2507 ALMOND ST

CIVIC DESIGN REVIEW

Date: 05.10.2022

Team

Developer

RWG
RIVERWARDS GROUP

Architect

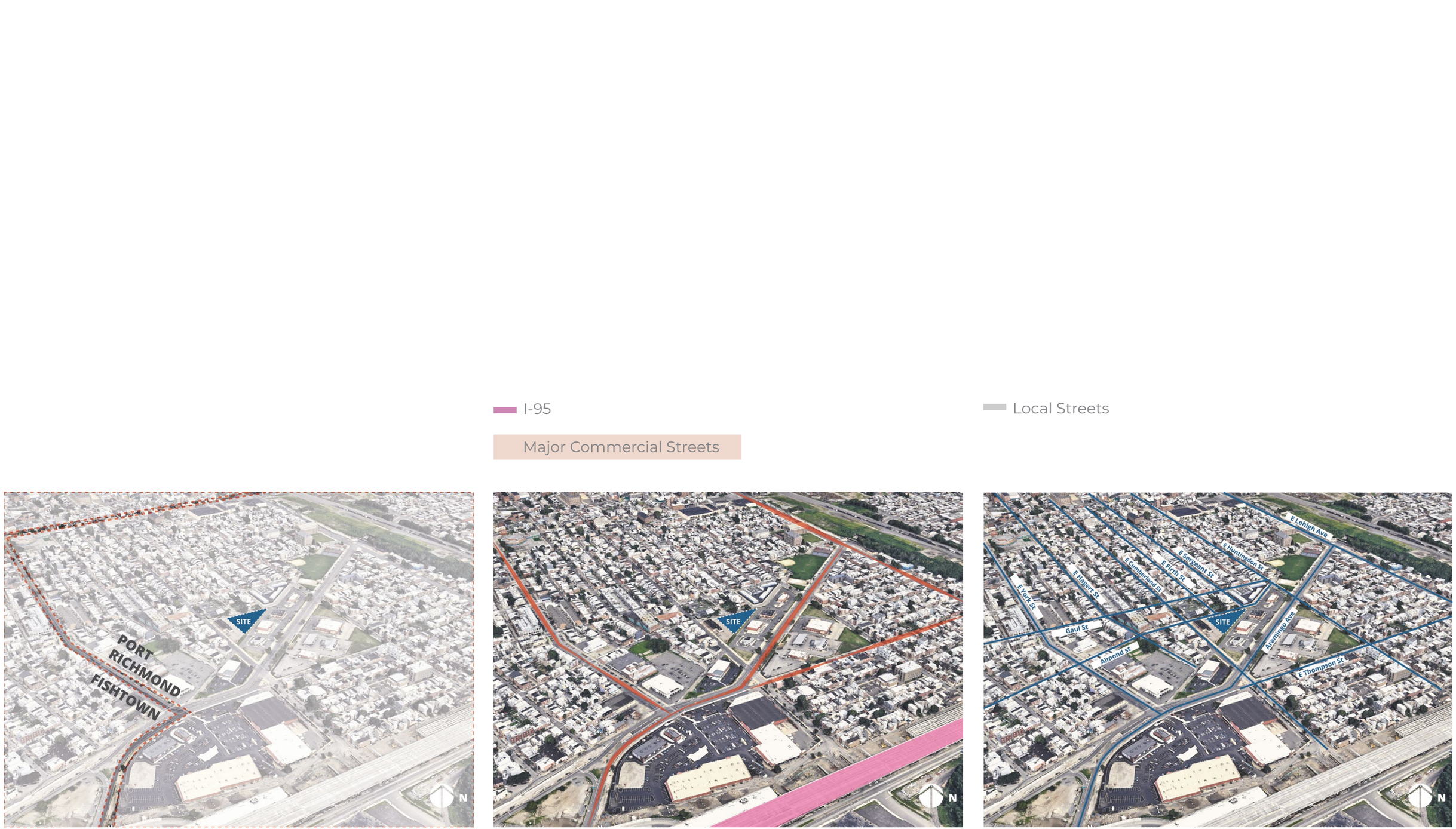
harman deutsch ohler **architecture**

Consultant

Ruggiero Plante Land Design
Landscape Architecture · Civil Engineering · Site Planning · Land Surveying

Contents

1. Fishtown Crossing Mall
2. Exxon Gas Station
3. Planet Fitness
4. CVS
5. Aramingo Shopping Center
6. Greensgrow Farms
7. Sergeant Storage
8. Philadelphia Fire Department
9. Cione Recreation Center
10. Liguori Academy
11. St Ann's Convent
12. Horatio B Hackett School



Neighborhood

Traffic Transportation

City Streets

Looking North

Looking East

Looking South

Looking West


1


2


3


4

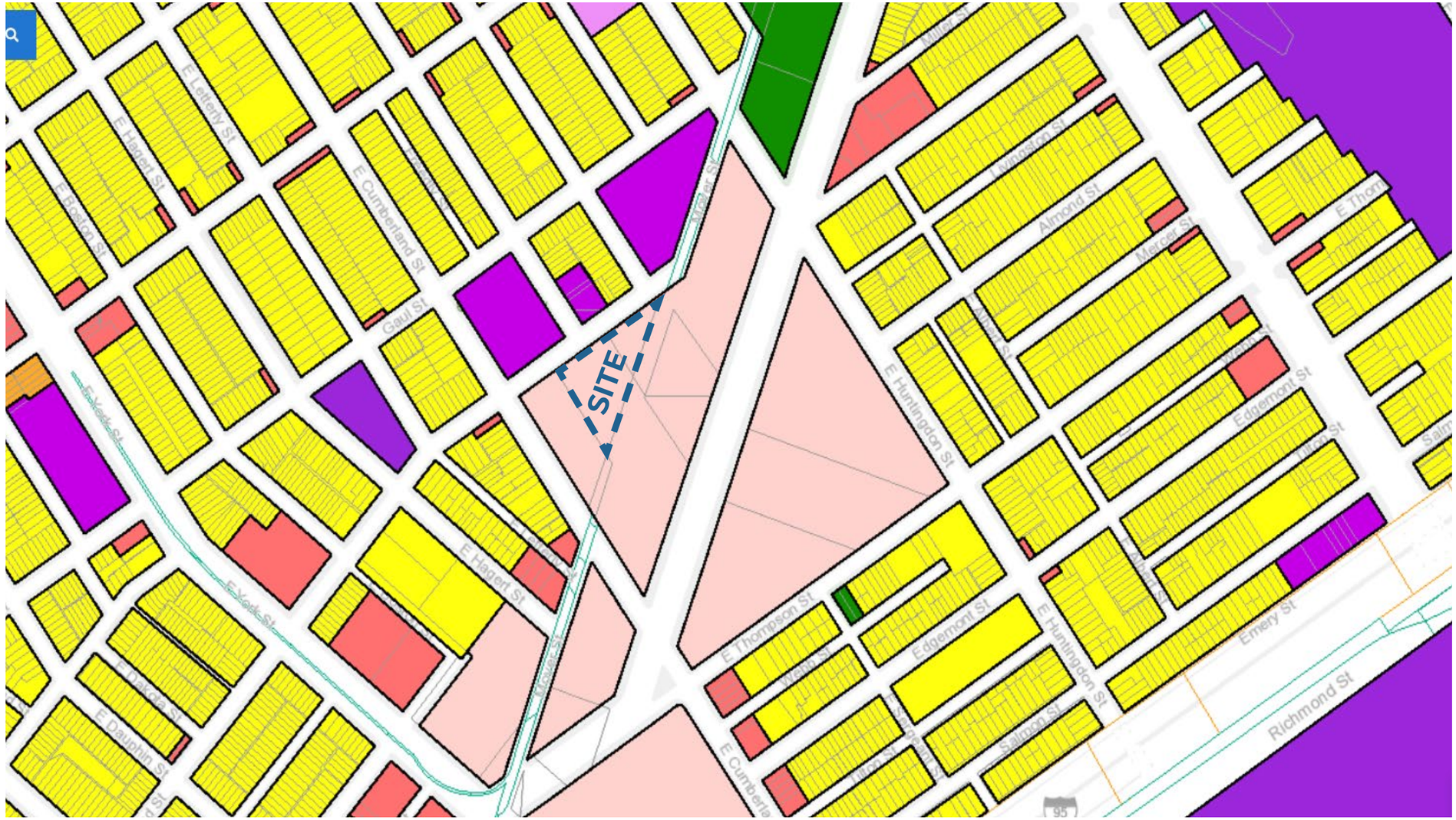

5


6

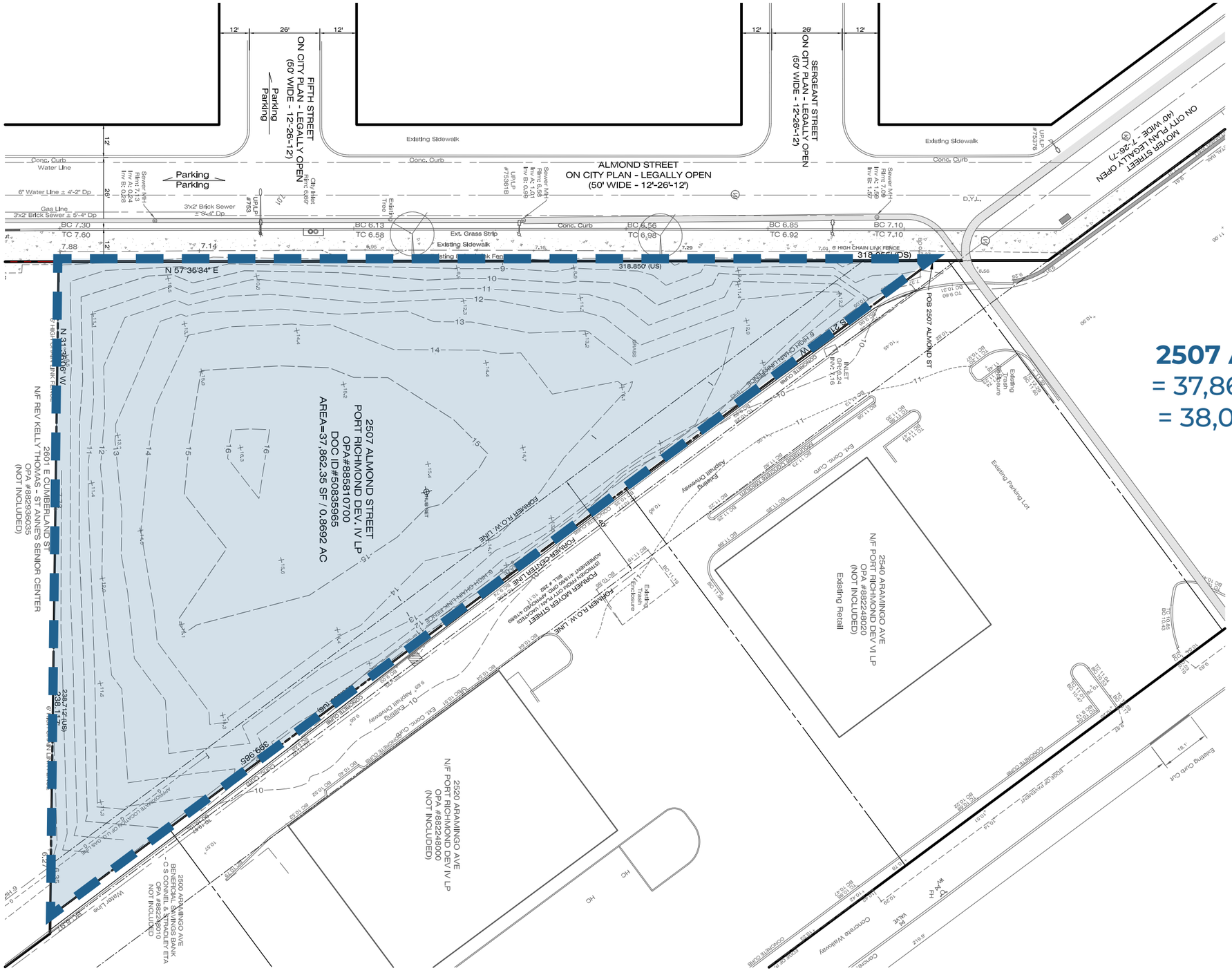

7


8

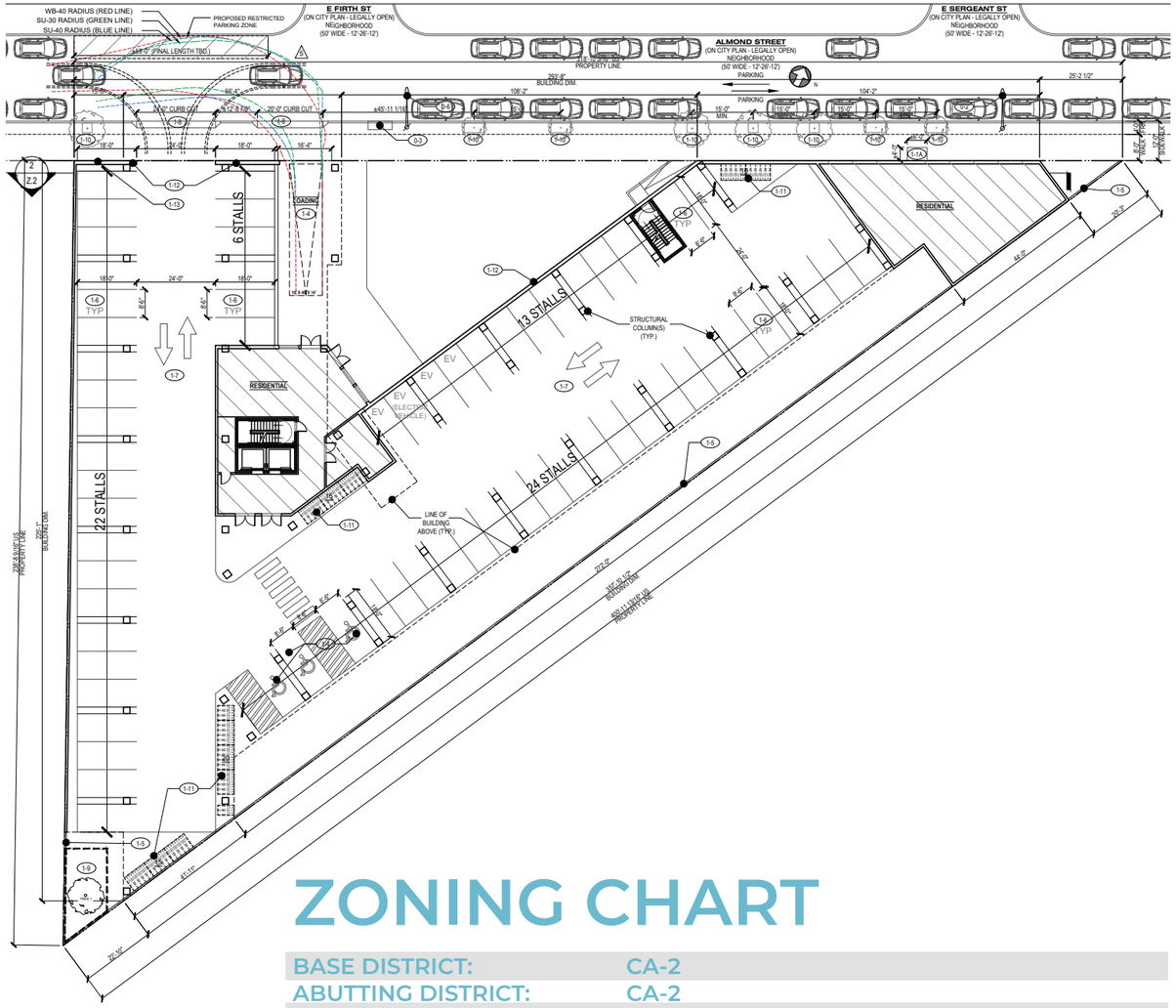

1
2
3
5
4
8
6
7
SITE

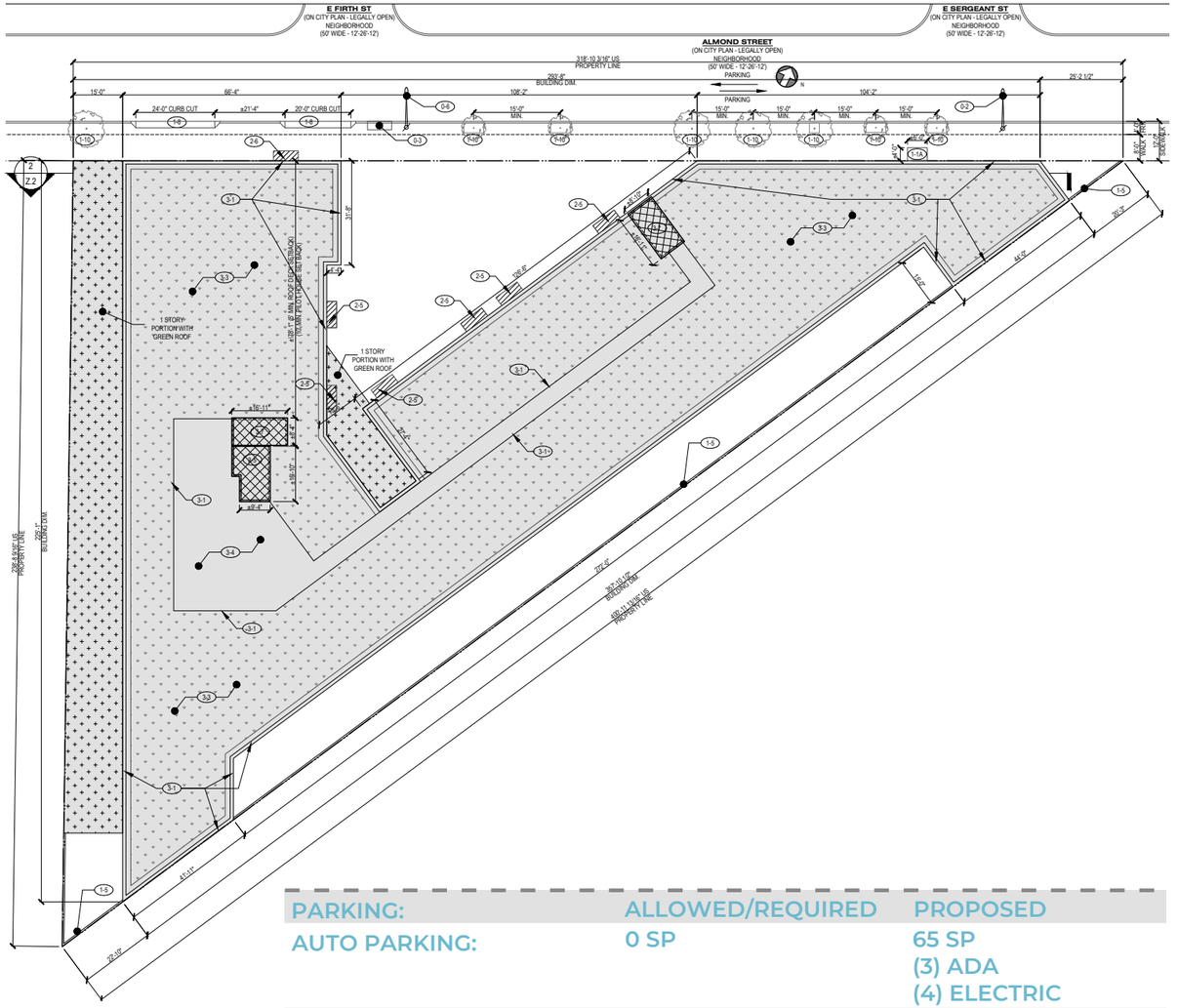


NEIGHBORHOOD COMMERCIAL MIX-USE-1 CMX-1
NEIGHBORHOOD COMMERCIAL MIX-USE-2 CMX-2
COMMUNITY COMMERCIAL MIXED-USE CMX-3
INDUSTRIAL COMMERCIAL MIX-USE ICMX
INDUSTRIAL RESIDENTIAL MIX-USE IRMX
AUTO-ORIENTED COMMERCIAL-2 CA-2
RESIDENTIAL SINGLE-FAMILY ATTACHED-5 RSA-5
ACTIVE PARKS AND OPEN SPACE SP-PO-A



2507 Almond St
= 37,862.35 DS SF
= 38,052.9 US SF



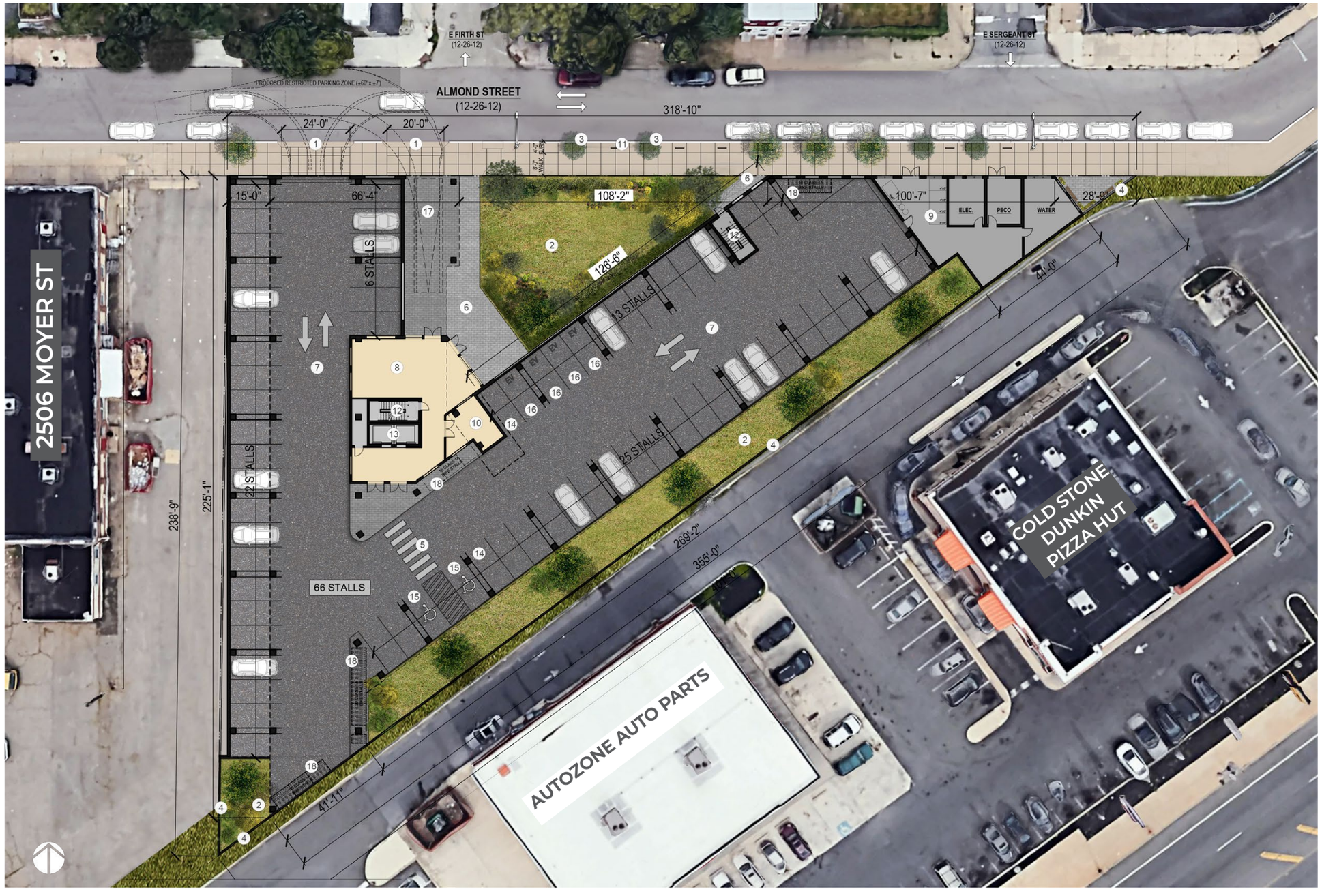


ZONING CHART

BASE DISTRICT:	CA-2
ABUTTING DISTRICT:	CA-2
DISTRICT ACROSS STREET:	ICMX, RSA-5
LOT AREA:	37,862.35 DS SF/ 38,052.9 US SF
USE:	155 DWELLING UNITS

DIM. STANDARDS:	ALLOWED/REQUIRED	PROPOSED
OPEN AREA:	0 SF (0%)	8,878.44 SF (23.33%)
OCCUPIED AREA:	38,052.9 SF (100%)	29,174.46 SF (76.67%)
FRONT YARD SETBACK:	NA	0'-0"
SIDE YARD:	NA	0'-0"
REAR YARD:	NA	0'-0"
HEIGHT:	38'	72'-0"
GFA:	NA	154,676.96 SF
STREET TREES:	10	8

PARKING:	ALLOWED/REQUIRED	PROPOSED
AUTO PARKING:	0 SP	65 SP (3) ADA (4) ELECTRIC
LOADING SPACE:	1	1
BICYCLE RACKS (CLASS 1A)	52 STALLS	60 TYPE 1A STALLS
BICYCLE RACKS (SIDEWALK)	0 STALLS	5 STALLS
RIGHT-OF-WAY COMPONENTS:	ALMOND ST (CITY NEIGHTBORHOOD) (12'-36'-12')	
FURNISHING ZONE:	4'-0"	
PEDESTRIAN ZONE:	8'-0"	
BUILDING ZONE:	0'-0"	
STAIR :	0'-0"	
EGRESS WELLS:	0'-0"	



SITE PLAN

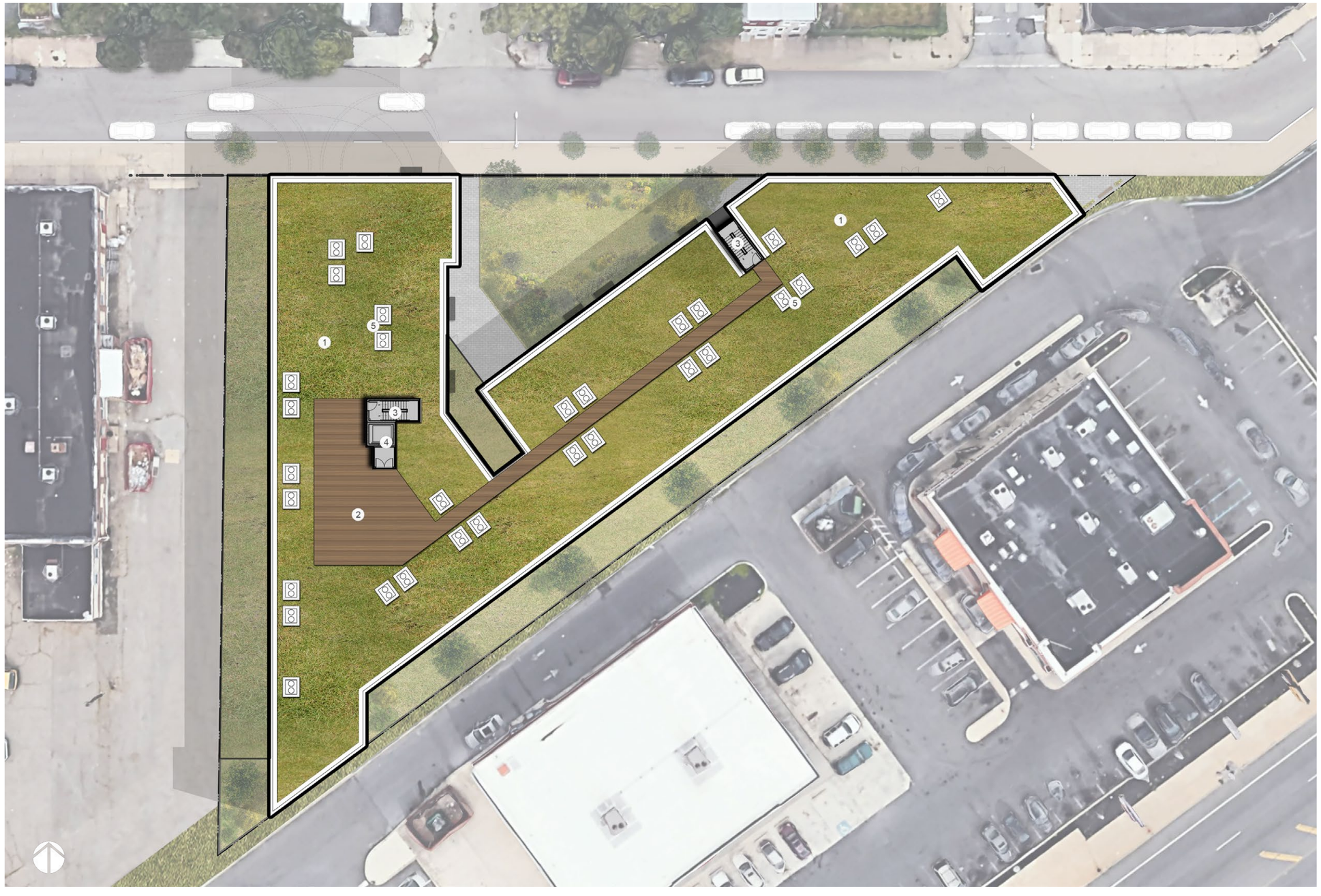
GROUND FLOOR

AMENITY

UTILITY

KEYED NOTES:

1. PROPOSED CURBCUT
2. PROPOSED LANDSCAPED AREA
3. PROPOSED STREET TREE
4. 6' HIGH WOOD FENCE
5. PROPOSED CROSSWALK
6. PEDESTRIAN WALKWAY
7. 24' WIDE 2-WAY DRIVE AISLE
8. RESIDENTIAL LOBBY
9. TRASH ROOMS
10. MAIL & PACKAGE ROOM
11. PROPOSED BIKE RAMPS
12. STAIR TOWER
13. ELEVATOR
14. PARKING STALL 8.5' X 18'
15. ADA PARKING
16. EV PARKING
17. LOADING SPACE 10'X40'X14'
18. BICYCLE STORAGE



SITE PLAN

ROOF PLAN

KEYED NOTES:

1. GREEN ROOF
2. COMMON ROOF DECK
3. EGRESS STAIR TOWER
4. ELEVATOR & LOBBY
5. CONDENSERS

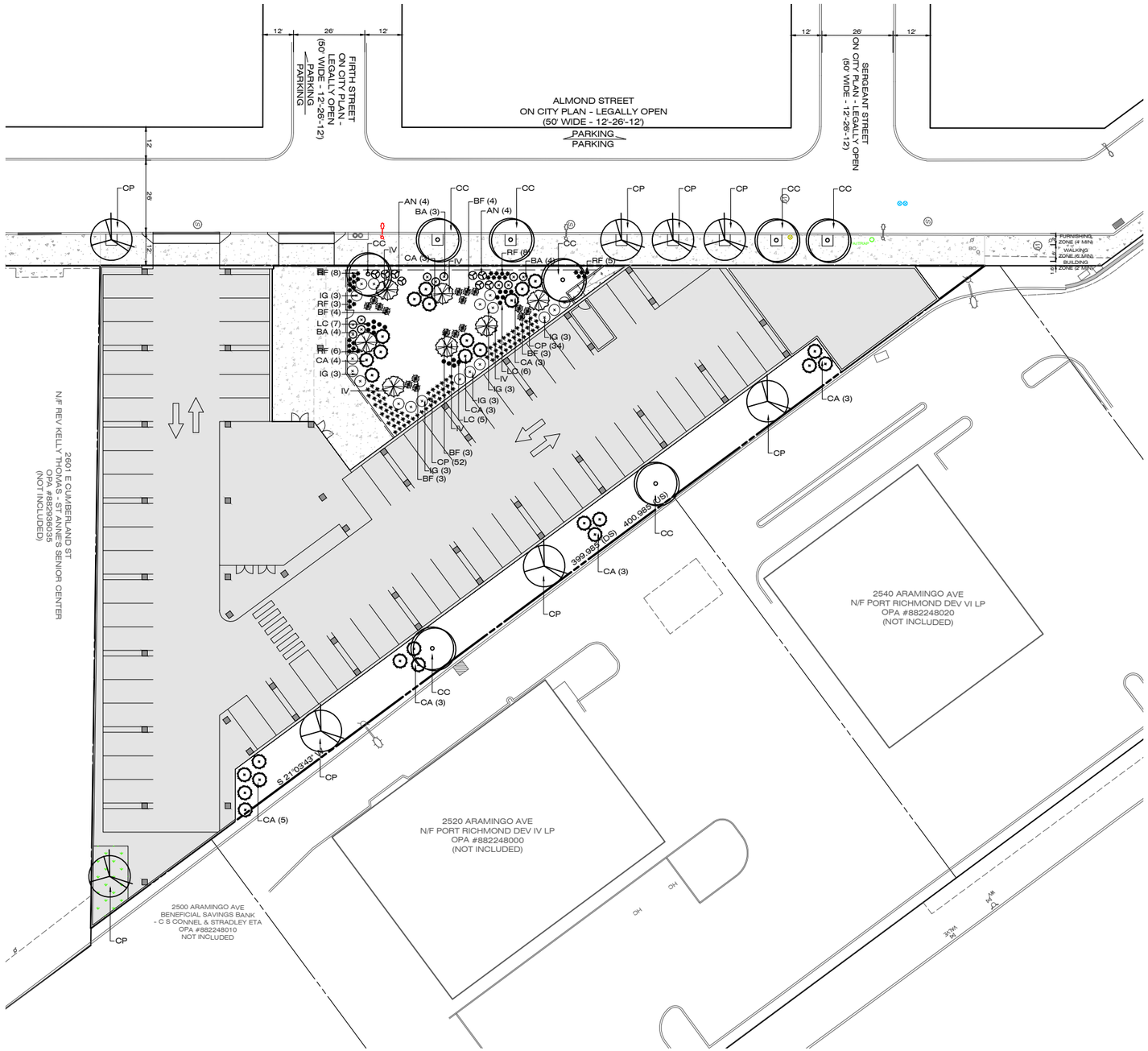
SEDUM GREEN ROOF CUTTING MIX

SEDUM 'A'
SEDUM ACRE

SEDUM 'B'
SEDUM ALBUM

SEDUM 'C'
SEDUM PURLUM

SEDUM 'D'
'JOHN CREECH'



LANDSCAPE PLAN

SITE PLAN

EASTERN RED BUD

GREEN HAWTHORN ' WINTER KING' (WINTER CONDITION)

COMMON WINTERBERRY (WINTER CONDITION)

INKBERRY

SUMMER-SWEET CLETHRA

BLACK EYED SUSAN

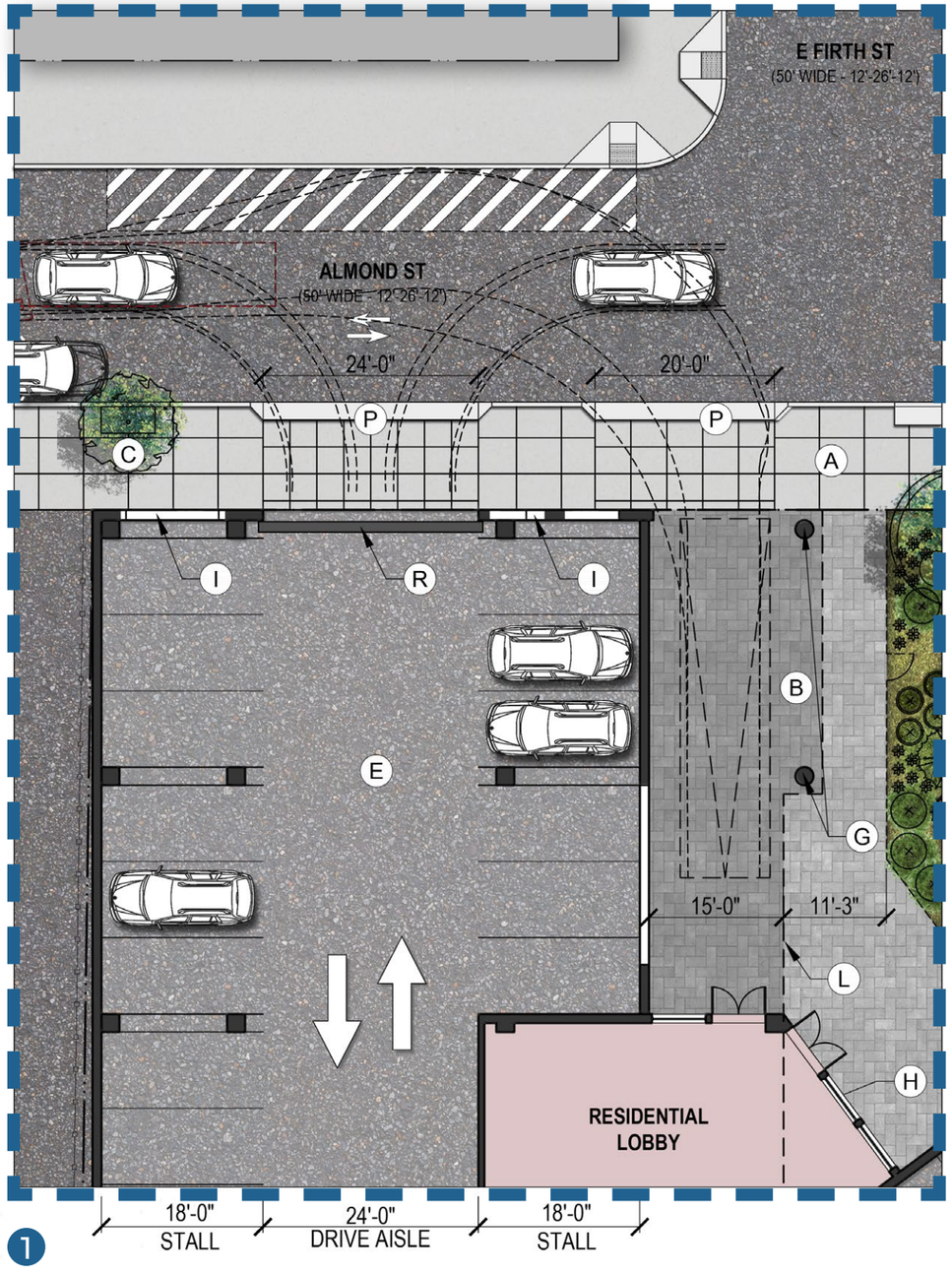
BLUE FALSE INDIGO

BLUE FLAG IRIS

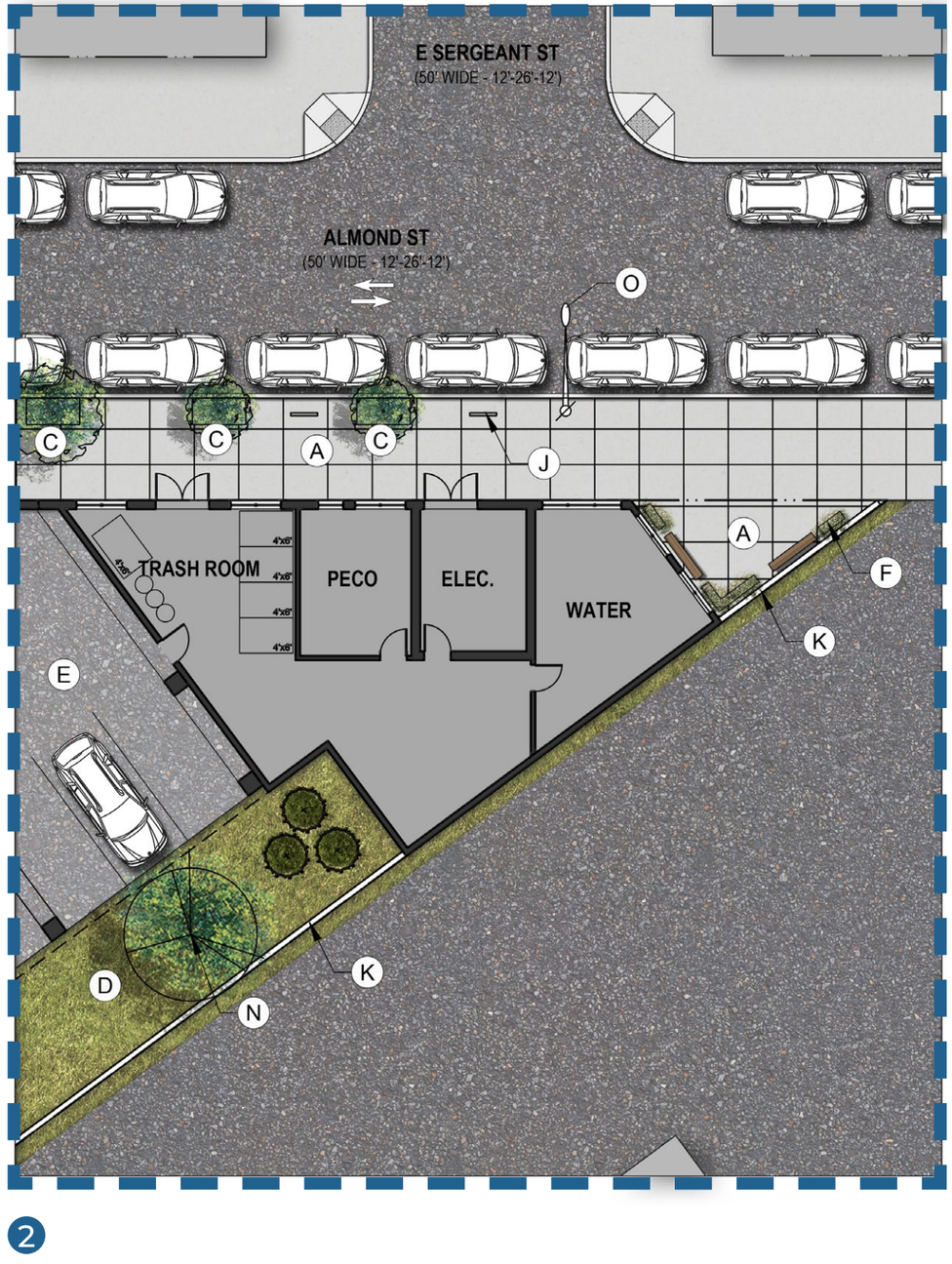
CARDINAL FLOWER

NEW ENGLAND ASTER

PENNSYLVANIA SEDGE

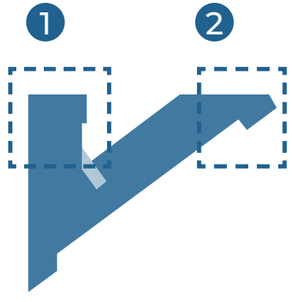


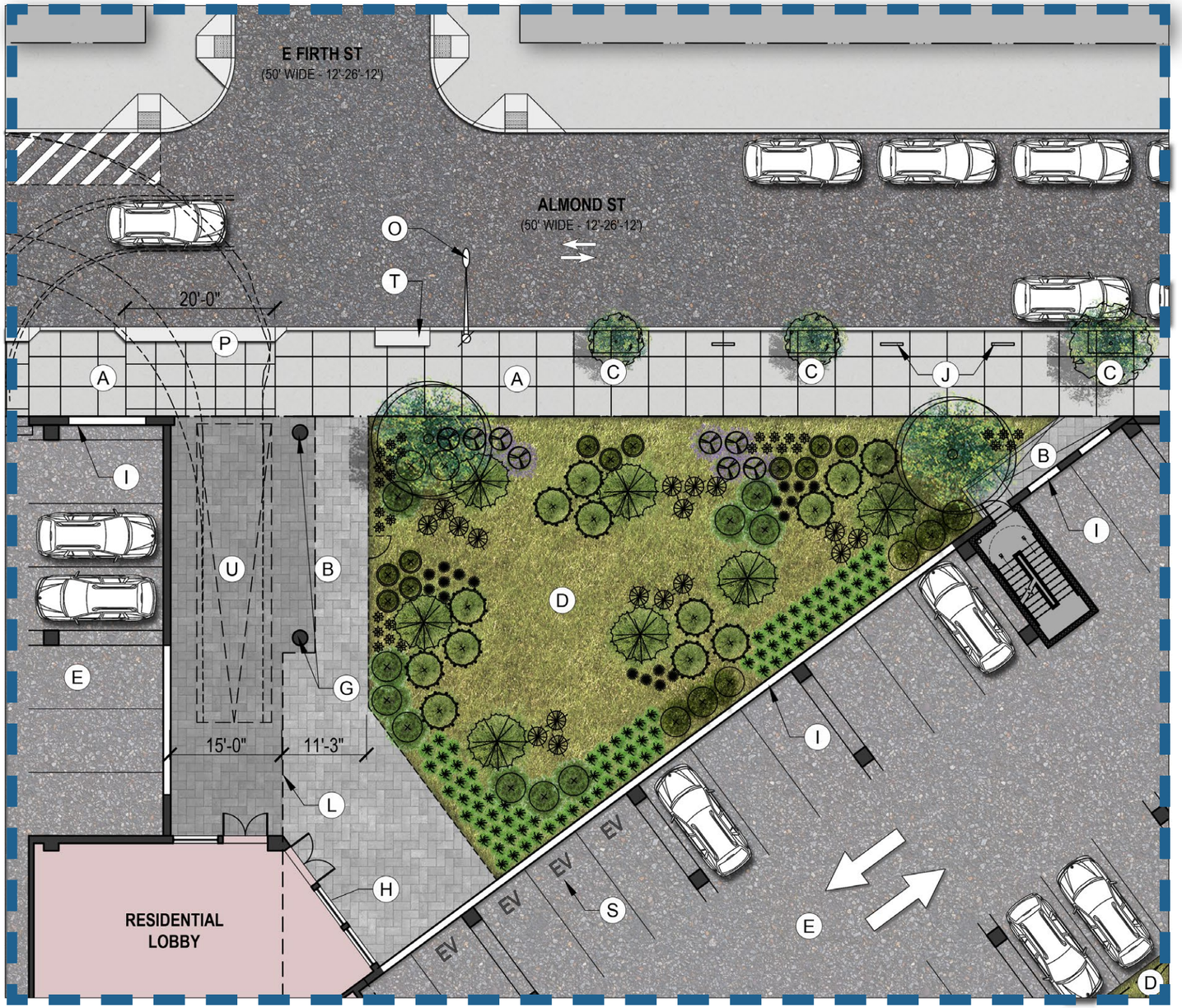
1



2

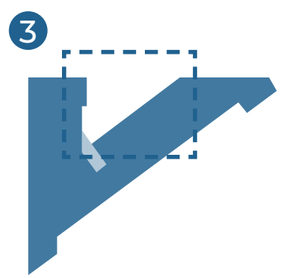
- A CONCRETE SIDEWALKS
- B STAMPED CONCRETE
- C PROPOSED STREET TREE (IN 3'X6' TREE PIT)
- D LANDSCAPED AREAS
- E ASPHALT PAVING
- F PLANTERS
- G ROUND COLUMNS
- H STOREFRONT WINDOWS
- I STEEL SCREEN
- J PROPOSED BICYCLE RACK
- K 6' HIGH WOODEN FENCE
- L LINE OF BUILDING ABOVE
- M STOREFRONT WINDOWS (TRANSLUCENT)
- N SITE TREE
- O EXISTING STREET LIGHT
- P PROPOSED CURBCUT
- Q EXISTING ADA CORNER RAMPS
- R ROLL UP GATE



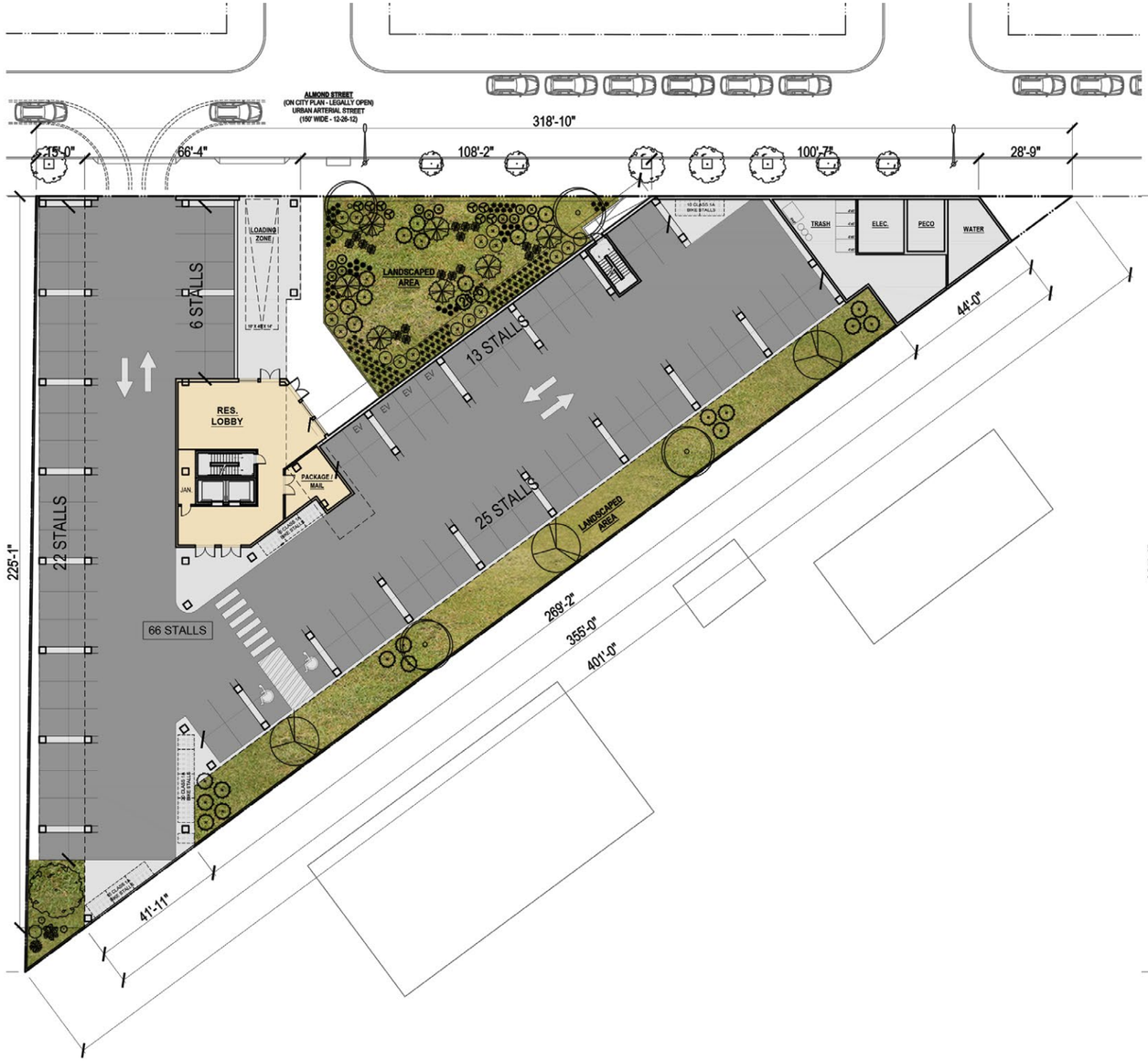


3

- A CONCRETE SIDEWALKS
- B STAMPED CONCRETE
- C PROPOSED STREET TREE (IN 3'X6' TREE PIT)
- D LANDSCAPED AREAS
- E ASPHALT PAVING
- F PLANTERS
- G ROUND COLUMNS
- H STOREFRONT WINDOWS
- I STEEL SCREEN
- J PROPOSED BICYCLE RACK
- K 6' HIGH WOODEN FENCE
- L LINE OF BUILDING ABOVE
- M STOREFRONT WINDOWS (TRANSLUCENT)
- N SITE TREE
- O EXISTING STREET LIGHT
- P PROPOSED CURBCUT
- Q EXISTING ADA CORNER RAMPS
- R ROLL UP GATE
- S ELEC. VEHICLE CHARGING STATION
- T EXISTING STORMWATER INLET
- U LOADING ZONE 10' X 40' X 14'




planet fitness
CVS pharmacy
AutoZone
Pizza Hut
PIZZA
PASTA
WINGS



Ground Floor

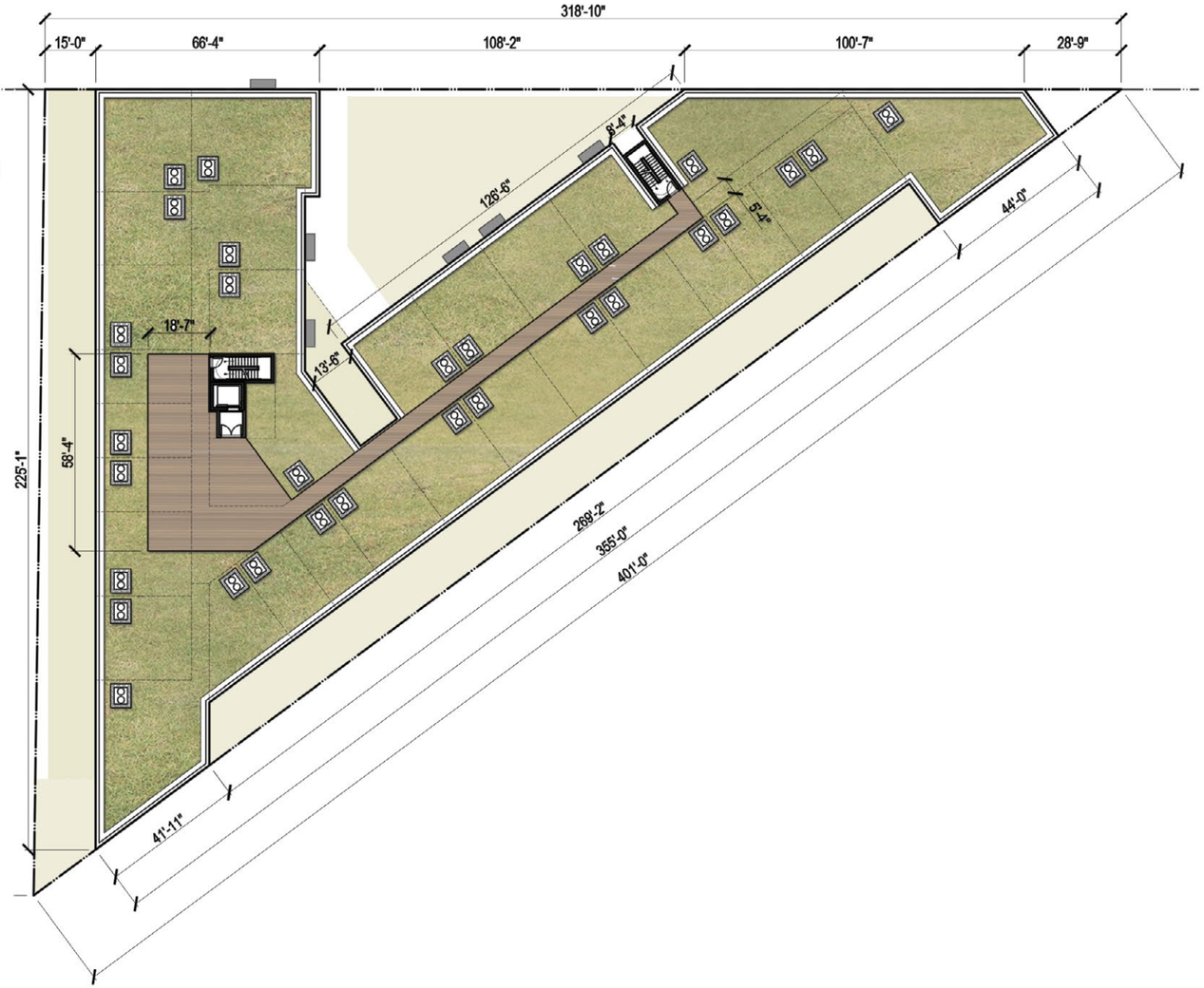
Second Floor

AMENITY
UTILITY
GREEN SPACE

RESIDENTIAL

Studio Unit
One Bedroom Unit
Two Bedroom Unit

3rd-6th Typical Floor



Roof Deck

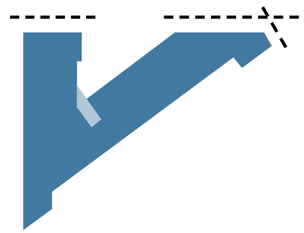
AMENITY
UTILITY
GREEN SPACE

RESIDENTIAL
Studio Unit
One Bedroom Unit
Two Bedroom Unit

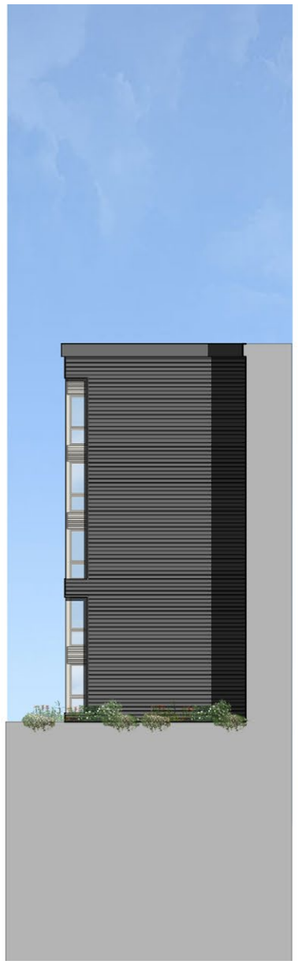

DUNKIN' DONUTS
AutoZone

1 2

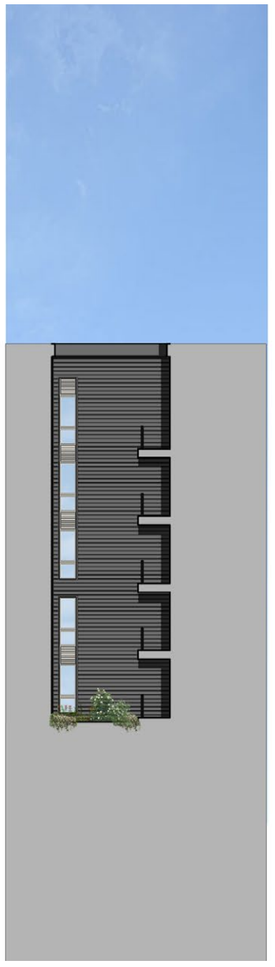
1 | ALMOND ST. ELEVATION



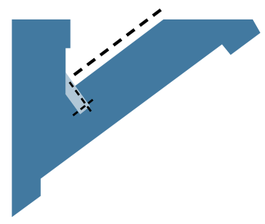
1



2



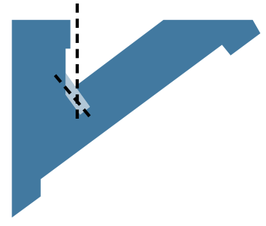
3



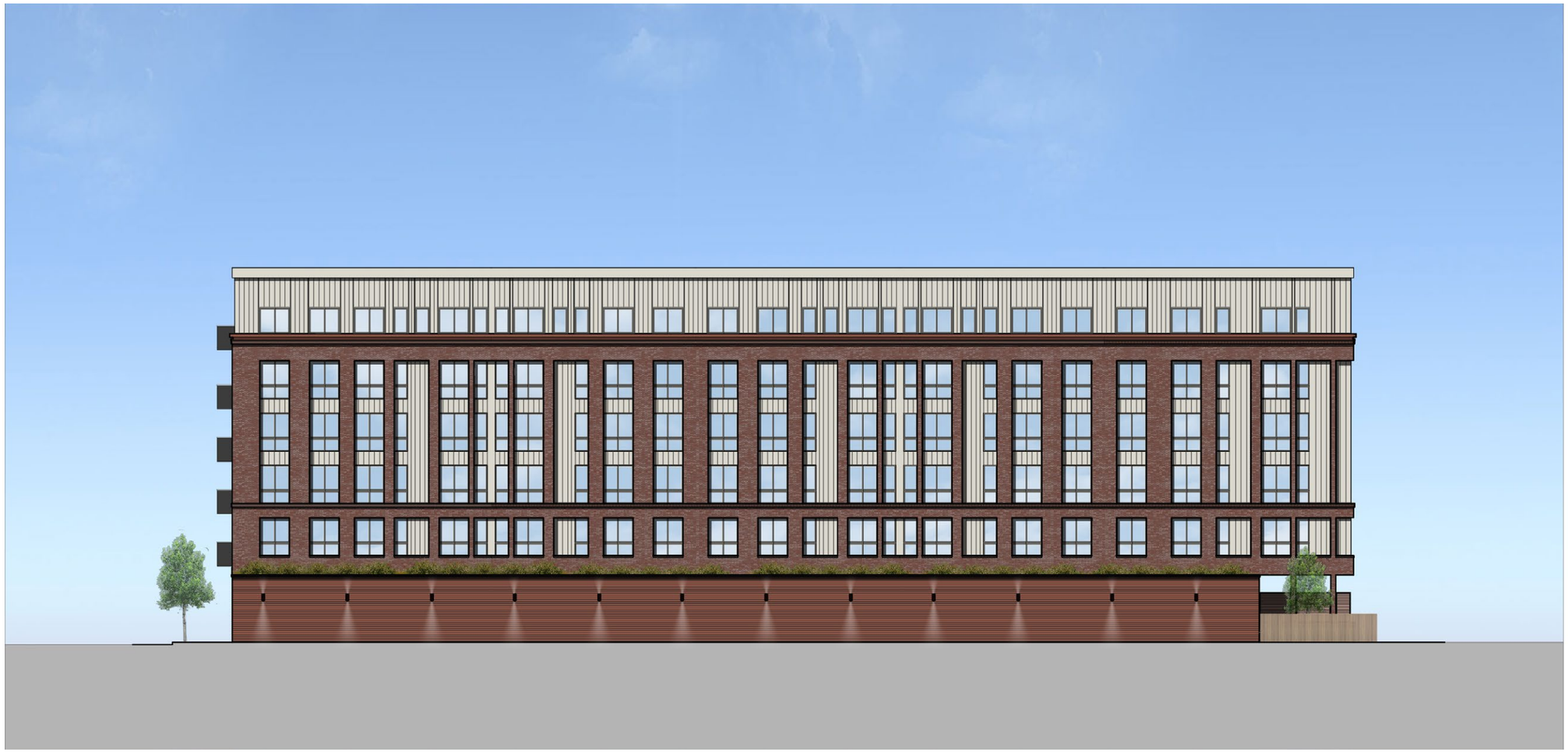
1 | INNER COURT ELEVATION

1

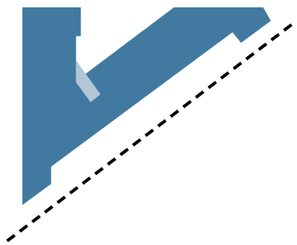
2



1 | INNER COURT ELEVATION



1 | SIDE ELEVATION

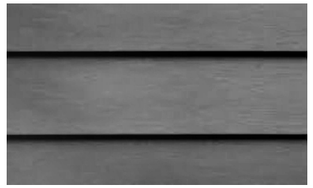


1 | REAR ELEVATION

1 | PRIMARY FACADE

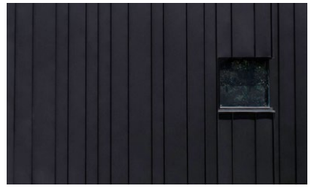
MATERIALS

1 BRICK
Glen Gery - Antique Red

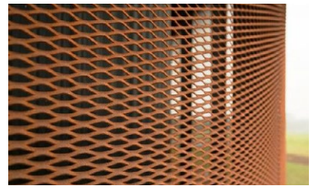


2 HARDIE PLANK
LAP SIDING - 7" Exposure
2a - Iron Grey
2b - Almond
2c - Countrylane Red

3 STANDING SEAM METAL SIDING
Almond



4 STANDING SEAM METAL SIDING
Iron Grey



5 CORTEN STEEL METAL SCREEN
Corten/Unfinished

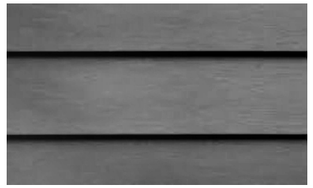
6 UP-DOWN LIGHT
.

1 | SECONDARY FACADE

2 | SECONDARY FACADE

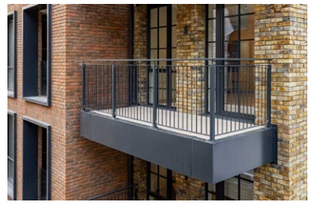
MATERIALS

1 BRICK
Glen Gery - Antique Red



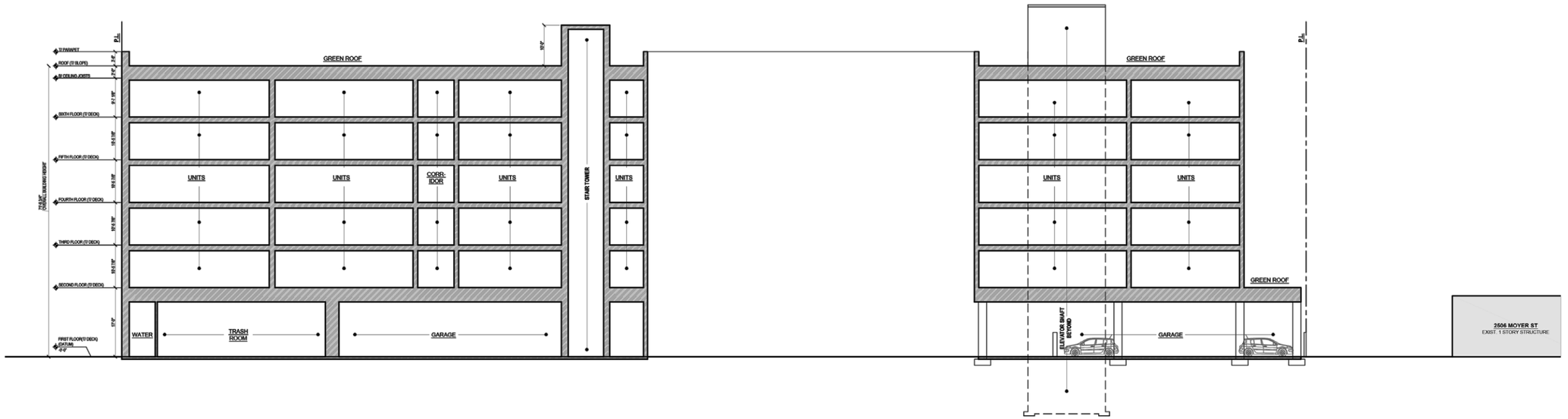
2 HARDIE PLANK
LAP SIDING - 7" Exposure
- 2a - Grey
- 2b - Almond
- 2c - Countrylane Red

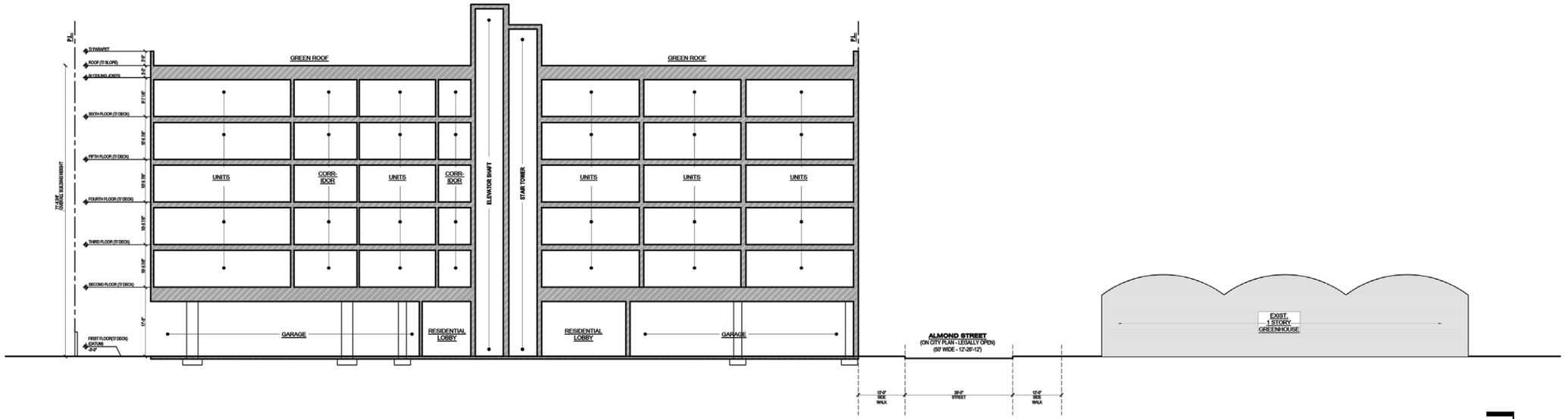
3 STOREFRONT SYSTEM
Anodized Aluminum

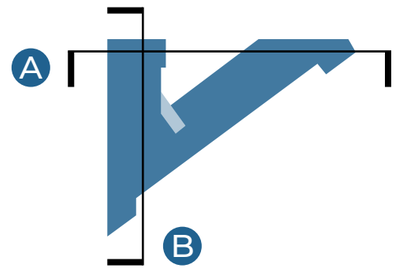


4 METAL GUARDRAILS
Black

5 PLY-GEM VINYL WINDOWS
Almond


A
P.L.
GREEN ROOF
UNITS
CORR-IDOR
STAIR TOWER
WATER
TRASH ROOM
GARAGE
ELEVATOR SHAFT BEYOND
2506 MOYER ST
EXIST. 1 STORY STRUCTURE


B
P.L.
GREEN ROOF
UNITS
CORR-IDOR
ELEVATOR SHAFT
STAIR TOWER
GARAGE
RESIDENTIAL LOBBY
ALMOND STREET
(ON CITY PLAN - LEGALLY OPEN)
(50' WIDE - 12'-26'-12')
EXIST. 1 STORY GREENHOUSE


A
B


DUNKIN' DONUTS
BeltoZone


planet fitness
AutoZone
PIZZA HUT
PIZZA
PASTA
WINGS

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 adaptions 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 39 @ Cumberland & Almond Bus 89 @ Cumberland & Aramingo
(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 our parking area is located under our building. No unenclosed or uncovered parking areas existing on this project.
(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.	4 EV Stalls / 65 Total Stalls = 6.2%
(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. Our site is not adjacent to a railway. While our site is setback from Aramingo Ave and not adjacent to a rail line, the windows and walls Facing Aramingo Ave will have an increased STC rating to mitigate sound pollution from that busy street.
(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.	Our on-site vegetation will not require irrigation. Our raingarden is design to collect the excess stormwater not captured by our green roof and will provide for our on-site vegetation.
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.	99.5% (198 sf / 38,052.9 sf) of our site will either have a green roof or vegetated cover. The 0.5% paved walkways will have their water diverted to the raingarden.
(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
(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.	All hardscapes will have a high reflectance of SRI>29. We are also proposing several site trees.
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 measures will be sought.

	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.	We have proposed a bike storage room at the first.

[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

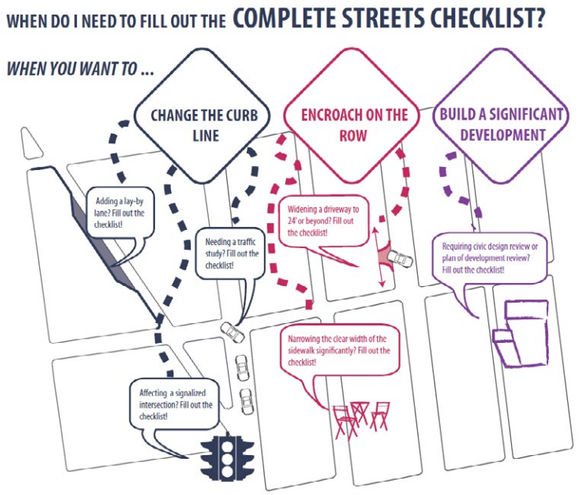
Philadelphia City Planning Commission

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



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.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/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
   2507 Almond Street
2. DATE
   05.09.2022
3. APPLICANT NAME
   Rustin Ohler [HarmanDeutschOhler Architecture]
4. APPLICANT CONTACT INFORMATION
   1225 N. 7th Street, 267-324-3601
5. PROJECT AREA: list precise street limits and scope
   38,052.9 US SF
6. OWNER NAME
7. PORT RICHMOND DEV VIII LP
8. OWNER CONTACT INFORMATION
   Rodin Group, Suite 2400, 1616 Walnut St, Philadelphia PA 19103
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
Almond St.	**E. Cumberland St.**	**Moyer 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

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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Almond St.	**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 Required / Existing / Proposed
Almond St.	**6’-0” / 9’-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

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curbcut (Residential Garage)	**24’-0”**	**Almond St.**
Curbcut (loading area)	**20’-0”**	**Almond St.**

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:

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
Almond 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
Almond St.	**3’-6” / 3’-0” / 4’-0”**

		DEPARTMENTAL APPROVAL
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	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
▪ Lighting	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
▪ Benches	YES ☒ NO ☐ N/A	YES ☐ NO ☐
▪ Street Trees	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
▪ Street Furniture	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
19. Does the design avoid tripping hazards?	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
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 ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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 ☒ 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:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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
2507 Almond St.	**52**	**0 / 0**	**0 / 5**	**0 / 60**

		DEPARTMENTAL APPROVAL
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	YES ☐ NO ☐ N/A ☒	YES ☐ NO ☐
▪ Buffered Bike Lane	YES ☐ NO ☐ N/A ☒	YES ☐ NO ☐
▪ Bicycle-Friendly Street	YES ☐ NO ☐ N/A ☒	YES ☐ NO ☐
▪ Indego Bicycle Share Station	YES ☐ NO ☐ N/A ☒	YES ☐ NO☐
25. Does the design provide bicycle connections to local bicycle, trail, and transit networks?	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
26. 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:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

		DEPARTMENTAL APPROVAL
27. Does the design limit conflict among transportation modes along the curb?	YES ☒ NO ☐	YES ☐ NO ☐
28. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
29. Does the design provide a buffer between the roadway and pedestrian traffic?	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? N/A		YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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
			____/	
			____/	
			____/	
			____/	

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

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

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)

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

		DEPARTMENTAL APPROVAL
43. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES ☐ NO ☐ N/A ☒	YES ☐ NO ☐
44. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☒ NO☐ N/A ☐	YES ☐ NO ☐
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 ☐ NO ☐ N/A ☒	YES ☐ NO ☐
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 ☐ NO ☐
▪ Marked Crosswalks	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐
▪ Pedestrian Refuge Islands	YES ☐ NO ☐ N/A ☒	YES ☐ NO ☐
▪ Signal Timing and Operation	YES ☐ NO ☐ N/A ☒	YES ☐ NO ☐
▪ Bike Boxes	YES ☐ NO ☐ N/A ☒	YES ☐ NO ☐
47. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES ☐ NO ☐ N/A ☒	YES ☐ NO ☐
48. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES ☒ NO ☐ N/A ☐	YES ☐ NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: