

# 901 N FRONT ST

CIVIC DESIGN REVIEW



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**901 N Front Street  
Philadelphia, PA 19123**

Civic Design Review - 06.10.2023

### **Owner**

901 N Front Street Associates  
h114 Chestnut St, 5th Floor,  
Philadelphia, PA 19106

### **Architect**

Designblendz Architecture LLP  
4001 Main St, Suite 203,  
Philadelphia, PA 19127

### **Civil Engineer**

Bohler Engineering  
1515 Market Street #920  
Philadelphia, PA 19102

### 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-2023-000960**

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

The applicant's property affects property in a residential district and creates more than 50,000 sq ft of new gross floor area and creates more than 50 additional dwelling units

#### PROJECT LOCATION

Planning District: Central Council District: 1st

Address: 901 N Front Street  
Philadelphia, PA 19123

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

#### CONTACT INFORMATION

Applicant Name: Designblendz LLC Primary Phone: 215-995-0228

Email: landi@designblendz.com Address: 4001 Main Street  
Philadelphia, PA

Property Owner: 901 N Front Street Associates Developer Bridge One Construction LLC  
Architect: Designblendz, LLC

#### SITE CONDITIONS

Site Area: 15,814 SF

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

Proposed Use:  
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):  
96 residential dwelling units with ground level parking. Gross building area 76,033 SF

Proposed # of Parking Units:  
24 vehicle parking spaces, 1 loading space, and 37 bike spaces

#### COMMUNITY MEETING

Community meeting held: Yes  No

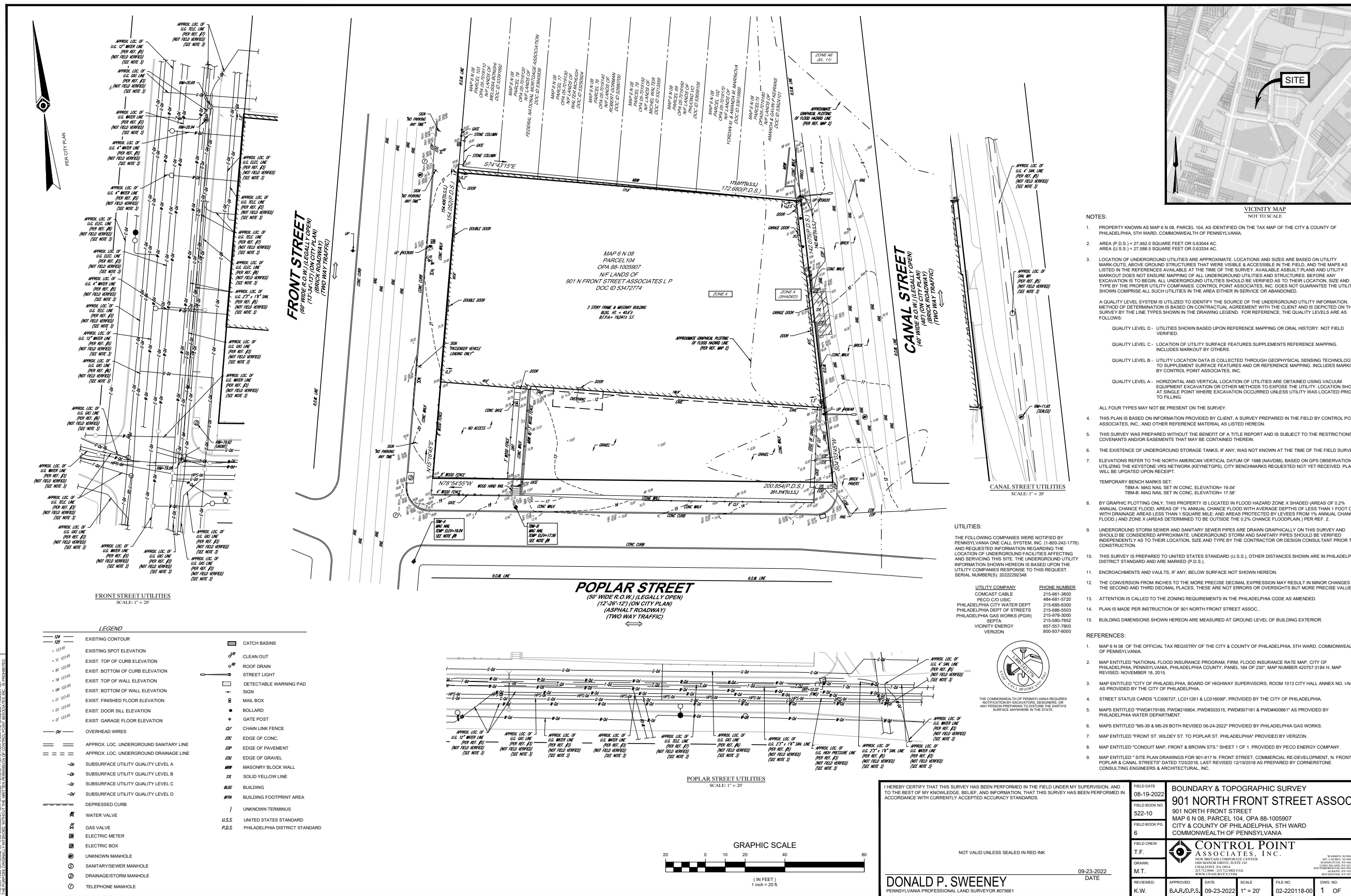
If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:  
Date: 06/05/2023 Time: 8:00PM

#### ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes  No  NA

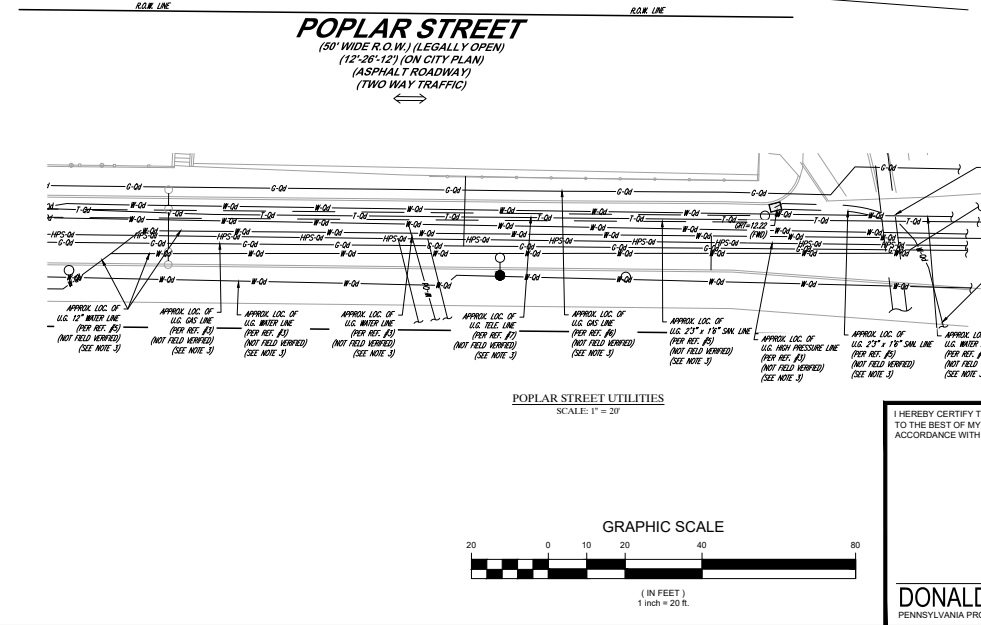
If yes, indicate the date hearing will be held:  
Date: \_\_\_\_\_



**FRONT STREET UTILITIES**  
SCALE: 1" = 20'

**LEGEND**

---	EXISTING CONTOUR	○	CATCH BASINS
122.60	EXISTING SPOT ELEVATION	○	CLEAN OUT
122.60	EXIST. TOP OF CURB ELEVATION	○	ROOF DRAIN
122.60	EXIST. BOTTOM OF CURB ELEVATION	○	STREET LIGHT
122.60	EXIST. TOP OF WALL ELEVATION	○	DETECTABLE WARNING PAD
122.60	EXIST. BOTTOM OF WALL ELEVATION	○	SIGN
122.60	EXIST. FINISHED FLOOR ELEVATION	○	MAIL BOX
122.60	EXIST. DOOR SILL ELEVATION	○	BOLLARD
122.60	EXIST. GARAGE FLOOR ELEVATION	○	GATE POST
---	OVERHEAD WIRES	○	CHAIN LINK FENCE
---	APPROX. LOC. UNDERGROUND SANITARY LINE	---	EDGE OF CONC.
---	APPROX. LOC. UNDERGROUND DRAINAGE LINE	---	EDGE OF PAVEMENT
---	SUBSURFACE UTILITY QUALITY LEVEL A	---	EDGE OF GRAVEL
---	SUBSURFACE UTILITY QUALITY LEVEL B	---	MASONRY BLOCK WALL
---	SUBSURFACE UTILITY QUALITY LEVEL C	---	SOLID YELLOW LINE
---	SUBSURFACE UTILITY QUALITY LEVEL D	---	BUILDING
---	DEPRESSED CURB	---	BUILDING FOOTPRINT AREA
---	WATER VALVE	---	UNKNOWN TERMINUS
---	GAS VALVE	---	U.S.S. UNITED STATES STANDARD
---	ELECTRIC METER	---	P.D.S. PHILADELPHIA DISTRICT STANDARD
---	ELECTRIC BOX		
---	UNKNOWN MANHOLE		
---	SANITARY/SEWER MANHOLE		
---	DRAINAGE/STORM MANHOLE		
---	TELEPHONE MANHOLE		



**UTILITIES:**

THE FOLLOWING COMPANIES WERE NOTIFIED BY PENNSYLVANIA ONE CALL SYSTEM, INC. (1-800-242-1778) AND REQUESTED INFORMATION REGARDING THE LOCATION OF UNDERGROUND UTILITIES AFFECTING AND SERVICING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST: SERIAL NUMBER(S): 20222292348

UTILITY COMPANY	PHONE NUMBER
COMCAST CABLE	215-961-3800
PECO CO USIC	484-681-5720
PHILADELPHIA CITY WATER DEPT	215-688-6300
PHILADELPHIA DEPT OF STREETS	215-688-5503
PHILADELPHIA GAS WORKS (PGW)	215-978-3000
SEPTA	215-560-7552
VICINITY ENERGY	857-557-7800
VERIZON	800-937-6000

**NOTES:**

- PROPERTY KNOWN AS MAP 6 N 08, PARCEL 104, AS IDENTIFIED ON THE TAX MAP OF THE CITY & COUNTY OF PHILADELPHIA, 5TH WARD, COMMONWEALTH OF PENNSYLVANIA.
- AREA (P.D.S.) = 27,482.0 SQUARE FEET OR 0.6304 AC. AREA (U.S.S.) = 27,398.5 SQUARE FEET OR 0.6333 AC.
- LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD, AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE AS-BUILT PLANS AND UTILITY MARK-OUTS DOES NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES. BEFORE ANY EXCAVATION IS TO BEGAIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES. CONTROL POINT ASSOCIATES, INC. DOES NOT GUARANTEE THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED.
- A QUALITY LEVEL SYSTEM IS UTILIZED TO IDENTIFY THE SOURCE OF THE UNDERGROUND UTILITY INFORMATION. THE METHOD OF DETERMINATION IS BASED ON CONTRACTUAL AGREEMENT WITH THE CLIENT AND IS DEPICTED ON THE SURVEY BY THE LINE TYPES SHOWN IN THE DRAWING LEGEND. FOR REFERENCE, THE QUALITY LEVELS ARE AS FOLLOWS:
  - QUALITY LEVEL D - UTILITIES SHOWN BASED UPON REFERENCE MAPPING OR ORAL HISTORY. NOT FIELD VERIFIED.
  - QUALITY LEVEL C - LOCATION OF UTILITY SURFACE FEATURES SUPPLEMENTS REFERENCE MAPPING. INCLUDES MARKOUT BY OTHERS.
  - QUALITY LEVEL B - UTILITY LOCATION DATA IS COLLECTED THROUGH GEOPHYSICAL SENSING TECHNOLOGY TO SUPPLEMENT SURFACE FEATURES AND OR REFERENCE MAPPING. INCLUDES MARKOUT BY CONTROL POINT ASSOCIATES, INC.
  - QUALITY LEVEL A - HORIZONTAL AND VERTICAL LOCATION OF UTILITIES ARE OBTAINED USING VACUUM EQUIPMENT EXCAVATION OR OTHER METHODS TO EXPOSE THE UTILITY. LOCATION SHOWN AT SINGLE POINT WHERE EXCAVATION OCCURRED UNLESS UTILITY WAS LOCATED PRIOR TO FILLING.
- ALL FOUR TYPES MAY NOT BE PRESENT ON THE SURVEY.
- THIS PLAN IS BASED ON INFORMATION PROVIDED BY CLIENT, A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.
- THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS AND EASEMENTS THAT MAY BE CONTAINED THEREIN.
- THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.
- ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), BASED ON GPS OBSERVATIONS UTILIZING THE KEYSTONE VRS NETWORK (KEYNETGPS). CITY BENCHMARKS REQUESTED NOT YET RECEIVED. PLAN WILL BE UPDATED UPON RECEIPT.
- TEMPORARY BENCH MARKS SET:
  - TBM-A: MAG NAIL SET IN CONC. ELEVATION= 19.04'
  - TBM-B: MAG NAIL SET IN CONC. ELEVATION= 17.58'
- BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X SHADDED (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.) AND ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE FLOODPLAIN) PER REF. 2.
- UNDERGROUND STORM SEWER AND SANITARY SEWER PIPES ARE DRAWN GRAPHICALLY ON THIS SURVEY AND SHOULD BE CONSIDERED APPROXIMATE. UNDERGROUND STORM AND SANITARY PIPES SHOULD BE VERIFIED INDEPENDENTLY AS TO THEIR LOCATION, SIZE AND TYPE BY THE CONTRACTOR OR DESIGN CONSULTANT PRIOR TO CONSTRUCTION.
- THIS SURVEY IS PREPARED TO UNITED STATES STANDARD (U.S.S.), OTHER DISTANCES SHOWN ARE IN PHILADELPHIA DISTRICT STANDARD AND ARE MARKED (P.D.S.).
- ENCROACHMENTS AND VAULTS, IF ANY, BELOW SURFACE NOT SHOWN HEREON.
- THE CONVERSION FROM INCHES TO THE MORE PRECISE DECIMAL EXPRESSION MAY RESULT IN MINOR CHANGES IN THE SECOND AND THIRD DECIMAL PLACES. THESE ARE NOT ERRORS OR OVERSIGHTS BUT MORE PRECISE VALUES.
- ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
- PLAN IS MADE PER INSTRUCTION OF 901 NORTH FRONT STREET ASSOC.
- BUILDING DIMENSIONS SHOWN HEREON ARE MEASURED AT GROUND LEVEL OF BUILDING EXTERIOR.

**REFERENCES:**

- MAP 6 N 08 OF THE OFFICIAL TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, 5TH WARD, COMMONWEALTH OF PENNSYLVANIA.
- MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM FIRM, FLOOD INSURANCE RATE MAP, CITY OF PHILADELPHIA, PENNSYLVANIA, PHILADELPHIA COUNTY, PANEL 184 OF 230", MAP NUMBER 420757 0184 H, MAP REVISED: NOVEMBER 16, 2015.
- MAP ENTITLED "CITY OF PHILADELPHIA, BOARD OF HIGHWAY SUPERVISORS, ROOM 1013 CITY HALL ANNEX NO. 1N-8A" AS PROVIDED BY THE CITY OF PHILADELPHIA.
- STREET STATUS CARDS "LC006727, LC011261 & LC016099", PROVIDED BY THE CITY OF PHILADELPHIA.
- MAPS ENTITLED "PWD#179189, PWD#216804, PWD#303315, PWD#307181 & PWD#406086" AS PROVIDED BY PHILADELPHIA WATER DEPARTMENT.
- MAPS ENTITLED "MS-39 & MS-29 BOTH REVISED 06-24-2022" PROVIDED BY PHILADELPHIA GAS WORKS.
- MAP ENTITLED "FRONT ST. WILDEY ST. TO POPLAR ST. PHILADELPHIA" PROVIDED BY VERIZON.
- MAP ENTITLED "CONDUIT MAP, FRONT & BROWN STS." SHEET 1 OF 1, PROVIDED BY PECO ENERGY COMPANY.
- MAP ENTITLED "SITE PLAN DRAWINGS FOR 901-917 N. FRONT STREET, COMMERCIAL REDEVELOPMENT, N. FRONT, POPLAR & CANAL STREETS" DATED 12/25/2018, LAST REVISED 12/19/2016 AS PREPARED BY CORNERSTONE CONSULTING ENGINEERS & ARCHITECTURAL, INC.

HEREBY CERTIFY THAT THIS SURVEY HAS BEEN PERFORMED IN THE FIELD UNDER MY SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, BELIEF, AND INFORMATION, THAT THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENTLY ACCEPTED ACCURACY STANDARDS.

FIELD DATE: 08-19-2022  
FIELD BOOK NO: 522-10  
FIELD BOOK PG: 6

BOUNDARY & TOPOGRAPHIC SURVEY  
**901 NORTH FRONT STREET ASSOC.**  
901 NORTH FRONT STREET  
MAP 6 N 08, PARCEL 104, OPA 88-1005907  
CITY & COUNTY OF PHILADELPHIA, 5TH WARD  
COMMONWEALTH OF PENNSYLVANIA

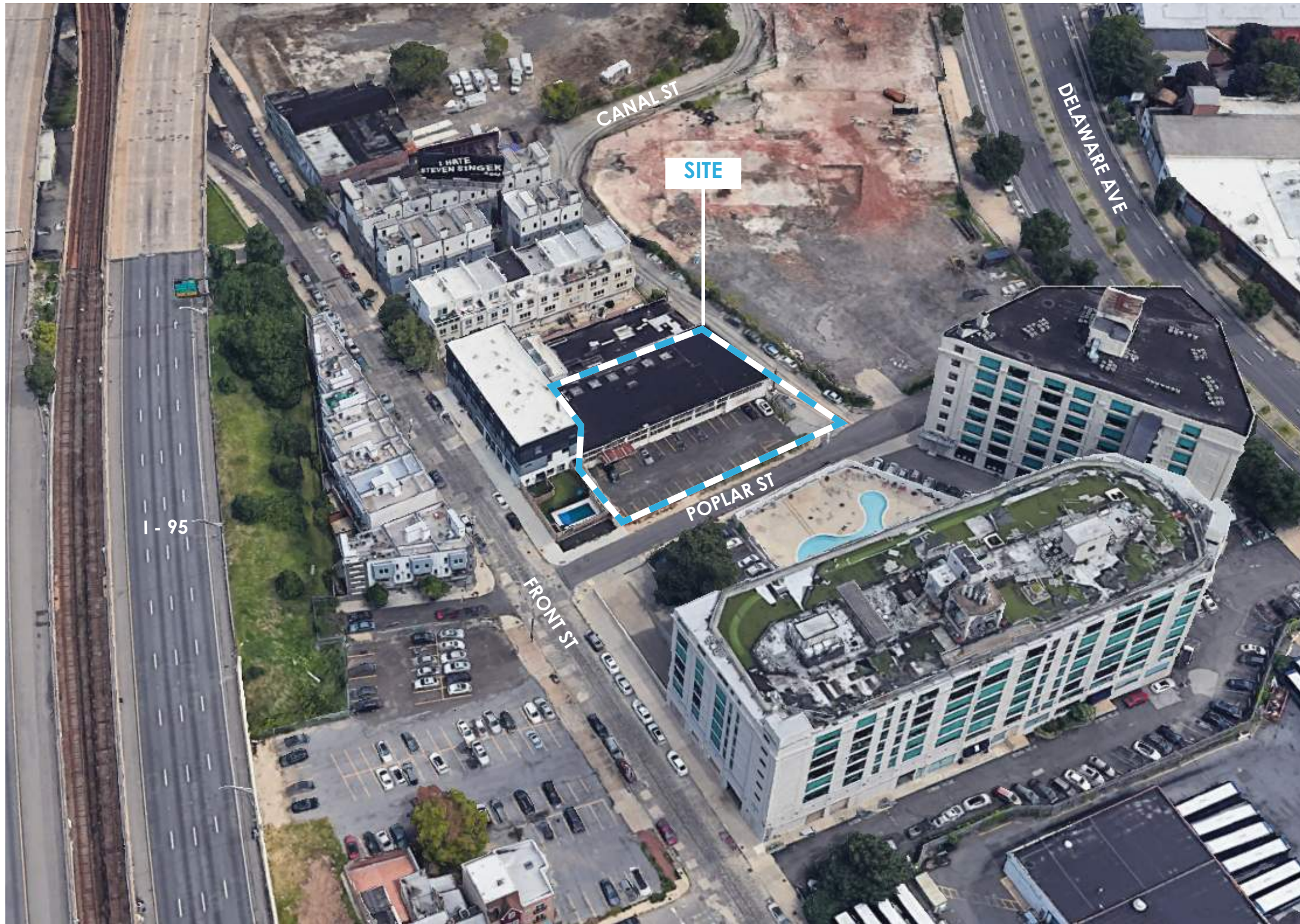
FIELD CREW: T.F.  
DRAWN: M.T.  
REVIEWED: K.W.  
APPROVED: B.A.R./D.P.S.  
DATE: 09-23-2022

SCALE: 1" = 20'  
FILE NO: 02-220118-00  
DWG. NO: 1 OF 1

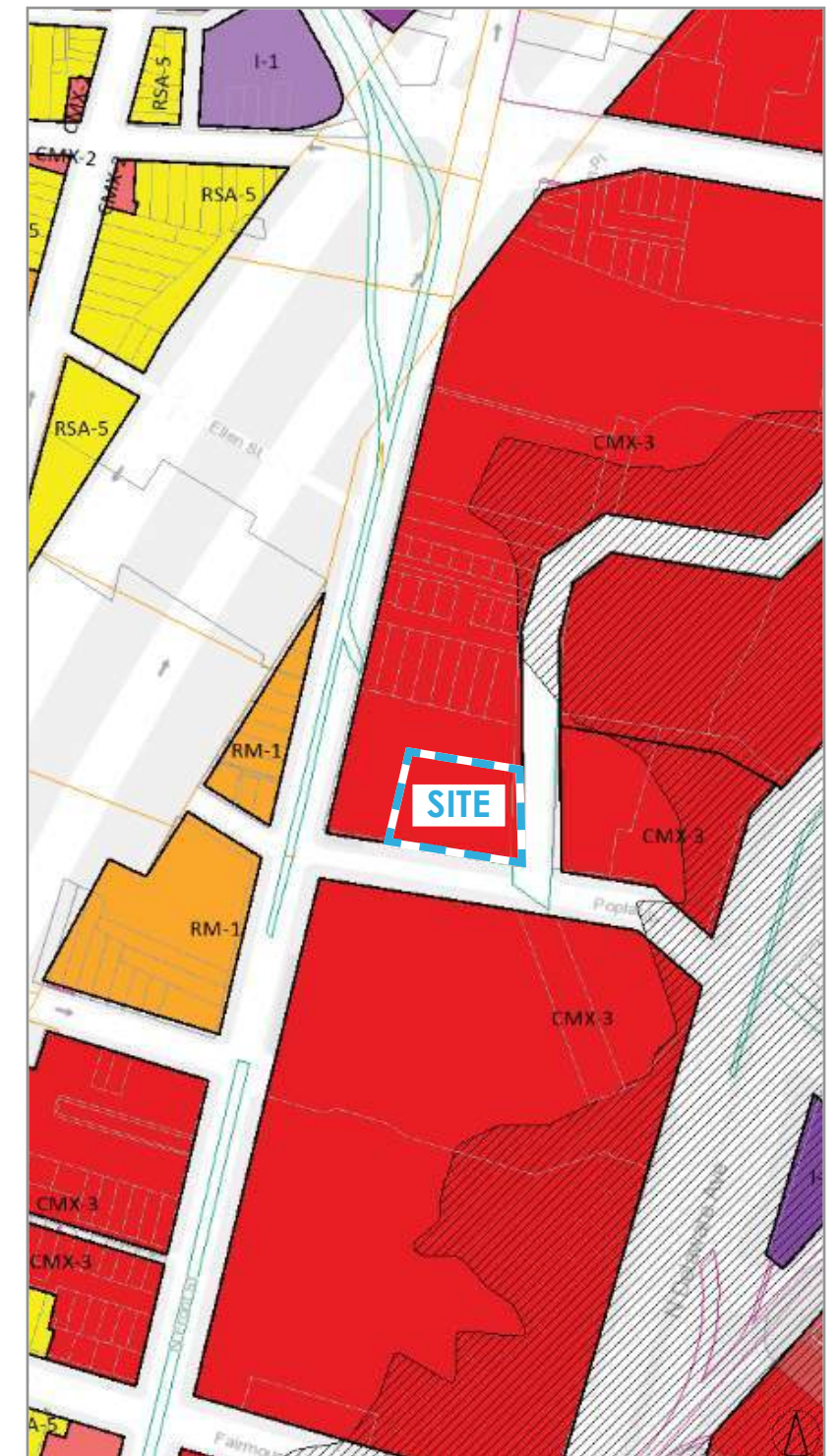
9-23-2022 DATE

**DONALD P. SWEENEY**  
PENNSYLVANIA PROFESSIONAL LAND SURVEYOR #075661

NOT VALID UNLESS SEALED IN RED INK

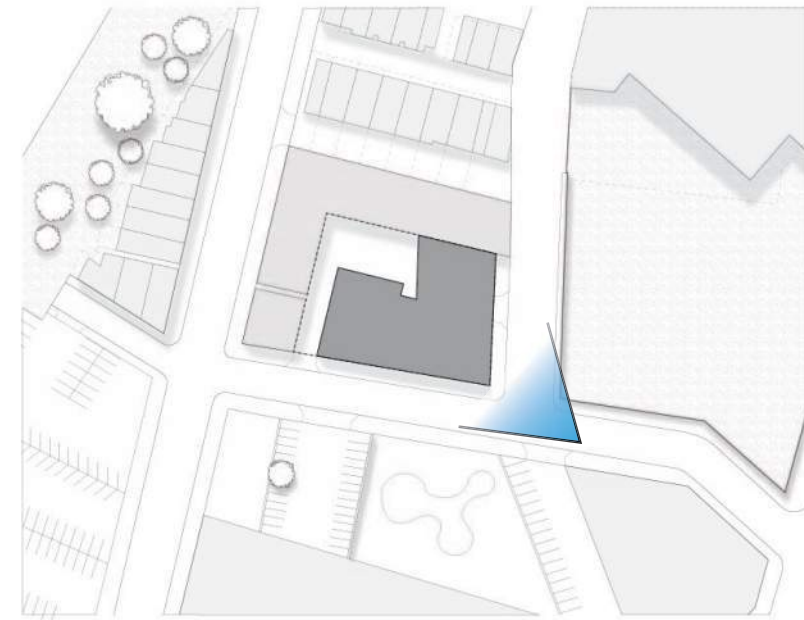
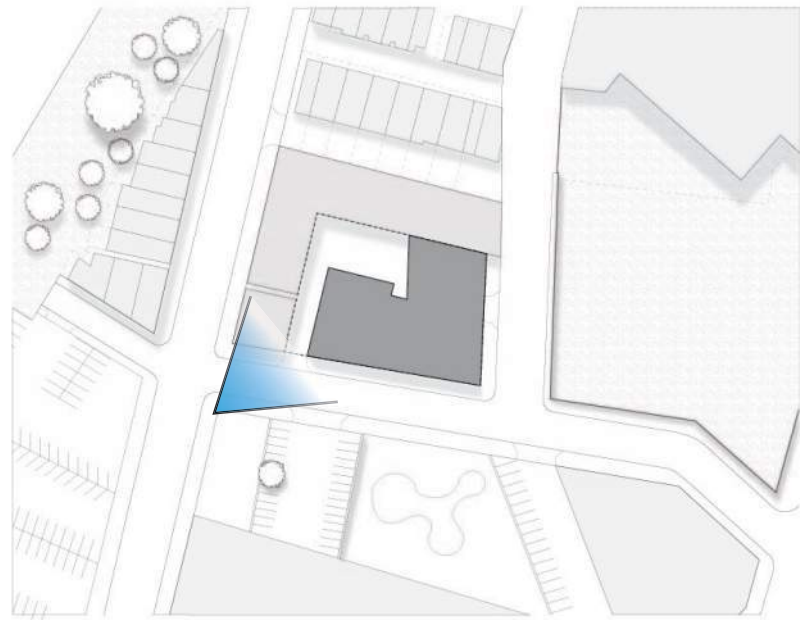


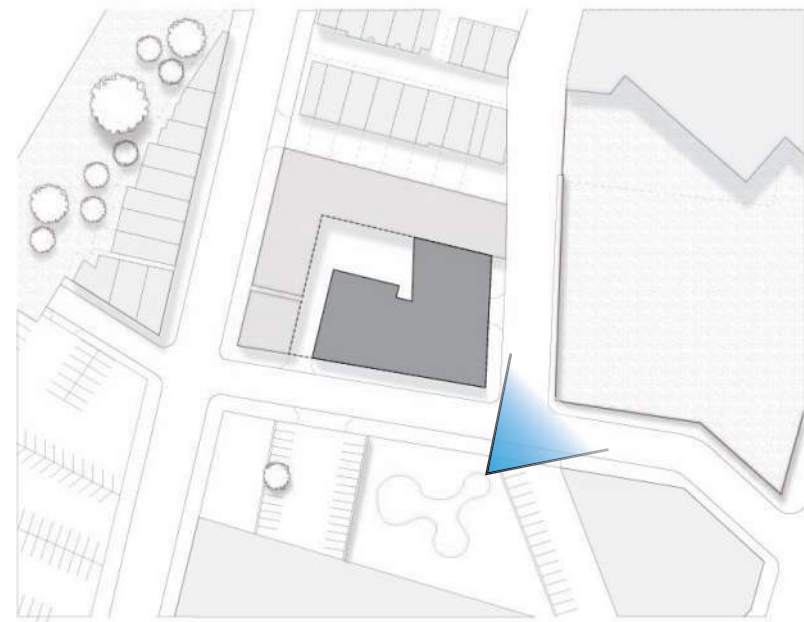
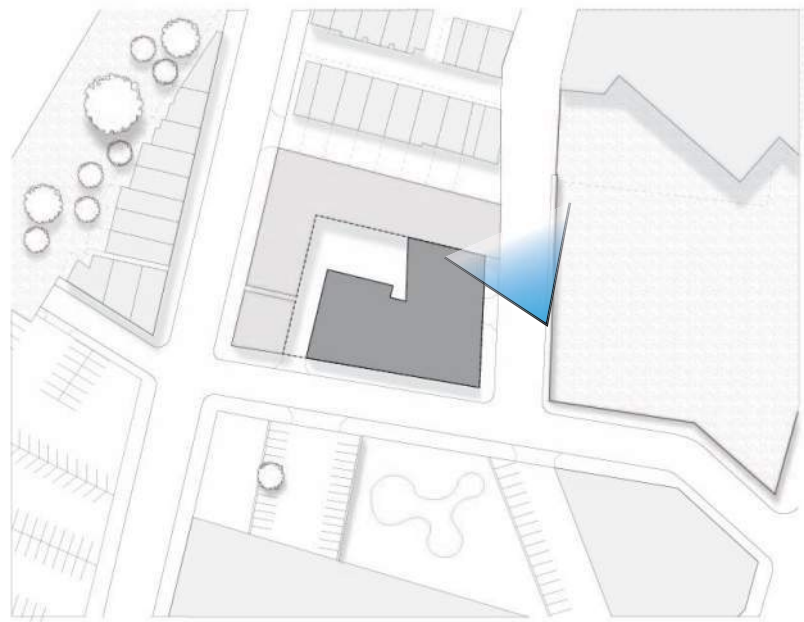
SITE AERIAL

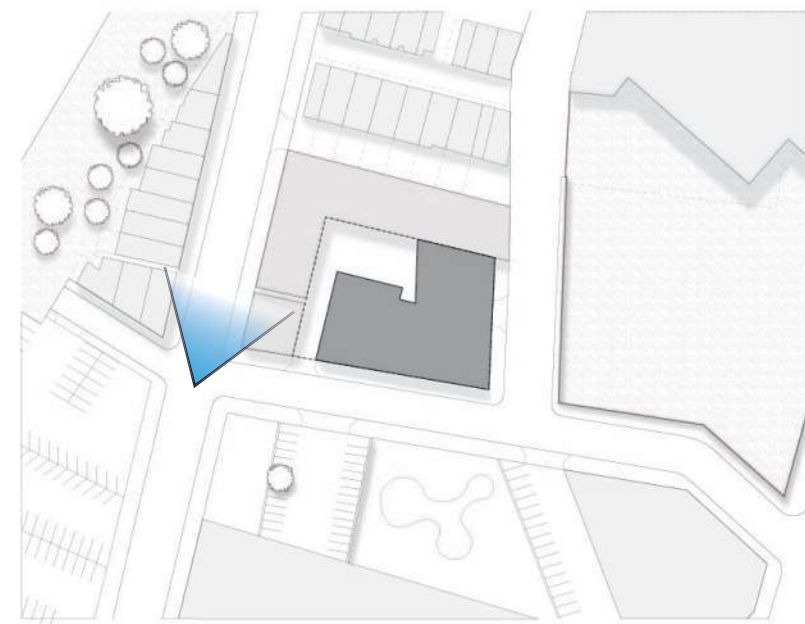


CMX-3 COMMUNITY COMMERCIAL MIXED-USE

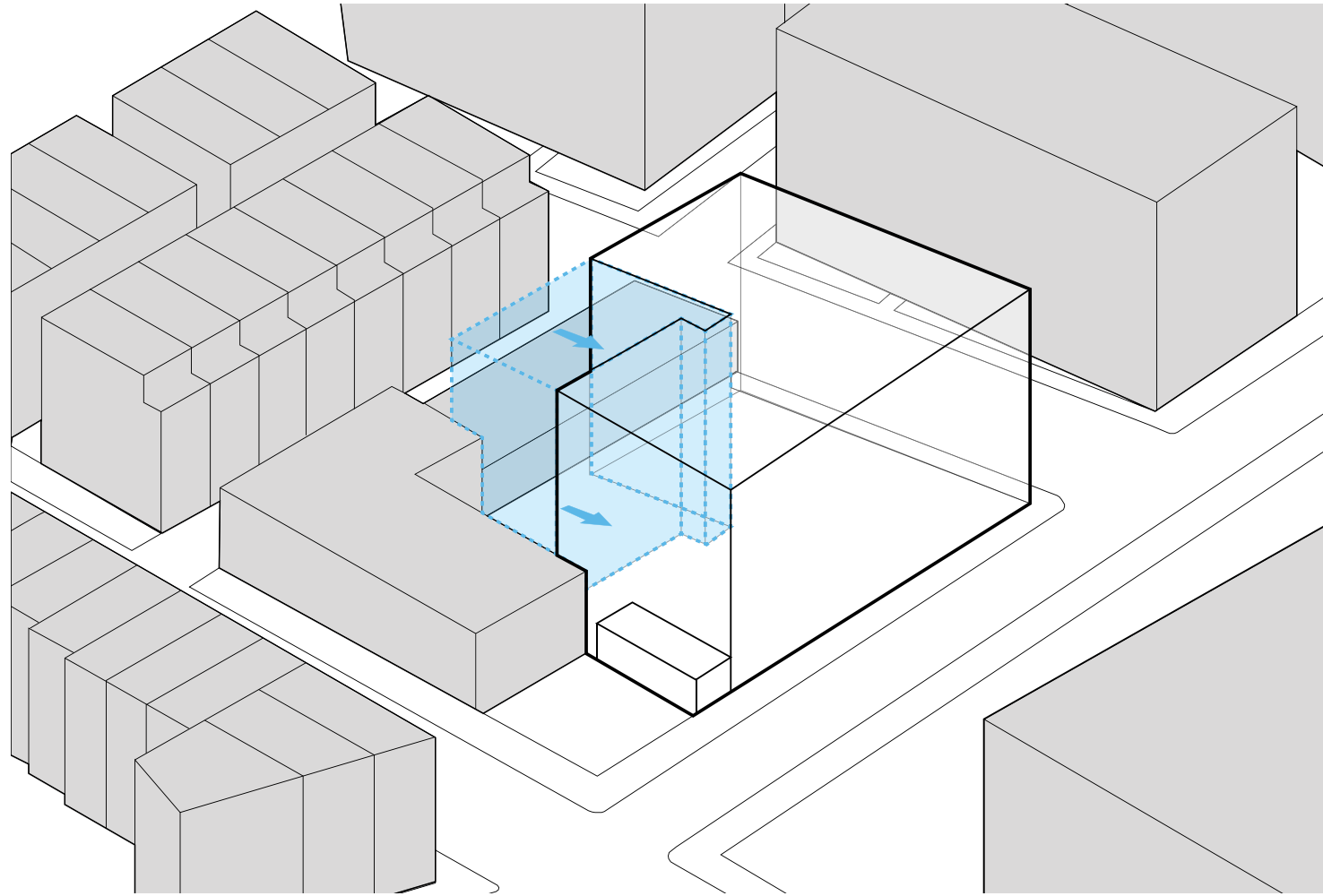
ZONING MAP





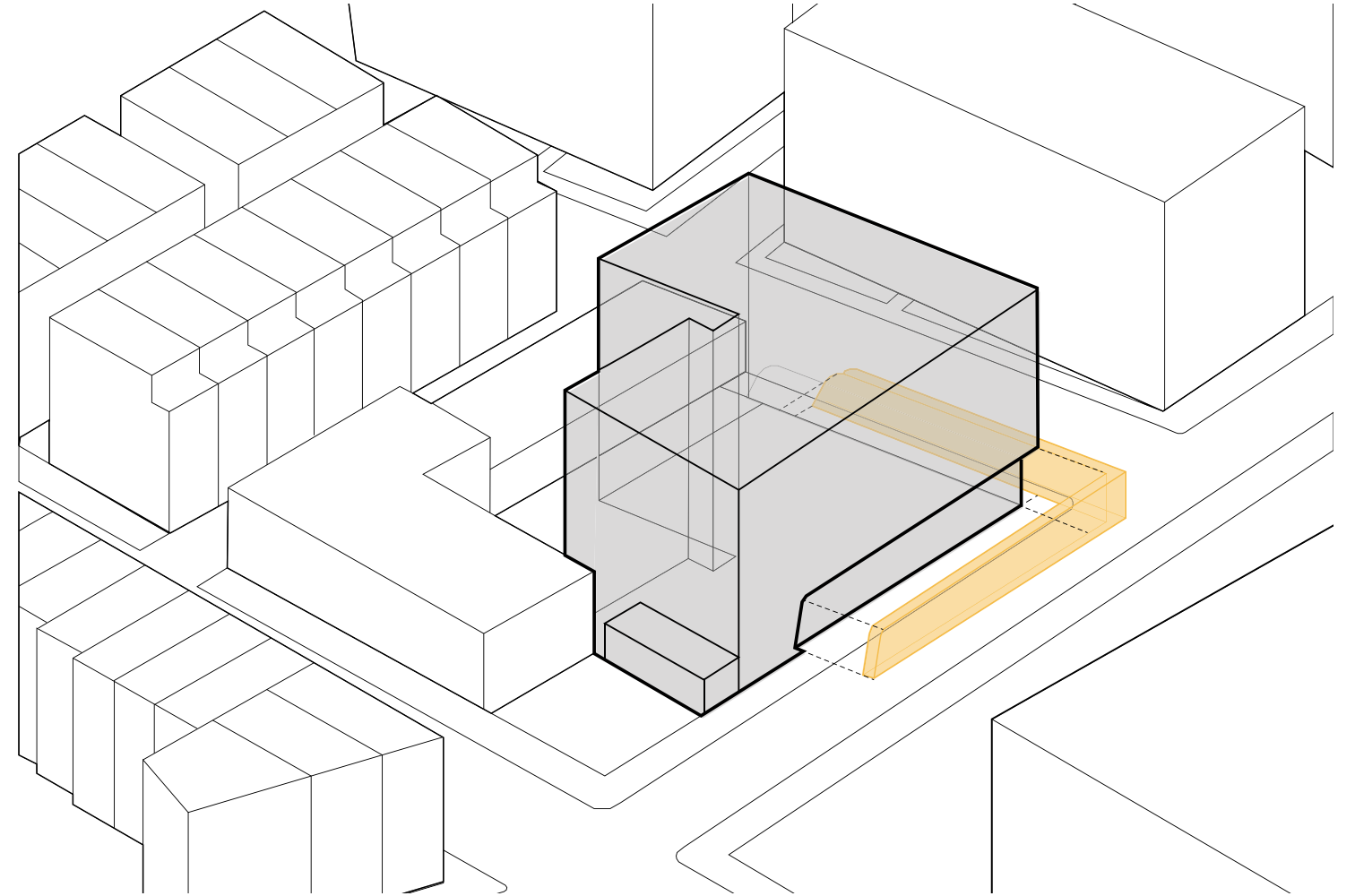






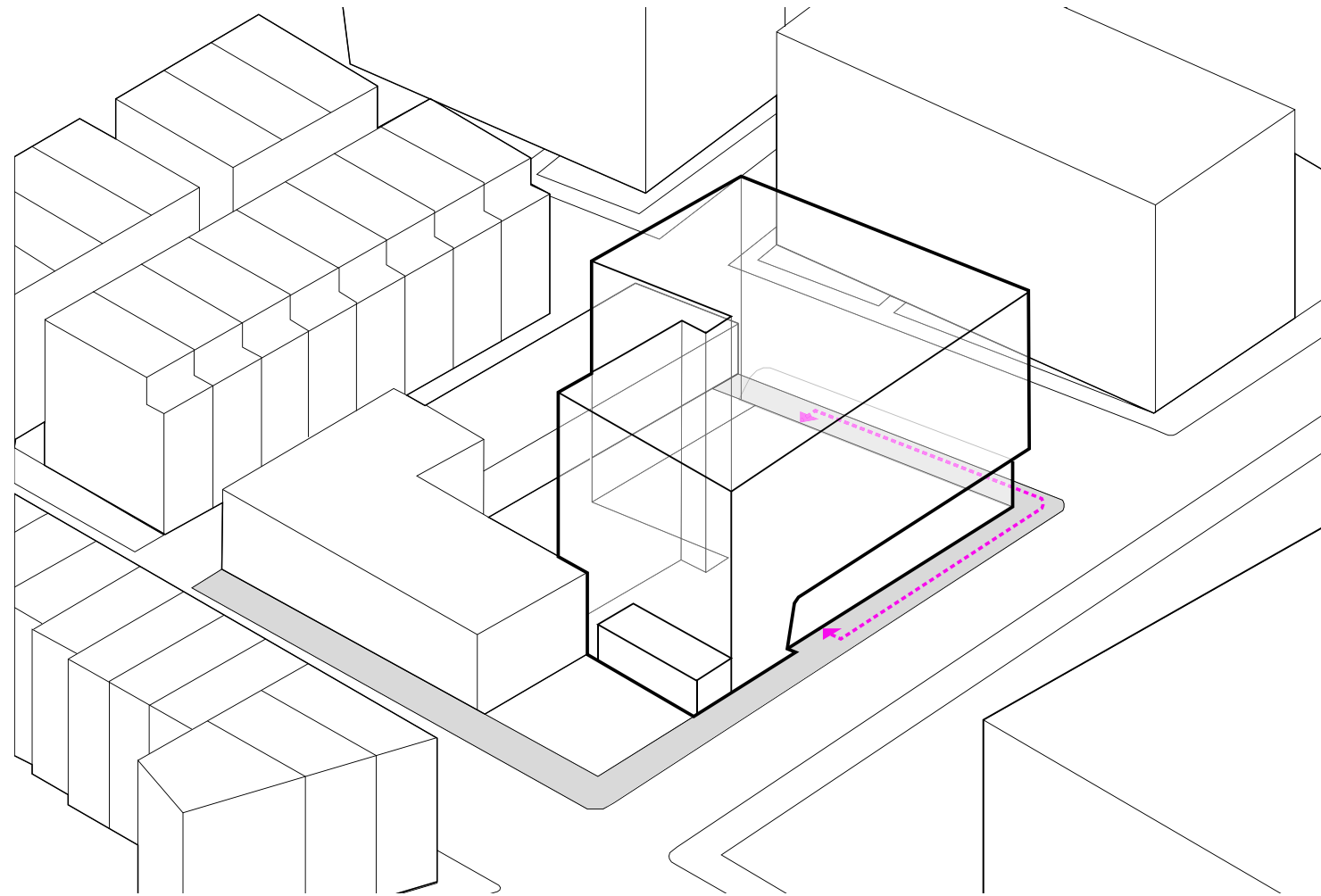
SITE COVERAGE

- BUILDING MASS
- DECREASED VOLUME



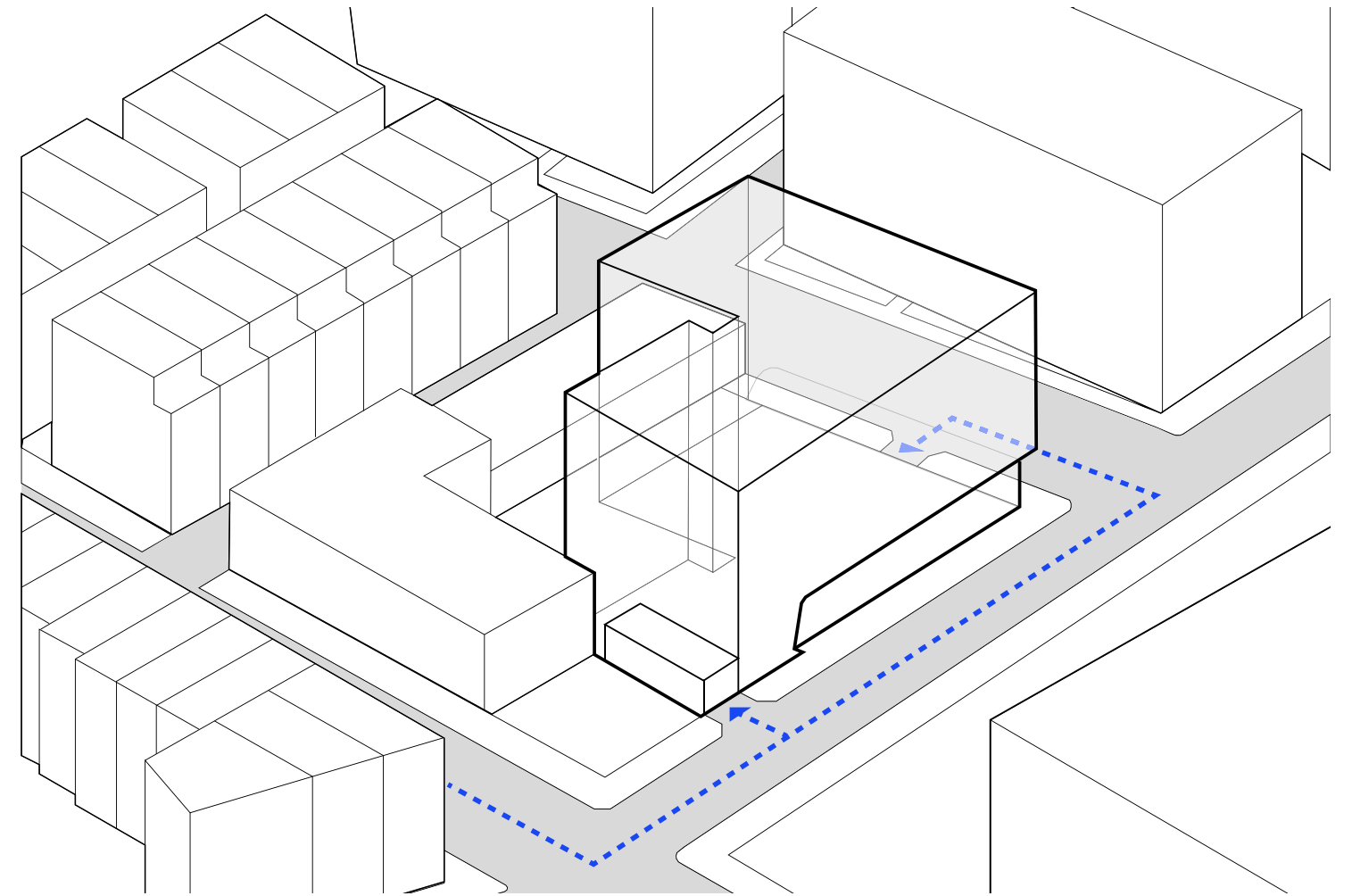
VOLUME SUBTRACTION

- BUILDING MASS
- SUBTRACTED VOLUME



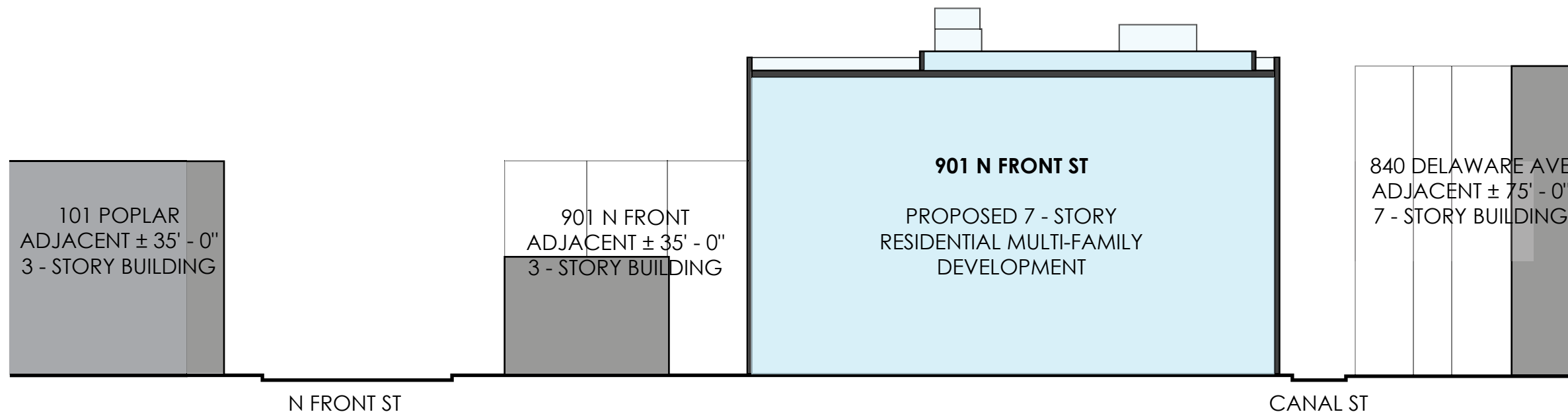
PEDESTRIAN CIRCULATION

- BUILDING MASS
- - - PEDESTRIAN PATH
- ▲ ENTRY POINTS

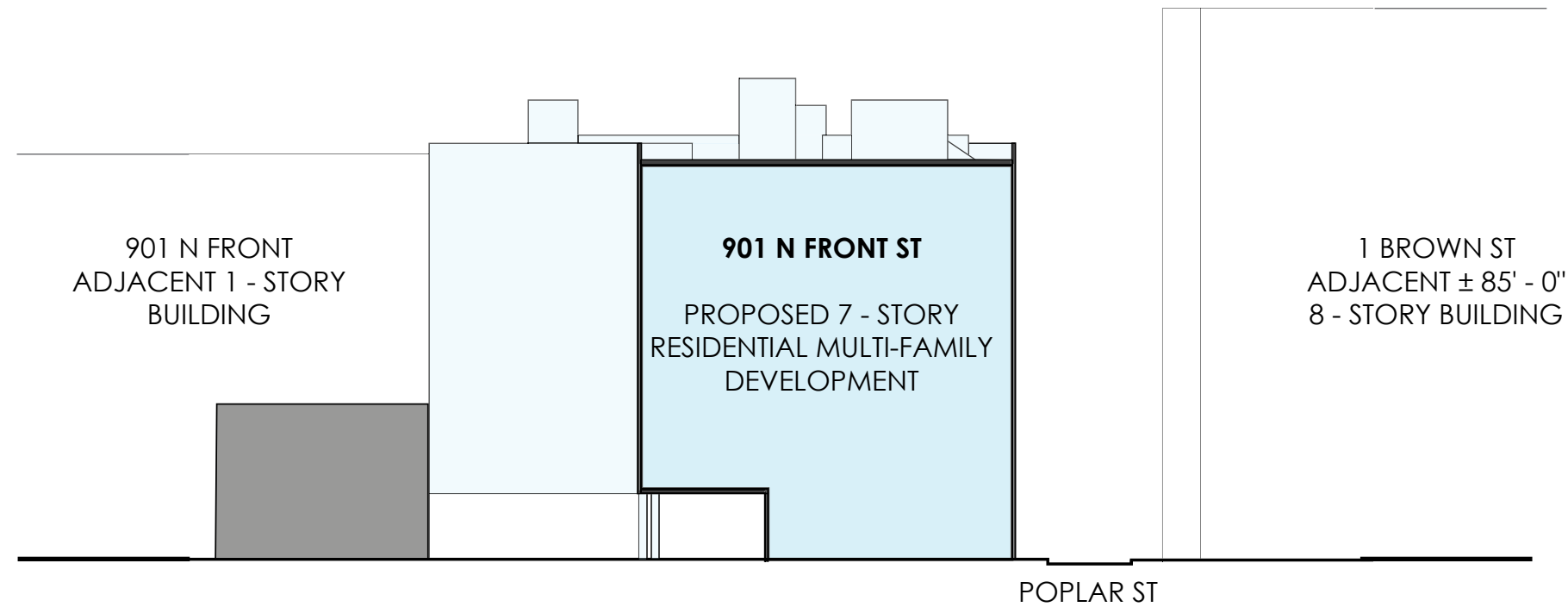


VEHICULAR CIRCULATION

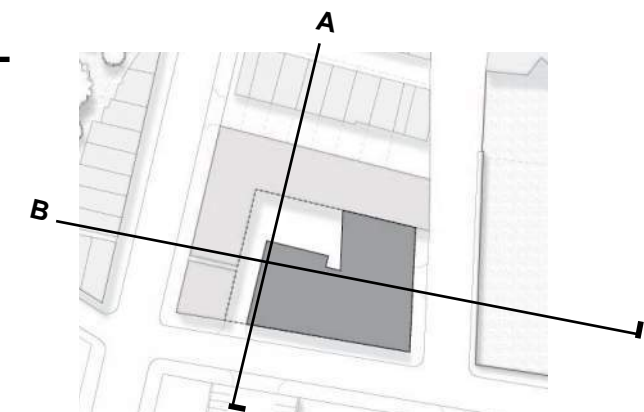
- BUILDING MASS
- - - VEHICULAR PATH
- ▲ ENTRY POINTS



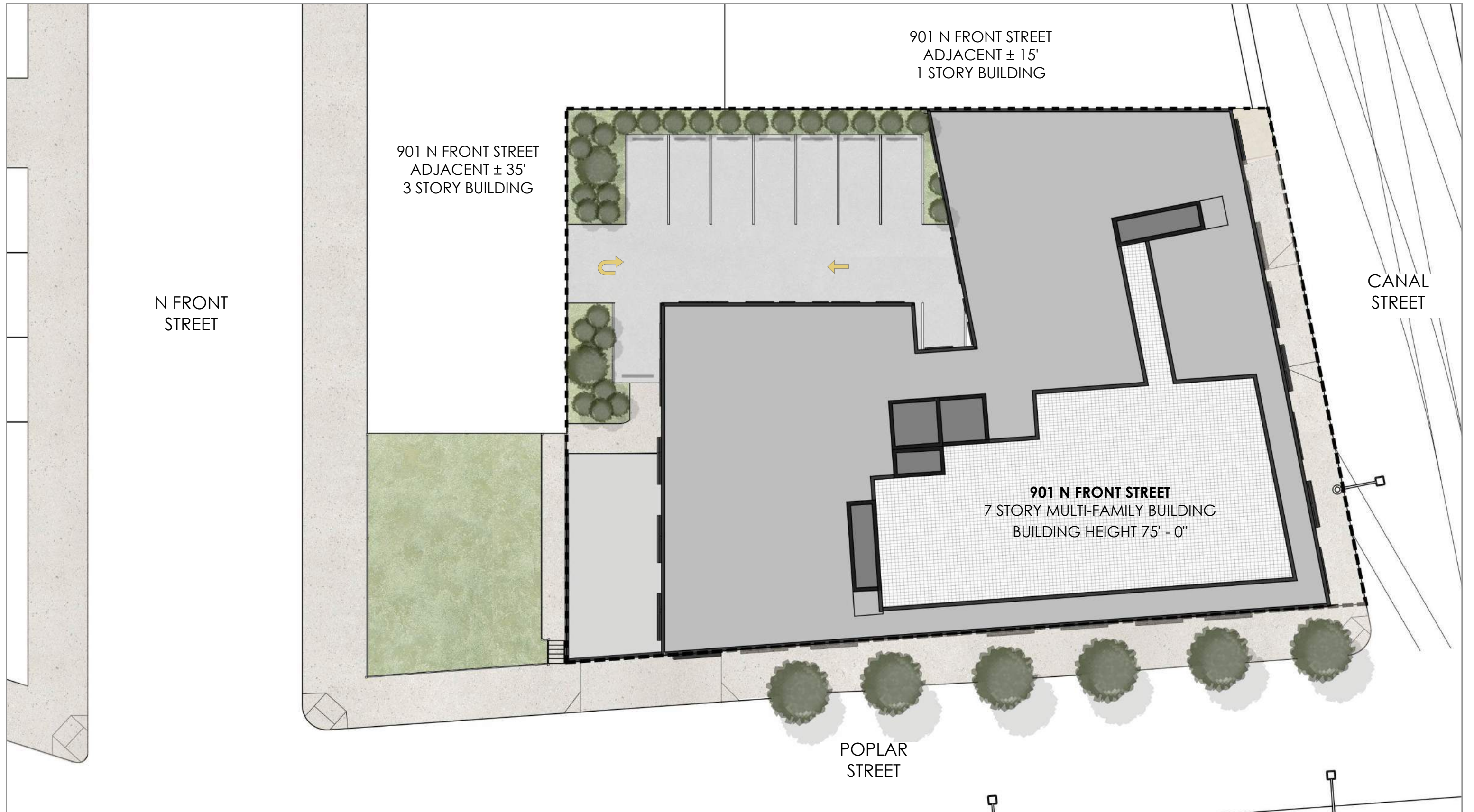
SECTION B



SECTION A









MAP LEGEND

- ▲ ENTRY POINTS
- CAR DIRECTIONAL ARROW
- ✉ MAIL
- ♻️ TRASH
- 🚗 RIDE SHARE
- ♿️ ACCESSIBLE PARKING
- 🚲 BIKE PARKING
- RESIDENTIAL
- BUILDING SERVICES
- 🚗⚡ ELECTRIC VEHICLE SPACE

GROUND LEVEL PLAN

CIVIC DESIGN REVIEW



**Trees**  
(Suggestion Only)



**Shrubs & Perennials**  
(Suggestion Only)

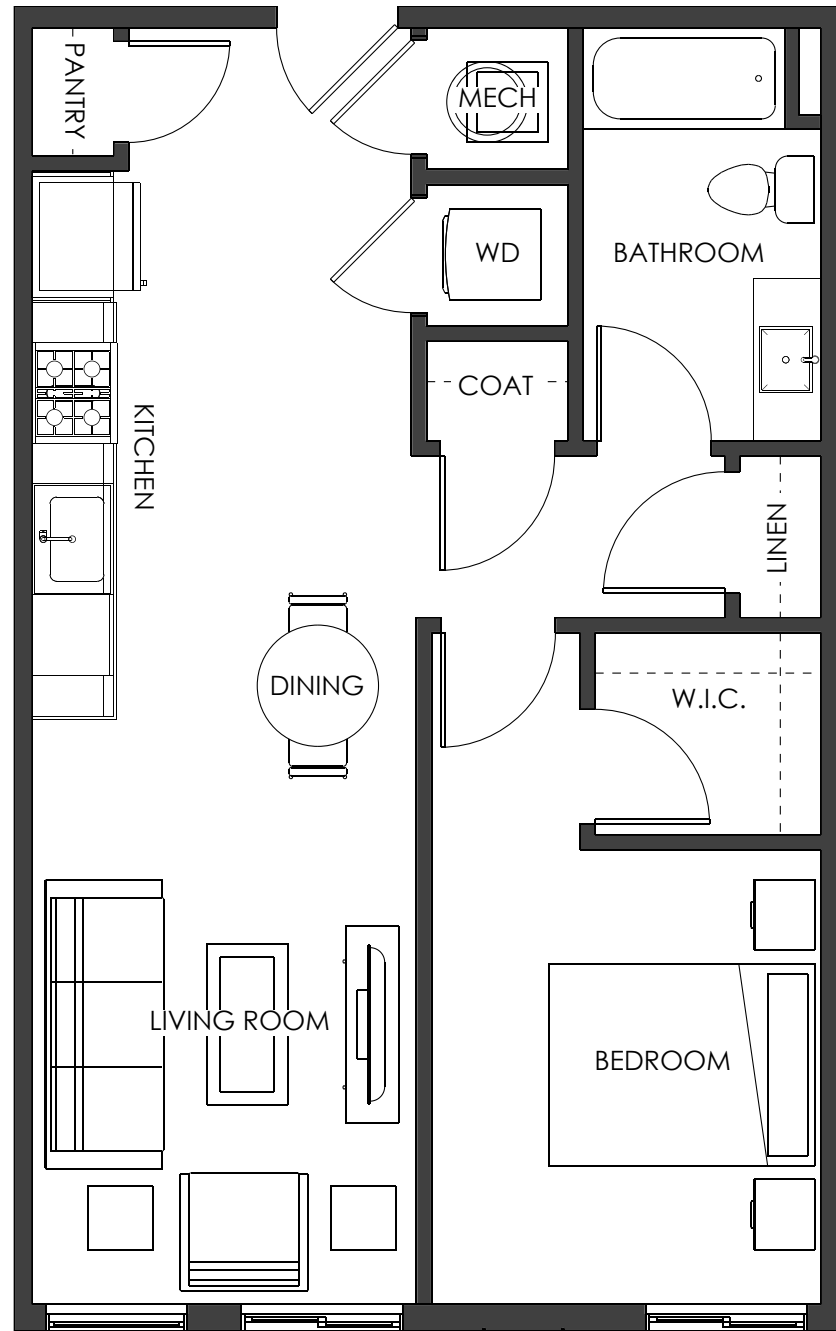




TYPICAL LEVEL 02

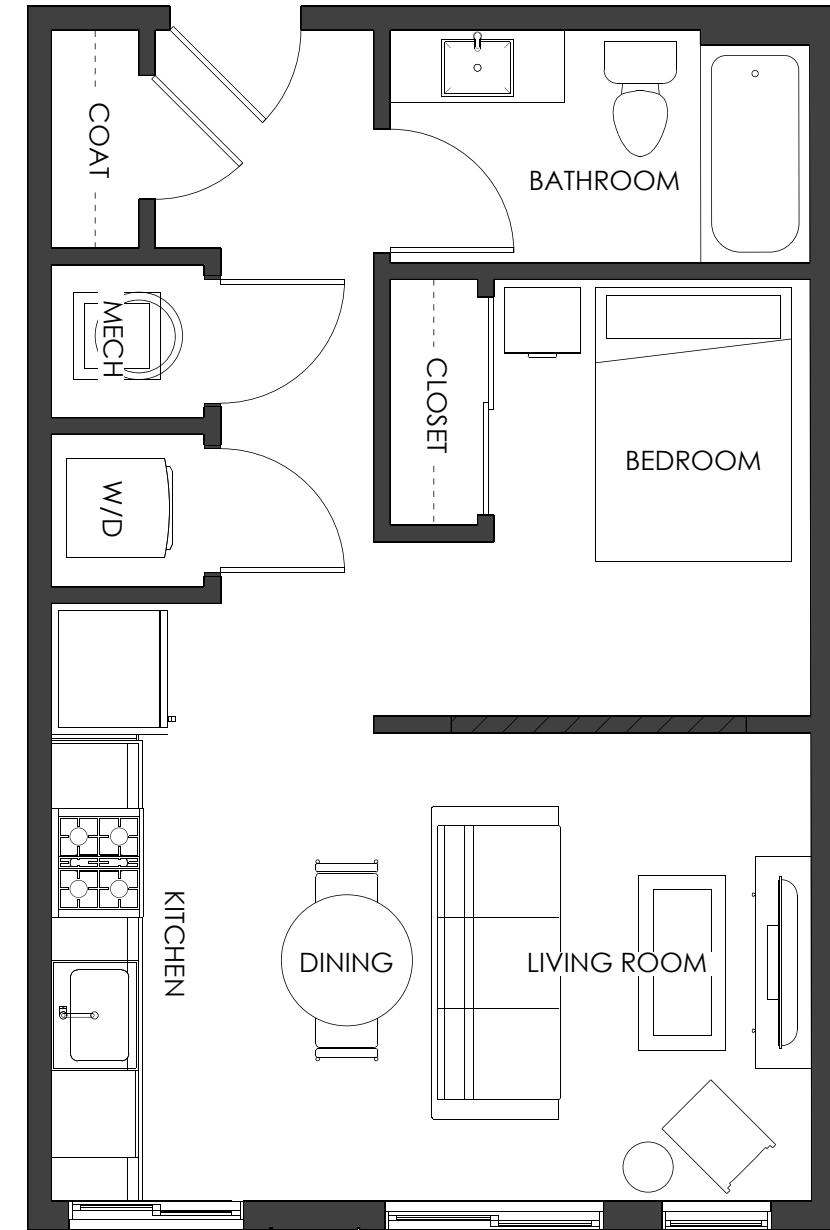
(8) STUDIOS  
 (8) 1 BEDROOMS  
 TRASH AND UTILITY





TYPICAL 1 BEDROOM

ESTIMATED UNIT AREA : 665 SQFT



TYPICAL STUDIO UNIT

ESTIMATED UNIT AREA : 500 SQFT

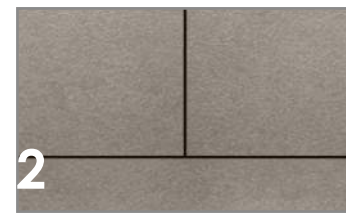




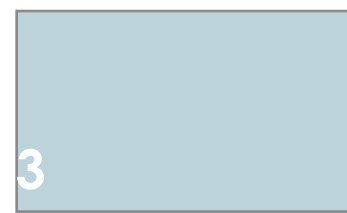
MATERIALS



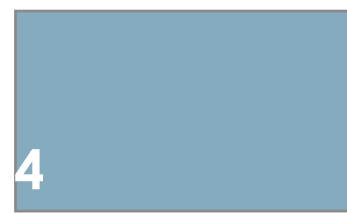
1  
GLEN GERY - AZUL



2  
FIBER CEMENT PANEL - TAN



3  
FIBER CEMENT PANEL - BLUE ZONE



4  
FIBER CEMENT PANEL - CAPE COD BLUE



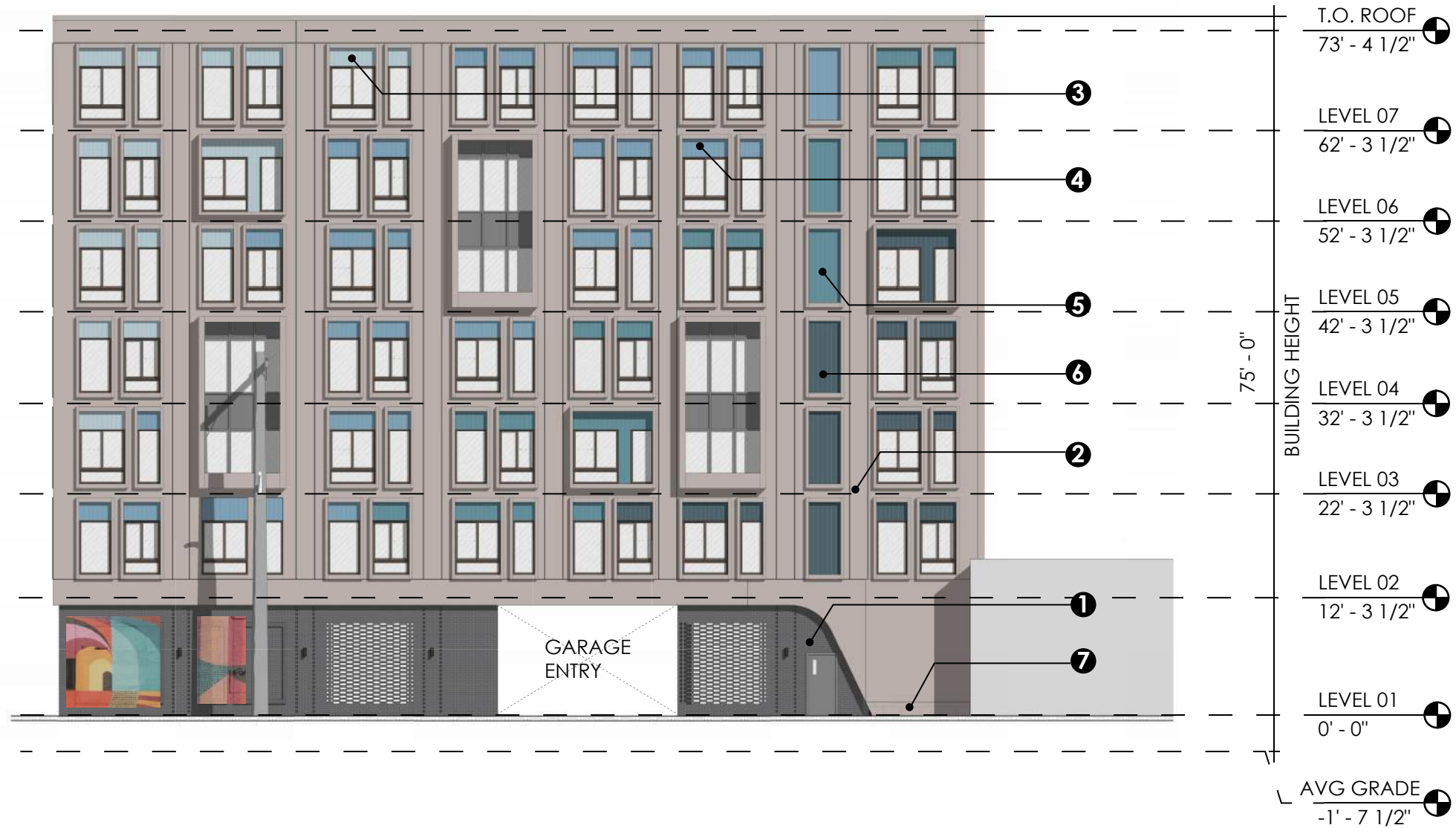
5  
FIBER CEMENT PANEL - FERRY BLUE



6  
FIBER CEMENT PANEL - FATHOM BLUE



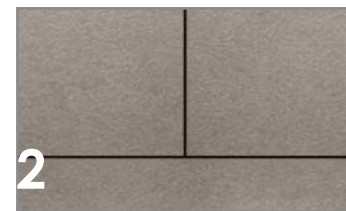
7  
CAST STONE BLOCK - TAN



MATERIALS



1  
GLEN GERY - AZUL



2  
FIBER CEMENT PANEL - TAN



3  
FIBER CEMENT PANEL - BLUE ZONE



4  
FIBER CEMENT PANEL - CAPE COD BLUE



5  
FIBER CEMENT PANEL - FERRY BLUE



6  
FIBER CEMENT PANEL - FATHOM BLUE



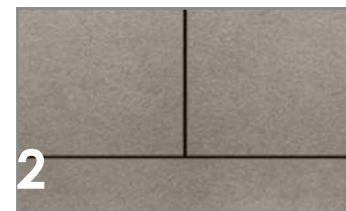
7  
CAST STONE BLOCK - TAN



MATERIALS



1  
GLEN GERY -  
AZUL



2  
FIBER CEMENT PANEL -  
TAN



3  
FIBER CEMENT PANEL -  
BLUE ZONE



4  
FIBER CEMENT PANEL -  
CAPE COD BLUE



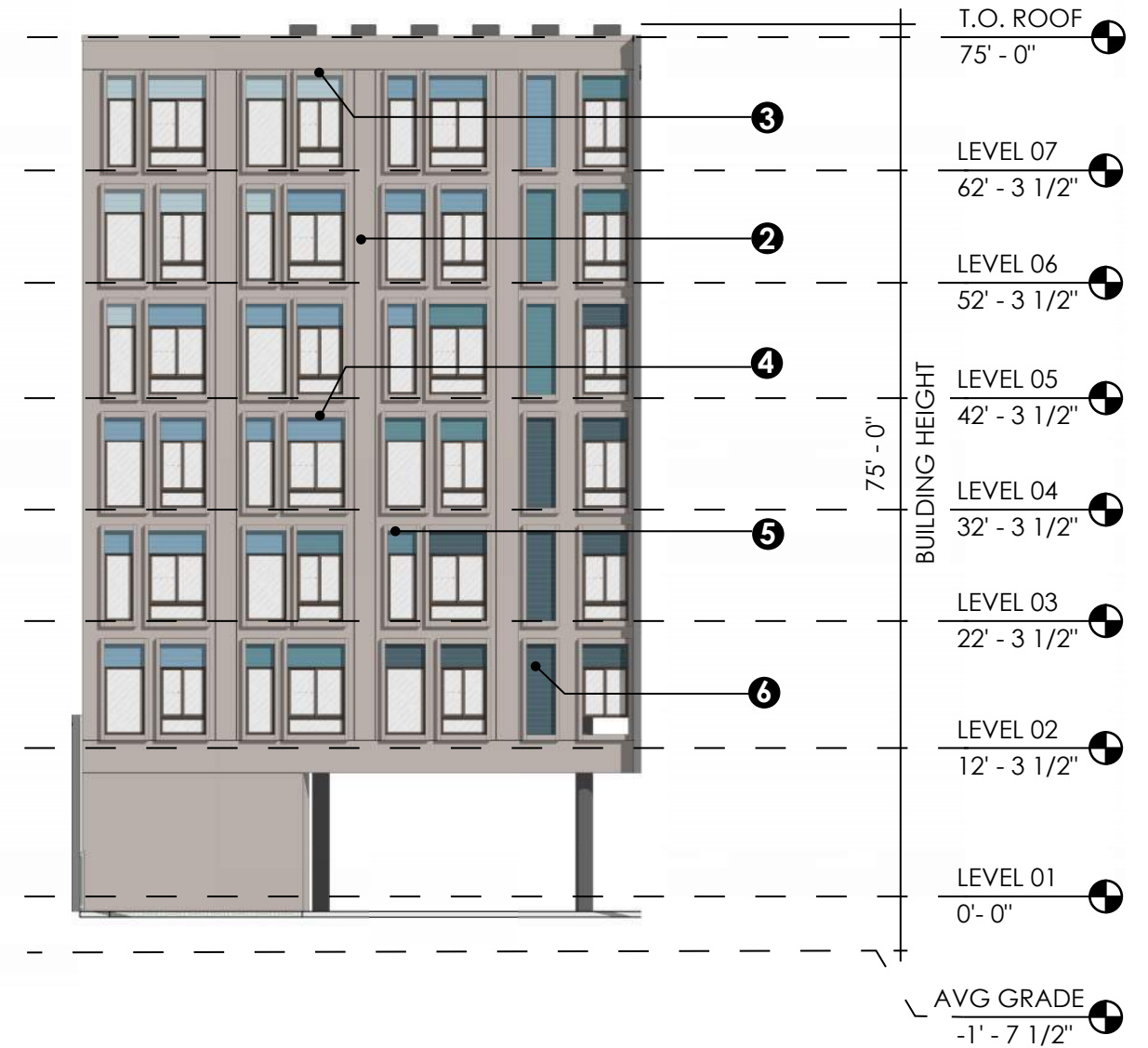
5  
FIBER CEMENT PANEL -  
FERRY BLUE



6  
FIBER CEMENT PANEL -  
FATHOM BLUE



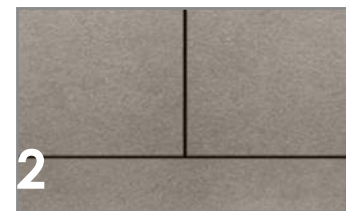
7  
CAST STONE BLOCK -  
TAN



MATERIALS



1  
GLEN GERY - AZUL



2  
FIBER CEMENT PANEL - TAN



3  
FIBER CEMENT PANEL - BLUE ZONE



4  
FIBER CEMENT PANEL - CAPE COD BLUE



5  
FIBER CEMENT PANEL - FERRY BLUE

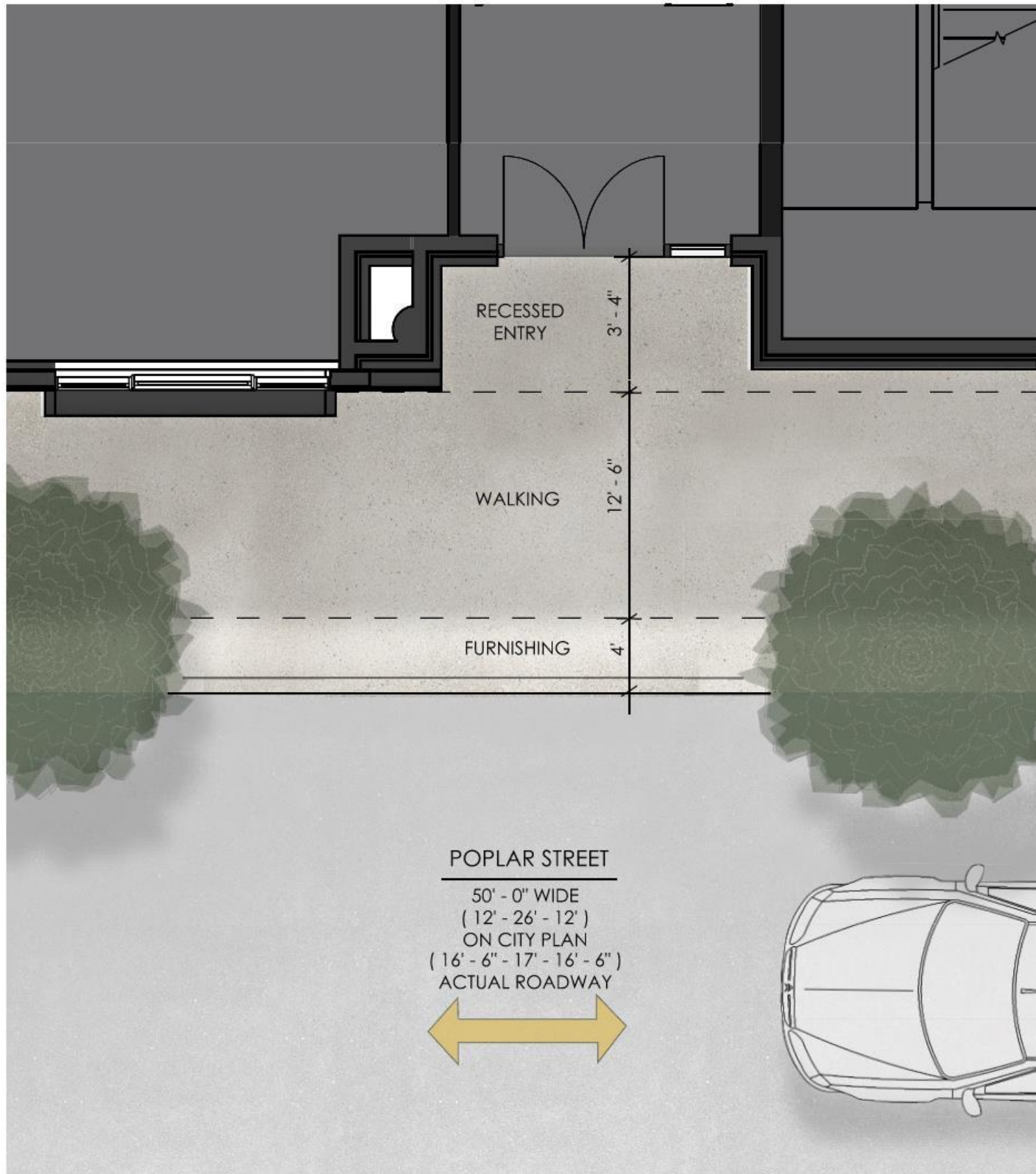


6  
FIBER CEMENT PANEL - FATHOM BLUE



7  
CAST STONE BLOCK - TAN



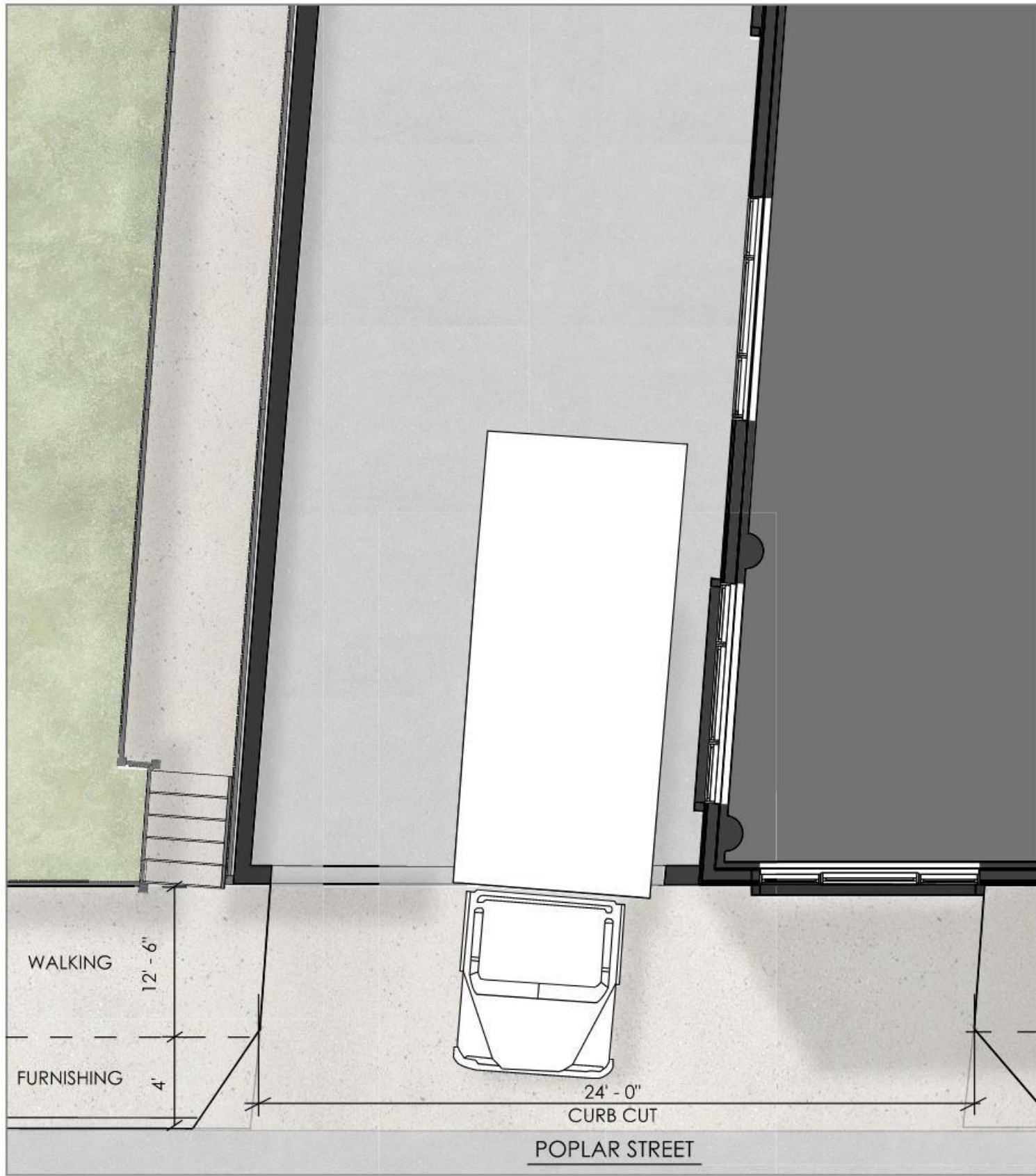


POPLAR STREET ENTRY



- COVERED BUILDING ENTRY
- METAL LETTERING
- BLACK WALL SCONCES ALONG POPLAR STREET
- MURAL DESIGN
- RECESSED GLASS DOUBLE DOOR WITH SECURED KEY FOB ACCESS FOR FOR TENANTS
- PROPOSED STREET TREE



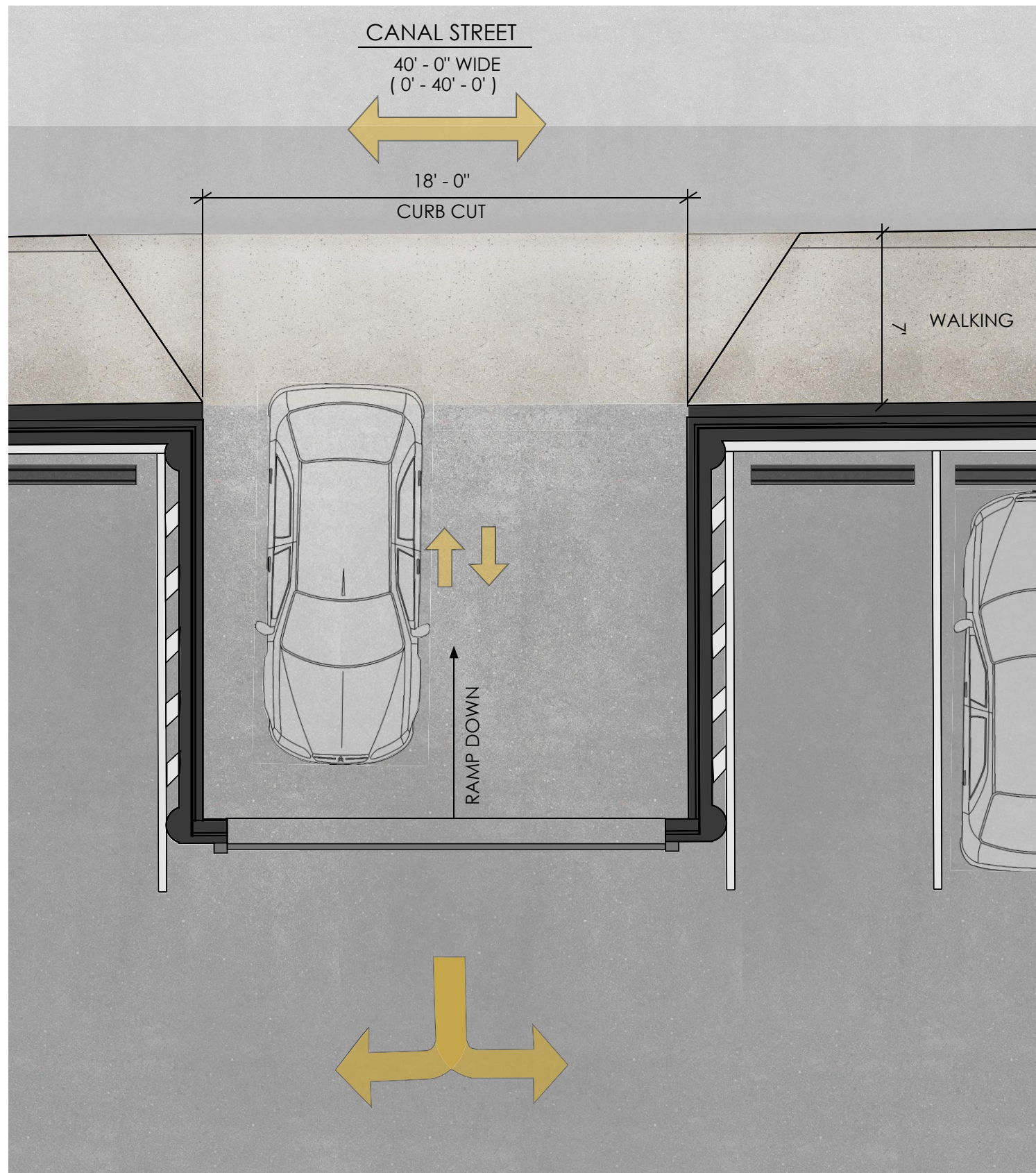


POPLAR STREET LOADING ZONE



ROLL TOP GARAGE DOOR FOR LOADING ZONE

PROPOSED CURB CUT



CANAL STREET GARAGE ENTRY



- GARAGE ENTRY WITH INSET OVERHEAD PARKING GATE WITH SECURED KEY FOB ACCESS FOR TENANTS
- BLACK WALL SCONCES ALONG POPLAR STREET
- MURAL DESIGN
- CURB CUT
- NEW PEDESTRIAN SIDEWALK WITHIN PROPERTY LINE

CANAL STREET SITE ACCESS

CIVIC DESIGN REVIEW



designblendz

**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, Delaware Ave & Penn St bus stop (25 & 43) within 1/4-mile, light rail within 1/3-mile
(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, parking in rear yard and/or under building. Uncovered parking 19% of 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, 5% (2) spaces provided. 1 car share space and 1 electric vehicle space with charging station
(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>1</sup>	Yes, not in close proximity to railways. Noise from Delaware Expressway and Delaware Avenue will be evaluated and additional noise reduction measurements will be taken if required
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No, not currently being provided but open to including if determined to be beneficial to area.

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<b>Water Efficiency</b>		
(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, on-site vegetation will be maintained without irrigation or will be reduced to 50% from calculated baseline
<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.	No, vegetated and/or pervious open space less than 30%. May consider making on site sidewalk previous to meet this criteria
(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, project complies with stormwater requirements of the Philadelphia Water Department. Basin will be provided in parking area and will also manage runoff from open yard area at corner of N Front St and Poplar St
(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.	Yes, open hardscapes will be shaded by building
<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>	Applicant will be using IECC Chapter 5 compliance through the use of comcheck for building envelope, mechanical systems, and lighting
(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	Yes, targeting 10% energy savings from baseline. LEED not being pursued at this time

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	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> <li>•Achieve certification in Energy Star for Multifamily New Construction (MFNC).</li> <li>•Achieve Passive House Certification</li> </ul>	
(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, in close proximity to 95 Delaware Expressway and Delaware Avenue. Additional filtering measures will be provided
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, sources have not been determined at this time
<b>Innovation</b>		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Potential for rooftop solar to offset common space heating and cooling costs. Viable exposure expected along with low flow plumbing fixtures

<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

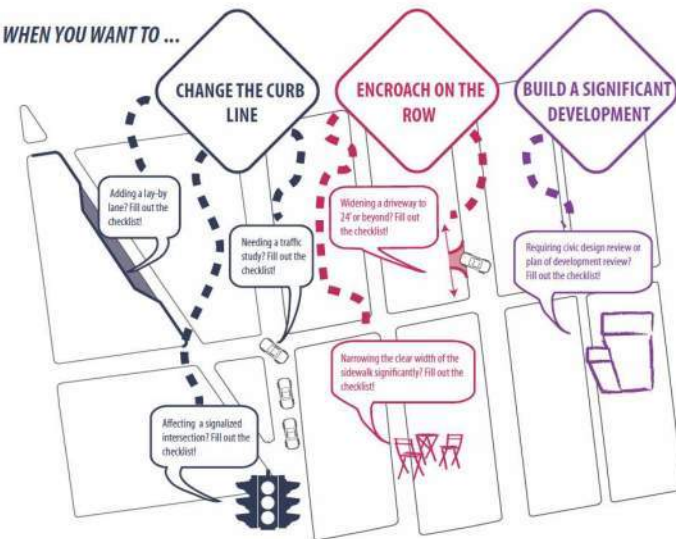
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards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

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:
  - 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  
901 North Front Street
2. DATE  
05-01-23
3. APPLICANT NAME  
Scott Woodruff
5. PROJECT AREA: list precise street limits and scope  
0.36 Acres
4. APPLICANT CONTACT INFORMATION  
610-279-8290  
114 Chestnut Street,  
Philadelphia, PA 19106
6. OWNER NAME  
901 N. Front Street Associates, LP.
7. OWNER CONTACT INFORMATION  
610-279-8290  
114 Chestnut Street,  
Philadelphia, PA 19106
8. ENGINEER / ARCHITECT NAME  
Kevin Tatlow
9. ENGINEER / ARCHITECT CONTACT INFORMATION  
ktatlow@bohlereng.com  
1515 Market Street, Suite 902  
Philadelphia, PA 19102
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://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
<u>Poplar Street</u>	<u>N. Front Street</u>	<u>Canal Street</u>	<u>Local</u>
<u>Canal Street</u>	<u>Poplar Street</u>	_____	<u>Local</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  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

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## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: General Project Information

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

DEPARTMENTAL REVIEW: General Project Information

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# 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	
<b>Poplar Street</b>	10'	6.2'	16.5'	12' / 12'
<b>Canal Street</b>	10'	0'	0'	- / -
_____	___ / ___ / ___			___ / ___
_____	___ / ___ / ___			___ / ___

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
<b>Poplar Street</b>	5'	5'	12.5'
<b>Canal Street</b>	5'	0'	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
<b>Curb Cut</b>	18'	<b>Canal Street</b>
_____	___	___
_____	___	___
_____	___	___

### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<b>Curb Cut</b>	24'	<b>Poplar Street</b>
<b>Curb Cut</b>	20'	<b>Canal Street</b>
_____	___	___
_____	___	___

# 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: 8.1' Wide Sidewalk with 5.1' walking zone added to Canal Street within the property line, including a Streets Requested ADA curb ramp bumpout at the corner of Poplar and Canal Street for the proposed crosswalk. No existing sidewalk within Canal Street Adjacent to the Site in ROW or Property.

**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
Poplar Street	10.4' / 0'
Canal Street	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
Poplar Street	3.5' / 1.2' / 4.0'
Canal Street	3.5' / 0' / 0'
_____	____ / ____ / ____
_____	____ / ____ / ____

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

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

YES  NO  N/A   
 YES  NO  N/A   
 YES  NO  N/A   
 YES  NO  N/A   
 YES  NO  N/A   
 YES  NO  N/A   
 YES  NO  N/A

**DEPARTMENTAL APPROVAL**

YES  NO   
 YES  NO   
 YES  NO   
 YES  NO   
 YES  NO   
 YES  NO   
 YES  NO

19. Does the design avoid tripping hazards?

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

# 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  DEPARTMENTAL APPROVAL YES  NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

**APPLICANT: Building & Furnishing Component**

Additional Explanation / Comments: 8.1' Wide Sidewalk with 5.1' walking zone added to Canal Street within the property line. 3' wide apron for curb cut results in the 5.1' walking zone. No existing sidewalk within Canal Street Adjacent to the Site in either the ROW or Property.

**DEPARTMENTAL REVIEW: Building & Furnishing Component**

Reviewer Comments:

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## 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		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
<b>901 N. Front Street</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____

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?

<ul style="list-style-type: none"> <li>▪ Conventional Bike Lane</li> <li>▪ Buffered Bike Lane</li> <li>▪ Bicycle-Friendly Street</li> <li>▪ Indego Bicycle Share Station</li> </ul>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
---	--	---

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

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES  NO  N/A  YES  NO

**APPLICANT: Bicycle Component**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Bicycle Component**  
Reviewer Comments:

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb? YES  NO  DEPARTMENTAL APPROVAL YES  NO

29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

30. Does the design provide a buffer between the roadway and pedestrian traffic? YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? DEPARTMENTAL APPROVAL YES  NO

**APPLICANT: Curbside Management Component**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Curbside Management Component**  
Reviewer Comments:

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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?   | <u>SU-30</u>   | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. 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"/>                          |
| 35. 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"/>                          |
| 36. Does the design maintain emergency vehicle access?  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>                              | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 37. 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"/>                          |
| 38. Does the design support multiple alternative routes to and from destinations as well as within the site?  | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 39. 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)

- |  |  |   |
|--|--|---|
| 40. 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<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 41. 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"/>                          |
| 42. 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)

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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

	YES	NO	N/A	DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<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? <i>If yes, City Plan Action may be required.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
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: \_\_\_\_\_

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## ADDITIONAL COMMENTS

**APPLICANT**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW**  
Additional Reviewer Comments: \_\_\_\_\_