



Part II: STREETSCAPE PLAN IMPLEMENTATION



Pedestrian Crossings:
Selected Intersection Improvements



Boles Smyth

R U N Y A N & A S S O C I A T E S A R C H I T E C T S

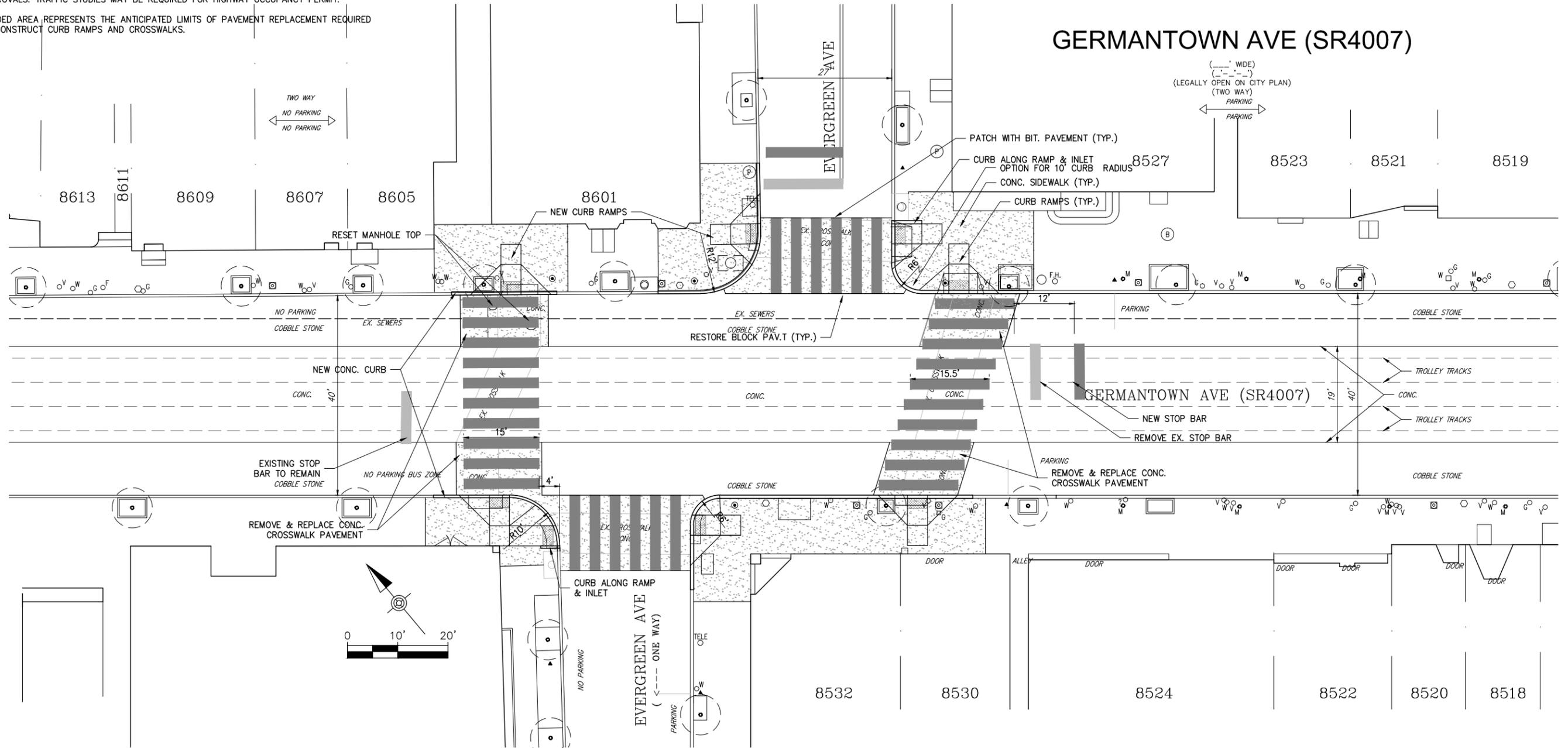
NOTES:

PROPOSED IMPROVEMENTS INCLUDE THE FOLLOWING:

- REMOVE AND REPLACE EXISTING CONCRETE CROSSWALK PAVING WITH WIDER A CONCRETE BAND. CONCRETE IN TROLLEY TRACK AREA IS NOT TO BE REPLACED.
- REINSTALL SALVAGED COBBLE STONE PAVING TO MAINTAIN EXISTING PAVING PATTERNS. USE NEW BLOCK WHERE NEEDED.
- UPGRADE ALL CURB RAMPS TO BE ADA COMPLIANT WHERE FEASIBLE AND REPLACE SIDEWALK PAVING NEAR RAMPS AS NECESSARY. ADA COMPLIANT CURB RAMPS MAY BE TECHNICALLY INFEASIBLE (TIF) AT SOME LOCATIONS DUE TO NARROW SIDEWALKS AND DOORWAYS AT ADJACENT PROPERTIES. WAIVERS WILL BE REQUIRED FOR TIF RAMPS.
- INSTALL NEW CROSSWALK MARKINGS, ADJUST STOP BARS AND REFRESH ALL PAVEMENT MARKINGS WITHIN 50' OF INTERSECTIONS.

DESIGN CONCEPTS ARE SUBJECT TO PHILADELPHIA STREETS DEPARTMENT AND PENNDOT APPROVALS. TRAFFIC STUDIES MAY BE REQUIRED FOR HIGHWAY OCCUPANCY PERMIT.

SHADED AREA REPRESENTS THE ANTICIPATED LIMITS OF PAVEMENT REPLACEMENT REQUIRED TO CONSTRUCT CURB RAMPS AND CROSSWALKS.



File: CH_BID_Design_Alt_No_Bump-Outs.dwg Plotted: 7/15/15 at 11:18pm By: tfoles

No	Date	Description	REVISIONS

ENGINEER:



Boles, Smyth Associates Inc.
 Consulting Civil Engineers
 2400 Chestnut Street - Philadelphia PA, 19103
 215-561-2644 (P) - 215-561-0501 (F)

OWNER:

PROJECT ADDRESS:

Germantown Avenue
 Chestnut Hill
 Philadelphia, PA 19118

PROJECT:

Germantown Ave & Evergreen Ave. Crosswalk Upgrade

SHEET:

Project No.: 68.09
 Date: 07-15-2015
 Drawn by: TFB

Scale: As Noted
 Checked:

1Alt.
 Drawing No.

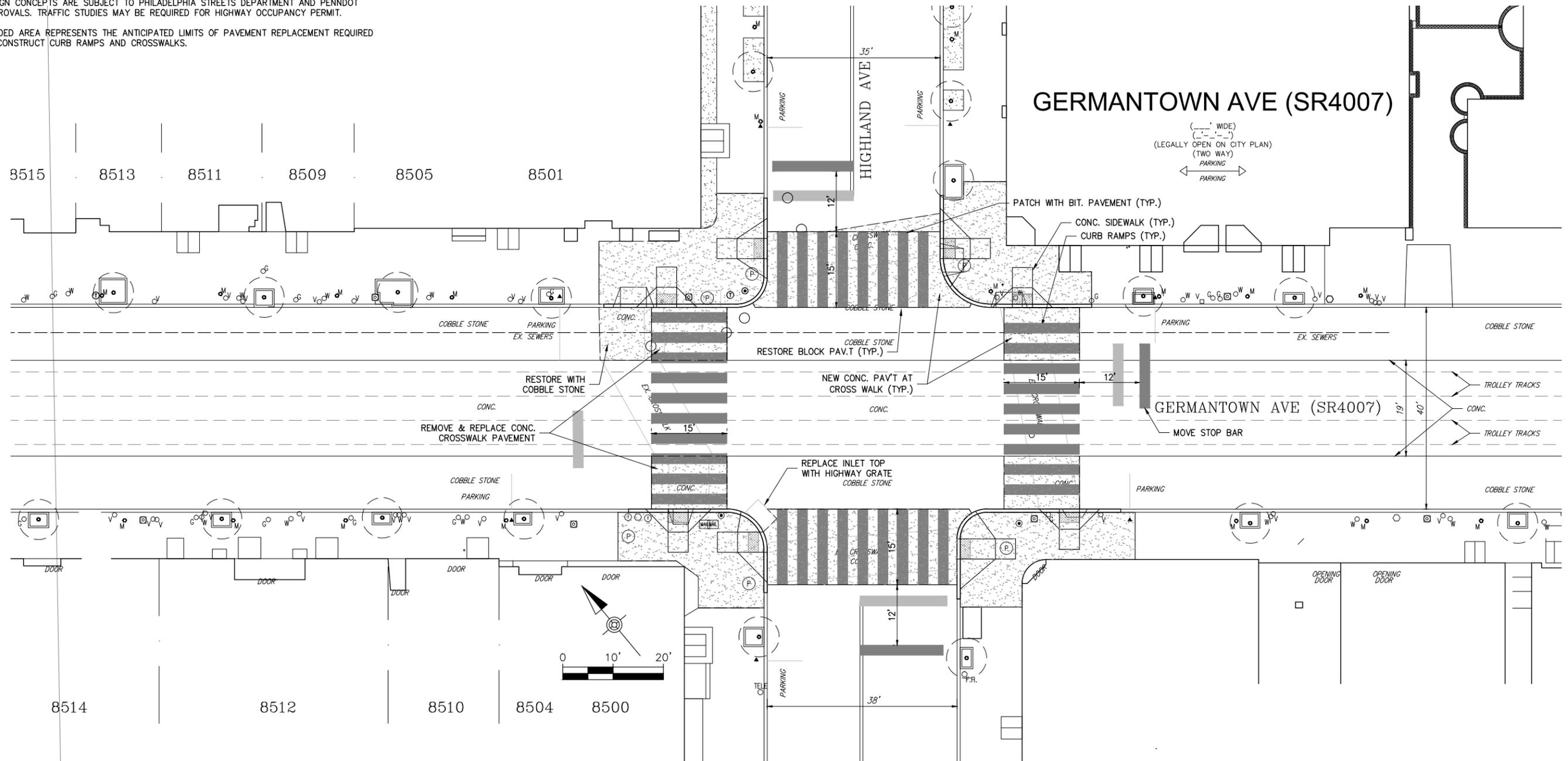
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File: CH_BID_Design_Alt_No_Bump-Outs.dwg Plotted: 7/15/15 at 11:35pm By: tboles

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	No	Date	Description	REVISIONS																																									

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PROPOSED IMPROVEMENTS INCLUDE THE FOLLOWING:

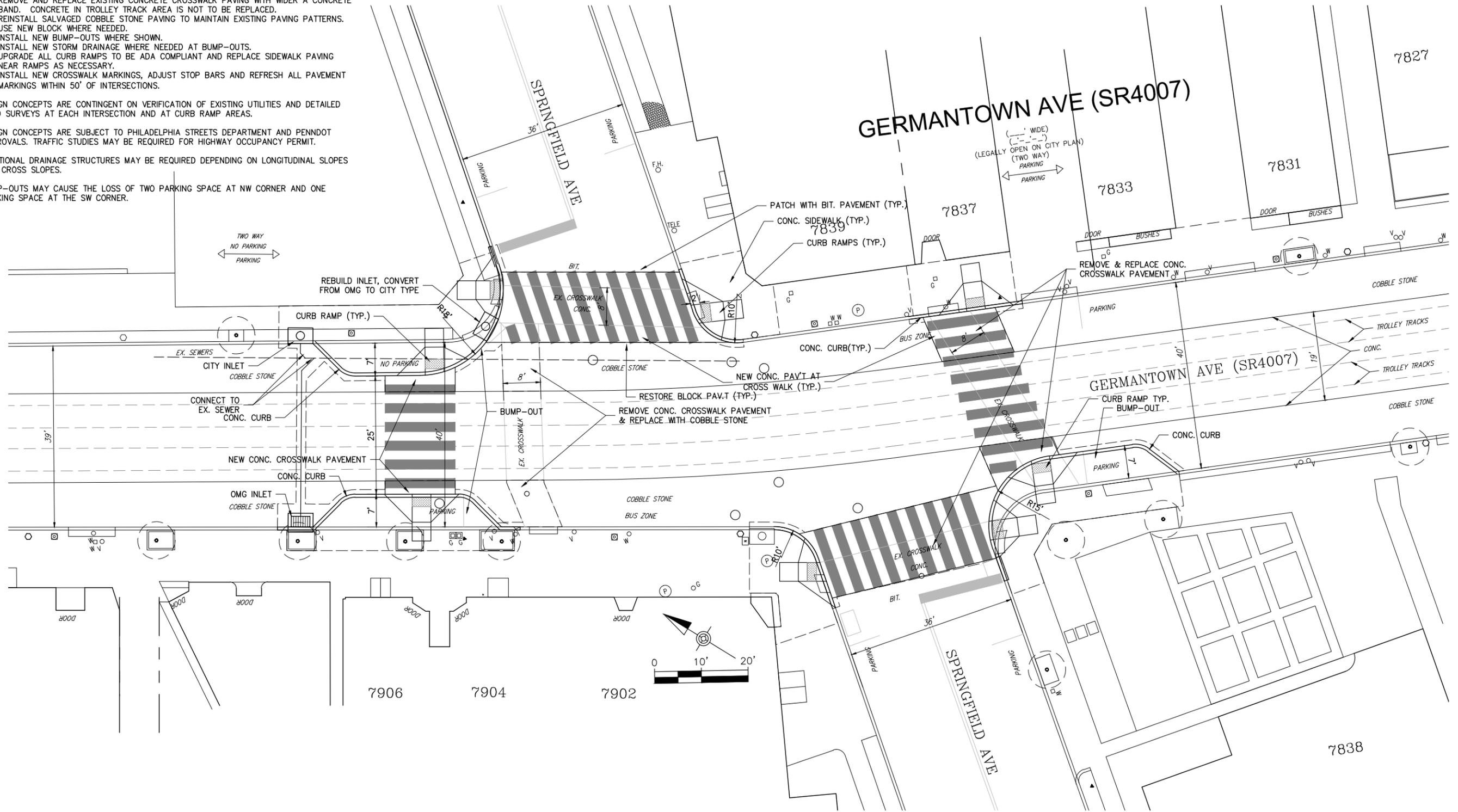
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- REINSTALL SALVAGED COBBLE STONE PAVING TO MAINTAIN EXISTING PAVING PATTERNS. USE NEW BLOCK WHERE NEEDED.
- INSTALL NEW BUMP-OUTS WHERE SHOWN.
- INSTALL NEW STORM DRAINAGE WHERE NEEDED AT BUMP-OUTS.
- UPGRADE ALL CURB RAMPS TO BE ADA COMPLIANT AND REPLACE SIDEWALK PAVING NEAR RAMPS AS NECESSARY.
- INSTALL NEW CROSSWALK MARKINGS, ADJUST STOP BARS AND REFRESH ALL PAVEMENT MARKINGS WITHIN 50' OF INTERSECTIONS.

DESIGN CONCEPTS ARE CONTINGENT ON VERIFICATION OF EXISTING UTILITIES AND DETAILED FIELD SURVEYS AT EACH INTERSECTION AND AT CURB RAMP AREAS.

DESIGN CONCEPTS ARE SUBJECT TO PHILADELPHIA STREETS DEPARTMENT AND PENNDOT APPROVALS. TRAFFIC STUDIES MAY BE REQUIRED FOR HIGHWAY OCCUPANCY PERMIT.

ADDITIONAL DRAINAGE STRUCTURES MAY BE REQUIRED DEPENDING ON LONGITUDINAL SLOPES AND CROSS SLOPES.

BUMP-OUTS MAY CAUSE THE LOSS OF TWO PARKING SPACE AT NW CORNER AND ONE PARKING SPACE AT THE SW CORNER.



File: CH_BID_Design.dwg Plotted: 6/30/15 at 12:47pm By: tfoles

No	Date	Description	REVISIONS

ENGINEER:



Boles, Smyth Associates Inc.
 Consulting Civil Engineers
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 215-561-2644 (P) - 215-561-0501 (F)

OWNER:

PROJECT ADDRESS:

Germantown Avenue
 Chestnut Hill
 Philadelphia, PA 19118

PROJECT:

SHEET:

Germantown Ave & Springfield Ave. Crosswalk Upgrade

Project No.: 68.09
 Date: 06-30-2015
 Drawn by: TFB

Scale: As Noted
 Checked:

3
 Drawing No.

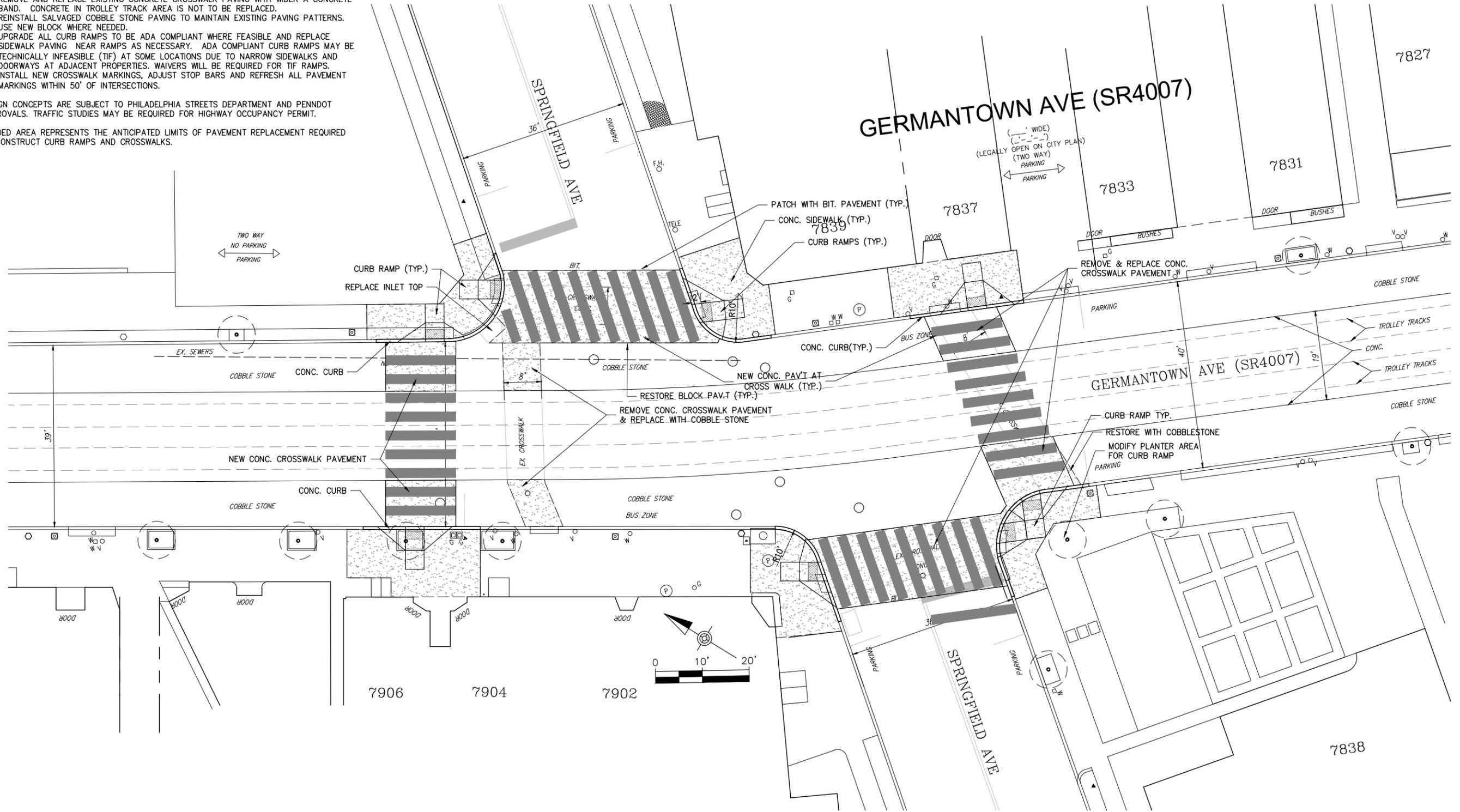
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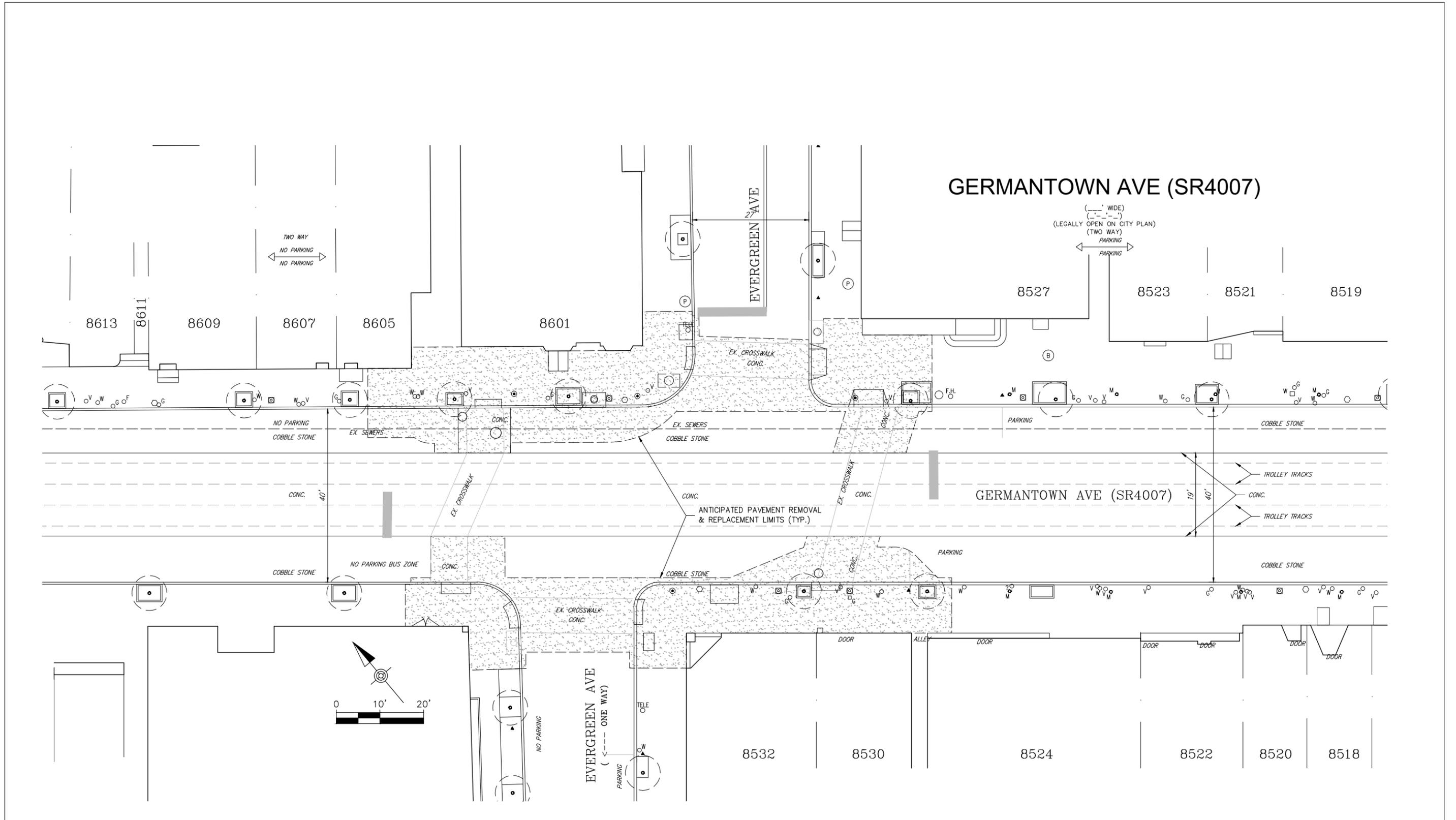
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File: CH_BID_Design_All_No_Bump-Outs.dwg Plotted: 7/15/15 at 11:34pm By: tiboies

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File: CH_BID_Design.dwg Plotted: 6/30/15 at 1:14pm By: tfoles

No	Date	Description	REVISIONS

ENGINEER:

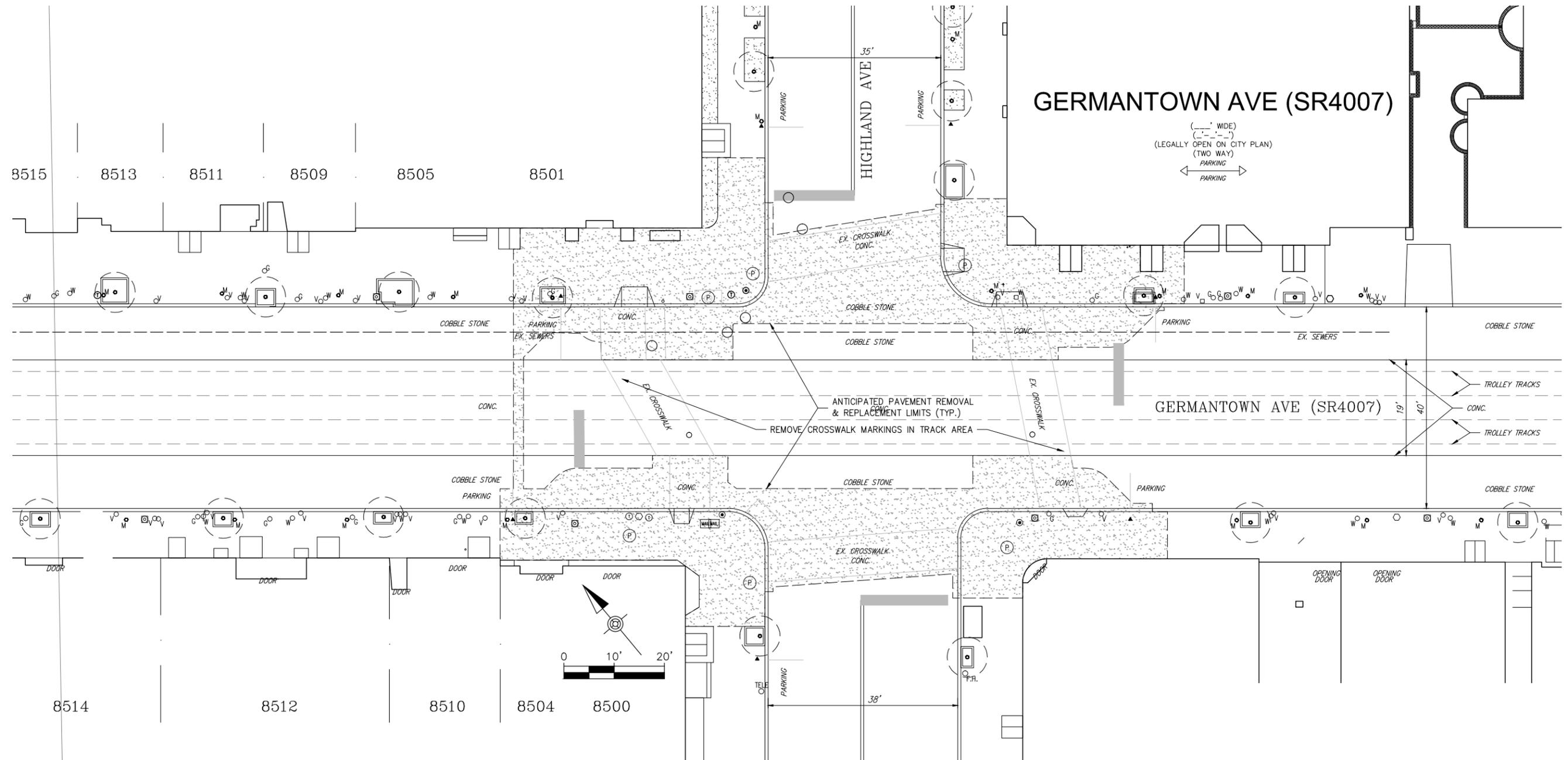
Boles, Smyth Associates Inc.
 Consulting Civil Engineers
 2400 Chestnut Street - Philadelphia PA, 19103
 215-561-2644 (P) - 215-561-0501 (F)

OWNER:
 -
 -

PROJECT ADDRESS:
Germantown Avenue
 Chestnut Hill
 Philadelphia, PA 19118

PROJECT:
 -
 -

SHEET:
Germantown Ave & Evergreen Ave. Pavement Removal
 Project No.: 68.09
 Date: 06-30-2015 Scale: As Noted
 Drawn by: TFB Checked:
4
 Drawing No.



File: CH_BID_Design.dwg Plotted: 6/30/15 at 1:13pm By: lfboles

No	Date	Description	REVISIONS

ENGINEER:

Boles, Smyth Associates Inc.
 Consulting Civil Engineers
 2400 Chestnut Street - Philadelphia PA, 19103
 215-561-2644 (P) - 215-561-0501 (F)

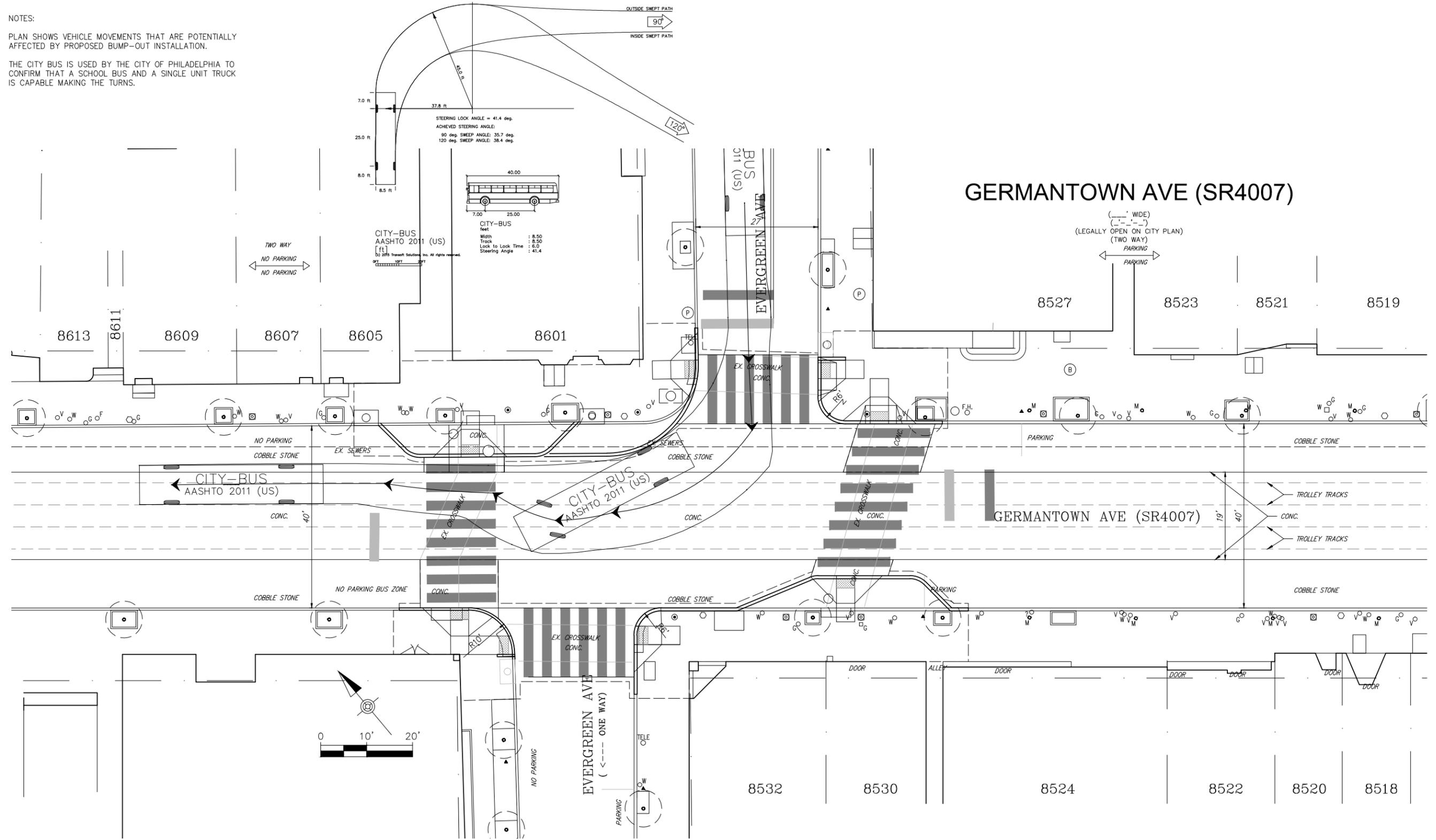
OWNER:
 PROJECT ADDRESS:
Germantown Avenue
 Chestnut Hill
 Philadelphia, PA 19118

PROJECT:
 SHEET: **Germantown Ave & Highland Ave. Pavement Removal**

Project No.: 68.09
 Date: 06-30-2015 Scale: As Noted
 Drawn by: TFB Checked:

5
 Drawing No.

NOTES:
 PLAN SHOWS VEHICLE MOVEMENTS THAT ARE POTENTIALLY AFFECTED BY PROPOSED BUMP-OUT INSTALLATION.
 THE CITY BUS IS USED BY THE CITY OF PHILADELPHIA TO CONFIRM THAT A SCHOOL BUS AND A SINGLE UNIT TRUCK IS CAPABLE MAKING THE TURNS.



File: CH_BID_Vehicles_Proposed.dwg Plotted: 6/29/15 at 1:39pm By: Timothy_2

No	Date	Description	REVISIONS

ENGINEER:

Boles, Smyth Associates Inc.
 Consulting Civil Engineers
 2400 Chestnut Street - Philadelphia PA, 19103
 215-561-2644 (P) - 215-561-0501 (F)

OWNER:
 PROJECT ADDRESS:
Germantown Avenue
 Chestnut Hill
 Philadelphia, PA 19118

PROJECT:
Germantown Ave & Evergreen Ave.
City Bus - Proposed Condition

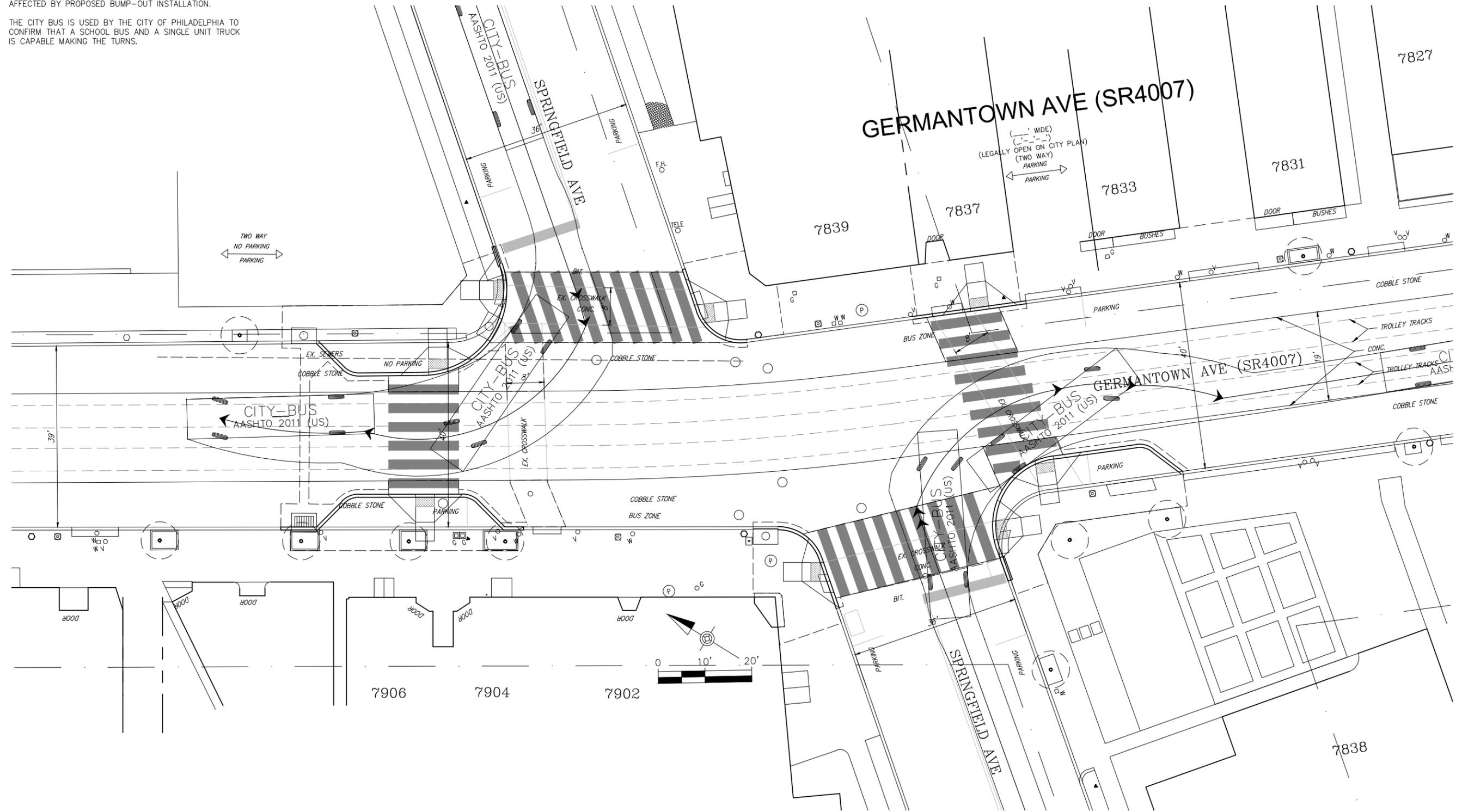
PROJECT:
 Project No.: 68.09
 Date: 06-29-2015
 Drawn by: TFB

Scale: As Noted
 Checked:
 8
 Drawing No.

NOTES:

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THE CITY BUS IS USED BY THE CITY OF PHILADELPHIA TO CONFIRM THAT A SCHOOL BUS AND A SINGLE UNIT TRUCK IS CAPABLE MAKING THE TURNS.



File: CH_BID_Vehicles_Proposed.dwg Plotted: 6/29/15 at 1:40pm By: Timothy_2

No	Date	Description	REVISIONS

ENGINEER:

Boles, Smyth Associates Inc.
 Consulting Civil Engineers
 2400 Chestnut Street - Philadelphia PA, 19103
 215-561-2644 (P) - 215-561-0501 (F)

OWNER:
 -
 -

PROJECT ADDRESS:
Germantown Avenue
 Chestnut Hill
 Philadelphia, PA 19118

PROJECT:
 -
 -

SHEET: **Germantown Ave & Springfield Ave. City Bus - Proposed Condition**
 Project No.: 68.09
 Date: 06-29-2015 Scale: As Noted
 Drawn by: TFB Checked:
12
 Drawing No.



Streetlighting Plan 2015



GRENALD WALDRON ASSOCIATES

R U N Y A N & A S S O C I A T E S A R C H I T E C T S



General Streetlighting recommendations

- In general the recommended lighting levels should be between 0.6 & 0.7 minimum maintained average depending upon pavement classification and an estimation of conflict potential. (See Chart)
- The current lighting levels with existing poles along Germantown Avenue average $\pm .3fc$

Table 2: Illuminance Method - Recommended Values

Road and Pedestrian Conflict Area		Pavement Classification <small>(Minimum Maintained Average Values)</small>			Uniformity Ratio E_{avg}/E_{min}	Veiling Luminance Ratio L_{vmax}/L_{avg}
Road	Pedestrian Conflict Area	R1 lux/ftc	R2 & R3 lux/ftc	R4 lux/ftc		
Freeway Class A		6.0/0.6	9.0/0.9	8.0/0.8	3.0	0.3
Freeway Class B		4.0/0.4	6.0/0.6	5.0/0.5	3.0	0.3
Expressway	High	10.0/1.0	14.0/1.4	13.0/1.3	3.0	0.3
	Medium	8.0/0.8	12.0/1.2	10.0/1.0	3.0	0.3
	Low	6.0/0.6	9.0/0.9	8.0/0.8	3.0	0.3
Major	High	12.0/1.2	17.0/1.7	15.0/1.5	3.0	0.3
	Medium	9.0/0.9	13.0/1.3	11.0/1.1	3.0	0.3
	Low	6.0/0.6	9.0/0.9	8.0/0.8	3.0	0.3
Collector	High	8.0/0.8	12.0/1.2	10.0/1.0	4.0	0.4
	Medium	6.0/0.6	9.0/0.9	8.0/0.8	4.0	0.4
	Low	4.0/0.4	6.0/0.6	5.0/0.5	4.0	0.4
Local	High	6.0/0.6	9.0/0.9	8.0/0.8	6.0	0.4
	Medium	5.0/0.5	7.0/0.7	6.0/0.6	6.0	0.4
	Low	3.0/0.3	4.0/0.4	4.0/0.4	6.0	0.4

Pole Replacement

- Existing light poles are reaching the end of their useful life. additional money spent to repair beyond minimal maintenance would be better spent on new modern fixtures. New lenses, lamps and ballasts would increase lighting levels but the resulting light would still be deficient and structural pole issues would remain.
- Any new allocation of funds would be better spent with a comprehensive replacement of lighting poles with new Philadelphia City standard fixtures as shown in this document.
- The combination of direct pole replacement and the addition of recommended cobra head poles at intersection will bring the average up to recommended levels





Several poles are in danger of falling over and causing damage or injury



Light fixture heads are in very poor shape with opaque yellow lenses and damage. Lens conditions impact efficiency and cause more glare problems.



Undersized Base footing may not be adequate for new poles



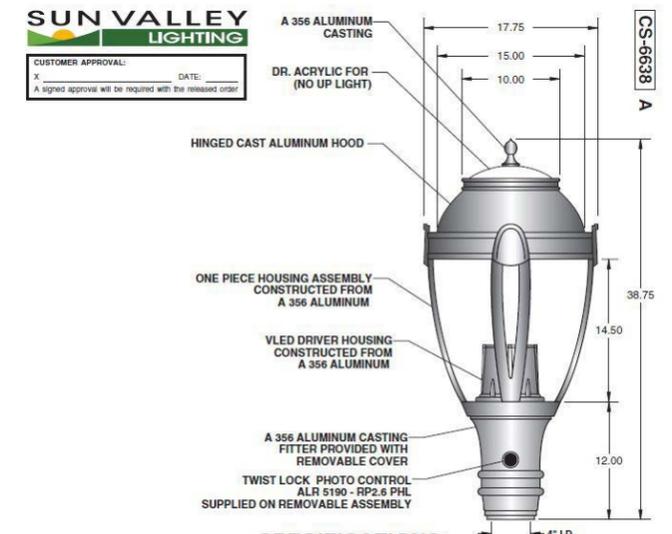
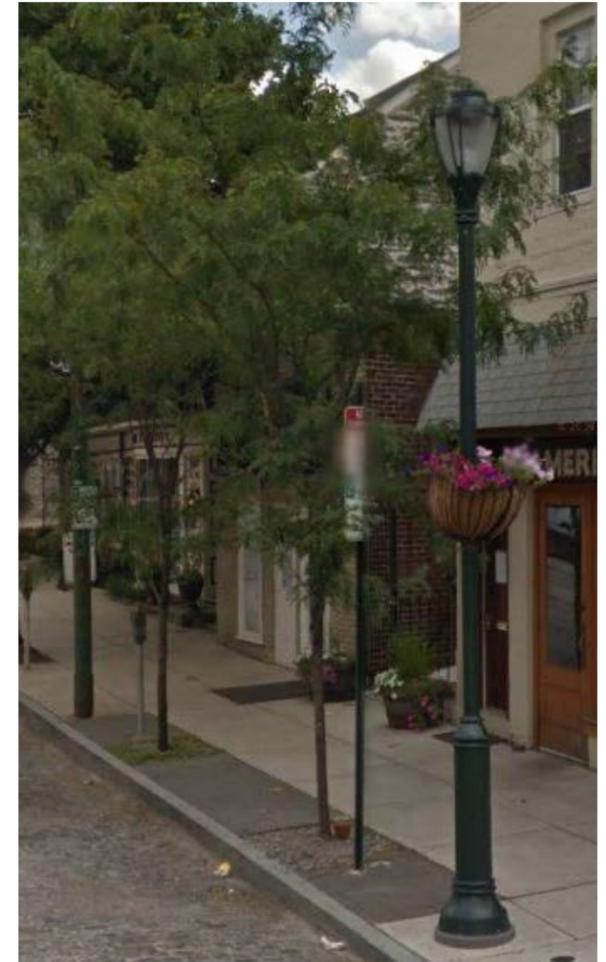


City Standard Cobra Head Fixture

- GE Lighting "ERS: Series LED
- Forward throw optics, 4000k color, with dimming receptacle on top

City Standard Pedestrian Scale Fixture

- Sun Valley Lighting "CS-6638" LED head with cast decorative base
- Type III optics - rotateable, 4000k color, with concealed LED lamping in cap
- Note: Concrete bases may need replacement based upon appearance of existing fixtures.



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 19072 0525

Chestnut Hill Streetscape Plan 2015

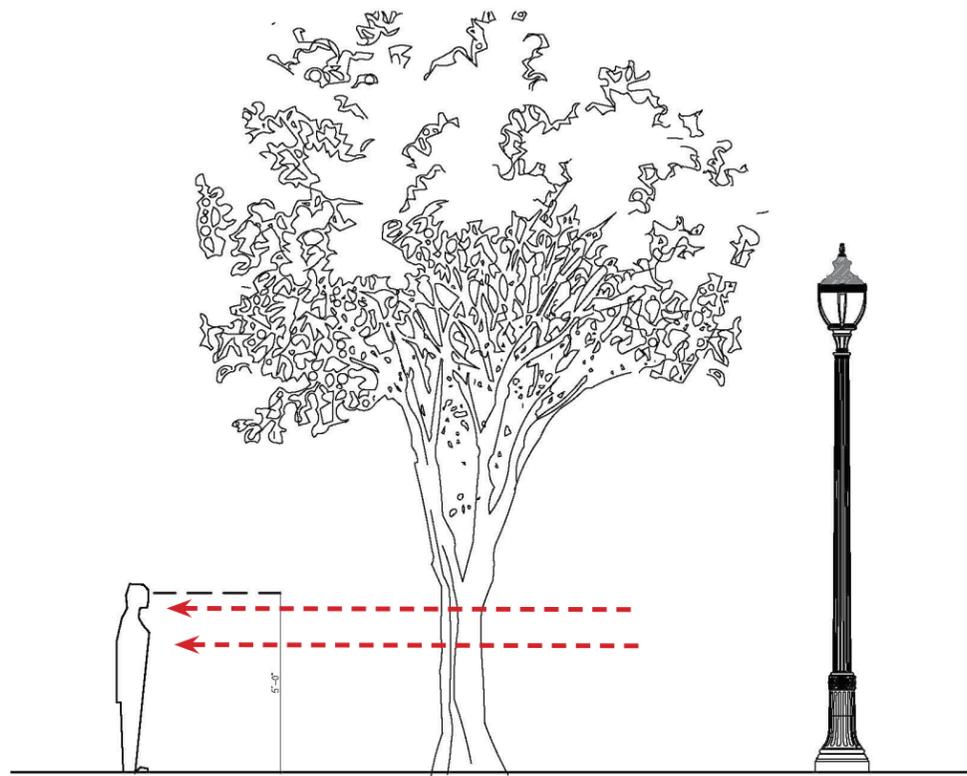
Philadelphia, PA

Date: 08.15

CALCULATION STUDY LEGEND:

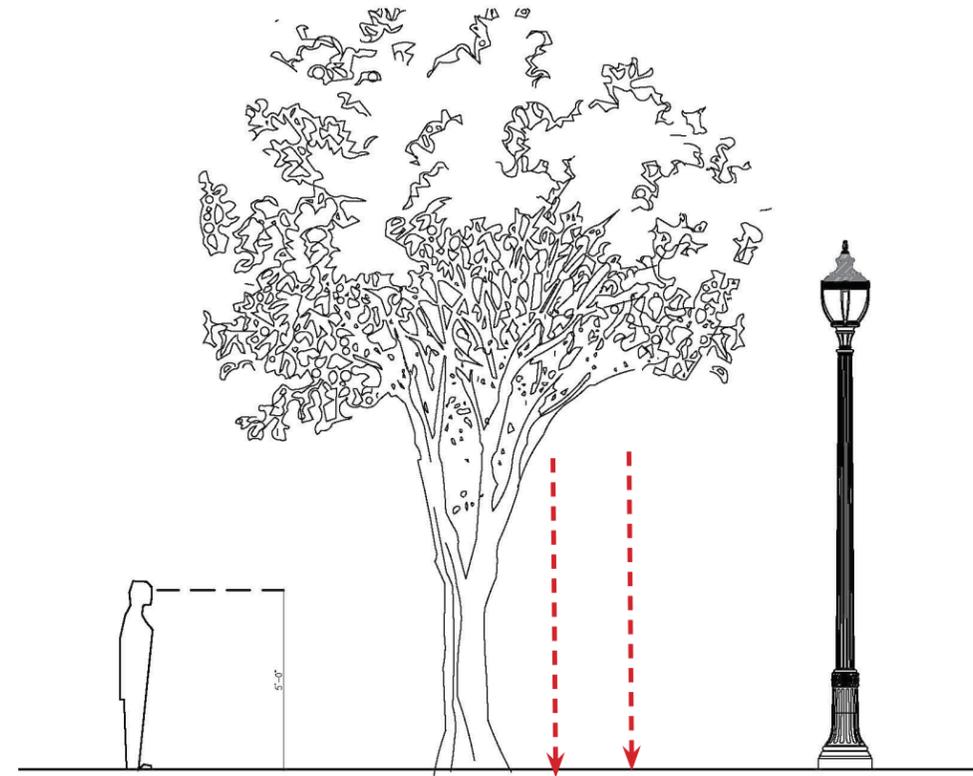
● Vertical View Readings

-Measures the amount of light hitting a spot 5' in the air typically in a crosswalk



● Horizontal Readings taken at ground level

-Measures the amount of light hitting the ground at a point

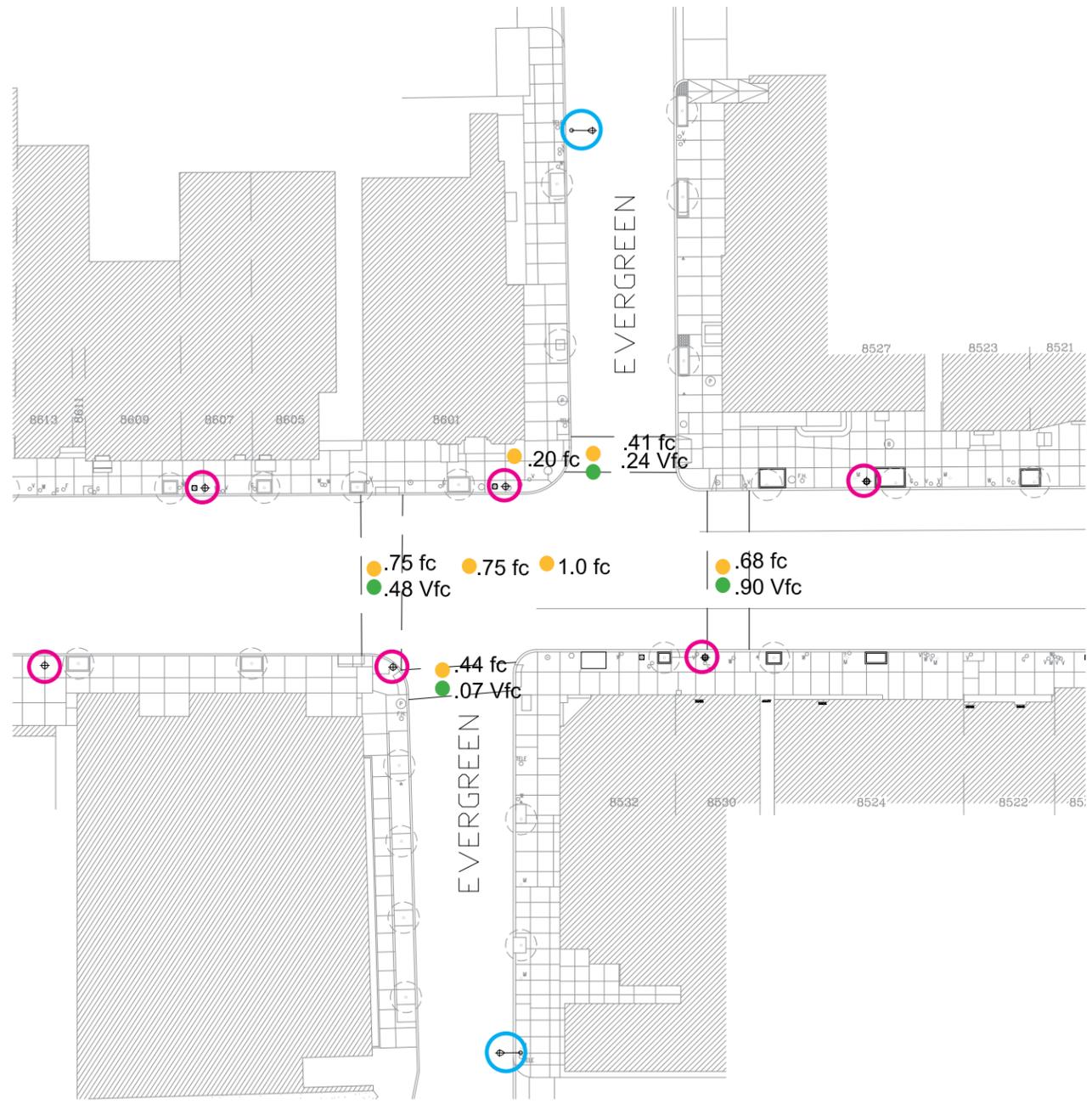


IESNA recommends .5fc maintained average vertical illuminance at crosswalks and intersections for high pedestrian conflict areas. This is measured at 5' above the roadways surface facing in the direction of traffic.

IESNA recommends 1.8fc maintained average horizontal illuminance at intersections based on local roadway classification and areas of high pedestrian activity. For roadways in between intersections 0.5FC maintained average is recommended.

Note: In our experience the city of Philadelphia uses IES and other industry recognized guidelines for determining lighting levels for lighting projects in addition to practical considerations unique to each location. We are not aware of published city guidelines that detail a different set of criteria.



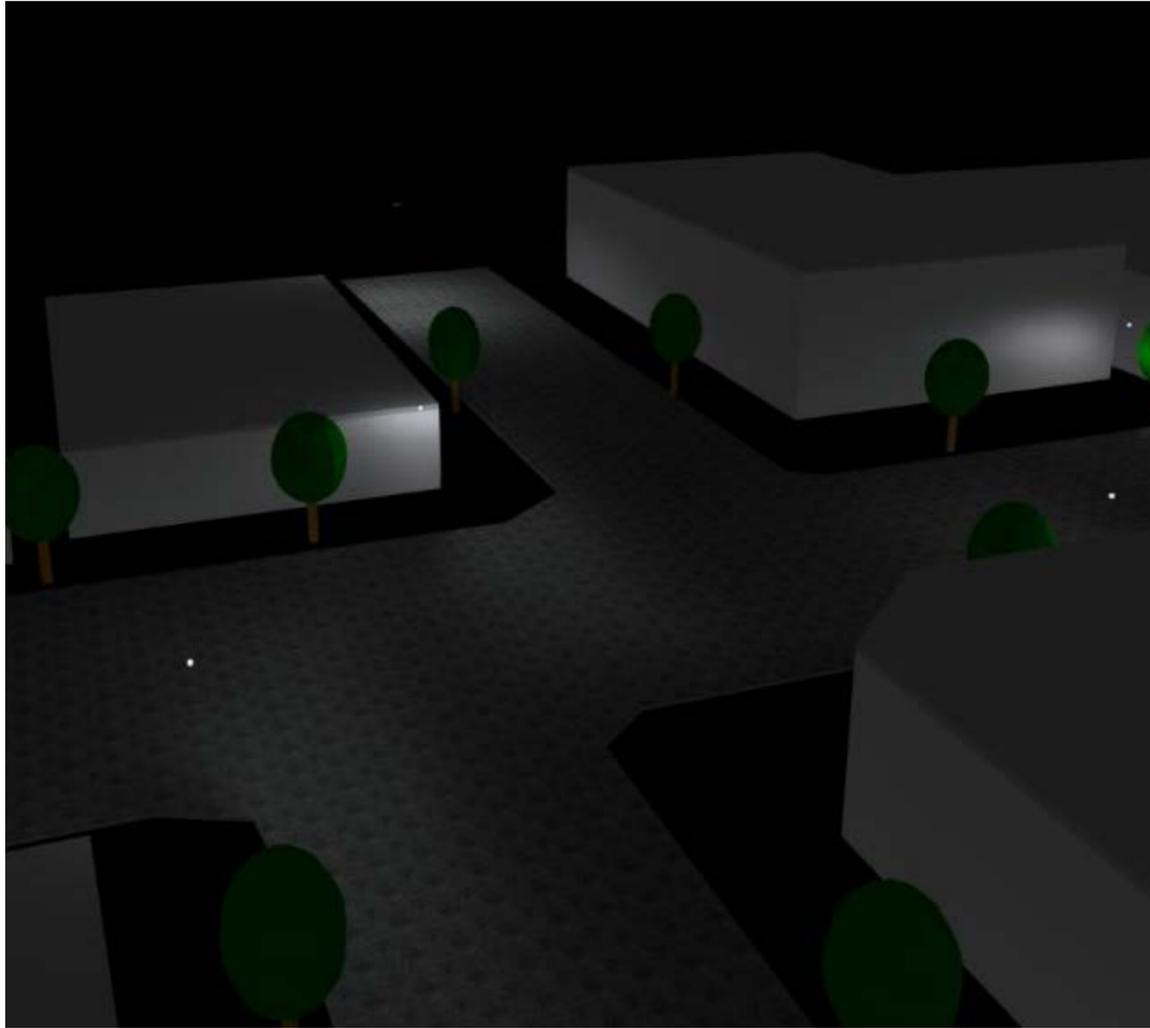


Existing Lighting Levels Survey facts

- Lighting levels are +50% lower than recommended levels
- Vertical lighting levels at crosswalks are adequate facing Germantown ave but deficient facing evergreen
- Pedestrians may be difficult to see from vehicles entering from Evergreen
- glare from existing fixtures is very high further limiting visibility and compromising comfort



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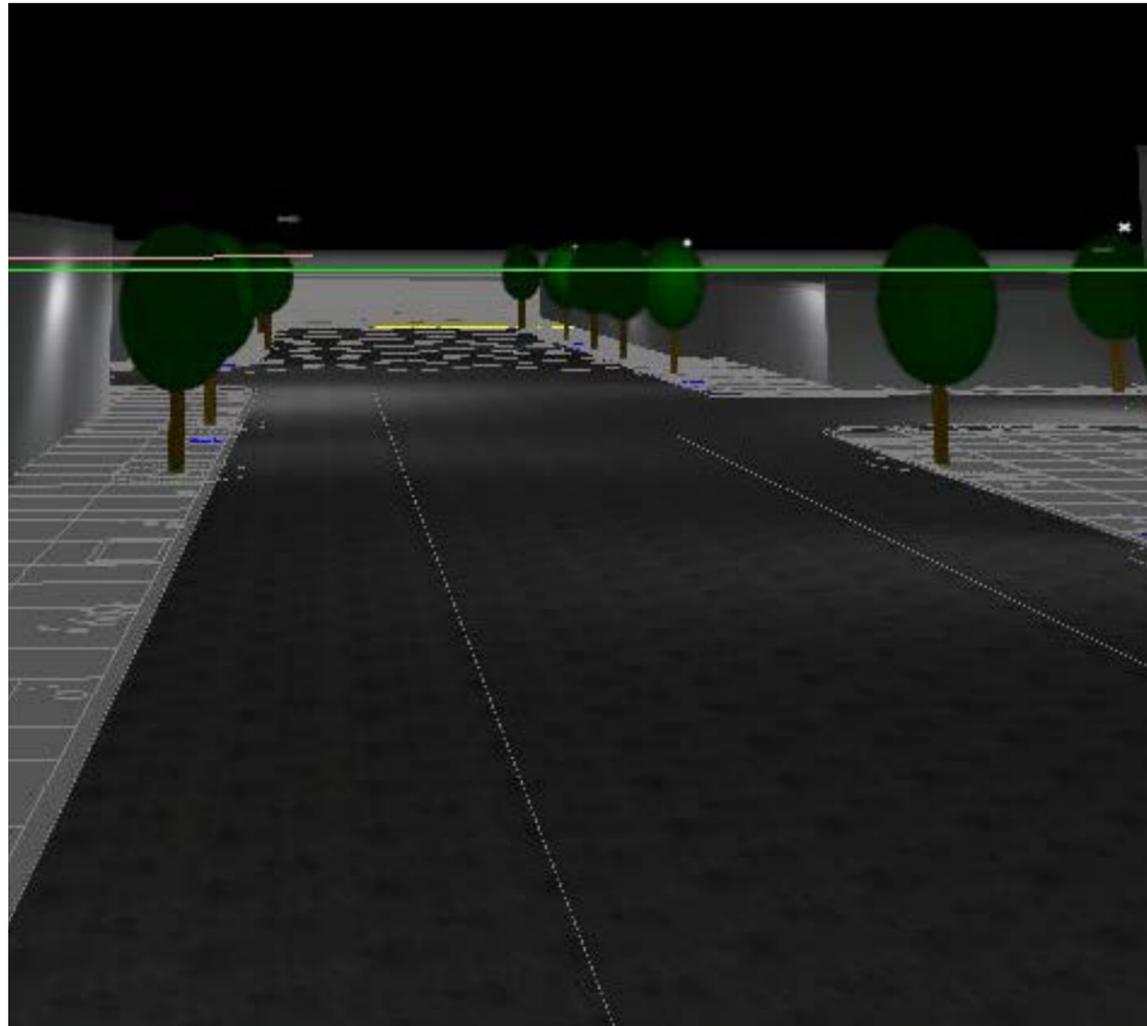
Simulation using new Philadelphia city standard fixtures in existing locations



Original Layout with new fixtures

- Calculation uses new Philadelphia city standard pole from Sun Valley and GE Cobra head fixture with 400w HPS lamping





Improved Layout - Upgrade Lights

- All fixtures are being tested with the city standard pole from Sun Valley and GE Cobra head fixture
- Replace all current fixture with new city standard to increase performance, color, reliability and optical control.
- 2 Cobra head poles have been added to get closer to the IES guideline for 1.8fc at intersections and to increase pedestrian visibility



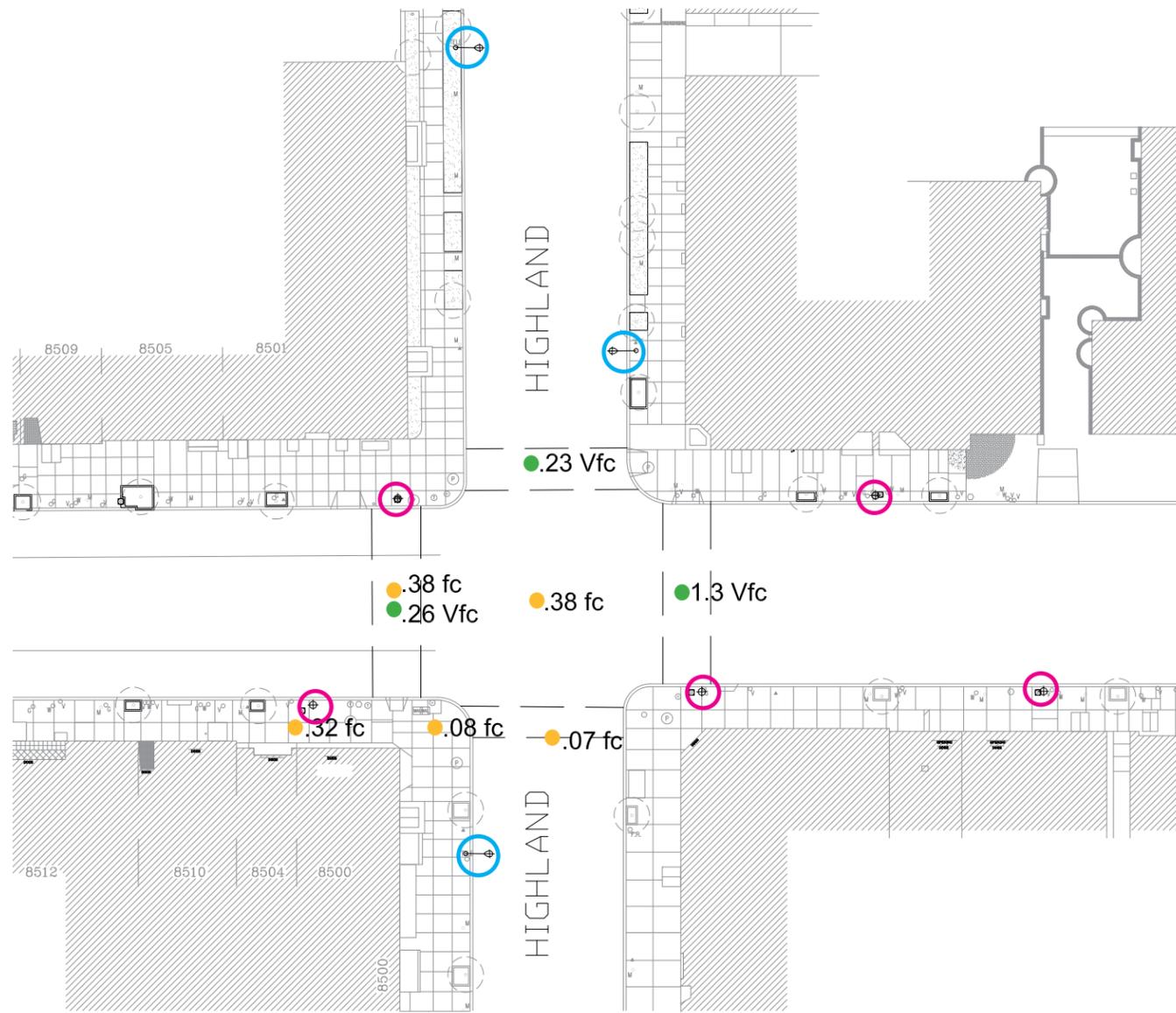
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Chestnut Hill Streetscape Plan 2015

Philadelphia, PA



Existing Lighting Levels Survey facts

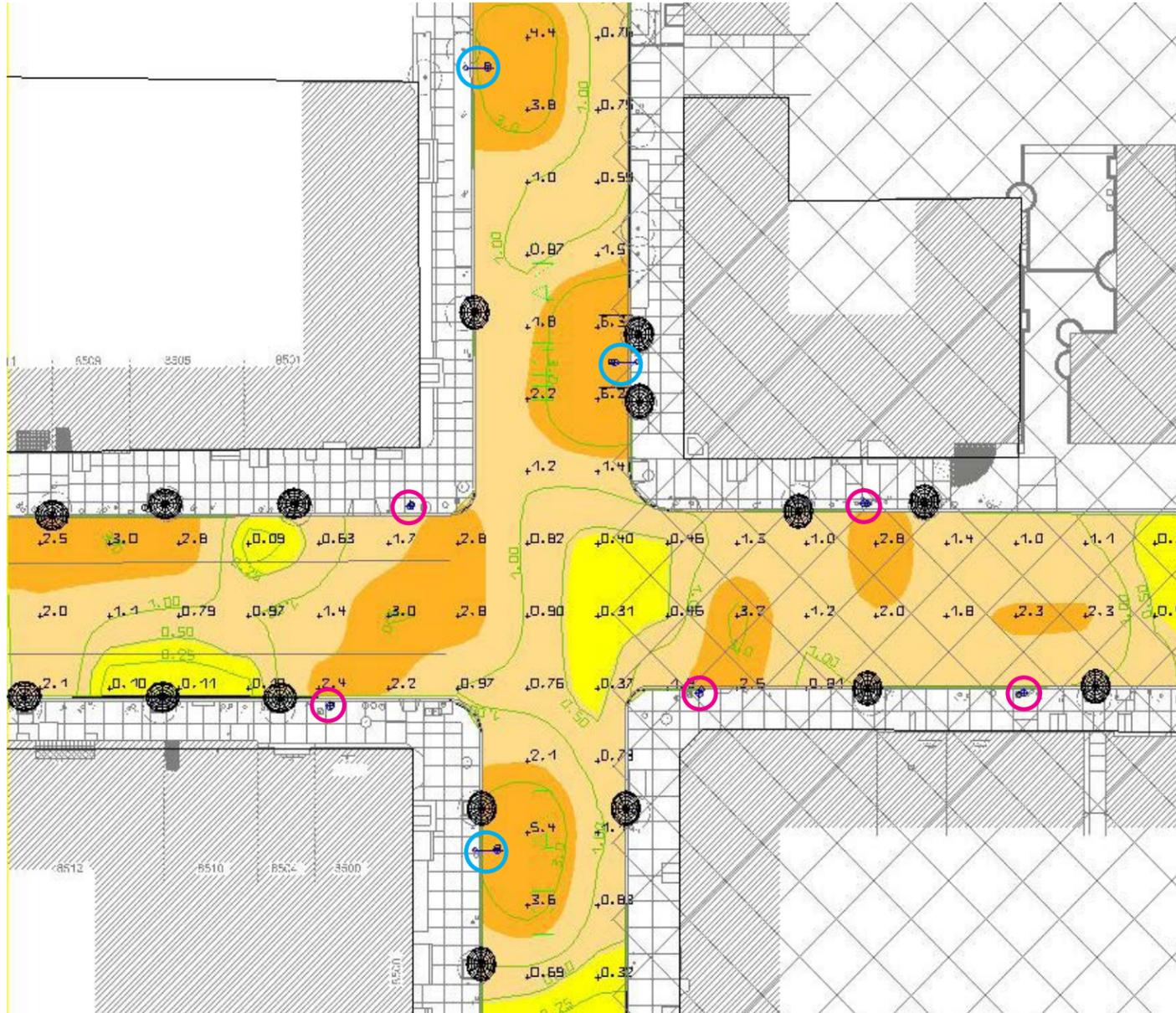
- Lighting levels are +50-75% lower than recommended levels
- Vertical lighting levels at crosswalks are adequate facing south on Germantown ave. Other directions are 50% lower than recommended levels
- Pedestrians may be difficult to see from vehicles entering from Highland Street
- Glare from existing fixtures is very high further limiting visibility and compromising comfort



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Chestnut Hill Streetscape Plan 2015

Philadelphia, PA

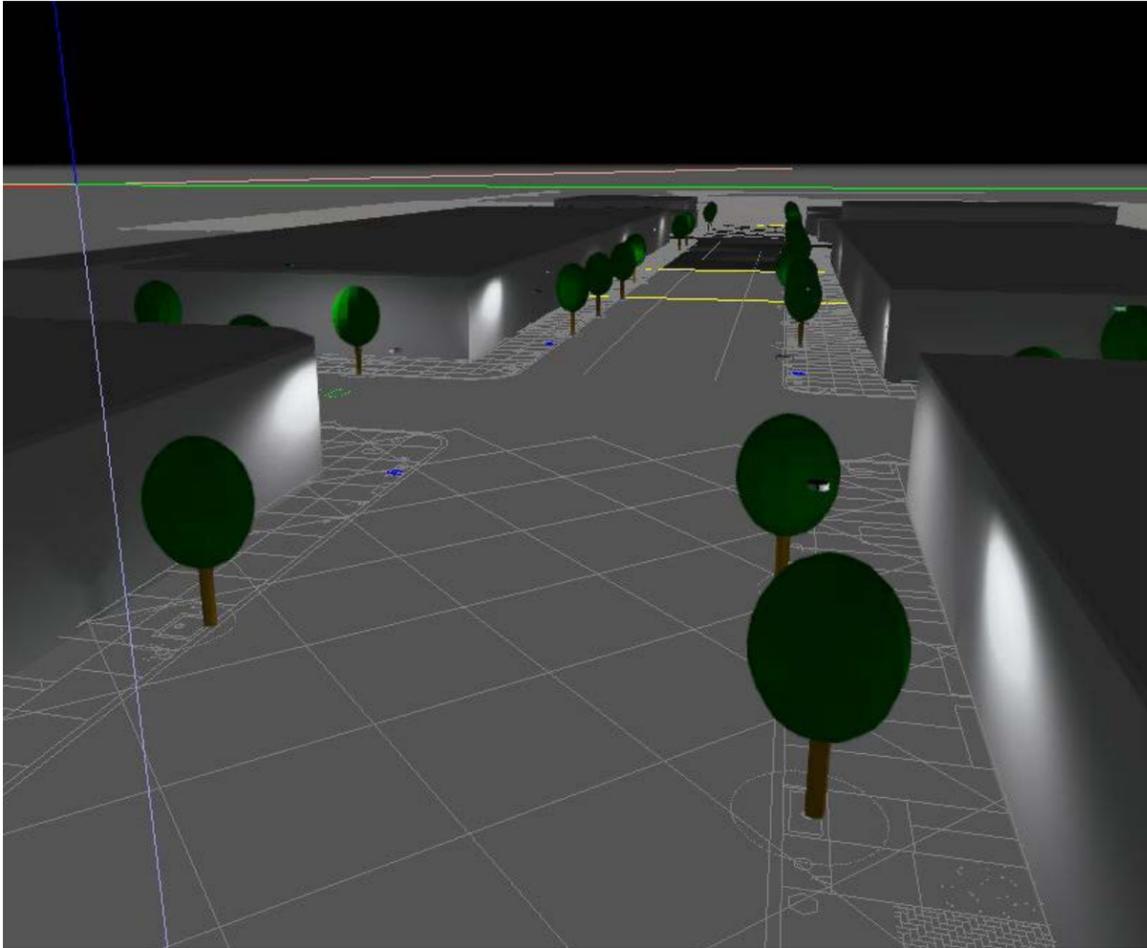
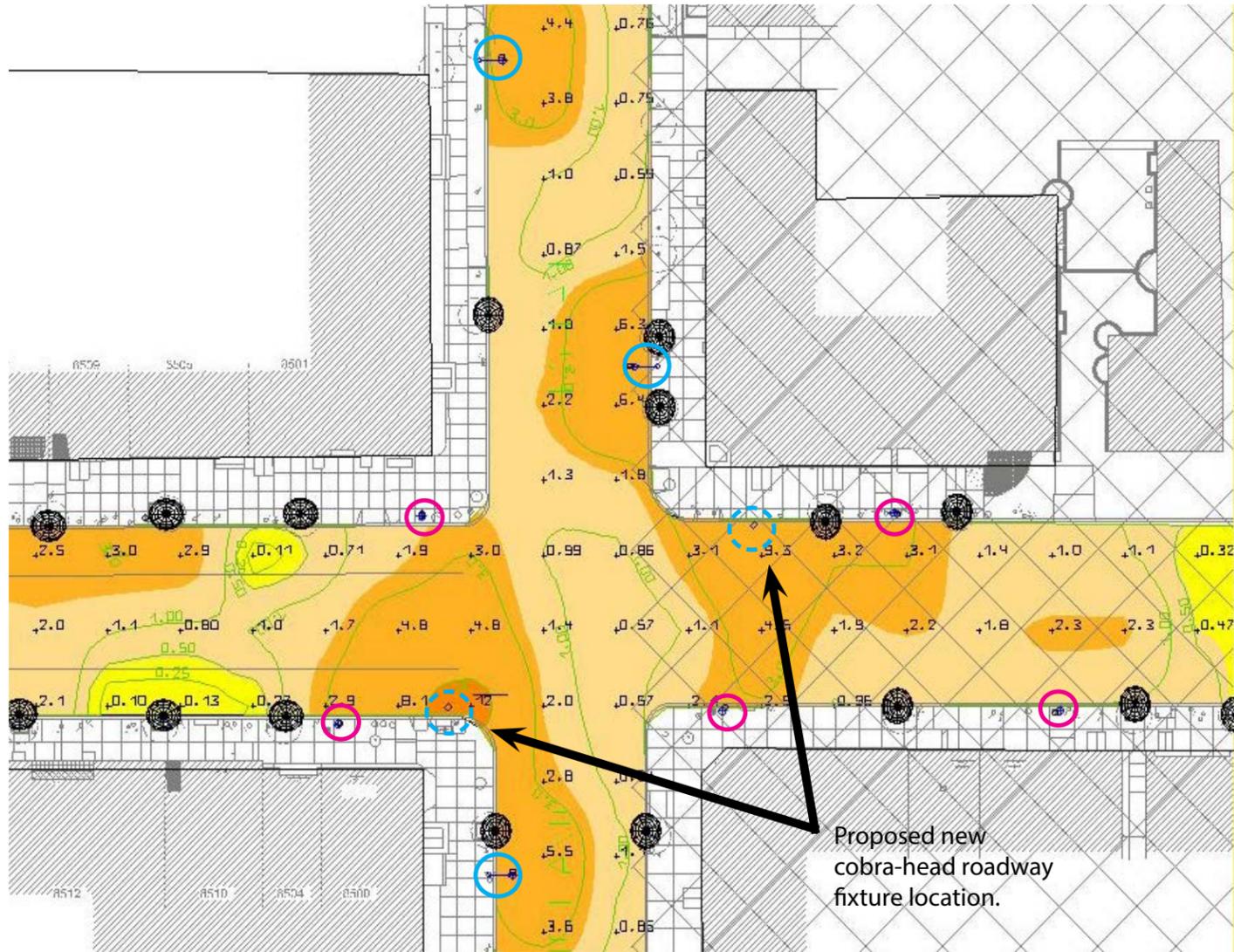


Simulation using new city standard fixtures in existing locations

Original Layout with new fixtures

- Calculation uses new Philadelphia city standard pole from Sun Valley and GE Cobra head fixture with 400w HPS lamping





Simulation using new city standard fixtures in existing locations with the addition of 2 cobra heads.

Improved Layout - Upgrade Lights

- All fixtures are being tested with the city standard pole from Sun Valley and GE Cobra head fixture
- Replace all current fixture with new city standard to increase performance, color, reliability and optical control.
- 2 Cobra head poles have been added to get closer to the IES guideline for 1.8fc at intersections and to increase pedestrian visibility



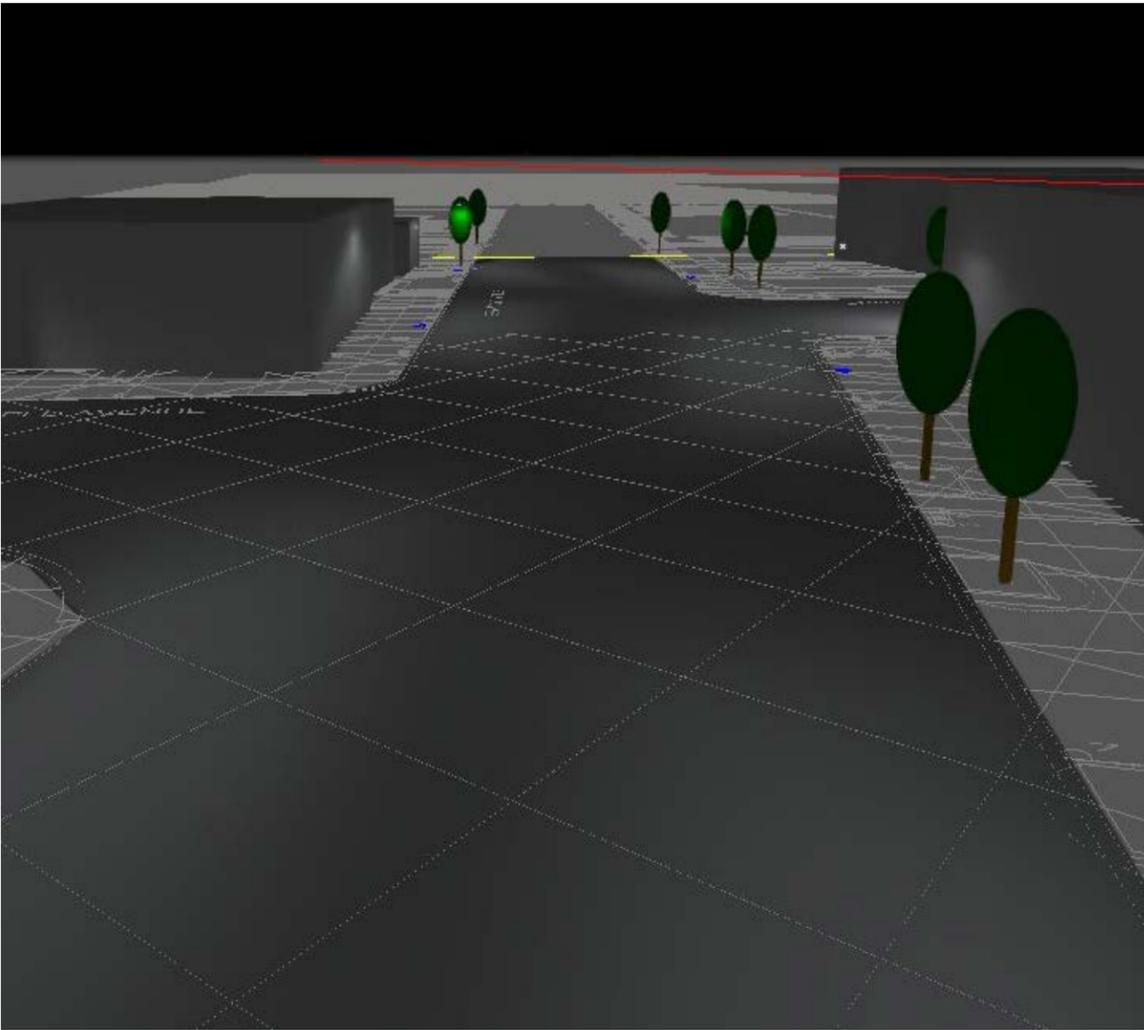
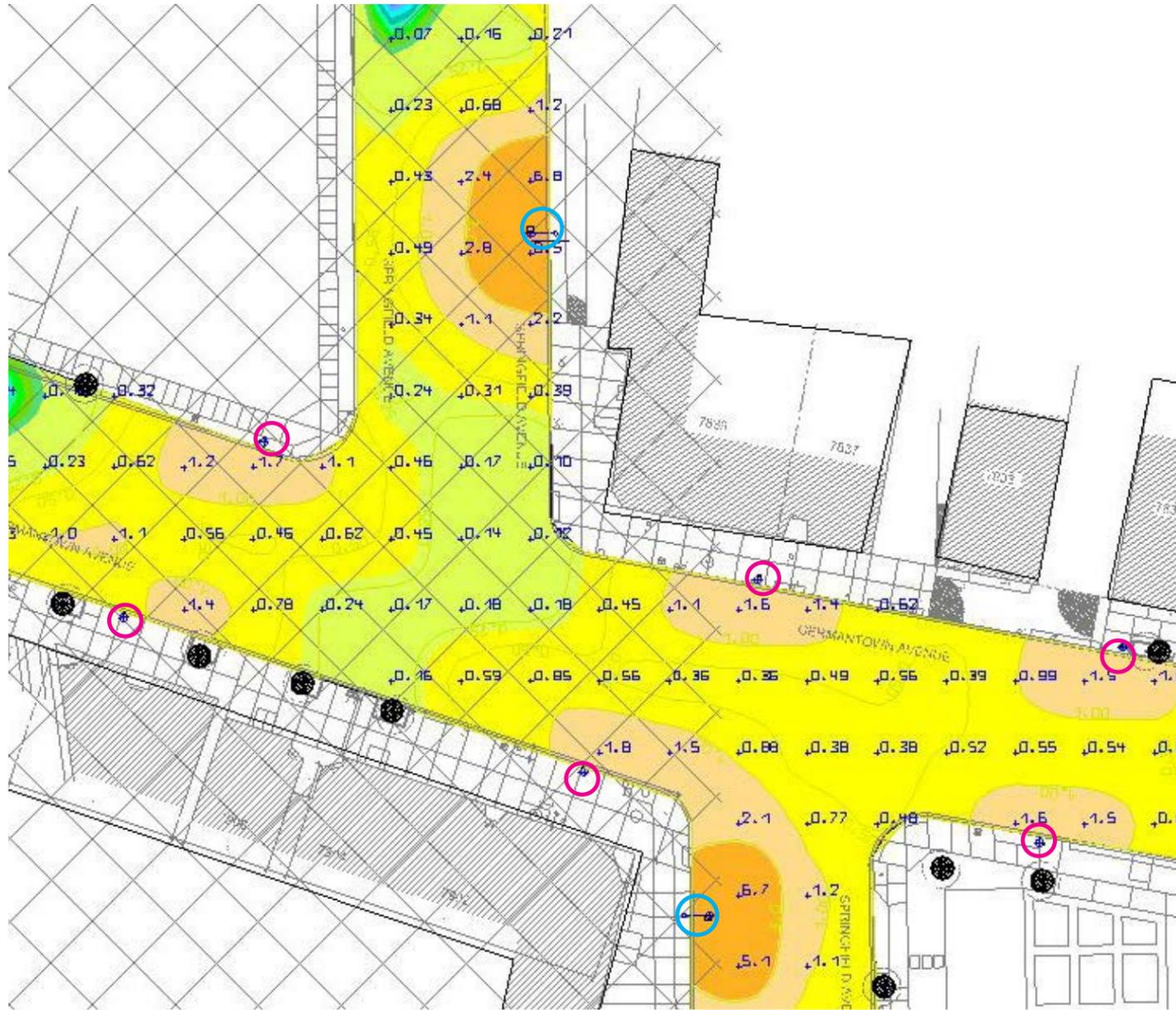


Existing Lighting Levels Survey facts

- Most lighting levels are +50-75% lower than recommended levels
- Vertical lighting levels at crosswalks are adequate facing south on Germantown ave. Other directions are 50% lower than recommended levels
- Pedestrians may be difficult to see from vehicles entering from Springfield
- Glare from existing fixtures is very high further limiting visibility and compromising comfort



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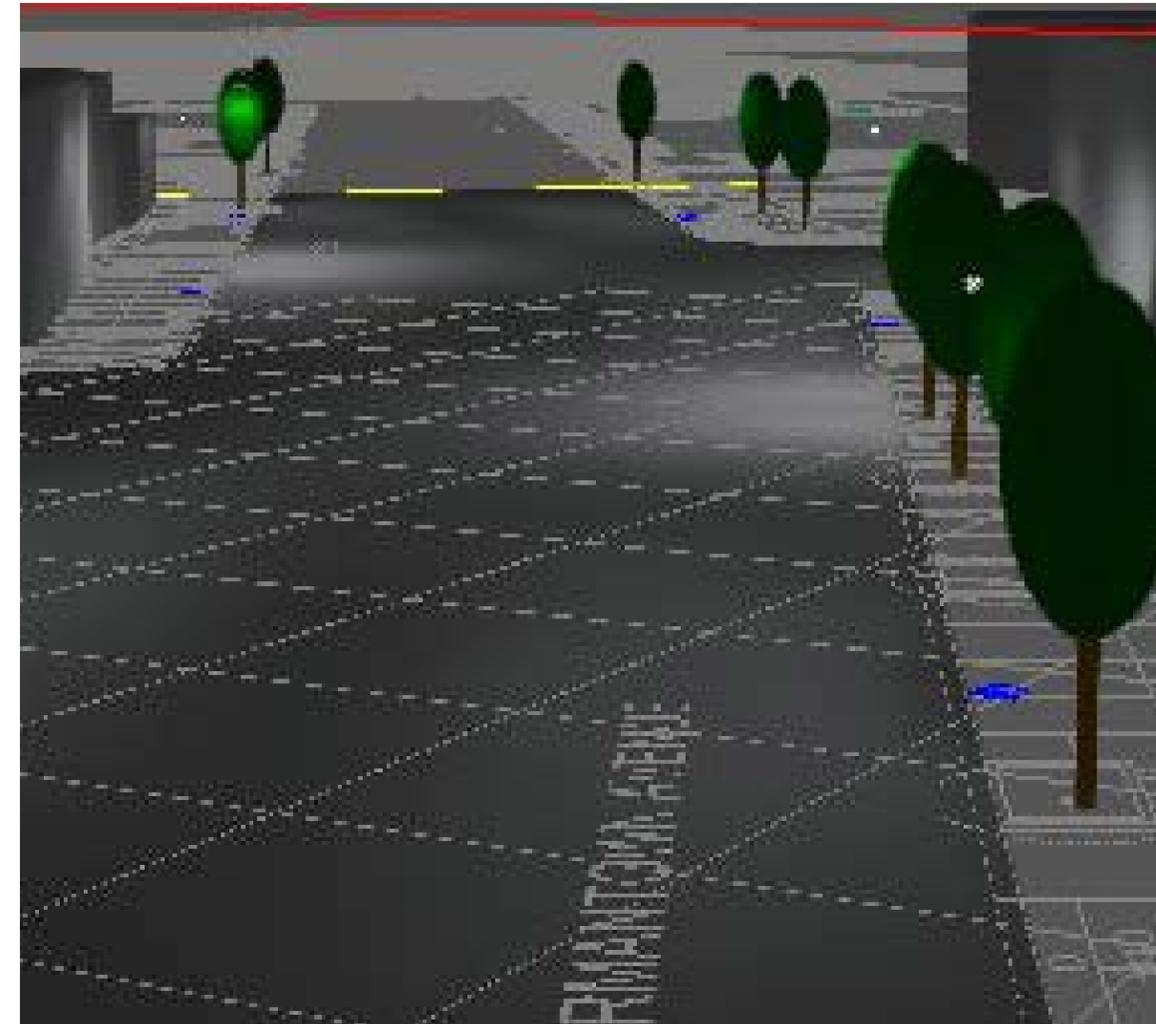
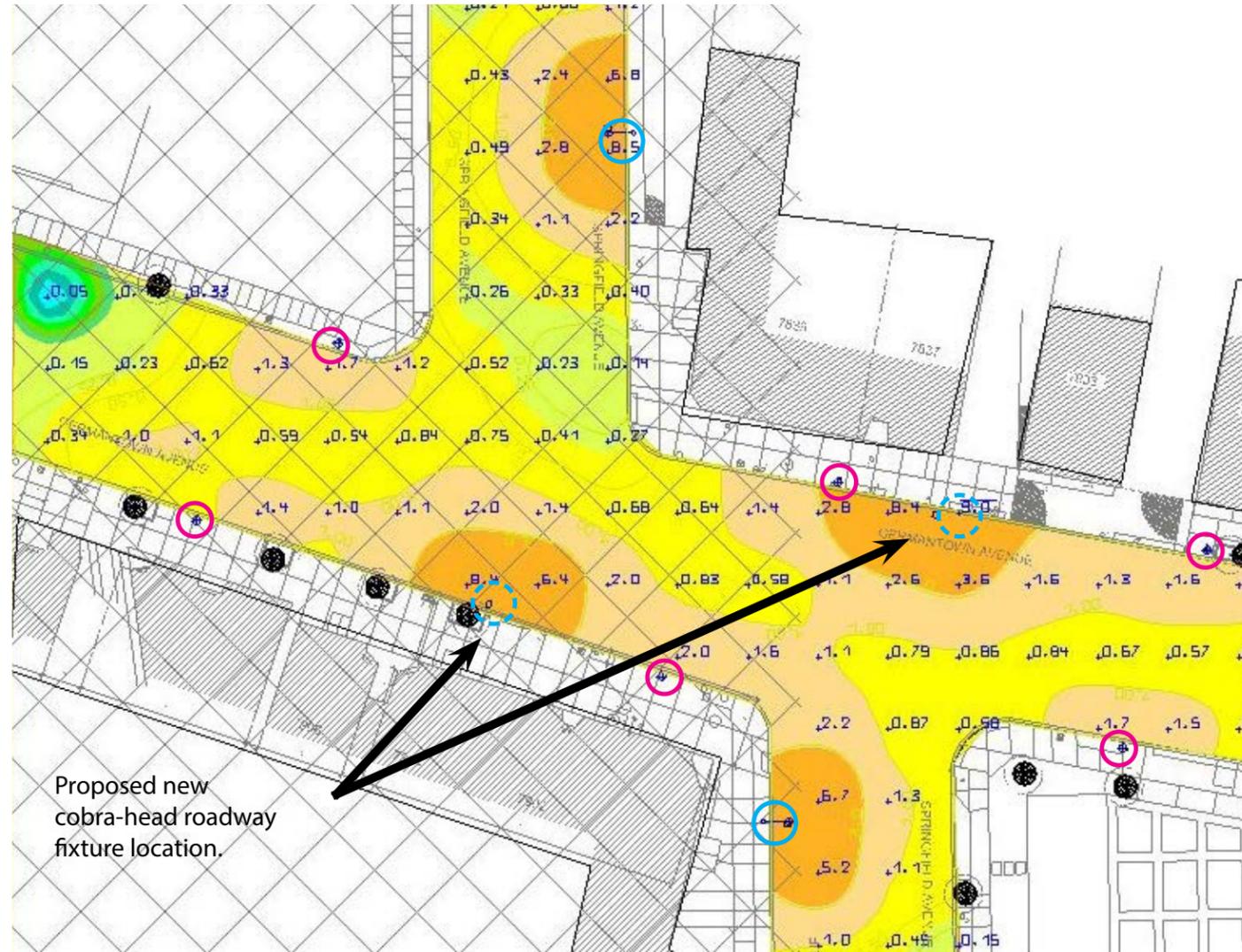


Simulation using new city standard fixtures in existing locations

Original Layout with new fixtures

- Calculation uses new Philadelphia city standard pole from Sun Valley and GE Cobra head fixture with 400w HPS lamping

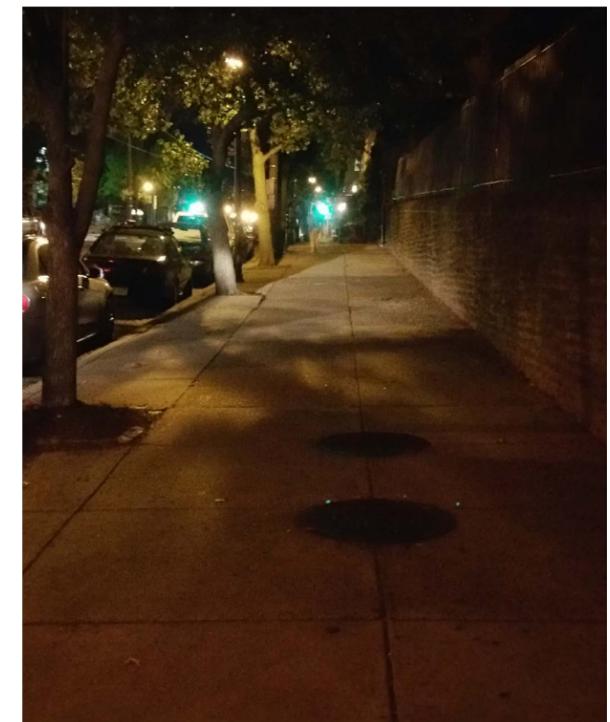
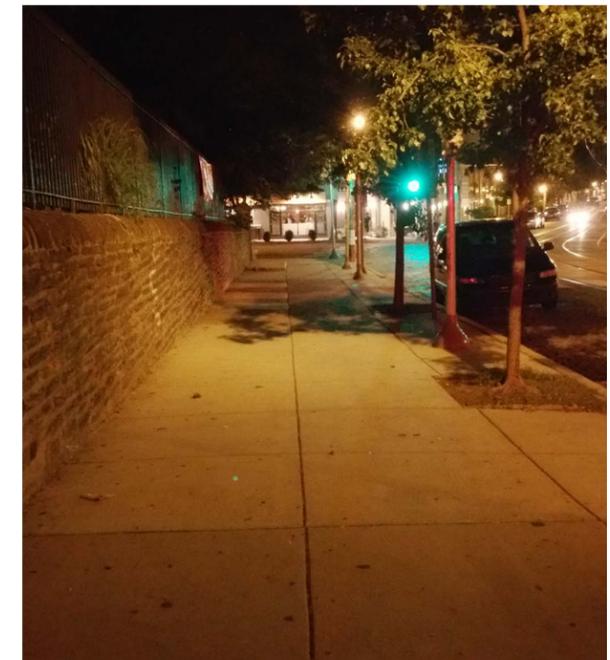
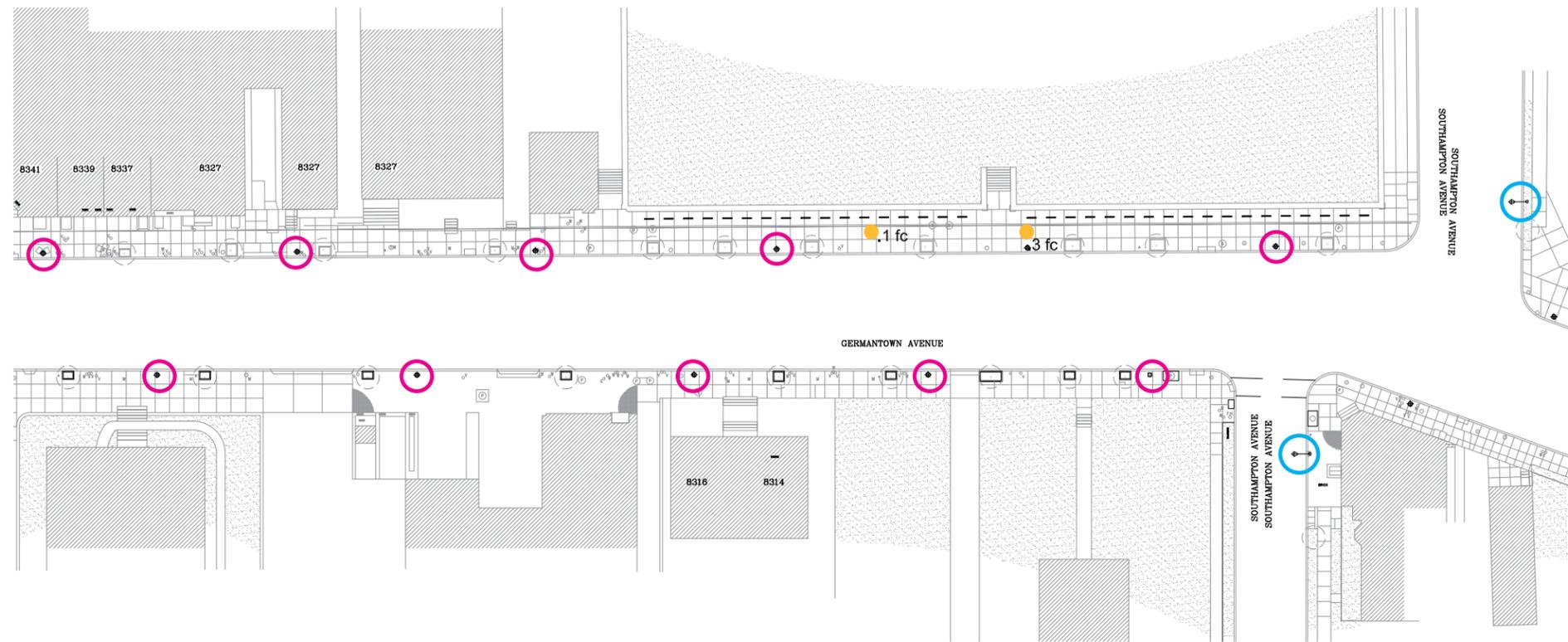




Improved Layout - Upgrade Lights

- All fixtures are being tested with the city standard pole from Sun Valley and GE Cobra head fixture
- Replace all current fixture with new city standard to increase performance, color, reliability and optical control.
- 2 Cobra head poles have been added to get closer to the IES guideline for 1.8fc at intersections and to increase pedestrian visibility





Existing Lighting Levels Survey facts

- Most lighting levels are +75% lower than recommended levels
- Trees block much of the light from the old fixtures
- glare from existing fixtures is very high further limiting visibility and compromising comfort

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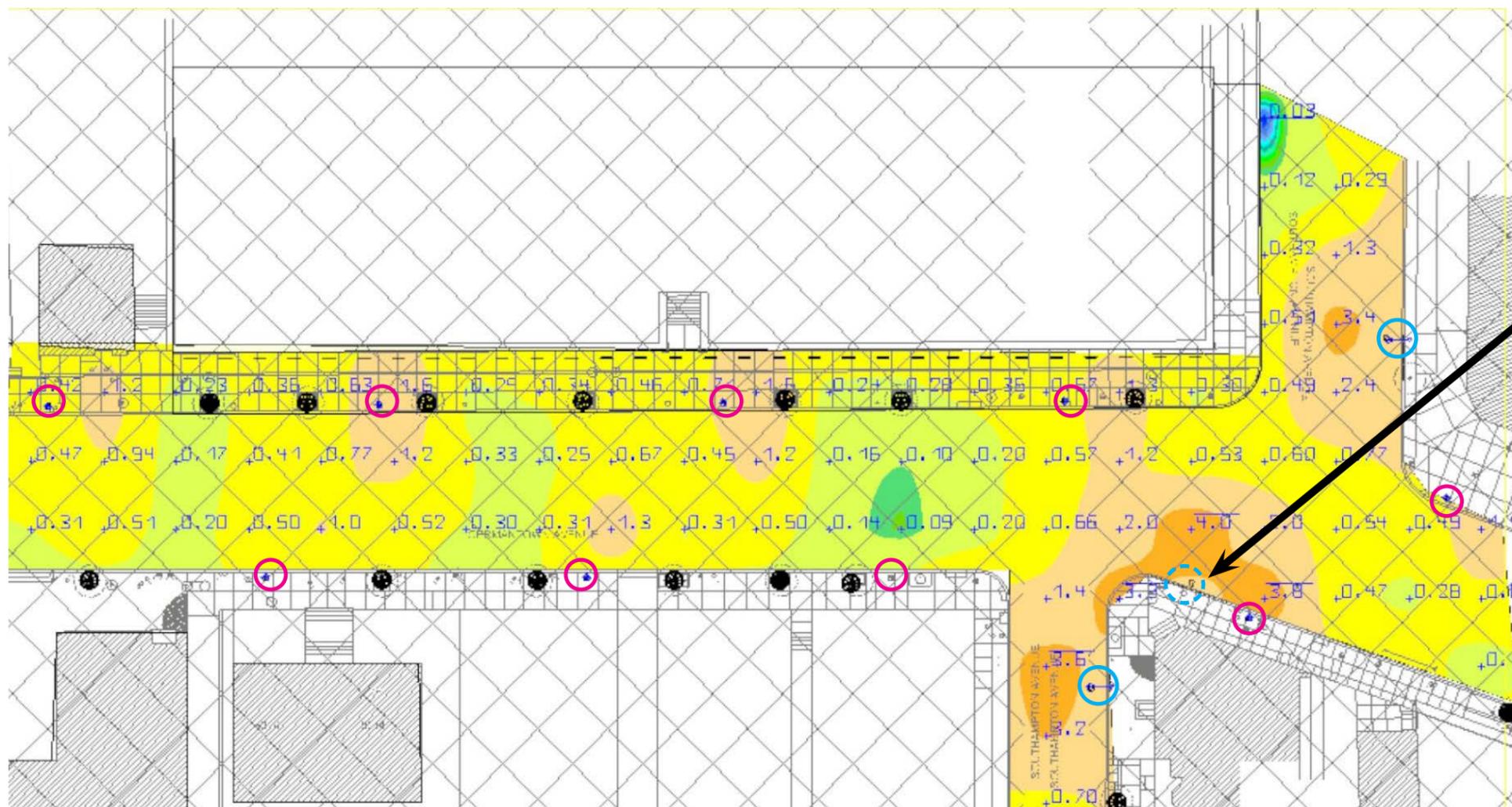
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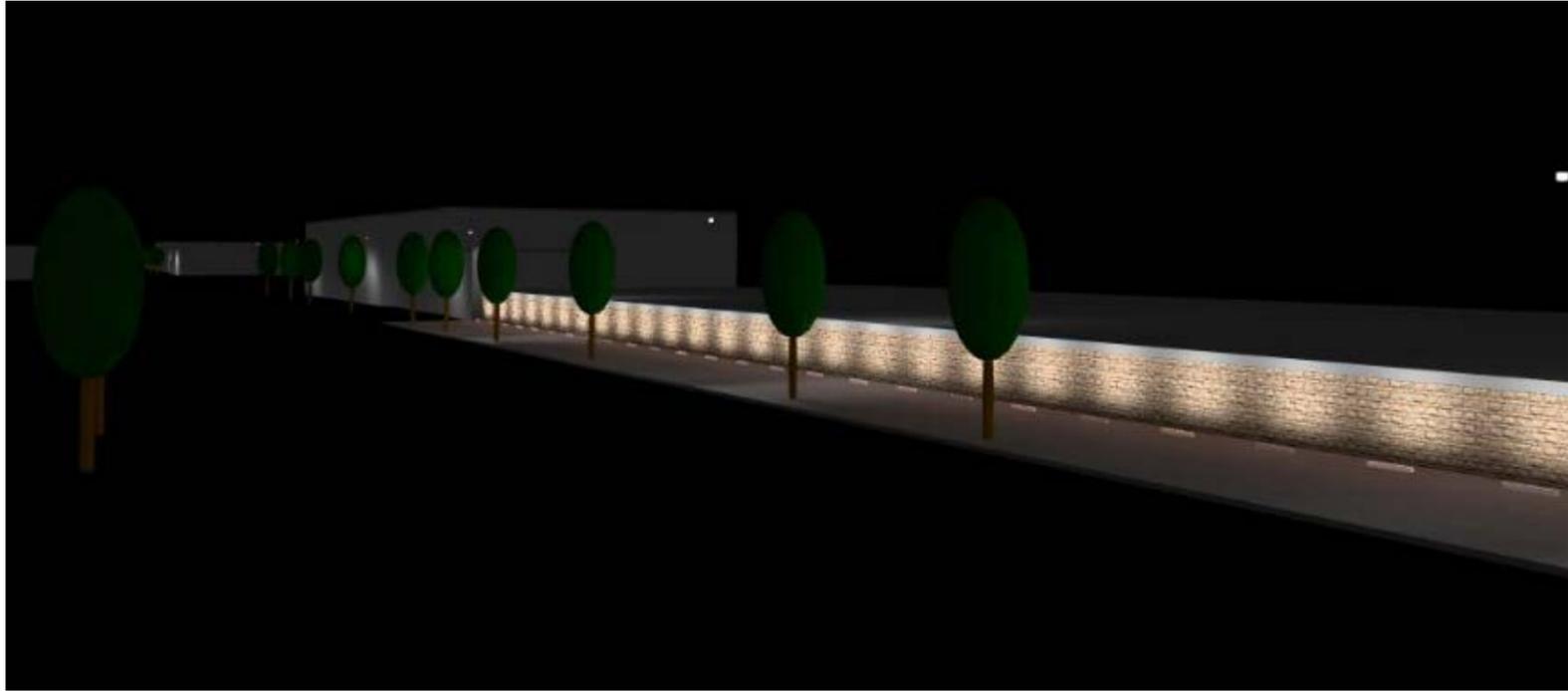


Proposed new cobra-head roadway fixture location.

Improved Layout - Upgrade Lights

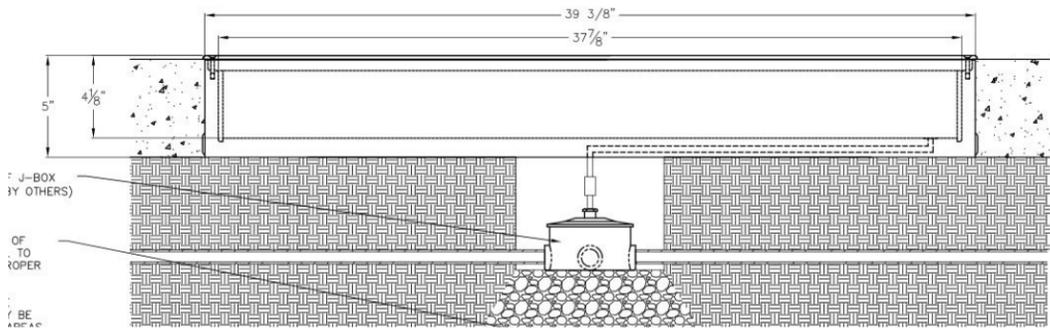
- All fixtures are being tested with the city standard pole from Sun Valley and GE Cobra head fixture
- Replace all current fixture with new city standard to increase performance, color, reliability and optical control.
- 1 Cobra head pole has been added to get closer to the IES guideline for 1.8fc at intersections and to increase pedestrian visibility





Wall Lighting Upgrade

- Ingrade linear wallwash fixtures
- 39.5" fixtures Spaced $\pm 2.5'$ away from wall with 3.5' between fixtures.
- Sample fixture used- Bega Lighting 7918LED
- 35 Fixtures total to light wall along block
- Increases brightness in general and helps to "activate" block.



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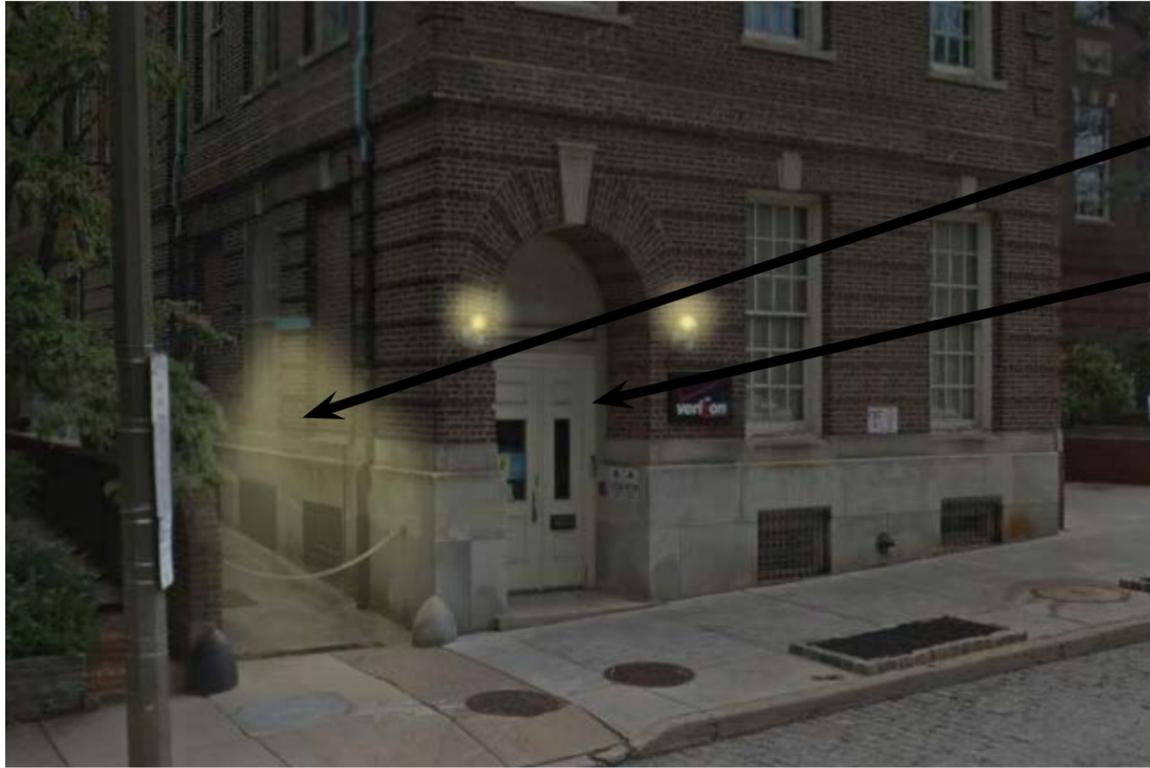
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Residences on block

- Create better lighted homes with a few simple lighting upgrades to help make block feel more active and safe
- Request that owners leave lights on until after shopping closes. A simple timer switch could be provided.
- Assist owners to add a small historic porch light at door area
- Add small post mounted walkway light





Add light for Dark Alley

Broken light sconces



Added wall sconces

Verizon Building on block

- Worn and dark building creates hiding places and makes entire block feel unsafe
- Repair/replace broken wall sconces
- Add light at alley adjacent to building
- Add 2 full-cutoff wall lights at loading area
- New streetpole at existing location should also help small seating area



Business owners lighting guidelines

- Ensure store display windows are lighted with inward facing light.
- Whenever possible circuit storefront lighting on independent switch so that display can be left on after hours. A simple timer switch is recommended.
- Exterior wall mounted lighting that matches the historic character of the district is encouraged.
- Storefront window and wall mount sconces are recommended to stay lighted until midnight to be visible to late night restaurant and other patrons.



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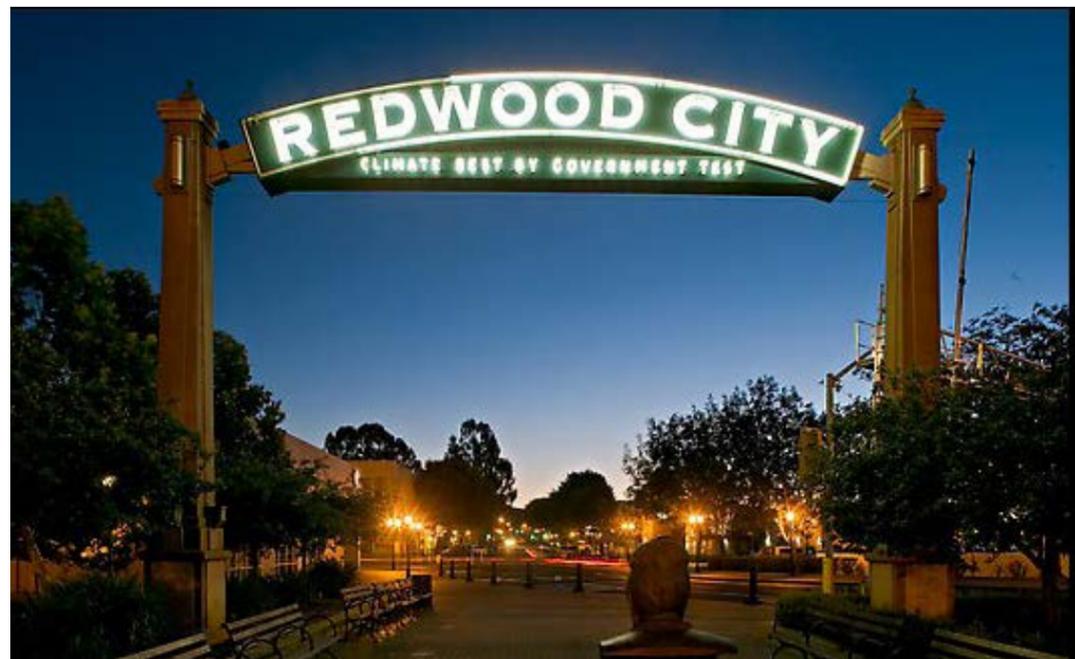
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Gateway importance

- help visitors to know where business district is and how to get there
- establish and reinforce identity and brand
- help establish borders and a sense of place for both visitors and residents
- Gateways are commonly established with large scale signage over or adjacent to roadway. However, identity can also be established with consistent signage and matching light poles throughout the business district.



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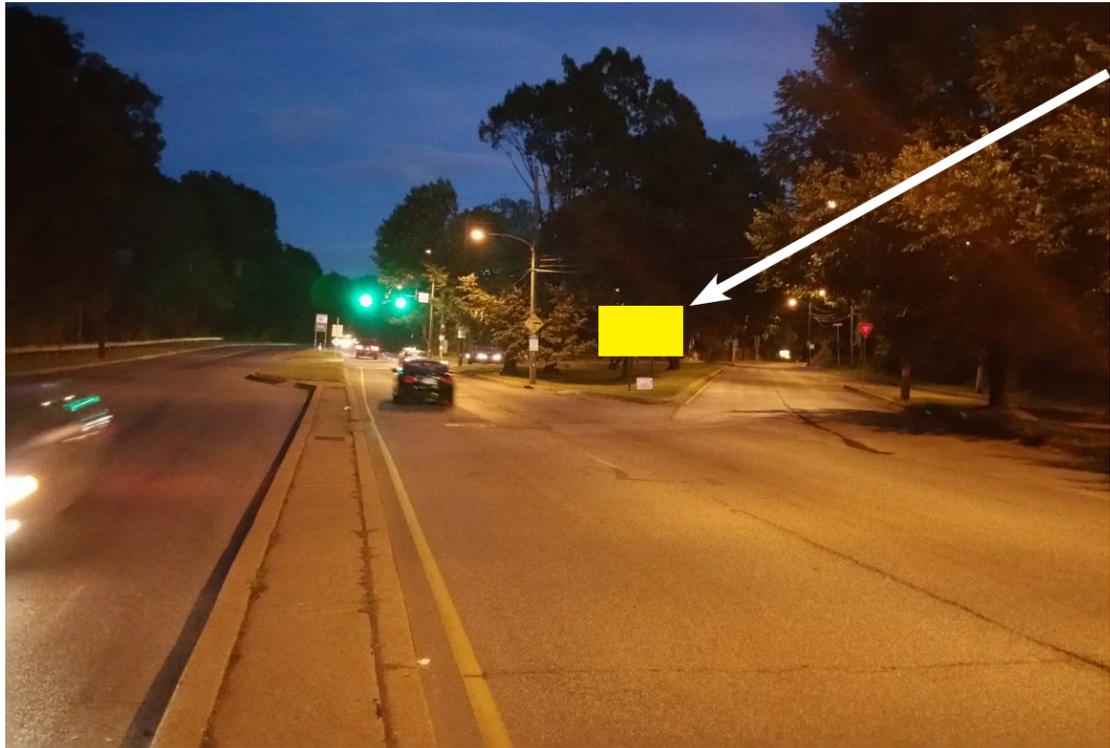
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Bigger & Better Welcome to Chestnut Hill Sign



Bigger & Better Welcome to Chestnut Hill Sign



Chestnut Hill East Train Station

Future plans should consider extending light poles from gateway to train station and on to business district

Bethlehem Pike / Stenton Ave intersection

- with high traffic potential this intersection offers the best value for an investment
- the stenton avenue turn is a non-signalized intersection that provides for easy redirection of traffic
- Any sign must be lighted to take full advantage of visibility to traffic at night



PART II

Potential Funding Opportunities

A number of public funding sources are available for design, documentation, and implementation of streetscape improvement projects. Political support will be integral to the success of obtaining funds. The following list is not exhaustive.

Pennsylvania Department of Community and Economic Development:

- Funding Finder (Summary of state grant opportunities)
www.newpa.com/find-and-apply-for-funding/funding-and-program-finder
- Keystone Communities (KC) Program Grants
<http://community.newpa.com/programs/keystone-communities-program-kcp>

Keystone Community designation must be obtained before applying for an implementation grant. Signage is one of the projects eligible for KC grants.

Pennsylvania Department of Transportation (PennDOT) Grants

- Transportation Alternatives Program (TAP)
www.dot.state.pa.us/Internet/Bureaus/CPDM.nsf/TAPHomepage?OpenFrameset

TAP provides funding for programs and projects defined as transportation alternatives, including pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, safe routes to school projects, etc.

- Multimodal Transportation Fund (MTF) Grants:
<http://community.newpa.com/programs/multimodal-transportation-fund>

MTF provides matching funds for projects ranging from \$100,000 to \$3,000,000. Applications are received between March 31 and July 31 of each year. Funding is intended to benefit transportation systems by mitigating public safety issues and supporting connectivity, integration, or revitalization of at least two different means of transportation.