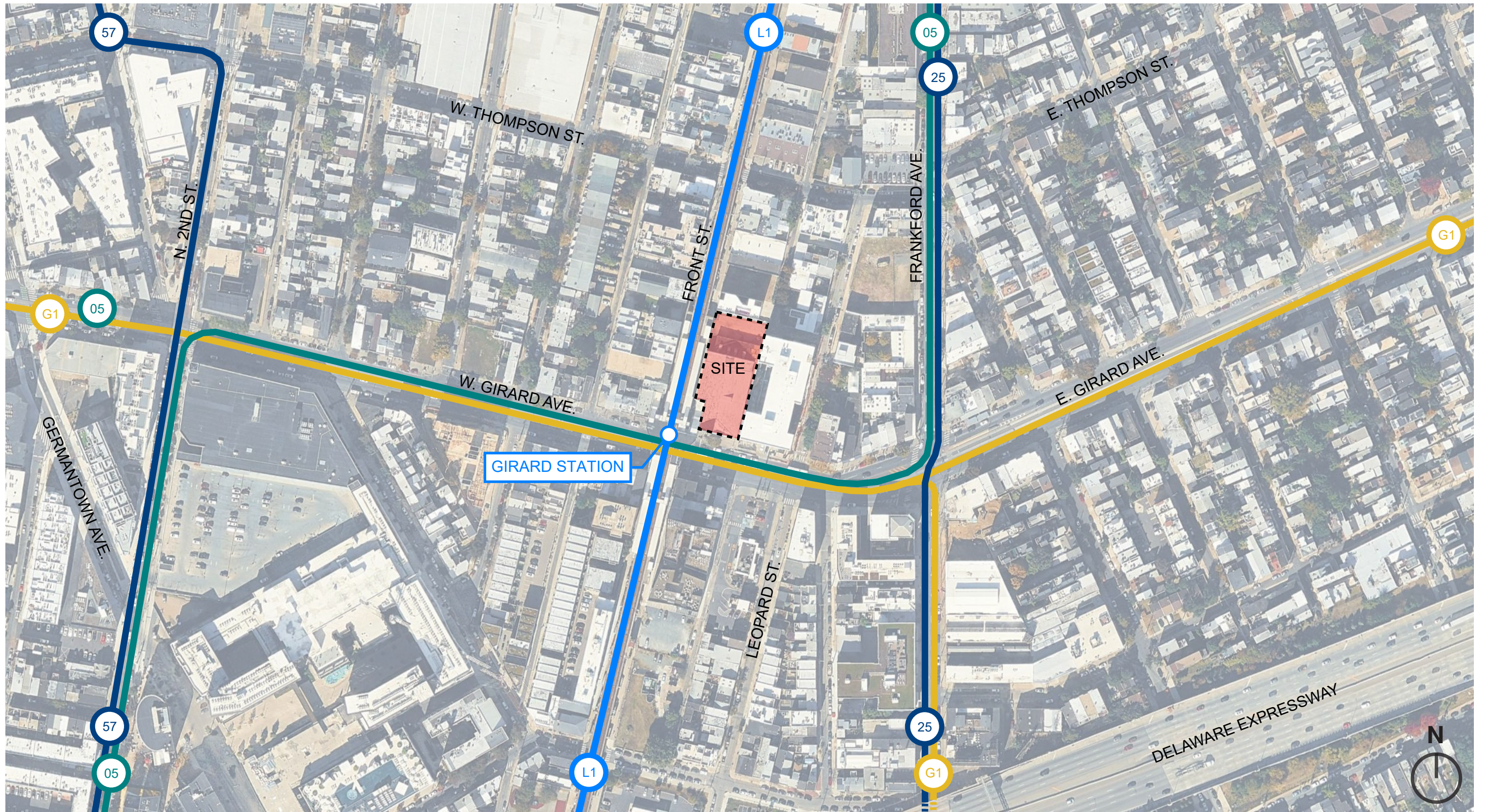


## 35 W. GIRARD AVENUE

PROJECT DESCRIPTION	7 STORY APARTMENT BUILDING WITH (120) RESIDENTIAL UNITS, (28) PARKING SPACES, (42) CLASS 1A BICYCLE PARKING SPACES, AND (2) GROUND FLOOR NON-RESIDENTIAL SPACE. RESIDENTIAL AND NON-RESIDENTIAL ACCESSED BY OFF-STREET LOADING DOCK. 1ST AND 2ND FLOOR AMENITY SPACE, MAIL/PACKAGE ROOM, TRASH ROOM, AND COMMON RESIDENTIAL ROOF DECK.
AREA	96,476 GSF
COORDINATING RCO	FISHTOWN NEIGHBORS ASSOCIATION
DEVELOPER	ECLIPSE DEVELOPMENT
ARCHITECT	CANNO DESIGN
STRUCTURAL	STRUCTURE LABS ENGINEERING
CIVIL	AQUA ENGINEERING

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1 NORTHWEST VIEW FROM W. GIRARD AVE.



2 NORTH VIEW FROM W. GIRARD AVE.



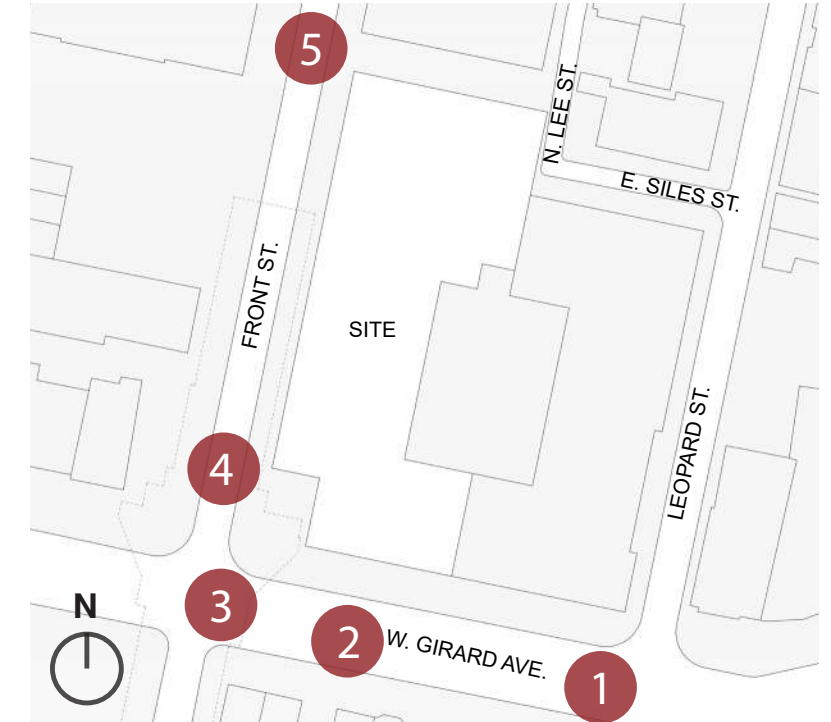
3 NORTHEAST VIEW FROM W. GIRARD AVE.

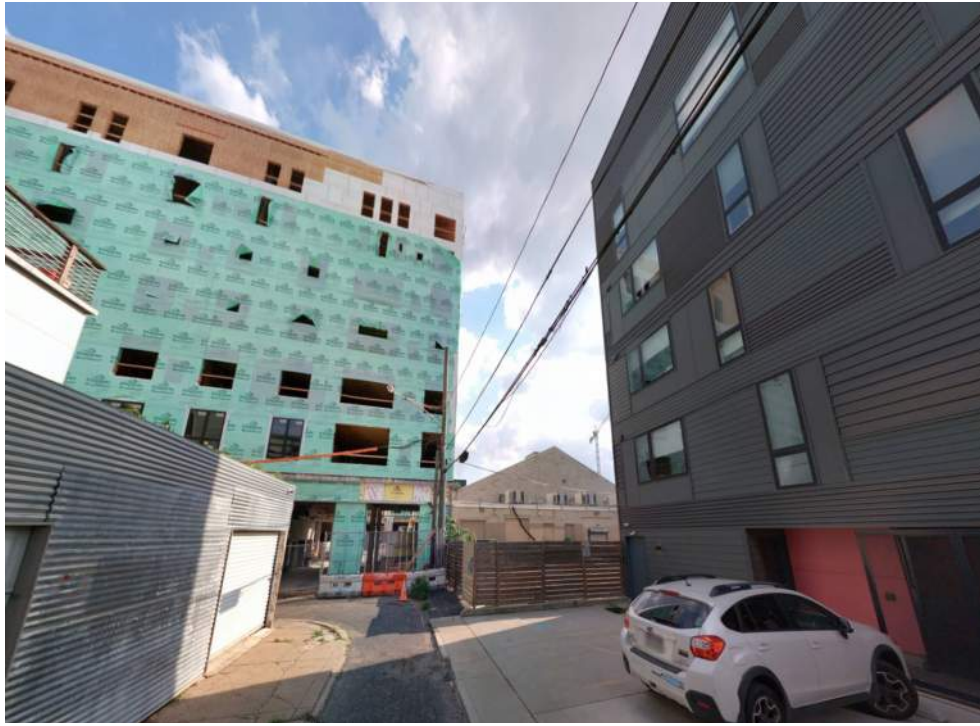


4 NORTHEAST VIEW FROM N. FRONT ST.



5 SOUTHEAST VIEW FROM N. FRONT ST.

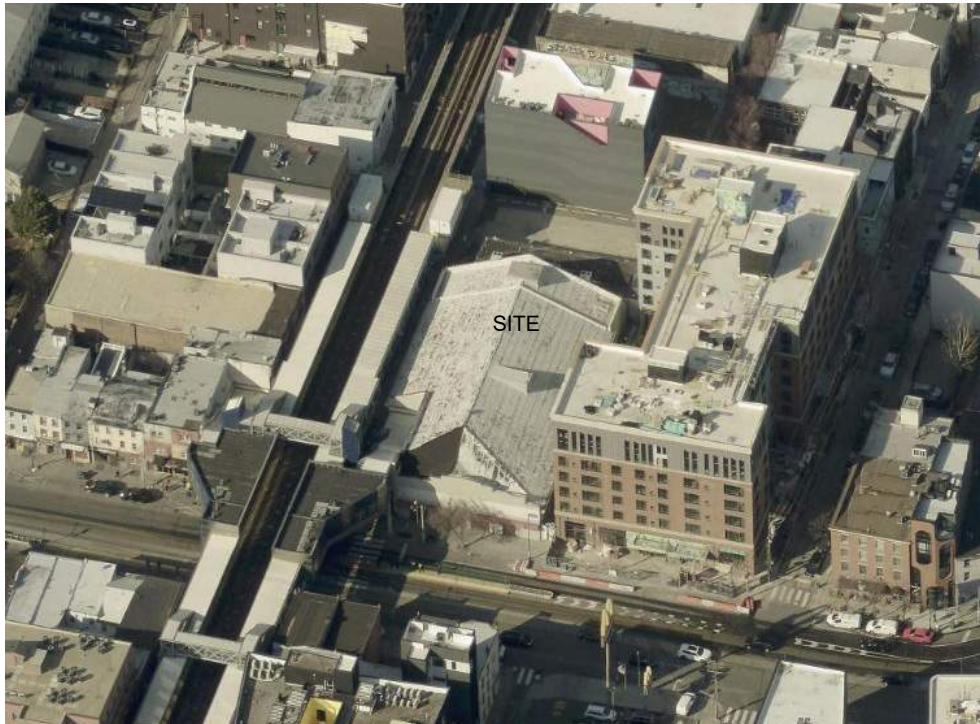




6 SOUTH VIEW FROM N. LEE ST.



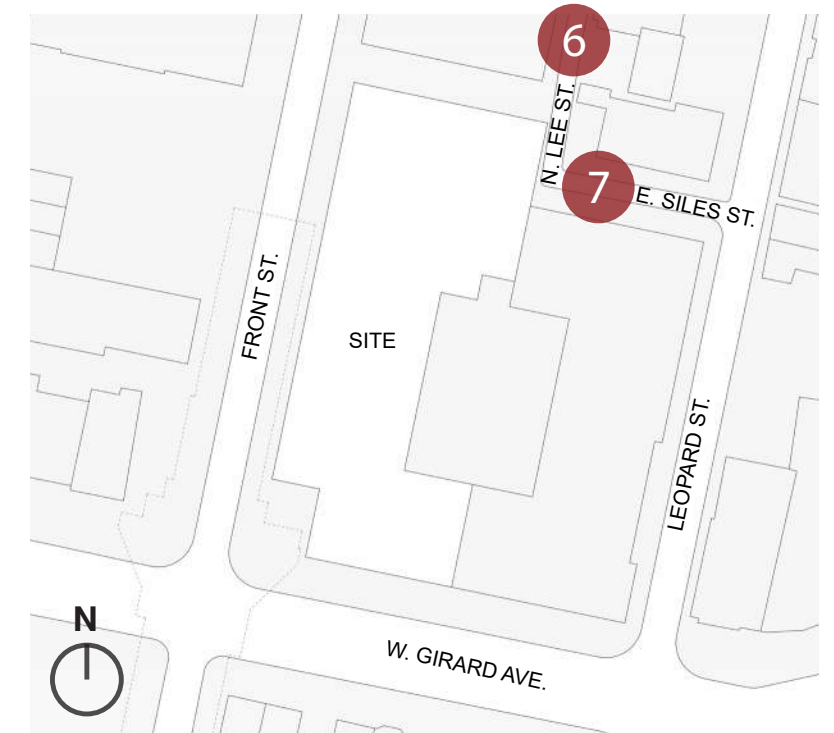
7 WEST VIEW FROM W. STILES ST.

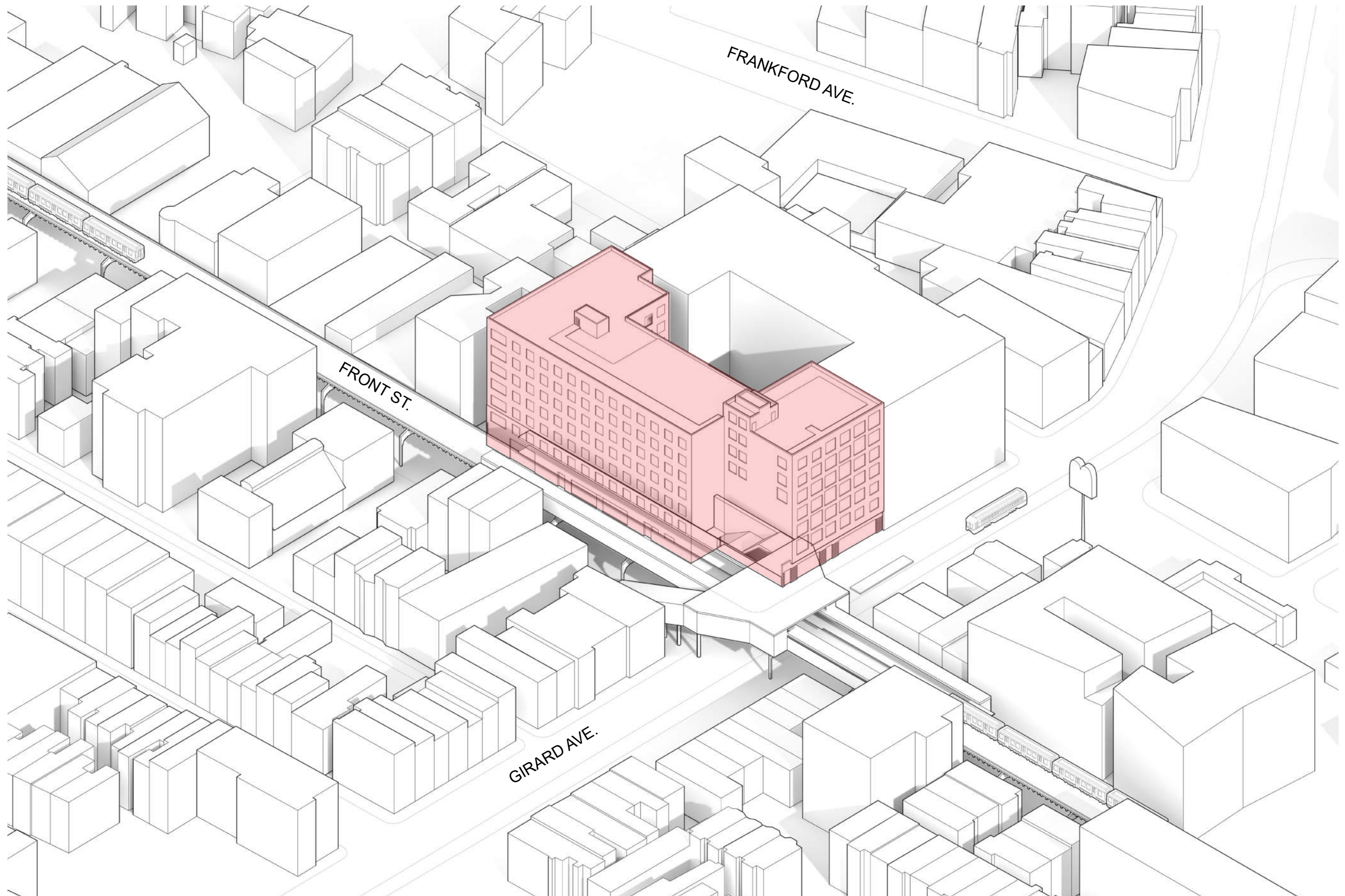


2025 - ATLAS



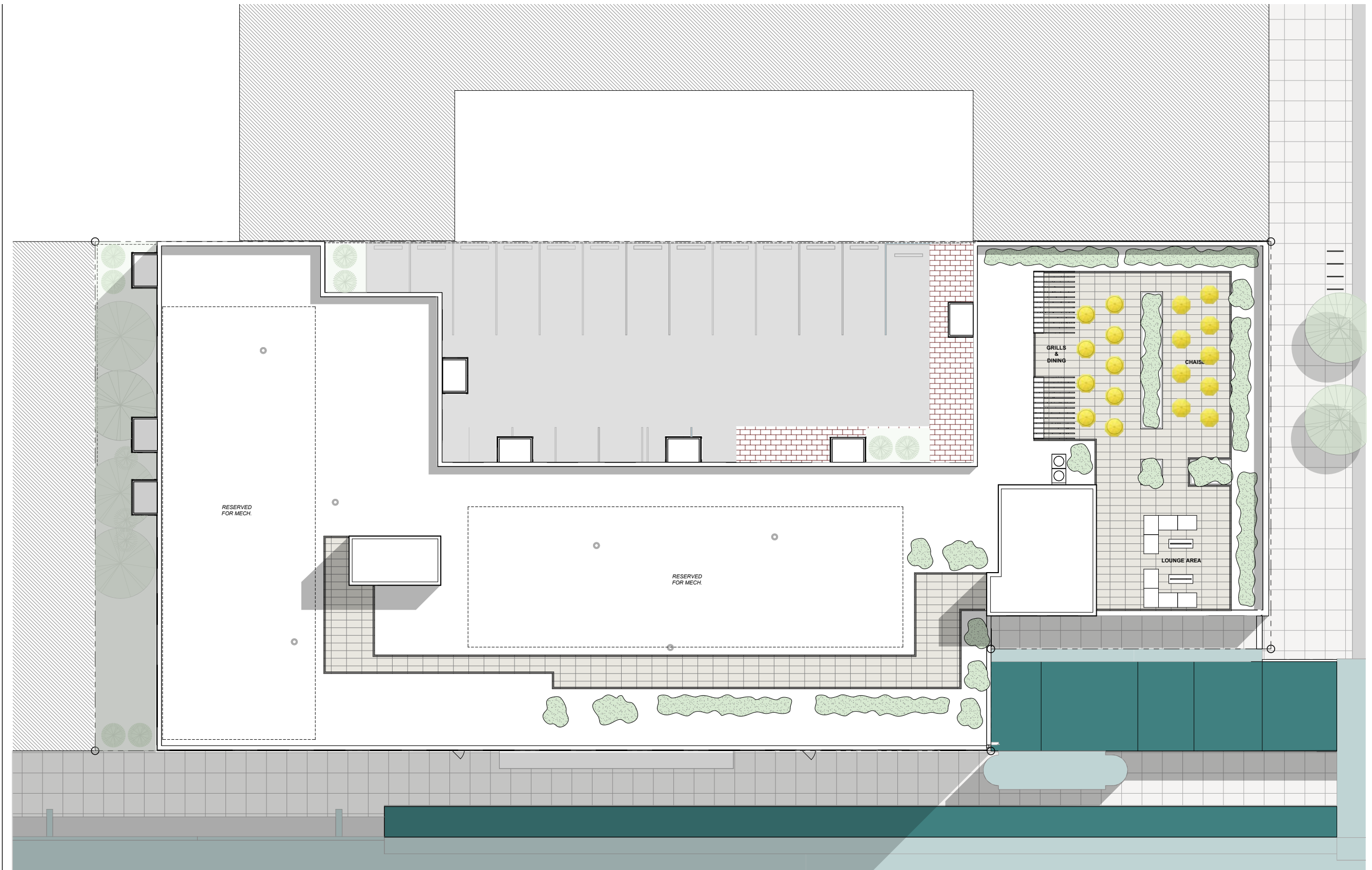
2025 - ATLAS





**Front - Girard : Unit Matrix**

level	Number of Units	UNIT MIX			
		Studio	Studio + Den	1 br	2 br
1					
2	<i>15</i>	1	1	11	2
3	<i>21</i>	1	1	17	2
4	<i>21</i>	1	1	17	2
5	<i>21</i>	1	1	17	2
6	<i>21</i>	1	1	17	2
7	<i>21</i>	1	1	17	2
Roof					
Total	<b>120</b>	<b>6</b>	<b>6</b>	<b>96</b>	<b>12</b>
		5%	5%	80%	10%



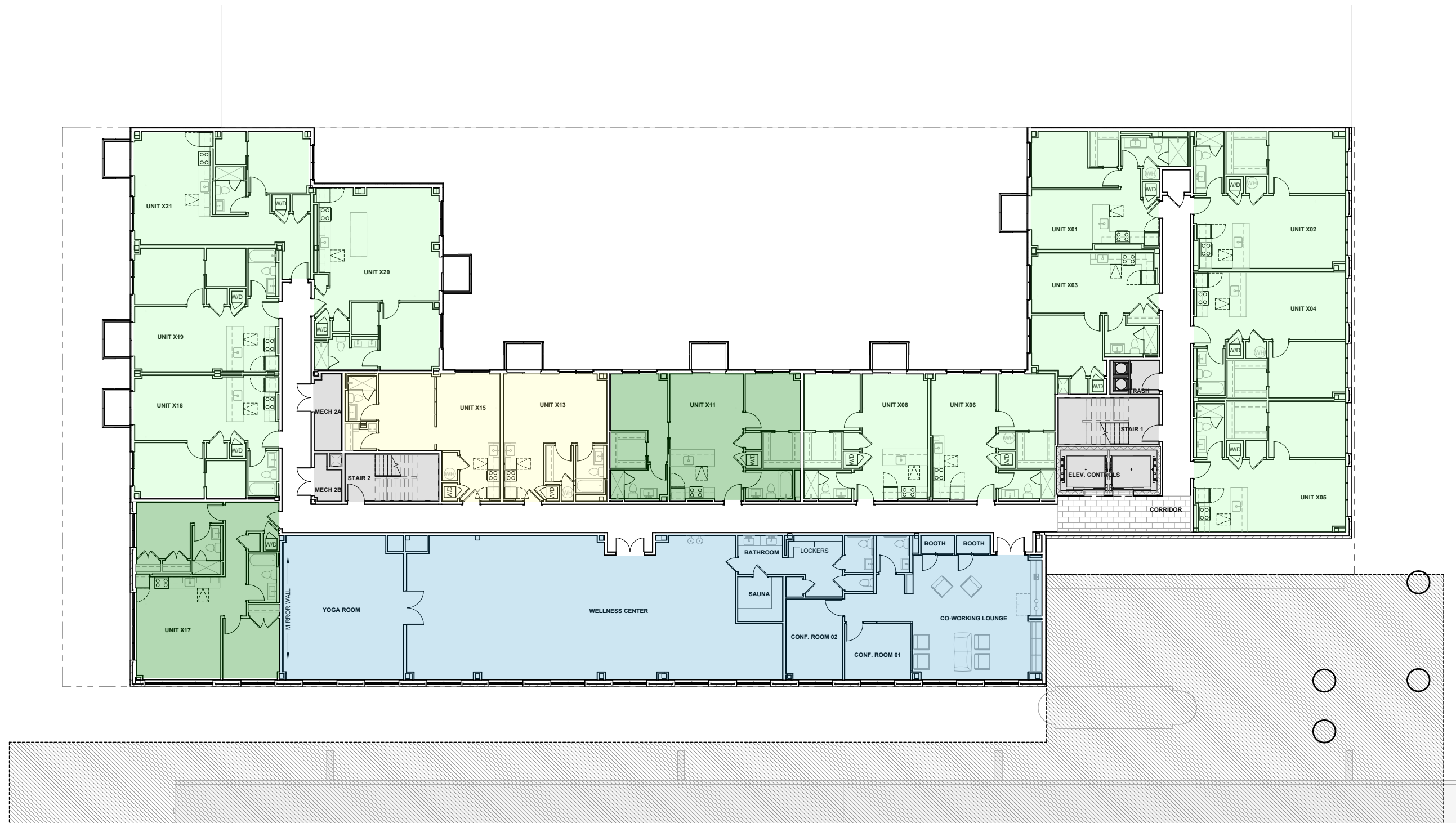
- Commercial Space
- Parking
- Mechanical Space
- Amenity Space



N. FRONT ST.

W. GIRARD AVE.

- Studio / Studio + Den
- 1 Bedroom
- 2 Bedroom
- Circulation Space
- Mechanical Space
- Amenity Space

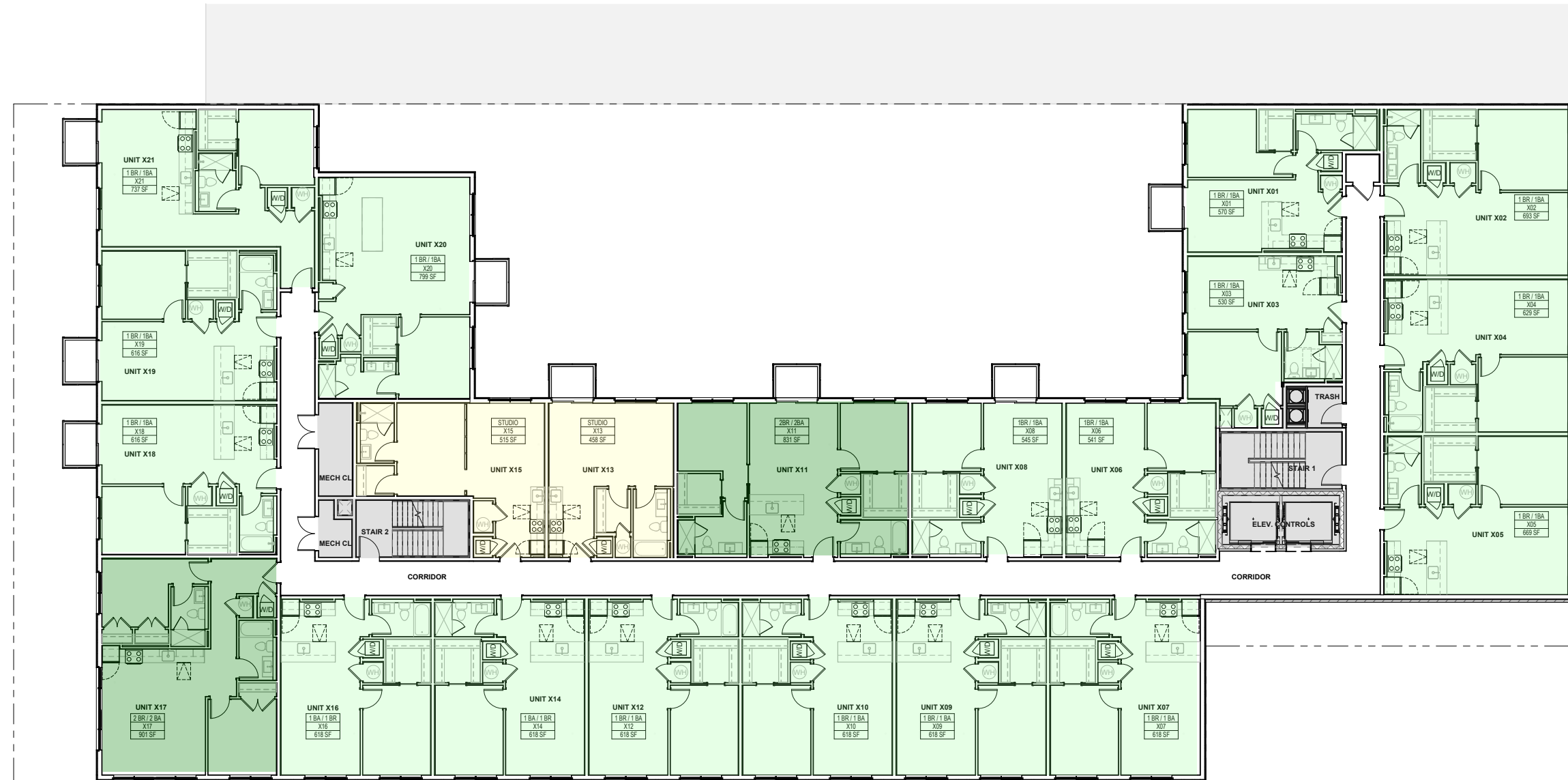


W. GIRARD AVE.



N. FRONT ST.

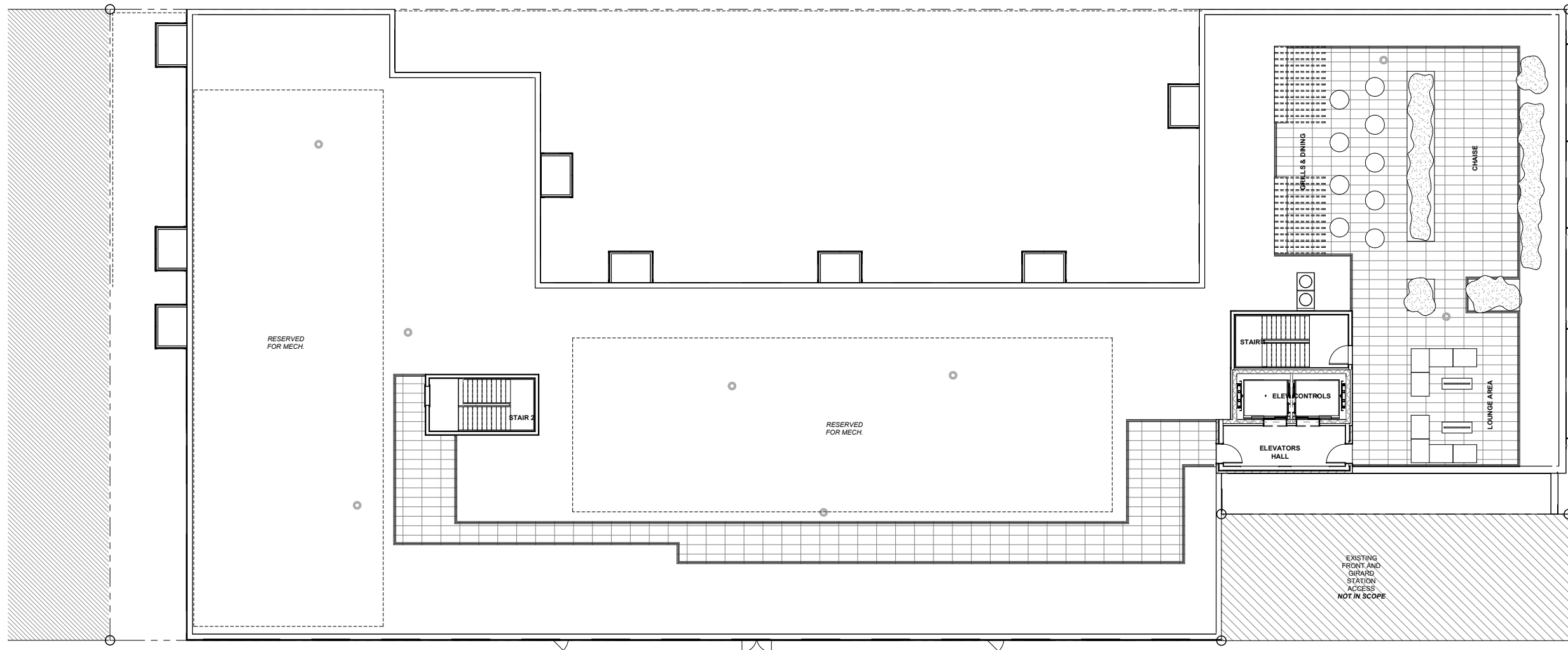
- Studio / Studio + Den
- 1 Bedroom
- 2 Bedroom
- Circulation Space
- Mechanical Space
- Amenity Space



W. GIRARD AVE.



N. FRONT ST.



W. GIRARD AVE.

N. FRONT ST.







- Studio / Studio + Den
- 1 Bedroom
- 2 Bedroom

- Circulation Space
- Mechanical Space
- Amenity Space



### SYMBOL LEGEND

-  ADJACENT BUILDING
-  GRASS
-  INTERIOR LANDSCAPE REQUIRES FOR OFF STREET PARKING & LOADING
-  CONCRETE

### YARD TREES

Per 14-705  
 (1)(e)(1) Yard trees must be provided at a rate of one tree per 1,600 sq. ft. of open area, not including watercourses and any open area in use as driveway access, parking, or landscape buffers necessary to satisfy the requirements of § 14-705(1)(d).

AS PER ZONING SUMMARY TABLE, 3,468125 TREES REQUIRED. WE ARE PROVIDING 4 SO THAT WE CAN COMPLY WITH 14-803-5, AS WELL.

14-803-5  
 (e) Interior Landscape Requirements for Parking Lots and Off-Street Loading Areas.

(1) Interior parking lots and off-street loading areas shall provide an interior landscaped area calculated as a minimum of ten percent (10%) of the total area of all parking spaces, loading spaces, driveways that provide access to parking spaces and loading spaces, and drive aisles.

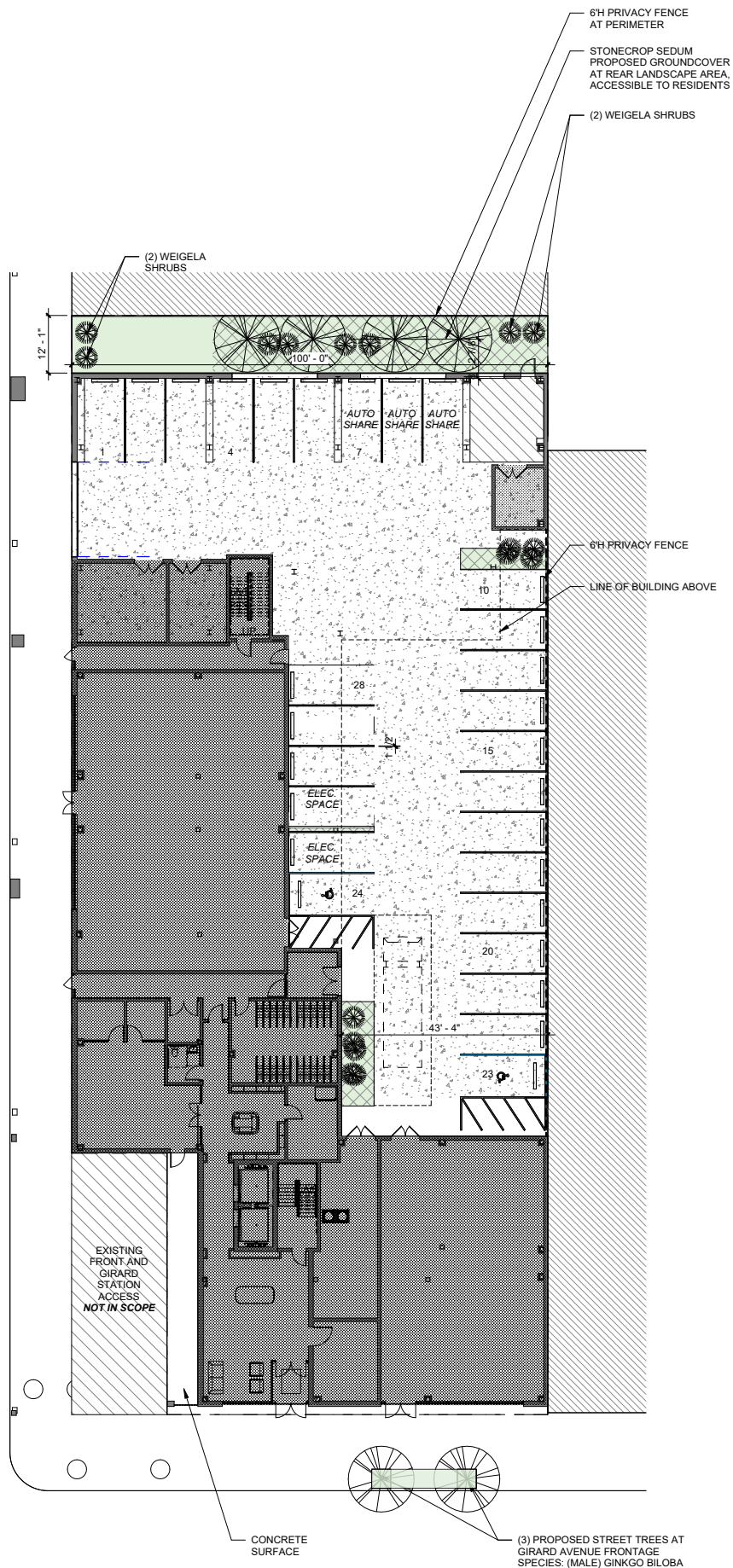
OUR OFF-STREET LOADING AND PARKING AREA TOTALS 9660 SF. WE ARE PROVIDING 966 SF OF INTERIOR LANDSCAPING, WHICH IS EQUAL TO 10% OF 9,660 SF.

### LANDSCAPE SPECIES SCHEDULE

TYPE	# PROPOSED	SPECIES	LOCATION/NOTES
SHRUB	(13)	WEIGELA SHRUBS	12.12 REQUIRED BY 14-803-5
GROUND COVER		PCPC PLANTING COMPLIANT	COMPLIANT WITH 14-803-5
TREES	(4)	PCPC PLANTING COMPLIANT	AS COMPLIANT WITH 14-803-5

### STREET TREES

TREE LOCATION	# PROPOSED	SPECIES	NOTES
GIRARD STREET	(2)	GINKGO BILOBA	PROVIDE WALKABLE GRATE
			GENDER



### GROUND COVER

SEDUM XSPECIES:

- Sedum x "Stone Crop"
- Sedum ternatum "Wild Stone Crop"
- Sedum takesimensis 'Golden Carpet'
- Sedum acre 'Gold Moss' and 'Aureum'
- Sedum floriferum 'Weihenstephaner Gold'

And others as recommended by the DPR, PWD



### SHRUB SPECIES:

SPECIES:

- Weigela florida "Pink Weigela"

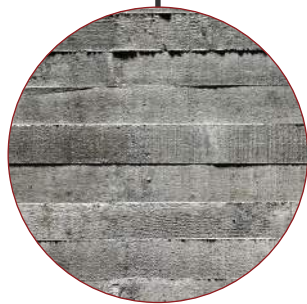


### TREES

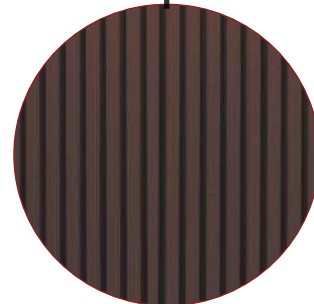
SPECIES: Ginkgo biloba  
 "Paperback Maple"







B. Board Formed Concrete

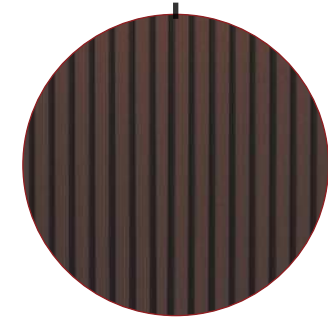
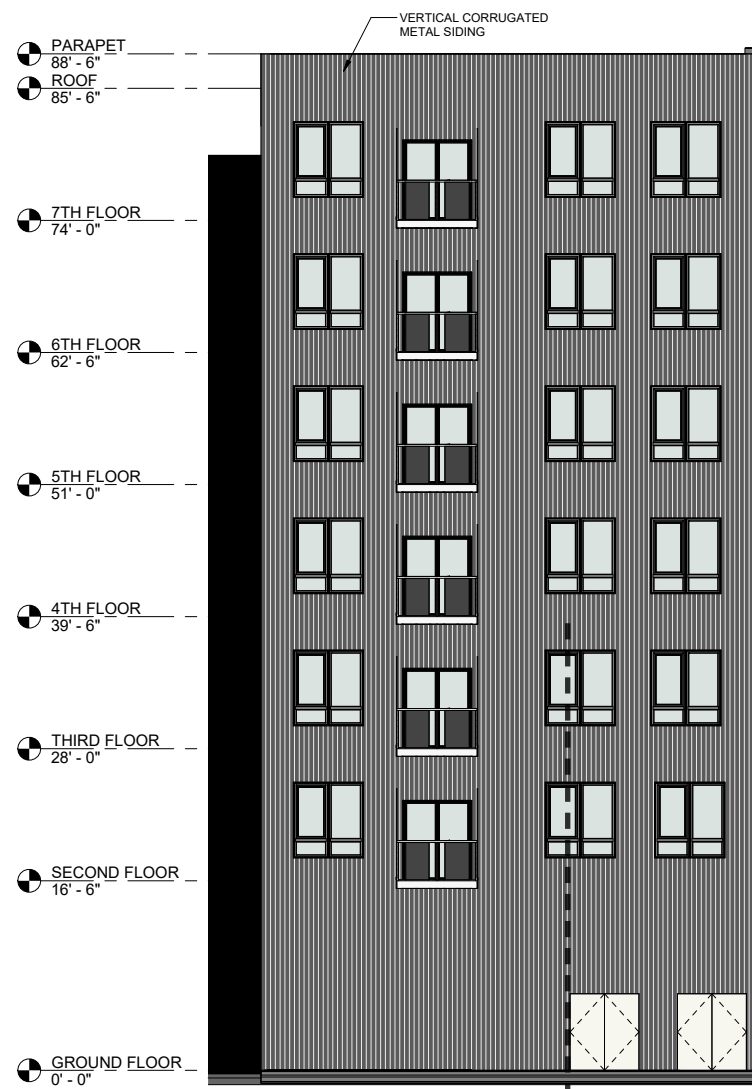


C. Vertical Corrugated Metal Panel

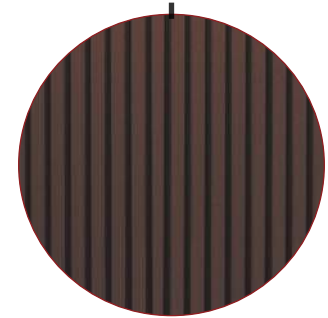


B. Board Formed Concrete

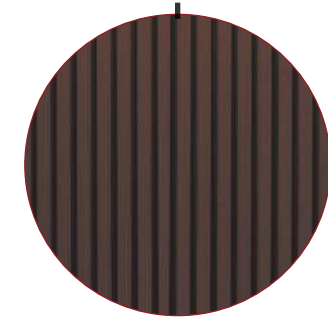
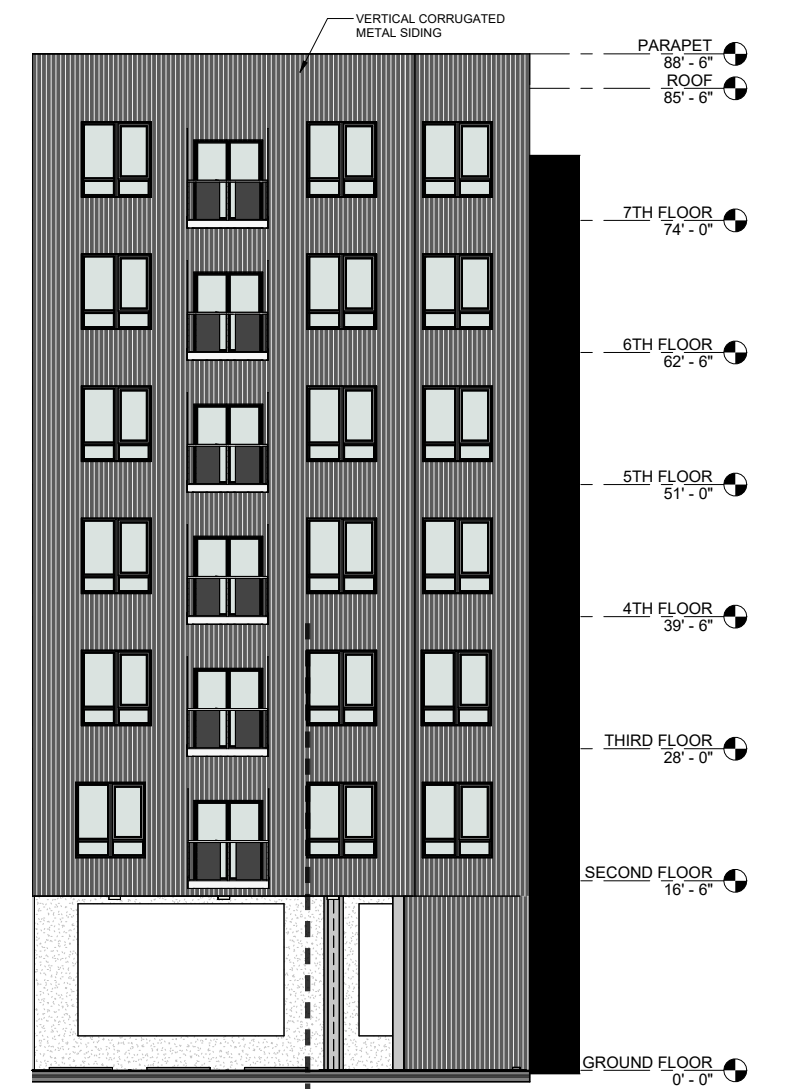
C. Vertical Corrugated Metal Panel



C. Vertical Corrugated Metal Panel



C. Vertical Corrugated Metal Panel



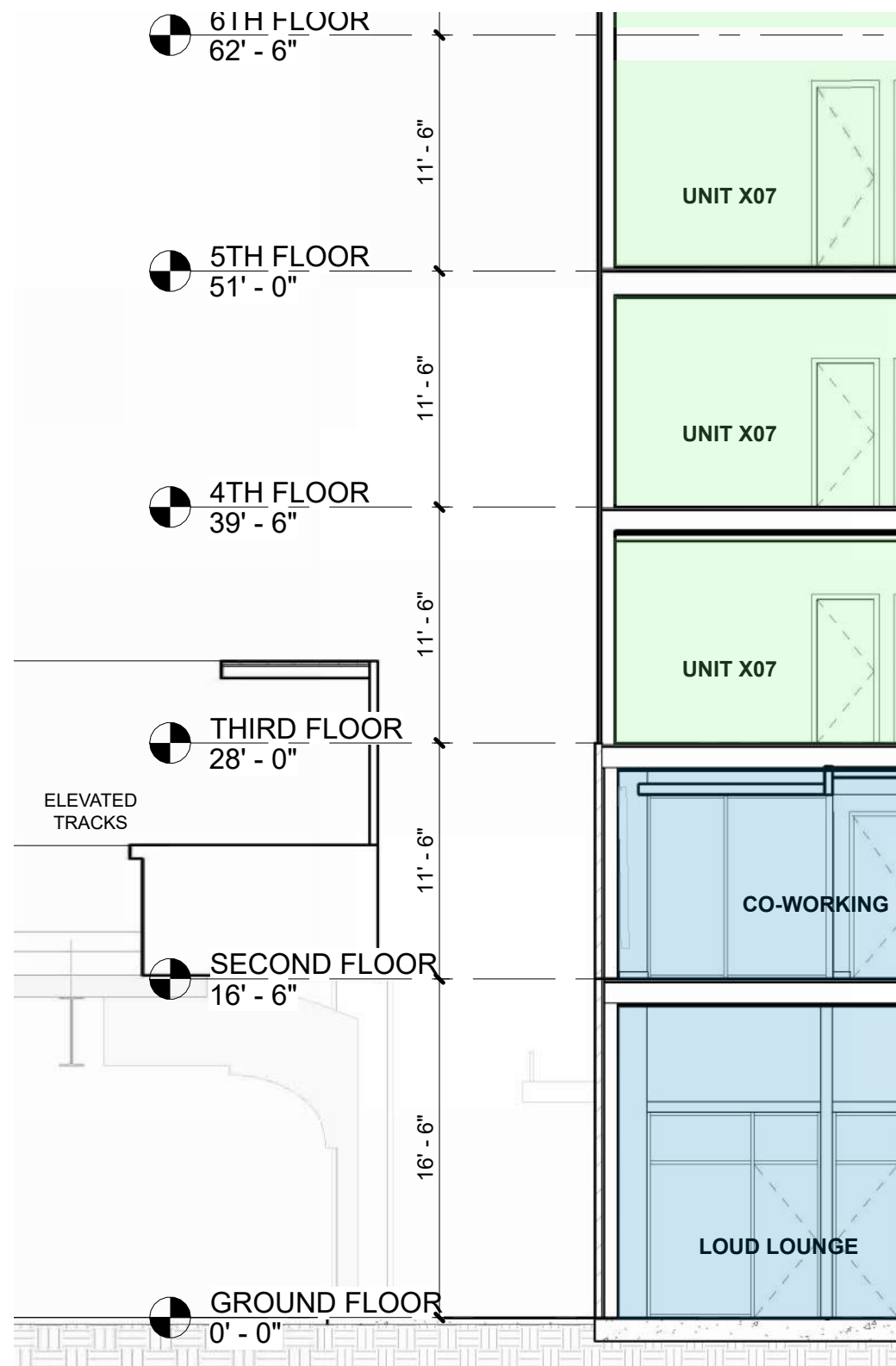
C. Vertical Corrugated Metal Panel

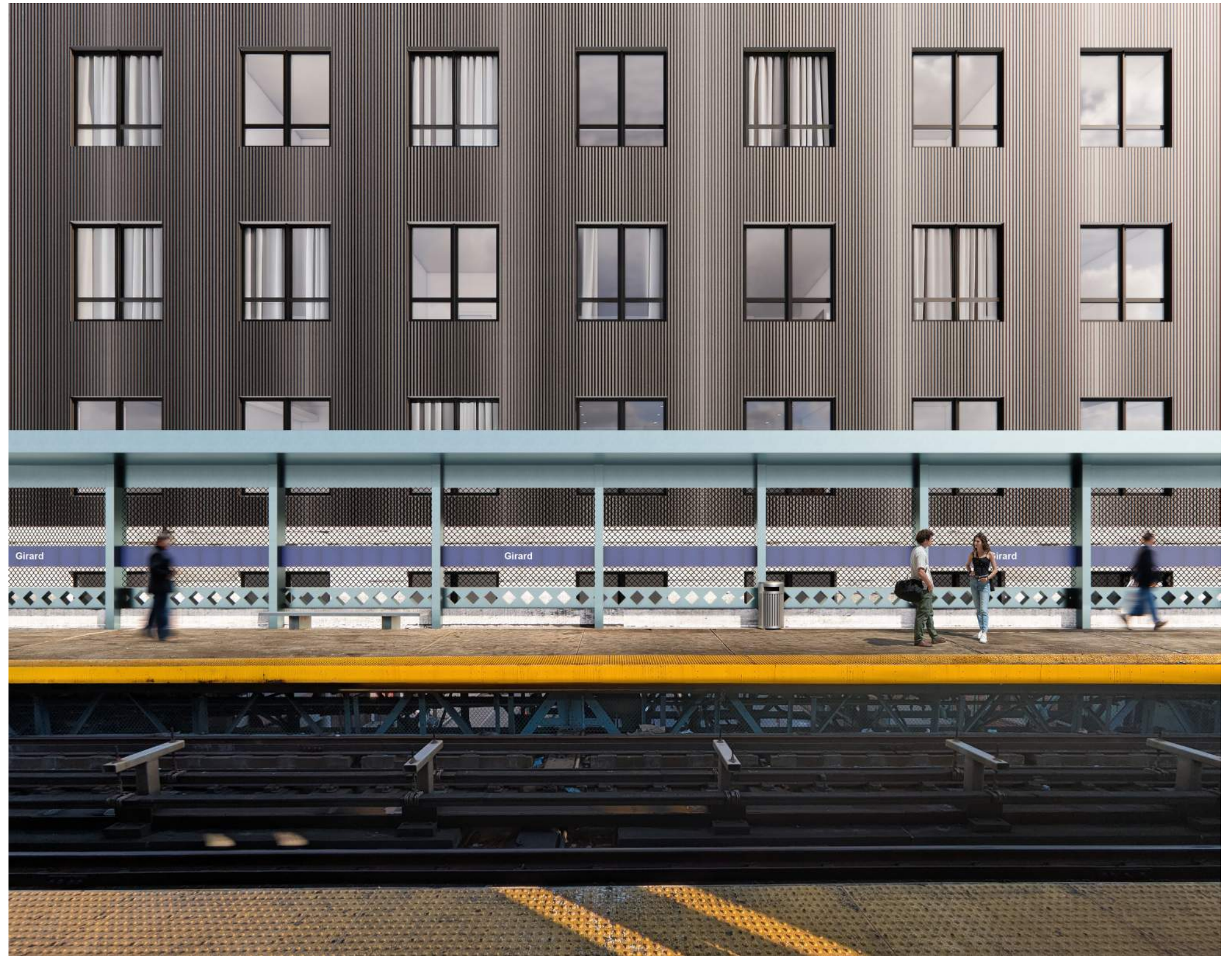
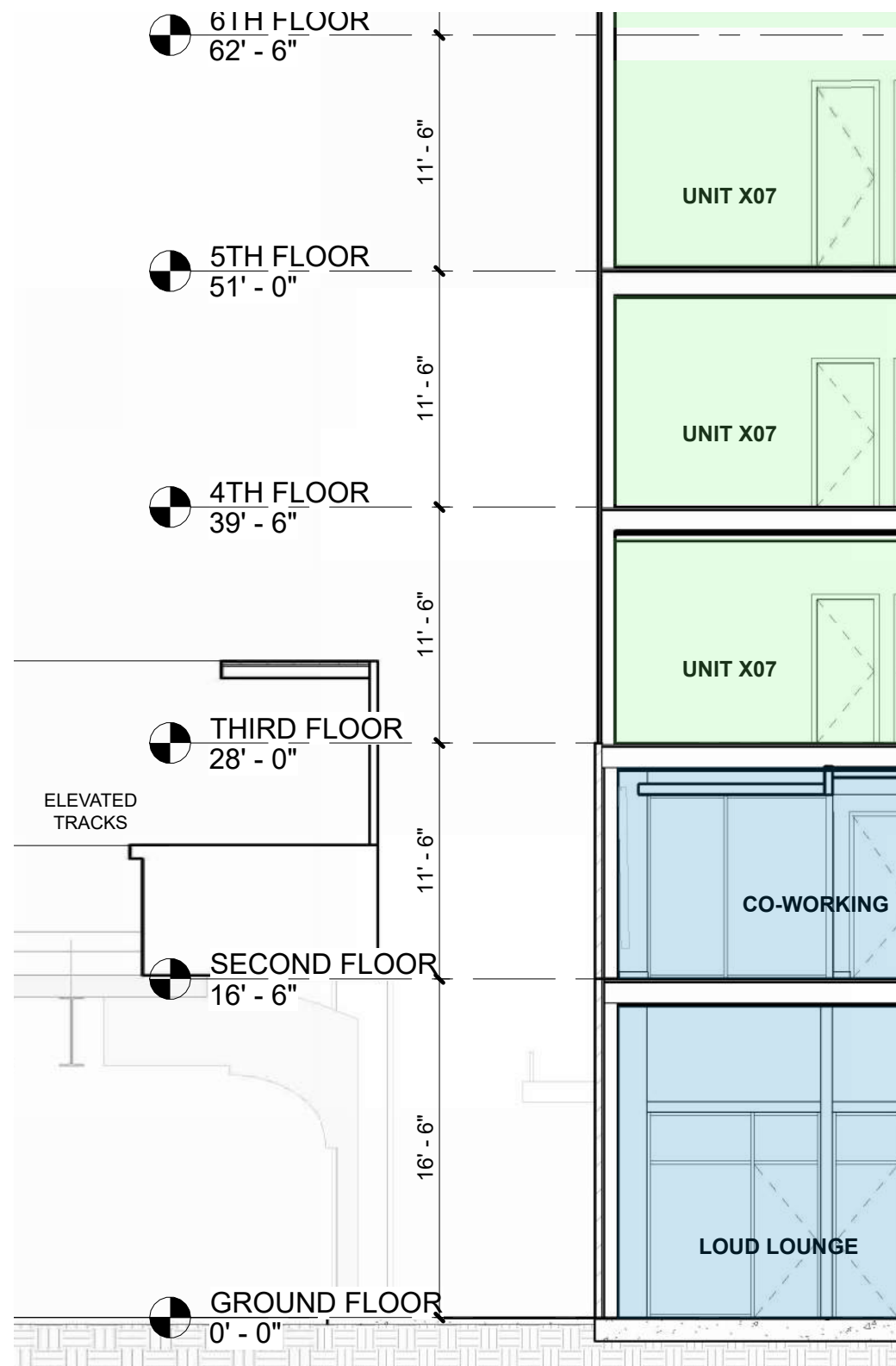


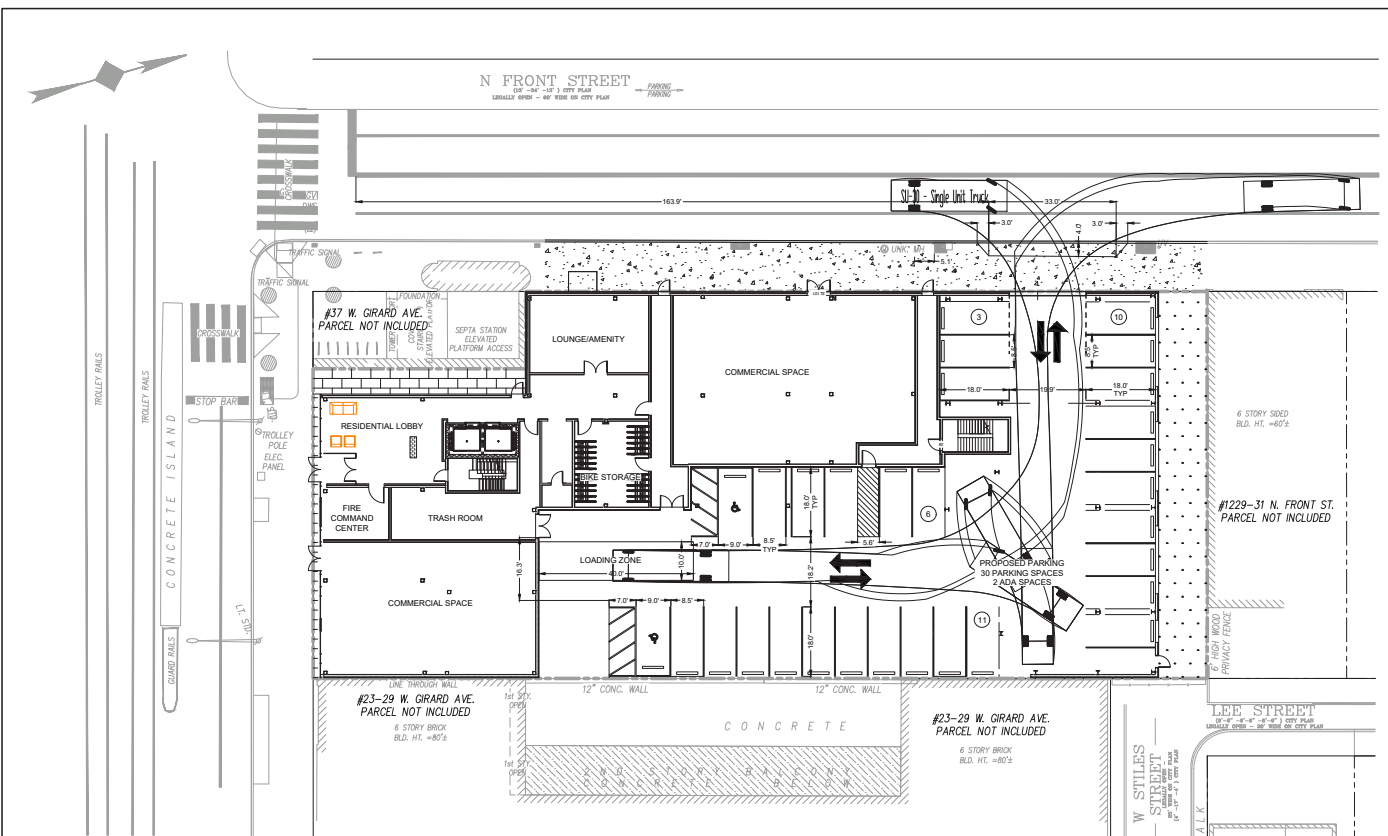




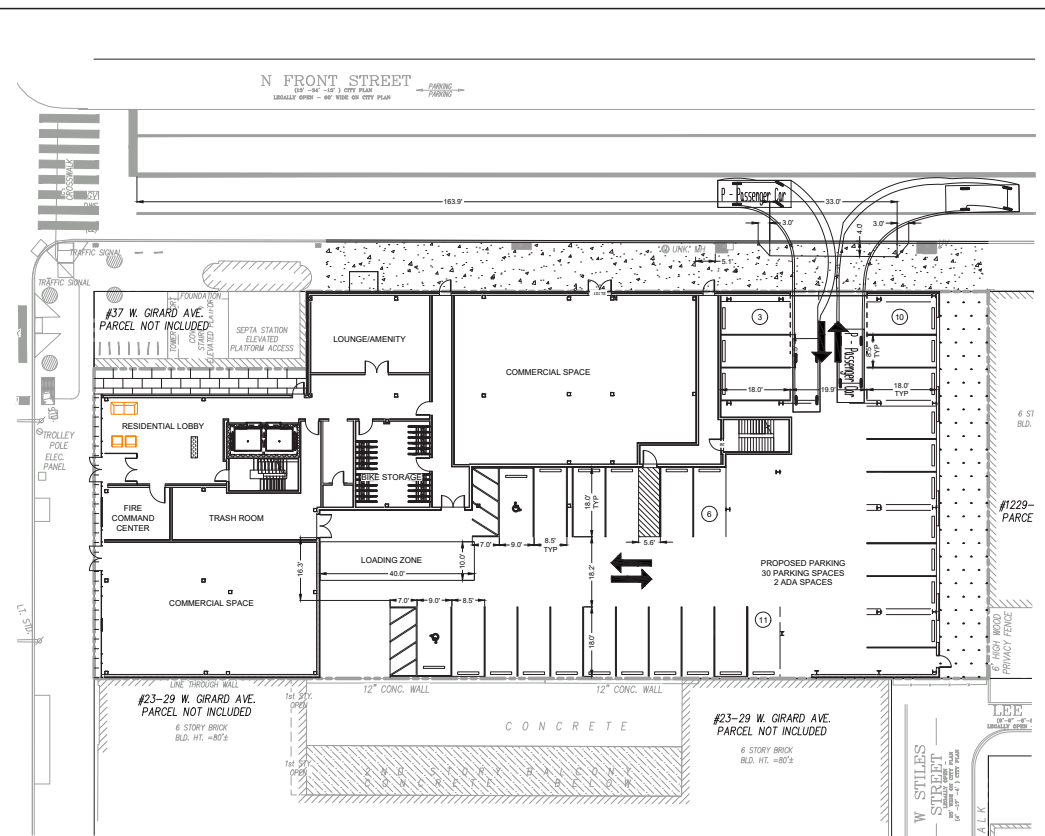




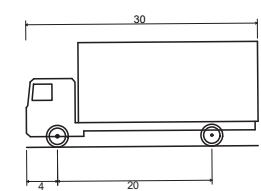




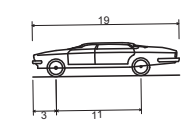
TRUCK INGRESS & EGRESS (FRONT IN AND FRONT OUT)



PASSENGER CAR INGRESS & EGRESS



SU-30 - Single Unit Truck  
 Overall Length 30.000ft  
 Overall Width 8.000ft  
 Overall Body Height 13.500ft  
 Min Body Ground Clearance 1.367ft  
 Track Width 8.000ft  
 Lock to lock time 5.00s  
 Max Steering Angle (Virtual) 31.80°



P - Passenger Car  
 Overall Length 19.000ft  
 Overall Width 7.000ft  
 Overall Body Height 4.300ft  
 Min Body Ground Clearance 1.115ft  
 Track Width 6.000ft  
 Lock to lock time 4.00s  
 Max Steering Angle (Virtual) 31.60°

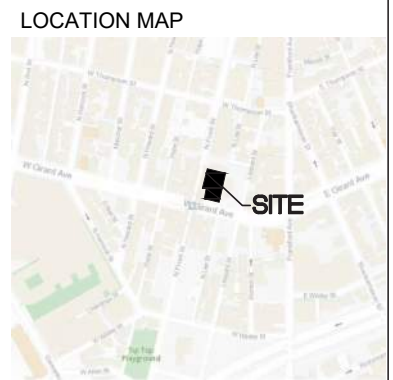
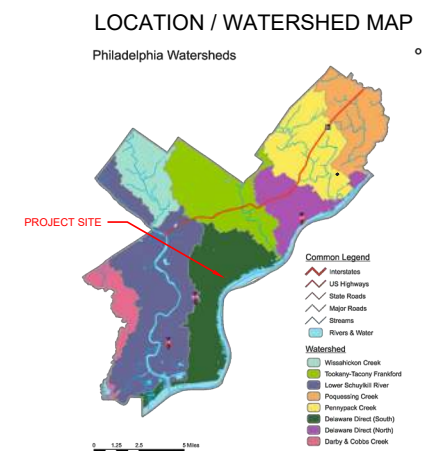
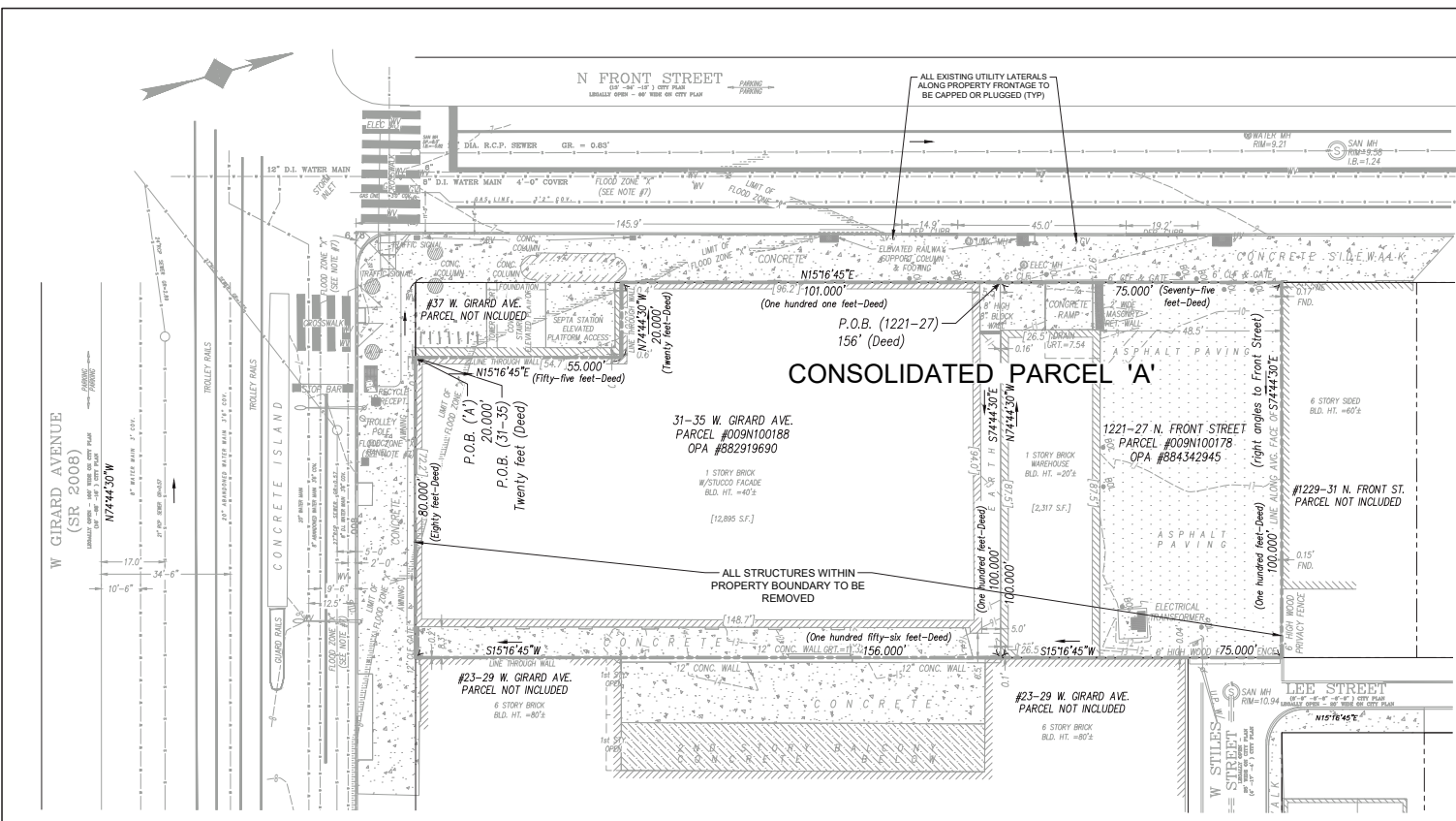


No.	Date	Revision	BY
7			
6			
5			
4	2-10-26	REVISED PER STREETS DEPT REVIEW LETTER	KL
3	2-2-26	UPDATE WATER MAIN	KL
2	1-23-26	REVISED PER PWD REVIEW LETTER	KL
1	1-15-26	REVISED PER STREETS DEPT & PWD REVIEW LETTER	KL



STREETS DEPT. APP. #: SR-2025-031353  
 PWD SPR TRACKING #: FY26-WGIR-8301-01

VEHICLE MOVEMENT PLAN	
<b>PAUL LONIE</b> PA PROFESSIONAL LAND SURVEYOR LICENSE NO.: SU24461E	
<b>31 W GIRARD AVE</b> 18TH WARD PHILADELPHIA, PA 19123	
Owner(s) 31 W GIRARD LLC 990 SPRING GARDEN ST, #403 PHILADELPHIA PA 19123 RYAN KALLI RKALLI@CLIPSEDEVELOPMENT.COM (310) 980-3374	Municipality PHILADELPHIA
County PHILADELPHIA	State PA
Drawn KL	Scale 1" = 20'
Cld PL	Date 10-30-2025
File 31 W GIRARD AVE	Drawing Sheet 1 of 1



- NOTES**
- THIS PLAN IS TO BE USED FOR TITLE OR CONVEYANCE PURPOSE ONLY. PLAN MADE AS PER INSTRUCTIONS OF 31 W GIRARD LLC
  - PARCEL ADDRESS: 31-35 W. GIRARD AVE.
  - ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED. PROPERTY IS ZONED AS CMX-3.
  - FIELD WORK PERFORMED ON 05/22/2025.
  - ALL BOUNDARY DIMENSIONS SHOWN ON THE PLAN ARE PHILADELPHIA DISTRICT STANDARD. THE LEGAL STANDARD OF MEASURE WITHIN THE CITY OF PHILADELPHIA. PHILADELPHIA DISTRICT STANDARD DISTANCES TO BE USED FOR TITLE PURPOSES ONLY. PHYSICAL MEASUREMENTS SHOWN ARE IN UNITED STATES STANDARD MEASURE.
  - THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE INSURANCE REPORT AND IS SUBJECT TO THE FINDINGS THAT A VALID TITLE REPORT WOULD DISCLOSE.
  - SUBJECT PREMISES ARE IN FLOOD ZONE 'X' (AREA OF MINIMAL FLOOD HAZARD) WHERE SHOWN PER FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM MAP #4207570182H EFFECTIVE 11/18/2015.
  - REGISTERED OWNERS: 31 W GIRARD LLC & BRUCE FOX AND JONATHAN FOX
  - THE ADDRESSES SHOWN ON THIS PLAN ARE AS PER EXISTING DEEDS OR AS POSTED ON THE PREMISES. ADDRESSES FOR ANY NEWLY CREATED PARCELS ARE TO BE ASSIGNED BY THE OFFICE OF PROPERTY ASSESSMENT (OPA/BRT).
  - UPON THE FILING AND RECORDING OF A DEED WITH THE DEPARTMENT OF RECORDS OF THE CITY OF PHILADELPHIA, PREPARED IN ACCORDANCE WITH THIS PLAN, THE LINE SHOWN AS PROPOSED SHALL BECOME ACTUAL AND DECLARED.
  - A ZONING PERMIT IS REQUIRED FOR ANY PROPOSED CHANGES TO LOT LINES INCLUDING CONSOLIDATION OF EXISTING PARCELS.
  - PREMISE SHOWN HEREON HAS STREET FRONTAGE.
  - ELEVATIONS SHOWN ON PLAN ARE FROM CITY PLAN No.271. BENCHMARK: WATER MH (N. FRONT ST.) RIM ELEVATION = 9.21'. (SEE PLAN)
  - THE INFORMATION SHOWN ON THIS PLAN IS FOR THE ULTIMATE USER NAMED HEREON AND IS NOT VALID TO ANY OTHER PARTIES. ANY ELECTRONIC REPRODUCTION OF THIS SURVEY AND PLAN IS TO BE FOR THE USE OF THE CLIENT ONLY. AQUA ECONOMICS IS NOT RESPONSIBLE FOR ANY DISCREPANCIES, WHICH MAY ARISE BY THE ELECTRONIC REPRODUCTION OF THE ORIGINAL FILE AND ANY FUTURE PARTIES UTILIZING SAID COPY DO HEREBY RELEASE AQUA ECONOMICS FROM ANY AND ALL CLAIMS FOR DAMAGES AS A RESULT OF SAID DISCREPANCIES.
  - COPYRIGHT 2024 - ALL RIGHTS RESERVED - AQUA ECONOMICS NO PART OF THIS PLAN MAY BE REPRODUCED, STORED IN AN INFORMATION STORAGE AND RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM, OR BY ANY MEANS, ELECTRICAL, MECHANICAL, PHOTOCOPIING RECORDING OR OTHERWISE WITHOUT PRIOR WRITTEN PERMISSION OF AQUA ECONOMICS.

**ZONE: CMX-3**  
(COMMERCIAL MIXED-USE-3)

**LOT DIMENSIONS**  
Maximum Occupied Area

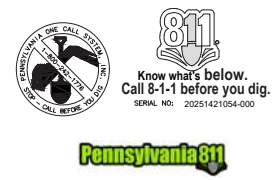
- Lot: Intermediate 75%
- Corner: 80%

**YARDS**  
Minimum Front Yard Depth (ft.): N/A  
Minimum Side Yard Width (ft.): 8 if used for buildings containing dwelling units  
Minimum Rear Yard Depth (ft.): N/A

**FLOOR AREA**  
Maximum Floor Area Ratio: 500%  
With Additional Bonuses

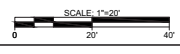
PROPOSED PREMISES AREA		
PREMISES	SQ. FT.	ACRES
'A'	22,000.0	0.50505

EXISTING PARCEL AREA							
ADDRESS	SQ. FT.	ACRES	PARCEL	OPA	REGISTERED OWNERS	DOC ID	RECORDING DATE
31-35 W. GIRARD AVE.	14,500.0	0.33287	#009N100188	#882919690	31 W GIRARD LLC	#54108953	10/13/2022
1221-27 N. FRONT STREET	7,500.0	0.17218	#009N100178	#884342945	BRUCE FOX AND JONATHAN FOX	#54089559	8/25/2022



STREETS DEPT. APP. #: SR-2025-031353  
PWD SPR TRACKING #: FY26-WGIR-8301-01

No.	Date	Revision	BY
7			
6			
5			
4			
3	2-2-26	UPDATE WATER MAIN	KL
2	1-23-26	REVISED PER PWD REVIEW LETTER	KL
1	1-15-26	REVISED PER STREETS DEPT & PWD REVIEW LETTER	KL



**EXISTING CONDITIONS PLAN**

31 W GIRARD AVE  
18TH WARD PHILADELPHIA, PA 19123

**PAUL LONIE**  
PA PROFESSIONAL LAND SURVEYOR  
LICENSE NO.: SU24461E

1391 WALTON ROAD  
BLUE BELL, PA 19422  
(267) 885-9875  
PAUL@AQUAECONOMICS.COM

Owner(s) 31 W GIRARD LLC  
990 SPRING GARDEN ST., #403  
PHILADELPHIA, PA 19123  
RYAN KALILI  
RKALILI@CLIPSEDEVELOPMENT.COM  
(310) 960-3374

Municipality PHILADELPHIA  
County State  
PHILADELPHIA PA  
Drawn KL Scale 1" = 20'  
Cld PL Date 10-30-2025  
File 31 W GIRARD AVE  
Drawing Sheet 1 of 2

APPENDIX:	ZONING REFERRAL	29
	CDR APPLICATION	30
	SUSTAINABILITY CHECKLIST	31
	COMPLETE STREETS CHECKLIST	32-36

### Civic Design Review Notification to Philadelphia City Planning Commission

This form must be completed by the L&I plans examiner to notify PCPC that an application under review requires Civic Design Review (CDR).

The L&I plans examiner must forward this completed form to the applicant, the Community Group Notification ([RCO@Phila.gov](mailto:RCO@Phila.gov)), and the Civic Design Review ([CDR@Phila.Gov](mailto:CDR@Phila.Gov)) and must also upload a copy to eCLIPSE.

#### Application Details

Identify the permit number, location of work and name of applicant.

If a specific location applies or the project involves multiple parcels, please note additional details or address information in the space provided.

1

ZP-2102511610

Address 31-35 W GIRARD AVE, Philadelphia, PA 19123-1718

Specific Location or Additional Parcels \_\_\_\_\_

Applicant Name Nate Mollway DBA: CANNO DESIGN LLC

Applicant's Relationship to property:

Property Owner  Tenant  Equitable Owner  Licensed Professional or Tradesperson

Date of Notification to PCPC: 03 / 13 / 26

#### Plans Examiner

Provide the name and contact information of the plans examiner reviewing the application.

2

Name Chanwoo Jung

Email Address chanwoo.jung@phila.gov Phone Number 215-686-2564

#### CDR Triggers

Provide applicable application details related to the CDR determination.

See §14-304(5) and Table 14-304.2 for additional details.

3

Zoning District(s): CMX-3

Affects property in a residential district, as defined by §14-304(5)(b)(2)  Yes  No

Application includes new construction or an expansion that creates \_\_\_\_\_ square footage of new GFA.

Application includes new construction or an expansion that creates 120 additional dwelling units.

#### Plan Review Results

Provide details regarding the outcome of the plan review

4

Will the application result in a by-right permit?  Yes  No

If **yes**, skip the questions below.

If **no**, has the applicant been issued a refusal / referral prior to completing CDR?  Yes  No

If **yes**, include the refusal / referral with this Notification and forward to the email addresses listed below.

If **no**, use the space below to outline the refusals / referrals that are anticipated:

Code Section(s):	Reason for Refusal / Referral:

## 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-2025-011610**

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

Application includes new construction that creates 120 additional dwelling units

### PROJECT LOCATION

Planning District: Lower North Council District: 5

Address: 35 W. Girard Ave, Philadelphia, PA, 19123

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

### CONTACT INFORMATION

Applicant Name: Nate Mollway Primary Phone: 215.977.7075

Email: nate@cannodesign.com Address: 109 S. 13<sup>th</sup> Street, 2<sup>nd</sup> FLOOR  
Philadelphia, PA, 19107

Property Owner: Front and Girard Developer Eclipse Development  
 Architect: CANNObdesign

### SITE CONDITIONS

Site Area: 22,048 SF

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

#### Proposed Use:

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

**120 Units of Residential**

**96,476 GSF total, 4605 SF to Non-residential commercial space**

Proposed # of Parking Units:

**28 automobile parking, 42 Class A bike parking**

### 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: APRIL 14<sup>TH</sup>, 2026 Time: 6:30 – 7:30 PM

### ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes  No  NA  X

If yes, indicate the date hearing will be held:

Date: \_\_\_\_\_

### Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
<b>Location and Transportation</b>		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes, multiple SEPTA routes converge at corner of Front and Girard.
(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, all parking provided is located underneath the building / covered, accessed by a single garage door as far from Girard Avenue as possible.
(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, (3) car share spots and (2) electric plug-in vehicle spots are provided, accounting for 15% of the provided parking spaces.
(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>	Yes, the building's exterior envelope and windows will reduce sound transmission at the Front Street facade.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	(42) class 1A spaces are provided. Additional exterior inverted U Spaces are provided.

### Civic Sustainable Design Checklist – Updated September 3, 2019

<b>Water Efficiency</b>		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	On-site vegetation intended to need no additional irrigation, native species. Ground cover proposed in place of lawn.
<b>Sustainable Sites</b>		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	On-site vegetation proposed in parking courtyard, rear yard, and on roof. Street trees will be provided per Streets Department Standards.
(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	Stormwater requirements are managed on site and constructed / designed in accordance with specifications of 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.	A combination of strategies intended, high reflective hardscapes and shading provided.
<b>Energy and Atmosphere</b>		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. <sup>ii</sup>	An extensive COMcheck report will demonstrate compliance.
(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	Envelope construction and windows installed intended to exceed code minimum for Philadelphia.

### Civic Sustainable Design Checklist – Updated September 3, 2019

	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>	Air filtration is provided as per the requirements of the International Building Code and associated standards.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	N/A
<b>Innovation</b>		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	N/A

<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

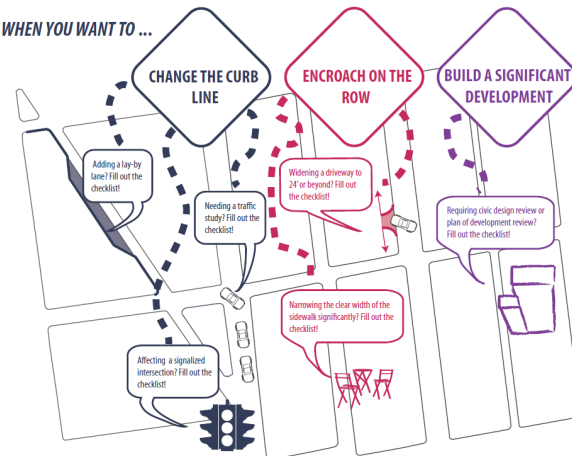
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards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

- |  |   |
|--|---|
| <p>1. PROJECT NAME<br/><u>35 W. Girard</u></p> <p>3. APPLICANT NAME<br/><u>Nate Mollway</u></p> <p>4. APPLICANT CONTACT INFORMATION<br/><u>nate@cannodesign.com 215.977.7075</u></p> <p>6. OWNER NAME<br/><u>"Front and Girard"</u></p> <p>7. OWNER CONTACT INFORMATION<br/><u>Ryan Kalili RKalili@eclipsedevelopment.com</u></p> <p>8. ENGINEER / ARCHITECT NAME<br/><u>CANNODESIGN Nate Mollway</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION<br/><u>Nate@cannodesign.com 215.977.7075</u></p> <p>10. STREETS: List the streets associated with the project. Complete Streets Types can be found at <a href="http://www.phila.gov/map">www.phila.gov/map</a> under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook. Also available here: <a href="http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/">http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/</a></p> | <p>2. DATE<br/><u>04.06.26</u></p> <p>5. PROJECT AREA: list precise street limits and scope<br/><u>On "W. Girard Ave." ~20' east from "N. Front Street" until ~100' west of "Leopard Street"</u></p> <p><u>On "N. Front Street" ~56' North of "W. Girard Ave." until ~245' South of "W. Thompson St."</u></p> |
|--|---|

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Girard</u>	<u>N. Front St.</u>	<u>N. Lee Street</u>	<u>Walkable Commercial Corridor</u>
<u>Front</u>	<u>W. Girard Ave.</u>	<u>W. Thompson</u>	<u>Urban Arterial</u>
_____	_____	_____	_____

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?
- |   |   |   |
|---|---|---|
| a. Parking and loading regulations in curb lanes adjacent to the site                                   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/>   |
| b. Street Furniture such as bus shelters, honor boxes, etc.   | YES <input type="checkbox"/>            | NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |
| c. Street Direction   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/>   |
| d. Curb Cuts  | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> N/A <input type="checkbox"/>            |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> N/A <input type="checkbox"/>            |
| f. Building Extensions into the sidewalk, such as stairs and stoops                                     | YES <input type="checkbox"/>            | NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |

APPLICANT: General Project Information

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

DEPARTMENTAL REVIEW: General Project Information

## COMPLETE STREETS HANDBOOK CHECKLIST

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### PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>W. Girard Ave.</u>	<u>12' / 16' / 16'</u>	<u>16' / 16'</u>
<u>N. Front St.</u>	<u>12' / 13' / 13'</u>	<u>13' / 13'</u>
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
<u>W. Girard Ave.</u>	<u>6' / 11.5' / 11.5'</u>
<u>N. Front St.</u>	<u>6' / 9' / 9'</u>
_____	____ / ____ / ____
_____	____ / ____ / ____

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

#### EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway (curb cut)</u>	<u>14.9'</u>	<u>145.9' from W. Girard Ave</u>
<u>Driveway (curb cut)</u>	<u>19.2'</u>	<u>205.8' from W. Girard Ave</u>
_____	_____	_____
_____	_____	_____

#### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Garage Drive Aisle (curb cut)</u>	<u>33'</u>	<u>~190' from W. Girard Ave</u>
_____	_____	_____
_____	_____	_____

## COMPLETE STREETS HANDBOOK CHECKLIST

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### PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES  NO

DEPARTMENTAL APPROVAL

YES  NO

APPLICANT: Pedestrian Component

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

DEPARTMENTAL REVIEW: Pedestrian Component

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

### COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



#### BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, existing and proposed Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>W. Girard Ave.</u>	<u>2' / 0"</u>
<u>N. Front St.</u>	<u>2'6" / 0"</u>
_____	____ / ____
_____	____ / ____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>W. Girard Ave.</u>	<u>6' / 4.5' / 4.5'</u>
<u>N. Front St.</u>	<u>6' / 4' / 4'</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?

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> Bicycle Parking  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Lighting         | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| <input checked="" type="checkbox"/> Benches          | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| <input checked="" type="checkbox"/> Street Trees     | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| <input checked="" type="checkbox"/> Street Furniture | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |

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

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception YES  NO  N/A

DEPARTMENTAL APPROVAL

YES  NO

### COMPLETE STREETS HANDBOOK CHECKLIST

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

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

### COMPLETE STREETS HANDBOOK CHECKLIST

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#### BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

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

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET	ON SIDEWALK	OFF-STREET
		Existing / Proposed	Existing / Proposed	Existing / Proposed
<u>35 W. Girard Ave.</u>	<u>40</u>	<u>0 / 0</u>	<u>0 / 0</u>	<u>0 / 42</u>
_____	____	____ / ____	____ / ____	____ / ____
_____	____	____ / ____	____ / ____	____ / ____
_____	____	____ / ____	____ / ____	____ / ____

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?

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Conventional Bike Lane       | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| <input type="checkbox"/> Buffered Bike Lane           | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| <input type="checkbox"/> Bicycle-Friendly Street      | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| <input type="checkbox"/> Indego Bicycle Share Station | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |

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

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: \_\_\_\_\_

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

**COMPLETE STREETS HANDBOOK CHECKLIST**

Philadelphia City Planning Commission



**CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)**

- |   |  |   |
|---|--|---|
| 28. Does the design limit conflict among transportation modes along the curb?   | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>                              | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations?                           | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" 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 type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" 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: Responding to question 31, the project sets back from the SEPTA station on W. Girard Ave. While this is inherently to ensure structure remains completely untouched, it does maintain a visual prominence of the station on the existing low density site.

**DEPARTMENTAL REVIEW: Curbside Management Component**

Reviewer Comments:

**COMPLETE STREETS HANDBOOK CHECKLIST**

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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
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
<b>NO</b>	<b>CHANGE</b>	<b>PROPOSED</b>	____/____	_____
_____	_____	_____	____/____	_____

- |   |  |   |
|---|--|---|
| 33. What is the maximum AASHTO design vehicle being accommodated by the design?   | N/A  | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. Will the project affect a historically certified street? An <a href="#">inventory of historic streets</a> <sup>(1)</sup> is maintained by the Philadelphia Historical Commission. | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>                              | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 35. Will the public right-of-way be used for loading and unloading activities?  | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>                              | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 36. Does the design maintain emergency vehicle access?  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>                              | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 37. Where new streets are being developed, does the design connect and extend the street grid?  | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 38. Does the design support multiple alternative routes to and from destinations as well as within the site?  | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>                              | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |

**APPLICANT: Vehicle / Cartway Component**

Additional Explanation / Comments: No Lane changes proposed

**DEPARTMENTAL REVIEW: Vehicle / Cartway Component**

Reviewer Comments:

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

**COMPLETE STREETS HANDBOOK CHECKLIST**

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**URBAN DESIGN COMPONENT (Handbook Section 4.8)**

- |  |  |   |
|--|--|---|
| 40. Does the design incorporate windows, storefronts, and other active uses facing the street?   | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?                                | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |

**APPLICANT: Urban Design Component**

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

**DEPARTMENTAL REVIEW: Urban Design Component**

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

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
<b><u>NO SIGNAL CYCLE CHANGES PROPOSED</u></b>	_____	_____
_____	_____	_____
_____	_____	_____

	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 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 type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? <i>If yes, City Plan Action may be required.</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input type="checkbox"/>
47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>

**APPLICANT: Intersections & Crossings Component**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**  
Reviewer Comments: \_\_\_\_\_