

1300 N. HOWARD ST.

CIVIC DESIGN REVIEW

Date: 07.29.2021



Team

Developer



Architect



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- ① Moffet Elementary School
- ② City Fitness
- ③ Hancock Playground
- ④ St. Michael's Church
- ⑤ La Salle Academy
- ⑥ Crane Arts
- ⑦ The Plaza
- ⑧ WeWork
- ⑨ ACME
- ⑩ South Kensington Community Center
- ⑪ Philadelphia District Health
- ⑫ Bodine High School
- ⑬ St. Peter's Catholic School
- ⑭ Laser Wolf
- ⑮ Hetzell Playground
- ⑯ Liberty Square
- ⑰ Liberty Lands
-  Septa Girard Station



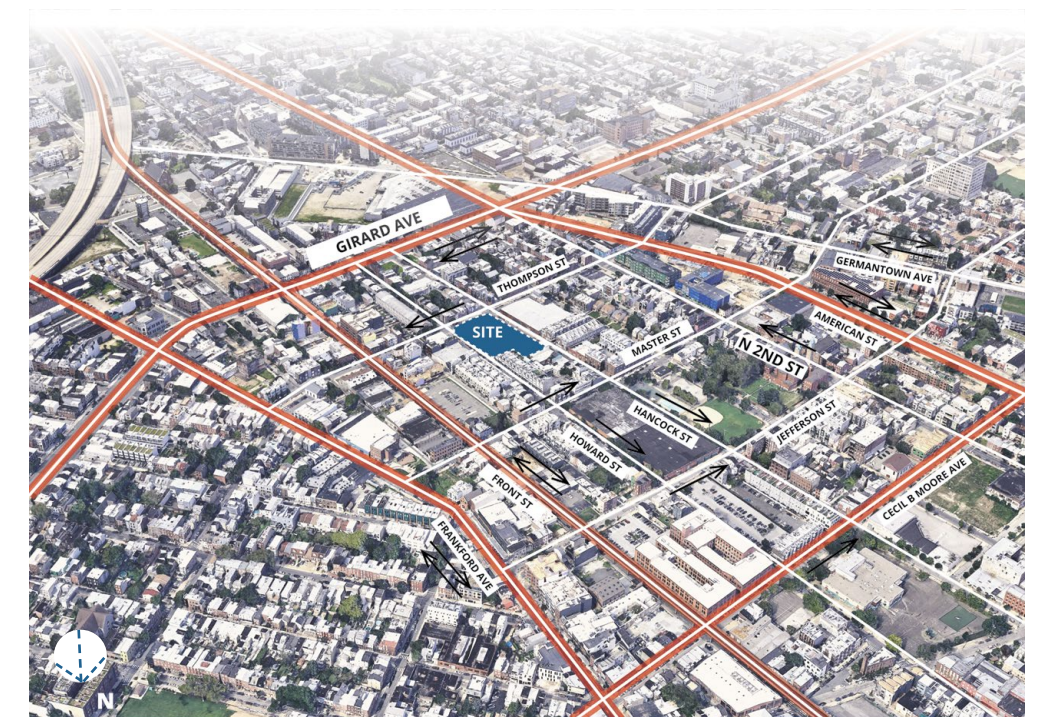
Neighborhood

- Market–Frankford Line
- Light Rail Line
- HWY I-95
- Septa Public Transportation



Traffic Transportation

- Local Streets
- Major Commercial Streets



City Streets



Looking North



Looking South

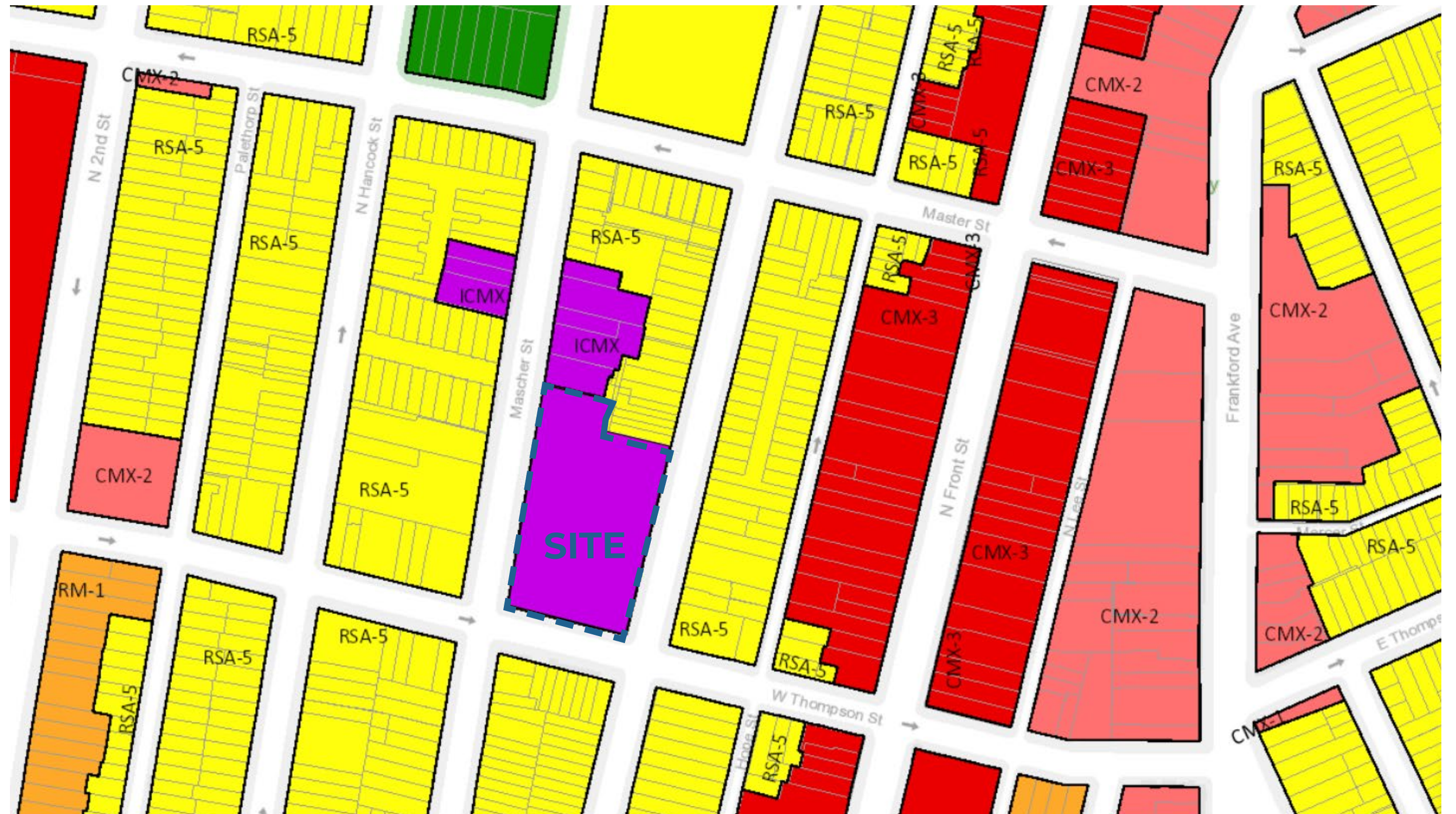


Looking East

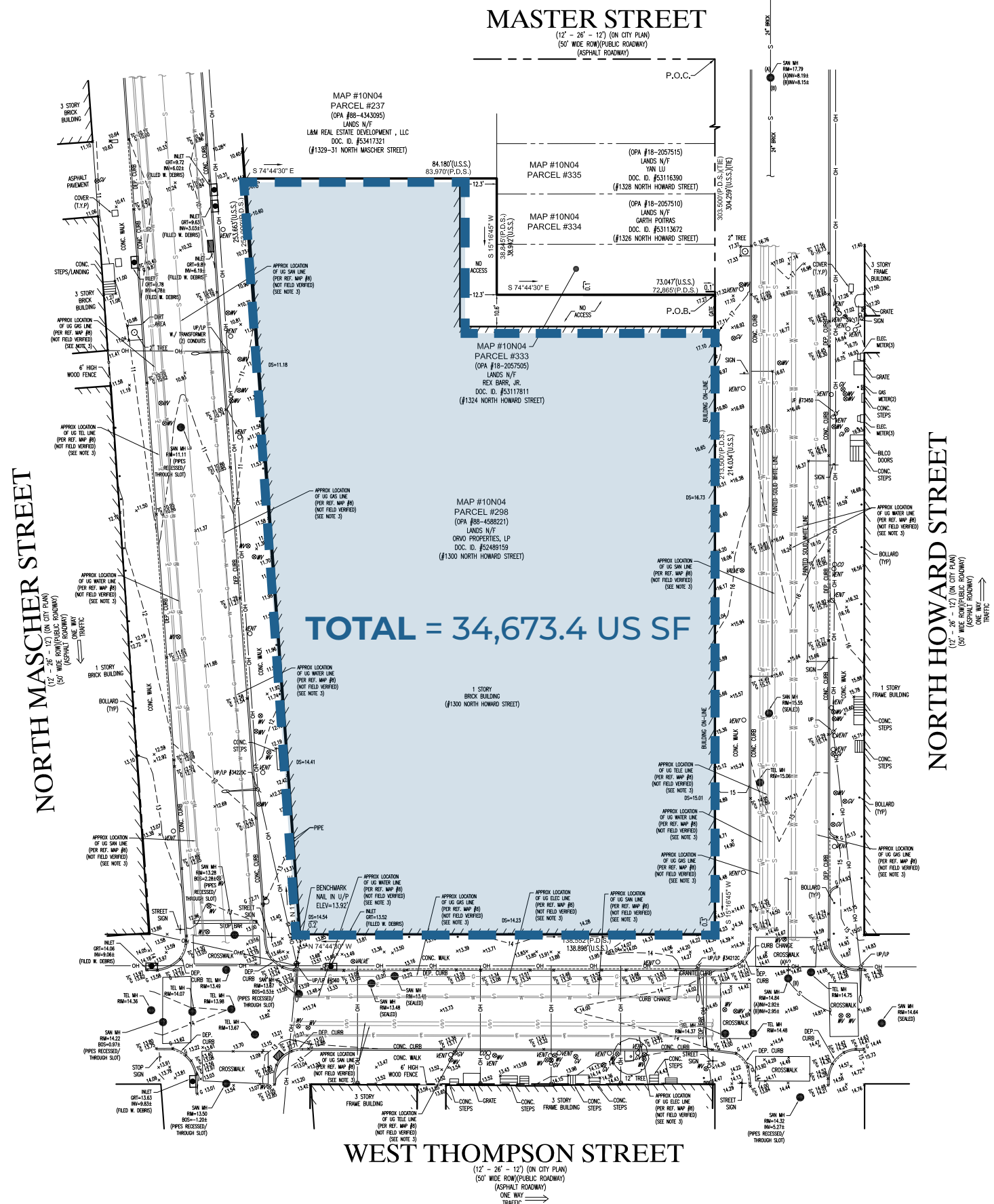


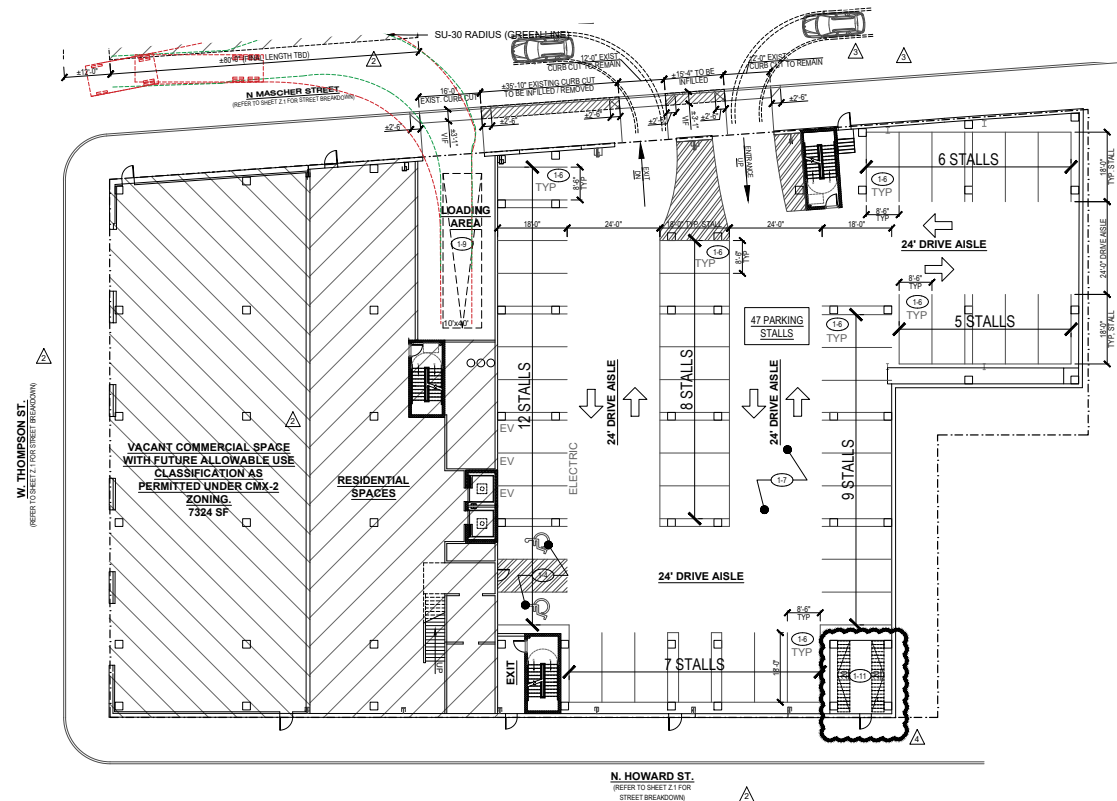
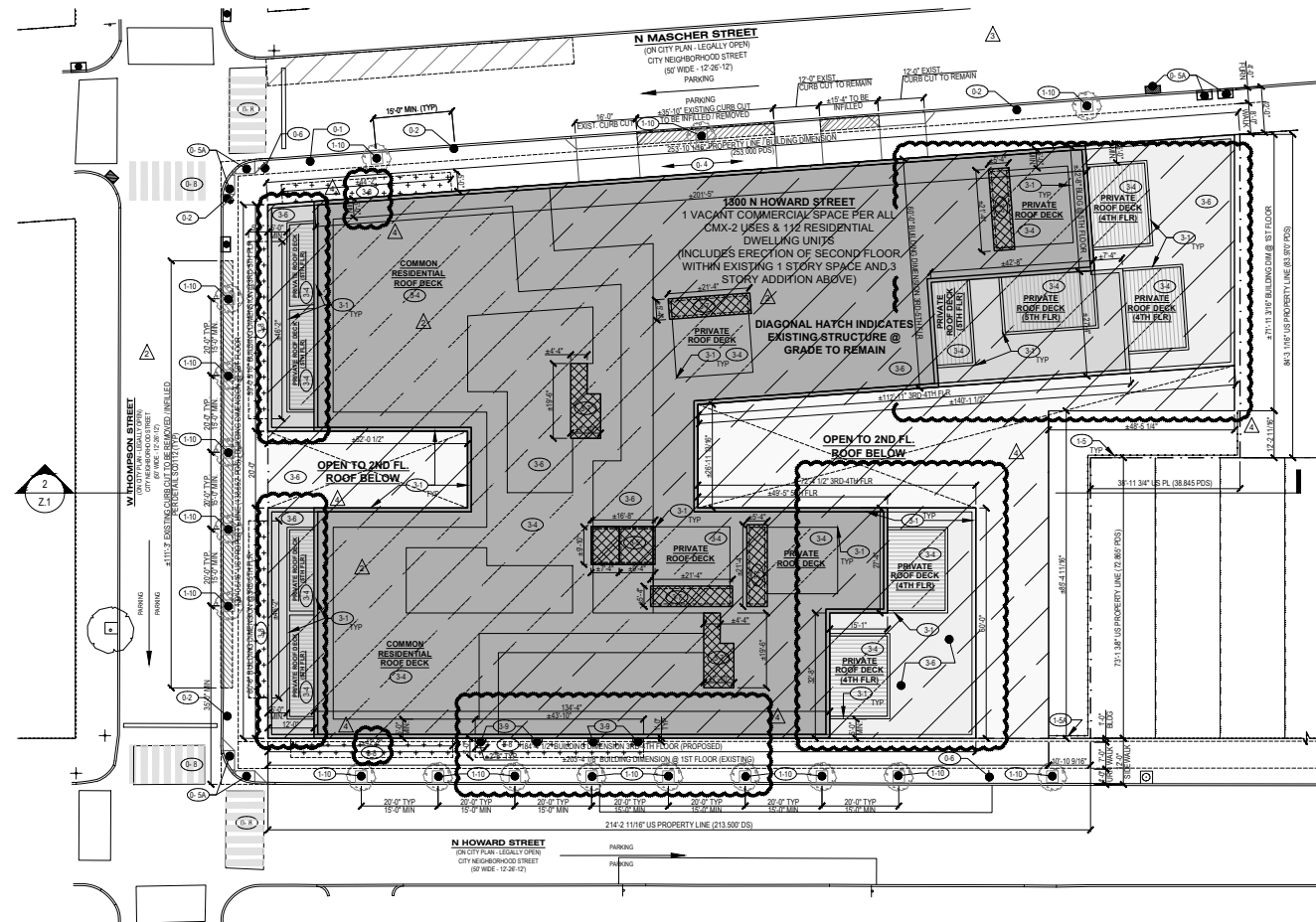
Looking West





- | | |
|--------------------------------------|---------|
| NEIGHBORHOOD COMMERCIAL MIX-USE-1 | CMX-1 |
| NEIGHBORHOOD COMMERCIAL MIX-USE-2 | CMX-2 |
| COMMUNITY COMMERCIAL MIXED-USE | CMX-3 |
| INDUSTRIAL COMMERCIAL MIX-USE | ICMX |
| INDUSTRIAL RESIDENTIAL MIX-USE | IRMX |
| RESIDENTIAL MIX-USE-1 | RM-1 |
| RESIDENTIAL SINGLE-FAMILY ATTACHED-5 | RSA-5 |
| ACTIVE PARKS AND OPEN SPACE | SP-PO-A |





ZONING CHART

BASE DISTRICT:	RSA-5
ABUTTING DISTRICT:	RSA-5 / ICMX
DISTRICT ACROSS STREET:	RSA-5
LOT AREA:	34,673.5 US SF
USE:	112 DWELLING UNITS 1 COMMERCIAL SPACE

DIM. STANDARDS:	REQUIRED	EXISTING	PROPOSED
OPEN AREA:	6,935.5 SF (20%)	1,387.5 SF (4%)	6,935.5 SF
OCCUPIED AREA:	27,738 SF (80%)	33,286 SF (96%)	27,738 SF
FRONT YARD SETBACK:	0'-0"	0'-0"	0'-0"
SIDE YARD:	12' IF USED	0'-0"	0'-0"
REAR YARD:	NA (3 ST. FRONT.)	NA	NA
HEIGHT:	38'	+/- 26'-6"	(+/-60'-0")NTE 60'
TOTAL GFA:			129,568 SF
STREET TREES:	17		18

PARKING:	REQUIRED	PROPOSED
AUTO PARKING:	0	47 SP (2) ADA (3) ELECTRIC

LOADING SPACE:	0	1
BICYCLE RACKS(CLASS1A)	38	40
BICYCLE RACKS(SIDEWALK)	0 STALLS	20 STALLS

RIGHT-OF-WAY COMPONENTS:	N. HOWARD ST (CITY NEIGH.) (12'-26'-12')	W. THOMPSON ST (CITY NEIGH.) (12'-26'-12')	N. MASCHER ST (CITY NEIGH.) (12'-26'-12')
PEDESTRIAN ZONE:	7'-0"	8'-0"	8'-0"
FURNISHING ZONE:	4'-0"	4'-0"	4'-0"
BUILDING ZONE:	1'-0"	0'-0"	0'-0"

ENCROACHMENTS (TYP.):	N. HOWARD ST	W. THOMPSON ST	N. MASCHER ST
STAIR :	0'	0'	0'
EGRESS WELLS:	0'	0'	0'
ARCH. EMBELLISHMENT :	1'-0"	0'	0'





SITE PLAN

GROUND FLOOR

- COMMERCIAL
- AMENITY
- RESIDENTIAL
- UTILITY

KEY NOTES

- ① EXISTING CURBCUT
- ② PROPOSED STREET TREE W/ ENLARGED PITS, 3' x 6'
- ③ PROPOSED BICYCLE RACK
- ④ 8' ESTATE FENCE
- ⑤ LANDSCAPED AREA
- ⑥ RESIDENTIAL LOBBY
- ⑦ COMMERCIAL SPACE
- ⑧ TRASH ROOM
- ⑨ MAIL & PACKAGE ROOM
- ⑩ AMENITY SPACE
- ⑪ STAIR TOWER
- ⑫ ELEVATOR
- ⑬ 2-WAY DRIVE AISLE
- ⑭ PARKING STALLS
- ⑮ ADA PARKING
- ⑯ EV PARKING
- ⑰ LOADING SPACE
- ⑱ BICYCLE STORAGE
- ⑲ BRICK SCREEN
- ⑳ PROJECTED AWNING

LANDSCAPE PLAN

SITE PLAN

- COMMERCIAL
- AMENITY
- RESIDENTIAL
- UTILITY

KEY NOTES

- 1 GREEN ROOF
- 2 COMMON ROOF DECK
- 3 STAIR TOWER
- 4 ELEVATOR LOBBY
- 5 PRIVATE DECK
- 6 PILOT HOUSE

STREET TREES



PLANTING 'A'
CRATEGUS VIRIDIS
GREEN HAWTHORN
'WINTER KING'

SEDUM GREEN ROOF CUTTING MIX



SEDUM 'A'
SEDUM ACRE



SEDUM 'B'
SEDUM ALBUM



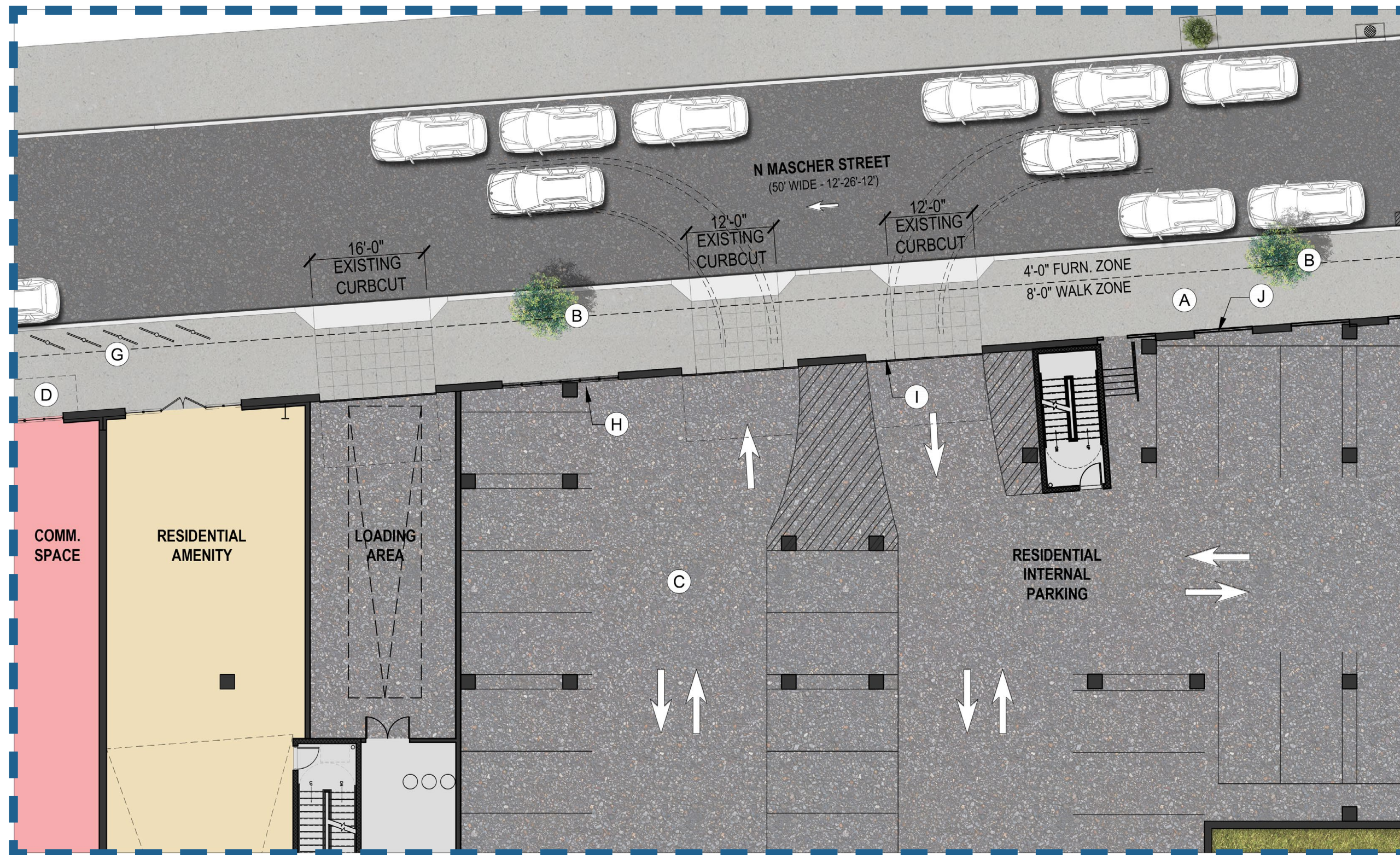
SEDUM 'C'
SEDUM PURPUREUM



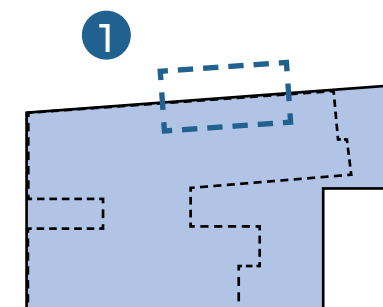
SEDUM 'D'
'JOHN CREECH'



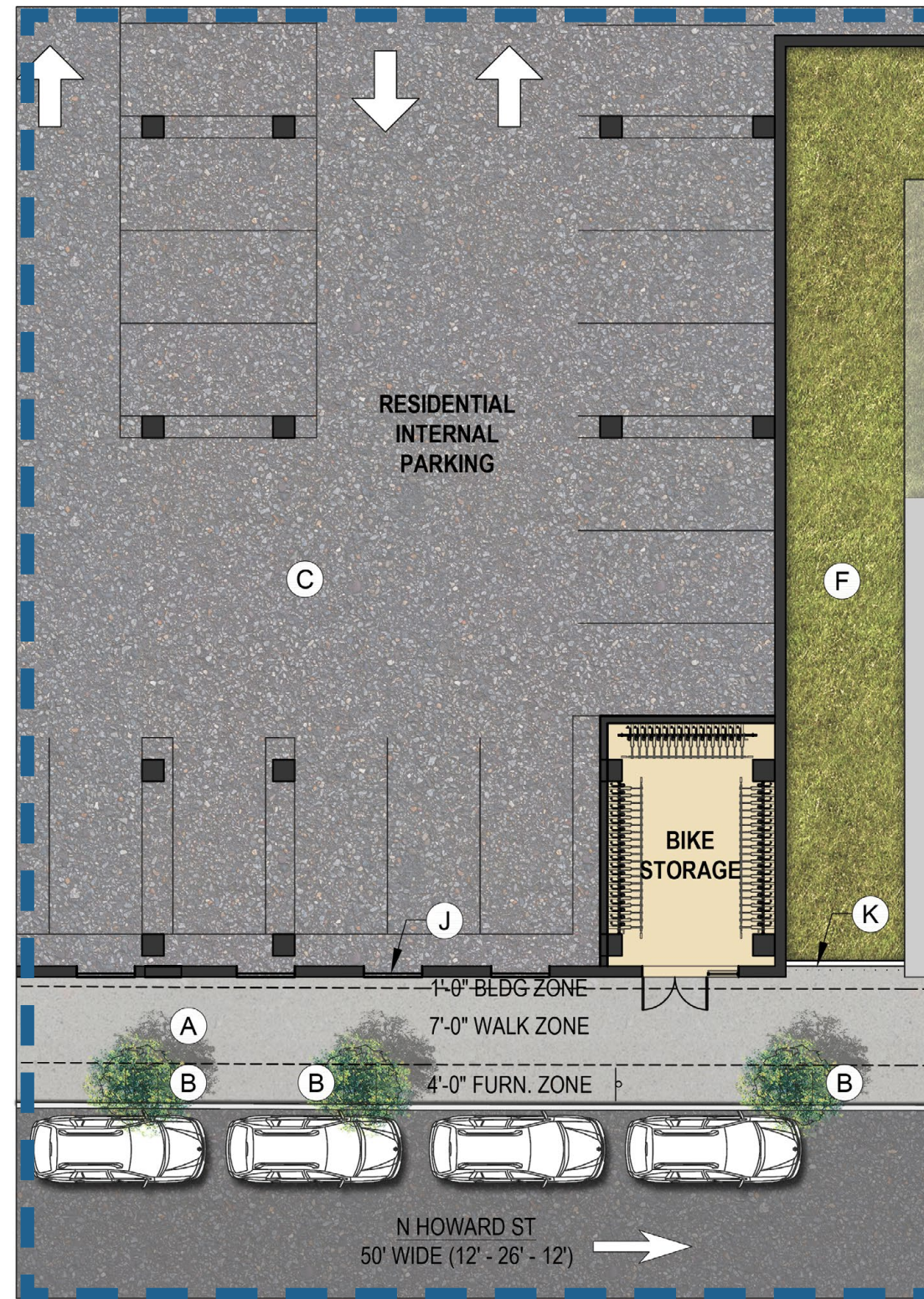
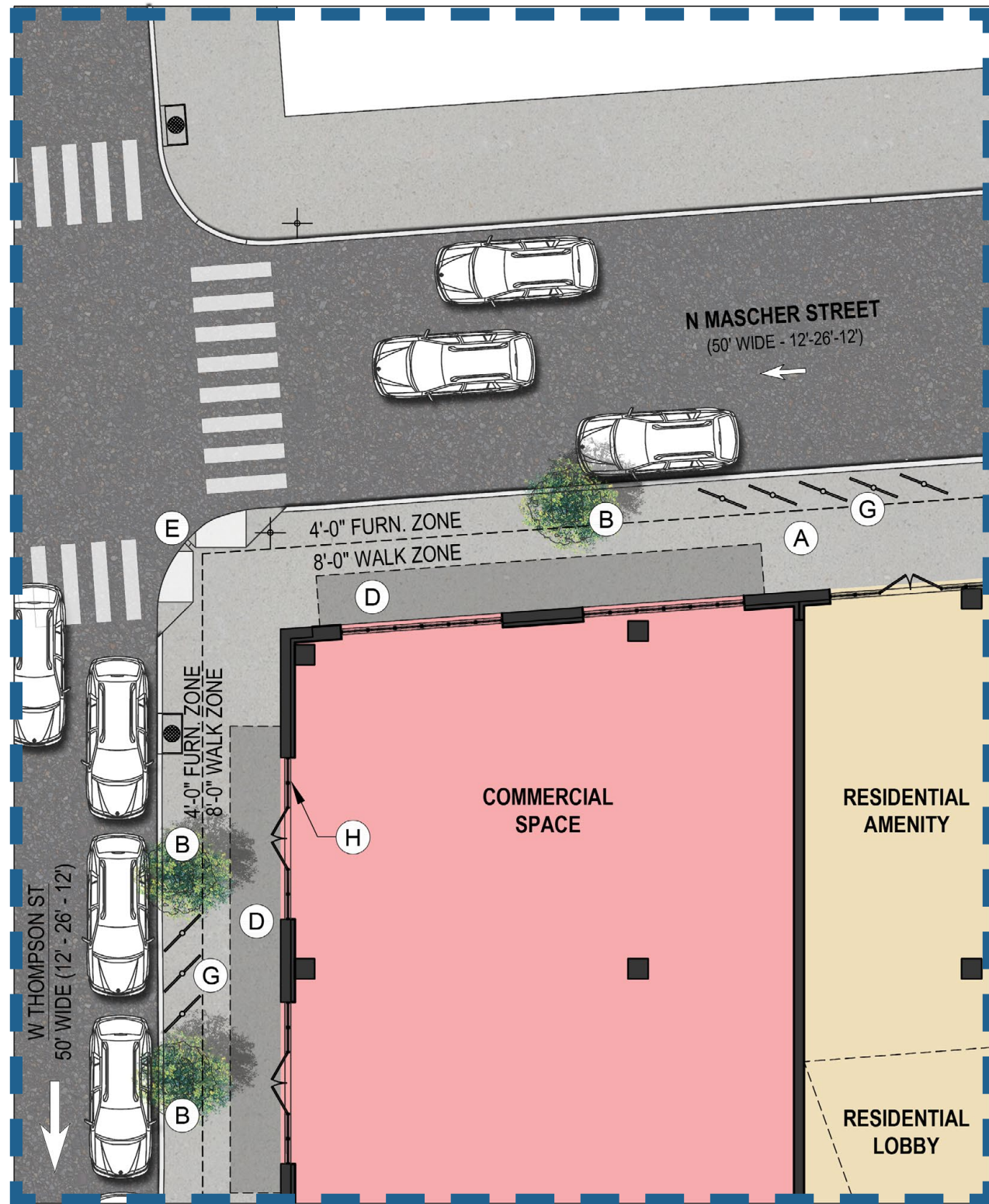




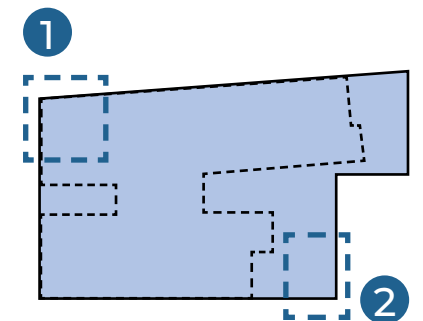
- A CONCRETE SIDEWALK
- B PROPOSED STREET TREE
- C ASPHALT PAVING
- D AWNING ABOVE
- E ADA CORNER RAMP
- F LANDSCAPED AREA
- G PROPOSED BICYCLE RACK
- H STOREFRONT SYSTEM
- I OVERHEAD DOORS
- J PROPOSED BRICK SCREENS



1

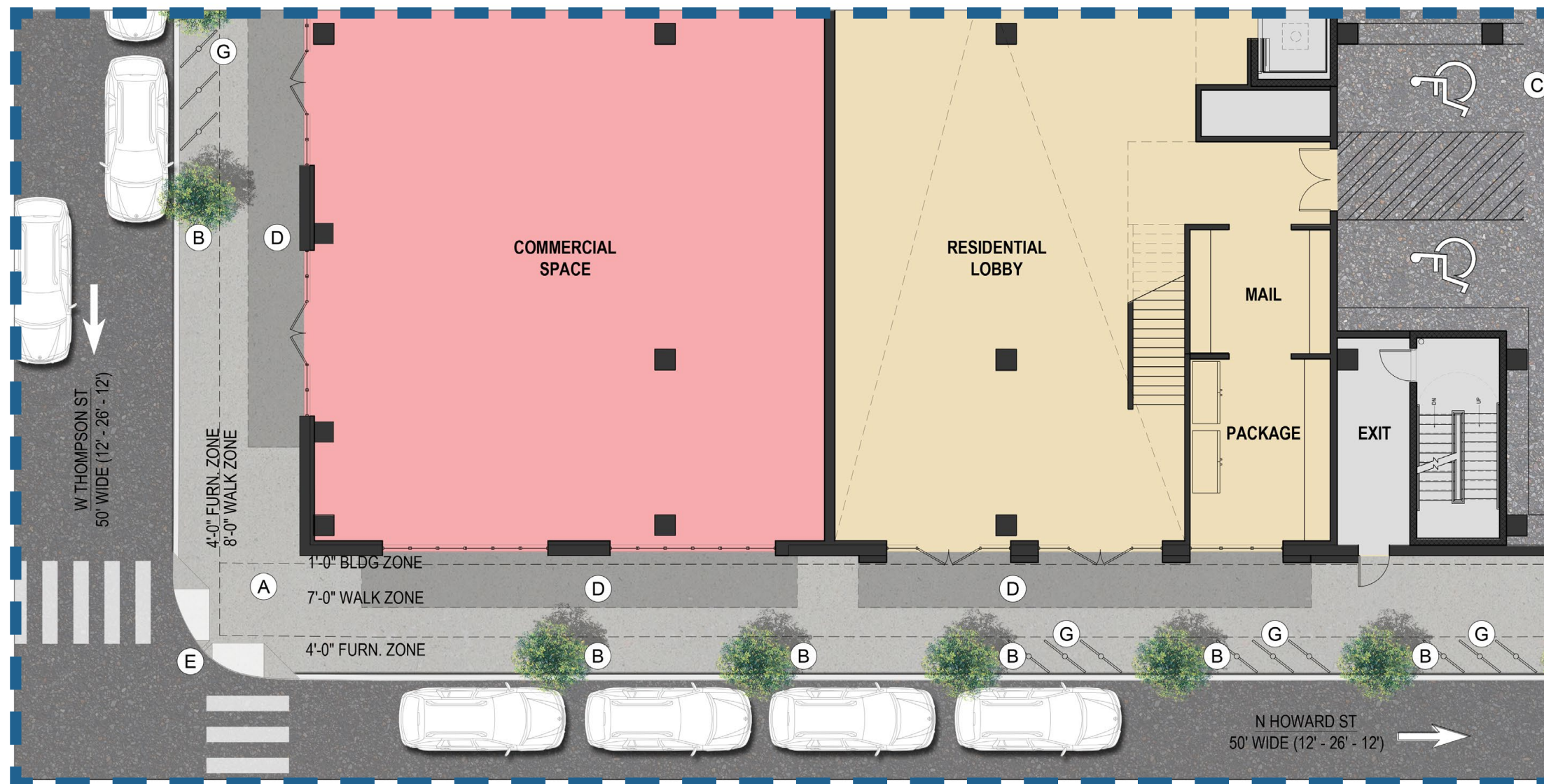


- A CONCRETE SIDEWALK
- B PROPOSED STREET TREE
- C ASPHALT PAVING
- D AWNING ABOVE
- E ADA CORNER RAMP
- F LANDSCAPED AREA
- G PROPOSED BICYCLE RACK
- H STOREFRONT SYSTEM
- I OVERHEAD DOORS
- J PROPOSED BRICK SCREENS
- K 8' HIGH METAL ESTATE FENCE



1

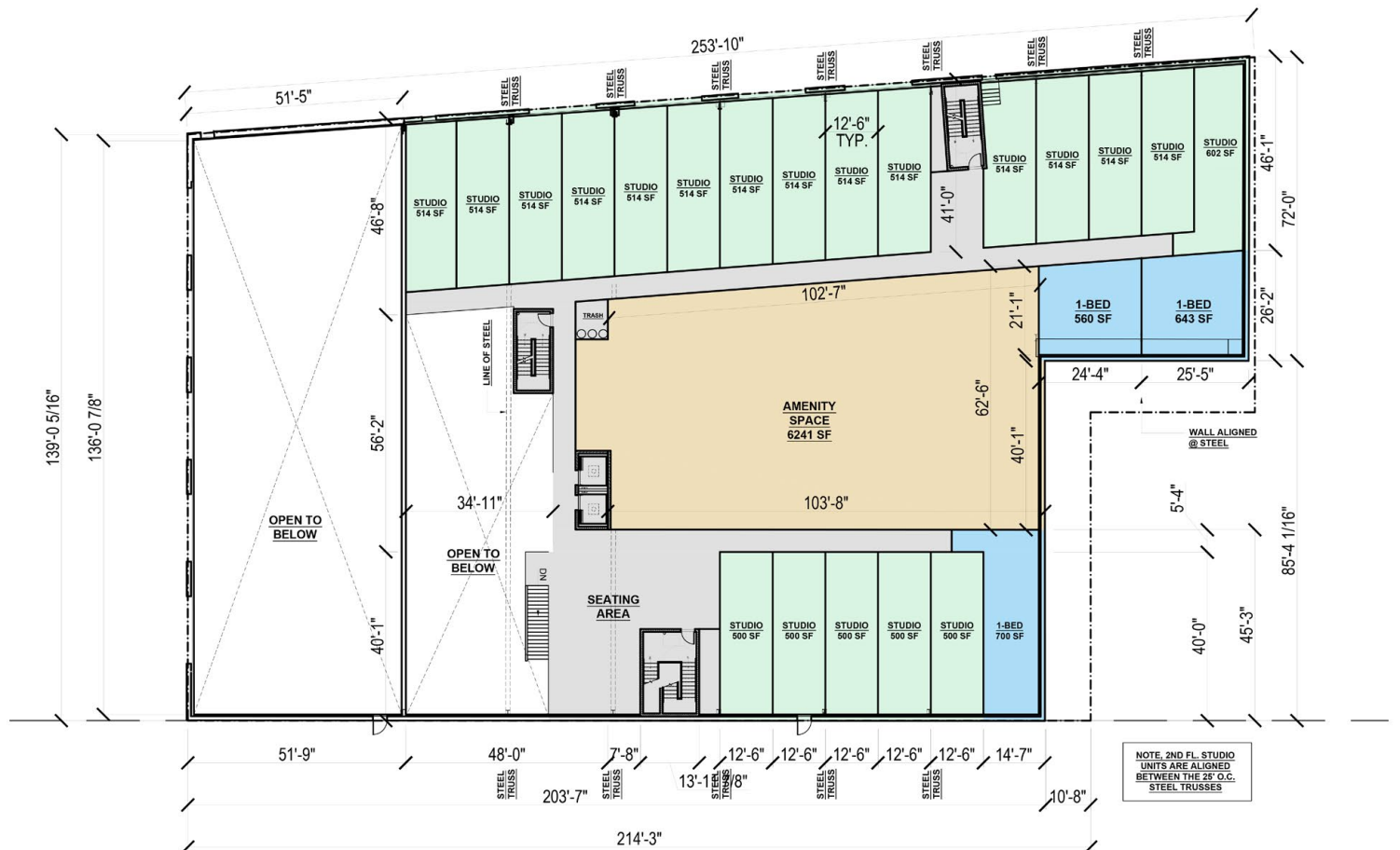
2



- A** CONCRETE SIDEWALK
- B** PROPOSED STREET TREE
- C** ASPHALT PAVING
- D** AWNING ABOVE
- E** ADA CORNER RAMP
- F** STOREFRONT SYSTEM
- G** PROPOSED BICYCLE RACK



GROUND FLOOR PLAN



2ND FLOOR PLAN

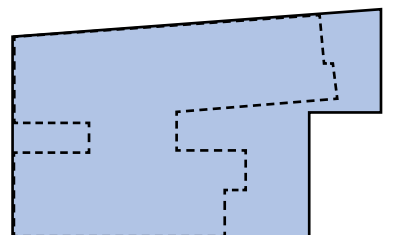
BLDG

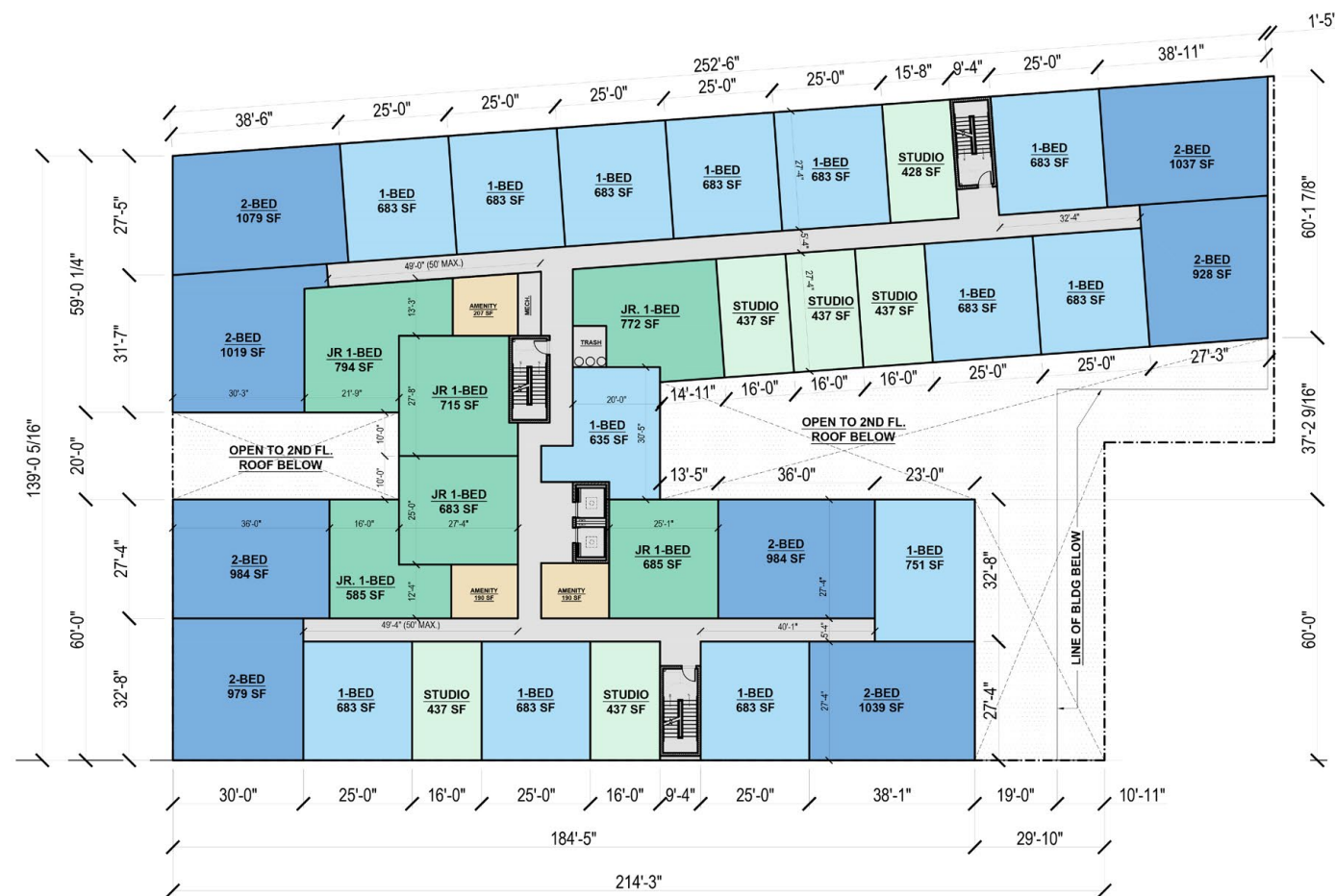
MIX-USE

- 5-STORIES
- 129,568 SF GFA
- 112 DWELLING UNITS
- 47 PARKING STALLS
- 56 BICYCLE STALLS

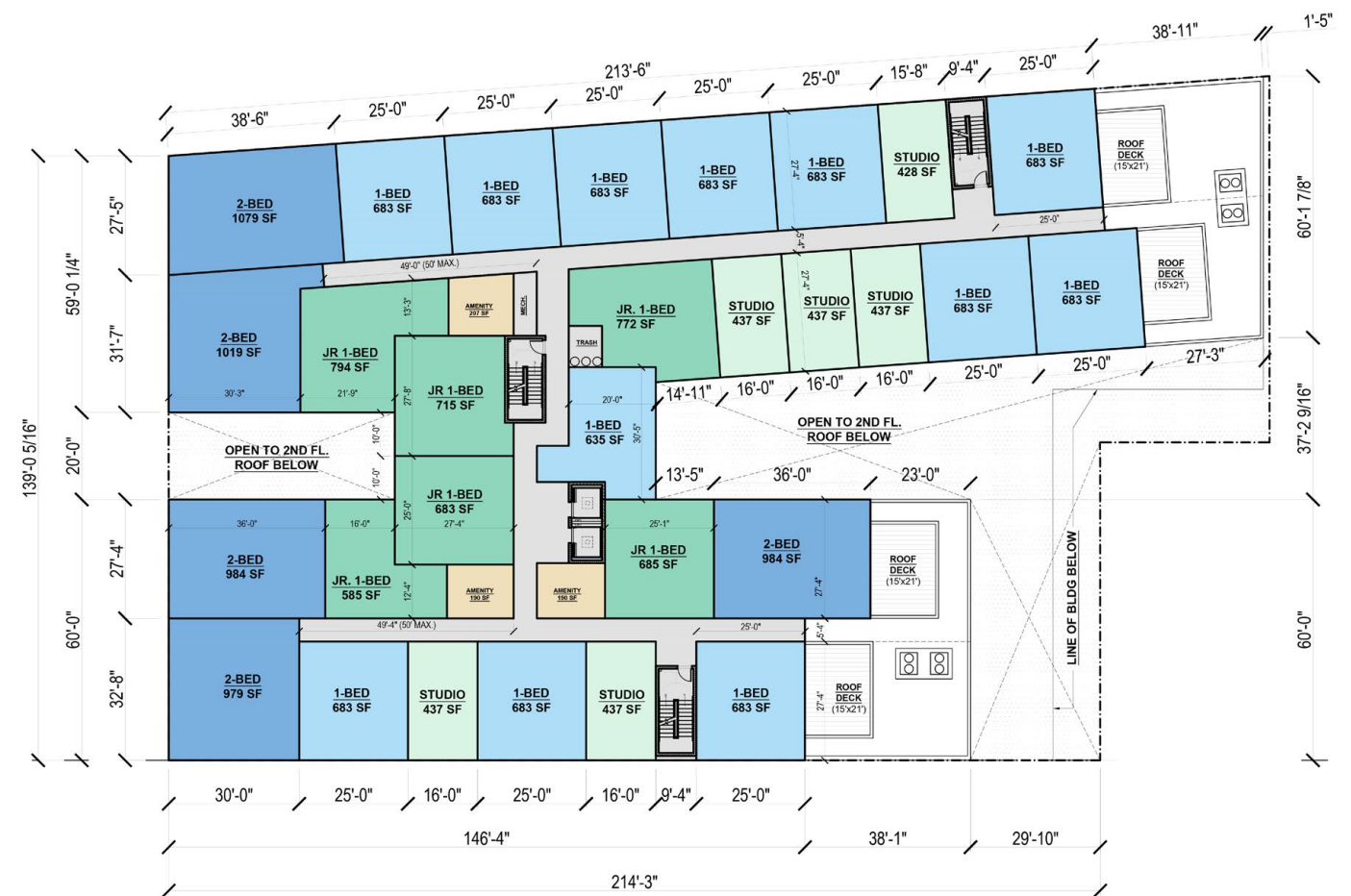
RESIDENTIAL AMENITY
COMMERCIAL
UTILITY

STUDIO
1-BED JR.
1-BED
2-BED





3RD FLOOR PLAN



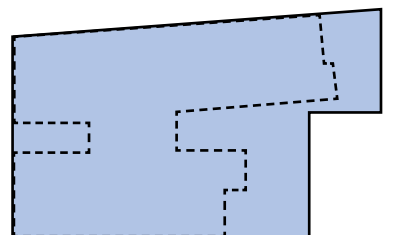
4TH FLOOR PLAN

BLDG

MIX-USE

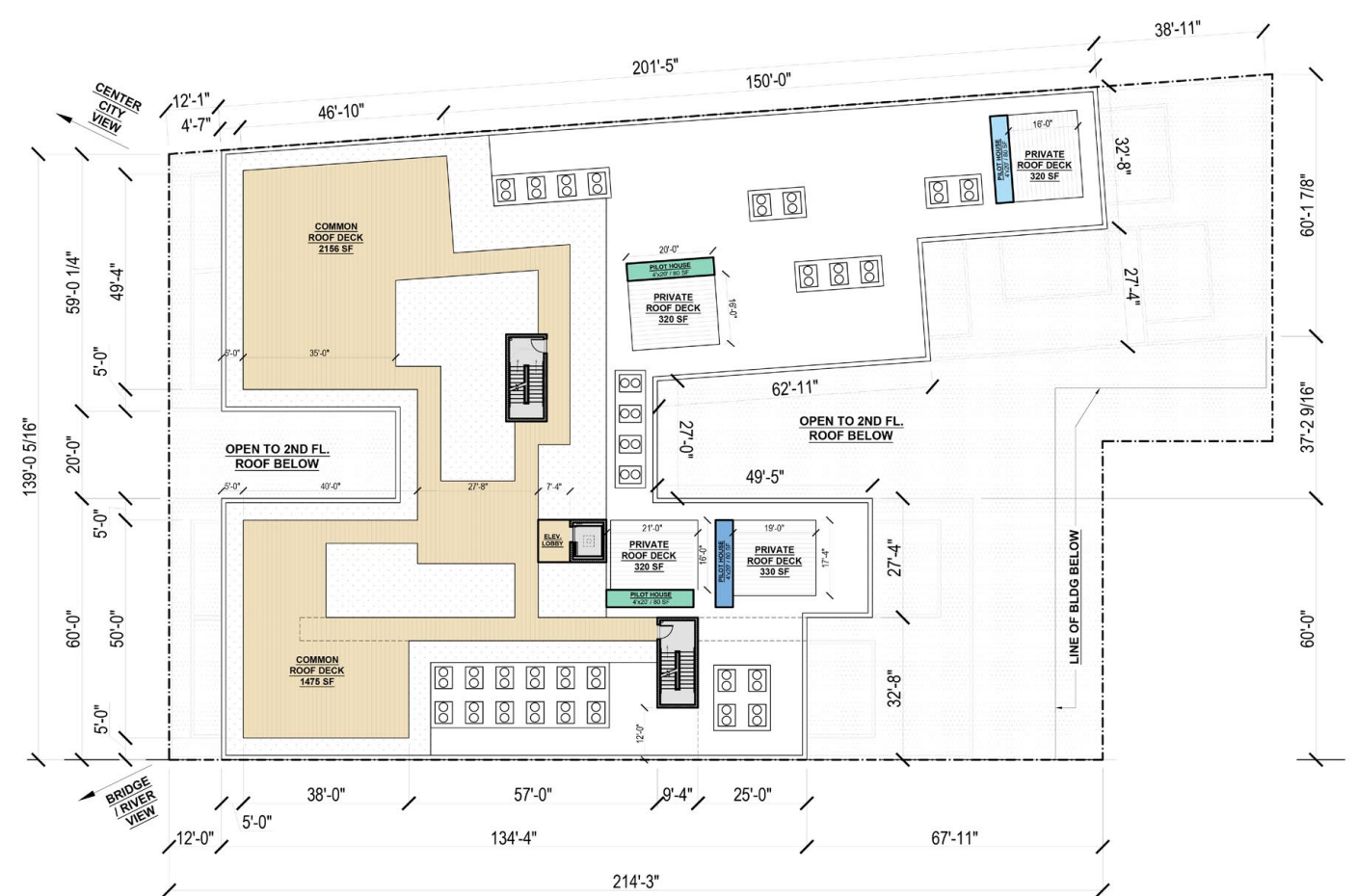
- 5-STORIES
- 129,568 SF GFA
- 112 DWELLING UNITS
- 47 PARKING STALLS
- 56 BICYCLE STALLS

- RESIDENTIAL AMENITY
- COMMERCIAL
- UTILITY
- STUDIO
- 1-BED JR.
- 1-BED
- 2-BED





5TH FLOOR PLAN

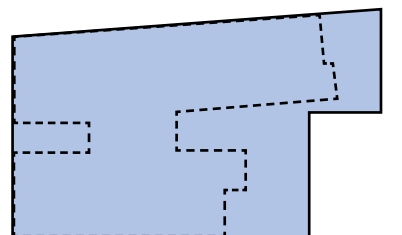


ROOF PLAN

BLDG

MIX-USE

- 5-STORIES
 - 129,568 SF GFA
 - 112 DWELLING UNITS
 - 47 PARKING STALLS
 - 56 BICYCLE STALLS
- | | |
|--|--|
| ■ RESIDENTIAL AMENITY | ■ STUDIO |
| ■ COMMERCIAL | ■ 1-BED JR. |
| ■ UTILITY | ■ 1-BED |
| | ■ 2-BED |

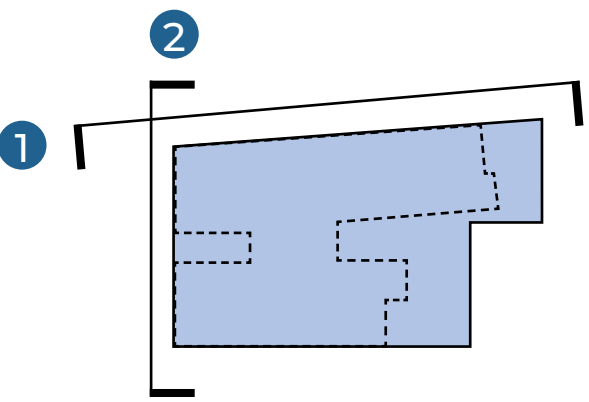




1 | ELEVATION AT MASCHER ST



2 | ELEVATION AT W THOMPSON ST

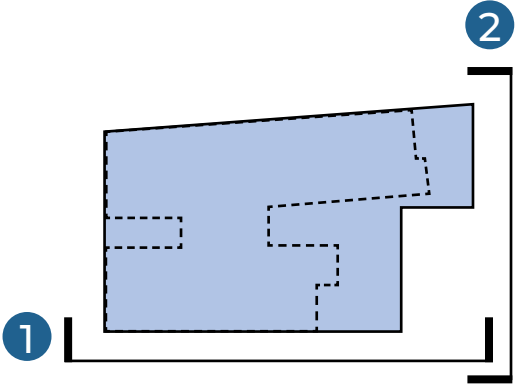




1 | ELEVATION AT N HOWARD ST

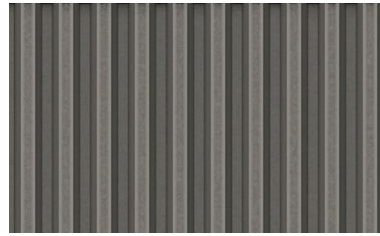


2 | ELEVATION AT REAR

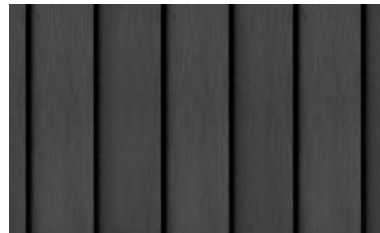




MATERIALS



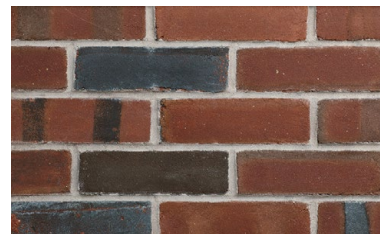
- 1 CORRUGATED METAL SIDING**
Black Walnut



- 2 STANDING SEAM SIDING**
Black Walnut
- Vertical orientation, undulating pattern



- 3 BRICK**
Glen Gery - Amherst Velour



- 4 BRICK**
Glen Gery - Antique Red
- Color matched existing brick



- 5 PLY-GEM VINYL WINDOWS**
Black/Bronze



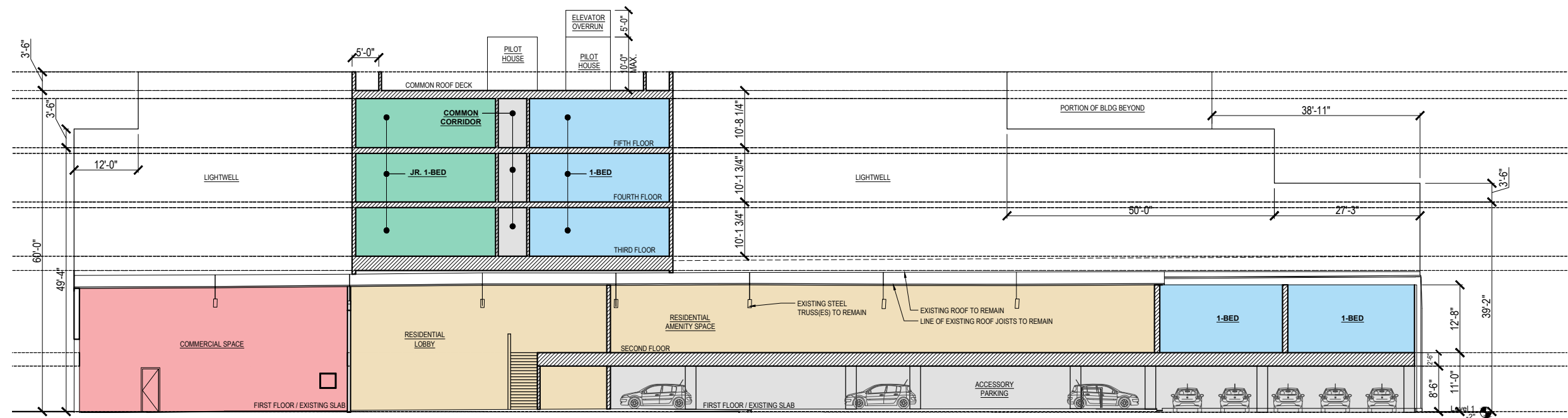
- 6 STOREFRONT SYSTEM**
Black/Bronze



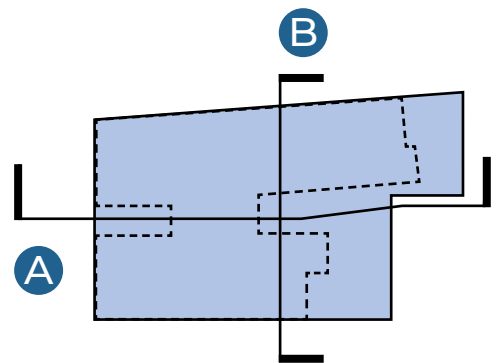
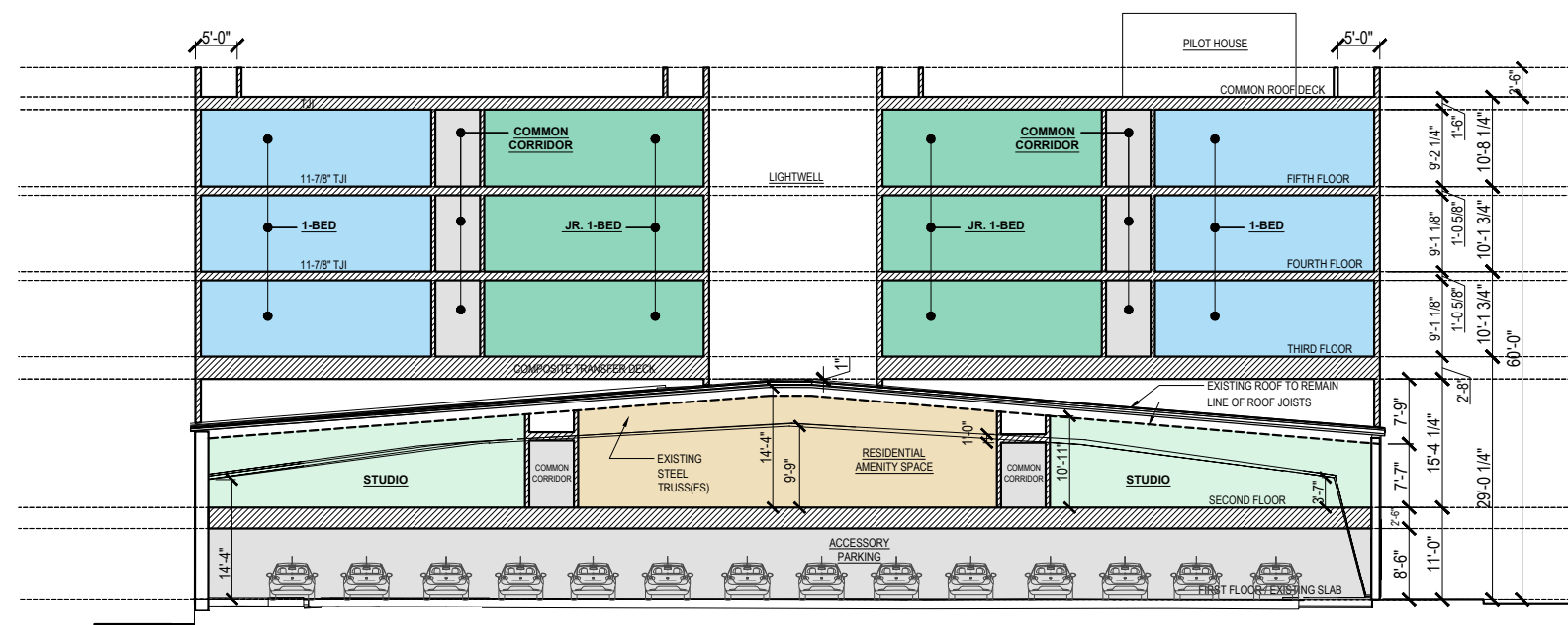
- 7 PROJECTED AWNING W/ INTEGRATED LIGHTS**
Black/Bronze



- 8 UP/DOWN LIGHTS**
Black/Bronze



A









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. - Bus 25 @ Thompson & Frankford - MFL @ Girard Station
(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.	100% of the parking area will exist within the existing structure.
(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.	3 EV Stalls / 47Totals Stalls = 6%
(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, no bike share stations are Proposed

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.	The landscaping will take 3 years to establish, during which time it will need irrigation. After this period the on-site vegetation will be managed without irrigation.
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.	The existing 4% open area will remain as vegetated yard area. +/- 4,690 sf (13.5% lot area) of green roof is proposed around the common roof deck area.
(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	No, stormwater will not be managed on site.
(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.	The site has 0% hardscaping, as the 4% existing open area is entirely vegetated yard.
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	2018 IECC (RE) + PRESCRIPTIVE
(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	No Additional Measurements

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ☑Achieve certification in Energy Star for Multifamily New Construction (MFNC). ☑Achieve Passive House Certification	Yes to energy star appliances + light fixtures Not Energy Star Cert. Not Passive House
(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, compliant filters will be installed
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, renewable energy will not be produced on-site.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	A bike storage room has been provided and bike racks have been placed near all entrances, and along all streets

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

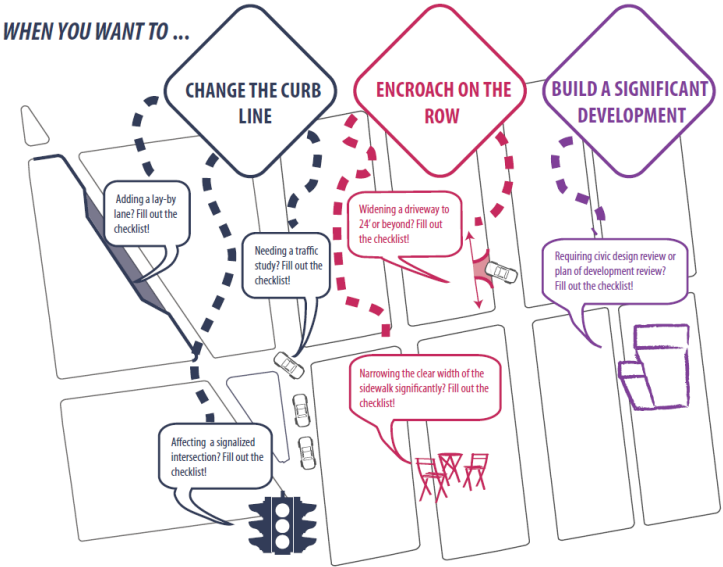
INSTRUCTIONS

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 §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>

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



PRELIMINARY PCPC REVIEW AND COMMENT: DATE

FINAL STREETS DEPT REVIEW AND COMMENT: DATE

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

1300 N. Howard St.
2. DATE

07.29.2021
3. APPLICANT NAME

Rustin Ohler [HarmanDeutschOhler Architecture]
4. APPLICANT CONTACT INFORMATION

1225 N. 7th Street, 267-324-3601
6. OWNER NAME

Orvo Properties, LP
8. OWNER CONTACT INFORMATION

923 N. 2nd St. Philadelphia PA, 19123
9. ENGINEER / ARCHITECT NAME

Rustin Ohler [HarmanDeutschOhler Architecture]
10. ENGINEER / ARCHITECT CONTACT INFORMATION

1225 N. 7th Street, 267-324-3601
11. 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
N. Howard St.	W. Thompson St.	Master St.	City Neighborhood Street
W. Thompson St.	N. Mascher St.	N. Howard St.	City Neighborhood Street
N. Mascher St.	W. Thompson St.	Master St.	City Neighborhood Street

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:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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) <small>Required / Existing / Proposed</small>	CITY PLAN SIDEWALK WIDTH <small>Existing / Proposed</small>
<u>N. Howard St.</u>	12' / 12' / 12'	12' / 12'
<u>W. Thompson St.</u>	12' / 12' / 12'	12' / 12'
<u>N. Mascher St.</u>	12' / 12' / 12'	12' / 12'

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 <small>Required / Existing / Proposed</small>
<u>N. Howard St.</u>	6'-0" / 8' -0" / 7'-0"
<u>W. Thompson St.</u>	6'-0" / 8' -0" / 8'-0"
<u>N. Mascher St.</u>	6'-0" / 8' -0" / 8'-0"

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>Curbcut (loading area)</u>	16'-0	<u>N. Mascher St.</u>
<u>Curbcut (garage ingress)</u>	12'-0	<u>N. Mascher St.</u>
<u>Curbcut (garage egress)</u>	12'-0	<u>N. Mascher St.</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
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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? YES ☒ NO ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

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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
N. Howard St.	0' / 1'
W. Thompson St.	0' / 0'
N. Mascher St.	0' / 0'

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
N. Howard St.	4'-0" / 4'-0" / 4'-0"
W. Thompson St.	4'-0" / 4'-0" / 4'-0"
N. Mascher St.	4'-0" / 4'-0" / 4'-0"

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 ☐

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
- YES ☒ NO ☐ N/A ☐

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL
APPROVAL

- YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

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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)

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

YES ☒ NO ☐ N/A ☐
- YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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BICYCLE COMPONENT (Handbook Section 4.5) 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>

23. 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
1300 N. Howard St.	0	0 / 0	0 / 20	38 / 40

24. 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 ☒

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

YES ☒ NO ☐ N/A ☐

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

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL
APPROVAL
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐
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)

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

YES ☒ NO ☐
28. Does the design connect transit stops to the surrounding pedestrian network and destinations?

YES ☒ NO ☐ N/A ☐
29. Does the design provide a buffer between the roadway and pedestrian traffic?

YES ☒ NO ☐ N/A ☐
30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? N/A

DEPARTMENTAL
APPROVAL
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

31. 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
			___/___	
			___/___	
			___/___	
			___/___	

32. What is the maximum AASHTO design vehicle being accommodated by the design?
- P & WB40
33. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission.
- YES ☐ NO ☒
34. Will the public right-of-way be used for loading and unloading activities?
- YES ☐ NO ☒
35. Does the design maintain emergency vehicle access?
- YES ☒ NO ☐
36. Where new streets are being developed, does the design connect and extend the street grid?
- YES ☐ NO ☐ N/A ☒
37. Does the design support multiple alternative routes to and from destinations as well as within the site?
- YES ☒ NO ☐ N/A ☐
38. 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)

39. Does the design incorporate windows, storefronts, and other active uses facing the street?
- YES ☒ NO ☐ N/A ☐
40. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
- YES ☒ NO ☐ N/A ☐
41. 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 ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

42. 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
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				DEPARTMENTAL APPROVAL
43.	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"/>
44.	Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45.	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"/>
If yes, City Plan Action may be required.				
46.	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 checked="" type="checkbox"/>	NO <input type="checkbox"/> N/A <input 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"/>
47.	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"/>
48.	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:

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

DEPARTMENTAL REVIEW

Additional Reviewer Comments: