

RIGHT OF WAY IMPROVEMENT STANDARDS
PHILADELPHIA STREETS DEPARTMENT



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Last Rev: N/A*

Forward

Over the past several years, the Streets Department has undergone some transformative changes. From the Great Recession of 2008, we have entered into a time of major construction and development. With this “New Boom”, demands for a better understanding of the technical and regulatory requirements of the Department have grown dramatically. These demands have occurred concurrently with an increasing need for enforcement of Federal, and State laws, as well as a series of laws and initiatives adopted by the City of Philadelphia. In addition to seeking to fulfill the obligations defined within the Philadelphia Home Rule Charter, and the Philadelphia Code, the Streets Department has recognized the need to ensure compliance with the Americans with Disabilities Act (1990), and the Underground Utility Line Protection Act, PA Act 287 (1974, and as revised), all within a framework defined greatly by Philadelphia Code §11-900 (Complete Streets).

The purpose of these Right of Way Improvement Standards is to gather the standard requirements of the Streets Department into a single source. Much of the content of this publication derive from established Streets Department resources, as well as standards established, or influenced, by our sister departments, and partners with the Commonwealth of Pennsylvania and the U.S. Government. As a living document, this Standard is subject to periodic revision, as the needs of this great City continue to grow, and new practices and technologies within our street network become available.

Respectfully Submitted,

Harry P. Wilson, P.E.
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Philadelphia Water Department

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Philadelphia Committee of Highway Supervisors

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0.1 General Guidelines

The majority of Street-related permits are issued by the Streets Department's Right of Way Unit. However, there are several that are issued by other Streets Department units, as well as the Department of Licenses and Inspections.

0.1.1 Authorization

Departmental authority is included within the Philadelphia Code and Streets Department Regulations. Familiarity with the following sections and regulations will provide all stakeholders with a better understanding of the role of the Streets Department, as reflected within this publication.

- **Philadelphia Code:**
 - § 9-200 Commercial Activities on Streets
 - §11-200 Openings and Excavations in the Streets
 - §11-400 City Plan
 - §11-500 Paving
 - §11-600 Construction, Encroachments, and Projections Over, On & Under Streets
 - §12-907 Designation of Public Carrier Stands
 - §14-301 Open Air Parking & Parking Garages
 - §14-804 Bicycle Parking
- **Streets Department Regulations:**
 - Regulations Governing Sidewalk Closure Permits for Construction Activity (5-16-2014)
 - Regulations Governing Bus Loading Zones (3-14-2013)
 - Bicycle Parking Regulations (5-7-2014)
 - Regulations Governing Street Openings, Excavations & Restoration (1-9-2015)
 - Regulations Governing Construction of ADA-Compliant Curb Ramps (8-25-2014)
 - Regulation Governing Applications for the Installation of Curb or Sidewalk Pipe Posts on Paved Streets (2-20-1963)
 - Regulations Governing Fees and Charges for Various Permitted Activities (9-25-2012)

0.1.2 Regarding Streets Department Approval

As relating to approvals sought by parties outside of the Streets Department, an approval stamp (on plans) or a permit is generally the only proof of approval acceptable by the Department. Most plans that have been given an approval stamp also require a permit or license from either the Departments of License and Inspections, or the Department of Streets. Examples of types of commonly requested approvals, the method of approval, and the approving unit, are included in the table below:

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Approving Streets Department Unit	Approves	Section References
Right of Way Unit, Permits Group	Street Closures, Street Openings, Banners, Bike Racks, Special Events (Block Parties)	2.3.13, 3.2, 3.3, 3.5
Right of Way Unit, Plan Review Group	Zoning Plans*, Building Permit Plans*, Encroachments (with or without legislation)**, MPT/TTC Plans, Roadway Paving Plans, Maintenance Agreements	2.2.2, 2.2.3, 2.2.4, 2.2.6, 2.2.7, 2.3.2, 2.3.3, 2.3.4, 2.3.6, 2.3.7, 2.3.11*, 2.3.13, 2.4.1
Highway Division, District Offices	Sidewalk Post Permits, Curb & Footway Permits	3.5.1, 3.5.2
Transportation Planning & Analysis Section	Major Utility Plans, Private Paving Agreements, ADA Corner Curb Ramps	2.2.8, 2.3.1, 2.4.2
Street Lighting Unit	Private Cost Street Lighting Plans, Signal/Striping/Sign Plans***	2.3.5
Traffic Engineering Unit	Parking Regulations and Roadway Direction, Bus Carrier Zones, Driveway Paint Markings	2.3.10, 3.7.1, 3.7.2
Survey Bureau	City Plan Actions**, Subdivision Plans	2.3.8, 2.3.9
Construction Unit	Notice to Proceed (Related to Private Paving Agreements, Acceptance of All Utility and Private Paving Work	2.4.2
Bridge Design Unit	Special Hauling Permits	3.8.1
Sanitation Division	Does not approve plans or issue permits	3.9

Table 1 – Approving Streets Department Units

* Permits or Licenses Issued by the Department of Licenses and Inspections

** Ordinance of City Council required for certain projects

*** Approved during the coordinated review of plans by the Right of Way Unit

0.1.3 Information

Design Standards, Permitting and Plan Review documents can be obtained from the Streets Department at:

Streets Department, Right of Way Unit
 Technical Services Counter
 1401 John F. Kennedy Blvd
 Municipal Services Building, Room 960
 Hours: Monday through Friday, 9:00 AM-2:00 PM

Or online:

www.philadelphiastreet.com/customer-service/downloads-and-links

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0.1.4 Revision Schedule and Notice

Revisions to these Standards will occur semi-annually, and on an as-needed basis. Changes will be posted by the first day of June and December, to take effect on the first day of July and January, respectively. Posting revisions to a website maintained for this purpose by the Department of Streets will be considered sufficient notice after the initial release of these Standards.

0.2 Definitions

These definitions are provided for informational purposes only. Source materials are, generally, from the Philadelphia Code, Streets Department regulations, and City of Philadelphia publications, or common professional terminologies. References for common terms are not provided in all instances. Most upon, or relating to the items defined herein are subject to approval by the Streets Department, either by plan approval or permit, and in some instances by ordinance of City Council.

Term	Definition	Last Revised
ACT 287 (1974)	Underground Utility Line Protection Act, PA Act 287 (1974, and as revised). This is the legal foundation of the Pennsylvania One Call System, Inc.	June-2015
ADA	Americans with Disabilities Act of 1990.	June-2015
ADA Standards	Generally, the various National (U.S. Access Board), State (PennDOT) and City of Philadelphia standards used to ensure compliance with the Americans with Disabilities Act of 1990.	June-2015
Areaways	An opening in the ground level of a building perimeter to allow natural lighting, or for periodic access or to a basement for the purpose of emergency egress, utility access, or the loading or unloading of stored goods or materials. <i>Also known as egress wells, or bulkhead doors.</i>	June-2015
Art Commission	A City Commission, having authority to “approve any structure or fixture to be erected by any person upon or to extend over any highway, stream, lake, square, park or other public place within the City.” In particular, the code requires Art Commission approval for canopies and marquees.	June-2015
Arterial (Street)	<i>Per Federal Highway Administration (FHWA) Flexibility in Highway Design, Chapter 3 (Functional Classification):</i> Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.	June-2015
Auto-Oriented Commercial/Industrial Street	<i>Per Complete Streets Handbook Section 3.5:</i> These streets are characterized by an auto-oriented development pattern with buildings set back significantly from the street, generally with parking lots in front of commercial uses. Auto-oriented streets generally do not provide a pedestrian-friendly environment and are not likely to attract high levels of pedestrian activity other than at transit stops and individual activity centers.	June-2015

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Awning	<i>Per §11-601(1) of the Philadelphia Code:</i> A structure made of cloth, plastic, metal or similar materials with a metal frame not of permanent construction attached to a building and not (<i>in any way</i>) supported by the ground or sidewalk, which projects more than 18 inches over a sidewalk or other thoroughfare, but not including signs. <i>See also Canopy.</i>	June-2015
Balcony	<i>Per §11-601(2) of the Philadelphia Code:</i> A platform, enclosed by a parapet or railing, projecting from the wall of a building.	June-2015
Basement Steps	An opening in the ground level of a building perimeter to allow for regular access to a basement door.	June-2015
Basketball Pole and Backboard	A basketball pole with a backboard generally erected in the grass plot area of the footway. Occasionally, the backboard is attached to a utility pole.	June-2015
Bay	While used synonymously with <i>Bay Window</i> by many design professionals, a <i>Bay</i> is not defined within, §11-601 of the Philadelphia Code. As observed by the Philadelphia Streets Department, the primary design difference between a bay and a bay window is in the extension of floor space beyond the building line, as seen in bays, but not bay windows. Also, Per Section 14-203(35) - Bay Window: A window structure that projects from the wall of a building and is at least 24 in. above the finished floor surface.	June-2015
Bay Window	<i>Per §11-601(2) of the Philadelphia Code:</i> A window above the first story extending beyond the wall of the building. <i>See also Bulk Window.</i>	June-2015
Bilco Door	Bulkhead doors, as commonly referred to by the name of a prominent manufacturer.	June-2015
Bicycle Rack	<i>Per §11-601(4) of the Philadelphia Code:</i> A fixed rack installed on the sidewalk for parking bicycles.	June-2015
Bike Corral	<i>Per §11-601(8)(c) of the Philadelphia Code:</i> A portion of a curbside parking lane that is closed to motor vehicle parking, and equipped with fixed racks so as to permit the parking and securing of bicycles.	June-2015
Bollard	<i>See Curb or Sidewalk Post.</i>	
Building Access (ADA) Ramp	Ramps used to provide wheelchair access to buildings, in accordance with ADA Standards.	June-2015
Building Zone	<i>Per Complete Streets Handbook Section 4.4.1:</i> The Building Zone is 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 areas. The Building Zone includes architectural elements such as steps, bay windows, or planters and commercial activities, such as sidewalk cafes, that intrude into the sidewalk. These elements can enhance the pedestrian environment, but also narrow the walking zone and can limit accessibility.	June-2015
Bulkhead Door	A flush set of metal doors used for basement access.	June
Bulk Window	<i>Per §11-601(5) of the Philadelphia Code:</i> A window on the first story extending beyond the wall of the building.	June-2015

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Bus/Transit Shelter	A shelter erected on the legal footway to protect the citizens of the City who use public transportation from inclement weather.	June-2015
Business Day	Every standard working day of the week (i.e. Monday through Friday), <i>excluding</i> City of Philadelphia holidays, days on which snow operation occur, and the day after the end of any snow operation.	June-2015
Commissioner	<i>Per §11-701(1)(k) of the Philadelphia Code:</i> Collectively, the Streets Commissioner and designees.	June-2015
Canopy	<i>Per §11-601(6) of the Philadelphia Code:</i> A structure made of cloth, plastic, metal or other similar materials with a metal frame not of permanent construction, extending from a building and (<i>at least in part</i>) supported by the ground or sidewalk, projecting more than 18 inches over a sidewalk or other thoroughfare, but not including signs. <i>See also Awning.</i>	June-2015
Cartway	<i>Per §11-101(1) of the Philadelphia Code:</i> The portion of a street reserved for vehicular use and contained between the curb lines.	June-2015
Cellar Doors	<i>See Areaways.</i>	
City Neighborhood Street	<i>Per Complete Streets Handbook, Section 3.8:</i> City Neighborhood Streets include the majority of the grid streets in older sections of Philadelphia. These streets serve an equally important role for local vehicle and pedestrian traffic. The fronts of buildings on these streets typically meet the street line (edge of sidewalk), unlike Lower Density Residential Streets where dwellings are set back from the sidewalk.	June-2015
City Plan	A master plan of the City of Philadelphia street network, as created and maintained by the Streets Department's City Plan Section and Survey Bureau, in accordance with §11-400 of the Philadelphia Code. <i>See also Curb Line and Street Line.</i>	June-2015
City Plan Action	Any development resulting in changes to the City Plan.	June-2015
Civic/Ceremonial Streets	<i>Per Complete Streets Handbook, Section 3.2:</i> This small group of streets includes some of the first mapped streets in the city (e.g., Broad Street, Market Street). These streets have great symbolic importance, house major ceremonial functions, and play a unique role in the life of the City (e.g., the Parkway). Sidewalks on Civic/Ceremonial streets operate as generous pedestrian promenades. As major arterials, these streets also have high vehicle significance.	June-2015
Collector	<i>Per Federal Highway Administration (FHWA) Flexibility in Highway Design, Chapter 3 (Functional Classification):</i> Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.	June-2015

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Complete Streets	See <i>Complete Streets Handbook</i> . A policy enacted per §11-900 of the Philadelphia Code, as related to roadway development. Complete Streets recognizes that road and sidewalk space is a limited public good that must be shared by public transit service, pedestrians, taxicabs, bicycles, personal, emergency, commercial and utility vehicles, parked vehicles, sidewalk vending and cafes, bicycle racks, newsstands, bus stops and shelters, newspaper boxes and planters, among other things.	June-2015
Complete Streets Handbook	A handbook, the creation and maintenance of which, serves to create a Complete Streets policy for the City that: (a) Gives full consideration to accommodation of the safety and convenience of all users of the transportation system, be they pedestrians, bicyclists, public transit users or motor vehicle drivers; (b) Balances the needs of all users in planning, design, construction, maintenance, and operation of the right of way and facilities therein; and (c) Contributes to a comprehensive and integrated transportation network and prioritize the safety of those traveling in the public right-of-way, and in particular the safety of children, the elderly, and persons with disabilities. A major part of the Complete Streets Handbook, and many references made to it, derive from, or are influenced by, the Philadelphia Pedestrian & Bicycle Plan.	June-2105
Curb	The physical separator between the footway and cartway customarily made of concrete or stone.	June-2015
Curb Cut	The portion of a driveway, or ramp, at the curb line, the width of which is measured along the curb line, and without the added length of any grade adjustment, curb returns, or flares, on either end.	June-2015
Curb Line (or Curbline)	The lines on the City Plan demarking the boundary between the cartway and sidewalk(s) on a City street. Curblines are used in the mapping and location of underground utilities, and as such cannot be changed without a City Plan Action.	June-2015
Curb Return	A curb that curves inward towards the sidewalk, typically as a method of grade adjustment for driveways and service ramps. The use of curb returns is no longer permitted by the Streets Department.	June-2015
Curb Reveal	The vertical measurement from the pavement to the top of a curb.	June-2015
Curb or Sidewalk Post	A concrete-filled metal post, permanently mounted within the footway for the purpose of protecting pedestrians and property from vehicular intrusion. Also known as bollard.	June-2015
DRPA	Delaware River Port Authority	June-2015
Driveway	<i>Per §14-203(100) of the Philadelphia Code:</i> A paved or unpaved right-of-way strip providing access to a vehicle parking space, loading space, or maneuvering facility.	June-2015
DVRPC	Delaware Valley Regional Planning Commission	June-2015
Egress Wells	See <i>Areaways</i>	

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Elevator Shaft	Elevator shafts of permanent construction, which extend over the legal street line, are primarily used to transport commercial equipment or material from below to above grade. Occasionally, they may be intended to transport a physically handicapped person, however, if so, they are not to be confused with Wheelchair Elevators which are not structurally attached to the building.	June-2015
Emergency Condition	A condition that constitutes an imminent risk to the health, welfare, or safety of the public, or is likely to cause existing utilities to be unusable and result in loss of the services provided through the facilities.	June-2015
Encroachment	Any privately owned structure within the public right of way.	June-2015
Encroachment Ordinance	A legislative act of the Philadelphia City Council for permission to encroach upon the Right of Way in a manner not otherwise permitted by the Philadelphia Code.	June-2015
Facility	<i>Per §11-701(1)(p) of the Philadelphia Code:</i> Conduit, pipes, cables, wires, lines, towers, optic fiber, antennae, poles, associated equipment and appurtenances, and any other facilities (exclusive of water and sewer pipes in Plumber's Ditches and End User Devices) located in the Right-of-Way and designed, constructed, and/or used, by Telecommunications Providers, Cable Service and OVS Service providers, Information Service Providers, Public Utilities, or other Persons for transmitting, transporting, or distributing communications, telecommunications, electricity, natural gas or manufactured gas, oil, gasoline, steam, water, waste water, or any other form of energy, signal or substance.	June-2015
Footway	<i>See Sidewalk.</i>	
Furnishing Zone	<i>Per Complete Streets Handbook Section 4.4.2:</i> The furnishing zone is the area of the sidewalk between the walking zone and curb. The furnishing zone provides pedestrians a buffer from traffic and provides a space for plantings, street furniture, and other amenities. These elements can enhance the pedestrian environment, but also narrow the walking zone and can limit pedestrian mobility and comfort.	June-2015
Ground Lights	Lights installed in the footway, generally close to the building wall, for the purpose of providing aesthetics and/or security.	June-2015
High Volume Pedestrian Street	<i>Per Complete Streets Handbook Section 3.1:</i> Streets that serve as important pedestrian destinations and connections in high-density commercial, residential, and mixed use neighborhoods. High-Volume Pedestrian streets serve more than 1,200 pedestrians per hour during the midday. Many of these streets also provide important connections for vehicle traffic and serve high vehicle volumes. As a result, these streets must often be designed to prioritize pedestrian movement and accommodate high vehicle traffic volumes.	June-2015
Houseline	<i>See Street Lines</i>	
Large Driveway	A driveway with a curb cut greater than 24'-0". Large driveways are subject to the Complete Streets Standards.	June-2015

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LOC	Letter of Credit	June-2015
Local Street	<p><i>Per Complete Streets Handbook Section 3.11:</i> Local streets are streets in residential or non-residential neighborhoods that are smaller than City Neighborhood Streets and Low Density Residential Streets. This classification includes service streets and minor residential streets. Parking is provided on at least one side of the street and sidewalks are usually present.</p> <p><i>Per Federal Highway Administration (FHWA) Flexibility in Highway Design, Chapter 3 (Functional Classification):</i> Local Streets consist of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.</p>	June-2015
Low Density Residential Street	<p><i>Per Complete Streets Handbook Section 3.9:</i> Lower Density Residential Streets include most residential streets outside Center City, North, South Philadelphia, and West Philadelphia. These streets were generally constructed more recently than City Neighborhood Streets and are characterized by dwellings that are set back from the sidewalk. These streets serve local vehicle, pedestrian, and bicycle traffic.</p>	June-2015
Marquee	<p><i>Per §11-601(7) of the Philadelphia Code:</i> An overhanging, substantially horizontal structure of permanent construction attached to a building, whether or not supported by the ground or sidewalk, projecting more than 18 inches over a sidewalk or other thoroughfare, but not including balconies.</p>	June-2015
MPT	Maintenance and Protection of Traffic. <i>See also: Temporary Traffic Control (TTC)</i>	June-2015
MUTCD	The Manual on Uniform Traffic Control Devices	June-2015
Paper Street	A street which is on the City Plan, either confirmed or awaiting confirmation by the Board of Surveyors, not legally opened and not physically existing, is considered to be a "paper street" since it exists, in a real sense, only on "paper."	June-2105
Parklet	<p><i>Per §11-601(8)(b) of the Philadelphia Code:</i> A removable platform made available for recreational use by pedestrians that occupies a portion of a parking lane that is closed to motor vehicle parking.</p>	June-2015
Park Road	<p><i>Per Complete Streets Handbook Section 3.6:</i> Park roads provide transportation routes for vehicles and pedestrians within local parks. These streets typically have lower speed limits compared to Scenic Drives. These streets should include shared-use side paths for pedestrians and bicyclists and/or sidewalks and bike lanes or shared roadway facilities.</p>	June-2015
Patio	<p>An uncovered structure of permanent construction extending from the front, side or rear of the building and encroaching onto the legal right-of-way.</p> <p>Also, from the Zoning Code, § 14-203(224): An open structure less than 12 inches above the ground that is located in the front yard, rear yard, or side yard of a property.</p>	June-2015

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Pavement Markings	Lines on the street to channel pedestrian and vehicular traffic, such as crosswalk lines, or single or double yellow lines in the center of the street.	June-2015
Philadelphia Pedestrian & Bicycle Plan	The Philadelphia Pedestrian & Bicycle Plan was adopted by the City Planning Commission in June 2012. The Plan identifies strategies and specific recommendations to increase the number of people walking and bicycling in the City by improving the safety, connectivity, convenience, and attractiveness of the pedestrian and bicycle networks. Per §11-902 of the Philadelphia Code: All construction projects subject to § 11-901(2) shall conform to the street types and standards set forth in the Pedestrian and Bicycle Plan established by the Philadelphia City Planning Commission, consistent with and subject to the City Plan, classifying street types by intended use and, setting forth minimum dimensional requirements for sidewalk features.	June-2015
Pedestrian Bridge	A pedestrian bridge as used here is generally a privately-owned structure constructed above the 1st floor as a means of transporting people and/or conduits from one building to another over the legal right-of-way.	June-2015
Pedestrian Enhancement	<i>Per §11-601(8) of the Philadelphia Code: Any of the following: Pedestrian Plaza, Parklet, Bike Corral</i>	June-2015
Pedestrian Plaza	<i>Per §11-601(8)(a) of the Philadelphia Code: An area in the cartway of a street, or in the cartway at the intersection of two or more streets, or an island within the cartway, which is closed to vehicular traffic, and made available for recreational use by pedestrians pursuant to this Chapter. The term excludes any area in or surrounded by a traffic circle. Unlike a parklet, a pedestrian plaza does not include any form of decking, but lies directly upon the surface of the paved or unpaved street.</i>	June-2015
PennDOT	Pennsylvania Department of Transportation (On occasion, referred to as PADOT)	June-2015
Pennsylvania One Call System, Inc.	Pennsylvania One Call System, Inc. is a non-profit 501(c)(6) Pennsylvania corporation created to help protect the underground facilities of members through communication with any person planning to disturb the earth. This communication network receives and processes underground line location requests from excavators, contractors, plumbers, builders, designers, and the general public; and disseminates this work location information to all members based on their service agreements.	June-2015
Planter	Planters as used here are above ground decorative containers, generally constructed with concrete, in which trees, shrubs, or flowers are planted.	June-2015
Plumbing Permit	Authorization to open the street for the purpose of installing a new or replacing a defective water or sewer service.	June-2015
Porch	A covered structure of permanent construction extending from the front, side or rear of the building and encroaching onto the legal right-of-way.	June-2015
PPA	Philadelphia Parking Authority	June-2015
Private Interest Ordinance	<i>See Encroachment Ordinance</i>	

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Private Paving	The paving of a confirmed and legally-opened City street by a developer for the purpose of providing access to a housing development. All cost for the work is incurred privately by the developer. Not to be confused with the paving of a private street (<i>See Private Street</i>).	June-2015
Private Street	A street not placed on the City Plan and not legally opened. A private street is not to be confused with a "paper street." <i>Per §11-505 of the Philadelphia Code:</i> The sidewalks of all public streets, and the roadways and sidewalks of all private streets, shall be graded, curbed, paved and kept in repair at the expense of the owners of the land fronting thereon.	June-2015
PROWAG	Public Right of Way Access Guidelines. Published in the <i>Federal Register</i> on July 26, 2011, and as revised. Provides guidance establishing specifications for accessible pedestrian paths within the public right of way.	June-2015
PWD	Philadelphia Water Department	June-2015
Retaining Wall	Generally concrete, brick or stone structures of limited height which sits or project over the legal footway and constructed to support the grass area in front or on the side of the property. There is a distinction, and special limitations, relating to the use of retaining walls within the right of way, as opposed to the use within a parcel of land. <i>Per §11-701(1)(dd) of the Philadelphia Code:</i> The surface of and space above and below any real property in the City in which the City has a regulatory interest, or interest as a trustee for the public, as such interests now or hereafter exist, including, but not limited to, all Streets, highways, avenues, roads, alleys, sidewalks, pedestrian and vehicle tunnels and passageways, concourses, viaducts, bridges, and skyways under the control of the City, and any unrestricted public or utility easements established, dedicated, platted, improved or devoted for Utility purposes.	June-2015
Right of Way	Provided, that the following lands are not included in the Right-of-Way: lands administered by the Division of Aviation of the Commerce Department; lands owned by the City that are not Streets; and lands, other than the following Streets, that are under the care and jurisdiction of the Fairmount Park Commission: Belmont Avenue, Bells Mill Road, Benjamin Franklin Parkway, Cobbs Creek Parkway, Cresheim Valley Drive, Haverford Avenue, Henry Avenue, Hunting Park Avenue, Kelly Drive, Lansdowne Avenue, Lincoln Drive, Montgomery Drive, Parkside Avenue, Rhawn Street, Roosevelt Boulevard, the Schuylkill Expressway, Southern Parkway, and West River Drive. The phrases "in the Right(s)-of-Way" and "in the right(s)-of-way" mean "in, on, over, along, above and/or under the Right(s)-of-Way" or "right(s)-of-way".	June-2015
Right of Way Boundary	<i>See Street Lines</i>	
Roadway	<i>See Cartway</i>	

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Scenic Drive	<i>Per Complete Streets Handbook Section 3.7:</i> Scenic Drives are major or minor arterials that provide a scenic view along parks or waterways. These streets typically have higher speeds than Park Roads and local streets. Scenic Drives often accommodate pedestrian travel via Shared-use paths. Shared-use paths and/or bike lanes or shared roadway facilities may be used to accommodate bicyclists.	June-2015
SEPTA	The Southeastern Pennsylvania Transportation Authority	June-2015
Shared Narrow Street	<i>Per Complete Streets Handbook Section 3.10:</i> These streets are very narrow local streets, primarily located in older areas of the City. Sidewalks also tend to be narrow on these streets, but pedestrians and bicyclists can generally walk and ride comfortably in the street similar to pedestrian priority streets. On-street parking is precluded on streets with cartways of 13' or less.	June-2015
Sheeting & Shoring	A reinforcement of excavation areas in large building projects where the construction of the foundation can weaken or collapse the abutting street. Therefore, the contractor is required to line the excavation with sheeting generally made of wood and held in position with cross-bracing or shoring.	June-2015
Shelter Platform	Similar to scaffolding in that it is a temporary elevated structure for the support of workmen. Differs from scaffolding in that it allows pedestrian movement beneath it. In general, the applicant is the contractor who may be replacing a store-front window, sand-blasting or some other exterior work to the building facade.	June-2015
Sidewalk	<i>Per §11-101(7) of the Philadelphia Code:</i> That portion of a street contained between the street line and the nearest curb line and consisting of a paved footway and optional planting strips, the cross-section of which shall be determined by the Department. <i>Per §11-505 of the Philadelphia Code:</i> The sidewalks of all public streets, and the roadways and sidewalks of all private streets, shall be graded, curbed, paved and kept in repair at the expense of the owners of the land fronting thereon.	June-2015
Sidewalk Cafe	A restaurant places tables and chairs on the footway sometimes encompassed by a railing. Theportable fixtures are removed at the end of the business day.	June-2015
Sign	<i>Per §11-601(9) of the Philadelphia Code:</i> A structure or device, whether or not attached to a building, which is primarily intended to advertise or communicate, including ground signs, illuminated signs, projecting signs, swinging signs, temporary signs and wall signs, but excluding: (a) advertising matter displayed on vehicles, pedestrians or newsstands; (b) information required by law or ordinance to be placed on structures; (c) notice to the public that a property is for sale or rent.	June-2015
Sign, A-Frame	A-Frame signs a.k.a. "ground signs" are signs supported by uprights or braces intended to be placed on ground level of the legal footway for the purpose of advertising parking-lot rates, lottery sales, daily restaurant fare, or any other such commercial use.	June-2015

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Sign, Illuminated	Any sign which has characters, letters, figures, designs, or outlines illuminated by artificial lighting. As used here these "flashing-lighted" signs are sometimes mounted on wheels or braces placed on the legal footway to advertise new business openings, sales or any other such commercial use.	June-2015
Sign, Projecting	Any sign attached to a building or other structure which projects in such a manner that both sides thereof are visible.	June-2015
Sign, Wall	Any flat sign which is placed against the building or other structure and attached thereto in such a manner that only one side is visible.	June-2015
Speed Bump	An asphaltic protuberance constructed in the travel lanes of parking lots in order to slow vehicular movement.	June-2015
Speed Cushion	A variation of a speed bump or speed hump, with breaks to allow for larger vehicles to pass over it unaffected.	June-2015
Speed Hump	A variation of a speed bump that generally flatter, and therefore having less impact upon vehicles while remaining an effective traffic calming device.	June-2015
Stairwell, Enclosed	Stairwells, enclosed by any type of building material, leading to the second floor or above and which encroach beyond the street line.	June-2015
State Route	Any route owned and maintained by PennDOT	June-2015
Storm Enclosure	A walled-in area of permanent construction attached to an existing exterior doorway to prevent wind from entering the building.	June-2015
Street	<i>Per §11-101(8) of the Philadelphia Code: A strip of land or part thereof within the right-of-way, whether dedicated or not, intended or used for vehicular and/or pedestrian traffic. Commonly used synonymously with Cartway.</i>	June-2015
Street, Cul De Sac	<i>Per §14-203(311) of the Philadelphia Code: A street having but one vehicular access point to another street and terminated by a paved vehicular turn-around.</i>	June-2015
Street, Major	<i>Per §14-203(312) of the Philadelphia Code: A street that carries traffic, generally local, to or from the system of major highways or that serves as main circulation for a large area.</i>	June-2015
Street, Major Highway	<i>Per §14-203(313) of the Philadelphia Code: A street used primarily for traffic not local in destination.</i>	June-2015
Street, Primary Residential	<i>Per §14-203(314) of the Philadelphia Code: A street that serves the prime function of collecting or distributing residential traffic within a neighborhood or area.</i>	June-2015
Street, Secondary Residential	<i>Per §14-203(315) of the Philadelphia Code: A street that is used primarily for residential access.</i>	June-2015
Street, Tertiary Residential	<i>Per §14-203(316) of the Philadelphia Code: A street that provides access to homes on lots in excess of 20,000 sq. ft., having 100 ft. frontage at the building line, and having no house or garage located within 50 ft. of that right-of-way, or one that serves not more than six lots.</i>	June-2015

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Street, Marginal Access	<i>Per §14-203(317) of the Philadelphia Code:</i> A minor street, parallel and adjacent to a major street or major highway, providing access to abutting properties and controlling the location of intersections with that major street or highway.	June-2015
Street Frontage	<i>Per §14-203(319) of the Philadelphia Code:</i> The edge of a lot that is contiguous to any confirmed street.	June-2015
Street Line	<i>Per §11-101(9) of the Philadelphia Code:</i> The lines of demarcation between public and private properties on plotted or legally opened streets, defining the land reserved for use as a street. <i>Per §14-203(319) of the Philadelphia Code:</i> The outward edge of a street confirmed on the City Plan.	June-2015
Street Closure Permit	A permit to occupy a portion of the legal right-of-way for the purpose of installing and/or maintaining of utilities, pavements, construction fence, or other structures; as well as for the delivery and staging of construction materials & safety equipment, and large equipment such as cranes & helicopters.	June-2015
Street Opening Permit	A permit to privately open or perform utility maintenance work in the street. All street restoration is permanently performed, in kind, at the permittees expense. This is NOT a plumber's permit.	June-2015
Streetscape	<i>Per §14-203(319) of the Philadelphia Code:</i> All elements that impact the character of streets and sidewalks, including, but not limited to, paving patterns, curbs and curb cuts, crosswalks, landscape plantings, and street furnishings, such as lighting and bicycle parking facilities.	June-2015
Temporary Traffic Control (TTC)	Self defining term. Any traffic control measures used for the temporary control of traffic. TTC measures are commonly employed due to control traffic in construction/emergency operations, and civic events. Also known locally as Maintenance and Protection of Traffic (MPT).	June-2015
Underground Facility	<i>Per §11-701(1)(oo) of the Philadelphia Code:</i> Facilities located under the surface of the ground or pavement, excluding the underground foundations or supports for Aerial Facilities. Also known as an underground utility.	June-2015
Urban Arterial Street	<i>Per Complete Streets Handbook, Section 3.4:</i> Urban Arterials are major and minor arterials that carry high through traffic volumes. These streets usually have surface transit routes and must provide adequate pedestrian facilities to allow safe and comfortable access and waiting areas for transit users. Urban Arterials generally have more travel lanes and higher speeds, compared to City Neighborhood Streets. They may have commercial uses, but are not as pedestrian-friendly as Walkable Commercial Corridors.	June-2015
Vault	<i>Per §11-601(10) of the Philadelphia Code:</i> An underground room or space. An underground room or compartment beneath the footway generally constructed as an extension of the basement, or as part of a large underground utility system.	June-2015
Veranda	<i>See Porch</i>	
Vestibule	Similar to a storm enclosure in that its expressed purpose is to prevent wind from entering the building.	June-2015

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<p>Walkable Commercial Corridor</p>	<p><i>Per Complete Streets Handbook, Section 3.3:</i> These streets are active commercial corridors with pedestrian-friendly physical development patterns (e.g., commercial sections of Germantown Ave. and Girard Ave.) On these streets, parking and access needs of local businesses often compete for limited right-of-way with pedestrian and bicycle facility needs. These streets have lower pedestrian volumes than High-Volume Pedestrian Streets, but are more pedestrian friendly than Auto-Oriented Commercial areas.</p>	<p>June-2015</p>
<p>Walking Zone</p>	<p><i>Per Complete Streets Handbook, Section 4.3.2:</i> Walking zone or “clear” width refers to the clear portion of the sidewalk where pedestrians can walk unobstructed. The standard walking zone width depends on the number of pedestrians using or expected to use a particular sidewalk. All sidewalks should provide at least 5’ of clear space to allow wheelchair passage.</p>	<p>June-2015</p>
<p>Wheelchair Elevator</p>	<p><i>Per §11-601(11) of the Philadelphia Code:</i> An elevator or other mechanical device designed to facilitate the transfer of a person confined to a wheelchair or otherwise physically handicapped from street or sidewalk level to the entrance of a building. An elevator or other mechanical device designed to facilitate the transfer of a person confined to a wheelchair or otherwise physically handicapped from street or sidewalk level to the entrance of a building. Generally, these low-rise platform lifts are electrically powered, placed adjacent to the front steps, and enclosed.</p>	<p>June-2015</p>