





-  EXISTING TROLLEY LINE & STOP
-  EXISTING BUS LINE & STOP
-  EXISTING BICYCLE LANE
-  CENTRALIZED AXIS





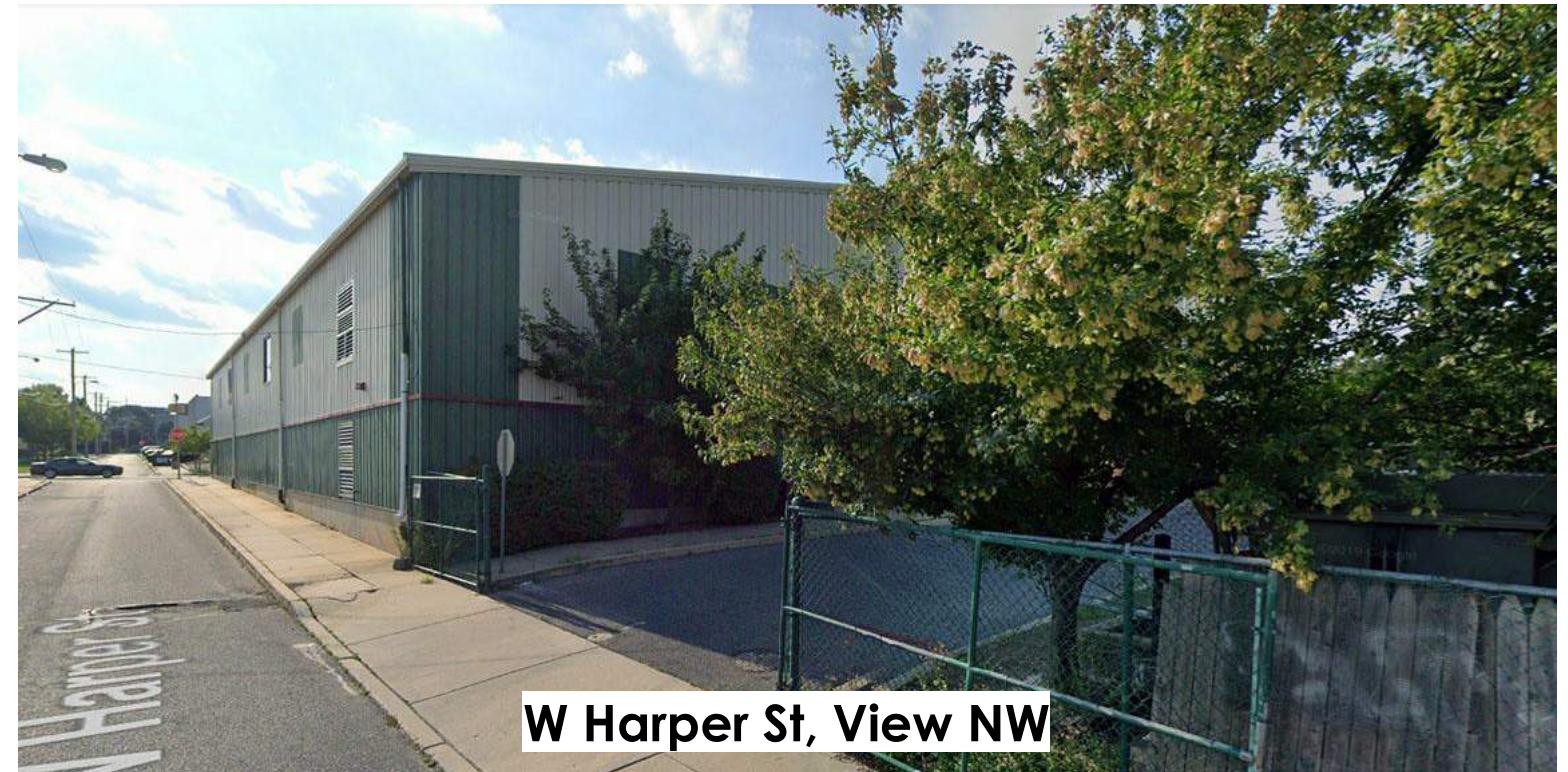
W Girard Ave, View SW



W Girard Ave, View SE



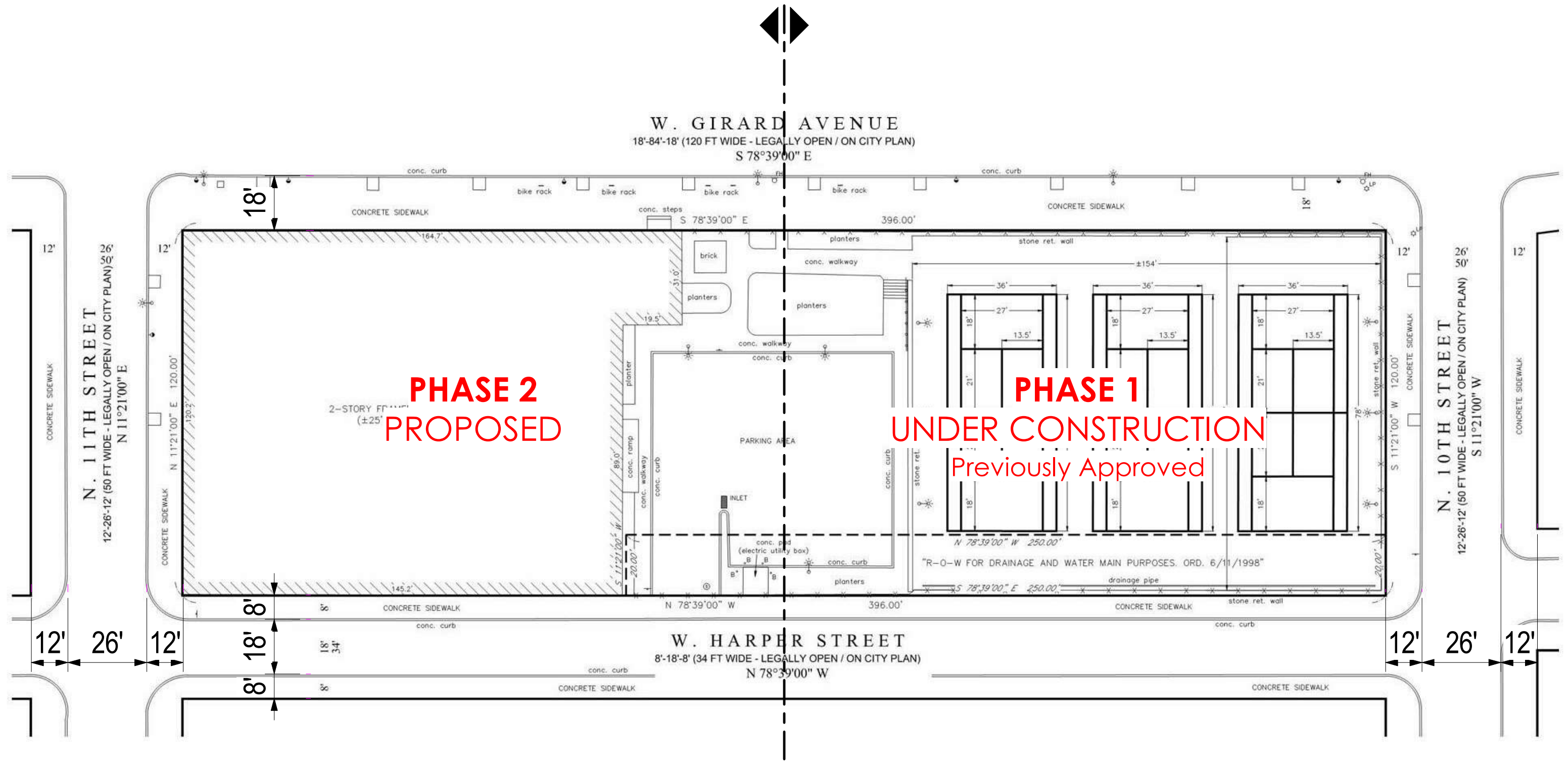
W Harper St, View NE



W Harper St, View NW

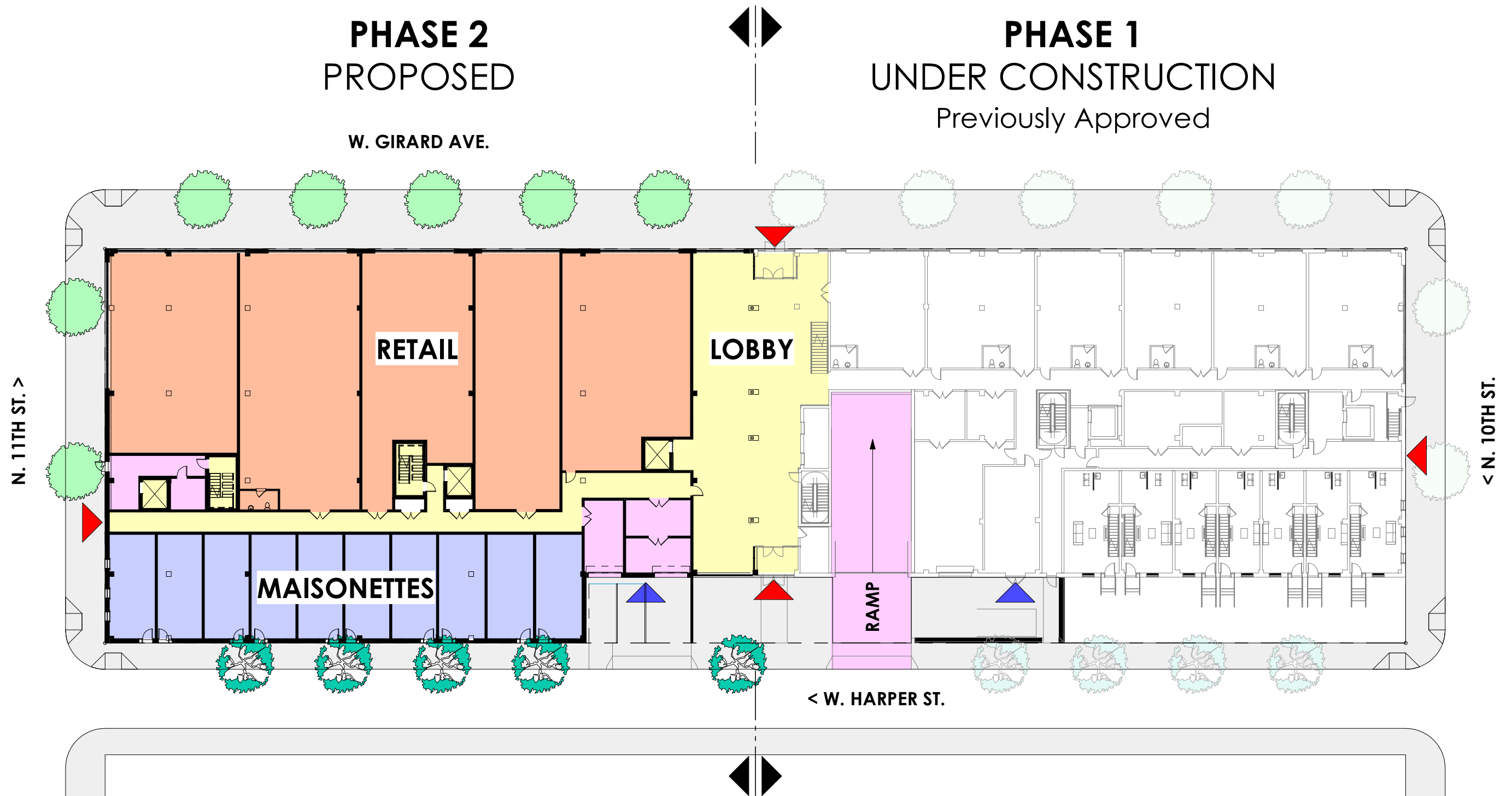


VICINITY BUILDING RELATIVE HEIGHTS



**PHASE 2
PROPOSED**

**PHASE 1
UNDER CONSTRUCTION**
Previously Approved

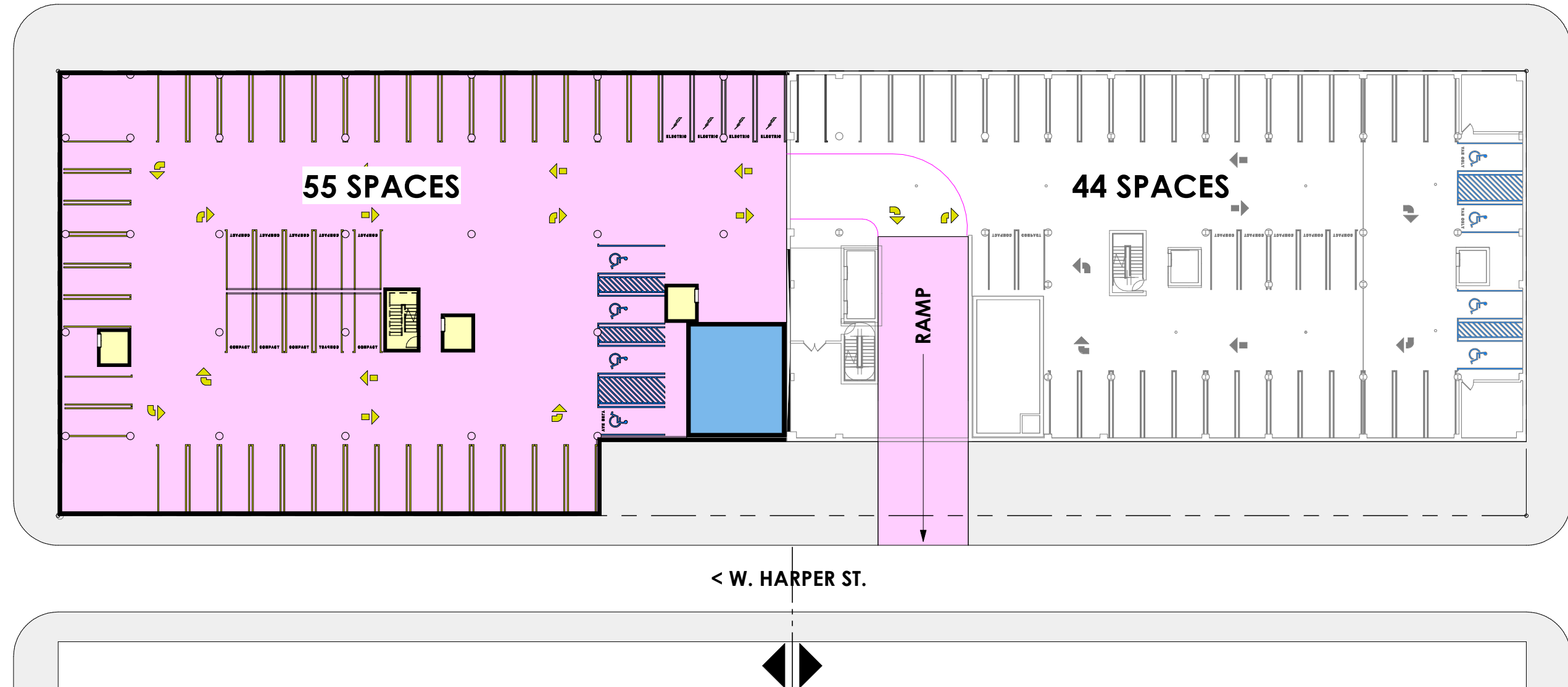


**PHASE 2
PROPOSED**

**PHASE 1
UNDER CONSTRUCTION**
Previously Approved

W. GIRARD AVE.

N. 11TH ST. >



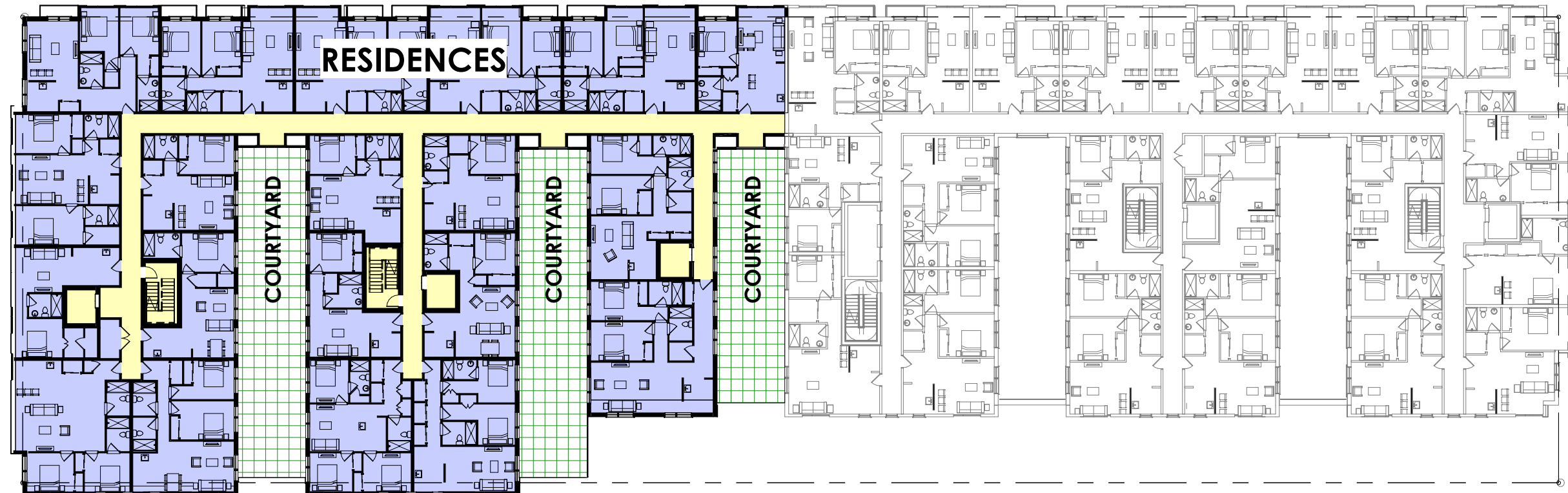
< N. 10TH ST.

< W. HARPER ST.

PHASE 2
PROPOSED



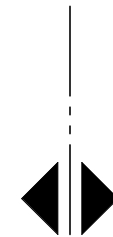
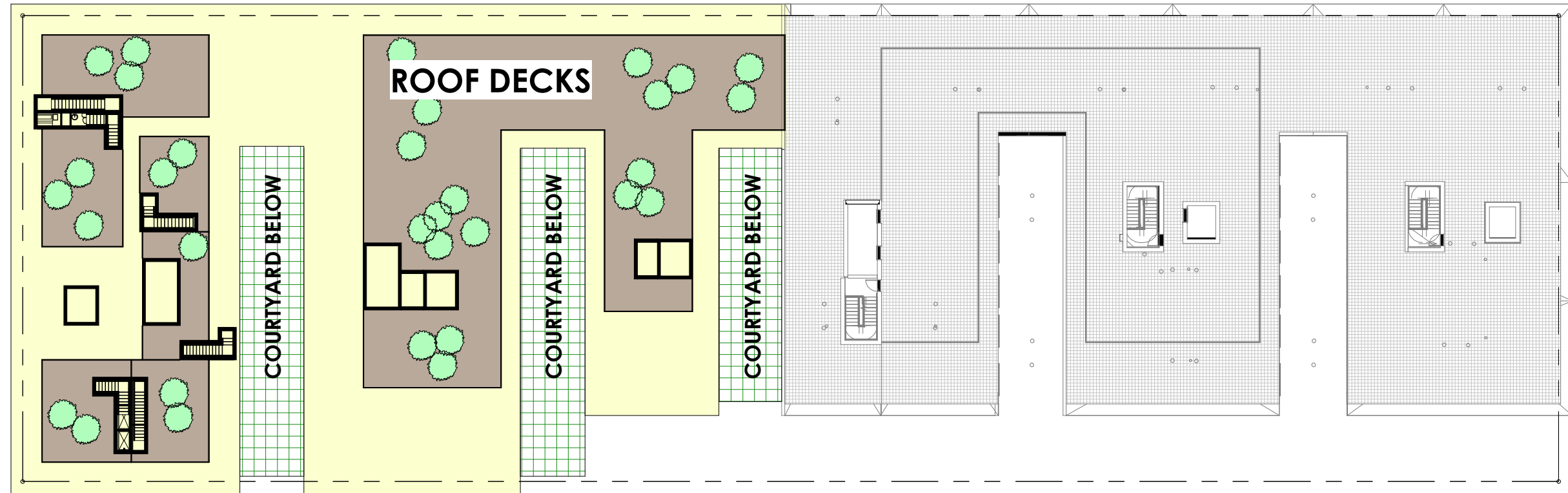
PHASE 1
UNDER CONSTRUCTION
Previously Approved



PHASE 2
PROPOSED



PHASE 1
UNDER CONSTRUCTION
Previously Approved



PHASE 1
UNDER CONSTRUCTION
Previously Approved

PHASE 2
PROPOSED

WOOD & STEEL TRELLIS STRUCTURE

METAL PANEL WALL SYSTEM

ALUMINUM WINDOWS

METAL PANEL WALL SYSTEM

METAL PANEL WALL SYSTEM

ALUMINUM WINDOWS

BRICK

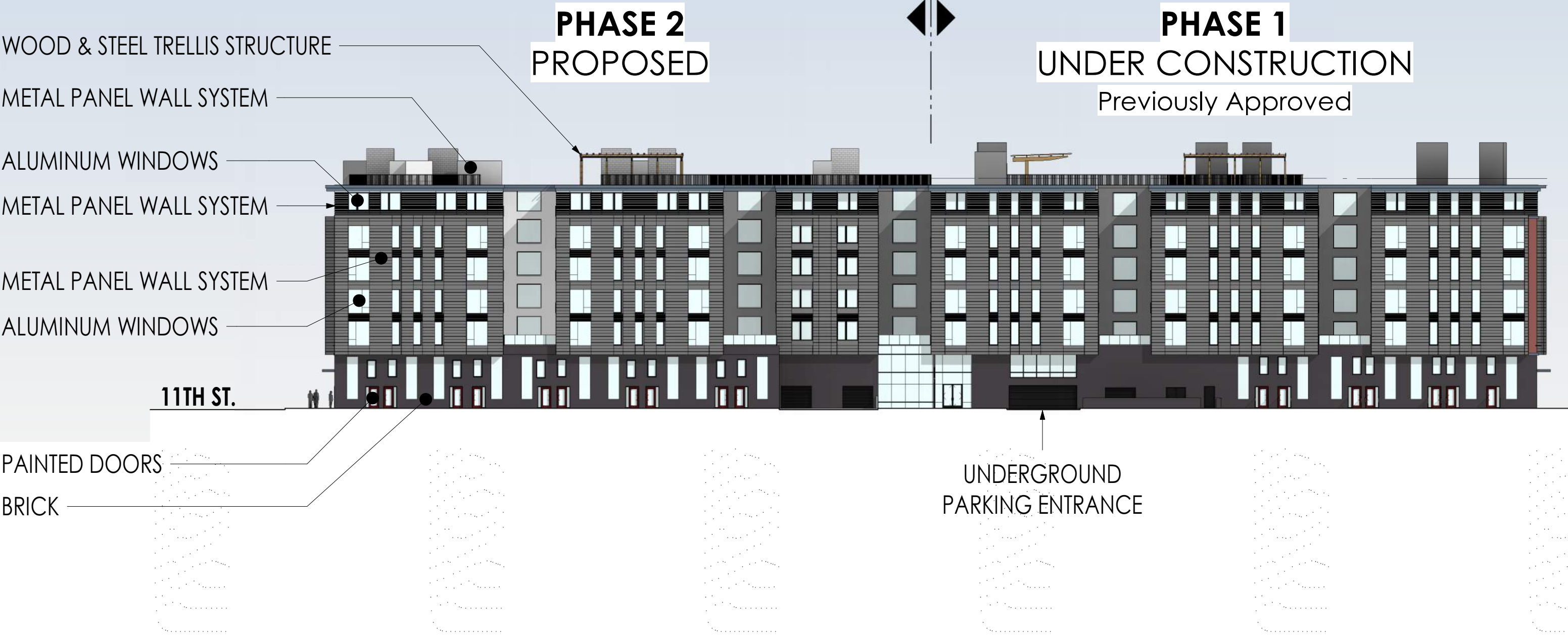
11TH ST.

ALUMINUM STOREFRONT

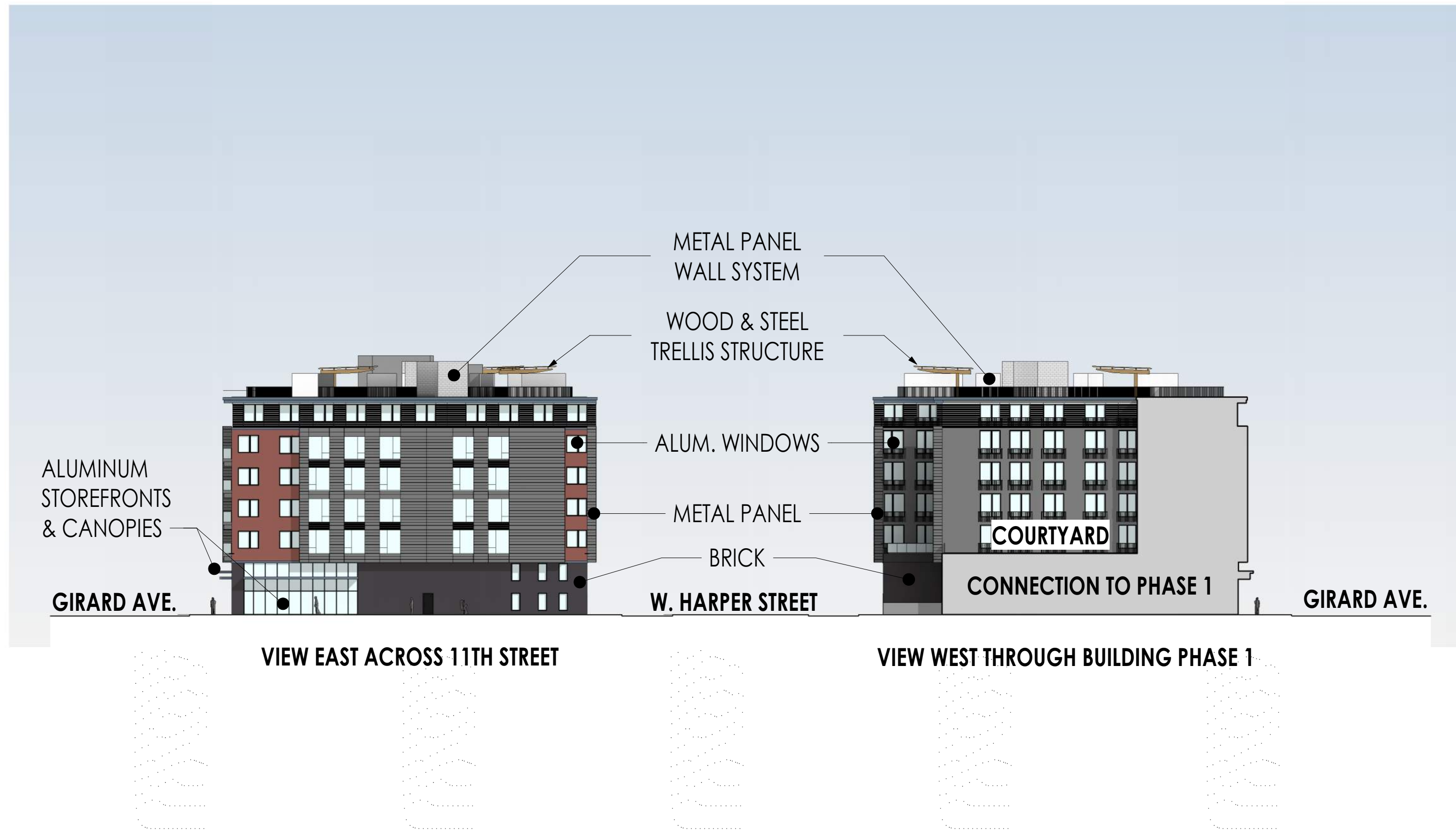
BRICK

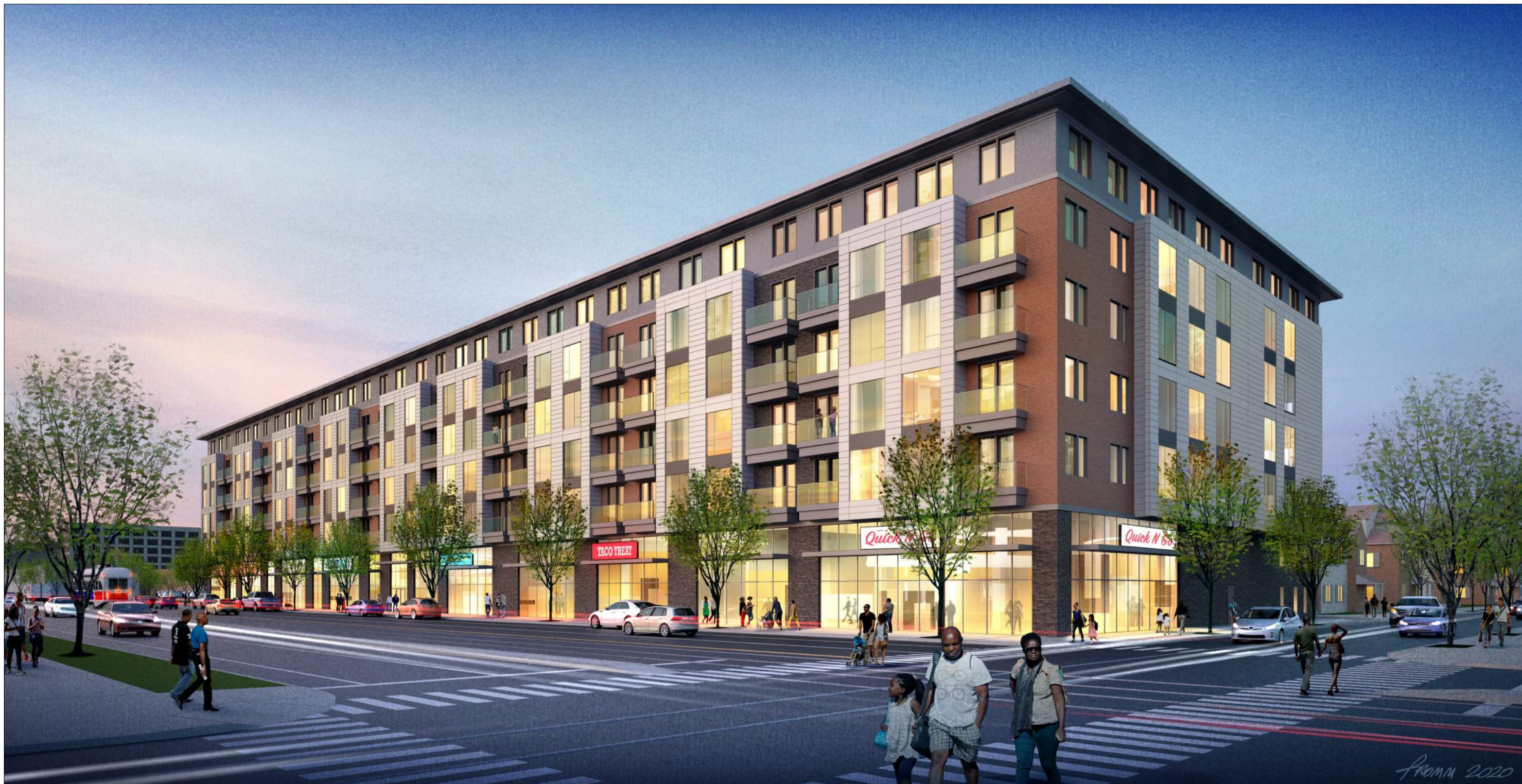
ELEVATION ALONG GIRARD AVENUE

CDR-10



ELEVATION ALONG HARPER STREET





VIEW FROM GIRARD AVENUE



VIEW FROM HARPER STREET



VIEW FROM HARPER STREET

CDR-15



SHARED GARAGE ENTRY

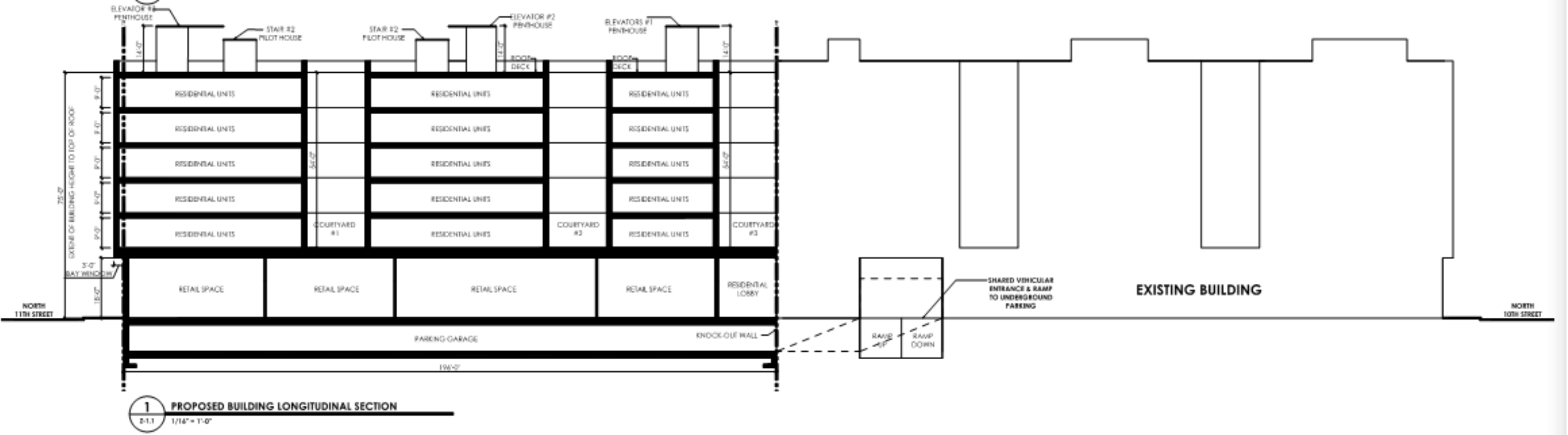
CDR-16

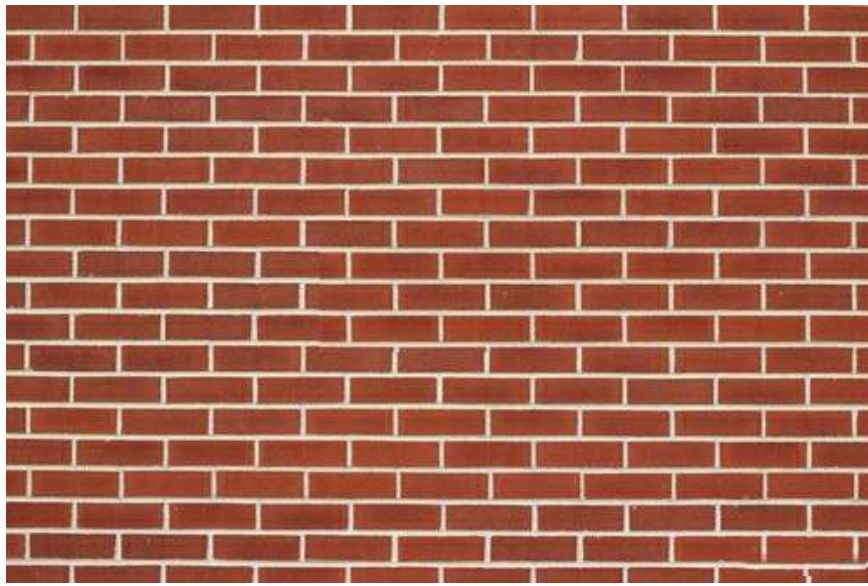


MAIN BUILDING ENTRANCE

ZONING TABULATION CHART PHASE II:			
ITEM	REQUIRED/ALLOWABLE (CMX-2.5) Neighborhood Commercial Mixed-Use-2.5	EXISTING (CMX-2.5) Neighborhood Commercial Mixed-Use-2.5	PROPOSED (CMX-2.5) Neighborhood Commercial Mixed-Use-2.5
PROPERTY ZONING DISTRICT	CMX-2.5	CMX-2.5	CMX-2.5
LOT AREA (MIN.)	23,520 SF	23,520 SF	23,520 SF
MAX. OCCUPIED AREA (% OF LOT)	80% Corner 23,520 x .8 = 18,816 SF	18,032 SF / 23,520 SF= 76.6%	22,565 SF 22,565 SF / 23,520 SF= 96%
MIN. OPEN AREA	20% Corner 23,520 x .2 = 4,704 SF	23,520 SF / 18,032 SF= 23.4%	955 SF / 23,520 SF= 4%
MIN. FRONT YARD DEPTH	Must be built to front lot line	NA	NA
MIN. SIDE YARD WIDTH	5ft if used	NA	NA
MIN. REAR YARD DEPTH	The greater of 9ft or 10% of lot depth (12' min)	NA	NA
MAX. BUILDING HEIGHT	55'-0"	34'-6" EXISTING BUILDING TO BE DEMOLISHED	75'-0"
UNIT DENSITY	270 SF LOT AREA PER UNIT 23,520 SF / 270 SF = 87 UNITS	NA	120 DWELLING UNITS
FLOOR AREA RATIO	NA	NA	NA
PARKING SPACES	0	NA	55 PARKING SPACES, INCLUDING RELOCATION OF 10 EXISTING SURFACE PARKING SPACES & 3 EXISTING PARKING SPACES FROM LOT "A"
ACCESSIBLE PARKING SPACES	3 PER 51-75 PARKING SPACES	NA	3 (INCLUDING 1 VAN ACCESSIBLE)
BICYCLE STORAGE CLASS 1A	1 PER 3 DWELLING UNITS	NA	40

PROPOSED USE CHART:		
	SQUARE FEET	USE
BASEMENT	22,565 SQ FT	55 PARKING SPACES & UTILITIES
1ST FLOOR	22,565 SQ FT	5 RETAIL SPACES, RESIDENTIAL LOBBY, 10 MAISONETTE'S, UTILITIES, 40 BICYCLE SPACES, TRASH SPACES & LOAD/UNLOAD
MEZZANINE	7,100 SQ FT	AMENITIES, 10 MAISONETTE'S
2ND FLOOR	19,116 SQ FT	22 DWELLING UNITS; 11 (2) BEDROOM UNITS, 11 (1) BEDROOM UNITS
3RD FLOOR	19,116 SQ FT	22 DWELLING UNITS; 11 (2) BEDROOM UNITS, 11 (1) BEDROOM UNITS
4TH FLOOR	19,116 SQ FT	22 DWELLING UNITS; 11 (2) BEDROOM UNITS, 11 (1) BEDROOM UNITS
5TH FLOOR	19,116 SQ FT	22 DWELLING UNITS; 11 (2) BEDROOM UNITS, 11 (1) BEDROOM UNITS
6TH FLOOR	18,237 SQ FT	22 DWELLING UNITS; 10 (2) BEDROOM UNITS, 12 (1) BEDROOM UNITS
ROOF DECK	5,000 SQ FT	ROOF AREA
TOTAL	151,931 SQ FT	120 DWELLING UNITS; 55 PARKING SPACES, 40 BICYCLE STORAGE SPACES AND ROOF DECK





BRICK VENEER



ALUMINUM STOREFRONT WINDOW SYSTEM



VILLAGE GREEN ZELCOVA



METAL PANEL



ALUMINUM WINDOWS



WOOD ROOF DECKING



AMERICAN HORNBEAM



EXTERIOR ARCHITECTURAL
LIGHTING

PROPOSED EXTERIOR MATERIALS AND PLANTINGS



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: 1055043

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

The project affects property in a residential district and includes more than 50,000 square feet and
more than 50 new dwelling units.

PROJECT LOCATION

Planning District: West **Council District:** District 5

Address: 1030 W. Girard Avenue
Philadelphia, PA 19123

Is this parcel within an Opportunity Zone? **Yes** **No** Uncertain
If yes, is the project using Opportunity Zone
Funding? **Yes** **No**

CONTACT INFORMATION

Applicant Name: Michael Alhadad **Primary Phone:** 215.704.9090

Email: Alhadad06@gmail.com **Address:** 1000 W. Girard Ave.
Philadelphia, PA 19123

Property Owner: Zain Development, LLC & Provident Bank **Developer:** Zain Development, LLC

Architect: Stuart G. Rosenberg Architects
permits@sgra.com
215.564.1007



SITE CONDITIONS

Site Area: 23,520 Sq. Ft.

Existing Zoning: CMX-2.5 **Are Zoning Variances required?** Yes X No

Present Use: Existing 2-story metal warehouse building

Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):

Multi-Family Residential: +/- 105,000 SF, 120 Dwelling Units

Commercial: +/- 11,500 SF, 5 units reconfigurable

Underground Parking: +/- 20,750 SF

Roof Gardens: +/- 5,000 SF

Proposed # of Parking Units:

55 total parking units

(4) handicap accessible total, (2) van accessible

(4) energy efficient vehicle

Community meeting held: Yes No X

If yes, please provide written documentation as proof.

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

Date: 08/24/2020 **Time:** 7:15pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes Applied 06/29/2020 No NA

If yes, indicate the date hearing will be held:

Date: Pending

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 adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. Trolley #15 and bus #15B stop at 11th and Girard Ave.
(2) Reduced Parking Footprint	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.	Yes. Underground parking is provided with an entrance on Harper Street (included in Phase I approval).
(3) Green Vehicles	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.	Yes. 7% (4/55) of parking spaces are designated as energy efficient vehicle spaces.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	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's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) ⁱ	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No.

Water Efficiency		
(6) Outdoor Water Use	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.	Yes. Reduction of watering requirements will be at least 50% from peak watering month.
Sustainable Sites		
(7) Pervious Site Surfaces	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.	Existing: None Proposed: None
(8) Rainwater Management	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	Yes. On-site stormwater management provided.
(9) Heat Island Reduction (excluding roofs)	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>29. B) Shading by trees, structures, or solar panels.	Yes. Shade trees provided on Girard/10th/11th/W. Harper. Canopy on Girard.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	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 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	Yes. We are compliant with new energy conservation standards.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	N/A

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ●Achieve certification in Energy Star for Multifamily New Construction (MFNC). ●Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 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. ^{iv}	Yes. Filters are provided.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	N/A
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Yes. Using High-Albedo roofing materials.

ⁱ Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
See also, "The Commercial Energy Code Compliance" information sheet:
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>

and the "What Code Do I Use" information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1

For Energy Star: www.Energystar.gov

For Passive House, see www.phius.org

^{iv} Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways

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).

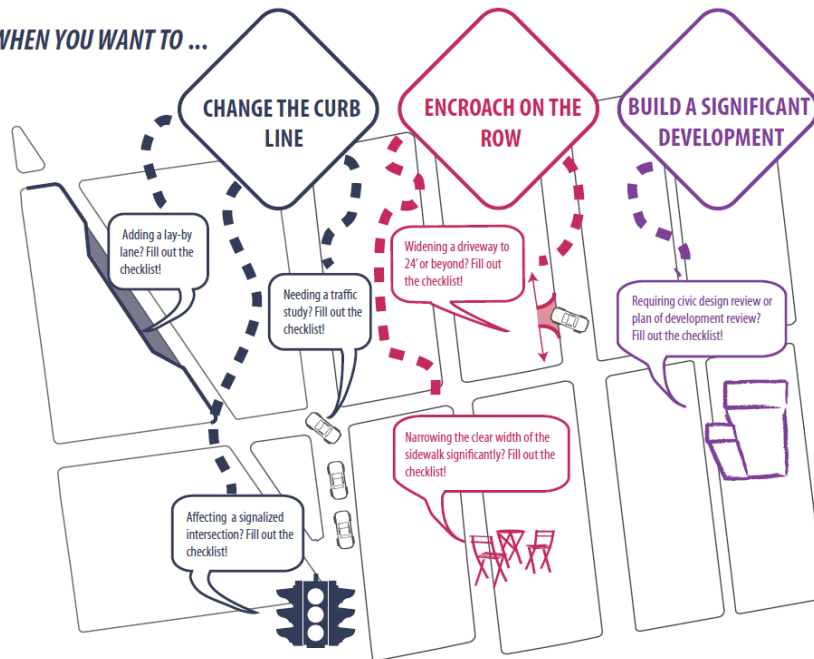
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §111-901 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/projectreviews/Pages/CivicDesignReview.aspx>

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

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

TBD

DATE

TBD

FINAL STREETS DEPT REVIEW AND COMMENT:

TBD

DATE

TBD

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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.philadelphiastreet.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:
 - 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. PROJECT NAME
1030 W. Girard Avenue
2. DATE
08/18/2020
3. APPLICANT NAME
Michael Alhadad
5. PROJECT AREA: list precise street limits and scope
23,520 Sq. Ft..
4. APPLICANT CONTACT INFORMATION
Alhadad06@gmail.com
6. OWNER NAME
Zain Development, LLC & Provident Bank
7. OWNER CONTACT INFORMATION
Alhadad06@gmail.com, 215.704.9090
8. ENGINEER / ARCHITECT NAME
Stuart G. Rosenberg Architects, P.C.
9. ENGINEER / ARCHITECT CONTACT INFORMATION
permits@sgra.com, 215.564.1007
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/>

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Girard</u>	<u>N. 10th</u>	<u>N. 11th</u>	<u>Urban Arterial</u>
<u>W. Harper</u>	<u>N. 10th</u>	<u>N. 11th</u>	<u>Local (Catch All)</u>
<u>N. 10th</u>	<u>Girard</u>	<u>W. Harper</u>	<u>City Neighborhood Street</u>
<u>N. 11th</u>	<u>Girard</u>	<u>W. Harper</u>	<u>City Neighborhood Street</u>

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: This application is a Phase II continuation of previously approved Phase I, which is currently under construction.

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 FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Girard</u>	<u>12' / 18' / 18'</u>	____ / ____
<u>W. Harper</u>	<u>10' / 8' / 8'</u>	____ / ____
<u>N. 10th</u>	<u>12' / 12' / 12'</u>	____ / ____
<u>N. 11th</u>	<u>12' / 12' / 12'</u>	____ / ____

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 FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
<u>Girard</u>	<u>6' / 6' / 6'</u>
<u>W. Harper</u>	<u>5' / 5' / 5'</u>
<u>N. 10th</u>	<u>6' / 6' / 6'</u>
<u>N. 11th</u>	<u>6' / 6' / 6'</u>

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

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>24'</u>	<u>W. Harper Street</u>
<u>Curb Cut</u>	<u>12'</u>	<u>N. 11th Street</u>
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>24'</u>	<u>Relocated on W. Harper St</u>
<u>Curb Cut</u>	<u>12'</u>	<u>N. 11th Street</u>
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL APPROVAL

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: Plans provide for an active streetscape. Girard includes ground floor retail with awnings, trees, and potential for outdoor seating. W. Harper Street includes landscaping with lawns and 2nd floor terraces overlooking streetscapes. Exterior lighting will create a safe and attractive environment.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, **existing and proposed** Building Zone 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.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>Girard</u>	<u>0 / 3' (bay windows, balconies 2nd-5th floors and roof overhangs)</u>
<u>W. Harper</u>	<u>0 / 3' (bay windows 2nd-5th floors and roof overhangs)</u>
<u>N. 10th</u>	<u>0 / 3' (bay windows, balconies 2nd-5th floors and roof overhangs)</u>
<u>N. 11th</u>	<u>0 / 3' (bay windows 2nd-5th floors and roof overhangs)</u>

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.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Girard</u>	<u>4' / 5' / 5'</u>
<u>W. Harper</u>	<u>3.5' / 3' / 3'</u>
<u>N. 10th</u>	<u>4' / 4' / 4'</u>
<u>N. 11th</u>	<u>4' / 4' / 4'</u>

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

- YES ☒ NO ☐ N/A ☐
- YES ☒ NO ☐ N/A ☐
- YES ☐ NO ☐ N/A ☒
- YES ☒ NO ☐ N/A ☐
- YES ☐ NO ☐ N/A ☒
- YES ☒ NO ☐ N/A ☐
- YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐

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

COMPLETE STREETS HANDBOOK CHECKLIST

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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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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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>

40 off-street bicycle spaces.

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.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
1030 W. Girard	40	___ / ___	___ / ___	0 / 40
___	___	___ / ___	___ / ___	___ / ___
___	___	___ / ___	___ / ___	___ / ___
___	___	___ / ___	___ / ___	___ / ___

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

YES ☐ NO ☐ N/A ☒
 YES ☐ NO ☐ N/A ☒
 YES ☒ NO ☐ N/A ☐
 YES ☐ NO ☐ N/A ☒

DEPARTMENTAL APPROVAL

YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐

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

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

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

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | | |
|---|---|--|------------------------------|
| 28. Does the design limit conflict among transportation modes along the curb? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? <u>Building entrances are accessible and a short distance to Trolley & Bus Stops.</u> | | | |

DEPARTMENTAL APPROVAL

- | | |
|------------------------------|-----------------------------|
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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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;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
<u>N/A</u>	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design? SU-30

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 ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

(1) http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
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 ☐ N/A ☐

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

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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.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
<u>N/A</u>	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
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 <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
<i>If yes, City Plan Action may be required.</i>				
47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?				YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____