Project Summary

1101 Walnut Street is a proposed short-term housing and commercial development with frontages on the corner of Walnut Street and 11th Street. The site includes 111 residential units over 23 floors. The units are a mix of one-bedroom units and two-bedroom units. The first two floors include 5600 SF of leaseable commercial space. The third floor is set back from the lower level to allow for residential amenities and exterior space.

The building’s residential entrance and lobby is located along 11th Street. There is a bike storage room and corridor leading to the rear alley. The building features new pavement and trees to enhance the pedestrian experience. A masonry base grounds the building with precast concrete and metal panels on the fourth through twenty third floors. The residences feature storefront fenestration with a vertical ventilation system. Glass will surround the third floor amenity spaces.

Contents

1–2............................... Project Summary
3................................. CDR Application Form
4 - 7............................. Site Context
8................................. Site Survey
9................................. Ground Floor Plan
10................................. Second / Third Floor Plan
11................................. Typical Floor Plans
12................................. Landscape Plan
13 - 14............................ Building Sections
15 - 18........................... Elevations
19................................. Massing in Context
20 - 23............................ Exterior Perspectives
24................................. Sustainability Questionnaire
25 - 31............................ Complete Streets Checklist
CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: [Blank]

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

Case 1: The project creates more than 100,000 square feet of new gross floor area and more than 100 new dwelling units.

PROJECT LOCATION

Planning District: Central District Council District: 1st

Address: 1101 + 1105 Walnut

Philadelphia, Pa

Is this parcel within a Master Plan District? Yes No X

CONTACT INFORMATION

Applicant Name: Jerry Roller, AIA Primary Phone: 215.928.9331

Email: jroller@jkraplarchitects.com Address: 100 East Penn Square, Suite 1080

Philadelphia, Pa 19107

Property Owner: ARD 1105 Walnut LLC Developer: ARD 1105 Walnut LLC

Architect: JKRP Architects

SITE CONDITIONS

Site Area: 5,319 sf

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

SITE USES

Present Use: Vacant former restaurant building and a take-out restaurant with two dwelling units above

Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units): 94,640 SF – Mixed-Use Building

- 5,917 SF – Retail at Ground Floor and Second Floor
- 2,961 SF – Office/ Amenities – Third Floor
- 79,200 SF – (111) Residential/ Visitor Accommodation Units – 4th – 23rd Floors

Proposed # of Parking Units:

- (34) Off-Site Interior Parking Spaces at 1201 Walnut Street
- (37) Class 1A Bicycle Parking Spaces

COMMUNITY MEETING

Community meeting held: Yes No X

If yes, please provide written documentation as proof.

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

Date: 08.27.2019 Time: 7pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X

If yes, indicate the date hearing will be held:

Date: ____________
SITE CONTEXT
SITE CONTEXT

LOOKING SOUTH ON 11TH ST

LOOKING WEST ON 11TH ST

LOOKING NORTH WEST AT 11TH ST AND WALNUT ST

LOOKING NORTH ON WALNUT ST

LOOKING NORTH EAST ON WALNUT ST

LOOKING SOUTH DOWN JESSUP ST
SITE CONTEXT

1101 WALNUT STREET
23 STORY SHORT-TERM MIXED USE

122 SOUTH 11TH STREET
14 STORY HOTEL

123 SOUTH 12TH STREET
24 STORY MULTIFAMILY MIXED-USE

1101 WALNUT STREET
23 STORY SHORT-TERM MIXED USE

1213 WALNUT STREET
26 STORY MULTI-FAMILY MIXED USE

123 SOUTH 11TH STREET
14 STORY HOSPITAL
TYPICAL RESIDENTIAL FLOOR PLAN

1/16" = 1'-0"

FLOORS 4-14

WALNUT STREET

FLOORS 15-23

WALNUT STREET

11TH STREET

1 BEDROOM
1 BEDROOM
1 BEDROOM
1 BEDROOM
1 BEDROOM
1 BEDROOM
1 BEDROOM
1 BEDROOM
1 BEDROOM
2 BEDROOM
1 BEDROOM
2 BEDROOM

ELEVATOR LOBBY
EXISTING NEWS STAND TO REMAIN

REPLACE EXISTING BIKE RACK

NEW MARQUEE ABOVE

ADA COMPLIANT RAMP

NEW AREAWAY

NEW TREES

WALKING ZONE 8'-6"

FURNISHING ZONE 3'-6"

NEW TREES

CMX-5 23 STORIES

NEW AREAWAY

WALNUT STREET

LANDSCAPE PLAN

1/16" = 1'-0"
BUILDING ELEVATION

1/32" = 1'-0"

B1

B2

C1

D

MATERIAL KEY

A

BRICK

DARK GRAY

B1

METAL PANEL

DARK GRAY

B2

PRECAST

CONCRETE PANEL

C1

WINDOW FRAME

BLACK

D

GLAZING

E

CUSTOM LOUVER

TO MATCH

ADJACENT

PRECAST

CONCRETE PANEL
LOOKING NORTH WEST ON WALNUT ST
## Civic Design Review, Philadelphia

### Sustainability Questionnaire

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</th>
<th>If yes, please describe how or reference the applicable document in the CDR submission.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access to Quality Transit</td>
<td>Locate a functional entry of the project within a ¼ mile (400-meter) walking distance of existing or planned bus, streetcar, or ride share stops, bus rapid transit stops, light or heavy rail stations.</td>
<td>Yes, there are numerous SEPTA and NJ Transit bus routes, the Market Frankford Line, SEPTA Trolley lines, and the PATCO Speedline within a quarter mile of the project.</td>
<td>Yes or no? If yes, please describe how or reference the applicable document in the CDR submission.</td>
</tr>
<tr>
<td>Reduced Parking Footprint</td>
<td>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.</td>
<td>Required parking will be located off-site at 1201 Walnut Street.</td>
<td>Yes or no? If yes, please describe how or reference the applicable document in the CDR submission.</td>
</tr>
<tr>
<td>Green Vehicles</td>
<td>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.</td>
<td>Yes, two electric vehicle spaces are provided at this location.</td>
<td>Yes or no? If yes, please describe how or reference the applicable document in the CDR submission.</td>
</tr>
<tr>
<td>Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td>No, there are four Indego Stations within two and a half blocks of the project.</td>
<td>Yes or no? If yes, please describe how or reference the applicable document in the CDR submission.</td>
</tr>
</tbody>
</table>

### Water Efficiency

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</th>
<th>If yes, please describe how or reference the applicable document in the CDR submission.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor Water Use</td>
<td>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.</td>
<td>Yes or no? If yes, please describe how or reference the applicable document in the CDR submission.</td>
<td></td>
</tr>
</tbody>
</table>

### Energy and Atmosphere

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</th>
<th>If yes, please describe how or reference the applicable document in the CDR submission.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy Commissioning</td>
<td>Acquire a separate, independent commissioning service to ensure that the energy related systems are installed, calibrated, and perform as intended.</td>
<td>Yes or no? If yes, please describe how or reference the applicable document in the CDR submission.</td>
<td></td>
</tr>
<tr>
<td>Energy Performance</td>
<td>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.</td>
<td>Yes or no? If yes, please describe how or reference the applicable document in the CDR submission.</td>
<td></td>
</tr>
<tr>
<td>On-Site Renewable Energy</td>
<td>Produce renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage.</td>
<td>Yes or no? If yes, please describe how or reference the applicable document in the CDR submission.</td>
<td></td>
</tr>
</tbody>
</table>

### Innovation

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</th>
<th>If yes, please describe how or reference the applicable document in the CDR submission.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm.</td>
<td>Yes or no? If yes, please describe how or reference the applicable document in the CDR submission.</td>
<td></td>
</tr>
</tbody>
</table>
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 reserves this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how projects applicants considered and accomplished 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 §§15-901 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.


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

WHEN YOU WANT TO...

CHANGING THE CURB LINE

ENCORCH ON THE ROW

BUILD A SIGNIFICANT DEVELOPMENT

PRELIMINARY PCPC REVIEW AND COMMENT: DATE

FINAL STREETS DEPT REVIEW AND COMMENT: DATE

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. Test 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 1.0 of the Handbook. “High Priority” Complete Streets treatments (identified in Table 1.0 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, bioswales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ADA curb-repair 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.phila.gov/ChpPlanning/survey-and-design-requests/city-plan-requests. 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/DIVEWAYS/LAVABY LANES
  - TREE (RTS)/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 PARK POINTS
  - PROPOSED CURB CUTS/DIVEWAYS/LAVABY LANES
  - PROPOSED TREE (RTS)/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**
   - J00056

2. **DATE**
   - 2019-07-10

3. **APPLICANT NAME**
   - ARD 1105 Walnut, LLC

4. **APPLICANT CONTACT INFORMATION**
   - 310 Yarwood Plaza
   - 1105 Walnut Street
   - Philadelphia, PA 19107

5. **OWNER NAME**
   - Majestic Empire Holdings (1101 Walnut Street)
   - Seck Associates (1105 Walnut Street)

6. **OWNER CONTACT INFORMATION**
   - 1101 Walnut Street
   - Philadelphia, PA 19107
   - 1204 Sea Gulf Lane
   - Cherry Hill, NJ 08034

7. **ENGINEER / ARCHITECT NAME**
   - Landcor Engineering Consultants, PC
   - CDO D. Alexander, Tweedie P.E.

8. **ENGINEER / ARCHITECT CONTACT INFORMATION**
   - ATweedie@LandcorConsultants.com
   - P.O. Box 3335
   - 56287
   - Philadelphia, PA 19101-0335

9. **STREETS**

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walnut Street</td>
<td>5.11th Street</td>
<td>5.12th Street</td>
<td>High-Volume Pedestrian</td>
</tr>
<tr>
<td>5.11th Street</td>
<td>Walnut Street</td>
<td>Sansom Street</td>
<td>High-Volume Pedestrian</td>
</tr>
</tbody>
</table>

10. **DEPARTMENTAL REVIEW**
   - General Project Information

---

1. **Building Extensions Into the sidewalk, such as stalls and stoops**
   - **YES**
   - **NO**
   - **N/A**

---

**APPLICANT**: General Project Information

**Additional Explanation / Comments:**

---

**DEPARTMENTAL REVIEW**: General Project Information

---

**JCRP ARCHITECTS**

---

CIVIC DESIGN REVIEW | 1101 WALNUT STREET | AUGUST 2019
## COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

### PEDESTRIAN COMPONENT (Handbook Section 4.3)

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walnut Street</td>
<td>10’ / 12’ / 16’</td>
<td>12’ / 12’</td>
</tr>
<tr>
<td>5th Street</td>
<td>10’ / 12’ / 16’</td>
<td>12’ / 12’</td>
</tr>
</tbody>
</table>

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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 (Proposed)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walnut Street</td>
<td>10’ / 12’ / 16’</td>
</tr>
<tr>
<td>5th Street</td>
<td>10’ / 12’ / 16’</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 4.6.1 and 4.6.3, respectively, of the Handbook.

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**EXISTING VEHICULAR INTRUSIONS**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

**PROPOSED VEHICULAR INTRUSIONS**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
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</tbody>
</table>
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 widths 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>Walnut Street</td>
<td>9'4'</td>
</tr>
<tr>
<td>11th Street</td>
<td>9'2'</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>Walnut Street</td>
<td>9'3'</td>
</tr>
<tr>
<td>11th Street</td>
<td>9'3'</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  
  - YES  
  - NO  
  - N/A
- Lighting  
  - YES  
  - NO  
  - N/A
- Benches  
  - YES  
  - NO  
  - N/A
- Street Trees  
  - YES  
  - NO  
  - N/A
- Street Furniture  
  - YES  
  - NO  
  - N/A

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.

DEPARTMENTAL REVIEW: Building & Furnishing Component
Reviewer: Comments:

COMPLETE STREETS 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)?

22. Does the design maintain adequate visibility for all roadway users at intersections?

APPLICANT: Building & Furnishing Component
Additional Explanation / Comments: Walking Zone Pinch Point is created by an existing newstand which is to remain.
### COMPLETE STREETS HANDBOOK CHECKLIST

#### BICYCLE COMPONENT (Handbook Section 4.5)

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

Bicycle storage is provided within the proposed building.

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>1101/1105 Walnut Street</td>
<td>2</td>
<td>9 / 0</td>
<td>1 Rack / 1 Rack</td>
<td>9 / 37</td>
</tr>
<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
- Buffered Bike Lane
- Bicycle Friendly Street
- Indigo Bicycle Share Station

### 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? N/A

#### DEPARTMENTAL APPROVAL

<table>
<thead>
<tr>
<th>APPLICANT: Curbside Management Component</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Explanation / Comments: There will be no changes in the proposed curbside management from the existing condition.</td>
</tr>
</tbody>
</table>

#### DEPARTMENTAL REVIEW: Curbside Management Component

**Reviewer:** Comments:

### APPLICANT: Bicycle Component

**Additional Explanation / Comments:** Bicycle storage provided inside proposed building in a first-floor storage room sufficient to store 37 bicycles.
### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

33. What’s the maximum AASHTO-design vehicle being accommodated by the design?  
   - ADA: ☐️ Yes ☐ No ☐ N/A ☐
34. Will the project affect a historically certified street? An inventory of historic streets** is maintained by the Philadelphia Historical Commission.  
   - YES ☐ No ☐ N/A ☐
35. Will the public right-of-way be used for loading and unloading activities?  
   - YES ☐ No ☐ N/A ☐
36. Does the design maintain emergency vehicle access?  
   - YES ☐ No ☐ N/A ☐
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 ☐ N/A ☐

**APPLICANT: Vehicle / Cartway Component**
Additional Explanation / Comments: This building does not require a loading stall. Residential units are furnished and trash is collected via Sansom Street.

#### DEPARTMENTAL REVIEW: Vehicle / Cartway Component
Review: Comments:  

---

### URBAN DESIGN COMPONENT (Handbook Section 4.8)

<table>
<thead>
<tr>
<th>URBAN DESIGN COMPONENT</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>40. Does the design incorporate windows, storefronts, and other active uses facing the street?</td>
<td>YES ☐ No ☐ N/A ☐</td>
</tr>
<tr>
<td>41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles? (see Section 4.8.1)?</td>
<td>YES ☐ No ☐ N/A ☐</td>
</tr>
<tr>
<td>42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?</td>
<td>YES ☐ No ☐ N/A ☐</td>
</tr>
</tbody>
</table>

**APPLICANT: Urban Design Component**
Additional Explanation / Comments: No driveways or curbs on proposed.

#### DEPARTMENTAL REVIEW: Urban Design Component
Reviewer: Comments:  

---

### COMPLETE STREETS HANDBOOK CHECKLIST

#### Philadelphia City Planning Commission

**INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)**

<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>
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</tr>
</tbody>
</table>

43. If signal cycle changes are proposed, please Identify Existing and Proposed Signal Cycle lengths. If not, go to question No. 46.

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

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?  
   ![Yes/No/N/A]  

45. Does the design provide adequate clearance time for pedestrians to cross streets?  
   ![Yes/No/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?  
   ![Yes/No/N/A]  
   (If yes, City Plan Action may be required.)

47. Identify “High Priority” intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following “High Priority” design treatments identified and dimensioned on the plan?  
   - ![Yes/No/N/A]  
   - ![Yes/No/N/A]  
   - ![Yes/No/N/A]  
   - Mixed Crosswalks  
   - Urban Design, Pedestrian Refuge Islands  
   - Signal Timing and Operation  
   - Bike Boxes  
   - ![Yes/No/N/A]  
   - ![Yes/No/N/A]  
   - ![Yes/No/N/A]  
   - ![Yes/No/N/A]  
   - ![Yes/No/N/A]  

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?  
   ![Yes/No/N/A]  

49. Overall, do Intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?  
   ![Yes/No/N/A]  

**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments: No changes to the current intersection are proposed.

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**

Reviewer Comments: _____