

1321-25 N 5th St

CIVIC DESIGN REVIEW

Date: 12.05.2023



Team

Manager

PP Sponge LLC

Architect



Consultant



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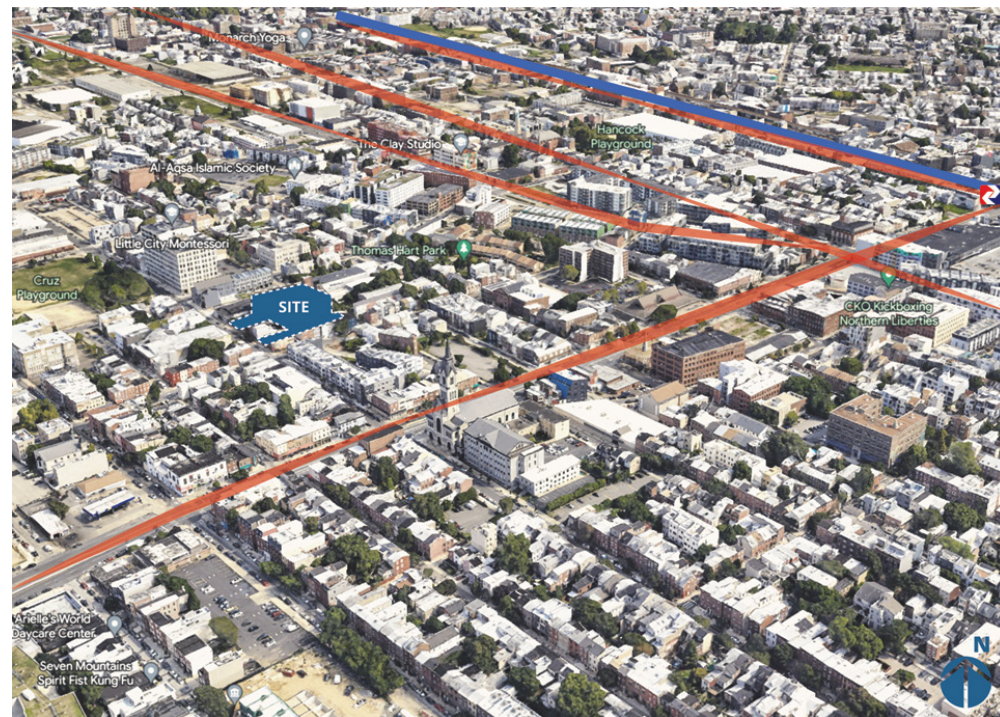
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- ① ACME
- ② Bodine High School
- ③ St. Peter Roman Catholic Church
- ④ Liberty Square
- ⑤ Sunoco
- ⑥ James R. Ludlow School
- ⑦ Cruz Park & Recreation
- ⑧ Thomas Hart Park
- ⑨ ReAnimator Coffee
- ⑩ New Liberty Distillery
- ⑪ Crane Art
- ⑫ The Clay Studio
- ⑬ La Salle Academy
- ⑭ St Michael's Parish
- ⑮ Hancock Park & Recreation
- ⑯ The Dwell
- ⑰ Germantown Row
- ⑱ Ray Philly



Neighborhood



Traffic Transportation



City Streets

Market-Frankford Line

Girard Station

Major Commercial Streets

Local Streets



Looking North



Looking East



Looking South

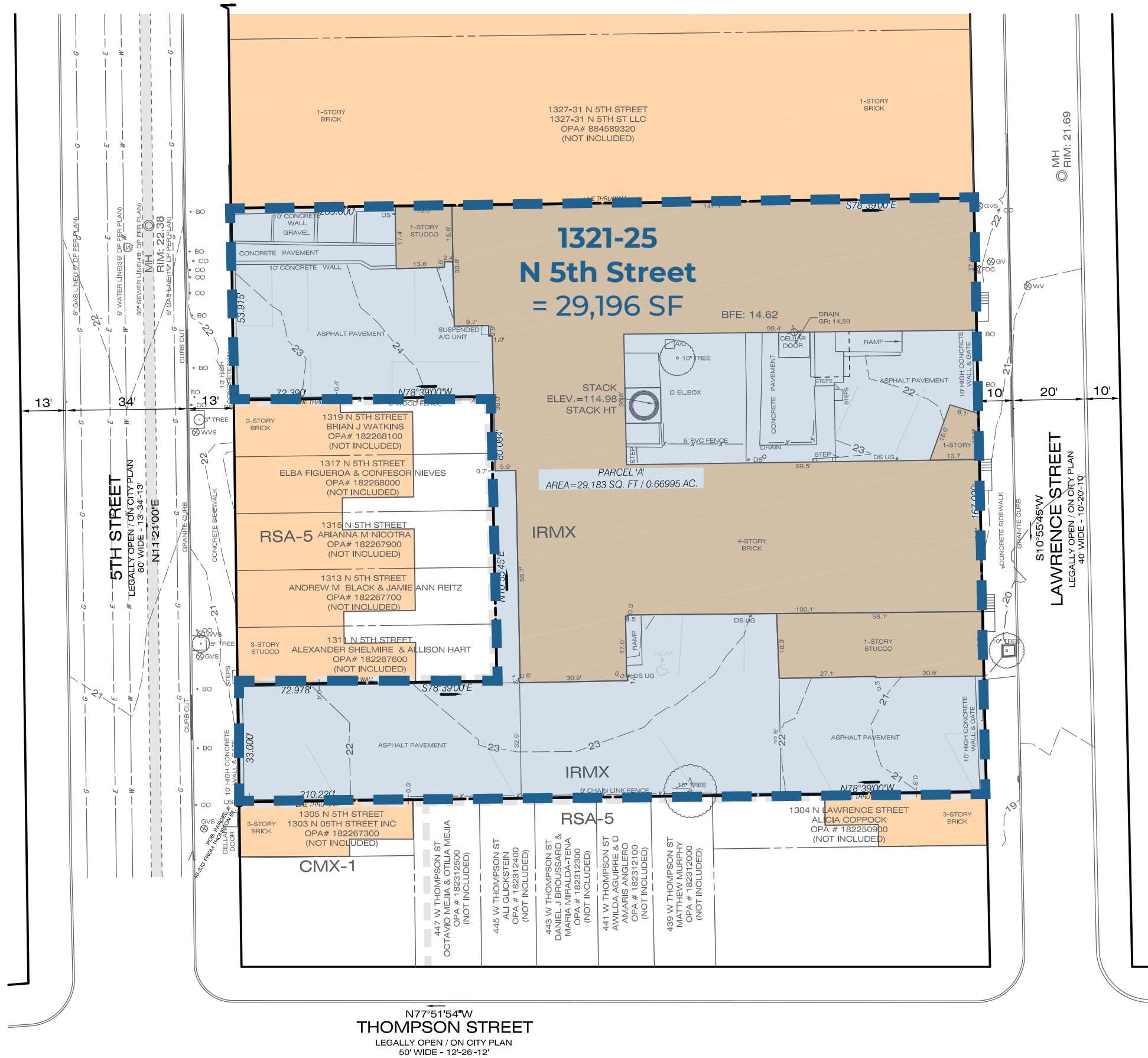


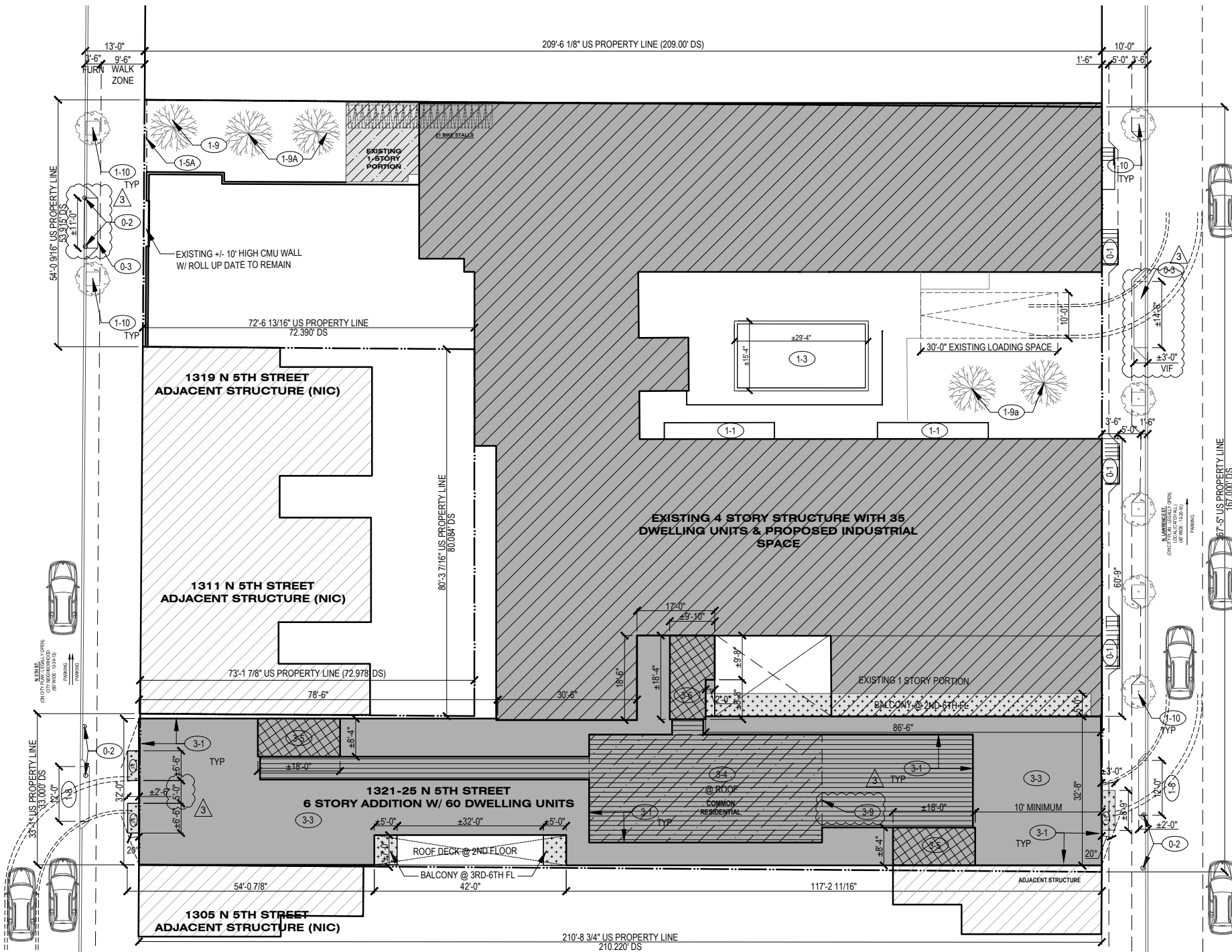
Looking West





- | | | |
|--------------------------------------|---------|---|
| 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:	IRMX		
ABUTTING DISTRICT:	IRMX, RSA-5		
DISTRICT ACROSS STREET:	IRMX, RSA-5		
LOT AREA:	29,196 SF		
USE:	PROPOSED ADDITION WITH 60 DWELLING UNITS AND PROPOSED INDUSTRIAL SPACE WITHIN EXISTING BASEMENT		
DIM. STANDARDS:	REQUIRED	EXISTING	PROPOSED
DWELLING UNITS:	UNL	32	32 EX + 60 = 92 TOTAL
INDUSTRIAL USE:	10,909 SF REQ'D	N/A	+/- 11,100 SF
OPEN AREA:	7,291 SF (25%)	14,496 SF (49.7%)	7,345 SF (25.3%)
OCCUPIED AREA:	21,872 SF (75%)	14,667 SF (50.3%)	21,818 (74.7%) (+7,151)
FRONT YARD SETBACK:	0'-0"	15'-0"	0'-0"
SIDE YARD:	N/A	12'-0"	0'-0"
REAR YARD:	N/A	N/A	N/A
HEIGHT:	72'	+/- 58'-8'	+/- 69' (NTE 72')
GFA:	145,980 SF (500%)	57,433 SF (197%)	98,900 SF (339%) (57,433 EX +41,467 PR)
PORTION OF OCCUPIED AREA ABOVE 60' :	±7,130 SF, 24.42% (50% MAX.)		
STREET TREES:	7	2	5
PARKING:	REQUIRED	EXISTING	PROPOSED
AUTO PARKING:	11 SP	-	13 SP (1) ADA (2) CAR SHARE
LOADING SPACE:	0	1	0
BICYCLE RACKS(CLASS1A)	20 STALLS	0 TYPE 1A STALLS	25 TYPE 1A STALLS
BICYCLE RACKS(SIDEWALK)	0 STALLS	0 STALLS	0 STALLS
RIGHT-OF-WAY	N 5TH ST (13'-34'-13')	N LAWRENCE ST (10'-20'-10')	
PEDESTRIAN ZONE:	9'-6"	6'-6"	
FURNISHING ZONE:	3'-6"	3'-6" (VARIES)	
BUILDING ZONE:	0'-0"	3'-5" (VARIES)	
ENCROACHMENTS (TYP.):			
STAIR :	0'-0"	3'-5"	



SITE PLAN

GROUND FLOOR

- EXISTING CIRCULATION
- EXISTING RESIDENTIAL
- PROPOSED CIRCULATION
- UTILITY
- PROPOSED LIGHTWELLS
- ← - INDUSTRIAL SPACE ENTRANCES

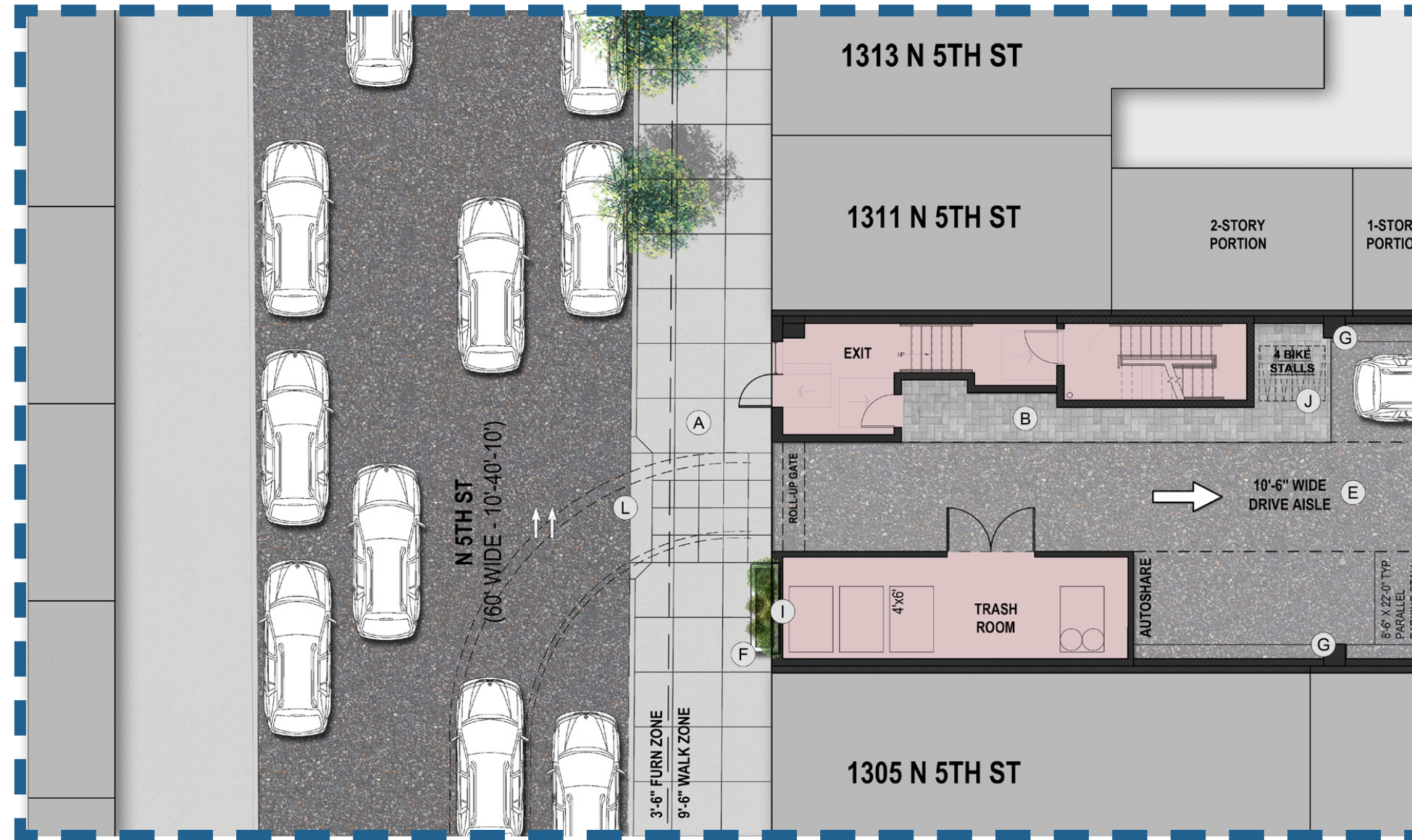
(32) EXISTING RESIDENTIAL UNITS
 (24) 1BED-1BATH UNITS
 (8) 2BED-1BATH UNITS

TOTAL INDUSTRIAL SPACE:
 11,100 SF

(60) PROPOSED RESIDENTIAL UNITS
 (60) STUDIO UNITS

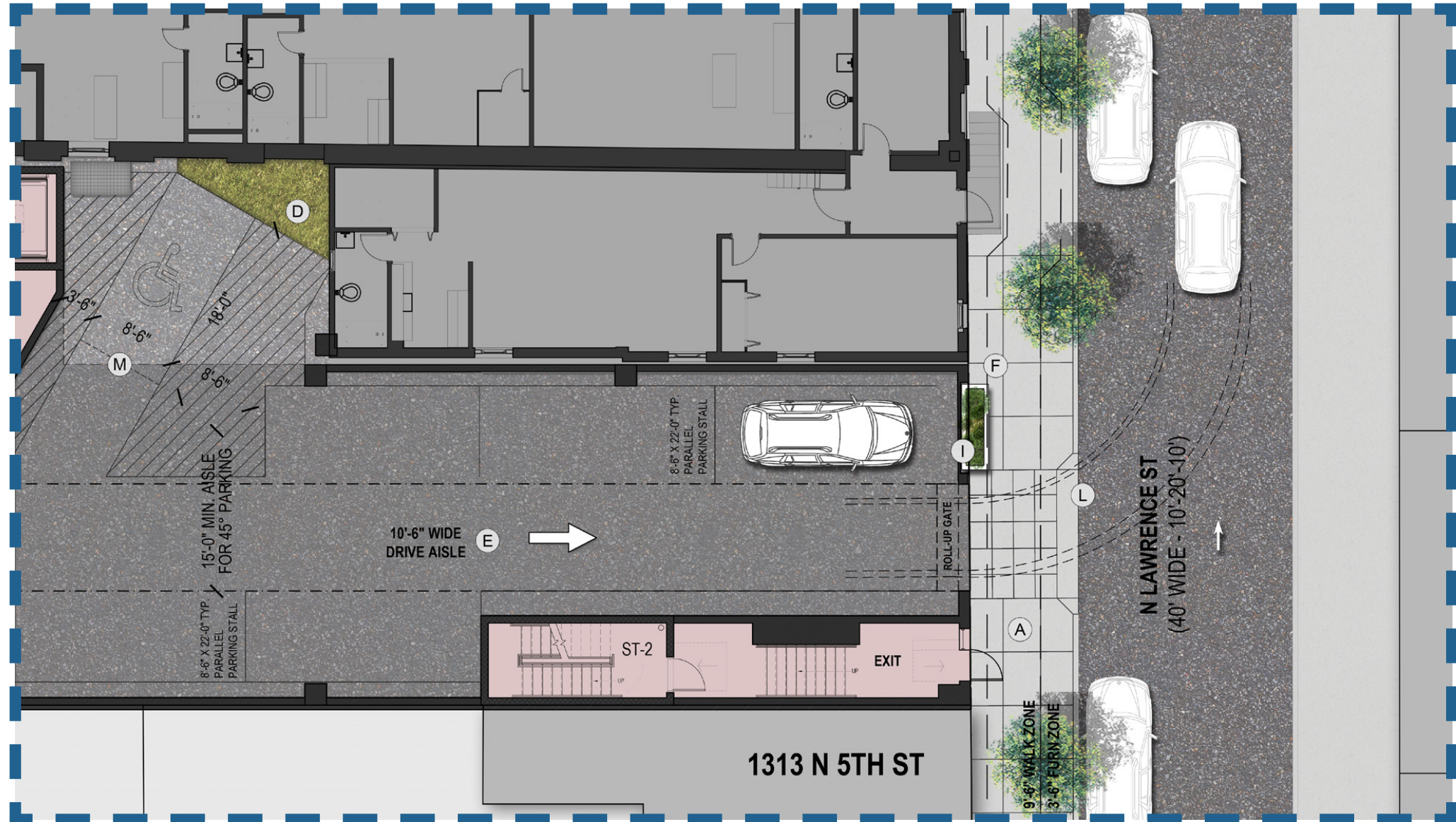
--- EXISTING STRUCTURE
 - - - PROPOSED ADDITION





- A CONCRETE SIDEWALKS
- B PERMEABLE PAVERS
- C PROPOSED STREET TREE, IN ENLARGED 3' x 6' PITS
- D LANDSCAPED AREAS
- E ASPHALT PAVING
- F PLANTERS
- G BRICK PILASTER
- H STOREFRONT WINDOWS
- I BRICK PATTERN / SCREEN
- J PROPOSED BICYCLE RACK
- K 6' HIGH ESTATE FENCE
- L PROPOSED CURBCUT
- M LINE OF BUILDING ABOVE





- A CONCRETE SIDEWALKS
- B PERMEABLE PAVERS
- C PROPOSED STREET TREE, IN ENLARGED 3' x 6' PITS
- D LANDSCAPED AREAS
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- I BRICK PATTERN / SCREEN
- J PROPOSED BICYCLE RACK
- K 6' HIGH ESTATE FENCE
- L PROPOSED CURBCUT
- M LINE OF BUILDING ABOVE



Basement Plan

TOTAL INDUSTRIAL SPACE:
11,100 SF

EXISTING RESIDENTIAL
PORTION

PROPOSED RESIDENTIAL
PORTION

AMENITY

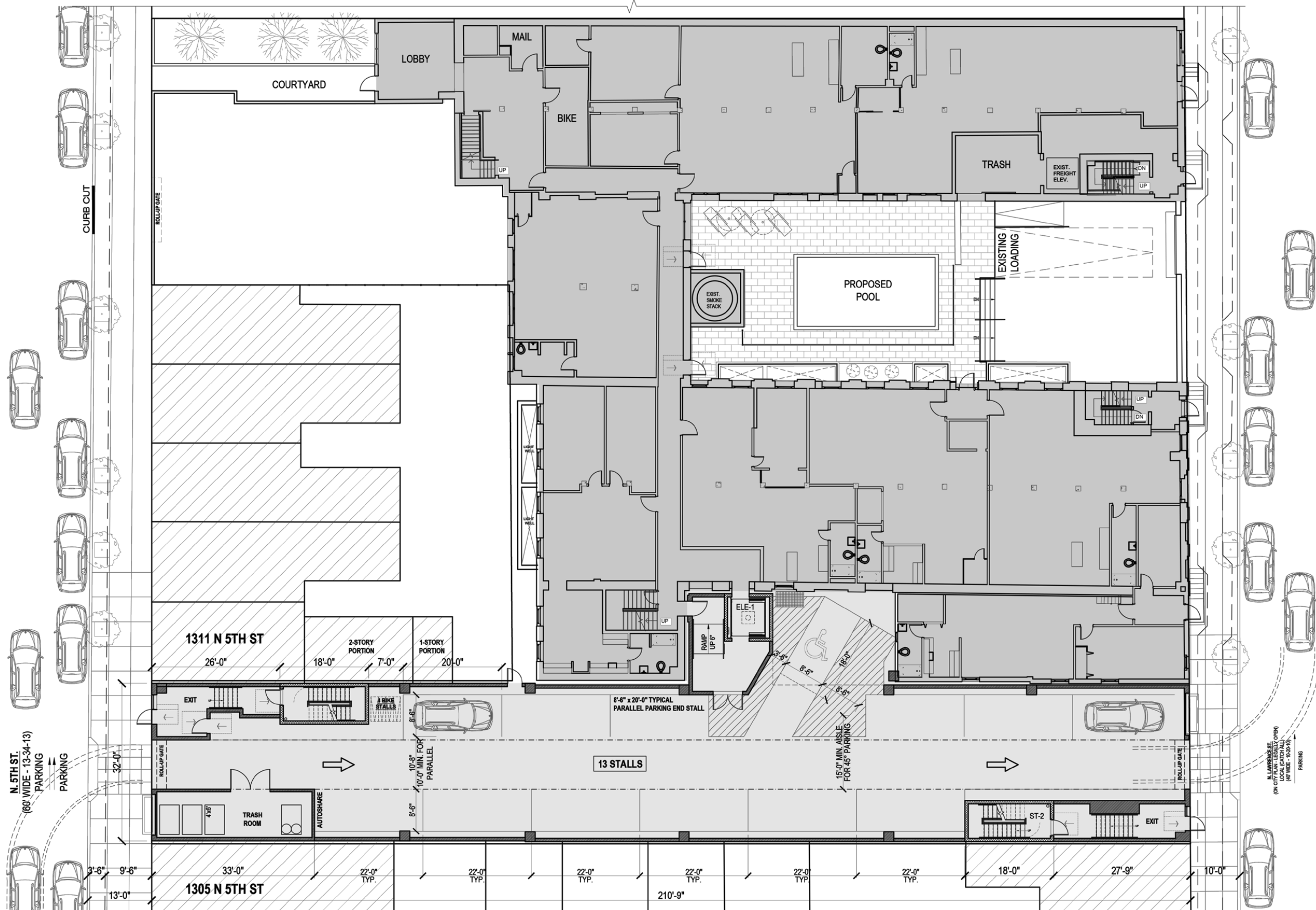
PROPOSED LIGHTWELLS

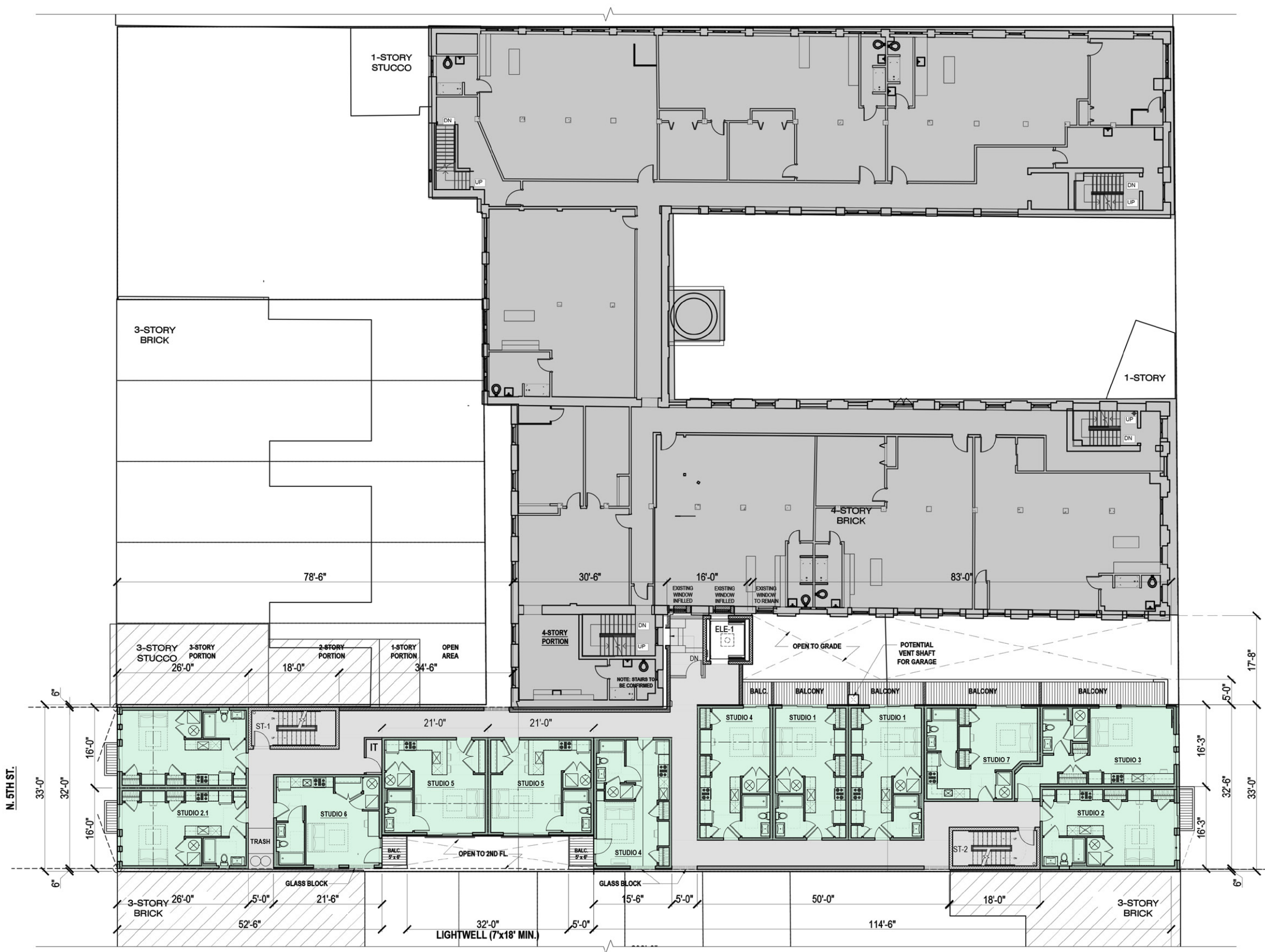
INDUSTRIAL SPACE ENTRANCES



Ground Floor Plan

- EXISTING RESIDENTIAL PORTION
- (8) EXISTING RESIDENTIAL
- (6) 1BED-1BATH UNITS
- (2) 2BED-1BATH UNITS
- PROPOSED RESIDENTIAL PORTION





BLDG

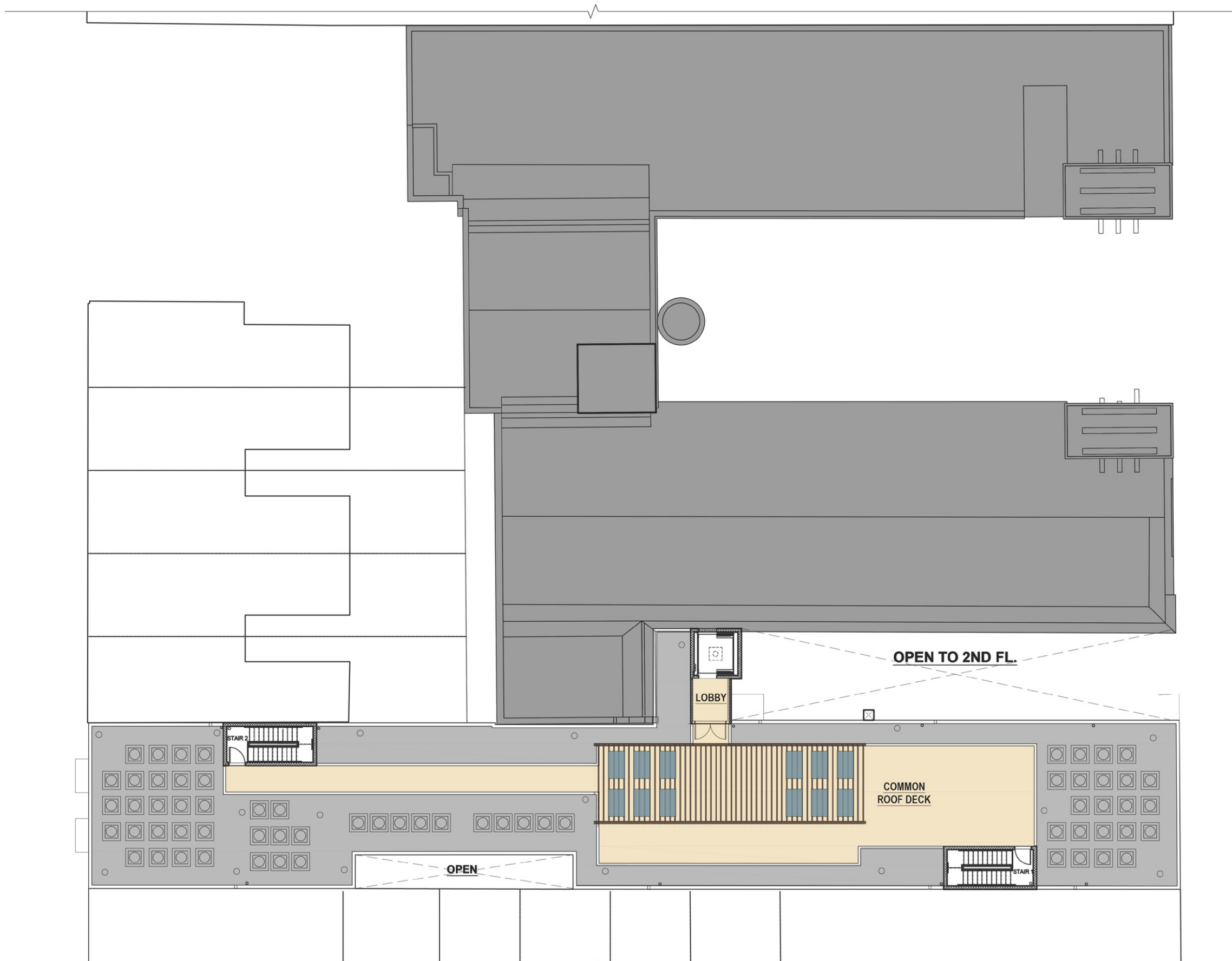
Typical Floor Plan

- **EXISTING RESIDENTIAL PORTION**
- (8) EXISTING RESIDENTIAL
- (6) 1BED-1BATH UNITS
- (2) 2BED-1BATH UNITS
- **PROPOSED RESIDENTIAL PORTION**
- (12) PROPOSED RESIDENTIAL
- (12) STUDIO UNITS (PER FLOOR)

Ori Cloud Bed Studio

Smart furniture that maximizes available floor area, hybridizing the functionality of a bedroom and living room.





BLDG

Roof Plan

- EXISTING RESIDENTIAL PORTION
- PROPOSED RESIDENTIAL PORTION
- AMENITY
- PV CELLS



1 | N 5TH ST. ELEVATION





1 | SOUTHEN ELEVATION





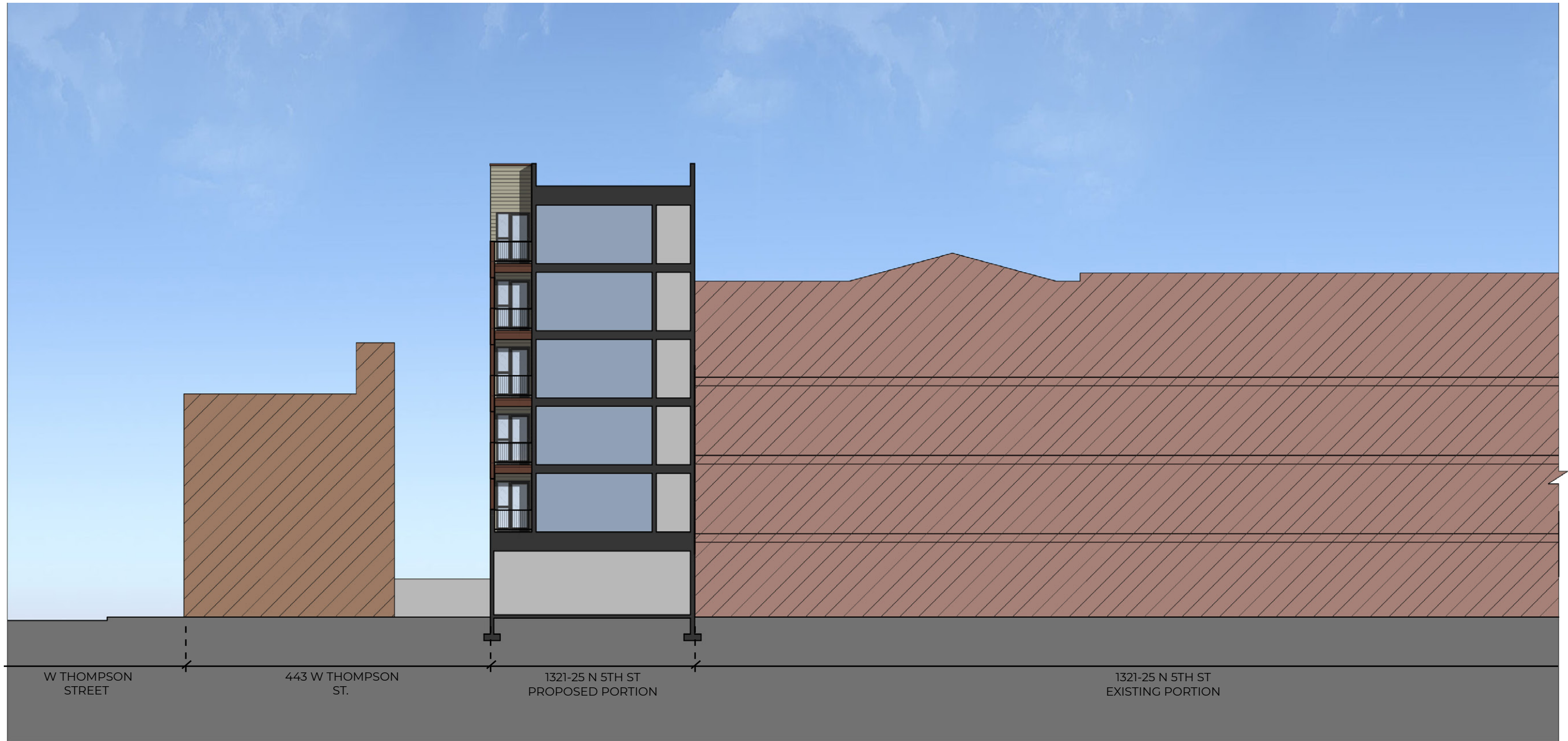
1 | N LAWRENCE ST. ELEVATION



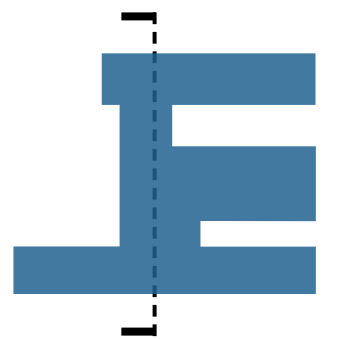


1 | NORTHERN ELEVATION





1 | LIGHTWELL SECTION ELEVATION





MATERIALS



1 | PRIMARY FACADE



2 | SECONDARY FACADE



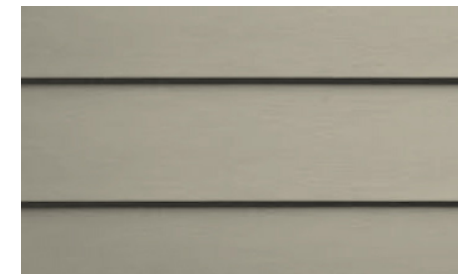
- 1 **BRICK**
Glen Gery - Morning Dove
(contains recycled content)



- 2 **RED METAL PANEL**
- Red Zinc



- 3 **CABLE MESH GREENERY SYSTEM**
Vegetated Screen



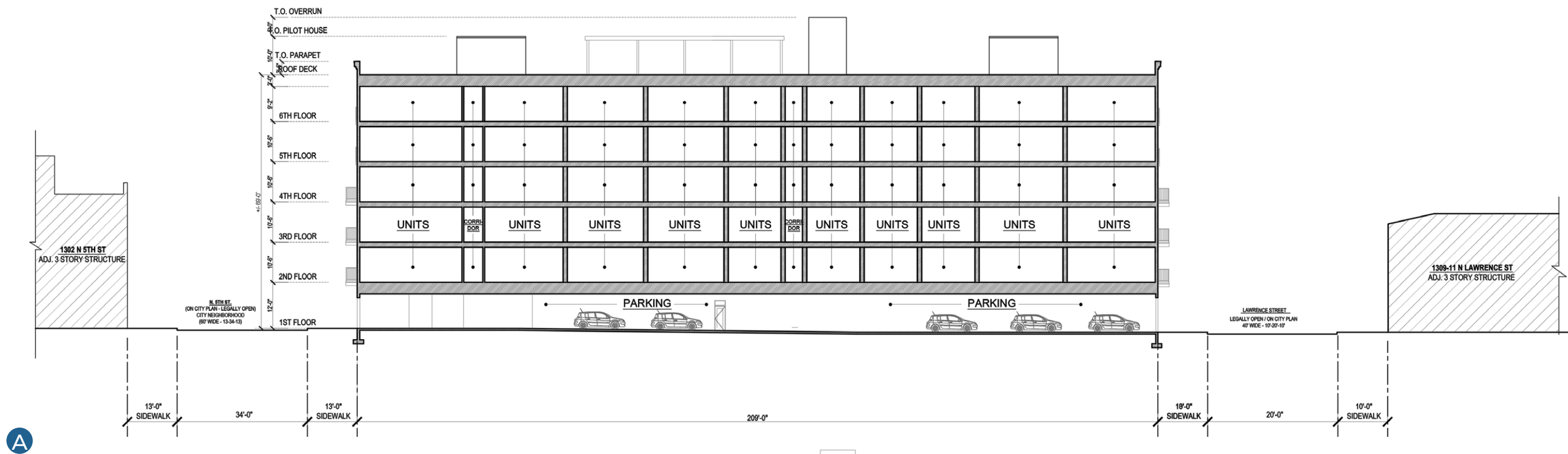
- 4 **HARDIE PLANK LAP SIDING**
- 7" Exposure
- Smooth
- Cobble Stone



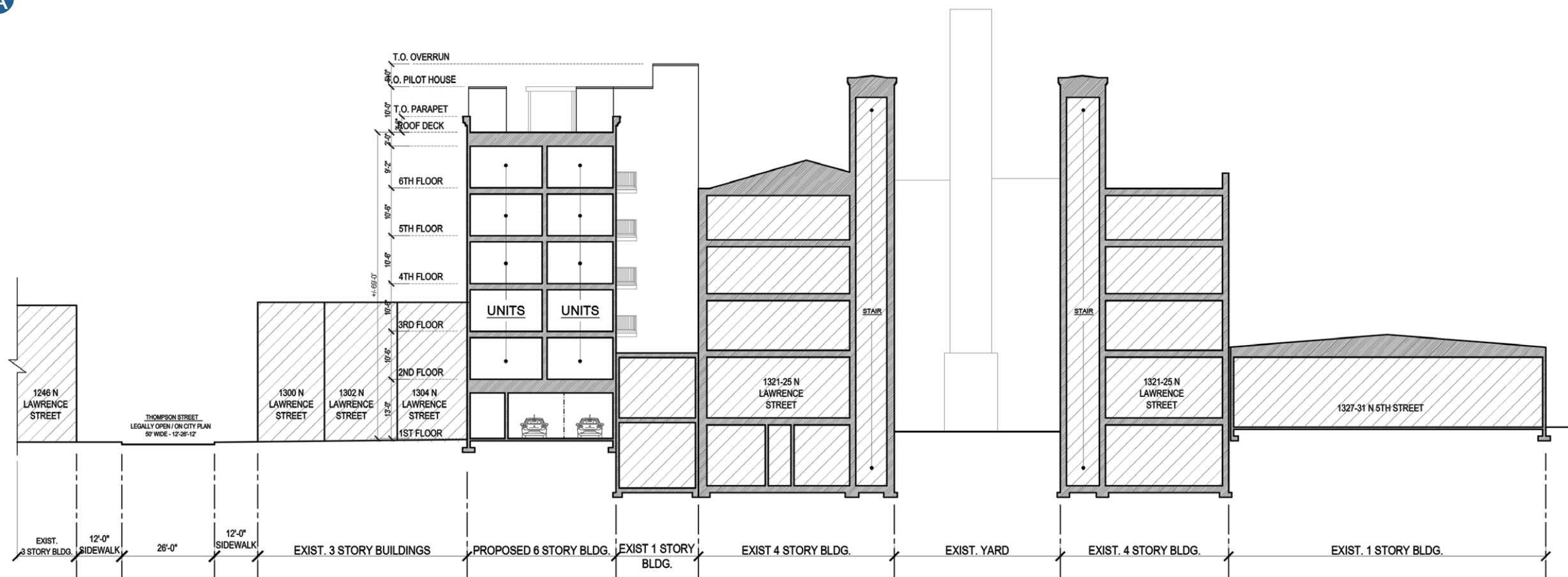
- 5 **HARDIE PLANK LAP SIDING**
- 7" Exposure
- Smooth
- Rustic Ranch



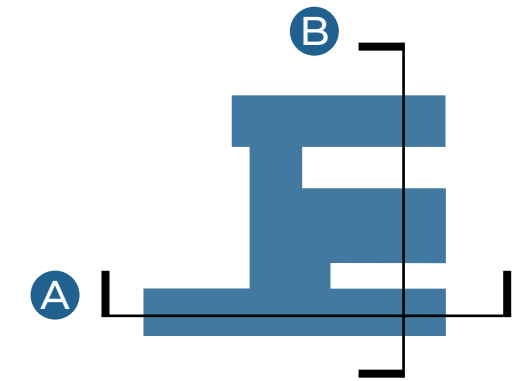
- 6 **VINYL WINDOWS**
- Awning & Fixed
- Black



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.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. Lightrail @ Girard & 5th. Bus 57 @ Thompson & 3rd
(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.	322.8 sf / 29,196 sf = 1.1% 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.	no EV stalls are proposed
(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	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.
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.	0.18% (54 sf) of our site will have 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	We do not conform to either of these.
(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.
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	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? ⁱⁱⁱ ☑ 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. ^{iv}	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.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	The existing bicycle storage room will be upgraded to increase storage capacity.

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

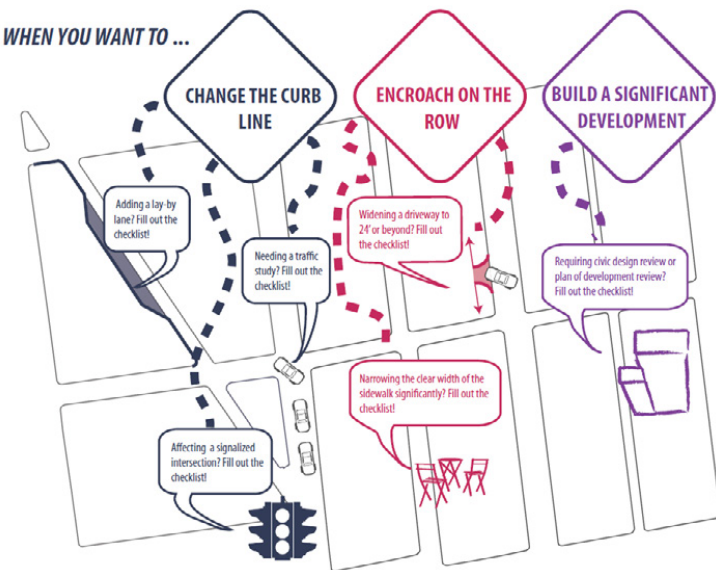
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards 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 §111-901 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
<u>1321—1325 N. 5th St.</u> | 2. DATE
<u>12.05.2023</u> |
| 3. APPLICANT NAME
<u>Rustin Ohler [HarmanDeutschOhler Architecture]</u> | 5. PROJECT AREA: list precise street limits and scope
<u>29,196 SF</u> |
| 4. APPLICANT CONTACT INFORMATION
1225 N. 7 th Street, 267-324-3601 | |
| 6. OWNER NAME
Poplar Delaware Development | |
| 7. OWNER CONTACT INFORMATION
901 N. Penn St. Reef Tower, Phila PA, 19123 | |
| 8. ENGINEER / ARCHITECT NAME
<u>Rustin Ohler [HarmanDeutschOhler Architecture]</u> | |
| 9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>1225 N. 7th Street, 267-324-3601</u> | |
| 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. 5th St.</u>	<u>W. Thompson St.</u>	<u>Master St.</u>	<u>City Neighborhood</u>
<u>N. Lawrence St.</u>	<u>W. Thompson St.</u>	<u>Master 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>N. 5th St.</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>N. Lawrence St.</u>	<u>10' / 10' / 10'</u>	<u>10' / 10'</u>

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>N. 5th St.</u>	<u>6' / 9'-6" / 9'-6"</u>
<u>N. Lawrence St.</u>	<u>5' / 6'-6" / 6'-6"</u>

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
<u>Curbcut</u>	<u>12'</u>	<u>N. Lawrence St.</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curbcut</u>	<u>12'</u>	<u>N. 5th St.</u>
<u>Curbcut</u>	<u>12'</u>	<u>N. Lawrence St.</u>

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>N. 5th St.</u>	<u>0'</u>	<u>0'</u>
<u>N. Lawrence St.</u>	<u>3'-5"</u>	<u>3'-5"</u>

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>N. 5th St.</u>	<u>3'-6"</u>	<u>3'-6"</u>	<u>3'-6"</u>
<u>N. Lawrence St.</u>	<u>3'-6"</u>	<u>3'-6"</u>	<u>3'-6"</u>

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 <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"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

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BUILDING & FURNISHING COMPONENT (continued)

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

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

APPLICANT: Building & Furnishing Component
Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component
Reviewer Comments:

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BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>
24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
1321-25 N. 5 th St.	20	0	0	0	0	0	25
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____

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

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

- | | | | |
|------------------------------|-----------------------------|---|--|
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" 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 DEPARTMENTAL APPROVAL YES NO
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A DEPARTMENTAL APPROVAL YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | |
|---|--|--|
| 28. Does the design limit conflict among transportation modes along the curb? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? N/A | | DEPARTMENTAL APPROVAL 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)

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>P_WB60</u> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission. | YES <input checked="" type="checkbox"/> NO <input 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 checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input 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

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

- | | | |
|--|--|---|
| 40. Does the design incorporate windows, storefronts, and other active uses facing the street? | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL
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 checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input checked="" 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 checked="" 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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: _____