EXISTING SITE PHOTOGRAPHS
VICINITY BUILDING RELATIVE HEIGHTS
PHASE 1
UNDER CONSTRUCTION
Previously Approved

PHASE 2
PROPOSED

EXISTING CONDITIONS SITE PLAN
CDR-5
FIRST FLOOR PLAN

PHASE 2
PROPOSED

PHASE 1
UNDER CONSTRUCTION
Previously Approved

W. GIRARD AVE.

< W. HARPER ST.

N. 11TH ST. >

< N. 10TH ST.

RETAIL

MAISONETTES

LOBBY

RAMP
PHASE 1
UNDER CONSTRUCTION
Previously Approved

PHASE 2
PROPOSED

ROOF PLAN
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
VIEW FROM GIRARD AVENUE
VIEW FROM HARPER STREET
VIEW FROM HARPER STREET
SHARED GARAGE ENTRY
### ZONING TABULATION CHART PHASE II:

<table>
<thead>
<tr>
<th>ITEM</th>
<th>REQUIRED/ALLOWABLE (CMX-2.5)</th>
<th>EXISTING (CMX-2.5)</th>
<th>PROPOSED (CMX-2.5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROPERTY ZONING DISTRICT</td>
<td>CMX-2.5</td>
<td>CMX-2.5</td>
<td>CMX-2.5</td>
</tr>
<tr>
<td>LOT AREA [MIN.]</td>
<td>23,520 SF</td>
<td>23,520 SF</td>
<td>23,520 SF</td>
</tr>
<tr>
<td>MAX. OCCUPIED AREA (% OF LOT)</td>
<td>80% Corner 23,520 x 0.8 = 18,816 SF</td>
<td>18,032 SF / 23,520 SF = 76.6%</td>
<td>22,565 SF / 23,520 SF = 96%</td>
</tr>
<tr>
<td>MIN. OPEN AREA</td>
<td>20% Corner 23,520 x 0.2 = 4,704 SF</td>
<td>23,520 SF / 18,032 SF = 25.4%</td>
<td>955 SF / 23,520 SF = 4%</td>
</tr>
<tr>
<td>MIN. FRONT YARD DEPTH</td>
<td>Must be built to front lot line</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>MIN. SIDE YARD WIDTH</td>
<td>5' if used</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>MIN. REAR YARD DEPTH</td>
<td>The greater of 9’ or 10% of lot depth (12’ min)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>MAX. BUILDING HEIGHT</td>
<td>85’-0</td>
<td>3’-4” EXISTING BUILDING TO BE DEMOUSHED</td>
<td>78’-0</td>
</tr>
<tr>
<td>UNIT DENSITY</td>
<td>270 SF LOT AREA PER UNIT</td>
<td>23,520 SF / 270 SF = 87 UNITS</td>
<td>120 DWELLING UNITS</td>
</tr>
<tr>
<td>FLOOR AREA RATIO</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>PARKING SPACES</td>
<td>0</td>
<td>NA</td>
<td>55 PARKING SPACES. INCLUDING RELOCATION OF 10 EXISTING SURFACE PARKING SPACES &amp; 3 EXISTING PARKING SPACES FROM LOT “A”</td>
</tr>
<tr>
<td>ACCESSIBLE PARKING SPACES</td>
<td>3 PER 51-75 PARKING SPACES</td>
<td>NA</td>
<td>3 (INCLUDING 1 VAN ACCESSIBLE)</td>
</tr>
<tr>
<td>BIKE STORAGE CLASS 1A</td>
<td>1 PER 3 DWELLING UNITS</td>
<td>NA</td>
<td>40</td>
</tr>
</tbody>
</table>

### PROPOSED USE CHART:

<table>
<thead>
<tr>
<th>SQUARE FEET</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>BASEMENT</td>
<td>22,565 SQ FT</td>
</tr>
<tr>
<td>1ST FLOOR</td>
<td>22,565 SQ FT</td>
</tr>
<tr>
<td>MEZZANINE</td>
<td>7,100 SQ FT</td>
</tr>
<tr>
<td>2ND FLOOR</td>
<td>19,116 SQ FT</td>
</tr>
<tr>
<td>3RD FLOOR</td>
<td>19,116 SQ FT</td>
</tr>
<tr>
<td>4TH FLOOR</td>
<td>19,116 SQ FT</td>
</tr>
<tr>
<td>5TH FLOOR</td>
<td>19,116 SQ FT</td>
</tr>
<tr>
<td>6TH FLOOR</td>
<td>18,237 SQ FT</td>
</tr>
<tr>
<td>ROOF DECK</td>
<td>5,000 SQ FT</td>
</tr>
<tr>
<td>TOTAL</td>
<td>151,931 SQ FT</td>
</tr>
</tbody>
</table>
PROPOSED EXTERIOR MATERIALS AND PLANTINGS

- BRICK VENEER
- ALUMINUM STOREFRONT WINDOW SYSTEM
- METAL PANEL
- WOOD ROOF DECKING
- VILLAGE GREEN ZELCOVA
- AMERICAN HORNBEAM
- EXTERIOR ARCHITECTURAL LIGHTING
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

<table>
<thead>
<tr>
<th>Planning District:</th>
<th>West</th>
<th>Council District:</th>
<th>District 5</th>
</tr>
</thead>
</table>

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  X  No
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
Yes  06/29/2020  No  X  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.

<table>
<thead>
<tr>
<th>Categories</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>Location and Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>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.</td>
<td>Yes. Trolley #15 and bus #15B stop at 11th and Girard Ave.</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>Yes. Underground parking is provided with an entrance on Harper Street (included in Phase I approval).</td>
</tr>
<tr>
<td>(3) 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>Yes. 7% (4/55) of parking spaces are designated as energy efficient vehicle spaces.</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 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)</td>
<td>N/A</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>No.</td>
</tr>
</tbody>
</table>
### 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. | 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? 
- Reduce energy consumption by achieving 10% energy savings or more from an established baseline using | N/A |
### Civic Sustainable Design Checklist – Updated September 3, 2019

| (12) Indoor Air Quality and Transportation | ASHRAE standard 90.1-2016 (LEED v4.1 metric).  
• Achieve certification in Energy Star for Multifamily New Construction (MFNC).  
• Achieve Passive House Certification | 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.  
| 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. |

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ii Title 4 The Philadelphia Building Construction and Occupancy Code  
See also, “The Commercial Energy Code Compliance” information sheet:  
and the “What Code Do I Use” information sheet:  

iii LEED 4.1, Optimize Energy Performance in LEED v4.1  
For Passive House, see [www.phi.us.org](http://www.phi.us.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
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.

The Handbook and the checklist can be accessed at http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx

PRELIMINARY PCPC REVIEW AND COMMENT: DATE
TBD______ TBD______

FINAL STREETS DEPT REVIEW AND COMMENT: DATE
TBD______ TBD______
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 RACKS/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 RACKS/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
   1030 W. Girard Avenue

2. DATE
   08/18/2020

3. APPLICANT NAME
   Michael Alhadad

4. APPLICANT CONTACT INFORMATION
   Alhadad06@gmail.com

5. PROJECT AREA: list precise street limits and scope
   23,520 Sq. Ft.

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/

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Girard</td>
<td>N. 10th</td>
<td>N. 11th</td>
<td>Urban Arterial</td>
</tr>
<tr>
<td>W. Harper</td>
<td>N. 10th</td>
<td>N. 11th</td>
<td>Local (Catch All)</td>
</tr>
<tr>
<td>N. 10th</td>
<td>Girard</td>
<td>W. Harper</td>
<td>City Neighborhood Street</td>
</tr>
<tr>
<td>N. 11th</td>
<td>Girard</td>
<td>W. Harper</td>
<td>City Neighborhood Street</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: This application is a Phase II continuation of previously approved Phase I, which is currently under construction.

DEPARTMENTAL REVIEW: General Project Information
### 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></td>
<td>Required / Existing / Proposed</td>
<td>Existing / Proposed</td>
</tr>
<tr>
<td>Girard</td>
<td>12’ / 18’ / 18’</td>
<td>_____ / _____</td>
</tr>
<tr>
<td>W. Harper</td>
<td>10’ / 8’ / 8’</td>
<td>_____ / _____</td>
</tr>
<tr>
<td>N. 10th</td>
<td>12’ / 12’ / 12’</td>
<td>_____ / _____</td>
</tr>
<tr>
<td>N. 11th</td>
<td>12’ / 12’ / 12’</td>
<td>_____ / _____</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></td>
<td>Required / Existing / Proposed</td>
</tr>
<tr>
<td>Girard</td>
<td>6’ / 6’ / 6’</td>
</tr>
<tr>
<td>W. Harper</td>
<td>5’ / 5’ / 5’</td>
</tr>
<tr>
<td>N. 10th</td>
<td>6’ / 6’ / 6’</td>
</tr>
<tr>
<td>N. 11th</td>
<td>6’ / 6’ / 6’</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>Driveway</td>
<td>24’</td>
<td>W. Harper Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>12’</td>
<td>N. 11th Street</td>
</tr>
</tbody>
</table>

#### PROPOSED VEHICULAR INTRUSIONS

| INTRUSION TYPE | INTRUSION WIDTH | PLACEMENT |}

```plaintext
| Driveway       | 24’             | Relocated on W. Harper St |
| Curb Cut       | 12’             | N. 11th Street |
```
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?

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:
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>Girard</td>
<td>0 / 3’ (bay windows, balconies 2nd-5th floors and roof overhangs)</td>
</tr>
<tr>
<td>W. Harper</td>
<td>0 / 3’ (bay windows 2nd-5th floors and roof overhangs)</td>
</tr>
<tr>
<td>N. 10th</td>
<td>0 / 3’ (bay windows, balconies 2nd-5th floors and roof overhangs)</td>
</tr>
<tr>
<td>N. 11th</td>
<td>0 / 3’ (bay windows 2nd-5th floors and roof overhangs)</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>Girard</td>
<td>4’ / 5’ / 5’</td>
</tr>
<tr>
<td>W. Harper</td>
<td>3.5’ / 3’ / 3’</td>
</tr>
<tr>
<td>N. 10th</td>
<td>4’ / 4’ / 4’</td>
</tr>
<tr>
<td>N. 11th</td>
<td>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

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES ☒ NO ☐ N/A ☐</td>
</tr>
<tr>
<td>YES ☒ NO ☐ N/A ☐</td>
</tr>
<tr>
<td>YES ☒ NO ☐ N/A ☐</td>
</tr>
<tr>
<td>YES ☒ NO ☐ N/A ☐</td>
</tr>
</tbody>
</table>

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
### BUILDING & FURNISHING COMPONENT (continued)

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 &amp; 4.4.8)</td>
<td>YES ☑ NO ☐ N/A ☐</td>
<td>YES ☑ NO ☐ N/A ☐</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22. Does the design maintain adequate visibility for all roadway users at intersections?</td>
<td>YES ☑ NO ☐ N/A ☐</td>
<td>YES ☑ NO ☐ N/A ☐</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

#### DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:
BICYCLE COMPONENT (Handbook Section 4.5)


   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.

<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>1030 W. Girard</td>
<td>40</td>
<td>_____ / _____</td>
<td>_____ / _____</td>
<td>0 / 40</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?

APPLICANT: Bicycle Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component
Reviewer Comments:
### CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>28. Does the design limit conflict among transportation modes along the curb?</td>
<td>YES</td>
<td>NO</td>
<td></td>
<td>YES</td>
</tr>
<tr>
<td>29. Does the design connect transit stops to the surrounding pedestrian network and destinations?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
<td>YES</td>
</tr>
<tr>
<td>30. Does the design provide a buffer between the roadway and pedestrian traffic?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
<td>YES</td>
</tr>
<tr>
<td>31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? Building entrances are accessible and a short distance to Trolley &amp; Bus Stops.</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
<td>YES</td>
</tr>
</tbody>
</table>

**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>N/A</td>
<td></td>
<td></td>
<td>/</td>
<td></td>
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</tr>
</tbody>
</table>

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**

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

36. Does the design maintain emergency vehicle access?
   **YES**

37. Where new streets are being developed, does the design connect and extend the street grid?
   **YES**

38. Does the design support multiple alternative routes to and from destinations as well as within the site?
   **YES**

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?
   **YES**

**APPLICANT:** Vehicle / Cartway Component

**Additional Explanation / Comments:** ______

**DEPARTMENTAL REVIEW:** Vehicle / Cartway Component

**Reviewer Comments:**

### URBAN DESIGN COMPONENT (Handbook Section 4.8)

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Departmental Approval</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>YES ☒ NO ☐ N/A ☐ YES ☒ NO ☐</td>
</tr>
<tr>
<td>41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?</td>
<td>☒</td>
<td></td>
<td></td>
<td>YES ☒ NO ☐ N/A ☐ YES ☒ NO ☐</td>
</tr>
<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>YES ☒ NO ☐ N/A ☐ YES ☒ NO ☐</td>
</tr>
</tbody>
</table>

**APPLICANT: Urban Design Component**

Additional Explanation / Comments: _____

**DEPARTMENTAL REVIEW: Urban Design Component**

Reviewer Comments: _____
**COMPLETE STREETS HANDBOOK CHECKLIST**
Philadelphia City Planning Commission

### 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>N/A</td>
<td></td>
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</table>

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

   *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? YES ☐ NO ☐ N/A ☑

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? YES ☐ NO ☐ N/A ☑

**APPLICANT:** Intersections & Crossings Component

Additional Explanation / Comments: ______

**DEPARTMENTAL REVIEW:** Intersections & Crossings Component

Reviewer Comments: ______
<table>
<thead>
<tr>
<th>ADDITIONAL COMMENTS</th>
</tr>
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<tbody>
<tr>
<td><strong>APPLICANT</strong></td>
</tr>
<tr>
<td>Additional Explanation / Comments: _____</td>
</tr>
<tr>
<td></td>
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<tr>
<td><strong>DEPARTMENTAL REVIEW</strong></td>
</tr>
<tr>
<td>Additional Reviewer Comments: _____</td>
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</table>