

CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER:

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

Greater than 100,000 SF New Gross Area and greater than 100 new
Dwelling Units

PROJECT LOCATION

Planning District: Central Council District: First

Address: 701 East Market Street
Philadelphia, PA 19106

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: Mark Merlini Primary Phone: 215-972-1550

MMerlini@brickstoneco.com 701 East Market Street
Email: _____ Address: Concourse Level

Philadelphia, PA 19106

Independence Center Realty LP
Property Owner: _____ Developer Brickstone Companies

Architect: Stantec Architecture Inc.

Independence Center Realty L.P.
By: ICR-I, Inc., its general partner
By: Mark P. Merlini, its vice president
701 Market Street, Philadelphia, PA 19106

CONTINUED ON NEXT PAGE

Mellon Independence Center

701 Market Street - Philadelphia, PA 19106

Proposed Residential Tower

March 14 2014





CDR PROJECT APPLICATION FORM

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Philadelphia, PA 19106

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CONTACT INFORMATION

Applicant Name: Mark Merlini Primary Phone: 215-972-1550

Email: MMerlini@brickstoneco.com Address: 701 East Market Street
Concourse Level
Philadelphia, PA 19106

Property Owner: Independence Center Realty LP Developer: _____

Architect: Stantec Architecture Inc.

SITE CONDITIONS

Site Area: 140,238 SF

Existing Zoning: CMX-5 Are Zoning Variances required? Yes No ___

SITE USES

Present Use: Office, Retail

Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):

Office-110,741 SF, Retail-9,839 SF, Residential-360,171 SF

Proposed # of Parking Units: (342 Units)

0 Spaces

COMMUNITY MEETING

Community meeting held: Yes ___ No ___

If yes, please provide written documentation as proof.

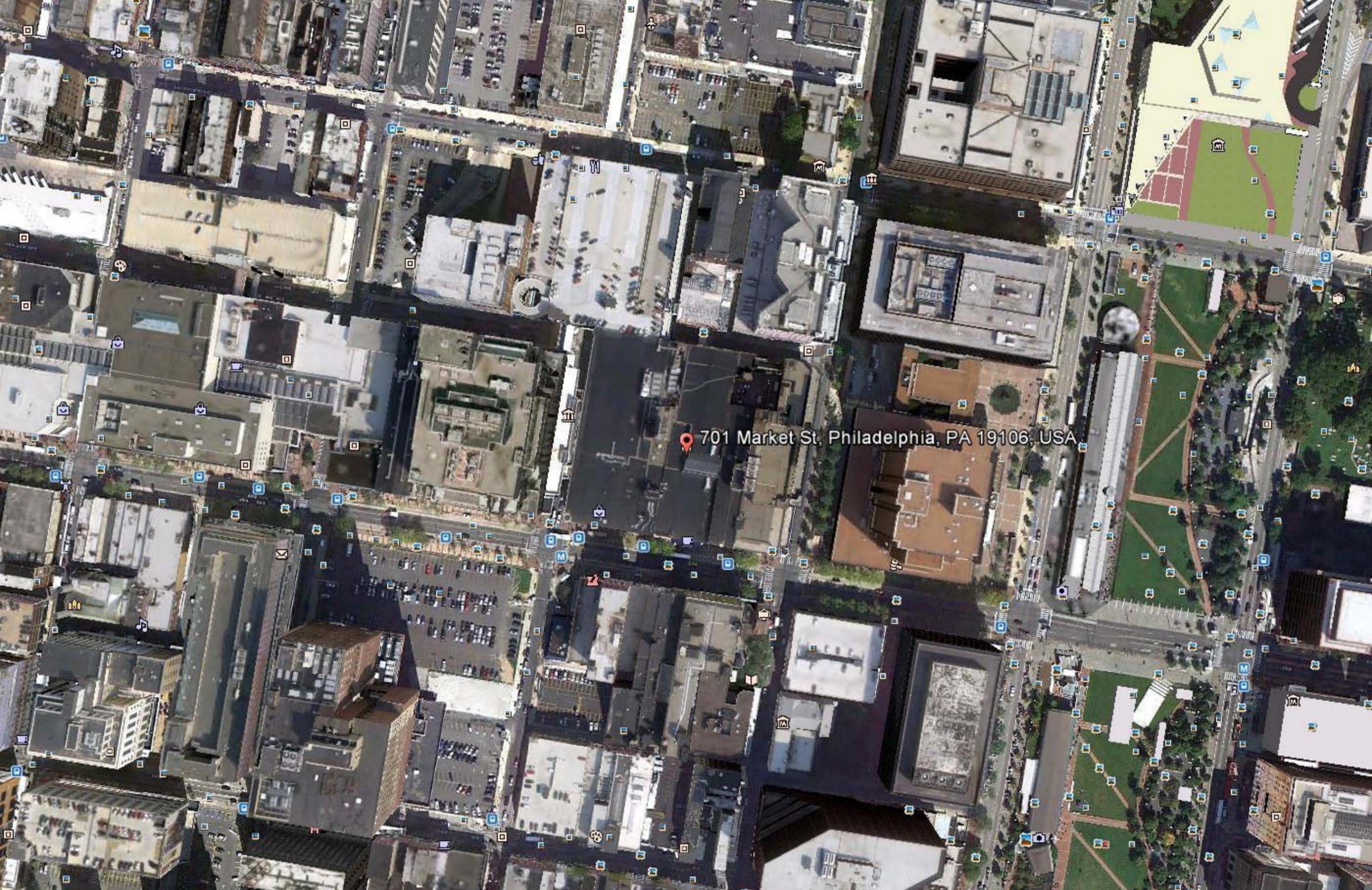
If no, indicate the date and time the community meeting will be held:

Date: _____ Time: _____

Site Photos

- Aerial Photo – Plan View
- Aerial Photo – View from the SE
- Aerial Photo – View from the S
- Aerial Photo – View from the SW
- Aerial Photo – View from the NW
- Aerial Photo – View from the N
- Aerial Photo – View from the NE

- Street View – 7th & Market Streets looking NW
- Street View – 8th & Market Streets looking NE
- Street View – 8th & Market Streets looking N
- Street View – 8th & Easement @ Filbert Street looking S
- Street View – 8th & Easement @ Filbert Street looking E
- Street View – Filbert Street looking E
- Street View – Filbert Street looking W
- Street View – Filbert and Market Streets looking SW



701 Market St, Philadelphia, PA 19106, USA



Midtown Village

William Penn Airport West

701 Market St, Philadelphia, PA 19106, USA



Chinatown

701 Market St, Philadelphia, PA 19106, USA

Center City East

Google earth

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701 Market St, Philadelphia, PA 19106, USA



701 Market St, Philadelphia, PA 19106, USA



701 Market St, Philadelphia, PA 19106, USA



Washington Square West

Market St

Philadelphia

Midtown Village

William Penn Annex West

701 Market St, Philadelphia, PA 19106, USA

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Google earth



701 Market St, Philadelphia, PA 19106, USA

Street / South 7th Street



8th St

MARKET

701 Market St, Philadelphia, PA 19106, USA

William Penn Annex East

Market Street

Google earth

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701 Market St, Philadelphia, PA 19106,

North 8th Street



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Filbert Street

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Filbert Street

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701 Market St, Philadelphia, PA 19106, USA

William Penn Annex West

Filbert Street





701 Market St, Philadelphia, PA 19106, USA

Midtown Village

William Penn

Google earth

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Building

- C000 – Site/Sidewalk Plan
- C001 – Site Survey
- Z001 – Site Roof Plan
- Z002 – Sky Plane Diagram
- A201 – First Floor Plan
- A701 – Building Elevations
- A702 – Building Elevations
- A710 – Building Sections

- Rendering – 7th & Market View
- Rendering – View from the North East

- Building Materials







Stantec Architecture Inc.
1056 Thomas Jefferson Street NW
Washington DC 20007-3813
Tel: (202) 333-2711
Fax: (202) 333-3159

March 14, 2014
File: 218310160

**Reference: New Residential Tower – Building Materials Summary
Mellon Independence Center
701 East Market Street
Philadelphia PA 19106**

The design of a residential tower on the Mellon Independence Center site respects the historic character of the existing building fabric. The positioning of the tower on the site and the material color selection have been chosen to minimize the visual impact of the tower and not detract from Mellon Independence Center's long established prominence on Market Street.

The location of the tower at the central rear of the block, facing Filbert Street, was selected to minimize site lines of the tower as one would approach the intersections of 7th and Market Streets or 8th and Market Streets. As shown in the perspective renderings of these intersections, the upper portion of the tower is visible but its appearance could easily be mistaken as being grounded on another parcel of land outside the Mellon Independence Center site.

The existing façade along Filbert Street and the return wall entering the loading area will be preserved. These walls support the two historic bridges, the masonry bridge that spans Filbert Street and the copper bridge that spans over the loading entranceway. Preserving these walls maintains the historic integrity of the facades and their relationship to the bridges. Any repair or alteration to these walls (primarily at the street level) will incorporate brick masonry to match as close as possible to the existing color and texture of the existing façade. Any new walls erected in the existing loading area will use the same brick masonry and will have openings of similar proportions and arrangement of the existing facades.

The material/color selections for the tower are focused on a modern facade to contrast the historic structure. The proposed tower material colors are charcoal, light grey, and natural aluminum with light Prussian blue accent. The primary building façade elements are aluminum panel and glass window wall systems. The building is framed in the darker panels which bring focus to the paired floors of living units. An alternating band of accent color alternates between the gridded areas creating a structured but playful movement to the façade. The glazing will be light grey mounted in natural aluminum colored frames.

Overall, we believe that positioning of the addition and the selection of materials complement the existing historic structure.

STANTEC ARCHITECTURE INC.

David Capelli, AIA
Vice President
Phone: 202-339-6882
Fax: 202-333-3159
david.capelli@stantec.com

218310160 Design\Predesign\Agency Review Material\CDR Materials Statement

Checklist

- Complete Streets Handbook Checklist

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- PROJECT NAME
MELLON INDEPENDENCE CENTER RESIDENTIAL TOWER
- DATE
3/14/2014
- APPLICANT NAME
MARK MERLINI
- PROJECT AREA: list precise street limits and scope
DEMOLITION OF APPROX. 21,000 SF / FLR OF EXISTING 7 STORY OFFICE SPACE AT FILBERT STREET AND RECONSTRUCTION OF SAME IN FIRE RATED CONSTRUCTION MATERIALS, PLUS THE ADDITION OF 29 FLOORS OF RESIDENTIAL APARTMENTS ABOVE.
- APPLICANT CONTACT INFORMATION
701 MARKET STREET PHILADELPHIA, PA 19106 (215) 972-1556
- OWNER NAME
INDEPENDENCE CENTER REALTY LP
- OWNER CONTACT INFORMATION
SEE 3 & 4 ABOVE
- ENGINEER / ARCHITECT NAME
DAVID CAPPELLI STANTEC
- ENGINEER / ARCHITECT CONTACT INFORMATION
1056 THOMAS JEFFERSON ST. NW WASHINGTON, DC 20007 (202) 333-2711
- STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Transportation and Utilities" field. Complete Street Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>MARKET</u>	<u>7TH</u>	<u>8TH</u>	<u>CIVIL/CEREMONIAL</u>
<u>FILBERT</u>	<u>7TH</u>	<u>END</u>	<u>LOCAL</u>
<u>7TH</u>	<u>MARKET</u>	<u>FILBERT</u>	<u>CITY NEIGHBORHOOD</u>
<u>8TH</u>	<u>MARKET</u>	<u>EASEMENT</u>	<u>CITY NEIGHBORHOOD</u>

11. Does the Existing Conditions site survey clearly identify the following existing conditions?
- Parking and loading regulations in curb lanes adjacent to the site YES NO
 - Street Furniture such as bus shelters, honor boxes, etc. YES NO N/A
 - Street Direction YES NO
 - Curb Cuts YES NO N/A
 - Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES NO
 - Building Extensions into the sidewalk, such as stairs and stoops YES NO N/A

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	
<u>MARKET</u>	<u>20</u>	<u>17-25</u>	<u>No CHANGE</u>	<u> </u> / <u> </u>
<u>FILBERT</u>	<u>10</u>	<u>10</u>	<u>No CHANGE</u>	<u> </u> / <u> </u>
<u>7th</u>	<u>12</u>	<u>12</u>	<u>No CHANGE</u>	<u> </u> / <u> </u>
<u>8th</u>	<u>12</u>	<u>12</u>	<u>No CHANGE</u>	<u> </u> / <u> </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>MARKET</u>	<u>10</u>	<u>>10</u>	<u>No CHANGE</u>
<u>FILBERT</u>	<u>5</u>	<u>>5</u>	<u>No CHANGE</u>
<u>7th</u>	<u>6</u>	<u>>6</u>	<u>No CHANGE</u>
<u>8th</u>	<u>6</u>	<u>>6</u>	<u>No CHANGE</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>MARKET</u>	<u>95'</u>	<u>NEAR MID-BLOCK</u>
<u>FILBERT</u>	<u>51'-11"</u>	<u>50'-8" FROM EAST FL</u>
<u>7th</u>	<u>0</u>	<u>-</u>
<u>8th</u>	<u>0</u>	<u>-</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>MARKET</u>	<u>0</u>	<u>-</u>
<u>FILBERT</u>	<u>0</u>	<u>-</u>
<u>7th</u>	<u>0</u>	<u>-</u>
<u>8th</u>	<u>0</u>	<u>-</u>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

15. Does the design limit block lengths to 500 feet or less?

YES NO N/A

DEPARTMENTAL APPROVAL

YES NO

16. When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians?

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)

17. 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
MARKET	396' / NO CHANGE
FILBERT	396.83' / NO CHANGE
7TH	315.97' / NO CHANGE
8TH	352.77' / NO CHANGE

18. 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
MARKET	5' / VARIES / NO CHANGE
FILBERT	9.5' / 0 / NO CHANGE
7TH	4' / 0 / NO CHANGE
8TH	4' / 0 / NO CHANGE

19. 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 NO

YES NO

YES NO

YES NO

YES NO

20. Does the design avoid tripping hazards?

YES NO N/A

YES NO

21. 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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

22. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES NO N/A YES NO
23. Does the design maintain adequate visibility for all roadway users at intersections? YES NO YES NO
24. When considering the overall design of the Building & Furnishing Component, does the design enhance the pedestrian environment? YES NO YES NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

25. 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>
26. 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 SIDEWALK OR STREET	OFF-STREET
		Existing / Proposed	Existing / Proposed
MARKET	-	4 / 0	0 / 0
FILBERT	114	0 / 0	0 / 114
7TH	-	0 / 0	0 / 0
8TH	-	0 / 0	0 / 0

27. 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?
- | | | |
|---|--|---|
| <ul style="list-style-type: none"> ▪ Conventional Bike Lane ▪ Buffered Bike Lane ▪ Bicycle-Friendly Street | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | 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"/> |
|---|--|---|
28. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO YES NO
29. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | | | |
|---|---|--|------------------------------|--|
| | | | | DEPARTMENTAL APPROVAL |
| 30. Does the design limit conflict among transportation modes along the curb? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 31. 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"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 32. Does the design provide a buffer between the roadway and pedestrian traffic? | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 33. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | | | | YES <input type="checkbox"/> NO <input type="checkbox"/> |

*THERE ARE MULTIPLE BUS STOPS AT THE FRONT OF THE PROPERTY (MARKET ST.)
THERE IS A SUBWAY STOP ON THE CONCOURSE LEVEL INSIDE THE BUILDING.*

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

34. For each street frontage, identify existing and proposed lane widths and the design speed.

STREET	FROM	TO	LANE WIDTHS		DESIGN SPEED
			Existing	Proposed	
MARKET	7TH	8TH	/ No CHANGE		
FILBERT	7TH	END	/ No CHANGE		
7TH	MARKET	FILBERT	/ No CHANGE		
8TH	MARKET	EASEMENT	/ No CHANGE		

- | | | | | |
|--|---|--|---|--|
| | | | | DEPARTMENTAL APPROVAL |
| 35. What is the maximum AASHTO design vehicle being accommodated by the design? | | WB-50 | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 36. Will the project affect a historically certified street? An <u>inventory of historic streets</u> ⁽¹⁾ is maintained by the Philadelphia Historical Commission. | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 37. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| <i>*Any proposed median may require a maintenance agreement with the Streets Department.</i> | | | | |
| 38. Does the design facilitate safe and accessible, deliveries to local industries and businesses? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 39. Will the public right-of-way be used for loading and unloading activities? | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 40. Does the design maintain emergency vehicle access? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 41. Where new streets are being developed, does the design connect and extend the street grid? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 42. Does the design support multiple alternative routes to and from destinations as well as within the site? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 43. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

(1) <http://www.phila.gov/historical/PDF/Historic%20Street%20Paving%20District%20Inventory.pdf>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

- | | | | | | | |
|---|---|-----------------------------|---|------------------------------|-----------------------------|--|
| | | | | | DEPARTMENTAL APPROVAL | |
| 44. 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"/> | |
| 45. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide. | <u>NO</u> | | | | | |
| 46. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4). | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | |
| 47. 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"/> | |
| 48. Does the design provide direct, safe, and accessible connections between transit stops 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: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

49. Identify Existing and Proposed Signal Cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
<u>MARKET</u>	<u>NO CHANGE</u>	<u>NO CHANGE</u>
<u>FILBERT</u>	<u>NO CHANGE</u>	<u>NO CHANGE</u>
<u>7TH</u>	<u>NO CHANGE</u>	<u>NO CHANGE</u>
<u>8TH</u>	<u>NO CHANGE</u>	<u>NO CHANGE</u>

- | | | | | | |
|---|------------------------------|-----------------------------|---|------------------------------|-----------------------------|
| | | | | DEPARTMENTAL APPROVAL | |
| 50. 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"/> |
| 51. 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"/> |
| 52. 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"/> |
| 53. 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 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"/> |
| 54. Does the plan simplify complex intersections where possible? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 55. Does the design reduce vehicle speeds and increase visibility at intersections? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 56. Overall, do intersection designs limit conflicts between 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 type="checkbox"/> |

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____