# Table of Contents

## Site Context
- 3D Massing Model 1
- Aerial Views 2
- Street Images 3
- Existing Site Survey 4

## Plans
- Landscape Plan 5
- Floor Plan 6

## Facade
- Materials 7
- Elevations 8 - 9
- Site Sections 10
- Renderings 11 - 12

## Checklists
- Sustainable Design Checklist 13
- Streets Handbook Checklist 14-19
LaSalle (Ogontz)
5350 Ogontz Ave, Philadelphia, PA

Central High School
LaSalle University Communications Center
LaSalle University Dorms
Site
Ogontz Ave
W Sommerville Ave

3D Massing Model | 01
LaSalle (Ogontz) 5350 Ogontz Ave, Philadelphia, PA

Material

1. IMP - Dark Gray
2. IMP - Light Gray
3. Metal Trim - White
4. Metal Canopy - Teal
5. Red Brick
## 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

<table>
<thead>
<tr>
<th>Location and Transportation</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a 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></td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.</td>
<td></td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>Designate 5% of all parking spaces used by the project as preferred parking for 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>(4) Railway Setbacks (Excluding frontages facing trolley/light rail or enclosed subsurface rail lines or subways)</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></td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td></td>
</tr>
<tr>
<td>Water Efficiency</td>
<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>
<tr>
<td>Sustainable Sites</td>
<td>(7) Previous Site Surfaces</td>
<td>Provides vegetated and/or pervious open space that is 50% 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>
<tr>
<td>Energy and Atmosphere</td>
<td>(8) 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>
</tr>
<tr>
<td></td>
<td>(9) 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 SR&gt;85 B) Shading by trees, structures, or solar panels.</td>
</tr>
<tr>
<td></td>
<td>(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td>PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.03-2016. 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.</td>
</tr>
<tr>
<td>Energy Commissioning and Energy Performance - Going beyond the code</td>
<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? A) Reduce energy consumption by achieving 10% energy savings or more from an established baseline using:</td>
</tr>
<tr>
<td>(12) Indoor Air Quality and Transportation</td>
<td>Any sites within 300 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy.</td>
<td></td>
</tr>
<tr>
<td>(13) On-Site Renewable Energy</td>
<td>Produce renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage.</td>
<td></td>
</tr>
<tr>
<td>Innovation</td>
<td>(14) Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm.</td>
</tr>
</tbody>
</table>
LaSalle (Ogontz)  5350 Ogontz Ave, Philadelphia, PA
Complete Streets Handbook Checklist  |  13

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

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:

- 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/LABY LINES
  - 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 PINC POINTS
  - PROPOSED CURB CUTS/DRIVEWAYS/LABY LINES
  - 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.

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

WHEN YOU WANT TO...

CHANGE THE CURB LINE

ENCROACH ON THE ROW

BUILD A SIGNIFICANT DEVELOPMENT

PRELIMINARY PCPC REVIEW AND COMMENT:

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

DATE
# COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

## General Project Information

1. **Project Name:** LaSalle Self-Storage Facility
2. **Date:** 08/11/2020
3. **Applicant Name:** BSS LaSalle, LLC c/o NorthPoint Development, LLC
4. **Applicant Contact Information:**
   Marc Werner
5. **Owner Name:** Philadelphia Authority for Industrial Development
6. **Owner Contact Information:** 215-496-8020
7. **Engineer / Architect Name:** Kimley-Horn and Associates, Inc. / StudioNorth Architecture
8. **Engineer / Architect Contact Information:** Anthony Caponigro, (267) 648-0150, Anthony.Caponigro@kimley-horn.com; Kevin Poll, (616) 895-8137, kpoll@studionortharc.com
9. **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.

### Streets

<table>
<thead>
<tr>
<th>STREET FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ogontz Ave</td>
<td>W. Fisher Ave</td>
<td>W. Somerville Ave</td>
</tr>
</tbody>
</table>

### Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?

- **Paving and loading regulations in curb lanes adjacent to the site**
- **Street Furniture such as bus shelters, honor boxes, etc.**
- **Street Direction**
- **Curb Cuts**
- **Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.**
- **Building Extensions into the sidewalk, such as stairs and stoops**

### 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>Ogontz Avenue</td>
<td>3'9&quot; / 3'4&quot; / 3'9&quot;</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>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ogontz Avenue</td>
<td>3'9&quot; / 3'4&quot; / 3'9&quot;</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>N/A</td>
<td>N/A</td>
<td>N/A</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>Two Streets Type 1A Driveways</td>
<td>24&quot;</td>
<td>North and south sides of the development area</td>
</tr>
</tbody>
</table>

### Applicant Information

**Applicant:** General Project Information

**Additional Information / Comments:**

**Departmental Review:** General Project Information
### Pedestrian Component (continued)

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?  

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
</table>

### Applicant: Pedestrian Component

Additional Explanation / Comments: Proposed a wider sidewalk with a 9’ total sidewalk width with a 6’ wide walking zone as compared with the existing 34” wide sidewalk.

### Departmental Review: Pedestrian Component

Reviewer Comments:

<table>
<thead>
<tr>
<th>Departmental Approval</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
</table>

---

### 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.

<table>
<thead>
<tr>
<th>Street Frontage</th>
<th>Maximum Building Zone Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ogontz Avenue</td>
<td>14' / 33'</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>Ogontz Avenue</td>
<td>10' / 15' / 15.5’</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>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
</table>

19. Does the design avoid tripping hazards?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
</table>

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>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
</table>
21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)
   YES ☐ NO ☐ N/A ☐ YES ☐ NO ☐

22. Does the design maintain adequate visibility for all roadway users at intersections?
   YES ☐ NO ☐ N/A ☐ YES ☐ NO ☐

**APPLICANT: Building & Furnishing Component**

Additional Explanation / Comments: Furnishing zone to be grass area. Building setback > 100’ from the R.O.W.

**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
   No modifications outside of the property line, aside from one proposed curb cut, are proposed.

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 14-824.

<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>5350 Ogontz Avenue</td>
<td>0</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 0</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
   - YES ☐ NO ☐ N/A ☐ YES ☐ NO ☐

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 ☐

**APPLICANT: Bicycle Component**

Additional Explanation / Comments: There is an existing bike lane within Ogontz Avenue right-of-way.

**DEPARTMENTAL REVIEW: Bicycle Component**

Reviewer Comments:
### COMPLETE STREETS HANDBOOK CHECKLIST

**CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)**

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

**APPLICANT:** Curbside Management Component

Additional Explanation / Comments: *5’ wide landscape buffer provided between roadway and sidewalk.*

**DEPARTMENTAL REVIEW:** Curbside Management Component

**Reviewer Comments:**

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### COMPLETE STREETS HANDBOOK CHECKLIST

**VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)**

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

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage:

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.

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: *The site was designed with the consideration of the SU-30 truck, which is anticipated to be the largest vehicle utilizing the site.*

**DEPARTMENTAL REVIEW:** Vehicle / Cartway Component

**Reviewer Comments:**

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### URBAN DESIGN COMPONENT (Handbook Section 4.8)

<table>
<thead>
<tr>
<th></th>
<th>YES</th>
<th>NO</th>
<th>N/A</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>
</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>
</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>
</tr>
</tbody>
</table>

**APPLICANT:** Urban Design Component  
**Additional Explanation / Comments:** Sidewalks are provided to all publicly accessible locations on-site.

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

<table>
<thead>
<tr>
<th></th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>44. Does the design minimize the signal cycle length to reduce pedestrian wait time?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45. Does the design provide adequate clearance time for pedestrians to cross streets?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*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

<table>
<thead>
<tr>
<th></th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**APPLICANT:** Intersections & Crossings Component  
**Additional Explanation / Comments:** No proposed modifications to intersections.

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

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LaSalle (Ogontz)  | 5350 Ogontz Ave, Philadelphia, PA  
Complete Streets Handbook Checklist | 18
<table>
<thead>
<tr>
<th>ADDITIONAL COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>APPLICANT</strong></td>
</tr>
<tr>
<td>Additional Explanation / Comments: ____</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DEPARTMENTAL REVIEW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Reviewer Comments: ____</td>
</tr>
</tbody>
</table>