



6528 N BROAD ST

PHILADELPHIA, PA 19126

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6528 N BROAD ST



OWNER
ABEER LP

DESIGN ARCHITECT
PARALLEL ARCHITECTURE STUDIO LLC

CIVIL ENGINEER
AMBRIC TECHNOLOGY CORPORATION

6528 N BROAD ST
PHILADELPHIA PA 19126

SECTION ONE

LOCATION

AREA VIEW LOOKING NORTH

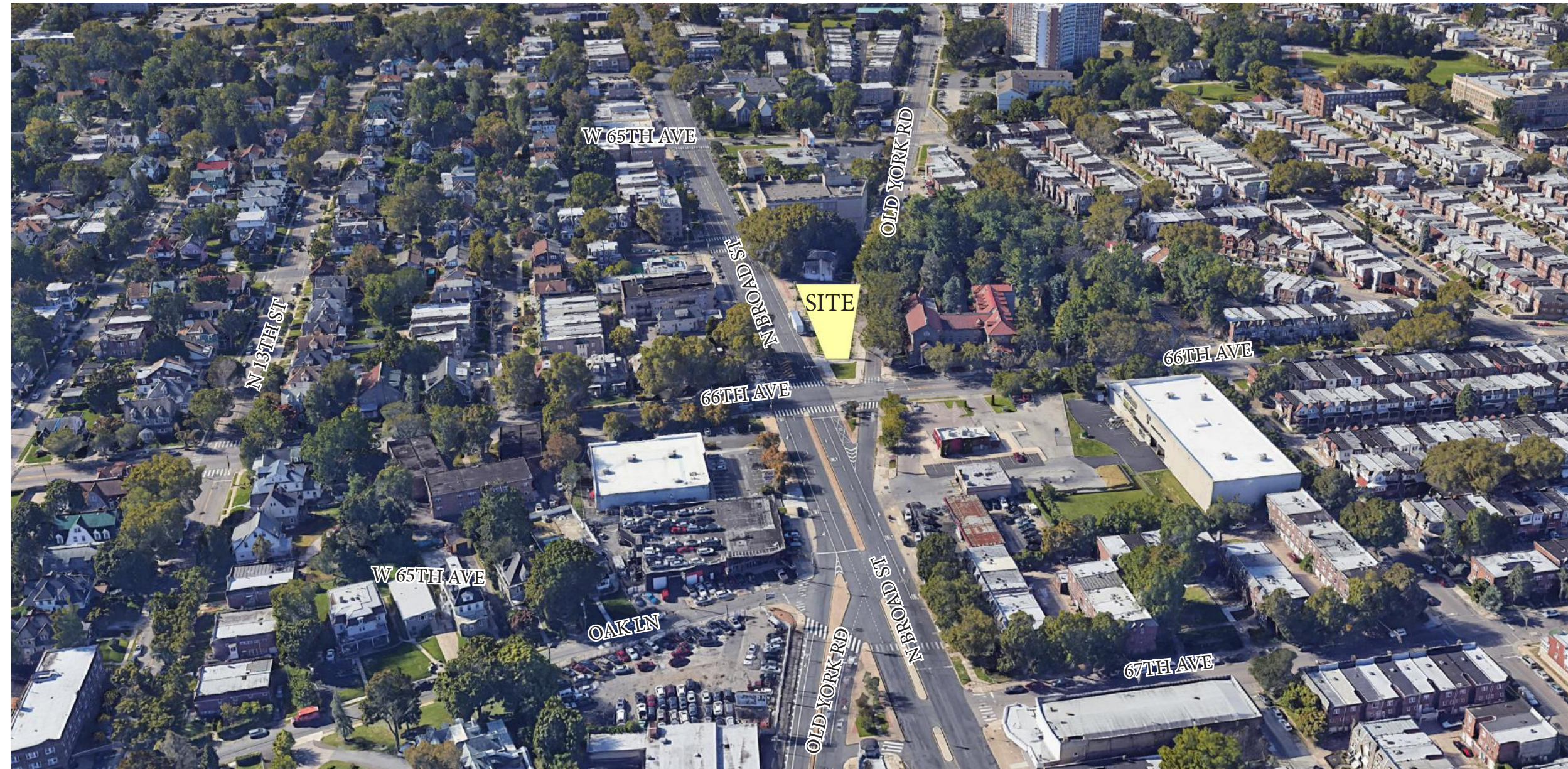


6528 N BROAD ST
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SECTION ONE

LOCATION

AREA VIEW LOOKING SOUTH

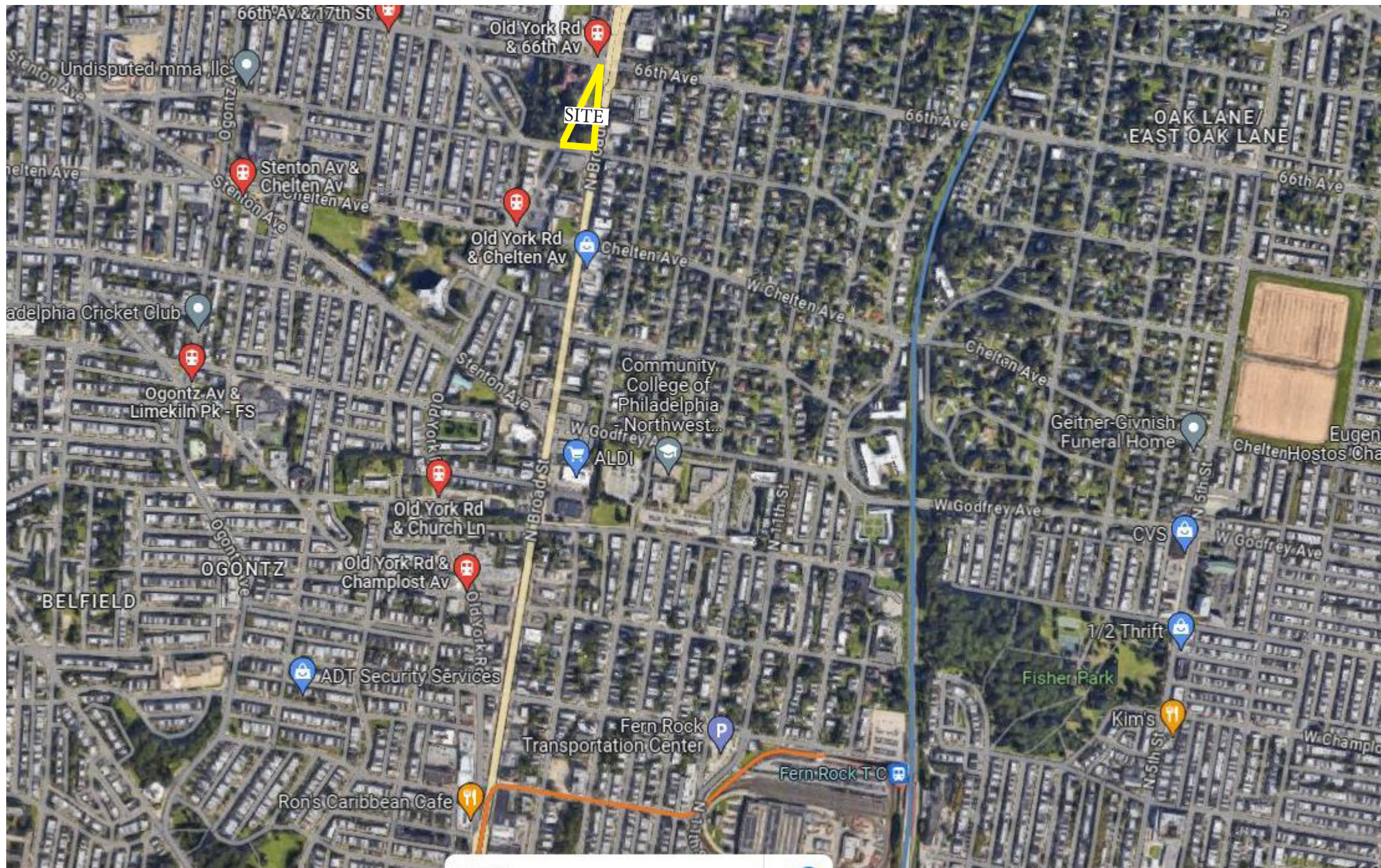


6528 N BROAD ST
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SECTION ONE

LOCATION




TRANSPORTATION PLAN



COMMUTER INFORMATION

MAIN ROADS

- N Broad St
- Old York Ave
- 66th Ave
- W 65th Ave
- Cheltenham Ave
- Cheltenham Ave
- W Godfrey Ave
- Medary Ave
- Stenton Ave
- Wyncote Ave
- Ogontz Ave

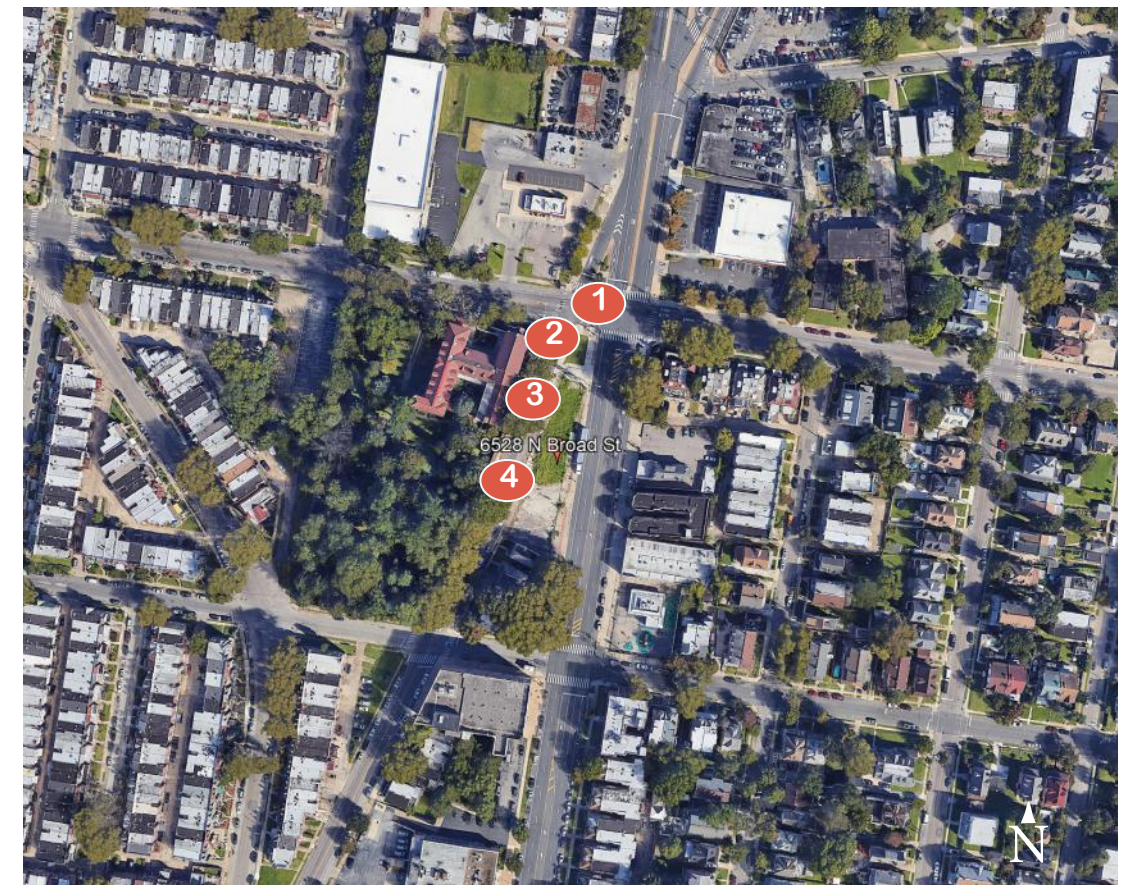
-  Bus stop
-  Regional rail Train
-  Transportation Center

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SECTION ONE

LOCATION

BLOCK CONTEXT

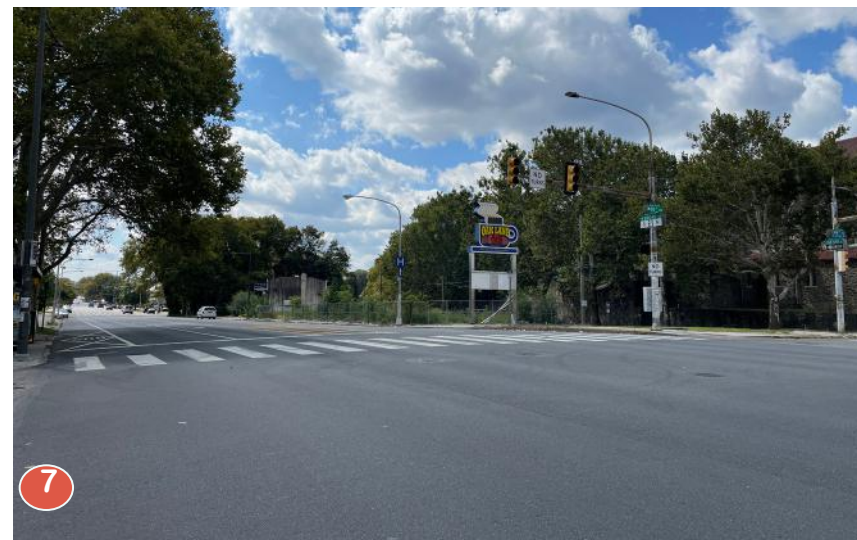
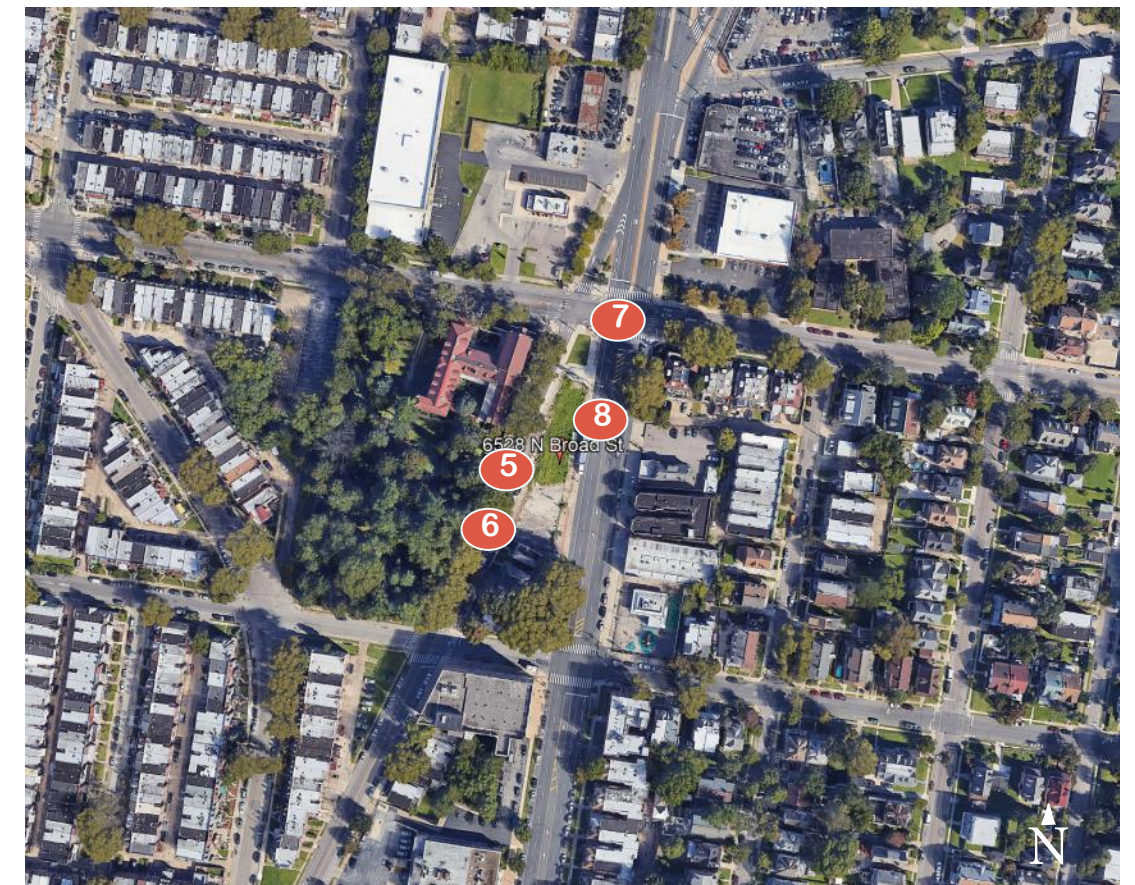


6528 N BROAD ST
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SECTION ONE

LOCATION

BLOCK CONTEXT

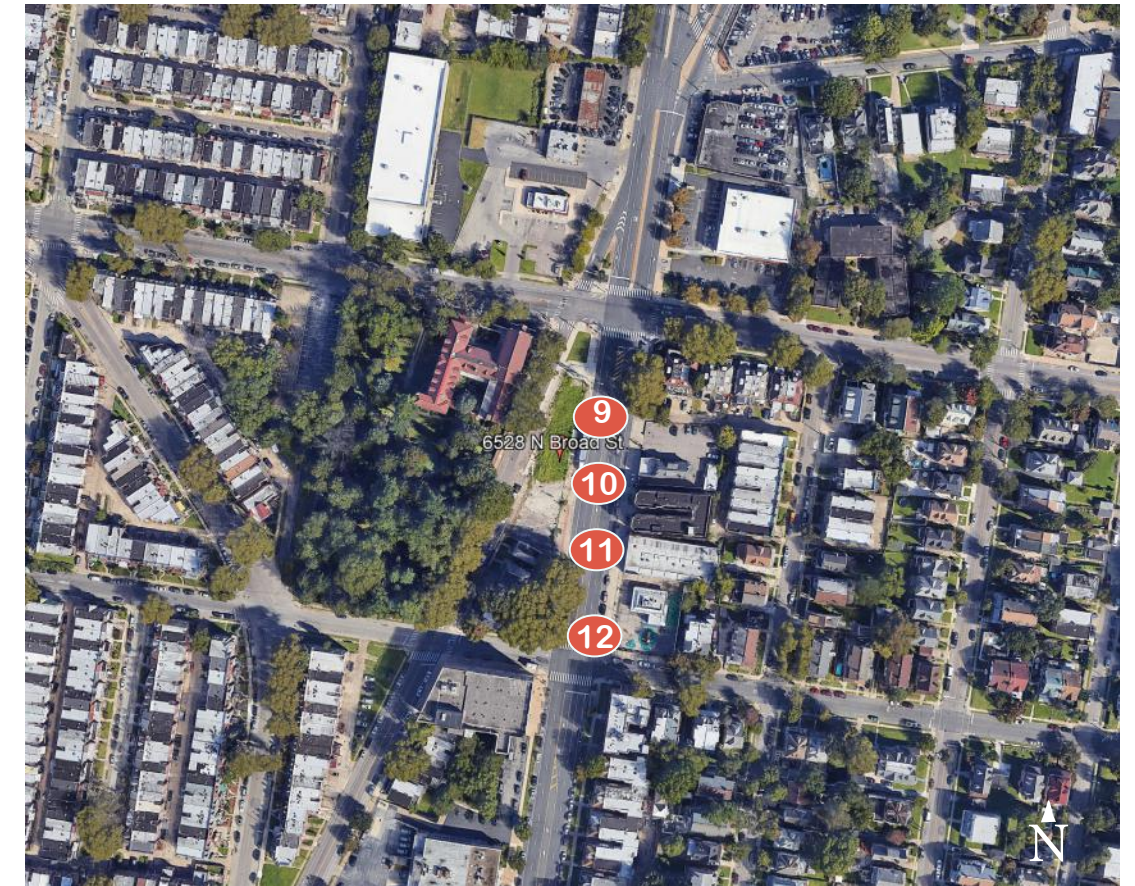


6528 N BROAD ST
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SECTION ONE

LOCATION

BLOCK CONTEXT



6528 N BROAD ST
PHILADELPHIA PA 19126





SECTION TWO

ZONING SUMMARY

ZONING MAP



LEGEND

-  **CMX-2.5**
Neighborhood Commercial Mixed-Use-2.5
-  **RSA-3**
Residential Single Family Attached-3
-  **RM-1**
Residential Multi-Family-1
-  **CMX-3**
Community Commercial Mixed-Use

6528 N BROAD ST
PHILADELPHIA PA 19126

PROJECT DESCRIPTION, BACKGROUND & PURPOSE

PROJECT ADDRESS:	6528 N BROAD ST
PROJECT DESCRIP.:	NEW 7-STORY MIXED USE BUILDING. UNDERGROUND PARKING W/ 19 PARKING SPOTS INCLUDING 1 ADA VAN ACCESSIBLE, 1 ELECTRIC VEHICLE PARKING. 1 EXTERIOR PARKING SPOT AT GARAGE LEVEL. TOTAL OF 20 PARKING SPACES. - 1ST SIT-DOWN RESTAURANT. - 2ND FLOOR BUILDING & PROFESSIONAL OFFICES. - 65 RESIDENTIAL UNITS FROM 3RD-7TH FLOORS (FOR 60 YEARS OF AGE OR OLDER) (46 AFFORDABLE DWELLING UNITS).
LOT SIZE:	13,908.07 SF
ZONING DISTRICT:	CMX-3 COMMUNITY COMMERCIAL MIXED-USE
ZONING OVERLAYS:	/EDO EIGHTH DISTRICT OVERLAY DISTRICT
STREET FRONTAGE:	NORTH - 66TH AVE WEST - OLD YORD RD EAST - N BROAD ST
GROSS FLOOR AREA:	77,874.3 SF
PROPOSED BLDG. AREA:	11,124.9 SF

SECTION FOUR

CDR APPLICATION



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-2022-011421**

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

Table 14-304-2, Case 2. Developing more than 50,000 sf o(77,874 sf) f new gross floor area and more than 50 dwelling units (65).

PROJECT LOCATION

Planning District: UPPER NORTH Council District: 8TH

Address: 6528 N. BROAD ST.

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

CONTACT INFORMATION

Applicant Name: MICHELLE KLESCHICK Primary Phone: (267)271-5799

Email: OFFICE@PRLL.STUDIO Address: 230 S. BROAD ST. 17TH FLR
PHILADELPHIA, PA 19102

Property Owner: ABEER LP Developer ABEER LP
Architect: Parallel Architecture Studio

SITE CONDITIONS

Site Area: 13,908 SF

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

Proposed Use: *Proposed 7-story building with underground parking*

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):

-Proposed uses: Sit-down restaurant (9,491 SF)

Professional offices (9,905 SF)

65 age restricted dwelling units (inc. 46 affordable units) (10,858 SF x 5 = 54,290 SF)

Proposed # of Parking Units: 20 parking 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: 11/01/2023 Time: 6PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X

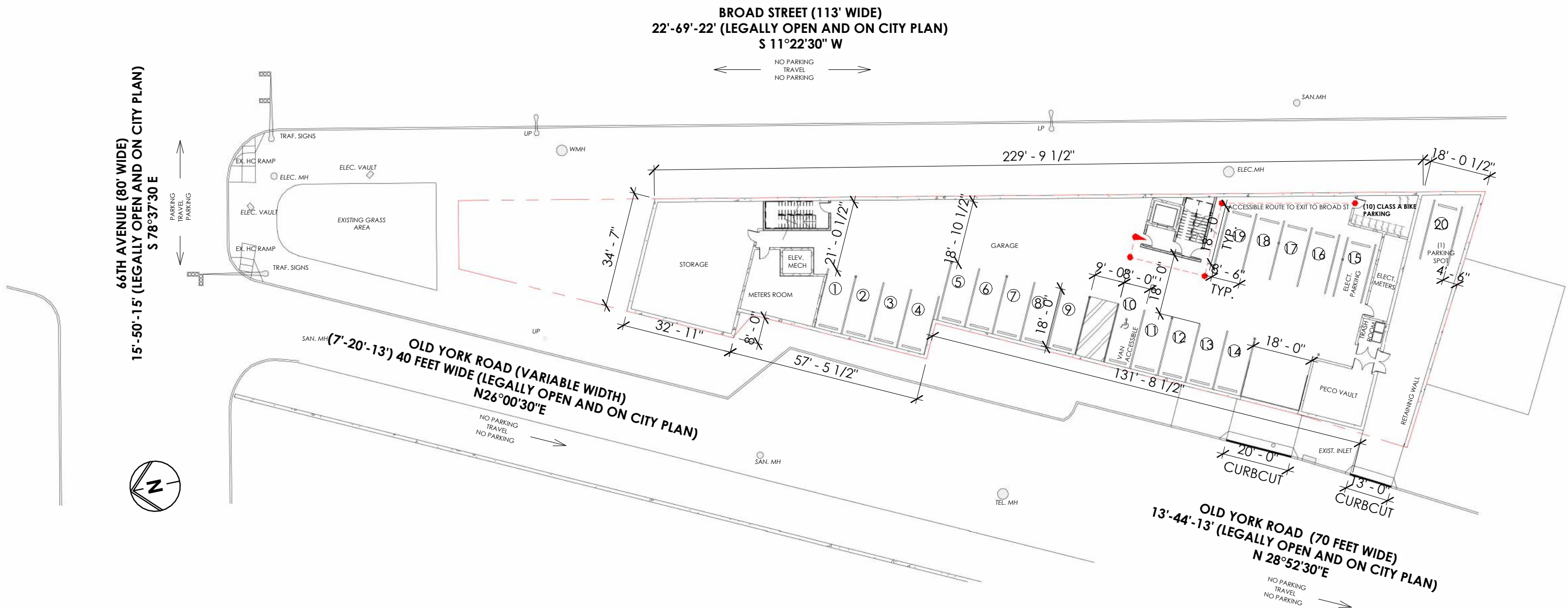
If yes, indicate the date hearing will be held:

Date: _____

SECTION SIX

FLOOR PLANS

UNDERGROUND PARKING



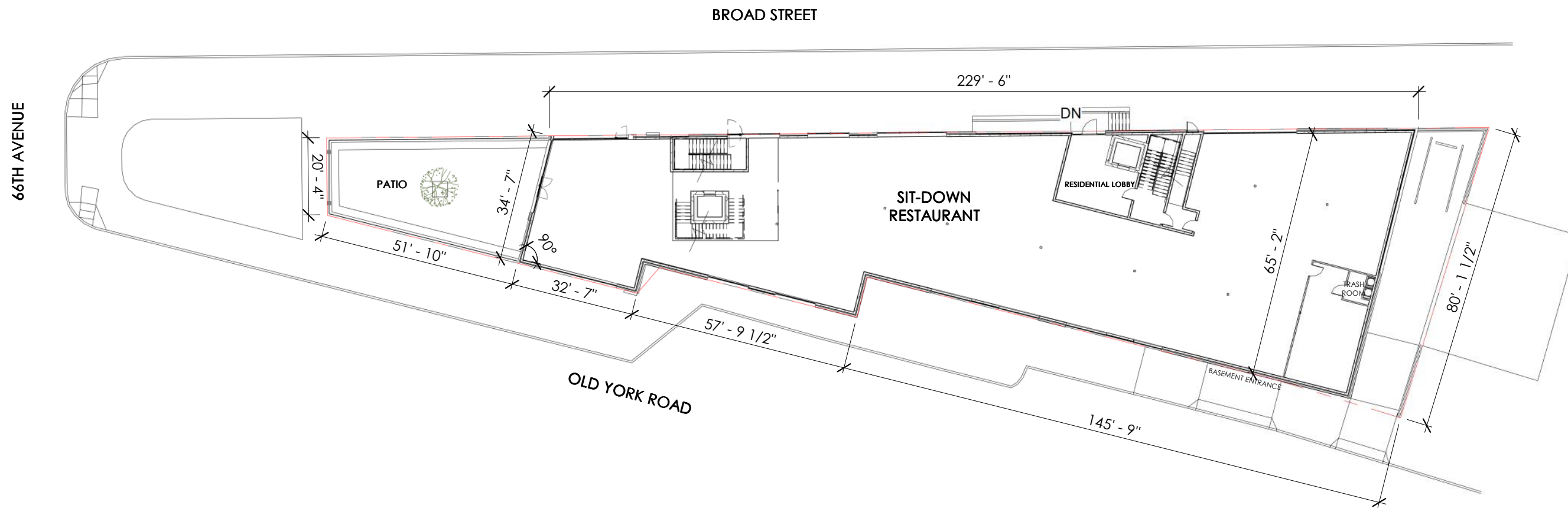
1 0-UNDERGROUND PARKING
 CDR 1 1" = 30'-0"

**6528 N BROAD ST
 PHILADELPHIA PA 19126**

SECTION SIX

FLOOR PLANS

FIRST FLOOR



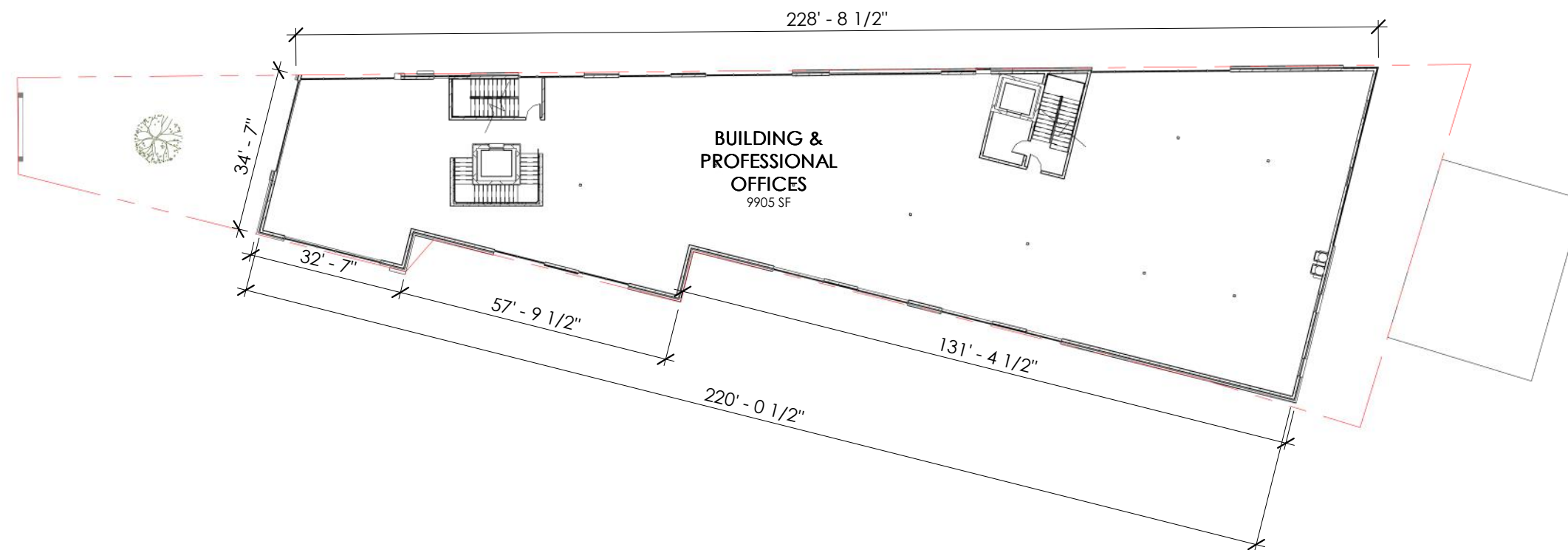
1 1-FIRST FLOOR
CDR 2 1" = 30'-0"

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SECTION SIX

FLOOR PLANS

SECOND FLOOR



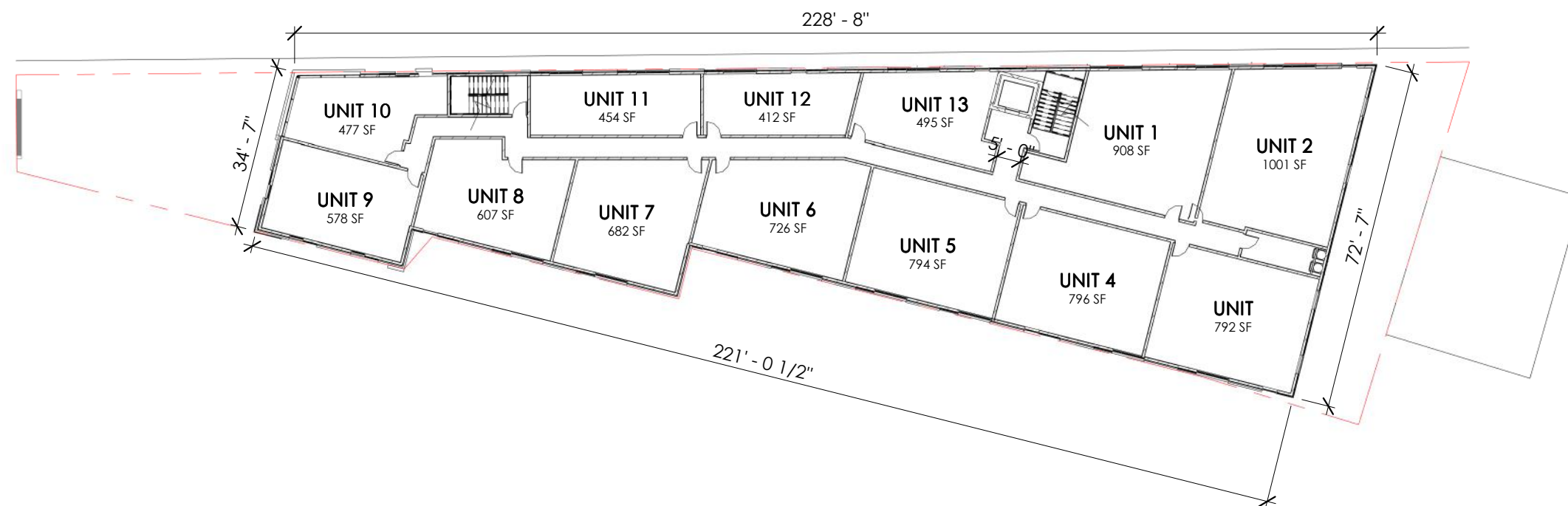
1 2-SECOND FLOOR
CDR 3 1" = 30'-0"

6528 N BROAD ST
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SECTION SIX

FLOOR PLANS

TYPICAL FLOOR



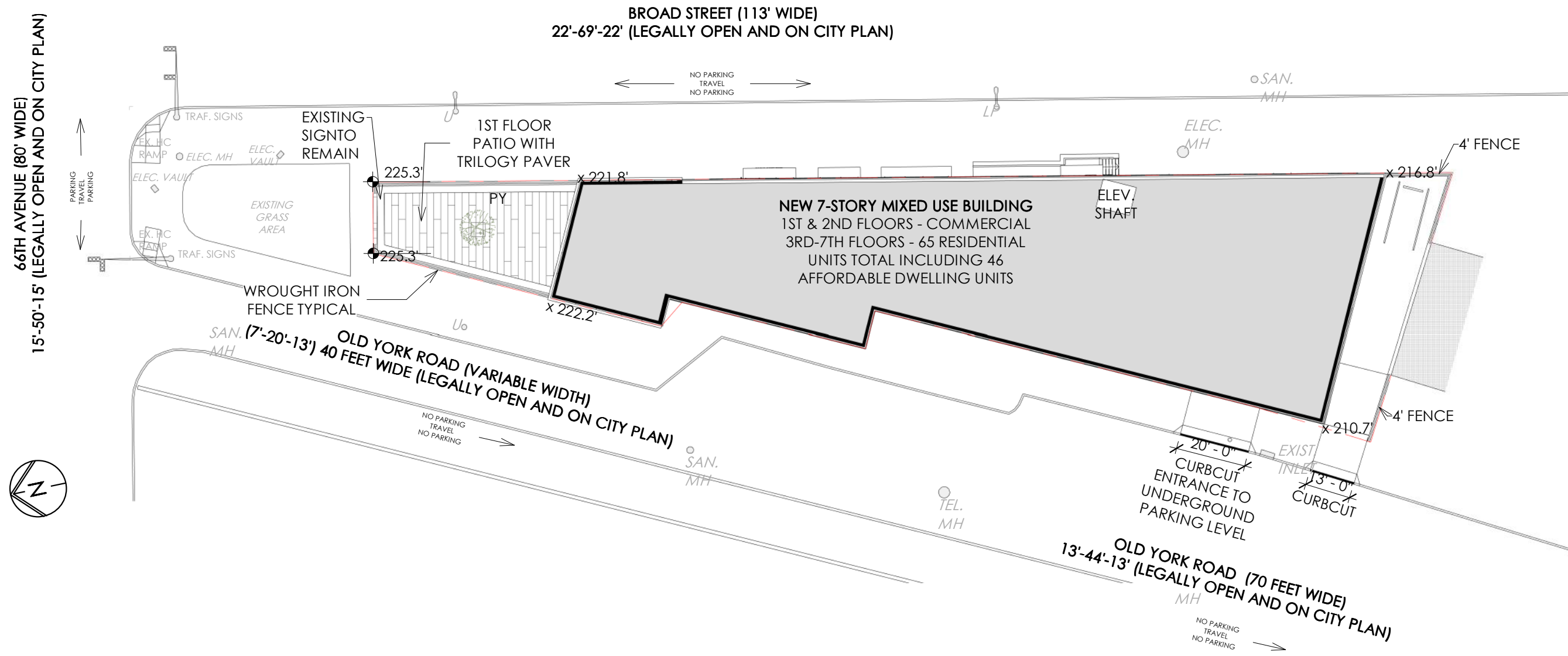
1 TYPICAL FLOOR
CDR 4 1" = 30'-0"

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SECTION SIX

SITE PLANS


LANDSCAPE



PER 14-705 (1)(e)(.3) YARD TREE REQUIREMENTS

2,783.17 SF (OPEN AREA) - 1,278.87 SF (SUNKEN DRIVEWAY) = 1,504.3 SF / 1,600 SF = 1 YARD TREE (REQUIRED)

PLANT PALETTE

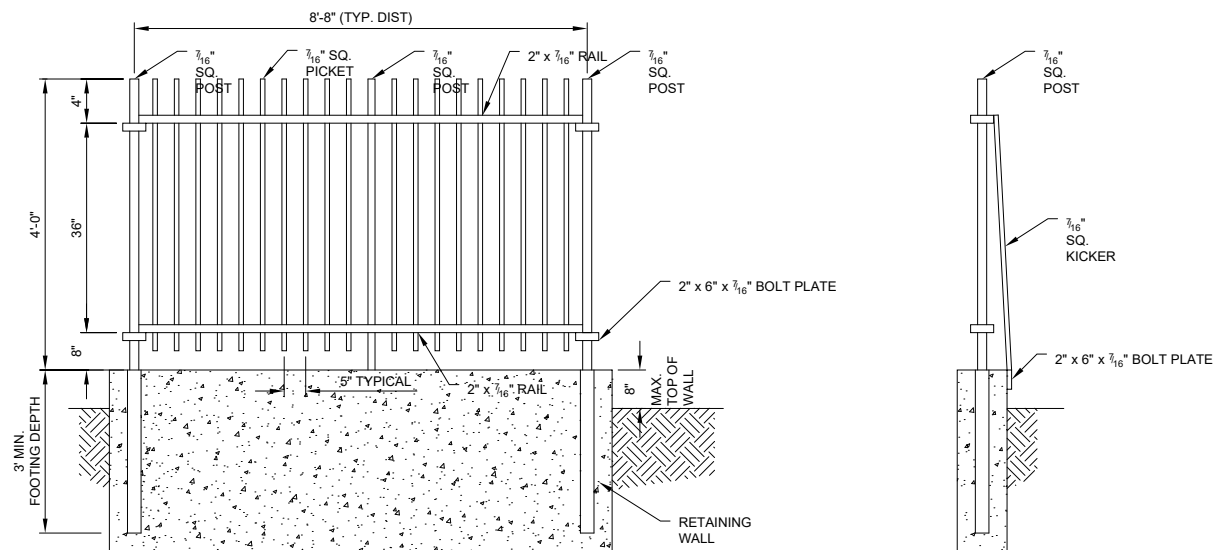
SYMBOL	BOTANICAL NAME	COMMON NAME	NOTES	SPACING	HEIGHT	QUANTITY
	PRUNUS X YEDOENSIS (PY)	YOSHINO CHERRY	4"-6" B&B	10'-20'	20'-30'	1

1 Site Plan - Landscape
CDR 6 1/32" = 1'-0"

SECTION SIX

SITE PLANS

LANDSCAPE



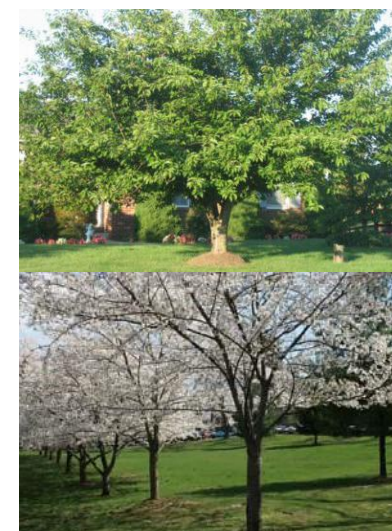
1 WROUGHT IRON FENCE DETAIL
 CDR 7 1/2" = 1'-0"



EP HENRY
 TRILOGY PAVERS - PHOENIX SMOOTH



SEASONAL FLOWERS



YOSHINO CHERRY

SECTION FIVE

MATERIAL PALETTE



SLATE GREY (20)
METAL PANEL



REDWOOD (07)
METAL PANEL



BLACK (02)
METAL PANEL



SANDSTONE (06)
METAL PANEL



PEARL RIVER WIRECUT
FACEBRICK



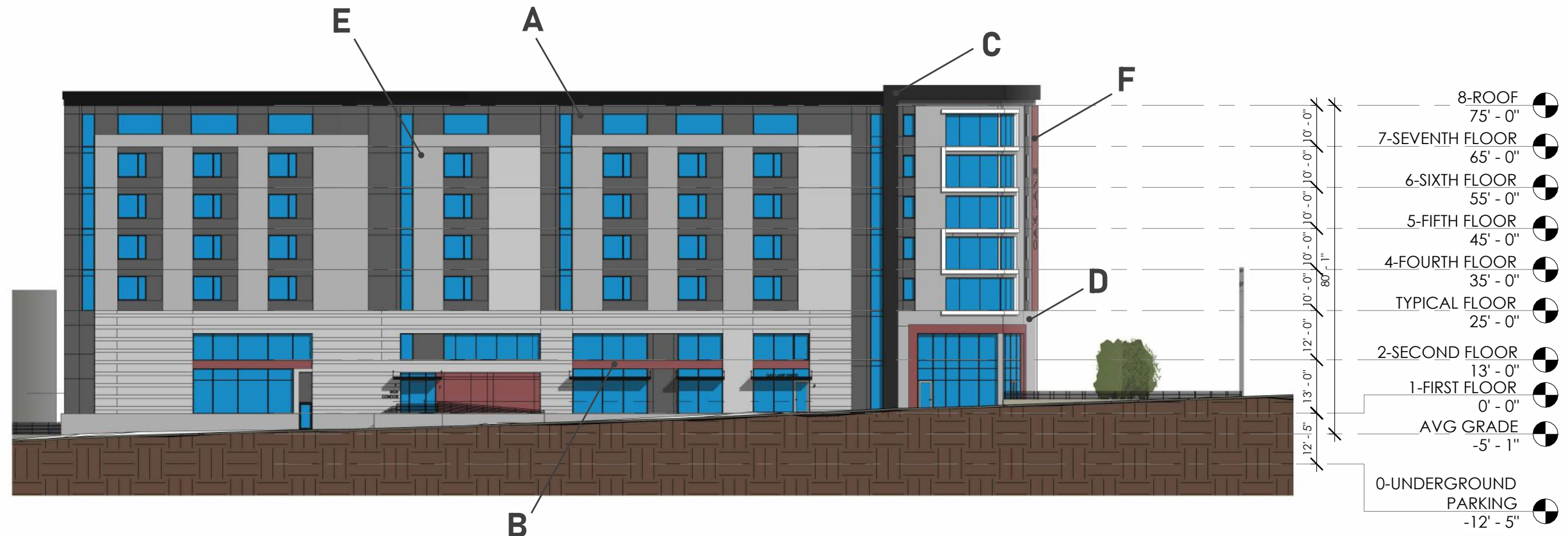
REDWOOD
SQUARE PERFORATED METAL

6528 N BROAD ST
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SECTION SEVEN

ELEVATIONS

N BROAD ST ELEVATION



1 N BROAD ST ELEVATION
CDR 8 1" = 30'-0"



A SLATE GREY (20)
METAL PANEL



D SANDSTONE (06)
METAL PANEL



B REDWOOD (07)
METAL PANEL



E PEARL RIVER WIRECUT
FACEBRICK



C BLACK (02)
METAL PANEL



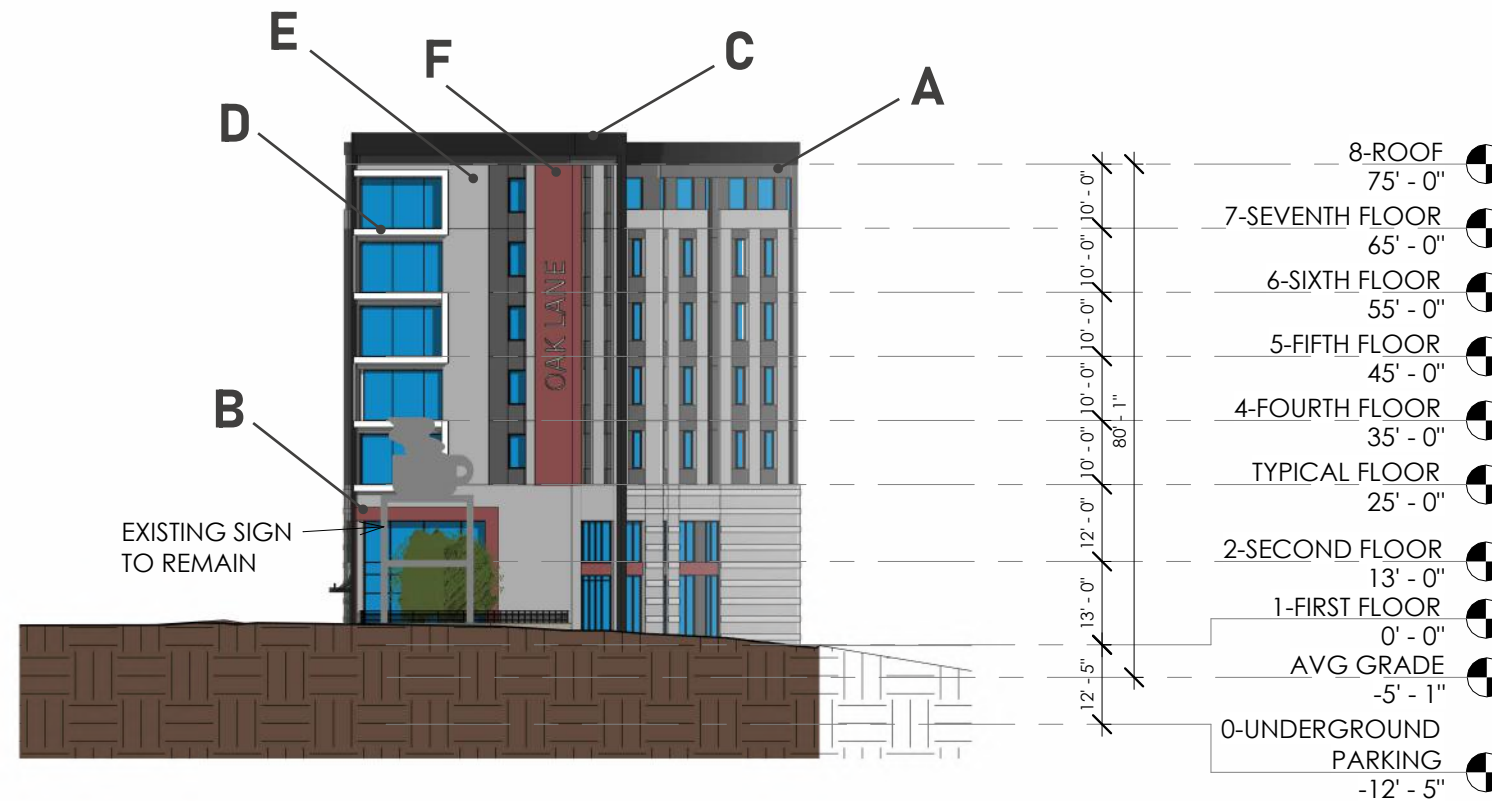
F REDWOOD
SQUARE PERFORATED METAL

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SECTION SEVEN

ELEVATIONS

66TH AVE ELEVATION



1 66TH AVE ELEVATION
CDR 9 1" = 30'-0"

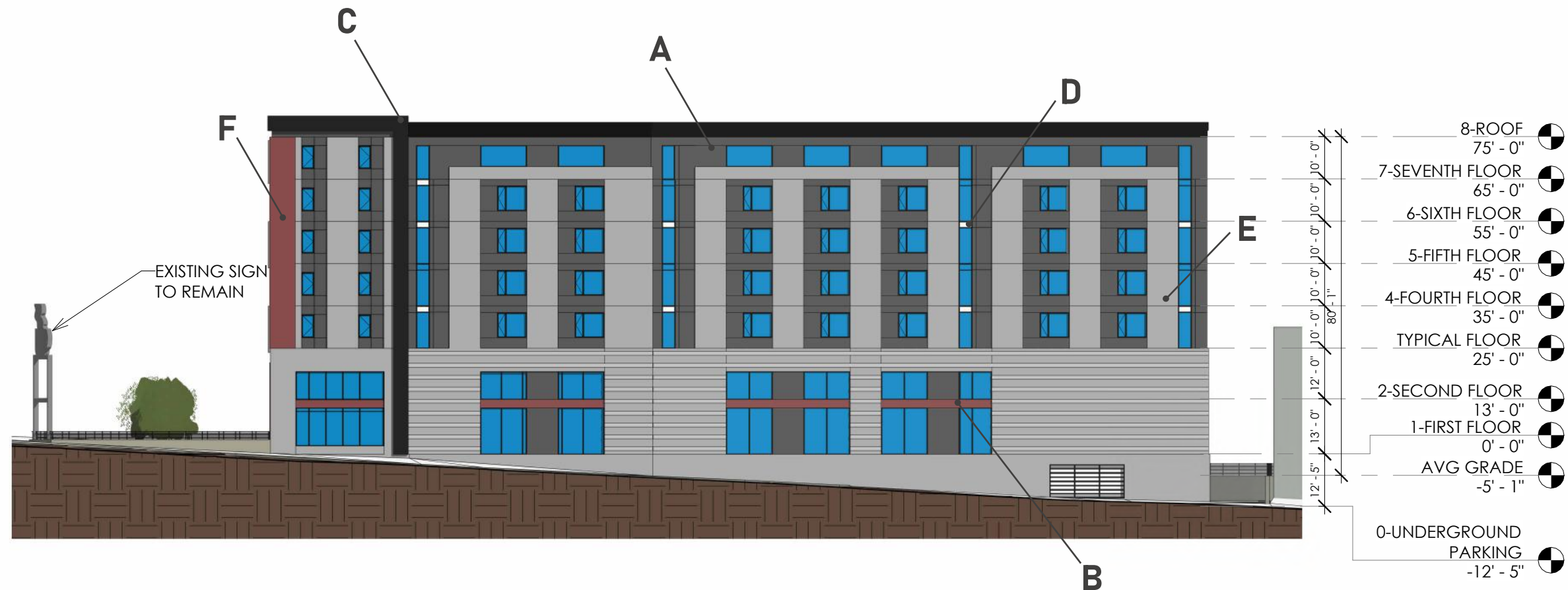
A	SLATE GREY (20) METAL PANEL	D	SANDSTONE (06) METAL PANEL
B	REDWOOD (07) METAL PANEL	E	PEARL RIVER WIRECUT FACEBRICK
C	BLACK (02) METAL PANEL	F	REDWOOD SQUARE PERFORATED METAL

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SECTION SEVEN

ELEVATIONS

OLD YORK RD ELEVATION



1 OLD YORK RD ELEVATION
CDR 10 1" = 30'-0"

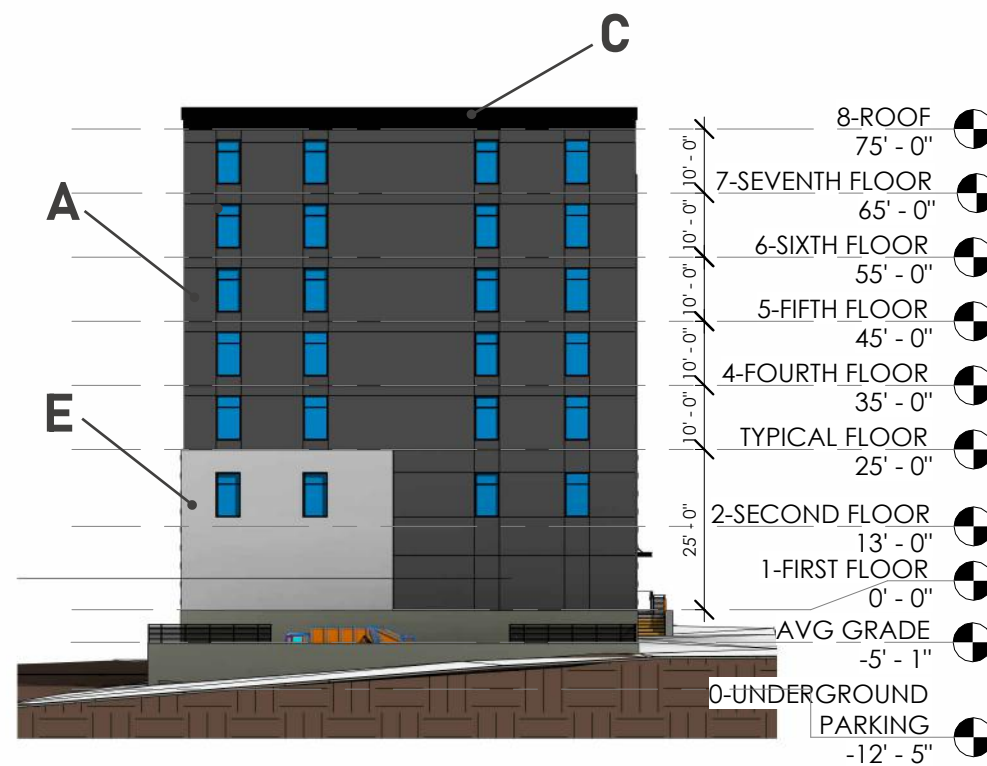
A	SLATE GREY (20) METAL PANEL	D	SANDSTONE (06) METAL PANEL
B	REDWOOD (07) METAL PANEL	E	PEARL RIVER WIRECUT FACEBRICK
C	BLACK (02) METAL PANEL	F	REDWOOD SQUARE PERFORATED METAL

6528 N BROAD ST
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SECTION SEVEN

ELEVATIONS

SOUTH ELEVATION



1 SOUTH ELEVATION
CDR 11 1" = 30'-0"



A SLATE GREY (20)
METAL PANEL



D SANDSTONE (06)
METAL PANEL



B REDWOOD (07)
METAL PANEL



E PEARL RIVER WIRECUT
FACEBRICK



C BLACK (02)
METAL PANEL



F REDWOOD
SQUARE PERFORATED METAL

6528 N BROAD ST
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SECTION EIGHT

RENDERINGS

INTERSECTION 66TH AVE & N BROAD, LOOKING SOUTH



6528 N BROAD ST
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SECTION EIGHT

RENDERINGS

INTERSECTION 66TH AVE & OLD YORK RD, LOOKING SOUTH



6528 N BROAD ST
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SECTION EIGHT

RENDERINGS

N BROAD LOOKING SOUTHWEST



6528 N BROAD ST
PHILADELPHIA PA 19126

SECTION EIGHT

RENDERINGS

N BROAD ST LOOKING NORTHWEST



6528 N BROAD ST
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SECTION EIGHT

RENDERINGS

OLD YORK RD LOOKING NORTHEAST

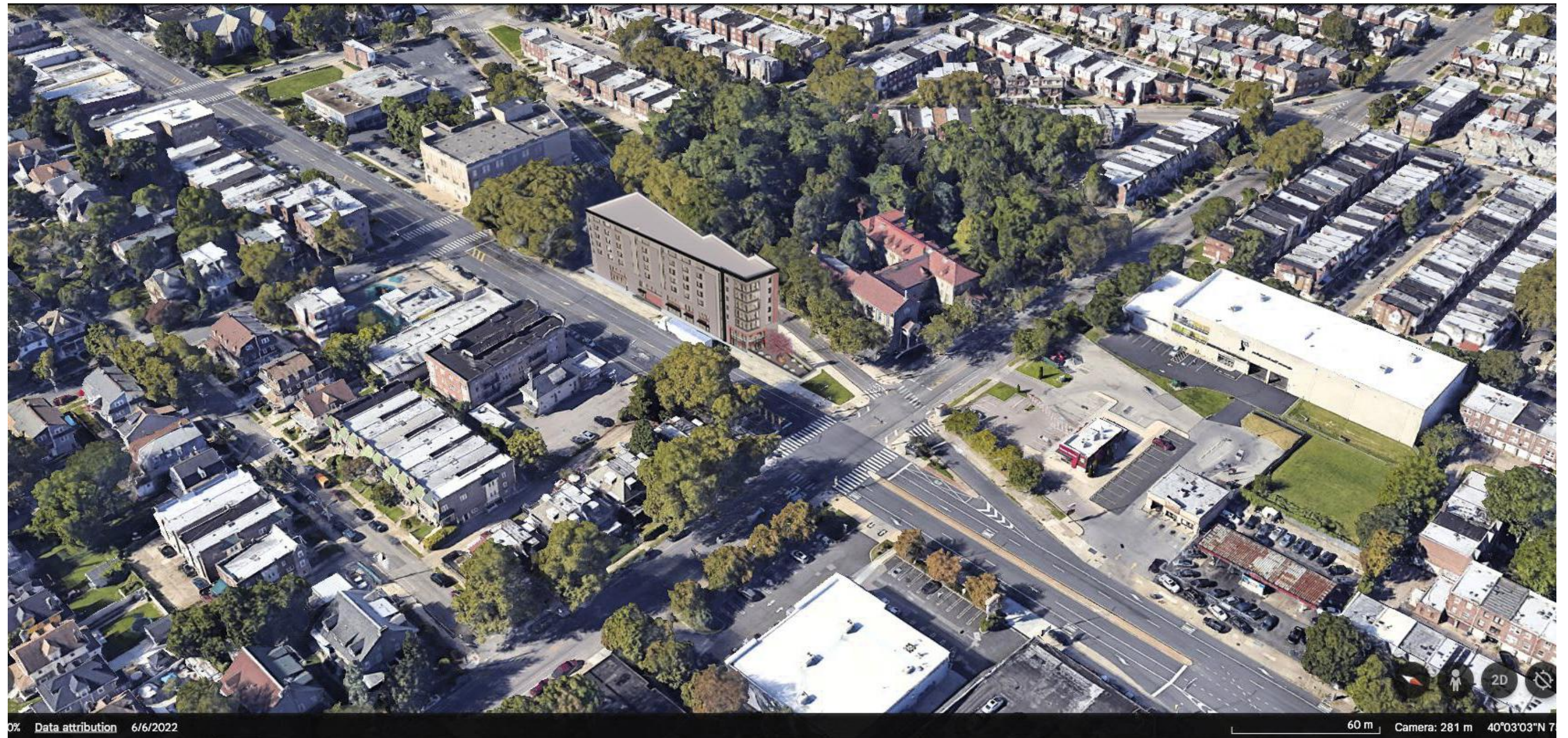


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SECTION EIGHT

MASSING

IN-CONTEXT



6528 N BROAD ST
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SECTION NINE

PERSPECTIVE

SECTION



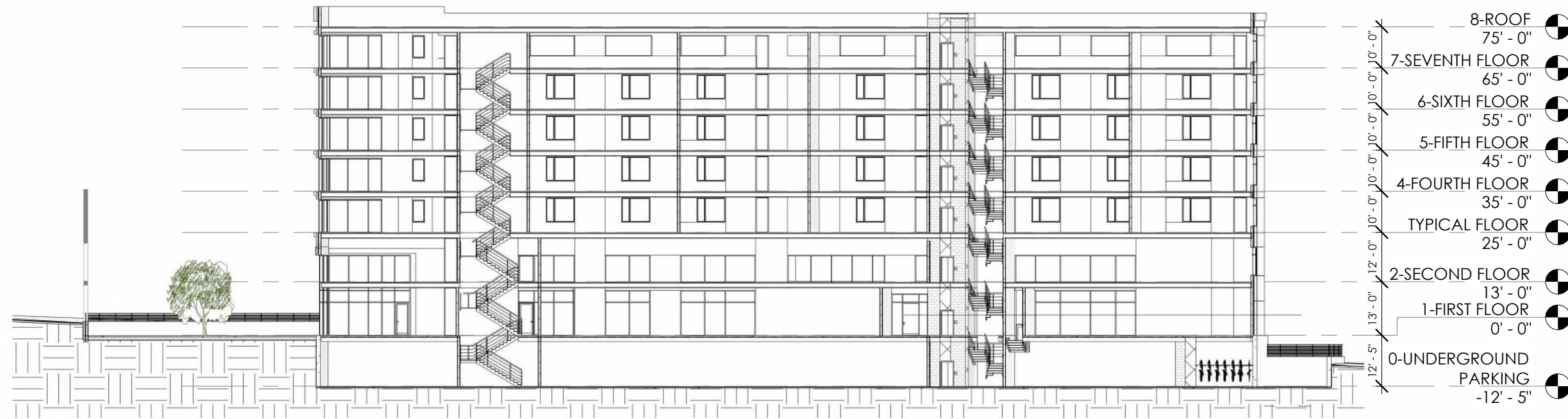
1 Section 1
CDR 12 1" = 30'-0"

6528 N BROAD ST
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SECTION NINE

PERSPECTIVE

SECTION



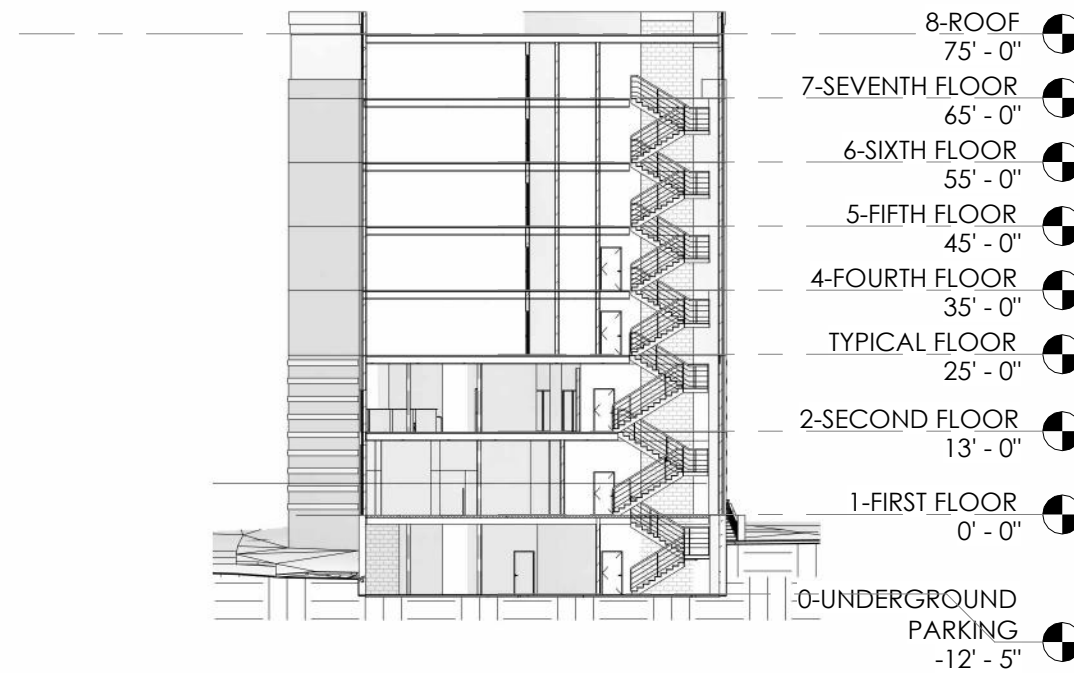
1 Section 2
CDR 13 1" = 30'-0"

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SECTION NINE

PERSPECTIVE

SECTION



1 Section 3
CDR 14 1" = 30'-0"

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SECTION TEN

SUSTAINABILITY

Civic Sustainable Design Checklist – Updated September 3, 2019

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.	There are bus stops at both nearby streets. Olney and Fern Rock transportation centers are 1 mile away, with easy bus access.
(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.	A majority of the parking will be underground. The one grade level space will share a driveway with the loading/trash 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.	The project includes 5% of the parking spaces reserved for electric vehicles.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) ⁱ	Building does not front on a railway.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Building does not incorporate a bike share station.

1

Civic Sustainable Design Checklist – Updated September 3, 2019

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.	Plantings will be contained in planters to allow for targeted irrigation.
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.	The entirety of the patio area will be paved with porous pavers.
(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 conforms to the stormwater requirements of the Philadelphia Water Department.
(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.	Hardscape areas will have high reflectance.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	Comcheck will be used to check compliance with the 2018 IECC.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	The Owners currently do not intend to pursue additional energy performance measures.

2

Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> •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. ^{iv}	This project is not within 1000' of a highway.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	The Owners currently do not intend to include renewable energy on-site.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	This is a redevelopment of a brownfield site.

ⁱ Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
 See also, "The Commercial Energy Code Compliance" information sheet:
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>
 and the "What Code Do I Use" information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1
 For Energy Star: www.energystar.gov
 For Passive House, see www.phius.org

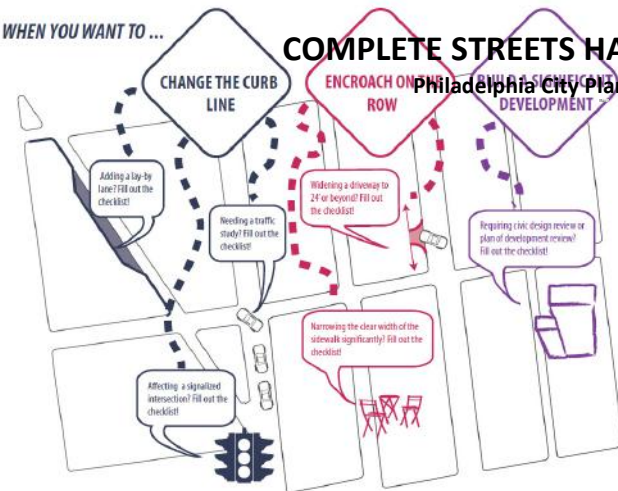
^{iv} Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways

SECTION ELEVEN

STREETS CHECKLIST

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

WHEN YOU WANT TO ...



COMPLETE STREETS HANDBOOK CHECKLIST

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).

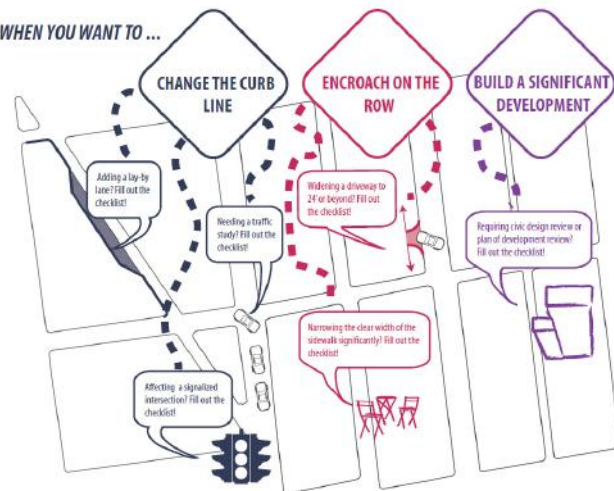
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the

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

SECTION ELEVEN

STREETS CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME 6528 N Broad St.
2. DATE 10/10/2023
3. APPLICANT NAME Carolina Peña, R.A. Parallel Architecture Studio, LLC
4. APPLICANT CONTACT INFORMATION (267)271-5799 Office@prll.studio 230 S Broad St, 17th Floor. Philadelphia, PA 19102
5. PROJECT AREA: list precise street limits and scope N. Broad Street = 307.042' frontage Old York Road = 283.918' (irregular) frontage 66th Ave = 20.354' frontage 13,908 sf lot area
6. OWNER NAME ABEER LP 574 Long Lane, Hutingdon Valley, PA 19006
7. OWNER CONTACT INFORMATION Tony Elebah (215)939-2766, 2457 N 54th St, Philadelphia, PA 19131
8. ENGINEER / ARCHITECT NAME Carolina Peña, R.A. Parallel Architecture Studio, LLC
9. ENGINEER / ARCHITECT CONTACT INFORMATION Parallel Architecture Studio, LLC (267)271-5799 Office@prll.studio 230 S Broad St, 17th Floor. Philadelphia, PA 19102
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
<u>N. Broad Street</u>	<u>W. 65th Ave</u>	<u>66th Ave.</u>	<u>Urban Arterial</u>
<u>Old York Road</u>	<u>W. 65th Ave</u>	<u>66th Ave.</u>	<u>Urban Arterial</u>
<u>66th Avenue</u>	<u>Old York Road</u>	<u>N. Broad Street</u>	<u>Urban Arterial</u>

1. 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

COMPLETE STREETS HANDBOOK CHECKLIST Philadelphia City Planning Commission

APPLICANT: General Project Information

Additional Explanation / Comments: We have eliminated a curb cut from N. Broad Street since it is such a major arterial road.

DEPARTMENTAL REVIEW: General Project Information

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STREETS CHECKLIST

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PEDESTRIAN COMPONENT (Handbook Section 4.3)

11. 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
N. Broad Street	22'/69' / 22'	22' / 22'
Old York Road	12.87'-13' / 19.88'- 44' / 7.6'- 18.3' (variable)	12.87'-13' / 19.88'- 44' / 7.6'-18.3' (variable)
66th Avenue	15' / 15' / 15'	15' / 15'
	/ /	/

12. 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
N. Broad Street	11' / 11'-0" / 11'-0"
Old York Road	6'-6" / min. 6'-6" / min. 6'-6"
66th Avenue	7'-6" / 7'-6" / 7'-6"
	/ /

13. 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
Curb cut	25.37'	230.14' north of W. 65 th Ave.

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb cut for entrance to underground parking	20'-0"	301'-7" south of 66 th Ave.
Curb cut for trash pick up & 1 parking space	13'-0"	340' south of 66 th Ave

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PEDESTRIAN COMPONENT (continued)

14. 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:

SECTION ELEVEN

STREETS CHECKLIST

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BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

15. 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
N. Broad Street	7'-0" / 7'-0"
Old York Road	2'-6" / MIN. 2'-6"
	/
	/

16. 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
N. Broad Street	4'-0" / 4'-0" / 4'-0"
Old York Road	4'-0" / 4'-0" / MIN. 4'-0"
	//
	//

17. 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 x N/A
- Lighting YES NO x N/A
- Benches YES NO x N/A
- Street Trees YES NO x N/A
- Street Furniture YES NO N/A

18. Does the design avoid tripping hazards? YES x NO N/A

19. 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 x NO N/A

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BUILDING & FURNISHING COMPONENT (continued)

20. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES NO N/A x YES NO

21. Does the design maintain adequate visibility for all roadway users at intersections? YES x NO N/A YES NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: The variable width sidewalk along Old York Road creates a small pinch point. We have not included any building zone in that area in order to provide as large of a walkzone as possible.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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Philadelphia City Planning Commission

BICYCLE COMPONENT (Handbook Section 4.5)

22. 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
6528 N .Broad Street	10	0 / 0	0 / 0	0 / 10
		/	/	/
		/	/	/
		/	/	/

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

- Conventional Bike Lane YES NO N/A x
- Buffered Bike Lane YES NO N/A x
- Bicycle-Friendly Street YES NO N/A x
- Indego Bicycle Share Station YES NO N/A x

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

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

APPLICANT: Bicycle Component

Additional Explanation / Comments: There are bike lanes along 66th Ave, but the area in general is not bike friendly.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

27. Does the design limit conflict among transportation modes along the curb? YES x NO

28. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES NO N/A x

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

30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? *Residents, office tenants and restaurant guests will be able to take advantage to the numerous bus lines that travel along the surrounding streets.*

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)

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
n/a			/	

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

SU-30

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

YES NO

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

YES NO

35. Does the design maintain emergency vehicle access?

YES NO

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

YES NO N/A

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

YES NO N/A

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

YES NO

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

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

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

YES NO N/A

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

YES NO N/A

41. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES NO N/A

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

SECTION ELEVEN

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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
-----------------	-----------------------	-----------------------

n/a

	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
43. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
44. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <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? <i>If yes, City Plan Action may be required.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
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?				<input type="checkbox"/> <input type="checkbox"/>
▪ Marked Crosswalks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
▪ Pedestrian Refuge Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
▪ Signal Timing and Operation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
▪ Bike Boxes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
47. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
48. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <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: