

7372 HENRY AVE

CIVIL DESIGN PRESENTATION

Date: 2026.09.08



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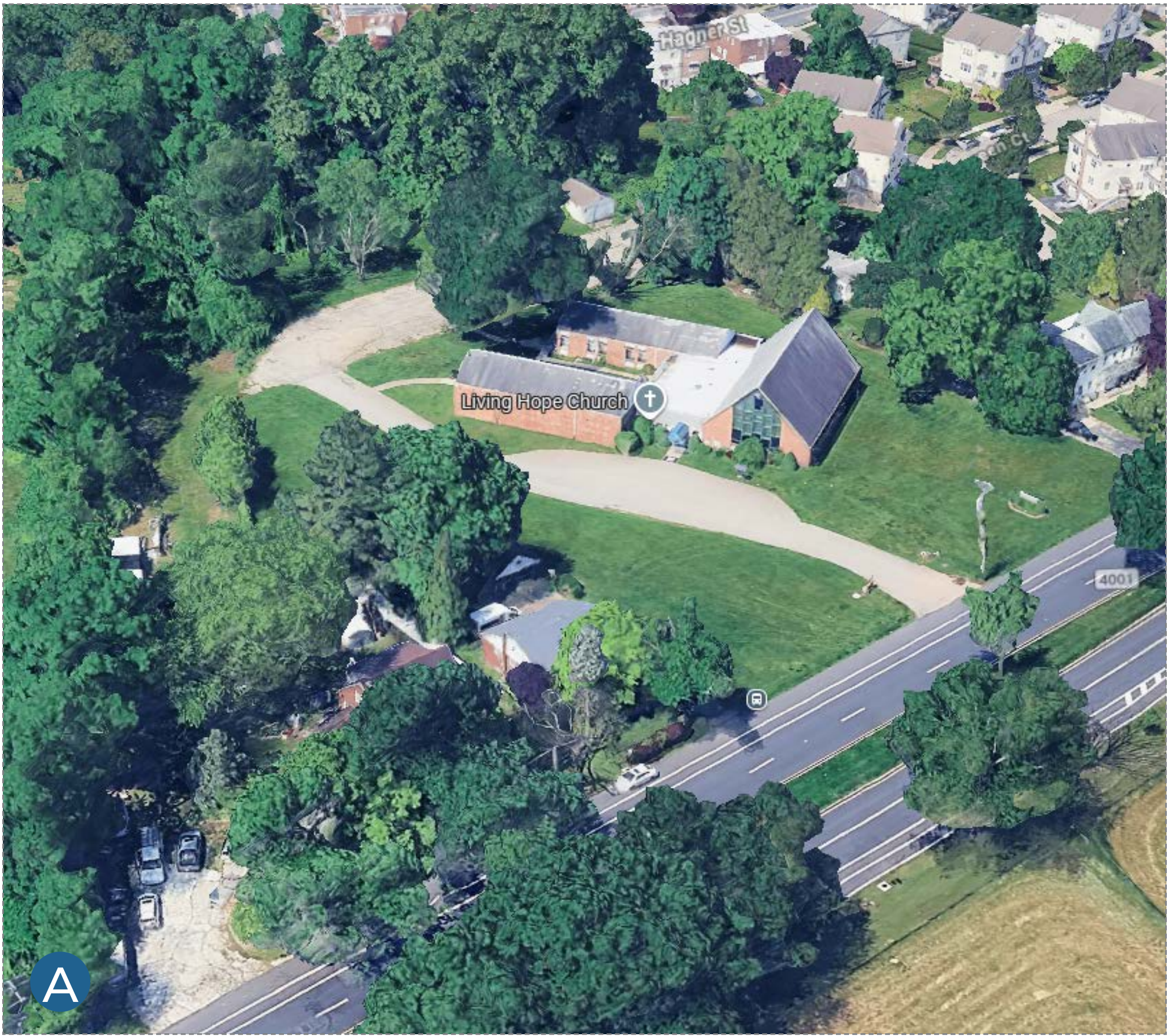
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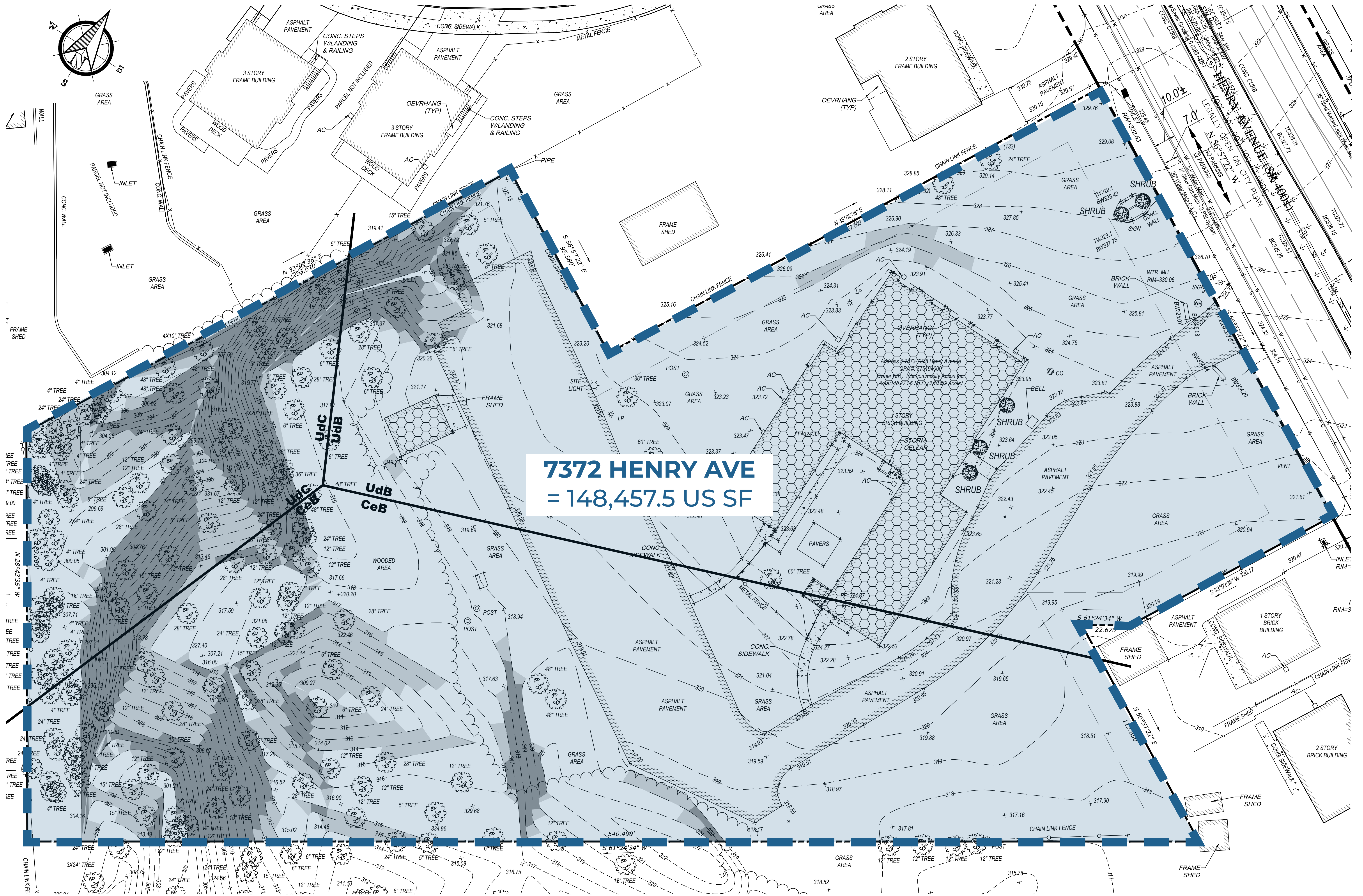
- 1 Roxborough YMCA
- 2 Target
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- 4 Wissahickon Valley Park
- 5 Walter B. Saul High School

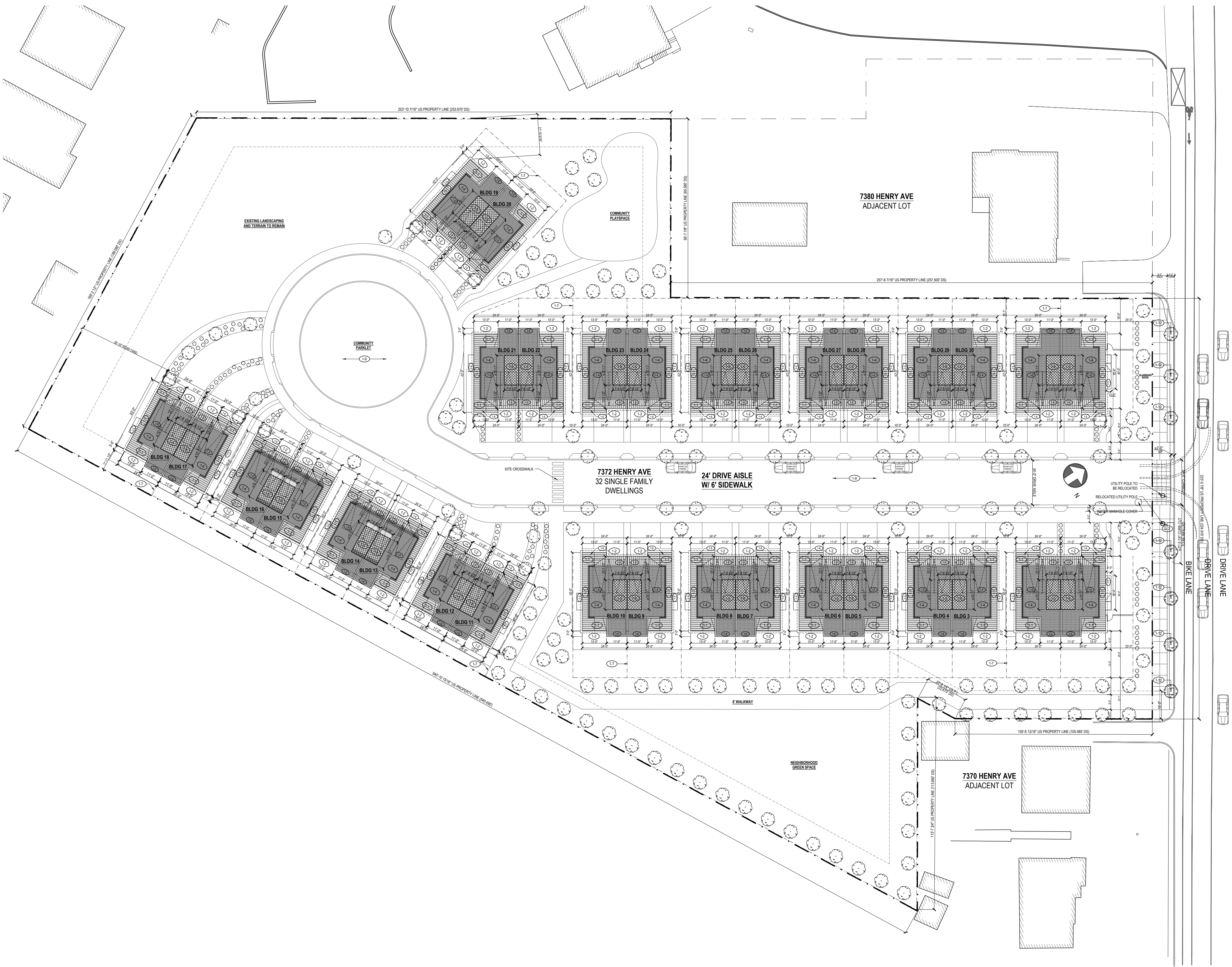


- CA-2
RECREATION
- RSA-3
RESIDENTIAL SINGLE-FAMILY ATTACHED-3
- RSD-3
RESIDENTIAL SINGLE-FAMILY DETACHED-3



ZONING MAP





ZONING CHART

BASE DISTRICT:	RSD-3	
ABUTTING DISTRICT:	RSD-3	
DISTRICT ACROSS STREET:	RSA-3	
LOT AREA:	148,457.5 SF	
USE:	PROPOSED 40 SINGLE FAMILY DWELLINGS WITH ACCESSORY PARKING	
DIM. STANDARDS:	REQUIRED/ALLOWED	PROPOSED
DWELLING UNITS:	1	32
OPEN AREA:	103,920.2 SF (70%)	115,473.5 SF (77%)
OCCUPIED AREA:	44,537.3 SF (30%)	32,984 SF (23%)
FRONT YARD SETBACK:	25'-0"	25'-0"
SIDE YARD:	2 / 10' (25' TOTAL)	11'-11 1/2" MIN / 16'-1" (>25')
REAR YARD:	25'	50'-10"
HEIGHT:	38'	NTE 38'
GFA:	N/A	±83,488 SF
STREET TREES:	7	7
PARKING:	REQUIRED	PROPOSED
AUTO PARKING:	32 SP (0) ADA	64 SP (0) ADA
LOADING SPACE:	0	0
BICYCLE STALLS:	0	0
	HENRY AVE	
PEDESTRIAN ZONE:	8'-6"	
FURNISHING ZONE:	3'-6"	
BUILDING ZONE:	N/A	



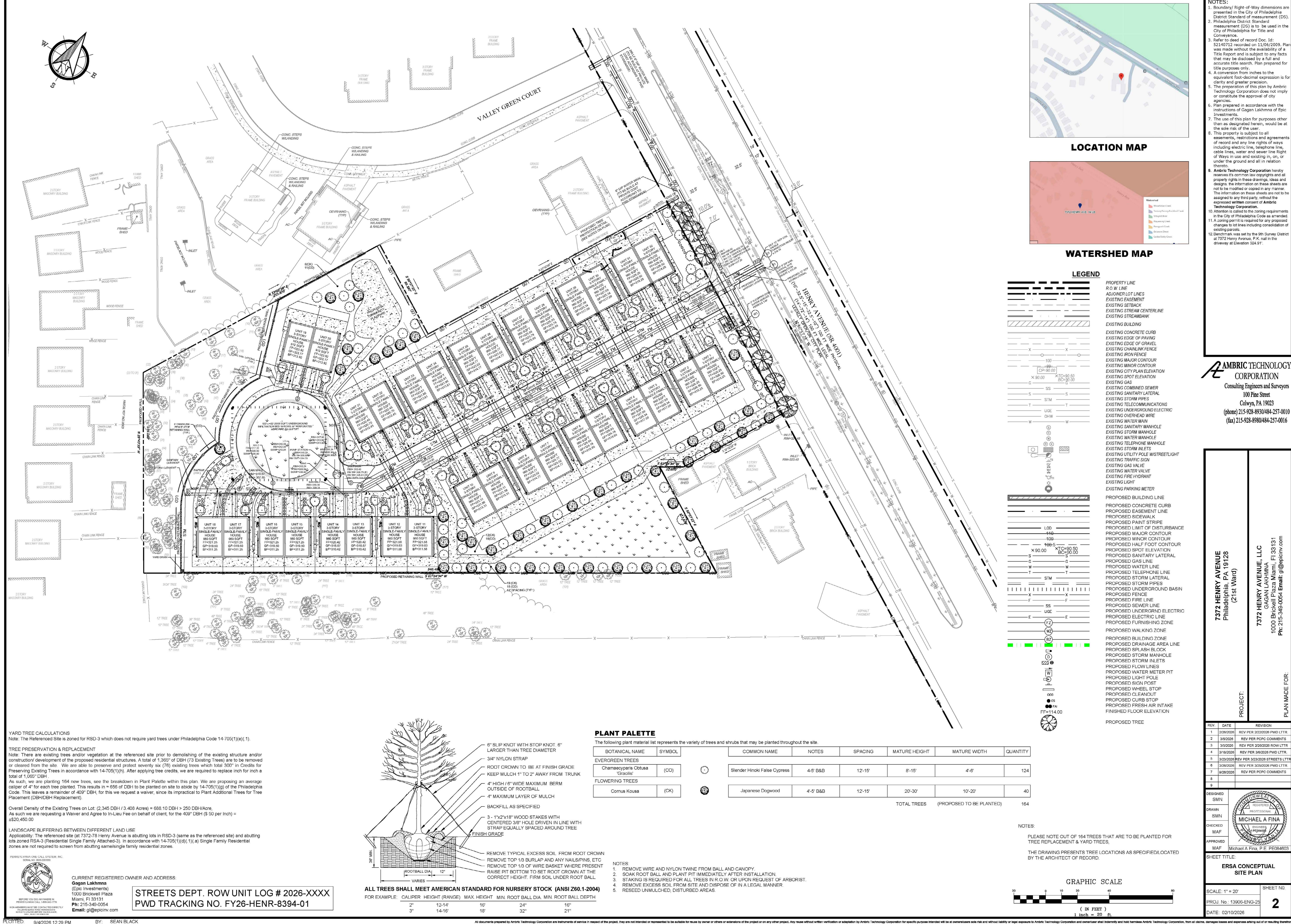


SITE PLAN

GROUND FLOOR

32 SINGLE FAMILY BUILDINGS
972 SF FOOTPRINT EACH
64 PARKING STALLS

- A** PROPOSED 24'-0" CURBCUT
- B** LANDSCAPED AREAS
- C** PROPOSED STREET TREE, IN CONTINUOUS PITS
- D** PROPOSED SITE TREE
- E** 6' HIGH WOOD FENCE
- F** PERMEABLE PAVER PATIOS
- G** CONCRETE SIDEWALKS
- H** PERMEABLE PAVERS WALKWAY
- I** 24' WIDE 2-WAY DRIVE AISLE
- J** 8.5'X18' PARKING STALL
- K** COMMUNITY PARKLET
- L** COMMUNITY PLAYSPACE
- M** EXISTING LANDSCAPING AND TERRAIN TO REMAIN
- N** OVERFLOW PARKING
- O** NEIGHBORHOOD GREEN SPACE



PEDESTRIAN PLAN

GROUND FLOOR

- A CONCRETE SIDEWALKS
- B PERMEABLE PAVERS WALKWAY
- C PROPOSED STREET TREE, IN ENLARGED TREE PITS
- D LINE OF BUILDING ABOVE
- E PROPOSED SITE TREE
- F LANDSCAPED AREAS
- G 24' WIDE ASPHALT PAVING
- H 6' HIGH WOOD FENCE
- I PROPOSED CURBCUT
- J 8.5'X18' PARKING STALL
- K PERMEABLE PAVER PATIOS
- L 2'X2' CONCRETE SIDEWALK AT CURBCUT





■ TOTAL GFA: 2522 SF





FRONT ELEVATION



REAR ELEVATION



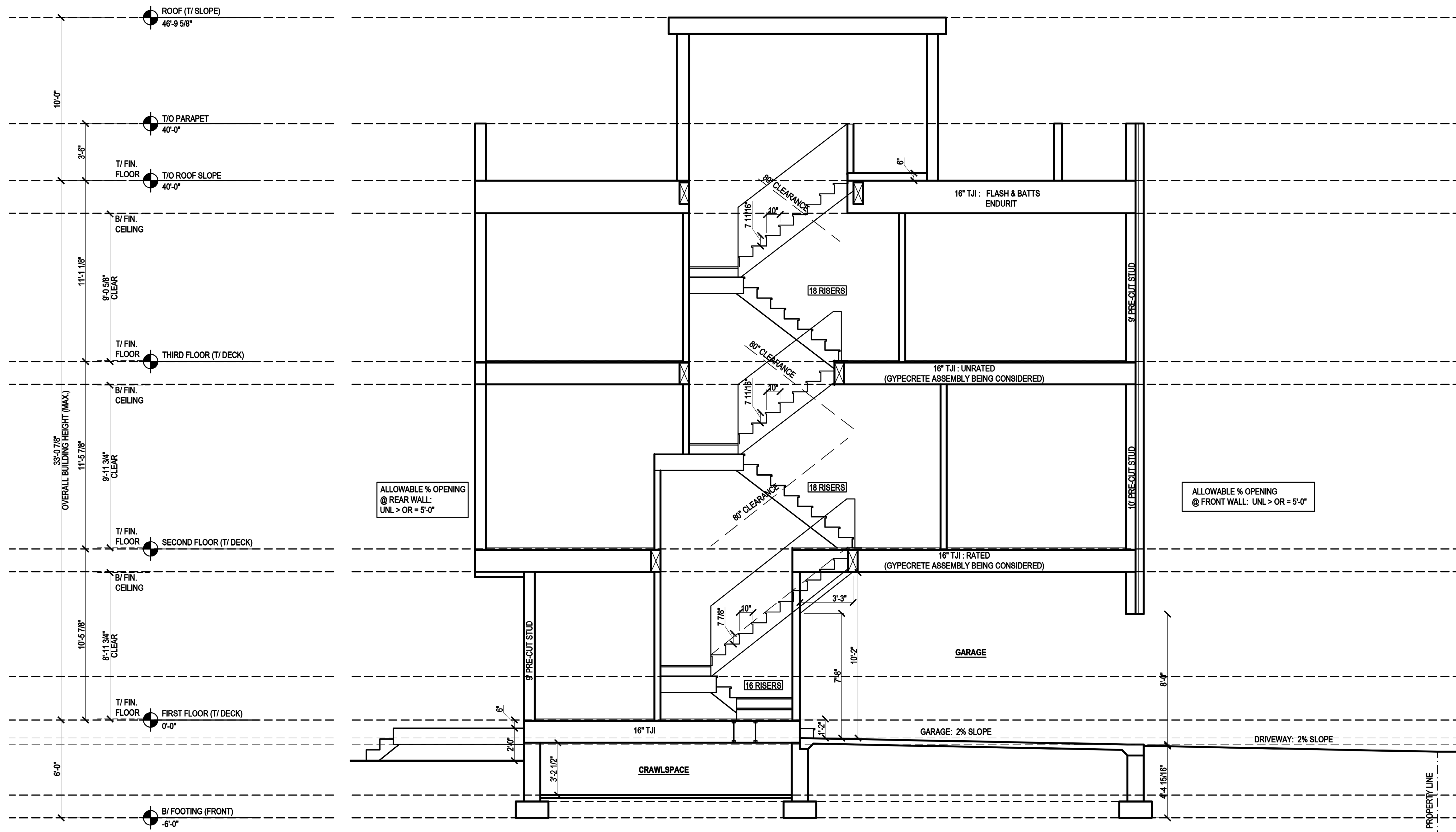
SIDE ELEVATION

CLADDING KEY

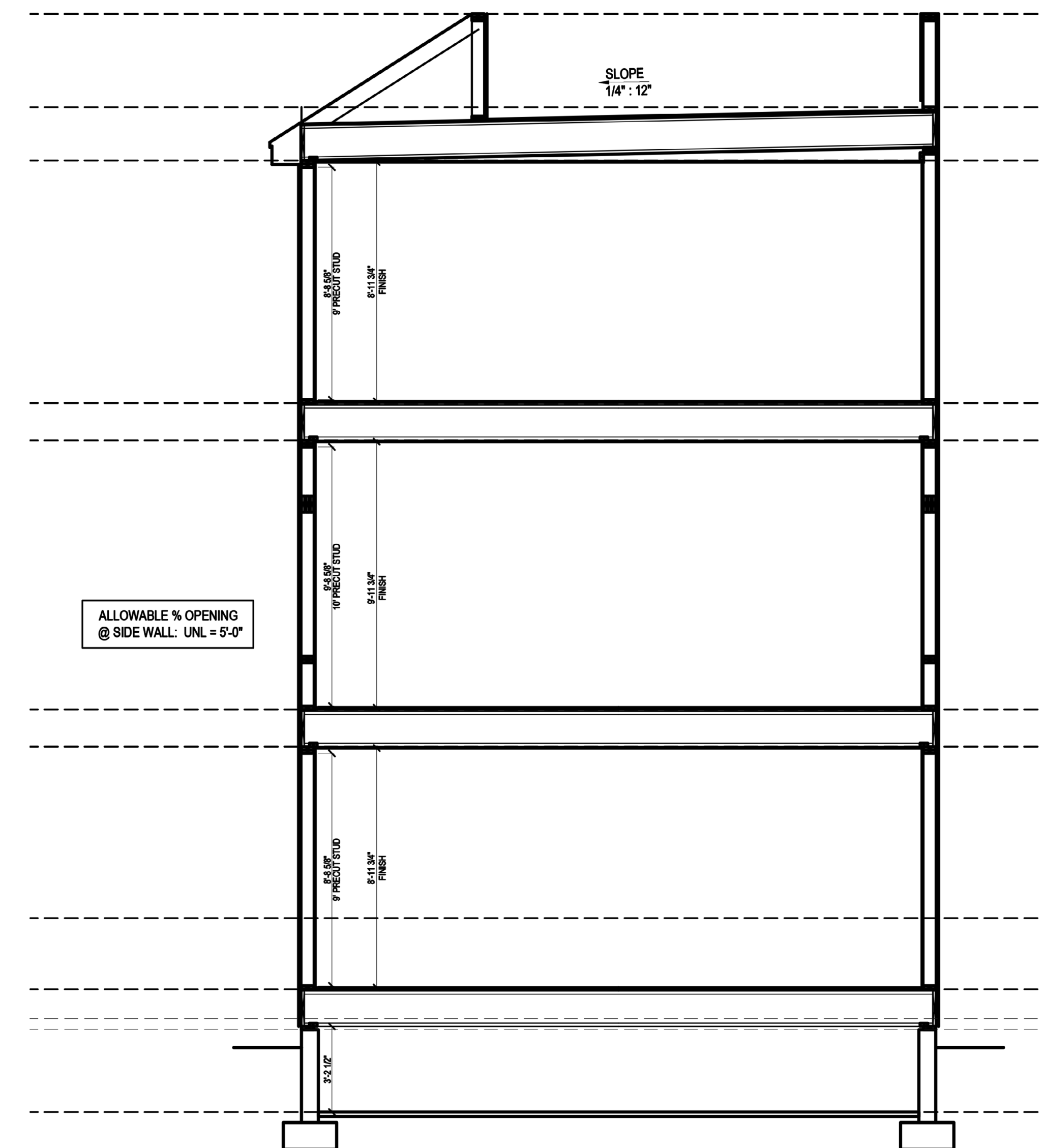
- 1 4" BRICK VENEER
- 2 FIBER CEMENT SIDING, 4" EXPOSURE
- 3 AZEK PANELING
- 4 VINYL BOARD & BATTEN, WIDE PLANK
- 5 STANDING SEAM METAL ROOF
- 6 VINYL SIDING, 4" EXPOSURE
- 7 DOUBLE HUNG WINDOWS
- 8 6" HIGH WOOD FENCE
- 9 P/T WOOD DECK WITH SYN. DECKING
- 10 ENTRY DOORS
- 11 OVERHEAD DOOR
- 12 VINYL SIDING, 7" EXPOSURE



SITE ELEVATION @ HENRY AVE



LONGITUDINAL SECTION



TRANSVERSE SECTION

MATERIALS



1 4" BRICK VENEER
- Glacier Stone



**2 FIBER CEMENT SIDING
4" EXPOSURE**

- Light Mist
- Pearl Gray
- Gray Slate
- Boothbay Blue
- Aged Peweter
- Mountain Sage



**3 NEWTECH 6' HIGH
WOODEN FENCE**



4 STANDING SEAM METAL
- Black



**5 BOARD AND
BATTEN SIDING**
- White



7 VINYL WINDOWS
- Double Hung & Fixed







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, there are bus stops on Henry Ave, and at the corner of Henry and Domino Lane.
(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.	2 cars will be parked in each garage, with the ability to park 2 additional cars in each driveway. 24,144 sf / 148,457.5 = 16.2% open to the sky
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	all homes will come with the option for EV charging in the gragages 40 EV / 80 total stalls = 50%
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) ⁱ	N/A. Our site is not adjacent to a railway.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No bike share stations are proposed. An Indego bike share station exists at E. Thompson and E. York street.

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	on site vegetation will required irrigation, but we have spec'd plants to reduce by 50%
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.	57,128 SF / 148,457.5 = 38.5 % of site will be vegetated cover
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	We do not conform to either of these.
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	All hardscapes will have a high reflectance of SRI>29. We are also proposing several site trees.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	2018 IECC (RE) + PRESCRIPTIVE
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ ☒Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	no additional measures will be sought.

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ☒Achieve certification in Energy Star for Multifamily New Construction (MFNC). ☒Achieve Passive House Certification	Yes to energy star appliances + light fixtures Not Energy Star Cert. Not Passive House
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	Yes, compliant filters will be installed
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	each home will come with optional PV cells on the roof
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	bike storage has been provided in each garage

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

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

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



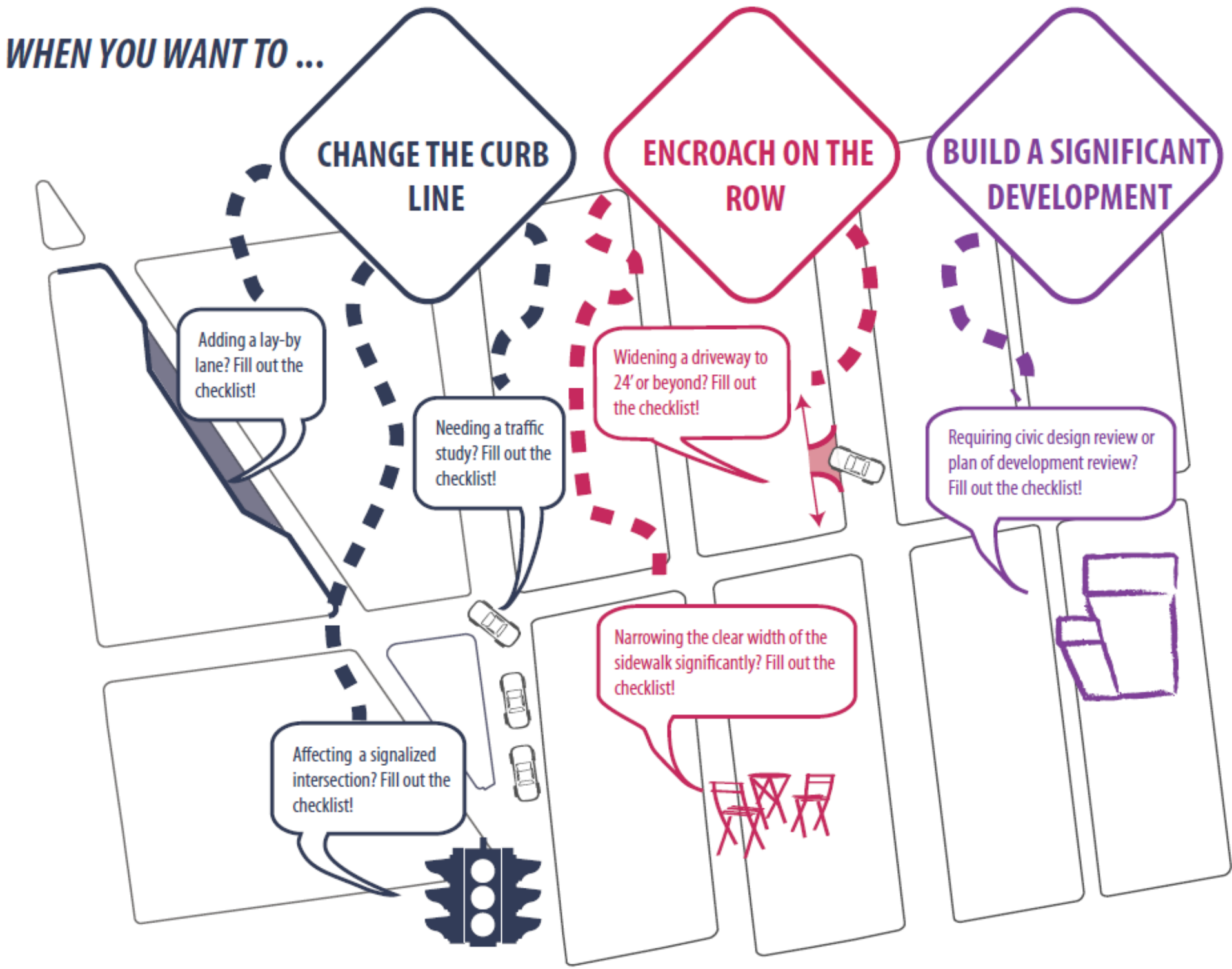
D+INSTRUCTIONS

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?



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

7372-78 Henry Ave
2. DATE

09.08.2026
3. APPLICANT NAME

Rustin Ohler [HarmanDeutschOhler Architecture]
4. APPLICANT CONTACT INFORMATION

1225 N. 7th Street, 267-324-3601
6. OWNER NAME

7372 Henry Ave LLC
7. OWNER CONTACT INFORMATION

853 Derby Dr West, CHESTER 19380
8. ENGINEER / ARCHITECT NAME

Rustin Ohler [HarmanDeutschOhler Architecture]
9. ENGINEER / ARCHITECT CONTACT INFORMATION

1225 N. 7th Street, 267-324-3601
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.

Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
Henry Ave.	Valley Green Ct.	Cinaminson St.	Urban Arterial

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: _____
- COMPLETE STREETS HANDBOOK CHECKLIST
- Philadelphia City Planning Commission
-
-
-
-
-
- DEPARTMENTAL REVIEW: General Project Information
- harman
deutsch
ohler
architecture
- 7372 HENRY AVE
- COMPLETE STREETS
HANDBOOK CHECKLIST
- 22

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
Henry Ave.	12' / 12' / 12'	12' / 12'

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
Henry Ave.	6' / 8.5' / 8.5'

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
Curbcut	24'	Henry Ave.

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curbcut	28.0'	Henry Ave.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

YES ☒ NO ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
Henry Ave.	0' / 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
Henry Ave.	3.5' / 3.5' / 3.5'

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

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

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐

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 ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

YES ☒ NO ☐ N/A ☐

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

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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 Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
7372 Henry Ave.	0	0 / 0	0 / 0	0 / 0
		/	/	/
		/	/	/
		/	/	/

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

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

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

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

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?
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?
30. Does the design provide a buffer between the roadway and pedestrian traffic?
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? N/A

YES ☒ NO ☐

YES ☐ NO ☐ N/A ☒

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____

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

SU-30
34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission.

YES ☐ NO ☒
35. Will the public right-of-way be used for loading and unloading activities?

YES ☐ NO ☒
36. Does the design maintain emergency vehicle access?

YES ☒ NO ☐
37. Where new streets are being developed, does the design connect and extend the street grid?

YES ☐ NO ☒ N/A
38. Does the design support multiple alternative routes to and from destinations as well as within the site?

YES ☒ NO ☐ N/A
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

YES ☒ NO ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

(1) http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

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- ☐ 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
- harman
deutsch
ohler
architecture
- 7372 HENRY AVE
- COMPLETE STREETS
HANDBOOK CHECKLIST
- 26

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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
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 ☐	NO ☐	N/A ☒	YES ☐ NO ☐
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 ☐ NO ☐
▪ Marked Crosswalks	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Pedestrian Refuge Islands	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Signal Timing and Operation	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Bike Boxes	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____



Re:

From Eric Quick <eric@hdoarch.com>

Date Tue 9/8/2026 3:10 PM

To Eliza Bower <Eliza.Bower@phila.gov>

Cc Ian Litwin <Ian.Litwin@phila.gov>; Mina Monavarian <Mina.Monavarian@Phila.gov>; Rustin Ohler <rustin@hdoarch.com>; Kimberly Wittenberg <kim@hdoarch.com>; Serena Yin <serena@hdoarch.com>; Gagan Lakhmna <gl@epicinv.com>; Nase-Poust, Carrie B. <cnase-poust@foxrothschild.com>; Robert W. Gundlach <rgundlach@foxrothschild.com>

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See below for responses to the previous CDR comments:

Site Design Comments (including Complete Streets)

1. Consider a larger setback on Henry Ave to add more trees since it is a busy corridor. **We have not increased the front yard setback because it would have created additional disturbance to the steep slope areas of the site, which we have revised to avoid as much as possible. Additional street trees and yard trees, as well as robust landscaping, adequately buffer Henry Ave.**
2. Shrink the walking zone on Henry Ave to 8' to accommodate a 4' tree pit. Implement continuous tree pits to ensure healthy tree growth. **These recommendations have been incorporated. Refer to page 08.**
3. Consider expanding the interior sidewalk to 9' to accommodate a 6-foot sidewalk and a 3-foot tree pit. **These recommendations have been incorporated. Refer to page 08.**
4. Consider variety to street frontage depths. **This has not been incorporated, as it would have impacted the rear yards of some homes.**
5. Consider adding a communal space to the center of the cul-de-sac that meets PWD standards. **This recommendation has been incorporated. Refer to page 08.**
6. Prioritize community spaces over parking. Consider adding communal spaces and a playground to the underused green spaces in the corners and the large open area plan south and connect them with pedestrian paths. These need to meet the City's landscape requirements. **These recommendations have been incorporated. Refer to page 08. We now have a play area, a smaller green area in the cul-de-sac, and a neighborhood green space with a loop walking path.**
7. The proposed parking is excessive at 80 spaces for 40 units, not including the cars shown on the driveway. Consider reducing parking spaces to accommodate room for an entrance door and additional landscaping to make the front of the houses more welcoming. **The topic of parking was a**

significant area of concern for the RCO. Their stance is that garages in this area of the city are used for storage only, and therefore, we are only providing 2-car parking for each home, instead of the 4-car parking we are actually proposing. They have demanded additional overflow parking in our drive aisle. We happen to agree with PCPC's view, but must defer to what the neighbors want.

8. Add space on the ground floor for bike storage. Bike parking space is provided in each garage.
9. Work with the Streets Department on a possible new crossing on Henry Ave. We have had a developer service meeting with both PSD and PennDOT. We are working on incorporating traffic calming measures. A crossing on Henry does not seem possible per our conversations, but we will continue to push for one to connect our new neighborhood with the surrounding areas.
10. Include pedestrian scale lighting if not included. Each building has wall mounted light fixtures as well as downlights in the projected bays. Neighbordood lighting is being developed, along with solar powered pathway lights.
11. Extend sidewalk on Henry Ave to Valley Green Ct to connect to the adjacent pedestrian network. We will work with the adjacent neighbor to have that implemented if possible. We are providing continuous sidewalks across our parcel's frontage.
12. A curbside bus zone should be installed north of the proposed driveway to match location of existing bus stop signage to establish a bus zone that can act as daylighting to allow clear line of sight out of the new driveway. Based on the Department of Streets Engineering Standards (<https://www.phila.gov/media/20250528103828/philadelphia-streets-engineering-standards-pses-2025-03-11-1.pdf>) Install a 100' bus zone on the "nearside" (northern side) of the proposed curb cut, or a 30' no parking zone plus a 90' bus zone if placed on the far side of the intersection. Where bus zone and stop signage is placed, provide a minimum 5'x8' boarding and alighting area that is kept clear to allow those with disabilities to adequately board and alight. We will discuss this with PSD to incorporate it during the checklist #2 approval process, as it would be a boon to our new homeowners as well as the overall area.
13. Place no u-turn signage or similar to prevent unsafe u-turns that may negatively affect safety on Henry Ave. This has been incorporated.

Building Design Comments

14. Buildings lack presence on the street, especially facing Henry Ave. Add additional visual entrances to the front of the buildings. We have revised our canopy design along Henry Ave. We have provided landscaping and street trees in greater abundance.
15. Consider colors and materials that are more contextual to Philadelphia. We have revised the frontages to include brick, as well as increased the size of the apertures.
16. Consider bringing the brick up through the front facade. This has been incorporated.
17. Consider more transparent garage doors. Additional windows have been added to the garage door, aligning with increased windows above.

Sustainable Design Comments

18. Reduce hardscaping in parking areas. **We have retained our paver driveway and walkways. We have increased landscaping throughout the site.**

19. Provide solar panels on the roof. **The homes will be designed to accommodate solar panels, and be offered as an upgrade.**



eric quick | assoc. partner, RA
harman deutsch ohler architecture
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On Tue, Sep 8, 2026 at 2:29 PM Eliza Bower <Eliza.Bower@phila.gov> wrote:

Hi Eric,

I have received your updated submission. To qualify for the second review I need written responses to each of the recommendations we sent to you in our Key Recommendation letter. Please send that by EOD to be considered at the October CDR.

Eliza

From: Eric Quick <eric@hdoarch.com>

Sent: Tuesday, September 8, 2026 12:54 PM

To: Ian Litwin <Ian.Litwin@phila.gov>; Mina Monavarian <Mina.Monavarian@Phila.gov>; Eliza Bower <Eliza.Bower@phila.gov>

Cc: Rustin Ohler <rustin@hdoarch.com>; Kimberly Wittenberg <kim@hdoarch.com>; Serena Yin <serena@hdoarch.com>; Gagan Lakhmna <gl@epicinv.com>; Nase-Poust, Carrie B. <cnase-poust@foxrothschild.com>; Robert W. Gundlach <rgundlach@foxrothschild.com>

Subject:

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Mina, Eliza, and Ian,

We have attached our 2nd CDR submission package for 7372 Henry Ave. Our RCO meeting was held June 10, 2026 @ 6:30 PM.

Could you please confirm receipt of our submission? Let us know if you need anything further from us. We look forward to hearing your comments. Thank you.



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