

# MILL CREEK STATION

4601 MARKET STREET, PHILADELPHIA, PENNSYLVANIA 19139

CIVIC DESIGN REVIEW SUBMISSION



**BERNARDON**



**BERNARDON** | FEBRUARY 17, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**

## PROJECT SUMMARY

Mill Creek Station is located in the Mill Creek neighborhood of Philadelphia between 46th and 48th Streets to the east and west and Market Street and Haverford Avenue to the south and north. The Provident Building is located on the southeast corner of the property and is to remain. A city owned parking lot extends within the site from 48th Street into the center of the lot. The Juvenile Justice Services Center borders the site to the northwest while residential properties are adjacent to the site at the northeast.

The existing site currently has educational facilities, medical dental & health practitioners, and eating and drinking establishments within the Provident Building, which are to remain, accessory parking, and vacant areas. The site is zoned for 'CMX-3 Commercial Mixed Use' within the 46th Street Station Transit-Oriented Development (TOD) Transit Station Overlay District.

The project consists of (1) nineteen-story and (5) seven-story structures with a "through-block connection" with landscaping and public spaces running at ground level between the buildings to allow pedestrians to travel thru the site from 48th Street to Market Street.

Approximately 6,550 SF total of retail spaces will be in the three buildings that have street frontage along 48th and Market Streets. Approximately 13,400 SF of residential amenity spaces will be located on the First and Nineteenth Floors and roof decks will be located at all buildings.

1,240 residential units, in a mix of studios, one-bedroom, and two-bedroom units at approximately 819,200 SF, will be located on the upper floors. Two pairs of buildings at the southwest corner of the property will each have a large connecting courtyard at the Second Floor totaling 34,974 SF. The courtyards will feature outdoor kitchens, lounge spaces, and a pool for the residents.

There will be (343) on-grade parking spaces including (9) auto-share parking spaces at the new buildings and (41) existing parking spaces at the Provident Building for a total of (384) spaces.

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CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: ZP-2022-007951

What is the trigger causing the project to require CDR Review? Explain briefly.

The proposed project creates more than 100,000 sf of gross new floor area and creates more than 100 residential units.

PROJECT LOCATION

Planning District: West Council District: District 3

Address: 4601 Market Street  
Philadelphia, PA 19139

Is this parcel within an Opportunity Zone? Yes X No  
If yes, is the project using Opportunity Zone Yes X No  
Funding? \_\_\_\_\_

CONTACT INFORMATION

Applicant Name: Devon N. Beverly Primary Phone: (215) 864-8394

Email: beverlyd@ballardspahr.com Address: 1735 Market Street, 51<sup>st</sup> Floor  
Philadelphia, PA 19103-7599

Property Owner: IS3 Haverford LLC Developer: IS3 Haverford LLC  
IS3 Market LLC IS3 Market LLC  
IS3 Team LLC IS3 Team LLC

Architect: Bernardon



SITE CONDITIONS

Site Area: 13.29 Acres

Existing Zoning: CMX-3 Are Zoning Variances required? Yes No X

Proposed Use:  
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):  
The project consists of (1) nineteen-story and (5) seven-story structures with retail and multi-family uses. Approximately 6,550 SF total of retail spaces will be in the three buildings that have street frontage along 48th and Market Streets.  
1,240 residential units, in a mix of studios, one-bedroom, and two-bedroom units at approximately 819,200 SF, will be located on the upper floors of all buildings.  
Approximately 13,400 SF of residential amenity spaces will be located on the First and Nineteenth Floors and roof decks will be located at all buildings. Two pairs of buildings at the southwest corner of the property will each have a large connecting courtyard at the Second Floor totaling 34,974 SF. The courtyards will feature outdoor kitchens, lounge spaces, and a pool for the residents.

Proposed # of Parking Units:  
There will be (343) on-grade parking spaces including (9) auto-share parking spaces at the new buildings and (41) existing parking spaces at the Provident Building for a total of (384) spaces.

COMMUNITY MEETING

Community meeting held: Yes No X

If yes, please provide written documentation as proof.

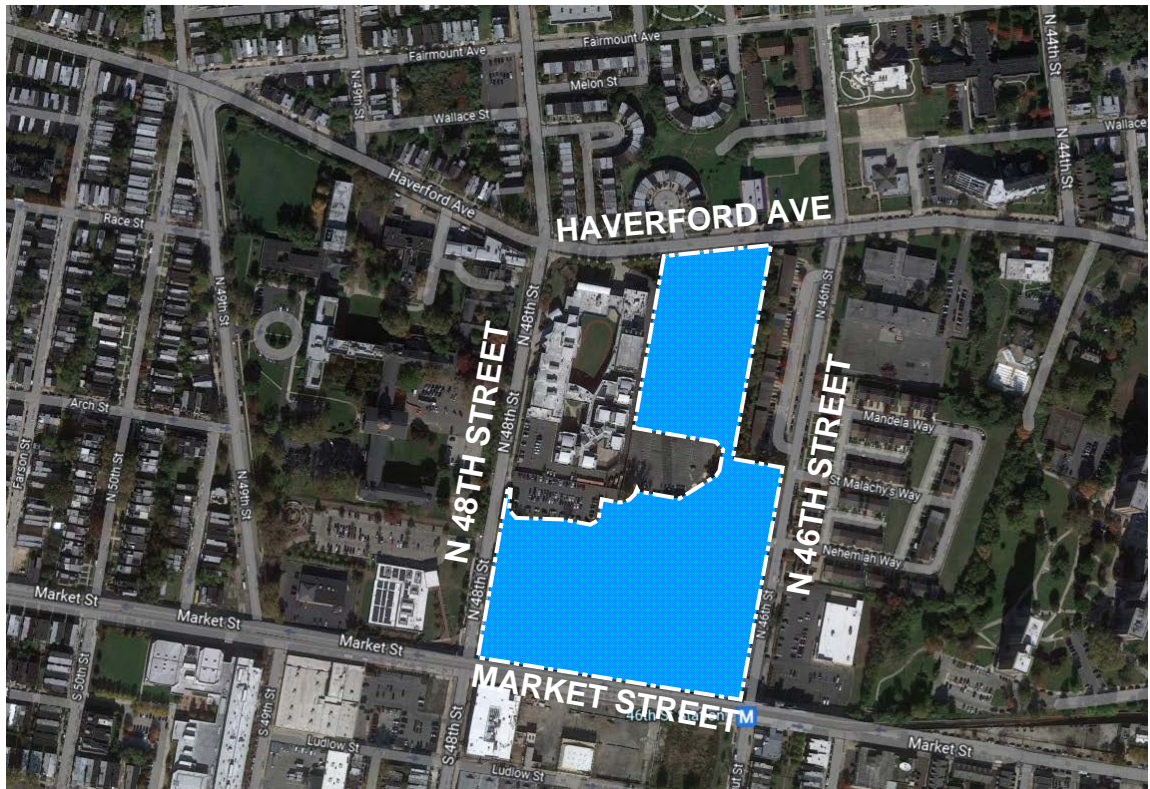
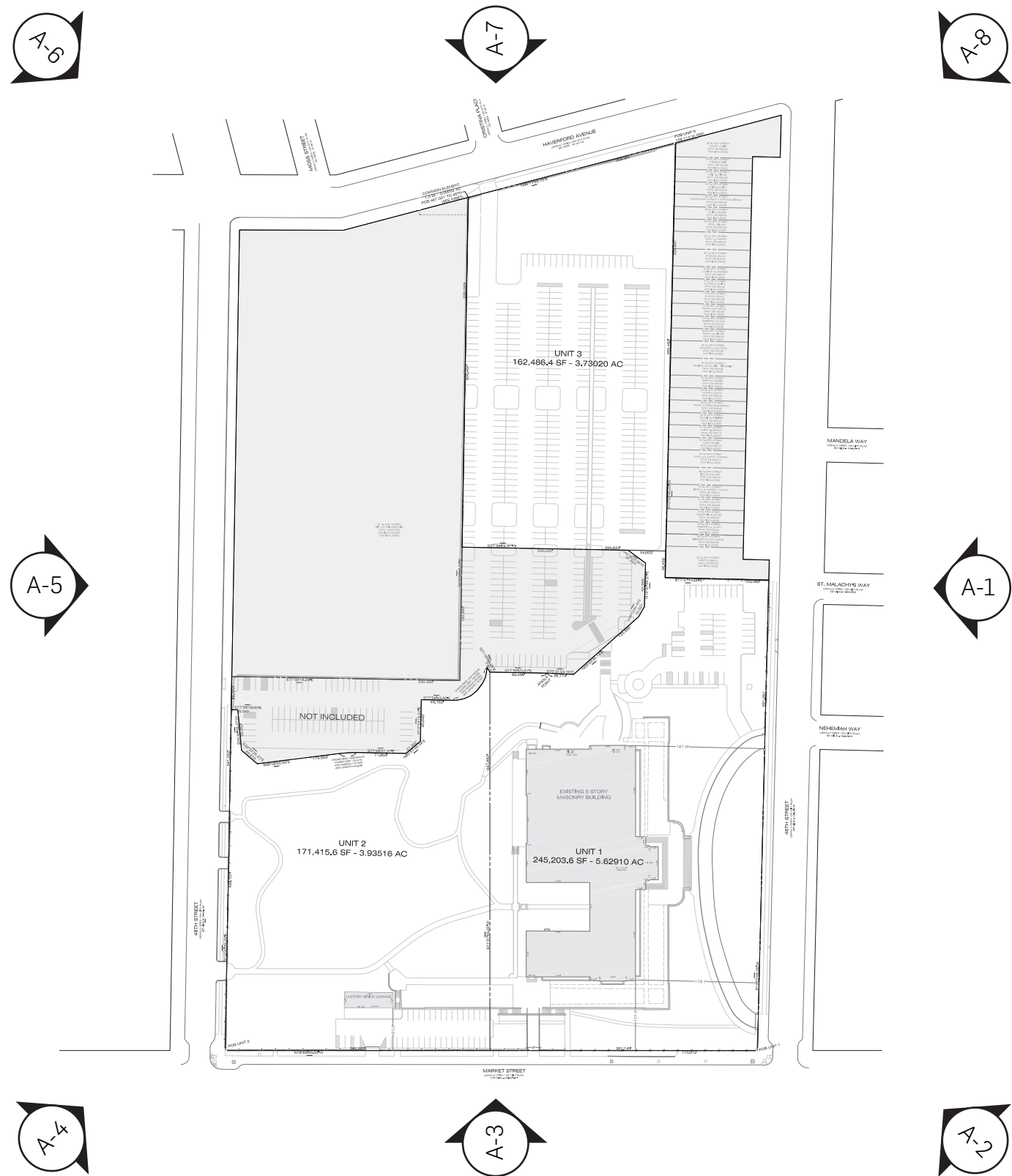
If no, indicate the date and time the community meeting will be held:  
Date: March 1, 2023 Time: 6:00 PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X

If yes, indicate the date hearing will be held:  
Date: N/A

SITE CONTEXT - AERIAL VIEWS KEY PLAN



SATELLITE VIEW OF SITE



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MILL CREEK STATION



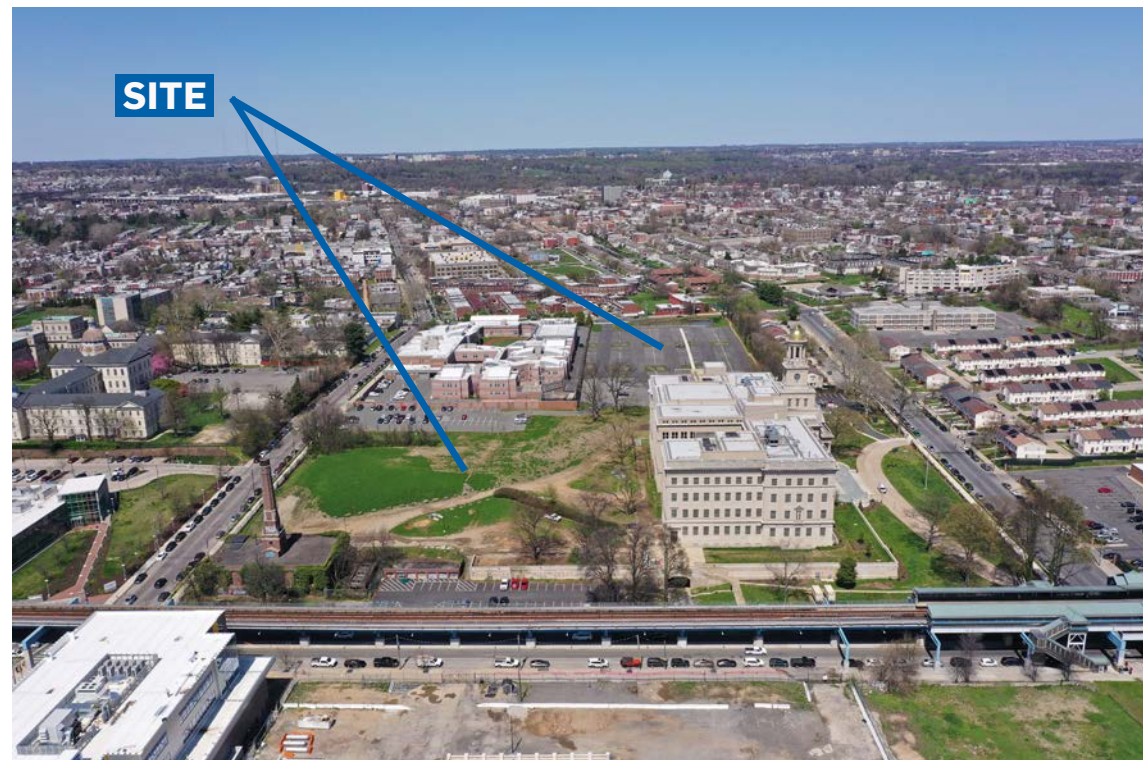
## SITE CONTEXT - AERIAL VIEWS



A-1: AERIAL VIEW OF SITE LOOKING WEST



A-2: AERIAL VIEW OF SITE LOOKING NORTHWEST



A-3: AERIAL VIEW OF SITE LOOKING NORTH



A-4: AERIAL VIEW OF SITE LOOKING NORTHEAST



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## SITE CONTEXT - AERIAL VIEWS



A-5: AERIAL VIEW OF SITE LOOKING EAST



A-6: AERIAL VIEW OF SITE LOOKING SOUTHEAST



A-7: AERIAL VIEW OF SITE LOOKING SOUTH



A-8: AERIAL VIEW OF SITE LOOKING SOUTHWEST



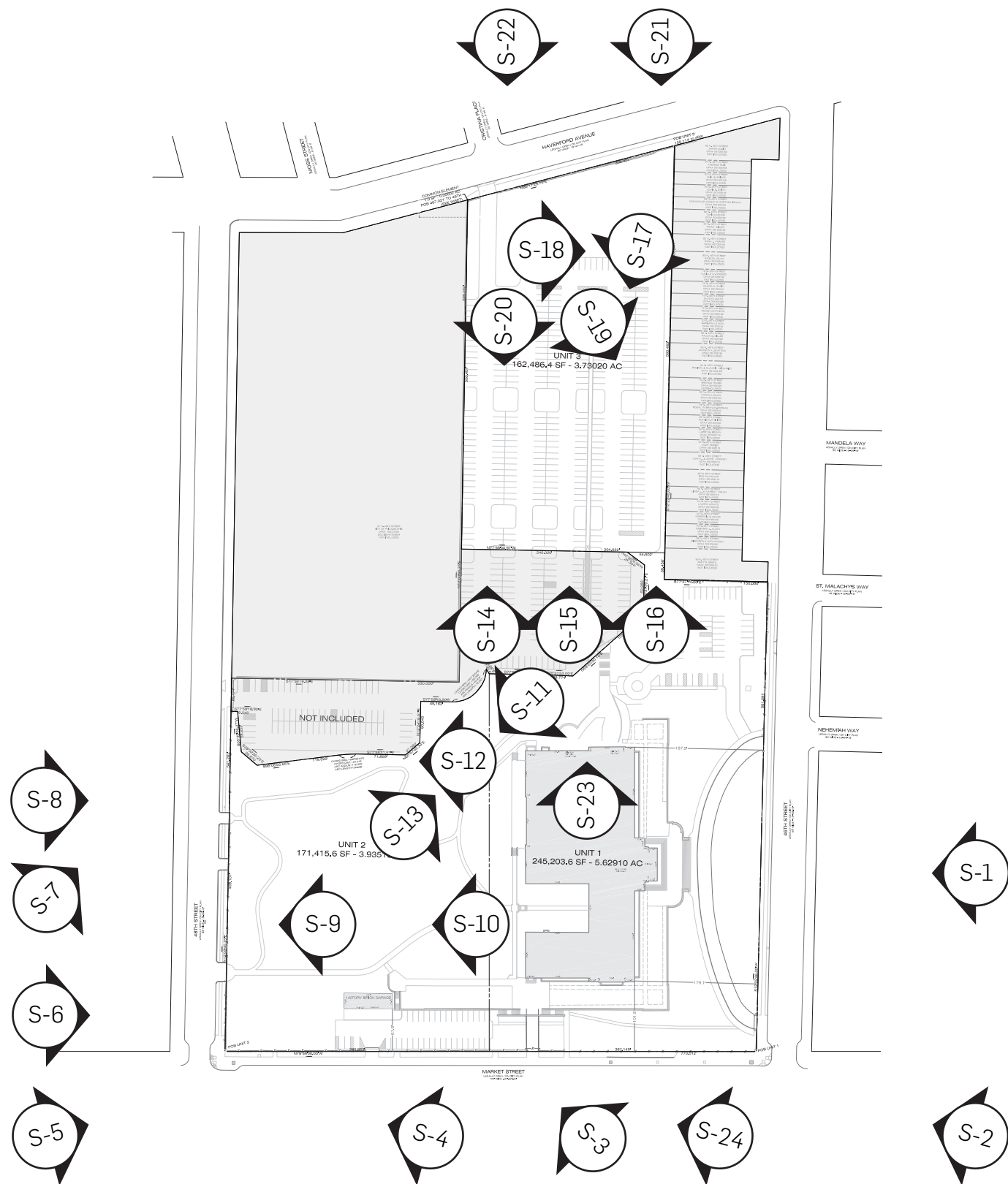
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# SITE CONTEXT - EXISTING SITE IMAGES KEY PLAN



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# SITE CONTEXT - EXISTING SITE IMAGES



S-1: 46TH ST FACING EAST TOWARDS THE PROVIDENT BUILDING



S-2: 46TH & MARKET ST CORNER FACING NORTHWEST AT SITE



S-3: MARKET ST FACING NORTHWEST TOWARDS SITE'S FUTURE THROUGH-BLOCK CONNECTION ENTRY AT MARKET STREET



S-4: MARKET ST FACING WEST TOWARDS SITE & 48TH ST



S-5: 48TH & MARKET ST CORNER FACING NORTHEAST AT SITE



S-6: 48TH & MARKET ST CORNER FACING EAST AT SITE



S-7: 48TH ST FACING NORTHEAST AT SITE



S-8: 48TH ST FACING EAST TOWARDS SITE'S FUTURE THROUGH-BLOCK CONNECTION ENTRY AT 48TH STREET



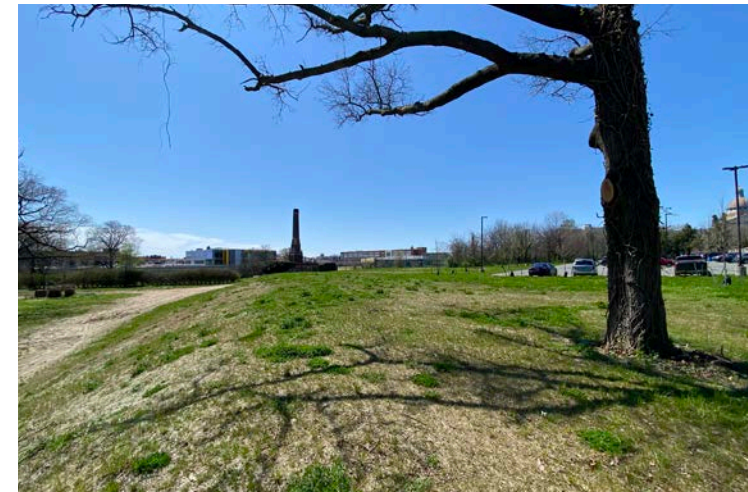
S-9: ON SITE FACING WEST TOWARDS 48TH STREET



S-10: ON SITE FACING WEST TOWARDS 48TH STREET



S-11: ON SITE FACING SOUTHWEST TOWARDS MARKET ST



S-12: ON SITE FACING WEST TOWARDS 48TH ST



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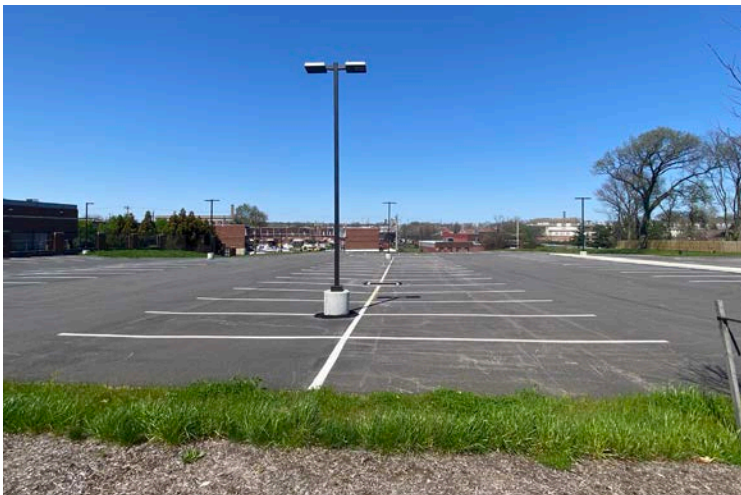
# SITE CONTEXT - EXISTING SITE IMAGES



S-13: ON SITE FACING NORTH TO REAR OF THE PROVIDENT BLDG



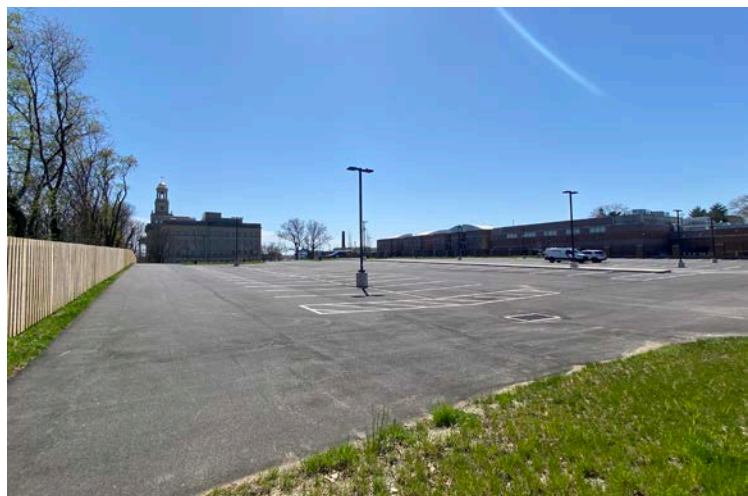
S-14: ON SITE FACING NORTH TOWARDS HAVERFORD AVE



S-15: ON SITE FACING NORTH TOWARDS HAVERFORD AVE



S-16: ON SITE FACING NORTH TOWARDS HAVERFORD AVE



S-17: ON SITE FACING SOUTH TOWARDS THE PROVIDENT BLDG



S-18: ON SITE FACING EAST TOWARDS 46TH ST RESIDENCES



S-19: ON SITE FACING SOUTHEAST TOWARDS 46TH ST RESIDENCES



S-20: ON SITE FACING SOUTH TOWARDS THE PROVIDENT BLDG



S-21: HAVERFORD AVE FACING SOUTH AT 46TH ST RESIDENCES



S-22: HAVERFORD AVE AT CRISTINA PL FACING SOUTH AT SITE



S-23: AERIAL VIEW FACING NORTH TOWARDS HAVERFORD AVE



S-24: 46TH ST STATION PLATFORM FACING NORTHWEST AT SITE



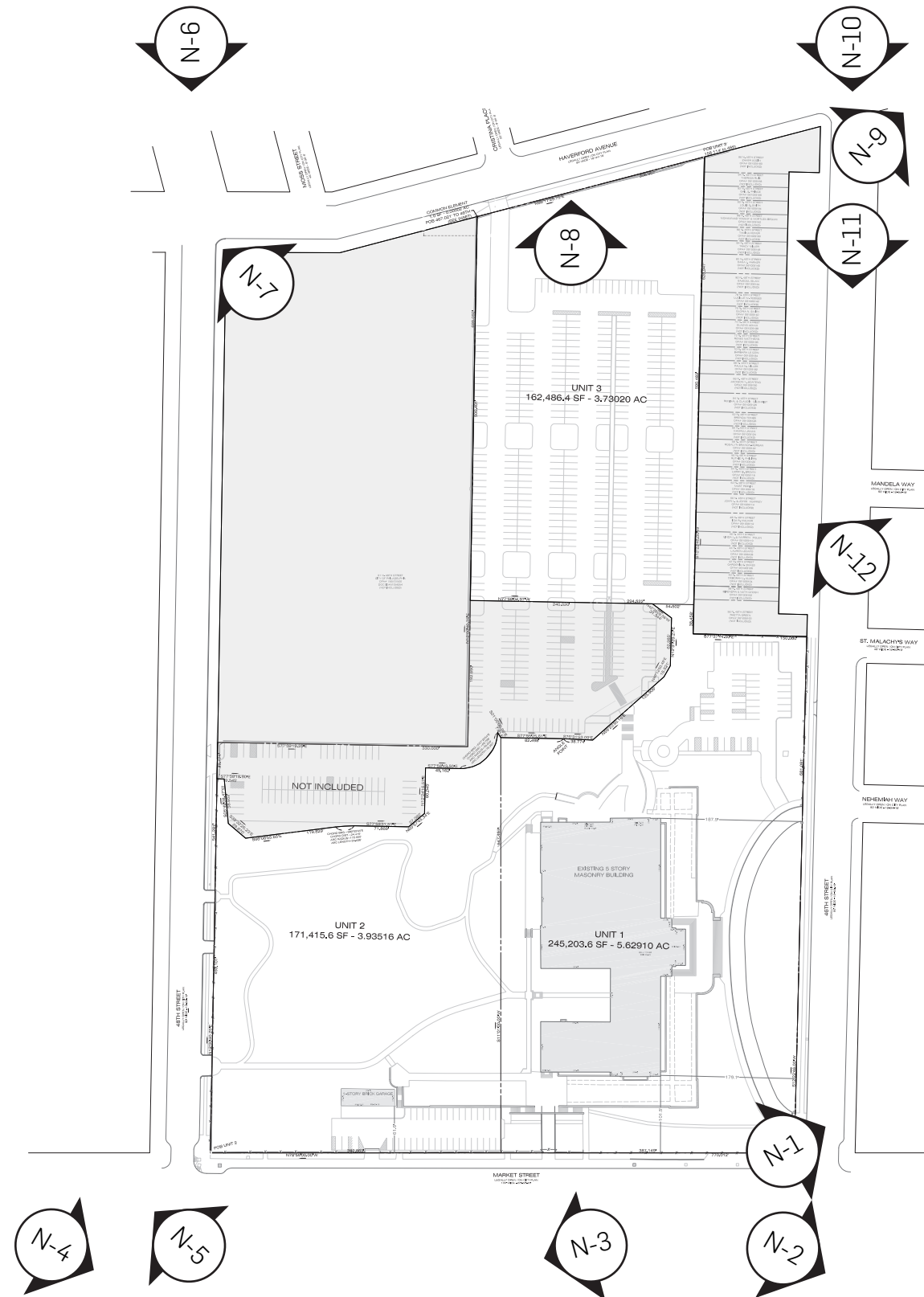
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# SITE CONTEXT - NEIGHBORHOOD IMAGES KEY PLAN



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# SITE CONTEXT - NEIGHBORHOOD IMAGES



N-1: 46TH & MARKET STREETS CORNER FACING NORTHEAST



N-2: 46TH & MARKET STREETS CORNER FACING SOUTHEAST



N-3: MARKET ST FACING WEST TOWARDS 48TH ST



N-4: 48TH & MARKET STREETS CORNER FACING SOUTHEAST



N-5: 48TH & MARKET STREETS CORNER FACING NORTH



N-6: 48TH ST & HAVERFORD AVE CORNER FACING SOUTH



N-7: 48TH ST & HAVERFORD AVE CORNER FACING NORTHWEST



N-8: HAVERFORD AVE FACING NORTH TOWARDS CRISTINA PL



N-9: 46TH ST & HAVERFORD AVE CORNER FACING NORTHEAST



N-10: 46TH ST & HAVERFORD AVE CORNER FACING SOUTHWEST



N-11: 46TH ST FACING SOUTH TOWARDS MARKET ST



N-12: 46TH ST FACING NORTHWEST TOWARDS HAVERFORD AVE



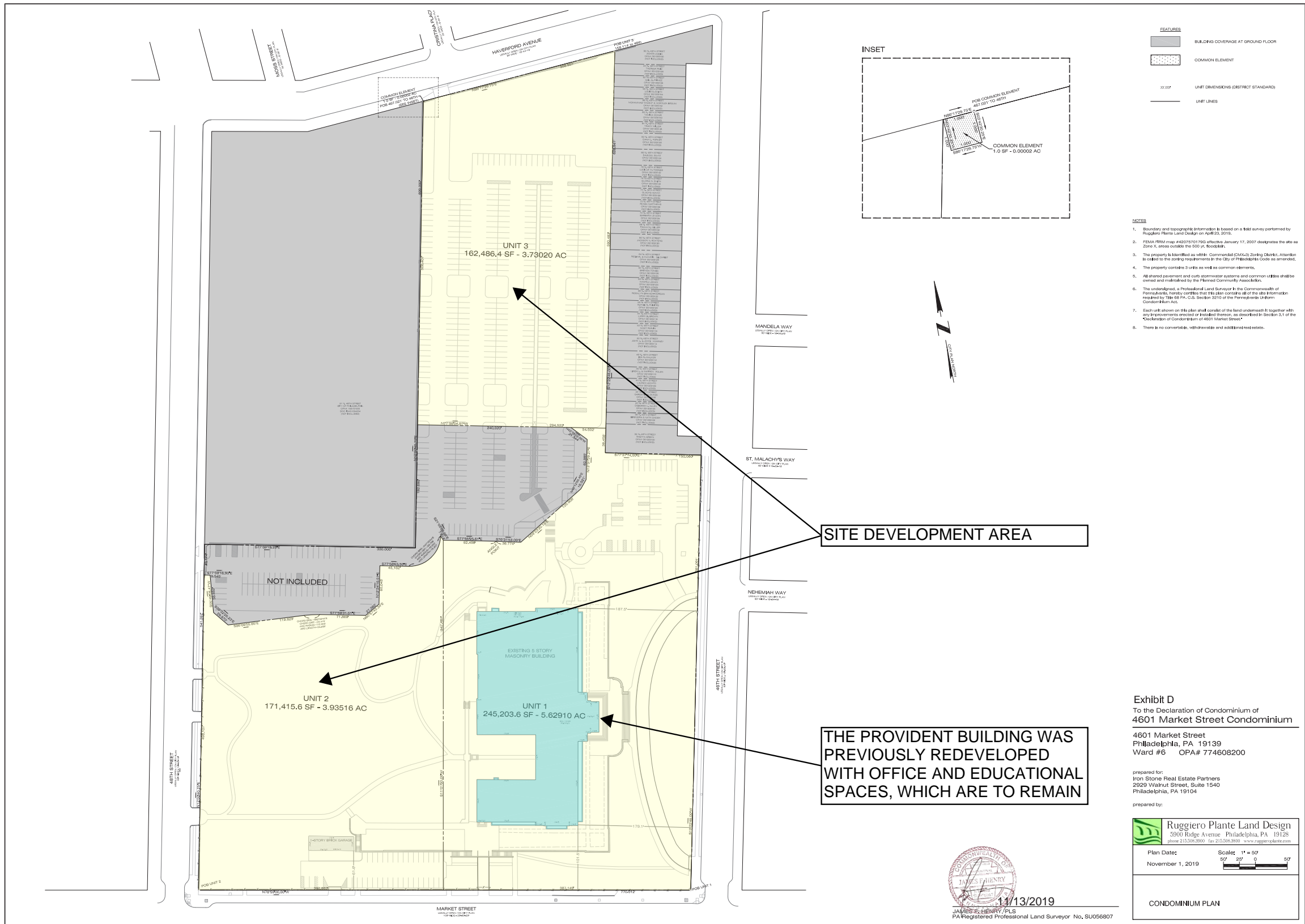
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# EXISTING SITE CONTEXT PLAN - OVERALL SITE

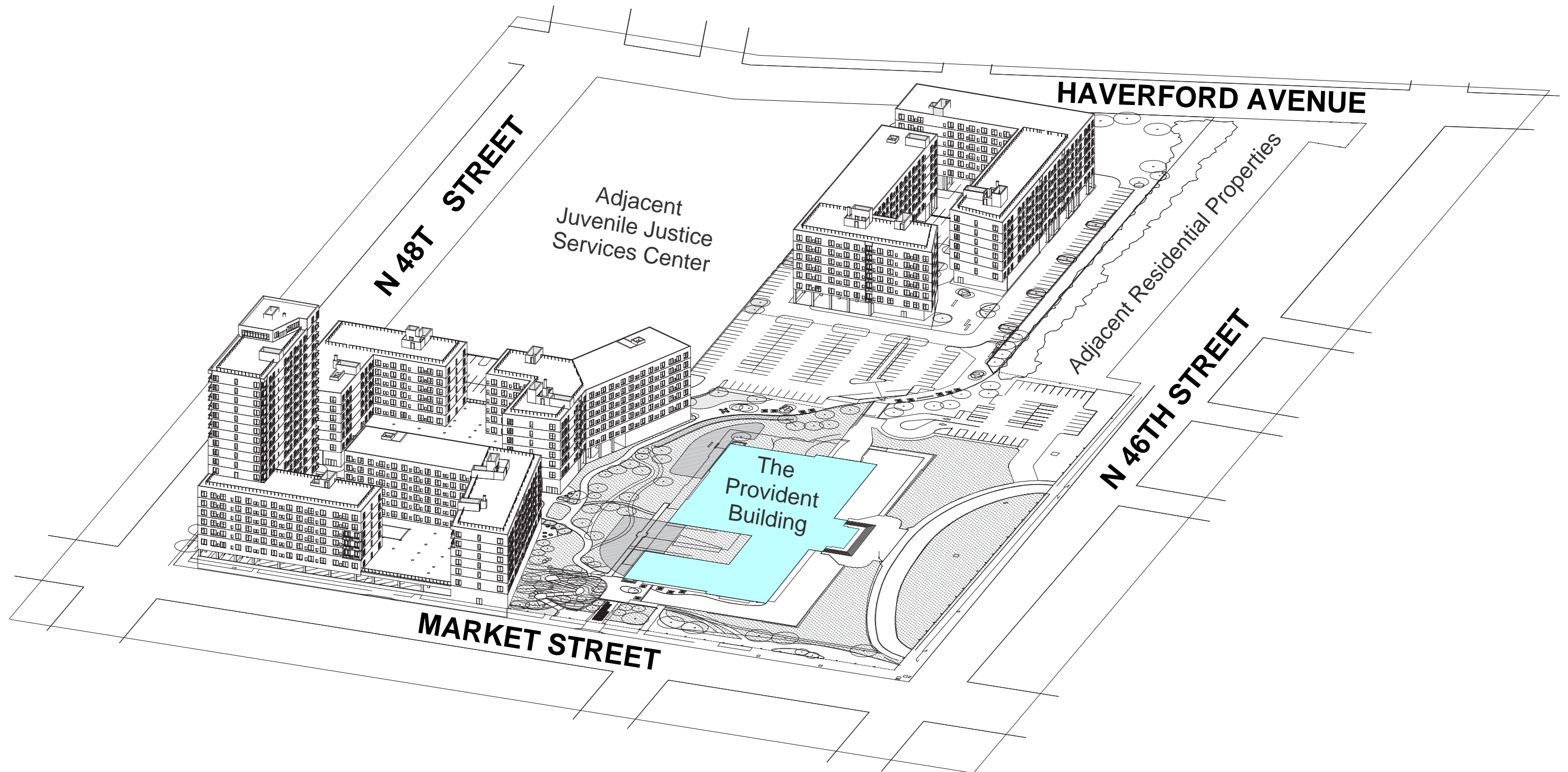


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# 3D MASSING MODEL - AERIAL VIEW FACING NORTHWEST

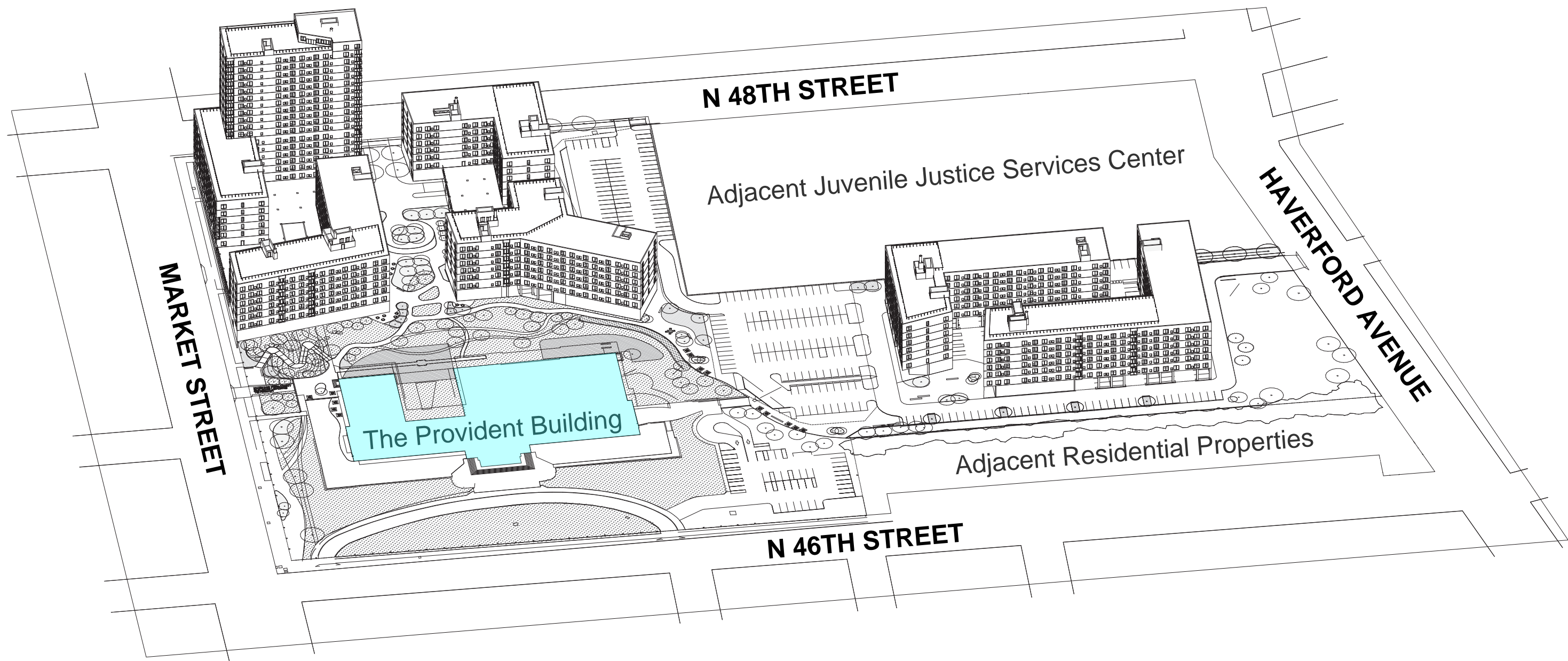


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3D MASSING MODEL - AERIAL VIEW FACING WEST



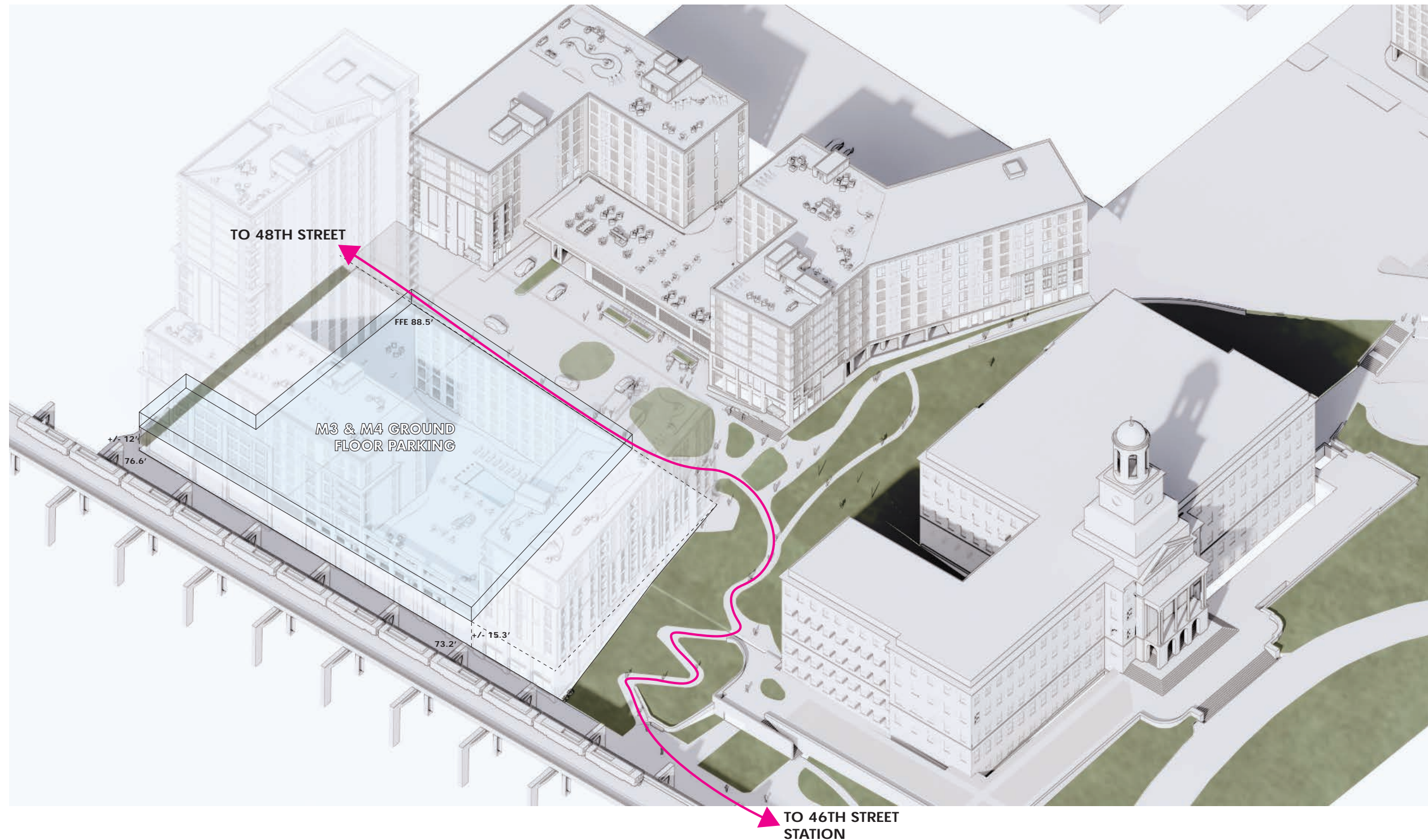
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# 3D MASSING MODEL - AERIAL VIEW OF THROUGH-BLOCK CONNECTION



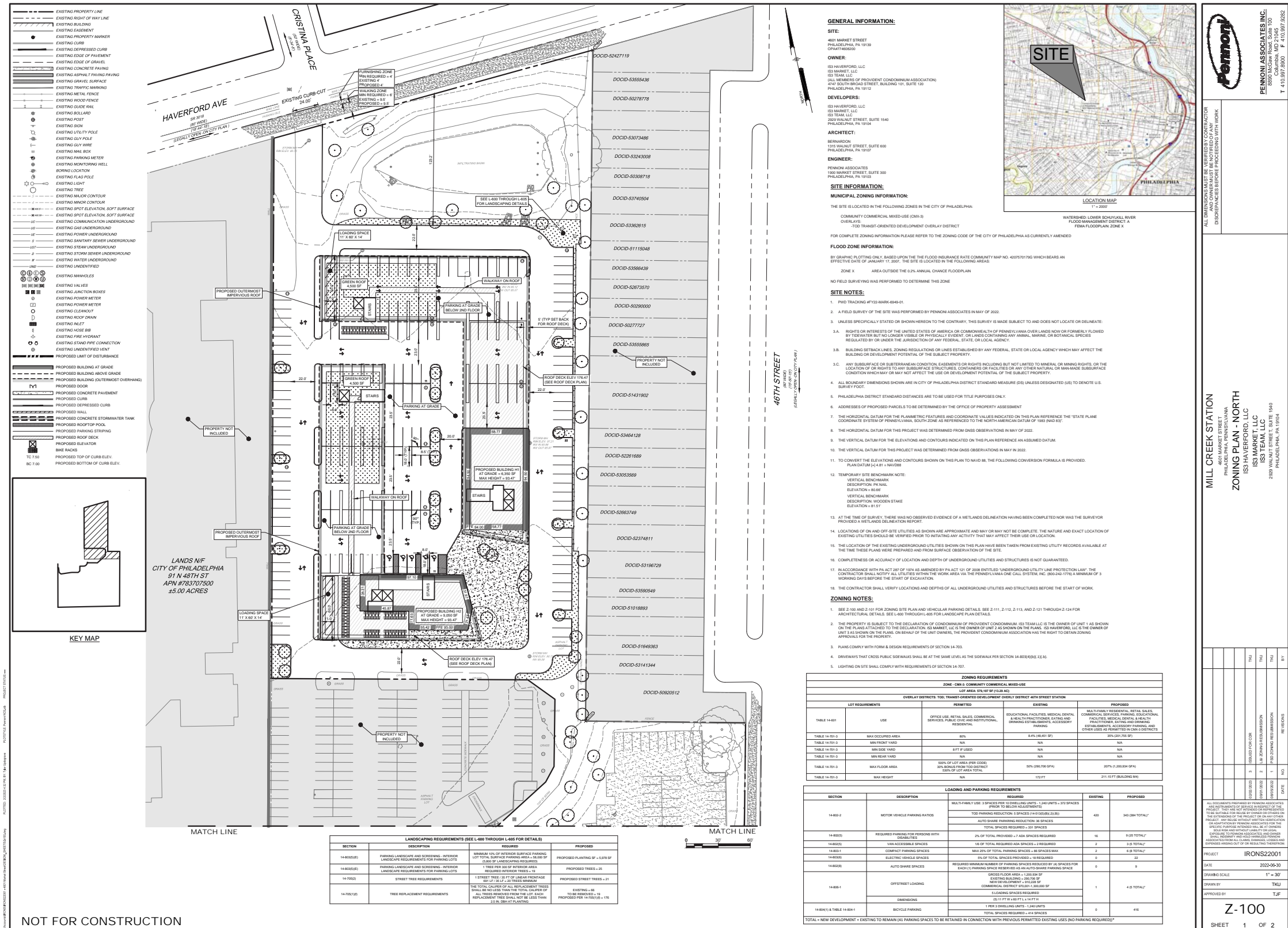
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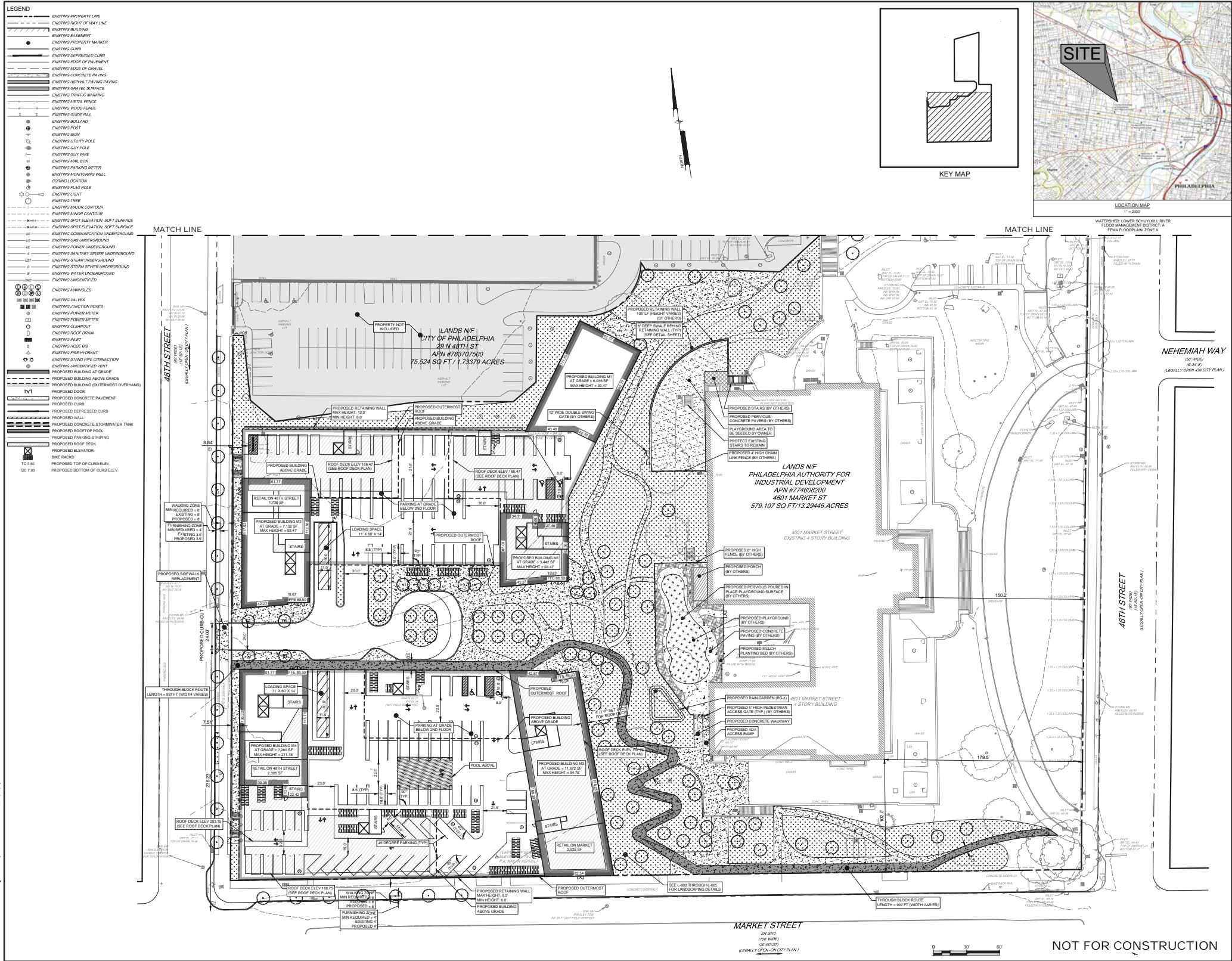
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## PROPOSED SITE PLAN - NORTH



PROPOSED SITE PLAN - SOUTH



**Penmon**

**PENNON ASSOCIATES INC.**  
1880 McGraw Road, Suite 100  
Columbia, MD 21046  
T 410.397.0800 F 410.397.0802

ALL DRAWINGS MUST BE REVIEWED BY THE CITY ENGINEER AND OWNER BEFORE PROCEEDING WITH WORK.

**MILL CREEK STATION**  
401 MARKET STREET  
PHILADELPHIA, PENNSYLVANIA

**ZONING PLAN - SOUTH**  
IS3 HAVSFORD LLC  
IS3 MARKET LLC  
IS3 TEAM LLC  
209 WALNUT STREET, SUITE 1640  
PHILADELPHIA, PA 19104

NO.	DATE	BY	CHKD.	APP'D.
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PROJECT: IRONS22001

DATE: 2022-06-30

DRAWING SCALE: 1" = 30'

DRAWN BY: TKU

APPROVED BY: TJK

**Z-101**

SHEET 2 OF 2

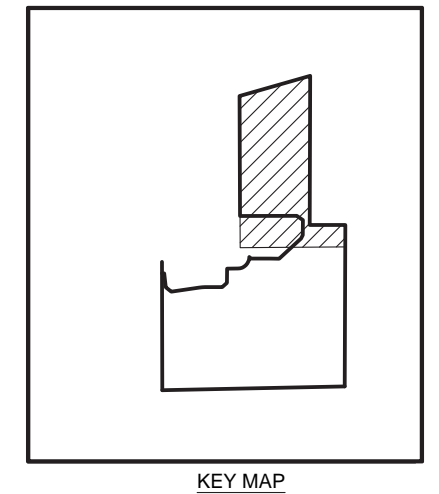
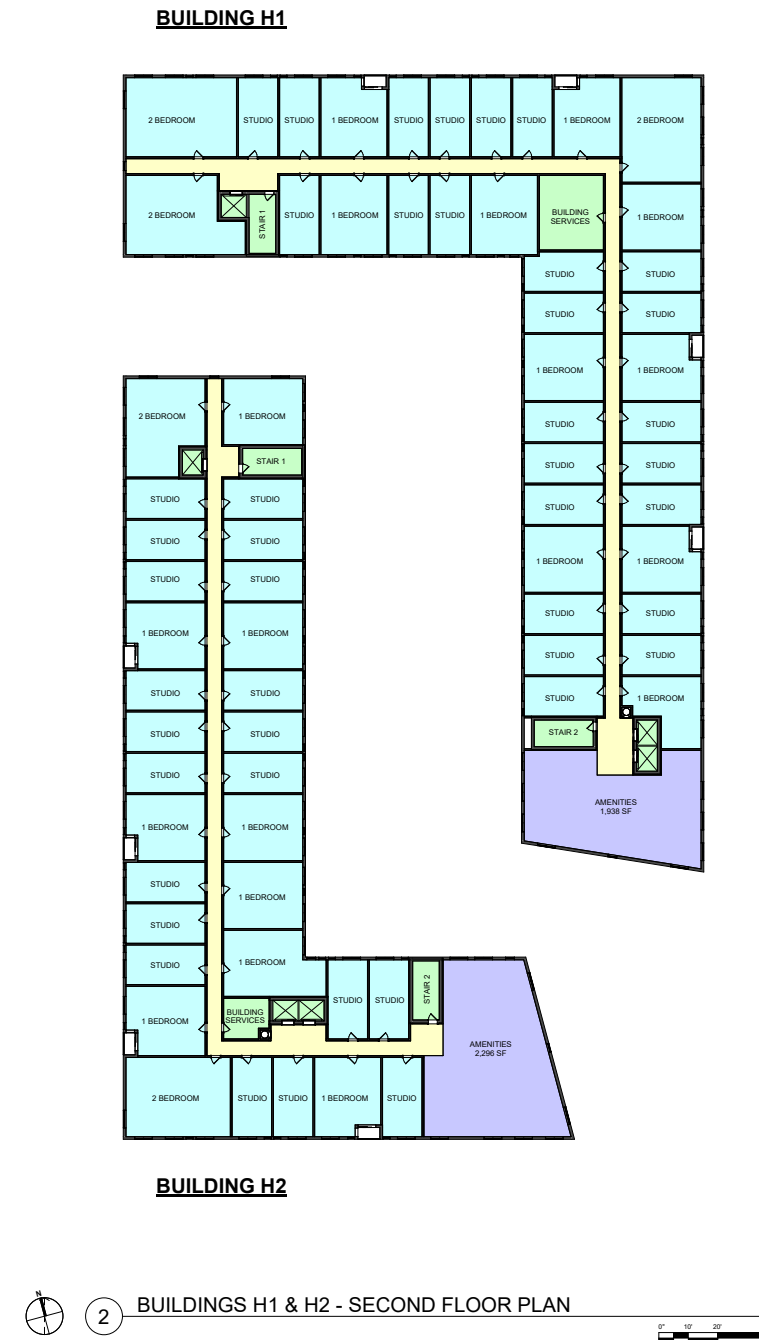
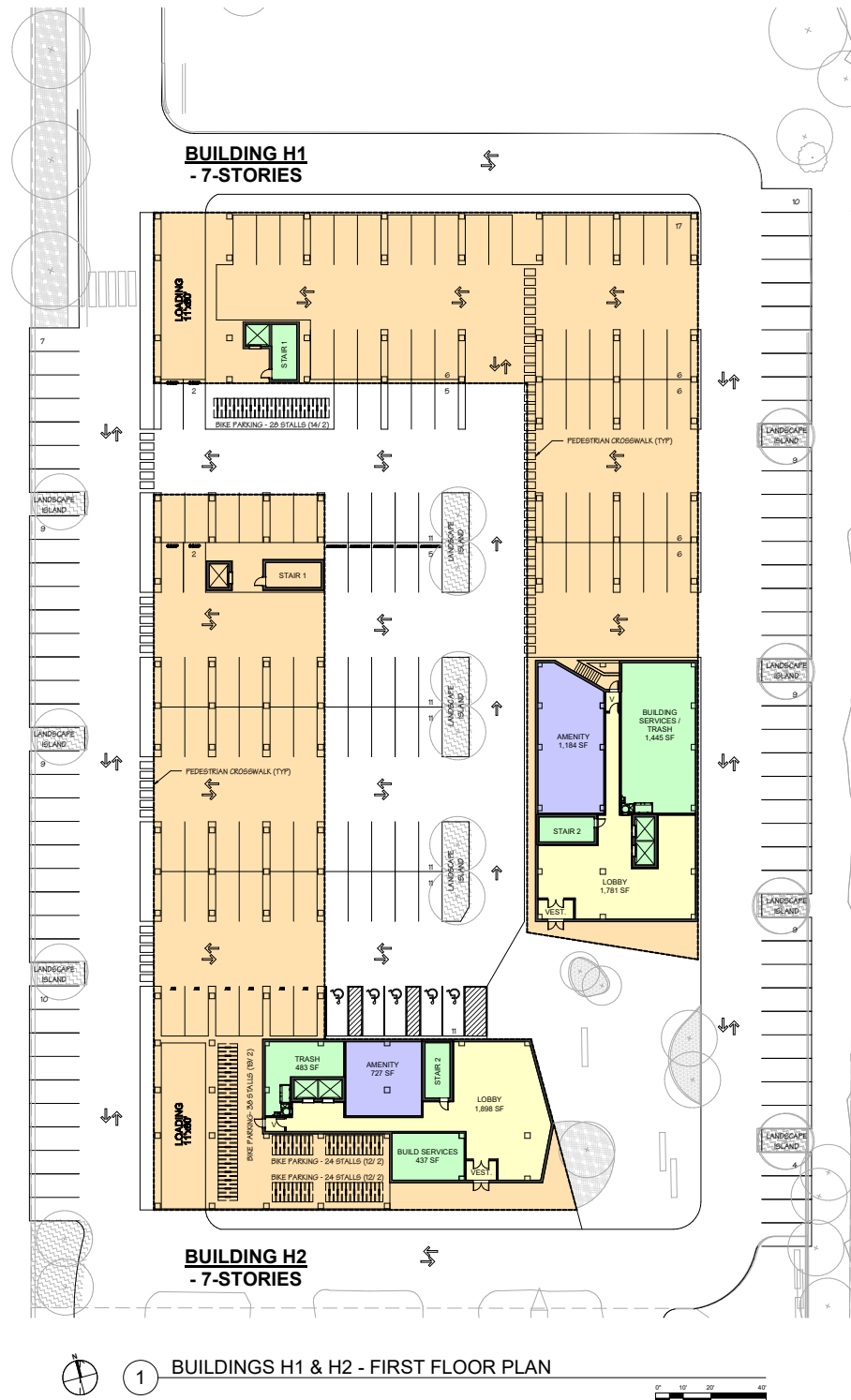


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MILL CREEK STATION





- KEY**
- RESIDENTIAL UNITS
  - LOBBY & CORRIDORS
  - RETAIL
  - AMENITY SPACES
  - COURTYARDS & ROOF DECKS
  - STAIRS, ELEVATORS, & BACK-OF-HOUSE
  - COVERED PARKING
  - GREEN ROOF (UNOCCUPIABLE)

BUILDING H1 -  
232 UNITS

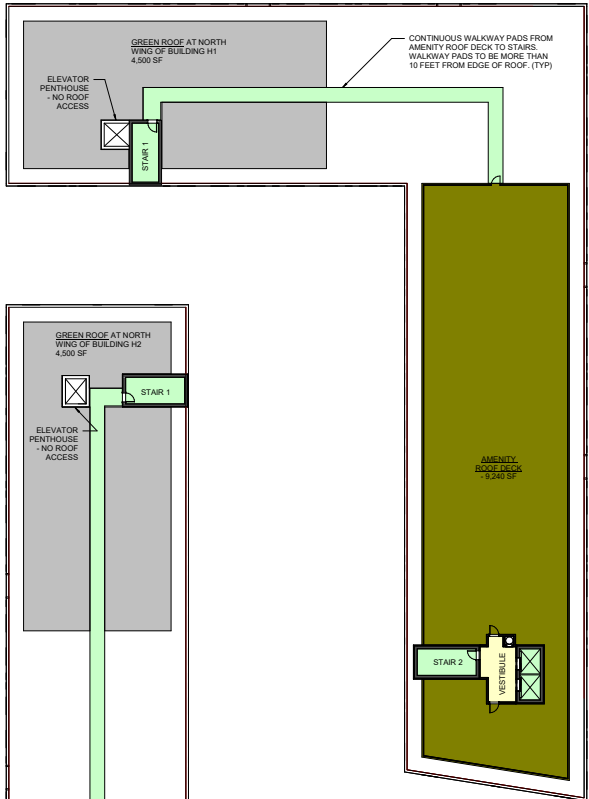


BUILDING H2 -  
201 UNITS

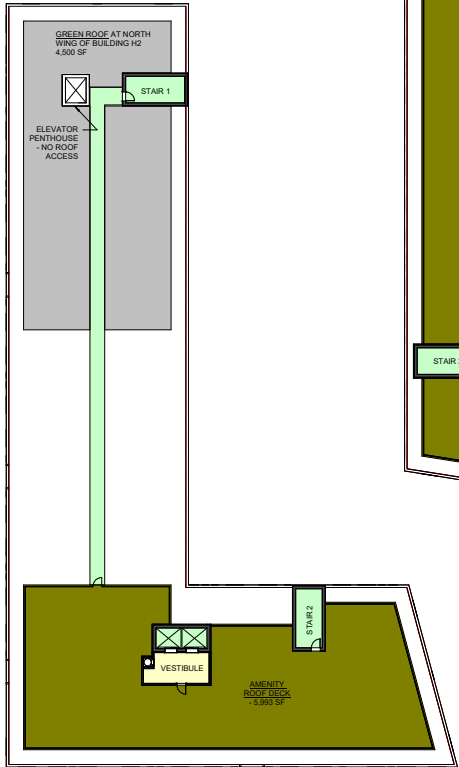


1 BUILDINGS H1 & H2 - TYP THIRD THRU SEVENTH FLOOR PLAN

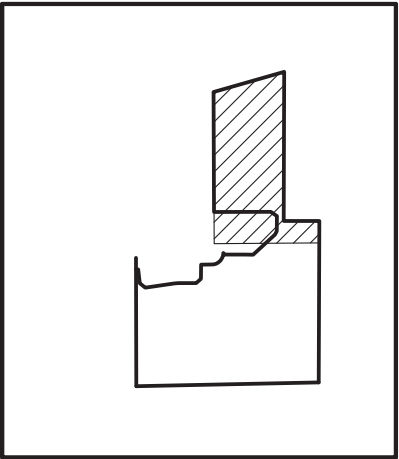
BUILDING H1



BUILDING H2



2 BUILDINGS H1 & H2 - ROOF DECK PLAN

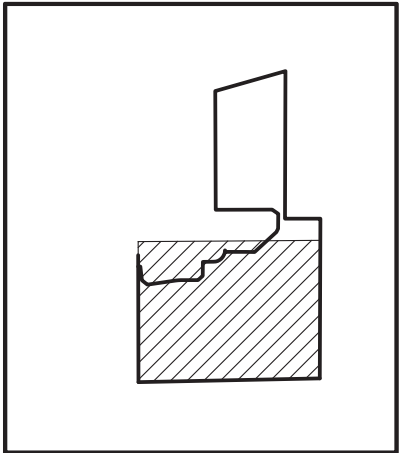
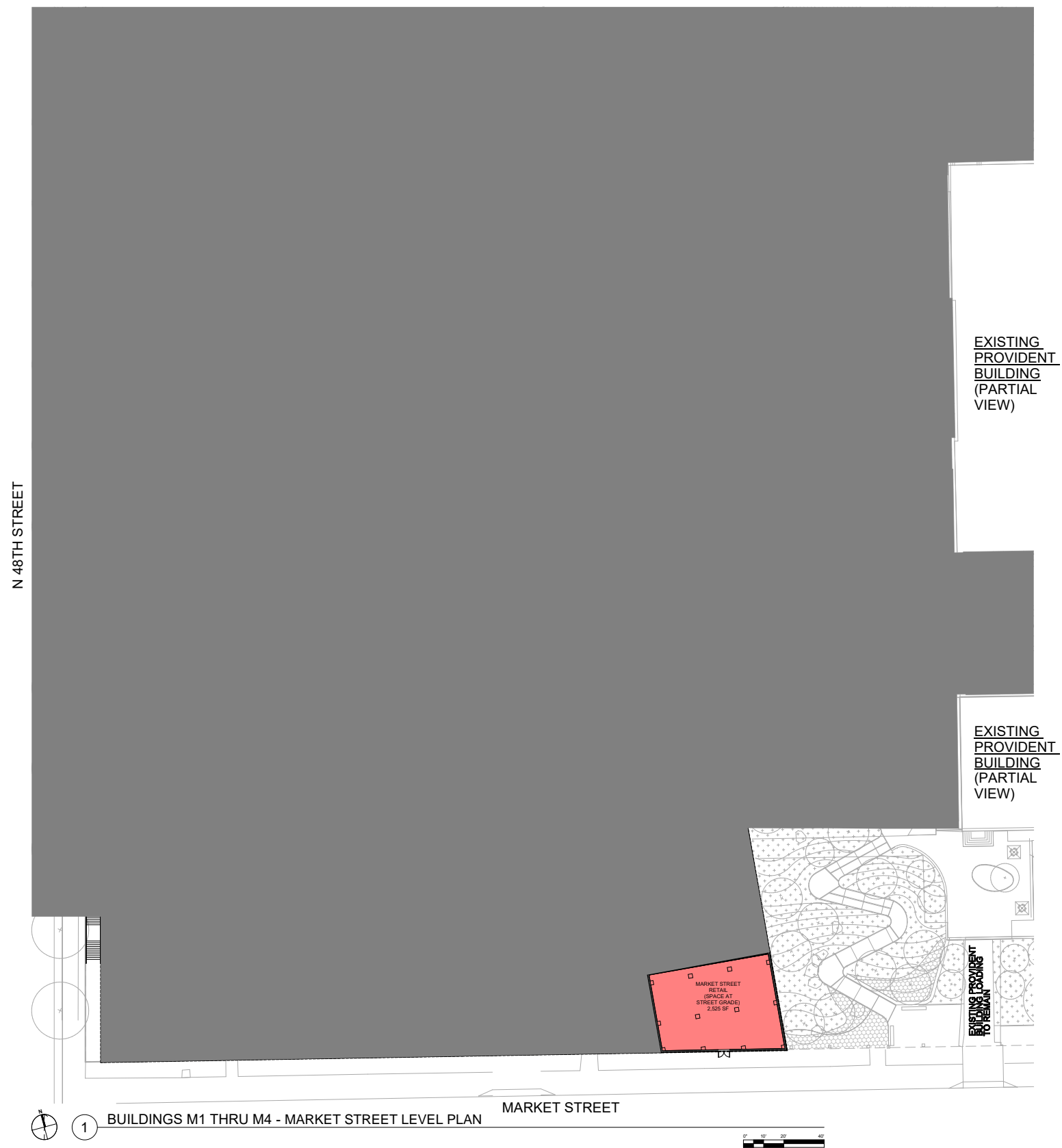


KEY MAP

KEY

- RESIDENTIAL UNITS
- LOBBY & CORRIDORS
- RETAIL
- AMENITY SPACES
- COURTYARDS & ROOF DECKS
- STAIRS, ELEVATORS, & BACK-OF-HOUSE
- COVERED PARKING
- GREEN ROOF (UNOCCUPIABLE)

FLOOR PLANS - SOUTH: MARKET STREET LEVEL



KEY MAP

KEY

- RESIDENTIAL UNITS
- LOBBY & CORRIDORS
- RETAIL
- AMENITY SPACES
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- STAIRS, ELEVATORS, & BACK-OF-HOUSE
- COVERED PARKING
- GREEN ROOF (UNOCCUPIABLE)



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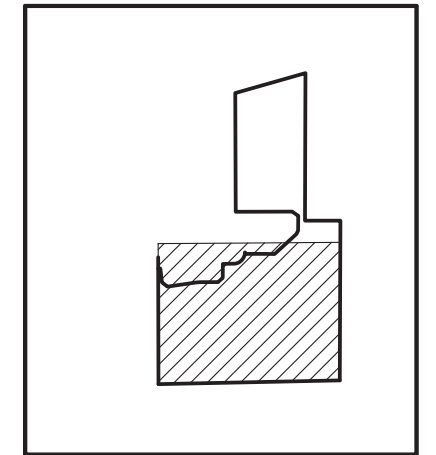
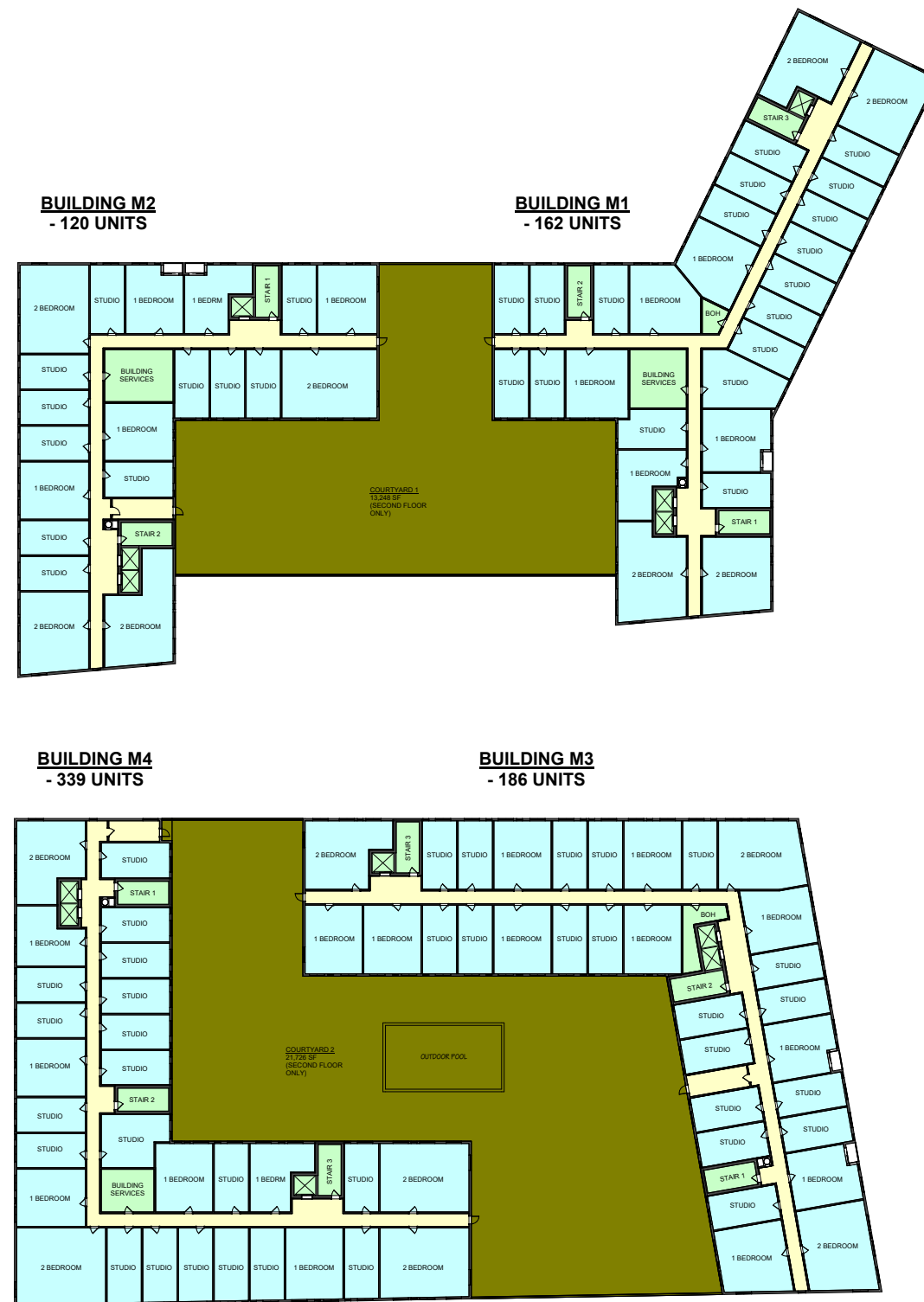
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MILL CREEK **STATION**





# FLOOR PLANS - SOUTH



KEY MAP

## KEY

- RESIDENTIAL UNITS
- LOBBY & CORRIDORS
- RETAIL
- AMENITY SPACES
- COURTYARDS & ROOF DECKS
- STAIRS, ELEVATORS, & BACK-OF-HOUSE
- COVERED PARKING
- GREEN ROOF (UNOCCUPIABLE)

1 BUILDINGS M1 THRU M4 - TYPICAL SECOND THRU SEVENTH FLOOR PLAN

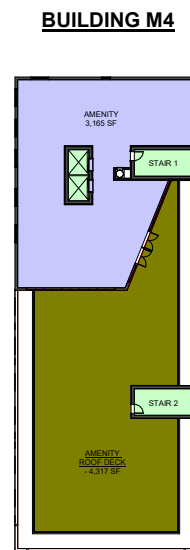


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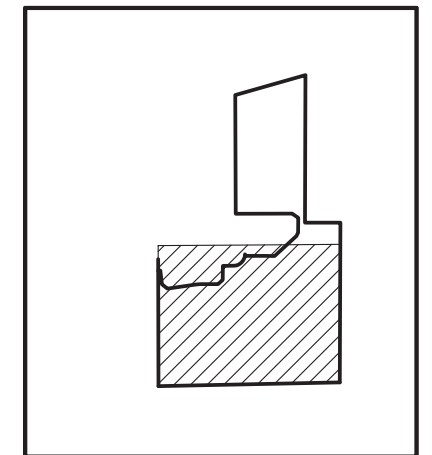
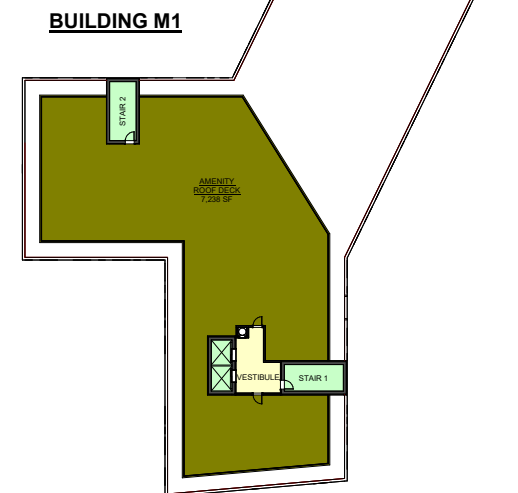
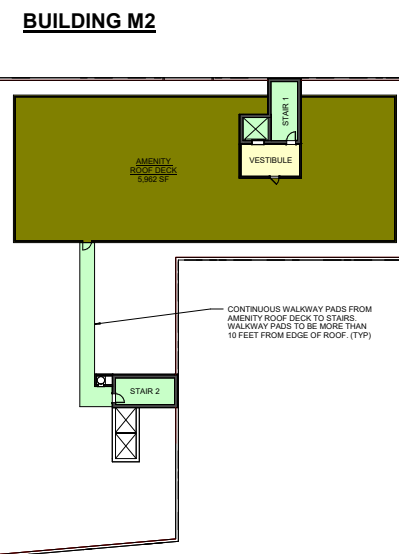
IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

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## FLOOR PLANS - SOUTH



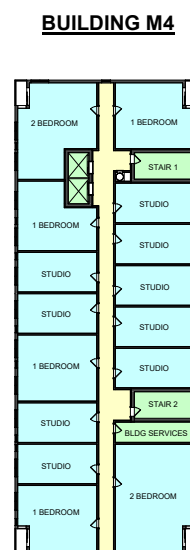
3 BUILDING M4 - 19TH FLOOR PLAN



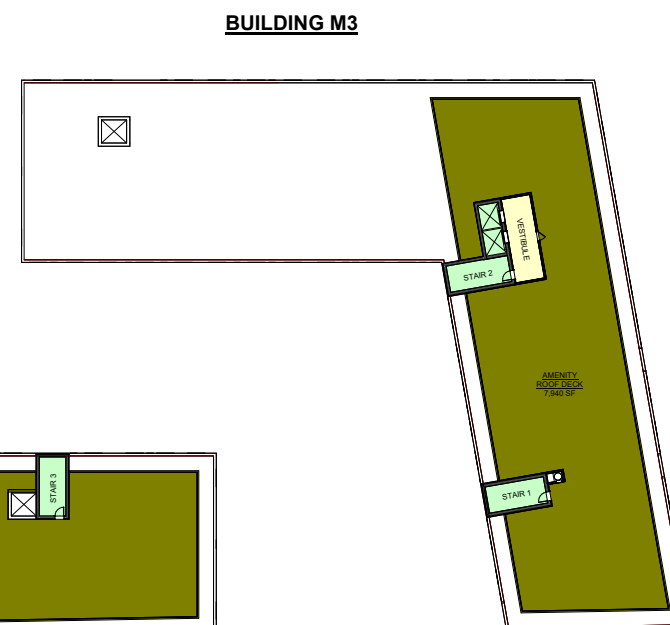
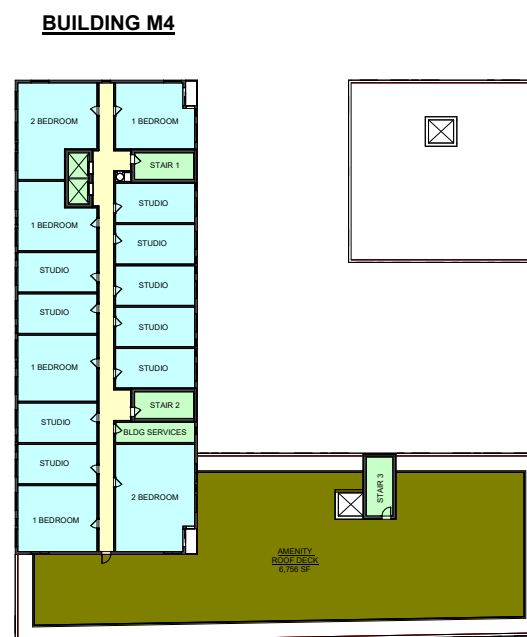
### KEY MAP

## KEY

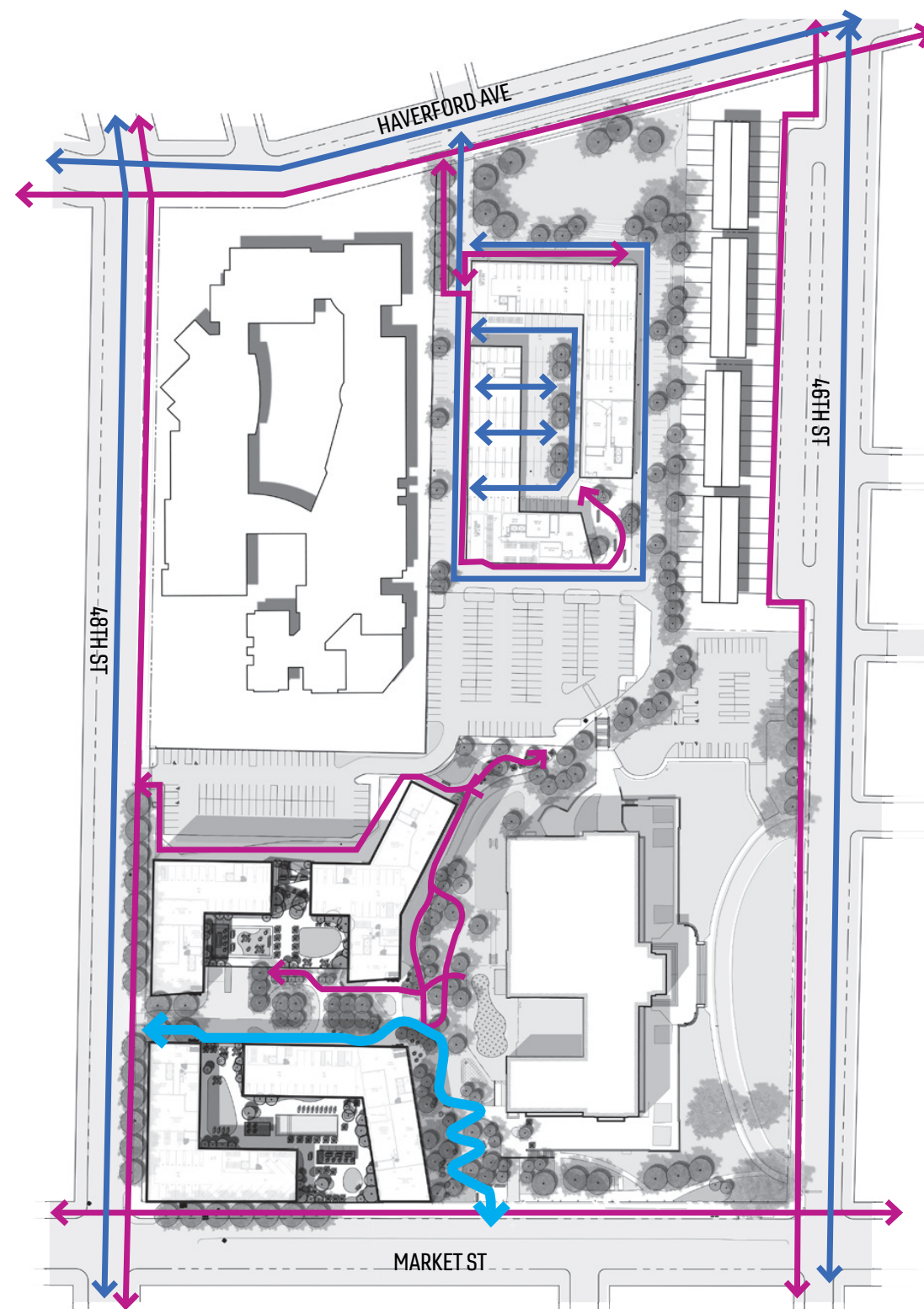
- RESIDENTIAL UNITS
- LOBBY & CORRIDORS
- RETAIL
- AMENITY SPACES
- COURTYARDS & ROOF DECKS
- STAIRS, ELEVATORS, & BACK-OF-HOUSE
- COVERED PARKING
- GREEN ROOF (UNOCCUPIABLE)



2 BUILDING M4 - TYP 9TH THRU 18TH FLOOR PLAN



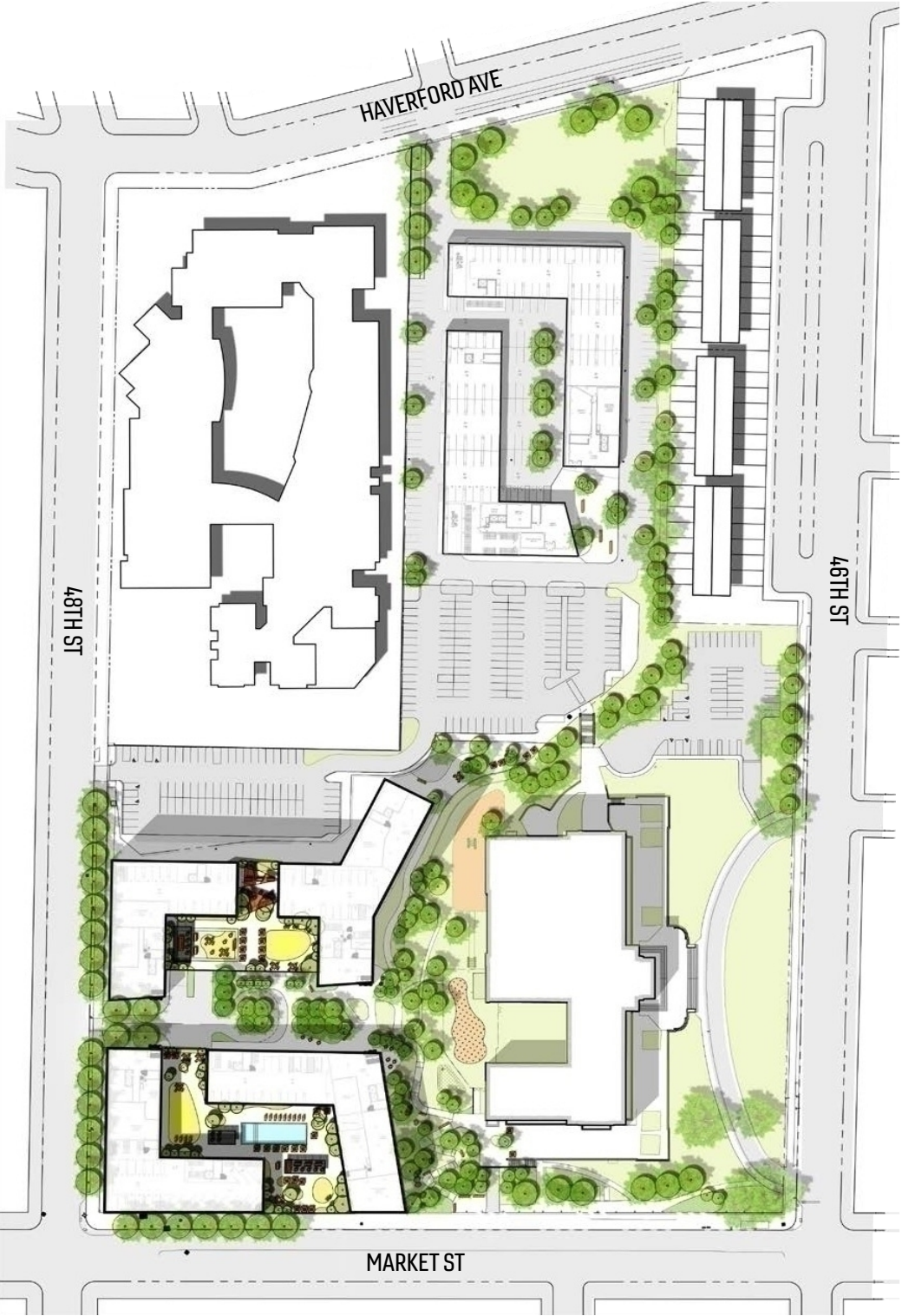
1 BUILDINGS M1 THRU M4 - ROOF DECK & BUILDING 'M4' 8TH FLOOR PLAN



- INTERNAL PEDESTRIAN WALKWAY
- INTERNAL VEHICLE DRIVING LANE
- PUBLIC THROUGH-BLOCK CONNECTION







# GROUND LEVEL HARDSCAPE PLAN



		CONCRETE PLANK PAVING
		ROADWAY
		EXPOSED AGGREGATE CONCRETE
		PLAYGROUND SURFACING



**BERNARDON** | FEBRUARY 17, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# GROUND LEVEL PLANTING PLAN: TREES



GROUND LEVEL PLANTING PLAN-TREES



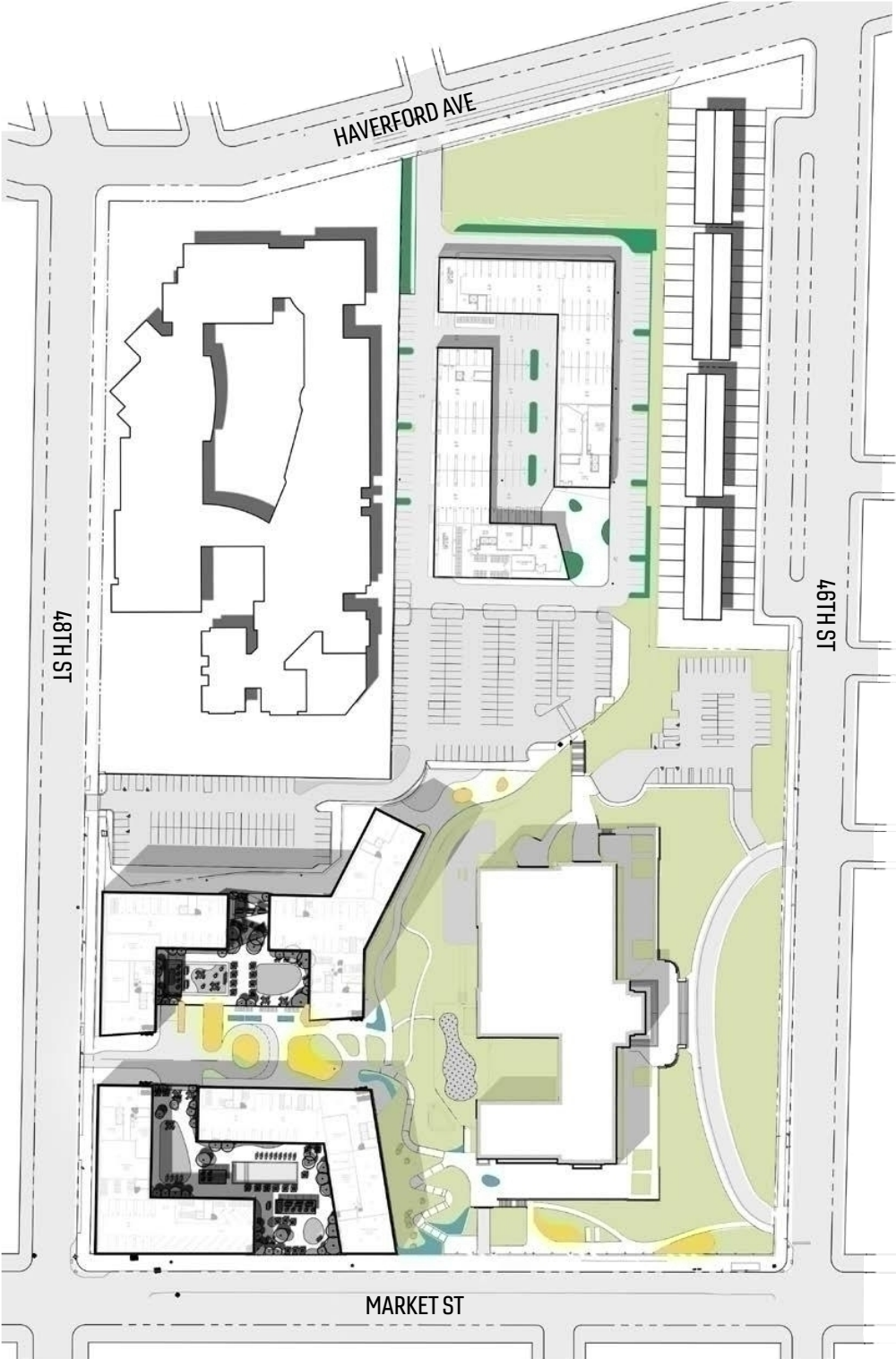
## SPECIES LIST

Acer rubrum 'Franksred'  
 Acer rubrum 'October Glory'  
 Amelanchier laevis  
 Betula nigra 'BNMTF'  
 Carpinus caroliniana  
 Cercis canadensis 'Appalachian Red'  
 Cornus florida 'Cherokee Princess'  
 Gleditsia triacanthos 'Draves'

Liquidambar styraciflua 'Rotundiloba'  
 Metasequoia glyptostroboides  
 Nyssa sylvatica 'Red Rage'  
 Quercus bicolor



GROUND LEVEL PLANTING PLAN: PLANTS



OPEN WOODLAND

- 

PERENNIALS  
Ceratostigma plumbaginoides  
Dryopteris marginalis  
Geranium 'Gerwat' ROZANNE  
Heuchera villosa 'Autumn Bride'  
Heuchera villosa 'Brownies'
- 

GRASSES  
Carex pensylvanica
- 

SHRUBS  
Aronia melanocarpa 'Morton'  
Clethra alnifolia 'Hummingbird'  
Hydrangea quercifolia 'Sike's Dwarf'  
Ilex glabra 'Shamrock'  
Itea virginica 'Henry's Garnet'  
Leucothoe fontanesiana 'Zebid'  
Rhus aromatica 'Gro-Low'

PERENNIAL DRIFTS: FULL SUN

- 

PERENNIALS  
Baptisia australis  
Boltonia asteroides  
Conoclinium coelestinum  
Echinacea purpurea 'Magnus'  
Heliopsis helianthoides 'Tuscan Sun'  
Geranium maculatum  
Pycnanthemum virginianum  
Solidago rugosa 'Fireworks'  
Symphyotrichum novae-angliae 'Purple Don'  
Tradescantia ohiensis  
Vernonia lettermannii 'Iron Butterfly'
- 

GRASSES  
Carex pensylvanica  
Panicum 'Cape Breeze'  
Schizachyrium scoparium  
Sporobolus heterolepis

PERENNIAL DRIFTS: PART SHADE

- 

PERENNIALS  
Baptisia australis  
Conoclinium coelestinum  
Dryopteris marginalis  
Echinacea purpurea 'Magnus'  
Geranium 'Gerwat' ROZANNE  
Phlox maculata  
Mertensia virginica  
Osmundastrum cinnamomeum  
Pycnanthemum tenuifolium  
Sisyrinchium angustifolium  
Tradescantia ohiensis  
Viola striata
- 

GRASSES  
Carex muskingumensis  
Carex pensylvanica  
Deschampsia cespitosa 'Gold Tau'  
Pennisetum alopecuroides 'Hameln'
- 

BULBS  
Galanthus nivalis  
Narcissus 'Golden Dawn'  
Narcissus poeticus var. recurvus



- OPEN WOODLAND
- LAWN
- PERENNIAL DRIFTS: PART SHADE
- PERENNIAL DRIFTS: FULL SUN



## SECOND FLOOR COURTYARD: TREES



### TREES



*Acer rubrum* 'Franksred'  
*Acer rubrum* 'October Glory'  
*Amelanchier laevis*  
*Betula nigra* 'BNMTF'  
*Carpinus caroliniana*  
*Cercis canadensis* 'Appalachian Red'  
*Cornus florida* 'Cherokee Princess'  
*Gleditsia triacanthos* 'Draves'  
*Liquidambar styraciflua* 'Rotundiloba'  
*Metasequoia glyptostroboides*  
*Nyssa sylvatica* 'Red Rage'  
*Quercus bicolor*



# SECOND FLOOR COURTYARD: PLANTS



## PERENNIAL DRIFTS: FULL SUN



### PERENNIALS

Baptisia australis  
Boltonia asteroides  
Conoclinium coelestinum  
Echinacea purpurea 'Magnus'  
Helianthus helianthoides 'Tuscan Sun'  
Pycnanthemum virginianum  
Solidago rugosa 'Fireworks'



Symphyotrichum novae-angliae 'Purple Dome'  
Vernonia lettermannii 'Iron Butterfly'



### GRASSES

Carex pensylvanica  
Panicum 'Cape Breeze'  
Schizachyrium scoparium  
Sporobolus heterolepis

## PERENNIAL DRIFTS: PART SHADE



### PERENNIALS

Dryopteris marginalis  
Echinacea purpurea 'Magnus'  
Geranium 'Gerwat' ROZANNE  
Mertensia virginica  
Osmundastrum cinnamomeum  
Pycnanthemum tenuifolium  
Sisyrinchium angustifolium  
Viola striata



### GRASSES

Carex muskingumensis  
Carex pensylvanica  
Deschampsia cespitosa 'Gold Tau'  
Pennisetum alopecuroides 'Hameln'



### BULBS

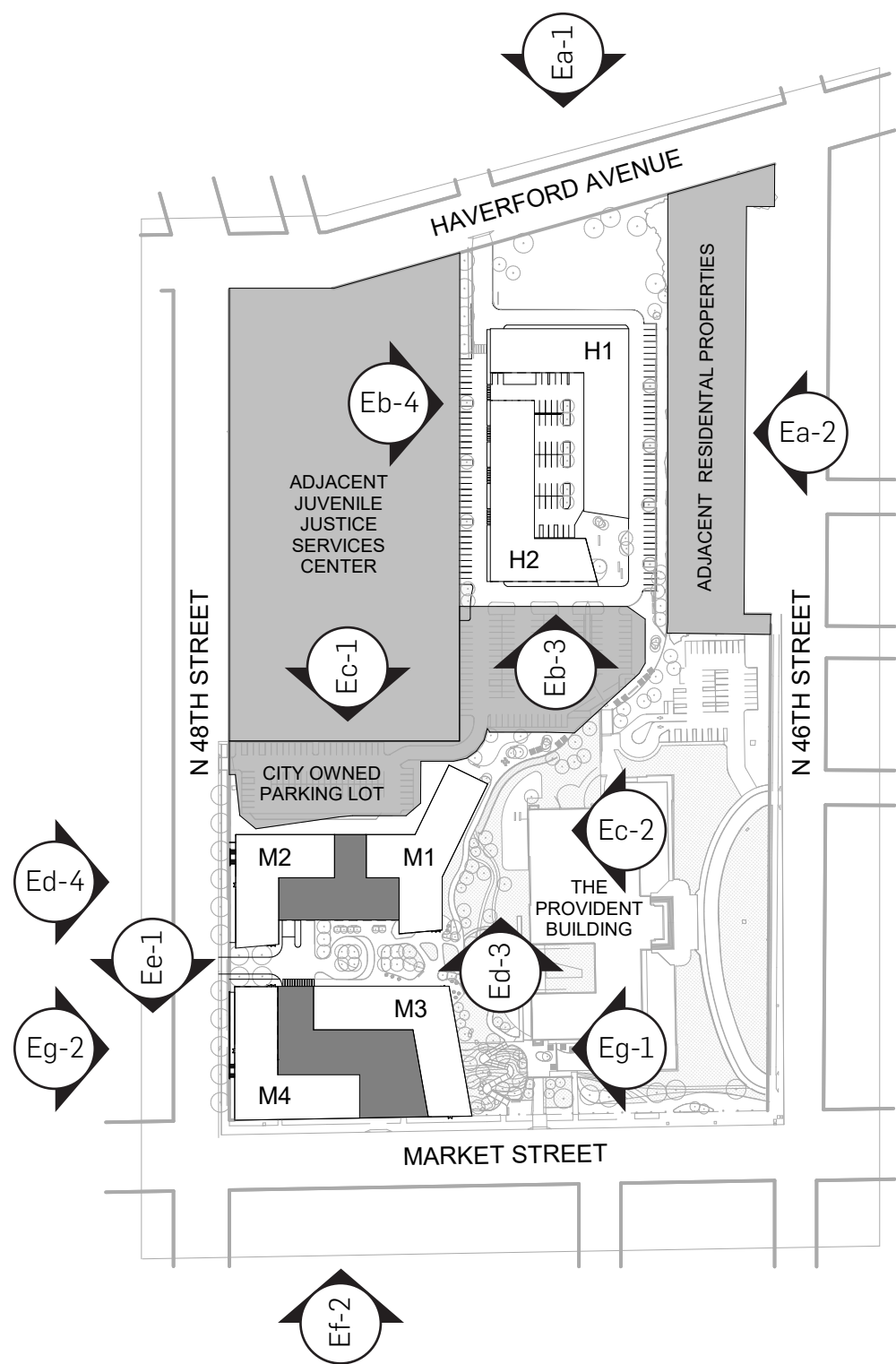
Galanthus nivalis  
Narcissus 'Golden Dawn'

- LAWN
- PERENNIAL DRIFTS: PART SHADE
- PERENNIAL DRIFTS: FULL SUN

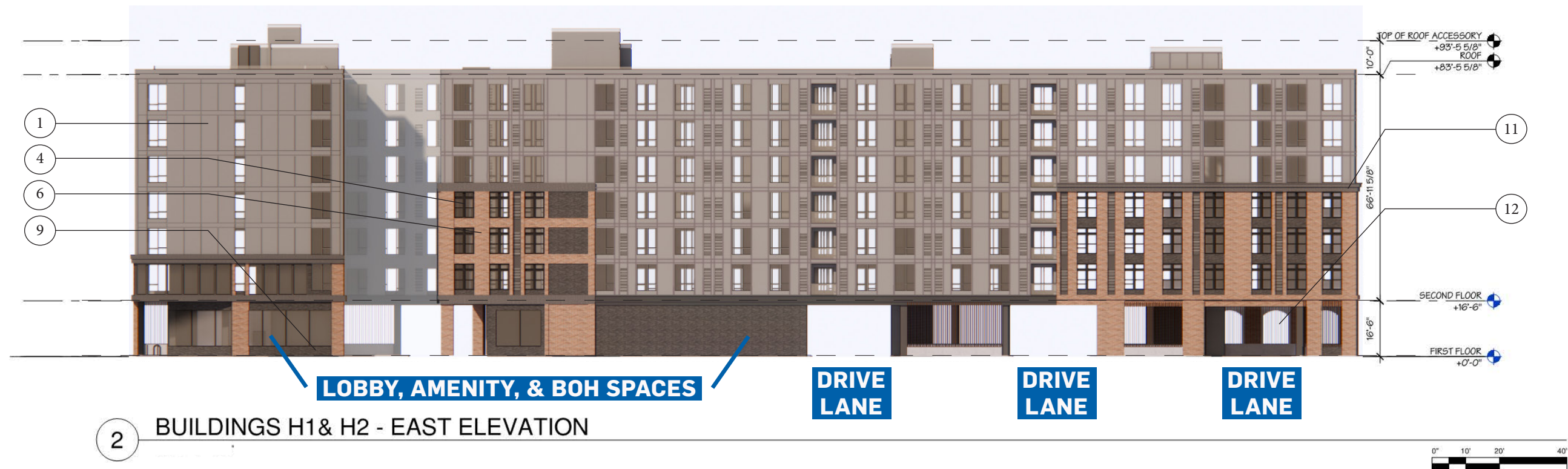


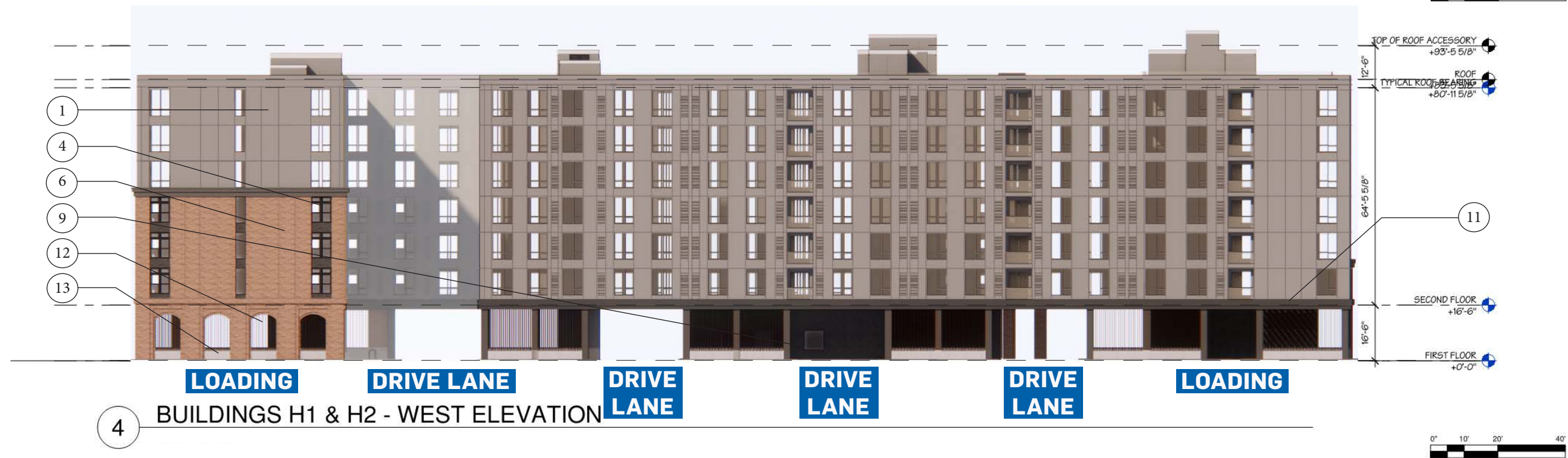
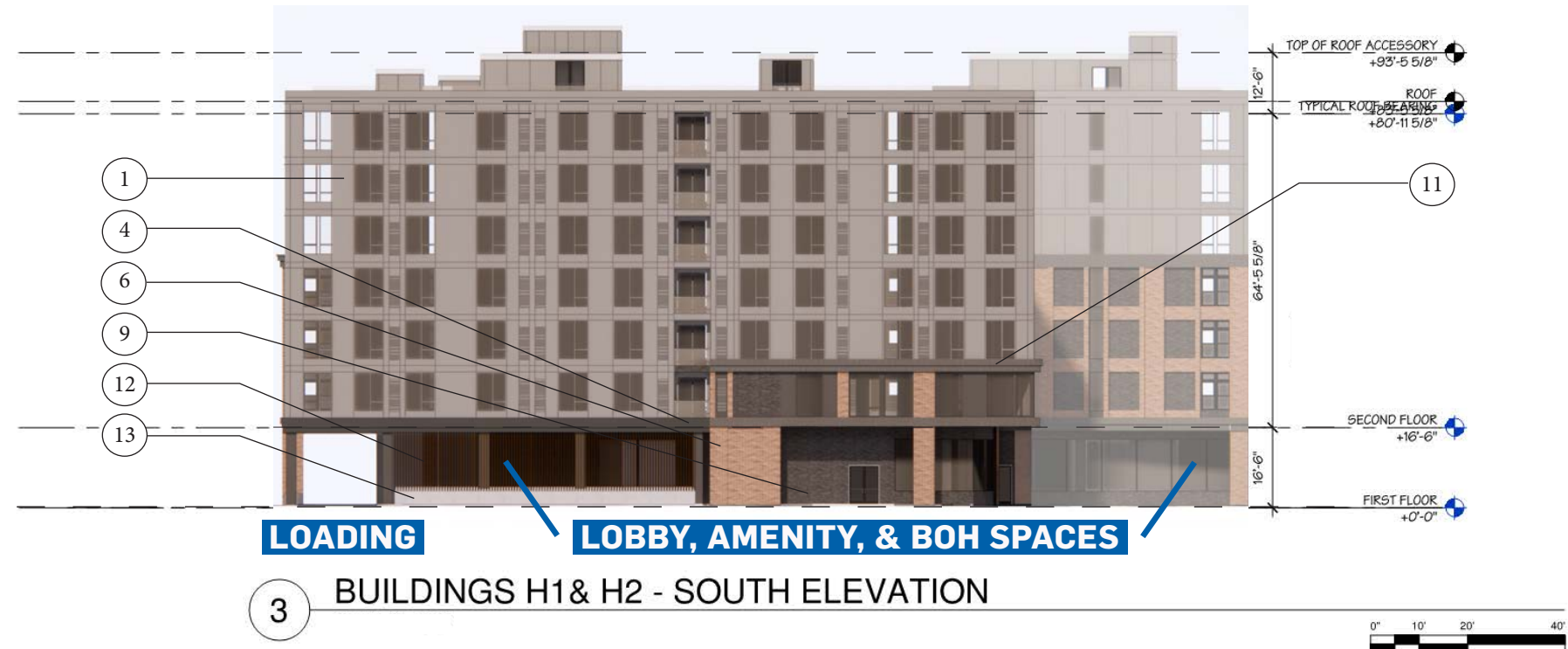


1		ALUCOBONDPlus Aluminum Composite Panel;"West Pewter Mica" ALTERNATE: James Hardie Panel Fiber Cement Board; "Gray Slate"	7		Glen-Gery; 53-DD 1776 Thin Brick, Modular Thin Brick
2		ALUCOBONDPlus Aluminum Composite Panel;"Champagne Metallic" ALTERNATE: James Hardie Panel Fiber Cement Board; "Pearl Gray"	8		Glen-Gery; 757 Cream Waterstruck Thin Brick, Modular Thin Brick
3		ALUCOBONDPlus Aluminum Composite Panel;"Anodized Clear" ALTERNATE: James Hardie Panel Fiber Cement Board; "Light Mist"	9		Glen-Gery; 700 Anthracite Smooth Thin Brick, Modular Thin Brick
4		ALUCOBONDPlus Aluminum Composite Panel;"Focus Black" ALTERNATE: James Hardie Panel Fiber Cement Board; "Iron Gray"	10		Hofmann Facades; UHPC Stone Veneer; "Creme Royal Limestone"
5		ALUCOBONDPlus Aluminum Composite Panel;"Medium Bronze Anodized" ALTERNATE: James Hardie Panel Fiber Cement Board; "Timber Bark"	11		Hofmann Facades; UHPC Stone Veneer; "Noble Grey Sandstone"
6		Glen-Gery; 56-DD Thin Brick, Modular Thin Brick	12		Geolam Soleo Hybrid Aluminum & WPC , Rosewood Vertical Architectural Slat
			13		CAST-IN-PLACE CONCRETE

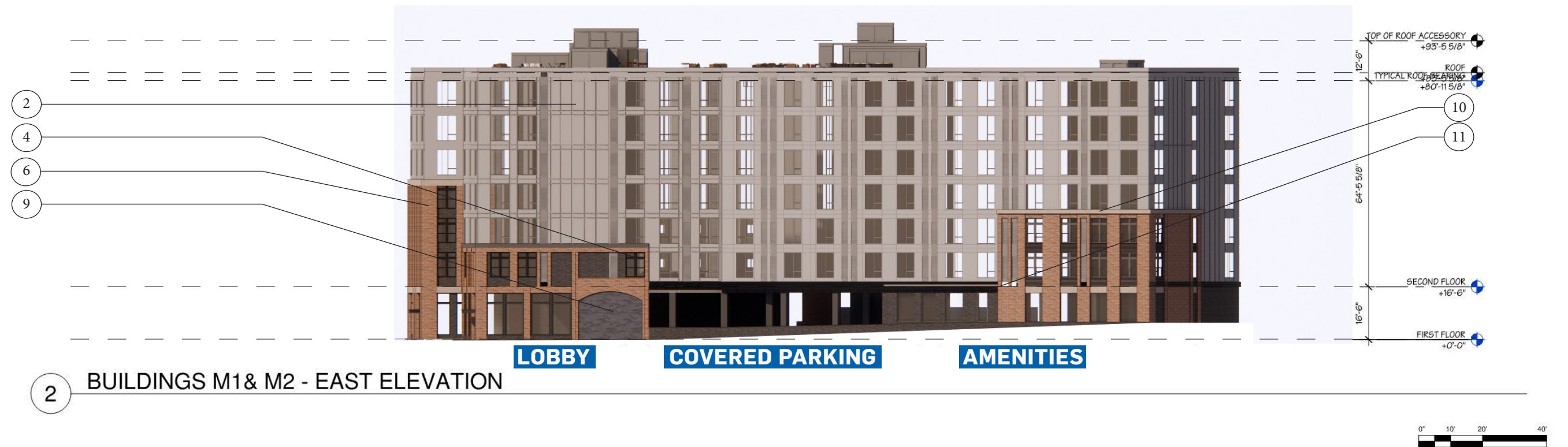






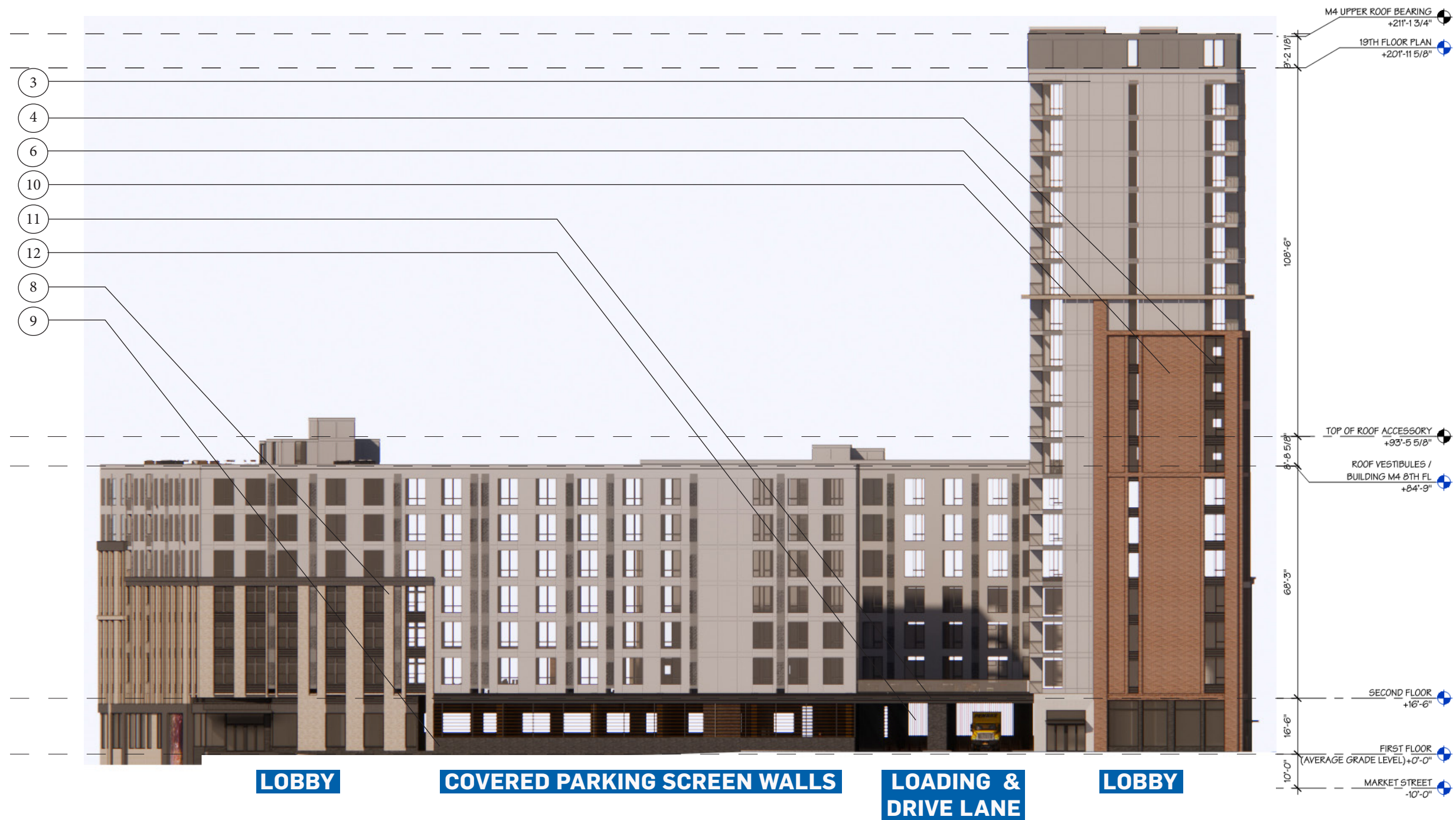




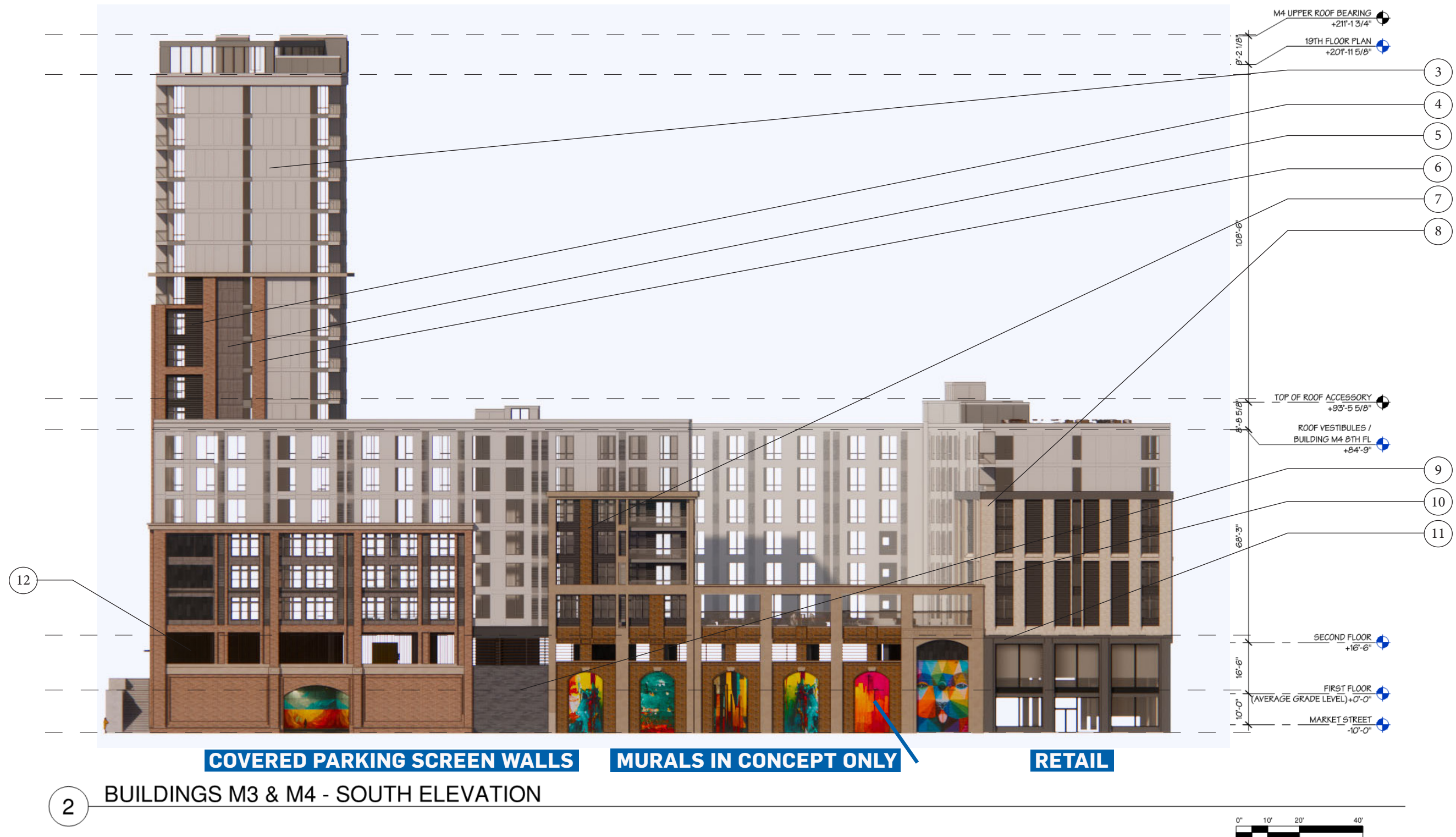




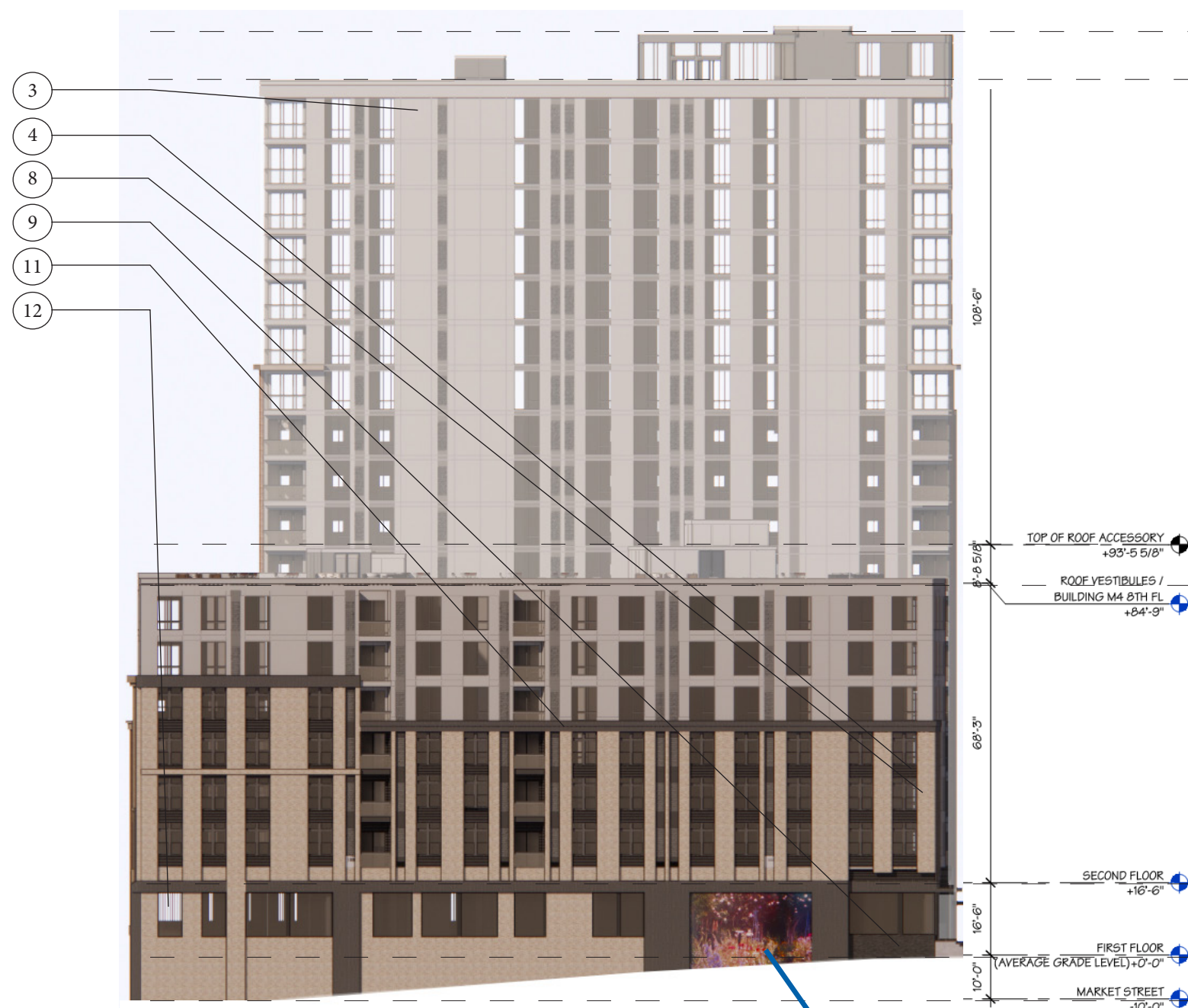




1 BUILDINGS M3 & M4 - NORTH ELEVATION

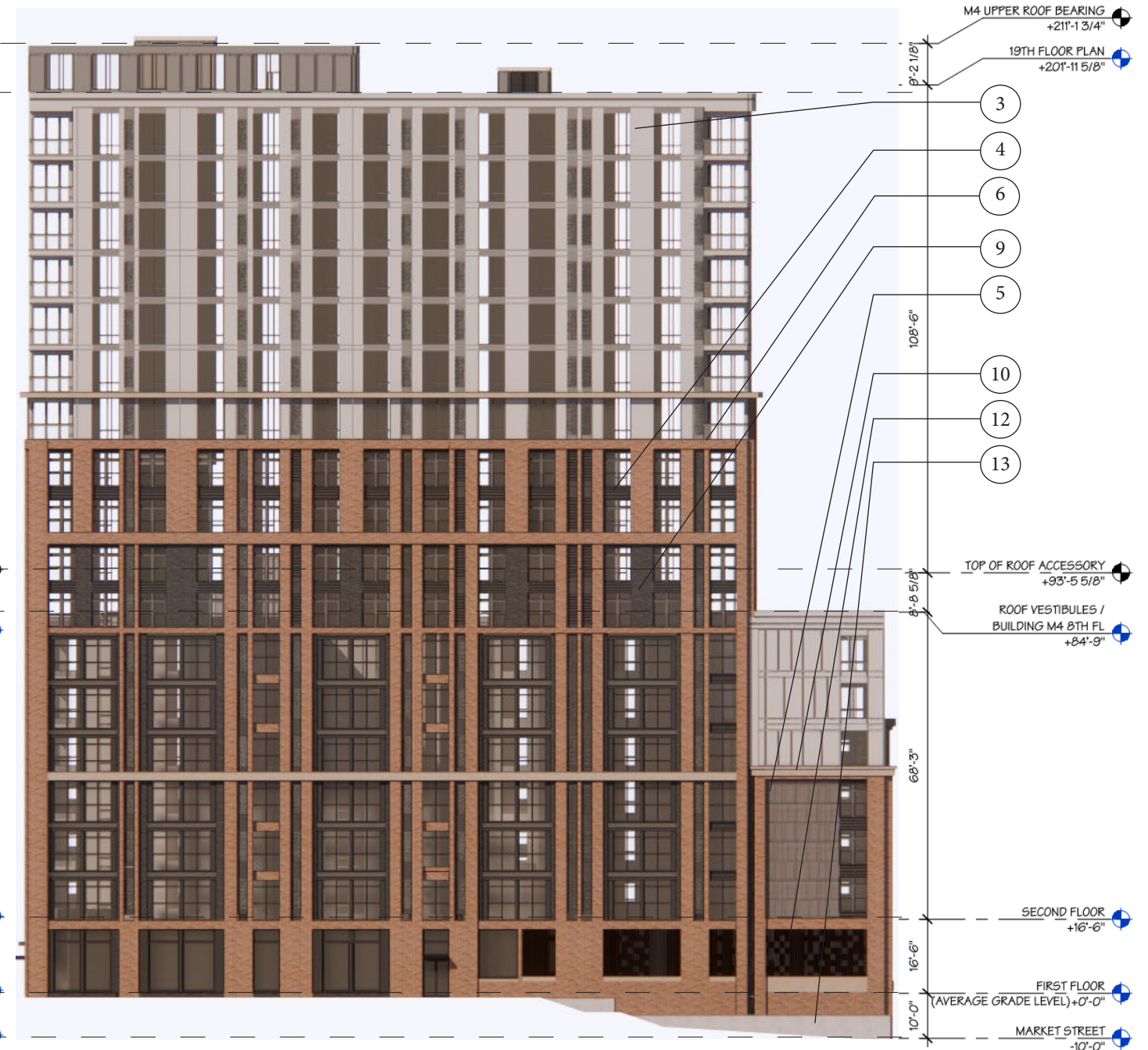
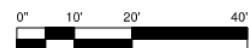






MURALS IN CONCEPT ONLY

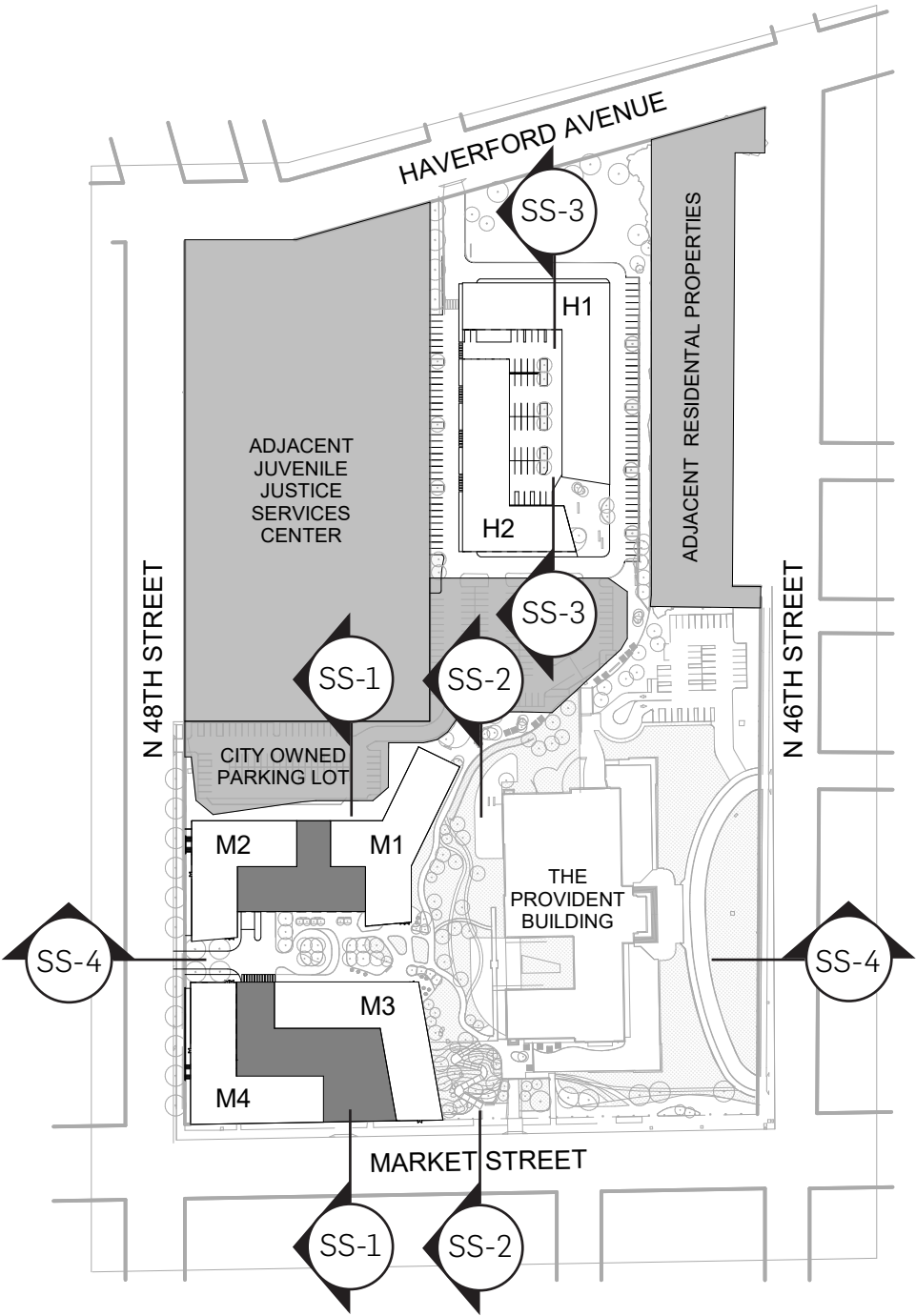
1 BUILDINGS M3 & M4 - EAST ELEVATION



LOBBY & AMENITIES RETAIL COVERED PARKING

2 BUILDINGS M3 & M4 - WEST ELEVATION







SECTION1

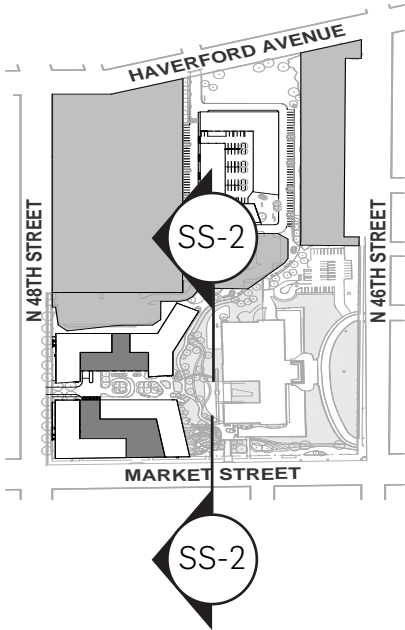


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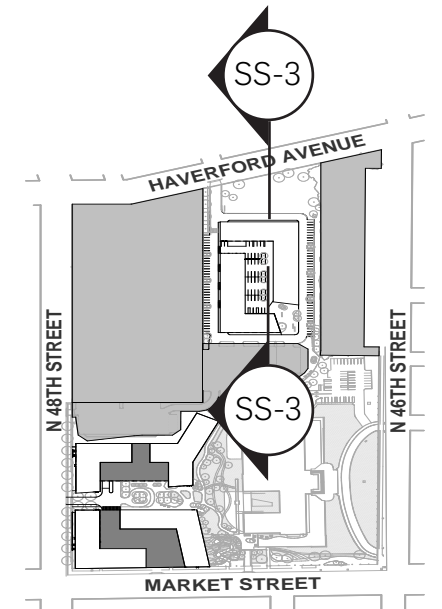
MILL CREEK **STATION**

SECTION2

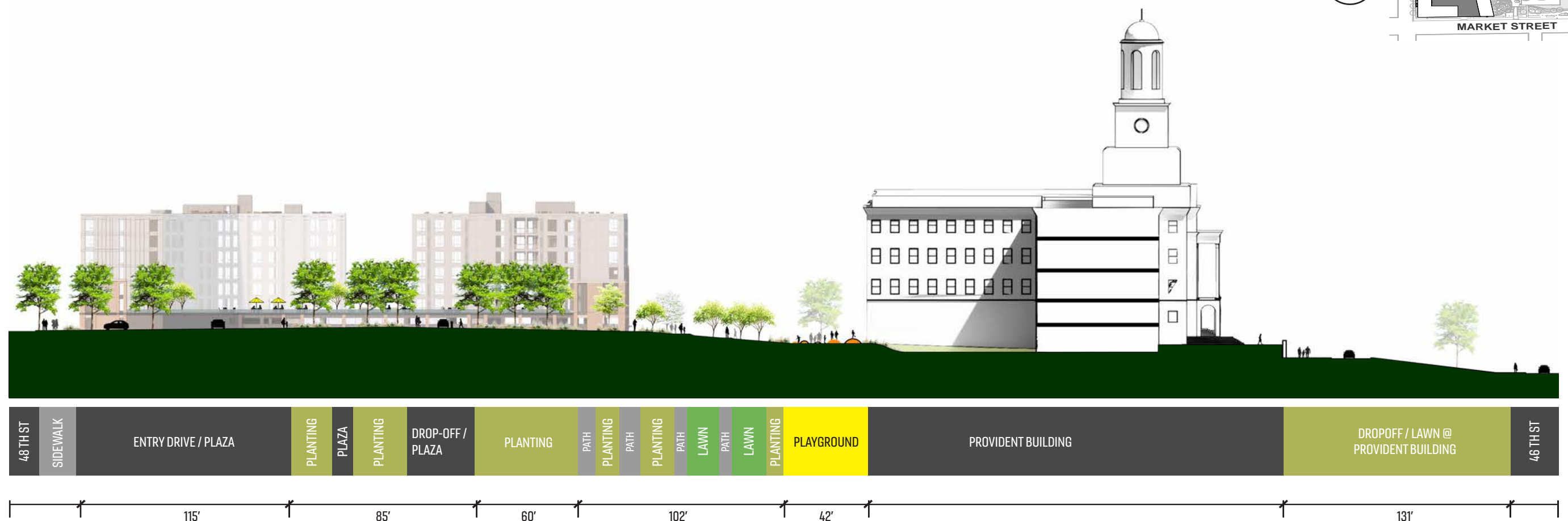
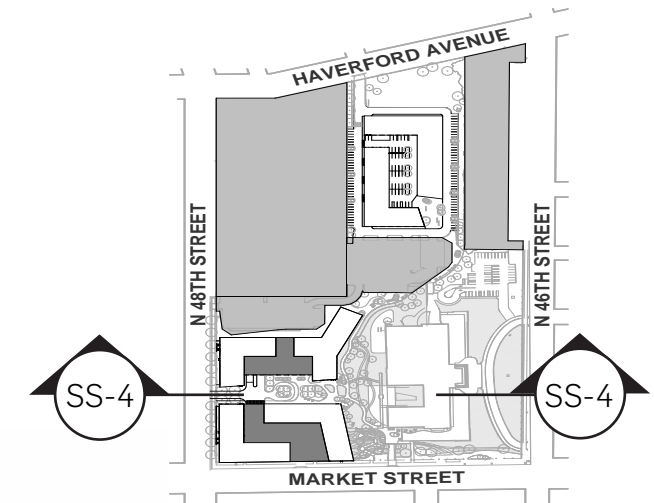




SECTION3



SECTION 4: 48TH ST - 46TH ST



THE PROVIDENT BUILDING IS NOT PART OF THE PROPOSED DEVELOPMENT. THE BUILDING WAS PREVIOUSLY REDEVELOPED WITH OFFICE AND EDUCATIONAL SPACES, WHICH ARE TO REMAIN.

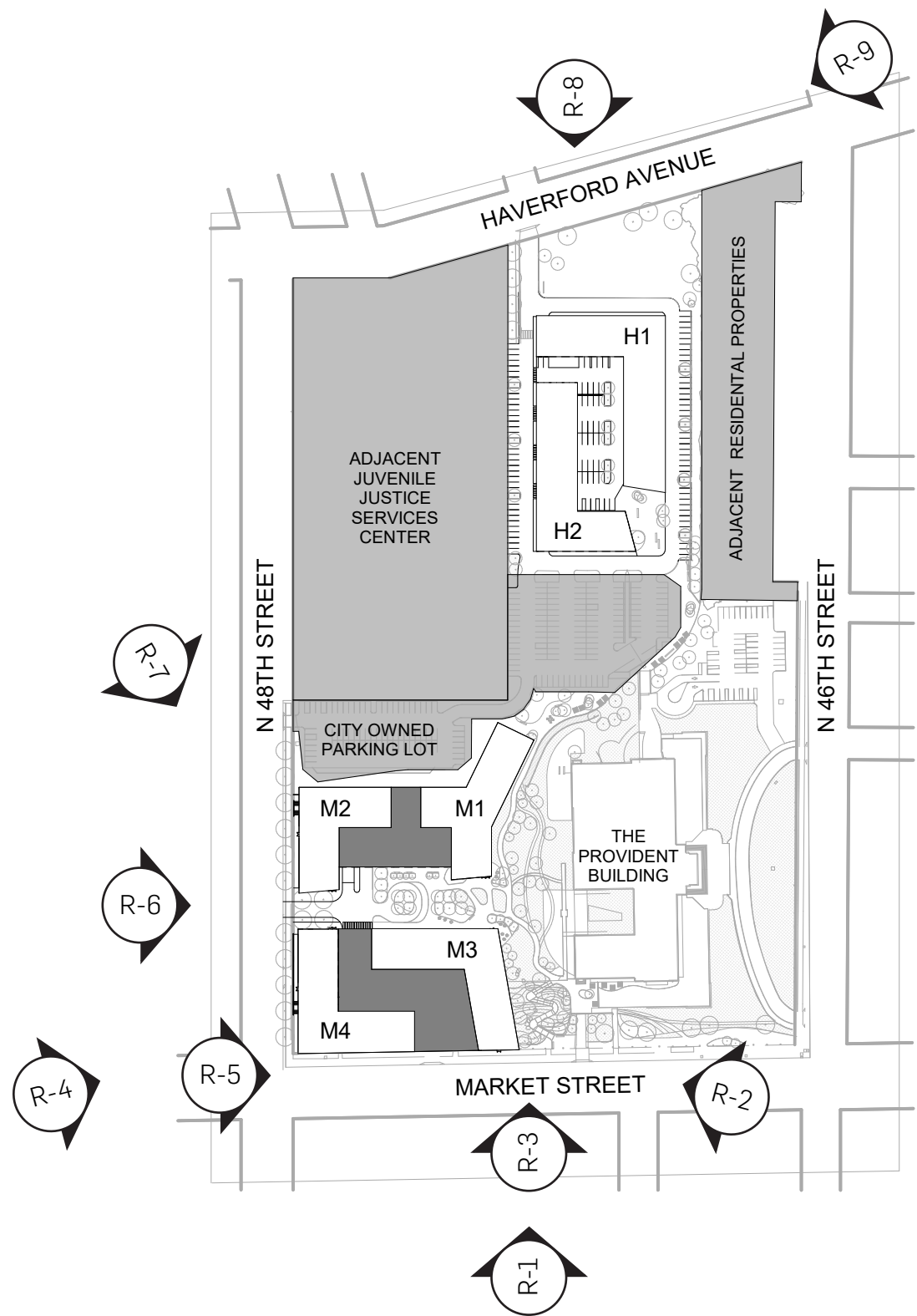


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IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK STATION







# RENDERING R-1: AERIAL VIEW LOOKING NORTH TOWARDS MARKET STREET



**BERNARDON**

**THROUGH-BLOCK CONNECTION**



**BERNARDON** | FEBRUARY 17, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-2: 46TH & MARKET STREETS FACING WEST



**BERNARDON**

**THROUGH-BLOCK CONNECTION**



**BERNARDON** | FEBRUARY 17, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-3: MARKET STREET THROUGH-BLOCK CONNECTION ENTRY



**BERNARDON** | FEBRUARY 17, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



RENDERING R-4: MARKET STREET FACING EAST TOWARDS 48TH STREET



**BERNARDON**

48TH STREET THROUGH-BLOCK CONNECTION ENTRY

FIRST FLOOR LEVEL

MARKET STREET LEVEL



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IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



RENDERING R-5: CORNER OF 48TH & MARKET STREETS FACING EAST



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IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-6: 48TH STREET THROUGH-BLOCK CONNECTION & CAMPUS ENTRY



**BERNARDON**

**THROUGH-BLOCK CONNECTION**



**BERNARDON** | FEBRUARY 17, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-7: 48TH STREET, MID-BLOCK, FACING SOUTH



**BERNARDON**



**BERNARDON** | FEBRUARY 17, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



# RENDERING R-8: HAVERFORD AVENUE FACING SOUTH AT CAMPUS ENTRY



**BERNARDON** | FEBRUARY 17, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**



RENDERING R-9: 46TH STREET & HAVERFORD AVENUE FACING WEST



BERNARDON | FEBRUARY 17, 2023

IS3 HAVERFORD LLC, IS3 MARKET LLC, IS3 TEAM LLC

MILL CREEK **STATION**





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. The Market-Frankford Line's 46th Street Station is located at the corner of the property.
(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.	Yes. There are (225) covered parking spaces and (159) uncovered parking spaces, which represent less than 40% of the site area.
(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.	Yes. There will be (22) electric vehicle and (9) auto-share parking spaces, which is 8% of the total parking.
(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) <sup>i</sup>	Exterior wall construction at buildings along Market Street will include sound attenuation insulation and varying thickness / laminated glazing in windows to increase the STC level.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. There will not be a bike share station but there will be (416) bicycle parking spaces.

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Yes. There are 4 distinct planting zones: perennial drifts full sun, perennial drift part shade, open woodland & parking screening. Each palette is suited for the Philadelphia region as well as the microclimates & environmental conditions on the site. The zones utilize native plantings that can thrive in the region, reducing the need for irrigation. There are a variety of trees, shrubs, perennials & grasses that are designed to naturalize & grow over time in their respective zones.
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.	Yes. The Open Area on the site is at least 30% pervious. This includes green roofing on two of the buildings.
(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	The project will conform with PWD stormwater requirements and will manage runoff within the property boundary in accordance with PWD stormwater management regulations through the reuse of existing on-site rain gardens,a proposed rain garden, and a proposed underground stormwater tank.
(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 heat island effect will be reduced with proposed landscaping and on-site trees throughout the property.
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. <sup>ii</sup>	The project team intends to comply with these requirements. The team will coordinate design impacts to HVAC and building components required by IECC, ASHRAE, and local codes.
(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? <sup>iii</sup> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	The project will be designed to what is required by code and to Energy Star standards, although a formal certification may not be pursued. Additional energy savings measures will be reviewed and considered during the design phase. Final determination will be made at a later date.



Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ●Achieve certification in Energy Star for Multifamily New Construction (MFNC). ●Achieve Passive House Certification	
(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. <sup>iv</sup>	N/A. The site is greater than 1,000 feet from a highway or freeway.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	On-site renewable energy is not expected to be pursued or included in the project.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	A "through-block connection" with landscaping and public spaces for pedestrians will be provided and will positively impact the public realm.

<sup>i</sup> 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.

<sup>ii</sup> 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>

<sup>iii</sup> LEED 4.1, Optimize Energy Performance in LEED v4.1  
For Energy Star: [www.Energystar.gov](http://www.Energystar.gov)  
For Passive House, see [www.phius.org](http://www.phius.org)

<sup>iv</sup> 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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

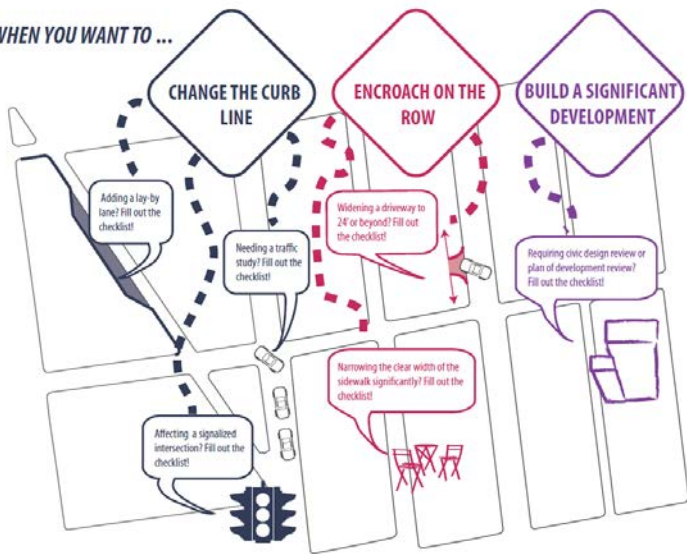
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards 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?

WHEN YOU WANT TO ...



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

Complete Streets Review Submission Requirement\*:

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

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



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

4601 Market Street
2. DATE

06-23-2022
3. APPLICANT NAME

Tyler Updegrave
4. APPLICANT CONTACT INFORMATION

tupdegrave@pennoni.com
5. PROJECT AREA: list precise street limits and scope

Adress of this project is 4601 Market St., which is bound by Haverford Ave. to the North, N 46th St. to the East, Market St. to the South, and N 48th St. to the West.
6. OWNER NAME

Andrew Eisenstein
7. OWNER CONTACT INFORMATION

eisenstein@iron-stone.com
8. ENGINEER / ARCHITECT NAME

Thomas Frieze
9. ENGINEER / ARCHITECT CONTACT INFORMATION

tfrieze@pennoni.com
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](#) under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.

Also available here: [http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/](#)

STREET	FROM	TO	COMPLETE STREET TYPE
Market St.	N 46th St.	N 48th St.	Urban Arterial
N 46th St.	Market St.	Haverford Ave.	Low-Density Residential
N 48th St.	Market St.	Haverford Ave.	Urban Arterial
Haverford Ave.	N 46th St.	N 48th St.	Urban Arterial

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: \_\_\_\_\_

DEPARTMENTAL REVIEW: General Project Information

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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>
Market St.	12' / 20.5' / 20.5'	20' / 20'
N 46th St.	10' / 15.5' / 15.5'	15' / 15'
N 48th St.	12' / 15' / 15'	15' / 15'
Haverford Ave.	12' / 17' / 17'	18' / 18'

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>
Market St.	6' / 8' / 8'
N 46th St.	5' / 8' / 8'
N 48th St.	6' / 8' / 8'
Haverford Ave.	6' / 9.5' / 9.5'

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
Driveway Apron 3	24'	N 46th St., 53' from Market St.
Driveway Apron 4	23'	N 46th St., 456.5' from Market St.
Driveway Apron 5	22'	Haverford Ave., 440.5' from N 46th St.

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway Apron 1	24'	N 48th St., 236.5' from Market St.

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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
Market St.	8.5' / 8.5'
N 46th St.	4' / 4'
N 48th St.	3.5' / 3.5'
Haverford Ave.	3.5' / 3.5'

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
Market St.	4' / 4' / 4'
N 46th St.	3.5' / 3.5' / 3.5'
N 48th St.	4' / 3.5' / 3.5'
Haverford Ave.	4' / 4' / 4'

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☐

DEPARTMENTAL  
APPROVAL

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐

19. Does the design avoid tripping hazards?

YES☒ NO☐ N/A☐

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☐

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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) 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:



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BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
4601 Market Street	414	0 / 0	0 / 0	0 / 416
		/	/	/
		/	/	/
		/	/	/

25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street
- Indego Bicycle Share Station

YES ☐ NO ☒ N/A ☐

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

YES ☐ NO ☐ N/A ☒

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

YES ☐ NO ☐ N/A ☒

DEPARTMENTAL APPROVAL

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)

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

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)

32. 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
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

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

WB-40

DEPARTMENTAL APPROVAL  
YES ☐ NO ☐

34. Will the project affect a historically certified street? An [inventory of historic streets](#)<sup>(1)</sup> is maintained by the Philadelphia Historical Commission.

YES ☐ NO ☒

DEPARTMENTAL APPROVAL  
YES ☐ NO ☐

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

YES ☐ NO ☒

DEPARTMENTAL APPROVAL  
YES ☐ NO ☐

36. Does the design maintain emergency vehicle access?

YES ☒ NO ☐

DEPARTMENTAL APPROVAL  
YES ☐ NO ☐

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

YES ☐ NO ☐ N/A ☒

DEPARTMENTAL APPROVAL  
YES ☐ NO ☐

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

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL  
YES ☐ NO ☐

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

YES ☒ NO ☐

DEPARTMENTAL APPROVAL  
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](http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf)


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URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL  
YES ☐ NO ☐

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

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL  
YES ☐ NO ☐

42. 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 ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: \_\_\_\_\_



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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
If yes, City Plan Action may be required.				
47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?				YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input 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 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 type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. 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"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: \_\_\_\_\_

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW

Additional Reviewer Comments: \_\_\_\_\_

