within the existing parking lot.



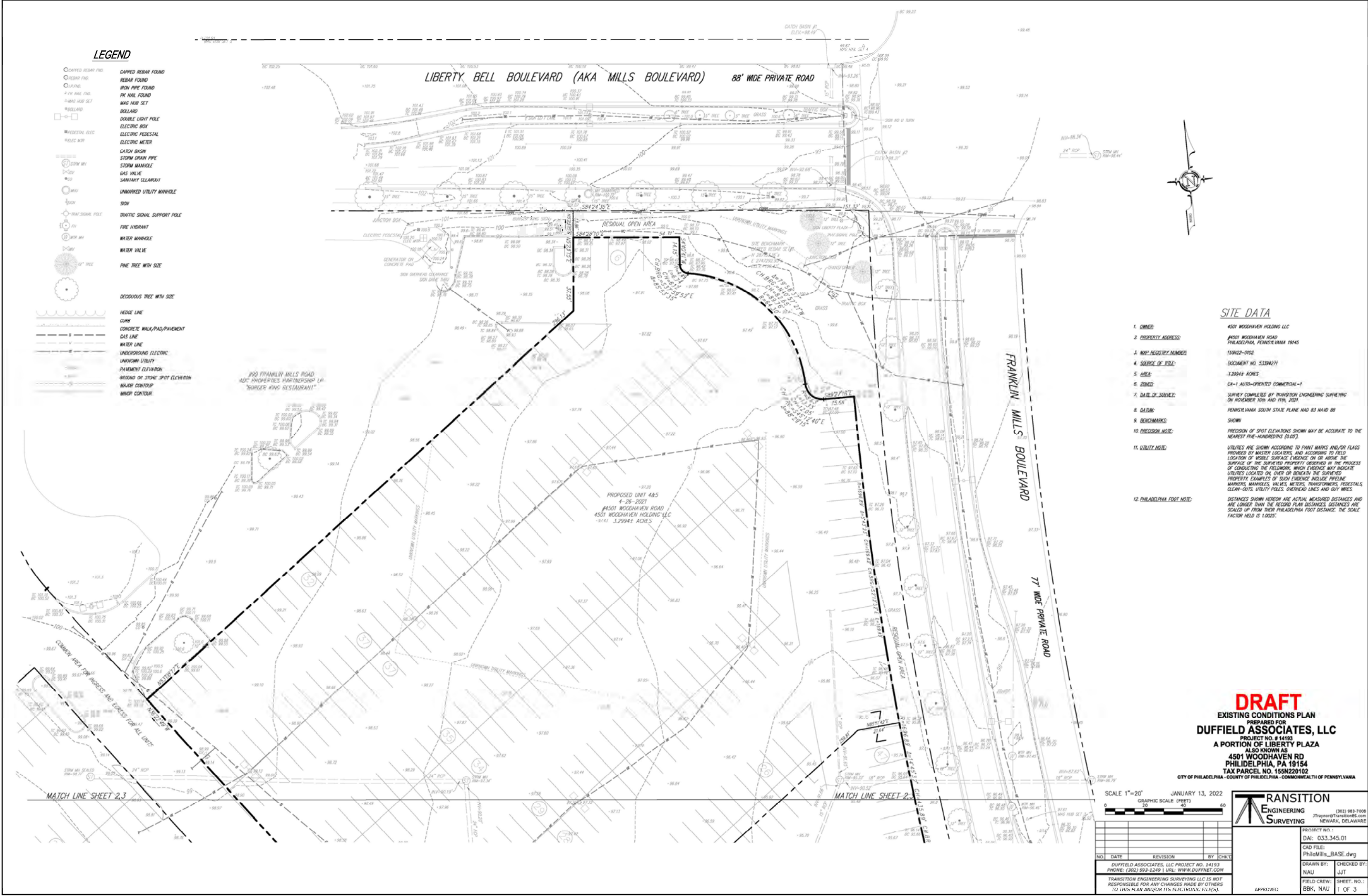
Photograph 8 – View looking southwest into property from the intersection of Liberty Bell and Franklin Mills Blvd.

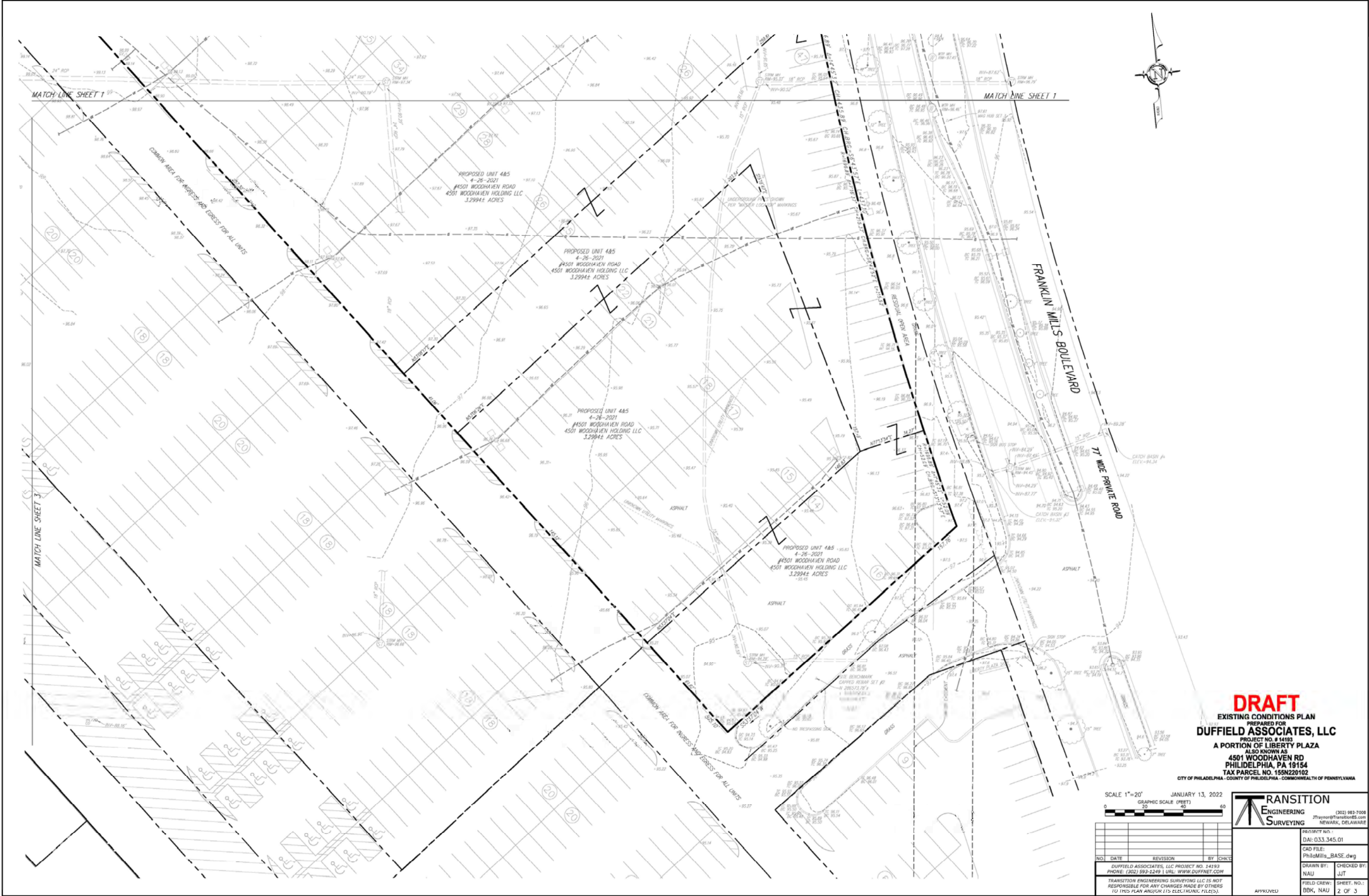


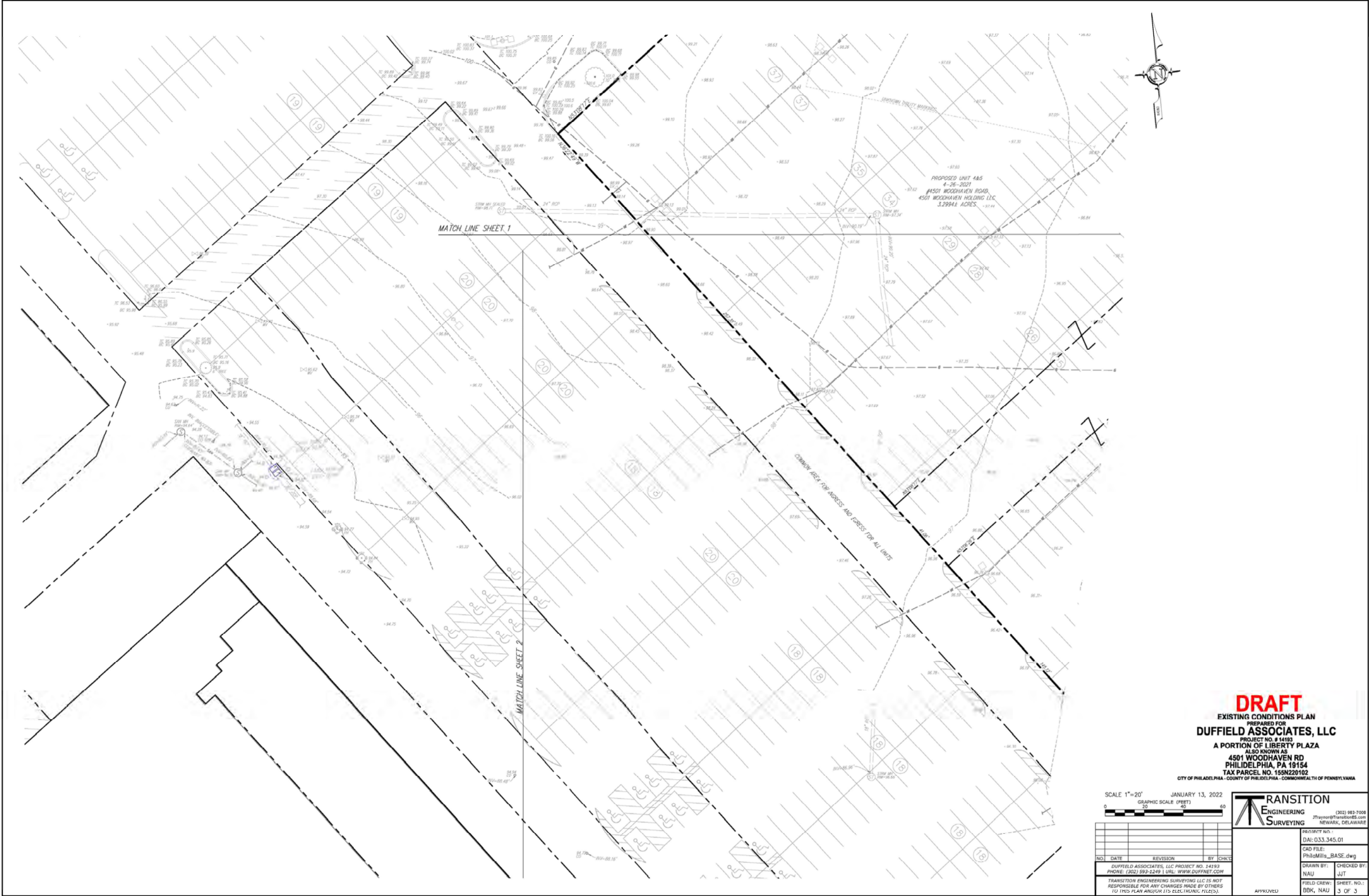
Photograph 9 — Property Aerial

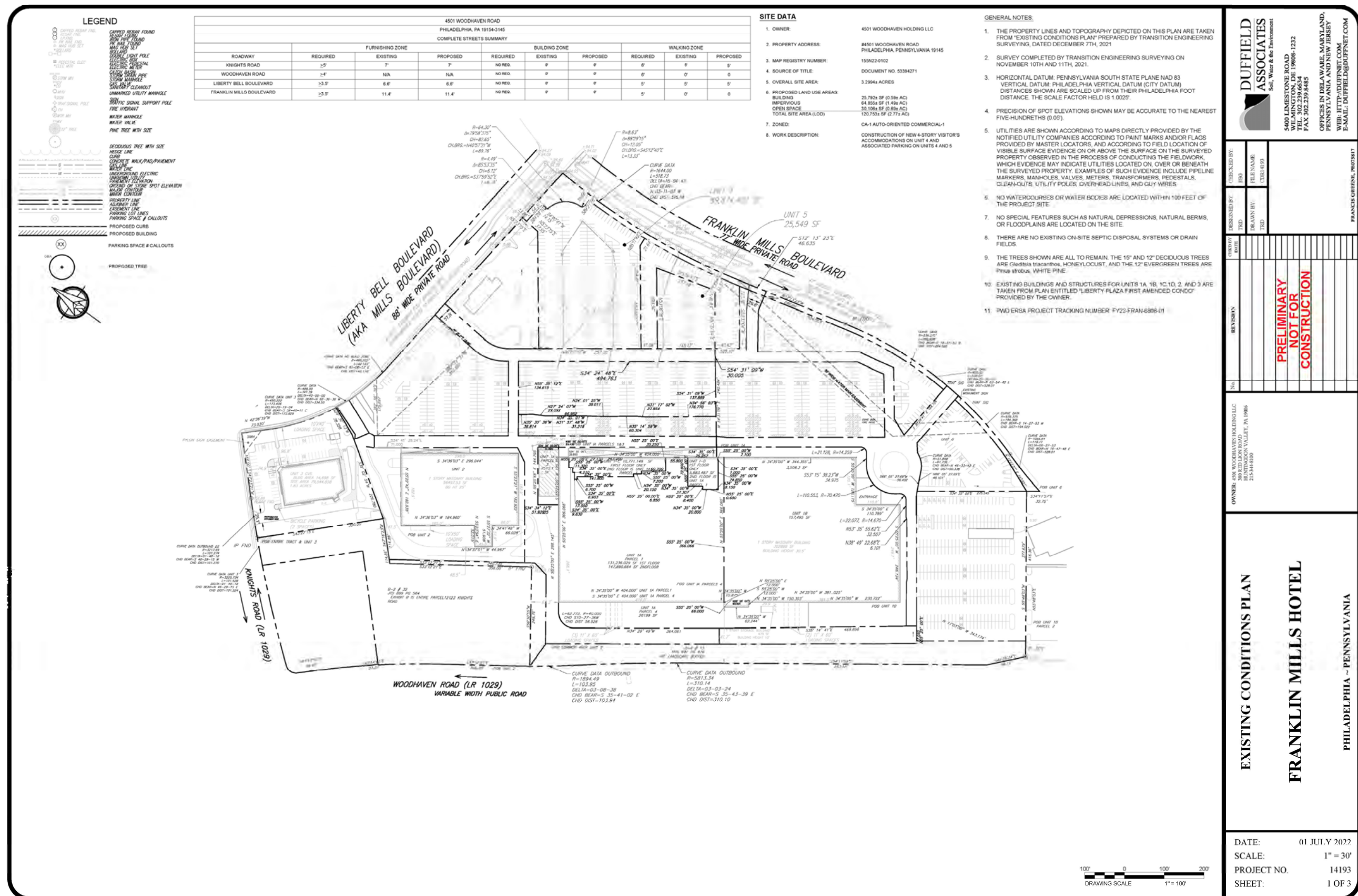


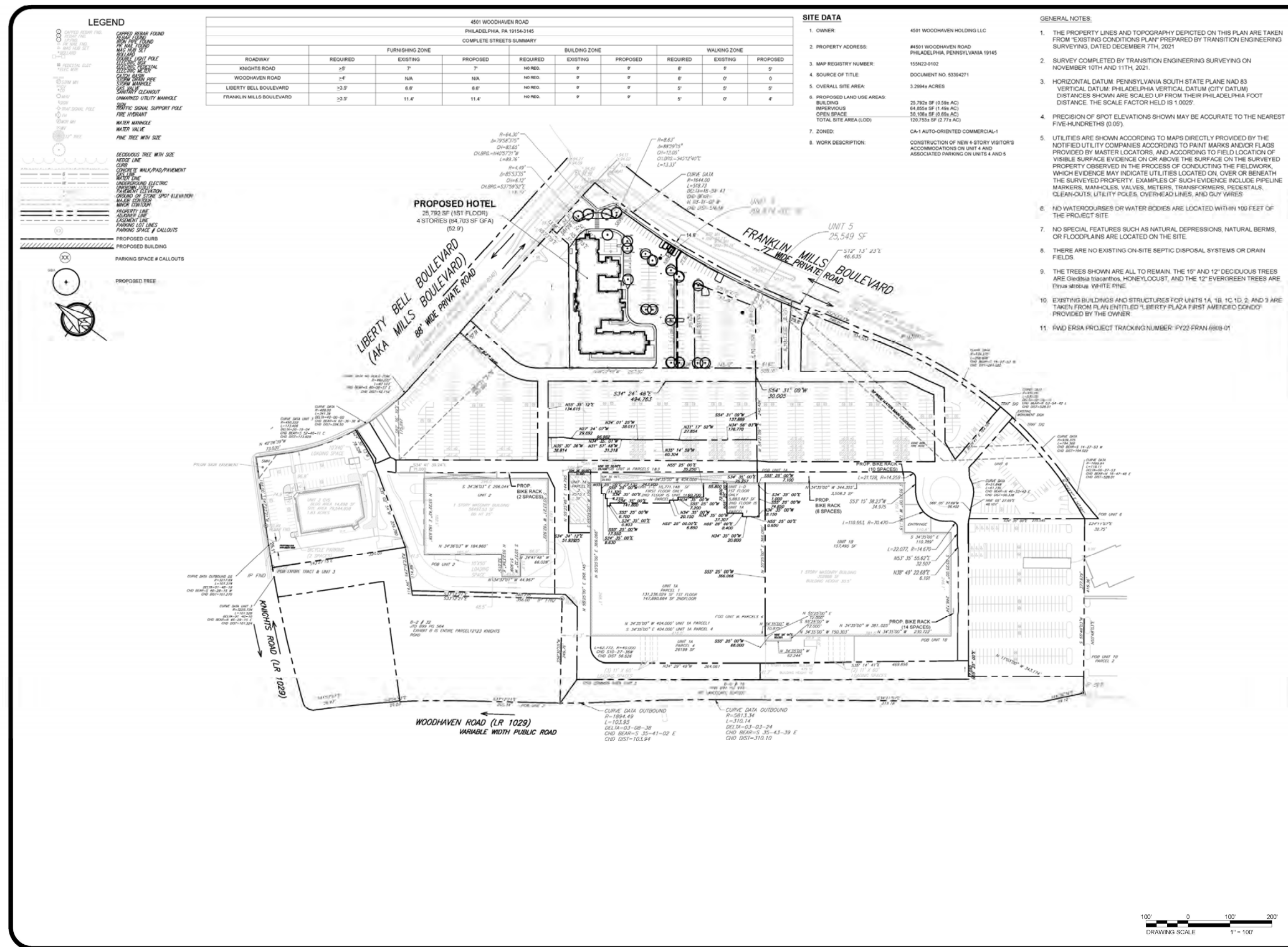
Photograph 10 — Site Aerial

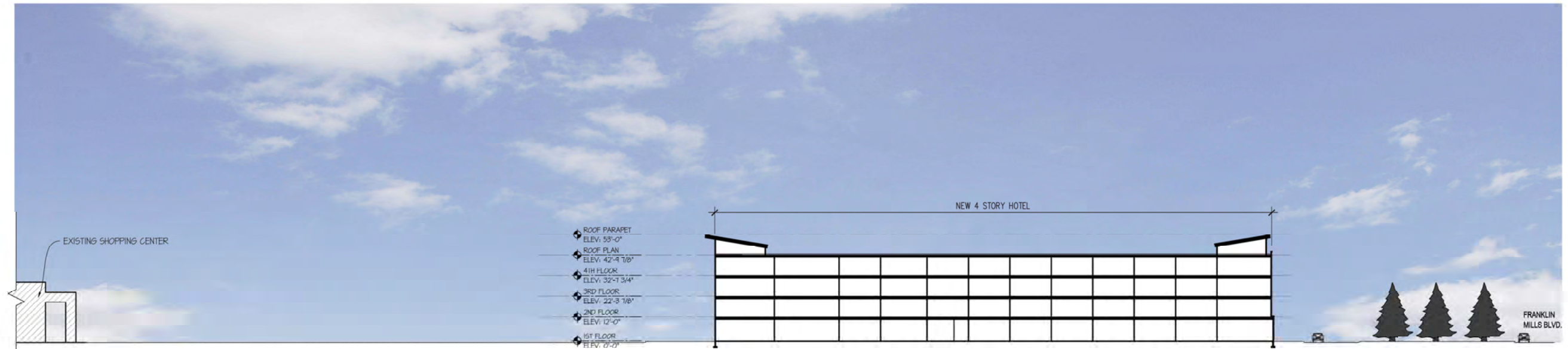












SECTION 1 : NORTH - SOUTH



SECTION 2 : WEST - EAST

FRANKLIN MILLS BLVD. PHILADELPHIA, PA

#222044
06-28-22



FINISH LEGEND		
	10' EXPOSURE FIBERCEMENT Siding : CARAMELIZED PEARS	
	10' EXPOSURE VINYL Siding : CARAMELIZED PEARS	
	6" EXPOSURE FIBERCEMENT Siding : CARAMELIZED PEARS	
	6" EXPOSURE VINYL Siding : CARAMELIZED PEARS	
	10' EXPOSURE FIBERCEMENT Siding : DESERT TAN	
	10' EXPOSURE VINYL Siding : DESERT TAN	
	6" EXPOSURE FIBERCEMENT Siding : AUTUMN RED	
	6" EXPOSURE VINYL Siding : AUTUMN RED	
	BOARD & BATTEN CEMENT FIBER CEMENT Siding : PACIFIC BLUE	
	BOARD & BATTEN VINYL Siding : PACIFIC BLUE	
	FIBER CEMENT WALL PANELS AUTUMN RED	
	STONE VENEER : ELDOORADO STONE BRICK LEDGE CUT	
	STANDING SEAM METAL ROOF CLASSIC BRONZE	



EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



#222049
06-28-22

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BIRDSEYE VIEW LOOKING NORTH

FRANKLIN MILLS BLVD. PHILADELPHIA, PA

#222044
06-13-22





BIRDSEYE VIEW LOOKING NORTH

FRANKLIN MILLS BLVD. PHILADELPHIA, PA

#222044
06-28-22



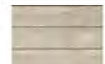
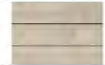
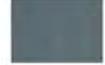
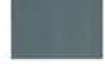
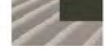
FINISH LEGEND		
	10" F" EXPOSURE FIBERCEMENT SIDING : CARAMELIZED PEARS	
	10" F" EXPOSURE VINYL SIDING : CARAMELIZED PEARS	
	6" EXPOSURE FIBERCEMENT SIDING : CARAMELIZED PEARS	
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	STONE VENEER : ELBORADO STONE BIRCH LEDGE CUT	
	STANDING SEAM METAL ROOF CLASSIC BRONZE	



LIBERTY BELL BOULEVARD & FRANKLIN MILLS BOULEVARD STREET VIEW LOOKING NORTH

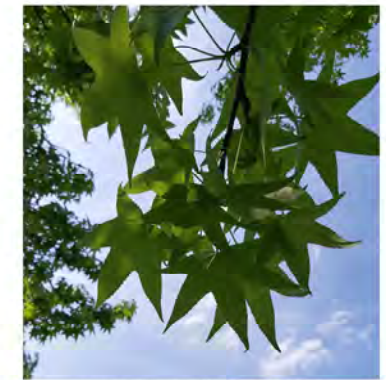


LIBERTY BELL BOULEVARD STREET VIEW LOOKING EAST

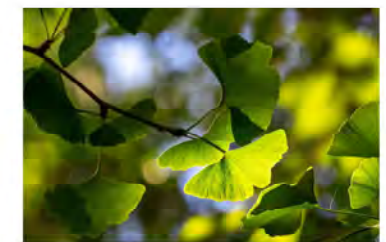
FINISH LEGEND		
	10" EXPOSURE FIBERCEMENT SIDING : CARAMELIZED PEARS	
	10" EXPOSURE VINYL SIDING : CARAMELIZED PEARS	
	6" EXPOSURE FIBERCEMENT SIDING : CARAMELIZED PEARS	
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	STONE VENEER : ELDORADO STONE BIRCH LEDGE CUT	
	STANDING SEAM METAL ROOF CLASSIC BRONZE	



FRANKLIN MILLS BOULEVARD STREET VIEW LOOKING NORTH



Liquidambar 'Rotundiloba'
Fruitless Sweetgum



Ginkgo 'Autumn Gold'
Fruitless Maidenhair Tree



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

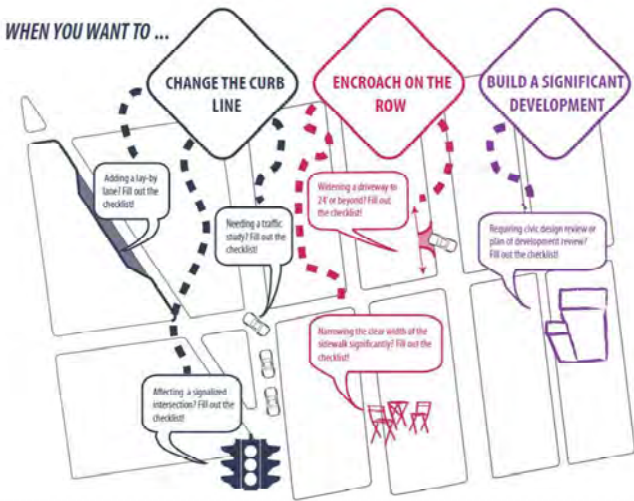
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

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

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

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

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

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

Complete Streets Review Submission Requirement*:

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

Franklin Mills Hotel
2. DATE

06/30/2022
3. APPLICANT NAME

Francis Greene
5. PROJECT AREA: list precise street limits and scope

Knights Road from Woodhaven Road to Liberty Bell Boulevard

Liberty Bell Boulevard from Knights Road to Franklin Mills Boulevard

Franklin Mills Boulevard from Liberty Bell Boulevard to Woodhaven Road

Woodhaven Road from Knights Road to Franklin Mills Boulevard
4. APPLICANT CONTACT INFORMATION

Duffield Associates

5400 Limestone Road

Wilmington, DE 19808

302-239-6634

fgreene@verdantas.com
6. OWNER NAME

Hardeep Chawla

4501 Woodhaven Holding LLC
7. OWNER CONTACT INFORMATION

380 Red Lion Road Suite 202

Huntingdon Valley, PA 19006

215-355-8100

kchawla@santproperties.com
8. ENGINEER / ARCHITECT NAME

Francis Greene
9. ENGINEER / ARCHITECT CONTACT INFORMATION

Duffield Associates

5400 Limestone Road

Wilmington, DE 19808

302-239-6634

fgreene@verdantas.com

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

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

STREET	FROM	TO	COMPLETE STREET TYPE
Knights Road	Woodhaven Road	Liberty Bell Boulevard	Auto Oriented Commercial/Industrial
Liberty Bell Boulevard	Knights Road	Franklin Mills Boulevard	Local
Franklin Mills Boulevard	Liberty Bell Boulevard	Woodhaven Road	Local

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



Woodhaven Road

Knights Road

Franklin Mills
Boulevard

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

YES ☒ NO ☐
- b. Street Furniture such as bus shelters, honor boxes, etc.

YES ☒ NO ☐ N/A ☐
- c. Street Direction

YES ☐ NO ☒
- d. Curb Cuts

YES ☒ NO ☐ N/A ☐
- e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.

YES ☒ NO ☐ N/A ☐
- f. Building Extensions into the sidewalk, such as stairs and stoops

YES ☐ NO ☐ N/A ☒

APPLICANT: General Project Information

Additional Explanation / Comments: _____

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>Knights Road</u>	<u>12' / 12 / 12</u>	<u>12 / 12</u>
<u>Woodhaven Road</u>	<u>12' / NA / NA</u>	<u>NA / NA</u>
<u>Liberty Bell Boulevard</u>	<u>10' / 11 / 11</u>	<u>0 / 0</u>
<u>Franklin Mills Boulevard</u>	<u>10' / 11 / 11</u>	<u>0 / 0</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>Knights Road</u>	<u>6' / 5 / 5</u>
<u>Woodhaven Road</u>	<u>6' / 0 / 0</u>
<u>Liberty Bell Boulevard</u>	<u>5' / 5 / 5</u>
<u>Franklin Mills Boulevard</u>	<u>5' / 0 / 0</u>

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>37'</u>	<u>Liberty Bell Blvd, west of Burger King</u>
<u>Driveway</u>	<u>30'</u>	<u>Franklin Mills Blvd, at the entrance to the site</u>
<u>Driveway</u>	<u>30'</u>	<u>Liberty Bell Blvd. at entrance to site east of CVS</u>
<u>Driveway</u>	<u>25'</u>	<u>Knights Rd. at CVS Entrance</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>24'</u>	<u>Entrance to Lots 4&5 at location of proposed Hotel</u>
<u>Driveway</u>	<u>24'</u>	<u>Entrance to Lots 4&5 at location of proposed Hotel</u>
<u>_____</u>	<u>_____</u>	<u>_____</u>
<u>_____</u>	<u>_____</u>	<u>_____</u>

5

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



6

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission











PEDESTRIAN COMPONENT (continued)

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

YES ☐ NO ☒

DEPARTMENTAL APPROVAL
YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: No sidewalk exists along the Franklin Mills Blvd. to connect to the site if sidewalk were to be installed there. The other property lines are along existing drive aisles and parking areas.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

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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
Knights Road	N/A / ____
Woodhaven Road	N/A / ____
Liberty Bell Boulevard	N/A / ____
Franklin Mills Boulevard	N/A / ____

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
Knights Road	5' / 4' / ____
Woodhaven Road	4' / N/A / ____
Liberty Bell Boulevard	3.5' / 5' / 5'
Franklin Mills Boulevard	3.5' / N/A / ____

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 ☐	DEPARTMENTAL APPROVAL YES ☐ NO ☐
Lighting	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
Benches	YES ☐ NO ☒ N/A ☐	YES ☐ NO ☐
Street Trees	YES ☐ NO ☒ N/A ☐	YES ☐ NO ☐
Street Furniture	YES ☐ NO ☒ N/A ☐	YES ☐ NO ☐
19. Does the design avoid tripping hazards?	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐

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FRANKLIN MILLS HOTEL | CIVIC DESIGN REVIEW | JULY 11, 2022 (Rev. 11/03/20) COMPLETE STREETS CHECKLIST | 26



DUFFIELD

ASSOCIATES

Soil, Water & the Environment

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES ☒ NO ☐ N/A ☐ YES ☐ NO ☐
22. Does the design maintain adequate visibility for all roadway users at intersections? YES ☒ NO ☐ N/A ☐ YES ☐ NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

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

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

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
4501 Woodhaven Road	45	0 / 0	0 / 0	2 / 46
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____

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

Conventional Bike Lane	YES ☐	NO ☒	N/A ☐	DEPARTMENTAL APPROVAL YES ☐ NO ☐
Buffered Bike Lane	YES ☐	NO ☒	N/A ☐	YES ☐ NO ☐
Bicycle-Friendly Street	YES ☐	NO ☒	N/A ☐	YES ☐ NO ☐
Indego Bicycle Share Station	YES ☐	NO ☒	N/A ☐	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: Additional bicycle racks are to be provided at other shop entrances around the property. Twelve spaces will be provided at the proposed hotel.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb? YES ☒ NO ☐
29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES ☐ NO ☐ N/A ☒
30. Does the design provide a buffer between the roadway and pedestrian traffic? YES ☒ NO ☐ N/A ☐
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: The existing transit stops are to remain. Additional vegetation proposed as part of the project will increase the attractiveness of the surrounding area.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

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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? NA

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

34. Will the project affect a historically certified street? An [inventory of historic streets^{\(1\)}](#) is maintained by the Philadelphia Historical Commission.

YES ☐ NO ☒

YES ☐ NO ☐

35. Will the public right-of-way be used for loading and unloading activities?

YES ☐ NO ☒

YES ☐ NO ☐

36. Does the design maintain emergency vehicle access?

YES ☒ NO ☐

YES ☐ NO ☐

37. Where new streets are being developed, does the design connect and extend the street grid?

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

YES ☒ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: There are minimal changes proposed to the vehicular component of the site.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?

YES ☒ NO ☐ N/A ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

YES ☒ NO ☐ N/A ☐

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES ☐ NO ☒ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

SIGNAL LOCATION

EXISTING CYCLE LENGTH

PROPOSED CYCLE LENGTH

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 may be required.

47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?

Marked Crosswalks

YES ☐ NO ☐ N/A ☐

Pedestrian Refuge Islands

YES ☐ NO ☐ N/A ☐

Signal Timing and Operation

YES ☐ NO ☐ N/A ☐

Bike Boxes

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 ☒

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: No intersections are impacted with this project.

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments:

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FRANKLIN MILLS HOTEL | CIVIC DESIGN REVIEW | JULY 11, 2022 (Rev. 11/03/20) COMPLETE STREETS CHECKLIST | 29



DUFFIELD

ASSOCIATES

Soil, Water & the Environment

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

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 project is located within 1/4 mile of bus stops, including one stop along the property line at Franklin Mills Blvd.
(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.	No, the parking areas will replace an existing open parking lot. A reduction in overall parking area is proposed.
(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% of the parking spaces proposed for the project will be preferred parking for green or 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) ⁱ	N/A the property has no railway frontages.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No, no bike share station is proposed. The nearest existing bike share station is thirteen miles away at York and Aramingo.

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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, onsite vegetation will be maintained without 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. Within the limit of disturbance, 31.7% of the open space is proposed as vegetated, pervious space.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	No, the design does not manage additional runoff from adjacent streets. The project does conform to PWD stormwater requirements, and manages additional runoff from neighboring properties.
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Yes, trees will be utilized throughout the site to shade ground cover. 50% of the on-site hardscapes, including the roof, sidewalk, and open space, will have an SRI >29.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	Yes, the design will meet the requirements of IECC 2018.
(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.

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	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, the project site is within 1000' of Woodhaven Road (SR 63). Air filters with a MERV of 13 will be installed in all regularly occupied spaces.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, the project is not pursuing onsite renewable energy production.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No.

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

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

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

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

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