

106 JAMESTOWN AVENUE



DEVELOPMENT TEAM

- Owner**

Jamestown Partners, LLC
1833 Fairmount Avenue
Philadelphia, PA 19130
- Architect**

BartonPartners Architects and Planners
300 E. Main Street
Suite 301
Norristown, PA 19401
- Civil Engineer/Landscape Architect**

Ruggiero Plante Land Design
5900 Ridge Avenue
Philadelphia, PA 19128
- Land Use Counsel**

Blank Rome LLP
One Logan Square
130 North 18th Street
Philadelphia, PA 19103

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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-2026-001178

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

Case 2, The proposed project includes more than 50 dwelling units, and within 200’ of residential Zoning district.

PROJECT LOCATION

Planning District: Lower Northwest Council District: 4

Address: 106 Jamestown Avenue

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: design@bartonpartners.com Address: 700 E. Main Street Suite 301
Norristown, PA 19401

Property Owner: Jamestown Partners, LLC Developer: Jamestown Partners, LLC
Architect: BartonPartners Architects and Planners

SITE CONDITIONS

Site Area: 16,738 SF

Existing Zoning: ICMX Are Zoning Variances required? Yes X No

Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
73 Dwelling units, 66,862 GFA
Proposed # of Parking Units:
36 vehicle spaces, 24 class A bike parking spaces

COMMUNITY MEETING

Community meeting held: Yes No X

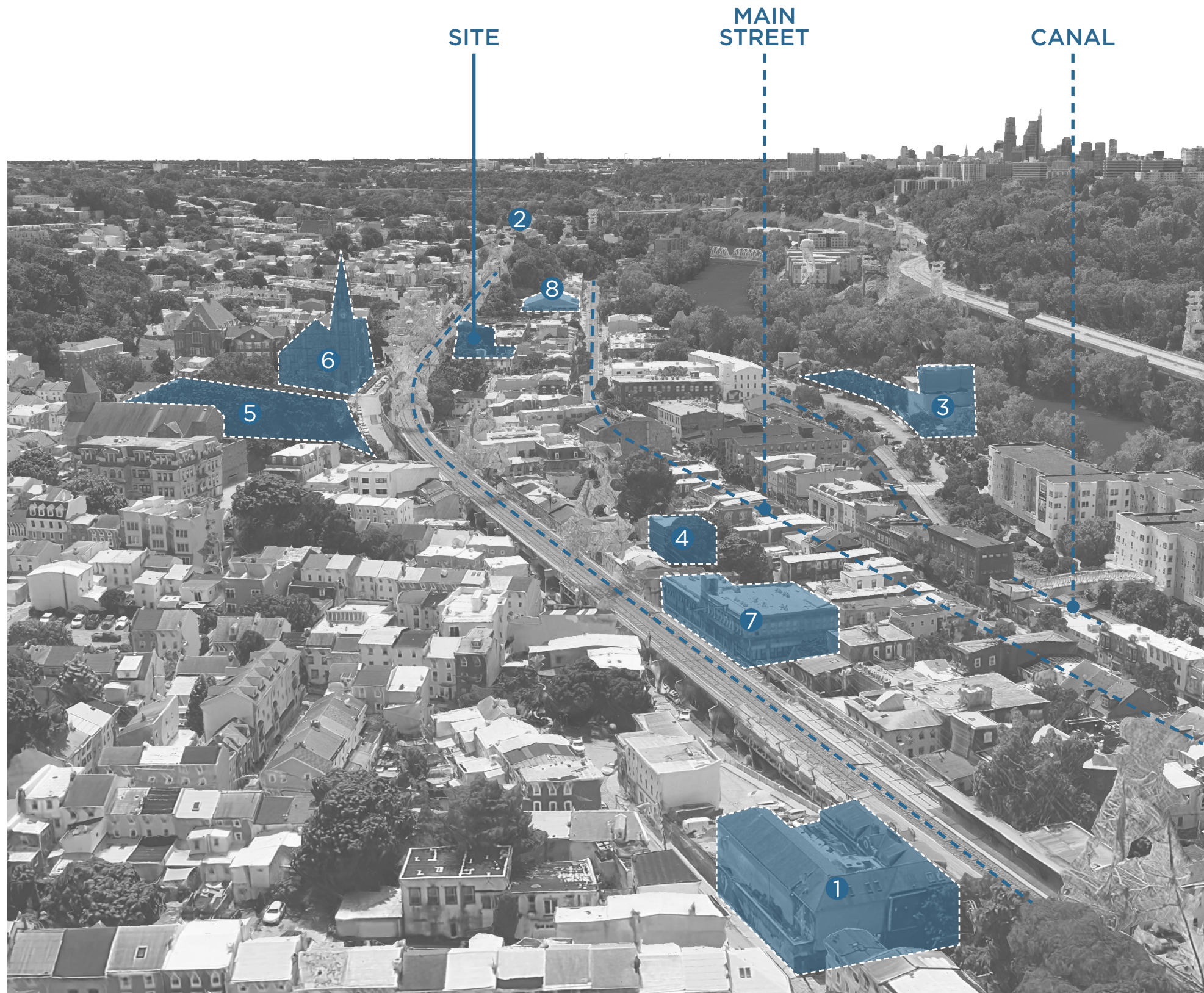
If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:
Date: 5/21 Time: 7pm

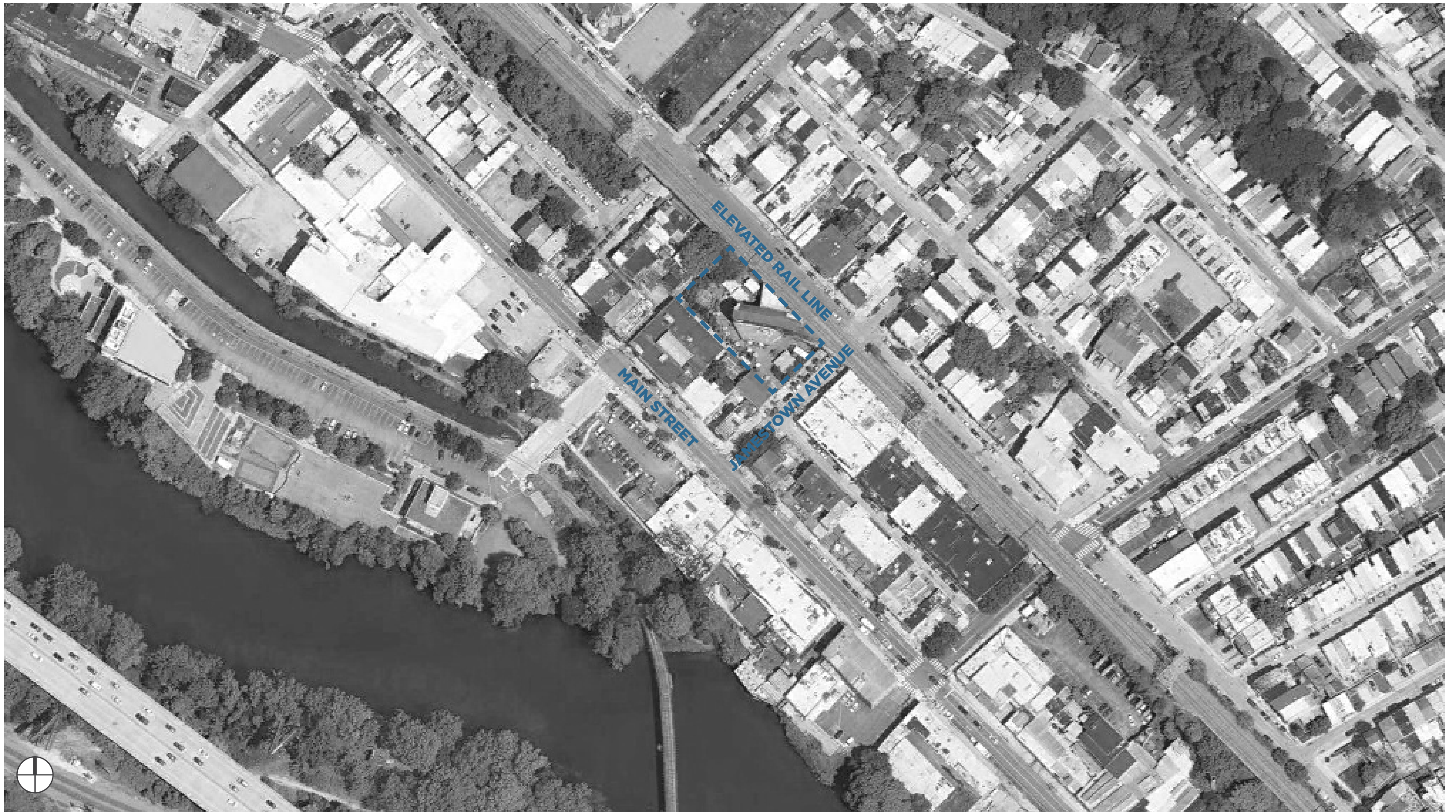
ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes x No NA

If yes, indicate the date hearing will be held:
Date: 8/26/2026

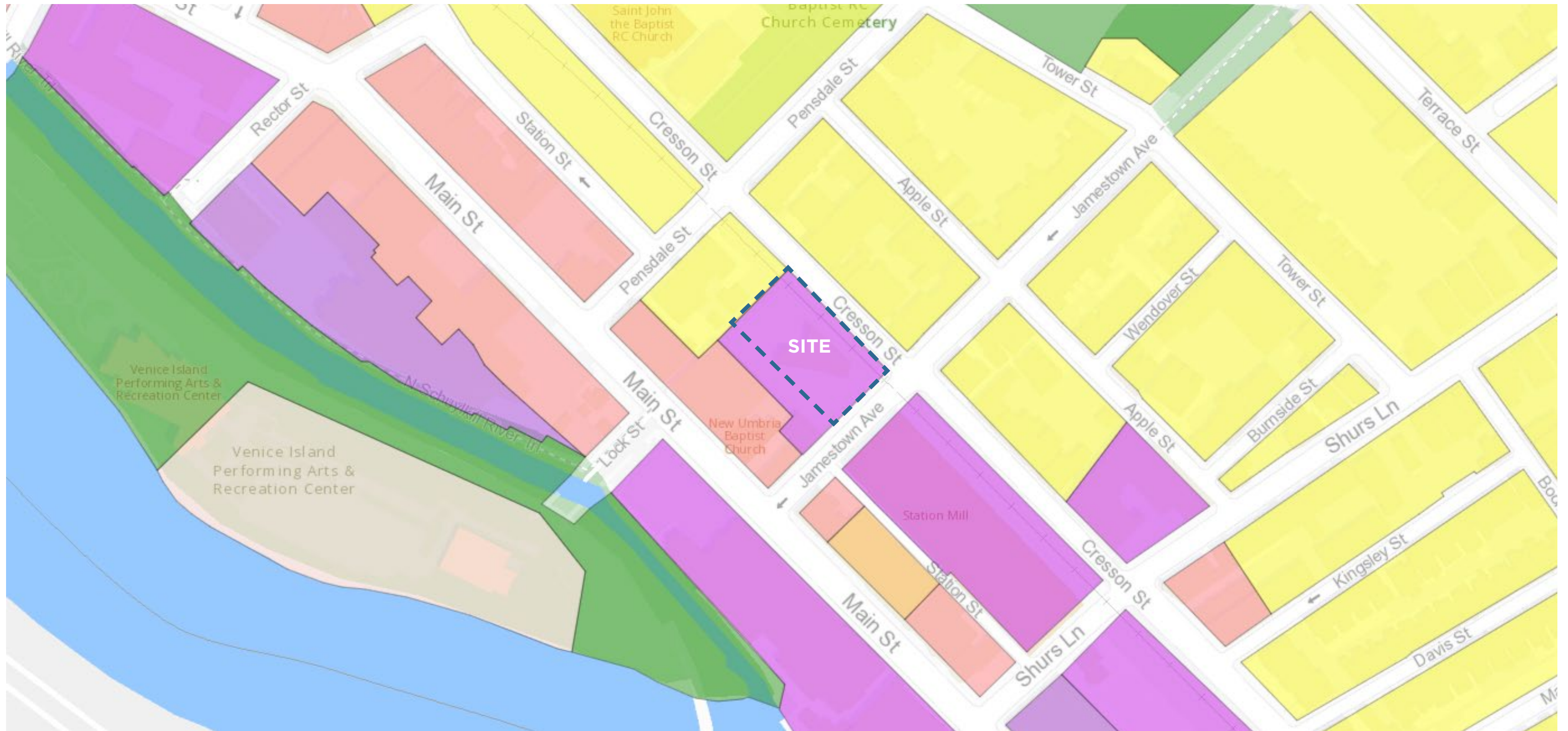


- ① Manayunk Train Station
- ② Wissahickon Train Station
- ③ Venice Island Performing Arts and Recreation Center
- ④ Manayunk Development Corporation
- ⑤ Pretzel Park
- ⑥ St. John the Baptist Roman Catholic Church
- ⑦ Palm Tree Market
- ⑧ Starfinder Foundation



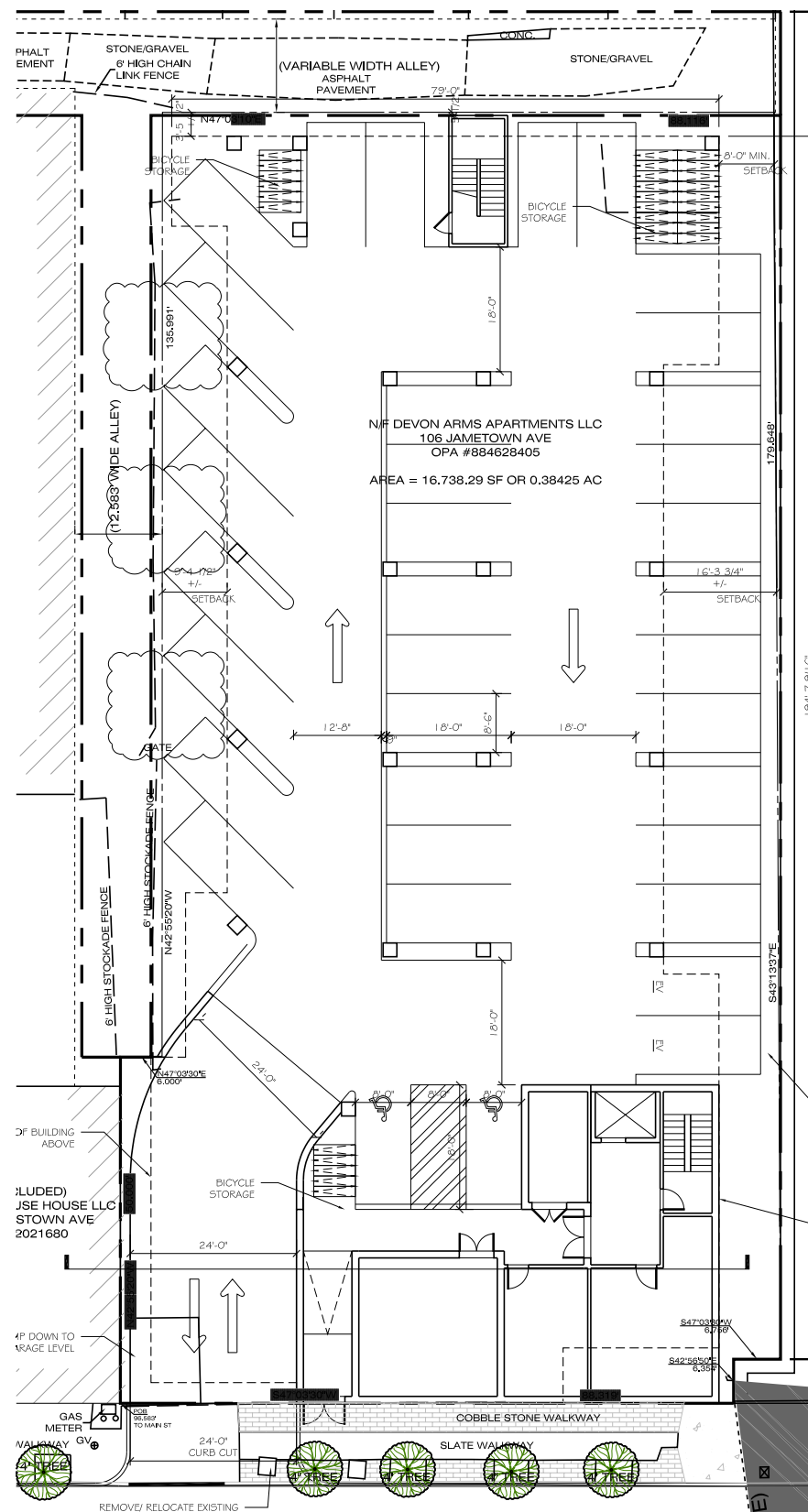




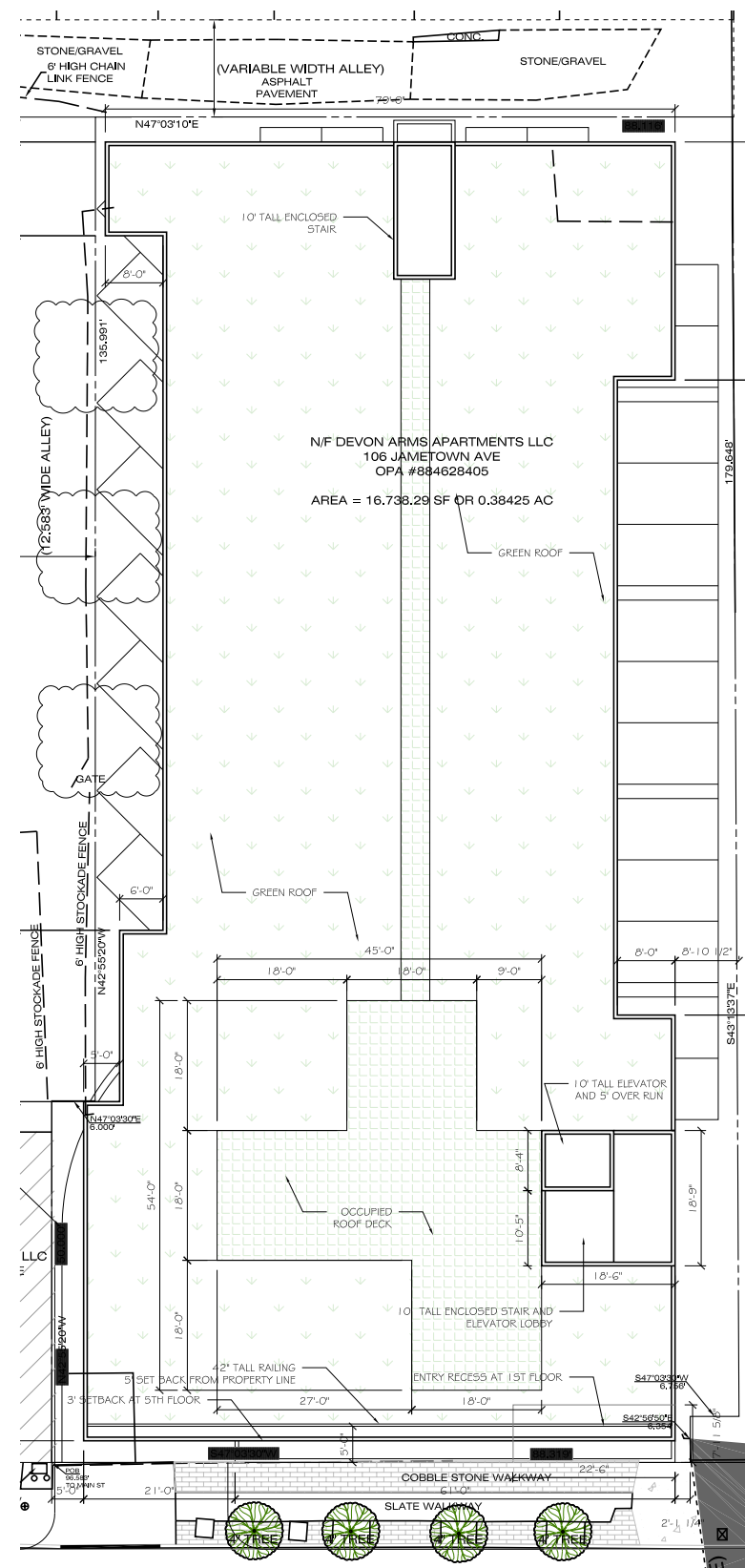


- Auto-Oriented Commercial - CA1 ●
- Neighborhood Commercial Mixed-Use - CMX2.5 ●
- Industrial Commercial Mixed-Use - ICMX ●
- Residential Multi-Family - RM1 ●
- Residential Single-Family Attached - RSA5 ●
- Special Purpose Parks and Open Space - SPPO ●

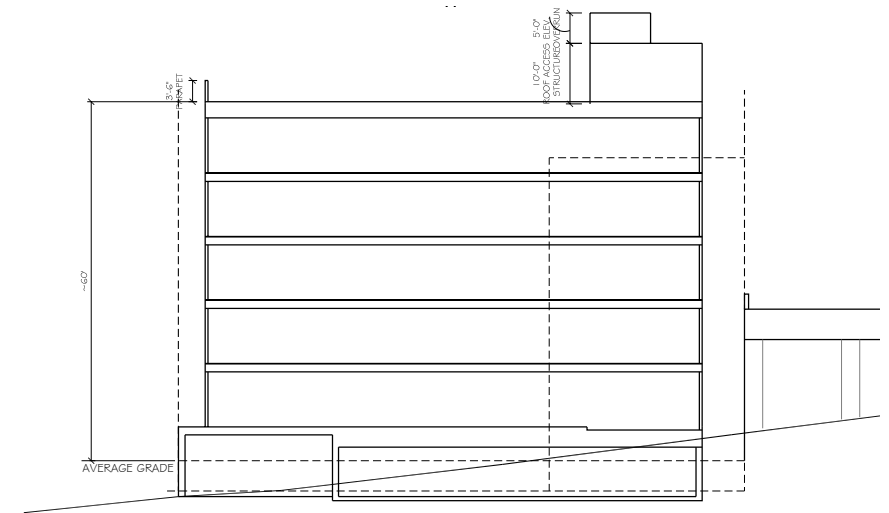




GROUND FLOOR PLAN

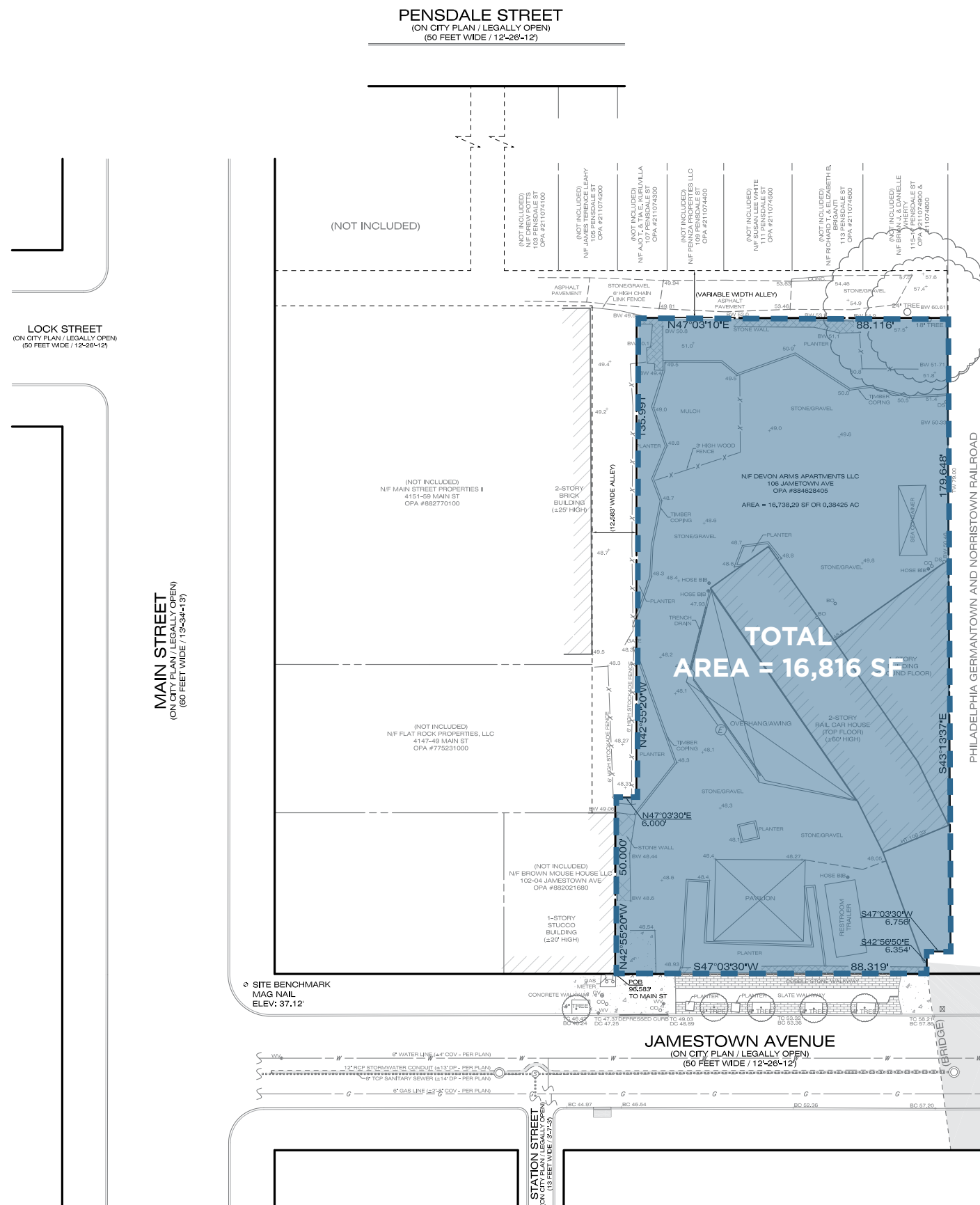


ROOF PLAN

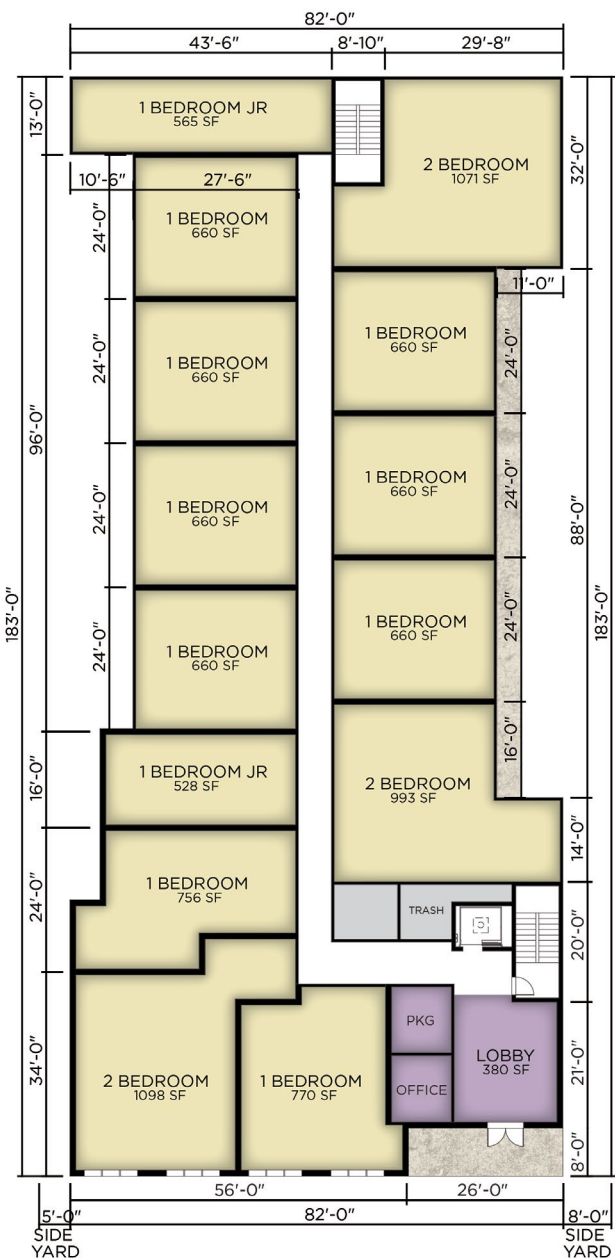


BASE DISTRICT:	I-CMX	
ABUTTING DISTRICTS:	CMX 2.5, RSA-5	
LOT AREA:	16,816 SF	
USE	ALLOWED INDUSTRIAL/ COMMERCIAL USES	PROPOSED MULTI-FAMILY 73 DWELLING UNITS 36 SURFACE PARKING STALLS 24 ACCESSORY BICYCLE STALLS
F.A.R. / DWELLING UNITS	500% MAX (84,060 SF)	396% (66,862 SF)
DIMENSIONAL STANDARDS:	REQUIRED/ALLOWED	PROPOSED
OPEN AREA	0%	22.6% (3,794 SF)
OCCUPIED AREA	100%	77.4% (13,022 SF)
MIN. FRONT YARD DEPTH	N/A	0 FT
MIN. SIDE YARD WIDTH	0 FT	MIN. 8 FT
MIN. REAR YARD DEPTH	9 FT (ABUTS RSA-5)	3 1/2 FT
MAX HEIGHT	60 FT	60 FT
TOTAL GFA:	66,862 SF GROUND FLOOR = 2,115 SF FLOOR 1 = 12,842 SF FLOOR 2-4 = 13,022 SF FLOOR 5 = 12,839 SF	

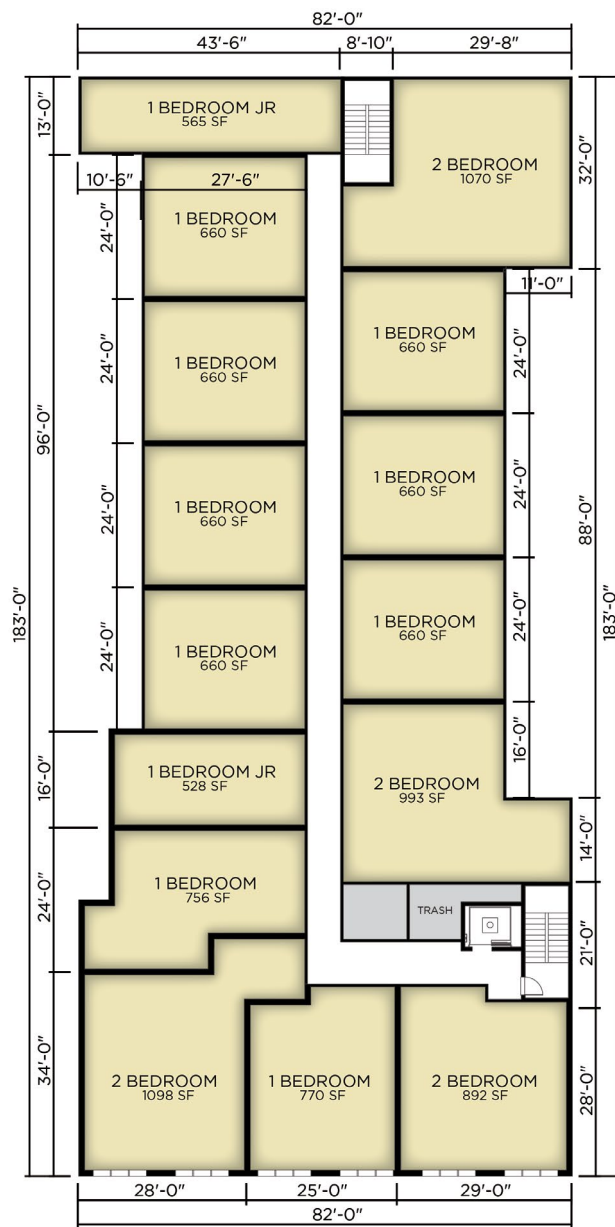
NCA NEIGHBORHOOD COMMERCIAL AREA OVERLAY DISTRICT - MAIN STREET MANAYUNK AND VENICE ISLAND SUBAREA A



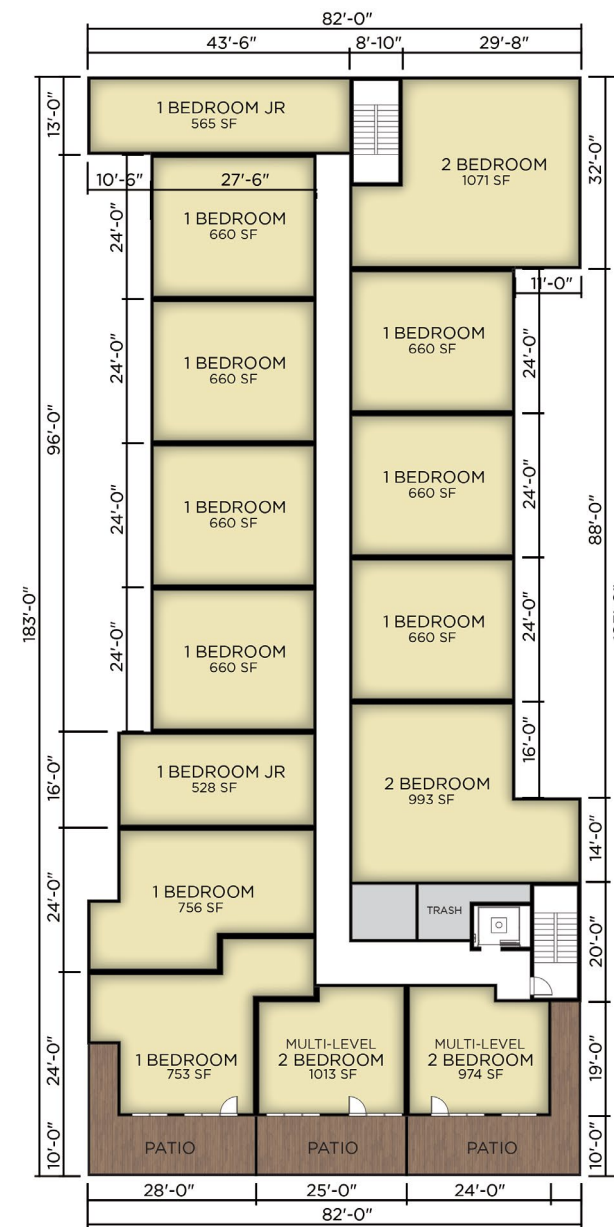




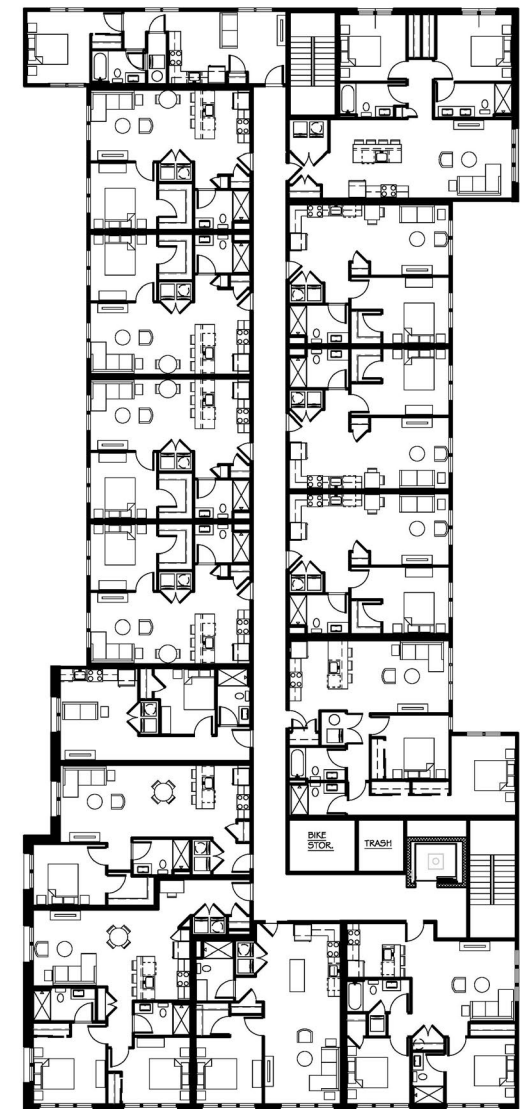
FIRST FLOOR PLAN



SECOND-THIRD FLOOR PLAN



FOURTH-FIFTH FLOOR PLAN



TYPICAL FLOOR PLAN

PLANTING PALLET

STREET TREE



Malus hargozam Harvest Gold Crabapple



Prunus 'x' yeodensis Yoshino Cherry

GREEN ROOF



Sedum album White Stonecrop



Sedum spurium Dragons Blood Stonecrop



Sedum rupestre 'Angelina' Golden Stonecrop



Sedum acre Golden Moss Stonecrop

LANDSCAPE PLANTING



Schizachyrium scoparium Little Bluestem



Panicum virgatum Switchgrass



Diervilla lonicera Dwarf-bush Honeysuckle



Liriope muscari Lily-turf



rhododendron periclymenoides Azalea Pinxterbloom



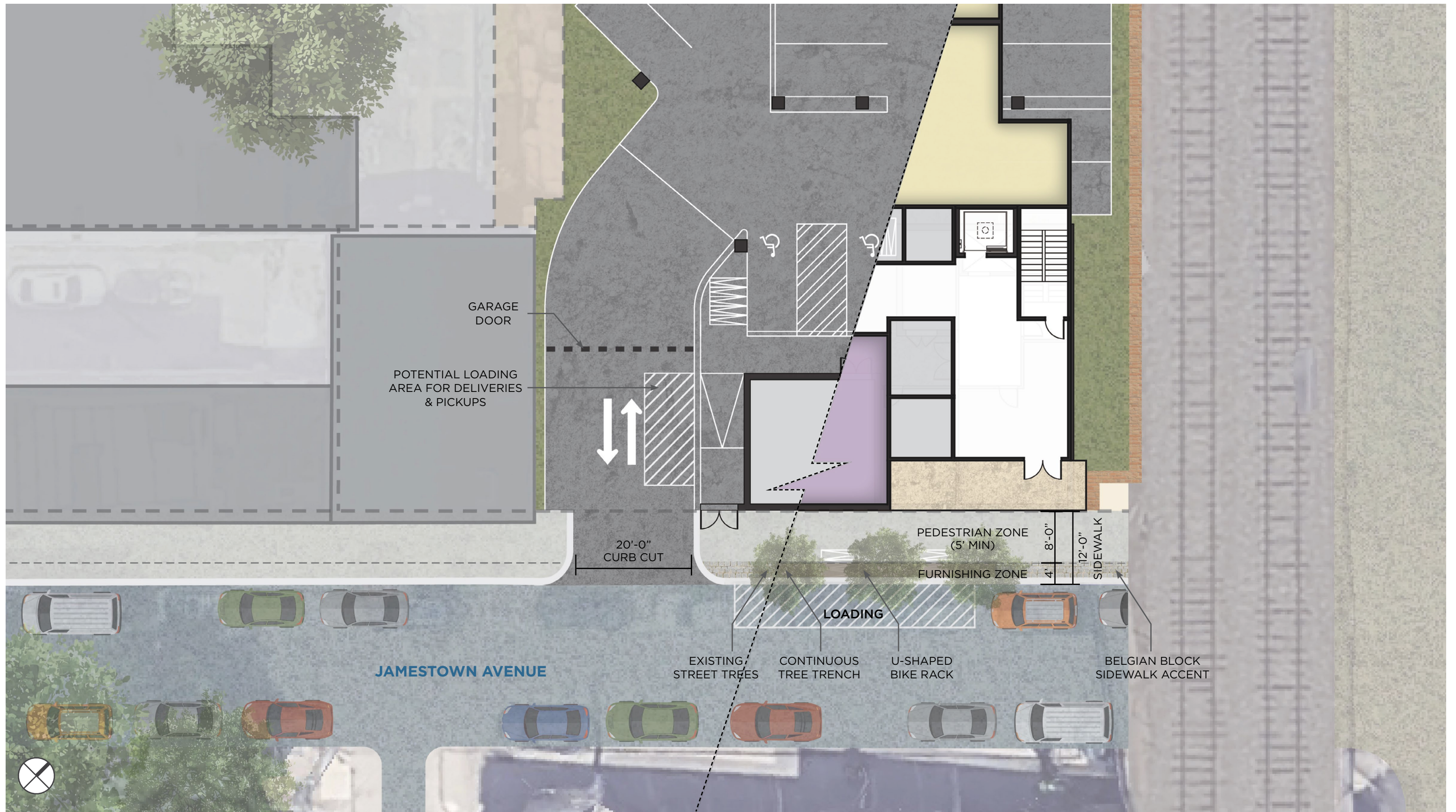
Onoclea sensibilis Sensitive Fern



Hydrangea arborescense Wild Hydrangea

PLANT LIST

QUANTITY	CODE	BOTANICAL NAME	COMMON NAME	NOTES
PROPOSED PLANTINGS				
TREES				
1		Malus hargozam	Harvest Gold Crabapple	2.5" Cal, B&B
2		Prunus 'x' yeodensis	Yoshino Cherry	2.5" Cal. B&B
SHRUBS				
20		Diervilla lonicera	Dwarf-bush Honeysuckle	#5 can, 18-24"
12		Hydrangea arborescense	Wild Hydrangea	#5 can, 18-24"
114		Onoclea sensibilis	Sensitive Fern	#5 can, 18-24"
22		Panicum virgatum	Switchgrass	#5 Can, 18-24"
7		Rhododendron periclymenoides	Pinxterbloom Azalea	#5 Can, 18-24"
115		Schizachyrium scoparium	Little Bluestem	#5 Can, 18-24"
PERENNIALS/GROUND COVER				
57		Liriope muscari	Lily-turf	Bulb Plantings (18" O.C.)







LEFT ELEVATION



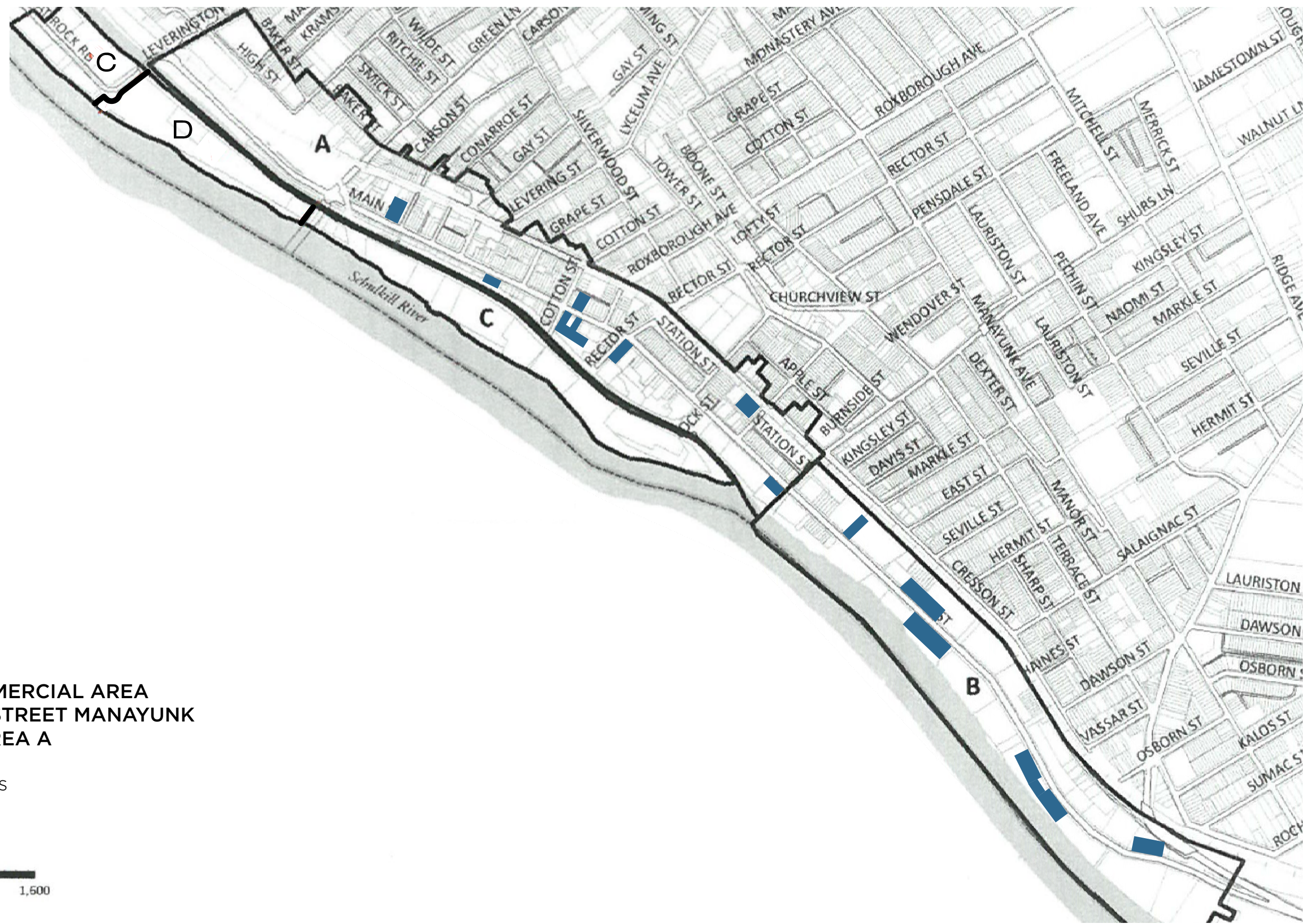
FRONT ELEVATION



RIGHT ELEVATION

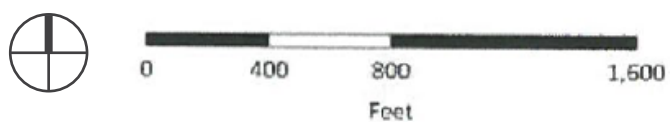


REAR ELEVATION



**NCA NEIGHBORHOOD COMMERCIAL AREA
OVERLAY DISTRICT - MAIN STREET MANAYUNK
AND VENICE ISLAND SUBAREA A**

● Existing/approved buildings
taller than 38'







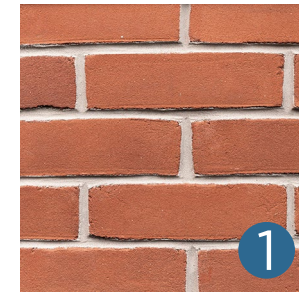
EXISTING



PROPOSED



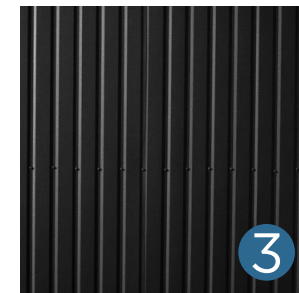




BRICK
RED



CAST STONE
TAN



CORRUGATED METAL SIDING
BLACK



FIBER CEMENT SIDING
GRAY



ALUMINUM WINDOW
BLACK







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 within 200' from the 35, 61, and 62 SEPTA bus lines and within a 10 minute walk to 2 SEPTA train stations
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	Yes, all of the parking is located underneath the building, with only a small area exposed
(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 can be used for electric 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	Yes, the building is setback 8'-23' from the elevated train structure, and providing upgraded sound attenuation for envelope and windows
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Unfortunately, this property does not fit the criteria for a bike share station
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, the landscape identifies drought-tolerant, native species that were selected to minimize or eliminate irrigation needs once established

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, a green roof with 60% vegetation is proposed on site
(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	Yes, the landscape plan incorporates permeable surfaces in both parking fields and the green roof, which manage on-site stormwater runoff in accordance with 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.	Yes, permeable surfaces reduce heat absorption compared to standard asphalt and three street trees, proposed along the frontage, provide shading over the right-of-way.
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 project will follow the 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	Yes, the project team will design to Energy Star standards for the building
	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 will comply
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Yes, the design team will evaluate if on site renewable energy is feasible for the project
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Yes, the project team will continually evaluate options to make the project more sustainable

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

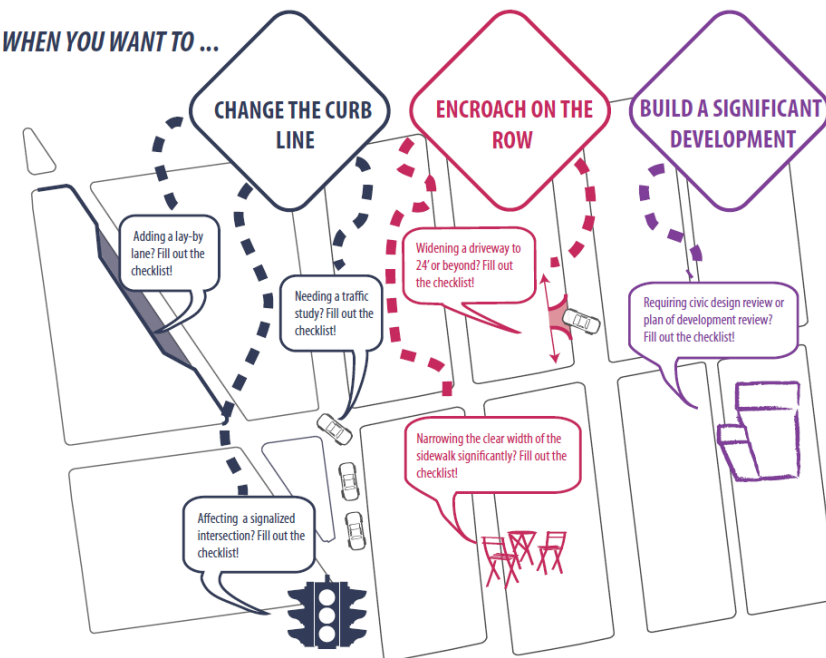
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

106 Jamestown Avenue
2. DATE

April 2026
3. APPLICANT NAME

Jamestown Partners, LLC
5. PROJECT AREA: list precise street limits and scope

106 Jamestown Avenue; frontage along Jamestown Avenue and adjacent Main Street corridor in Manayunk
4. APPLICANT CONTACT INFORMATION

1833 Fairmount Ave, Philadelphia, PA
6. OWNER NAME

Jamestown Partners, LLC
7. OWNER CONTACT INFORMATION

1833 Fairmount Ave, Philadelphia, PA
8. ENGINEER / ARCHITECT NAME

BartonPartners Architects and Planners
Ruggiero Plante Land Design
9. ENGINEER / ARCHITECT CONTACT INFORMATION

300 E. Main Street, Suite 301 Norristown, PA 19401
5900 Ridge Avenue, Philadelphia, PA 19128
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
Jamestown Avenue	Main Street	Cresson Street	Local

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: The existing conditions are documented via civil survey and contextual drawings.

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
Jamestown Avenue	10' / 12' / 12'	/
	/ /	/
	/ /	/
	/ /	/

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
Jamestown Avenue	5' / 8.5' / 8.5'
	/ /
	/ /
	/ /

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	16'	SW corner

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	20'	SW corner

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: The design preserves an unobstructed pedestrian path and minimizes conflicts with vehicles through one curb cut.

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
<u>Jamestown Avenue</u>	<u>0' / 0'</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>Jamestown Avenue</u>	<u>3.5' / 3.5' / 3.5'</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 ☒	NO ☐	N/A ☐	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 ☐

DEPARTMENTAL APPROVAL

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: The design maintains a consistent sidewalk zone configuration with a defined furnishing zone for streetscape elements and a walking zone.

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
<u>106 Jamestown Avenue</u>	<u>24</u>	<u>0 / 0</u>	<u>0 / 4</u>	<u>0 / 24</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

YES ☐ NO ☐ N/A ☒

Buffered Bike Lane

YES ☐ NO ☐ N/A ☒

Bicycle-Friendly Street

YES ☒ NO ☐ N/A ☐

Indego Bicycle Share Station

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: The design includes 24 off-street bicycle parking spaces and is located within proximity to existing transit networks.

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

APPLICANT: Curbside Management Component

Additional Explanation / Comments: Curbside activity is limited to one access point, maintaining a continuous pedestrian path.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

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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?	_____	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: The design maintains the existing 26-foot cartway width with no proposed changes to lane configuration or street shape.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES ☒	NO ☐	N/A ☐	DEPARTMENTAL APPROVAL YES ☐ NO ☐
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
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 ☐	YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: The design incorporates an active ground-floor and street-facing entrances to engage with the public realm.

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

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES ☐	NO ☐	N/A ☐	DEPARTMENTAL APPROVAL YES ☐ NO ☐
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
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 ☐	YES ☐ NO ☐
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 ☐ NO ☐
▪ Marked Crosswalks	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Pedestrian Refuge Islands	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Signal Timing and Operation	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Bike Boxes	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES ☐	NO ☐	N/A ☐	YES ☐ NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: The design maintains existing conditions with no changes to signals or intersections as part of the project.

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: _____

Philadelphia City Planning Commission
1515 Arch Street
13th Floor
Philadelphia, PA 19102

Attn: Nina Solomonic

RE: ZP-2026-001178-- 106 Jamestown Avenue

Thank you for your key recommendations regarding our project at 106 Jamestown Avenue. We value the feedback and always appreciate the process. We have incorporated many of the recommendations listed, detailed below.

RCO/ Site Design comments

Based on site design comments and RCO feedback, we will retain the cobblestone accent in the sidewalk along the furnishing zone. Due to the steep slope and slipperiness of slate when wet, we will replace this section with concrete.

The rear and side alleys are shared between our property and the adjacent property owners. If there is consensus, we will work with neighbors to make improvements to the alleys. There is no plan to remove the existing trees that are in the alley, overhanging our property.

A temporary vehicle loading area can be provided at our garage entrance for deliveries and pick ups, so as not to block the street. A loading zone application can be submitted to the PPA for a designated loading zone if necessary. A zoning code required loading zone is not applicable, since the property is only fronting on one street.

Building Design comments

We studied the 4th and 5th floor setback and agree that it has a positive impact on the pedestrian perspective. Please see our renderings.

We've added a typical floor plan to the presentation where we show that there are no bedrooms with windows in the 8' side yards facing the rail line.

While we are open to commercial uses on the first floor, ultimately, we feel that there are better options available on Main Street, where there are several vacant storefronts within a block of the property, and have better access.

Parking Design comments

We've relocated the bicycle parking to the interior of the building.

Sustainability comments

We have located the EV parking spaces, and these will be installed with chargers in place.

Please feel free to contact my office if you have any questions or comments.



Jeffrey Watson AIA LEED AP
Principal