



6915 GERMANTOWN AVE

Philadelphia, PA
Civic Design Review

Development Team

Owner: 6903 Germantown Ave, LLC
1357 Ridge Avenue
Philadelphia, PA 19123



Architect
700 E. Main Street, Suite 301
Philadelphia, PA 19401



Engineering
& Design

Civil Engineer & Landscape Architecture
2 Penn Center, Suite 700
1500 JFK Boulevard
Philadelphia, PA 19102

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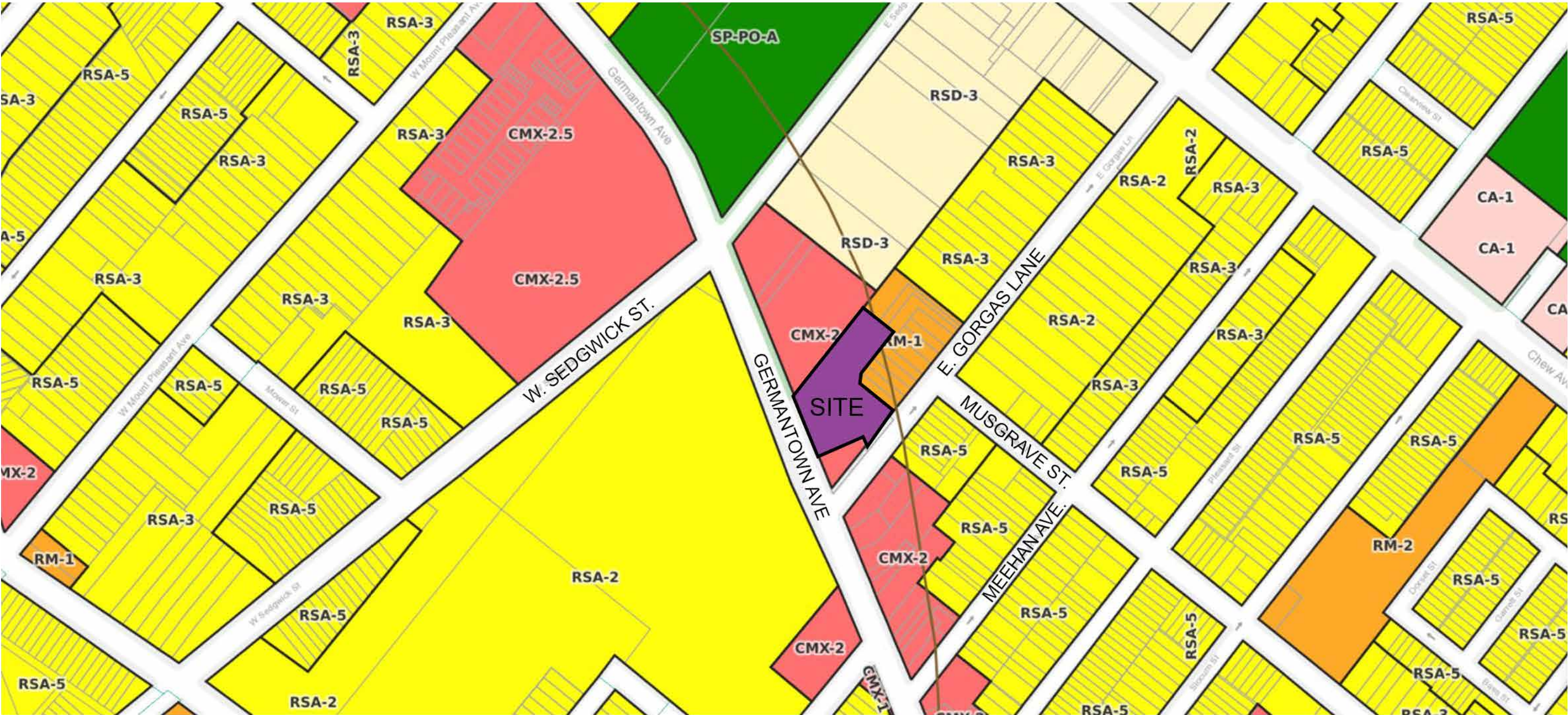
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- 1 LOVETT MEMORIAL LIBRARY
- 2 MOUNT AIRY PLAYGROUND
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- 4 PLEASANT RECREATION CENTER
- 5 PHILADELPHIA FIRE DEPARTMENT | ENGINE 09
- 6 NEW COURTLAND CONFERENCE CENTER
- 7 GERMANTOWN HOME (NURSING HOME)
- 8 ACME MARKETS
- 9 KENCREST HEALTH
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- 11 GERMANTOWN APARTMENTS
- 12 SILVER SPRINGS COMMUNITY
- B BUS STOP







1 VIEW FROM ACROSS GERMANTOWN AVE



2 VIEW NORTH TOWARDS PARK



3 VIEW FROM PARK AT GERMANTOWN AVE LOOKING SOUTH



4 VIEW OF LOVETT MEMORIAL LIBRARY



5 VIEW DOWN GORGAS LANE



6 VIEW AT CORNER OF GERMANTOWN AVE AND GORGAS LANE



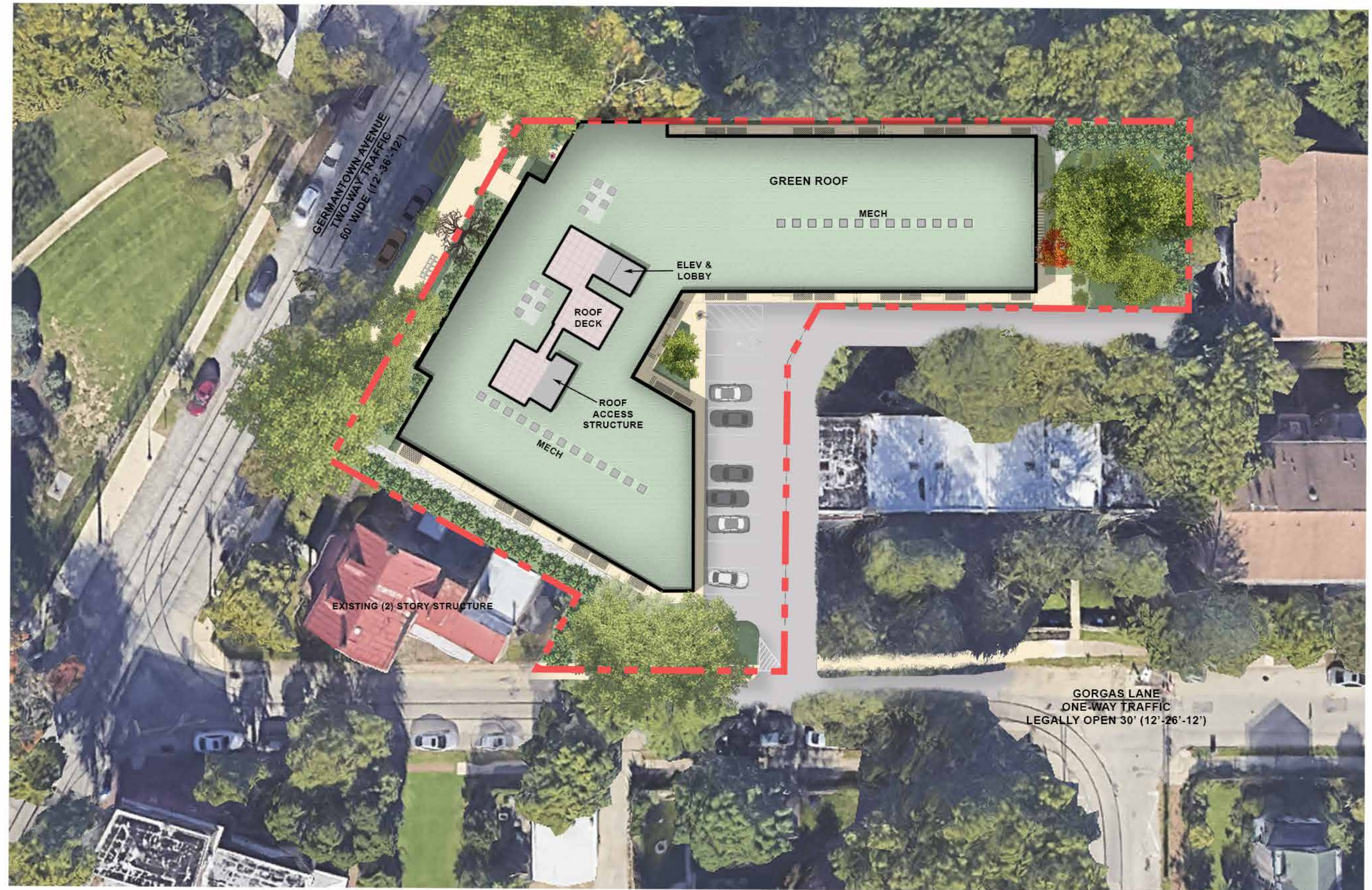
7 VIEW OF EXISTING BUILDING ON SITE



8 VIEW OF SHARED DRIVEWAY ON GORGAS LANE



KEY PLAN



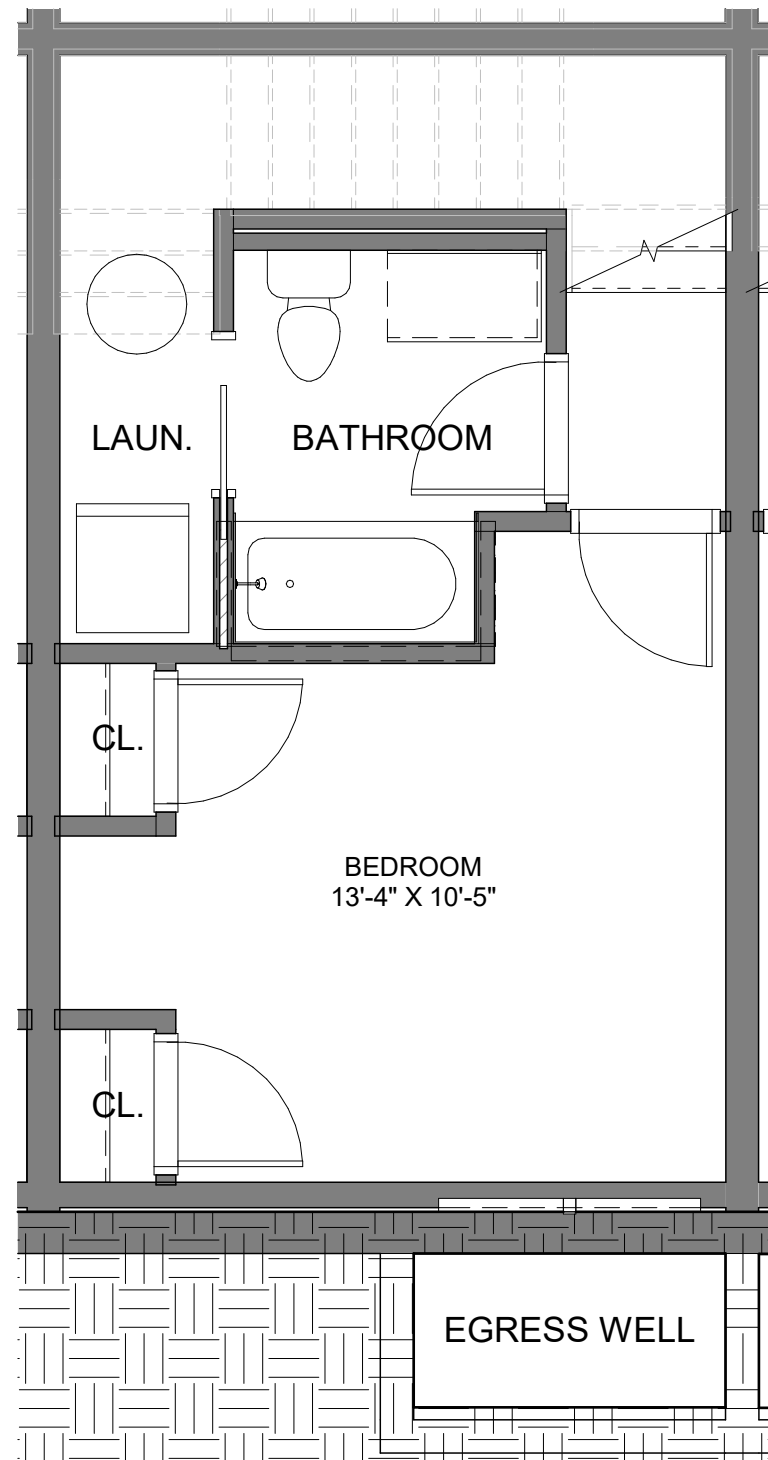
SITE PLAN
1/32" = 1'-0"



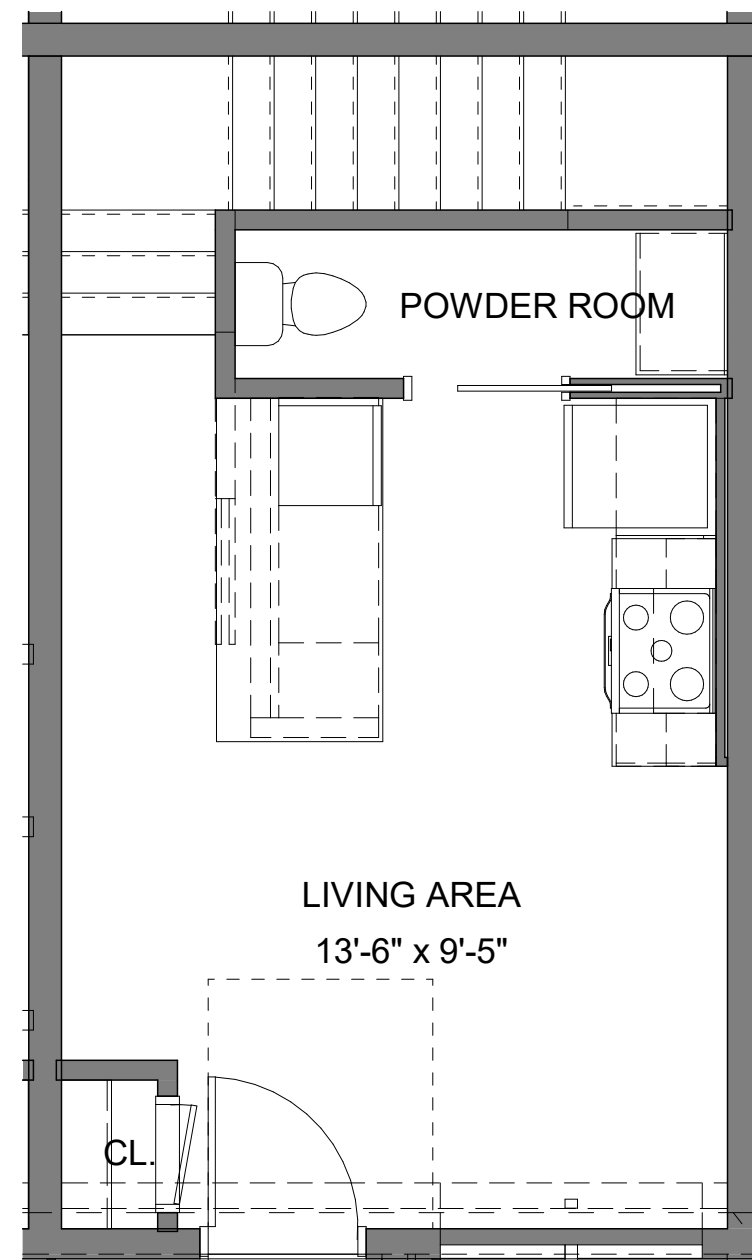
GERMANTOWN AVE

107 E GORGAS LANE

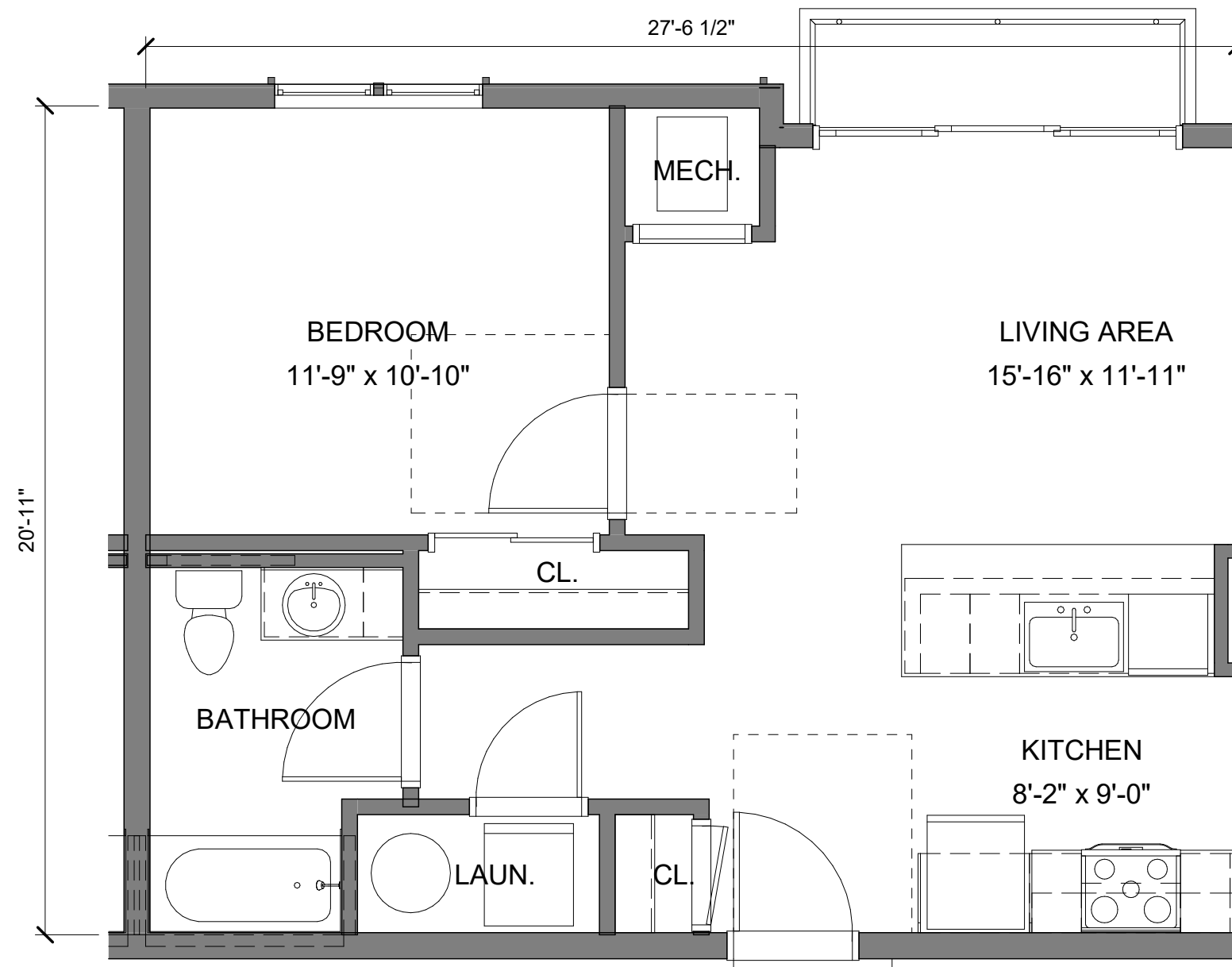




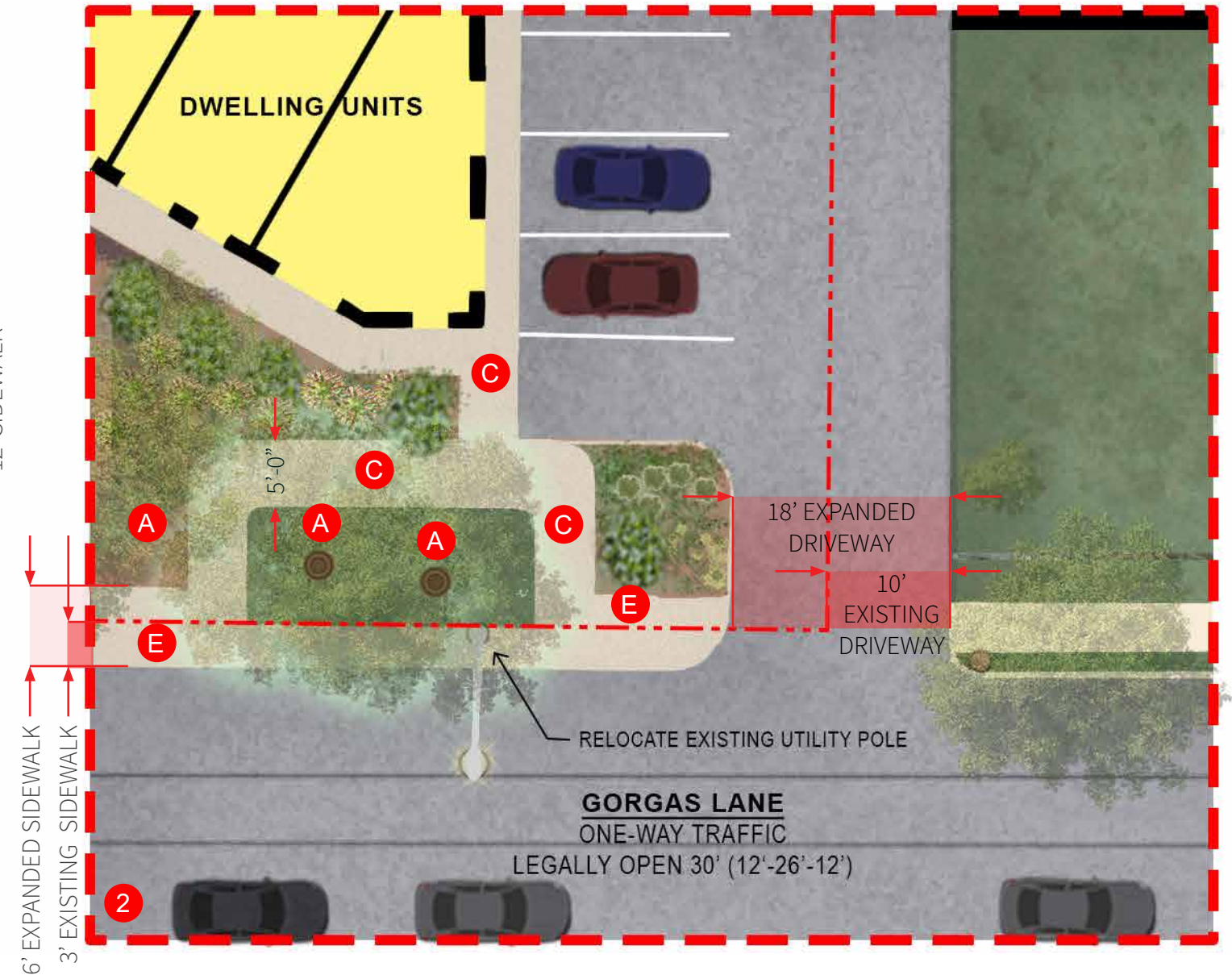
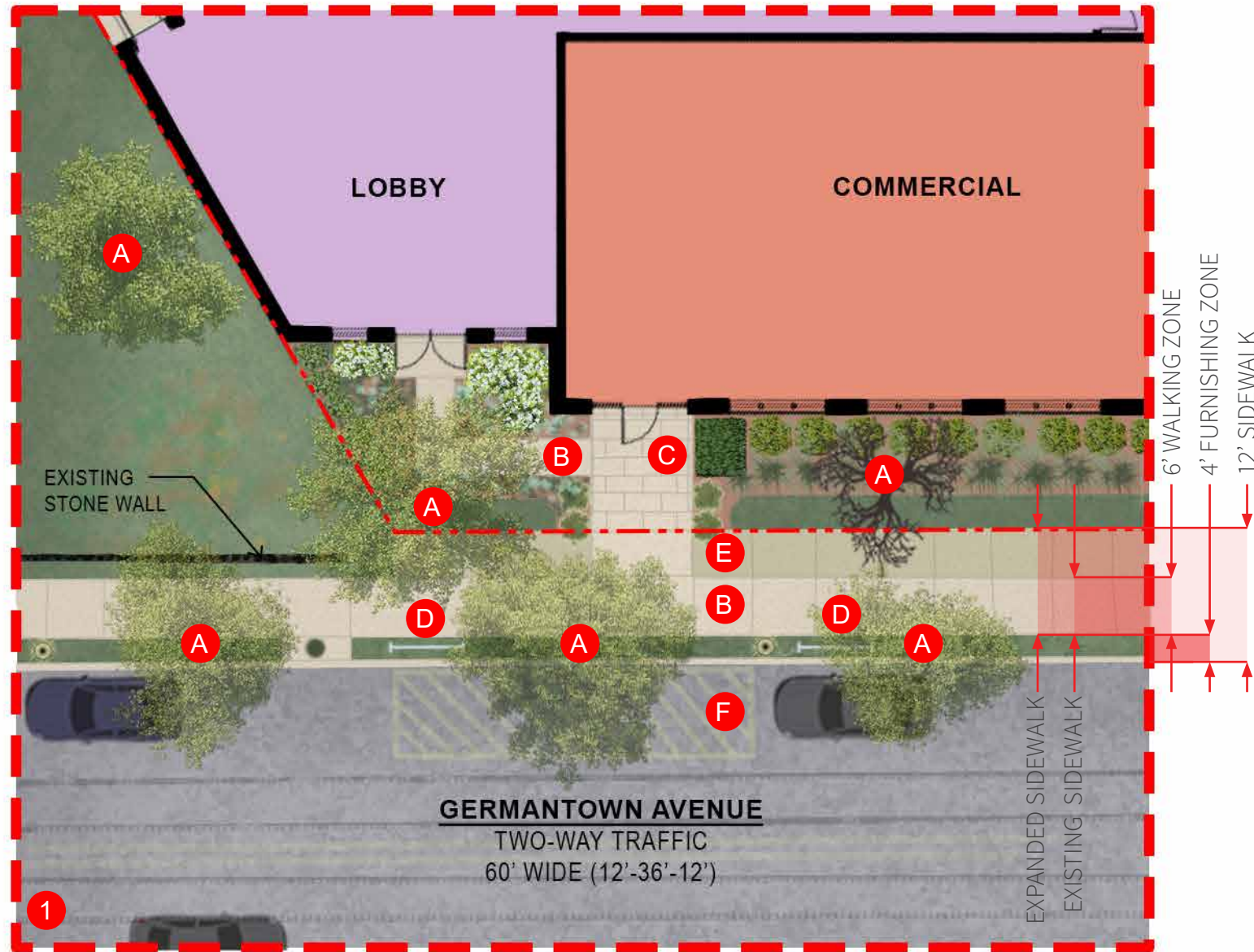
1 1 BED BI-LEVEL - BASEMENT PLAN
SCALE : 1/4" = 1'-0"



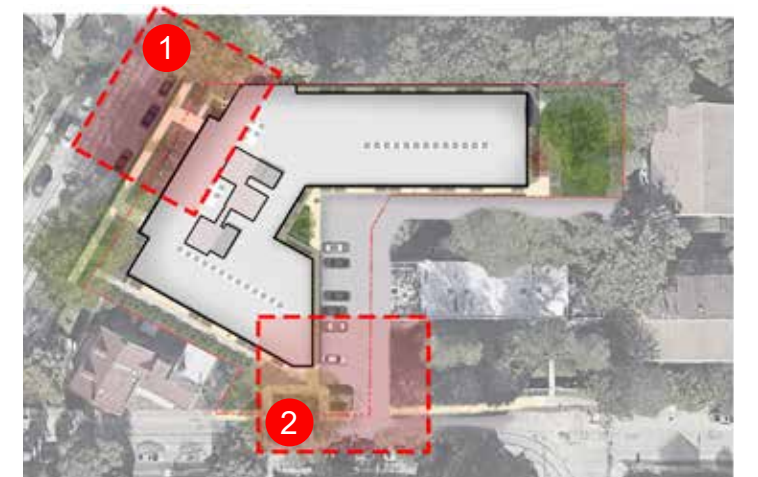
2 1 BED BI-LEVEL - GROUND FLOOR
SCALE : 1/4" = 1'-0"



1 1 BED, TYP. - SECOND FLOOR
SCALE : 1/4" = 1'-0"



- A** EXISTING TREES
- B** CONCRETE SIDEWALKS
- C** PERMEABLE PAVERS
- D** U-SHAPED BICYCLE RACK
- E** EXPANDED SIDEWALK
- F** LOADING ZONE



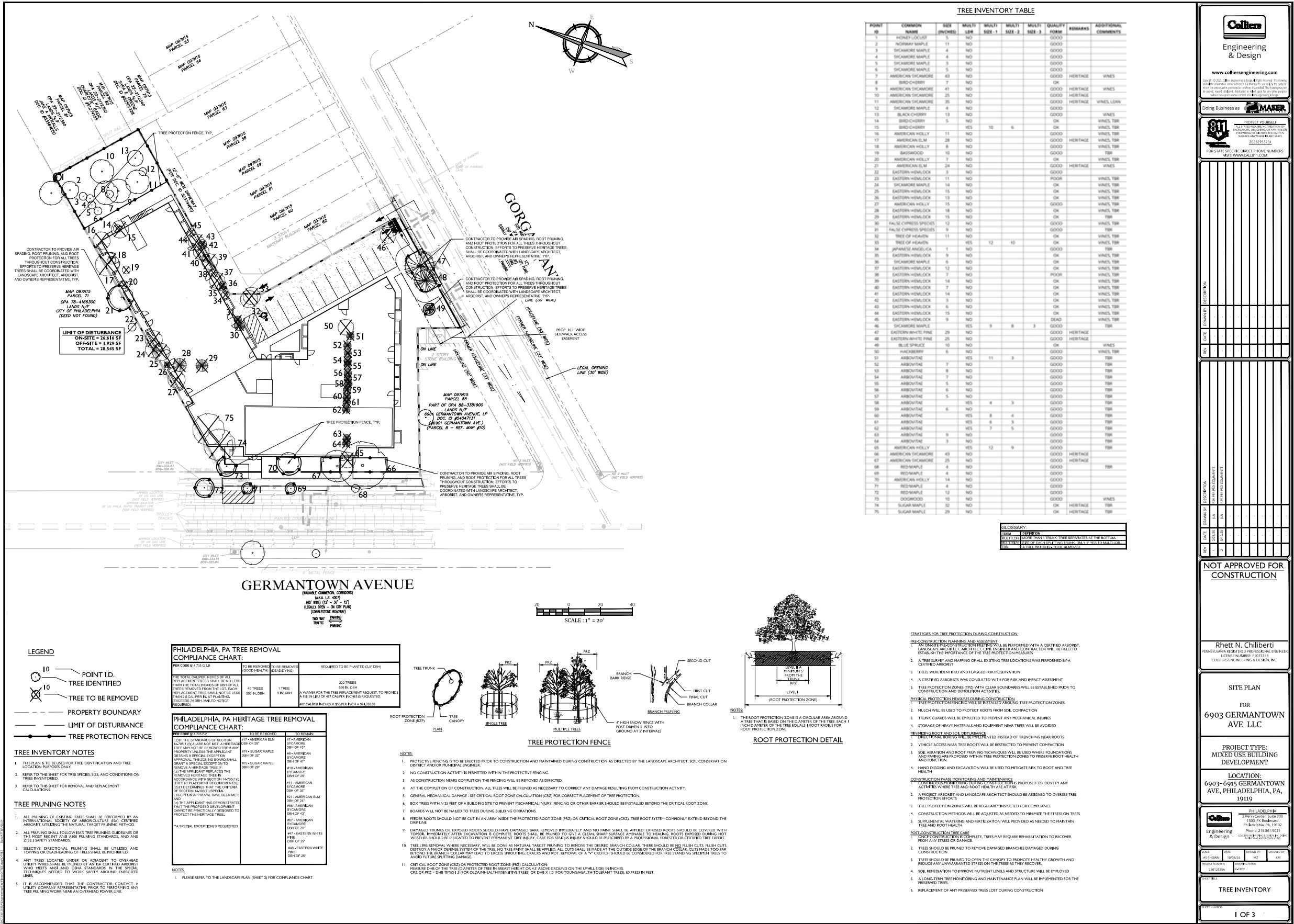


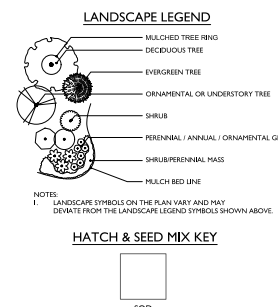
6915 GERMANTOWN AVENUE
PHILADELPHIA, PA
 Client: TIERVIEW DEVELOPMENT

GROUND FLOOR
 Scale: 1/16" = 1'-0"

The above illustrations are representative of the architectural style. They are not meant to illustrate the final design or materials but are intended to depict the size, mass, and general materials of the proposed building.
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 urban design + architecture





GENERAL NOTES

1. THIS SHEET IS TO BE USED FOR LANDSCAPE PURPOSES ONLY.
2. REFER TO CIVIL SITE PLANS FOR ADDITIONAL GENERAL NOTES.

LANDSCAPE PLAN NOTES

1. REFER TO SHEET 3 FOR GENERAL PLANTING NOTES AND LANDSCAPE DETAILS.
2. REFER TO THE DRAIN FOR PLANT SCHEDULES AND SPECIFICATIONS.
3. PLANT LOCATIONS INDICATED ON THE LANDSCAPE PLAN ARE APPROXIMATE. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO SITE CONDITIONS.
4. THE LANDSCAPE PLAN SHALL TAKE PRECEDENCE OVER THE PLANT SCHEDULES AND ANY CONFLICTING INFORMATION.
5. LAWN AREAS SHALL BE STABILIZED WITH SEED UNLESS OTHERWISE INDICATED. BROADCAST AND RAKE SEEDING SHALL BE USED FOR THE LANDSCAPES. DETAIL SHEETS SHALL AND THE SOIL EROSION AND SEDIMENT CONTROL PLAN FOR THE PROJECT'S EROSION CONTROL MEASURES.
6. SOIL SHALL BE A BLEND OF TURKISHGESS SOILS SUITABLE TO THE PROJECT LOCATION AND A LOCALLY AVAILABLE.
7. ALL GRADE THESE PLANTING MATERIALS TO PREDESTINATED WALKWAYS, VELOCES, OR OTHERS IN A SIGHT-TRANGLED OR SIGHT-OBSCURED PLANTING LOCATIONS. PLANTING SHALL BE 70% ABOVE GRADE. ALL SHRUBS WITH A SIGHT-TRANGLED OR SIGHT-OBSCURED PLANTING LOCATIONS SHALL BE PLANTED AT THE ADJACENT CURB AND ARE TO BE APPROPRIATELY PRUNED.
8. CONTRACTOR TO SUPPLY AND INSTALL DEEP ROOT PROOF BARRIER WHEN TREE ROOT BALLS ARE WITHIN C/P AND UNDERGROUND UTILITIES.

TREE PRUNING NOTES

1. ALL PRUNING OF EXISTING TREES SHALL BE PERFORMED BY AN INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) CERTIFIED ARBORIST. UTILIZING THE NATURAL GROWTH PRUNING METHOD.
2. ALL PRUNING SHALL FOLLOW IAS TREE TRIMMING GUIDELINES OR THE MOST RECENT AND ANNUAL PRUNING STANDARDS, AND ANE 213.1 SAFETY STANDARDS.
3. SELECTIVE DIRECTIONAL PRUNING SHALL BE UTILIZED AND TOPPING OR DISKING SHALL NOT BE USED.
4. ANY TREES LOCATED UNDER OR ADJACENT TO OVERHEAD UTILITY WIRES SHALL BE PRUNED TO MAINTAIN CLEARANCE TO THE WIRE AND SHALL FOLLOW STANDARDS IN THE SPECIAL TECHNIQUES NEEDED TO WORK SAFELY AROUND OVERHEAD UTILITY WIRES.
5. THE CONTRACTOR SHALL MAINTAIN A CLEARANCE LINE.
6. IT IS RECOMMENDED THAT THE CONTRACTOR CONTACT A UTILITY COMPANY REPRESENTATIVE PRIOR TO PERFORMING ANY TREE PRUNING WORK NEAR AN OVERHEAD UTILITY.

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION



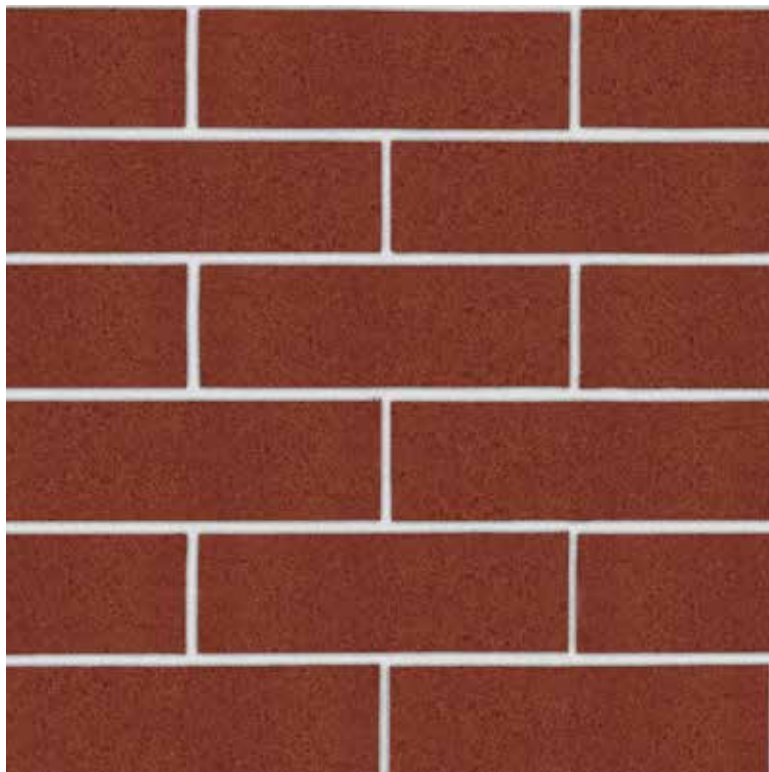
A1 | BRICK
COLOR: TAN



B1 | FIBER CEMENT SIDING
COLOR: BEIGE



C1 | CAST STONE
COLOR: TAN



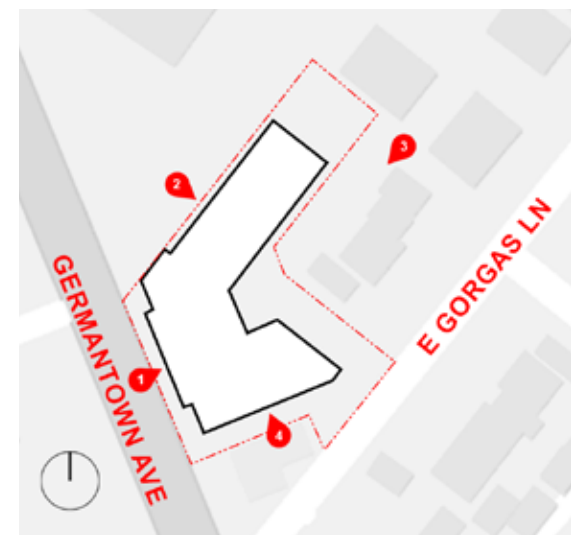
A2 | BRICK
COLOR: RED



B2 | FIBER CEMENT SIDING
COLOR: KHAKI



C2 | CAST STONE
COLOR: RED



KEY PLAN



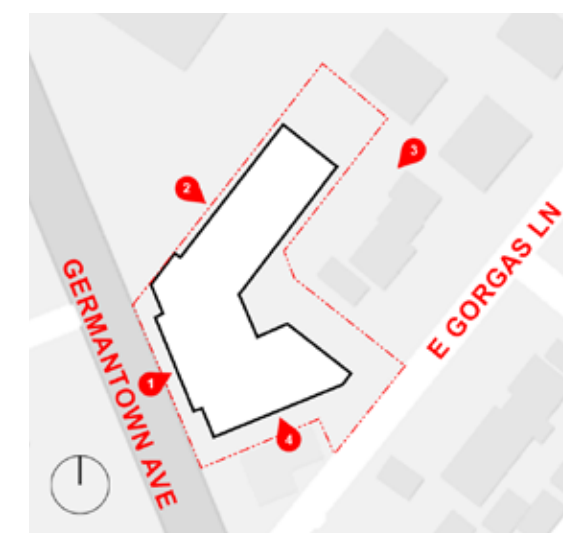
3 NORTH EAST ELEVATION

A2 C2 A2 B1 B2



4 SOUTH ELEVATION

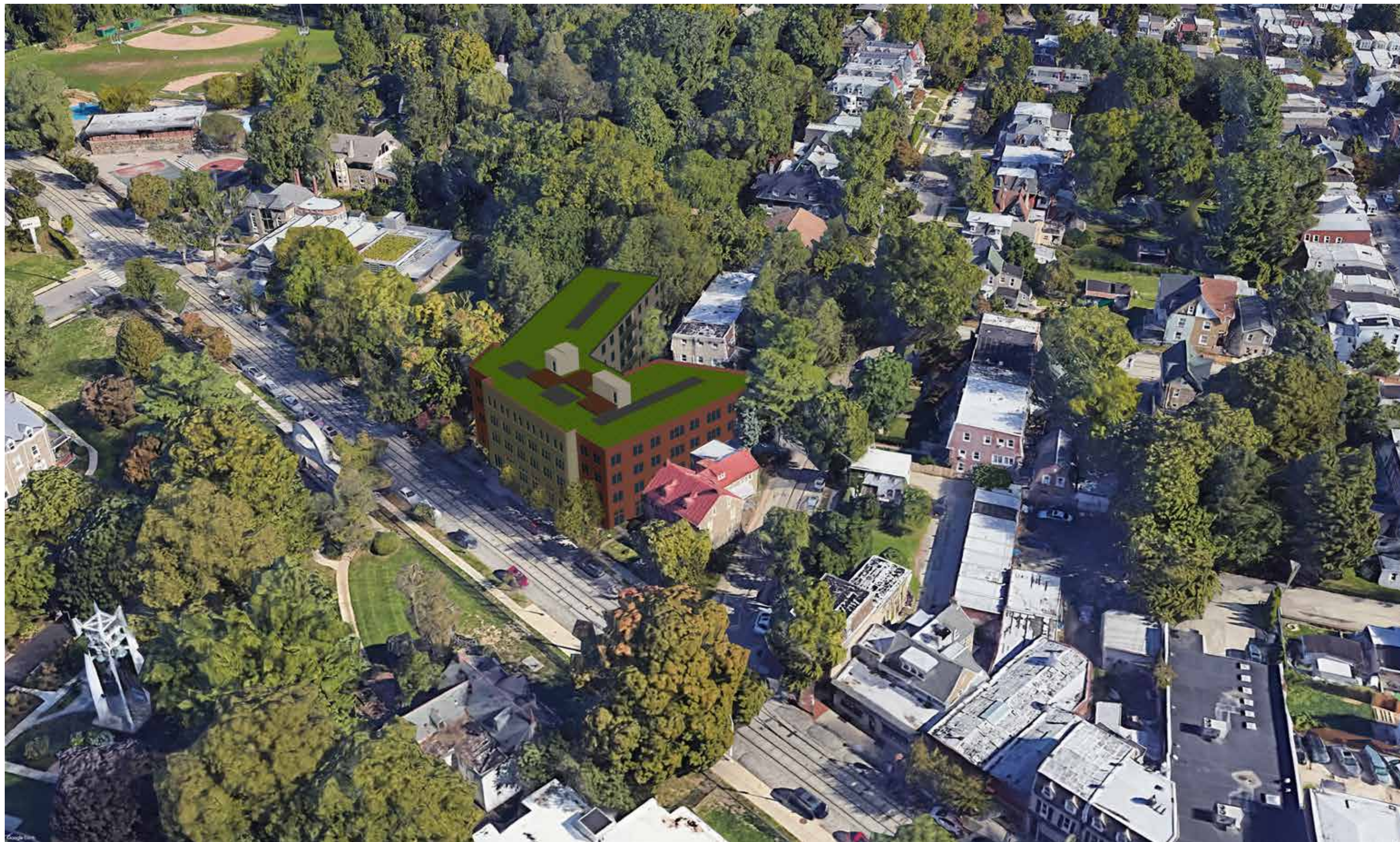
A1 C1 A2 C2 A2 C2 A2



KEY PLAN







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-2025-001876

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

New construction building with more than 50 dwelling units, Affects property in a residential district

PROJECT LOCATION

Planning District: Upper Northwest

Council District: 8

Address: 6903-15 Germantown Ave
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: Jeffrey Watson

Primary Phone: 610-930-2800

Email: jwatson@bartonpartners.com

Address: 700 E Main Street Suite 301
Norristown Pa 19401

Property Owner: 6903 Germantown Ave LLC

Developer: Tierview Development

Architect: BartonPartners Architects
Planners

SITE CONDITIONS

Site Area: 26,498.3 SF

Existing Zoning: CMX-2

Are Zoning Variances required?

Yes

No

X

No variances required, however, a referral for heritage tree payment in lieu requested.

Proposed Use:

MIXED-USE BUILDING WITH 81 RESIDENTIAL UNITS TOTAL GFA: 72,167 SF (2,734 SF COMMERCIAL GFA) (56,663 SF RESIDENTIAL GFA)

Proposed # of Parking Units:11 vehicular parking spaces, 42 bicycle parking stalls

COMMUNITY MEETING

Community meeting held:

Yes

No

X

If yes, please provide written documentation as proof.

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

Date: TBD

Time: TBD

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled:

Yes

No

X

NA

If yes, indicate the date hearing will be held:

Date: TBD

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, there are 2 bus stops on the Germantown ave block for the 23 bus.
(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, the parking area is 11.2% of the site area, less than the 40% required.
(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, there is 1 space (~10%) for car share vehicle, which will be clearly identified with signage.
(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
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	N/A

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.	at grade and roof vegetation will be native species,not requiring permanent 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.	open space is greater than 30%, vegetated and green roof area equal 72.3%
(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	
(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.	much of the on site hardscaping will have a high SRI, and much of the existing trees will provide shade in the front and rear.
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	We will comply with the 2018 IECC
(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	The project will be designed to the Energy star for multifamily new construction standard

	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}	N/A
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	project team will evaluate if this is feasible for the site.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	

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 *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 ...

CHANGE THE CURB LINE

- Adding a new lane
- Adding a new sidewalk
- Adding a new transit shelter/stairway
- Adding a new transit stop
- Adding a new transit station
- Adding a new transit route
- Adding a new transit line
- Adding a new transit station
- Adding a new transit line

ENCROACH ON THE ROW

- Adding a new building
- Adding a new structure
- Adding a new structure
- Adding a new structure
- Adding a new structure
- Adding a new structure
- Adding a new structure
- Adding a new structure

BUILD A SIGNIFICANT DEVELOPMENT

- Adding a new building
- Adding a new structure
- Adding a new structure
- Adding a new structure
- Adding a new structure
- Adding a new structure
- Adding a new structure
- Adding a new structure

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

6915 Germantown Avenue

2. DATE

3. APPLICANT NAME

Jeffrey Watson, Principal Barton Partners

5. PROJECT AREA: list precise street limits and scope

6903-6915 Germantown ave Between E Gorgas Lane and E Sedgwick Street, with frontage along E Gorgas Lane between Germantown Ave and Chew Ave.

4. APPLICANT CONTACT INFORMATION

700 E Main Street Norristown Pa 19401

6. OWNER NAME

6903 Germantown Ave LLC

7. OWNER CONTACT INFORMATION

1357 Ridge Ave Philadelphia Pa 19123

8. ENGINEER / ARCHITECT NAME

Jeffrey Watson, Principal, BartonPartners Architects Planners Inc

9. ENGINEER / ARCHITECT CONTACT INFORMATION

700 E Main Street Suite 301 Norristown Pa 19401

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
Germantown Ave	E Gorgas Lane	E Sedgwick Street	Walkable Commercial Corridor
E Gorgas Lane	Germantown Ave	Chew Ave	City Neighborhood street
_____	_____	_____	_____

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: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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) <small>Required / Existing / Proposed</small>	CITY PLAN SIDEWALK WIDTH <small>Existing / Proposed</small>
Germantown Ave	12 / 5 / 21	5 / 9
E Gorgas Lane	12 / 3 / 6	3 / 6
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

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 <small>Required / Existing / Proposed</small>
Germantown Ave	6 / 5 / 6
E Gorgas Lane	6 / 3 / 6
_____	____ / ____ / ____
_____	____ / ____ / ____

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
Driveway	10	E Gorgas Lane
Driveway	13	6915 Germantown ave
Driveway	18	6903 Germantown ave
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	18 (8' additional)	E Gorgas Lane
_____	_____	_____
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES ☒ NO ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
Germantown Ave	2 / 0
E Gorgas Lane	0 / 0
_____	____/____
_____	____/____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
Germantown Ave	4 / 3 / 3
E Gorgas Lane	4 / 0 / 0
_____	____/____/____
_____	____/____/____

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

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

YES ☒ NO ☐ N/A ☐
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 ☐
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 ☐

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: Property has existing Street Trees that will be maintained.

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>

42 off street bicycle parking spaces provided.

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
6915 Germantown Ave	42	0 / 0	0 / 8	0 / 42
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____

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: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

					DEPARTMENTAL APPROVAL
28. Does the design limit conflict among transportation modes along the curb?	YES <input checked="" 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 checked="" 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 checked="" 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
_____	_____	_____	____/____	____
_____	_____	_____	____/____	____
_____	_____	_____	____/____	____
_____	_____	_____	____/____	____

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

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: Curb will be restored when existing driveways along Germantown Ave are removed.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

					DEPARTMENTAL APPROVAL
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>		YES <input type="checkbox"/> NO <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 checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>		YES <input type="checkbox"/> NO <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 checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				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"/>
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?				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 checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

September 9th, 2025

Liz C Fuselier
Planner 2-Art and Design Division
Department of Planning and Development
City of Philadelphia
1515 Arch Street, Floor 13
Philadelphia, PA 19102
Elizabeth.Fuselier@Phila.gov

RE: 6903-15 Germantown ave CDR comments

Dear Ms. Fuselier,

Thank you for the response regarding the CDR project at 6915 Germantown ave. Below is the list of recommendations and responses to each.

Registered community organization comments- East Mount Airy Neighbors

1. The RCO is concerned that this project, with only 11 parking spaces for 81 dwelling units, will increase congestion and have a negative impact on the nearby fire station at 6900 Germantown Avenue.
Noted, however the parking count is by-right under the zoning code. We can work with the Streets and other departments to affect and negative impact, as necessary.
2. The RCO supports development, but the proposed density is out of scale with the neighborhood context and development patterns along Germantown Avenue.
Noted, However, the density is allowed by-right under the zoning code for this district.
3. This proposed scale and building massing is incongruent with the historic structure at 6901 Germantown Ave and Lovett Memorial Library and park.
Noted.

General CDR comments

4. The committee appreciates the materiality, inclusion of on-site affordable units, inclusion of balconies, and the overall architectural design of the project..
5. Provide additional views of the building to better show the impact on Lovett Memorial Library and park.
No additional views are provided at this time.

Site Design Comments (including Complete Streets)

5. Consider adding secure bicycle parking storage on the ground floor.
We will be incorporating into our final lobby design.
6. The exterior pathways that serve the ground floor residential units are in conflict with the egress wells.
The Egress wells have grates that are flush with the walking surface and not in conflict, however, we can explore recessing to widen the walkway.
7. Consider strategies to improve the ground floor unit entries to improve pedestrian access, create a better sense of privacy for residents, and improve the building's interaction with the park at Lovett Memorial Library.
We will continue to evaluate the design to improve these direct entry units.
8. The building footprint is within the dripline of some of the remaining heritage trees.
Our arborist has considered this and has details to selectively prune and protect the trees root structure and canopy
9. Consider ways to better address loading and deliveries to reduce congestion
Noted.
10. The unit mix is heavily weighted towards one-bedroom units. Consider including larger units to decrease the density.

Contact

610.930.2800 | www.bartonpartners.com
BartonPartners Architects Planners, Inc.

Norristown

700 E. Main St. Suite 301 | PA 19401

The owner has many residential buildings in the area and provided the unit mix based on historic market data.

11. The building massing needs to transition better to the park and adjacent historic building.

- Add a fourth-floor setback and use the space for additional outdoor amenities.
- Consider lighter materials on the top floor to give the impression of a setback. Use materials that are prevalent in the neighborhood.

We will consider existing site conditions and building colors as the design evolves.

Please feel free to reach out to our office if you have any questions or comments. Looking forward to presenting on Tuesday.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey M. Watson", with a stylized, flowing script.

Jeffrey Watson AIA LEED AP
Principal