2315 NORTH FRONT STREET

CIVIC DESIGN REVIEW
Date: 11.19.2019
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2315 N. FRONT ST

SITE CONTEXT

zoning

CMX-1
CMX-2 & 2.5
CMX-3
ICMX
IRMX
RM-1
RSA-5
SP-PO-A

NEIGHBORHOOD COMMERCIAL MIX-USE-1
COMMUNITY COMMERCIAL MIXED-USE
INDUSTRIAL COMMERCIAL MIX-USE
INDUSTRIAL RESIDENTIAL MIX-USE
RESIDENTIAL MIX-USE-1
RESIDENTIAL SINGLE-FAMILY ATTACHED-5
ACTIVE PARKS AND OPEN SPACE

SITE
PROPOSED PARCEL AREA

<table>
<thead>
<tr>
<th>Parcel</th>
<th>SQ FT</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Parcel A</td>
<td>1,061.7 sq. ft</td>
<td>0.02437 acres</td>
</tr>
<tr>
<td>Existing Parcel B</td>
<td>12,155.2 sq. ft</td>
<td>0.27904 acres</td>
</tr>
<tr>
<td>Proposed Parcel D</td>
<td>14,991.4 sq. ft</td>
<td>0.34415 acres</td>
</tr>
</tbody>
</table>

TOTAL AREA = 14,991.4 SF

PROPOSED DEED LINES AND PHYSICAL CONDITIONS

LOCATION MAP

EXISTING DEED LINES

PROPOSED DEED LINES

AND PHYSICAL CONDITIONS

FIGURE SCALE IN FEET

0' 20' 10' 10'
1" = 10'

DRAWN BY: CKECKED BY:

KT/RB PL

PROPERTY OWNER(S)

ACG 2315 FRONT LLC
2186 E. NORRIS STREET
PHILADELPHIA, PA 19125

MUNICIPALITY: PHILADELPHIA
PHILADELPHIA COUNTY, PA

2315-25 N. FRONT STREET
31ST WARD PHILADELPHIA PA. 19133

1391 Walton Road Blue Bell, Pa 19422
(215)990-0678 / paul@aquaeconomics.com

PROPOSED CONSOLIDATION PLAN

GENERAL MANAGER: Chris Mullin
Phone: (267)885-9875
Email: chris@aquaeconomics.com

SURVEY PROJECT MANAGER:
Robert Babb
Email: robert@aquaeconomics.com

SURVEY NOTES

1. THIS PLAN IS TO BE USED FOR TITLE OR CONVEYANCE PURPOSE ONLY. PLAN MADE AS PER INSTRUCTIONS OF APPLICANT.

2. PARCEL ADDRESS: 2315-25 N. FRONT STREET

3. ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED. PROPERTY IS ZONED AS CMX-2.5 (COMMERCIAL)

4. ALL DIMENSIONS SHOWN ON THE PLAN ARE PHILADELPHIA DISTRICT STANDARD, THE LEGAL STANDARD OF MEASURE WITHIN THE CITY OF PHILADELPHIA. PHILADELPHIA DISTRICT STANDARD DISTANCES TO BE USED FOR TITLE PURPOSES ONLY.

5. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE INSURANCE REPORT AND IS SUBJECT TO THE FINDINGS THAT A VALID TITLE REPORT WOULD DISCLOSE.

6. SUBJECT PREMISES ARE NOT IN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE.

7. REGISTERED OWNERS:
ACG 2315 FRONT LLC
2186 E. NORRIS STREET
PHILADELPHIA, PA 19125.

8. THE ADDRESSES SHOWN ON THIS PLAN ARE AS PER EXISTING DEEDS OR AS POSTED ON THE PREMISES. ADDRESSES FOR ANY NEWLY CREATED PARCELS ARE TO BE ASSIGNED BY THE OFFICE OF PROPERTY ASSESSMENT (OPA/BRT).


10. A ZONING PERMIT IS REQUIRED FOR ANY PROPOSED CHANGES TO LOT LINES INCLUDING CONSOLIDATION OF EXISTING PARCELS.

11. PREMISE SHOWN HEREON HAS STREET FRONTAGE.

12. UTILITY NOTES: THE LOCATION OF UNDERGROUND UTILITIES IS TAKEN FROM PUBLIC RECORDS AND FIELD LOCATION OF VENTS, VALVES, MANHOLES, INLETS ETC. THE EXTENT, EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES HAS NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. CONTRACTOR SHALL DETERMINE THE EXTENT, EXACT LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT RESULT BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CONTRACTOR SHALL NOTIFY UTILITY COMPANIES THREE (3) DAYS PRIOR TO COMMENCING WORK TO COMPLY WITH THE PENNA. ACT NO 287.

13. BENCHMARK = SAN MH RIM = 31.20

14. THE INFORMATION SHOWN ON THIS PLAN IS FOR THE ULTIMATE USER NAMED HERON AND IS NOT VALID TO ANY OTHER PARTIES. ANY ELECTRONIC REPRODUCTION OF THIS SURVEY AND PLAN IS TO BE FOR THE USE OF THE CLIENT ONLY. AQUA ECONOMICS IS NOT RESPONSIBLE FOR ANY DISCREPANCIES, WHICH MAY ARISE BY THE ELECTRONIC REPRODUCTION OF THE ORIGINAL FILE AND ANY FUTURE PARTIES UTILIZING SAID COPY DO HEREBY RELEASE AQUA ECONOMICS FROM ANY AND ALL CLAIMS FOR DAMAGES AS A RESULT OF SAID DISCREPANCIES.

15. COPYRIGHT 2019 - ALL RIGHTS RESERVED - AQUA ECONOMICS NO PART OF THIS PLAN MAY BE REPRODUCED, STORED IN AN INFORMATION STORAGE AND RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM, OR BY ANY MEANS, ELECTRICAL, MECHANICAL, PHOTOCOPYING RECORDING OR OTHERWISE WITHOUT PRIOR WRITTEN PERMISSION OF AQUA ECONOMICS.
ZONING CHART

BASE DISTRICT: CMX 2.5
ABUTTING DISTRICT: CMX 2.5
DISTRICT ACROSS STREET: CMX 2.5 @ FRONT STREET RM-1 @ JASPER STREET
LOT AREA: 14,991.4 SF
USE: 63 TOTAL DWELLINGS TWO (2) COMMERCIAL UNITS

DIMENSIONAL STANDARDS: REQUIRED / ALLOWED PROPOSED
OPEN AREA: 3,766.5 SF (25%) 3,886 SF (25.8%)
OCCUPIED AREA: 11,299.5 (75%) 11,180 SF (74.2%)
FRONT YARD SETBACK: NOT ALLOWED 0
SIDE YARD: 5' IF USED NOT USED ON FRONT ST
REAR YARD: NONE (THRU-LOT) NONE
HEIGHT: 55'-0" ±54'-8" (55' MAX.)
STREET TREES: N/A 5 TREES ON JASPER
PARKING: REQUIRED PROPOSED
AUTO PARKING: 0 0
BIKE PARKING: 21 STALLS 22 TYPE 1A STALLS

RIGHT-OF-WAY COMPONENTS:
N FRONT ST (13') JASPER ST (12')
FURNISHING ZONE: 4'-0" 4'-0"
PEDESTRIAN ZONE: 8'-4" 8'-0"
BUILDING ZONE: 0'-8" 0'-0"
ENCROACHMENTS (TYP.): N FRONT ST JASPER ST
STAIR: 0 0
EGRESS WELLS: 0 0
2315 N. FRONT ST

1. BIKE RACK (ON SIDEWALK)
2. ELEVATED RAIL LINE
3. BRICK PILASTERS

PEDESTRIAN EXPERIENCE A
sidewalk condition
2315 N. FRONT ST

PEDESTRIAN EXPERIENCE B

sidewalk condition

1. **Permeable Pavers**
2. **4’ High Black Metal Fence**
3. **Planters**
4. **Cafe Outdoor Seating**
5. **6’ High Vegetated Privacy Fence**
6. **Enlarged Tree Pit**
Landscaping

**Jasper Street Tree:**
1. Acer Rubrum ‘October Glory’ TM \(\rightarrow\) October Glory Maple

**General Landscaping**

**Tree:**
2. Carpinus Caroliniana \(\rightarrow\) American Hornbeam

**Shrubs:**
3. Clethra alnifoila \(\rightarrow\) Sweet Pepperbush
4. Calycanthus floridus \(\rightarrow\) Sweet Shrub
5. Forthgilla gardenii \(\rightarrow\) Dwarf Fothergilla
6. Clethra Alternifolia \(\rightarrow\) Sweet Pepperbush
7. Ilex glabra \(\rightarrow\) Inkberry Holly
8. Ilex verticillata ‘Red Sprite’ \(\rightarrow\) Red Sprite Winterberry

**Grass:**
9. Creeping Bentgrass \(\rightarrow\) Agrostis Stolonifera
10. Carex glauca \(\rightarrow\) Blue Sedge
1. ALUMINUM CLAD WINDOW
   JELD-WEN
   Color: Chestnut Bronze

2. WALL MOUNTED LIGHTING
   Black up/down

3. METAL PANEL
   ATAS
   Color: Charcoal

4. BRICK
   Glen-Gery
   Color: Apple Creek

5. BRONZE STOREFRONT
   Kawneer

6. CORNICE
   Fypon
   Color: Bronze

2315 N. FRONT ST
2315 N. FRONT ST

**1. Vinyl Windows**
JELD-WEN
Color: Chestnut Bronze

**2. Wall Mounted Lighting**
Black up/down

**3. Fiber Cement Panel**
HardiePanel
Color: Anchor Black

**4. Lap Siding**
HardiePlank
Color: Elegant Red - Smooth
### Civic Design Review, Philadelphia

#### Location and Transportation

<table>
<thead>
<tr>
<th>Category</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access to Quality Transit</td>
<td></td>
<td>Yes, for 2 bus routes within ¼-mile (1312-feet) walking distance from existing or planned bus, streetcar, or rideshare stops.</td>
</tr>
<tr>
<td>Reduced Parking Footprint</td>
<td></td>
<td>Yes, all parking stalls are located internally. Parking 0% of the site area is common.</td>
</tr>
</tbody>
</table>

### Sustainability Questionnaire

<table>
<thead>
<tr>
<th>Category</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Categories</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location and Transportation</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 (1312-feet) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.</td>
<td></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></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></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></td>
</tr>
</tbody>
</table>

#### Sustainable Sites

<table>
<thead>
<tr>
<th>Category</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pervious Site Surfaces</td>
<td>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.</td>
<td>We have provided 37.7% of the site as open area, 100% of which is either vegetated or utilizes pervious paving.</td>
</tr>
<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>
<td>Yes, all stormwater for the site will be managed via underground basins and permeable pavers.</td>
</tr>
<tr>
<td>Heat 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>
<td>All hardscapes will have a high reflectance of SRI&gt;29. 62.3% of site is covered. All roofs utilize Endurit, color light grey. 37.7% of site is open space. 33% of the open space is landscaped. 67% is hardscaped with light grey concrete pavers.</td>
</tr>
</tbody>
</table>

### Water Efficiency

<table>
<thead>
<tr>
<th>Category</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</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>The landscaping will take 3 years to establish, during which time it will need irrigation. After this period the on-site vegetation will be managed without irrigation.</td>
</tr>
</tbody>
</table>

### Energy and Atmosphere

<table>
<thead>
<tr>
<th>Category</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</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>No, independent commissioning services will not be contracted.</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>Neither ASHRAE standards will be used although the project will utilize energy star rated fixtures, appliances and lighting.</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>No, renewable energy will not be produced on-site.</td>
</tr>
</tbody>
</table>

### Innovation

<table>
<thead>
<tr>
<th>Category</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm.</td>
<td>Bike racks have been provided around the site to promote this form of transportation.</td>
</tr>
</tbody>
</table>
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 supersed 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/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 §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.philastreets.com/survey

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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.philastreets.com/survey-and-design-bureau/city-plan-act. 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. APPLICANT NAME: Rustin Ohler [Harman Deutsch Arch]
2. APPLICANT CONTACT INFORMATION: Harman Deutsch Architecture 0631 N. 12th st. Phila pa
3. PROJECT AREA: List precise street limits and scope: 35,294.9 sf
4. OWNER NAME: Streamline Philly
5. OWNER CONTACT INFORMATION: 2301 Washington Ave Phila Pa
6. APPLICANT NAME: Rustin Ohler [Harman Deutsch Arch]
7. APPLICANT CONTACT INFORMATION: Harman Deutsch Architecture 0631 N. 12th st. Phila pa
8. 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>Carpenter St.</td>
<td>S.</td>
<td>Chadwick St.</td>
<td>S. 16th St.</td>
</tr>
<tr>
<td>5. 16th St.</td>
<td>Carpenter St.</td>
<td>Washington Ave.</td>
<td>City Neighborhood</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 ☐
   b. Street Furniture such as bus shelters, honor boxes, etc.: YES ☐ NO ☐ N/A ☐
   c. Street Direction: YES ☐ NO ☐
   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 (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carpenter St.</td>
<td>12' / 12' / 12'</td>
<td>12' / 12'</td>
</tr>
<tr>
<td>S. 16th 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>Carpenter St.</td>
<td>6' 0&quot; / 8' 0&quot; / 6' 0&quot;</td>
</tr>
<tr>
<td>S. 16th St.</td>
<td></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>Curb Cut</td>
<td>To be filled</td>
<td>Carpenter St.</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>To be filled</td>
<td>16th 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>Curb cut</td>
<td>20' 0&quot;</td>
<td>16th St.</td>
</tr>
</tbody>
</table>

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 ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: _______
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>Carpenter St.</td>
<td>0' / 3'-0&quot;</td>
</tr>
<tr>
<td>16th St.</td>
<td>0' / 3'-0&quot;</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>Carpenter St.</td>
<td>4'-0&quot; / 0'-0&quot; / 3'-0&quot;</td>
</tr>
<tr>
<td>16th St.</td>
<td>4'-0&quot; / 0'-0&quot; / 3'-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

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</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>
<th>N/A</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
</table>
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 Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carpenter St.</td>
<td>12</td>
<td>0 / 0</td>
<td>0 / 12</td>
<td>0 / 22</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 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

**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 places, and other destinations?

- YES
- NO
- N/A

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

- YES
- NO
- N/A

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

- 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 transit?

- YES
- NO
- N/A

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: _____

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

APPLICATION: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle 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 FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Existing / Proposed</td>
<td></td>
</tr>
</tbody>
</table>

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(1) is maintained by the Philadelphia Historical Commission.
   - YES ☐ NO ☐

35. Will the public right-of-way be used for loading and unloading activities?
   - 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: ______

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 ☐

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

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>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?  
45. Does the design provide adequate clearance time for pedestrians to cross streets?  
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?  
    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?  
    - Marked Crosswalks  
    - Pedestrian Refuge Islands  
    - Signal Timing and Operation  
    - Bike Boxes  
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?  
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?

DEPARTMENTAL REVIEW: Intersections & Crossings Component

APPLICANT: Intersections & Crossings Component  
Additional Explanation / Comments: _____

APPLICANT

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____