PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW

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: 1004417

What is the trigger causing the project to require CDR Review? Explain briefly.
- Project includes more than 100,000 gsf
- Project creates more than 100 dwelling units

PROJECT LOCATION
Planning District: North Council District: 4th
Address: 3417 W. Indiana Avenue
Philadelphia, PA 19132
Is this parcel within a Master Plan District? Yes

CONTACT INFORMATION
Applicant Name: M Architects
Primary Phone: (215) 948-3751
Email: zamir@morrissey-design.com
Address: 450 Main Street
Philadelphia, PA
Property Owner: Main Street Development
Developer: Main Street Development
Architect: Gustavo G Garcia AIA LEED AP

3417 W INDIANA AVE

CDR APPLICATION

SITE CONDITIONS
Site Area: 33,188.4 SF
Existing Zoning: IRMX | RM1
Are Zoning Variances required? Yes No X

SITE USES
Present Use: Vacant
Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
130,336 gsf Area of Residential Units; 176 Units; 19,900 gsf Commercial Space; TOTAL AREA =
Proposed # of Parking Units:
26,431 gsf Parking Garage – 74 parking spaces, 64 Bicycle 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: Time:

ZONING BOARD OF ADJUSTMENT HEARING
ZBA hearing scheduled: Yes No X NA
If yes, indicate the date hearing will be held:
Date:
3417 W. Indiana Avenue is a proposed, new 7 Story multi-family / multi-use development with fresh food market included on the ground floor. The proposed development is located at 3417 W Indiana Avenue, between Shedwick Street and 34th Street. With main frontages on W Indiana Avenue, Shedwick Street and 34th Street. The overall Gross square footage will be 152,169 SF.

The proposed 7-story building will include:
- 176 Residential Units
- Fresh Fruit Market on ground floor
- 64 Bicycle parking spaces
- 74 Parking spaces (inc. 4 accessible spaces and 4 electric car spaces) accessed from 34th Street
- Roof terrace accessible by building residents
- Green roof throughout

The project features a green roof atop the highest residential level and is incorporated into the design of the accessible / usable outdoor terrace located on the second floor, atop the first-floor roof. The building offers tenants access to a pool and dog park located at grade on the north end of the site.

Building materiality features a contemporary approach establishing a new architectural language within the predominantly Industrial context. Insulated metal panels are proposed in a vertically oriented tonal pattern for the primary residential floors. At the ground level brick piers punctuated by retail storefronts enliven the pedestrian experience. A recessed entry at the residential lobby is clad in metal panels with a brightly colored accent panel marking the entry. The retail entries are marked by a metal canopy and surround with an integrated accent color for signage. The 7th floor steps back from the edge of the building and is clad in brick to match the brick at the ground level retail.

3417 Indiana offers the conveniences of city living, with access to public transportation and major highways. It is our sincerest hope that you find this proposal to be mutually beneficial development for the city's outlying urban fabric and dynamic communities as we do.
SITE LOCATION

3417 INDIANA AVE

3417 W INDIANA AVE
PHILADELPHIA PA 19132
EXISTING AERIAL 3 - WEST

EXISTING AERIAL 4 - NORTH

3417 W INDIANA AVE
PHILADELPHIA PA 19132
SITE PHOTOS

SITE PHOTO 3 LOOKING SE ACROSS INDIANA AVE

SITE PHOTO 4 LOOKING NORTH ON SHEDWICK ST AT INDIANA AVE

SITE PHOTO 5 LOOKING WEST ALONG INDIANA AVE

SITE PHOTO 6 CORNER OF 34TH ST AND INDIANA AVE

SITE PHOTO 7 CORNER OF 34TH ST AND INDIANA AVE

SITE PHOTO 8 LOOKING WEST ALONG INDIANA AVE

3417 W INDIANA AVE

PHILADELPHIA PA 19132
SITE PHOTOS

SITE PHOTO 9 LOOKING SE TOWARDS INDIANA AVE

SITE PHOTO 10 LOOKING SW TOWARDS INDIANA AVE

SITE PHOTO 11 ADJACENT BUILDING AT SHEDWICK AND COMMISSIONER

SITE PHOTO 12 ADJACENT BUILDING AT 34TH AND COMMISSIONER

SITE PHOTO 13 ADJACENT BUILDING AT 34TH AND COMMISSIONER

SITE PHOTO 14 ADJACENT BUILDING AT 34TH AND COMMISSIONER

3417 W INDIANA AVE

PHILADELPHIA PA 19132
PROPOSED WEST INDIANA AVE ELEVATION

1' = 1/16"

1. METAL PANEL
   GRAY TONES

2. BLACK BRICK
   OFFSET BOND

3. METAL ACCENT
   PANEL • ORANGE

4. LIVING WALL
   VERTICAL PLANT

5. BLACK ANODIZED
   WINDOWS

6. HORIZONTAL METAL
   RAILING

7. WALL SCONCES
   ILLUMINATED

8. BOLLARDS

9. HORIZONTAL SLAT
   PRIVACY FENCE

3417 W INDIANA AVE

PHILADELPHIA PA 19132
PROPOSED NORTH 34TH STREET ELEVATION

1' = 1/16"

1. METAL PANEL
   GRAY TONES

2. BLACK BRICK
   OFFSET BOND

3. METAL ACCENT
   PANEL - ORANGE

4. LIVING WALL
   VERTICAL PLANT

5. BLACK ANODIZED
   WINDOWS

6. HORIZONTAL METAL
   RAILING

7. WALL SCONCES

8. ILLUMINATED
   BOLLARDS

9. HORIZONTAL SLAT
   PRIVACY FENCE

3417 W INDIANA AVE

PHILADELPHIA PA 19132
PROPOSED NORTH SHEDWICK STREET ELEVATION

1' = 1/16"

1. METAL PANEL - GRAY TONES
2. BLACK BRICK OFFSET BOND
3. METAL ACCENT PANEL - ORANGE
4. LIVING WALL VERTICAL PLANT
5. BLACK ANODIZED WINDOWS
6. HORIZONTAL METAL RAILING
7. WALL SCONCES
8. ILLUMINATED BOLLARDS
9. HORIZONTAL SLAT PRIVACY FENCE

3417 W INDIANA AVE

PHILADELPHIA PA 19132
PROPOSED NORTH-SOUTH BUILDING SECTION

1' = 20'-0"

3417 W INDIANA AVE

PHILADELPHIA PA 19132
PROPOSED NORTH-SOUTH BUILDING SECTION

1' = 20'-0"

3417 W INDIANA AVE

PHILADELPHIA PA 19132
PROPOSED INDIANA & 34TH ST CORNER RENDERING
3417 W INDIANA AVE
PHILADELPHIA PA 19132
PROPOSED SHEDWICK ST RENDERING

3417 W INDIANA AVE

PHILADELPHIA PA 19132
PROPOSED INDIANA ST SIDEWALK VIEW RENDERING

3417 W INDIANA AVE

PHILADELPHIA PA 19132
PROPOSED ROOF VIEW (INDIANA & SHEDWICK) RENDERING

PROPOSED ROOF VIEW (34TH ST & REAR) RENDERING
PROPOSED 7 STORY MULTI-FAMILY / MULTI-USE BUILDING - 192 DWELLING UNITS
28,833.9 SF - 75' HT

Note: Proposed Building to be designed to meet code section 14-703 (5lbs)

84.24
91.85
84.95
390.72 / 4 = 97.7

AVERAGE GRADE = 97.7

VIEW FROM INDIANA AVENUE - SCALE: 1" = 20'-0"
## SUSTAINABILITY CHECKLIST

### Civic Design Review, Philadelphia

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

### Location and Transportation

<table>
<thead>
<tr>
<th>Access to Quality Transit</th>
<th>Locate a functional entry of the project within a 1/4-mile (400-meter) walking distance of existing or planned bus, streetcar, or ride-sharer stops, bus rapid transit stops, light or heavy rail stations.</th>
</tr>
</thead>
<tbody>
<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 unowned or uncovered parking areas are 40% or less of the site area.</td>
</tr>
</tbody>
</table>

### Green Vehicles

<table>
<thead>
<tr>
<th>Designate 5% of site parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Share Station</td>
</tr>
</tbody>
</table>

### Sustainable Sites

<table>
<thead>
<tr>
<th>Pervious Site Surfaces</th>
<th>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 are included in this calculation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rainwater Management</td>
<td>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 of the PWD Stormwater Management Regulations.</td>
</tr>
<tr>
<td>Mei Island Reduction (excluding roofs)</td>
<td>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 $&gt; 29$. B) Shading by trees, structures, or solar panels.</td>
</tr>
</tbody>
</table>

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

### Water Efficiency

<table>
<thead>
<tr>
<th>Outdoor Water Use</th>
<th>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.</th>
</tr>
</thead>
</table>

### Energy and Atmosphere

<table>
<thead>
<tr>
<th>Energy Commissioning</th>
<th>Achieve a separate, independent commissioning service to ensure that the energy-related systems are installed, calibrated, and perform as intended.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy Performance</td>
<td>The project will reduce energy consumption by: Achieving 10% energy savings or more than the established baseline using ASHRAE standard 90.1-2010. OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.</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>
</tr>
</tbody>
</table>

### Innovation

<table>
<thead>
<tr>
<th>Innovation</th>
<th>Any other sustainable measures that could positively impact the public realm.</th>
</tr>
</thead>
</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 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 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/ProjectsReviews/Pages/CompleteDesignTool.aspx

COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

INSTRUCTIONS (continued)
APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

Applicants should make sure to comply with the following requirements:

- Applicants should review the existing conditions site plan, which should be an identified standard engineering scale.
  - FULLY DIMENSIONED
  - CURB CUTS/DRIVEWAYS/LAV/RY LANE
  - TREE PITS/SCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS
  - PROPOSED CONDITIONS SITE PLAN, which should be an identified standard engineering scale.
    - FULLY DIMENSIONED, INCLUDING DESIGNATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
    - PROPOSED CURB CUTS/DRIVEWAYS/LAV/RY LANE
    - PROPOSED TREE PITS/SCAPING
    - BICYCLE RACKS/STATIONS/STORAGE AREAS
    - TRANSIT SHELTERS/STAIRWAYS

-All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 2 of the Handbook). “Mid-Pattern” 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.

-Preliminary PCPC Review and Comment:

-Final Streets Dept Review and Comment:
COMPLETE-streets-handbook-checklist

GENERAL PROJECT INFORMATION

1. PROJECT NAME
   3417 W Indiana Avenue

2. DATE
   09/11/2020

3. APPLICANT NAME
   Main Street Development

4. APPLICANT CONTACT INFORMATION
   452 Northwick Rd, Suite 114, Blue Bell, PA 19422

5. PROJECT AREA: list precise street limits and scope
   3417 W Indiana Avenue, 180’E Frontage on Indiana Avenue, 288’E Frontage on Sheddick Street, 213’W frontage facing 34th St for an area of 33,399.44

6. OWNER NAME
   Glenn Faller

7. OWNER CONTACT INFORMATION
   452 Northwick Rd, Suite 114, Blue Bell, PA 19422

8. ENGINEER/ARCHITECT NAME
   Ragusko & Land Design

9. ENGINEER/ARCHITECT CONTACT INFORMATION
   5000 Rittenhouse Ave., Philadelphia, PA 19103

10. STREETS: list the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Streets Types” tab. Complete Streets Types are also identified in Section 3.2 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>Indiana Avenue</td>
<td>Sheddick Street</td>
<td>34th Street</td>
<td>local</td>
</tr>
<tr>
<td>34th Street</td>
<td>Indiana Avenue</td>
<td>Commissioner Street</td>
<td>local</td>
</tr>
<tr>
<td>Sheddick Street</td>
<td>Indiana Avenue</td>
<td>Commissioner Street</td>
<td>local</td>
</tr>
</tbody>
</table>

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?
   - Parking and loading regulations in curb lanes adjacent to the site
     YES ☐ NO ☑
   - Street Furniture such as bus shelters, honor boxes, etc.
     YES ☐ NO ☑
   - Street Direction
     YES ☑
   - Curb Cuts
     YES ☐ NO ☑
   - 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 ☑

APPLICANT: General Project Information
Additional Information/Comments: ______

DEPARTMENT REVIEW: General Project Information
Reviewer Comments: ______

COMPLETE-streets-handbook-checklist

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</th>
<th>MINIMUM SIDEWALK WIDTH</th>
<th>TYPICAL SIDEWALK WIDTH</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indiana Avenue</td>
<td>5’ / 6’ / 7’</td>
<td>6’ / 6’ / 7’</td>
<td>6’ / 6’ / 7’</td>
</tr>
<tr>
<td>34th Street</td>
<td>5’ / 6’ / 7’</td>
<td>6’ / 6’ / 7’</td>
<td>6’ / 6’ / 7’</td>
</tr>
<tr>
<td>Sheddick Street</td>
<td>5’ / 6’ / 7’</td>
<td>6’ / 6’ / 7’</td>
<td>6’ / 6’ / 7’</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</th>
<th>WALKING ZONE Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indiana Avenue</td>
<td>5’ / 6’ / 7’</td>
</tr>
<tr>
<td>34th Street</td>
<td>5’ / 6’ / 7’</td>
</tr>
<tr>
<td>Sheddick Street</td>
<td>5’ / 6’ / 7’</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 4.8.3 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLATFORM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cart Cut</td>
<td>35.6’</td>
<td>Sheddick Street</td>
</tr>
</tbody>
</table>

PROPOSED VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLATFORM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Driveway Curb Cut</td>
<td>4’</td>
<td>34th Street</td>
</tr>
<tr>
<td>Loading Driveway Curb Cut</td>
<td>4’</td>
<td>34th Street</td>
</tr>
</tbody>
</table>
COMPLETE STREETS CHECKLIST

PEDESTRIAN COMPONENT (continued)

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:

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 4.4.3 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indiana Avenue</td>
<td>9</td>
</tr>
<tr>
<td>36th Street</td>
<td>9</td>
</tr>
<tr>
<td>Shewick Street</td>
<td>9</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>Indiana Avenue</td>
<td>3.5 / 3.5 / 3.5</td>
</tr>
<tr>
<td>36th Street</td>
<td>3.5 / 3.5 / 3.5</td>
</tr>
<tr>
<td>Shewick Street</td>
<td>3.5 / 3.5 / 3.5</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 4). Are the following treatments identified and dimensioned on the plan?

<table>
<thead>
<tr>
<th>TREATMENT</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Benches</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Trees</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Furniture</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

19. Does the design avoid tripping hazards?

[ ] 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
**COMPLETE STREETS CHECKLIST**

**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 [ ]
   - 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: ______

**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/asp-content/uploads/2012/06/bikepedfinalv2.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 VI-801.

**BUILDING / ADDRESS**

<table>
<thead>
<tr>
<th>REQUIRED</th>
<th>ON-STREET</th>
<th>ON-DOOR</th>
<th>OFF-STREET</th>
<th>BIKE PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>CYCLING</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3417 W Indiana Avenue</td>
<td>64</td>
<td>D / 0</td>
<td>0 / 0</td>
<td>0 / 0</td>
</tr>
<tr>
<td>____</td>
<td>____</td>
<td>____</td>
<td>____</td>
<td>____</td>
</tr>
<tr>
<td>____</td>
<td>____</td>
<td>____</td>
<td>____</td>
<td>____</td>
</tr>
</tbody>
</table>

25. Identify proposed "high priority" bicycle design treatments (see Handbook Table 2) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and documented in the plan?

- Bike Lane
- Bicycle Friendly Streets

**DEPARTMENTAL APPROVAL:**

- YES [ ]
- NO [ ]
- N/A [ ]

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

- YES [ ]
- NO [ ]
- N/A [ ]

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

- YES [ ]
- NO [ ]
- N/A [ ]

**APPLICANT:** Bicycle Component

Additional Explanation / Comments: ______

**DEPARTMENTAL REVIEW:** Bicycle Component

Reviewer Comments: ______
COMPLETE STREETS CHECKLIST

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb? YES □ NO □
29. Does the design connect transit stops to the surrounding pedestrian network and non-traffic? YES □ NO □ N/A □
30. Does the design provide a buffer between the roadway and pedestrian traffic? YES □ NO □ N/A □
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public spaces? YES □ NO □

The plan allows for both public and private access through the incorporation of a commercial use located along the first floor as well as residences above. Vehicular access is limited to subsurface parking reducing the risk of pedestrian-vehicle circulation accidents.

APPLICANT: Curbside Management Component
Additional Explanation / Comments:_____

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments:_____

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.

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>SPEED</th>
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33. What is the maximum AASHTO design vehicle being accommodated by the design? YES □ NO □
34. Will the project affect a historically certified street? An Inventory of historic streets is maintained by the Philadelphia Historical Commission. YES □ NO □
35. Will the public right-of-way be used for loading and unloading actions? 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 □

APPLICANT: Vehicle / Cartway Component
Additional Explanation / Comments:_____

DEPARTMENTAL REVIEW: Vehicle / Cartway 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? YES □ NO □ N/A □ YES □ NO □
41. Does the design provide driveways access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8)? YES □ NO □ N/A □ YES □ NO □
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 □

APPLICANT: Urban Design Component
Additional Explanation / Comments: 

DEPARTMENTAL REVIEW: Urban Design Component
Reviewer Comments: 

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

44. Does the design minimize the signal cycle length to reduce pedestrian wait time? YES □ NO □ N/A □ YES □ NO □
45. Does the design provide adequate clearance time for pedestrians to cross streets? YES □ NO □ N/A □ YES □ NO □
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 □ YES □ NO □
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 Lanes
   YES □ NO □ N/A □ YES □ NO □
48. Does the design measure vehicle speeds and increase visibility for all modes at intersections? YES □ NO □ N/A □ YES □ NO □
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? YES □ NO □ N/A □ YES □ NO □

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: 

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: 

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<thead>
<tr>
<th><strong>ADDITIONAL COMMENTS</strong></th>
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