



METHODOLOGY

The block- by- block recommendations below are based on OTIS corridor observations, exit surveys, meeting comments, online tool, and emails we received from residents of the corridor and those who travel the corridor. Listed below is the methodology that was created to increase loading capacity on blocks where additional loading was requested. Please note that some blocks required variations based on community feedback and engagement with businesses along the corridor.

LOADING ZONE LAYOUT

60' at start of block, 20' at end of block, 20' when mid-block. Numbered street loading inserted when requested and compatible with current side street conditions.

LOADING ZONE TIMING

The 60' loading zones at the beginning of each block will operate from 8am to 6pm. The 20' loading zones at the end of each block will operated from 8am to 9pm to accommodate observed late night loading. All loading zones will permit 20 minute loading. These times were determined based on observational data collected by DVRPC of corridor loading activity.

ACCESSIBLE PARKING SPACES

While OTIS received request for installation of additional accessible parking spaces along Spruce and Pine, recently passed legislation now ties these spaces to individuals and restricts parking in those spaces to that applicant.





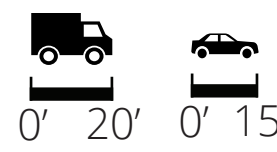
EXISTING

PINE ST

S 22ND ST TO S 19TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

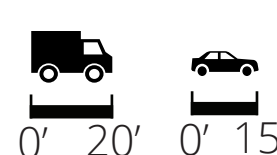
PLANNED

PINE ST

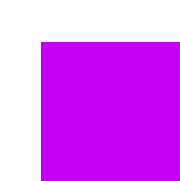
S 22ND ST TO S 19TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.



Regulated parking
(accessible or other)



Curb Cut



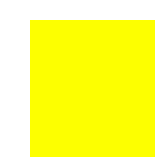
Loading* only



No stopping anytime



Metered and unmetered
parking (2-4 hours)



No Parking



Fire hydrant



Bus stop

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

1900 Pine - In response to requests for additional loading midblock, an additional 20' loading zone will be installed East of S. Uber Street. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

2000 Pine - In response to requests for additional loading midblock, an additional 20' loading zone will be installed on the west side of S. Capital Street and the loading zone at the end of the block will be extended to 40'. While we received some requests for converting the entirety of this block to loading, we also heard requests to maintain some longer term parking on this block.

2100 Pine - In response to requests for more loading zones from the community, the existing loading zone at the end of the block will be extended from 20' to 40'.



EXISTING

PINE ST

S 19TH ST TO S 16TH ST



0' 50' 100'

0' 20' 0' 15'

Typical personal and commercial vehicle size for reference.


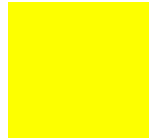






PLANNED

PINE ST

S 19TH ST TO S 16TH ST



0' 50' 100' 0' 20' 0' 15'

- | | |
|--|--|
|  Regulated parking
(accessible or other) |  No Parking |
|  Curb Cut |  Fire hydrant |
|  Loading* only |  Bus stop |
|  No stopping anytime | |
|  Metered and unmetered
parking (2-4 hours) | |

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

1600 Pine - In response to requests for more loading zones from the community, the existing loading zone at the end of the block will be extended from 20' to 40'. Additionally, in response to requests for side street loading, 40' of loading will be implemented on 16th Street North of Pine. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

1700 Pine - In response to requests for more loading zones from the community, the existing loading zone at the end of the block will be extended from 20' to 40'. Additionally, in response to requests for side street loading, 20' of loading will be implemented on 18th Street North of Pine. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

1800 Pine - In response to requests for additional loading on this block, an additional 40' loading zone will be installed midblock.



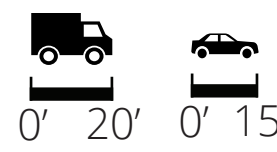
EXISTING

PINE ST

S 16TH ST TO S JUNIPER ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

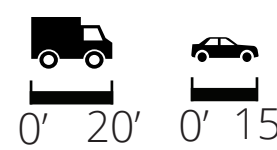
PLANNED

PINE ST

S 16TH ST TO S JUNIPER ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.



Regulated parking
(accessible or other)



Curb Cut



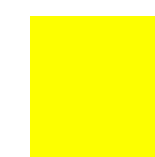
Loading* only



No stopping anytime



Metered and unmetered
parking (2-4 hours)



No Parking



Fire hydrant



Bus stop

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

1300 Pine - In response to requests for more loading zones, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block in addition to a 20' loading zone West of Juniper. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

1400 Pine - In response to requests for more loading zones from the community, we have extended the loading zone at the beginning of the block to 60'.

1500 Pine - The existing 20' loading zone will remain on 15th Street.

300 S Broad - The No Standing zone in front of the Kimmel Center will be converted to passenger loading.



EXISTING

PINE ST

S JUNIPER ST TO S 11TH ST



0' 50' 100'

0' 20' 0' 15'

Typical personal and commercial vehicle size for reference.

PLANNED

PINE ST

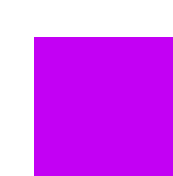
S JUNIPER ST TO S 11TH ST



0' 50' 100'

0' 20' 0' 15'

Typical personal and commercial vehicle size for reference.



Regulated parking
(accessible or other)



Curb Cut



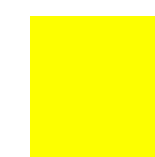
Loading* only



No stopping anytime



Metered and unmetered
parking (2-4 hours)



No Parking



Fire hydrant



Bus stop

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

1100 Pine - In response to requests for more loading zones in emails and at community meetings, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of the block, in addition to a 20 foot loading zone East of Quince. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

1200 Pine - In response to requests for more loading zones from the community, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

1300 Pine - In response to requests for more loading zones, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block in addition to a 20' loading zone West of Juniper. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

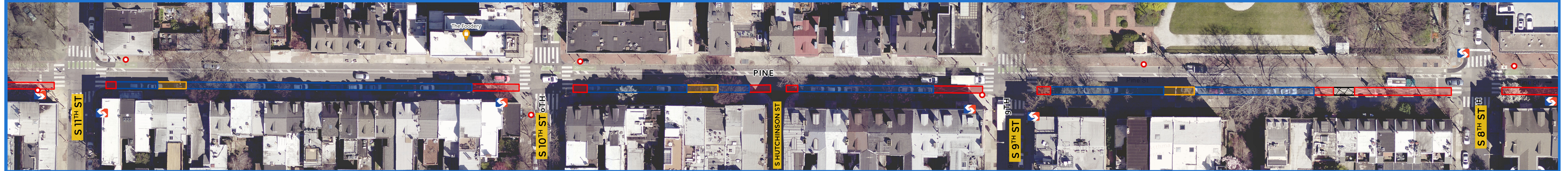




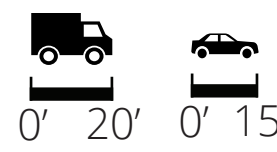
EXISTING

PINE ST

S 11TH ST TO S 8TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

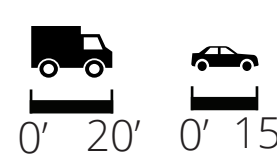
PLANNED

PINE ST


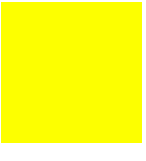





S 11TH ST TO S 8TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

- | | |
|---|---|
|  Regulated parking (accessible or other) |  No Parking |
|  Curb Cut |  Fire hydrant |
|  Loading* only |  Metered and unmetered parking (2-4 hours) |
| |  Bus stop |

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

800 Pine - In response to requests for more loading zones from the community, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone midblock. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

900 Pine - In response to requests for more loading zones from the community, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of the block. The existing loading zone between S 10th St and S Hutchinson St will be extended to S Hutchinson St. While there were requests for more loading beyond these zones, we also heard requests to maintain some longer term parking on this block.

1000 Pine - In response to requests for more loading zones from the community, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.



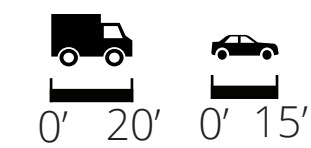
EXISTING

PINE ST

S 8TH ST TO S 6TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

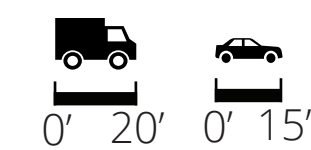
PLANNED

PINE ST



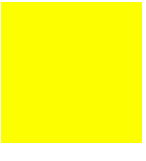





S 8TH ST TO S 6TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

- | | | |
|---|---|--|
|  Regulated parking (accessible or other) |  No stopping anytime |  No Parking |
|  Curb Cut |  Metered and unmetered parking (2-4 hours) |  Fire hydrant |
|  Loading* only |  Bus stop | |

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

600 Pine - In response to requests for more loading zones from the community, we have added a 60-foot loading zone at the beginning of this block as well as a 20' loading zone in the middle of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

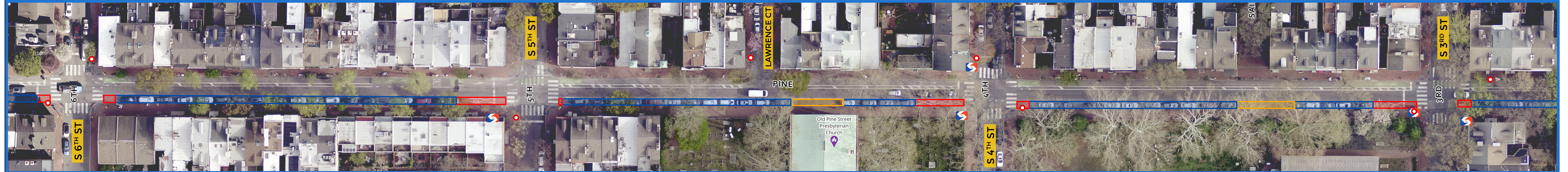
700 Pine - In response to requests for more loading zones from the community, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block. While we heard requests for loading on the side streets, PPA has informed us that both 6th and 7th serve as loading for the school with No Parking regulations.



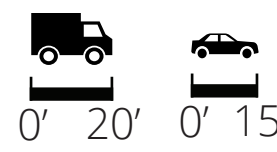
EXISTING

PINE ST

S 6TH ST TO S 3RD ST



0' 50' 100'

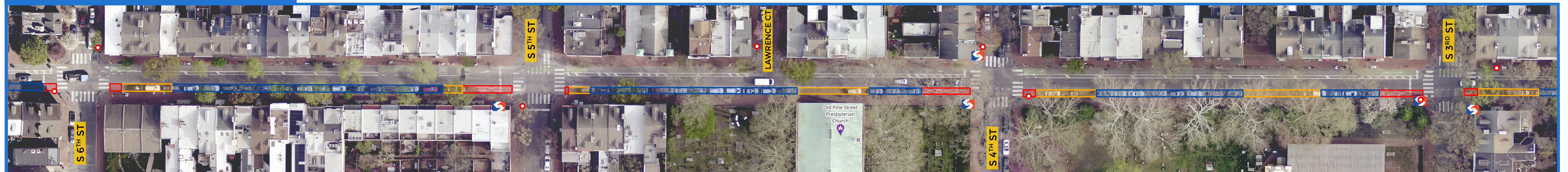


Typical personal and commercial vehicle size for reference.

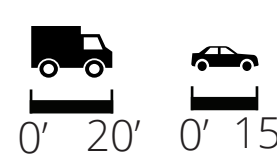
PLANNED

PINE ST

S 6TH ST TO S 3RD ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

- Regulated parking (accessible or other)
- Curb Cut
- Loading* only
- No stopping anytime
- Metered and unmetered parking (2-4 hours)
- No Parking
- Fire hydrant
- Bus stop

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

300 Pine - In response to requests for more loading zones from the community, we have added 140 feet of loading at the end of this block, combining with the existing loading zone, and a 40-foot loading zone at the beginning of this block. While there were some requests to convert the entire block to loading, this treatment balances those requests with requests to maintain longer term parking.

400 Pine - In response to requests for more loading zones from the community, we have added a 20-foot loading zone at the beginning of this block and a 60-foot loading zone at the end of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

500 Pine - In response to requests from the community, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block. While some comments requested loading on 5th street, this is not feasible as both 5th street lanes are travel lanes.



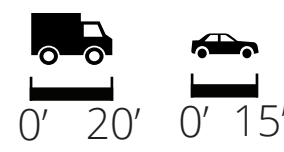
EXISTING

PINE ST

S 3RD ST TO S FRONT ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

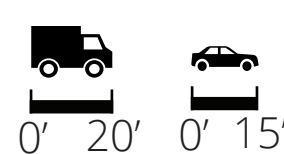
PLANNED

PINE ST


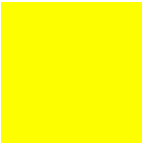






S 3RD ST TO S FRONT ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

- | | |
|---|---|
|  Regulated parking (accessible or other) |  No Parking |
|  Curb Cut |  No stopping anytime |
|  Loading* only |  Metered and unmetered parking (2-4 hours) |
| |  Fire hydrant |
| |  Bus stop |

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

100 Pine - In response to community requests for additional loading, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. To serve the additional loading needs requested by the community, 40' of loading will be added to the East side of 2nd street North of Pine. While there were requests for more loading beyond these two zones, we also heard requests to maintain some daytime parking on this block.

200 Pine - In response to community requests for additional loading, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain some longer term parking on this block.

300 Pine - In response to requests for more loading zones from the community, we have added 140 feet of loading at the end of this block, combining with the existing loading zone, and a 40-foot loading zone at the beginning of this block. While there were some requests to convert the entire block to loading, this treatment balances those requests with requests to maintain longer term parking.



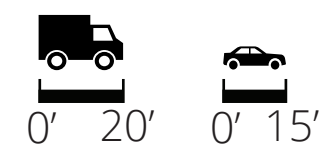
EXISTING

SPRUCE ST

S 22ND ST TO S 19TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

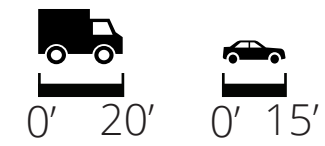
PLANNED

SPRUCE ST

S 22ND ST TO S 19TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

- | | |
|---|---|
| Regulated parking (accessible or other) | No Parking |
| Curb Cut | No stopping anytime |
| Loading* only | Metered and unmetered parking (2-4 hours) |
| | Fire hydrant |
| | Bus stop |

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

1900 Spruce - In response to requests for more loading zones from the community, we have converted the existing loading zone to 60' at the end of the block from the current 20 feet.

2000 Spruce - In response to additional requests for loading, a 20 foot loading zone will be added at the end of this block.

2100 Spruce - In response to requests for more loading zones from the community, we have added a 20' mid block loading zone after S Van Pelt Street.



METHODOLOGY

1600 Spruce - In response to requests for more loading zones from the community, we have extended the existing loading to a 60-foot loading zone at the beginning of this block and a 40-foot loading zone at the end of this block.

1700 Spruce - In response to requests for more loading zones in emails and at community meetings, we have extended existing loading zones to include a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block before Rittenhouse Market. Pending a discussion with Rittenhouse Market, the No Stopping Zone may convert to loading as well.

1800 Spruce - In response to requests for more loading zones in emails and at community meetings, we have extended the loading zone at the beginning of this block to 60' and converted the 20 foot section in front of Marathon from a streetery to loading.

- Regulated parking (accessible or other)
- Curb Cut
- Loading* only
- No stopping anytime
- Metered and unmetered parking (2-4 hours)
- No Parking
- Fire hydrant
- Bus stop

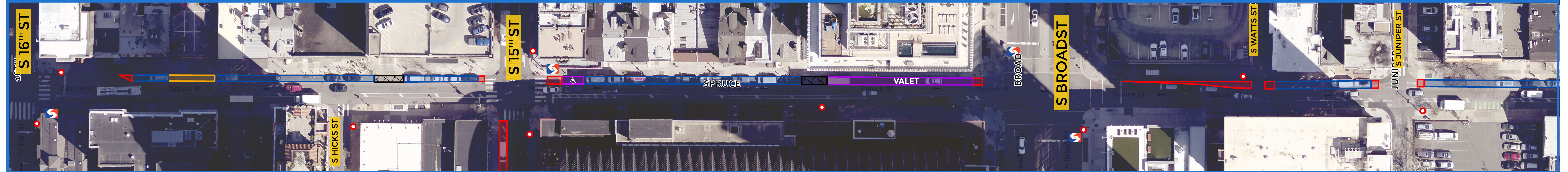
*Loading zones are planned to be active in the daytime with nighttime parking.



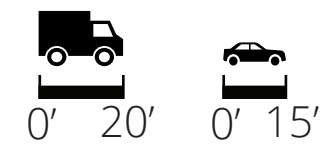
EXISTING

SPRUCE ST

S 16TH ST TO S JUNIPER ST



0' 50' 100'

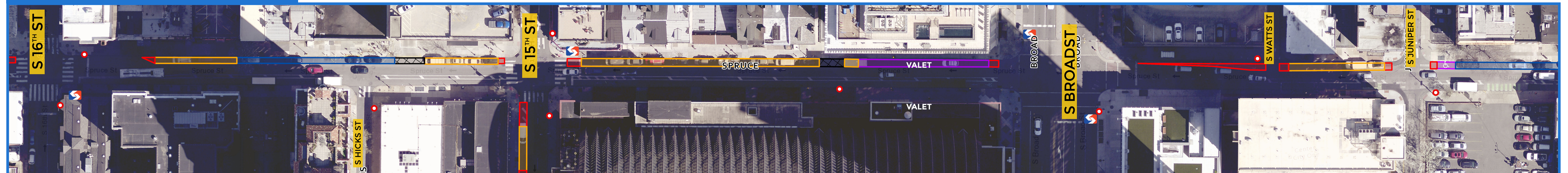


Typical personal and commercial vehicle size for reference.

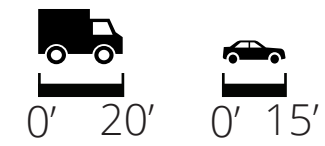
PLANNED

SPRUCE ST


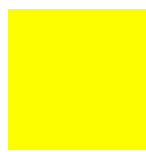

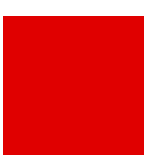




S 16TH ST TO S JUNIPER ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

- | | |
|--|--|
|  Regulated parking
(accessible or other) |  No Parking |
|  Curb Cut |  No stopping anytime |
|  Loading* only |  Metered and unmetered
parking (2-4 hours) |
| |  Fire hydrant |
| |  Bus stop |

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

1300 Spruce - In response to requests for more loading zones from the community, we have added a 60 foot loading zone at the beginning of the block, and an 80-foot loading zone between Juniper and Watts to serve businesses and residences on the south side of the street. The loading zone in the middle of the block will have extended hours, 8am to midnight, given late night loading mentioned by community members. While there were requests for more loading beyond these two zones, we also heard requests to maintain daytime parking on this block. The accessible parking space will be moved midblock.

1400 Spruce - After engaging with the stakeholders on the block, we have converted all of the parking on the block to loading to serve the extensive needs of the businesses and residences on the block. In addition, we are adding a 40 foot loading zone on 15th Street south of Spruce.

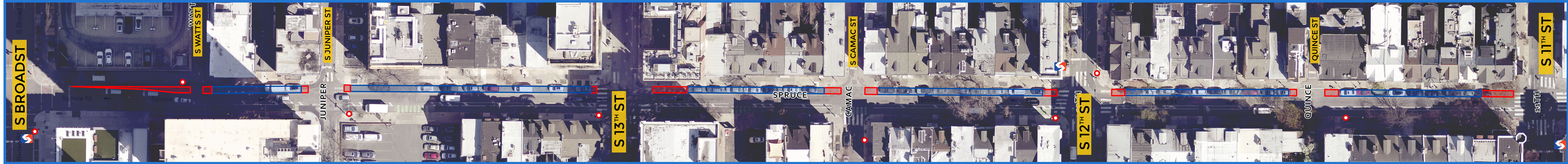
1500 Spruce - In response to extensive requests for loading to serve apartment buildings along the corridor, we are recommending extending the loading zone at the end of the block to the edge of the turn lane. Pending turn lane analysis, the turn lane may be removed. In that case, the remainder of the block will be converted to overnight parking.



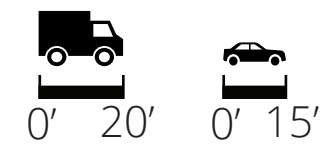
EXISTING

SPRUCE ST

S BROAD ST TO S 11TH ST



0' 50' 100'

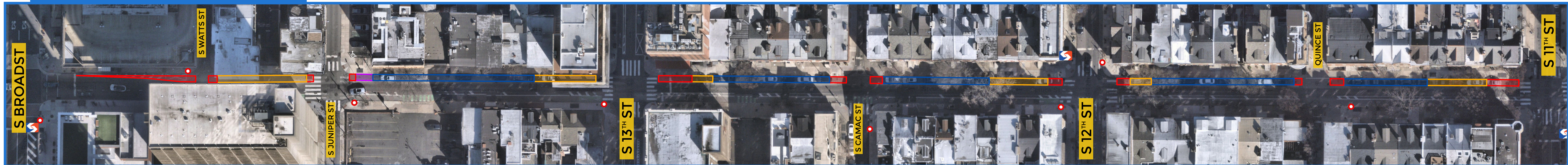


Typical personal and commercial vehicle size for reference.

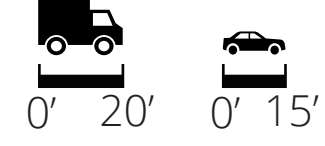
PLANNED

SPRUCE ST

S BROAD ST TO S 11TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

- | | |
|---|---|
| Regulated parking (accessible or other) | No Parking |
| Curb Cut | No stopping anytime |
| Loading* only | Metered and unmetered parking (2-4 hours) |
| | Fire hydrant |
| | Bus stop |

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

1100 Spruce - In response to community requests for additional loading zones, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone after Quince Street.

1200 Spruce - In response to requests for more loading zones from the community, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block.

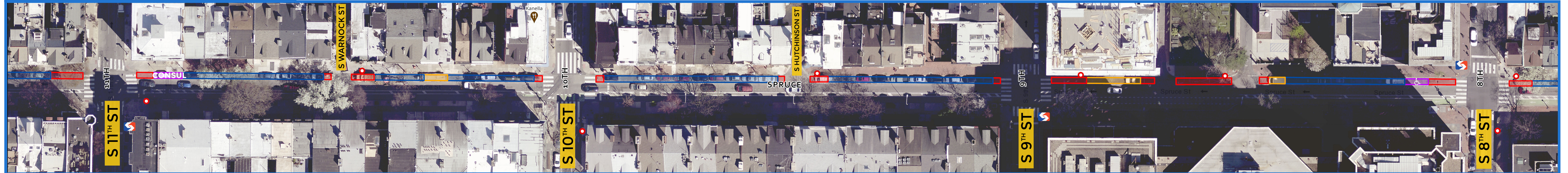
1300 Spruce - In response to requests for more loading zones from the community, we have added a 60 foot loading zone at the beginning of the block, and an 80-foot loading zone between Juniper and Watts to serve businesses and residences on the south side of the street. The loading zone in the middle of the block will have extended hours, 8am to midnight, given late night loading mentioned by community members. While there were requests for more loading beyond these two zones, we also heard requests to maintain daytime parking on this block. The accessible parking space will be moved midblock.



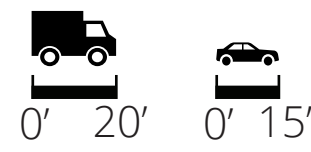
EXISTING

SPRUCE ST

S 11TH ST TO S 8TH ST



0' 50' 100'

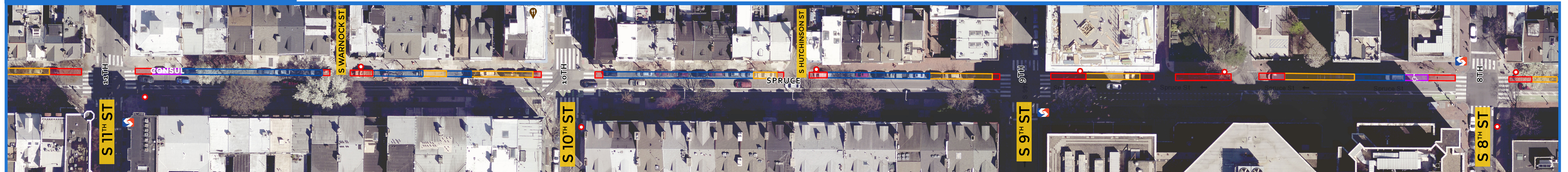


Typical personal and commercial vehicle size for reference.

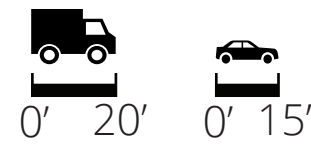
PLANNED

SPRUCE ST

S 11TH ST TO S 8TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

- | | |
|---|---|
| Regulated parking (accessible or other) | No Parking |
| Curb Cut | No stopping anytime |
| Loading* only | Metered and unmetered parking (2-4 hours) |
| | Fire hydrant |
| | Bus stop |

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

800 Spruce - In response to extensive requests for more loading on this block, a 60-foot loading zone is proposed in the middle of the block. While there were requests for more loading beyond these two zones, we also heard requests to maintain daytime parking on this block and to maintain the accessible parking space associated with the parking. Finally, many comments mentioned frequent parking in the No Stopping section at the beginning of the block, and delineators will be added to protect the crosswalk.

900 Spruce - In response to community requests for more loading zones in emails and at community meetings, a 60-foot loading zone was added at the beginning of this block and a 20-foot loading zone was added after Hutchinson. While there were requests for more loading beyond these two zones, we also heard requests to maintain daytime parking.

1000 Spruce - In response to requests for more loading zones from the community, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone after Warnock.



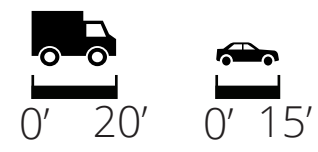
EXISTING

SPRUCE ST

S 8TH ST TO S 5TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

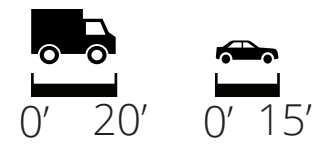
PLANNED

SPRUCE ST


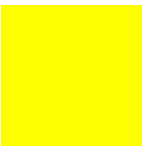






S 8TH ST TO S 5TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

- | | |
|--|--|
|  Regulated parking
(accessible or other) |  No Parking |
|  Curb Cut |  No stopping anytime |
|  Loading* only |  Metered and unmetered
parking (2-4 hours) |
| |  Fire hydrant |
| |  Bus stop |

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

500 Spruce - In response to requests for more loading zones in emails and at community meetings, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain parking on this block.

600 Spruce - In response to extensive requests for more loading zones from the community, we have added an 60-foot loading zone at the beginning of this block and another 20 foot loading zone before the mid block curb cut given the bus stop at the end of the block and requests for loading at this specific location. While there were requests for more loading beyond these two zones, we also heard requests to maintain daytime parking on this block. We also heard additional requests for loading zones on 6th street. After consultation with PPA, it was determined that the No Parking regulations on 6th Street currently serve loading needs for the school on this street.

700 Spruce - In response to requests for more loading zones in emails and at community meetings, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain daytime parking on this block.



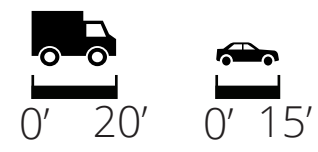
EXISTING

SPRUCE ST

S 5TH ST TO S 2ND ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

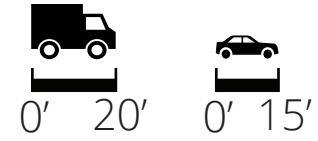
PLANNED

SPRUCE ST


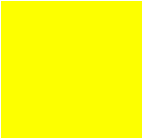






S 5TH ST TO S 2ND ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

- | | |
|--|--|
|  Regulated parking
(accessible or other) |  No Parking |
|  Curb Cut |  No stopping anytime |
|  Loading* only |  Metered and unmetered
parking (2-4 hours) |
| |  Fire hydrant |
| |  Bus stop |

*Loading zones are planned to be active in the daytime with nighttime parking.

METHODOLOGY

200 Spruce - In response to requests for more loading zones to serve commercial deliveries at this location, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain two hour parking on this block.

300 Spruce - In response to requests for more loading zones from the community, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. While there were requests for more loading beyond these two zones, we also heard requests to maintain overnight parking on this block. To serve additional loading requests, particularly at side streets, a 20' loading zone will be added on the West side of 4th street.

400 Spruce - In response to requests for more loading zones from the community, we have added a 60-foot loading zone at the beginning of this block and a 20-foot loading zone at the end of this block. In addition, we heard that more loading was needed to serve religious institutions on this block, and a 40' loading zone was added mid-block. Finally, OTIS received comments regarding the short length of the No Stopping at the beginning of the block, which will be lengthened to 20.'