MILNOR STREET INDUSTRIAL FACILITY
7071 MILNOR STREET
CIVIC DESIGN REVIEW
November 5, 2019
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&A APPLICATION NUMBER: 104214

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

Use is permitted. However, Zoning Code Table 14-306-2 requires Civic Design Review of any warehouse and distribution of 100,000 sq ft. or more within an Industrial District.

PROJECT LOCATION

Planning District: North Delaware Council District: 6th
Address: 7871 Minor Street

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

CONTACT INFORMATION

Applicant Name: Anthony Caponigro, P.E. Primary Phone: 267.687-0156
Email: anthony.caponigro@kimleyhorn.com
Address: Two Liberty Place
50 South 16th Street, Suite 3610
Philadelphia, PA 19102

Property Owner: Kaplan at Tacony LP Developer: NP Minor Industrial, LLC
Architect: Studio North Architecture

SITE CONDITIONS

Site Area: 12.87 acres (+/-)
Existing Zoning: I-1 and I-2 Are Zoning Variances required? Yes No X

SITE USES

Present Use: Vacant Lot
Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
- 222,300 s.f. (+/-) warehouse/distribution center
- 42 loading dock stations

Proposed # of Parking Units:
- 35 trailer parking spaces
- 161 vehicle parking spaces

COMMUNITY MEETING

Community meeting held: Yes No X

If yes, please provide written documentation as proof.
Tacomy Civic Association is the Coordinating RCO. Notice of scheduled meeting included within the CDR Submission Packet.

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

Date: October 30, 2019 Time: 7:00 p.m.

ZONING BOARD OF ADJUSTMENT HEARING

BZA hearing scheduled: Yes No NA X

If yes, indicate the date hearing will be held:

Date: Zoning relief not required
Date: 9/30/2019

Applicant: Ryan Anthony C/O Antonio Cepeda, P.E
Property Address: 7071 Minor St
Application #: 1044214

Dear applicant,

Thank you for submitting your application on 9/25/2019. We appreciate the opportunity to review your application and are committed to providing you with excellent service.

The following are comments to the application:

1. The proposed project has two (2) Street frontages. Zoning permits regarding properties bounded by two streets which constitute a corner require the review and approval of the City Planning Commission (Zoning code section 14-701 (d) (1) (a)).

2. In accordance with the zoning map, the proposed properties are on multiple base zoning classification districts. Please identify clearly each zoning base district classification and percentage and location of each zoning base on site plan for review.

3. On the application, the proposed use of building/space as “Industrial / warehouse”. What types of industrial uses are proposing other than warehouse in the new structure? (See zoning code table 14-602.3). Please clarify and submit a revised application for review.

4. In accordance with zoning code '4-802 (5)(a), at least one ADA / van accessible space required to eliminate refusal.

5. The submitted application review triggers a Civic Design Review, a final decision on an application for any development that meets the criteria in Table 14-304-2 until review by the Civic Design Review Committee has been completed pursuant to the procedures of this subsection; provided, however, that, upon request of an applicant may issue refusal, without awaiting completion of review by the Civic Design Review Committee. Where L&I issues a refusal on the above application for a development that meets the criteria in Table 14-304-2 and the applicant files an appeal to the Zoning Board pursuant to § 14-303(15), the Zoning Board shall not commence a hearing on the application until review by the Civic Design Review Committee has been completed pursuant to the procedures of this subsection.

6. Any accessory sign(s) as part of this application? If your answer is no, please provide revised application to identify as “no sign on this application”

7. More additional information request may apply once the above requested information is provided.

Please be advised that, at a minimum, a refusal will be issued for the following reasons:

- One ADA / van accessible space required (Zoning code: 4-802 (5) (a)).

Required items must be submitted within sixty (60) days of the date of this letter or the application will be abandoned and the plans will be discarded. Additional information will be processed within five (5) business days of receipt. If you have any questions, please contact me at paulose.issac@philadelphia.gov.

This letter must be signed and returned with revised package to confirm that all comments have been fully addressed. Incomplete packages will be rejected at intake.

Again, thank you for your interest and your investment in Philadelphia. We look forward to serving you.

Sincerely,

Paulose Issac
Plans Examination Engineer

By signing below, I acknowledge that this is a complete package that includes all information requested by the examiner.

Applicant Name ___________________________ Date __________
Applicant Signature ________________________
October 22, 2019

Adjacent Property Owner: ZBA Appeal File Date: ZBA Not Required/CDR Only

RE: Property Address: 7071 Milnor Street
Applicant: Anthony Capobianco

Dear Adjacent Property Owner:

This is notification of an upcoming PUBLIC MEETING to discuss the project described below. All Registered Community Organizations that have geographic boundaries containing the project property and all community members are welcome to attend.

Property Description: 7071 Milnor Street. This property is a 25.67 acre ( +/-), undeveloped lot, located in the I-1 and I-2 Industrial Zoning Districts.

Project Description: The applicant proposes to develop the lot as a 222,300 s.f. (+/-) warehouse/distribution facility, with forty-two (42) loading dock stations, thirty-five (35) trailer parking spaces, and one hundred sixty-one (161) vehicle parking spaces.

Summary of Referral: The proposed warehouse/distribution center is permitted in the I-1 and I-2 Industrial Districts, and the proposal meets all bulk and dimensional requirements of the Zoning Code. Accordingly, zoning relief is not required for the proposed project. However, Civic Design Review is required for any warehouse/distribution development proposing 100,000 s.f. or more.

Tacoty Civic Association (TCA) as Coordinating RCO has scheduled a PUBLIC MEETING in advance of a public meeting to discuss the project at the following date, time and location:

Public Meeting Date and Time: Wednesday, October 30, 2019 at 7:00 p.m.

Location: Tacoty Mayfair Sons of Italy Lodge 447, 4741 Friendship Street, Philadelphia, PA 19135.

Property Owner
October 22, 2019
Page 2

A Civic Design Review Meeting is anticipated on Tuesday, November 5, 2019 at 1:00 p.m., at 1515 Arch Street, Room 18-029, Philadelphia, PA 19102 on the issue. However, interested parties should review the Civic Design Review agenda at

https://www.phila.gov/documents/civic-design-review-cdr-meeting-materials/

For reference, contact information for all affected Registered Community Organizations and the District Councilperson is provided as follows:

District Council Office Contacts –

Courtney Voss@phila.gov
Dolores Whiteman@phila.gov
Tacoty Civic Association (coordinating RCO) –
tacoty@gmail.com
North East Quality of Life Coalition –
NEQOL.Coalition@hotmail.com

If you have received this notice as the owner, managing agent or other responsible person at a multi-unit building, you are requested to post this notice at a prominent place in a common area of your building.

Sincerely,

Amee S. Farrell

ADP, d.f.a.

cc: Courtney Voss@phila.gov
Dolores Whiteman@phila.gov
RCO Notification@phila.gov
tacoty@gmail.com
NEQOL.Coalition@hotmail.com
CDR@phila.gov
PHOTO 1: AERIAL VIEW OF SITE.

PHOTO 2: VIEW OF SITE FROM MILNOR STREET, FACING WEST.

PHOTO 3: VIEW OF SITE FROM MILNOR STREET, FACING SOUTHEAST.

November 5, 2019
PHOTO 4: VIEW OF SITE FROM MILNOR STREET, FACING SOUTH EAST.

PHOTO 5: VIEW OF SITE, FACING NORTH.

PHOTO 6: VIEW OF SITE FROM MILNOR STREET, FACING SOUTH.

PHOTO 7: VIEW OF SITE FROM PRINCETON AVENUE, FACING SOUTH.
PHOTO 8: AERIAL VIEW OF SITE, FACING EAST.

PHOTO 9: AERIAL VIEW OF SITE, FACING WEST.
### Proposed Landscaping

#### Trees

<table>
<thead>
<tr>
<th>QTY</th>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Cont</th>
<th>Caliper</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>Celtis occidentalis <code>Magnifica</code></td>
<td>Magnifica Hackberry</td>
<td>B &amp; B</td>
<td>2&quot; Cal</td>
</tr>
<tr>
<td>18</td>
<td>Liquidambar styraciflua <code>Rotundiloba</code> TM</td>
<td>Fruitless Sweet Gum</td>
<td>B &amp; B</td>
<td>2&quot; Cal</td>
</tr>
<tr>
<td>19</td>
<td>Ulmus americana <code>Princeton</code></td>
<td>American Elm</td>
<td>B &amp; B</td>
<td>2&quot; Cal</td>
</tr>
</tbody>
</table>

#### Shrubs

<table>
<thead>
<tr>
<th>QTY</th>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Cont</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>48</td>
<td>Abelia x grandiflora</td>
<td>Glossy Abelia</td>
<td>Cont.</td>
<td>24&quot; HT MIN.</td>
</tr>
<tr>
<td>43</td>
<td>Clethra alnifolia</td>
<td>Summersweet Clethra</td>
<td>Cont.</td>
<td>24&quot; HT MIN.</td>
</tr>
<tr>
<td>36</td>
<td>Ilex crenata <code>Green Lustre</code></td>
<td>Green Luster Holly</td>
<td>Cont.</td>
<td>24&quot; HT MIN.</td>
</tr>
<tr>
<td>40</td>
<td>Rosa x <code>Knockout</code> TM</td>
<td>Knockout Rose</td>
<td>Cont.</td>
<td>24&quot; HT MIN.</td>
</tr>
</tbody>
</table>

**Note:** All landscape material shall be in compliance with the Philadelphia City Planning Commission Recommended Planting List.

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**November 5, 2019**
Civic Sustainable Design Checklist – Updated September 3, 2019

Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adoptions from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories

<table>
<thead>
<tr>
<th>Location and Transportation</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a 0.5 mile (800 meter) walking distance of existing or planned bus, streetcar, or rideshare stop, light rail stops, light or heavy rail stations.</td>
<td></td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All new parking areas will be 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></td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>Designate 5% of all parking spaces used by the project as preferred parking for electric vehicles or car share vehicles. Create a zone that identifies the parking areas for electric vehicles and alternative fuel vehicles.</td>
<td></td>
</tr>
<tr>
<td>(4) Railway Setbacks</td>
<td>To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with subway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 50db. (If setback used, specify distance)</td>
<td></td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td></td>
</tr>
</tbody>
</table>

Location and Transportation

<table>
<thead>
<tr>
<th>Sustainable Sites</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(7) Permissive Site Uses</td>
<td>Provides vegetated and/or pervious open space that is a 30% or greater of the site’s Open Area, as defined by the zoning code. Vegetated and/or green rooves can be included in this calculation.</td>
<td></td>
</tr>
<tr>
<td>(8) Rainwater Management</td>
<td>Conforme to the stormwater requirements of the Philadelphia Water Department (PHWH) and other: A) Develop a green street and donate it to PHWH; 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>
<td></td>
</tr>
<tr>
<td>(9) Heat Island Reduction (excluding roof)</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 SR&gt;29, B) Shading by trees, structures, or solar panels.</td>
<td></td>
</tr>
</tbody>
</table>

Energy and Atmosphere

<table>
<thead>
<tr>
<th>Energy and Atmosphere</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td>PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2016. PCPC staff asks the applicant to state which path they are for compliance, including their choice of code and any options being pursued under the 2018 IECC.</td>
<td></td>
</tr>
<tr>
<td>(11) Energy Commissioning and Energy Performance - Going beyond the code</td>
<td>Currrently no additional energy performance measures are planned.</td>
<td></td>
</tr>
</tbody>
</table>

APPLICANT
ARCHITECT
CIVIL ENGINEER

SUSTAINABLE DESIGN

November 5, 2019
### Civic Sustainable Design Checklist – Updated September 3, 2019

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>(12) Indoor Air Quality and Transportation</td>
<td>Any days within 1,000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy.</td>
</tr>
<tr>
<td>(13) 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>
<tr>
<td>Innovation</td>
<td>None at this time. Applicant continues to investigate options for increased sustainability.</td>
</tr>
<tr>
<td>(14) Innovation</td>
<td>None at this time. Applicant continues to investigate options for increased sustainability.</td>
</tr>
</tbody>
</table>

3. LEED 4.1, Optimize Energy Performance in LEED v4.1
5. For Passive House, see: [www.phila.gov](http://www.phila.gov)
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 supplant 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 functional part of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design phases of public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §113-102 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach all attached plans to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed:

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 pavement, 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 median, bike-wheels 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.phila.gov/completestreets.com/county-and-desire-by-rev/dfp-portal.asp. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  - Placement of a new street;
  - Removal of an existing street;
  - Changes to roadway grades, curb lines, or widths; or
  - Parking 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/DORMERWAYS/LAYBY LANES
  - TREE PLANTING/LANDSCAPING
  - BIKE RACK/STATION/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED, INCLUDING DIMENSION OF WALK, PAVEMENT, AND BUILDING ZONES AND PINCH POINTS
  - PROPOSED CURB CUTS/DORMERWAYS/LAYBY LANES
  - PROPOSED TREE PLANTING/LANDSCAPING
  - BIKE RACK/STATION/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

---

Preliminary PCPC Review and Comment: DATE

Final Streets Dept Review and Comment: DATE

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STREETS CHECKLIST

November 5, 2019
COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

STREETS CHECKLIST

GENERAL PROJECT INFORMATION

1. PROJECT NAME
   Minor Street Industrial Facility

2. DATE
   10/4/2019

3. APPLICANT NAME
   NorthPoint Development LLC

4. APPLICANT CONTACT INFORMATION
   Andree Griesemer, (810) 381-2514, agriesemer@northpointdev.com

5. PROJECT AREA:
   List precise street limits and scope
   460-577/115 (138.86 AC) project lot on southwest corner of Minor Street and Princeton Avenue

6. OWNER NAME
   Kaplan Tanen LP

7. OWNER CONTACT INFORMATION
   Jason Kaplan, (732) 253-8514, jkaplan@kaplanlp.com

8. ENGINEER / ARCHITECT NAME
   Kimley-Horn and Associates, Inc. / Studio North Architecture

9. ENGINEER / ARCHITECT CONTACT INFORMATION
   Anthony Cappiello, (215) 687-0736, anthony.cappiello@kimley-
   horn.com / Studio North Architecture (215) 368-2397, st
   n architects@studio-north.com

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.

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
   b. Street Furniture such as bus shelters, honor boxes, etc.
   c. Street Direction
   d. Curb Cuts
   e. Utilities, including tree-grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
   f. Building Extensions into the sidewalk, such as stairs and stoops

   APPLICANT: General Project Information
   Additional Explanation / Comments: __________

   DEPARTMENTAL REVIEW: General Project Information

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
   Minor Street
   Width
   12'/6" / 10'
   12'/6" / 10'

   Street
   Width
   12'/6" / 10'

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
   Minor Street
   Width
   9' / 3'

   Princeton Avenue
   Width
   9' / 3'

14. VEHICULAR INTRUSIONS: List Vehicular Intrusions into the sidewalk. Examples include but are not limited to: driveways, lay-bye lanes, etc. Driveways and lay-bye lanes are addressed in sections 4.8.1 and 4.8.3, respectively, of the Handbook.

   EXISTING VEHICULAR INTRUSIONS
   STREET
   Width
   2'

   PROPOSED VEHICULAR INTRUSIONS
   STREET
   Width
   2'

   DEPARTMENTAL REVIEW: Cake

STREETS CHECKLIST

November 5, 2019
15. When considering the overall design, does it create or enhance a pedestrian environment that provides a safe and comfortable access for all pedestrians at all times of the day? YES ☑ NO ☐

APPLICANT: Pedestrian Component
Additional Explanation/Comment: This project includes replacement of a portion of existing sidewalk along Milton Street, realigned and newly constructed sidewalks, proposed sidewalk bumpouts, bicycle parking, and added street trees.

DEPARTMENTAL REVIEW: Pedestrian Component
Reviewer Comments:

16. BUILDING Zone is defined as the area of the sidewalk immediately adjacent to the building facade, 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 | MINIMUM BUILDING ZONE WIDTH (Feet/ Meters)
--- | ---
Milton Street | 9’ / 2.74
Princeton Avenue | 9’ / 2.74

17. FURNISHING ZONE is 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 (Feet/ Meters)
--- | ---
Milton Street | 3.3’ / 1.00
Princeton Avenue | 3.3’ / 1.00

18. Identify proposed “high priority” building and furnishing zone design treatments that are incorporated into the designs 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 striking hazard? YES ☑ NO ☐

20. Does the design avoid pinch points? YES ☑ NO ☐ pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception
STREETS CHECKLIST

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)


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</th>
<th>OFF STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>201 S. 11th Street</td>
<td>23</td>
<td>0 / 8</td>
<td>0 / 21</td>
</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 in the plan?
   - Conventional Bike Lane
   - Buffered Bike Lane
   - Bicycle-Friendly Street
   - Island Bicycle Share Station

   - Yes ☑
   - No ☘
   - N/A ☑
   - Yes ☑
   - No ☘
   - N/A ☑
   - Yes ☑
   - No ☘
   - N/A ☑

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?
   - Yes ☑
   - No ☘
   - N/A ☑
   - Yes ☑
   - No ☘
   - N/A ☑

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?
   - Yes ☑
   - No ☘
   - N/A ☑
   - Yes ☑
   - No ☘
   - N/A ☑

APPLICANT: Bicycle Component
Additional Explanation / Comments:
Through the addition of on-site bicycle storage and nearby access to bicycle-friendly streets, this design promotes the use of bicycles as a way to get from point to point.

DEPARTMENTAL REVIEW: Bicycle Component
Reviewer Comments:

November 5, 2019
### CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.4)

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>NA</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>28. Does the design limit conflict among transportation modes along the</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>curb?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29. Does the design connect transit stops to the surrounding pedestrian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>network and destinations?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30. Does the design provide a buffer between the roadway and pedestrian</td>
<td></td>
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<td>traffic?</td>
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<tr>
<td>31. How does the proposed plan affect the accessibility, visibility,</td>
<td></td>
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<tr>
<td>connectivity, and/or attractiveness of public transit?</td>
<td></td>
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</tr>
</tbody>
</table>

**APPLICANT:** Curbside Management Component  
**Additional Explanation / Comments:** The proposed project is within a quarter-mile of the SEPTA Regional Rail Tacony station as well as from multiple stops along the SEPTA Number 79 and 84 bus routes.

**DEPARTMENTAL REVIEW:** Curbside Management Component  
**Reviewer Comments:**

### VEHICLE / CARRIAGE WAY COMPONENT (Handbook Section 4.7)

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>NA</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>32. If lane changes are proposed, identify existing and proposed lane</td>
<td></td>
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<tr>
<td>widths and the design speed for each street facility.</td>
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<tr>
<td><strong>DEPARTMENTAL APPROVAL:</strong></td>
<td></td>
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<tr>
<td><strong>Yes</strong></td>
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<tr>
<td><strong>No</strong></td>
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</tbody>
</table>

**APPLICANT:** Vehicle / Carriage Way Component  
**Additional Explanation / Comments:** Loading docks are provided adjacent to the building and by-parking lane is accessed via a street loading and unloading. This method does not conflict with the AAII-TD design.

**DEPARTMENTAL REVIEW:** Vehicle / Carriage Way Component  
**Reviewer Comments:**

# Streets Checklist

## Complete Streets Handbook Checklist

### Urban Design Component (Handbook Section 4.8)

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Dep. Approval</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>40. Does the design incorporate windows, storefronts, and other active uses facing the street?</td>
<td>![ ]</td>
<td>![ ]</td>
<td>![ ]</td>
<td>![ ]</td>
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<tr>
<td>41. Does the design provide pedestrian access to bike lanes/lane conflicts with vehicles (see Section 4.8.12)?</td>
<td>![ ]</td>
<td>![ ]</td>
<td>![ ]</td>
<td>![ ]</td>
<td>![ ]</td>
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<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>![ ]</td>
<td>![ ]</td>
<td>![ ]</td>
<td>![ ]</td>
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<td>![ ]</td>
</tr>
</tbody>
</table>

**Applicant:** Urban Design Component

Additional Explanation/Comments: The design offers pedestrian access from Market Street for convenient access for pedestrians. Additional pedestrian accommodations have been designed throughout the site for safe maneuverability through the site.

**Departmental Review:** Urban Design Component

Reviewer Comments: _____

## Intersections & Crossings Component (Handbook Section 4.9)

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Dep. Approval</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>43. If light cycle changes are proposed, please identify existing and proposed signal/cycle/lengths; if not, go to question No. 48.</td>
<td>![ ]</td>
<td>![ ]</td>
<td>![ ]</td>
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<td>![ ]</td>
<td>![ ]</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Signal Location</th>
<th>Crash Potential</th>
<th>Intersection Type</th>
<th>Required/Cycle Length</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

**Applicant:** Intersections & Crossings Component

Additional Explanation/Comments: ______

**Departmental Review:** Intersections & Crossings Component

Reviewer Comments: _____

---

**Applicant**

**Architect**

**Civil Engineer**

**NorthPoint Development**

**studio North Architecture**

**Kimley Horn**

November 5, 2019
# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

## ADDITIONAL COMMENTS

**APPLICANT**
Additional Explanation / Comments: 

**DEPARTMENTAL REVIEW**
Additional Reviewer Comments: 

---

13