

# 2525 E YORK ST

CIVIC DESIGN REVIEW

Date: 05.09.2023



# Team

## Developer



## Architect



## Consultant



# Contents

**Site Context .....**  
10 Min. Walk Radius ..... 03  
Way Finding ..... 04-06  
Zoning Map ..... 07  
Civil Survey ..... 08  
Zoning Analysis ..... 09  
Site Render ..... 10

**Site Plan .....**  
Ground Floor Plan ..... 11  
Roof Plan ..... 12  
Landscape Plan ..... 13

**Pedestrian Experience .....**  
Sidewalk Condition ..... 14-16  
Site Render ..... 17

**Building Plans and Elevations .....**  
Floor Plans ..... 18-20  
Elevations ..... 21-26

**Facade .....**  
Material Board ..... 27  
Site Section ..... 28  
Renderings ..... 29-31

**Checklists .....**  
Sustainability ..... 32  
Streets Handbook Checklist ..... 33-39



- ① Fishtown Crossing Mall
- ② 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 Caliber Collision
- ⑪ The Lenora (2636 E. York St)



Neighborhood



Traffic Transportation

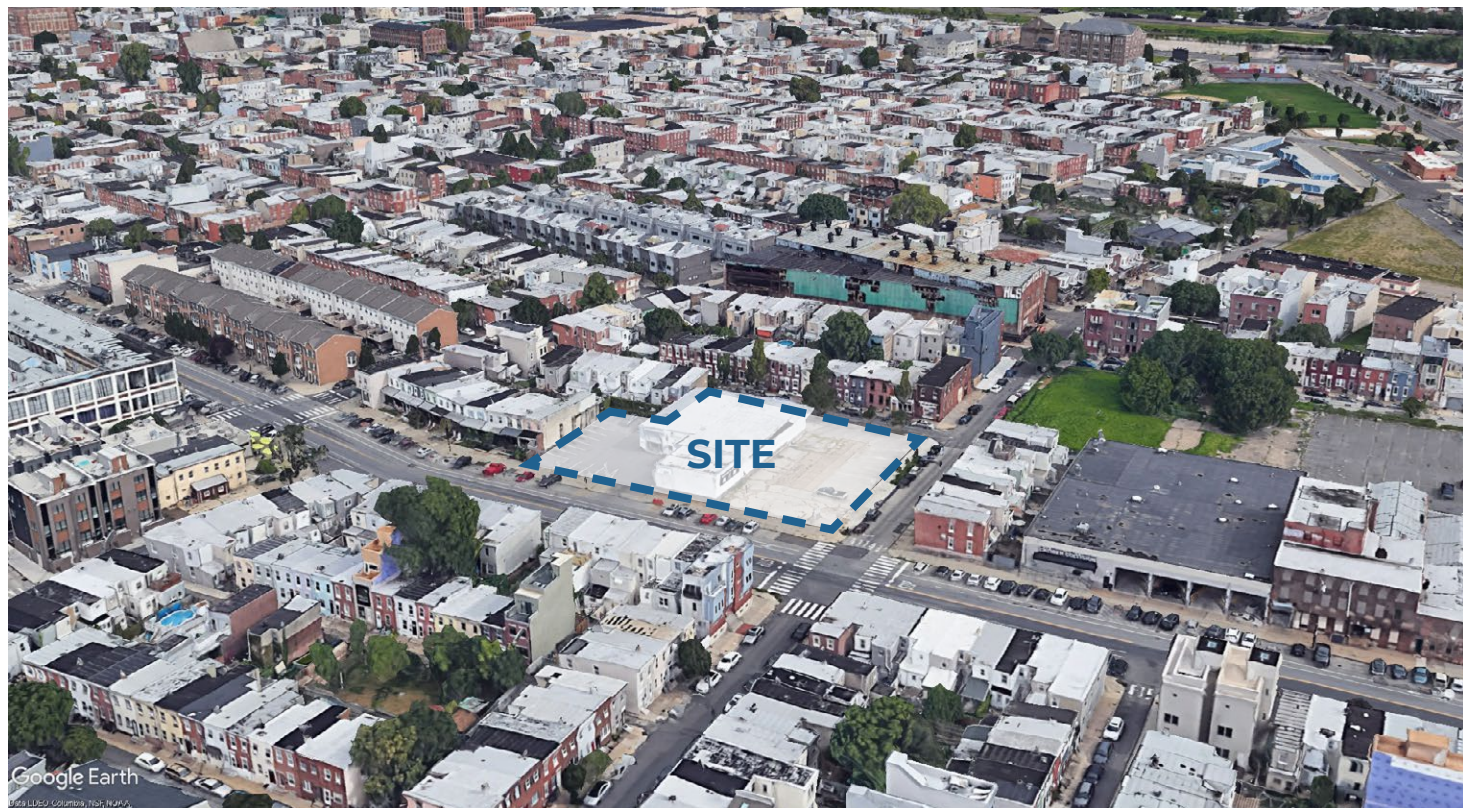


City Streets

I-95

Major Commercial Streets

Local Streets



Looking North



Looking East

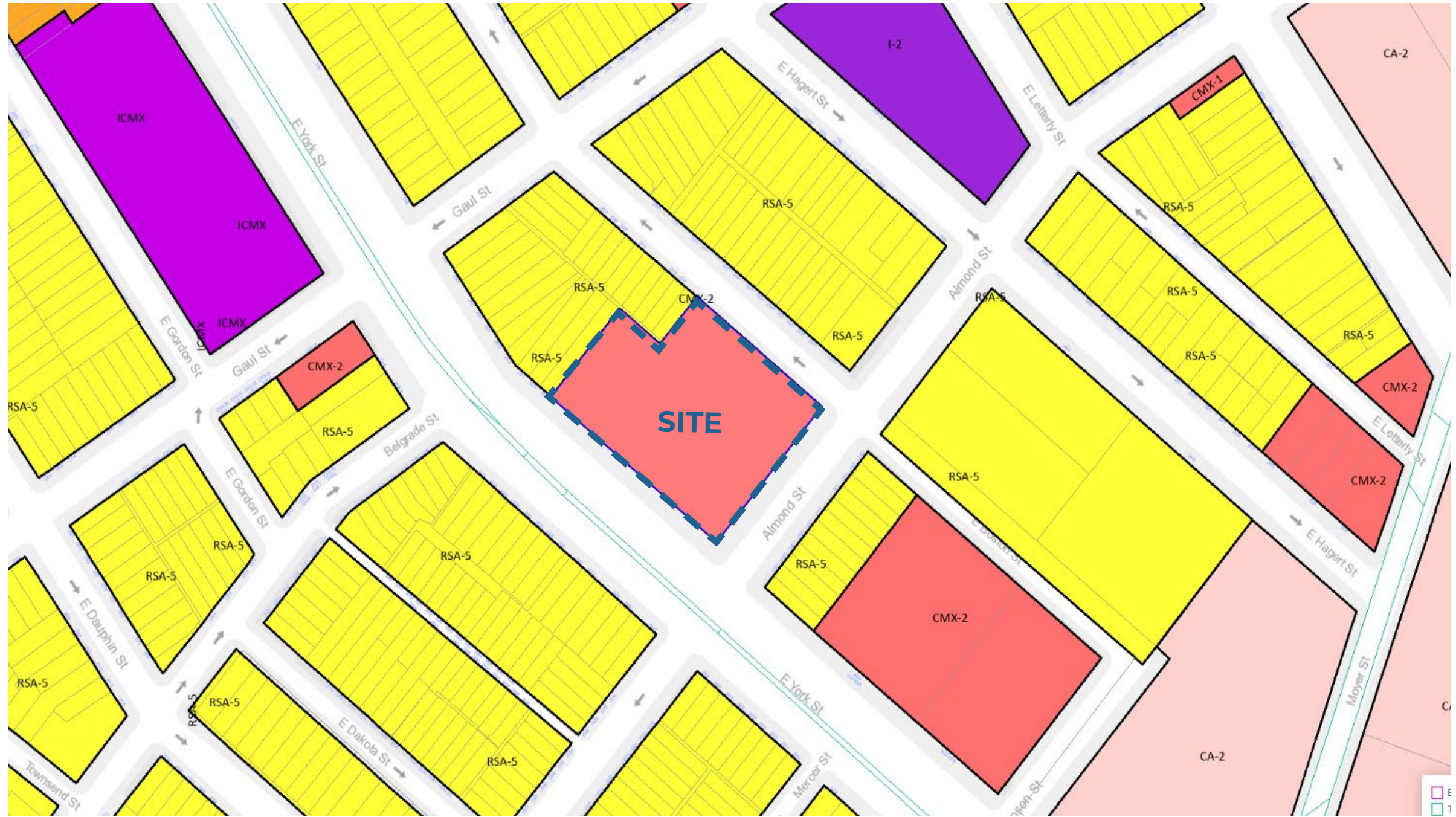


Looking South

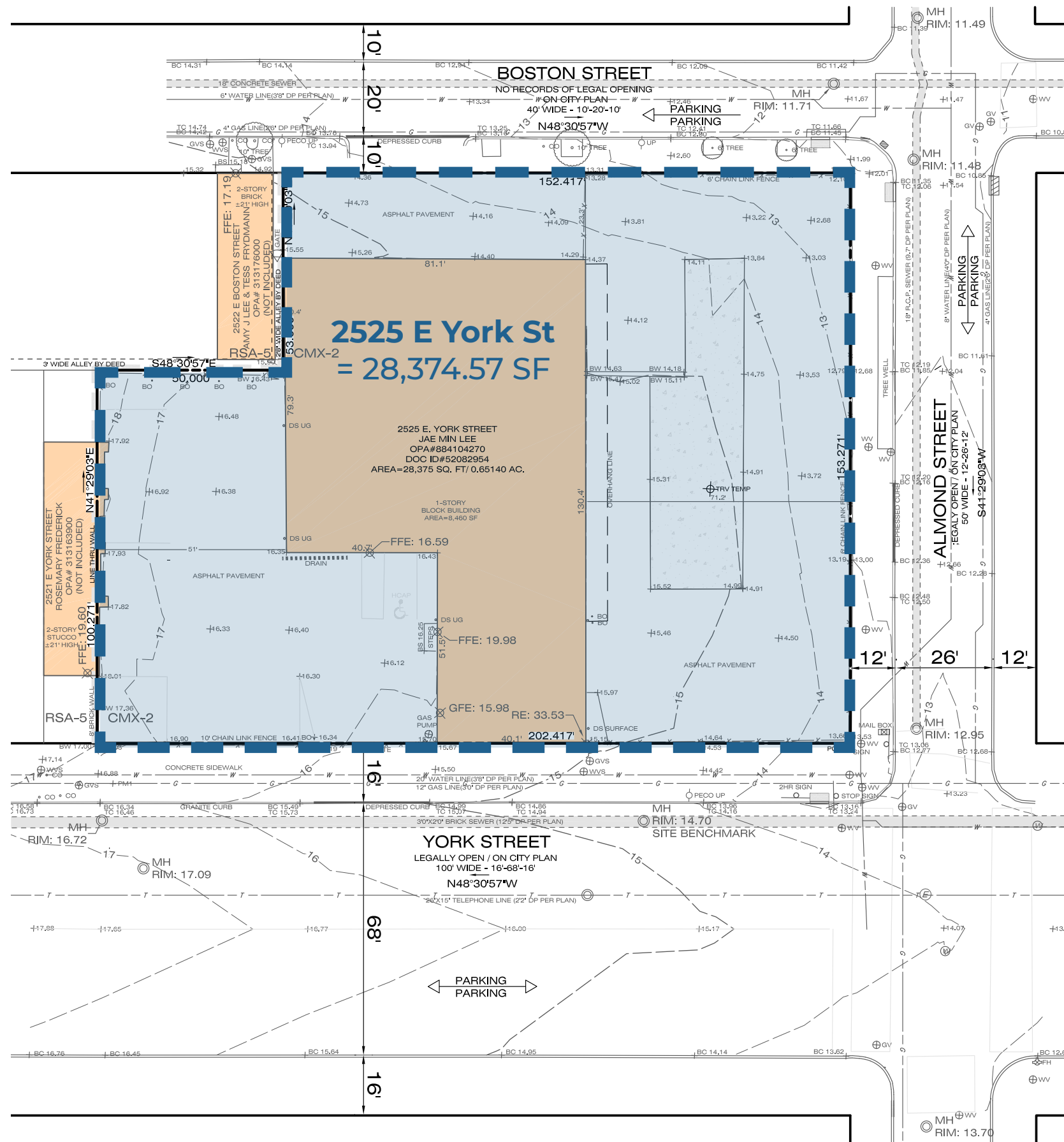


Looking West

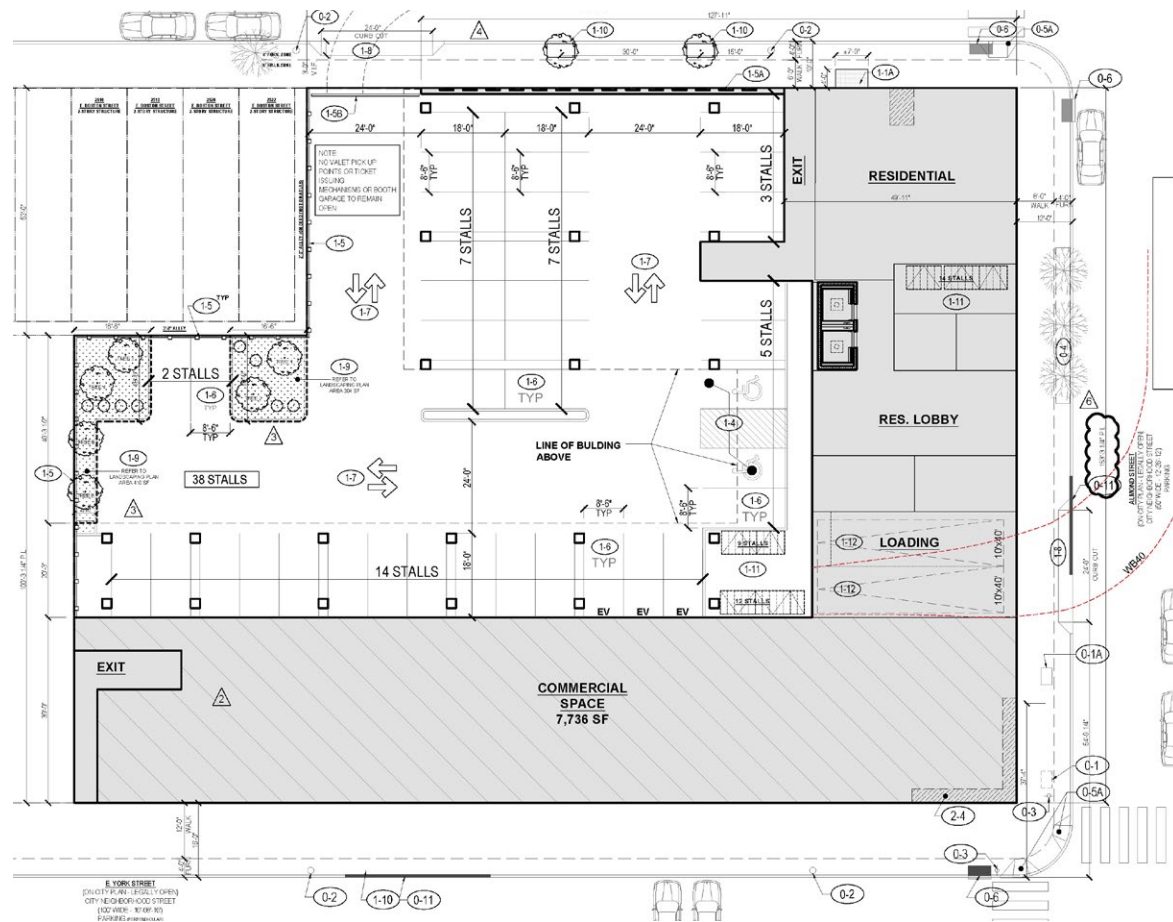
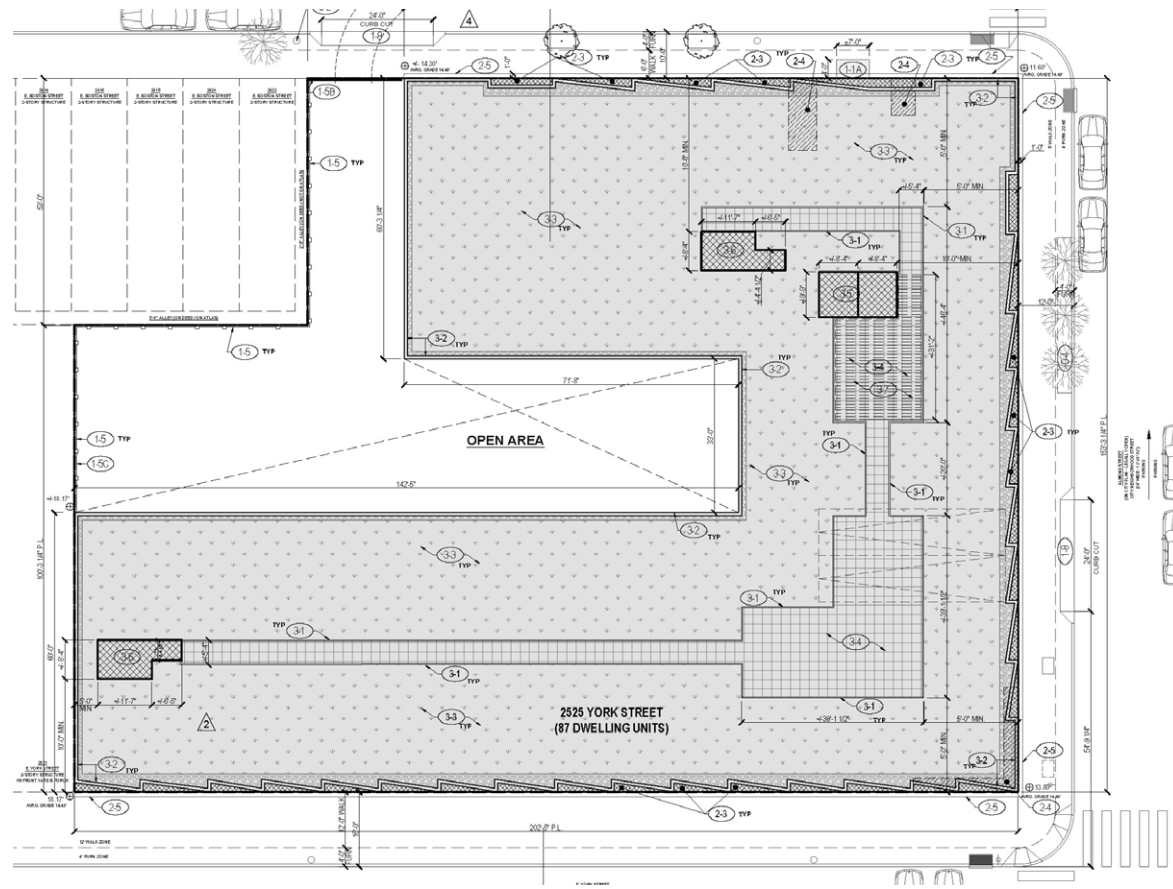




- |                                      |         |
|--------------------------------------|---------|
| NEIGHBORHOOD COMMERCIAL MIX-USE-1    | CMX-1   |
| NEIGHBORHOOD COMMERCIAL MIX-USE-2    | CMX-2   |
| COMMUNITY COMMERCIAL MIXED-USE       | CMX-3   |
| INDUSTRIAL COMMERCIAL MIX-USE        | ICMX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







# ZONING CHART

BASE DISTRICT:	CMX-2		
ABUTTING DISTRICT:	RSA-5		
DISTRICT ACROSS STREET:	RSA-5		
LOT AREA:	28,374.57 US SF		
USE:	87 DWELLING UNITS & COMMERCIAL		
DIM. STANDARDS:	REQUIRED	PROPOSED	
OPEN AREA:	5,675.07 SF (20%)	6,314 SF (22.25%)	
OCCUPIED AREA:	22,699.5 SF (80%)	22,060.42 SF (77.74%)	
FRONT YARD SETBACK:	0'-0"	0'-0"	
SIDE YARD:	N/A	N/A	
REAR YARD:	N/A	N/A	
HEIGHT:	45'	NTE 45'	
GFA:	N/A	82,541 GFA	
STREET TREES:	16	2	
STREET TREE FRONTAGE	COMPLIANT TREE FRONTAGE	PROPOSED	
YORK ST (202'-5")	0	-	
ALMOND ST (153')	0	-	
E BOSTON ST (152'-5" - 45'-30')	77'-5"	-	
TOTAL ALLOW TREE FRONTAGE	77'-5"	-	
STREET TREES (95'-0 1/4" / 35')	2	2	
PARKING:	REQUIRED	PROPOSED	
AUTO PARKING:	0 SP	38 SP (2) ADA (3) ELECTRIC	
LOADING SPACE:	1	2	
BICYCLE RACKS(CLASS1A)	29 STALLS	35 TYPE 1A STALLS	
BICYCLE RACKS(SIDEWALK)	0 STALLS	5 STALLS	
RIGHT-OF-WAY	YORK ST (16'-68'-16')	ALMOND ST (12'-26'-12')	BOSTON ST (10'-20'-10')
PEDESTRIAN ZONE:	12'-0"	8'-0"	6'-0"
FURNISHING ZONE:	4'-0"	4'-0"	4'-0"
BUILDING ZONE:	0'-0"	0'-0"	0'-0"
ENCROACHMENTS (TYP.):			
STAIR :	0'-0"	0'-0"	0'-0"
PECO VAULT WELL:	0'-0"	0'-0"	4'-0"





## SITE PLAN

### GROUND FLOOR

- COMMERCIAL SPACE
- RESIDENTIAL
- AMENITY
- UTILITY

#### KEYED NOTES:

- ① PROPOSED CURBCUT
- ② PROPOSED LANDSCAPED AREA
- ③ PROPOSED STREET TREE
- ④ EXISTING PWD INFRASTRUCTURE
- ⑤ PEDESTRIAN WALKWAY
- ⑥ 24' WIDE 2-WAY DRIVE AISLE
- ⑦ RESIDENTIAL LOBBY
- ⑧ MAIL & PACKAGE ROOM
- ⑨ TRASH ROOMS - RESIDENTIAL
- ⑩ TRASH ROOMS - COMMERCIAL
- ⑪ STAIR TOWER
- ⑫ ELEVATORS
- ⑬ 8.5' X 18' PARKING STALL
- ⑭ ADA PARKING
- ⑮ EV PARKING
- ⑯ LOADING SPACE - RESIDENTIAL
- ⑰ LOADING SPACE - COMMERCIAL
- ⑱ BICYCLE STORAGE
- ⑲ 6' HIGH ESTATE FENCE
- ⑳ BIKE RACKS
- ㉑ COMMERCIAL SPACE
- ㉒ ROLL UP GATE
- ㉓ SLIDING GATE
- ㉔ PROPOSED ADA CORNER RAMPS
- ㉕ PROPOSED CURB BUMPOUT
- ㉖ PEDESTRIAN CROSSWALKS
- ㉗ PROPOSED 45 DEGREE PUBLIC PARKING
- ㉘ EXISTING BIKE LANE



## SITE PLAN

### ROOF PLAN

**KEYED NOTES:**

- ① GREEN ROOF
- ② COMMON ROOF DECK
- ③ EGRESS STAIR TOWER
- ④ ELEVATOR LOBBY
- ⑤ CONDENSER
- ⑥ PERGOLA COVERED W/  
SOLAR PANEL

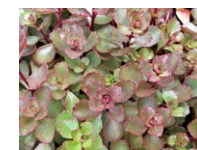
### SEDUM GREEN ROOF CUTTING MIX



SEDUM 'A'  
SEDUM ACRE



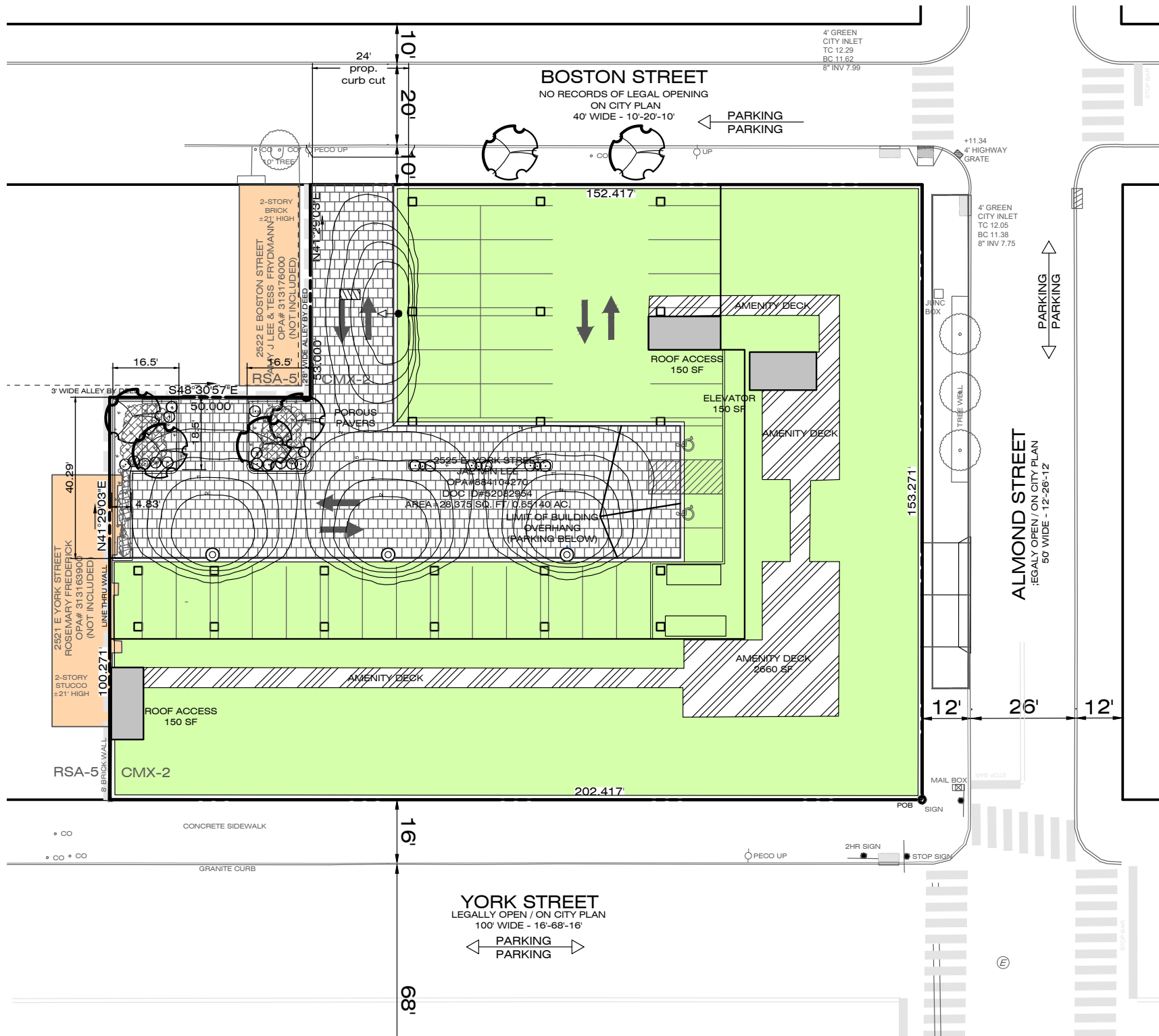
SEDUM 'B'  
SEDUM ALBUM



SEDUM 'C'  
SEDUM PURLUM



SEDUM 'D'  
'JOHN CREECH'

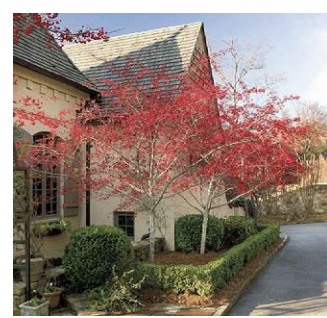


# LANDSCAPE PLAN

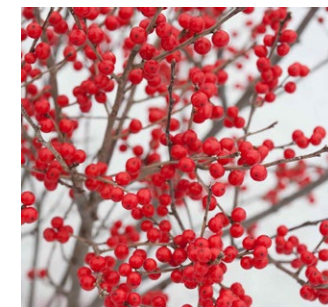
## SITE PLAN



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



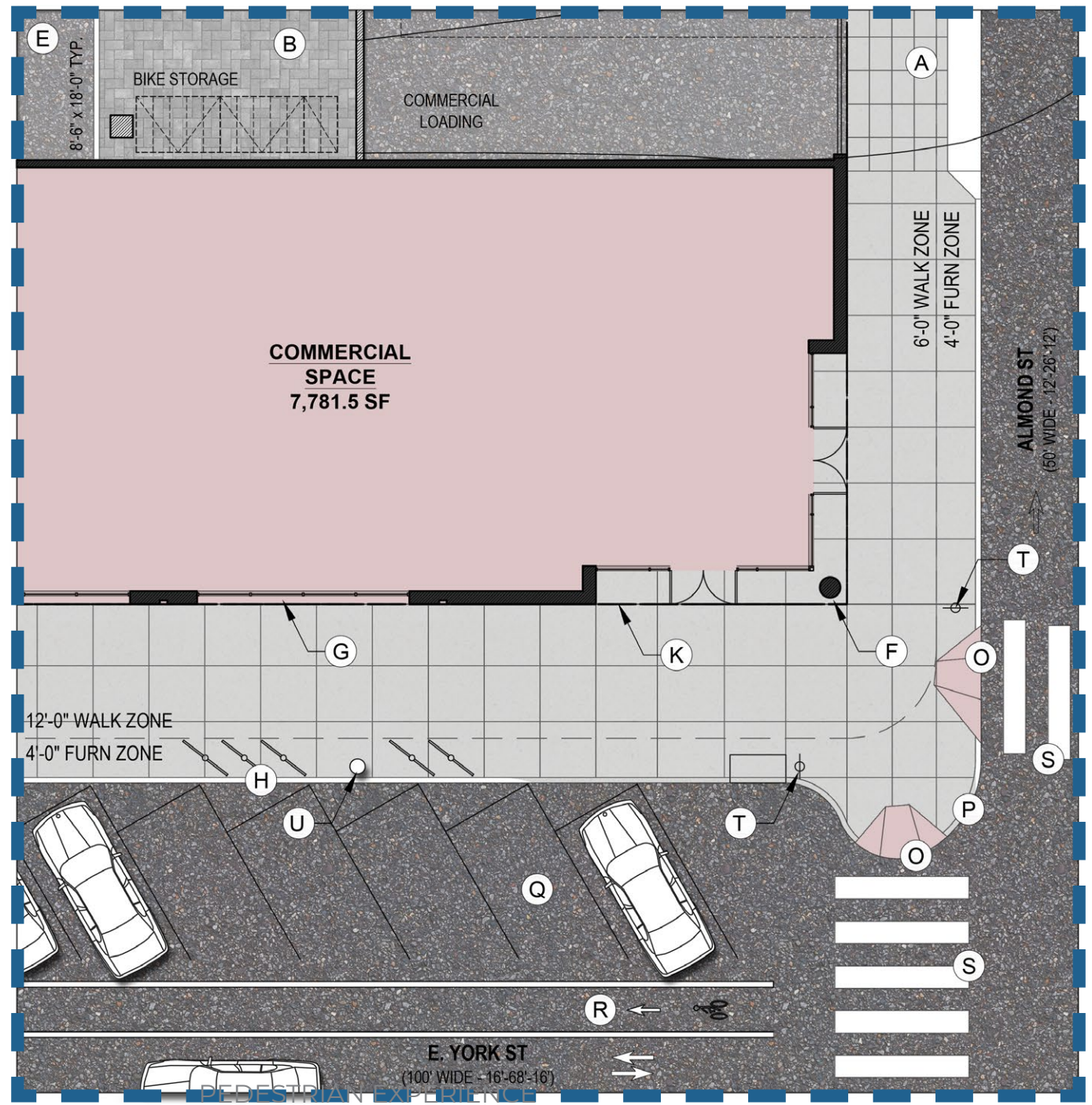
CARDINAL FLOWER



NEW ENGLAND ASTER



PENNSYLVANIA SEDGE

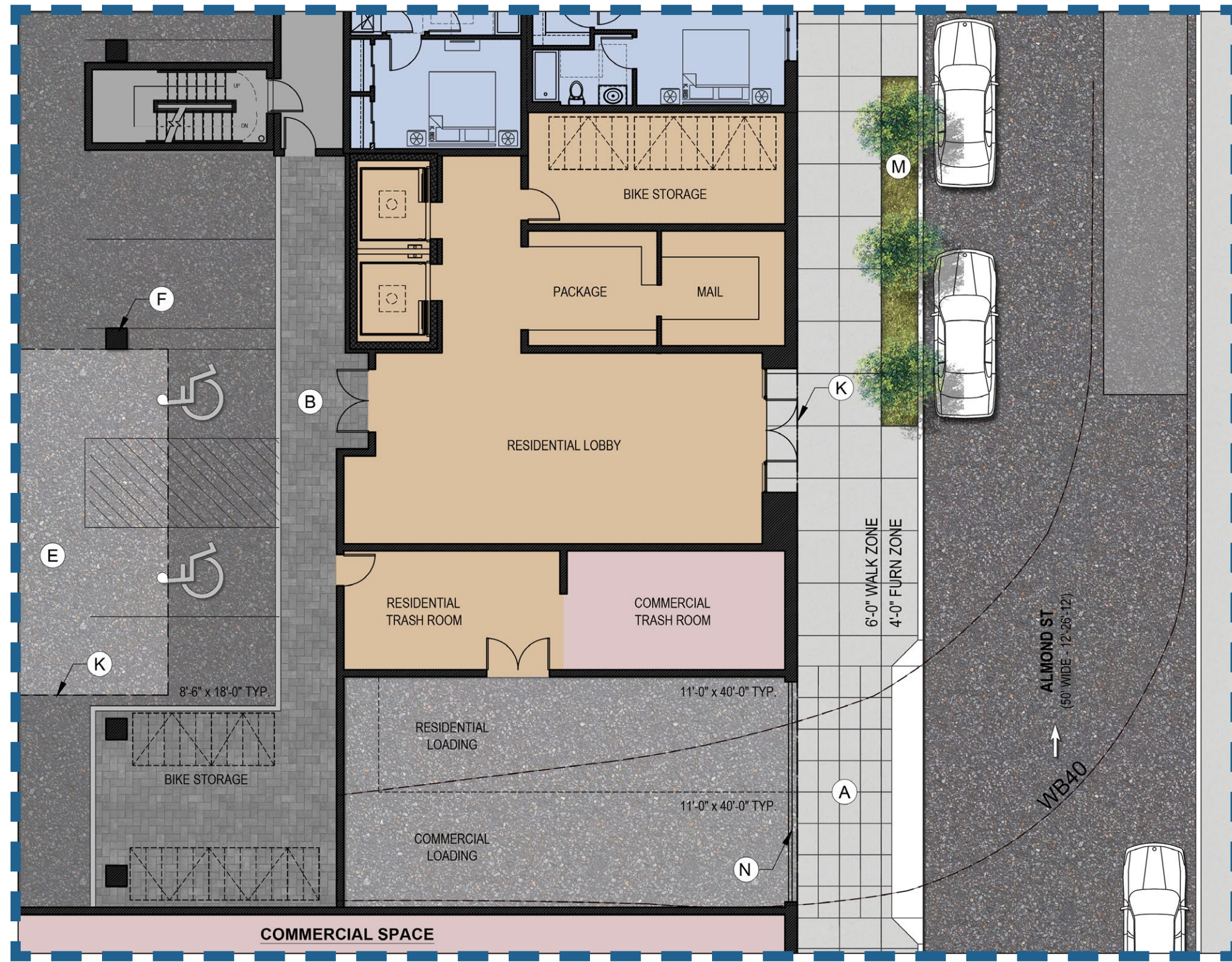


Corner of York St & Almond St

- A** CONCRETE SIDEWALKS
- B** PERMEABLE PAVERS
- C** PROPOSED STREET TREE, IN ENLARGED 3' x 6' PITS
- D** LANDSCAPED AREAS
- E** ASPHALT PAVING
- F** COLUMN
- G** STOREFRONT WINDOWS
- H** PROPOSED BICYCLE RACK
- I** 6' HIGH METAL ESTATE FENCE
- J** BRICK SCREEN
- K** LINE OF BUILDING ABOVE
- L** SLIDING GATE
- M** EXISTING PWD INFRASTRUCTURE
- N** ROLL UP GATE
- O** PROPOSED ADA CORNER RAMP
- P** PROPOSED CURB BUMPOUT
- Q** PROPOSED 45 DEGREE PUBLIC PARKING
- R** EXISTING BIKE LANE
- S** PEDESTRIAN CROSSWALK
- T** STREET TRAFFIC LIGHT
- U** UTILITY POLE

1

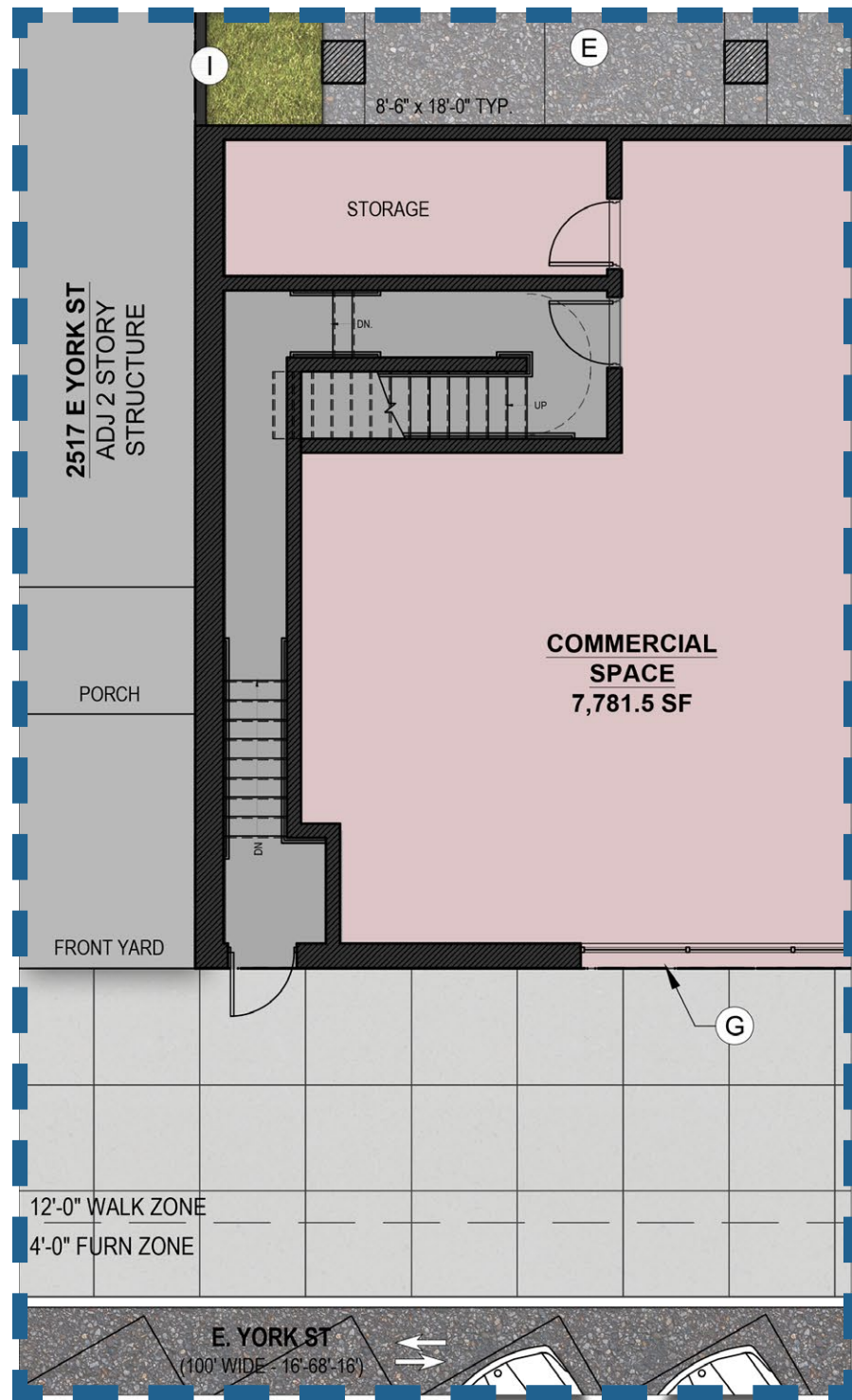




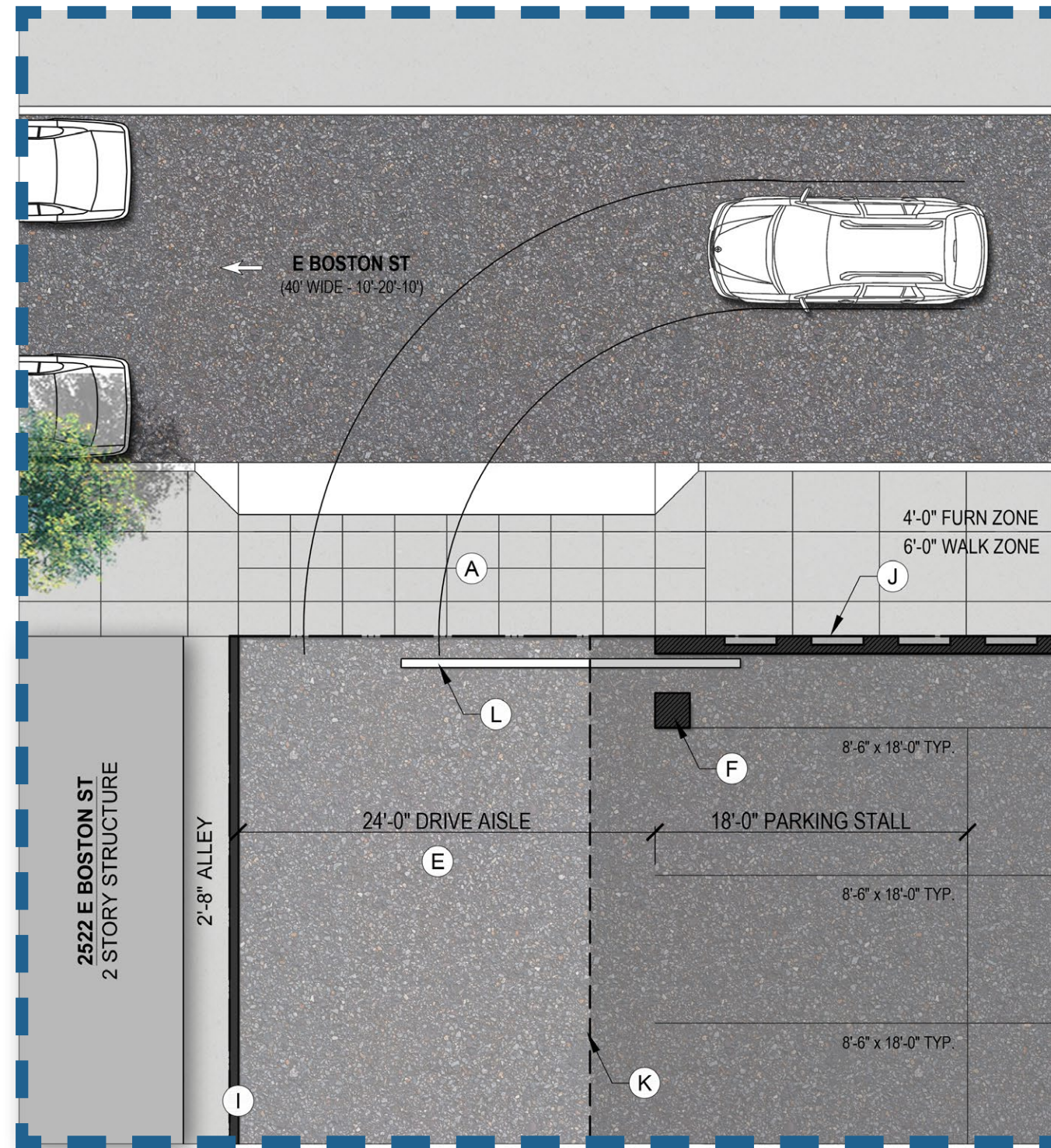
- A CONCRETE SIDEWALKS
- B PERMEABLE PAVERS
- C PROPOSED STREET TREE, IN ENLARGED 3' x 6' PITS
- D LANDSCAPED AREAS
- E ASPHALT PAVING
- F COLUMN
- G STOREFRONT WINDOWS
- H PROPOSED BICYCLE RACK
- I 6' HIGH METAL ESTATE FENCE
- J BRICK SCREEN
- K LINE OF BUILDING ABOVE
- L SLIDING GATE
- M EXISTING PWD INFRASTRUCTURE
- N ROLL UP GATE
- O PROPOSED ADA CORNER RAMP
- P PROPOSED CURB BUMPOUT
- Q PROPOSED 45 DEGREE PUBLIC PARKING
- R EXISTING BIKE LANE
- S PEDESTRIAN CROSSWALK
- T STREET TRAFFIC LIGHT
- U UTILITY POLE

1

1

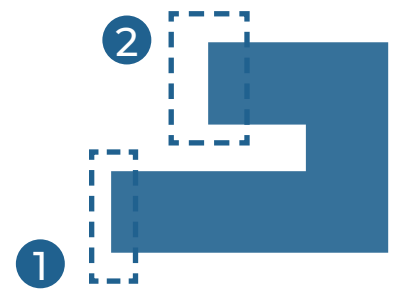


1



2

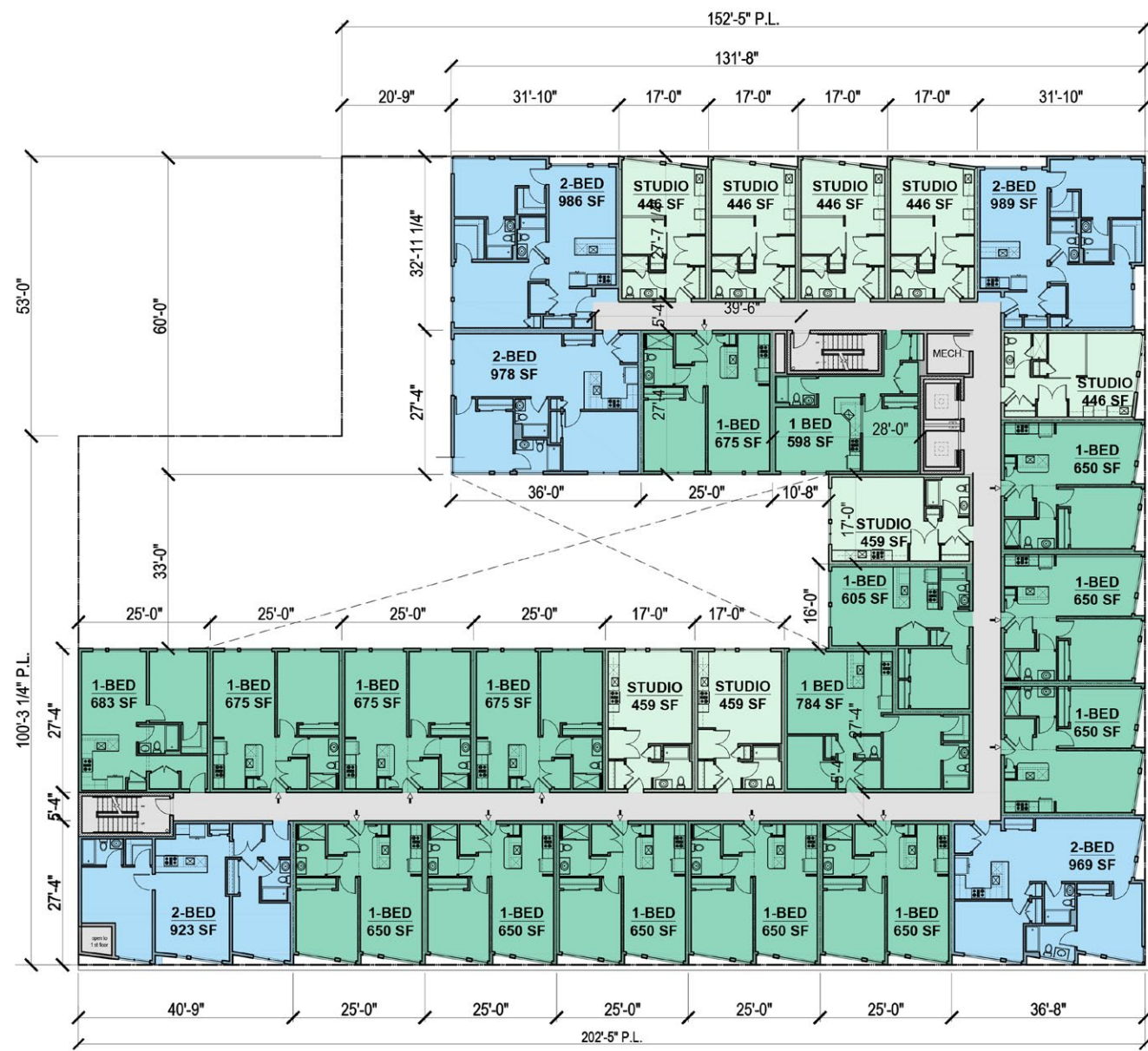
- A CONCRETE SIDEWALKS
- B PERMEABLE PAVERS
- C PROPOSED STREET TREE, IN ENLARGED 3' x 6' PITS
- D LANDSCAPED AREAS
- E ASPHALT PAVING
- F COLUMN
- G STOREFRONT WINDOWS
- H PROPOSED BICYCLE RACK
- I 6' HIGH METAL ESTATE FENCE
- J BRICK SCREEN
- K LINE OF BUILDING ABOVE
- L SLIDING GATE
- M EXISTING PWD INFRASTRUCTURE
- N ROLL UP GATE
- O PROPOSED ADA CORNER RAMP
- P PROPOSED CURB BUMPOUT
- Q PROPOSED 45 DEGREE PUBLIC PARKING
- R EXISTING BIKE LANE
- S PEDESTRIAN CROSSWALK
- T STREET TRAFFIC LIGHT
- U UTILITY POLE



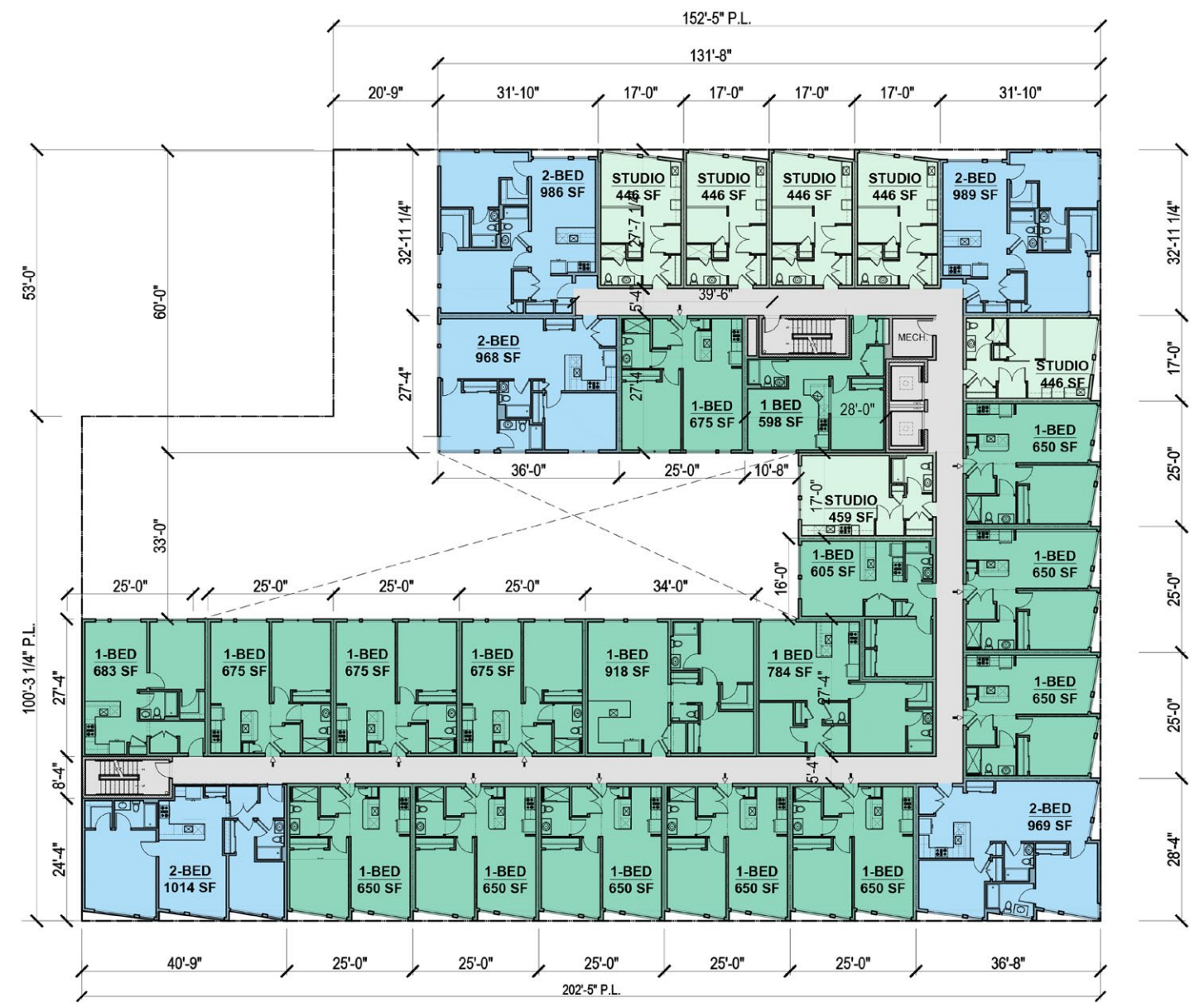






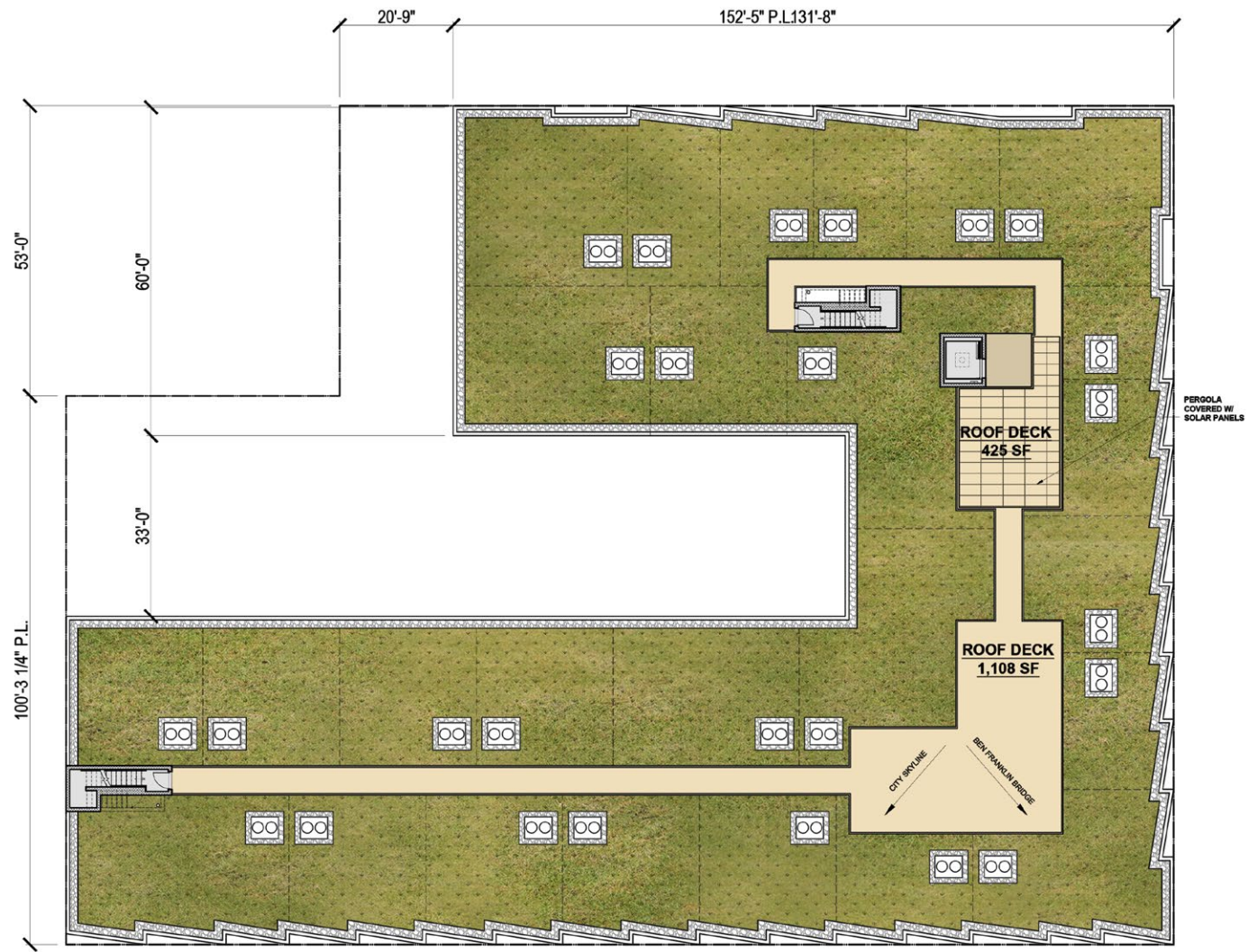


2nd Floor Plan



3rd and 4th Floor Plan

- |   |  |
|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid #ccc; margin-right: 5px;"></span> AMENITY     | <u>RESIDENTIAL</u>   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f5f5dc; border: 1px solid #ccc; margin-right: 5px;"></span> UTILITY     | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid #ccc; margin-right: 5px;"></span> Studio Unit      |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c8e6c9; border: 1px solid #ccc; margin-right: 5px;"></span> GREEN SPACE | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid #ccc; margin-right: 5px;"></span> One Bedroom Unit |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f4cccc; border: 1px solid #ccc; margin-right: 5px;"></span> COMMERCIAL  | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid #ccc; margin-right: 5px;"></span> Two Bedroom Unit |



Roof Plan

- |               |                    |
|---------------|--------------------|
| ■ AMENITY     | ■ RESIDENTIAL      |
| ■ UTILITY     | ■ Studio Unit      |
| ■ GREEN SPACE | ■ One Bedroom Unit |
| ■ COMMERCIAL  | ■ Two Bedroom Unit |



1 | E YORK ST. ELEVATION



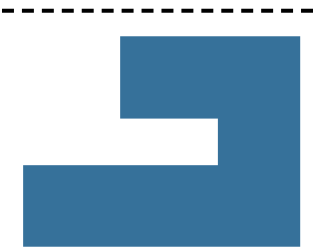


1 | ALMOND ST. ELEVATION





1 | BOSTON ST. ELEVATION





1 | COURTYARD ELEVATION







1 | COURTYARD ELEVATION

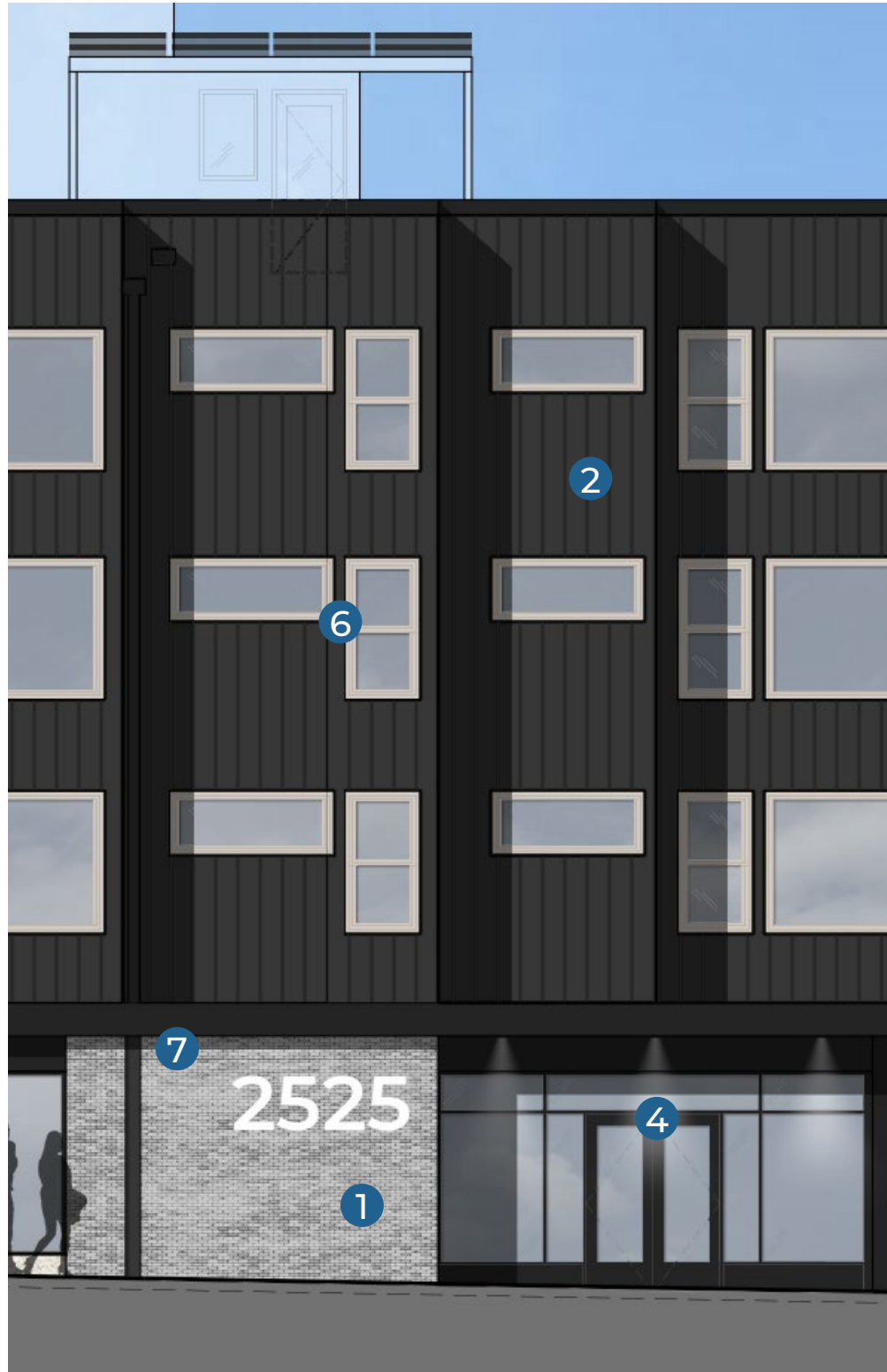




1 | WEST SIDE ELEVATION



# MATERIALS



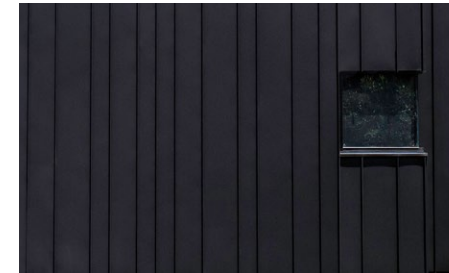
1 | PRIMARY FACADE



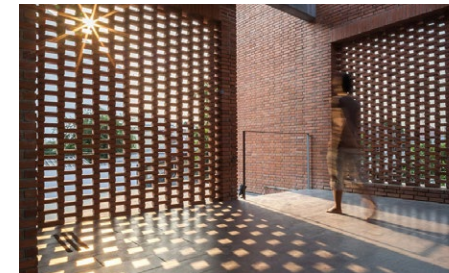
2 | SECONDARY FACADE



- 1 BRICK**  
Glen Gery - Morning Dove  
(contains recycled content)



- 2 STANDING SEAM METAL SIDING**  
Iron Grey



- 3 PERFORATED BRICK SCREEN**



- 4 STOREFRONT SYSTEM**  
Black Aluminum



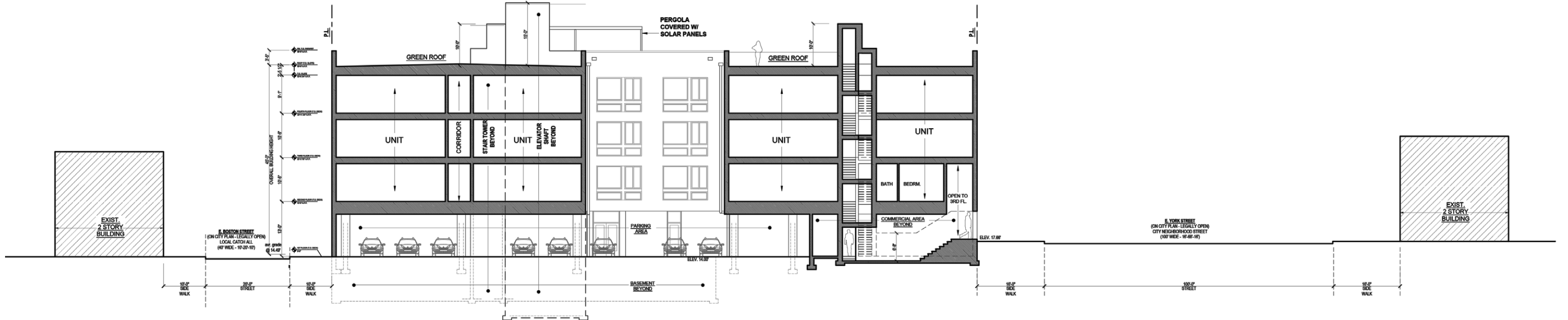
- 5 HARDIE PLANK LAP SIDING**  
- 7" Exposure  
- Smooth  
- Pearl Grey



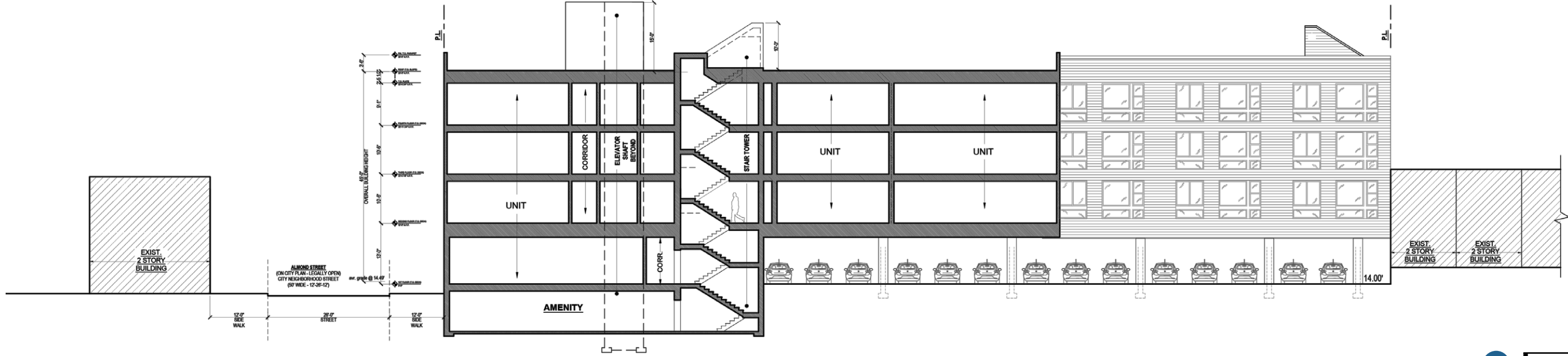
- 6 PLY-GEM VINYL WINDOWS**  
- Sliding, Fixed & Double Hung  
- Almond



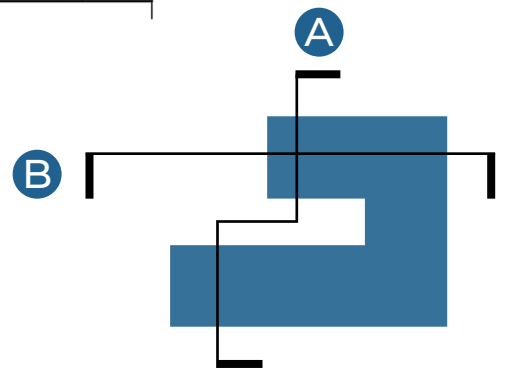
- 7 EXTERIOR RECESSED LIGHTING FIXTURE**



A



B









**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.
<b>Location and Transportation</b>		
(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 89 @ York and Almond bus 39 @ Cumberland & Almond bus 43 @ Aramingo Av & Moyer St bus 25 @ Cedar St & York St
(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.	6,308 sf / 28,374.57 sf = 22.23% of the site is uncovered parking area open to the sky
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	3 EV stalls / 38 total stalls = 7.8%
(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>	N/A. Our site is not adjacent to a railway.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No bike share stations are proposed. An Indego bike share station exists at E. Thompson and E. York street.

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.
<b>Sustainable Sites</b>		
(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.	61% (17,306.87 sf) of our site will either have a green roof or vegetated cover.
(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	yes, additional stormwater runoff from adjacent sites will be managed on site.
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	All hardscapes will have a high reflectance of SRI>29. We are also proposing several site trees.
<b>Energy and Atmosphere</b>		
(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>	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? <sup>iii</sup> ☑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. <sup>iv</sup>	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.	Rooftop solar cells have been proposed to provide energy for all common elements on the site.
<b>Innovation</b>		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	We have proposed a bike storage room at the first floor, as well as additional bike racks adjacent to the rear parking area.

<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

Philadelphia City Planning Commission



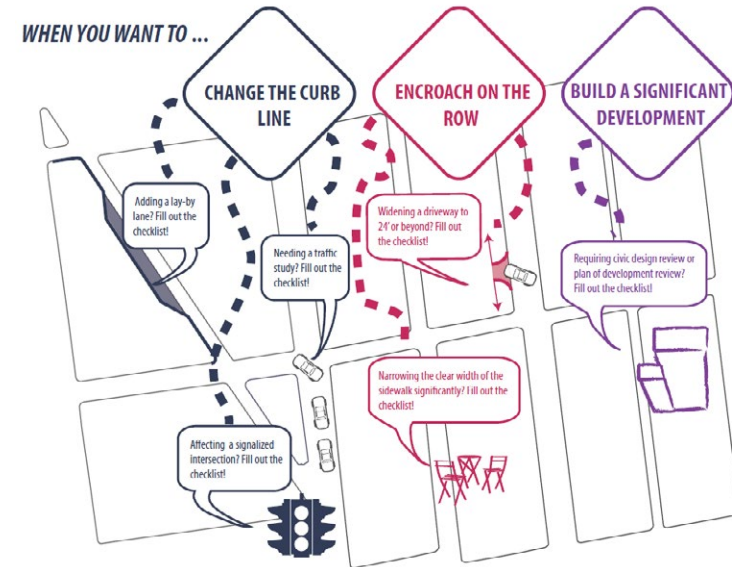
## INSTRUCTIONS

This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

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



PRELIMINARY PCPC REVIEW AND COMMENT: \_\_\_\_\_ DATE \_\_\_\_\_

FINAL STREETS DEPT REVIEW AND COMMENT: \_\_\_\_\_ DATE \_\_\_\_\_

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ADA curb-ramp designs must be submitted to Streets Department for review
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  - Placing of a new street;
  - Removal of an existing street;
  - Changes to roadway grades, curb lines, or widths; or
  - Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement\*:

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

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

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## GENERAL PROJECT INFORMATION

- |  |   |
|--|---|
| 1. PROJECT NAME<br><u>2525 E. York St.</u>   | 2. DATE<br><u>05.09.2023</u>  |
| 3. APPLICANT NAME<br><u>Rustin Ohler [HarmanDeutschOhler Architecture]</u>   | 5. PROJECT AREA: list precise street limits and scope<br><u>28,374.57 US SF</u> |
| 4. APPLICANT CONTACT INFORMATION<br>1225 N. 7 <sup>th</sup> Street, 267-324-3601   |   |
| 6. OWNER NAME<br>LEE JAE MIN   |   |
| 7. OWNER CONTACT INFORMATION<br>2523-49 E York St, Philadelphia PA 19125-3632  |   |
| 8. ENGINEER / ARCHITECT NAME<br><u>Rustin Ohler [HarmanDeutschOhler Architecture]</u>  |   |
| 9. ENGINEER / ARCHITECT CONTACT INFORMATION<br><u>1225 N. 7<sup>th</sup> Street, 267-324-3601</u>  |   |
| 10. STREETS: List the streets associated with the project. Complete Streets Types can be found at <a href="http://www.phila.gov/map">www.phila.gov/map</a> 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
<u>E York St.</u>	<u>Gaul St.</u>	<u>Almond St.</u>	<u>City Neighborhood Street</u>
<u>Almond St.</u>	<u>E York St.</u>	<u>E Boston St.</u>	<u>City Neighborhood Street</u>
<u>E Boston St.</u>	<u>Gaul St.</u>	<u>Almond St.</u>	<u>Local Street</u>

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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/>                              |
| b. Street Furniture such as bus shelters, honor boxes, etc.   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> N/A <input type="checkbox"/> |
| c. Street Direction   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/>                              |
| d. Curb Cuts  | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> N/A <input type="checkbox"/> |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> N/A <input type="checkbox"/> |
| f. Building Extensions into the sidewalk, such as stairs and stoops                                     | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> N/A <input type="checkbox"/> |

**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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>E York St.</u>	16' / 16' / 16'	16' / 16'
<u>Almond St.</u>	12' / 12' / 12'	12' / 12'
<u>E Boston St.</u>	10' / 10' / 10'	10' / 10'

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
<u>E York St.</u>	12'-0" / 12'-0" / 12'-0"
<u>Almond St.</u>	8'-0" / 8'-0" / 8'-0"
<u>E Boston St.</u>	6'-0" / 6'-0" / 6'-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

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## 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:

# 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	
<u>E York St.</u>	0' / 0'	
<u>Almond St.</u>	0' / 0'	
<u>E Boston St.</u>	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		
<u>E York St.</u>	4'-0" / 4'-0" / 4'-0"		
<u>Almond St.</u>	4'-0" / 4'-0" / 4'-0"		
<u>E Boston St.</u>	4'-0" / 4'-0" / 4'-0"		

18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

- Bicycle Parking YES  NO  N/A
- Lighting YES  NO  N/A
- Benches YES  NO  N/A
- Street Trees YES  NO  N/A
- Street Furniture YES  NO  N/A

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

### DEPARTMENTAL APPROVAL

- YES  NO
- YES  NO
- YES  NO
- YES  NO
- YES  NO
- 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		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
<b>2525 E York ST.</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>35</b>

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?

	YES	NO	N/A	DEPARTMENTAL APPROVAL
Conventional Bike Lane	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
Buffered Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
Bicycle-Friendly Street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
Indego Bicycle Share Station	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

25. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

26. 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:

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

**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
			___/	
			___/	
			___/	
			___/	

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

**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)

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## URBAN DESIGN COMPONENT (Handbook Section 4.8)

39. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
40. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
41. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

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

**APPLICANT: Intersections & Crossings Component**  
Additional Explanation / Comments:

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