**PROJECT DESCRIPTION:**

The proposed building is a 6-story 83,861 gross square foot mixed use development located at 2110 East Norris Street. The first floor contains two commercial spaces, a parking garage with 16 parking spaces, residential lobby, and residential amenities. The second through sixth floor contains 95 multi-family apartment units distributed evenly with 19 units on each floor. The roof contains a 1,800 square foot roof deck oriented closer to the rear of the building for residential tenants with views towards Center City and 10,000 square feet of vegetated roof.

The courtyard on East Norris Street creates an welcoming entrance into the site and while reducing the impact of the front facade at street level. Landscaping along East Norris Street breaks up the building massing and creates a more pleasant experience for pedestrians. Residents will be within 500 feet walking distance of public transportation for the Market Frankford Line at Berks Station.

**ZONING CHART**

<table>
<thead>
<tr>
<th>PROPOSED USE</th>
<th>1ST FLOOR</th>
<th>2 COMMERCIAL SPACES, RESIDENTIAL LOBBY, AMENITIES, AND PARKING</th>
<th>2ND, 3RD, 4TH, 5TH, AND 6TH FLOOR</th>
<th>MULTI-FAMILY HOUSING</th>
<th>ROOF</th>
<th>ROOF DECK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ALLOWED / REQUIRED</strong></td>
<td><strong>PROPOSED</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Lot Area (SF)</td>
<td>N/A</td>
<td>19,764 sf</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Occupied Area (% of Lot)</td>
<td>75%</td>
<td>75.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Front Yard Depth (FT)</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Side Yard Width Each (FT)</td>
<td>8’ if used</td>
<td>8’-0”</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Rear Yard Depth (FT)</td>
<td>N/A</td>
<td>11’-10”</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Height (FT)</td>
<td>N/A</td>
<td>71’-0”</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Floor Area (% of Lot Area)</td>
<td>500%</td>
<td>423.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Tree Requirements</td>
<td>7 street trees</td>
<td>7 street trees</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard Car Parking</td>
<td>12</td>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessible Car Parking Spaces</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car Share Parking Spaces</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Car Parking</td>
<td>15</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>42</td>
<td>46</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 

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

Project includes more than 50,000 sf of gross floor area, has more than 50 dwelling units and is within 200' of a residential district.

PROJECT LOCATION

Address: 2110 East Norris Street Philadelphia, PA 19125
Is this parcel within a Master Plan District? Yes X No ___ (River Wards)

CONTACT INFORMATION

Applicant Name: GY Properties Primary Phone: 
Email: amos@gyproperties.com Address: 901 N Penn St, Unit FC-1
scoscia@cosciamoos.com Philadelphia, PA 19123
Property Owner: 2110 Norris LP Developer GY Properties
Architect: Coscia Moos Architecture

CONTINUED ON NEXT PAGE

CDR Application

2110 EAST NORRIS STREET
PHILADELPHIA, PA 19125

SITE CONDITIONS

Site Area: 19,764 sf
Existing Zoning: CMX-3 Are Zoning Variances required? Yes X No ___

SITE USES

Present Use: Vacant
Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
6 story, 83,861 gross square foot multi-use building. 1,921 square feet of commercial space, 85,287 square feet of residential units and amenities. The building includes 95 units.
Proposed # of Parking Units: 16 car parking spaces

COMMUNITY MEETING

Community meeting held: Yes X No ___
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: November 13, 2018 Time: 7:00 PM

ZONING BOARD OF APPEAL HEARING

ZBA hearing scheduled: Yes X No ___ NA___
If yes, indicate the date hearing will be held:
Date: 

CONTINUED ON NEXT PAGE
Landscape Palette
Existing Site Survey

2110 EAST NORRIS STREET
PHILADELPHIA, PA 19125

Scale: 1" = 20'-0"
Proximity Plan

1. The Site (2110 East Norris Street)
2. Palmer Cemetery
3. Palmer Park
4. Kensington High School for the Creative and Performing Arts
5. Towey Park
6. Iglesia Pentecostal Jesucristo
7. NSCA St Boniface School
8. Norris Square Park

Public Transportation

2110 EAST NORRIS STREET
PHILADELPHIA, PA 19125
Existing Site Photos

1. ON N FRONT ST. - LOOKING NORTH
2. ON THE INTERSECTION OF E NORRIS ST. & AMBER ST. & N FRONT ST - LOOKING SOUTH
3. ON E NORRIS ST. - LOOKING AT SIDE
4. ON E NORRIS ST. - LOOKING SOUTH-EAST, RESIDENTIAL BLOCKS
5. ON E NORRIS ST. - LOOKING NORTH-WEST
6. ON THE INTERSECTION OF E NORRIS ST. & TRENTON AVE. - LOOKING WEST

2110 EAST NORRIS STREET
PHILADELPHIA, PA 19125
ON FIELD - LOOKING NORTH-WEST, SITE

ON FIELD - LOOKING NORTH, SITE

ON SITE - LOOKING SOUTH-WEST, SEPTA STATION & HIGH SCHOOL FIELD

ON SITE - LOOKING NORTH, TOWNHOUSES ACROSS STREET

ON SITE - LOOKING WEST, SEPTA RAILWAY

Existing Site Photos
12/04/2018
Page 18
<table>
<thead>
<tr>
<th>Civic Design Review, Philadelphia</th>
<th>Sustainability Questionnaire</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Categories</strong></td>
<td><strong>Benchmark</strong></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| 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. Bus 3 at corner of Amber & N. Front. MFL at Berks Station. Bus 5, 25, & 89 at E Norris & Frankford. | Yes. Bus 3 at corner of Amber & N. Front. MFL at Berks Station. Bus 5, 25, & 89 at E Norris & Frankford. |
| **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, all parking under the building or at rear. Parking area & aisle = 8,215 sf = 41.6% | Yes, all parking under the building or at rear. Parking area & aisle = 8,215 sf = 41.6% |
| **Green Vehicles**              |                             |                             |
| Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Cleary identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles. | Yes, 2 car share vehicle spaces designated | Yes, 2 car share vehicle spaces designated |
| **Bike Share Station**          |                             |                             |
| Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. | Yes, at Berks Station | Yes, at Berks Station |

| 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, previous space is courtyard = 7,344 sf = 37.2% | No, previous space is courtyard = 7,344 sf = 37.2% |
| **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 | No |
| **Heat Island Reduction**       |                             |                             |
| 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, more than 50% of hardscape will meet an SRI > 29 | Yes, more than 50% of hardscape will meet an SRI > 29 |

<table>
<thead>
<tr>
<th>Civic Design Review, Philadelphia</th>
<th>Sustainability Questionnaire</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Categories</strong></td>
<td><strong>Benchmark</strong></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| 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, on-site vegetation will be maintained without irrigation | Yes, on-site vegetation will be maintained without irrigation |

| Energy and Atmosphere            |                             |                             |
|---                               |                             |                             |
| **Energy Commissioning**         |                             |                             |
| Acquire a separate, independent commissioning service to ensure that the energy related systems are installed, calibrated, and perform as intended. | No, independent commissioning services will not be contracted. | No, independent commissioning services will not be contracted. |
| **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. | Yes, the design team will evaluate how to reduce energy consumption to be above ASHRAE standards. | Yes, the design team will evaluate how to reduce energy consumption to be above ASHRAE standards. |
| **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 will not be provided on-site. | No, renewable energy will not be provided on-site. |

| Innovation                       |                             |                             |
|---                               |                             |                             |
| Any other sustainable measures that could positively impact the public realm. | No | No |
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.philadelphiastreets.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: 2110 East Norris Street
2. DATE
3. APPLICANT NAME: Sergio Coscia
4. APPLICANT CONTACT INFORMATION: 1616 Walnut St, Suite 101 Philadelphia, PA 19103
5. PROJECT AREA: 19,764 sf
6. OWNER NAME: GY Properties
7. OWNER CONTACT INFORMATION: 901 N Penn St, Unit FC-1, Philadelphia, PA 19123
8. ENGINEER / ARCHITECT NAME: Coscia Moos Architecture
9. ENGINEER / ARCHITECT CONTACT INFORMATION: see applicant contact above
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.

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Norris St.</td>
<td>Amber St.</td>
<td>Trenton Ave.</td>
<td>City Neighborhood St.</td>
</tr>
</tbody>
</table>

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 N/A
   b. Street Furniture such as bus shelters, honor boxes, etc.: YES NO N/A
   c. Street Direction: YES NO N/A
   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

APPLICANT: General Project Information
Additional Explanation / Comments: 

DEPARTMENTAL REVIEW: General Project Information
Reviewer Comments: 

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(BUILDING LINE TO CURB)</td>
<td></td>
</tr>
<tr>
<td>E. Norris St.</td>
<td>12’ / 12’ / 12’</td>
<td>12’ / 12’</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
</tr>
<tr>
<td>E. Norris St.</td>
<td>6’ / 6’ / 6’</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depressed Curb</td>
<td>55.1’</td>
<td>E. Norris St.</td>
</tr>
</tbody>
</table>

PROPOSED VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depressed Curb</td>
<td>24.0’</td>
<td>E. Norris St.</td>
</tr>
</tbody>
</table>

2110 EAST NORRIS STREET
PHILADELPHIA, PA 19125
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?  

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Norris St.</td>
<td>0' / 0'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Norris St.</td>
<td>4'-0&quot; / 4'-0&quot; / 4'-0&quot;</td>
</tr>
</tbody>
</table>

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

19. Does the design avoid tripping hazards?

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.
21. 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 ☐
22. Does the design maintain adequate visibility for all roadway users at intersections?  
   YES ☐ NO ☐ N/A ☐ YES ☐ NO ☐

APPLICANT: Building & Furnishing Component  
Additional Explanation / Comments: ____

DEPARTMENTAL REVIEW: Building & Furnishing Component  
Reviewer Comments: ____

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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Norris St.</td>
<td>42</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 42</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

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   YES ☐ NO ☐ N/A ☐ YES ☐ NO ☐
   - Buffered Bike Lane       YES ☐ NO ☐ N/A ☐ YES ☐ NO ☐
   - Bicycle-Friendly Street  YES ☐ NO ☐ N/A ☐ 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: ____
### COMPLETE STREETS HANDBOOK CHECKLIST

#### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS Existing / Proposed</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

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

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.

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?

### COMPLETE STREETS HANDBOOK CHECKLIST

#### CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

30. Does the design provide a buffer between the roadway and pedestrian traffic?

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

### APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments:

### DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

### APPLICANT: Curbside Management Component

Additional Explanation / Comments:

### DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

---

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?
   NO  ☑ YES  ☐ N/A  ☑

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
   NO  ☑ YES  ☐ N/A  ☑

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?
   NO  ☑ YES  ☐ N/A  ☑

DEPARTMENTAL REVIEW: Urban Design Component
Reviewer Comments: 

APPLICANT: Urban Design Component
Additional Explanation / Comments: 

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.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?
   NO  ☑ YES  ☐ N/A  ☑

45. Does the design provide adequate clearance time for pedestrians to cross streets?
   NO  ☑ YES  ☐ N/A  ☑

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?
   NO  ☑ YES  ☐ N/A  ☑

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?

   ■ Marked Crosswalks
   ■ Pedestrian Refuge Islands
   ■ Signal Timing and Operation
   ■ Bike Boxes

   NO  ☑ YES  ☐ N/A  ☑

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?
   NO  ☑ YES  ☐ N/A  ☑

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?
   NO  ☑ YES  ☐ N/A  ☑

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: Building is located mid-block.

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: 

DEPARTMENTAL APPROVAL

Streets Checklist
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COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: ____

DEPARTMENTAL REVIEW
Additional Reviewer Comments: ____