



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: **675493**

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

The project is greater than 100,000 sqft of gross floor area, and includes more than 100 new dwelling units

PROJECT LOCATION

Planning District: Lower Northwest Council District: 4th District (Curtis Jones Jr.)

Address: 4300-4326 Ridge Ave.
Philadelphia Pa 19129

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: David Grasso Primary Phone: 215.989.3600

Email: dgrasso@grassoholdings.com Address: 30 s. 15th St.
Philadelphia Pa 19102

Property Owner: CRP/GO RIDGE FLATS VENTURE, LLC Developer Grasso Holdings

Architect: Morris Adjmi / Onion Flats Architecture
Design Architect / Architect of Record

SITE CONDITIONS

Site Area: 73,453 sqft

Existing Zoning: CMX-2.5 Are Zoning Variances required? Yes No

SITE USES

Present Use: Vacant

Proposed Use: Mixed Use: Commercial / Residential

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
Commercial: 20,188 sqft, Residential: 146,075 sqft, (206 units), Residential Amenity Lobby: 8252 sqft
Parking Garage: 85,492 sqft, Utility - 4,674 sf, **TOTAL GFA: 236,084***
* Excludes Basement Area
Proposed # of Parking Units: 194 parking spaces

COMMUNITY MEETING

Community meeting held: Yes No

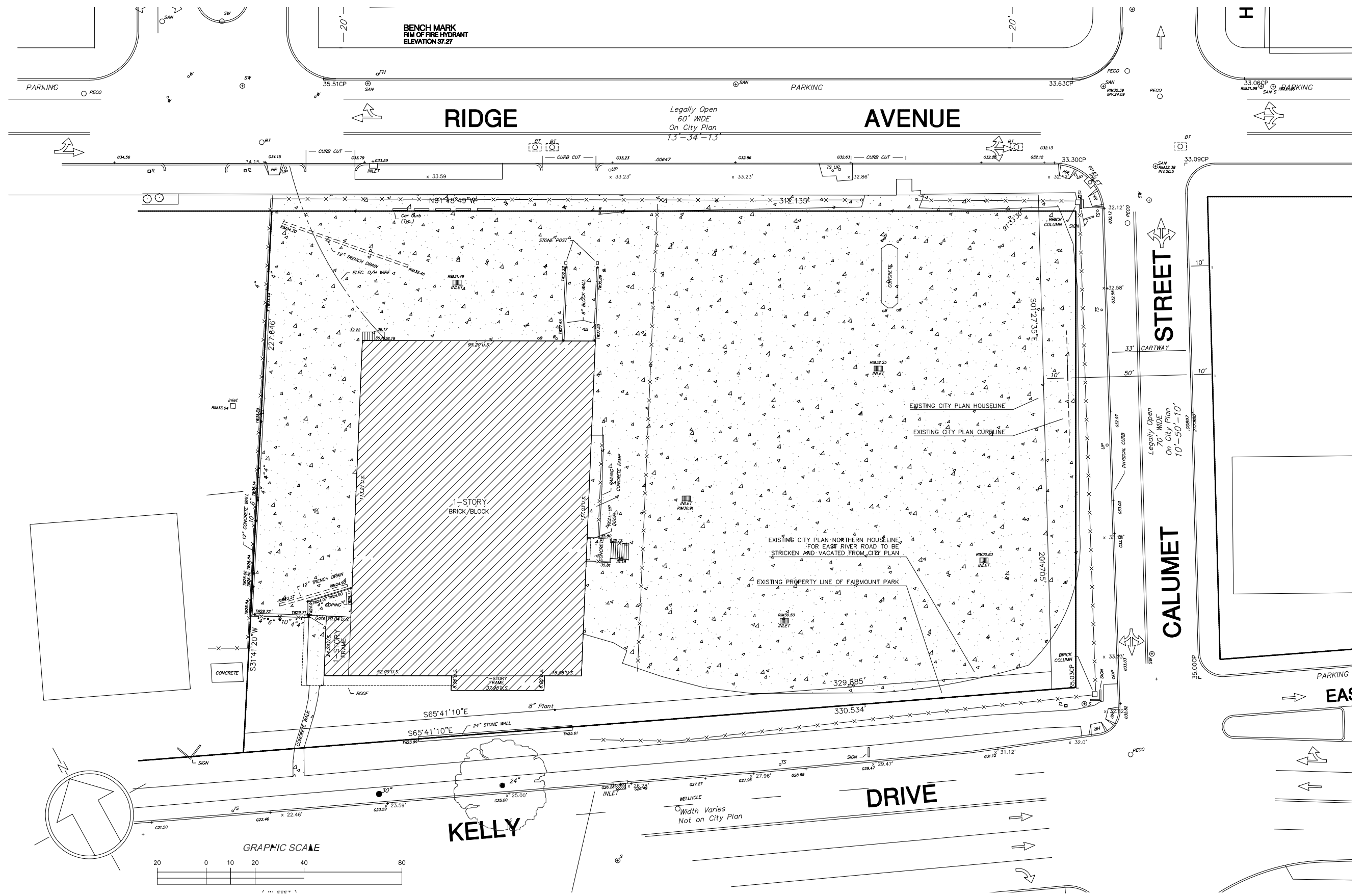
If yes, please provide written documentation as proof.

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

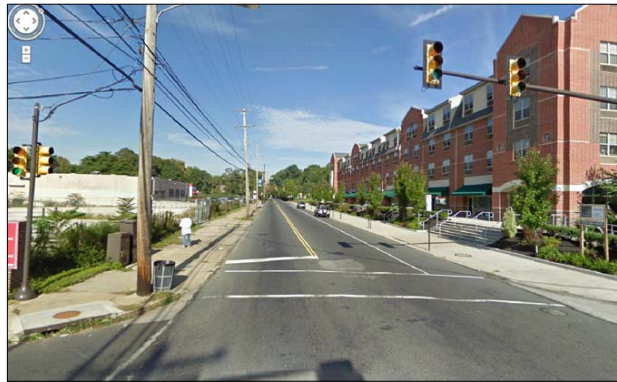
Date: May 18th, 2016 Time: 7:00 pm







SITE SURVEY - EXISTING CONDITIONS



VIEW WEST FROM CORNER OF CALUMET STREET AND RIDGE AVENUE



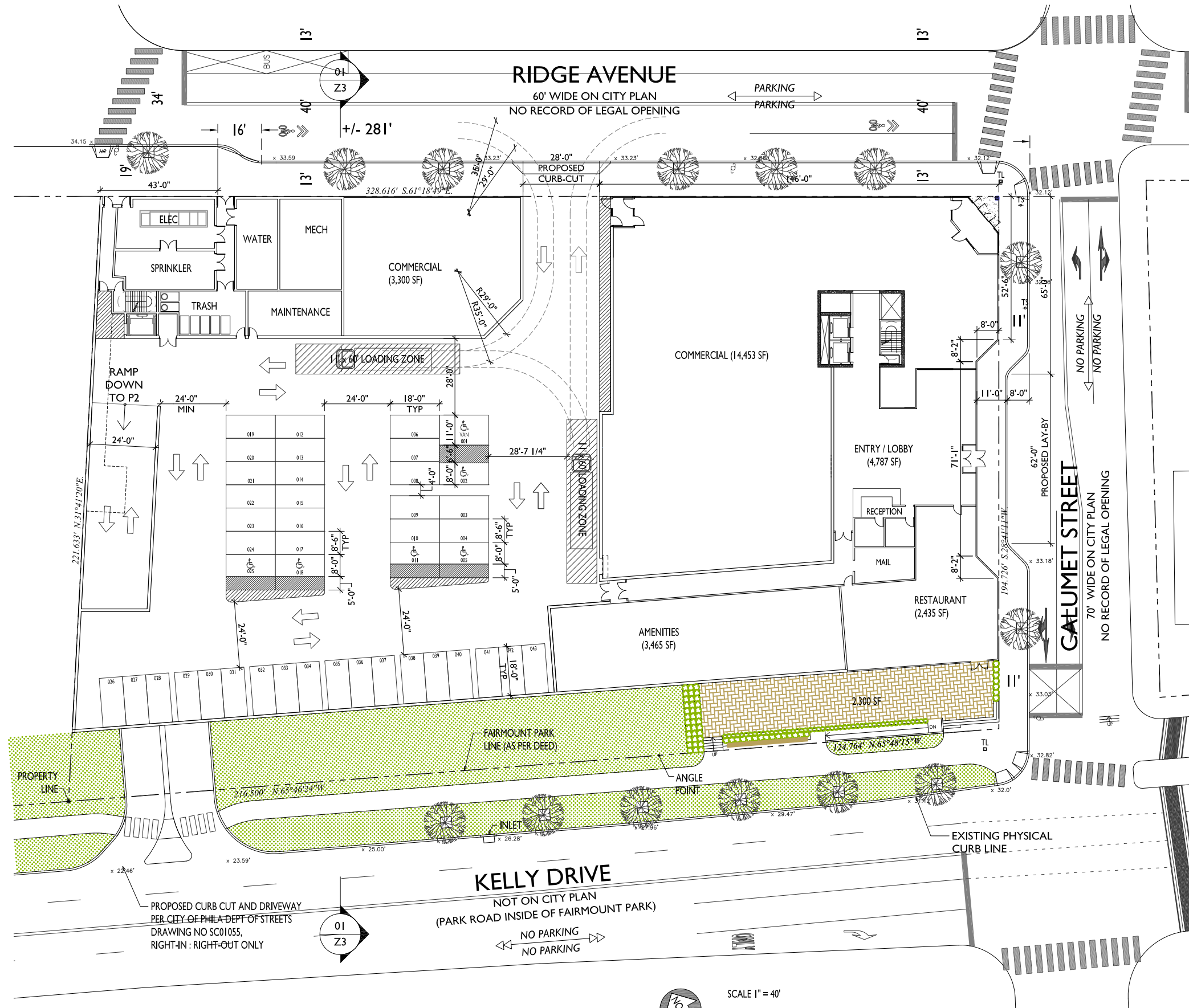
VIEW SOUTH FROM CORNER OF CALUMET STREET AND RIDGE AVENUE



VIEW WEST FROM CORNER OF KELLY DRIVE AND CALUMET STREET



BIRDSEYE VIEW OF SITE



RIDGE & CALUMET STREET TREES:



Acer truncatum x Acer platanoides -- Pacific Sunset Maple



Prunus virginiana -- Common Chokecherry

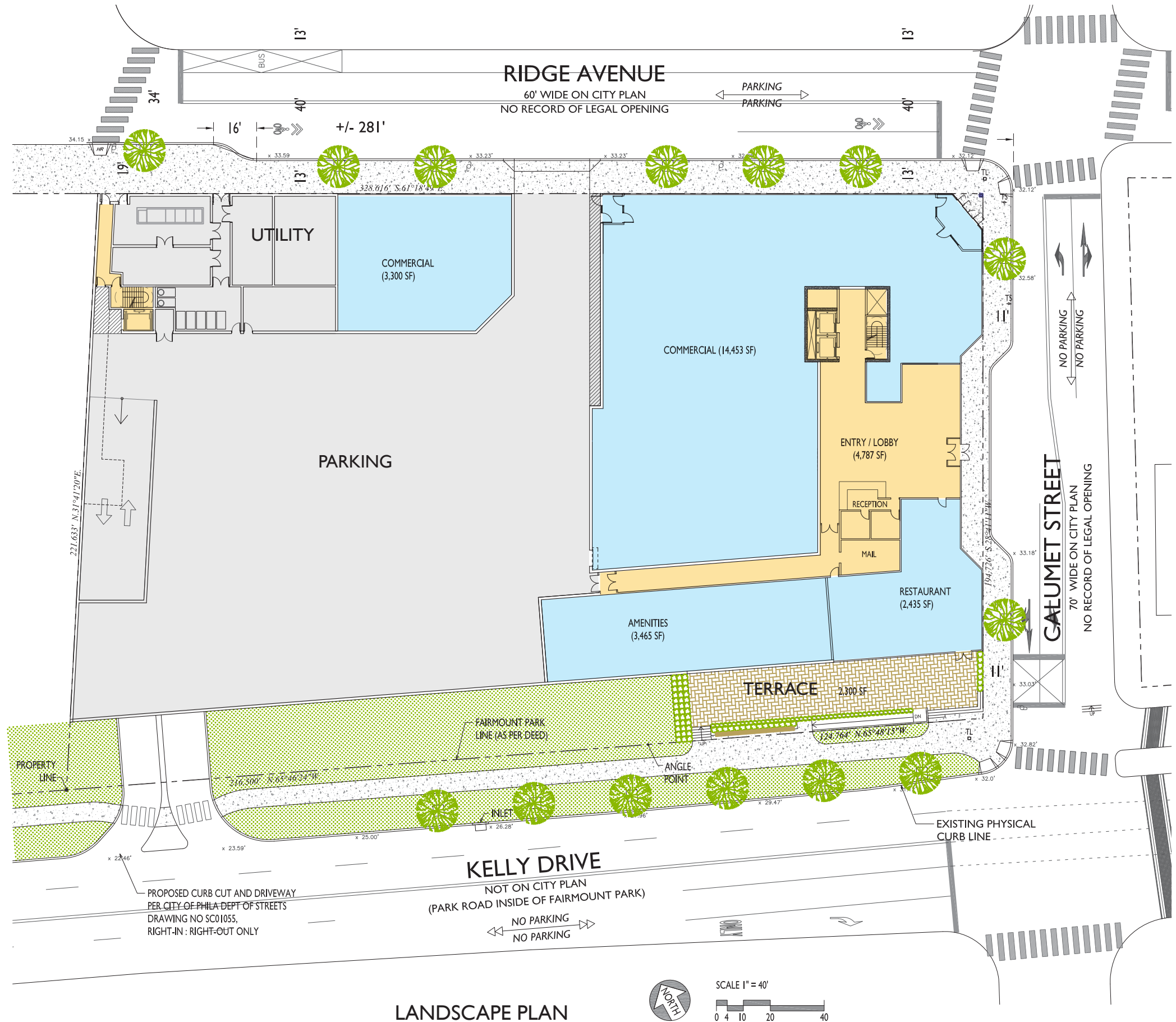
KELLY DRIVE STREET TREES:



Liriodendron tulipifera -- Tuliptree



Quercus shumardii -- Shumard Oak



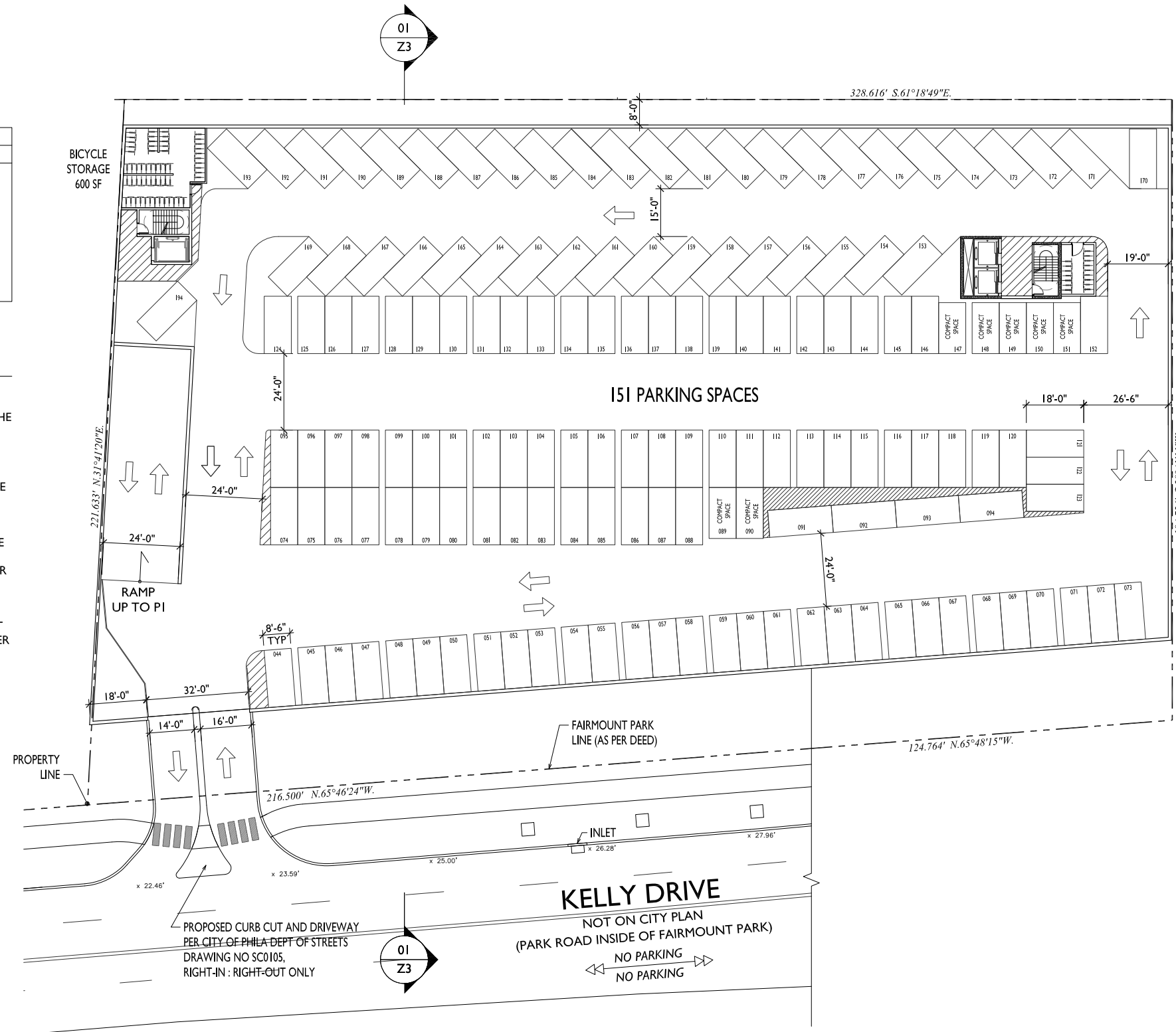
LANDSCAPE PLAN

PARKING TABLE

APPLICABLE CODE	PHILADELPHIA CODE §14-503 AND §14-803	
	PERMITTED / REQUIRED	PROPOSED
NON RESIDENTIAL BUILDING AREA	29,353 SF = 118 SPACES (@ 4 / 1000 SF)	194 SPACES
ACCESSIBLE SPACES	4 SPACES	7 SPACES
ACCESSIBLE VAN SPACES	1 SPACE	2 SPACES
BICYCLE PARKING SPACES (ON ACCESSIBLE ROUTE)	72 SPACES	69 SPACES (multi family) 3 SPACES (commercial)
LOADING AREA	(2) 11' x 60' ZONE	(2) 11' x 60' ZONE

GENERAL NOTES

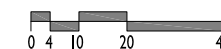
1. DRIVEWAYS THAT CUT ACROSS THE PUBLIC SIDEWALK TO BE AT THE SAME LEVEL AS THE SIDEWALK. THE DRIVEWAY MATERIAL MUST CHANGE AT THE BUILDING LINE TO DEMARCAT THE TRANSITION TO THE SIDEWALK. SIDEWALKS SHOULD BE VISUALLY CONTINUOUS ACROSS DRIVEWAYS TO INDICATE PEDESTRIANS HAVE THE RIGHT-OF-WAY. REFER TO SECTION §14-803(4)(b)(1)(b).
2. FACADE OPENINGS THAT FACE ANY PUBLIC STREET OR PUBLICLY ACCESSIBLE OPEN SPACE TO BE VERTICALLY AND HORIZONTALLY ALIGNED WITH ALL FLOORS FRONTING ON THOSE FACADES TO BE LEVEL (NOT INCLINED). REFER TO SECTION §14-803(4)(b)(2)(a).
3. AT LEAST 30% OF EACH FACADE FACING A PUBLIC STREET OR PUBLICLY ACCESSIBLE OPEN SPACE SHALL BE OCCUPIED BY DOORS (ON THE GROUND FLOOR), WINDOWS, SCREENS, GRILLS, LOUVERS, OR OTHER NON-OPAQUE FACADE ELEMENTS THAT RESEMBLE THOSE FEATURES. REFER TO SECTION §14-803(4)(b)(2)(b).
4. THE REMAINDER OF EACH FACADE FACING A PUBLIC STREET OR PUBLICLY ACCESSIBLE OPEN SPACE SHALL BE DESIGNED TO CONCEAL THE VIEW OF ALL PARKED CARS AND INTERNAL LIGHT SOURCES WHEN VIEWED FROM THE PUBLIC STREET OR PUBLICLY ACCESSIBLE OPEN SPACE. REFER TO SECTION §14-803(4)(b)(2)(c).



BASEMENT PARKING PLAN



SCALE 1" = 40'



PLAN KEY

	PROPOSED DECK AT LVL 2 COURTYARD		ADA SIDEWALK RAMP
	PROPOSED OCCUPIABLE GREEN ROOF		TRAFFIC LIGHT
	PROPOSED ROOF OVER EXTERIOR TERRACE		TRAFFIC SIGN
	PROPOSED ROOF TERRACE WITH PEDESTAL PAVING SYSTEM		UTILITY POLE
	PROPOSED PLANTED AREA		PROPOSED STREET TREE
	PROPOSED PAVING		EXISTING TREE TO REMAIN
	PROPOSED CONCRETE SIDEWALK		
	ARCHITECTURAL EMBELLISHMENT		

ZONING DATA

ZONING CLASSIFICATION: CMX-2.5		
	PERMITTED / REQUIRED	PROPOSED
AREA	1440 SF	69,499 SF
BUILDING COVERAGE	80%	88% (60,986 SF)
TOTAL OPEN AREA	20%	12% (8,513 SF)
FRONT YARD	0'-0"	0'-0"
REAR YARD	10% LOT DEPTH (20' 9%)	25'-0"
SIDE YARD	NOT REQUIRED	0'-0"
BUILDING HEIGHT	55' - 0"	79'-8"
NUMBER OF STORIES	NA	6
PARKING (CMX-2 REQUIREMENT)	0*	194

*NOTE: SEE Z2 FOR PARKING REQUIREMENTS OF EAST FALLS NEIGHBORHOOD OVERLAY DISTRICT.

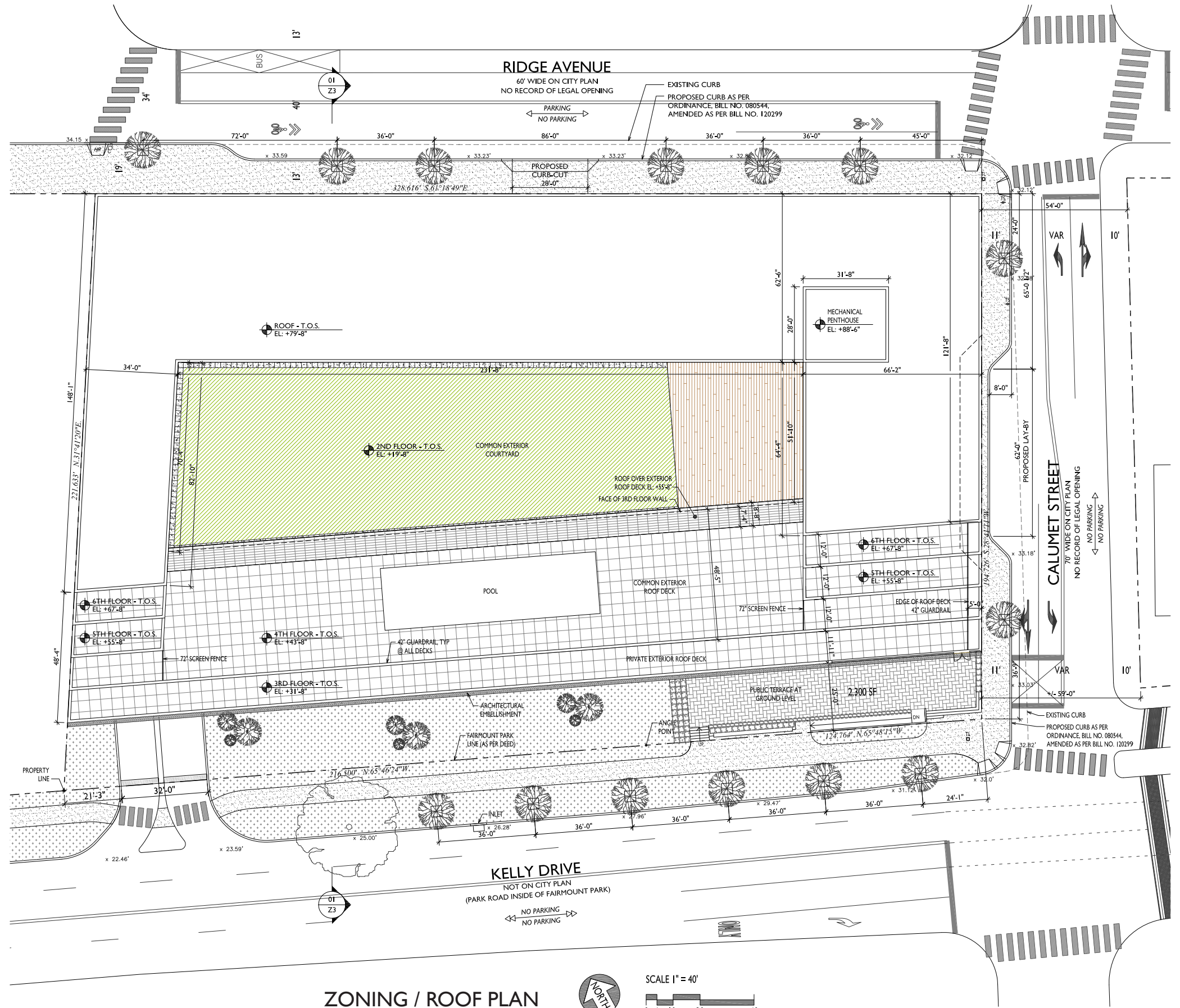
BUILDING DATA

SITE AVERAGE GRADE	UNITS	AREA	ELEV	HEIGHTS
			+0' - 0" (31.34')	
BASEMENT - PARKING (P2)	156 SPACES	58,368 SF	FIN FLOOR ELEV - 7' - 4" (24.00')	
GROUND - PARKING (P1)	51 SPACES	27,124 SF	FIN FLOOR ELEV +2' - 8" (34.00')	
- RETAIL		20,188 SF		
- LOBBY / HALLWAY		4,787 SF		
- AMENITIES		3,465 SF		
- UTILITY		4,674 SF		
TOTAL		60,238 SF		
LEVEL 2 - RESIDENTIAL	52 UNITS	39,390 SF	FIN FLOOR ELEV +19' - 8" (51.00')	
- CORE		7,361 SF		
TOTAL		46,751 SF		
LEVEL 3 - RESIDENTIAL	51 UNITS	35,000 SF	FIN FLOOR ELEV +31' - 8" (63.00')	
- CORE		7,701 SF		
TOTAL		42,701 SF		
LEVEL 4 - RESIDENTIAL	35 UNITS	24,790 SF	FIN FLOOR ELEV +43' - 8" (75.00')	
- CORE		5,210 SF		
TOTAL		30,000 SF		
LEVEL 5 - RESIDENTIAL	35 UNITS	23,955 SF	FIN FLOOR ELEV +55' - 8" (87.00')	
- CORE		4,840 SF		
TOTAL		28,795 SF		
LEVEL 6 - RESIDENTIAL	33 UNITS	22,940 SF	FIN FLOOR ELEV +67' - 8" (99.00')	
- CORE		4,650 SF		
TOTAL		27,590 SF		
TOTAL PARKING (BASEMENT & LVL 1)	194 SPACES	85,492 SF		
TOTAL RESIDENTIAL (UNIT AREAS)	206 UNITS	146,075 SF		
TOTAL GROSS FLOOR AREA*		236,075 SF		

* EXCLUDES BASEMENT AREA

GENERAL NOTES

- SURVEY INFORMATION TAKEN FROM CITY OF PHILADELPHIA 9TH DISTRICT. ALL METES AND BOUNDS DISTANCES ARE IN PHILADELPHIA DISTRICT MEASURE AS NOTED (D.S.).
- AVERAGE SITE ELEVATION (ELEV. 0'-0") = CITY DATUM (ELEV. 31.34') PER PHILADELPHIA CODE §14-102 (53),(56). ALL REFERENCED ELEVATIONS TAKEN FROM 0'-0" PROJECT DATUM.





2ND FLOOR UNIT BLOCK PLAN





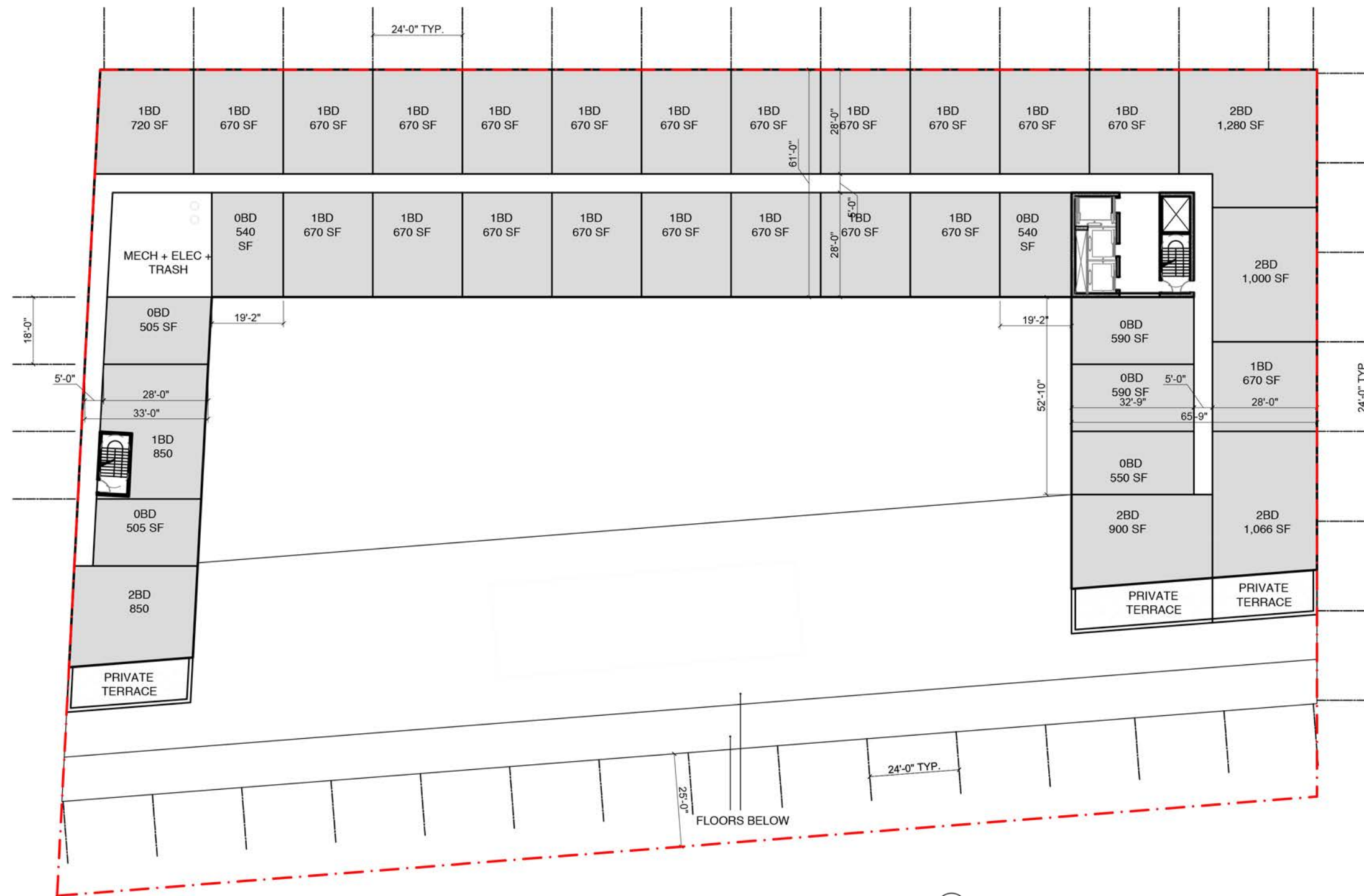
3RD FLOOR UNIT BLOCK PLAN



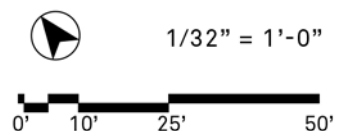


4TH FLOOR UNIT BLOCK PLAN



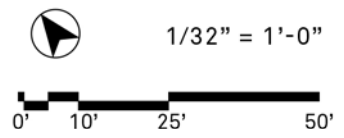


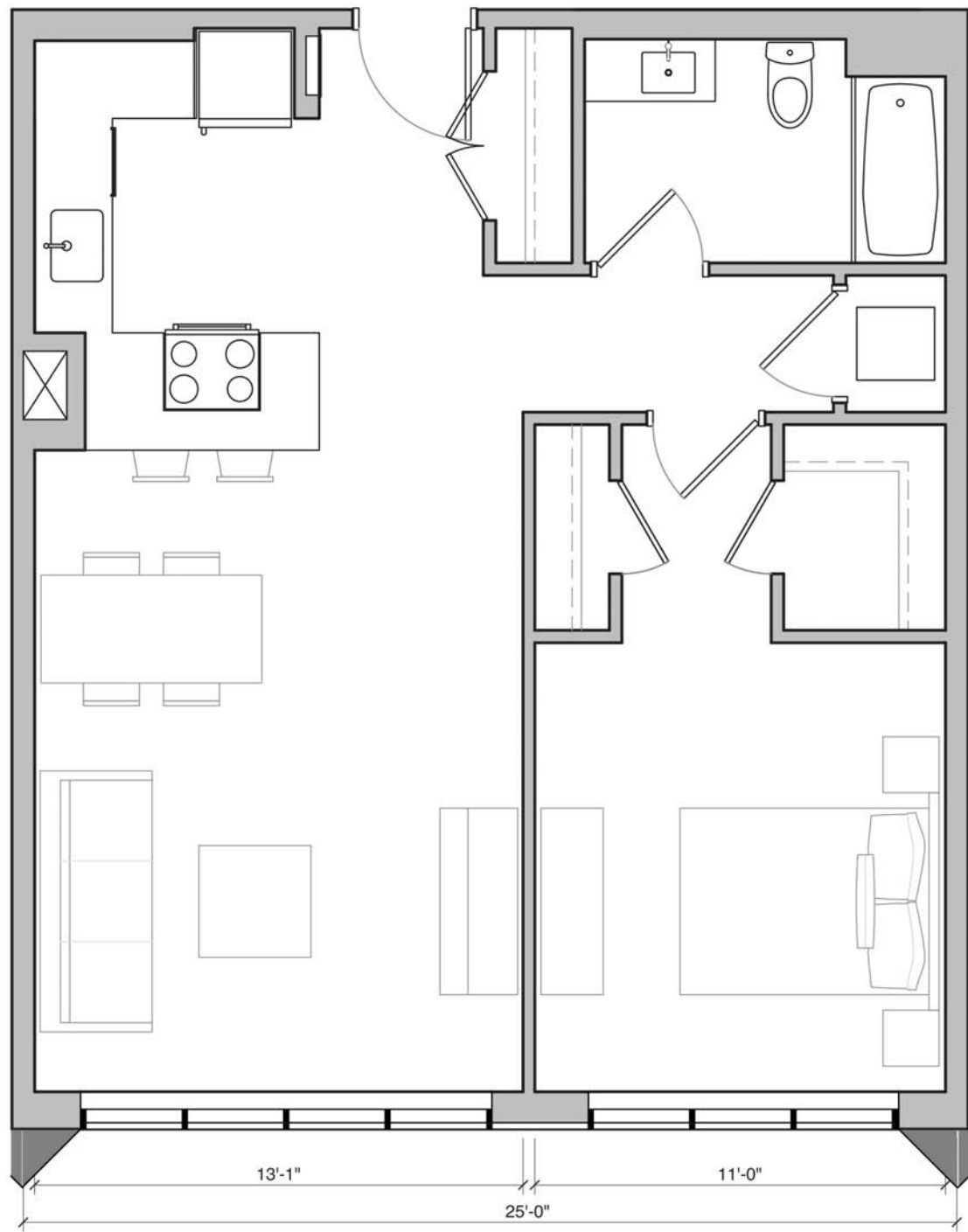
5TH FLOOR UNIT BLOCK PLAN



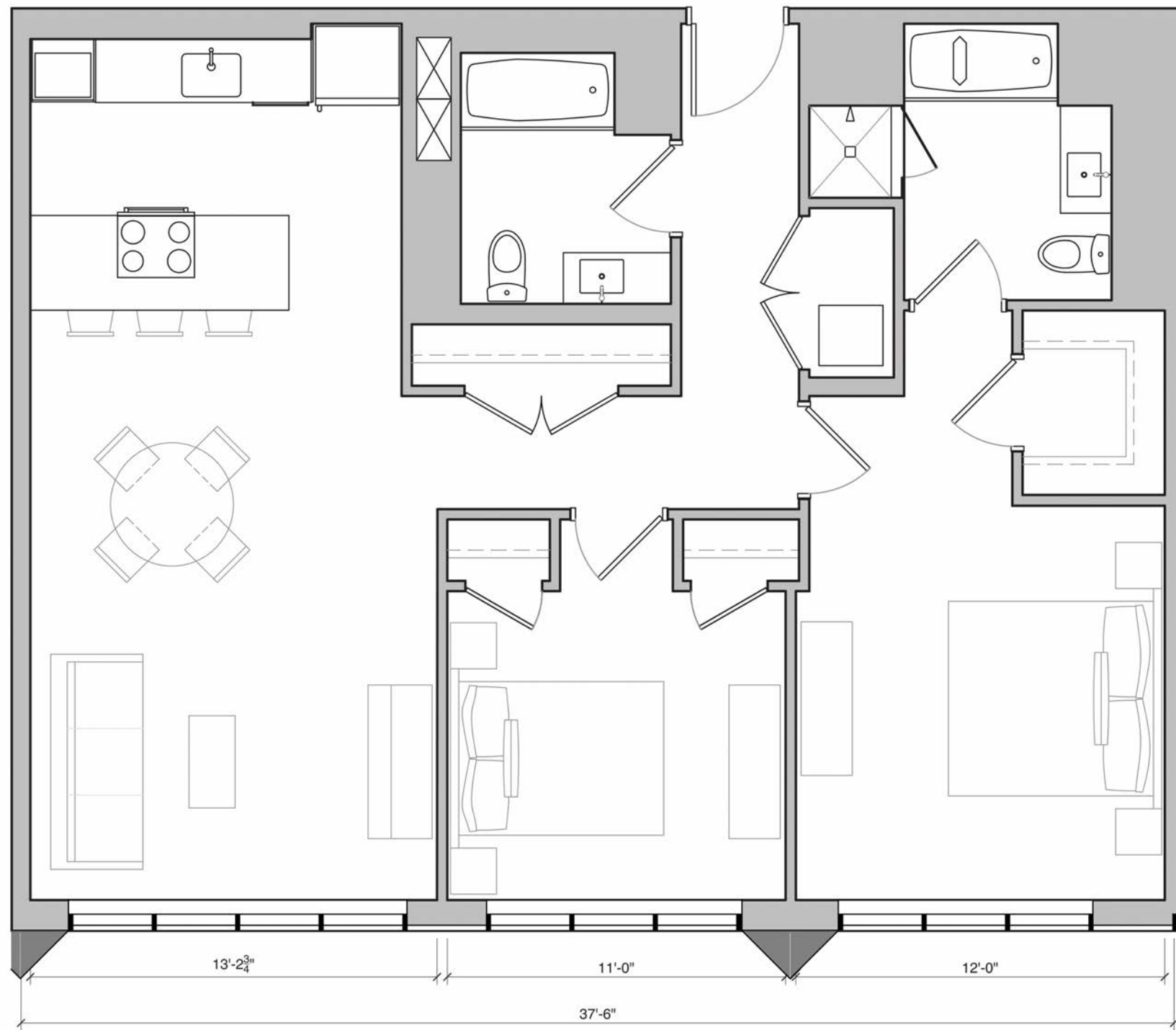


FLOOR UNIT BLOCK PLAN





TYPICAL UNIT LAYOUT: ONE BEDROOM



TYPICAL UNIT LAYOUT: TWO BEDROOM









ALUMINUM COMPOSITE METAL PANEL

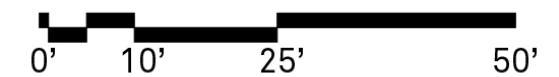
ALUMINUM AND INSULATED GLASS WINDOW WALL SYSTEM

ALUMINUM AND INSULATED GLASS STOREFRONT SYSTEM

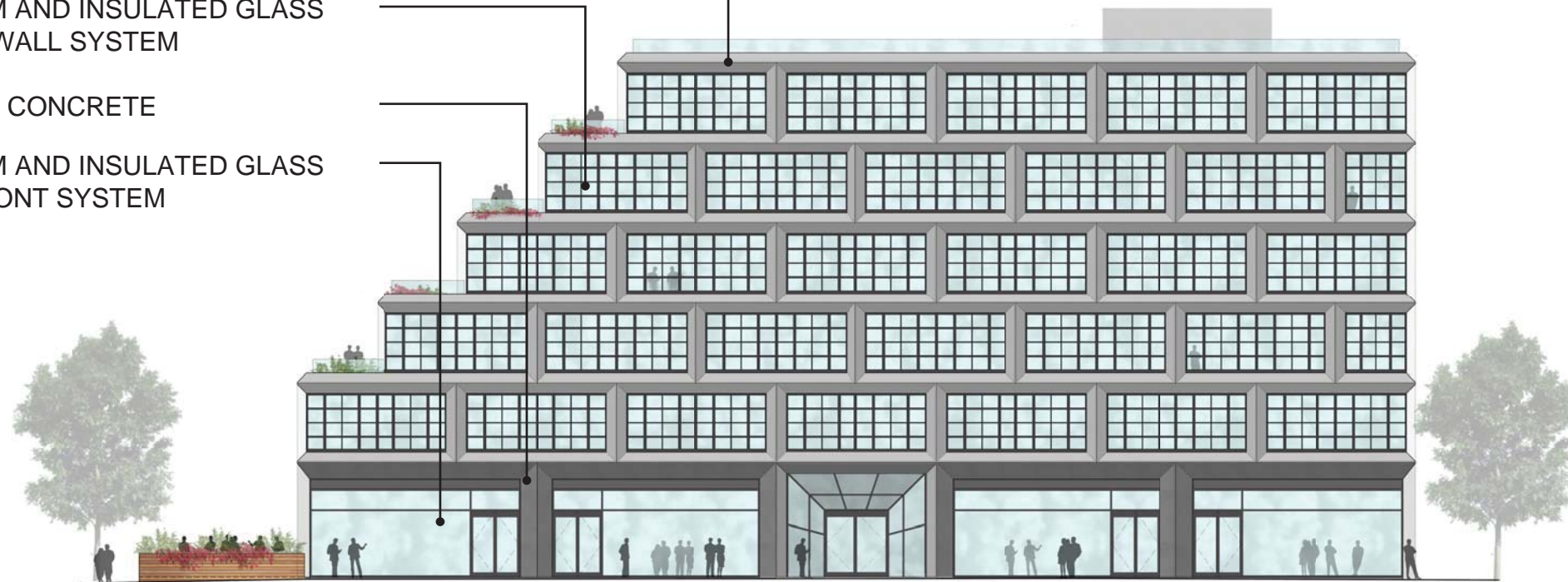
LIVING GREEN WALL



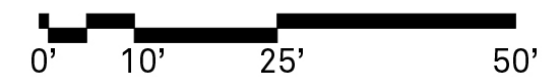
KELLY DRIVE ELEVATION - (SOUTH)



- ALUMINUM COMPOSITE METAL PANEL
- ALUMINUM AND INSULATED GLASS WINDOW WALL SYSTEM
- PRE-CAST CONCRETE
- ALUMINUM AND INSULATED GLASS STOREFRONT SYSTEM



CALUMET ST. ELEVATION - (EAST)



ALUMINUM COMPOSITE METAL PANEL

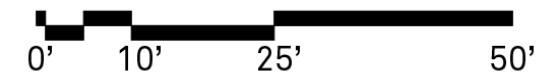
ALUMINUM AND INSULATED GLASS
WINDOW WALL SYSTEM

PRE-CAST CONCRETE

ALUMINUM AND INSULATED GLASS
STOREFRONT SYSTEM



RIDGE AVE. ELEVATION - (NORTH)

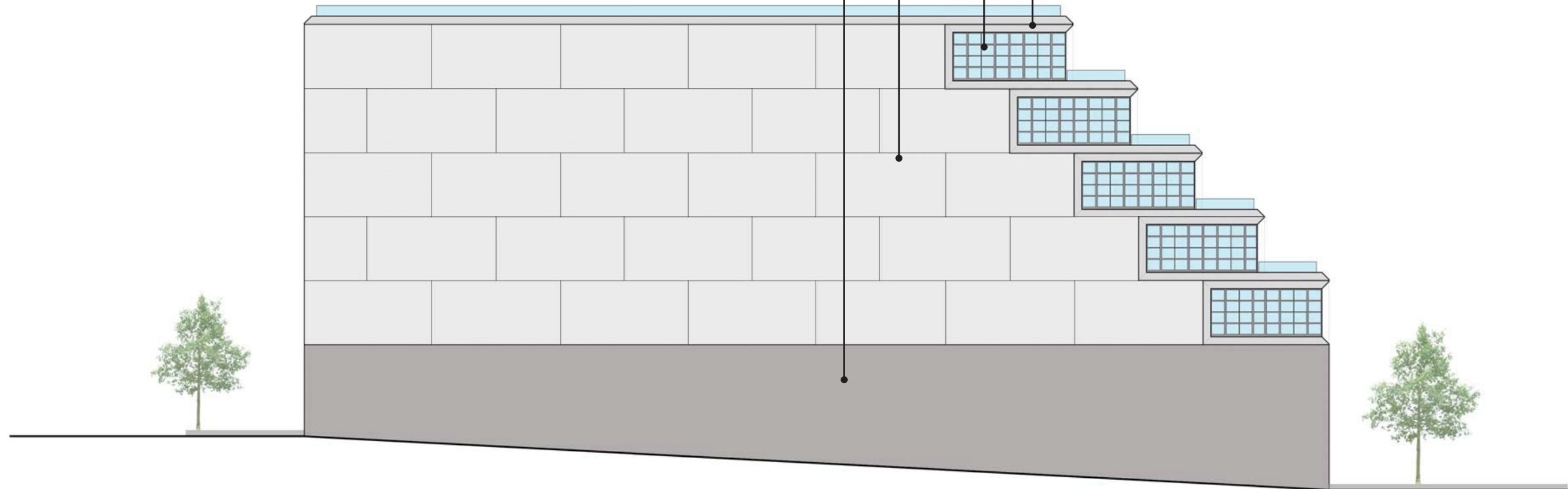


ALUMINUM COMPOSITE METAL PANEL

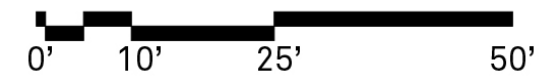
ALUMINUM AND INSULATED GLASS
WINDOW WALL SYSTEM

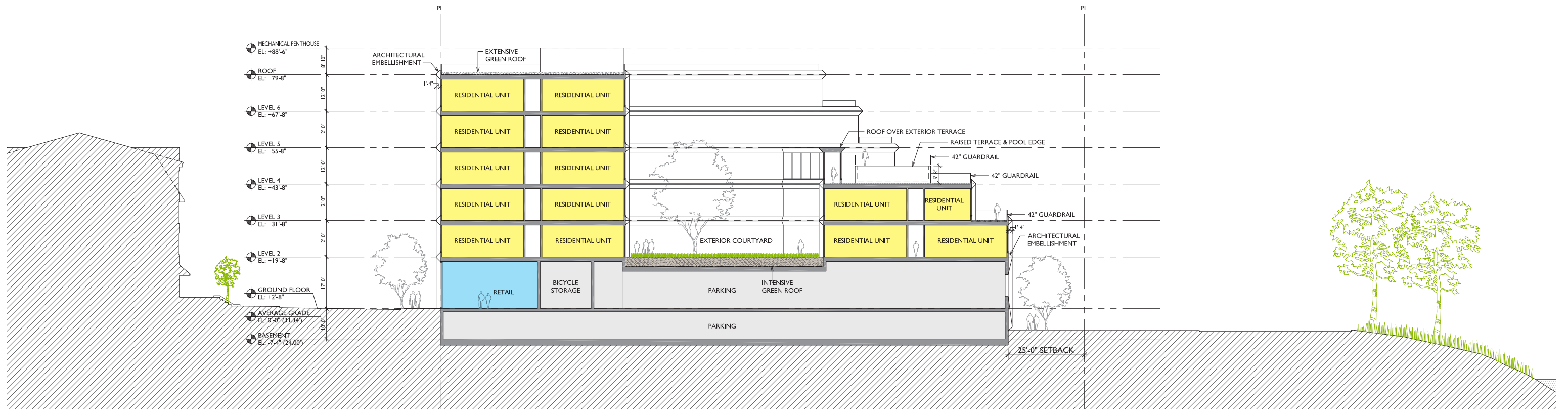
CEMENTITIOUS STUCCO (LIGHT)

CEMENTITIOUS STUCCO (DARK)

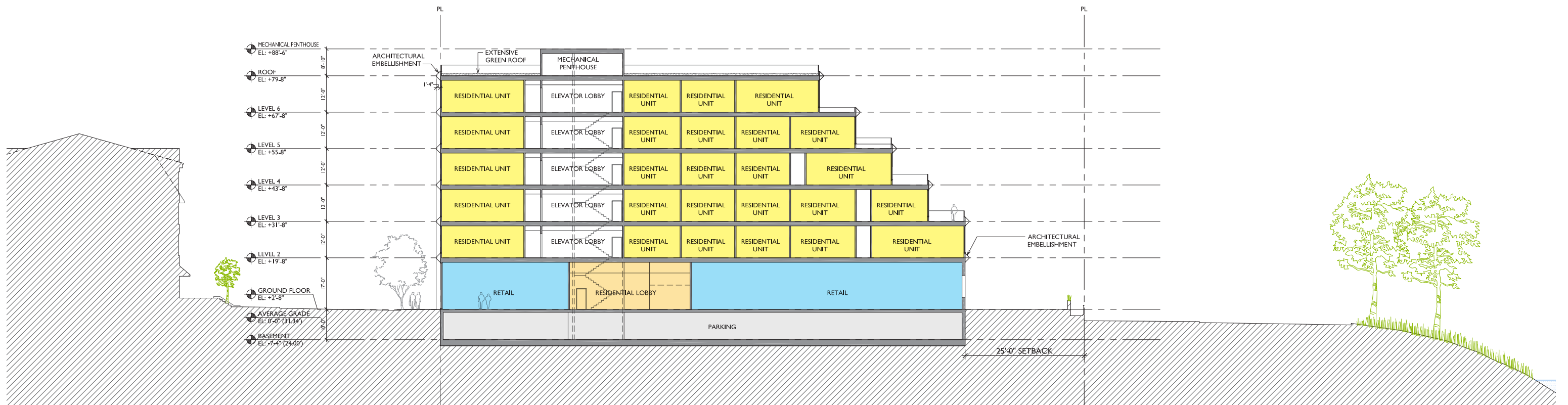


WEST ELEVATION





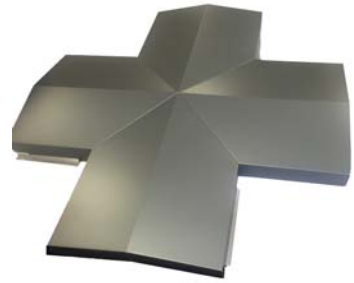
SECTION @ COURTYARD



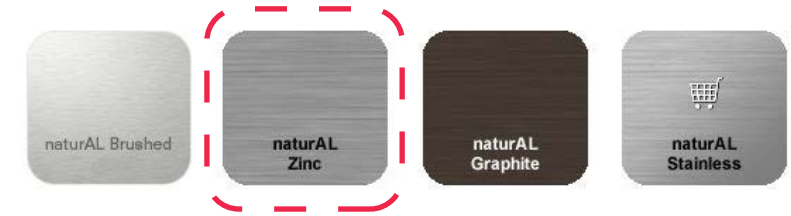
SECTION @ TIERED RESIDENCES

1/32" = 1'-0" 0' 10' 25' 50'

PRIMARY EXTERIOR CLADDING: ALUMINUM COMPOSITE METAL PANELS



Aluminum Composite Meta Panels: 4mm thick metal composite panel, dry seal panel system with minimum .032 inch thick aluminum skins on both sides, with built-up custom profiles. Custom color Kynar finish to match the window finish



SECONDARY EXTERIOR CLADDING, SCREEN, & HANDRAIL: PAINTED METAL PANEL



Aluminum windows and window wall system, fabricated in an off-site complete with sub-sills and head receptors, with custom Kynar colored finish. Windows are to be anchored to the building structure. Features include: vision glass within fixed units, out-swinging awning operable units. Vision glass shall be insulated glass units consisting of 1/4 inch heat-strengthened low-E coated glass, 1/2 inch air space and an inner lite of 1/4 inch thick tempered glass.

EXTERIOR (GROUND FLOOR): PRE-CAST CONCRETE



Custom colored, off site fabricated pre-cast concrete panels structurally supported by the Building. Provide cold formed metal framing as required, structural shelf angles, tie backs, waterproofing, insulation and sealant at panel to panel joints, panel to window joints, and panel to metal composite panel joints as required.

EXTERIOR (ACCENT): GREEN WALL



Living Green Wall - evenly distributed hydroponic planting media, mounted to wire grid frame hanging structure with an integrated drip irrigation system and waterproofing layer.

RETAIL STOREFRONT: ALUMINUM & GLASS



RESIDENTIAL GLAZING: ALUMINUM FRAME - INDUSTRIAL



SUSTAINABLE DESIGN ELEMENTS

The 4300 Ridge Avenue development has been completely redesigned from the previously approved development plan. This became necessary after new access requirements were imposed upon the project by PENN-Dot, and the City of Philadelphia Streets Department. The Project's new design proposes to achieve ENERGY STAR certification. Accordingly, the development proposal will emphasize sustainable design while striving to promote an urban, walkable and bike friendly lifestyle within a community where social interaction amongst culturally diverse and gender diverse individuals is its cornerstone.

Integral to the sustainable design of the project is a collection of strategies and features that will help it meet our energy saving and sustainability goals, some of which include:

- ENERGY STAR Certification verified by an accredited 3rd Party - achieved by designing a cost effective, well-insulated and air-tight thermal envelope paired with energy efficient mechanical and electrical systems. Use of highly insulated windows and glass doors along with fixed shading in strategic locations to minimize thermal gain. Energy modeling software will be utilized to analyze and guide modifications to the final design of the entire thermal envelope and building systems. This is a critical tool in reaching these reduced energy goals.
- An extensive green roof system and water reservoir, located at the project's inner courtyard, will manage and treat the entire building's storm water, while providing green space for the residents, new habitat and help in the reduction of the urban heat island effect.
- Use of sustainable materials wherever practical (renewable, recycled content, locally-sourced)
- Low-flow fixtures and faucets designed to significantly reduce water consumption
- Use of ENERGY STAR heating/cooling/ventilation/domestic hot water systems
- Use of ENERGY STAR appliances.
- Interior bicycle storage for 72 bicycles
- ZIP/ Philly Car Share parking and electric charging ports within parking lot
- The project will be designed to accept a future 250 KW photovoltaic solar array intended to generate a significant portion of the electricity needed for the development.
- Use of LED Lighting
- Use of low or no VOC paint for improved air quality;
- Incorporation of IndiGo Bike Share on premises



BUILDING ENVELOPE & HVAC



GREEN MATERIALS



CAR SHARE & EV CHARGING



EXTENSIVE GREEN ROOF



BIKE SHARE STATION



SOLAR READY

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

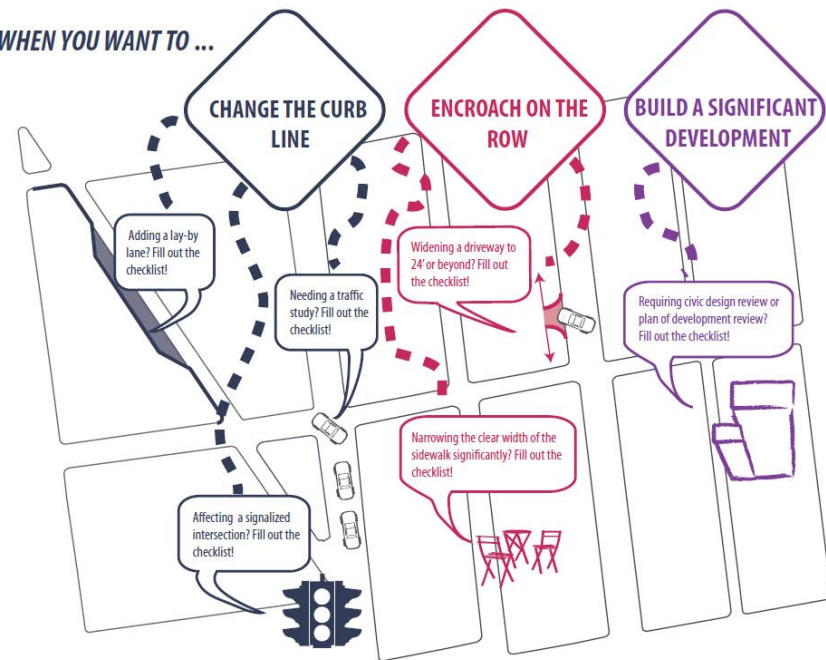
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards 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-swaes 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:
 - o Placing of a new street;
 - o Removal of an existing street;
 - o Changes to roadway grades, curb lines, or widths; or
 - o 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
 - o FULLY DIMENSIONED
 - o CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o PROPOSED TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o 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

- | | |
|---|---|
| <p>1. PROJECT NAME
<u>Ridge Flats</u></p> <p>3. APPLICANT NAME
<u>CRP/GO Ridge Flats Owner LLP</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>David Grasso, (215) 701-3830</u>
<u>30 South 15th Street, Suite 1000;</u>
<u>Philadelphia, PA 19102</u></p> <p>6. OWNER NAME
<u>CRP/GO Ridge Flats Owner LLP</u></p> <p>7. OWNER CONTACT INFORMATION
<u>David Grasso, (215) 701-3830</u>
<u>30 South 15th Street, Suite 1000;</u>
<u>Philadelphia, PA 19102</u></p> <p>8. ENGINEER / ARCHITECT NAME
<u>John F. Grant / Stantec Consulting Services Inc.</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>1500 Spring Garden, Suite 1100</u>
<u>Philadelphia, PA (610) 840-2510</u></p> <p>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.</p> | <p>2. DATE
<u>5/16/2016</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>Ridge Avenue (SR 3009) from Merrick Road to Calumet Street</u>
<u>Calumet Street from Ridge Avenue (SR 3009) to Kelly Drive (SR 3007)</u>
<u>Kelly Drive (SR 3007) from Calumet Street to approximately 340' west</u></p> |
|---|---|

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Ridge Avenue</u>	<u>Merrick Street</u>	<u>Calumet Street</u>	<u>Urban Arterial</u>
<u>Calumet Street</u>	<u>Ridge Avenue</u>	<u>Kelly Drive</u>	<u>Local (catch all)</u>
<u>Kelly Drive</u>	<u>Calumet Street</u>	<u>Approximately 340' W</u>	<u>Scenic Drive</u>

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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| b. Street Furniture such as bus shelters, honor boxes, etc. | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| c. Street Direction | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| d. Curb Cuts | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| f. Building Extensions into the sidewalk, such as stairs and stoops | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Ridge Avenue</u>	<u>≥12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>Calumet Street</u>	<u>≥10' / 27' / 11'</u>	<u>27' / 11'</u>
<u>Kelly Drive</u>	<u>≥9' / 30' / 23'</u>	<u>30' / 23'</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>Ridge Avenue</u>	<u>≥6' / 8.2' / 8.2'</u>
<u>Calumet Street</u>	<u>≥5' / 0 / 6.5'</u>
<u>Kelly Drive</u>	<u>≥6' / 7.5' / 7'</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>Curb Cut</u>	<u>20 feet</u>	<u>West end of site along Ridge Ave (Sta. 32 +86)</u>
<u>Curb Cut</u>	<u>22 feet</u>	<u>Midblock along Ridge Ave (Sta. 31+89)</u>
<u>Curb Cut</u>	<u>20 feet</u>	<u>East end of site along Ridge Ave (sta. 30+64)</u>
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut</u>	<u>28 feet</u>	<u>Midblock drive along Ridge Avenue</u>
<u>Lay-By-Lane</u>	<u>62 feet</u>	<u>Midblock along Calumet Street</u>
<u>Curb Cut</u>	<u>32</u>	<u>Near west end of site along Kelly Drive</u>
_____	_____	_____

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PEDESTRIAN COMPONENT (continued)

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

DEPARTMENTAL APPROVAL
YES NO

APPLICANT: Pedestrian Component
Additional Explanation / Comments: The project will involve the replacement of the deteriorated sidewalk along Ridge Avenue and new sidewalk along Calumet Street where there currently is no sidewalk. As a lay-by-lane is being proposed along Calumet Street, a maintenance agreement with the Streets Department will be provided.

DEPARTMENTAL REVIEW: Pedestrian Component
Reviewer Comments: _____

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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>Ridge Avenue</u>	<u>N/A / 0</u>
<u>Calumet Street</u>	<u>N/A / 0</u>
<u>Kelly Drive</u>	<u>N/A / 4.4'</u>
<u>_____</u>	<u>_____ / _____</u>

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Ridge Avenue</u>	<u>≥4' / 4' / 4'</u>
<u>Calumet Street</u>	<u>≥3.5' / N/A / 4'</u>
<u>Kelly Drive</u>	<u>≥3' / 12' / 12'</u>
<u>_____</u>	<u>_____ / _____ / _____</u>

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

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

YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

19. Does the design avoid tripping hazards? YES NO N/A

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception YES NO N/A

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BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES NO N/A 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: None

DEPARTMENTAL REVIEW: Building & Furnishing Component
Reviewer Comments: _____

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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>
 The project involves the replacement of the deteriorated sidewalk along Ridge Avenue and new sidewalk along Calumet Street, where there currently is no sidewalk, with adequate furnishing and walking zones. As a lay-by-lane is being proposed along Calumet Street, a maintenance agreement with the Streets Department will be provided. Bicycle parking for both residents and patrons of the proposed stores will be 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
4300 Ridge Avenue	68	0 / 0	0 / 4	0 / 68
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____

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 DEPARTMENTAL APPROVAL YES NO
- Bicycle-Friendly Street YES NO N/A DEPARTMENTAL APPROVAL YES NO

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO N/A DEPARTMENTAL APPROVAL YES NO
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A DEPARTMENTAL APPROVAL YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: The project will maintain the existing shared bile lanes.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

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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?
 There is an existing bus stop on the north side of Ridge Avenue across from the project site. The bus stop is to remain.

DEPARTMENTAL APPROVAL

- YES NO
- YES NO
- YES NO
- YES NO

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

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; **If not, go to question No. 35**

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
<u>Ridge Avenue</u>	<u>Merrick Road</u>	<u>Calumet Street</u>	<u>13' / 11'</u>	<u>N/A</u>
<u>Calumet Street</u>	<u>Ridge Avenue</u>	<u>Kelly Drive</u>	<u>11' / 11'</u>	<u>N/A</u>
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design? N/A

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

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

36. Does the design maintain emergency vehicle access?

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

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

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

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO N/A

YES NO N/A

YES NO

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

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

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

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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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
Ridge Avenue & Merrick Street	90	90
Ridge Avenue & Calumet Street	90	90
Kelly Drive & Calumet Street	90	90

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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? <i>If yes, City Plan Action may be required.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Signal Timing and Operation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: _____

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ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW
Additional Reviewer Comments: _____