



## CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 715233

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

This project includes new construction with a new gross floor area of 129,198.6 sf and 201 dwelling units

### PROJECT LOCATION

Planning District: Lower North Council District: District 2 - Kenyatta Johnson

Address: 1408-24 N 31st St., 3101 Master St., 1421-17 N. 32nd Street  
Philadelphia, PA 19121

Is this parcel within a Master Plan District? Yes  No

### CONTACT INFORMATION

Applicant Name: Jason Wistreich Primary Phone: 215 928 2331

Email: jwistreich@jkrparchitects.com Address: 100 East Penn Square  
Philadelphia, PA 19107

Property Owner: Westrum Development Company Developer Westrum Development Company

Architect: JKRP Architects

CONTINUED ON NEXT PAGE

**SITE CONDITIONS**

Site Area: 129,198.6 sf

Existing Zoning: RMX-2 Are Zoning Variances required? Yes  No

**SITE USES**

Present Use: Vacant

Proposed Use:

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

Surface Parking:	58,617 sf (201 spaces)
Garage:	6,879 sf (20 space)
Residential:	173,772 sf (201 units)
Retail:	5,900 sf

Proposed # of Parking Units:  
221

**COMMUNITY MEETING**

Community meeting held: Yes  No

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:

Date: TBD Time: \_\_\_\_\_

**ZONING BOARD OF ADJUSTMENT HEARING**

ZBA hearing scheduled: Yes  No  NA

If yes, indicate the date hearing will be held:

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





AERIAL VIEW OF SITE LOOKING EAST

31ST AND MASTER STREET



AERIAL VIEW OF SITE LOOKING WEST

31ST AND MASTER STREET



31ST AND MASTER STREET



NORTH OF MASTER STREET



32ND AND MASTER STREET



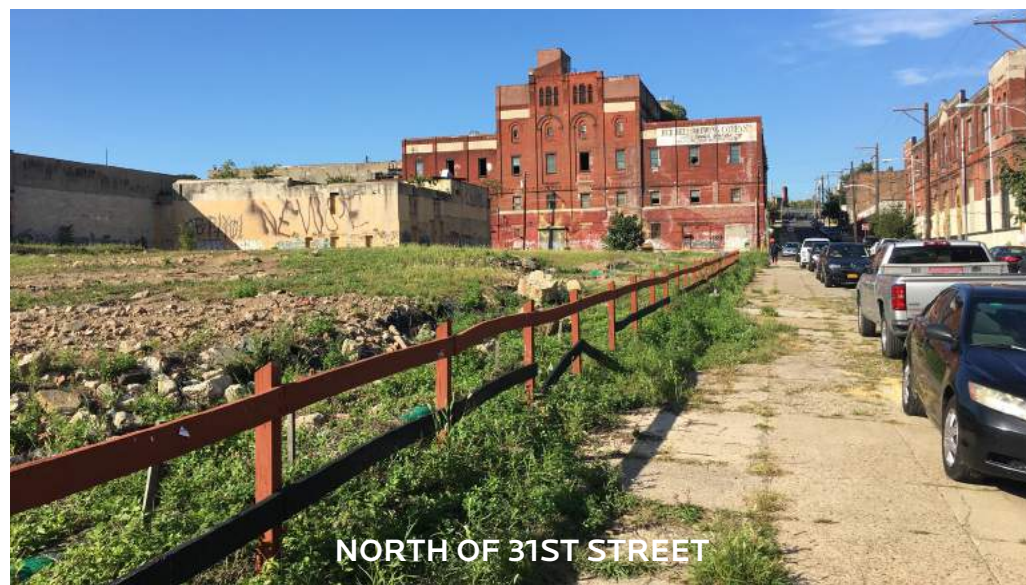
SOUTH OF 31ST STREET



EAST OF MASTER STREET



EAST OF 32ND STREET



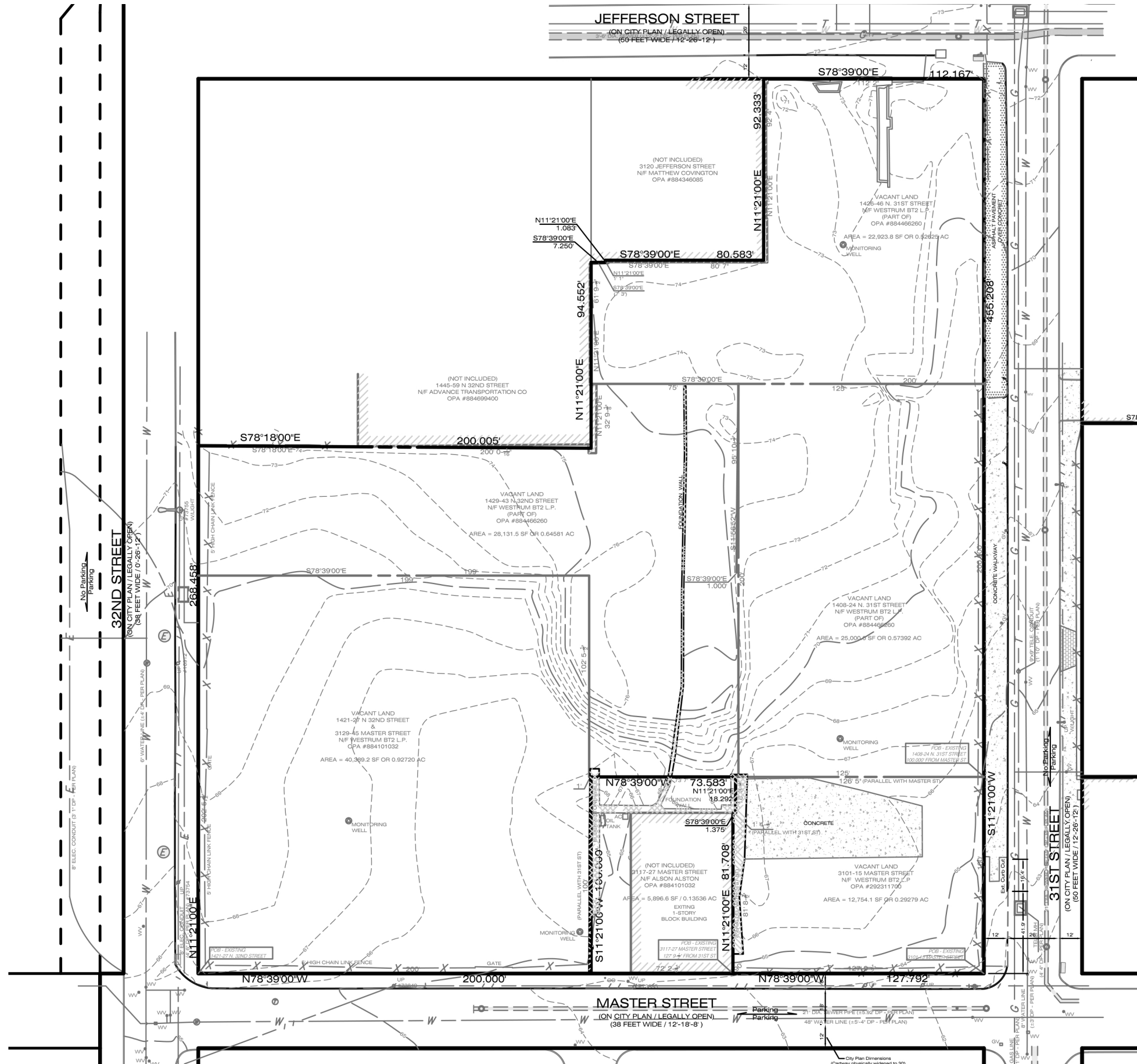
NORTH OF 31ST STREET



31ST AND JEFFERSON STREET



WEST OF 31ST STREET








EXISTING SITE SURVEY  
1" = 60'-0"

31ST AND MASTER STREET

# PLANT LIST

BOTANICAL NAME      COMMON NAME





## STREET TREES

-  *Quercus phellos*      Willow Oak
-  *Carpinus betulis*      European Hornbeam
-  *Glenditisia tricanthos*      Honey Locust
-  *Cercis canadensis*      Eastern Redbud
-  *Acer griseum*      Paperback Maple

## INTERNAL LANDSCAPE TREES

-  *Quercus phellos*      Willow Oak
-  *Carpinus betulis*      European Hornbeam
-  *Glenditisia tricanthos*      Honey Locust
-  *Acer rubrum*      Red Maple

## LANDSCAPE BUFFER - TREES

-  *Acer saccharum*      Sugar Maple
-  *Acer rubrum*      Red Maple
-  *Carpinus betulis*      European Hornbeam
-  *Glenditisia tricanthos*      Honey Locust

## LANDSCAPE BUFFER - SHRUBS

- Vibumum dentatum*      Vibumum
- Ilex verticillata 'Red Sprite'*      Winterberry
- Cephalotaxus harringtonia*      Prostrate Plum Yew
- Pennisetum alopecuroides*      Dwarf Mountain Grass
- Kalmia latifolia 'Peppermint'*      Mountain Laurel



LANDSCAPE PLAN  
1" = 60'-0"

### 31ST AND MASTER STREET





WILLOW OAK



EASTERN HOPHORNBEAM



HONEY LOCUST



EASTERN REDBUD



PAPERBACK MAPLE



RED OAK



SUGAR MAPLE



DWARF FOUNTAIN GRASS



WINTERBERRY



MOUNTAIN LAUREL



VIBUMUM














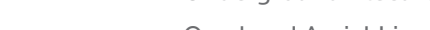





PROSTRATE PLUM YELLOW









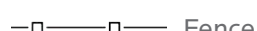






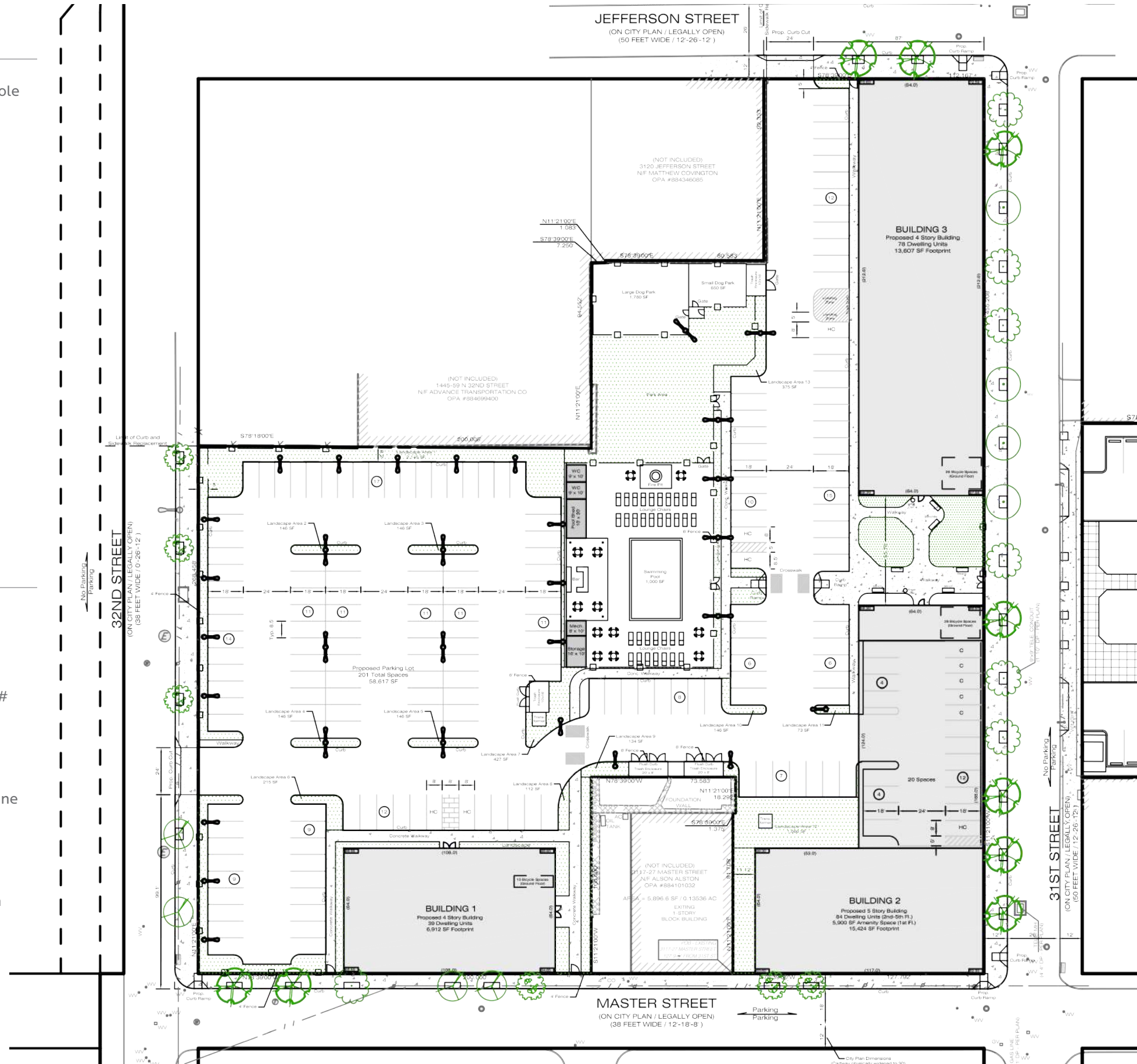
# LEGEND

## EXISTING FEATURES

-  Telecommunications Manhole
-  Water Manhole
-  Electrical Manhole
-  Sanitary Manhole
-  City Inlet
-  Fire Hydrant
-  Water Valve
-  Utility Pole
-  Light Standard
-  Combined Sewer
-  Underground Water Line
-  Underground Gas Line
-  Underground Electric Line
-  Overhead Aerial Line
-  Fence Line
-  Existing Borders
-  Zoning Boundary Line

## PROPOSED FEATURES

-  Clean Out
-  Inlet
-  Valve
-  Sanitary Sewer / Segment #
-  Roof Drain Pipe
-  Water Line Lateral
-  Gas Line
-  Underground Ele/Comm Line
-  Fence
-  Limit of Disturbance
-  Proposed Spot Elevation
-  Proposed Landscaped Area
-  Light Pole



SITE PLAN  
1" = 60'-0"

### 31ST AND MASTER STREET

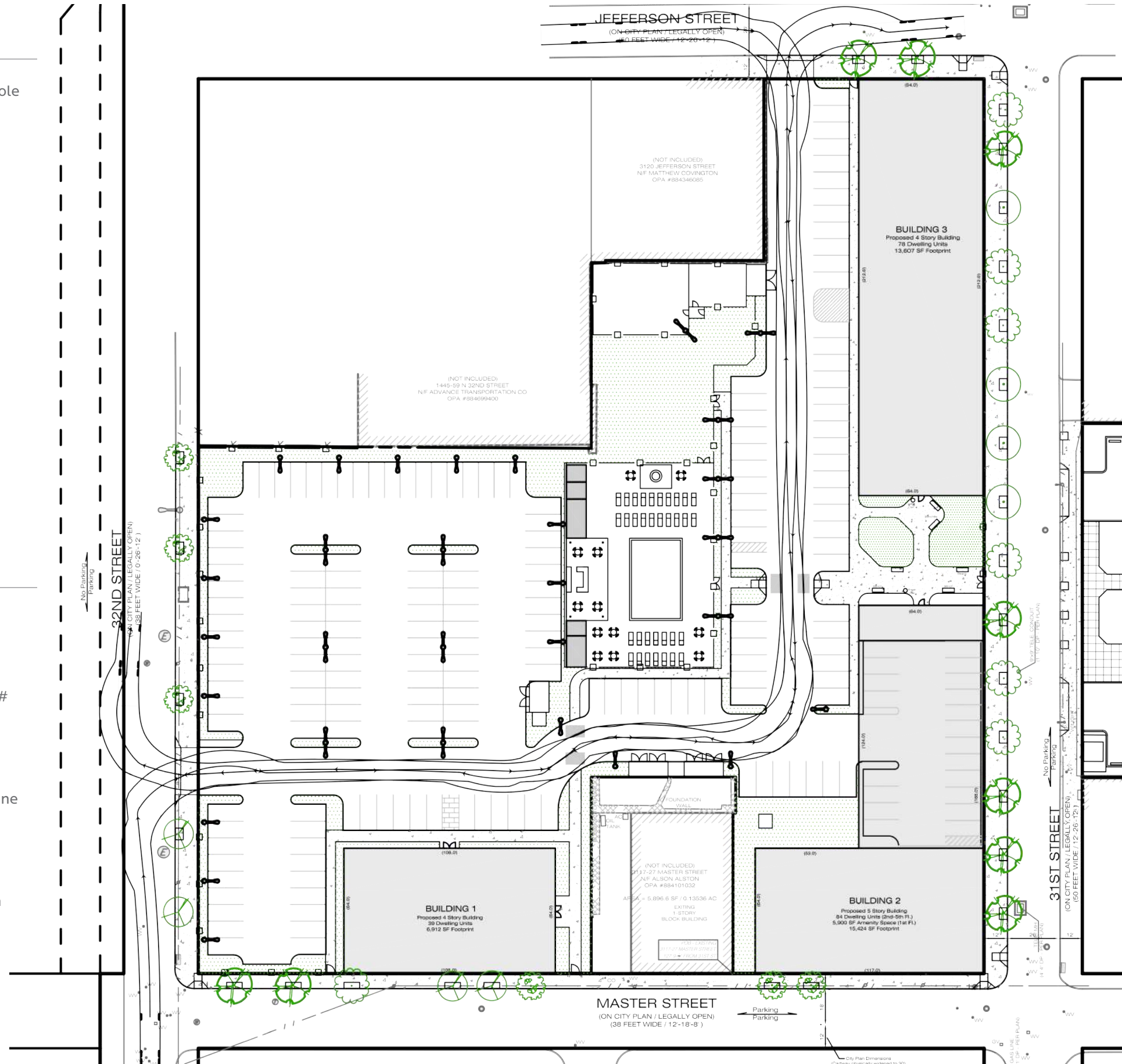
# LEGEND

## EXISTING FEATURES

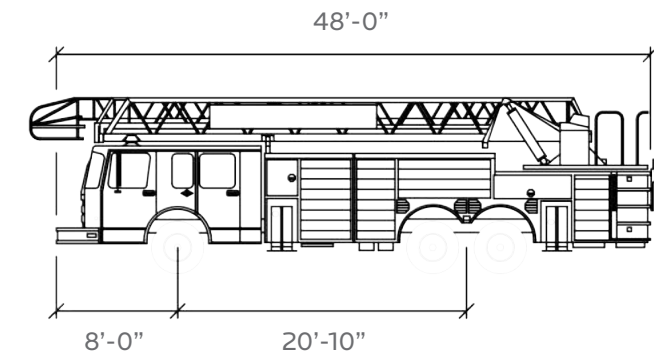
- Telecommunications Manhole
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- Underground Water Line
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- Existing Boarders
- Zoning Boundary Line

## PROPOSED FEATURES

- Clean Out
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- Fence
- Limit of Disturbance
- Proposed Spot Elevation
- Proposed Landscaped Area
- Light Pole



## FIRETRUCK FEATURES



- WIDTH : 10'-0"
- TRACK : 10'-0"
- LOCK TO LOCK TIME : 6 sec
- STEERING ANGLE : 35.6°

**KEY**

- RESIDENTIAL
- CIRCULATION/Common SPACE
- STORAGE/UTILITIES
- RETAIL/AMENITY
- EXISTING BUILDING



GROUND FLOOR PLAN

1" = 60'-0"

31ST AND MASTER STREET

**KEY**

- RESIDENTIAL
- CIRCULATION/Common SPACE
- STORAGE/UTILITIES
- RETAIL/AMENITY
- EXISTING BUILDING



32ND STREET  
(ON CITY PLAN/LEGALLY OPEN)  
(38 FEET WIDE / 0'-26"-12")

31ST STREET  
(ON CITY PLAN/LEGALLY OPEN)  
(38 FEET WIDE / 12'-18"-8")

MASTER STREET  
(ON CITY PLAN/LEGALLY OPEN)  
(38 FEET WIDE / 12'-18"-8")

COVERED  
PARKING

BUILDING 1

BUILDING 2

**KEY**

- RESIDENTIAL
- CIRCULATION/Common SPACE
- EXISTING BUILDING



32ND STREET  
(ON CITY PLAN/LEGALLY OPEN)  
(38 FEET WIDE / 0'-26"-12')

JEFFERSON STREET  
(ON CITY PLAN/LEGALLY OPEN)  
(50 FEET WIDE / 12'-26"-12')

31ST STREET  
(ON CITY PLAN/LEGALLY OPEN)  
(38 FEET WIDE / 12'-18"-8')



PHASING PLAN

31ST AND MASTER STREET

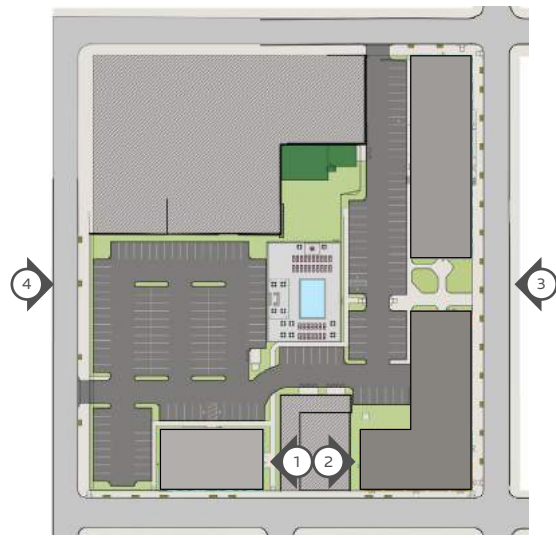


### **SUSTAINABLE DESIGN ELEMENTS**

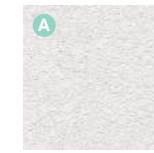
The project site is located within close access to the 7 and 48 buses as well as several transportation options on Girard Avenue. Although 54 trees are required per the zoning code, many more will be planted to provide shade and reduce the heat island affect. However, watering requirements are reduced with all lawn areas being artificial turf that will require no watering. With regards to other water management, the project conforms to PWD requirements and does not propose additional treatment. There are no other sustainable design elements proposed at this time. Please refer to the landscape plan, landscape pallete and sustainability checklist for further information.

### **MATERIALS DESCRIPTION**

Of the three proposed buildings, the two end sites will consist of noncombustible exterior modular wood frame construction. The corner building will be podium construction of steel and concrete on the ground floor with four stories of modular wood frame construction above separated by a 3-hour fire rated horizontal assembly. Each proposed building has a unified material palette to create a cohesive design throughout the site. There will be a one-story base clad with a gray thin brick and storefront windows at retail spaces and entrances. The above stories will utilize white stucco and framed projections clad with smooth finished gray metal panel. Accent black metal panel and wood look panel will be added to punctuate openings. Planters and vegetation will be used to enhance entries and access points in to the site and amenity areas. Please refer to the building elevations for material specifications and further information.



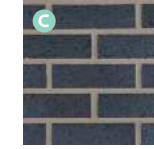
**MATERIAL KEY**



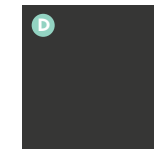
STUCCO



WOODEN PANEL  
MANUF: OMEGA LITE  
COLOR: HONEY-OAK



BRICK  
MANUF: ENDICOTT  
COLOR: MANGANESE  
STYLE: THIN BRICK



METAL PANEL  
MANUF: OMEGA LITE  
COLOR: BLACK



METAL PANEL  
MANUF: OMEGA LITE  
COLOR: SLATE GREY

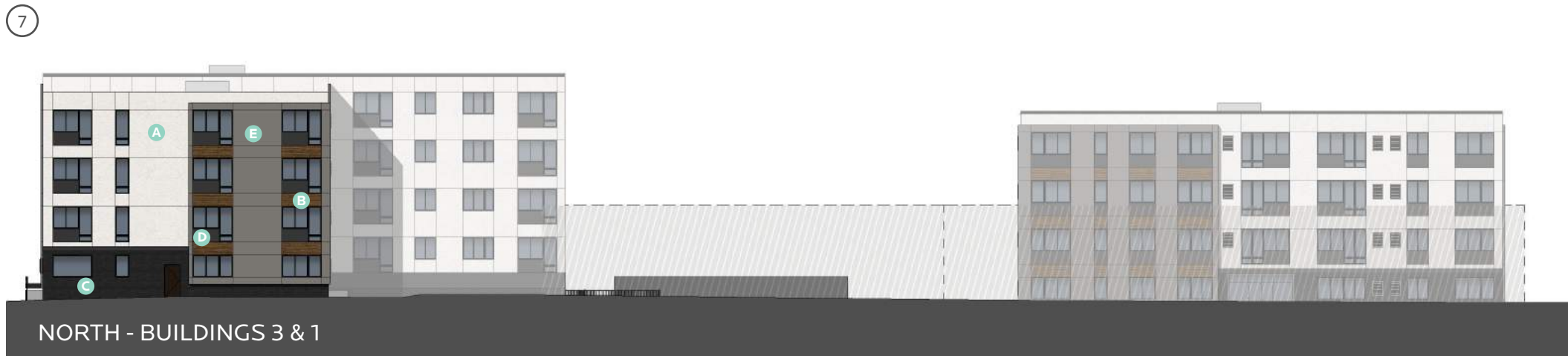




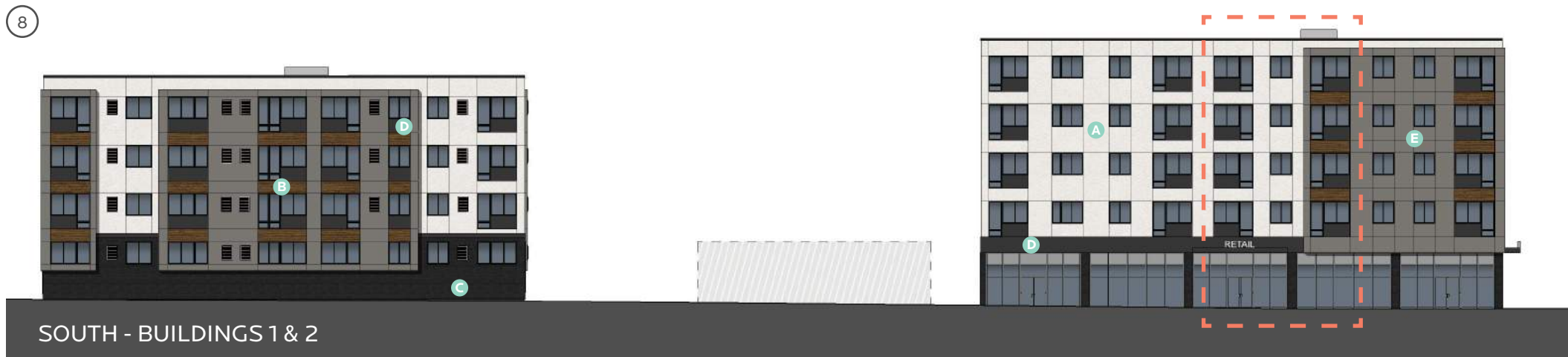
NORTH - BUILDING 2



NORTH - BUILDING 3



NORTH - BUILDINGS 3 & 1



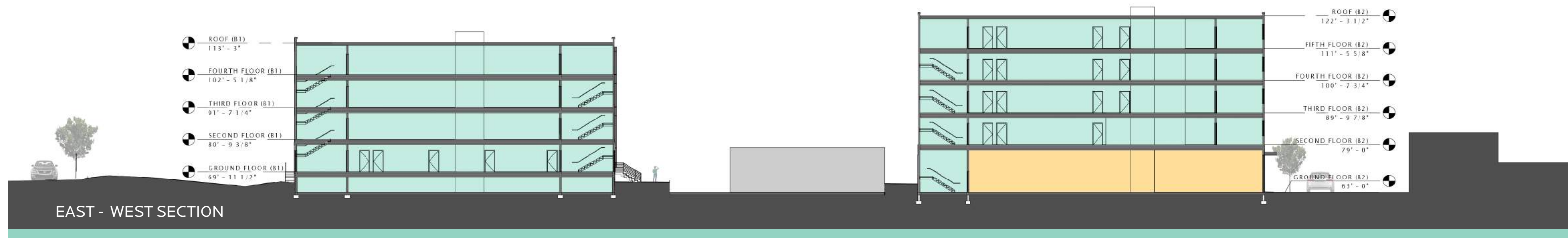
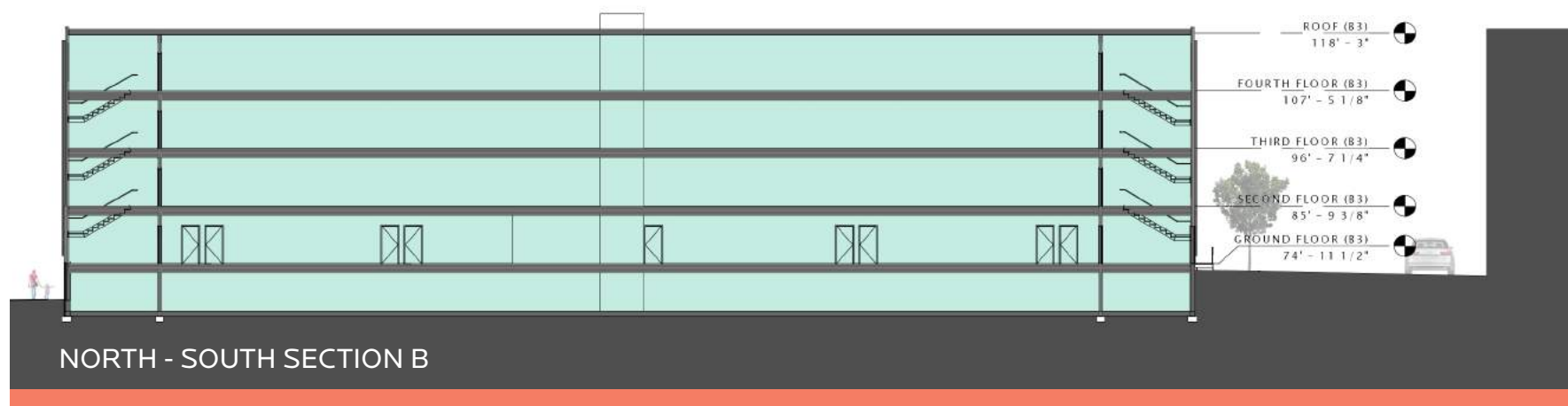
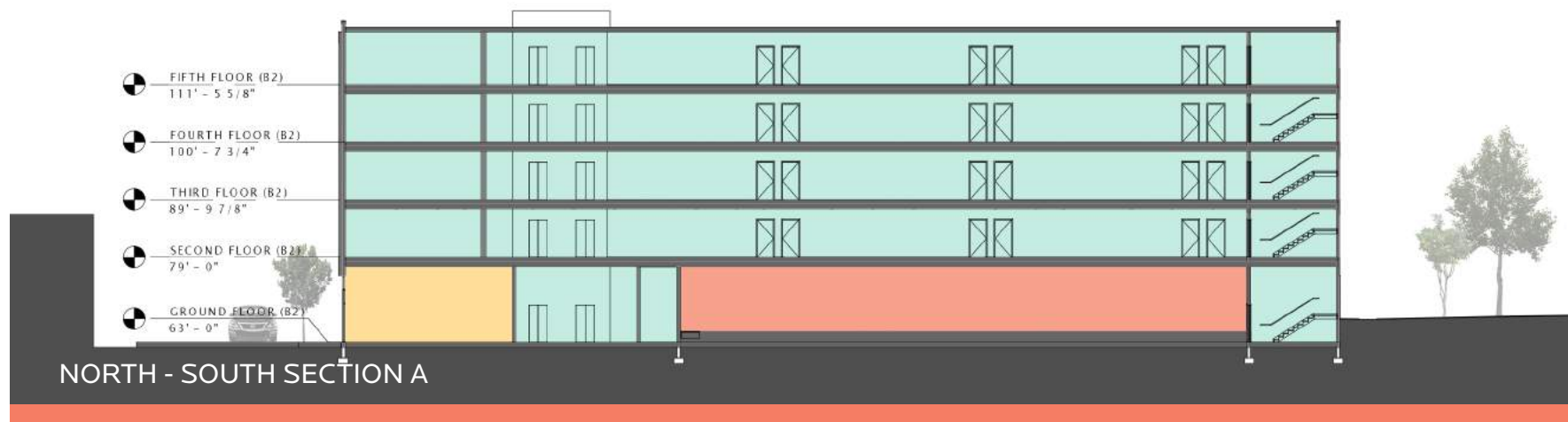
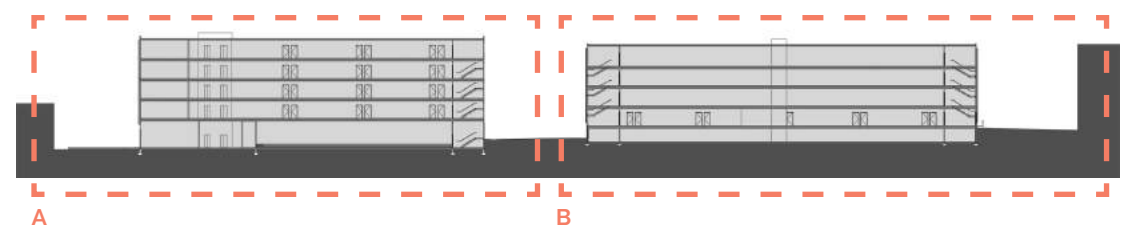
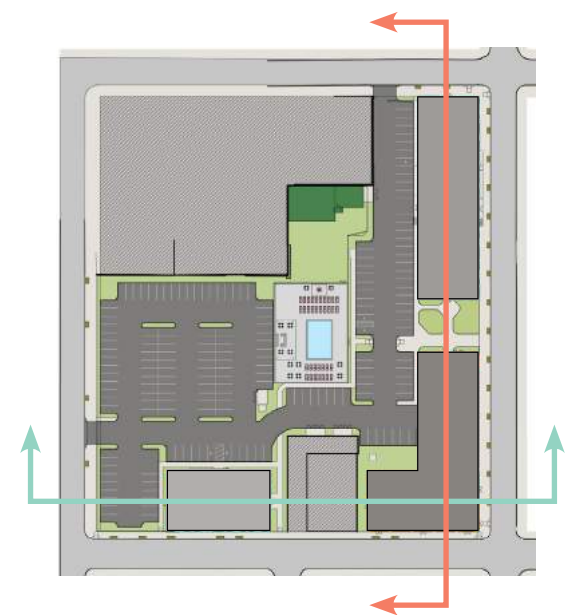
SOUTH - BUILDINGS 1 & 2



ENLARGED ELEVATION - 1/8" = 1'-0"

**KEY**

- RESIDENTIAL
- RETAIL
- PARKING GARAGE







AERIAL MASSING LOOKING SOUTHEAST  
31ST AND MASTER STREET



CORNER OF 31ST AND MASTER  
31ST AND MASTER STREET



CORNER OF 31ST AND JEFFERSON  
31ST AND MASTER STREET



Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
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**Location and Transportation**

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. The 7 and 48 buses are nearby. There are several transportation options on Girard Avenue.
Reduced Parking Footprint	All new parking areas to be located 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.	No. Surface parking takes up about 45% of the site area. Parking is located generally in the center of the site.
Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	No.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No.

**Sustainable Sites**

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.	No. Previous area makes up about 13.7% of the site area.
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 the PWD Stormwater Management Regulations	No. Onsite stormwater is to be managed as per PWD requirements. No additional treatment is proposed at this time.
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.	Zoning code requires 54 trees. Many more than this will be installed in order to screen adjacent properties and to provide shade for the amenity area.

Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
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**Water Efficiency**

Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. All lawn areas on site is to be artificial turf which will require no watering.
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**Energy and Atmosphere**

Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	

**Innovation**

Innovation	Any other sustainable measures that could positively impact the public realm.	No.
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# 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).

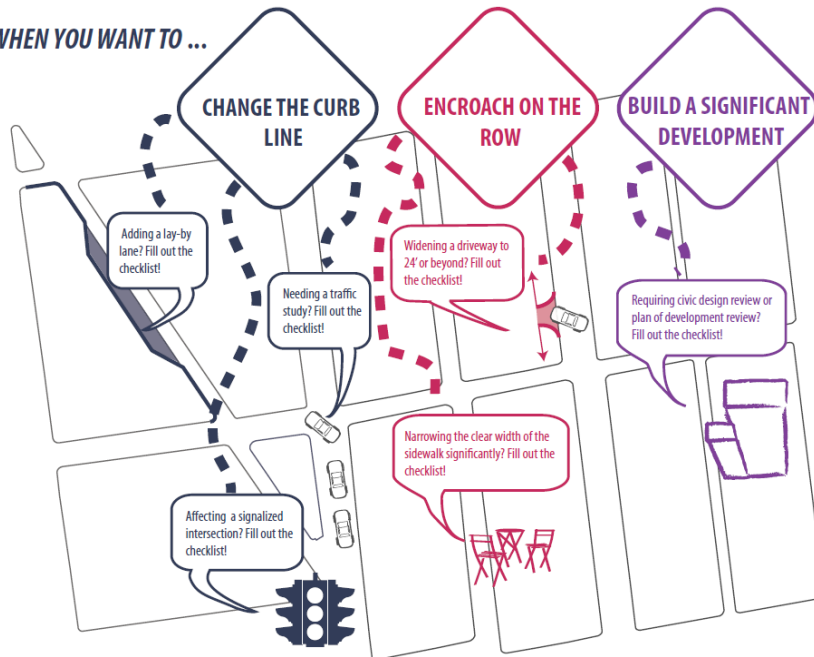
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects 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>Brewerytown Mixed Block</u></p> <p>3. APPLICANT NAME<br/><u>Peter Straus</u></p> <p>4. APPLICANT CONTACT INFORMATION<br/><u><a href="mailto:peter@ruggieroplante.com">peter@ruggieroplante.com</a> / 215-508-3900</u></p> <p>6. OWNER NAME<br/><u>Westrum BT2, LP</u></p> <p>7. OWNER CONTACT INFORMATION<br/><u>Jon Herzog 215-283-2190 x117 / <a href="mailto:jonh@westrum.com">jonh@westrum.com</a></u></p> <p>8. ENGINEER / ARCHITECT NAME<br/><u>David J Plante</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION<br/><u><a href="mailto:david@ruggieroplante.com">david@ruggieroplante.com</a> / 215-508-3900</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.</p> | <p>2. DATE<br/><u>2016-10-19</u></p> <p>5. PROJECT AREA: list precise street limits and scope<br/><u>Site is bounded by Master Street, 31<sup>st</sup> Street, 32<sup>nd</sup> Street, and Jefferson Street.</u></p> |
|--|--|

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Master Street</u>	<u>32<sup>nd</sup> Street</u>	<u>31<sup>st</sup> Street</u>	<u>City Neighborhood Street</u>
<u>31<sup>st</sup> Street</u>	<u>Master Street</u>	<u>Jefferson Street</u>	<u>City Neighborhood Street</u>
<u>Jefferson Street</u>	<u>31<sup>st</sup> Street</u>	<u>32<sup>nd</sup> Street</u>	<u>City Neighborhood Street</u>
<u>32<sup>nd</sup> Street</u>	<u>Jefferson Street</u>	<u>Master Street</u>	<u>Local Street</u>

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

**APPLICANT: General Project Information**

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

**DEPARTMENTAL REVIEW: General Project Information**

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

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Master Street</u>	<u>12' / 8' / 8'</u>	<u>8' / 8'</u>
<u>31<sup>st</sup> Street</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>Jefferson Street</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>32<sup>nd</sup> Street</u>	<u>10' / 12' / 12'</u>	<u>12' / 12'</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>Master Street</u>	<u>6' / 6' / 5'</u>
<u>31<sup>st</sup> Street</u>	<u>6' / 6' / 6'</u>
<u>Jefferson Street</u>	<u>6' / 6' / 6'</u>
<u>32<sup>nd</sup> Street</u>	<u>5' / 5' / 5'</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>Curb Cut</u>	<u>16.4'</u>	<u>31<sup>st</sup> Street (near Master)</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut</u>	<u>24'</u>	<u>32<sup>nd</sup> Street</u>
<u>Curb Cut</u>	<u>24'</u>	<u>Jefferson Street</u>
_____	_____	_____
_____	_____	_____

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## PEDESTRIAN COMPONENT (continued)

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

YES  NO

DEPARTMENTAL APPROVAL

YES  NO

**APPLICANT: Pedestrian Component**

Additional Explanation / Comments: Pedestrian experience will be enhanced due to increase in usage on this block. Additionally, sidewalk and curb is to be replaced along all frontages. Visibility for pedestrians is high. Curb cuts are kept to a minimum to enhance walkable feel of the neighborhood.

**DEPARTMENTAL REVIEW: Pedestrian Component**

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

# COMPLETE STREETS HANDBOOK CHECKLIST

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## 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
<b><u>Master Street</u></b>	<b><u>0' / 0'</u></b>
<b><u>31<sup>st</sup> Street</u></b>	<b><u>0' / 0'</u></b>
<b><u>Jefferson Street</u></b>	<b><u>0' / 0'</u></b>
<b><u>32<sup>nd</sup> Street</u></b>	<b><u>0' / 0'</u></b>

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
<b><u>Master Street</u></b>	<b><u>4' / 2' / 3'</u></b>
<b><u>31<sup>st</sup> Street</u></b>	<b><u>4' / 4' / 4'</u></b>
<b><u>Jefferson Street</u></b>	<b><u>4' / 4' / 4'</u></b>
<b><u>32<sup>nd</sup> Street</u></b>	<b><u>3.5' / 3.5' / 3.5'</u></b>

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

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
- YES  NO
- YES  NO
- YES  NO
- YES  NO
- YES  NO
- YES  NO



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## BUILDING & FURNISHING COMPONENT (continued)

- |   |   |                             |                              |                              |                             |
|---|---|-----------------------------|------------------------------|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections?                    | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

**APPLICANT: Building & Furnishing Component**

Additional Explanation / Comments: The existing sidewalk along Master Street is only 8' wide as it exists. Every attempt will be made to reduce pinch points for pedestrians while still maintaining adequate lighting and street furniture.

**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 Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
<b>Building 1</b>	<b>13</b>	<b>0 / 0</b>	<b>0 / 0</b>	<b>0 / 13</b>
<b>Building 2</b>	<b>28</b>	<b>0 / 0</b>	<b>0 / 0</b>	<b>0 / 28</b>
<b>Building 3</b>	<b>26</b>	<b>0 / 0</b>	<b>0 / 0</b>	<b>0 / 26</b>
_____	_____	____ / ____	____ / ____	____ / ____

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

YES  NO  N/A

YES  NO  N/A

YES  NO  N/A

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

### DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

### APPLICANT: Bicycle Component

Additional Explanation / Comments: Bicycle parking is proposed inside each building on the first floor. Due to limited space on the sidewalks, bicycle parking is not proposed in the ROW.

### DEPARTMENTAL REVIEW: Bicycle Component

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

# COMPLETE STREETS HANDBOOK CHECKLIST

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## CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb? YES  NO
29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES  NO  N/A
30. Does the design provide a buffer between the roadway and pedestrian traffic? YES  NO  N/A
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

The proposed plan enhances accessibility and attractiveness by replacing the curb and sidewalk, putting buildings where there is vacant land, providing vegetation and amenity space. The plan does not enhance visibility as the current condition has the highest amount of visibility possible, but it does not reduce visibility significantly. The proposed plan enhances connectivity by expanding urban fabric into vacant land.

### 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; **If not, go to question No. 35**

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

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

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

35. Will the public right-of-way be used for loading and unloading activities?

36. Does the design maintain emergency vehicle access?

37. Where new streets are being developed, does the design connect and extend the street grid?

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

\_\_\_\_\_

YES  NO

YES  NO

YES  NO

YES  NO  N/A

YES  NO  N/A

YES  NO

### DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

### APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: No lane changes are proposed. Jefferson Street is currently not physically open. There is a large gate/fence structure which is currently blocking this street off. Jefferson Street is to be physically opened by removing these barriers.

### 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	
				YES <input type="checkbox"/>	NO <input type="checkbox"/>
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

**APPLICANT: Urban Design Component**  
 Additional Explanation / Comments: Buildings are proposed to front along the ROW to maintain street presence. Parking lot pedestrian circulation has been planned to provide safe routes to each building and site entrance / exit.

**DEPARTMENTAL REVIEW: Urban Design Component**  
 Reviewer Comments: \_\_\_\_\_

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments: There should be no issue with visibility. Streets are wide enough to contain bicycles and automobiles sharing the roadway just like any other typical city block.

**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: \_\_\_\_\_