## Contents

**Site Context**
- 3-Block Radius Map ........... 03
- Street Images ............... 04
- Zoning Land Use Map ....... 05
- Civic Survey ............... 06
- Zoning Plan ............... 07

**Site Plan**
- Ground Floor Plan .......... 08

**Pedestrian Experience**
- Sidewalk Condition ........ 09-10

**Building Plans**
- Floor Plans ............... 11-12

**Landscape Plan**
- Grade and Green Roof ..... 13

**Facade**
- Elevation ............... 14-16
- Material ............... 17
- Site Section ............. 18
- Render ............... 19-20

**Checklists**
- Sustainability .......... 21
- Streets Handbook Checklist 22-29
7165 KEYSTONE STREET
TOTAL

AREA = 34,348 SF

70 EXISTING PARKING STALLS

7165 KEYSTONE STREET
**SITE PLAN**

**GROUND FLOOR**
- Residential Program
- Vacant Industrial
- Mixed Use Building

**KEYNOTES**
1. Proposed Bicycle Rack
2. Existing Street Lamp
3. Proposed Street Tree w/ Enlarged Pits, 3’x6’
4. Existing Utility Pole
5. Existing Curbcut
6. Stamped Concrete Sidewalk
7. Interior Trash Storage
8. Parking Stall, 8’-6” x 18’-0”
9. Existing Parking Stall to remain
10. Residential Elevator
11. Accessible parking hall 8’x18’ w/ 8’x18’ access aisle
12. Line Of Bldg Above
13. Mailroom
14. Crosswalk
15. Class 1a Bike Storage
16. 6’ High Fence @ P.I.
17. Drop Off Area and Loading Zone

**7165 KEYSTONE STREET**

**GROUND FLOOR**

- Residential Program
- Vacant Industrial
- Mixed Use Building

**KEYNOTES**
1. Proposed Bicycle Rack
2. Existing Street Lamp
3. Proposed Street Tree w/ Enlarged Pits, 3’x6’
4. Existing Utility Pole
5. Existing Curbcut
6. Stamped Concrete Sidewalk
7. Interior Trash Storage
8. Parking Stall, 8’-6” x 18’-0”
9. Existing Parking Stall to remain
10. Residential Elevator
11. Accessible parking hall 8’x18’ w/ 8’x18’ access aisle
12. Line Of Bldg Above
13. Mailroom
14. Crosswalk
15. Class 1a Bike Storage
16. 6’ High Fence @ P.I.
17. Drop Off Area and Loading Zone

**SITE PLAN**

**GROUND FLOOR**
- Residential Program
- Vacant Industrial
- Mixed Use Building

**KEYNOTES**
1. Proposed Bicycle Rack
2. Existing Street Lamp
3. Proposed Street Tree w/ Enlarged Pits, 3’x6’
4. Existing Utility Pole
5. Existing Curbcut
6. Stamped Concrete Sidewalk
7. Interior Trash Storage
8. Parking Stall, 8’-6” x 18’-0”
9. Existing Parking Stall to remain
10. Residential Elevator
11. Accessible parking hall 8’x18’ w/ 8’x18’ access aisle
12. Line Of Bldg Above
13. Mailroom
14. Crosswalk
15. Class 1a Bike Storage
16. 6’ High Fence @ P.I.
17. Drop Off Area and Loading Zone
715 KEYSONNE STREET
CITY NEIGHBORHOOD STREET
40' (10'-20'-10')

STAMPED CONCRETE
CONCRETE SIDEWALK
ENLARGED TREE PIT
PERMEABLE PAVERS
RECESSED DOORS
BIKE RACKS

Pedestrian Experience
American St
KEYSTONE ST
CITY NEIGHBORHOOD STREET
40' (10'-20'-10')

CONC. SIDEWALK, 2'X2'
CONC. SIDEWALK, 5'X5'
ENLARGED TREE PIT
PERMEABLE PAVERS
RECESSED DOORS
BIKE RACKS
COLUMN
DROP OFF / LOADING LANE

7165 KEYSTONE STREET
1 | KEYSTONE STREET

2 | DRIVE AISLE

7165 KEYSTONE STREET

7124 KEYSTONE ST

WALK WAY

PARKING STALLS

10' REAR YARD

PLANter

DRIVE AISLE

RESIDENTIAL ENTRY

INDUSTRIAL SPACE

WALK WAY

KEystone STREET
7165 KEYSTONE STREET

1 | COURTYARD | NORTH

2 | COURTYARD | SOUTH

FACADE Elevations
7165 KEYSTONE STREET
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 strive 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 adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td>(1) Access to Quality Transit</td>
<td>Yes. - Tacony Station &amp; keystone &amp; Disston St.</td>
</tr>
<tr>
<td></td>
<td>(2) Reduced Parking Footprint</td>
<td>Yes. Proposed parking = 88% covered, 11% uncovered</td>
</tr>
<tr>
<td></td>
<td>(3) Green Vehicles</td>
<td>Designate 5% of all parking spaces used by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles. 20%+ = 5%</td>
</tr>
<tr>
<td></td>
<td>(4) Railway Setbacks</td>
<td>To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building, and encased or uncovered parking areas are 80% of all parking sites. Yes.</td>
</tr>
<tr>
<td></td>
<td>(5) Bike Share Stations</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. Yes, bike share stations are planned.</td>
</tr>
</tbody>
</table>

Civic Sustainable Design Checklist – Updated September 3, 2019

Water Efficiency

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does the project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(6) Outdoor Water Use</td>
<td>Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site’s peak watering month.</td>
</tr>
</tbody>
</table>

Sustainable Sites

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does the project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(7) Permeable 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>
</tr>
</tbody>
</table>

Rainwater Management

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does the project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(8) Rainwater Management</td>
<td>Conform to the stormwater requirements of the Philadelphia Water Department (PWD) and: 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>
</tbody>
</table>

Heat Island Reduction

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does the project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(9) Heat Island Reduction</td>
<td>Reduce the heat island effect through one of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an 18% to 23% shading by trees, structures, or solar panels.</td>
</tr>
</tbody>
</table>

Energy and Atmosphere

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does the project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td>PCPC notes that on 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 asks the applicant to state which path they are following for compliance, including their choice of code and any changes being proposed under the 2018 IECC.</td>
</tr>
</tbody>
</table>

Energy Commissioning and Energy Performance - Going beyond the code

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does the project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(11) Energy Commissioning and Energy Performance - Going beyond the code</td>
<td>Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? OR: Reduce energy consumption by achieving 10% energy savings or more from an established baseline using</td>
</tr>
</tbody>
</table>
**TYP. IIIb WALL CONSTRUCTION:**
- EXTERIOR CLADDING (MASONRY VENEER OR METAL CLADDING)
- CONTINUOUS AIR/WATER BARRIER
- 1/2" FRT PLYWOOD SHEATHING
- 2x6 FRT WOOD STUD WALL
- R-21 FG BATT INSULATION
- [2] LAYERS 5/8" TYPE 'X' GWB

**DOUBLE-PANE OPERABLE WINDOW**

**TYP. IIIb FLOOR CONSTRUCTION:**
- FINISH FLOOR AS PER PLANS
- 1" GYPCRETE TOPPER OVER ACOUSTIC MAT
- 3/4" PLYWOOD SHEATHING
- TJI FRAMING
- SOUND BATTs
- RESILIENT CHANNEL
- [2] LAYERS 5/8" TYPE 'X' GWB

**TYP. IIIb WALL CONSTRUCTION WITH SOUND ATTENUATION:**
- EXTERIOR CLADDING (MASONRY VENEER OR METAL CLADDING)
- CONTINUOUS AIR/WATER BARRIER
- 1/2" FRT PLYWOOD SHEATHING
- 2x6 FRT WOOD STUD WALL
- R-21 FG BATT INSULATION
- [2] LAYERS 5/8" TYPE 'X' GWB
- ADDITIONAL LAYER 1/2" PLYWOOD SHEATHING
- RESILIENT CHANNEL
- ADDITIONAL LAYER 5/8" GWB

**TRIPLE-PANE OPERABLE WINDOW**

**WALL CONSTRUCTION W/ SOUND ATTENUATION:**
- EXTERIOR CLADDING (MASONRY VENEER OR METAL CLADDING)
- CONTINUOUS AIR/WATER BARRIER
- 1/2" FRT PLYWOOD SHEATHING
- 2x6 FRT WOOD STUD WALL
- R-21 FG BATT INSULATION
- [2] LAYERS 5/8" TYPE 'X' GWB
- ADDITIONAL LAYER 1/2" PLYWOOD SHEATHING
- RESILIENT CHANNEL
- ADDITIONAL LAYER 5/8" GWB.
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/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.


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

 This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.

 All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.

 All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.

 Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.

 ADA curb-ramp designs must be submitted to Streets Department for review.

 Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://www.philadelphiastreets.com/survey-and-design-bureau/city-plans-unit. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  o Placing of a new street;
  o Removal of an existing street;
  o Changes to roadway grades, curb lines, or widths; or
  o 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
  o FULLY DIMENSIONED
  o CURB CUTS/DRIVEWAYS/LAYBY LANES
  o TREE PITS/LANDSCAPING
  o BICYCLE RACES/STATIONS/STORAGE AREAS
  o TRANSIT SHELTERS/STAIRWAYS

 PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  o PROPOSED TREE PITS/LANDSCAPING
  o BICYCLE RACES/STATIONS/STORAGE AREAS
  o 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.
**GENERAL PROJECT INFORMATION**

1. **PROJECT NAME**
   7165 Keystone Street

2. **DATE**
   07.21.2020

3. **APPLICANT NAME**
   Rustin Ohler [HarmanDeutschOhler Architecture]

4. **APPLICANT CONTACT INFORMATION**
   1225 N. 7th Street, 267-324-3601

5. **PROJECT AREA**: list precise street limits and scope
   36,529 SF

6. **OWNER NAME**
   7165 Keystone Investments

7. **OWNER CONTACT INFORMATION**
   20 Washington St. Ste 403 Cresskill NJ 07626
   1-551-244-0658

8. **ENGINEER / ARCHITECT NAME**
   Rustin Ohler [HarmanDeutschOhler Architecture]

9. **ENGINEER / ARCHITECT CONTACT INFORMATION**
   1225 N. 7th Street, 267-324-3601

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.

   Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keystone St.</td>
<td></td>
<td>Friendship St.</td>
<td>City Neighborhood Street</td>
</tr>
<tr>
<td>Wellington St.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></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: _______
### 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>Keystone St.</td>
<td>Required / Existing / Proposed</td>
<td>Required / Proposed</td>
</tr>
<tr>
<td></td>
<td>10’ / 10’ / 12’</td>
<td>10’ / 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 WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keystone St.</td>
<td>6’ / 6’ / 8’</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></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></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>Curbcut</td>
<td>24’</td>
<td>Keystone St.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></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>Keystone St.</td>
<td>0' / 0'</td>
</tr>
</tbody>
</table>

17. FURNISHING ZONE: list the MINIMUM, recommended, existing, and proposed Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keystone St.</td>
<td>4' / 4' / 4' / 4' / 4' / 4' / 4'</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

DEPARTMENTAL APPROVAL:

- 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 APPROVAL:

- 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
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/wp-content/uploads/2012/06/bikePedfinal2.pdf

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keystone St.</td>
<td>39</td>
<td>0 / 0</td>
<td>0 / 10</td>
<td>0 / 49</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
- Indego Bicycle Share Station

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

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

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

APPLICANT: Bicycle Component
Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Bicycle Component
Reviewer Comments:

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:

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

### 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

---

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

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

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

44. Does the design provide adequate clearance time for pedestrians to cross streets?  
   **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?  
   (If yes, City Plan Action may be required.)  
   **YES** ☐ ☐ **NO** ☐ ☐ **N/A** ☐ ☐

47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?  
   - Marked Crosswalks  
   - Pedestrian Refuge Islands  
   - Signal Timing and Operation  
   - Bike Boxes  
   **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** ☐ ☐

---

**DEPARTMENTAL APPROVAL**

**DEPARTMENTAL REVIEW**

**APPLICANT:** Intersections & Crossings Component  
Additional Explanation / Comments: ____

**DEPARTMENTAL REVIEW:** Intersections & Crossings Component  
Reviewer Comments: ____