3618-32 HAVERFORD AVE

Zoning Map

SITE CONTEXT

CMX-1 NEIGHBORHOOD COMMERCIAL MIX-USE-1
CMX-2 NEIGHBORHOOD COMMERCIAL MIX-USE-2
CMX-3 COMMUNITY COMMERCIAL MIXED-USE
ICMX INDUSTRIAL COMMERCIAL MIX-USE
IRMX INDUSTRIAL RESIDENTIAL MIX-USE
RM-1 RESIDENTIAL MIX-USE-1
RSA-5 RESIDENTIAL SINGLE-FAMILY ATTACHED-5
SP-PO-A ACTIVE PARKS AND OPEN SPACE
1. THIS PLAN IS TO BE USED FOR TITLE OR CONVEYANCE PURPOSES ONLY.

2. DIMENSIONS SHOWN ON PLAN ARE IN PHILADELPHIA DISTRICT STANDARD, THE LEGAL STANDARD OF MEASURE WITHIN THE CITY OF PHILADELPHIA, EXCEPT FOR BUILDING DIMENSIONS.

3. THE ADDRESSES SHOWN ON THIS PLAN ARE AS PER EXISTING DEEDS OR AS POSTED ON THE PREMISES.

4. THE INFORMATION SHOWN ON THIS PLAN IS FOR THE ULTIMATE USER NAMED HERON AND IS NOT VALID TO ANY OTHER PARTIES.

5. ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED E.

6. A ZONING PERMIT IS REQUIRED FOR ANY PROPOSED CHANGES TO LOT LINES INCLUDING CONSOLIDATION OF EXISTING PARCELS.

7. ANY ELECTRONIC REPRODUCTION of this Survey and Plan is to be for the use of the Client only. URBAN LAND SURVEYING LLC is not responsible for any discrepancies, which may arise by the ELECTRONIC REPRODUCTION of the original file and any future parties utilizing said copy do hereby release URBAN LAND SURVEYING LLC from any and all claims for damages as a result of said discrepancies.

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RESIDENTIAL
One Bedroom Unit
Two Bedroom Unit
Three Bedroom Unit

COMMERCIAL
AMENITY
UTILITY
GREEN SPACE

Second

Third-Fourth

3618-32 HAVERFORD AVE
Roof Deck

Color Key:
- COMMERCIAL
- AMENITY
- UTILITY
- GREEN SPACE

Residential:
- One Bedroom Unit
- Two Bedroom Unit
- Three Bedroom Unit

Floor Plans

3618-32 HAVERFORD AVE
3618-32 HAVERFORD AVE
3618-32 HAVERFORD AVE
4 | SIDE ELEVATION

3618-32 HAVERFORD AVE
MATERIALS

1. FIBER-CEMENT PANEL
   Almond

2. BRICK
   Glen Gery Red Flashed Velour
   (Grout to color match brick)

3. STOREFRONT WINDOW SYSTEM
   Almond

4. JULIETTE BALCONY
   Painted to match the windows

5. PROJECTED BALCONY

6. UP-DOWN LIGHT
MATERIALS

1. **HAR DIE PLANK LAP SIDING**
   - Dark gray
   - 7" Exposure

2. **BRICK**
   - Glen Gery Red Flashed Velour
   - (Grout to color match brick)

3. **JULIETTE BALCONY**
   - Painted to match the windows

4. **RECESSED LIGHT WELL W/ 42" METAL GUARDRAIL**

5. **UP-DOWN LIGHT**

6. **PLYGEM SLIDING DOORS**
   - Almond

---

3618-32 HAVERFORD AVE

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Facade Cladding
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

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, 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 3/4 mile (400-meter) walking distance of existing or planned bus, streetcar, or trolley stops, bus rapid transit stops, light or heavy rail stations. Yes. - Bus #21 @ 17th &amp; Haverford</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All new parking areas will lie in the rear yard of the property, under the building, and unserviced or uncovered parking areas are 40% or less of the site area. No parking has been proposed on this site.</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. No parking has been proposed on this site.</td>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing multiple/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 55dBA. (If setback used, specify distance) NA. Our site is not adjacent to a railway.</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and compliance to the standards of Philadelphia Bike Share. No, no bike share stations are Proposed.</td>
</tr>
</tbody>
</table>

### Water Efficiency

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>[6] Outdoor Water Use</td>
<td>Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements by at least 50% from the calculated baseline for the site’s peak watering month. YEA, landscaping will take 2 years to establish, during which time it will need irrigation. After this period the on-site vegetation will be managed without irrigation.</td>
</tr>
</tbody>
</table>

### Sustainable Sites

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>[7] Perforated Site Surfaces</td>
<td>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. 60% of the site will be pervious, including six green roofs, permeable pavers, and landscaped areas.</td>
</tr>
</tbody>
</table>

### Rainswater Management

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>[8] Rainswater Management</td>
<td>Conforms to the stormwater requirements of the Philadelphia Water Department (PWD) and either: A) Develop a green street and dedicate 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. All stormwater on the roof will be managed via the green roofs per PWD standards.</td>
</tr>
</tbody>
</table>

### Heat Island Reduction (excluding roof)

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>[9] Heat Island Reduction</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 of SRI&gt;29. B) Shading by trees, structures, or solar panels. All hardscapes will have a high reflectance of SRI&gt;29. We are also proposing several site trees to provide additional shading.</td>
</tr>
</tbody>
</table>

### Energy and Atmosphere

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<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 Interregional Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2016. 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 EICC. 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 Interregional Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2016. 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 EICC. 2018 EICC (RE) + PREScriptive</td>
</tr>
</tbody>
</table>

### Air Quality and Transportation

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>[12] Indoor Air Quality and Transportation</td>
<td>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 11. Filters shall be installed prior to occupancy. Yes, compliant filters will be installed.</td>
</tr>
</tbody>
</table>

### On-Site Renewable Energy

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>[13] On-Site Renewable Energy</td>
<td>Produce renewable energy on-site that will provide at least 3% of the project’s aggregated energy usage. No, no renewable energy will not be produced on site.</td>
</tr>
</tbody>
</table>

### Innovation

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>[14] Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm. We are proposing a bike storage room accessed via brick/brick street.</td>
</tr>
</tbody>
</table>

---


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:
  o Placing of a new street;
  o Removal of an existing street;
  o Changes to roadway grades, curb-lines, or widths; or
  o Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirements:

● EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  o FULLY DIMENSIONED
  o CURB CUTS/DRIVEWAYS/LAYBY LANES
  o TREE PITS/LANDSCAPING
  o BICYCLE RACKS/STATIONS/STORAGE AREAS
  o TRANSIT SHELTERS/STAIRWAYS

● PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  o PROPOSED TREE PITS/LANDSCAPING
  o BICYCLE RACKS/STATIONS/STORAGE AREAS
  o TRANSIT SHELTERS/STAIRWAYS

*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY
COMPLETE STREETS HANDBOOK CHECKLIST

GENERAL PROJECT INFORMATION

1. PROJECT NAME
3618-32 Haverford Ave

2. DATE
04.05.2022

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
20,230.3 US SF / 20,152 DS SF

6. OWNER NAME
West Phila. Assembly

7. OWNER CONTACT INFORMATION
108 Veronic Ln, Bear DE 19701

8. ENGINEER / ARCHITECT NAME
Rustin Ohler [HarmanDeutschOhler Architecture]

9. ENGINEER / ARCHITECT CONTACT INFORMATION
1225 N. 7th Street, 267-324-3601

10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook. Also available here: http://metadata.phila.gov/#home/datasetdetails/554386273520580861784414/

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haverford Ave</td>
<td>N. 36th St</td>
<td>N. 37th St</td>
<td>City Neighborhood Street</td>
</tr>
<tr>
<td>Brandywine St</td>
<td>N. 36th St</td>
<td>N. 37th St</td>
<td>Local Street</td>
</tr>
</tbody>
</table>

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

a. Parking and loading regulations in curb lanes adjacent to the site
   YES ☒ NO ☐

b. Street Furniture such as bus shelters, honor boxes, etc.
   YES ☒ NO ☐ N/A ☐

c. Street Direction
   YES ☒ NO ☐

d. Curb Cuts
   YES ☒ NO ☐ N/A ☐

e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
   YES ☒ NO ☐ N/A ☐

f. Building Extensions into the sidewalk, such as stairs and stoops
   YES ☒ NO ☐ N/A ☐

APPLICANT: General Project Information
Additional Explanation / Comments:
### PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. **SIDEWALK:** List sidewalk widths for each street frontage. Required sidewalk widths are listed in Section 4.3 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
<td></td>
</tr>
<tr>
<td>Haverford Ave.</td>
<td>13' / 13' / 132&quot;</td>
<td>13' / 13'</td>
</tr>
<tr>
<td>Brandywine St.</td>
<td>10' / 10' / 10'</td>
<td>10' / 10'</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></td>
<td>Required / Existing / Proposed</td>
<td></td>
</tr>
<tr>
<td>Haverford Ave.</td>
<td>6' 6&quot; / 4' 4&quot; / 4' 6&quot;</td>
<td></td>
</tr>
<tr>
<td>Brandywine St.</td>
<td>5' 0&quot; / 4' 0&quot; / 4' 6&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.

<table>
<thead>
<tr>
<th>EXISTING VEHICULAR INTRUSIONS</th>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROPOSED VEHICULAR INTRUSIONS</td>
<td>INTRUSION TYPE</td>
<td>INTRUSION WIDTH</td>
<td>PLACEMENT</td>
</tr>
</tbody>
</table>

---

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 ☐ |
|       |      |

**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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
<th>Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haverford Ave.</td>
<td>0' / 3'</td>
<td></td>
</tr>
<tr>
<td>Brandywine St.</td>
<td>0' / 0'</td>
<td></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>
<th>Recommended / Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haverford Ave.</td>
<td>3' - 6&quot; / 3' - 6&quot;</td>
<td>3' - 6&quot; / 3' - 6&quot; / 3' - 6&quot;</td>
</tr>
<tr>
<td>Brandywine St.</td>
<td>3' - 6&quot; / 3' - 6&quot;</td>
<td>3' - 6&quot; / 3' - 6&quot; / 3' - 6&quot;</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: **YES** ☒
- Lighting: **YES** ☒
- Benches: **NO** ☐
- Street Trees: **YES** ☒
- Street Furniture: **YES** ☒

19. Does the design avoid tripping hazards? **YES** ☒

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** ☒

### DEPARTMENTAL APPROVAL

**APPLICANT:** Building & Furnishing Component

**Additional Explanation / Comments:**

**DEPARTMENTAL REVIEW:** Building & Furnishing Component

**Reviewer Comments:**
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.

<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>3618-32 Haverford Ave.</td>
<td>22</td>
<td>0 / 0</td>
<td>0 / 8</td>
<td>0 / 22</td>
</tr>
</tbody>
</table>

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

DEPARTMENTAL APPROVAL

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</th>
<th>YES ☒</th>
<th>NO ☐</th>
<th>N/A ☐</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional Bike Lane</td>
<td>YES ☒</td>
<td>NO ☐</td>
<td>N/A ☐</td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td>YES ☒</td>
<td>NO ☐</td>
<td>N/A ☐</td>
</tr>
<tr>
<td>Bicycle-Friendly Street</td>
<td>YES ☒</td>
<td>NO ☐</td>
<td>N/A ☐</td>
</tr>
<tr>
<td>Indego Bicycle Share Station</td>
<td>YES ☒</td>
<td>NO ☐</td>
<td>N/A ☐</td>
</tr>
</tbody>
</table>

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

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

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

APPLICANT: Bicycle Component

Additional Explanation / Comments:

---

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

28. Does the design connect transit stops to the surrounding pedestrian network and destinations?

29. Does the design provide a buffer between the roadway and pedestrian traffic?

30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

APPLICANT: Curbside Management Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:
### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

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

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

32. What is the maximum AASHTO design vehicle being accommodated by the design?

- [ ] YES
- [ ] NO

33. Will the project affect a historically certified street? An inventory of historic streets 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

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

- [ ] YES
- [ ] NO

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

---

### URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

39. Does the design incorporate windows, storefronts, and other active uses facing the street?

- [ ] YES
- [ ] NO

40. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

- [ ] 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

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

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### 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.

<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>
</tr>
</tbody>
</table>

**DEPARTMENTAL APPROVAL**

43. Does the design minimize the signal cycle length to reduce pedestrian wait time?  
   - [ ] Yes  
   - [ ] No  
   - [ ] N/A

44. Does the design provide adequate clearance time for pedestrians to cross streets?  
   - [ ] Yes  
   - [ ] No  
   - [ ] N/A

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

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  
   - [ ] N/A

   - [ ] Marked Crosswalks
   - [ ] Pedestrian Refuge Islands
   - [ ] Signal Timing and Operation
   - [ ] Bike Boxes

47. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?  
   - [ ] Yes  
   - [ ] No  
   - [ ] N/A

48. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?  
   - [ ] Yes  
   - [ ] No  
   - [ ] N/A

**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments:

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**

Reviewer Comments: