

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).

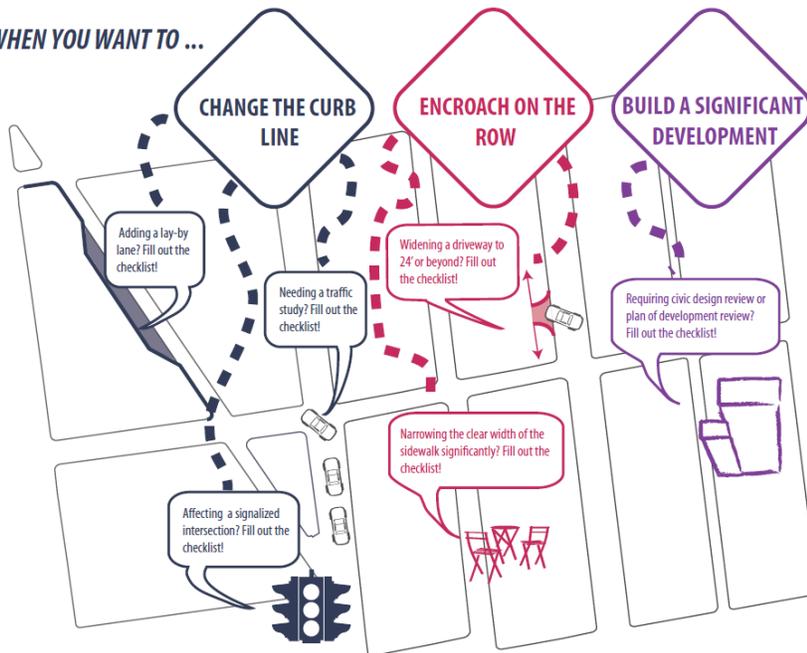
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects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

KD

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

9/23/16

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.

All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.

All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.

Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.

ADA curb-ramp designs must be submitted to Streets Department for review

Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:

- Placing of a new street;
- Removal of an existing street;
- Changes to roadway grades, curb lines, or widths; or
- Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED
 - CURB CUTS/DRIVEWAYS/LAYBY LANES
 - TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - PROPOSED TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS

***APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY**

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

4th and Callowhill

3. APPLICANT NAME

Mark Rubin

4. APPLICANT CONTACT INFORMATION

Willow Management Corp.

Seymore Rubin Associates

430 N. 4th St.

Philadelphia, Pa. 19123

215-923-3456

6. OWNER NAME

Mark Rubin

7. OWNER CONTACT INFORMATION

Willow Management Corp.

Seymore Rubin Associates

430 N. 4th St.

Phila. Pa. 19123

215-923-3456

8. ENGINEER / ARCHITECT NAME

Omar Rosa, PE

9. ENGINEER / ARCHITECT CONTACT INFORMATION

Stantec

1500 Spring Garden Suite 1100 Philadelphia PA 19130

Phone: (215) 665-7147

Cell: (302) 584-0898

Fax: (215) 665-7001

Omar.Rosa@stantec.com

2. DATE

6/6/2016

5. PROJECT AREA: list precise street limits and scope

Property Frontage:

396' along Willow Street, 350' along 4th Street, 190' along 3rd Street, 238' along Callowhill Street

4th+Callowhill is a proposed, new multi-family residential development located at the intersection of 4th Street and Callowhill Street. With frontages on 4th Street, Callowhill Street, Willow Street and 3rd Street, the overall project site is 113,323 sf. The proposed 26 story tower will include:

- 454 Residential Units;
- Amenities for residents at the Fourth Floor;
- The Residential Lobby, Retail, Trash and Loading at the First Floor;
- Parking for 233 cars, one level below grade, 3 levels above grade.

The site is zoned CMX-3, Community Commercial Mixed-Use, and the project has been designed within the zoning requirements. Entry to the residential towers will be through a landscaped courtyard, with entrances from 4th Street and Willow Street. Both lobbies will overlook landscaped areas, including rain gardens along Willow Street and a public park at the north east corner of the site, fronting on 3rd Street and Willow Street.

Loading access will be from Callowhill Street. Access to the parking garage will be adjacent to the drop off area.

The parking garage impact has been minimized by locating one level below grade. The east and west towers enclose two sides, with retail fronting the west side. The north side of garage is located deep within the site, and is enhanced with a water feature and green wall. The remaining facade of the garage is located along Callowhill, the least pedestrian friendly side of the lot frontage. At this location, Callowhill is a very busy vehicular street, with off ramps from I95 north and south increasing traffic flow just to the east, in addition to traffic from Columbus Boulevard. Refer to diagrams on pages 10 and 11 for more information.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



4th +Callowhill is located within the ECO, East Callowhill Overlay, which encourages height through bonuses that benefit the public. This project proposes extensive stormwater management, both onsite and the surrounding offsite (streets), public open space, public art, mixed income housing, green building, and retail as public amenities. With Old City and the Delaware Waterfront only blocks away, this project has the potential to connect Old City to the north side of the Vine Street Expressway.

At street level, a welcoming transparency at the lobby and along 4th Street provides a friendly experience. Retail space and a public plaza anchor the corner of 4th and Callowhill.

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.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Callowhill</u>	<u>3rd</u>	<u>4th</u>	<u>Urban Arterial</u>
<u>Willow</u>	<u>3rd</u>	<u>4th</u>	<u>Local</u>
<u>3rd</u>	<u>Willow</u>	<u>Callowhill</u>	<u>City Neighborhood</u>
<u>4th</u>	<u>Willow</u>	<u>Callowhill</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>Callowhill</u>	<u>12 / 11 / 11</u>	<u>11 / 11</u>
<u>Willow</u>	<u>10 / 6 / 6</u>	<u>6 / 6</u>
<u>3rd</u>	<u>12 / 11 / 11</u>	<u>11 / 11</u>
<u>4th</u>	<u>12 / 11 / 11</u>	<u>11 / 11</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>Callowhill</u>	<u>6 / 6 / 6</u>
<u>Willow</u>	<u>5 / 2.5 / 5</u>
<u>3rd</u>	<u>6 / 6 / 6</u>
<u>4th</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>Callowhill Curb Cut</u>	<u>20.51'</u>	<u>209.39' east of 4th Street</u>
<u>Callowhill Curb Cut</u>	<u>19.75'</u>	<u>35.19' east of 4th Street</u>
<u>4th Street Curb Cut</u>	<u>24.23'</u>	<u>82.57' north of Callowhill</u>
<u>Willow Street Curb Cut</u>	<u>26.68'</u>	<u>18.71' west of 4th Street</u>
<u>3rd Street Curb Cut</u>	<u>41.89'</u>	<u>146.50' south of Willow</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Callowhill Curb Cut</u>	<u>24'</u>	<u>205' east of 4th Street</u>
<u>4th Street Curb Cut</u>	<u>24'</u>	<u>92' south of Willow Street</u>
<u>Willow Street Curb Cut</u>	<u>24'</u>	<u>110' east of 4th Street</u>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL
APPROVAL

YES x NO

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 x NO

APPLICANT: Pedestrian Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component
Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>Callowhill</u>	<u>0 / 0</u>
<u>Willow</u>	<u>4 / 0</u>
<u>3rd</u>	<u>0 / 0</u>
<u>4th</u>	<u>0 / 0</u>

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Callowhill</u>	<u>4 / 5.3 / 5</u>
<u>Willow</u>	<u>3.5 / 0 / 1</u>
<u>3rd</u>	<u>4 / 5.3 / 5</u>
<u>4th</u>	<u>4 / 5 / 5</u>

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

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

YES NO N/A

DEPARTMENTAL APPROVAL

YES x NO

YES x NO

YES x NO

YES x NO

YES NO

YES x NO

YES x NO

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

- | | | | | | |
|---|---|-----------------------------|------------------------------|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input 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: No street trees or planters are proposed for 3rd Street or Callowhill Street. On 3rd St and on Callowhill, some existing street trees are being removed but not replaced. Consider planting street trees on 3rd Street and Callowhill Street

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

NA

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
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____

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
 YES NO N/A
 YES NO N/A

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

YES NO N/A

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

YES NO N/A

DEPARTMENTAL APPROVAL

YES x NO
 YES x NO
 YES x NO
 YES NO x
 YES NO x

APPLICANT: Bicycle Component

Additional Explanation / Comments: There are no existing or proposed bike lanes proposed as part of this project.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: Please complete #24, above, so we can answer #26 and #27. The current proposal indicates a net loss of on-street bike parking (Callowhill St currently has bike parking).

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

APPLICANT: Curbside Management Component

Additional Explanation / Comments: There are no mass transit stops adjacent to site.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: **The Route 57 bus has a stop at 4th and Callowhill, and the Routes 5 and 57 share a stop at 3rd and Callowhill. Both stops are across the street from the project site. Routes 5 and 57 also share a stop at Willow and 3rd St., also across the street from the project. Access to these three transit stops would be enhanced by making Willow St at 4th and Willow at 3rd a controlled intersection, with 4-way stops and painted crosswalks. Street trees on 3rd Street would also provide a good buffer between pedestrians and cars, since 3rd St does not have a parking lane to serve as a buffer.**

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage; **If not, go to question No. 35**

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
<u>NA</u>	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____

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

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission. YES NO

35. Will the public right-of-way be used for loading and unloading activities? YES NO

36. Does the design maintain emergency vehicle access? YES NO

37. Where new streets are being developed, does the design connect and extend the street grid? YES NO N/A

38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES NO N/A

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES NO

DEPARTMENTAL APPROVAL

YES NO

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: Please identify the AASHTO design # so that we can complete #33 and #36. No bike infrastructure on the site plans, so cannot approve #39.

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

- 40. Does the design incorporate windows, storefronts, and other active uses facing the street?
- 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
- 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES NO N/A

YES NO N/A

YES NO N/A

DEPARTMENTAL APPROVAL

YES x NO

YES NO x

YES x NO

APPLICANT: Urban Design Component

Additional Explanation / Comments: There are no bike lanes or mass transit stops adjacent to site.

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: #41 Cannot determine bike circulation from the site plan provided.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
<u>NA</u>	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: No changes are proposed to the existing streets and intersections as part of this project.

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: #47, 48, and 49. Work with Streets Dept to check the feasibility of creating controlled intersections at 3rd and Willow, and 4th and Willow. This will help, if not address, some of the previous call-outs in this complete streets review as well.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: