



2401 WASHINGTON AVE.

harmandeutsch
ARCHITECTURE



- PARKS AND GREEN SPACE**
- 1. Donald Finnegan Playground
 - 2. Wharton Square
 - 3. Julian Abele Park
 - 4. Chew Park
 - 5. Marian Anderson Park
 - 6. Carpenter Green
 - 7. Schulykill River Trail
- NEIGHBORHOOD AMENITIES**
- 8. University Collision Center
 - 9. Pathmark
 - 10. Christian Food Market
 - 11. Springfield Beer Distributor
 - 12. Kermit's Bake Shoppe
 - 13. Collision Care Auto Body Centers
 - 14. YMCA
 - 15. OCF Coffee House
 - 16. Family Dollar
- CIVIC INSTITUTIONS**
- 17. Zion Hill Memorial Baptist Church
 - 18. Proposed CHOP Facility
 - 19. New Hope Church of Deliverance
 - 20. Shiloh Baptist Church
 - 21. St Charles Borromeo Roman
 - 22. Philly Free School
 - 23. Chester A. Arthur School
 - 24. South of South-St. Neighborhood Asso.
- Bus Stop

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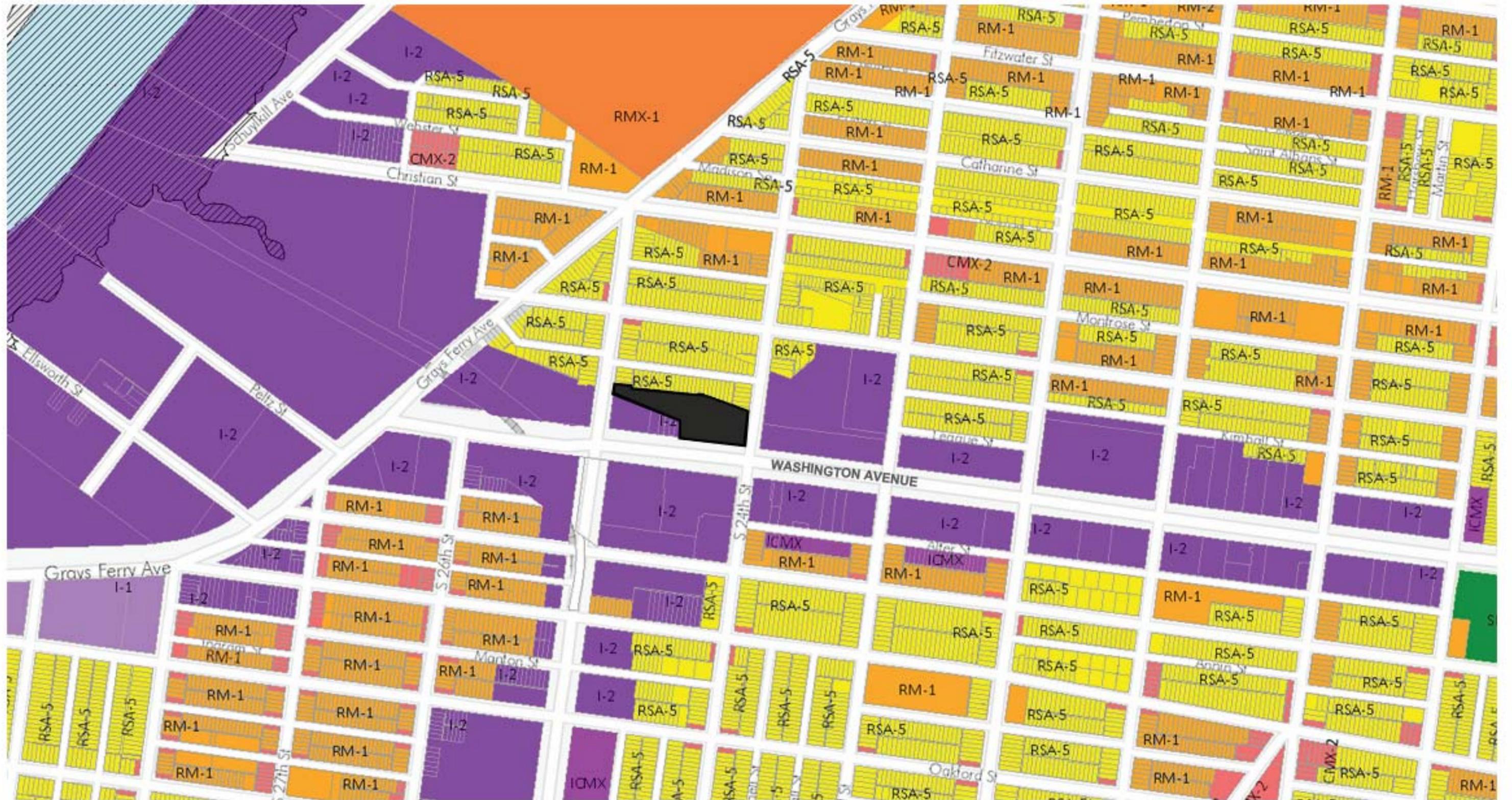
LOCAL CONTEXT
NOT TO SCALE



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AERIAL RENDERING
NOT TO SCALE



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ZONING OVERLAY
NOT TO SCALE



1_ LOOKING SOUTH ON 24TH FROM NW CORNER OF SITE



2_ LOOKING AT SW CORNER OF SITE



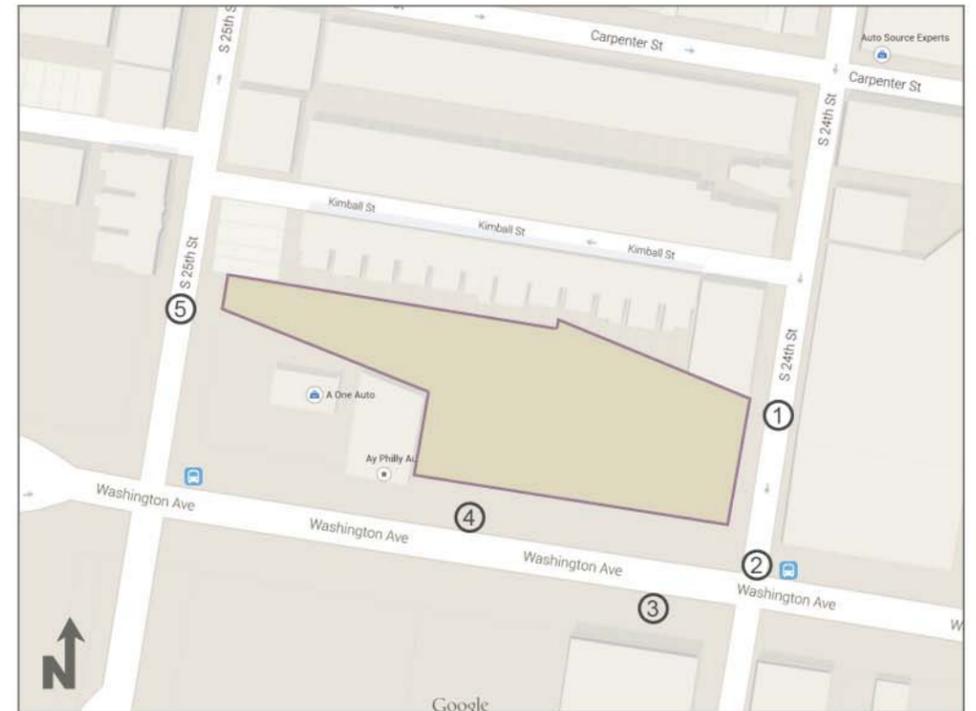
3_ VIEW FROM ACROSS WASHINGTON AVE.



4_ LOOKING WEST ALONG WASHINGTON STREET FRONT



5_ LOOKING AT N/E CORNER FROM ACROSS 25TH STREET



KEY PLAN

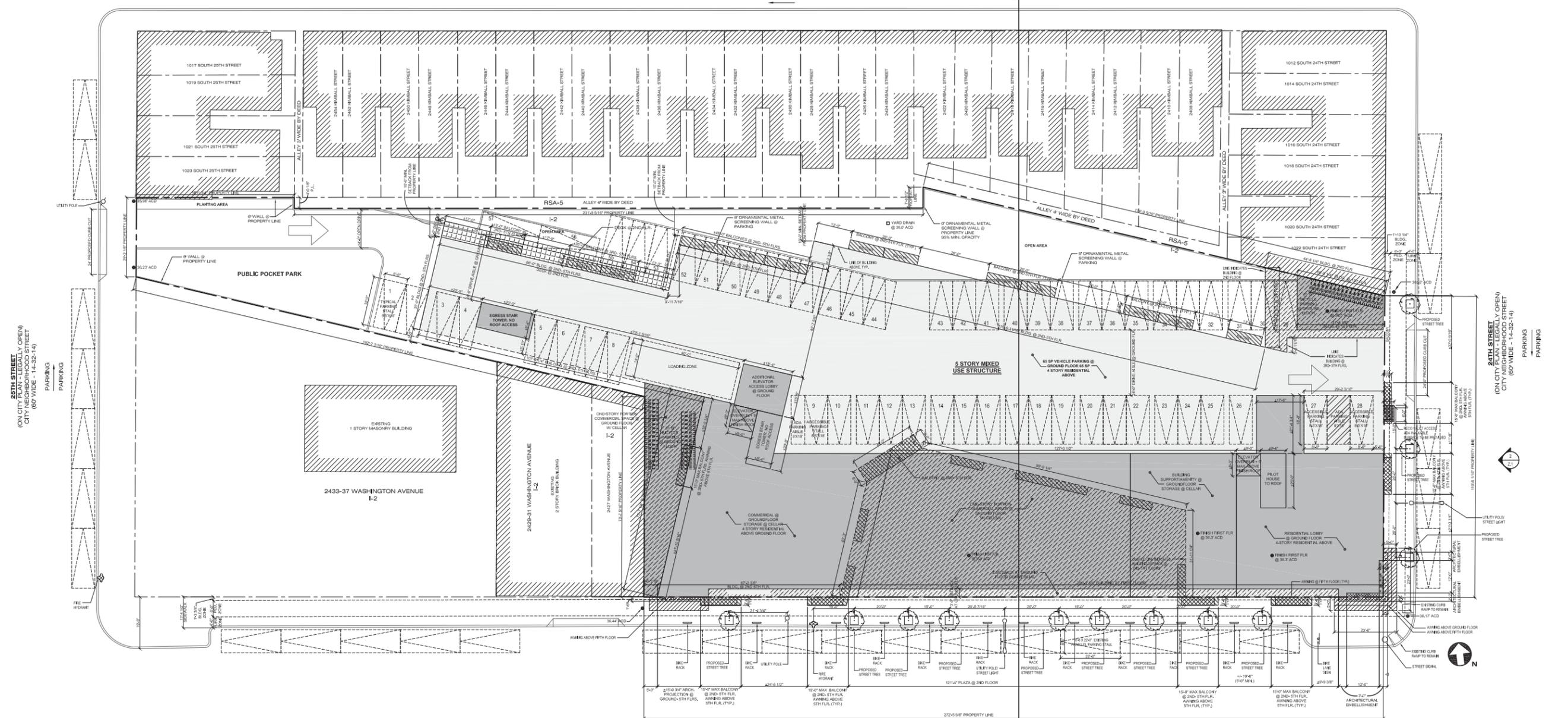
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SITE PHOTOS
NOT TO SCALE

KIMBALL STREET
(ON CITY PLAN - LEGALLY OPEN)
CITY NEIGHBORHOOD STREET
(25' WIDE - 3-14-8)

PARKING



- EXTENT OF BUILDING SETBACK ON FLOORS AS NOTED
- AWNING
- ARCHITECTURAL EMBELLISHMENT @ GROUND-5TH FLRS.
- BALCONY/BALCONIES @ 2ND-5TH FLOOR U.N.G.; ALL BALCONIES HAVE 42" RAILINGS
- BUILDING AT FIRST FLOOR
- WALKABLE GRATE OVER PECCO VAULT ACCESS
- DECK @ 2ND FLOOR

WASHINGTON AVENUE
(ON CITY PLAN - LEGALLY OPEN)
URBAN ARTERIAL STREET
(100' WIDE - 13-79-8)

PARKING BIKE LANE
BIKE LANE PARKING

PARKING NOTES:
ALL PARKING STALLS ARE 8'-6" X 18'-0", U.N.O.

TOTAL PARKING SPACES:	57
TOTAL ADA SPACES:	3
TOTAL BICYCLE STORAGE:	53

PARKING AREA CALCULATIONS:

TOTAL PARKING AREA:	21,845 SF (100%)
EXPOSED SURFACE PARKING:	4,462 SF (20.4%)
PARKING AREA BELOW BUILDING:	17,383 SF (79.6%)
PLANTING AREA:	6,692 SF (30.6%)

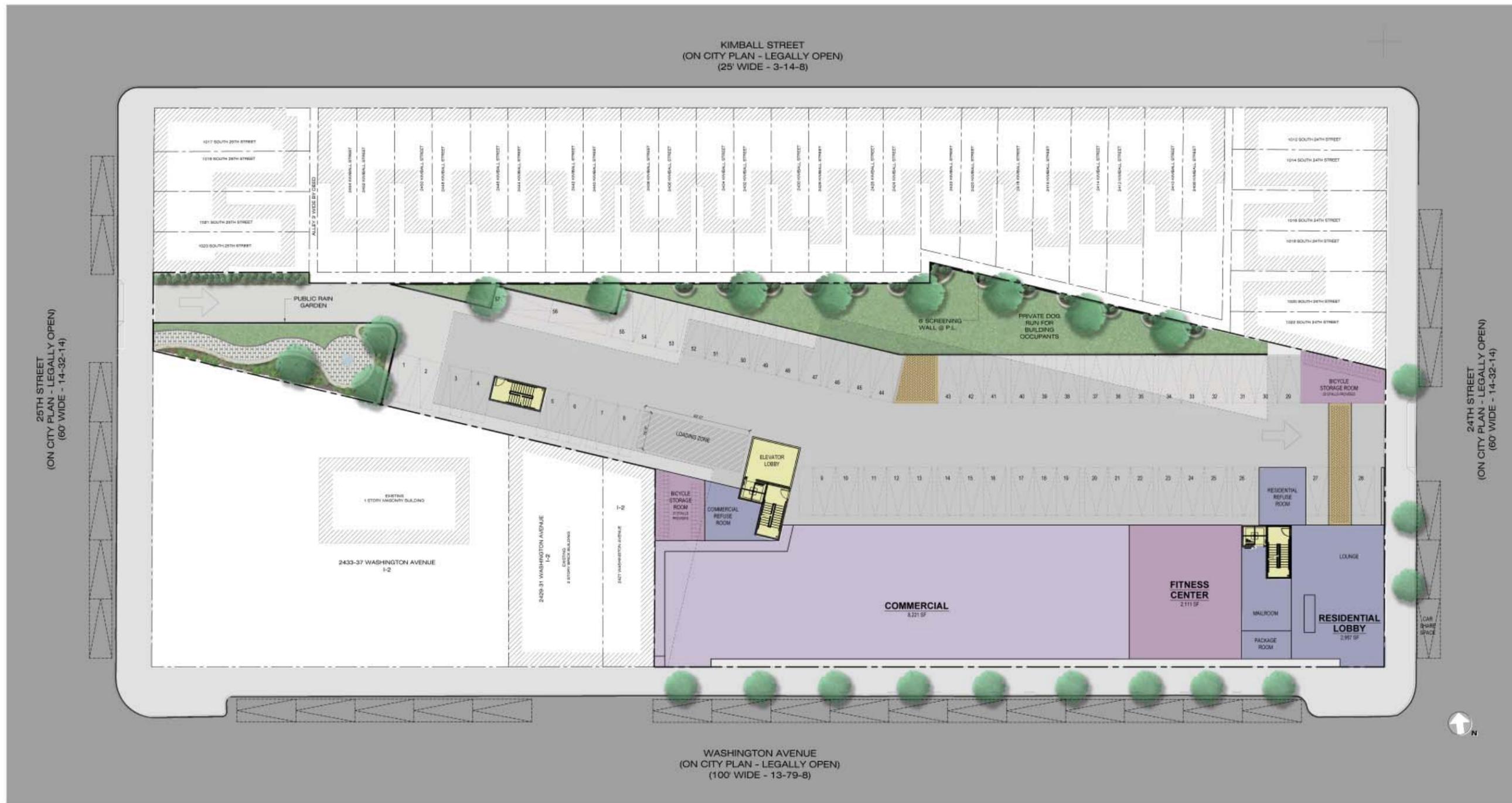
SITE SUMMARY:

ZONED I-2	
TOTAL LOT SIZE:	45,954.06 SF
BUILDING COVERAGE:	34,823.20 SF (75.7%)
OPEN AREA:	12,177.86 SF (26.3%)
BUILDING COVERAGE AT 2ND FLOOR:	27,910.9 SF (60%)
OPEN AREA AT 2ND FLOOR:	18,043.1 SF (40%)
TOTAL FAR:	269%
TOTAL RESIDENTIAL UNITS:	113 Dwelling Units
COMMERCIAL SPACE:	8,226 SF
TOTAL GFA:	123,922.9 SF

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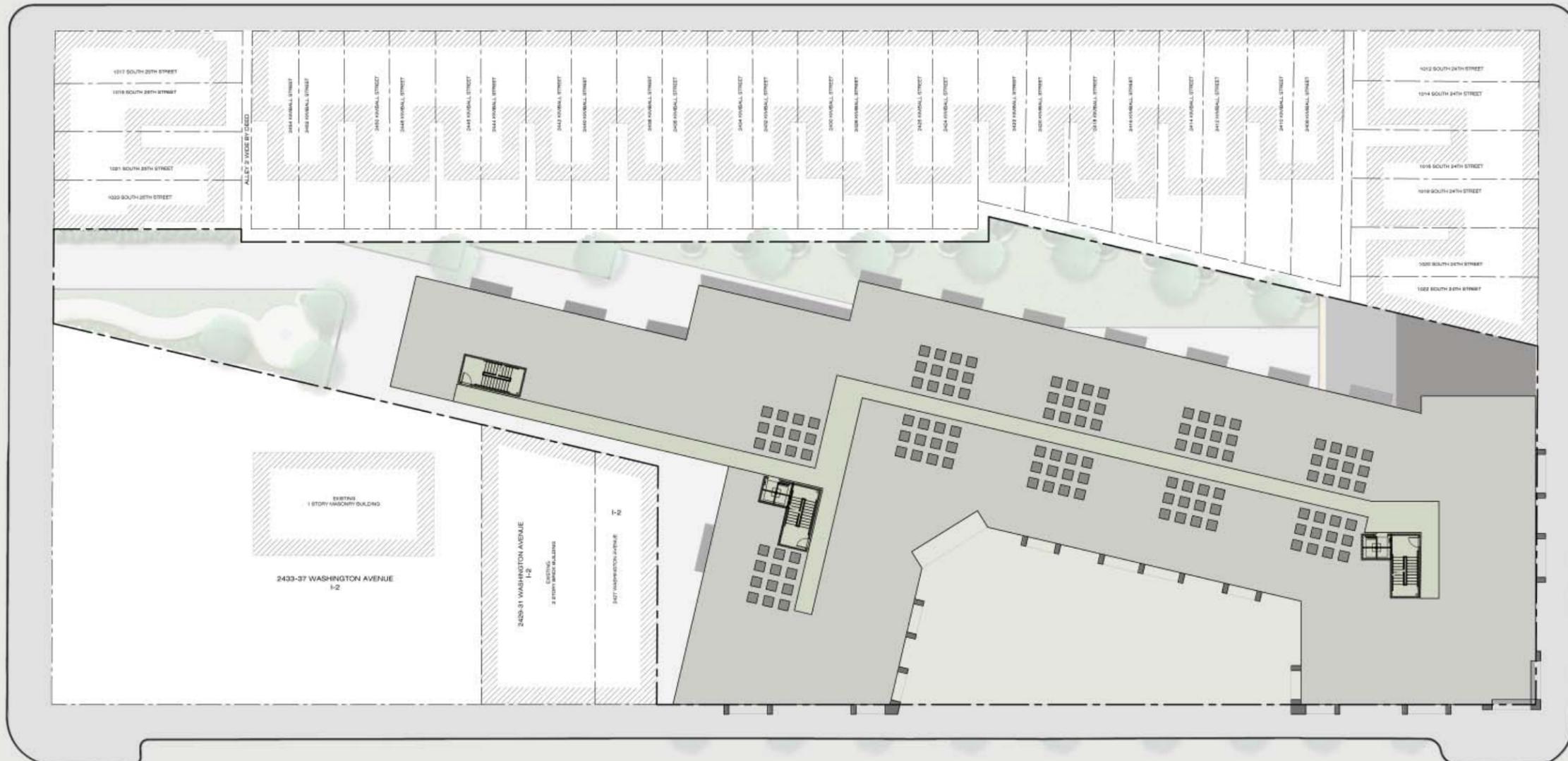
ZONING PLAN
SCALE: 1" = 40'-0"



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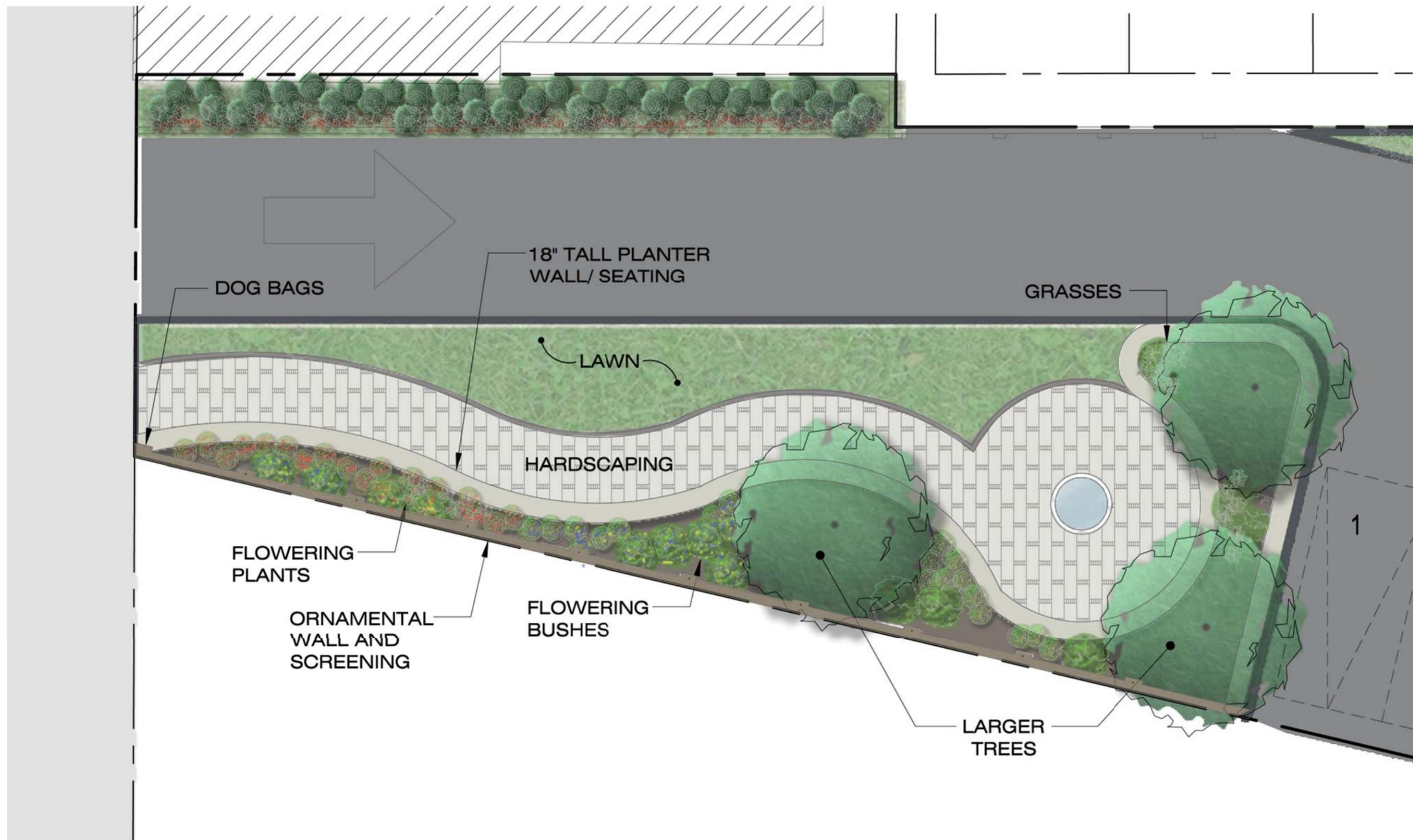
FIRST FLOOR
SCALE: 1" = 40'-0"



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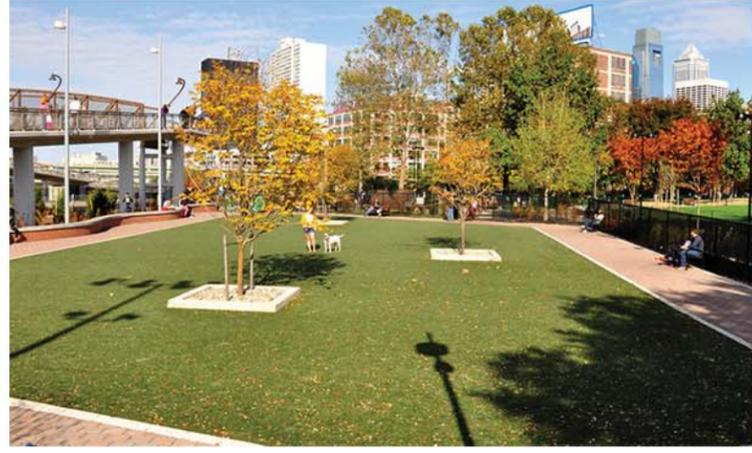
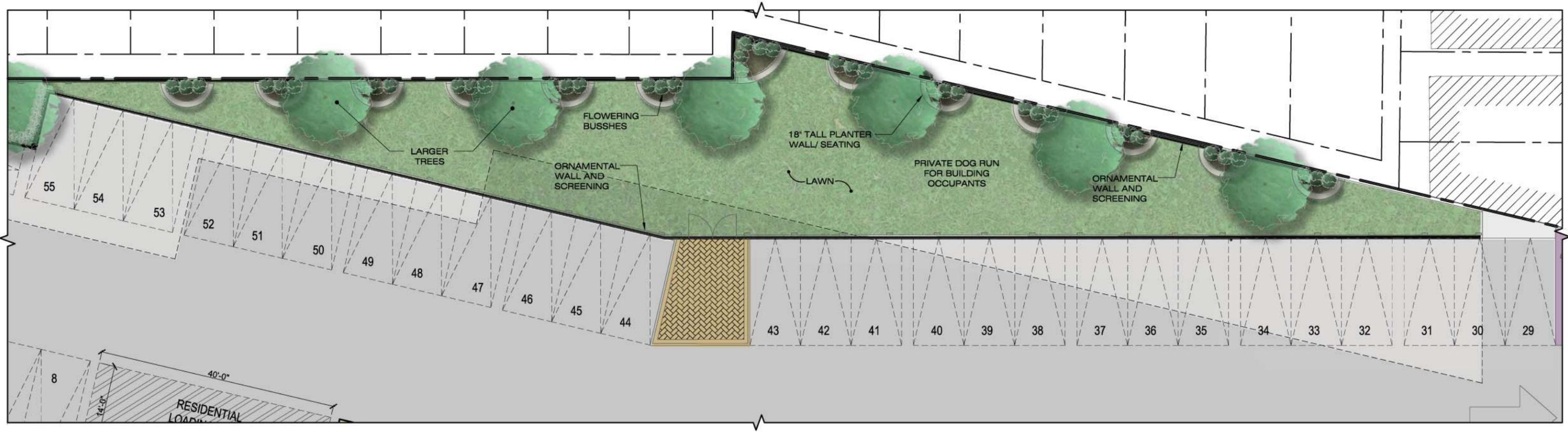
ROOF
SCALE: 1" = 40'-0"



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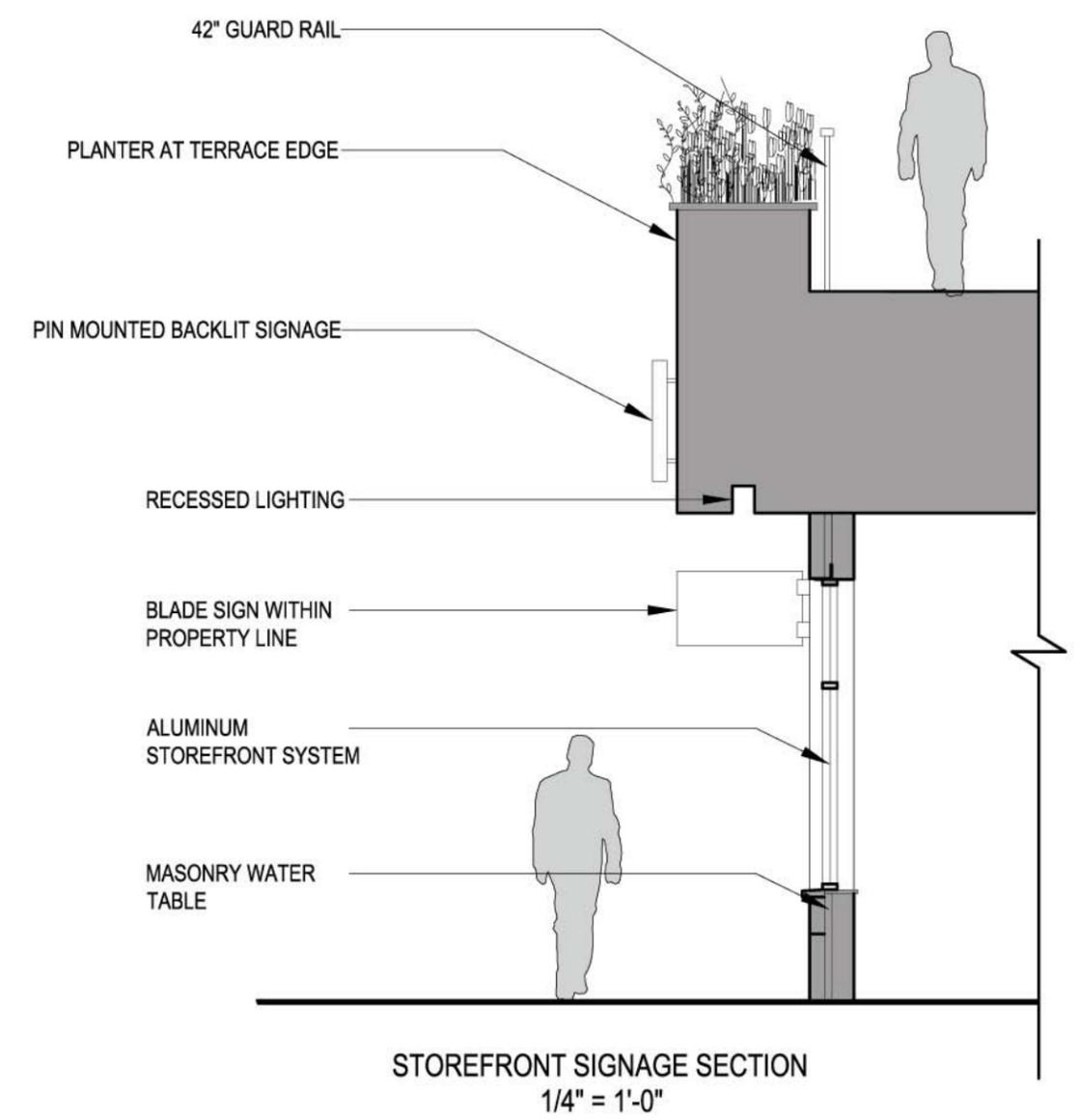
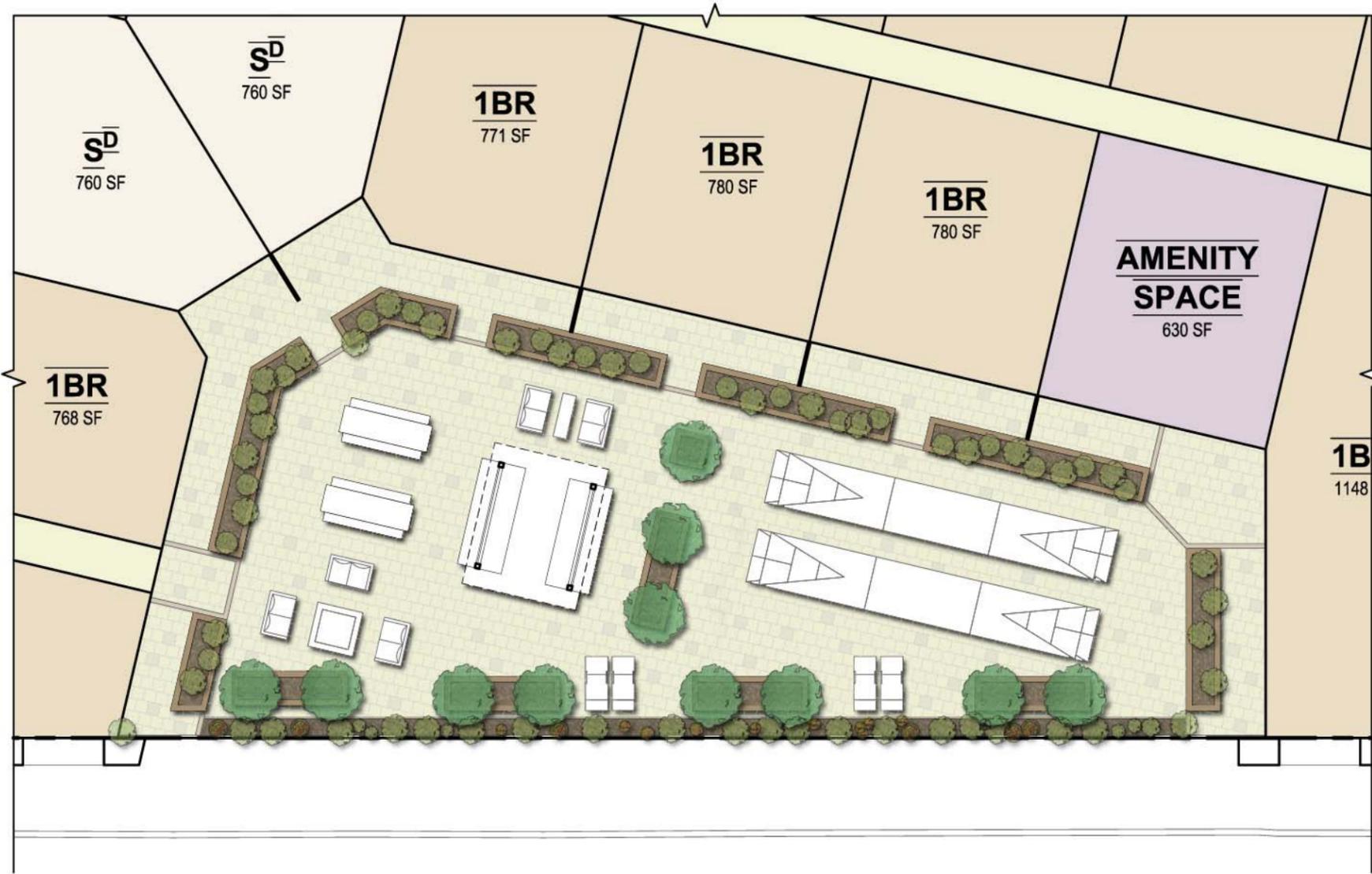
PUBLIC RAIN GARDEN
SCALE: 3/16" = 1'-0"



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PRIVATE RAIN GARDEN
SCALE: 1/16" = 1'-0"



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PUBLIC PLAZA DETAIL
SCALE: 1/16" = 1'-0"



STUDIO

748 SF - 768 SF



ONE BEDROOM

780 SF - 1149 SF



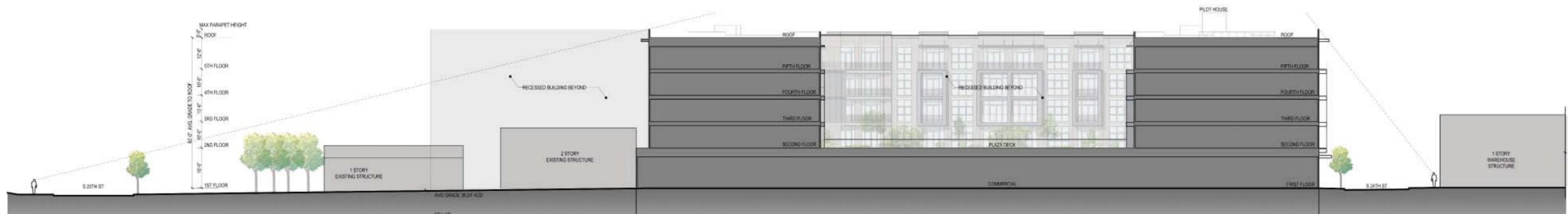
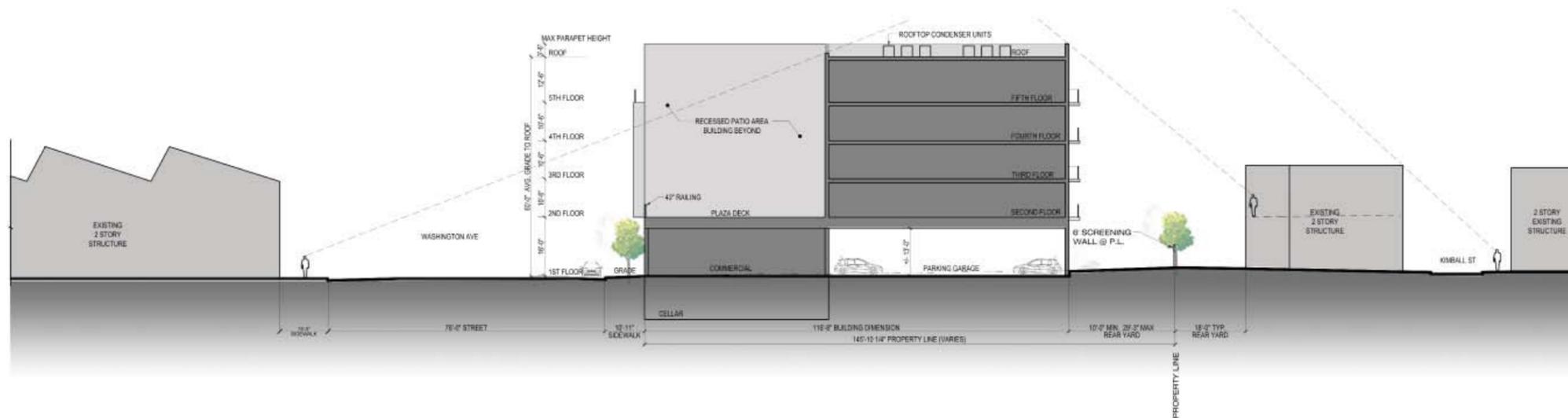
TWO BEDROOM

898 SF - 1150 SF

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TYPICAL UNIT PLANS
SCALE: 1/8" = 1'-0"



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SITE SECTION
SCALE: 1" = 30'-0"



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THEME IMAGES
NO SCALE



24TH STREET (EAST) ELEVATION



WASHINGTON AVE (SOUTH) ELEVATION

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STREET SIDE ELEVATIONS
SCALE: 1" = 30'-0"



25TH STREET (WEST) ELEVATION



REAR (NORTH) ELEVATION

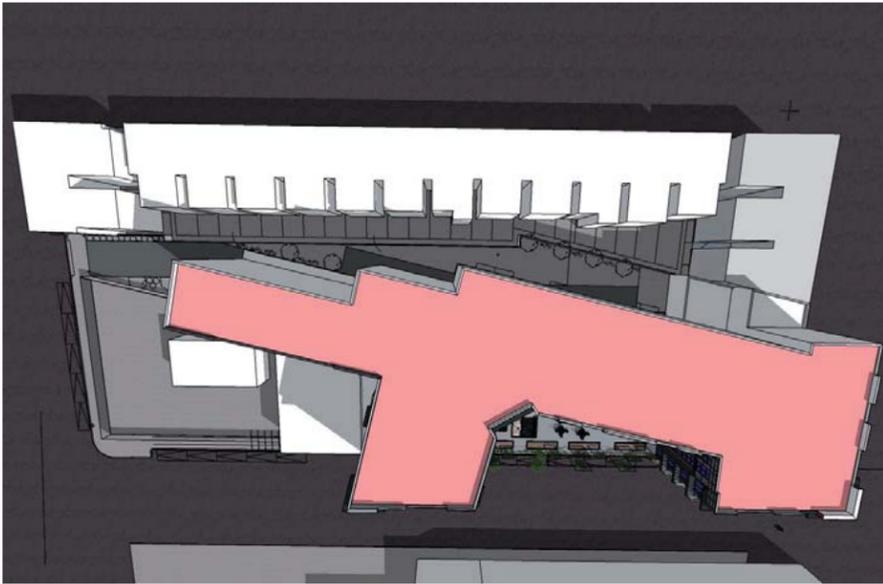
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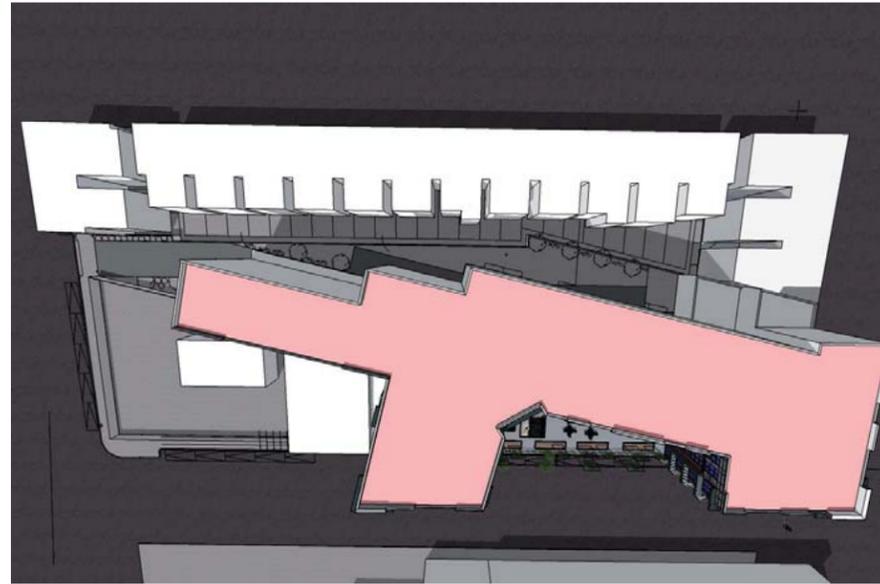
REAR ELEVATIONS
SCALE: 1" = 30'-0"

SPRING EQUINOX- MARCH 20TH

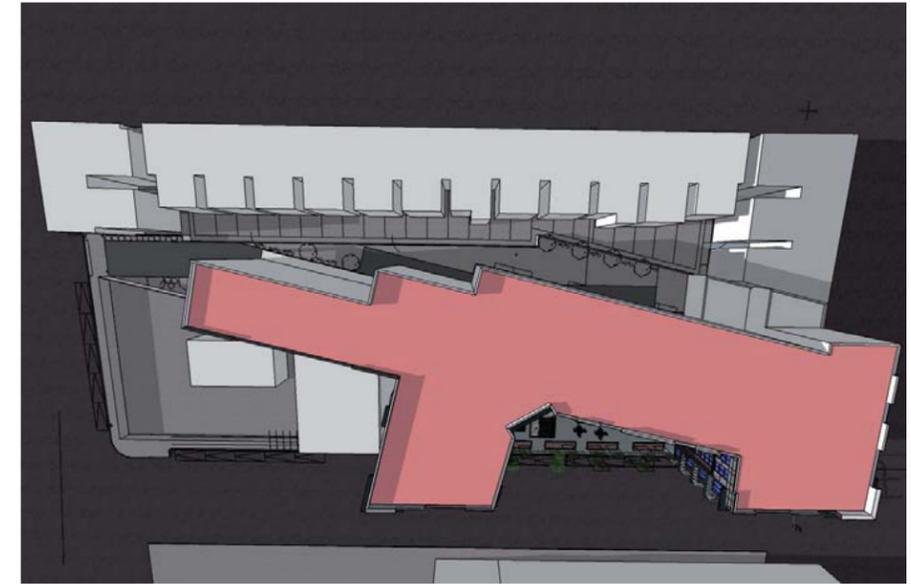
9:00 am



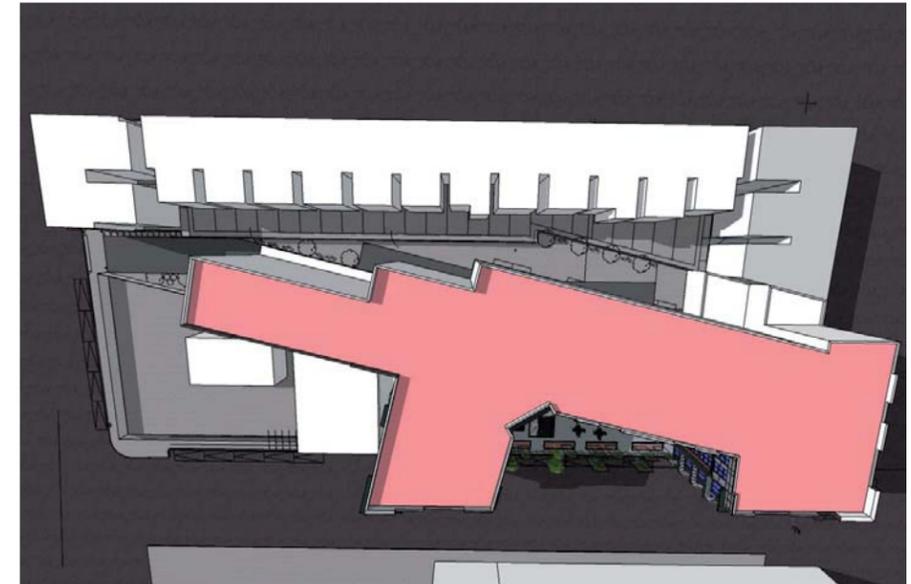
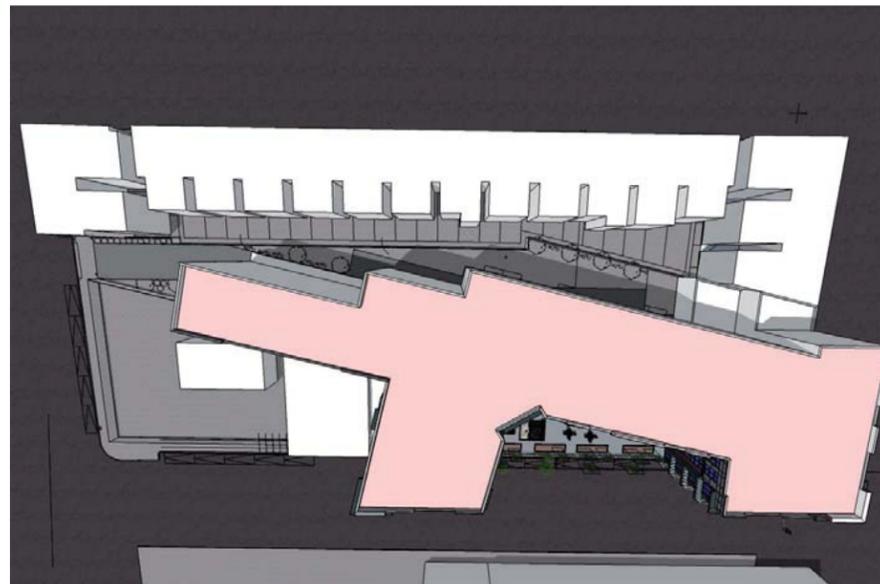
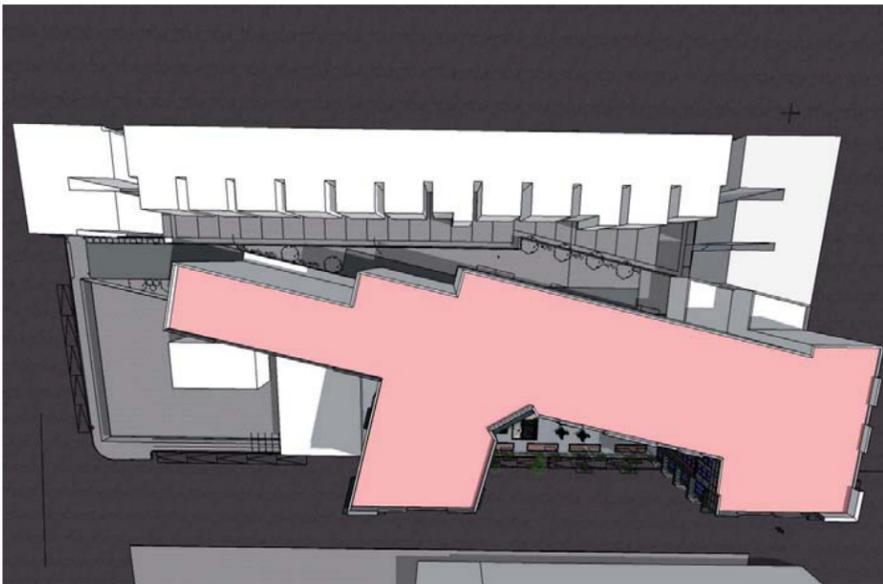
1:00 pm



5:00 pm



SUMMER SOLSTICE- JUNE 21ST



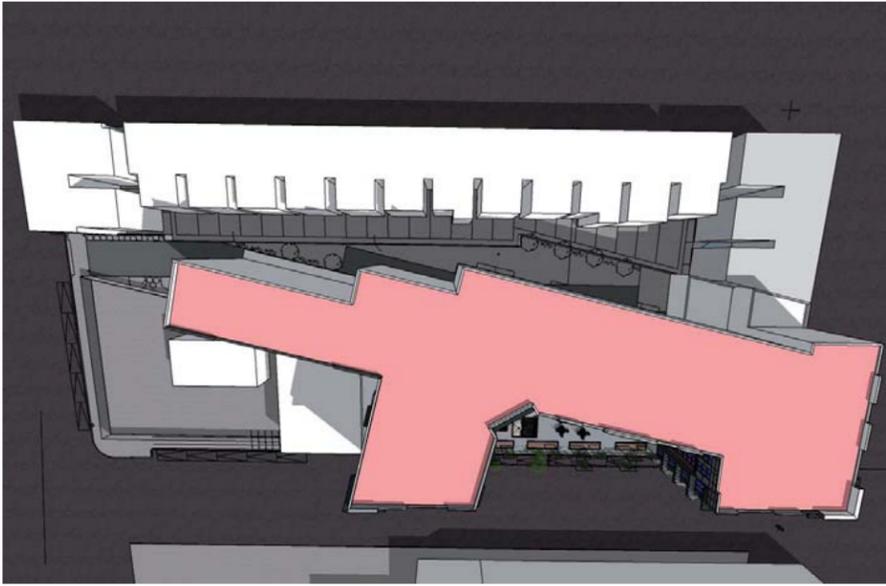
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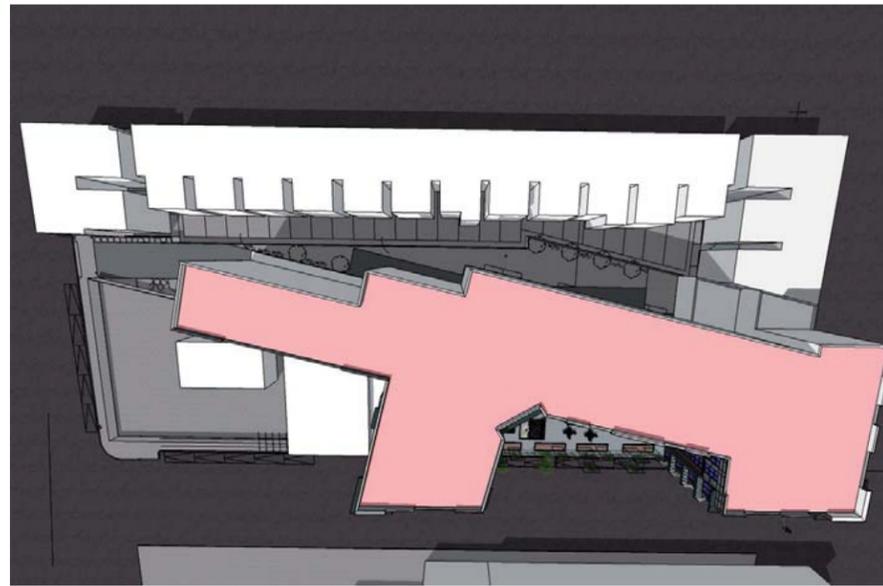
SUN STUDY
SPRING AND SUMMER

FALL EQUINOX- SEPTEMBER 21ST

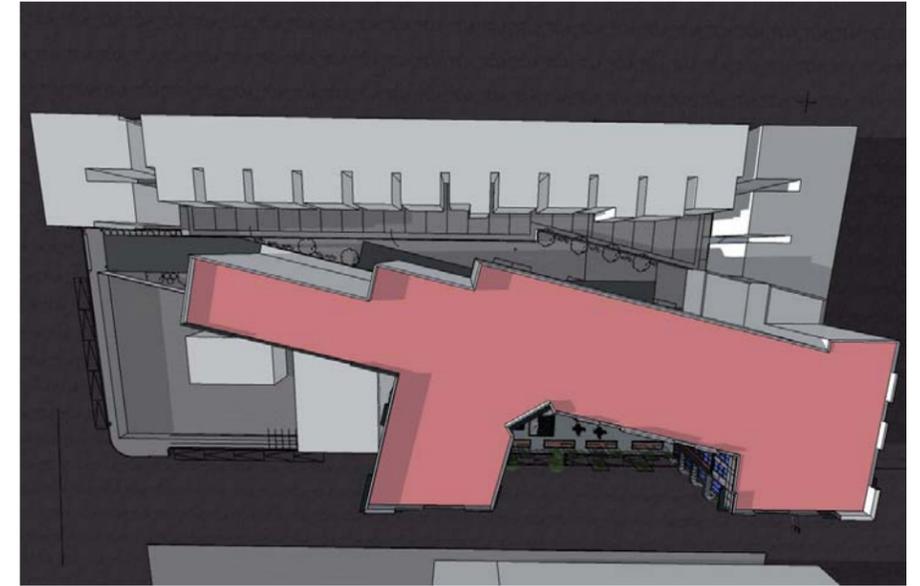
9:00 am



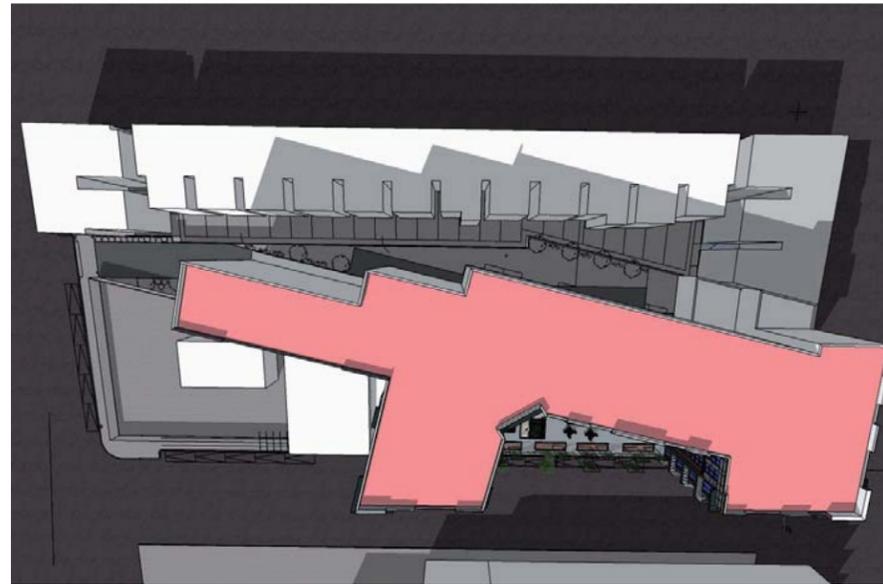
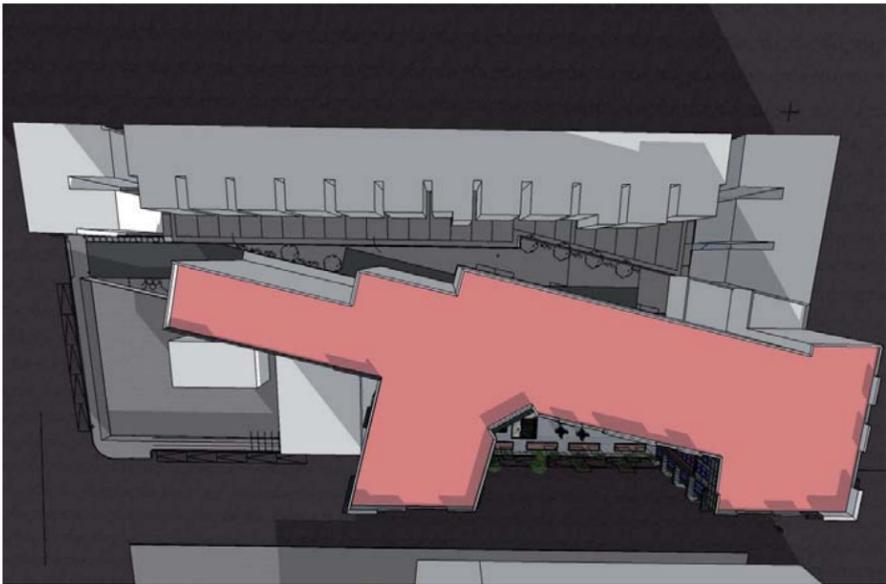
1:00 pm



5:00 pm



WINTER SOLSTICE- DECEMBER 22ND



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SUN STUDY
FALL AND WINTER



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VIEW FROM S/E CORNER
NOT TO SCALE



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VIEW OF SOUTH FACADE
NOT TO SCALE



Cast Stone Block



Red Brick



Metal Panel



Onyx Photovoltaic Glass



C Channel Steel Awning



Clear Glass Windows



Black Framed Windows



Fiber Cement Panel



LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name: 2401 Washington Ave
Date: 01.19.2015

Y ? N

Y	?	N	Credit	Integrative Process	1
---	---	---	--------	---------------------	---

10 3 0 Location and Transportation 16

Y	?	N	Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
	2		Credit	High Priority Site	2
4			Credit	Surrounding Density and Diverse Uses	5
3			Credit	Access to Quality Transit	5
1			Credit	Bicycle Facilities	1
	1		Credit	Reduced Parking Footprint	1
1			Credit	Green Vehicles	1

7 1 0 Sustainable Sites 10

Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
	1		Credit	Site Development - Protect or Restore Habitat	2
1			Credit	Open Space	1
2			Credit	Rainwater Management	3
2			Credit	Heat Island Reduction	2
1			Credit	Light Pollution Reduction	1

5 2 0 Water Efficiency 11

Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
1			Credit	Outdoor Water Use Reduction	2
3			Credit	Indoor Water Use Reduction	6
	2		Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

10 16 0 Energy and Atmosphere 33

Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
3			Credit	Enhanced Commissioning	6
3	11		Credit	Optimize Energy Performance	18
1			Credit	Advanced Energy Metering	1
	2		Credit	Demand Response	2
	3		Credit	Renewable Energy Production	3
1			Credit	Enhanced Refrigerant Management	1
2			Credit	Green Power and Carbon Offsets	2

2 11 0 Materials and Resources 13

Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
	5		Credit	Building Life-Cycle Impact Reduction	5
	2		Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
	2		Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
	2		Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

7 6 0 Indoor Environmental Quality 16

Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
	2		Credit	Enhanced Indoor Air Quality Strategies	2
1	2		Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
	2		Credit	Indoor Air Quality Assessment	2
1			Credit	Thermal Comfort	1
1			Credit	Interior Lighting	2
1			Credit	Daylight	3
1			Credit	Quality Views	1
1			Credit	Acoustic Performance	1

1 5 0 Innovation 6

	5		Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

0 4 0 Regional Priority 4

	1		Credit	Regional Priority: Specific Credit	1
	1		Credit	Regional Priority: Specific Credit	1
	1		Credit	Regional Priority: Specific Credit	1
	1		Credit	Regional Priority: Specific Credit	1

42 48 0 TOTALS Possible Points: 110

Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110

SUSTAINABLE ELEMENTS

PHOTOVOLTAIC PANELS

MOUNTED ON FACADE SIMILAR TO RAIN SCREEN SYSTEM.
(SEE ONYX GLASS MATERIAL)

RECYCLING

DEDICATED CHUTE ON ALL FLOORS MAKE RECYCLING EASIER FOR ALL TENANTS

GREEN STREETS

COMPLIANCE WITH PWD'S GREEN STREETS PROGRAM

ENERGY EFFICIENT LIGHTING

THROUGHOUT PROJECT

SUSTAINABLE FINISHES

SUSTAINABLE AND LOW VOC FINISHES IN COMMON AREAS

STORMWATER MANAGEMENT

STORMWATER WILL BE MANAGED ON SITE THROUGH THE USE OF UNDERGROUND CISTERNS

CAR SHARE SPACE

WILL BE MADE AVAILABLE

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).

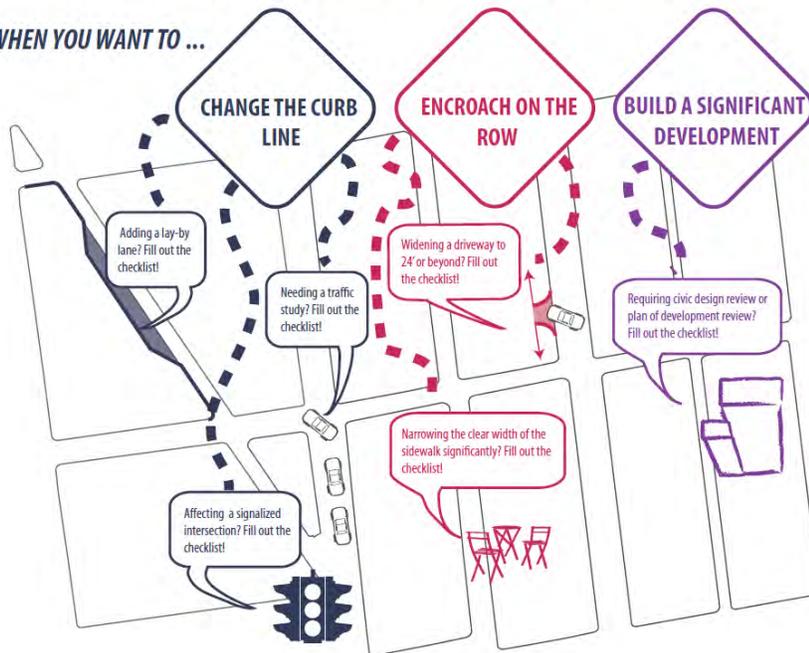
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects 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:

CDR, February 2015

DATE

1/26/15

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

- | | |
|---|--|
| <p>1. PROJECT NAME
<u>2401 WASHINGTON AVE</u></p> <p>3. APPLICANT NAME
<u>RUSTING OHLER / HARMAN DEUTSCH</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>267-324-3601 / RUSTIN @HDARCHITECTURE.COM</u></p> <p>6. OWNER NAME
<u>GREEN CONSTRUCTION LLC</u></p> <p>7. OWNER CONTACT INFORMATION
<u>GREEN8562@YAHOO.COM</u></p> <p>8. ENGINEER / ARCHITECT NAME
<u>HARMAN DEUTSCH ARCHITECTURE</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>267.324.3601 RUSTIN@HDARCHITECTURE.COM</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>1.16.15</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>WASHINGTON AVENUE BEWTEEN 24TH ST. AND 25TH ST. WITH 250' FRONTAGE ON WASHINGTON AVE. LOT AREA 45,954.06SF</u></p> |
|---|--|

STREET	FROM	TO	COMPLETE STREET TYPE
<u>24TH ST.</u>	<u>KIMBALL</u>	<u>WASHINGTON</u>	<u>CITY NEIGHBORHOOD</u>
<u>WASHINGTON</u>	<u>24TH</u>	<u>25TH</u>	<u>URBAN ARTERIAL</u>
<u>25TH ST</u>	<u>KIMBALL</u>	<u>WASHINGTON</u>	<u>CITY NEIGHBORHOOD</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 checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input 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"/> |

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>24 ST</u>	<u>12 / 11 / 11</u>	<u>14 / 14</u>
<u>WASHINGTON</u>	<u>12 / 11 / 14</u>	<u>8 / 14</u>
<u>25TH ST</u>	<u>12 / 14 / 14</u>	<u>14 / 14</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>24TH ST</u>	<u>6 / 6 / 6</u>
<u>WASHINGTON</u>	<u>6 / 6 / 6</u>
<u>25TH ST</u>	<u>6 / 6 / 6</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>LANE BY LANE</u>	<u>8</u>	<u>244' ON WASHINGTON FRONTAGE</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>DRIVEWAY CURB CUT</u>	<u>24</u>	<u>24TH ST FRONTAGE</u>
<u>DRIVEWAY CURB CUT</u>	<u>14</u>	<u>25TH ST FRONTAGE</u>
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL
APPROVAL

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

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

Question 12: Is the applicant dedicating a portion of the parcel to the City to serve as sidewalk? If not, the sidewalk width, though proposed as part of the building zone to 14', does not count as part of the City Plan sidewalk width.

Question 13: If the sidewalk IS dedicated to the City, then the walking zone requirement is 7', which is half of the 14' sidewalk. Streets will require an increase in the walking zone from 6' to 7' and this should be amended on the plans.

Question 14: The driveway curb cut on 25th Street frontage is incorrectly listed. On the plans it is 24'.

Question 15: Streets Department will require the two ADA ramps at 24th and Washington to be reconstructed to current standards. Include this on the plans.

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>24TH ST</u>	<u>1'-10.25" / 1'-10.25"</u>
<u>WASHINGTON</u>	<u>1'-3.75" / 4'-3.75"</u>
<u>25TH ST</u>	<u>3'-10.5" / 3'-10.5"</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>24TH ST</u>	<u>4 / 4 / 4</u>
<u>WASHINGTON</u>	<u>4 / 4 / 4</u>
<u>25TH ST</u>	<u>4 / 4 / 4</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 NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A

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

DEPARTMENTAL APPROVAL

YES NO
 YES NO
 YES NO
 YES NO
 YES NO
 YES NO
 YES NO

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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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

Question 16. The proposed building zone width on Washington is duplicative to the measurements in question 12. Either the sidewalk width is building zone or dedicated sidewalk, not both.

Question 21. Street trees do not comply with installation requirements. Trees cannot be within 20' of an intersection or light. There are several trees that may be rejected by the Streets Department. Consider relocating to meet location requirements.

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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>

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
2401 WASHINGTON	53	0 / 12	0 / 12	0 / 53
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____

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

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street

- YES NO N/A

DEPARTMENTAL APPROVAL

- YES NO

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

Question 24. The plan lists the bicycle parking as 57 spaces, not 53. Which is correct? Where are the on-street bicycle parking spaces? They do not appear on the plan. Why is there an in-street bicycle parking corral here? That feature is typically included only in a location with demonstrated high bicycle demand and a lack of on-street or in-building parking. The Streets Department will request removal of that item. Instead, consider placing U racks on-street on Washington Avenue, parallel to the curb.

Please consider a sign internal to the site to warn motorists of bicycle traffic against traffic, as cyclists coming from Center City will likely use 24th Street to access the internal bicycle parking.

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

DEPARTMENTAL APPROVAL

- | | |
|------------------------------|-----------------------------|
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |

THE PROPOSED RESIDENTIAL PLAN WILL HELP THE VISIBILITY AND SECURITY OF THE EXISTING PUBLIC TRANSIT STOPS , AS WELL AS INCREASE RIDERSHIP

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>24TH ST</u>	<u>KIMBALL</u>	<u>WASHINGTON</u>	<u>32 / 32</u>	<u>25</u>
<u>WASHINGTON</u>	<u>24TH ST</u>	<u>25TH ST</u>	<u>32 / 32</u>	<u>35</u>
<u>25TH ST</u>	<u>KIMBALL</u>	<u>WASHINGTON</u>	____ / ____	<u>25</u>
_____	_____	_____	____ / ____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design? SU

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?

SU

YES NO

YES NO

YES NO

YES NO N/A

YES NO N/A

YES NO

DEPARTMENTAL APPROVAL

YES NO

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

Question 35. There is a proposed loading zone on the plan on Washington Avenue, contrary to the answer of No here. Instead, consider rearranging internal parking to accommodate residential and commercial loading in the parking lot.

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

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

			DEPARTMENTAL APPROVAL	
			YES	NO
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Urban Design Component
 Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component
 Reviewer Comments: _____

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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
<u>24TH AND WASHINGTON</u>	<u>N/A</u>	_____
<u>25TH AND WASHINGTON</u>	<u>N/A</u>	_____
_____	_____	_____
_____	_____	_____

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
- Pedestrian Refuge Islands
- Signal Timing and Operation
- 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: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____