



# WESTPARK REDEVELOPMENT

CIVIC DESIGN  
REVIEW

11 OCTOBER 2024

# WESTPARK REDEVELOPMENT

## KEY PHASE 1 STATISTICS:

CMX-4	BASE ZONING DISTRICT					
/TOD, /MIN, SIGN	OVERLAY ZONING DISTRICTS					
640,705 SF	LOT AREA					
8%	OCCUPIED AREA					
164 FT	BUILDING HEIGHT					
576,467 SF	TOTAL FLOOR AREA (INCLUDING PHASE 2 TOWERS)					
90%	FLOOR AREA RATIO (INCLUDING PHASE 2 TOWERS)					
327 UNITS	TOTAL MULTI-FAMILY RESIDENTIAL UNITS	<u>0 BR</u>	<u>1 BR</u>	<u>2 BR</u>	<u>3 BR</u>	<u>4BR</u>
145	BUILDING A - NC PROPOSED UNITS	29	72	33	11	0
109	BUILDING B - TR PREVIOUS UNITS					
32	BUILDING B - TR ADDITIONAL UNITS	36	52	35	18	0
41	BUILDING C - TH PROPOSED UNITS	0	2	0	29	10
61 SPACES	PARKING SPACES					
74 SPACES	CLASS 1A BICYCLE STORAGE SPACES IN BUILDINGS					
34 SPACES	BICYCLE SPACES AT RACK ON SITE AND ON STREET					
2 @ 10 x 30 x 14 FT	LOADING SPACES					
NONE	SIGNAGE					

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# WESTPARK COMMUNITY PARTNERS (WCP) INTRODUCTION:

The **WCP** project team brings to Westpark, a 40-year history of mixed-income, mixed-used, community-based planning and redevelopment including:

Extensive work with public housing authorities

Deep experience with mixed-income financing transactions

Large scale site planning on public sites

Dedicated community engagement

Workforce training and community-based outreach in construction and property management

Partnership between **MSquared** and **LMXD**



# WESTPARK COMMUNITY PARTNERS (WCP) INTRODUCTION:

PHA and Westpark Community Partners (WCP) have engaged a team of best-in-class contractors with substantial expertise executing complex, public-private partnerships in Philadelphia and across the US.



## 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-2024-002431**

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

Application includes new construction that creates more than 100,000 sq. ft. of new GFA and creates more than 100 dwelling units.

### PROJECT LOCATION

Planning District: University Southwest Council District: 3rd

Address: 4401 Holden Street, 4419R Market Street, 4310R Holden Street, 4310R Haverford Avenue, street beds of portions of former Holden Street, Busti Street, and 44<sup>th</sup> Street

### CONTACT INFORMATION

Applicant Name: Westpark Community Partners c/o Ballard Spahr LLP (Matthew N. McClure, Esq. and Meredith S. Trego, Esq.) Primary Phone: 215-863-8229

Email: tregom@ballardspahr.com Address: 1735 Market Street  
McClure@ballardspahr.com Philadelphia, PA 19102

### SITE CONDITIONS

Site Area: 640,705 SF

Existing Zoning: CMX-4 Are Zoning Variances required? Yes X No     

#### Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units): **Renovation of existing multi-family residential building and construction of five (5) new multi-family residential buildings to include multi-family residential uses (327 total units) and vacant ground floor retail space (2,000 sq. ft.); accessory surface parking with 61 new parking spaces, 2 loading spaces, and 131 bicycle spaces. 198 existing parking spaces and existing vacant structures to remain.**

Proposed # of Parking Units: 259

### 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: October 10, 2024 Time: 6 p.m.

### ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes X No      NA     

If yes, indicate the date hearing will be held:

Date: November 20, 2024 at  
2 p.m.

# HISTORIC CONTEXT

In 1841 the Pennsylvania Asylum for the Insane built its first structure on an 101 acre farm site between Market Street and Haverford Avenue and what would become 42<sup>nd</sup> and 49<sup>th</sup> streets. The grounds would grow to include a large hospital with an elaborate ‘pleasure garden’ that was integral to its founder Thomas Kirkbride’s approach to treating mental illness. The only remaining structure from this period is now the Kirkbride Center, a part of the Blackwell Human Services Campus. This pastoral history set the tone for future developments in this section north of Market, including the Provident Mutual Life Insurance and PHA’s three Westpark residential towers.

Throughout the second half of the 19<sup>th</sup> century, the more typical street grid, originally devised by William Penn, continued to spread throughout the rest of West Philadelphia. The streetcar lines on Chestnut and Market Streets extended only as far as 42<sup>nd</sup> street, based on an 1872 city atlas, but as the city’s demand for mass transit, these were replaced by the elevated train line known as the Market-Frankford line, which eventually provided the study area with a fast and efficient connection to the center city but also created a strong visual barrier between north and south of Market Street.



1. Map of Blockley Township, 1949: Lea and Miller



2. Map of ‘Pleasure Grounds and Gardens’



3. Atlas of West Philadelphia, Franklin Survey Company 1946.



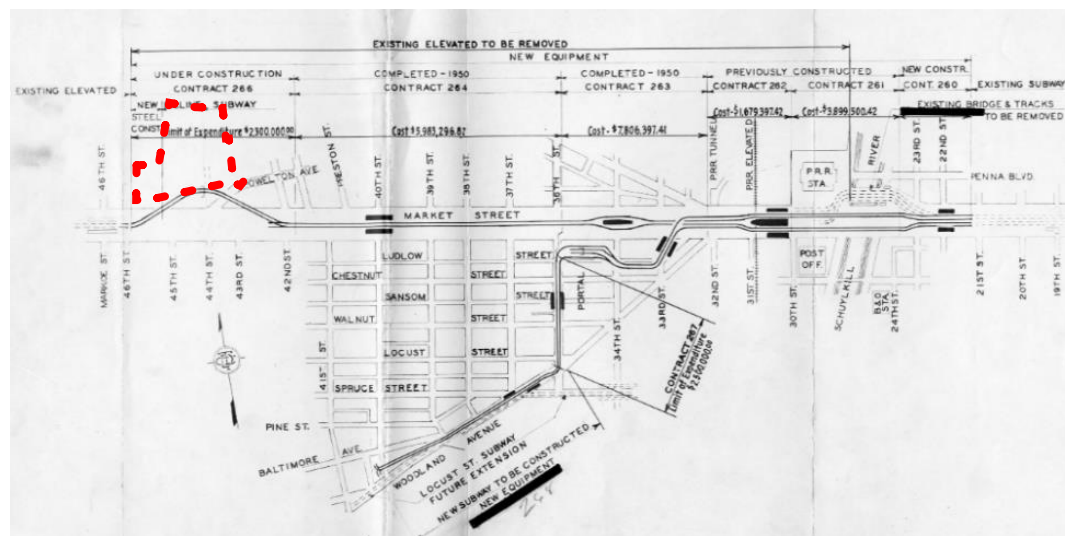
3. West Philadelphia Street Scene, 1975-01-04 (Temple University Archives)



4. West Philadelphia Street Scene, 1948-08-05 (Temple University Archives)



5. Aerial view from 46th and Market 1930-03-14 (Temple University Archives)



6. Plan to bury elevated train c. 1950 (Temple University Archives)

## NEIGHBORHOOD DEVELOPMENT

The desire to bury MFL as a subway continued through 1950 when it was put underground up to 42<sup>nd</sup> Street. Its reemergence as an elevated line at this location is what creates another challenge to connecting the Westpark campus to Market Street.

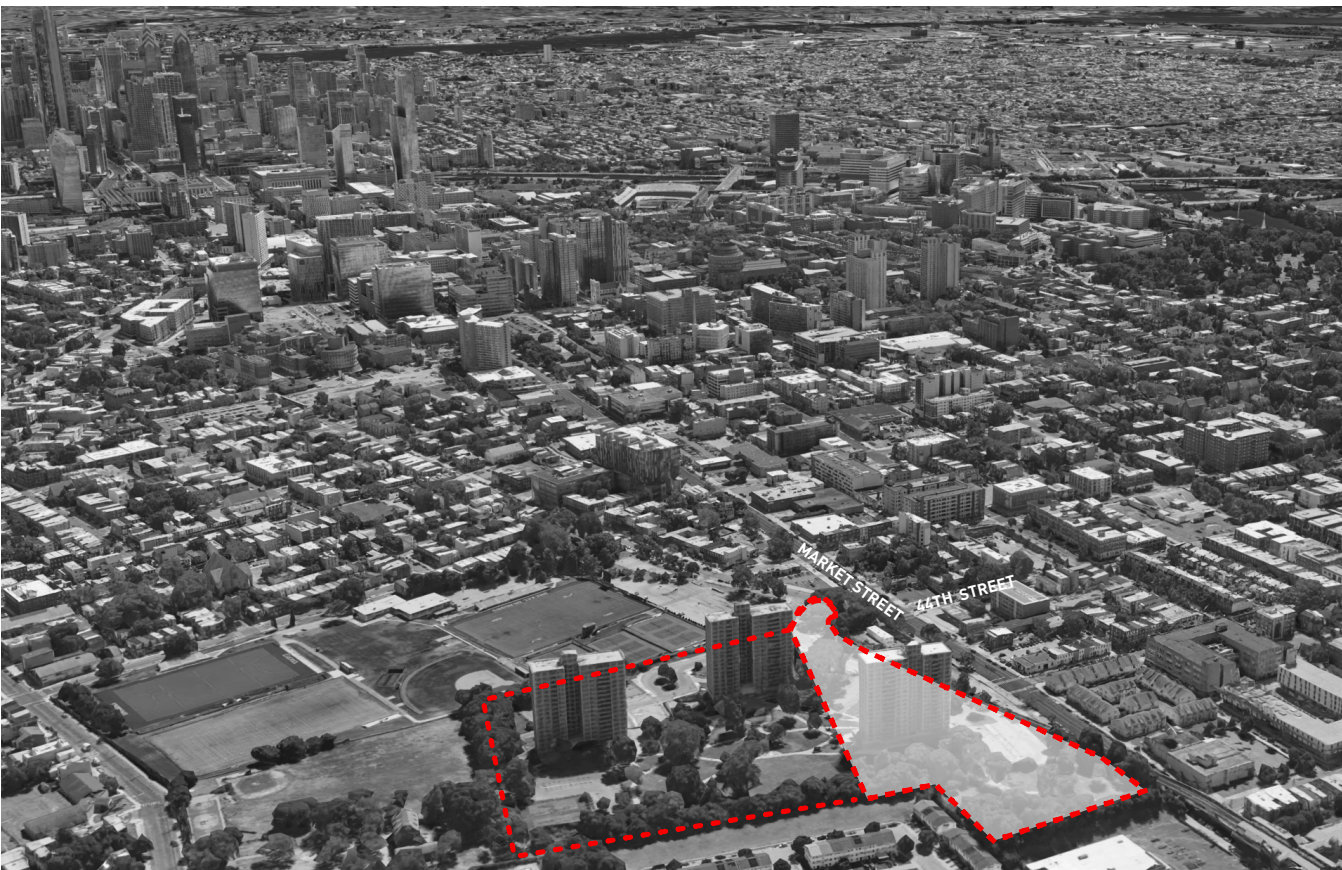
As the overall city continued to grow and thrive throughout the first half of the 20<sup>th</sup> century, the area became home to one of Philadelphia's most enduring features in the national popular culture scene with the creation of the *American Bandstand*. From 1952-64, this production was filmed and broadcast at a studio at 4548 Market Street, the current home to the Enterprise Center.



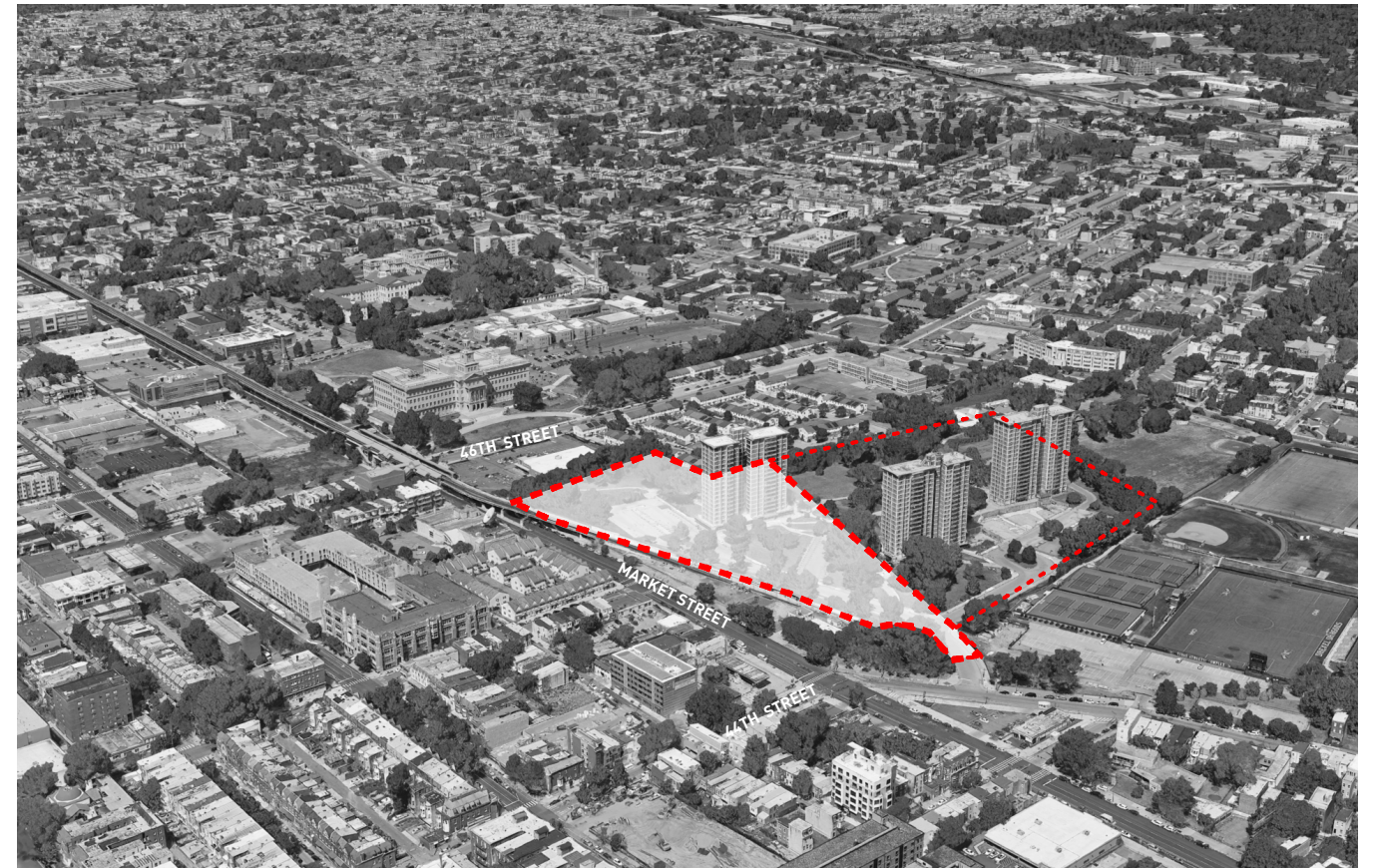
AERIAL VIEW



AERIAL VIEW

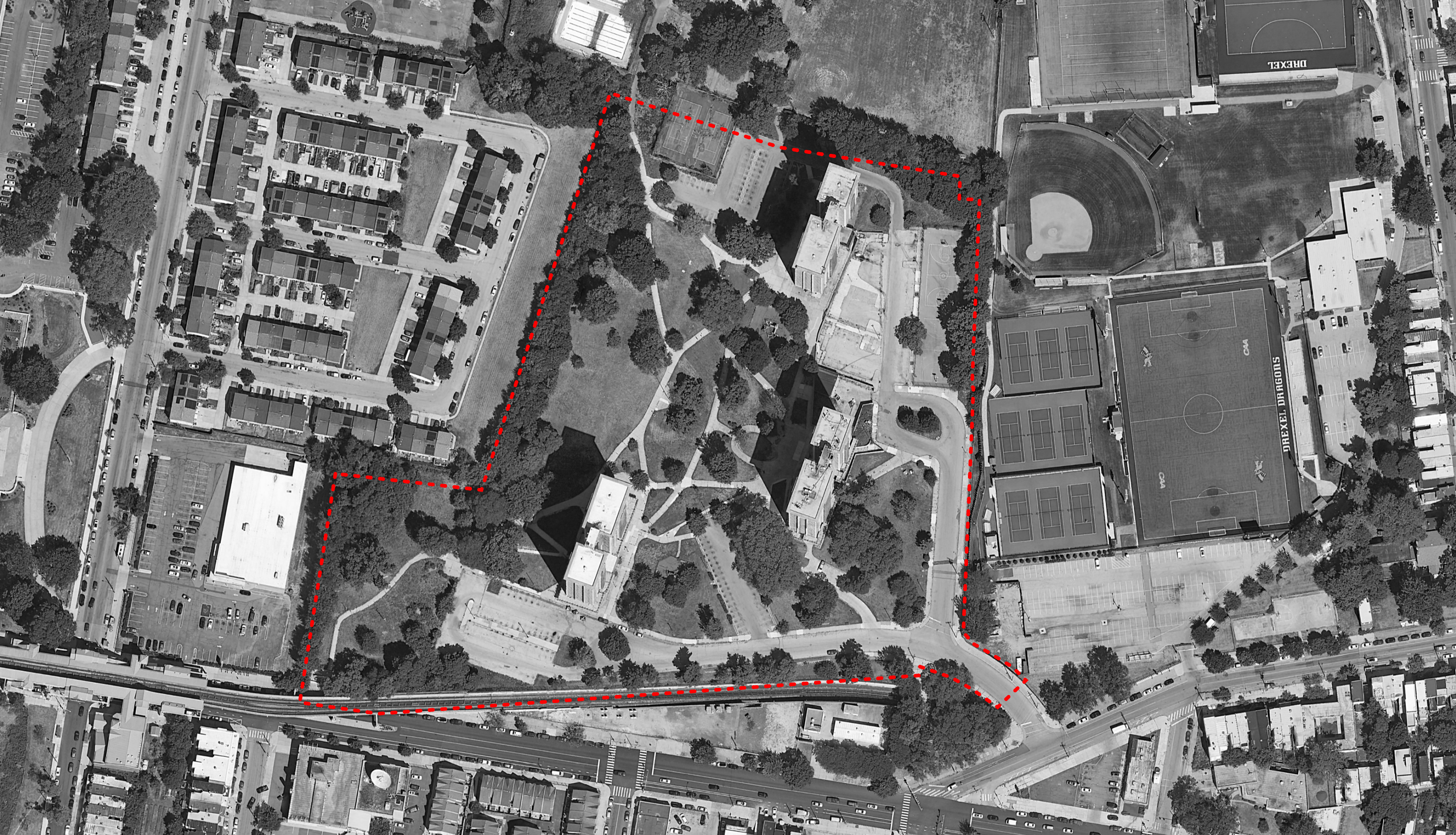


AERIAL LOOKING SOUTHEAST



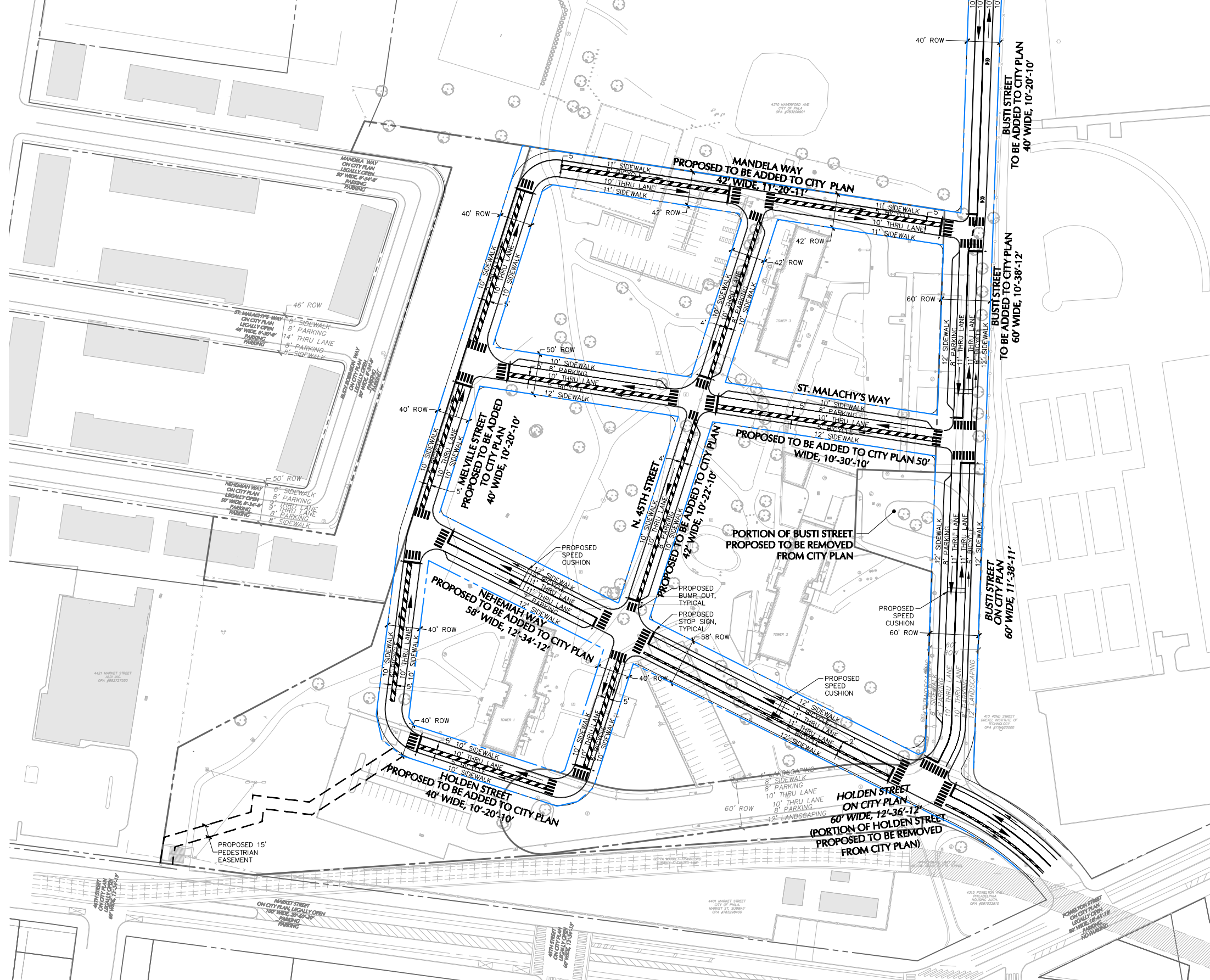
AERIAL LOOKING NORTHWEST

SITE CONTEXT

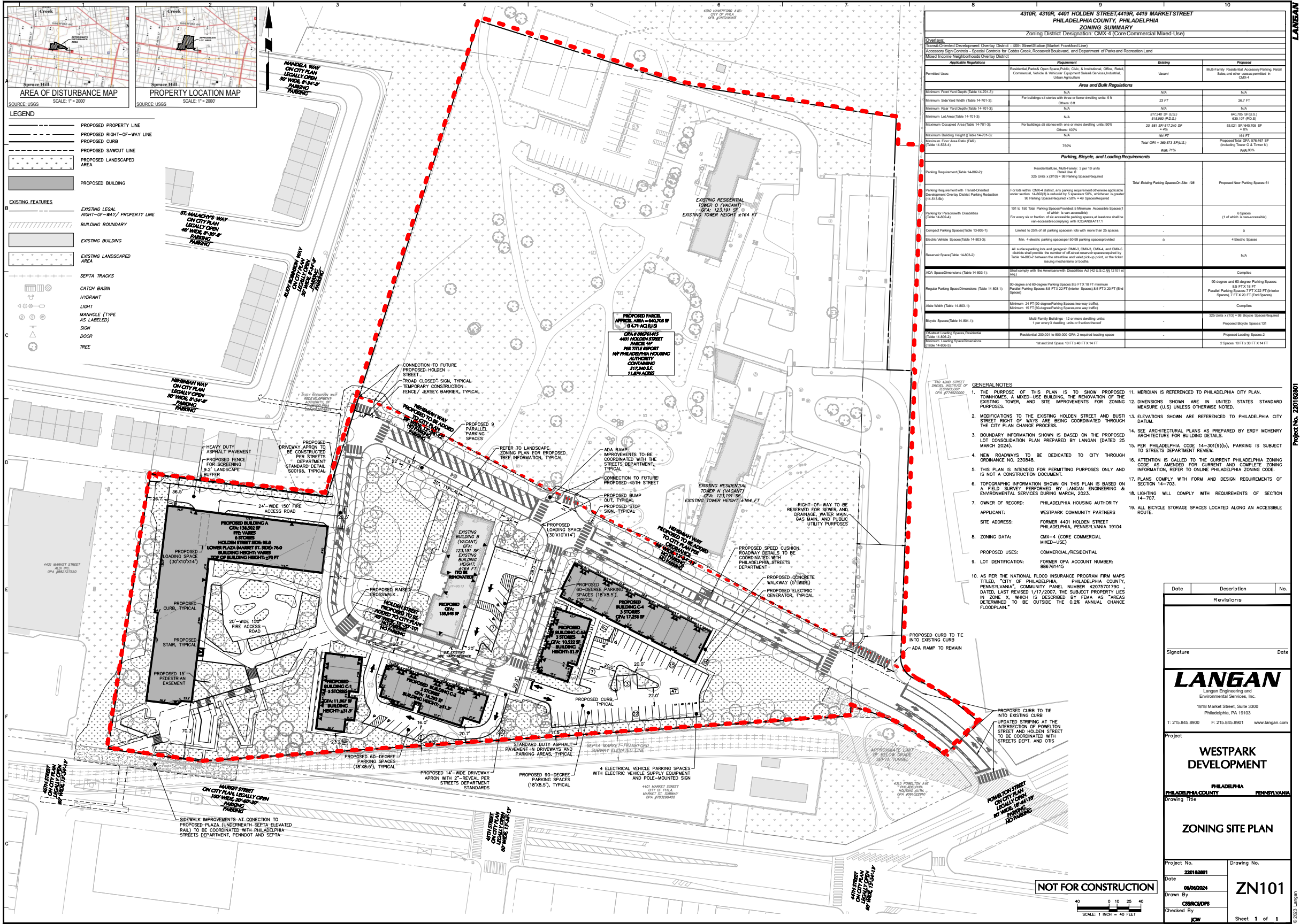


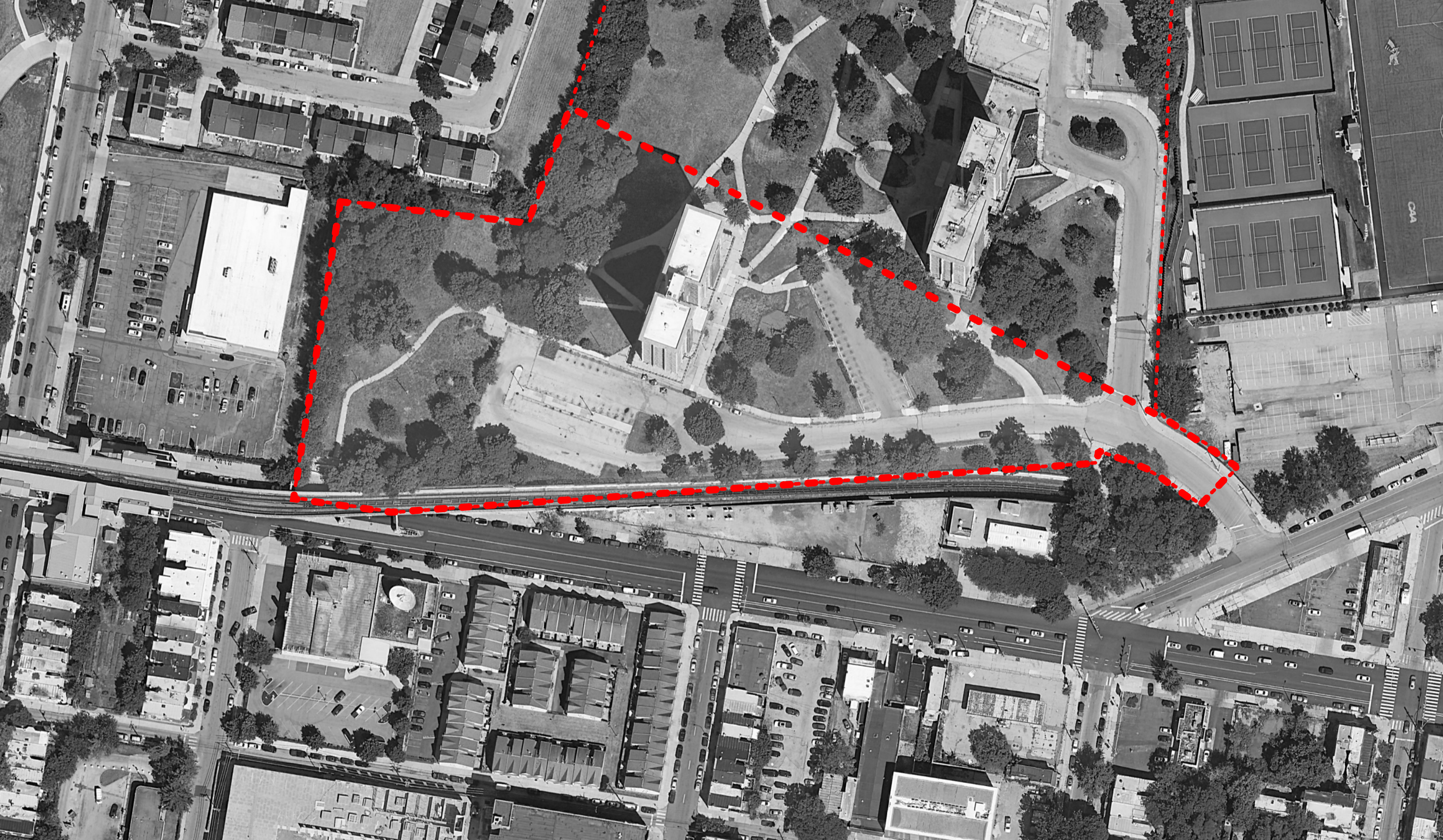
EXISTING SITE AERIAL



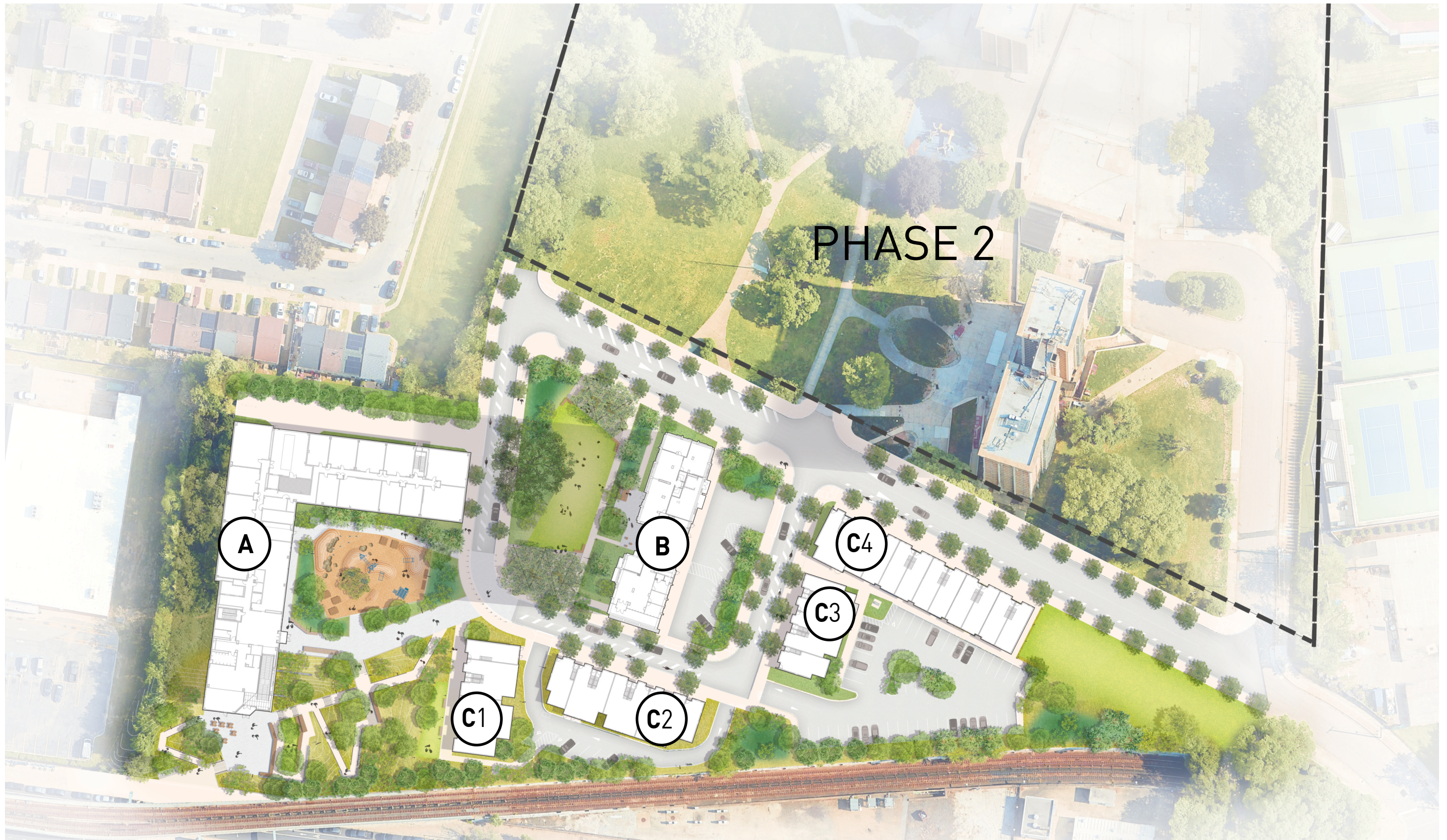


## PROPOSED ADDITIONS TO CITY PLAN

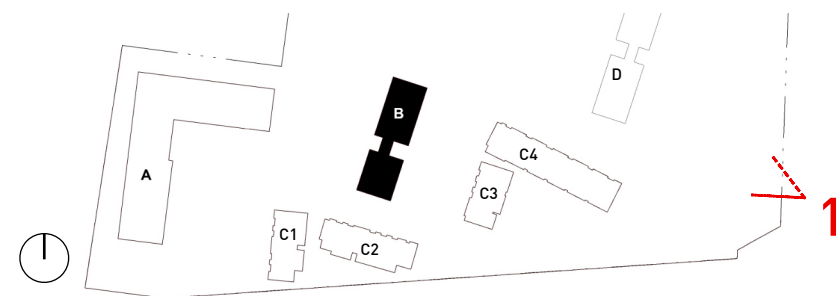




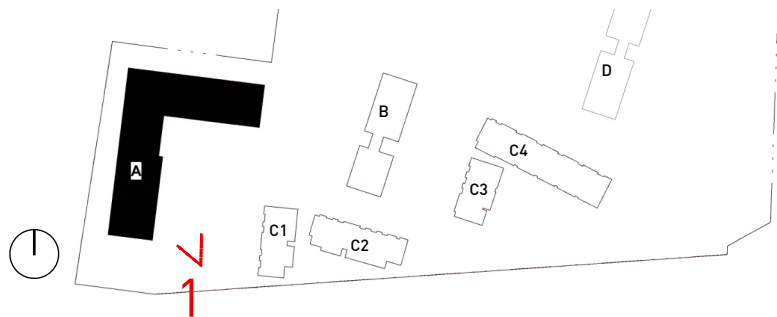
EXISTING PHASE 1 SITE AERIAL



SITE PLAN



EXISTING OVERALL SITE PHOTOGRAPH





1



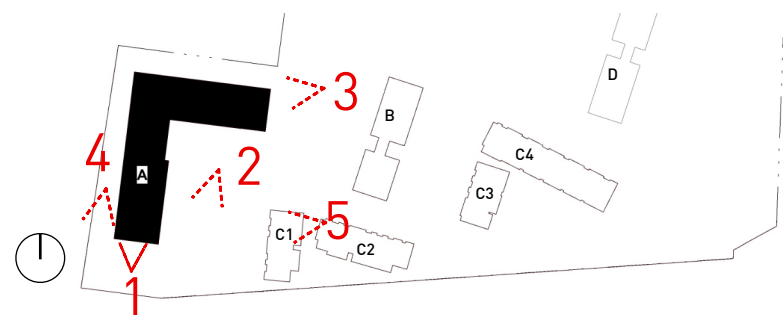
2



3



4



5

BUILDING A - NC  
EXISTING SITE PHOTOGRAPHS



**01** BRICK VENEER  
BLACK



**02** BRICK VENEER  
RUNNING BOND  
RED



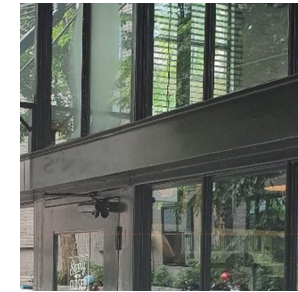
**03** BRICK VENEER  
SOLDIER BOND



**04** FIBER CEMENT  
HARDIE TRIM  
BATTEN BOARDS



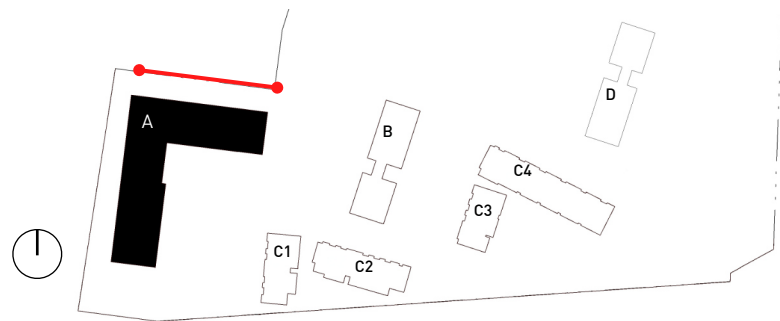
**05** WINDOWS



**06** ALUMINUM  
STOREFRONT  
BRONZE COLOR



**07** CAST STONE COPING



NORTH ELEVATION

ELEVATION AND BUILDING MATERIALS



**01** BRICK VENEER  
BLACK



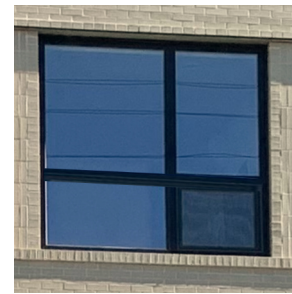
**02** BRICK VENEER  
RUNNING BOND  
RED



**03** BRICK VENEER  
SOLDIER BOND



**04** FIBER CEMENT  
HARDIE TRIM  
BATTEN BOARDS



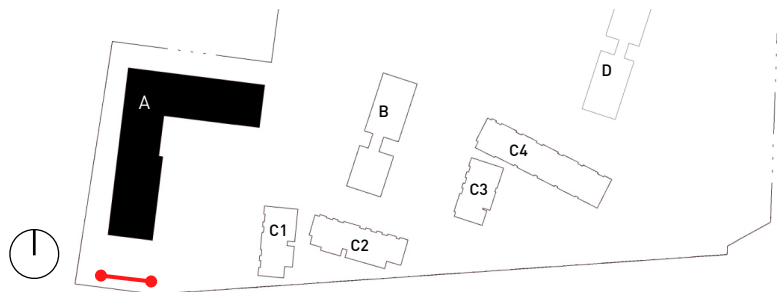
**05** WINDOWS



**06** ALUMINUM  
STOREFRONT  
BRONZE COLOR

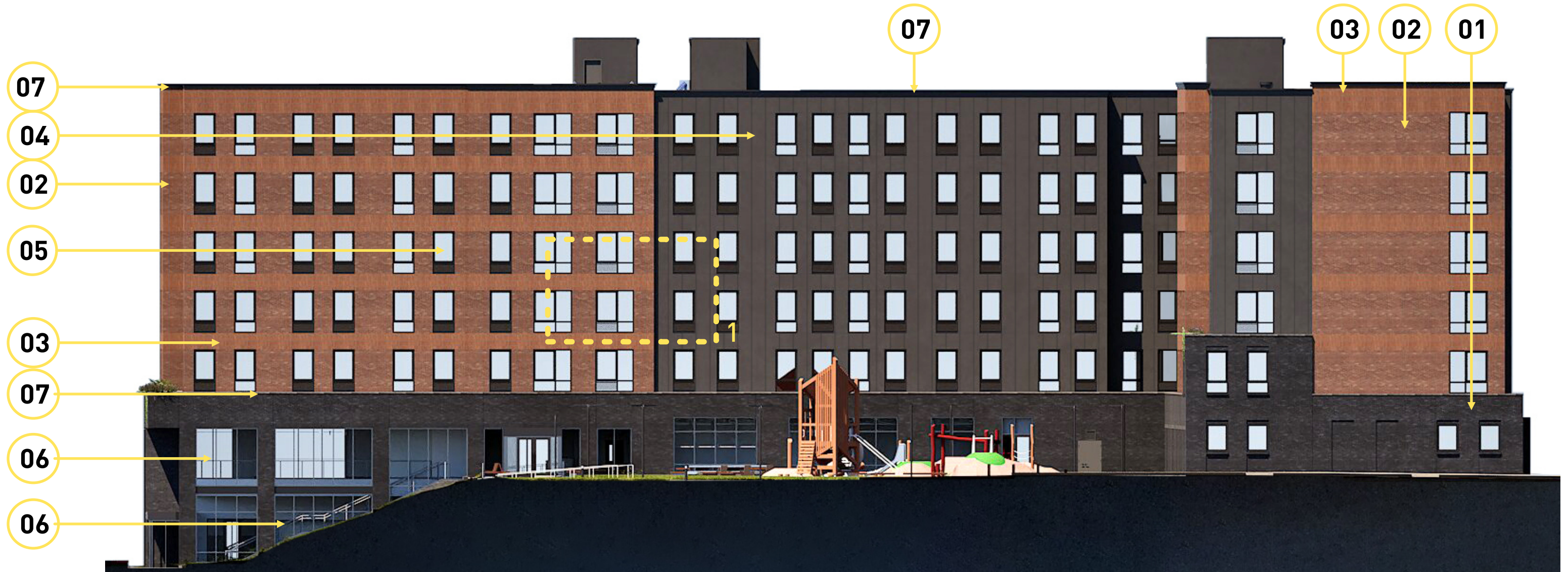


**07** CAST STONE COPING

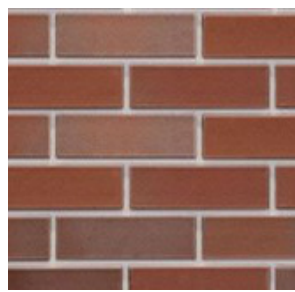


SOUTH ELEVATION

ELEVATION AND BUILDING MATERIALS



**01** BRICK VENEER  
BLACK



**02** BRICK VENEER  
RUNNING BOND  
RED



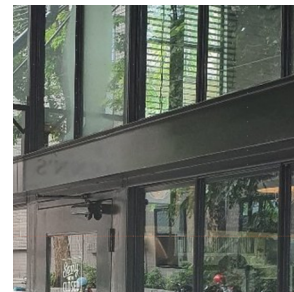
**03** BRICK VENEER  
SOLDIER BOND



**04** FIBER CEMENT  
HARDIE TRIM  
BATTEN BOARDS



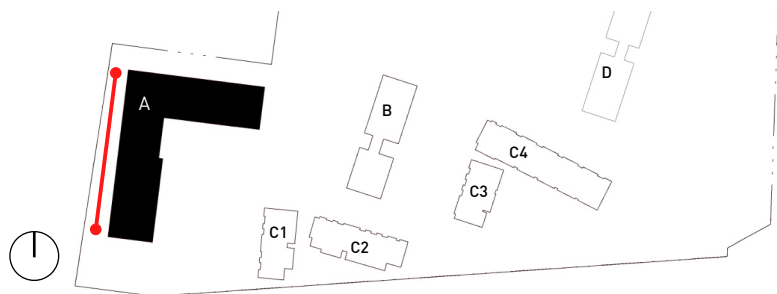
**05** WINDOWS



**06** ALUMINUM  
STOREFRONT  
BRONZE COLOR

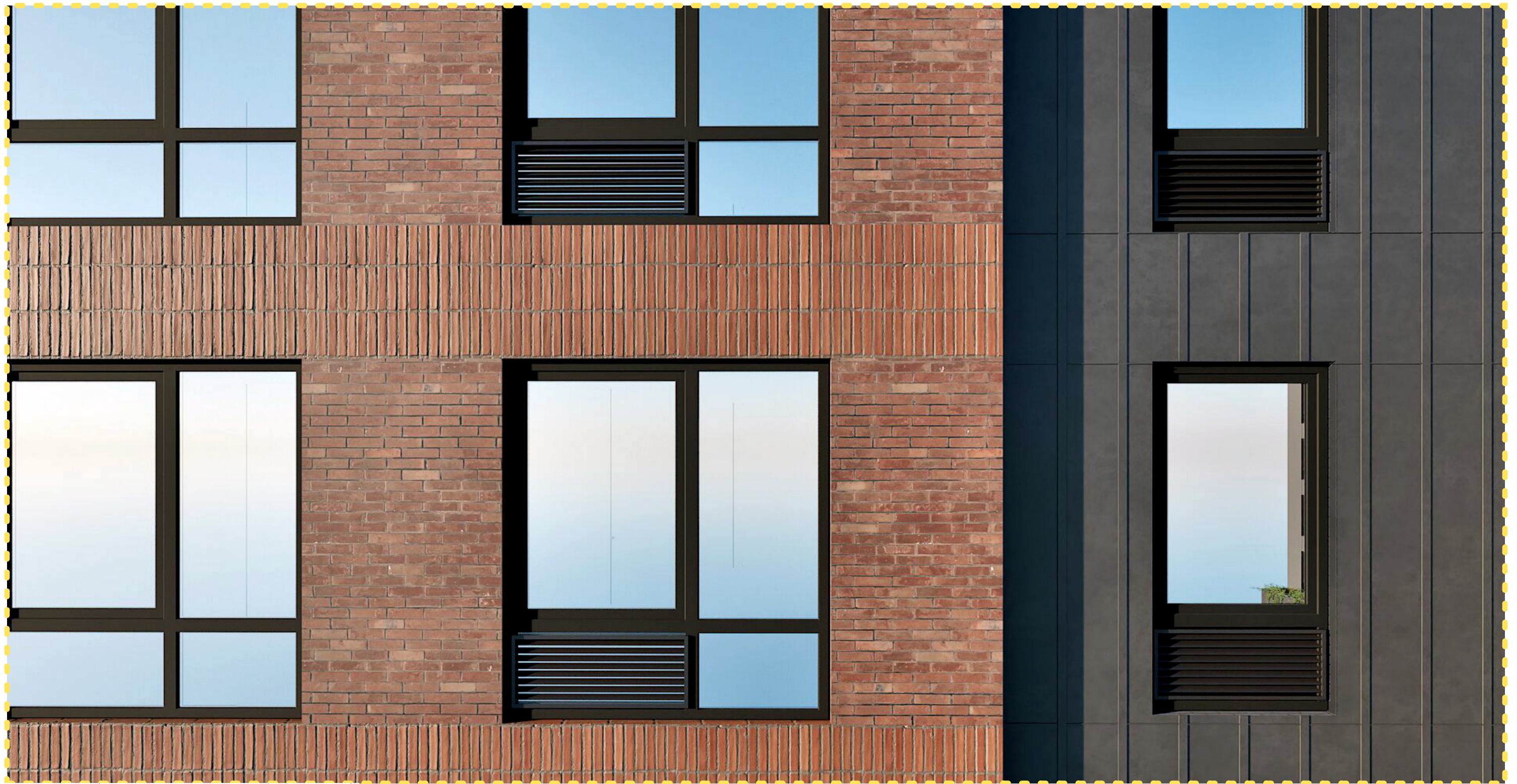


**07** CAST STONE COPING

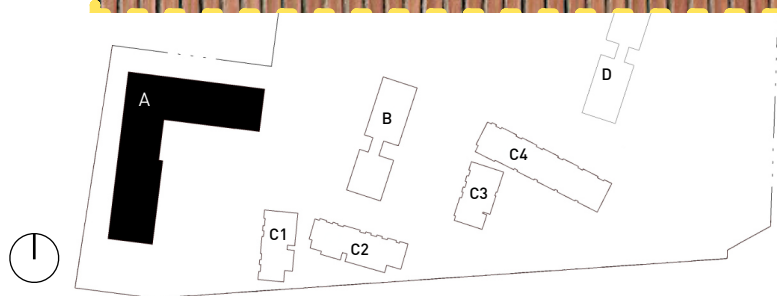


EAST ELEVATION

ELEVATION AND BUILDING MATERIALS



1



FACADE DETAIL



**01** BRICK VENEER  
BLACK



**02** BRICK VENEER  
RUNNING BOND  
RED



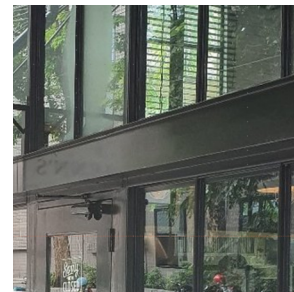
**03** BRICK VENEER  
SOLDIER BOND



**04** FIBER CEMENT  
HARDIE TRIM  
BATTEN BOARDS



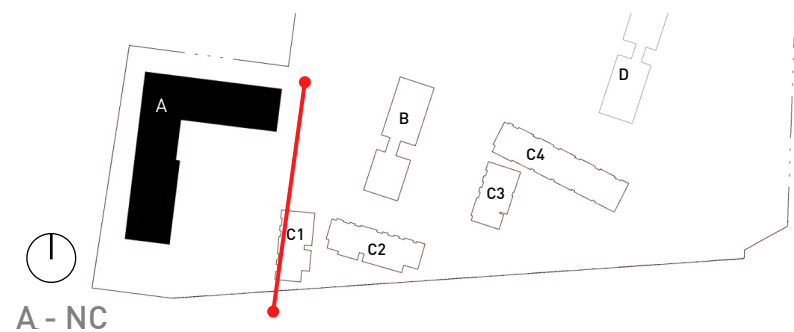
**05** WINDOWS



**06** ALUMINUM  
STOREFRONT  
BRONZE COLOR



**07** CAST STONE COPING

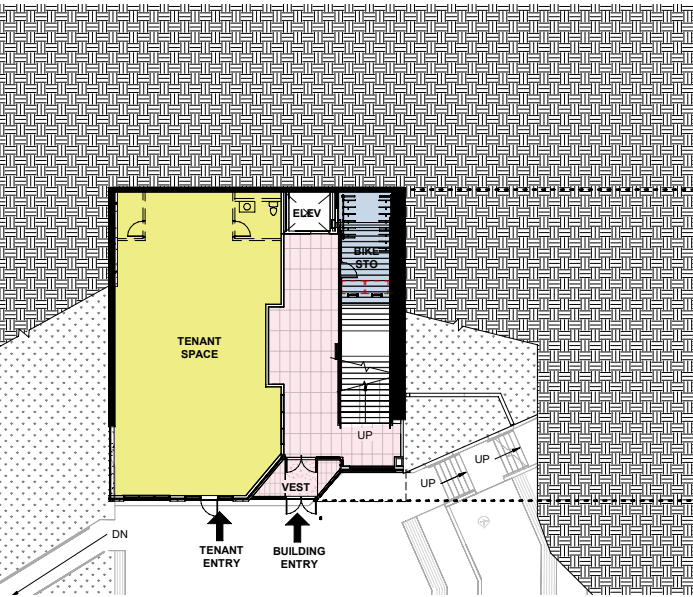
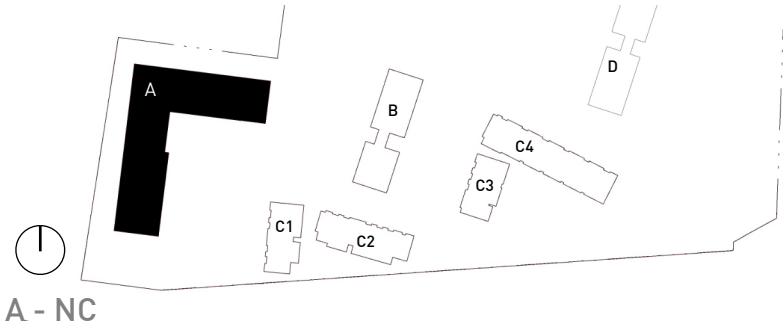


A - NC

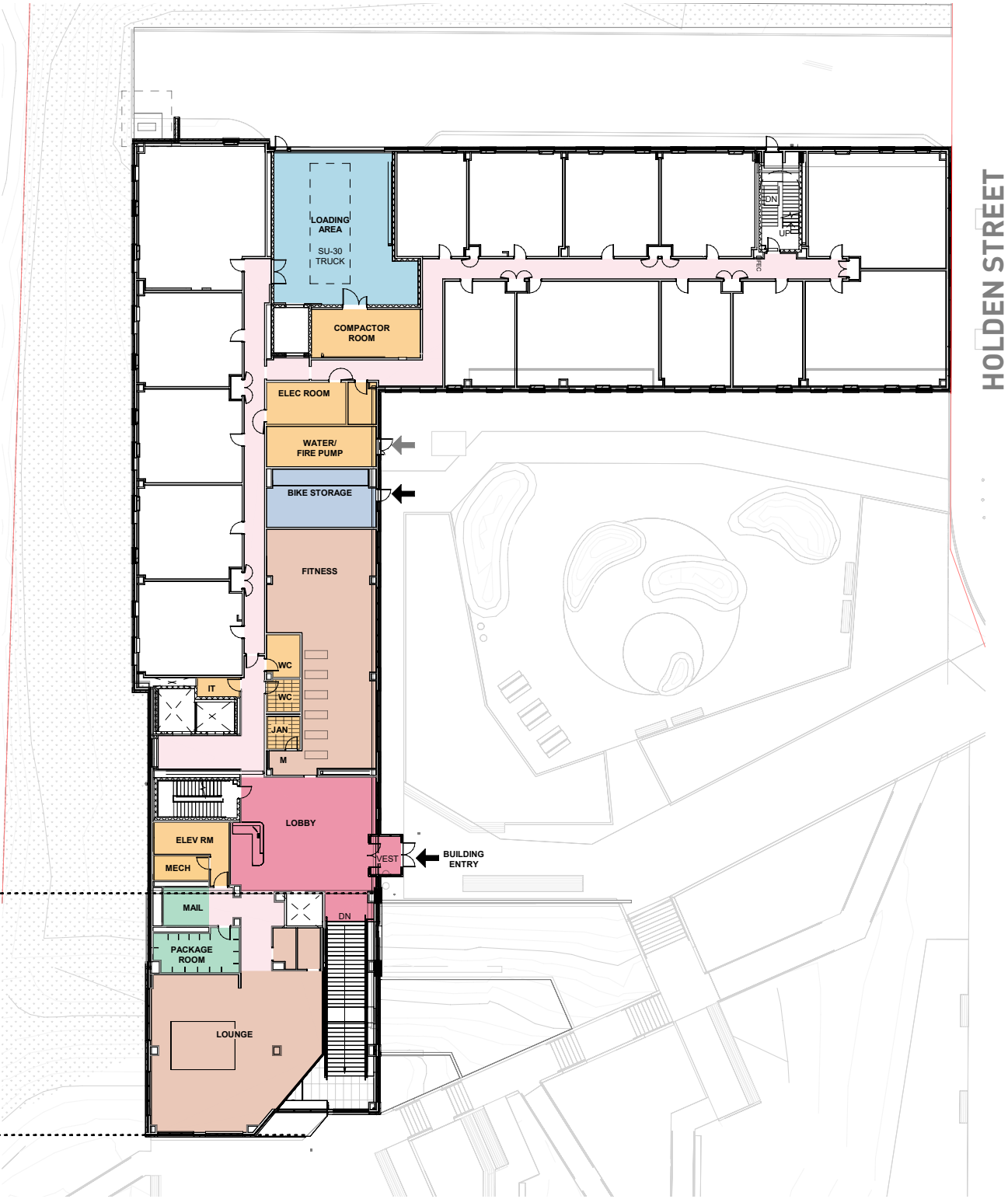
WEST ELEVATION

ELEVATION AND BUILDING MATERIALS

- PLAN KEY
- BIKE STORAGE
  - LOADING
  - MAIL ROOM
  - BACK OF HOUSE
  - RES. LOBBY
  - AMENITY
  - CIRCULATION
  - COMMERCIAL SERVICES



PLAZA LEVEL PLAN



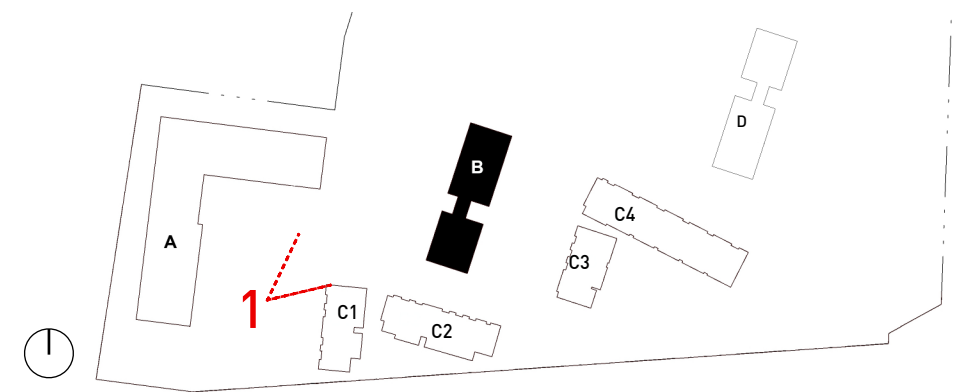
FIRST LEVEL PLAN

PROPOSED GROUND FLOOR PLANS



# WESTPARK

(B) TR





1



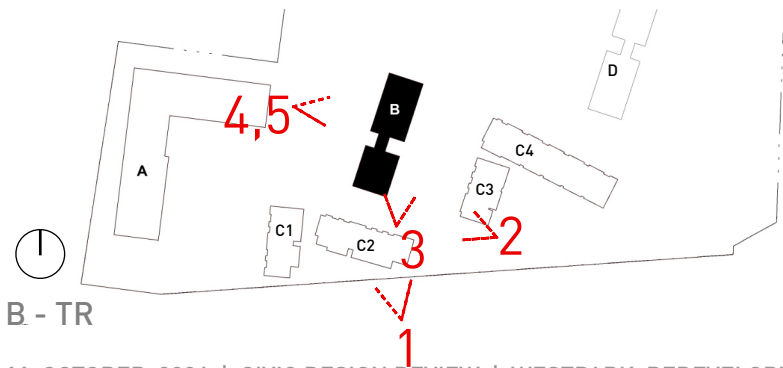
2



3



4



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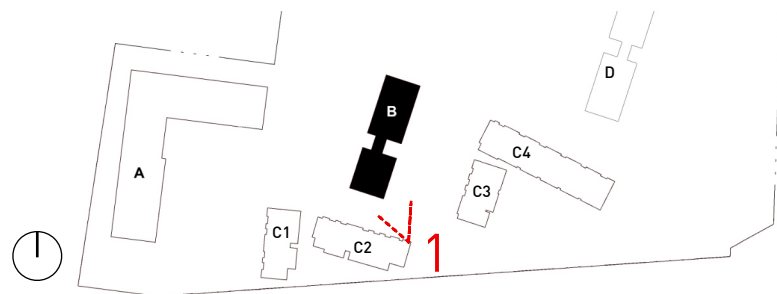
5

BUILDING B - TR  
EXISTING SITE PHOTOGRAPHS

WESTPARK COMMUNITY PARTNERS | ERDY MCHENRY ARCHITECTURE

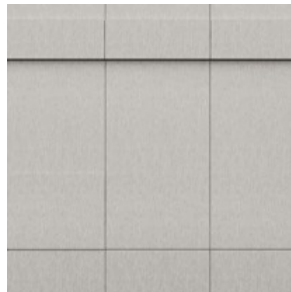


1





**01** PREFABRICATED  
PANEL  
GREY METALLIC



**02** PREFABRICATED PANEL  
APOLLO BRUSHED  
METALLIC



**03** SEALED BRICK



**04** WINDOWS - SILVER



**05** PICKET RAILING SYSTEM

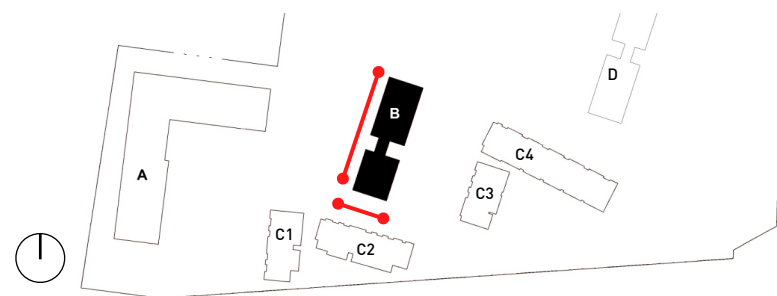


**06** SEALED CONCRETE



SOUTH ELEVATION

WEST ELEVATION



B - TR

## ELEVATION AND BUILDING MATERIALS



**01** PREFABRICATED  
PANEL  
GREY METALLIC



**02** PREFABRICATED PANEL  
BRUSHED METALLIC



**03** SEALED BRICK



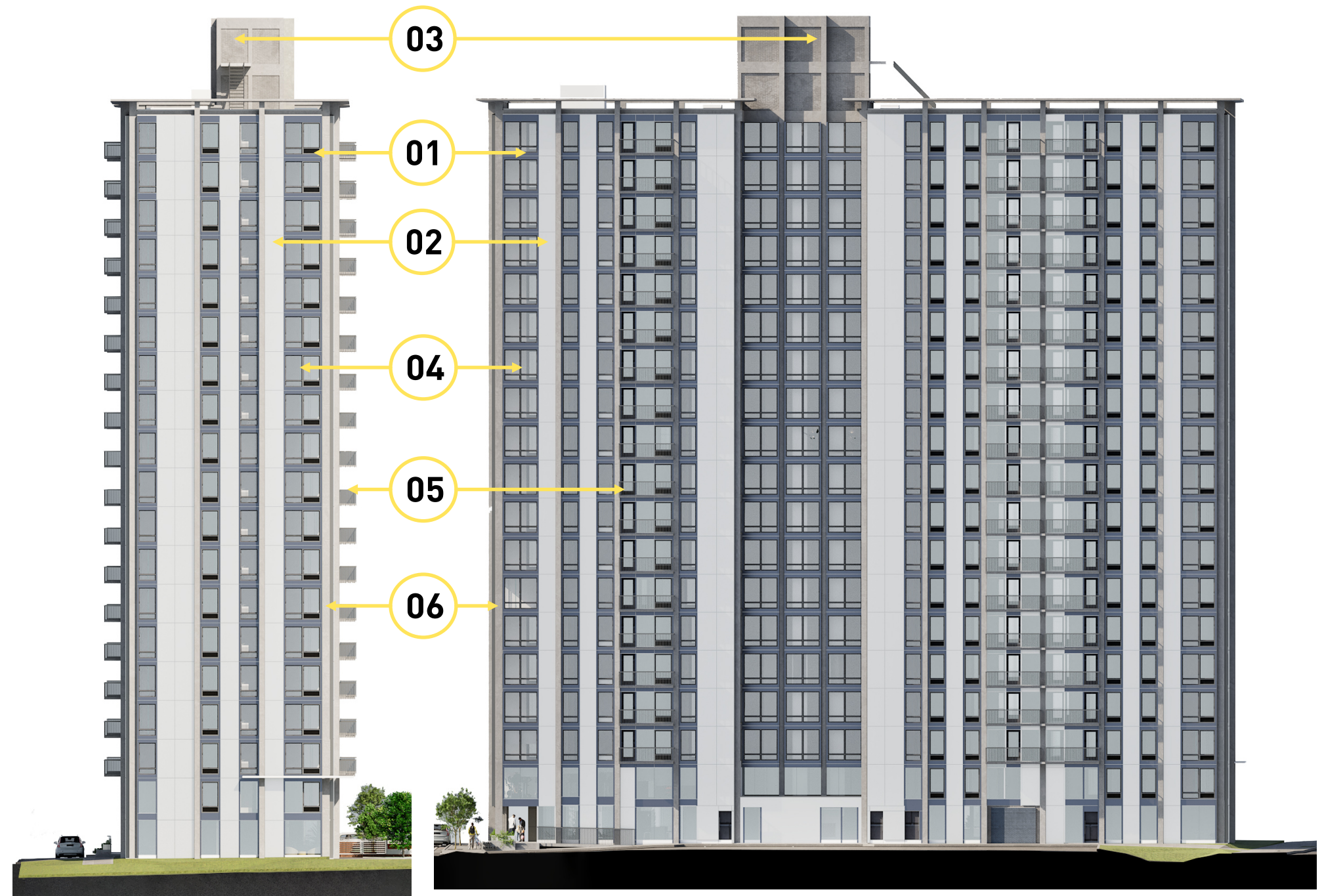
**04** WINDOWS - SILVER



**05** PICKET RAILING SYSTEM

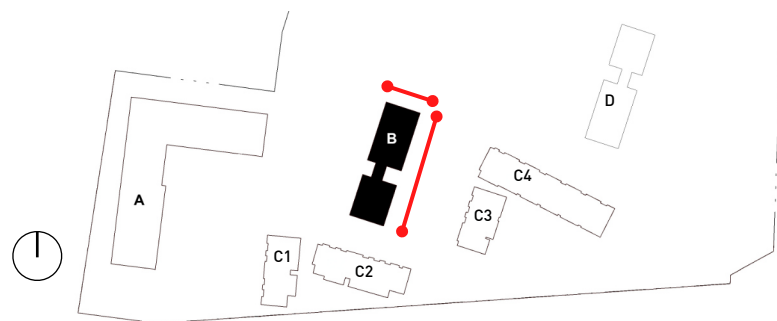


**06** SEALED CONCRETE



NORTH ELEVATION

EAST ELEVATION



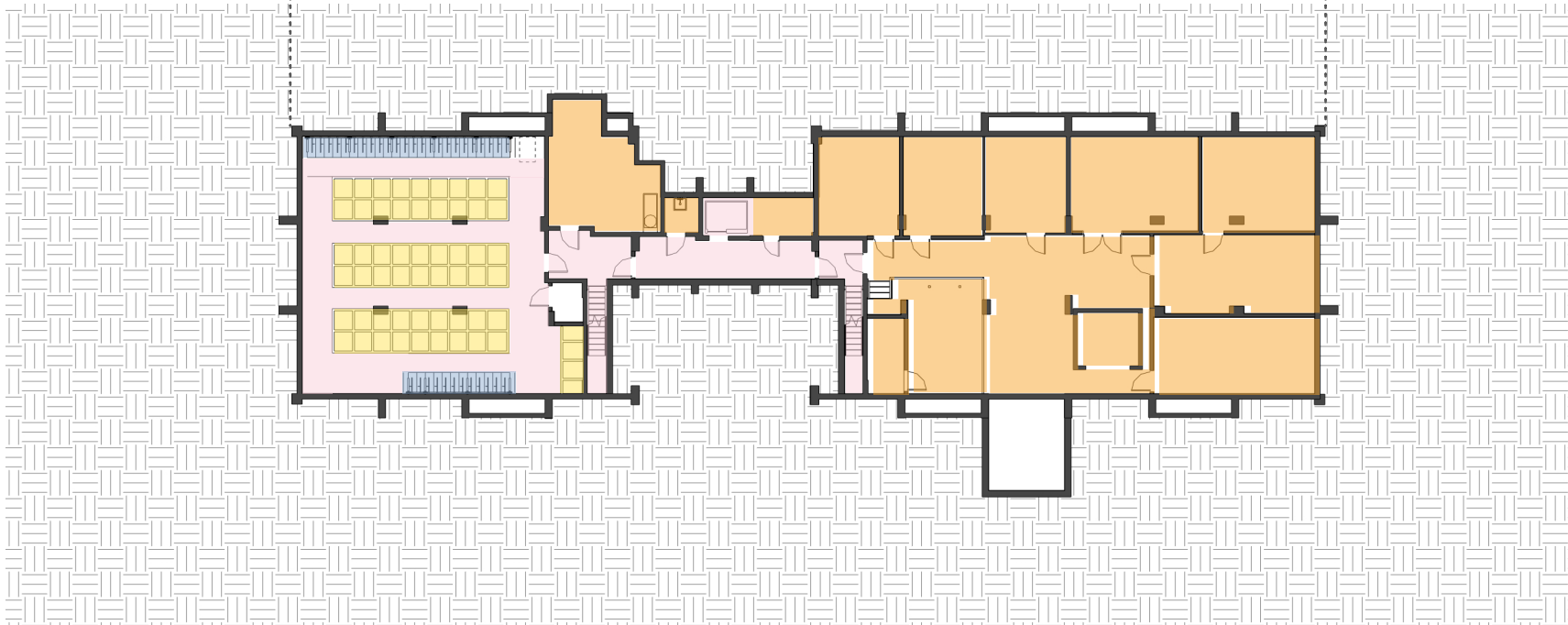
## ELEVATION AND BUILDING MATERIALS

PLAN KEY

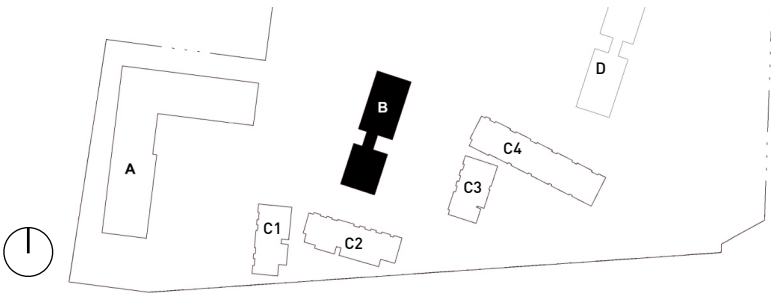
- BIKE STORAGE
- LOADING
- MAIL ROOM
- BACK OF HOUSE
- RES. LOBBY
- AMENITY
- CIRCULATION
- PROPERTY MANAGEMENT
- RES. STORAGE



BUILDING B - TR FIRST FLOOR PLAN



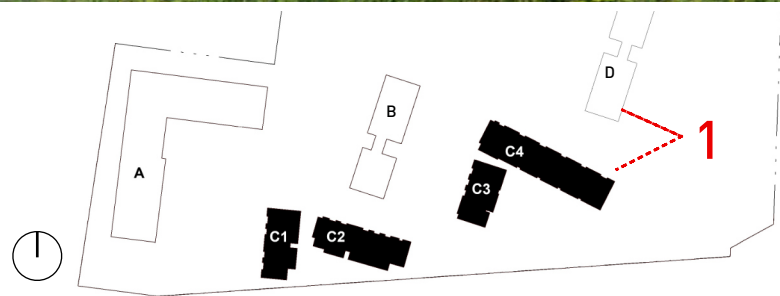
BUILDING B - TR BASEMENT PLAN



PROPOSED GROUND FLOOR PLANS

# WESTPARK

© TH



1

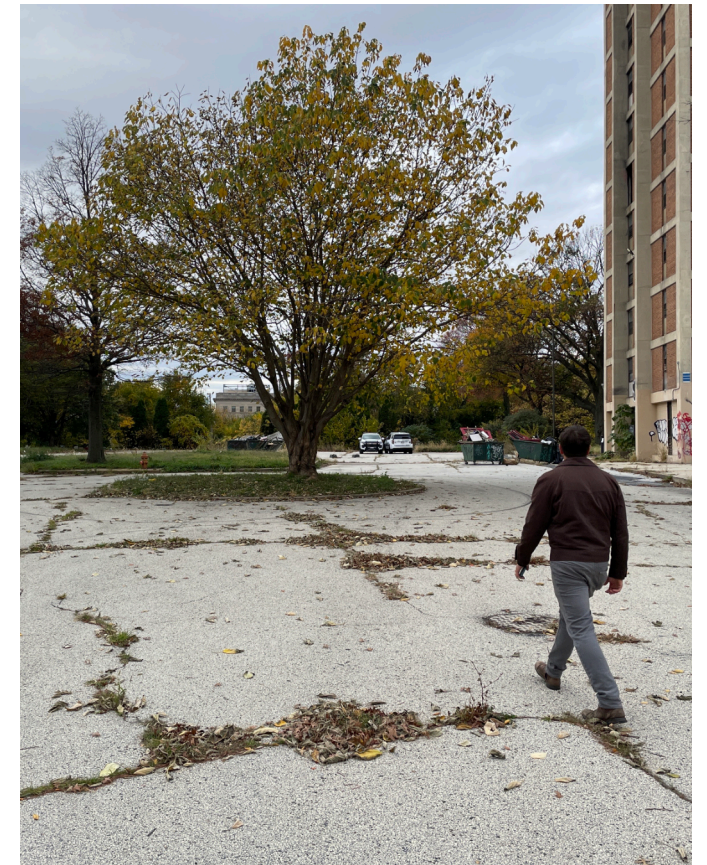




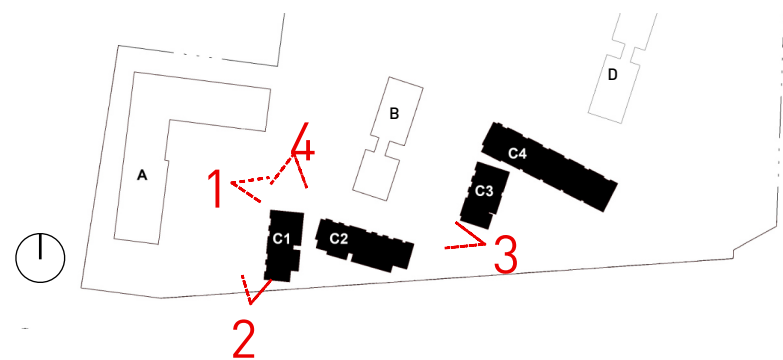
1



2



3



4

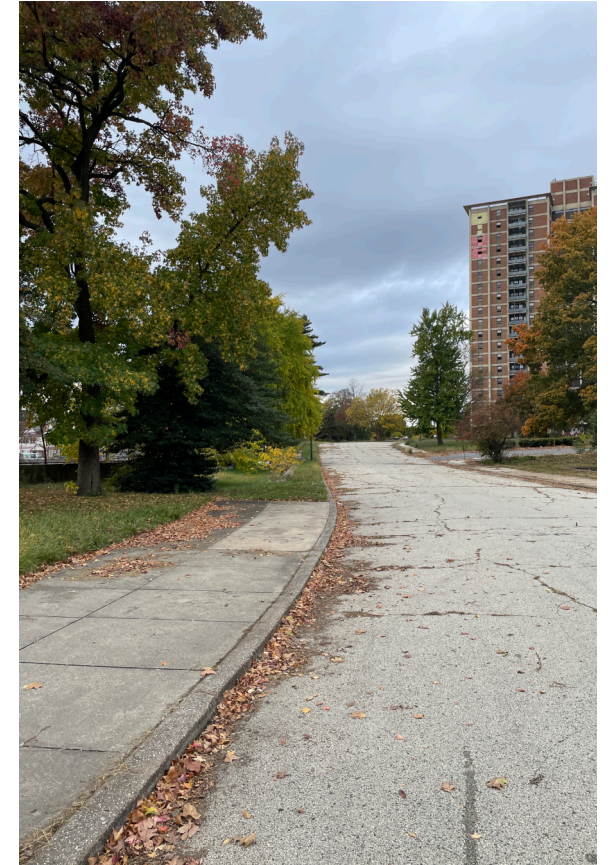
BUILDING C - TH  
EXISTING SITE PHOTOGRAPHS



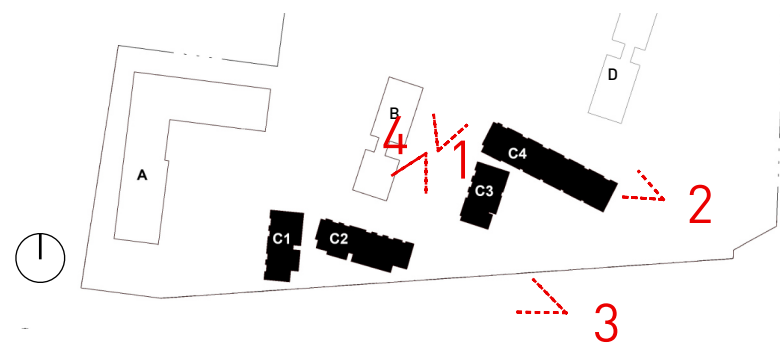
1



2



3



4

BUILDING C - TH  
EXISTING SITE PHOTOGRAPHS



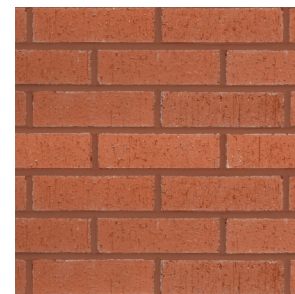
BUILDING C1 C2 NORTH ELEVATION



**01** BRICK VENEER  
BLACK



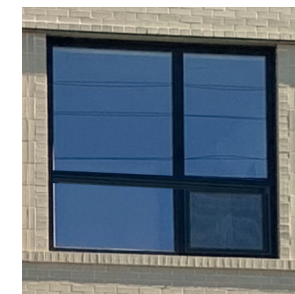
**02** BRICK VENEER  
BUFF



**03** BRICK VENEER  
RED



**04** FIBER CEMENT  
LAP SIDING



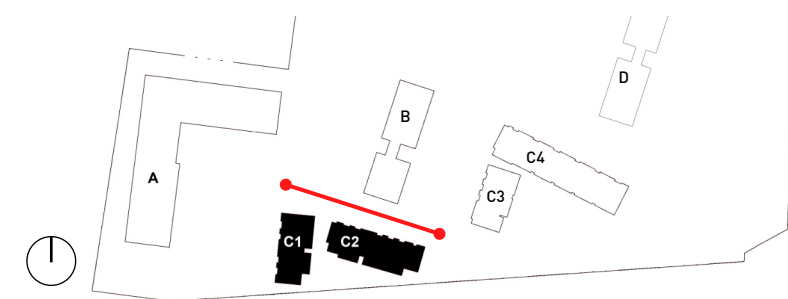
**05** WINDOWS



**06** PORCELAIN TILE



**07** FIBERGLASS  
PLANTERS

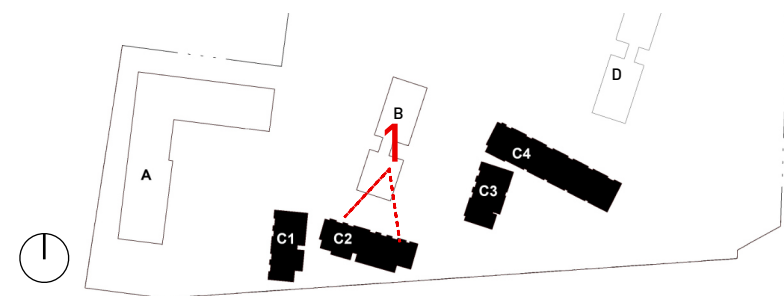


C - TH

## ELEVATION AND BUILDING MATERIALS



1



C - TH

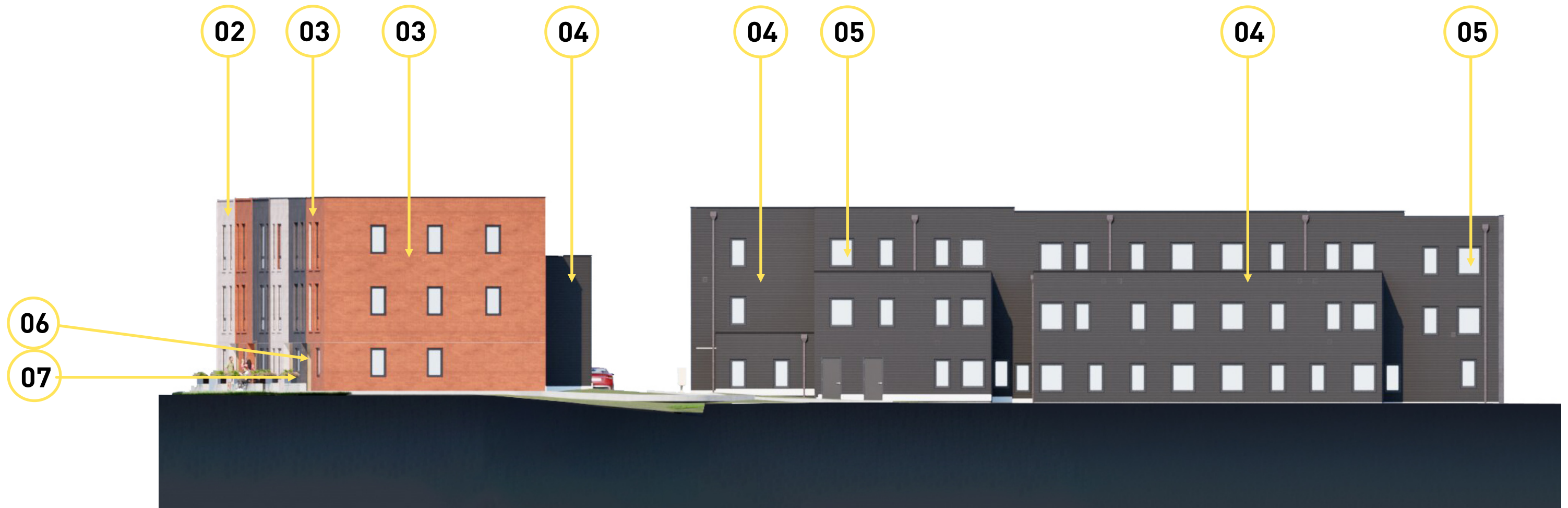
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2

STREET LEVEL RENDERINGS

WESTPARK COMMUNITY PARTNERS | ERDY MCHENRY ARCHITECTURE



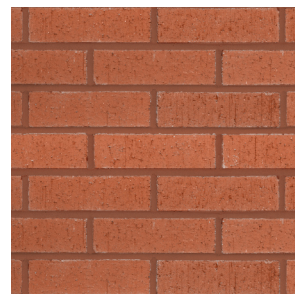
BUILDING C1 C2 SOUTH ELEVATION



**01** BRICK VENEER  
BLACK



**02** BRICK VENEER  
BUFF



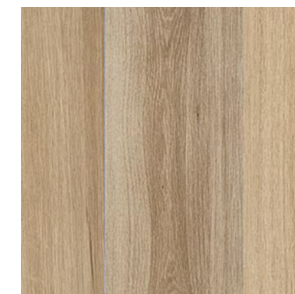
**03** BRICK VENEER  
RED



**04** FIBER CEMENT  
LAP SIDING



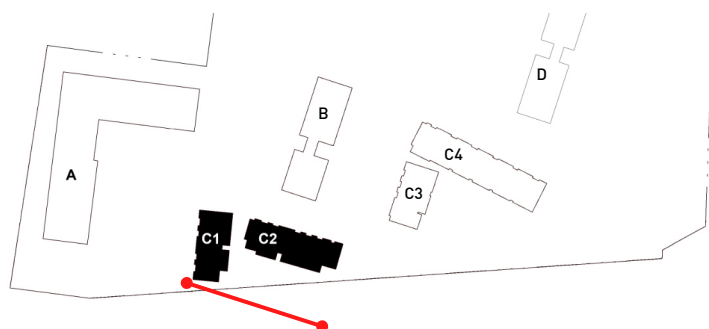
**05** WINDOWS



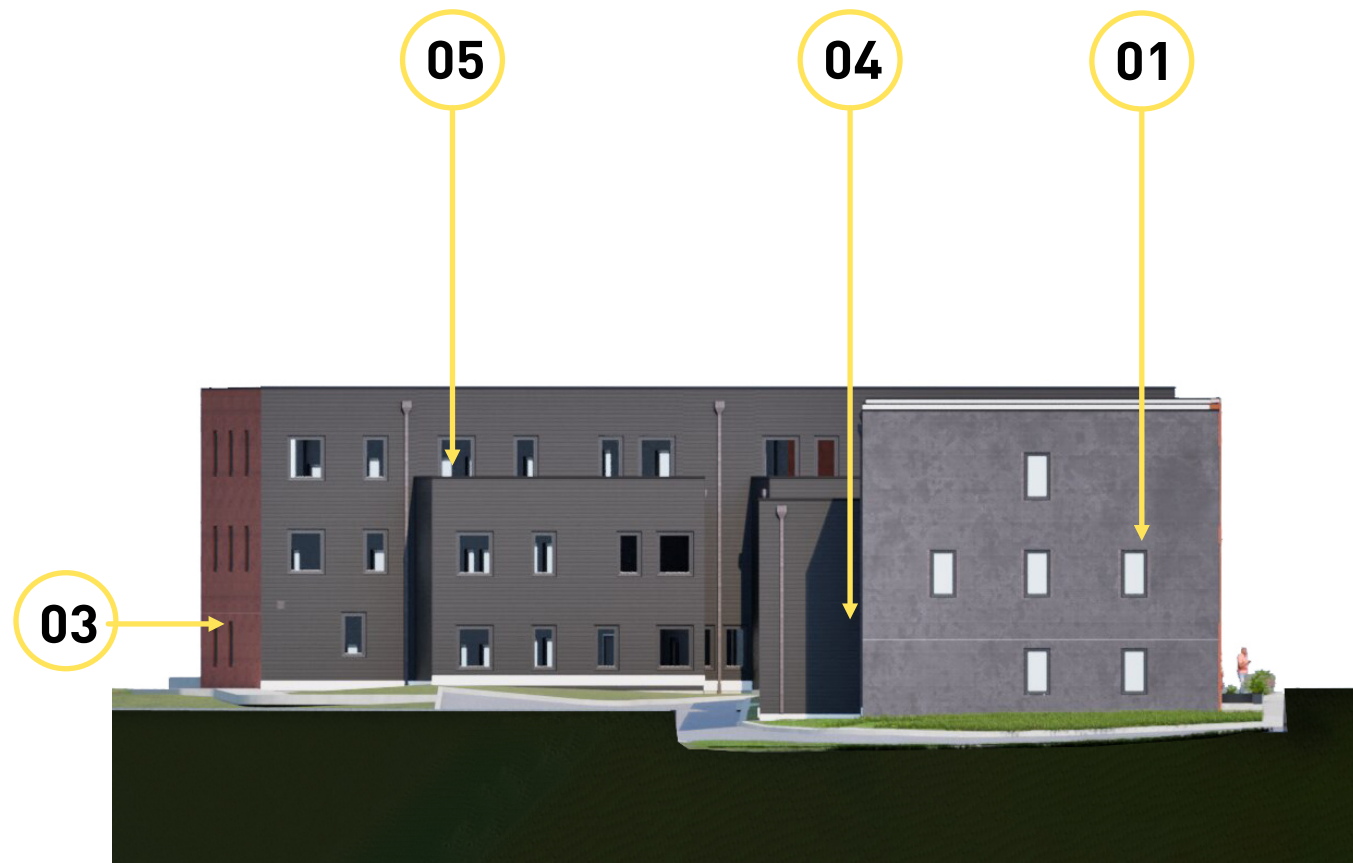
**06** PORCELAIN TILE



**07** FIBERGLASS  
PLANTERS



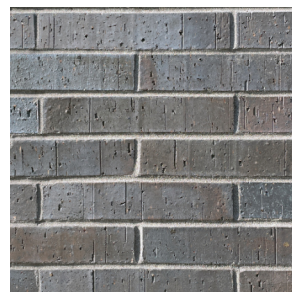
ELEVATION AND BUILDING MATERIALS



BUILDING C1 C2 EAST ELEVATION



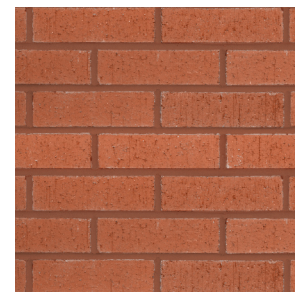
BUILDING C1 C2 WEST ELEVATION



**01** BRICK VENEER  
BLACK



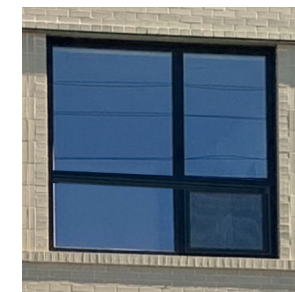
**02** BRICK VENEER  
BUFF



**03** BRICK VENEER  
RED



**04** FIBER CEMENT  
LAP SIDING



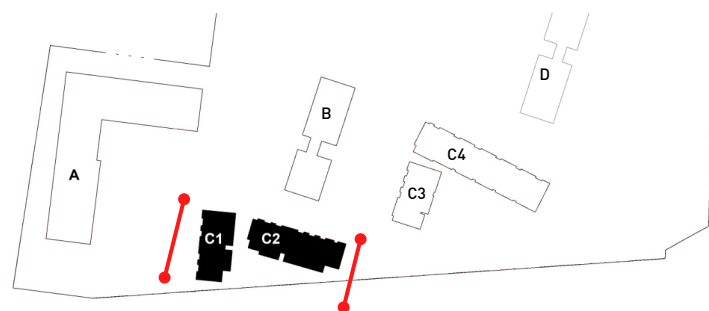
**05** WINDOWS



**06** PORCELAIN TILE



**07** FIBERGLASS  
PLANTERS



## ELEVATION AND BUILDING MATERIALS

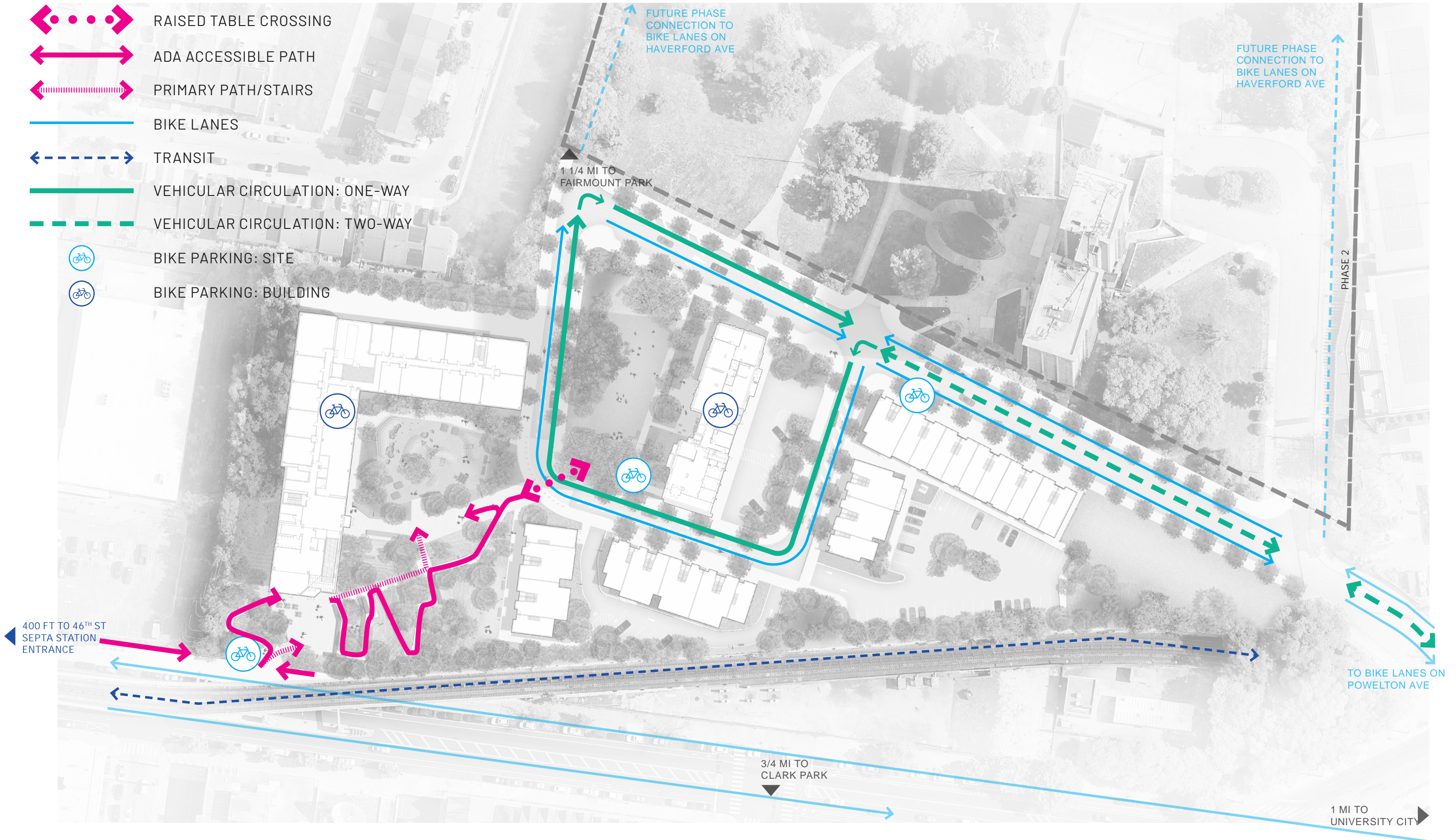


SITE PLAN



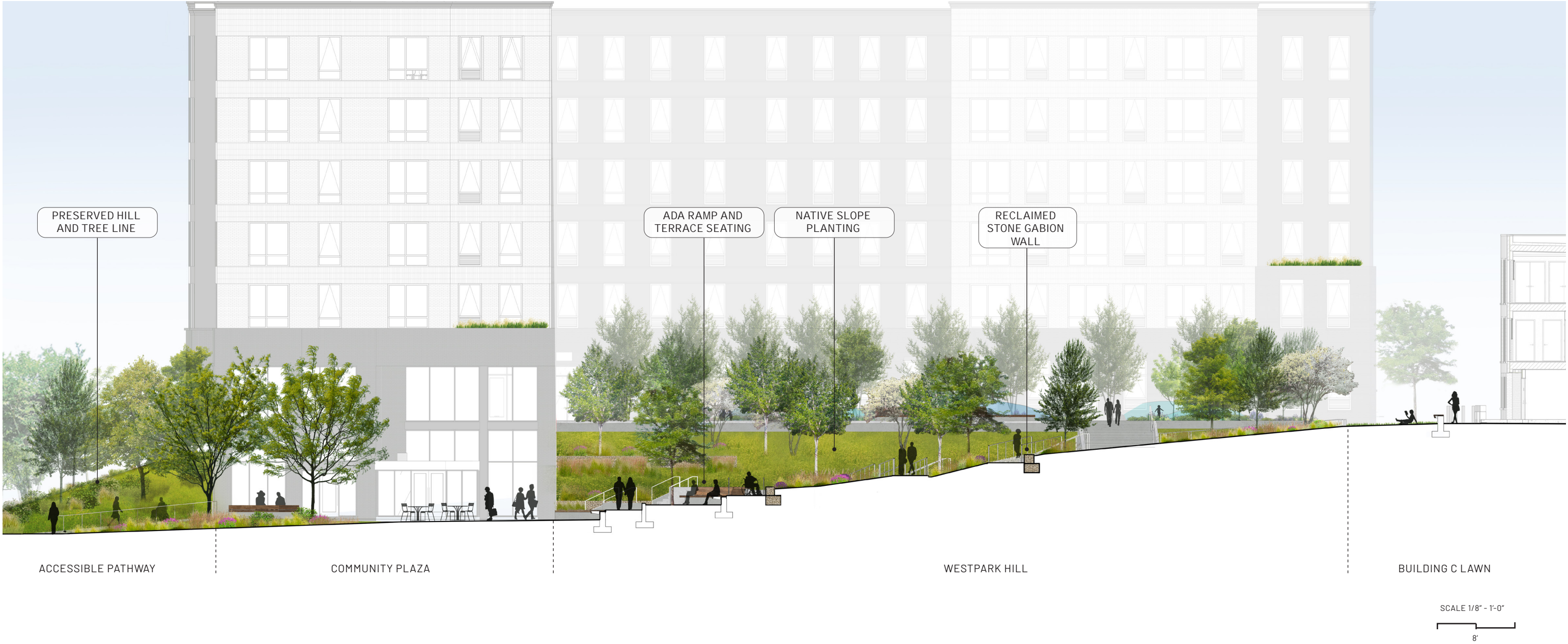
SITE PLAN

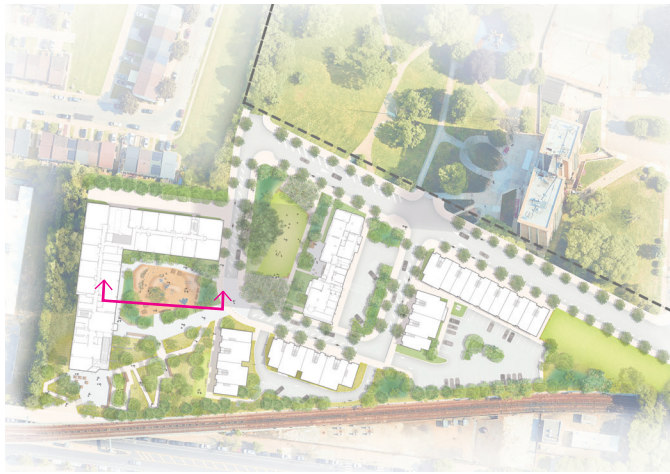
- RAISED TABLE CROSSING
- ADA ACCESSIBLE PATH
- PRIMARY PATH/STAIRS
- BIKE LANES
- TRANSIT
- VEHICULAR CIRCULATION: ONE-WAY
- VEHICULAR CIRCULATION: TWO-WAY
- BIKE PARKING: SITE
- BIKE PARKING: BUILDING



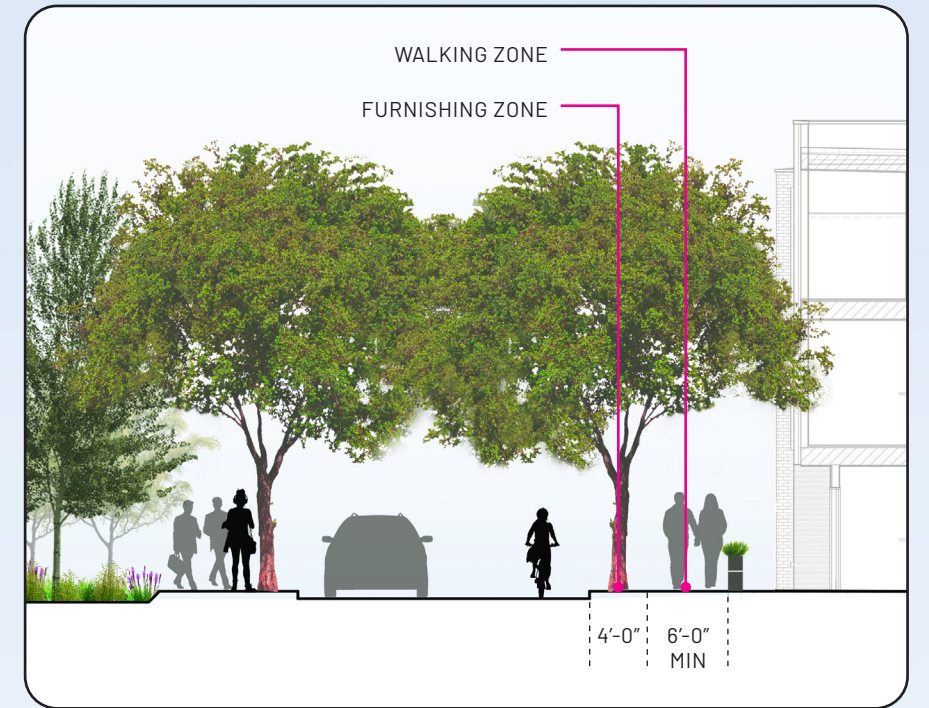
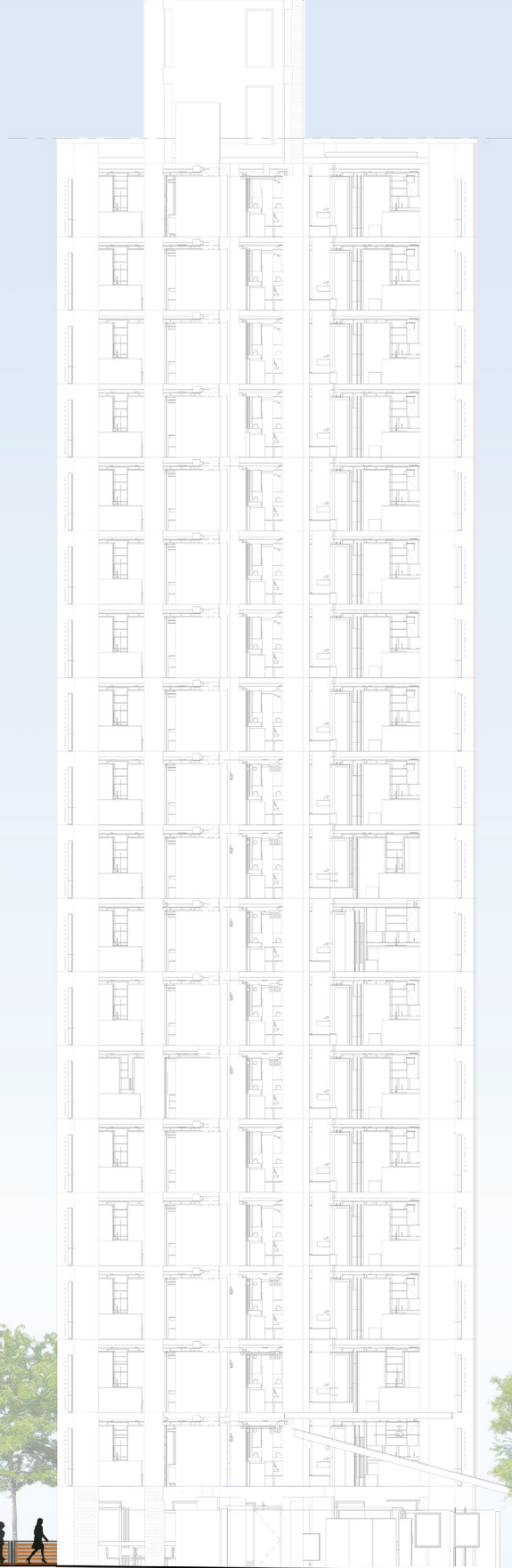
SITE PLAN: PHASE 1 MOBILITY AND ACCESS







BUILDING A COURT SECTION



SCALE 1/8" = 1'-0"  
8'

## BUILDING B PARK SECTION



MARKET STREET (BEFORE)



MARKET STREET PLAZA VIEW



HILLSIDE RAMP VIEW



HILLSIDE RAMP VIEW



## BUILDING A COURT VIEW



BUILDING B PARK VIEW



BUILDING B PARK VIEW

# OVERALL PLANTING CONCEPT

DESIGN PART I

The planting design draws its inspiration from the local landscapes of Philadelphia and the Piedmont Upland Ecoregion where the site is situated. Reflecting the natural beauty of rolling hills, diverse flora, and distinctive topography, the design honors this area’s unique characteristics. By incorporating indigenous plants and geological features strategically throughout the public and resident-oriented landscapes, the planting palette aims to provide a distinctive character to each area that responds to specific site conditions such as sun exposure, water management, adjacent uses, and maintenance.



PIEDMONT MEADOWS  
Akron Art Museum  
OLIN, Sahar Coston-Hardy



WOODLAND EDGE  
Navy Yard Chapel Block  
OLIN

PUBLIC

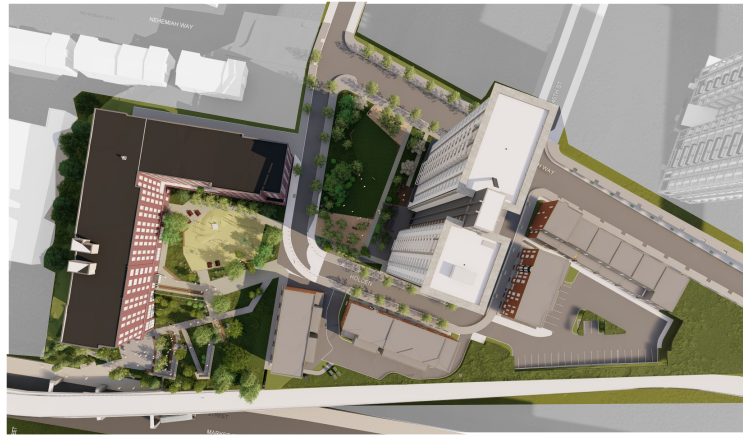


RESIDENT ORIENTED

- PIEDMONT UPLAND
- PIEDMONT WOODLAND EDGE
- BIORETENTION



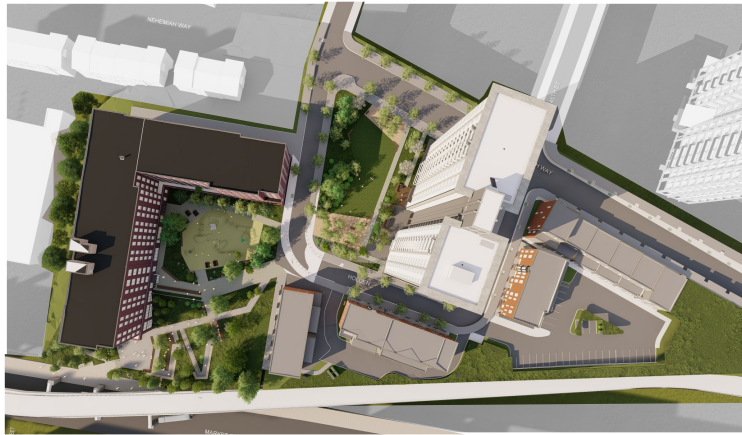
FALL /SPRING - MORNING



FALL /SPRING - NOON



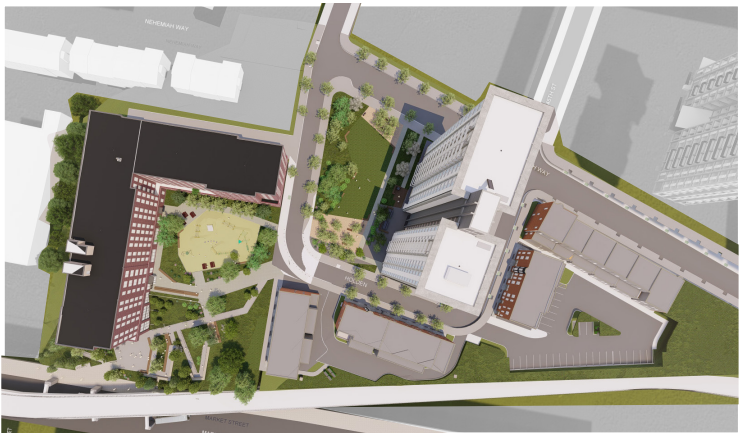
FALL /SPRING - EVENING



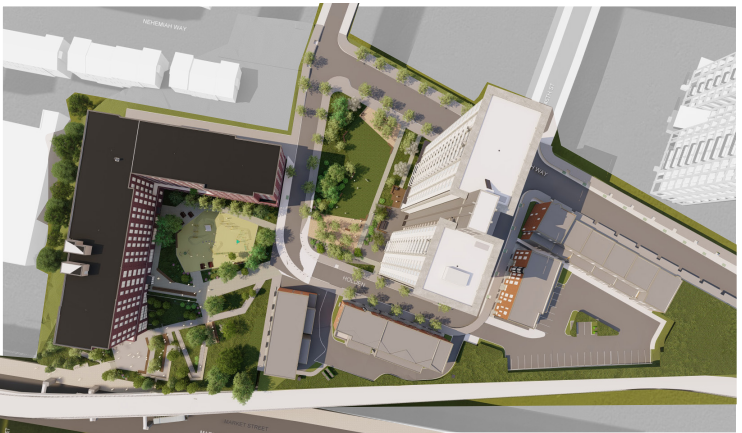
SUMMER - MORNING



SUMMER - NOON

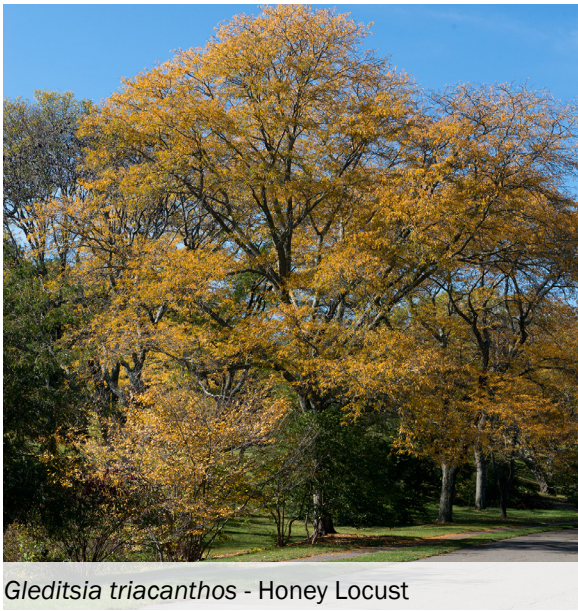


SUMMER - EVENING



PLANTING STRATEGY

STREET TREES



*Gleditsia triacanthos* - Honey Locust



*Quercus bicolor* - Swamp White Oak



*Quercus phellos* - Willow Oak.

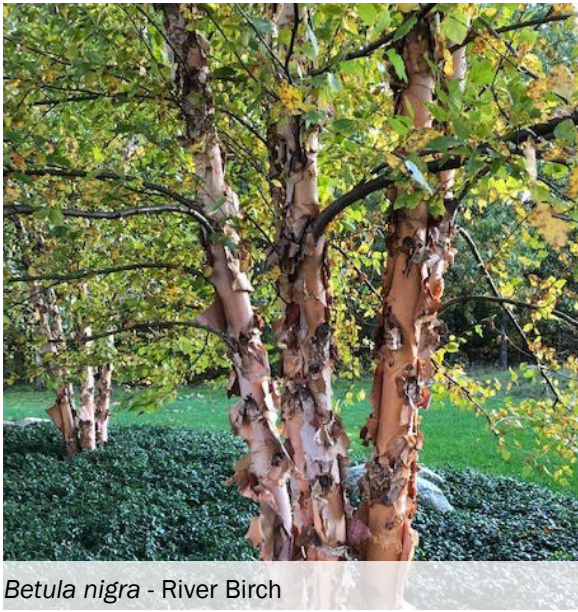


*Ulmus Americana* - American Elm

CANOPY TREES



*Acer rubrum* - Red Maple.



*Betula nigra* - River Birch



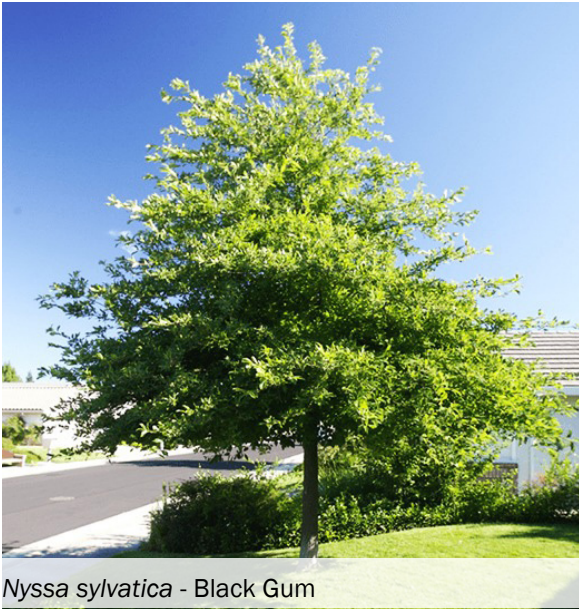
*Gymnocladus dioicus* - Kentucky coffeetree



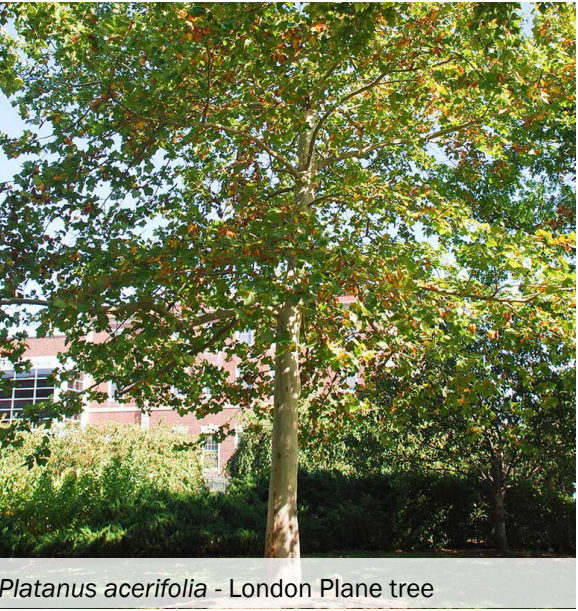
*Liquidambar styraciflua* - Sweetgum



*Liriodendron tulipifera* - Tulip Tree



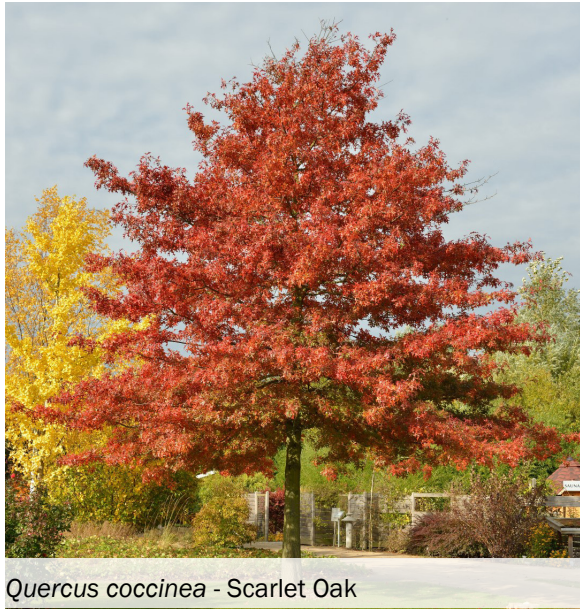
*Nyssa sylvatica* - Black Gum



*Platanus acerifolia* - London Plane tree



*Quercus alba* - White Oak



*Quercus coccinea* - Scarlet Oak



*Taxodium distichum* - Bald Cypress

EVERGREEN TREES



*Juniperus virginiana* - Eastern Red Cedar



*Picea glauca* - White Spruce



*Pinus virginiana* - Virginia Pine

UNDERSTORY TREES



*Amelanchier arborea* - Serviceberry



*Cercis canadensis* - Redbud



*Chionanthus virginicus* - Fringe Tree



*Cornus florida*- Flowering Dogwood



*Halesia Carolina* - Carolina Silverbells



*Hamamelis intermedia* 'Jelena' - Jelena Witch Hazel



*Magnolia stellata* 'Centennial Blush' - Star Magnolia



*Oxydendrum arboreum* - Sourwood



*Rhus typhina* - Smooth Sumac



*Sassafras albidum* - Sassafras

UPLAND  
SHRUBS AND PERENNIALS



*Lindera Benzoin* - Spicebush



*Rhus aromatica* - Aromatic Sumac



*Viburnum acerifolium* - Mapleleaf viburnum



*Viburnum dentatum* - Arrowwood viburnum



*Tradescantia virginiana* - Spiderwort



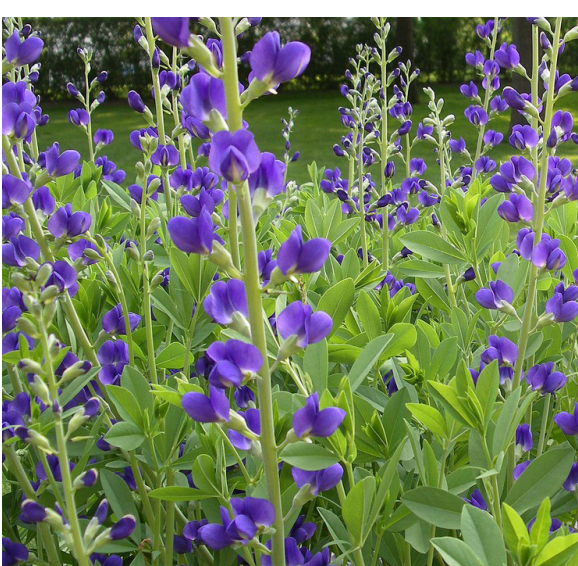
*Penstemon Digitalis* - Beardtongue



*Coreopsis grandiflora* - Tickseed-



*Echinacea purpurea-* Purple Cone Flower



*Baptisia Australis* - Blue False Indigo



*Schizachyrium scoparium* - Little Bluestem



*Bouteloua curtipendula* - Sideouts Grama



*Eragrostis spectabilis* - Love grass



*Sporobolus heterolepis* - Prairie Dropseed



*Carex pensylvanica* - Pennsylvania Sedge

WOODLAND EDGE  
SHRUBS AND PERENNIALS



*Rhus aromatica* - Aromatic Sumac



*Viburnum acerifolium*- Mapleleaf viburnum



*Phlox paniculata* - Garden Phlox



*Anemone canadensis*- Meadow Anemone



*Polygonatum biflorum* - Solomon's Seal



*Tiarella cordifolia* - Foam Flower



*Heuchera americana* - Alumroot



*Podophyllum peltatum* - Mayapple



*Mertensia virginica* - Virginia Bluebells



*Carex eburnea* - Bristle Leaf Sedge



*Carex pensylvanica* - Pennsylvania Sedge



*Dennstaedtia punctiloba* - Hayscented Fern



*Dryopteris marginalis* - Evergreen Wood Fern



*Athyrium filix-femina* - Lady Fern

BIORETENTION  
 SHRUBS AND PERENNIALS



Cephalanthus occidentalis - Buttonbush



Cornus Amomum - Silky Dogwood



Viburnum dentatum - Arrowwood viburnum



Clethra alnifolia - Sweet Pepperbush



Asclepias incarnata - Swamp milkweed



Baptisia australis - Wild Indigo



Lobelia siphilitica - Blue Lobelia



Lobelia cardinalis - Cardinal Flower



Solidago nemoralis - Goldenrod



Juncus effusus- Soft Rush



Carex stricta - Tussock sedge



Schizachyrium scoparium - Little Bluestem



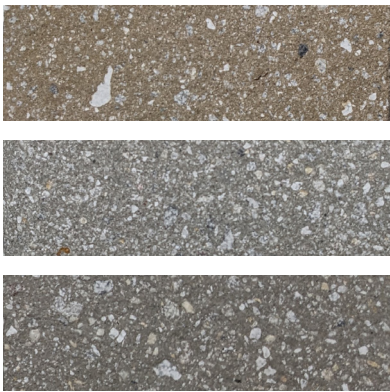
Dennstaedtia punctiloba - Hayscented Fern



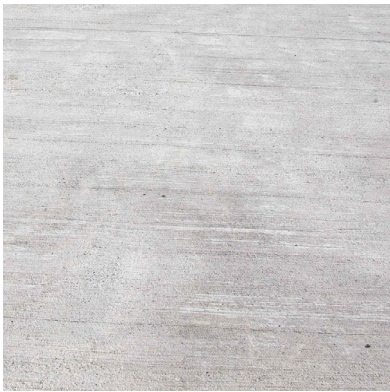
Athyrium filix-femina - Lady Fern

PAVING

Hanover Precast  
Paver Unit:  
- “Cream”  
- “Limestone Gray”  
- “Natural”



Precast concrete  
Stabilized stone fines



PLAY SURFACING

Play sand  
Corkeen



SITE FURNISHINGS

Streetlife Cliffhanger  
bench using locally  
recycled wood

Streetlife Solid X-  
Table Picnic Set

Concrete paver deck



Trash Receptacles  
Grills  
Bike Racks



SITE WALLS AND RAILINGS

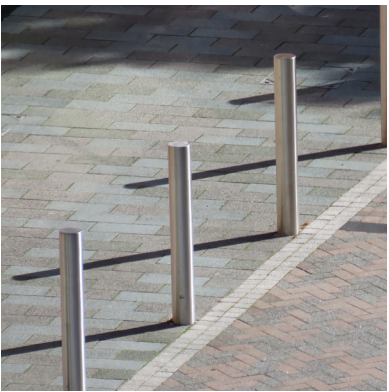
Salvaged stone  
gabions

CIP concrete wall



Powder coated  
handrails

Bollards



MATERIAL AND  
FURNISHINGS PALETTE

BOULDERS AND WATER



Northwest Resiliency Park - OLIN

Source: OLIN

WOOD PLAY ELEMENTS



Hoyt Sullivan Park - Earthscape Play

Source: Earthscape

TOPOGRAPHIC MOUNDS AND STEPPERS



Gildner Green - Earthscape Play

Source: Earthscape

NATURE PLAY PRECEDENTS & MATERIAL SELECTION

WESTPARK COMMUNITY PARTNERS | OLIN LANDSCAPE ARCHITECTURE

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, building entrances across the entire Phase 1 are within ±1,000 ft from the 46th St. Septa Station. The nearest entrance is within ±350 ft.
(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, the majority of parking is in the rear of the buildings with less than 10% of the site is designated for parking.
(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, at least 5 of the 61 (8%) parking spaces in Phase 1 will be designated for the sole current or future use of plug-in electric vehicles: 2 EVSEs installed with 3 additional spaces with electric vehicle supply wiring
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) <sup>i</sup>	N/A, there are no non-excluded railway frontages. The project will comply with the HUD Noise Guidebook.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	NO, while there is no Philadelphia Bike Share proposed on site in Phase 1. There are 74 enclosed bike parking spaces provided with additional on-site and on-street bike parking spaces

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	YES, the landscape is designed with native vegetation and the Owner has retained an irrigation consultant to minimize the irrigation requirements of the site.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	YES, Proposed pervious area within limit of disturbance is 33%
(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, The site stormwater management facilities have been designed in accordance with regulations set forth in the Philadelphia Water Department (PWD) Stormwater Management Guidance Manual (Version 3.3). As required by the City, runoff from the proposed public ROW will be managed on-site in accordance with the PWD stormwater management regulations.
(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, the site utilizes hardscapes with a high reflectance and site trees as a shading strategy.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. <sup>ii</sup>	YES, Building A meets the requirements under the 2018 IECC Commercial mandatory sections and Energy Star MFNC certification.  Building-B meets the requirements under the 2018 IECC Commercial mandatory sections and ComCheck.  Building C meet the requirements under the 2018 IECC Residential mandatory sections and Energy Star MFNC certification.
(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, Building-A and Building-C is expected to achieve Energy Star MFNC certification.

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. <sup>iv</sup>	N/A, the site is not within 1000 feet of such high-speed road.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	NO, there is no onsite renewable energy proposed, but the team continues to explore options of renewable energy integration.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	YES, the concrete structural frame of Building B is being saved – extending the life cycle of the building – and continuing to utilize the embodied carbon – while being redesigned with prefabricated panel construction to ensure water and vapor tightness and energy efficiency

<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

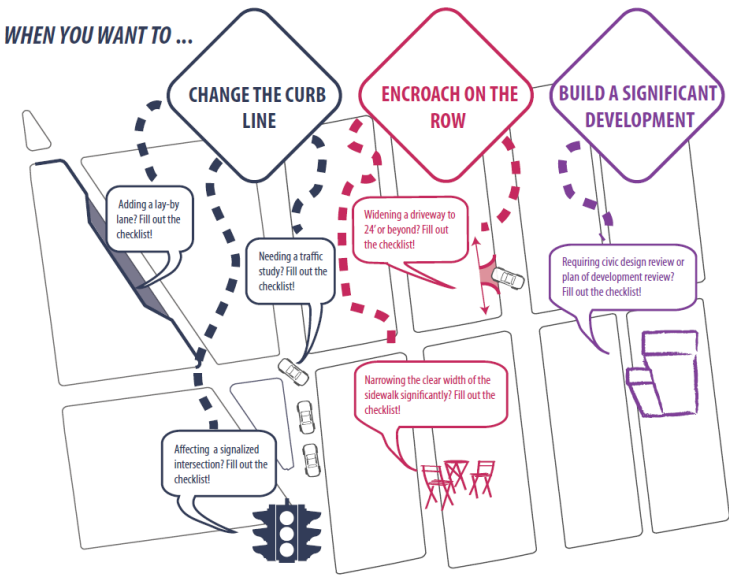
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

WestPark Development
2. DATE

8/21/2024
3. APPLICANT NAME

WestPark Community Partners LLC
5. PROJECT AREA: list precise street limits and scope

The project proposes to strike existing Holden Street and Busti Street from the city plan and proposes two new public streets (Nehemiah Way and Holden Street) that will connect to Powelton Avenue between Market Street and N 43<sup>rd</sup> Street.
4. APPLICANT CONTACT INFORMATION

Irog@lmsd.com
6. OWNER NAME

WestPark Community Partners LLC
7. OWNER CONTACT INFORMATION

Irog@lmsd.com
8. ENGINEER / ARCHITECT NAME

Langan Engineering and Environmental Services, LLC
9. ENGINEER / ARCHITECT CONTACT INFORMATION

jwarren@langan.com
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
<b>Existing Streets</b>			
Market Street	N 46 <sup>th</sup> Street	Faragut Street	Urban Arterial
<b>Proposed Streets</b>			
Holden Street	Nehemiah Way/45 Street	Nehemiah Way/Melville Street	Local
Nehemiah Way	Powelton Street	Melville Street	City Neighborhood

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?

a. Parking and loading regulations in curb lanes adjacent to the site

YES ☒ NO ☐

b. Street Furniture such as bus shelters, honor boxes, etc.

YES ☒ NO ☐ N/A ☐

c. Street Direction

YES ☒ NO ☐

d. Curb Cuts

YES ☒ NO ☐ N/A ☐

e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.

YES ☒ NO ☐ N/A ☐

f. Building Extensions into the sidewalk, such as stairs and stoops

YES ☒ NO ☐ N/A ☐

APPLICANT: General Project Information

Additional Explanation / Comments: Holden Street and Nehemiah Way are proposed new roads to be added to City Plan per Ordinance number 230848.

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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Holden Street	10' / 0' / 10.0'	___ / ___
Nehemiah Way	12' / 12.0' / 12.0'	___ / ___
_____	___ / ___ / ___	___ / ___
_____	___ / ___ / ___	___ / ___

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
Holden Street	5' / 7.7' / 6.0'
Nehemiah Way	6' / 7.5' / 7.3'-7.5'
_____	___ / ___ / ___
_____	___ / ___ / ___

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	34.6'	Existing Holden Street
Curb Cut	20.4'	Existing Holden Street

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	38.4'	Proposed Holden Street (Building A Loading Dock Driveway)
Curb Cut	30.0'	Proposed Holden Street (Building B Driveway Exit)
Curb Cut	25.0'	Proposed Holden Street (Townhomes C-1 and C-2 Driveway Exit)
Curb Cut	27.8'	Proposed Holden Street (Townhomes C-1 and C-2 Driveway Entrance)

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



Curb Cut	20.0'	Proposed Holden Street (Townhomes C-3 and C-4 Driveway Entrance)
Curb Cut	38.4'	Proposed Holden Street (Building B Driveway Entrance)

## 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: The overall design enhances a pedestrian environment by increasing the number of sidewalks and crosswalks for pedestrians to use. The design also improves pedestrian connectivity to Market Street by lowering the site and providing a pedestrian connection to the Market Street sidewalk near the 46<sup>th</sup> Street SEPTA station.

## 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>Holden Street</u>	N/A / 0
<u>Nehemiah Way</u>	N/A / 0
_____	_____/ _____

17. FURNISHING ZONE: list the MINIMUM, recommended, existing, and proposed Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Holden Street</u>	<u>4'</u> / <u>0'</u> / <u>4'</u>
<u>Nehemiah Way</u>	<u>3.5'</u> / <u>4.0'</u> / <u>4.5'-4.6'</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
- Lighting
- Benches
- Street Trees
- Street Furniture

**Note:** Bicycle parking, benches, and street furniture are provided within the proposed plazas

YES ☒ NO ☐ N/A ☐  
 YES ☒ NO ☐ N/A ☐  
 YES ☒ NO ☐ N/A ☐  
 YES ☒ NO ☐ N/A ☐  
 YES ☒ NO ☐ N/A ☐

DEPARTMENTAL  
APPROVAL[illegible]

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 ☐

YES ☐ NO ☐

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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 ☐
22. Does the design maintain adequate visibility for all roadway users at intersections?

YES ☒ NO ☐ N/A ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: The design provides adequate sidewalk widths to accommodate pedestrian traffic as well as adequate furnishing.

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>

Sidewalks provide an attractive pedestrian environment that includes adequate space to walk comfortably.

Frequent crossing opportunities have been provided.

Vehicular intrusion of driveways have been minimized.

Up-to-date and comprehensive bikeway and shared lane designs have been incorporated in the project.

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

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
Building A		NA / NA	NA / NA	NA / 62
Building B		NA / NA	NA / NA	NA / 59
Market Street Plaza		NA / NA	NA / NA	NA / 10
Total	98	NA / NA	NA / NA	NA / 131

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

YES ☒ NO ☐ N/A ☐
- Buffered Bike Lane

YES ☒ NO ☐ N/A ☐
- Bicycle-Friendly Street

YES ☒ NO ☐ N/A ☐
- Indego Bicycle Share Station

YES ☐ NO ☐ N/A ☒

DEPARTMENTAL APPROVAL

- YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

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

YES ☒ NO ☐ N/A ☐

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

YES ☒ NO ☐ N/A ☐
- APPLICANT: Bicycle Component
- Additional Explanation / Comments: The design incorporates bicycle lanes that allow bike riders to safely navigate alongside vehicular and pedestrian traffic. The design also connects the site to the Market/Frankford Subway Line and SEPTA bus stops via the proposed pedestrian connection to the Market Street sidewalk.
- DEPARTMENTAL REVIEW: Bicycle Component
- Reviewer Comments:
- 10
- COMPLETE STREETS HANDBOOK CHECKLIST
- 11 OCTOBER 2024 | CIVIC DESIGN REVIEW | WESTPARK REDEVELOPMENT | 4401 HOLDEN STREET
- WESTPARK COMMUNITY PARTNERS | ERDY MCHENRY ARCHITECTURE

COMPLETE STREETS HANDBOOK CHECKLIST

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

					DEPARTMENTAL APPROVAL
28. Does the design limit conflict among transportation modes along the curb?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>			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"/>		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"/>		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?					YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Curbside Management Component

Additional Explanation / Comments: The design incorporates the typical Streets Department roadway curb to separate pedestrians from vehicles within the roadway. The proposed public roadways include both separated bike lanes via striping and also sharrow lanes for bikes and vehicles.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
<u>Holden Street</u>	<u>Nehemiah Way/45 Street</u>	<u>Nehemiah Way/Melville Street</u>	<u>0' / 10'</u>	<u>20 MPH</u>
<u>Nehemiah Way</u>	<u>Powelton Street</u>	<u>Melville Street</u>	<u>18' / 10'-11'</u>	<u>20 MPH</u>
<u>      </u>	<u>      </u>	<u>      </u>	<u>      /      </u>	<u>      </u>
<u>      </u>	<u>      </u>	<u>      </u>	<u>      /      </u>	<u>      </u>

				DEPARTMENTAL APPROVAL
33. What is the maximum AASHTO design vehicle being accommodated by the design?	<u>Smeal Platform MM 100 ft (ladder fire truck)</u>			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 checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input 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: The proposed design connects and extends the street grid from Powelton Street and balances vehicle mobility with the mobility and access needs of other roadway users by including vehicular travel lanes, bike paths, and sidewalks. Electric vehicle (EV) spaces are proposed in the parking lot behind Building C3 and C4 and the existing tower (Building B) parking area. Trash collection for Buildings A and B will be provided inside of the buildings and Building C trash collection will be located in the parking lot behind C3 and C4.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

(1) [http://www.philadelphiastreet.com/images/uploads/documents/Historical\\_Street\\_Paving.pdf](http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf)

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

				DEPARTMENTAL APPROVAL
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"/>	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: The proposed design promotes safety by encouraging additional “eyes on the street” by encouraging active street uses such as walking and bicycling with the proposed bike lanes and adequate sidewalks. These bike lanes and sidewalks also provide accessible connections between buildings within the site.

DEPARTMENTAL REVIEW: Urban Design Component

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

COMPLETE STREETS HANDBOOK CHECKLIST

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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
N/A	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: The proposed intersections feature speed controls such as stop signs and a raised crosswalk that either stop or slow vehicles down near pedestrian crossings. Pedestrian crosswalks are also proposed at every leg of the intersections. Curb bump outs have been provided to the extent possible while allowing truck movements and minimum roadway width requirements.

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: \_\_\_\_\_