

LINCOLN SQUARE  
CDR PRESENTATION  
11.01.2016



• LINCOLN SQUARE  
•  
•

• DATE: 09/20/2016  
• PROJECT #: 1605000



**MIS Capital LLC**  
Sustainable Development

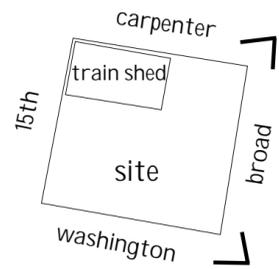




view at washington ave & broad street



view at broad street & carpenter street



• LINCOLN SQUARE  
• SITE PHOTOS

• DATE: 09/20/2016  
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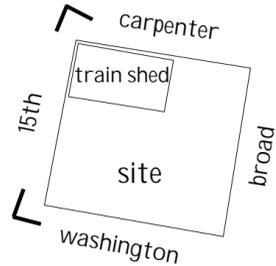




view at 15th street & washington ave



view at carpenter street & 15th street



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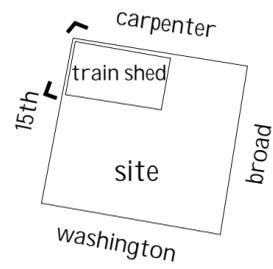




view at train shed on 15th street



view at train shed on carpenter street



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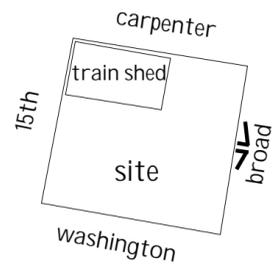




view at site on board street



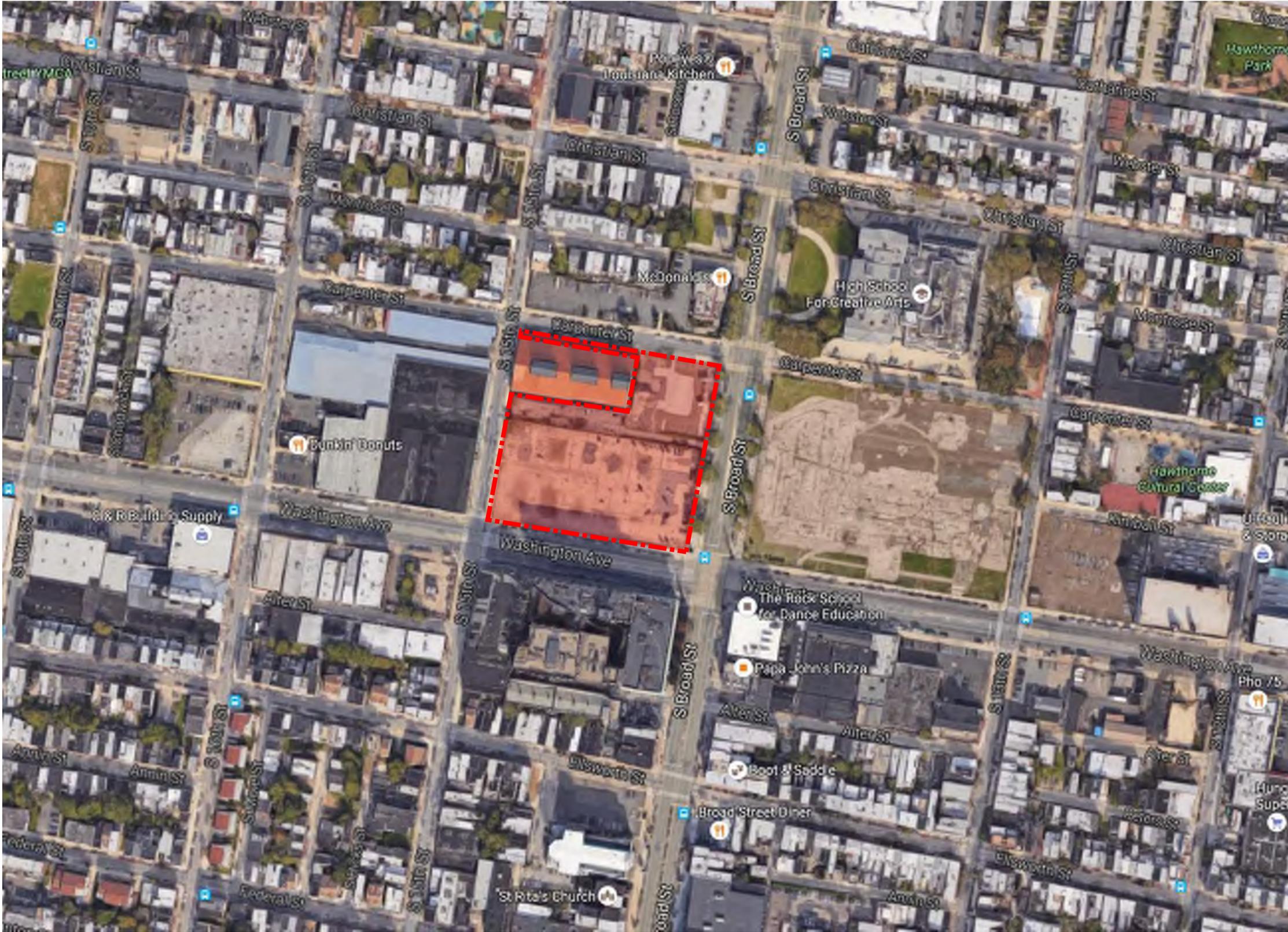
view at train shed on broad street



• LINCOLN SQUARE  
• SITE PHOTOS

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• LINCOLN SQUARE  
• AREA MAP

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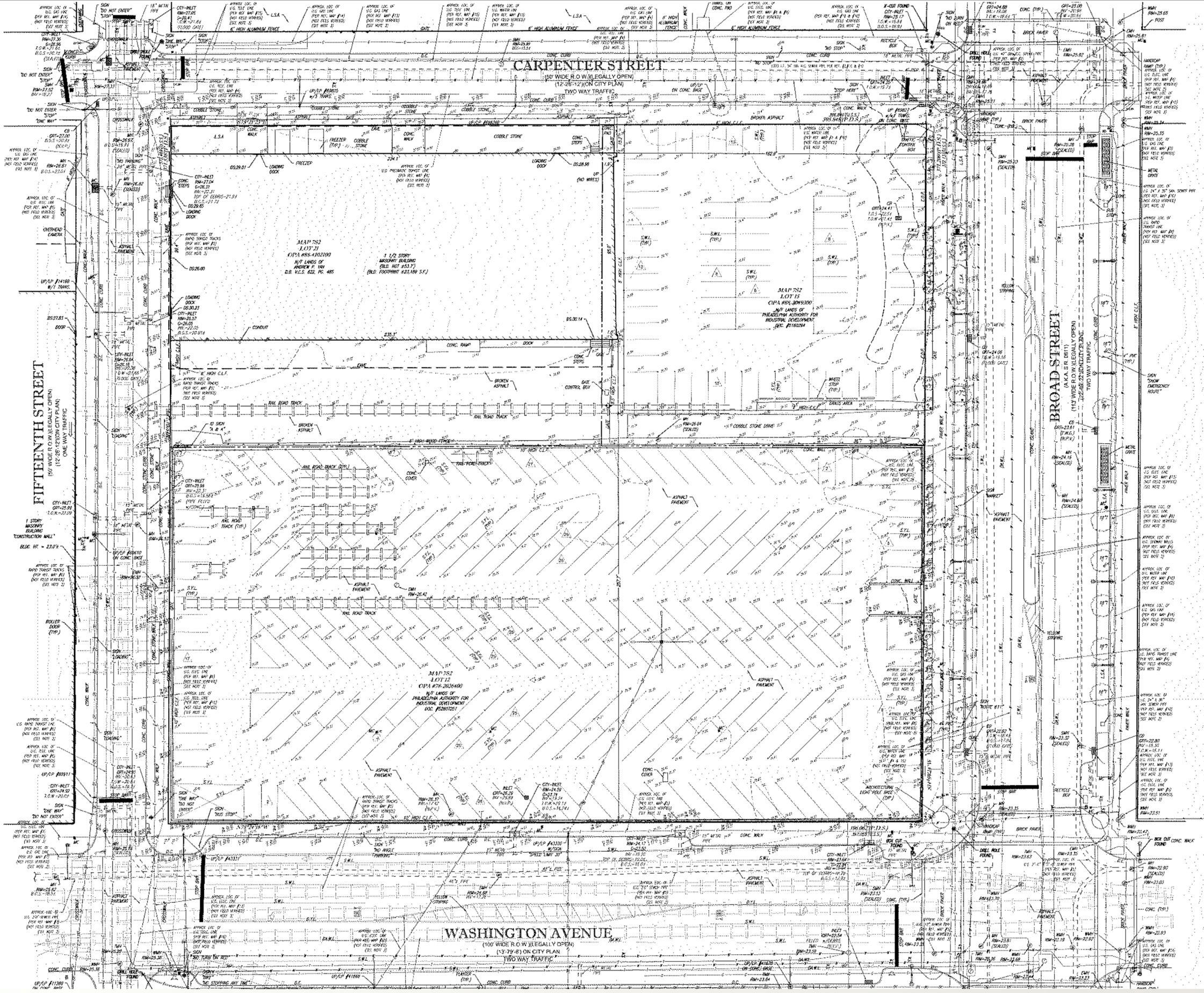
: LINCOLN SQUARE  
 : AREA MAP

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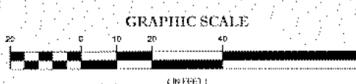
**MIS Capital LLC**  
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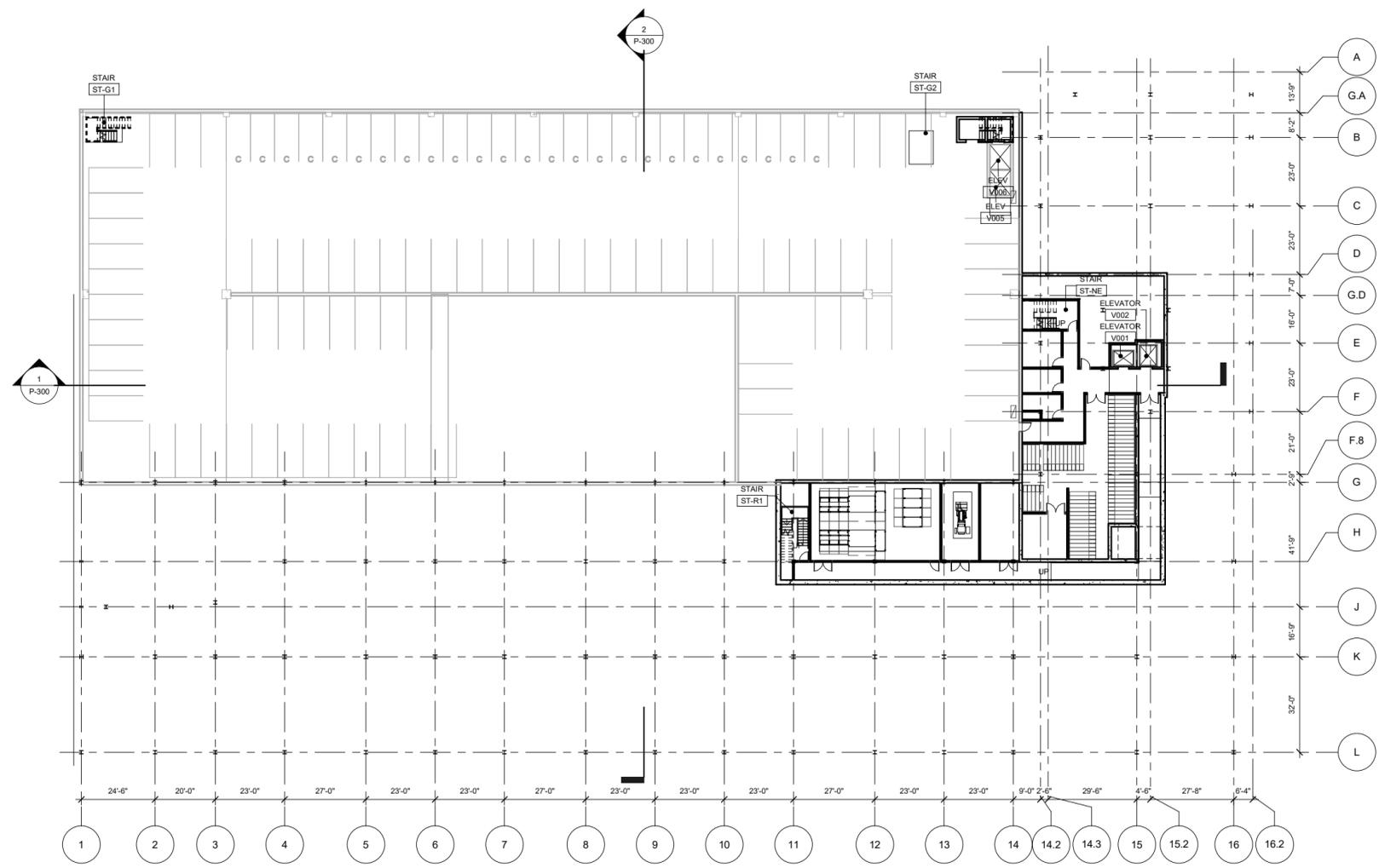




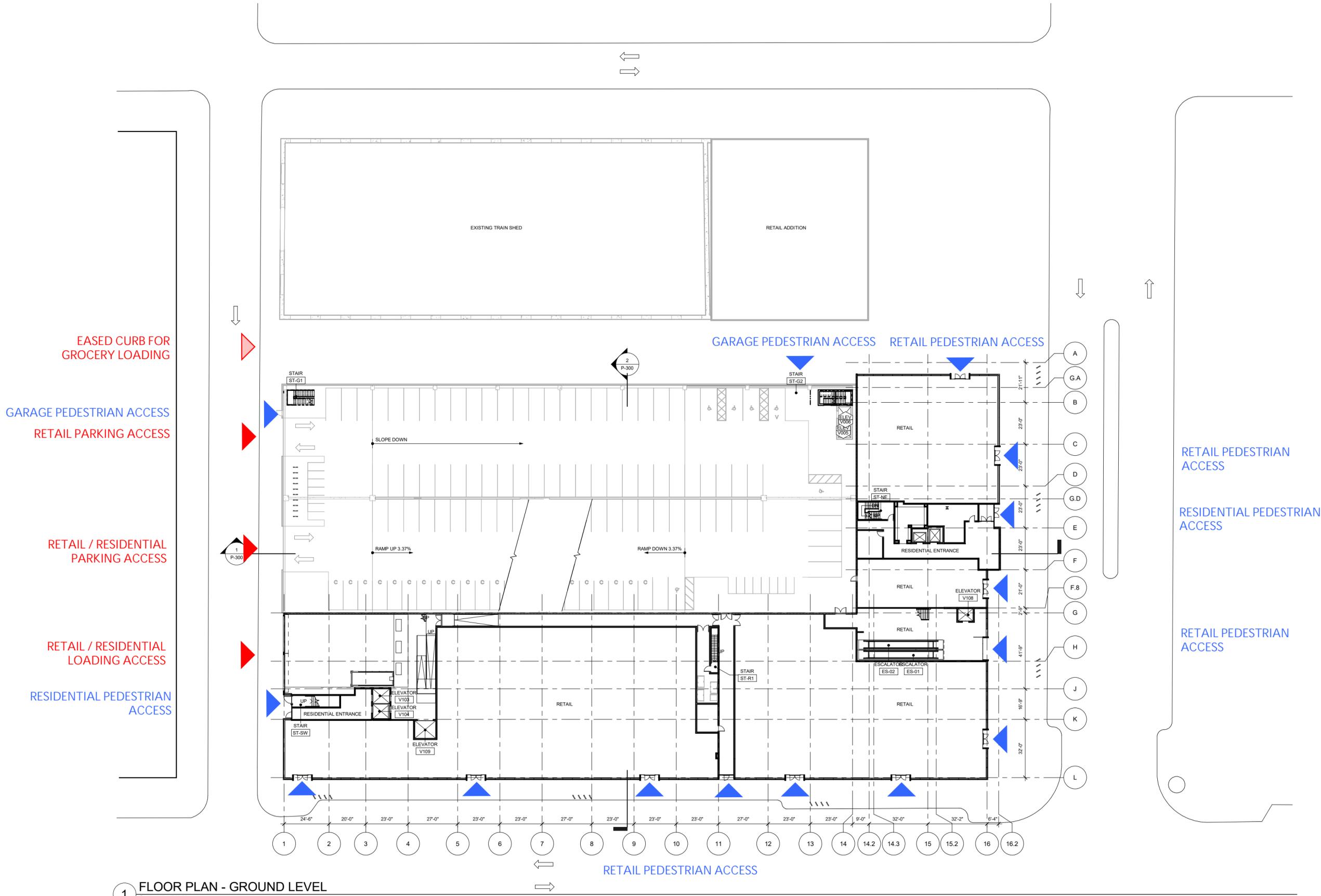
**LEGEND**

---	EXISTING CONTOUR
---	EXISTING SPOT ELEVATION
---	EXIST. TOP OF CURB ELEVATION
---	EXIST. GUTTER ELEVATION
---	EXIST. TOP OF WALL ELEVATION
---	EXIST. BOTTOM OF WALL ELEVATION
---	EXIST. FINISHED FLOOR ELEVATION
---	EXIST. DOOR BILL ELEVATION
---	HYDRANT
---	WATER VALVE
---	GAS VALVE
---	GAS BOX
---	GAS METER
---	ELECTRIC METER
---	OVERHEAD WIRE
---	APPROX. LOC. UNDERGROUND GAS LINE
---	APPROX. LOC. UNDERGROUND TEL. LINE
---	APPROX. LOC. UNDERGROUND WATER LINE
---	UTILITY POLE
---	UTILITY POLYALIGHT POLE
---	GLY WIRE
---	STREET LIGHT
---	TRAFFIC SIGNAL POLE
---	TRAFFIC SIGNAL
---	AREA LIGHT
---	CLEAR CUT
---	SIGN
---	MAIL BOX
---	BELLARD
---	POST
---	PAINTED ARROWS
---	ABOVE GROUND
---	UNDER GROUND
---	CHAIN LINK FENCE
---	DEPRESSED CURB
---	EDGE OF CONC.
---	EDGE OF PAVEMENT
---	LANDSCAPED AREA
---	METAL COVER
---	TYPICAL
---	GAS MANHOLE
---	DRAINAGE/STORM MANHOLE
---	ELECTRIC MANHOLE
---	SANITARY/SEWER MANHOLE
---	TELEPHONE MANHOLE
---	UNKNOWN MANHOLE
---	WATER MANHOLE
---	CATCH BASIN/DR. INLET
---	FLOW DIRECTION
---	DECIDUOUS TREE & TRUNK SIZE
---	PARKING SPACE COUNT
---	HIGHWAY
---	DASHED WHITE LINE
---	BUILDING
---	NO VISIBLE PIPE
---	DETECTABLE WARNING PAID
---	SOLID WHITE LINE
---	SOLID YELLOW LINE
---	TOP OF WATER
---	TOP OF STRUCTURE
---	BOTTOM OF STRUCTURE

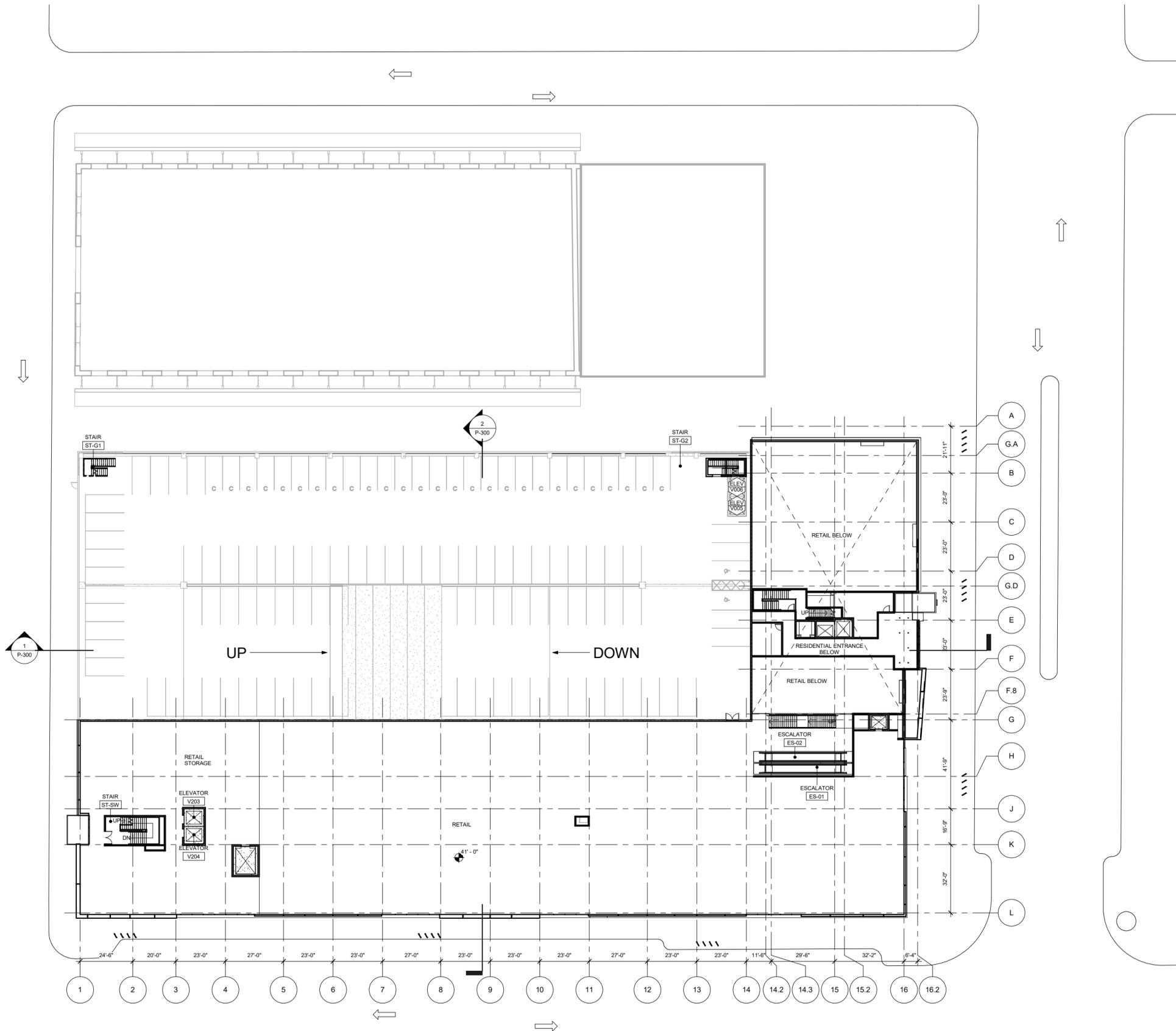




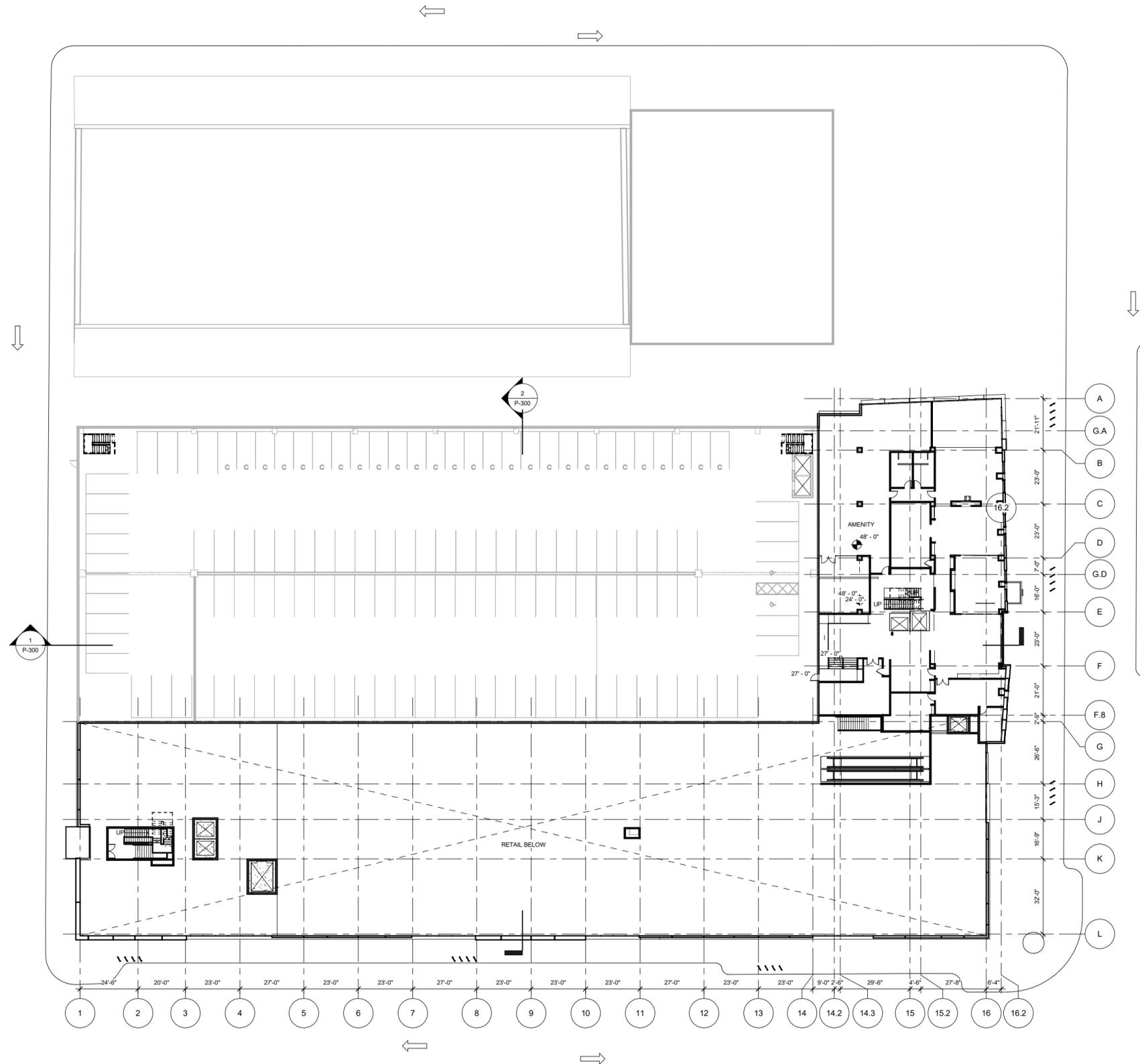
1 BASEMENT LEVEL FLOOR PLAN - OVERALL  
 Scale: 1" = 20'-0"

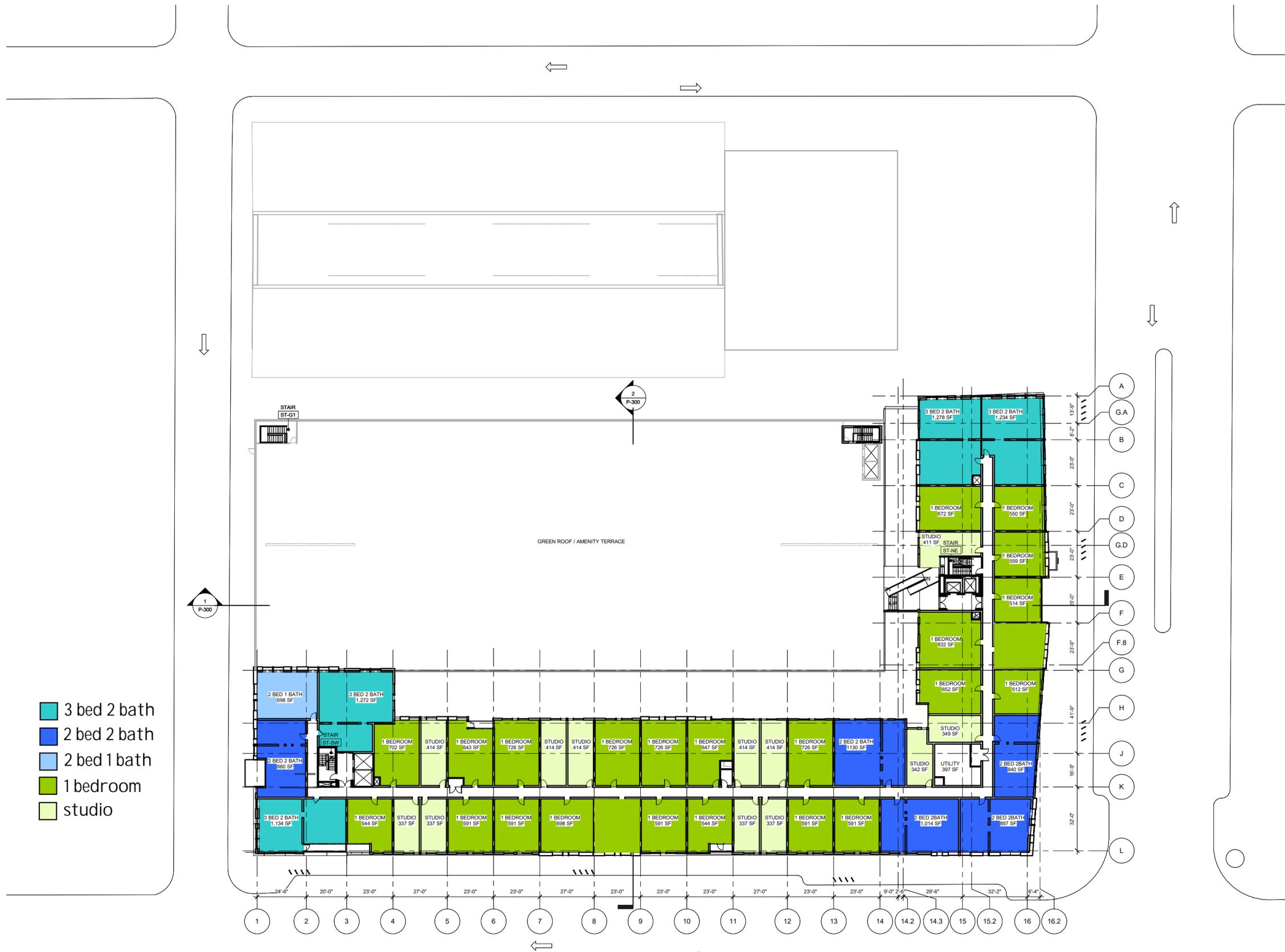


1 FLOOR PLAN - GROUND LEVEL  
Scale: 1" = 20'-0"

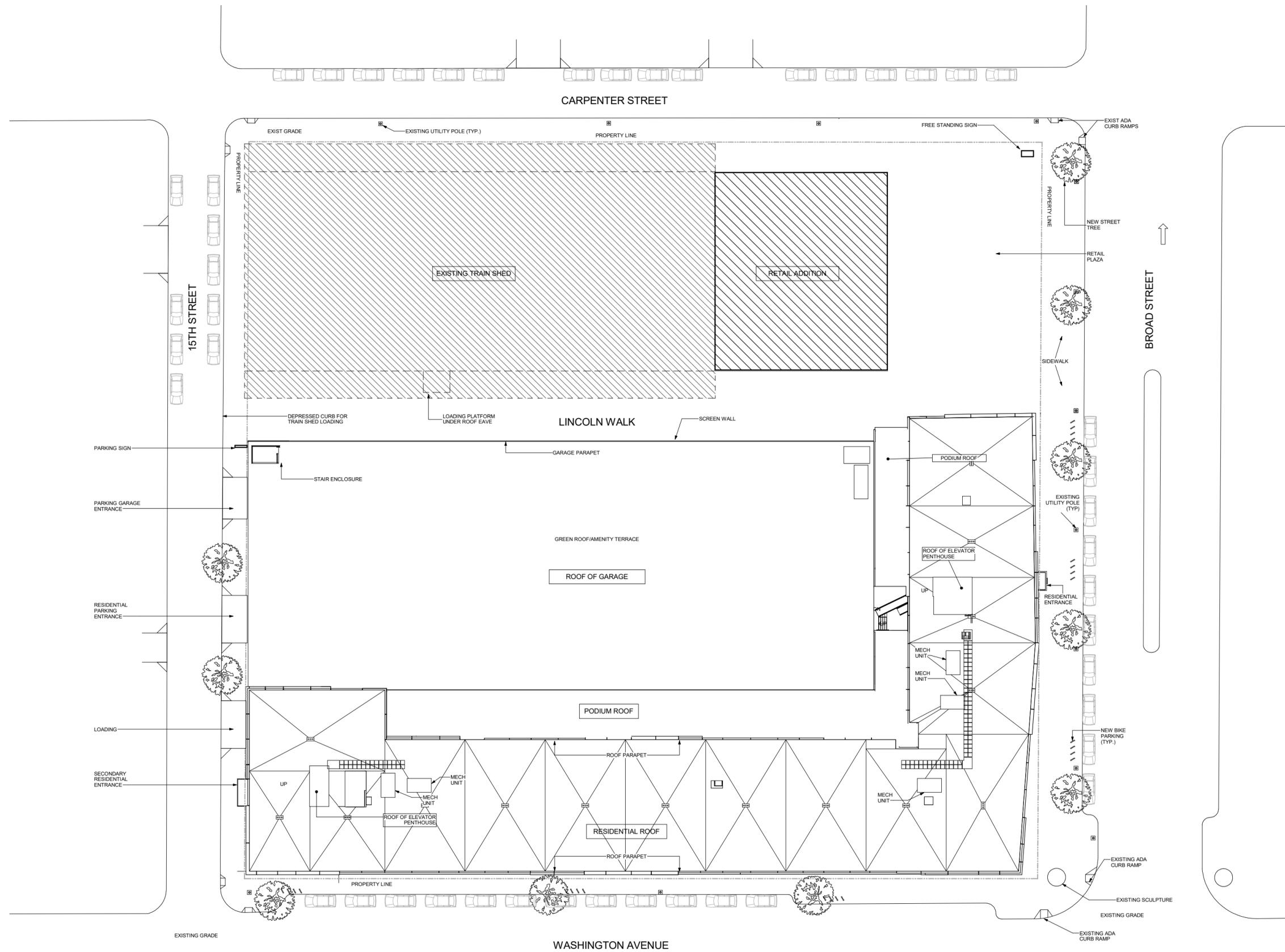


1 FLOOR PLAN - LEVEL 2  
Scale: 1" = 20'-0"

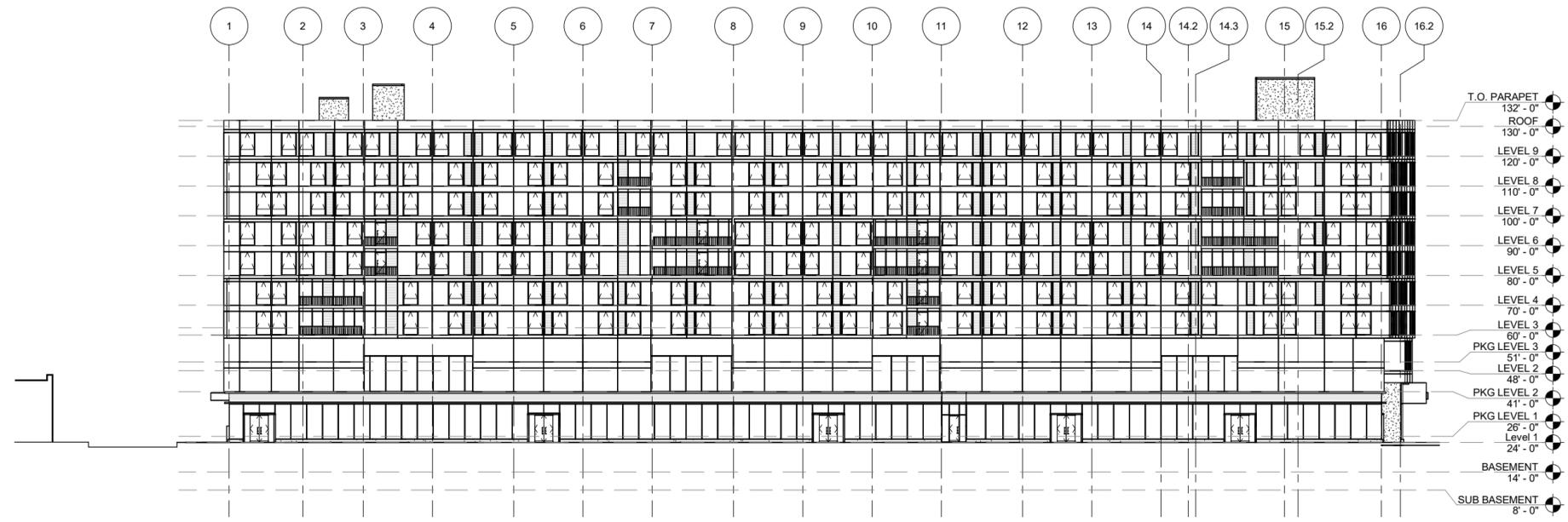




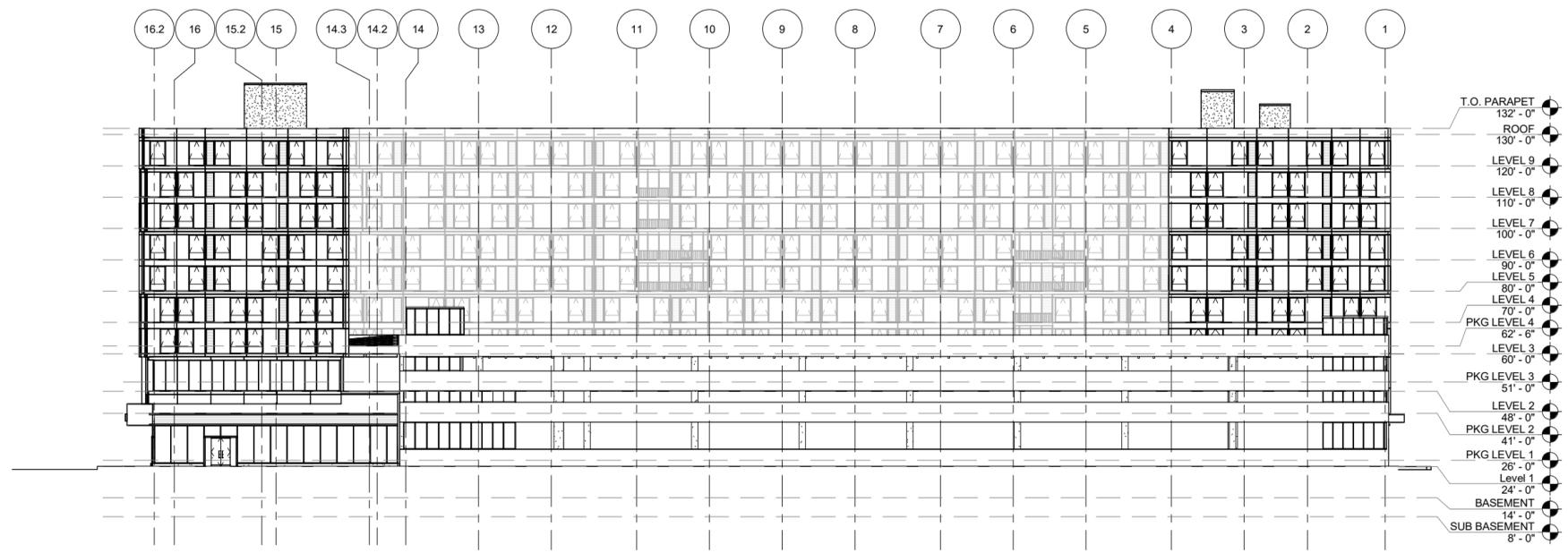
1 FLOOR PLAN - LEVEL 3  
Scale: 1" = 20'-0"



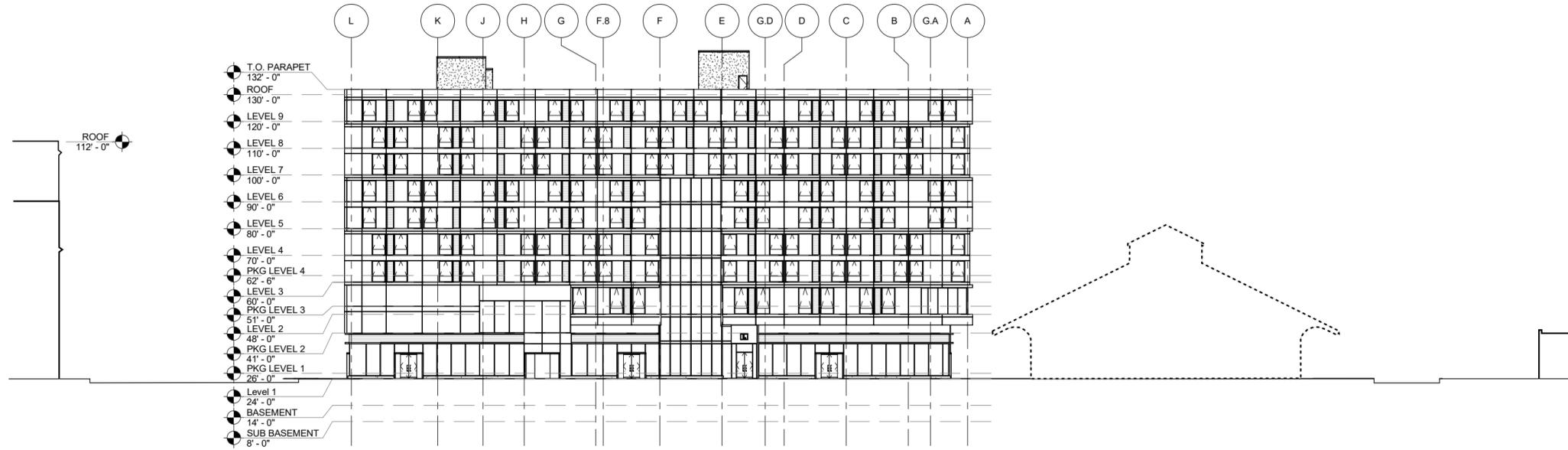
1 SITE PLAN  
Scale: 1" = 20'-0"



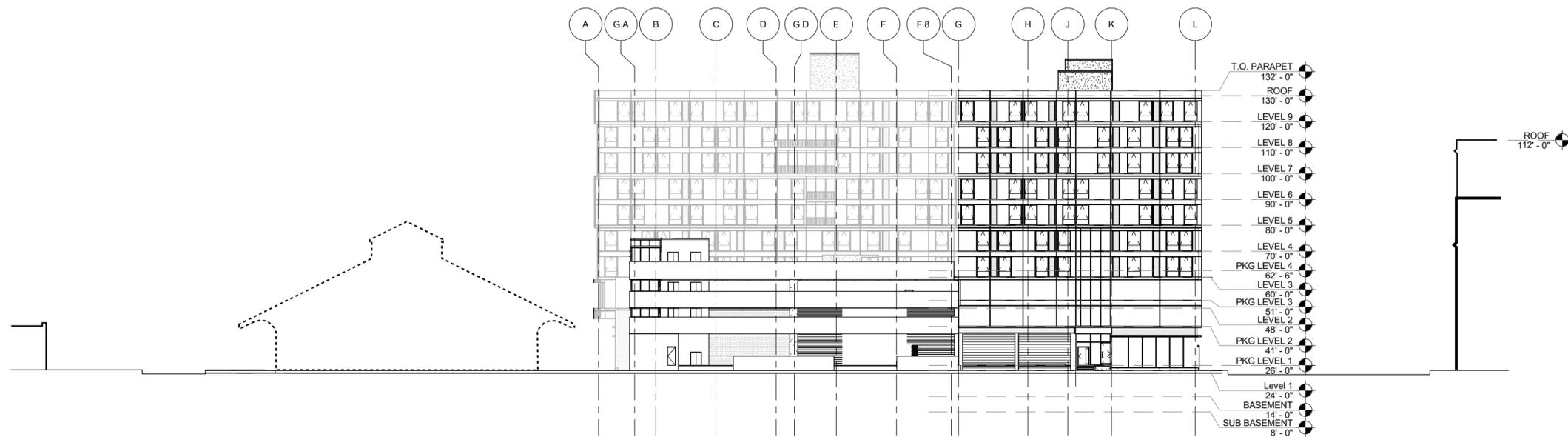
1 SOUTH ELEVATION - WASHINGTON AVE  
Scale: 1" = 20'-0"



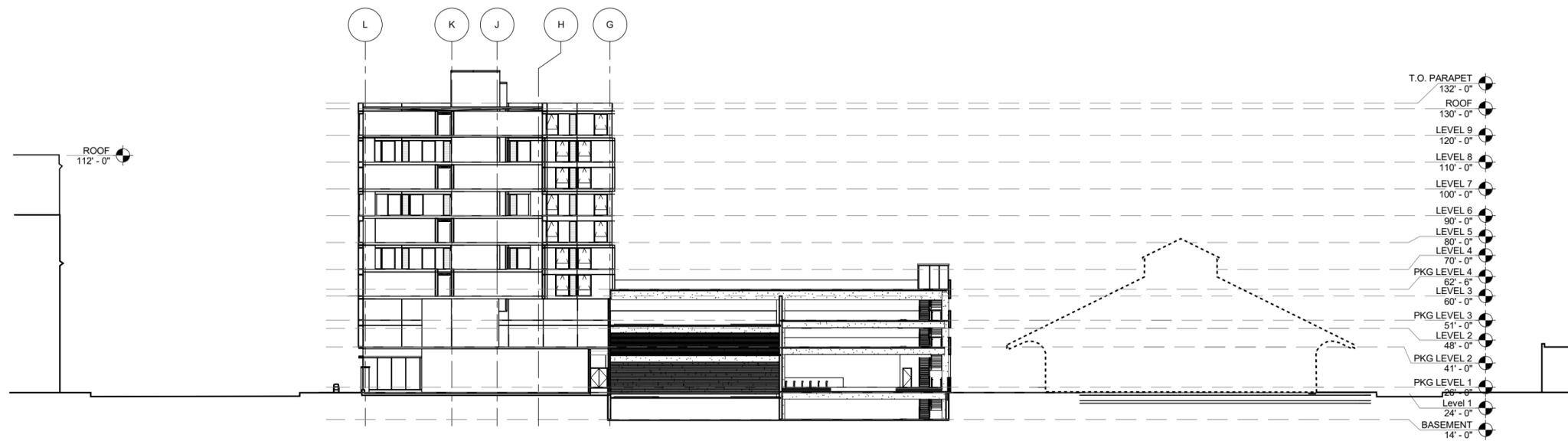
2 NORTH ELEVATION - LINCOLN WALK  
Scale: 1" = 20'-0"



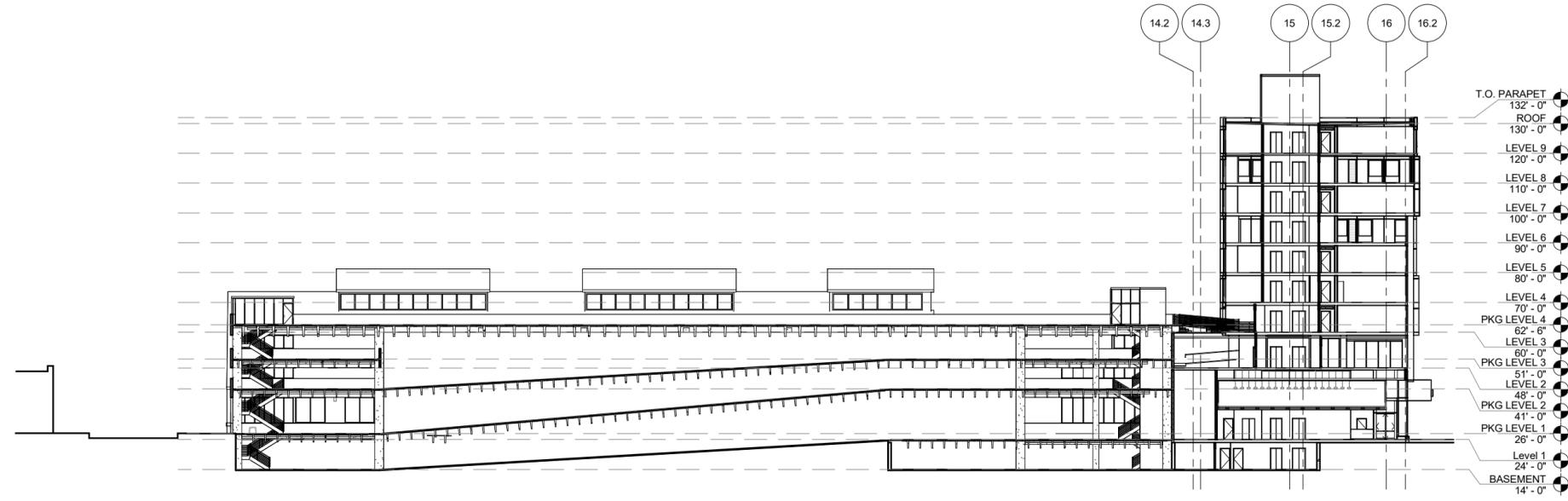
1 EAST ELEVATION - BROAD STREET  
Scale: 1" = 20'-0"



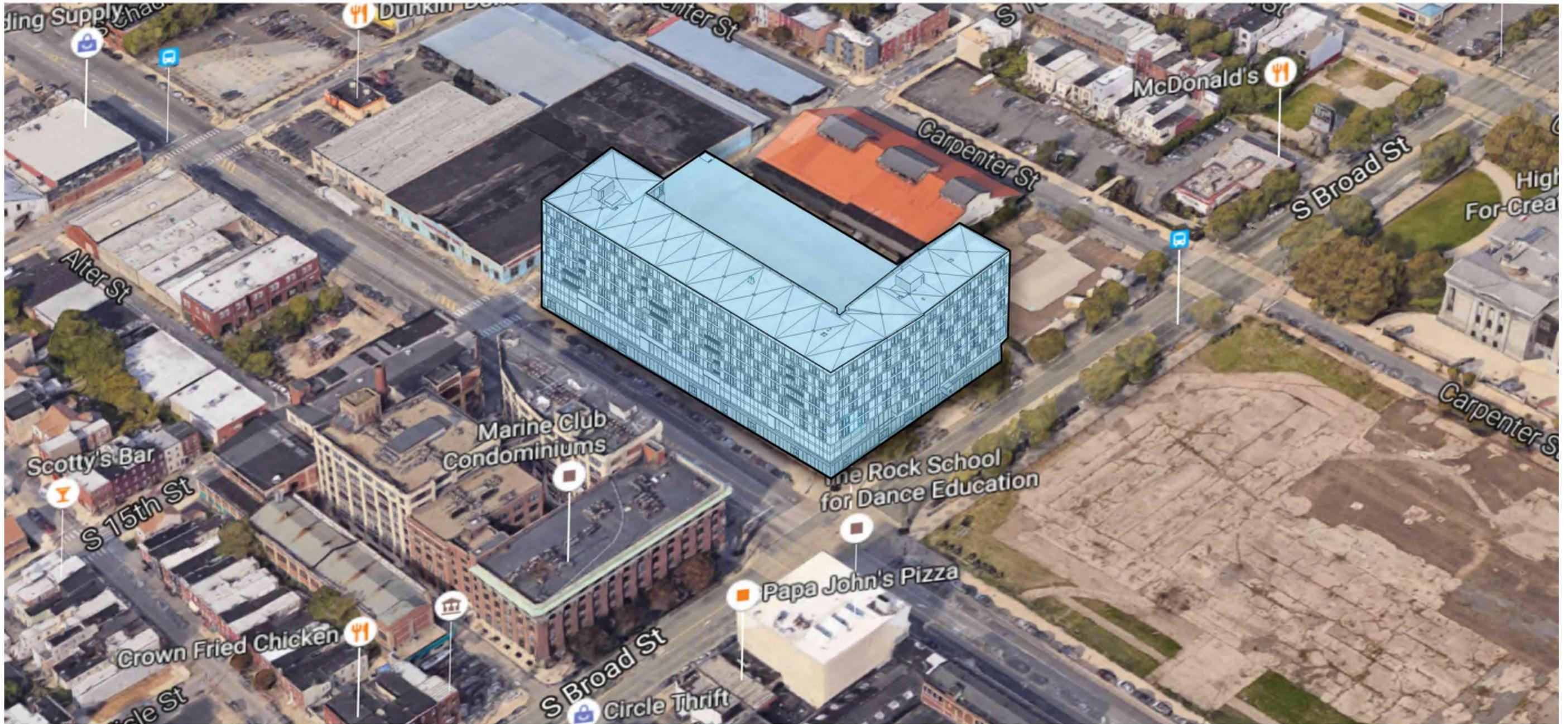
2 WEST ELEVATION - 15TH STREET  
Scale: 1" = 20'-0"



2 SITE SECTION LOOKING WEST  
Scale: 1" = 20'-0"



1 SITE SECTION LOOKING NORTH  
Scale: 1" = 20'-0"



LINCOLN SQUARE  
AREA MAP

DATE: 09/20/2016  
PROJECT #: 1605000



MIS Capital LLC  
Sustainable Development



## Sustainable Design Elements

Lincoln Square is a full block, mixed use development bounded by Broad St to the east, 15<sup>th</sup> street to the west, Washington Avenue to the South and Carpenter Street to the north. The project aims to infill an iconic and important, yet empty site at the entrance to the Avenue of the Arts with a project that offers uses and amenities to a broad portion of the surrounding communities. The southern portion of the site will house a 2 level podium of retail spaces providing a mix of retail uses with 7 levels of apartments above. The inner portion of the development will house a parking garage with access to and from 15<sup>th</sup> street and will be shielded from Broad and Washington by the residential / retail building. To the north of the parking garage and retail / residential building is a pedestrian pathway, called Lincoln Walk which will serve as a connector for various modes of transportation to the site and the neighborhood. Lincoln Walk will be designed to provide a safe, landscaped, and multi-purposed space providing not only connectivity through the site but also opportunities for community oriented gatherings and events. To the north of Lincoln Walk is an existing train shed that fronts 15<sup>th</sup> and Carpenter Streets, that is intended to be adapted and receive an addition to become a grocery store, with a public plaza on the property at the corner of Carpenter and Broad. Sustainable features of the project include:

- The project is located with convenient access to public transportation including several bus stops and a Broad Street Line subway stop.
- Bike storage is provided in excess of the zoning requirements, with the residential bike storage room containing a maintenance station and public bike storage both on the sidewalks and within the parking garage.
- Twenty three (23) car charging stations are provided within the underground garage
- 23,000 square feet of vegetated green roofs for storm water management
- Sub-surface infiltration basins with stormwater outflow filters
- Plant selections made to minimize irrigation requirements
- Light-colored membrane roofing is specified where no vegetated roofing occurs to reduce the urban heat island effect
- The apartments utilize operable windows for natural ventilation to avoid the need for an oversized central mechanical system to provide the code required fresh air.



• LINCOLN SQUARE  
• sustainability

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## Building Material Description

The materiality of the Lincoln Square Mixed Use project will be a composition of materials that we believe, when assembled together in the proposed project, will offer a sophisticated, contemporary and rich aesthetic that will complement the aesthetics of both the avenue of the arts extending north along Broad and the industrial uses that have been dominant along Washington throughout the neighborhood's history.

To accomplish this, the design is leaning heavily on metal panels for the opaque surfaces of the project and glazing in amounts appropriate to the respective programmatic uses of the project. The metal panels will consist of a field of light and medium warm gray that are currently intended to have metallic flake coatings to enhance the effect of the movement of light over the project façade. The façade is accentuated by protruding bays of anodized dark bronze metal that has a brushed metallic finish, providing a complement to the other metal panels in both texture and light reflectance. At the residential levels, these metal panels are punched with operable windows and larger areas of window wall that will minimize their intermediate framing so as to enhance the effect of these areas as relief to the overall façade.

The metal panel and punched opening façade will sit atop a storefront band at ground level which is separated from the tower above by a profiled signage band. The signage band will be infilled with ½" corrugated metal and louvers to provide a further textural separation of the ground floor to the massing above. The profile of the signage band will provide a 3' vertical zone wrapping the retail portions of the façade intended to house all signage for ground floor tenants. The entrances to the residential lobbies will add a unique material element to the overall composition in the form of wood textured porcelain tile at the entry marquees along Broad and 15<sup>th</sup> Street. The wood textured tile will be a warm de-saturated brown color, with a surface texture and dimension similar to that of wood boards, but with a durability that will match that needed for a commercial project. This warm wood textured tile will extend into the main lobby in the form of a soffited ceiling with a profile that is akin to the slipping volumes of the metal panel façade.

At the garage, the exterior will be comprised of precast spandrel panels that will be colored in a warm, de-saturated brown that is similar to that of the entry marquees and with a buff precast finish. The precast façade at the garage is intended to provide a transition in textural quality from the metal panel of the residential tower to the brick that dominates the façade of the adjacent train shed. Glazed walls will be incorporated into the garage façade at stair tower locations. Landscape elements will also be located along the edge of the garage and Lincoln Walk to provide green vertical elements along the length of the walk to contrast the overall horizontal language of the garage.

The ground plane of the project will employ a mix of stamped concrete and charcoal colored concrete paves. Site furniture will be a mix concrete, wood, and corten steel materials serving as seating and planter elements. These materials at the ground plane will frame the variety of planting elements use throughout the site, including bamboo, a maple tree bosque, and various ornamental plantings.



: LINCOLN SQUARE  
: materiality

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• LINCOLN SQUARE  
• views looking northwest

• DATE: 09/13/2016  
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• LINCOLN SQUARE  
• views looking southwest (train shed and addition in k/m scope)

• DATE: 09/13/2016  
• PROJECT #: 1605000





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: LINCOLN SQUARE  
: views looking north

: DATE: 09/13/2016  
: PROJECT #: 1605000



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• LINCOLN SQUARE  
• views looking east (train shed in k/m scope)

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metal panel



alpolic - silver metallic



alpolic - mica grey

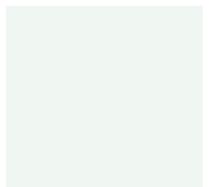


alpolic - hlz dark bronze

glass



viracon - ve1-2m



viracon - ve1-85

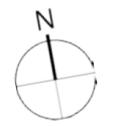
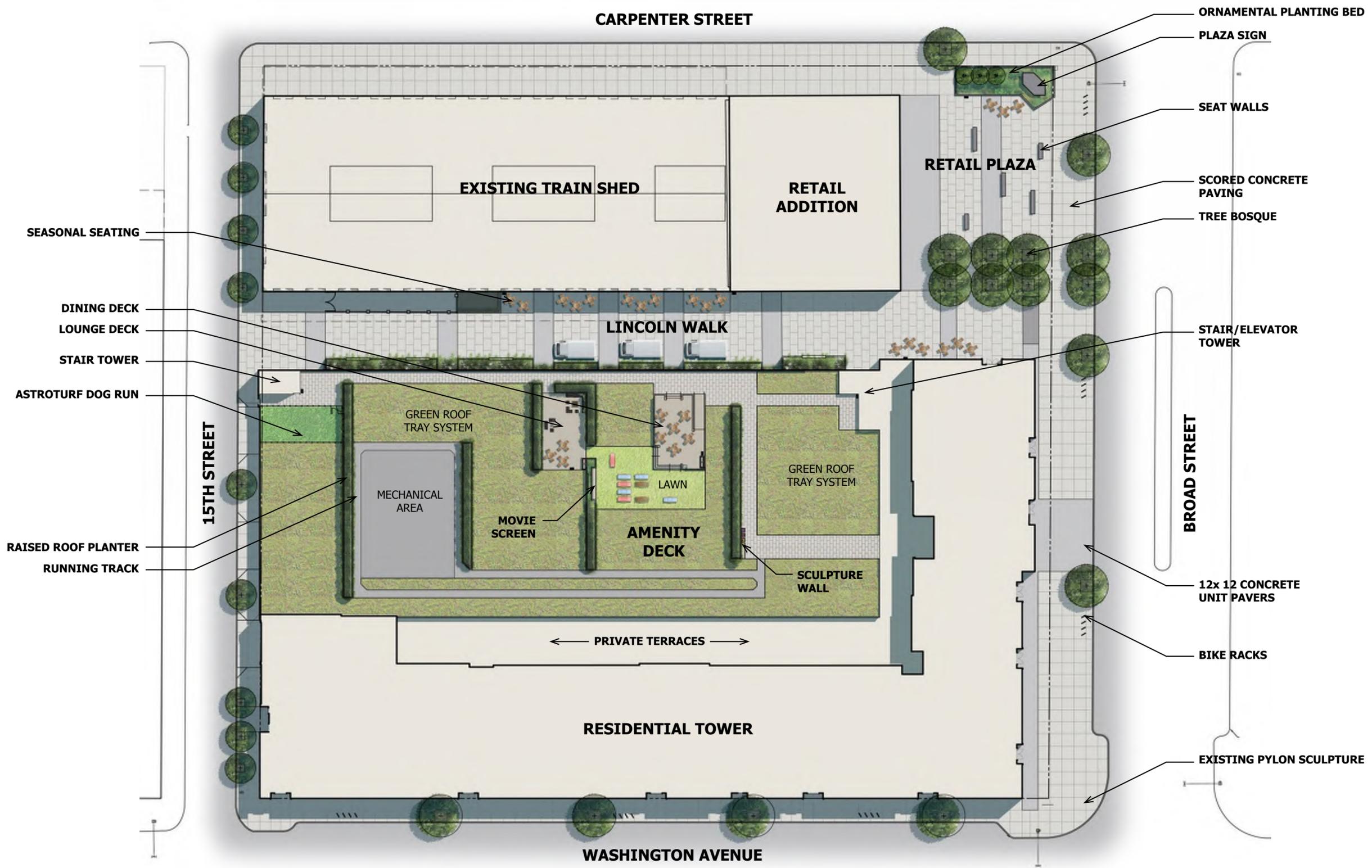
exposed concrete

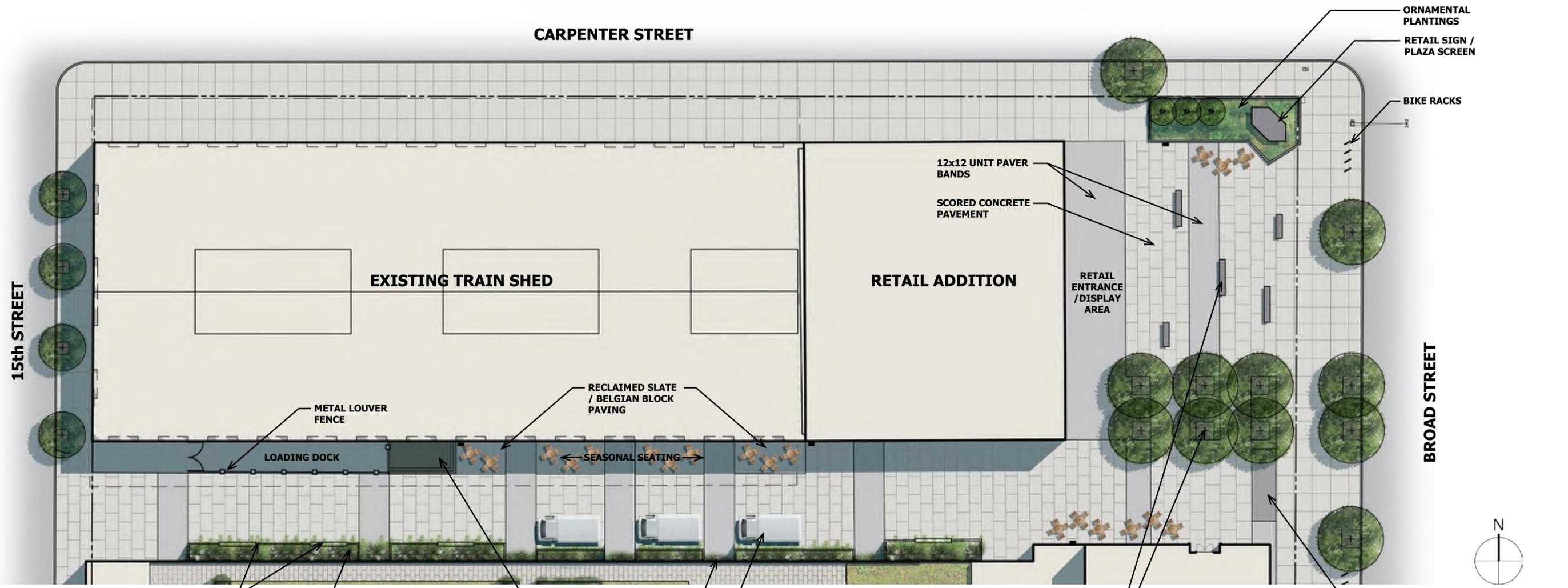


wood-look residential accent



fiandre woodsy maximum - tobacco





**CORTEN PLANTERS W/ BAMBOO**



**FOOD TRUCKS / TIMBER STAGE FEATURE**

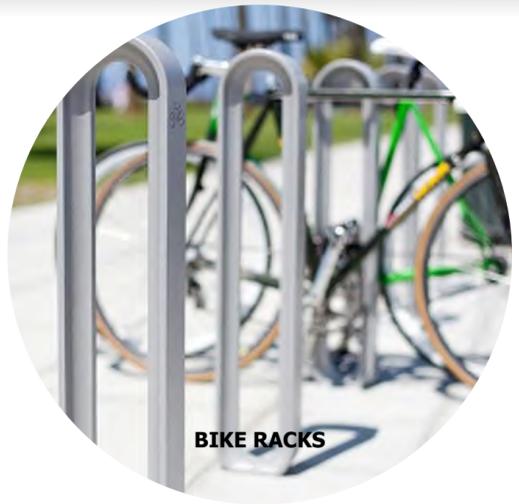
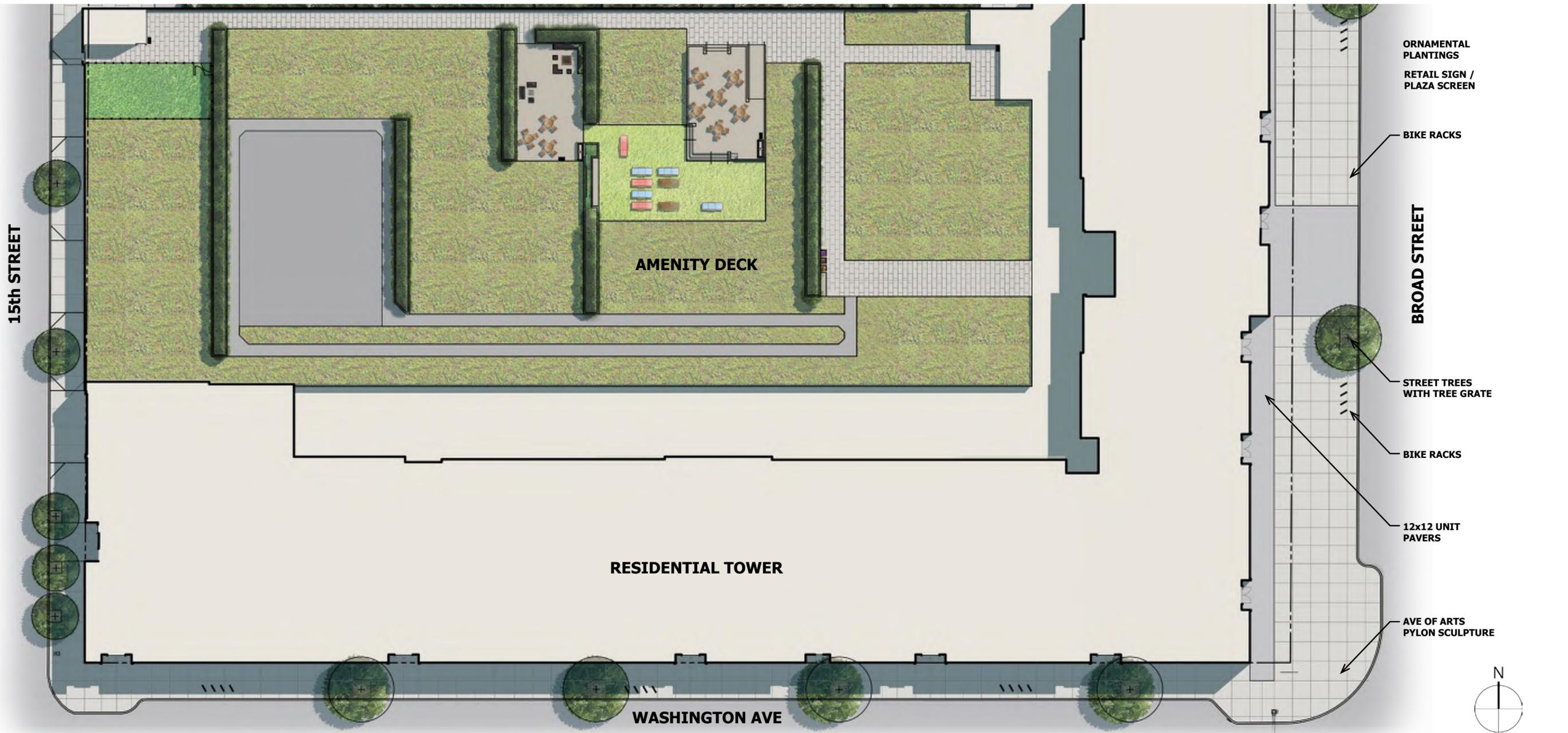


**MAPLE BOSQUE / WOOD CLAD SEATWALLS**



**ETCHED ARTWORK IN PAVEMENT: THE LINCOLN FUNERAL TRAIN ROUTE**





STREET / CANOPY TREES



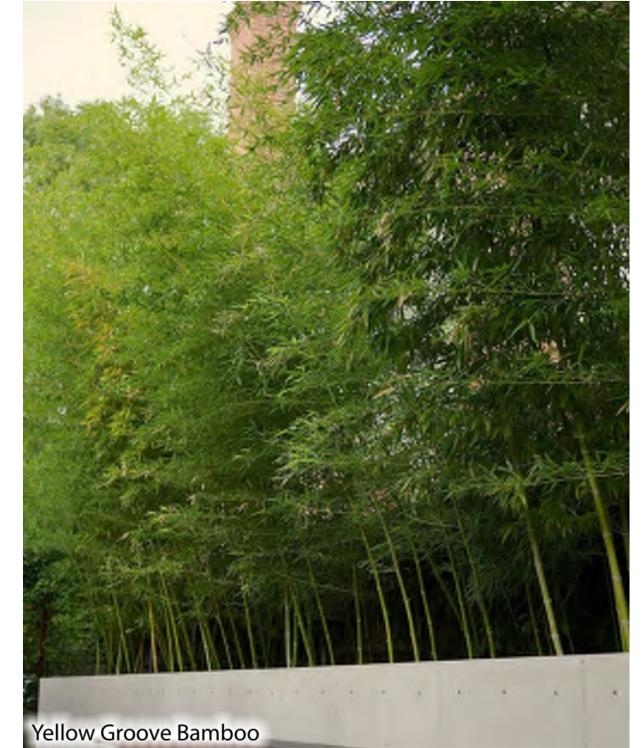
Bosque of 'Autumn Blaze' Maple



Ave of Arts Street Tree- 'Accolade' Elm



'Frans Fontaine' European Hornbeam



Yellow Groove Bamboo

ORNAMENTAL PLANTINGS



'Natchez' Crapemyrtle



Dwarf Fountain Grass



'Blue Ice' Amsonia



New Jersey Tea



Variegated Liriope



Switchgrass



Woody Spurge



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• LINCOLN SQUARE  
• views west (Lincoln walk and broad street plaza in bl ta scope;  
train shed and addition in k/m scope)

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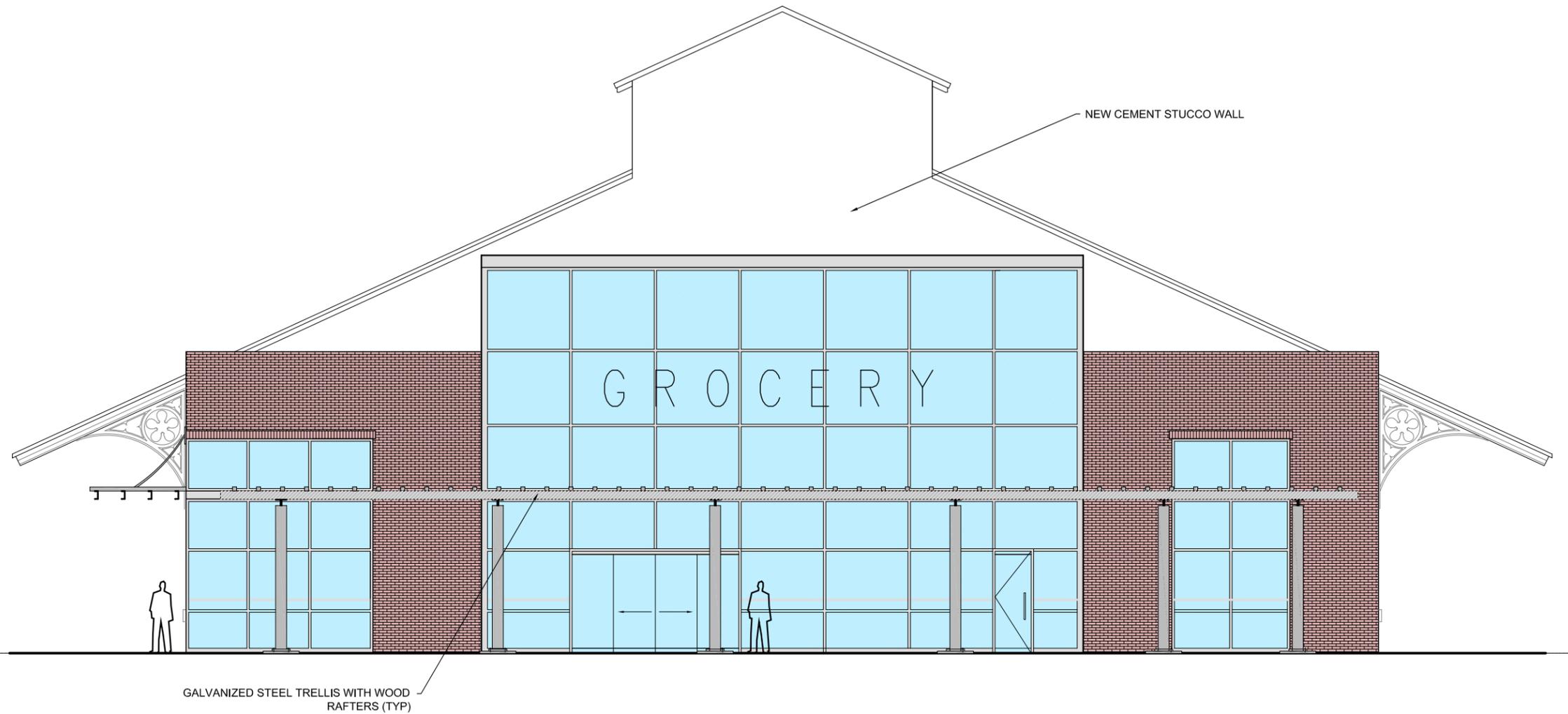
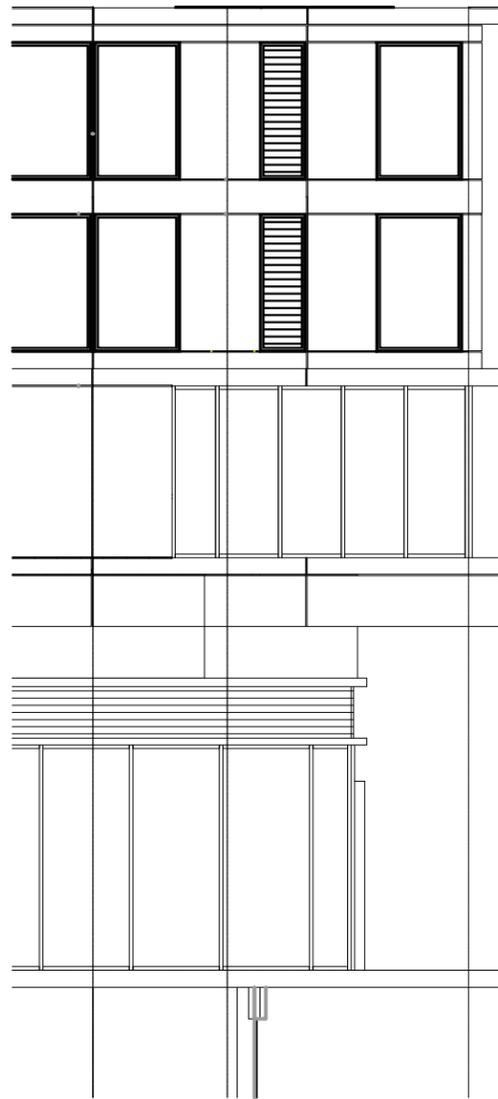


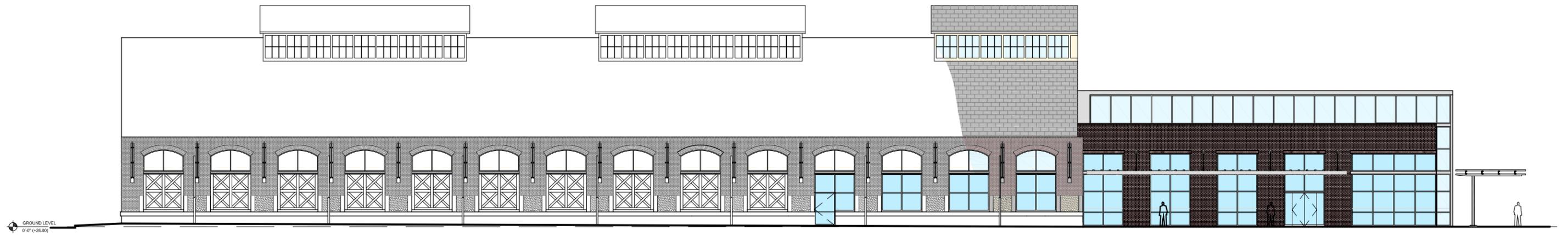


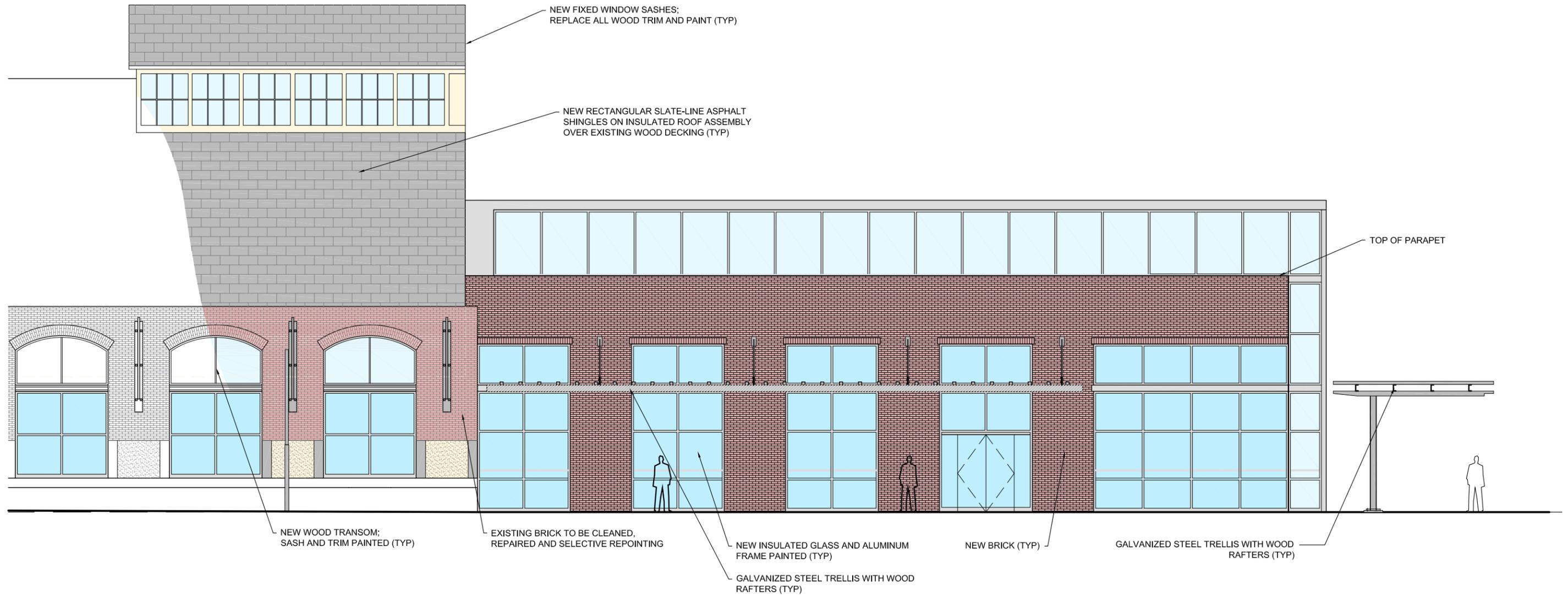
BROAD STREET ELEVATION

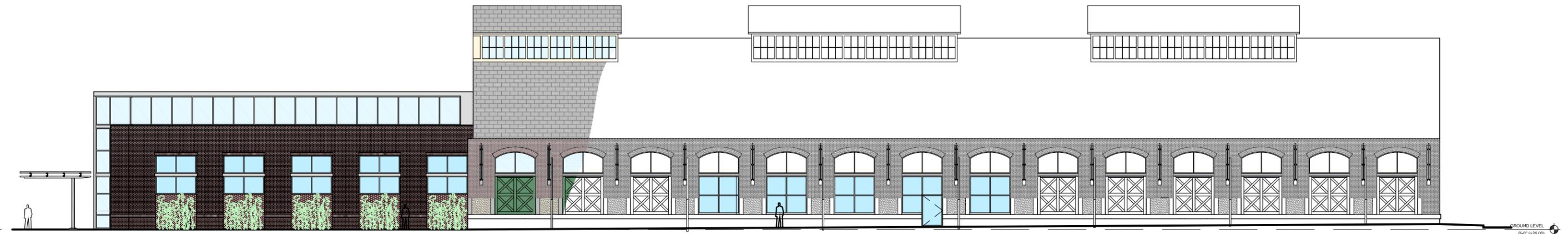


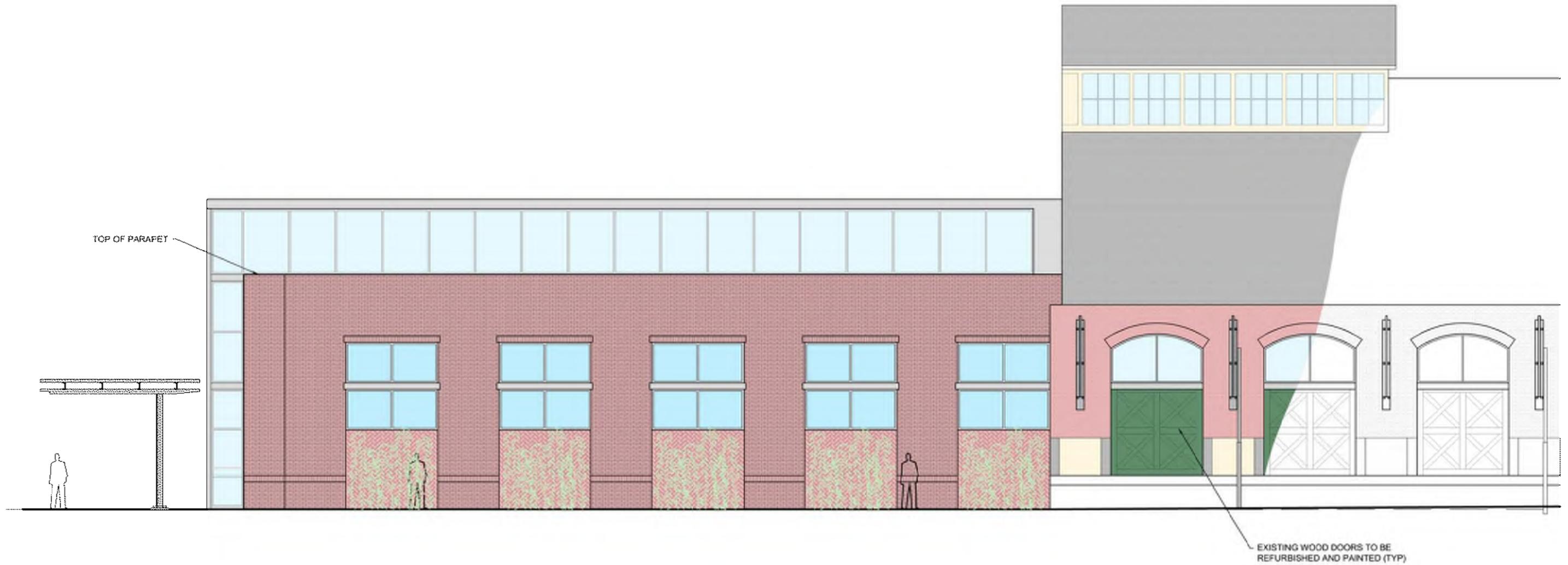
BROAD & CARPENTER STREET ELEVATION











# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



## INSTRUCTIONS

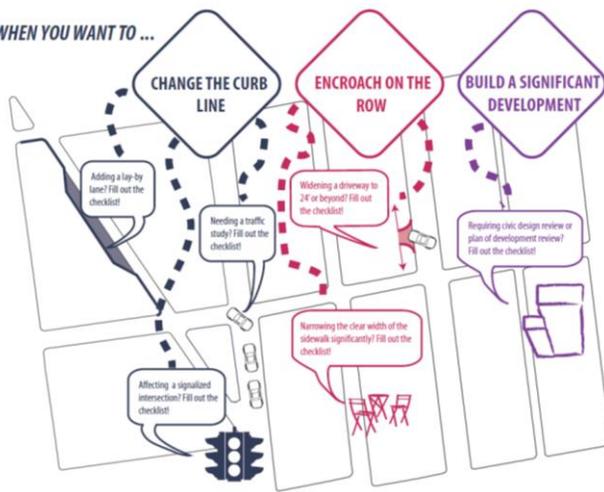
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

1. PROJECT NAME  
Lincoln Square
2. DATE  
9.20.2016
3. APPLICANT NAME  
Lincoln Square LP
5. PROJECT AREA: list precise street limits and scope  
The project is a 9 story residential / retail / garage containing 322 residential units and 455 parking units. The residential building is located along the complete length of Washington Ave, ¼ of the 15<sup>th</sup> St block extending from Washington and 2/3 of the Broad St frontage extending from Washington Ave. The parking garage is located along 1/3 of the 15<sup>th</sup> street frontage, north of the residential building and is completely shielded from the Broad St frontage by the residential building. A 40' wide pedestrian pathway separates the residential building and parking garage from the existing train shed and addition to the north, which is being design by KM Architects.
4. APPLICANT CONTACT INFORMATION  
1613 Walnut Street, 2<sup>nd</sup> Floor Philadelphia PA, 19103
6. OWNER NAME  
Lincoln Square LP (Equitable Owner)
7. OWNER CONTACT INFORMATION  
1613 Walnut Street, 2<sup>nd</sup> Floor Philadelphia PA, 19103
8. ENGINEER / ARCHITECT NAME  
Ruggiero Plante Land Design
9. ENGINEER / ARCHITECT CONTACT INFORMATION  
4220 Main Street, Philadelphia PA, 19127
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Broad Street</u>	<u>Carpenter St</u>	<u>Washington Ave</u>	<u>Civic / Ceremonial</u>
<u>Washington Ave</u>	<u>Broad St</u>	<u>15<sup>th</sup> St</u>	<u>Urban Arterial</u>
<u>Carpenter St</u>	<u>Broad St</u>	<u>15<sup>th</sup> St</u>	<u>City Neighborhood</u>
<u>15<sup>th</sup> St</u>	<u>Carpenter St</u>	<u>Washington Ave</u>	<u>City Neighborhood</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  NO
  - b. Street Furniture such as bus shelters, honor boxes, etc. YES  NO  N/A
  - c. Street Direction YES  NO
  - d. Curb Cuts YES  NO  N/A
  - e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES  NO  N/A
  - f. Building Extensions into the sidewalk, such as stairs and stoops YES  NO  N/A

### APPLICANT: General Project Information

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

### DEPARTMENTAL REVIEW: General Project Information

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

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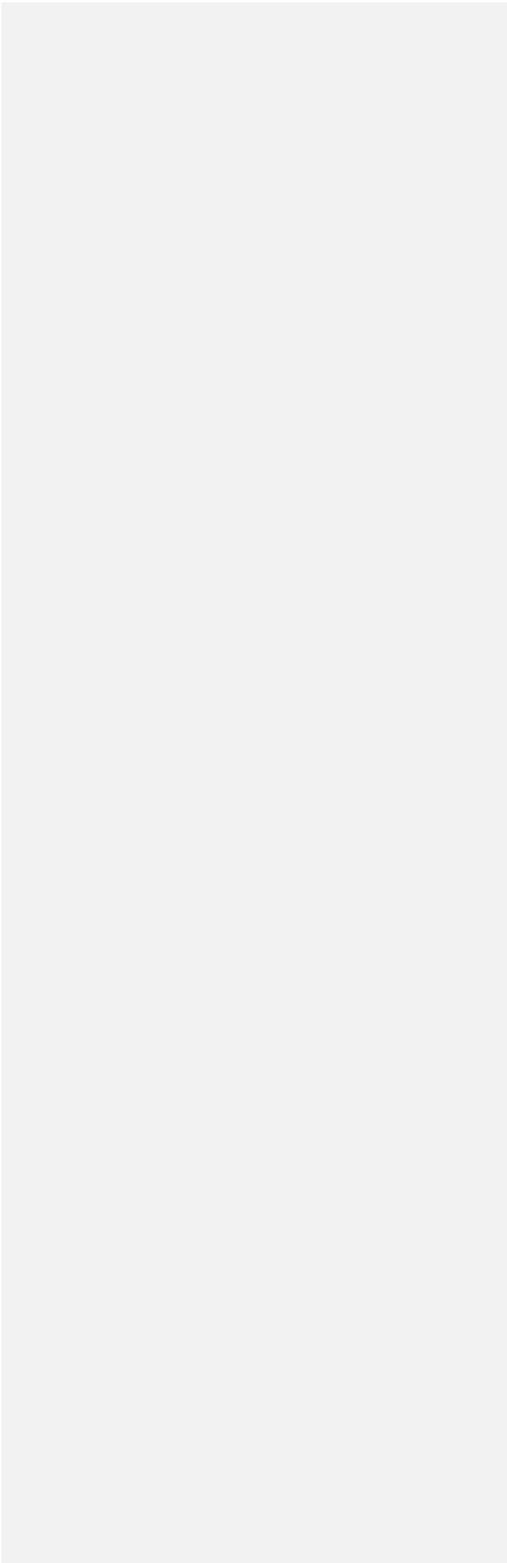
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# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



# 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>BROAD ST</u>	<u>20'-0"</u> / <u>22'-0"</u> / <u>25'-8"</u>	___ / ___
<u>WASHINGTON AVE</u>	<u>12'-0"</u> / <u>7'-7"</u> / <u>11'-2"</u>	___ / ___
<u>CARPENTER ST</u>	<u>12'-0"</u> / <u>12'-2"</u> / <u>12'-2"</u>	___ / ___
<u>15<sup>th</sup> ST</u>	<u>12'-0"</u> / <u>12'-3"</u> / <u>12'-2"</u>	___ / ___

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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>BROAD ST</u>	<u>10'-0"</u> / <u>17'-0"</u> / <u>19'-8"</u>
<u>WASHINGTON AVE</u>	<u>6'-0"</u> / <u>7'-7"</u> / <u>7'-2"</u>
<u>CARPENTER ST</u>	<u>6'-0"</u> / <u>12'-2"</u> / <u>12'-2"</u>
<u>15<sup>th</sup> ST</u>	<u>6'-0"</u> / <u>12'-3"</u> / <u>8'-2"</u>

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

### EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>DRIVEWAY</u>	<u>34'-6"</u>	<u>ALONG BROAD, 36' S. OF CARPENTER</u>
<u>DRIVEWAY</u>	<u>34'-2"</u>	<u>ALONG BROAD, 118' S. OF CARPENTER</u>
<u>DRIVEWAY</u>	<u>28'-0"</u>	<u>ALONG BROAD, 160' S. OF CARPENTER</u>
<u>DRIVEWAY</u>	<u>24'-0"</u>	<u>ALONG BROAD, 252' S. OF CARPENTER</u>
<u>DRIVEWAY</u>	<u>14'-0"</u>	<u>ALONG 15<sup>TH</sup> STREET, 262' S. OF CARPENTER</u>
<u>DRIVEWAY</u>	<u>50'-0"</u>	<u>ALONG 15<sup>TH</sup> STREET, 132' S. OF CARPENTER</u>

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# COMPLETE STREETS HANDBOOK CHECKLIST

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## PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>DRIVEWAY – TRAIN SHED LOADING</u>	<u>24'-0"</u>	<u>ALONG 15<sup>TH</sup> ST, 128' S. OF CARPENTER</u>
<u>DRIVEWAY - GARAGE</u>	<u>24'-0"</u>	<u>ALONG 15<sup>TH</sup> ST, 180' S. OF CARPENTER</u>
<u>DRIVEWAY – GARAGE</u>	<u>24'-0"</u>	<u>ALONG 15<sup>TH</sup> ST, 240' S. OF CARPENTER</u>
<u>DRIVEWAY – LOADING DOCK</u>	<u>40'-0"</u>	<u>ALONG 15<sup>TH</sup> ST, 290' S. OF CARPENTER</u>

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## PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL  
APPROVAL

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

YES  NO

### APPLICANT: Pedestrian Component

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

### 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
<del>BROAD ST</del>	<del>0 / 0</del>
<del>WASHINGTON AVE</del>	<del>0 / 0</del>
<del>CARPENTER ST</del>	<del>0 / 0</del>
<del>15<sup>TH</sup> ST</del>	<del>0 / 0</del>

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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
<del>BROAD ST</del>	<del>5'-0" / 5'-0" / 6'-0"</del>
<del>WASHINGTON AVE</del>	<del>4'-0" / 0 / 4'-0"</del>
<del>CARPENTER ST</del>	<del>4'-0" / 0 / 0</del>
<del>15<sup>TH</sup> ST</del>	<del>4'-0" / 0 / 4'-0"</del>

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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

### DEPARTMENTAL APPROVAL

YES  NO   
 YES  NO   
 YES  NO   
 YES  NO   
 YES  NO

19. Does the design avoid tripping hazards?

YES  NO  N/A  YES  NO

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  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: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Building & Furnishing Component**

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

# COMPLETE STREETS HANDBOOK CHECKLIST

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## BICYCLE COMPONENT (Handbook Section 4.5)

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

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

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
<u>1000 S. BROAD ST</u>	<u>119</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>24</u>	<u>0</u>	<u>120</u>
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____

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

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street

YES  NO  N/A   
 YES  NO  N/A   
 YES  NO  N/A

### DEPARTMENTAL APPROVAL

YES  NO   
 YES  NO   
 YES  NO

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

YES  NO  N/A

YES  NO

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

YES  NO  N/A

YES  NO

### APPLICANT: Bicycle Component

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

### 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 <input checked="" type="checkbox"/> NO <input type="checkbox"/>                              | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations?                           | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic?  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? |  | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |

THE PROJECT ENCOMPASSES A FULL BLOCK DEVELOPMENT, WHICH IS SURROUNDED BY PUBLIC TRANSIT STOPS AND BICYCLE LANES. THE SITE DESIGN ITSELF AIMS TO PROVIDE PEDESTRIAN AND BICYCLE FRIENDLY ROUTES WITHIN THE PROPERTY TO ENHANCE THE CONNECTIONS BETWEEN THESE VARIOUS MODES OF TRANSPORTATION.

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### APPLICANT: Curbside Management Component

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

### DEPARTMENTAL REVIEW: Curbside Management Component

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

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## VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

### DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO  N/A

YES  NO  N/A

YES  NO

### APPLICANT: Vehicle / Cartway Component

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

### DEPARTMENTAL REVIEW: Vehicle / Cartway Component

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

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

	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL	
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

**APPLICANT: Urban Design Component**  
 Additional Explanation / Comments: \_\_\_\_\_

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

# COMPLETE STREETS HANDBOOK CHECKLIST

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## 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 checked="" 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 checked="" 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| <i>If yes, City Plan Action may be required.</i>  |                          |                          |                                     |                              |                             |
| 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   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Signal Timing and Operation   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Bike Boxes  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

**APPLICANT: Intersections & Crossings Component**

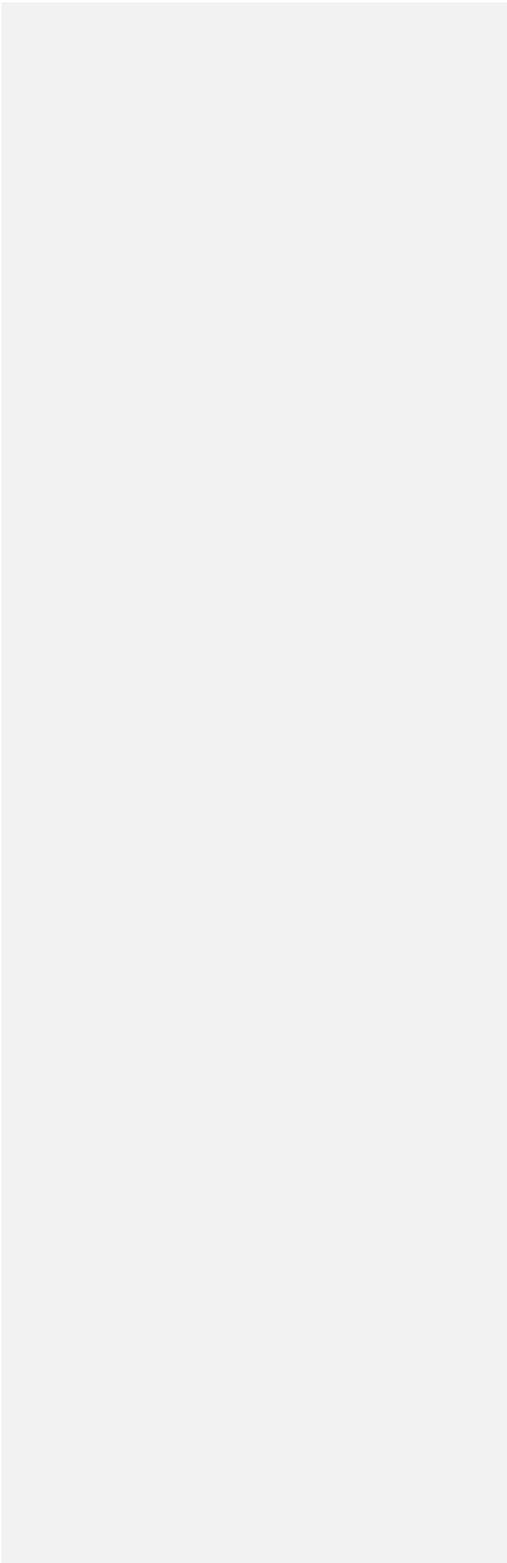
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**

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

# COMPLETE STREETS HANDBOOK CHECKLIST

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# COMPLETE STREETS HANDBOOK CHECKLIST

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## ADDITIONAL COMMENTS

### APPLICANT

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

### DEPARTMENTAL REVIEW

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