



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 721579

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

The property exceeds 50,000 SF (145,596 SF) in a CMX-2 Zoning District.

PROJECT LOCATION

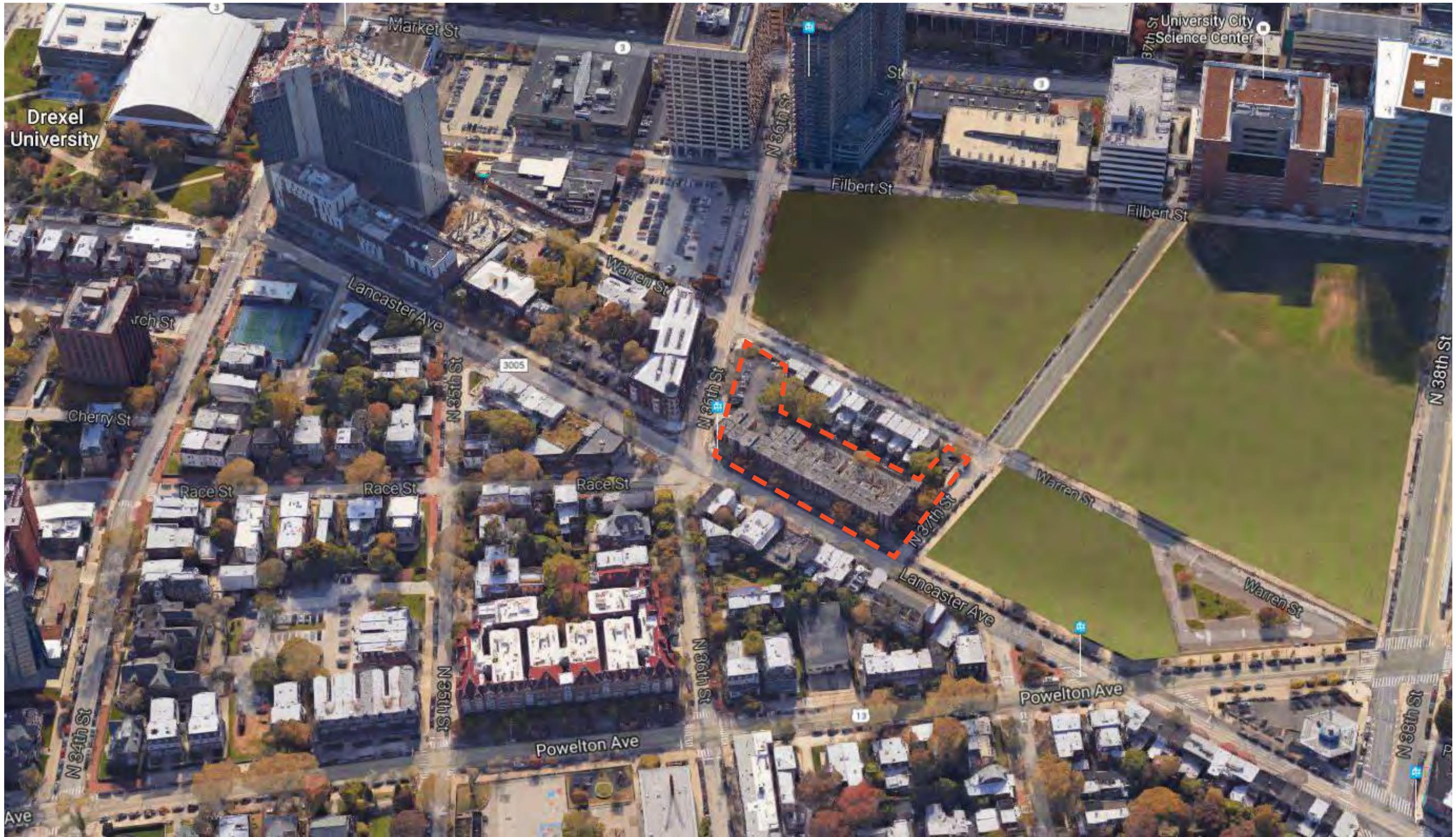
Planning District: University Southwest Council District: District 3 -
Councilwoman
Jannie Blackwell
Address: 3600-30 Lancaster Avenue
(Frontage on 36th, 37th and Warren Streets)
Philadelphia, PA 19104
Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: Jonathan Broh Primary Phone: 215.928.9331
Email: jbroh@jkrparchitects.com Address: 100 East Penn Square - Suite 1080
Philadelphia, PA 19107
Property Owner: Lancaster Mews Partners LP Developer Lancaster Mews Partners LP
Architect: JKRP Architects

CONTINUED ON NEXT PAGE







AERIAL VIEW OF SITE LOOKING NORTH

3600 LANCASTER AVENUE



LOOKING EAST ON LANCASTER AVE



LOOKING EAST ON LANCASTER AVE



LANCASTER AVE & 37TH STREET



LANCASTER AVE & 36TH STREET



LANCASTER AVENUE



LOOKING NORTH ON 36TH STREET



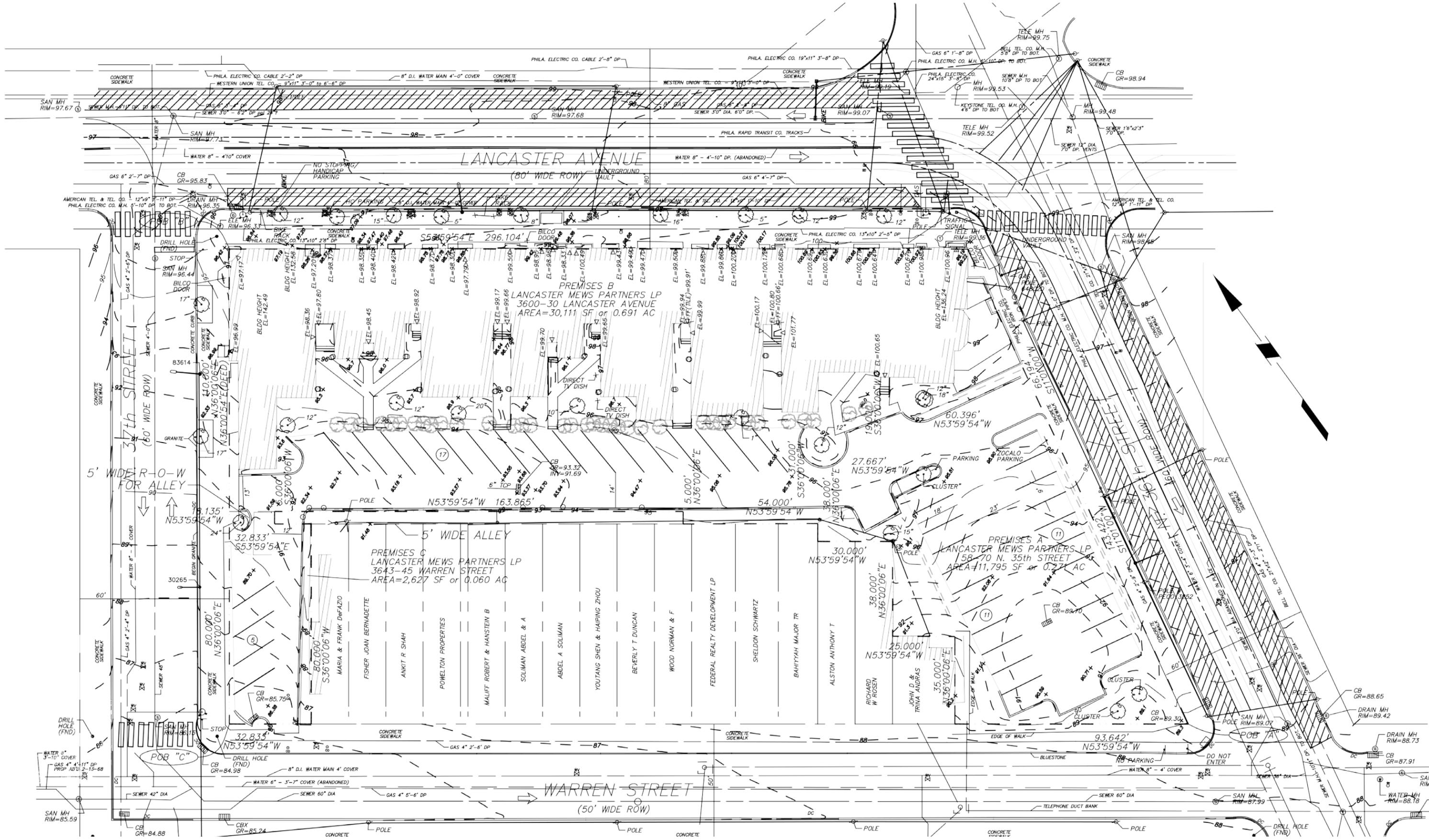
LOOKING WEST ON WARREN



WARREN STREET & 37TH STREET



WARREN STREET & 36TH STREET



EXISTING SITE SURVEY
1" = 40'-0"

3600 LANCASTER AVENUE



LANCASTER AVENUE
(80' WIDE ROW)
WALKABLE COMMERCIAL CORRIDOR
16'-48"-16'

N. 37th STREET
(60' WIDE ROW)
LOCAL STREET
13'-34'-13'



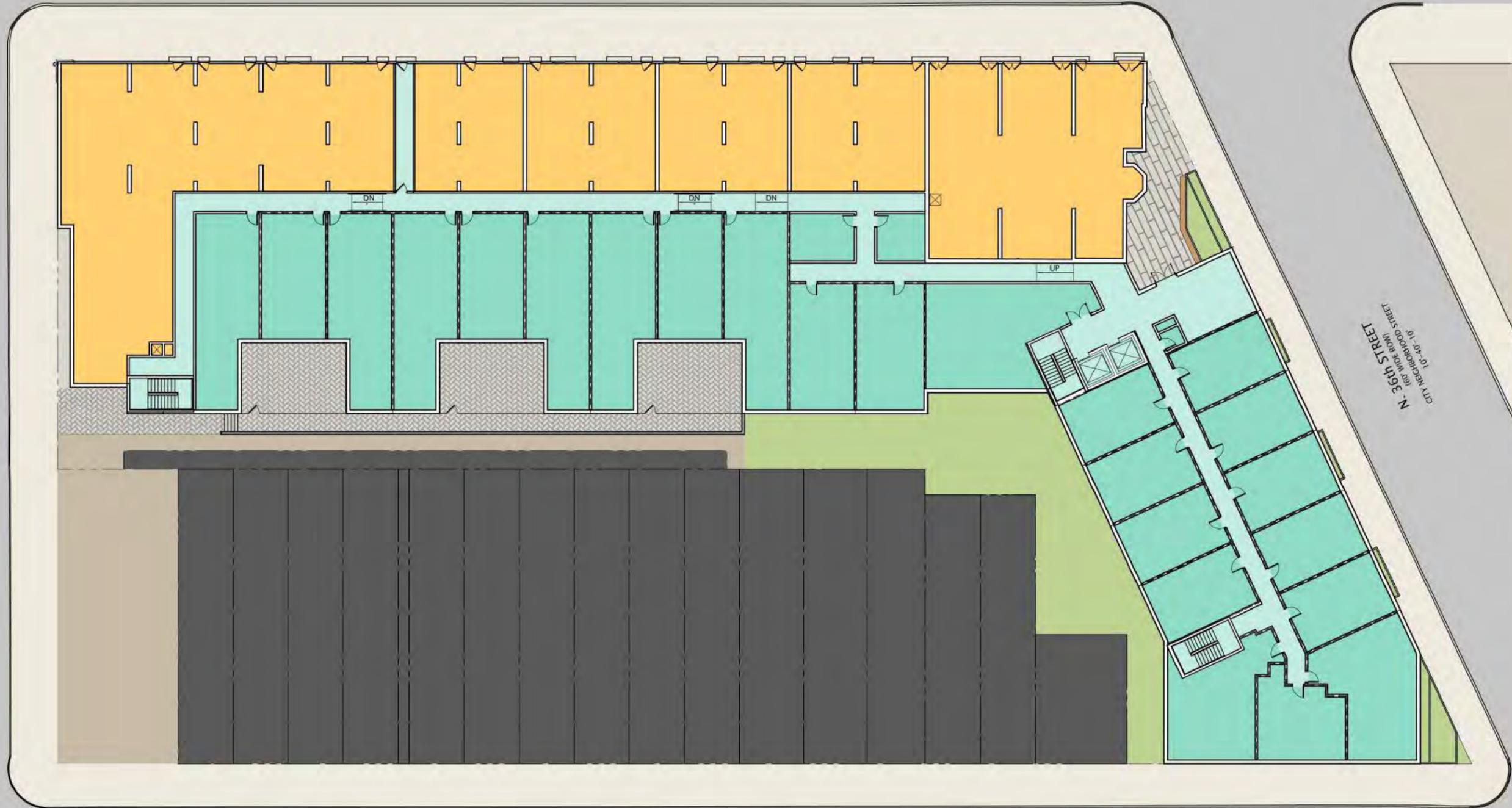
WARREN STREET
(50' WIDE ROW)
LOCAL STREET
12'-26'-12'

N. 36th STREET
(60' WIDE ROW)
LOCAL STREET
13'-34'-13'

- RESIDENTIAL
- PARKING GARAGE
- RETAIL STORAGE

LANCASTER AVENUE
(80' WIDE ROW)
WALKABLE COMMERCIAL CORRIDOR
16'-48'-16'

N. 37th STREET
(60' WIDE ROW)
LOCAL STREET
13'-34'-13'



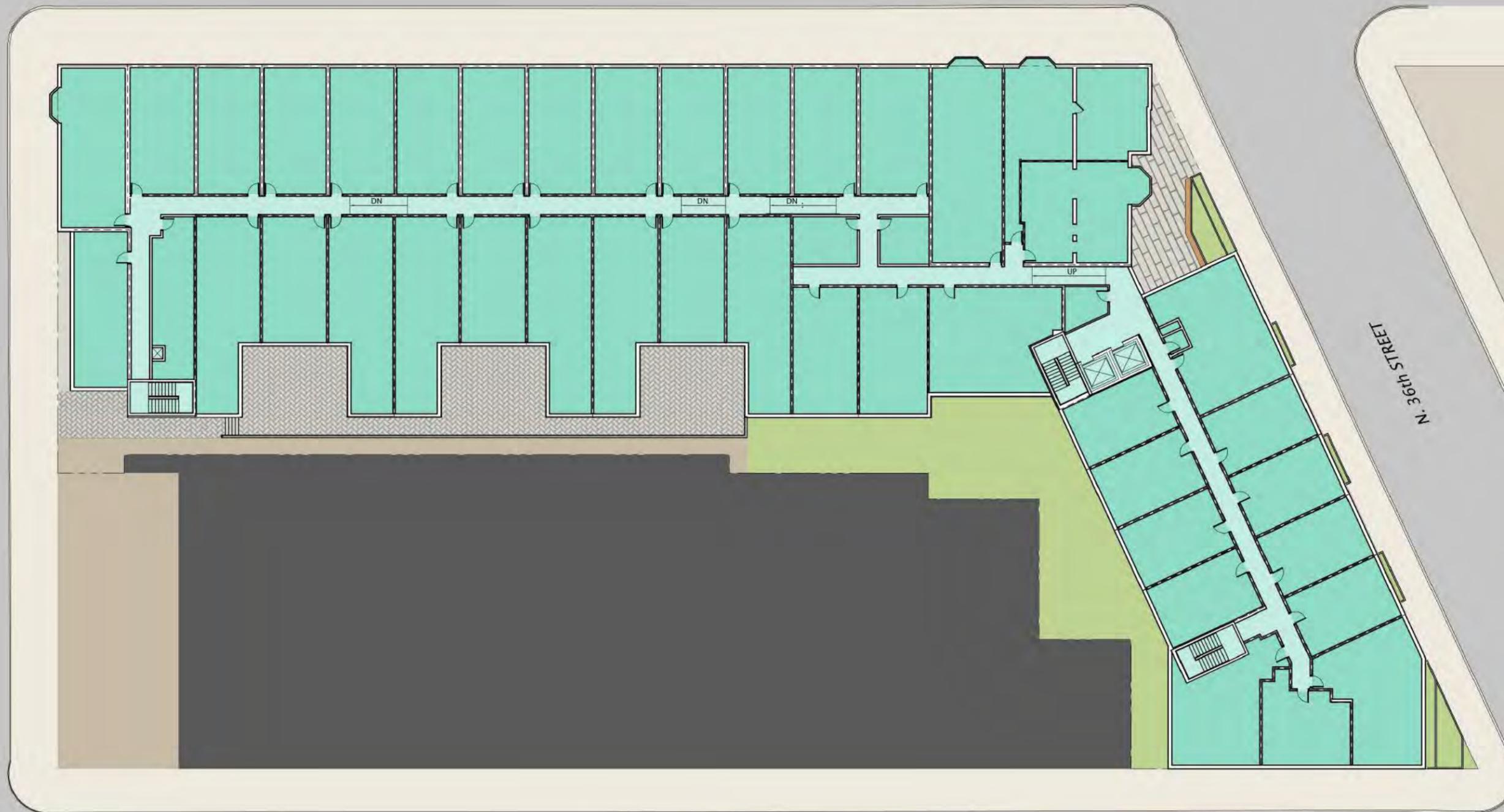
N. 36th STREET
(60' WIDE ROW)
LOCAL STREET
13'-34'-13'

WARREN STREET
(50' WIDE ROW)
LOCAL STREET
12'-26'-12'

RESIDENTIAL
RETAIL

LANCASTER AVENUE

N. 37th STREET



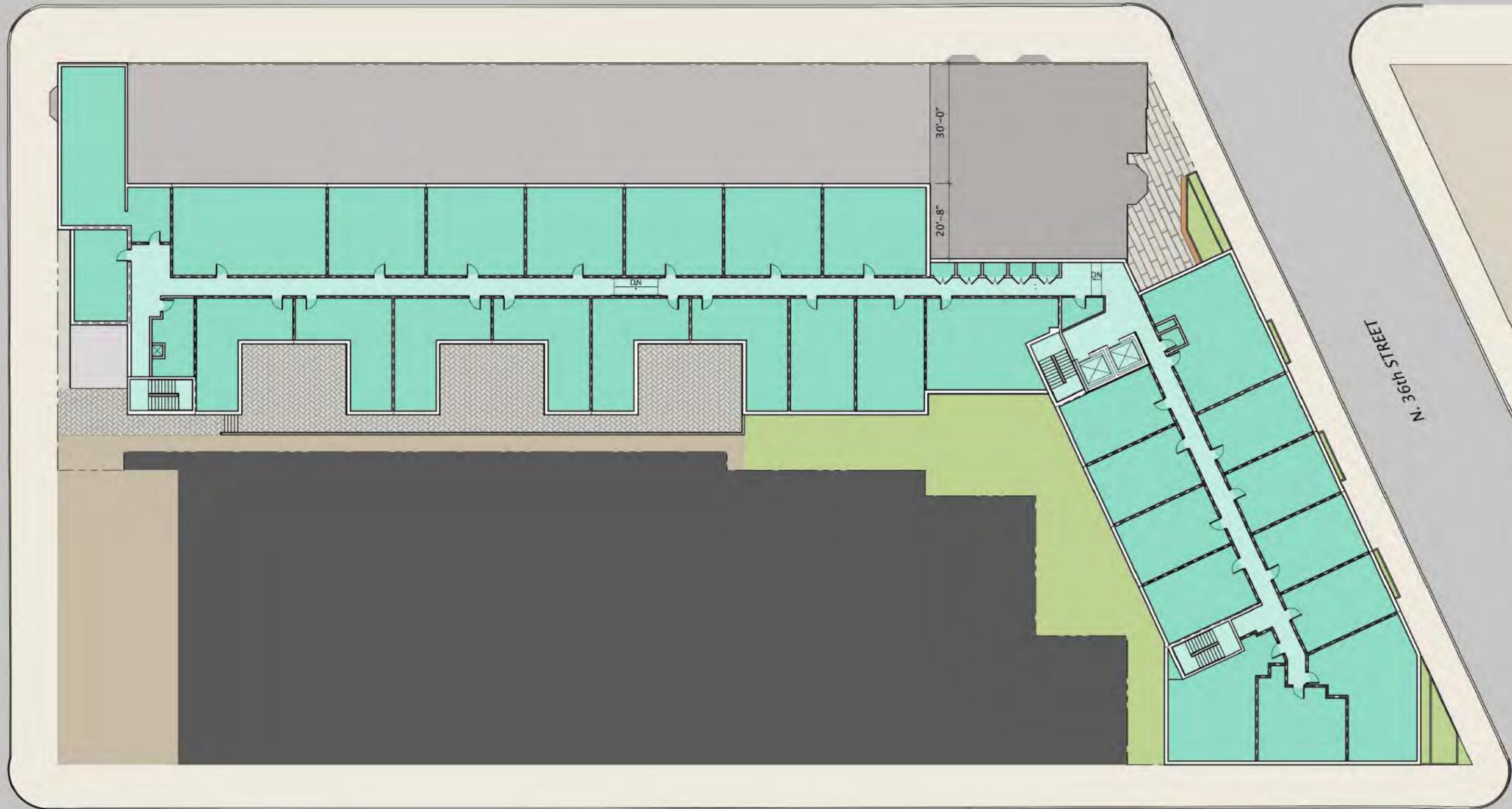
N. 36th STREET

WARREN STREET

RESIDENTIAL

LANCASTER AVENUE

N. 37th STREET



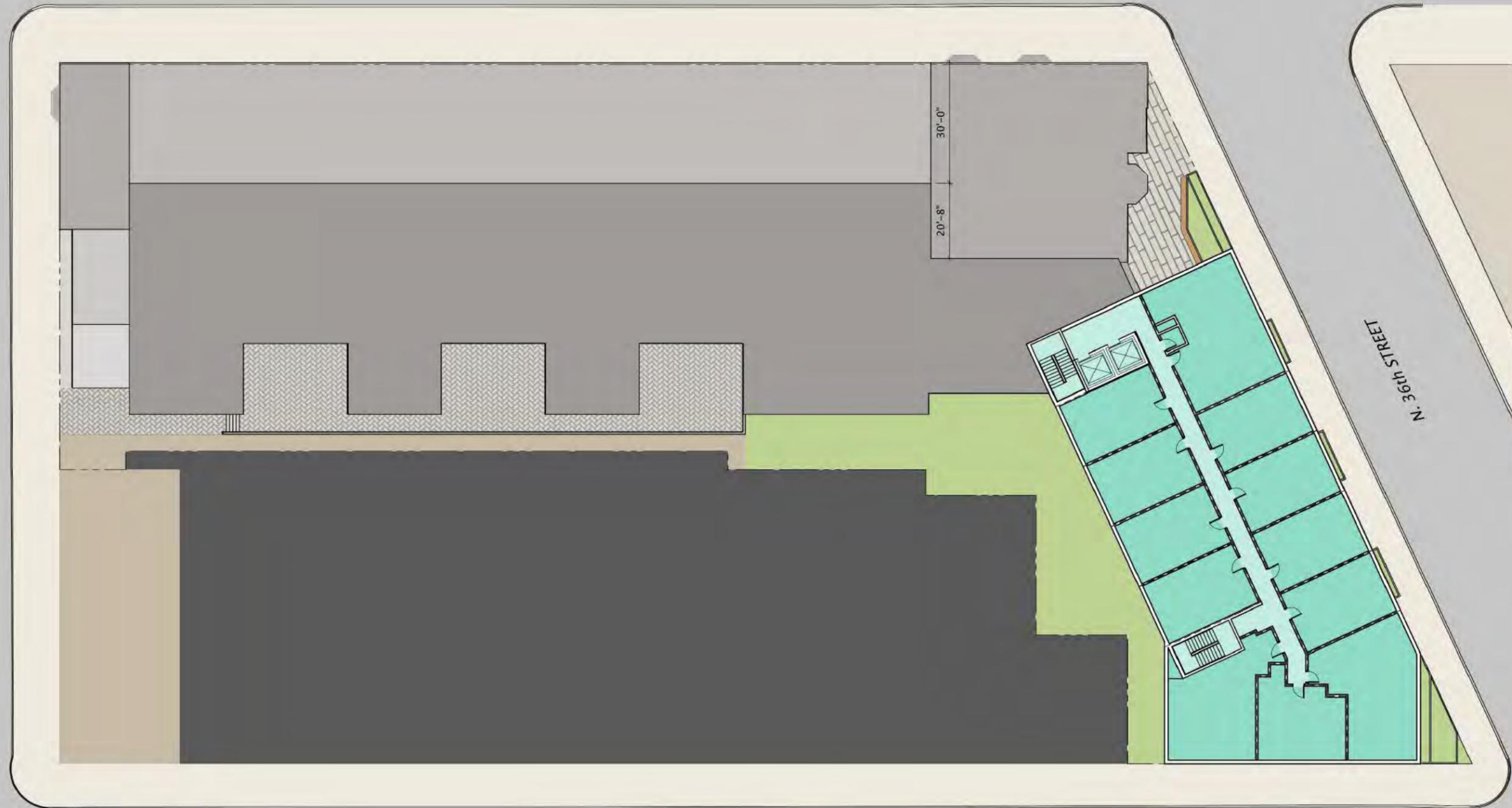
N. 36th STREET

WARREN STREET

RESIDENTIAL

LANCASTER AVENUE

N. 37th STREET



WARREN STREET

N. 36th STREET

RESIDENTIAL



PLANT LIST

BOTANICAL NAME

COMMON NAME

SHRUBS

<i>Abelia x 'Rose Creek'</i>	Rose Creek Abelia
<i>Aronia arbutifolia 'Brilliantissima'</i>	Red Chokeberry
<i>Clethra alnifolia</i>	Summersweet
<i>Buxus 'Green Gem'</i>	Green Gem Boxwood
<i>Ilex crenata 'Chesapeake' Holly</i>	Crenata Chesapeake Holly
<i>Ilex glabra</i>	Inkberry Holly
<i>Ilex crenata 'Sky Pencil'</i>	Sky Pencil Japanese Holly
<i>Itea virginica</i>	Virginia Sweetspire
<i>Mahonia bealei</i>	Leatherleaf Mahonia
<i>Vaccinium angustifolium</i>	Lowbush Blueberry
<i>Viburnum carlesii</i>	Korean Spice Viburnum

ORNAMENTAL GRASSES

<i>Pennisetum alopecuroides 'Hameln'</i>	Dwarf Fountain Grass
<i>Calamagrostis x acutiflora 'Karl Foerster'</i>	Feather Reed Grass
<i>Phalaris arundinacea</i>	Ribbon Grass
<i>Molinia caerulea</i>	Purple Moor Grass
<i>Imperata cylindrica 'Rubra'</i>	Japanese Blood Grass
<i>Deschampsia cespitosa</i>	Tufted Hair Grass

VINES/GROUNDCOVERS

<i>Campsis radicans</i>	Red Trumpet Vine
<i>Ceratostigma plumbaginoides</i>	Plumago
<i>Coreopsis 'Autumn Blush'</i>	'Autumn Blush'
<i>Liriope spicata</i>	Lily Turf



AERIAL MASSING LOOKING SOUTH

3600 LANCASTER AVENUE



AERIAL MASSING LOOKING NORTH

3600 LANCASTER AVENUE



N. 36TH STREET ELEVATION



N. 37TH STREET ELEVATION

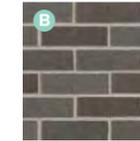


ENLARGED ELEVATION - NTS

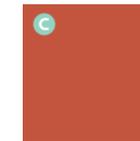
MATERIAL KEY



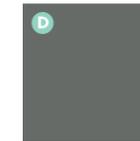
BRICK
MANUF: PALMETTO BRICK
COLOR: RED SMOOTH



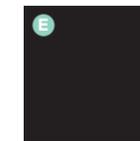
BRICK
MANUF: INTERSTATE BRICK
COLOR: MIDNIGHT BLACK



METAL PANEL
MANUF: OMEGA-LITE
COLOR: MISSION RED



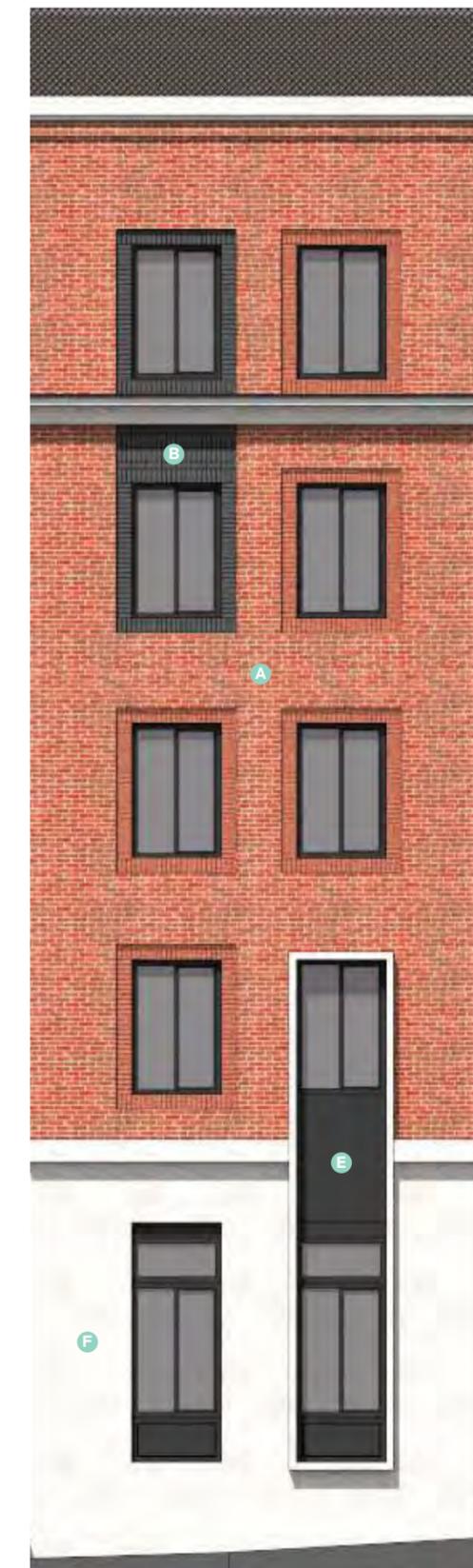
METAL PANEL
MANUF: OMEGA-LITE
COLOR: CHARCOAL GREY



METAL PANEL
MANUF: OMEGA-LITE
COLOR: BLACK



CAST STONE
MANUF: READING ROCK
COLOR: BUFFSTONE



ENLARGED ELEVATION - NTS



N. 36TH STREET ELEVATION

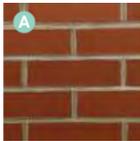
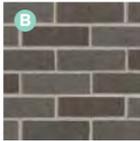
- T.O. STAIR 1
167.08'
- T.O. PARAPET
159.58'
- FIFTH FLOOR
144.92'
- FOURTH FLOOR
133.92'
- THIRD FLOOR
122.92'
- SECOND FLOOR
111.92'
- GROUND FLOOR
100.08'
- BASEMENT
89.08'



N. 37TH STREET ELEVATION

- T.O. STAIR 1
167.08'
- T.O. PARAPET
159.58'
- FIFTH FLOOR
144.92'
- FOURTH FLOOR
133.92'
- THIRD FLOOR
122.92'
- SECOND FLOOR
111.92'
- GROUND FLOOR
100.08'
- BASEMENT
89.08'

MATERIAL KEY

- A**  **BRICK**
MANUF: PALMETTO BRICK
COLOR: RED SMOOTH
- B**  **BRICK**
MANUF: INTERSTATE BRICK
COLOR: MIDNIGHT BLACK
- C**  **METAL PANEL**
MANUF: OMEGA-LITE
COLOR: MISSION RED
- D**  **METAL PANEL**
MANUF: OMEGA-LITE
COLOR: CHARCOAL GREY
- E**  **METAL PANEL**
MANUF: OMEGA-LITE
COLOR: BLACK
- F**  **CAST STONE**
MANUF: READING ROCK
COLOR: BUFFSTONE

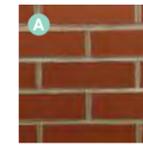


ENLARGED ELEVATION - NTS



LANCASTER AVENUE ELEVATION

MATERIAL KEY



BRICK
MANUF: PALMETTO BRICK
COLOR: RED SMOOTH



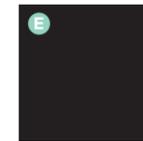
BRICK
MANUF: INTERSTATE BRICK
COLOR: MIDNIGHT BLACK



METAL PANEL
MANUF: OMEGA-LITE
COLOR: MISSION RED



METAL PANEL
MANUF: OMEGA-LITE
COLOR: CHARCOAL GREY



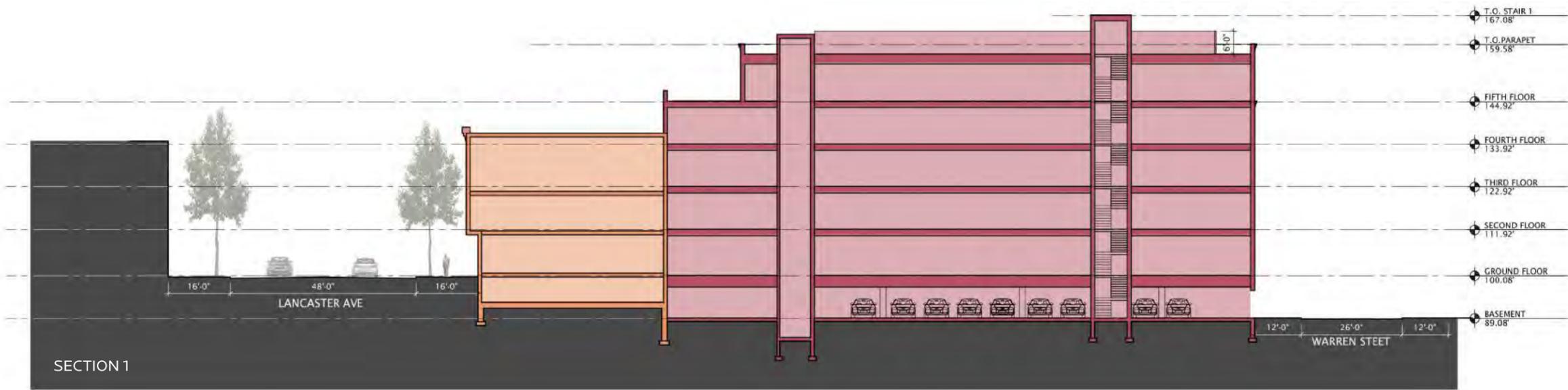
METAL PANEL
MANUF: OMEGA-LITE
COLOR: BLACK



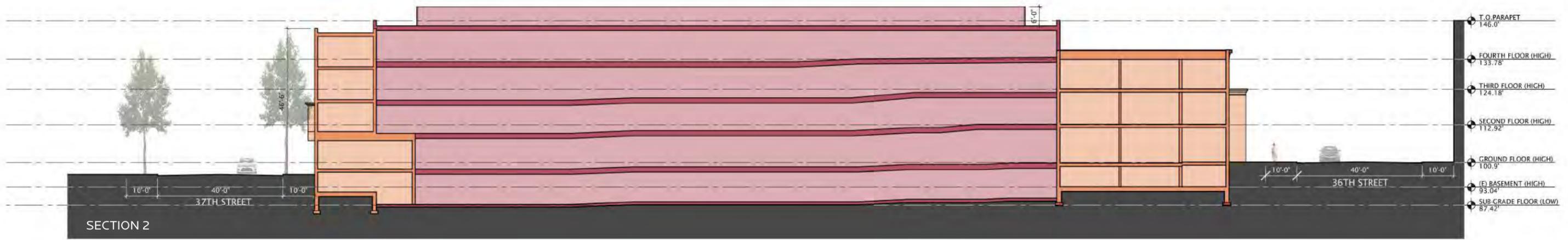
CAST STONE
MANUF: READING ROCK
COLOR: BUFFSTONE



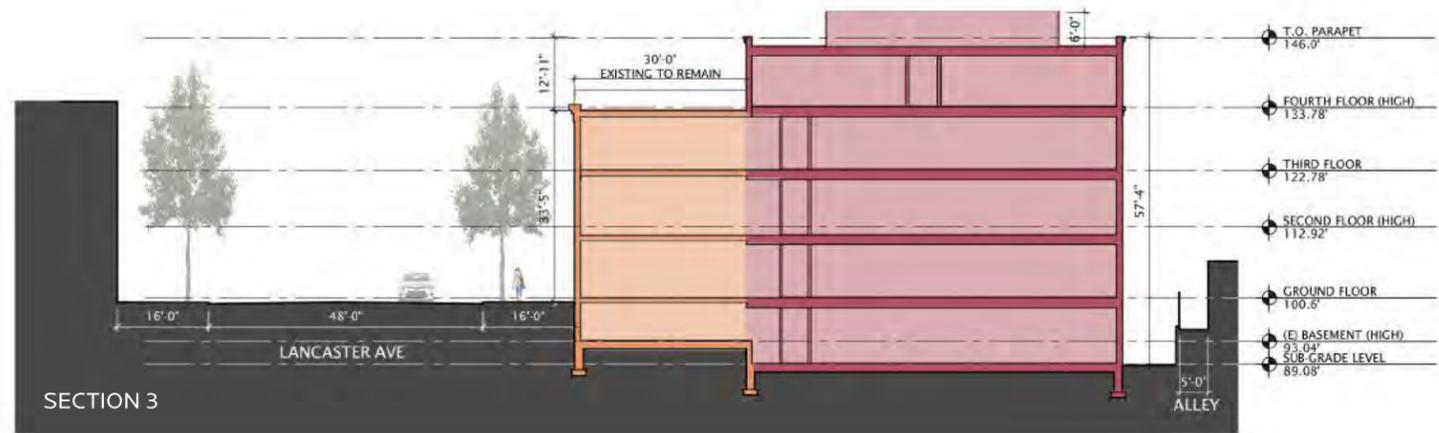
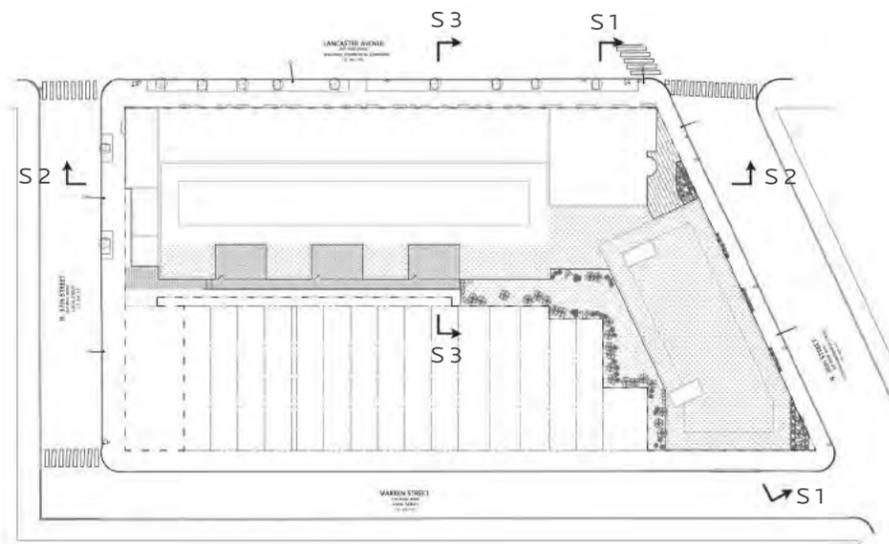
WARREN STREET ELEVATION



SECTION 1

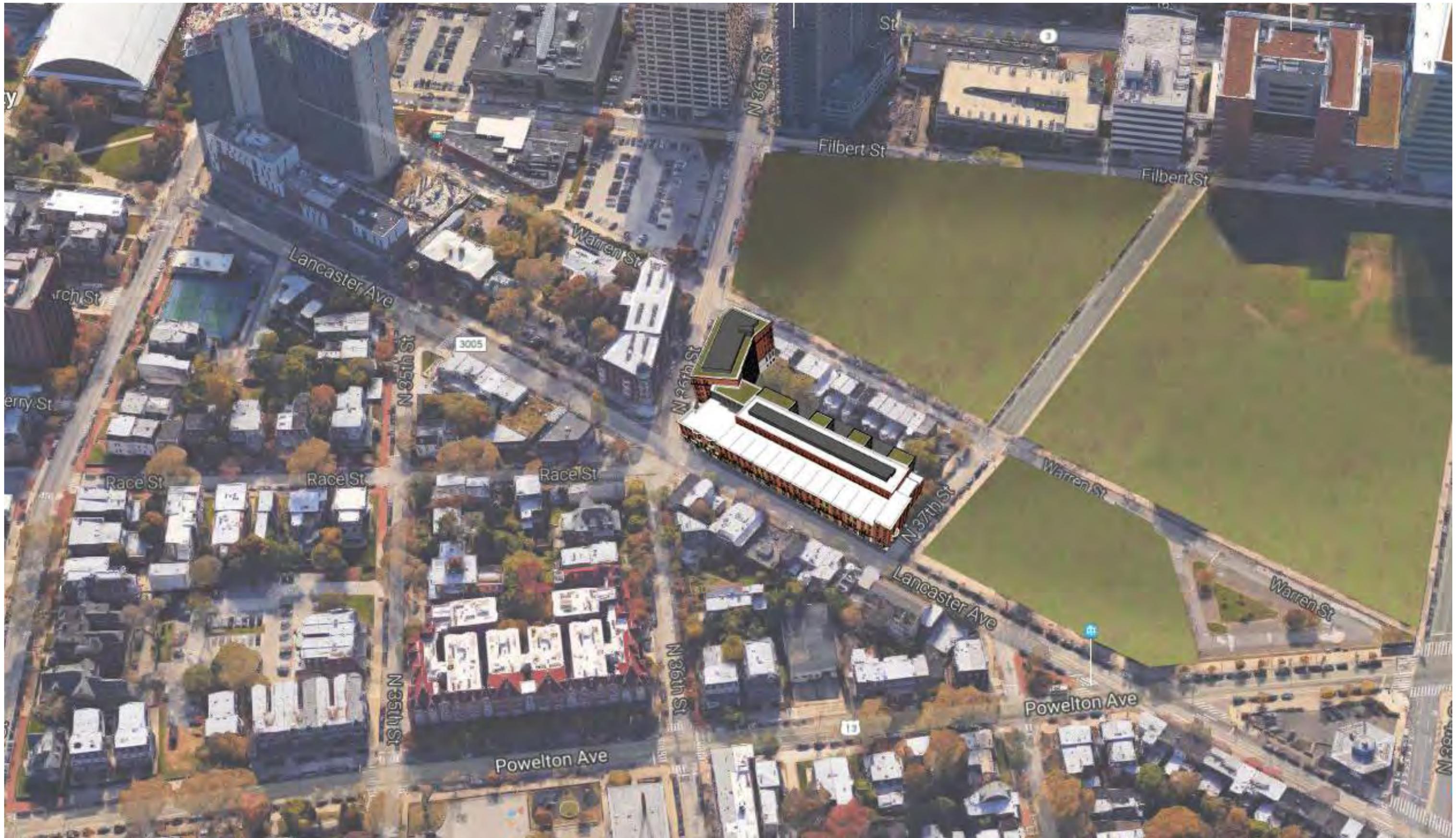


SECTION 2



SECTION 3

- EXISTING
- NEW STRUCTURE











LOOKING EAST ON 37TH STREET

3600 LANCASTER AVENUE

Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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Location and Transportation

Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes, there is a bus and trolley stop on 36th and Lancaster Avenue.
Reduced Parking Footprint	All new parking areas to be located in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	Yes, there are 21 parking spaces located in the garage which is accessed from Warren Street.
Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	Yes, two car charging stations will be provided within the garage.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No, bike parking will be provided in the Building. There is a Bike Sharing Station at 33rd and Market Streets.

Sustainable Sites

Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	No - Approximately 25% with the use of green roofs and a concrete planter for stormwater management at the rear of the building.
Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A)Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications the PWD Stormwater Management Regulations	No - neither of these are feasible.
Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Yes, the building will have a white roof and incorporate some areas with green roofs. A concrete planter for stormwater management will be provided at the rear of the building as well as light colored concrete for sidewalks and pavers.

Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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Water Efficiency

Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes, an irrigation system will not be provided.
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Energy and Atmosphere

Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	No, we do not plan on using a third-party commissioning service.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	TBD - The project will have reduced energy consumption vs. an ASHRAE baseline building, but we cannot confirm 10% energy savings at this time.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, renewable energy on-site is not currently planned.

Innovation

Innovation	Any other sustainable measures that could positively impact the public realm.	This project is maintaining at least 30 feet of the existing (16) three and four story buildings along Lancaster Avenue. All existing street trees will be maintained. An energy-efficient lighting system with LED fixtures and lighting controls will be used throughout.
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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

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

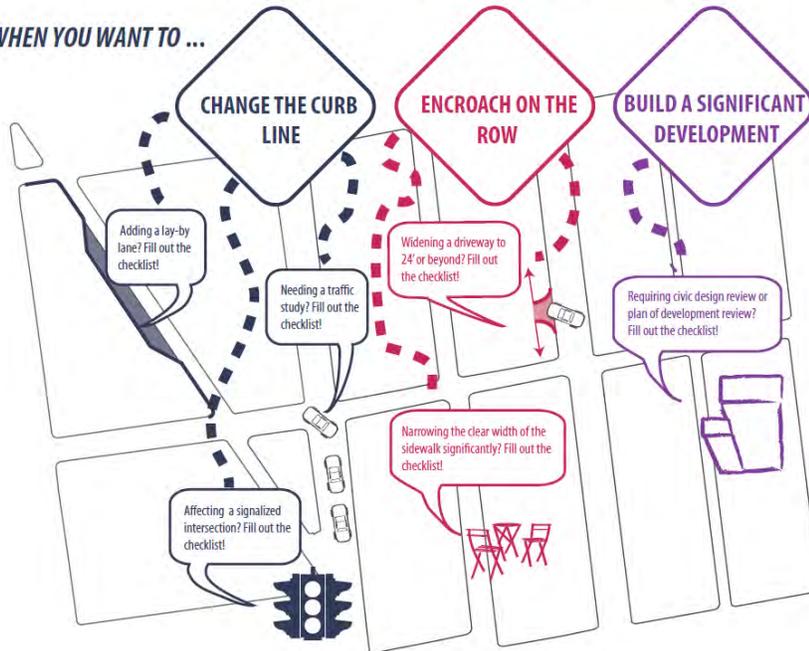
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at

<http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ADA curb-ramp designs must be submitted to Streets Department for review
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit> . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - 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

1. PROJECT NAME
3600 LANCASTER AVENUE
2. DATE
09.20.2016
3. APPLICANT NAME
JKRP ARCHITECTS
5. PROJECT AREA: list precise street limits and scope
CITY BLOCK SURROUNDED BY N 36TH ST., N. 37TH ST., LANCASTER AVE., AND WARREN STREET.
4. APPLICANT CONTACT INFORMATION
JONATHAN BROH 100 EAST PENN SQUARE – SUITE 1080 – PHILADELPHIA, PA 19107 215.928.9331
JBROH@JKRPARCHITECTS.COM
6. OWNER NAME
LANCASTER MEWS PARTNERS LP
7. OWNER CONTACT INFORMATION
LANCASTER MEW PARTNERS LP
ATTN: DINO PETRONGOLO
ONE CRESCENT DRIVE – SUITE 104 – PHILADELPHIA, PA 19112
8. ENGINEER / ARCHITECT NAME
JKRP ARCHITECTS
9. ENGINEER / ARCHITECT CONTACT INFORMATION
100 EAST PENN SQUARE – SUITE 1080 – PHILADELPHIA, PA 19107 215.928.9331
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>N. 36TH STREET</u>	<u>LANCASTER AVE.</u>	<u>WARREN STREET</u>	<u>CITY NEIGHBORHOOD STREET</u>
<u>N. 37TH STREET</u>	<u>LANCASTER AVE.</u>	<u>WARREN STREET</u>	<u>LOCAL STREET</u>
<u>LANCASTER AVE.</u>	<u>N. 36TH STREET</u>	<u>N. 37TH STREET</u>	<u>WALKABLE COMMERCIAL CORRIDOR</u>
<u>WARREN STREET</u>	<u>N. 36TH STREET</u>	<u>N. 37TH STREET</u>	<u>LOCAL STREET</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 NO
 - b. Street Furniture such as bus shelters, honor boxes, etc. YES NO N/A
 - c. Street Direction YES NO
 - d. Curb Cuts YES NO N/A
 - e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES NO N/A
 - f. Building Extensions into the sidewalk, such as stairs and stoops YES NO N/A

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>N. 36TH STREET</u>	<u>12'</u> / <u>9'-7"</u> / <u>9'-7"</u>	<u>9'-7"</u> /	<u>10'</u> /	<u>10'</u>
<u>N. 37TH STREET</u>	<u>10'</u> / <u>13'-6"</u> / <u>13'-6"</u>	<u>13'-6"</u> /	<u>13'</u> /	<u>13'</u>
<u>LANCASTER AVE.</u>	<u>12'</u> / <u>15'-9"</u> / <u>15'-9"</u>	<u>15'-9"</u> /	<u>16'</u> /	<u>16'</u>
<u>WARREN STREET</u>	<u>10'</u> / <u>11'-8"</u> / <u>11'-8"</u>	<u>11'-8"</u> /	<u>12'</u> /	<u>12'</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>N. 36TH STREET</u>	<u>6'</u> /	<u>7'-1"</u> /	<u>7'-1"</u>
<u>N. 37TH STREET</u>	<u>5'</u> /	<u>8'</u> /	<u>8'</u>
<u>LANCASTER AVE.</u>	<u>6'</u> /	<u>9'-1"</u> /	<u>9'-1"</u>
<u>WARREN STREET</u>	<u>5'</u> /	<u>8'-8"</u> /	<u>8'-8"</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>N. 36TH STREET</u>	<u>15'-10"</u>	<u>70'-6" FROM CORNER OF LANCASTER AVE.</u>
<u>N. 37TH STREET</u>	<u>13'-0"</u>	<u>107'-0" FROM CORNER OF LANCASTER AVE.</u>
<u>LANCASTER AVE.</u>	_____	_____
<u>WARREN STREET</u>	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>N. 36TH STREET</u>	_____	_____
<u>N. 37TH STREET</u>	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



LANCASTER AVE.

WARREN STREET

24'-0"

43'-10" FROM
CORNER OF N. 36TH
STREET

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: _____

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>N. 36TH STREET</u>	<u>0'</u> / <u>1'-6"</u>
<u>N. 37TH STREET</u>	<u>1'-1"</u> / <u>1'-1"</u>
<u>LANCASTER AVE.</u>	<u>2'-8"</u> / <u>2'-8"</u>
<u>WARREN STREET</u>	<u>0'</u> / <u>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>N. 36TH STREET</u>	<u>>4'</u> / <u>2'-6"</u> / <u>2'-6"</u>
<u>N. 37TH STREET</u>	<u>>3'-6"</u> / <u>5'-6"</u> / <u>5'-6"</u>
<u>LANCASTER AVE.</u>	<u>>4'</u> / <u>6'-8"</u> / <u>6'-8"</u>
<u>WARREN STREET</u>	<u>>3'-6"</u> / <u>3'</u> / <u>3'</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 type="checkbox"/> NO <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 checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>		
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>		
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>		
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>		

19. Does the design avoid tripping hazards?

YES NO N/A YES NO

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

YES NO N/A YES NO

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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 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: _____

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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>

BIKE PARKING (52 SPACES THROUGH PARKING GARAGE) AND EXISTING STREET BIKE RACKS WILL BE MAINTAINED ON 37TH STREET AND LANCASTER AVENUE (4 SPACES)

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
<u>3600-30 LANCASTER AVE.</u>	<u>52</u>	<u> </u> / <u> </u>	<u> 2</u> / <u> 2</u>	<u> 52</u> / <u> 52</u>
<u>N. 37TH STREET</u>	<u> 0</u>	<u> </u> / <u> </u>	<u> 2</u> / <u> 2</u>	<u> </u> / <u> </u>
<u> </u>	<u> </u>	<u> </u> / <u> </u>	<u> </u> / <u> </u>	<u> </u> / <u> </u>
<u> </u>	<u> </u>	<u> </u> / <u> </u>	<u> </u> / <u> </u>	<u> </u> / <u> </u>

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

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

YES NO N/A
 YES NO N/A
 YES NO N/A

DEPARTMENTAL APPROVAL

YES NO
 YES NO
 YES NO

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

YES NO N/A

YES NO

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

YES NO N/A

YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

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 <input type="checkbox"/> | NO <input checked="" 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"/> |
| 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"/> |

SIDEWALKS ARE MORE PEDESTRIAN FRIENDLY DUE TO THE ADDITION OF PLANTERS AND EXISTING STREET TREES WHICH SEPARATE PEDESTRIANS AND AUTOMOBILES. COURTYARD ENTRANCE ALONG N. 36TH STREET ADDS ADDITIONAL LIGHTING, SEATING AND PLANTINGS TO 36TH STREET.

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>N. 36TH STREET</u>	<u>LANCASTER AVE.</u>	<u>WARREN STREET</u>	<u>10' /</u> <u>10'</u>	<u>25</u>
<u>N. 37TH STREET</u>	<u>LANCASTER AVE.</u>	<u>WARREN STREET</u>	<u>9' /</u> <u>9'</u>	<u>25</u>
<u>LANCASTER AVE.</u>	<u>N. 36TH STREET</u>	<u>N. 37TH STREET</u>	<u>10' /</u> <u>10'</u>	<u>25</u>
<u>WARREN STREET</u>	<u>N. 36TH STREET</u>	<u>N. 37TH STREET</u>	<u>10' /</u> <u>10'</u>	<u>25</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: _____

(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?
- 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 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
<u>N. 36TH STREET</u>	_____	_____
<u>N. 37TH STREET</u>	_____	_____
<u>LANCASTER AVE.</u>	_____	_____
<u>WARREN STREET</u>	_____	_____

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input 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 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 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	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input 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 type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <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?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input 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?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <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: _____