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Crane Arts
Moffet Elementary School
City Fitness
Hankock Playground
St. Michael's Church
La Salle Academy
Crane Arts
The Piazza
WeWork
ACME
South Kensington Community Center
Philadelphia District Health
Bodine High School
St. Peter's Catholic School
Laser Wolf
Hetzell Playground
Liberty Square
Liberty Lands
Septa Girard Station

10 Minute Walk Radius

1300 N. HOWARD ST.
1300 N. HOWARD ST.

SITE CONTEXT

Land Use Map

- CMX-1
- CMX-2
- CMX-3
- ICMX
- IRMX
- RSA-5
- SP-PO-A

- NEIGHBORHOOD COMMERCIAL MIX-USE-1
- NEIGHBORHOOD COMMERCIAL MIX-USE-2
- COMMUNITY COMMERCIAL MIXED-USE
- INDUSTRIAL COMMERCIAL MIX-USE
- INDUSTRIAL RESIDENTIAL MIX-USE
- RESIDENTIAL MIX-USE-1
- RESIDENTIAL SINGLE-FAMILY ATTACHED-5
- ACTIVE PARKS AND OPEN SPACE
1300 N. HOWARD ST.

TOTAL = 34,673.4 US SF
1300 N. HOWARD ST.

**GROUND FLOOR**
- COMMERCIAL
- AMENITY
- RESIDENTIAL
- UTILITY

**KEYED NOTES:**
1. EXISTING CURBCUT
2. PROPOSED STREET TREE W/ ENLARGED PITS, 3' x 6'
3. PROPOSED BICYCLE RACK
4. 8' ESTATE FENCE
5. LANDSCAPED AREA
6. RESIDENTIAL LOBBY
7. COMMERCIAL SPACE
8. TRASH ROOM
9. MAIL & PACKAGE ROOM
10. AMENITY SPACE
11. STAIR TOWER
12. ELEVATOR
13. 2-WAY DRIVE AISLE
14. PARKING STALLS
15. ADA PARKING
16. EV PARKING
17. LOADING SPACE
18. BICYCLE STORAGE
19. BRICK SCREEN & PLANTER
20. PROJECTED AWNING
21. NEW ADA CORNER RAMPS
1300 N. HOWARD ST.
CONCRETE SIDEWALK
PROPOSED STREET TREE
ASPHALT PAVING
AWNING ABOVE
PROP. ADA CORNER RAMP
LANDSCAPED AREA
PROPOSED BICYCLE RACK
STOREFRONT SYSTEM
OVERHEAD DOORS
PROPOSED BRICK SCREENS WITH PLANTER
8' HIGH METAL ESTATE FENCE
CONCRETE SIDEWALK
PROPOSED STREET TREE
ASPHALT PAVING
AWNING ABOVE
PROP. ADA CORNER RAMP
STOREFRONT SYSTEM
PROPOSED BICYCLE RACK

Pedestrian Experience
Corner of Thompson & Howard St
5-STORIES
129,568 SF GFA
112 DWELLING UNITS
47 PARKING STALLS
56 BICYCLE STALLS

MIX-USE
- 5-STORIES
- 129,568 SF GFA
- 112 DWELLING UNITS
- 47 PARKING STALLS
- 56 BICYCLE STALLS

FLOOR PLANS
1300 N. HOWARD ST.
5-STORIES
129,568 SF GFA
112 DWELLING UNITS
47 PARKING STALLS
56 BICYCLE STALLS

18

FLOOR PLANS

1300 N. HOWARD ST.
• 5-STORIES
• 129,568 SF GFA
• 112 DWELLING UNITS
• 47 PARKING STALLS
• 56 BICYCLE STALLS

BLDG
MIX-USE

- 5-STORIES
- 129,568 SF GFA
- 112 DWELLING UNITS
- 47 PARKING STALLS
- 56 BICYCLE STALLS

RESIDENTIAL AMENITY
STUDIO
1-BED JR.
COMMERCIAL
1-BED
UTILITY
2-BED

1300 N. HOWARD ST.

FLOOR PLANS
1 | ELEVATION AT MASCHER ST

2 | ELEVATION AT W THOMPSON ST
1300 N. HOWARD ST.

1 | ELEVATION AT N HOWARD ST

2 | ELEVATION AT REAR

BUILDING ELEVATIONS
MATERIALS

1. CORRUGATED METAL SIDING
   Black Walnut

2. STANDING SEAM SIDING
   Black Walnut
   - Vertical orientation, undulating pattern

3. BRICK
   Glen Gery - Amherst Velour

4. BRICK
   Glen Gery - Antique Red
   - Color matched existing brick

5. PLY-GEM VINYL WINDOWS
   Black/Bronze

6. STOREFRONT SYSTEM
   Black/Bronze

7. PROJECTED AWNING W/ INTEGRATED LIGHTS
   Black/Bronze

8. UP/DOWN LIGHTS
   Black/Bronze

1300 N. HOWARD ST.
1300 N. HOWARD ST.
Corner of Thompson & Howard
Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservancy and energy use. Development teams should try to integrate elements that meet many goals, including:
- Reuse of existing building stock
- Incorporation of enegetic 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

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
<th>Please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Locational and Transportation</strong></td>
<td>(1) Access to Quality Transit</td>
<td>Yes</td>
<td>Light Rail 15 @ Aramingo &amp; Sansom</td>
</tr>
<tr>
<td></td>
<td>(2) Reduced Parking Footprint</td>
<td>Yes</td>
<td>Bus 54, 54 @ Aramingo &amp; Sansom, Bus 35 @ Lehigh &amp; Cede</td>
</tr>
<tr>
<td></td>
<td>(3) Green Vehicles</td>
<td>Yes</td>
<td>Light grey concrete pavers and vegetated areas</td>
</tr>
<tr>
<td></td>
<td>(4) Railway Setbacks (Excluding frontages facing BRT or light rail)</td>
<td>Yes</td>
<td>Size SF 179 and Tolles Stalls 5.58</td>
</tr>
<tr>
<td></td>
<td>(5) Bike Share Station</td>
<td>No</td>
<td>Bike share rooms have been provided in each building, and bike racks have been placed near all entrances, and along all avenues</td>
</tr>
</tbody>
</table>

### Water Efficiency

- **Outdoor Water Use**
  - Maintain on-site vegetation without irrigation. Yes, the building will be managed via the green roofs.
  - Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.

### Sustainable Sites

- **Vegetative Site Surfaces**
  - Provides vegetated and/or pervious open space that is 50% 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.
  - All areas = 160,207 SF, Open area = 14,788 SF, 92%

### Rainwater Management

- **Heat Island Reduction**
  - Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes:
  - Hardscapes that have a high reflectance of SRI>29. We are providing 50% of the site as open area, which will be hardscaped with light grey concrete and vegetated areas.
  - All hardscapes will have a high reflectance of SRI>29. We are providing 50% of the site as open area, which will be hardscaped with light grey concrete pavers and vegetated areas.

### Energy and Atmosphere

- **Energy Commissioning and Energy Performance - Adherence to the New Building Code**
  - PCP notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the Interim Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2016. PCP 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 EECC.

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

- **Building Energy**
  - ASHRAE standard 90.1-2016 (LEED v4.1)
  - Achieve certification in Energy Star for Multifamily New Construction (MFNC)
  - Achieve Passive House Certification
  - Yes to energy star appliances + light fixtures
  - No to Energy Star Certified

- **Indoor Air Quality and Transportations**
  - Any vehicles 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.

- **On-Site Renewable Energy**
  - Produce renewable energy on-site that will provide at least 3% of the project’s aggregated energy use.
  - No, no renewable energy will be produced on site

### Innovation

- **Bike Storage Rooms**
  - Bike storage rooms have been provided in each building, and bike racks have been placed near all entrances, and along all avenues

---

1 Railway Association of Canada (RAC)’s “Guidelines for New Development in Proximity to Railway Operations.”
2 Title 4 The Philadelphia Building Construciton and Occupancy Code
6 For Passive House, see www.phius.org
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

APPLICATIONS 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.philadelphiastreets.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:
  o Placing of a new street;
  o Removal of an existing street;
  o Changes to roadway grades, curb lines, or widths; or
  o 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
  o FULLY DIMENSIONED
  o CURB CUTS/DRIVEWAYS/LAYBY LANES
  o TREE PITS/LANDSCAPING
  o BICYCLE RACKS/STATIONS/STORAGE AREAS
  o TRANSIT SHELTERS/STAIRWAYS

• PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  o FULLY DIMENSIONED, INCLUDING DELINEMENT OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  o PROPOSED TREE PITS/LANDSCAPING
  o BICYCLE RACKS/STATIONS/STORAGE AREAS
  o 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
   1300 N. Howard St.
2. APPLICANT NAME
   Rustin Ohler [HarmanDeutschOhler Architecture]
3. APPLICANT CONTACT INFORMATION
   1225 N. 7th Street, 267-324-3601
4. PROJECT AREA: list precise street limits and scope
   34,673.5 SF
5. OWNER NAME
   Orvo Properties, LP
6. OWNER CONTACT INFORMATION
   923 N. 2nd St. Philadelphia PA, 19123
7. ENGINEER / ARCHITECT NAME
   Rustin Ohler [HarmanDeutschOhler Architecture]
8. ENGINEER / ARCHITECT CONTACT INFORMATION
   1225 N. 7th Street, 267-324-3601
9. 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.

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. Howard St</td>
<td>W. Thompson St</td>
<td>Master St</td>
<td>City Neighborhood Street</td>
</tr>
<tr>
<td>W. Thompson St</td>
<td>N. Mascher St</td>
<td>N. Howard St</td>
<td>City Neighborhood Street</td>
</tr>
<tr>
<td>N. Mascher St</td>
<td>W. Thompson St</td>
<td>Master St</td>
<td>City Neighborhood Street</td>
</tr>
</tbody>
</table>

10. 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 ☒  N O  ☐
   b. Street Furniture such as bus shelters, honor boxes, etc.
      YES ☒  N O  ☐
   c. Street Direction
      YES ☒  N O  ☐
   d. Curb Cuts
      YES ☒  N O  ☐
   e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
      YES ☒  N O  ☐
   f. Building Extensions into the sidewalk, such as stairs and stoops
      YES ☒  N O  ☐

APPLICANT: General Project Information

Additional Explanation / Comments:
**PEDESTRIAN COMPONENT (Handbook Section 4.3)**

12. SLOWWALK: List sidewalk widths for each street frontage. Required sidewalk widths are listed in Section 4.3 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
<td>Existing / Proposed</td>
</tr>
<tr>
<td>N. Howard St.</td>
<td>12' / 12' / 12'</td>
<td>12' / 12'</td>
</tr>
<tr>
<td>W. Thompson St.</td>
<td>12' / 12' / 12'</td>
<td>12' / 12'</td>
</tr>
<tr>
<td>N. Mascher St.</td>
<td>12' / 12' / 12'</td>
<td>12' / 12'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
</tr>
<tr>
<td>N. Howard St.</td>
<td>6' - 0&quot; / 8' - 0&quot;</td>
</tr>
<tr>
<td>W. Thompson St.</td>
<td>6' - 0&quot; / 8' - 0&quot;</td>
</tr>
<tr>
<td>N. Mascher St.</td>
<td>6' - 0&quot; / 8' - 0&quot;</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curbs (loading area)</td>
<td>16'-0&quot;</td>
<td>N. Mascher St.</td>
</tr>
<tr>
<td>Curbs (garage ingress)</td>
<td>12'-0&quot;</td>
<td>N. Mascher St.</td>
</tr>
<tr>
<td>Curbs (garage egress)</td>
<td>12'-0&quot;</td>
<td>N. Mascher St.</td>
</tr>
</tbody>
</table>

**PROPOSED VEHICULAR INTRUSIONS**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curbs (extension to loading area)</td>
<td>4&quot; + 16&quot; (20'-0&quot; total)</td>
<td>N. Mascher St.</td>
</tr>
</tbody>
</table>

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?

**DEPARTMENTAL REVIEW: Pedestrian Component**

Applicant: Pedestrian Component

Additional Explanation / Comments:

Reviewer Comments:
### 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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. Howard St.</td>
<td>0’ / 1’</td>
</tr>
<tr>
<td>W. Thompson St.</td>
<td>0’ / 1’</td>
</tr>
<tr>
<td>N. Mascher St.</td>
<td>0’ / 1’</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. Howard St.</td>
<td>4’-0” / 4’-0” / 4’-0”</td>
</tr>
<tr>
<td>W. Thompson St.</td>
<td>4’-0” / 4’-0” / 4’-0”</td>
</tr>
<tr>
<td>N. Mascher St.</td>
<td>4’-0” / 4’-0” / 4’-0”</td>
</tr>
</tbody>
</table>

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?

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking</td>
</tr>
<tr>
<td>Lighting</td>
</tr>
<tr>
<td>Benches</td>
</tr>
<tr>
<td>Street Trees</td>
</tr>
<tr>
<td>Street Furniture</td>
</tr>
</tbody>
</table>

19. Does the design avoid tripping hazards?

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.

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pinch Points</td>
</tr>
</tbody>
</table>

### Departmental Review

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:
BICYCLE COMPONENT (Handbook Section 4.5)

23. 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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1300 N. Howard St.</td>
<td>0 / 0</td>
<td>0 / 20</td>
<td>38 / 40</td>
<td></td>
</tr>
</tbody>
</table>

24. 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

25. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

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

DEPARTMENTAL APPROVAL

<table>
<thead>
<tr>
<th></th>
<th>YES ☒</th>
<th>NO ☐</th>
<th>N /A ☐</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional Bike Lane</td>
<td>YES ☒</td>
<td>NO ☐</td>
<td>N /A ☐</td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td>YES ☒</td>
<td>NO ☐</td>
<td>N /A ☐</td>
</tr>
<tr>
<td>Bicycle-Friendly Street</td>
<td>YES ☒</td>
<td>NO ☐</td>
<td>N /A ☐</td>
</tr>
<tr>
<td>Indego Bicycle Share Station</td>
<td>YES ☒</td>
<td>NO ☐</td>
<td>N /A ☐</td>
</tr>
</tbody>
</table>

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

27. Does the design limit conflict among transportation modes along the curb?

28. Does the design connect transit stops to the surrounding pedestrian network and destinations?

29. Does the design provide a buffer between the roadway and pedestrian traffic?

30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

APPLICANT: Curbside Management Component
Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments:
### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>DESIGN SPEED</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Existing / Proposed</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

32. What is the maximum AASHTO design vehicle being accommodated by the design?
   - YES ☒  NO ☐  N / A ☐

33. Will the project affect a historically certified street? An inventory of historic streets(1) is maintained by the Philadelphia Historical Commission.
   - YES ☒  NO ☐

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

35. Does the design maintain emergency vehicle access?
   - YES ☒  NO ☐  N / A ☐

36. Where new streets are being developed, does the design connect and extend the street grid?
   - YES ☒  NO ☐  N / A ☐

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

38. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?
   - YES ☒  NO ☐

### URBAN DESIGN COMPONENT (Handbook Section 4.8)

39. Does the design incorporate windows, storefronts, and other active uses facing the street?
   - YES ☒  NO ☐  N / A ☐

40. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
   - YES ☒  NO ☐

41. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?
   - YES ☒  NO ☐

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**APPLICANT:** Vehicle / Cartway Component

**DEPARTMENTAL REVIEW:** Vehicle / Cartway Component

**APPLICANT:** Urban Design Component

**DEPARTMENTAL REVIEW:** Urban Design Component

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1300 N. HOWARD ST.
INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tbody>
</table>

43. Does the design minimize the signal cycle length to reduce pedestrian wait time?  
   YES ☐  NO ☐  N/A ☒  

44. Does the design provide adequate clearance time for pedestrians to cross streets?  
   YES ☐  NO ☐  N/A ☒  

45. 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 ☒  

46. 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?

- Marked Crosswalks
- Pedestrian Refuge Islands
- Signal Timing and Operation
- Bike Boxes

47. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?  
   YES ☐  NO ☐  N/A ☒  

48. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?  
   YES ☒  NO ☐  N/A ☐  

APPLICANT: Intersections & Crossings Component  
Additional Explanation / Comments: