

Owner

Liberty Property/Synterra Limited Partnership
500 Chesterfield Parkway
Great Valley Corporate Center
Malvern, PA 19355

Architect

Erdy McHenry Architecture, LLC
915 North Orianna Street
Philadelphia, PA 19123

Civil Engineer

Pennoni
One Drexel Plaza
3001 Market Street, Suite 200
Philadelphia, PA 19104



CIVIC DESIGN REVIEW

AXALTA COATING SYSTEMS GLOBAL INNOVATION CENTER

1050 Constitution Avenue, Philadelphia Navy Yard

PHILADELPHIA PLANNING COMMISSION CIVIC DESIGN REVIEW

Submitted November 9, 2015



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CDR PROJECT APPLICATION FORM

PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: **642944**

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

The project proposes 185,214 square feet of new gross floor area, and as a result, is subject to the applicable civic design review procedures set forth in the Philadelphia Zoning Code.

PROJECT LOCATION

Planning District: Lower South Council District: 2

Address: 4499 S. Broad Street (Lot 7TT aka 1050 Constitution Avenue)
Philadelphia, PA 19112

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: Brian Nath, Esquire Primary Phone: (215) 665-7279

Email: bnath@cozen.com Address: Cozen O'Connor, One Liberty Place
1650 Market Street, Philadelphia, PA 19103

Property Owner: Philadelphia Authority for Industrial Development Developer: Liberty Property / Synterra Limited Partnership

Architect: Erdy McHenry Architecture

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 7.36 acres

Existing Zoning: CMX-3 Are Zoning Variances required? Yes No

SITE USES

Present Use: N/A
Abandoned multi-story industrial buildings that were previously used by the Navy are located on the existing site.

Proposed Use: The project proposes construction of a two-story detached structure with business and professional office, research and development, and customary storage and accessory uses.

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

Research and Development: 134,778 SF
Business and Professional Office: 50,436 SF

Proposed # of Parking Units: 350 total parking spaces are proposed.

COMMUNITY MEETING

Community meeting held: Yes No

If yes, please provide written documentation as proof.

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

Date: 11/12/15 Time: 6:30pm

COMPLETE STREETS HANDBOOK CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



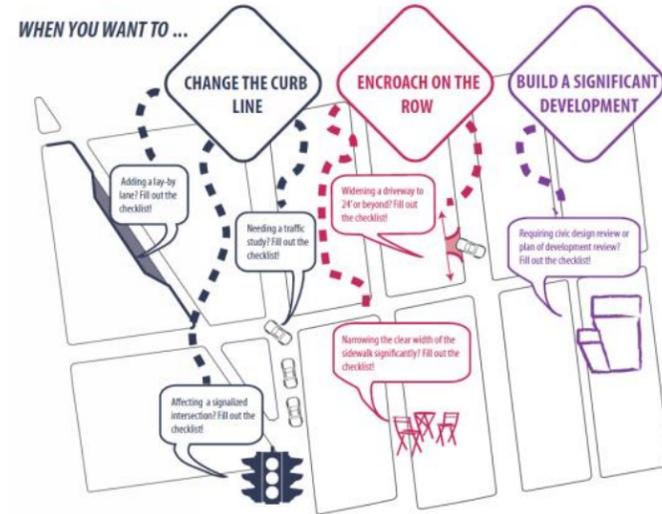
INSTRUCTIONS

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?



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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | | |
|--|--|
| <p>1. PROJECT NAME
<u>4499 S. Broad Street (Lot 7TT aka 1050 Constitution Avenue)</u></p> <p>3. APPLICANT NAME
<u>Brian Nath, Esquire</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>Cozen O'Connor</u>
<u>One Liberty Place</u>
<u>1650 Market Street</u>
<u>Philadelphia, PA 19103</u>
<u>Phone: (215) 665-7279</u>
<u>Email: bnath@cozen.com</u></p> <p>6. OWNER NAME
<u>Philadelphia Authority for Industrial Development</u></p> <p>7. OWNER CONTACT INFORMATION
<u>Centre Square West, Suite 2600</u>
<u>1500 Market Street</u>
<u>Philadelphia, PA 19102</u>
<u>Email: bnath@cozen.com</u></p> <p>8. ENGINEER NAME
<u>Pennoni Associates, Inc.</u></p> <p>9. ENGINEER CONTACT INFORMATION
<u>One Drexel Plaza</u>
<u>3001 Market Street, Suite 200</u>
<u>Philadelphia, PA 19103</u>
<u>Phone: (215) 222-3000</u>
<u>Email: KChilders@Pennoni.com</u></p> <p>10. ARCHITECT NAME
Erdy McHenry Architecture, LLC</p> <p>11. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>915 North Orianna Street</u>
<u>Philadelphia, PA 19123</u>
<u>Phone: (215) 925-7000</u>
<u>Fax: (215) 925-1990</u>
<u>Email: SErdy@em-arc.com</u></p> <p>12. 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.</p> | <p>2. DATE
<u>11/09/2015</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>The site is located at 1050 Constitution Avenue (Proposed Lot 7TT). The site is bound by Kitty Hawk to the South, 11th Street to the West, future Constitution Avenue to the North, and Proposed Lot 7UU to the East. The project is proposing the erection of a two-story detached structure with a gross floor area of 185,214 square feet. For use as business and professional offices; research and development; and customary storage and accessory uses throughout; with twenty (20) bicycle parking spaces, 4 off-street loading spaces, and a surface lot with a total of three hundred fifty (350) accessory parking spaces, which spaces will include eight (8) accessible parking spaces (including two (2) van accessible parking spaces) and eighteen (18) preferential parking spaces to comply with Code Section 14-802(6). No signs on the application.</u></p> |
|--|--|

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



STREET	FROM	TO	COMPLETE STREET TYPE
<u>11th Street</u>	<u>Kitty Hawk Avenue</u>	<u>Constitution Avenue</u>	<u>N/A (Private Street)</u>
<u>Future Constitution Avenue</u>	<u>11th Street</u>	<u>Rouse Boulevard</u>	<u>N/A (Private Street)</u>
<u>Kitty Hawk Avenue</u>	<u>11th Street</u>	<u>League Island Boulevard</u>	<u>N/A (Private Street)</u>

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

APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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>Kitty Hawk Avenue (Private Street)</u>	N/A / 11' / 11'	N/A / N/A
<u>11th Street (Private Street)</u>	N/A / 9' / 12'	N/A / N/A
<u>Constitution Avenue (Private Street)</u>	N/A / 8' / 13'	N/A / N/A

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>Kitty Hawk Avenue</u>	N/A / 6' / 5.5
<u>11th Street</u>	N/A / 5.5' / 6'
<u>Constitution Avenue</u>	N/A / 9' / 8'

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>31'</u>	<u>South side of existing Constitution Avenue. 287' East of the intersection of 11th Street and Constitution Ave.</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Access Drive</u>	<u>24'</u>	<u>North side of Kitty Hawk Avenue. 270' West of the intersection of Kitty Hawk Ave. and League Island Boulevard</u>
<u>Access Drive</u>	<u>60'</u>	<u>North side of Kitty hawk Avenue. 433' West of the intersection of Kitty Hawk Ave. and League Island Boulevard</u>
<u>Access Drive</u>	<u>24'</u>	<u>South side of future Constitution Avenue. 224' West of the proposed intersection of Constitution Avenue and Rouse Boulevard</u>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES NO

DEPARTMENTAL APPROVAL
YES NO

APPLICANT: Pedestrian Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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
<u>Kitty Hawk Avenue</u>	<u>25' / 4.5'</u>
<u>11th Street</u>	<u>N/A / 7'</u>
<u>Constitution Avenue</u>	<u>0' / 11'</u>

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
<u>Kitty Hawk Avenue</u>	<u>N/A / 4.5' / 4.5'</u>
<u>11th Street</u>	<u>N/A / 6' / 6'</u>
<u>Constitution Avenue</u>	<u>N/A / N/A / 6'</u>

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

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

19. Does the design avoid tripping hazards?

YES NO N/A

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

YES NO N/A

COMPLETE STREETS HANDBOOK CHECKLIST

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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 NO N/A YES NO

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

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

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BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>
24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
<u>1050 Constitution Avenue</u>	<u>19</u>	<u>0 / N/A</u>	<u>0 / N/A</u>	<u>0 / 20</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 YES NO N/A DEPARTMENTAL APPROVAL YES NO
 - Buffered Bike Lane YES NO N/A YES NO
 - Bicycle-Friendly Street YES NO N/A 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

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb? YES NO DEPARTMENTAL APPROVAL YES NO
29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES NO N/A YES NO
30. Does the design provide a buffer between the roadway and pedestrian traffic? YES NO N/A YES NO
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?
N/A The project is proposed on private property and public transit is not available. YES NO

APPLICANT: Curbside Management Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage; **If not, go to question No. 35**

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
---	---	---	---/---	---
---	---	---	---/---	---
---	---	---	---/---	---

33. What is the maximum AASHTO design vehicle being accommodated by the design? _____
34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission. YES NO
35. Will the public right-of-way be used for loading and unloading activities? YES NO
36. Does the design maintain emergency vehicle access? YES NO
37. Where new streets are being developed, does the design connect and extend the street grid? YES NO N/A
38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES NO N/A
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES NO

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

APPLICANT: Vehicle / Cartway Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
Reviewer Comments: _____

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES NO N/A
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES NO N/A
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? YES NO N/A

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

APPLICANT: Urban Design Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

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

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

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW
Additional Reviewer Comments: _____

PROJECT INTRODUCTION: AXALTA & THE NAVY YARD

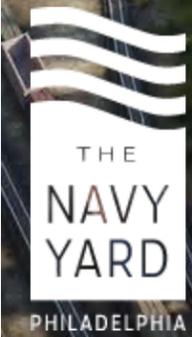


Project Site

The Proposed Project is located on Lot 7TT aka 1050 Constitution Avenue within the Navy Yard in the City of Philadelphia.

The developer, Liberty Property/Synterra Limited Partnership, is proposing the construction of a new two-story approximately 185,214 square foot detached structure for the interior fit-out by a Future Tenant, Axalta Coating Systems. The Tenant intends to use the Global Innovation Center for:

- Business and professional offices
- Research and development
- Customary storage and accessory uses



PROJECT INTRODUCTION: AXALTA & THE NAVY YARD



Project Site

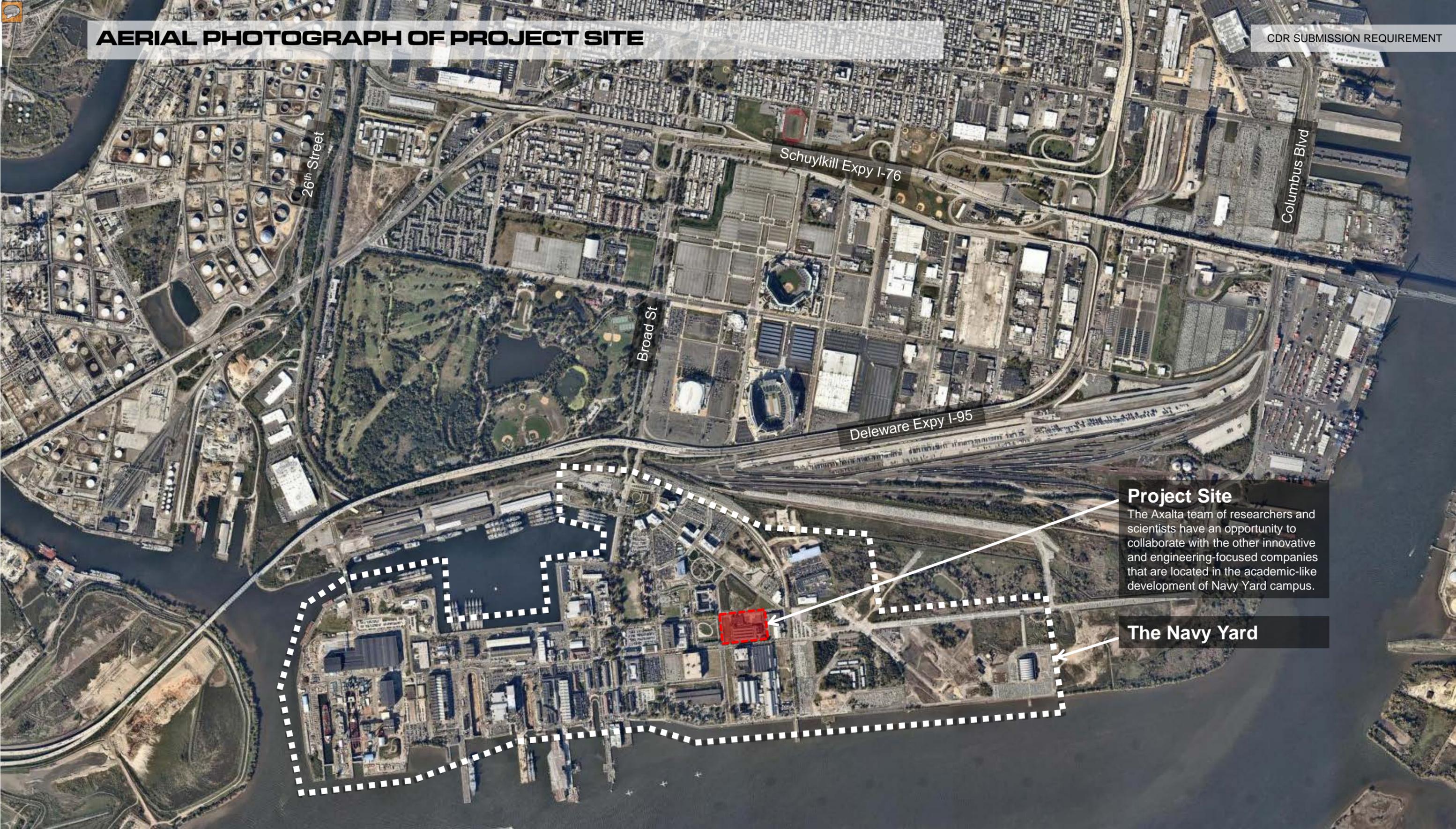
The Axalta Coating Systems Global Innovation Center will be a technological research facility for coating systems used on various everyday products from vehicles to electronics to other goods used around the world.

“Axalta’s decision to expand further in Philadelphia and bring its Global Innovation Center to The Navy Yard is further evidence of Philadelphia’s standing as one of the nation’s leading innovation hubs and a place for exciting businesses to start, stay and grow,” said Mayor Michael A. Nutter.



AERIAL PHOTOGRAPH OF PROJECT SITE

CDR SUBMISSION REQUIREMENT



Project Site
The Axalta team of researchers and scientists have an opportunity to collaborate with the other innovative and engineering-focused companies that are located in the academic-like development of Navy Yard campus.

The Navy Yard

AERIAL PHOTOGRAPH OF PROJECT SITE

CDR SUBMISSION REQUIREMENT



Project Site

The Site is situated in a centralized location within the Navy Yard campus, allowing employees and visitors to take advantage of the many outdoor parks and public amenities. League Island Park is located directly West of the site.

As part of the Navy Yard Masterplan, Constitution Avenue will be extended and realigned in order to connect to Rouse Blvd. Rouse Blvd is a key organizing access for the campus, making the Project Site easily accessible.

PHOTOS OF PROJECT SITE & IMMEDIATE AREA



1 11th Street and Constitution Avenue facing South



2 11th Street and Constitution Avenue facing East

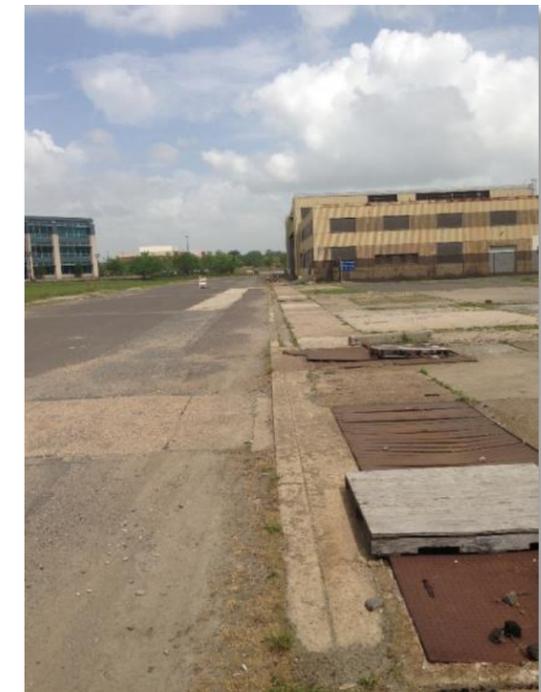
PHOTOS OF PROJECT SITE & IMMEDIATE AREA



3 Constitution Ave. mid-block between 11th Street and League Island Boulevard facing West



4 Constitution Ave. mid-block between 11th Street and League Island Boulevard facing South



5 Constitution Ave. mid-block between 11th Street and League Island Boulevard facing East



6 Rouse Boulevard facing southwest towards site



7 Rouse Boulevard facing southeast towards League Island Boulevard



8 Kitty Hawk Avenue mid-block between 11th Street and League Island Boulevard facing East

PHOTOS OF PROJECT SITE & IMMEDIATE AREA



9 Kitty Hawk Avenue mid-block between 11th Street & League Island Boulevard facing North



10 Kitty Hawk Avenue mid-block between 11th Street and League Island Boulevard facing West



11 11th Street and Kitty Hawk Avenue facing West

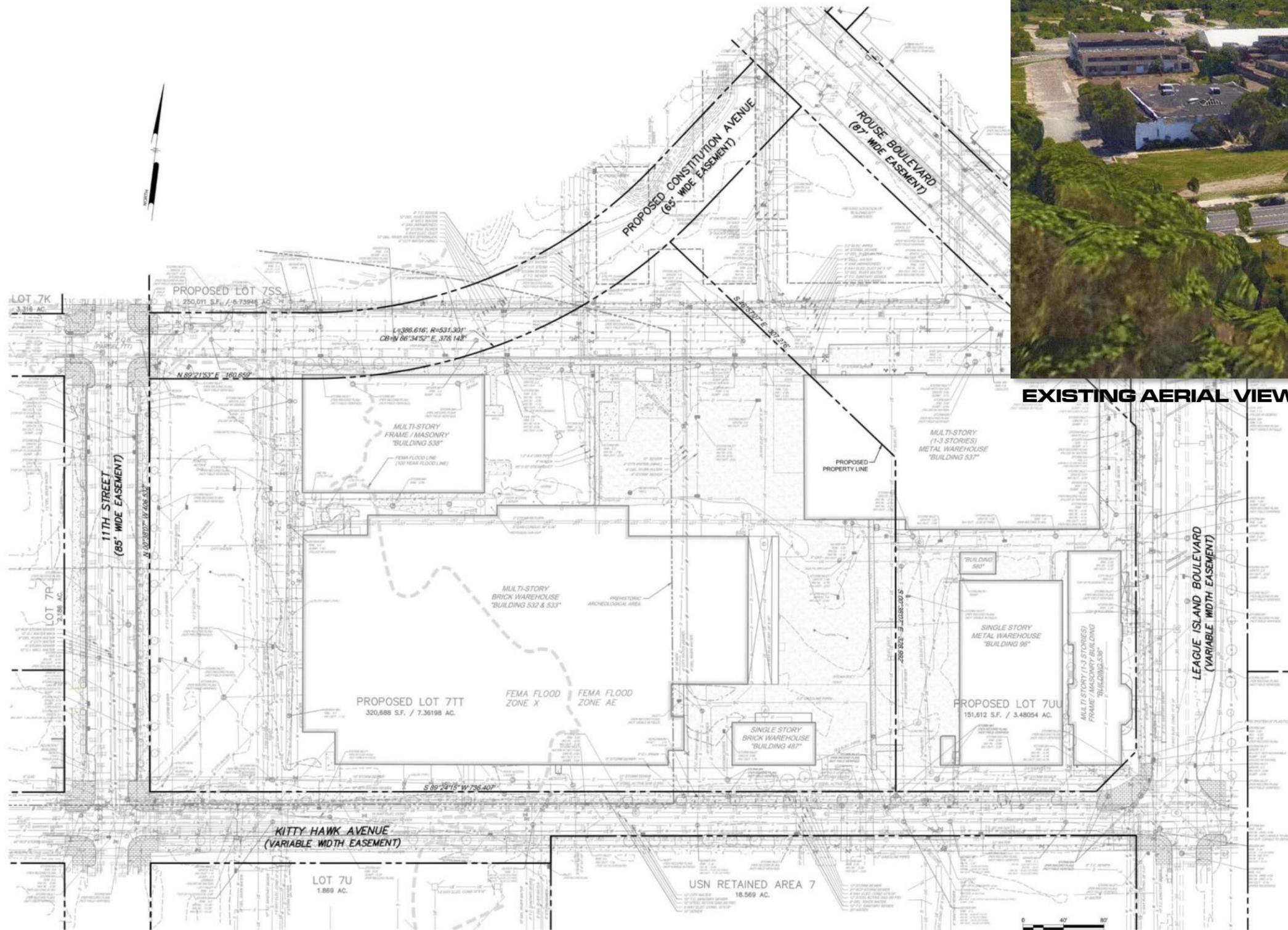


12 11th Street and Kitty Hawk Avenue facing North

EXISTING CONDITIONS SITE PLAN



EXISTING AERIAL VIEW OVER LEAGUE ISLAND PARK



EXISTING SITE SURVEY



The Porch

The Porch on the West façade of the two-story Proposed Building faces League Island Park. The façade is constructed entirely of glazed curtain wall to take advantage of the daylight and open views. The Porch is elevated three steps above sidewalk level and consists of planter boxes and a 8'-0" roof overhang to create a comfortable place to enjoy the view.

VIEW FROM CONSTITUTION AVE LOOKING EAST



Metal Sun Shading Fins

The West-facing sun shading fins are 34' tall, spaced 10' apart, and clad in a metal panel finish. The fins are rotated on a 33 degree angle in order to provide glare protection and shading from the low sun angles in the late afternoon for the occupants within the building.

VIEW FROM CONSTITUTION AVE LOOKING TOWARDS MAIN ENTRY

CDR SUBMISSION REQUIREMENT

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Main Entry
The Main Building Entry is located on the North façade on Constitution Ave. The curved curtain wall directs people around the corner towards the entry, while the offset plane of the curtain wall on the second story creates a covered entry area.

© 2015 Erdy McHenry Architecture, LLC



East Entry

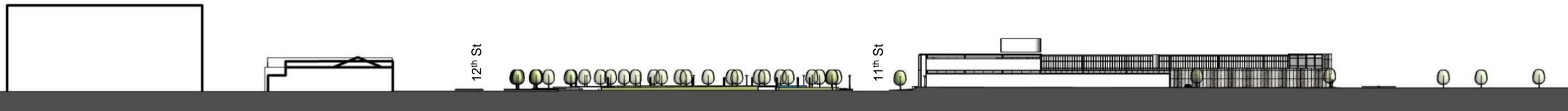
The East Entry has a covered roof area and a stepped plaza with landscaping. The two story wall on Constitution Ave acts as a screen for future rooftop mechanical equipment.

Building Frontage

The Proposed Building is sited such that the West Façade (front-façade) is located as close to 11th street as possible, with vehicle parking in the back of the building, in order to create an urban-like sidewalk that is pedestrian-friendly.



3D MASSING LOOKING EAST



SITE SECTION EAST-WEST

Scale 1"=100'-0"

Proposed Building

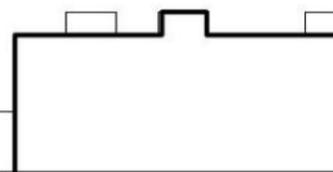
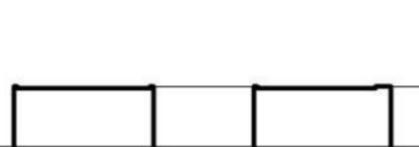
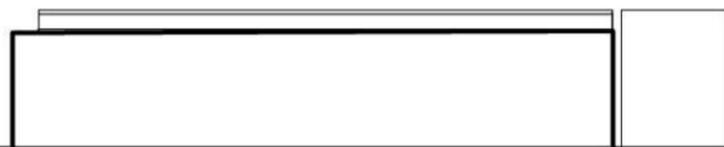
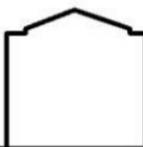
Services and Screening

The East side (back-side) of the Proposed Building is one story tall, allowing for screen walls on the roof to block views of roof top mechanical equipment. The Proposed Building is sited such that the Parking lot is located in the back of the building, and the loading area is tucked away from public view as much as possible.



3D MASSING LOOKING SOUTH

Admiral Peary Way



Kitty Hawk Ave



Constitution Ave

SITE SECTION NORTH-SOUTH

Scale 1"=100'-0"

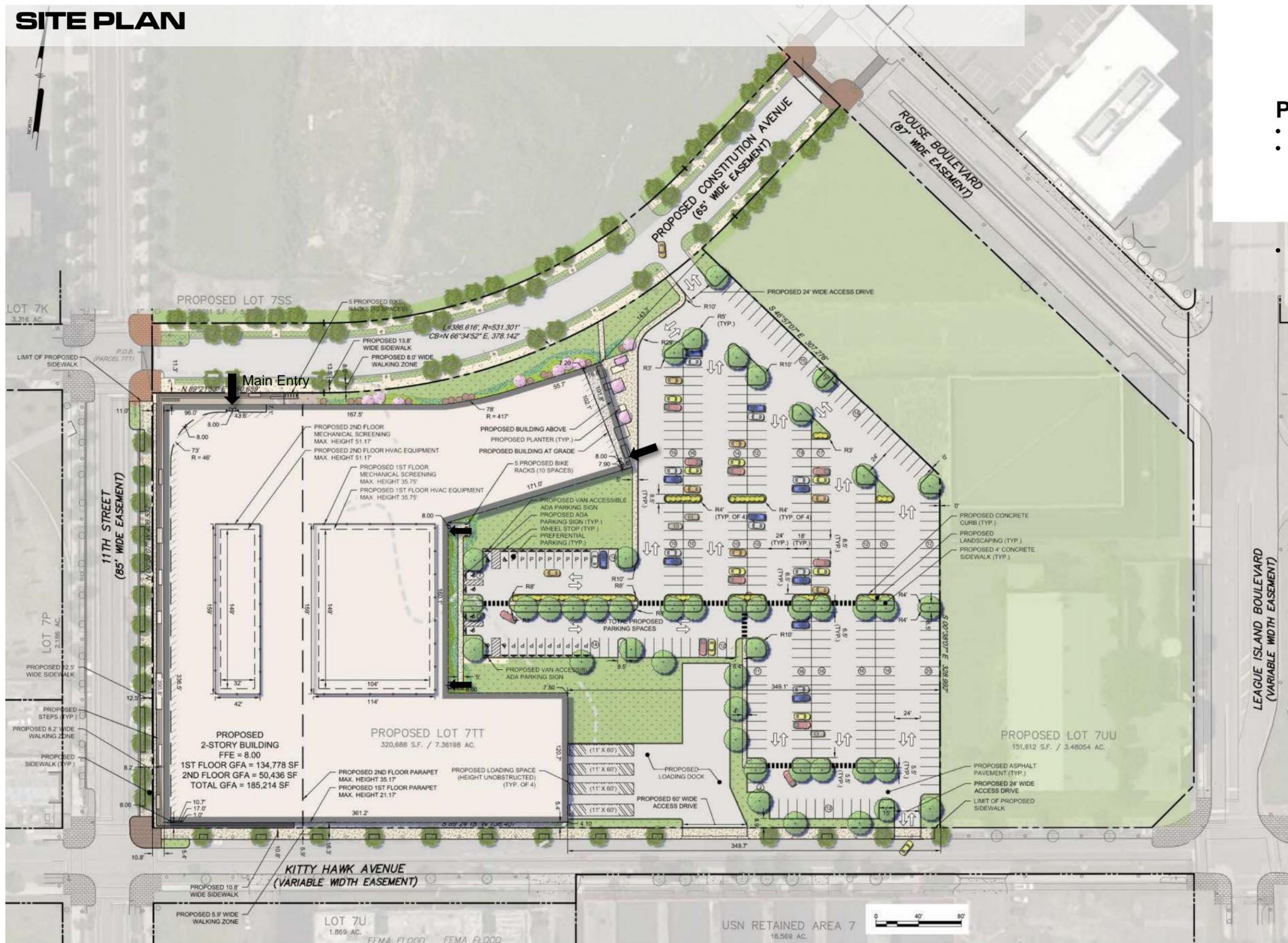
Proposed Building



LIBERTY
PROPERTY
TRUST



SITE PLAN

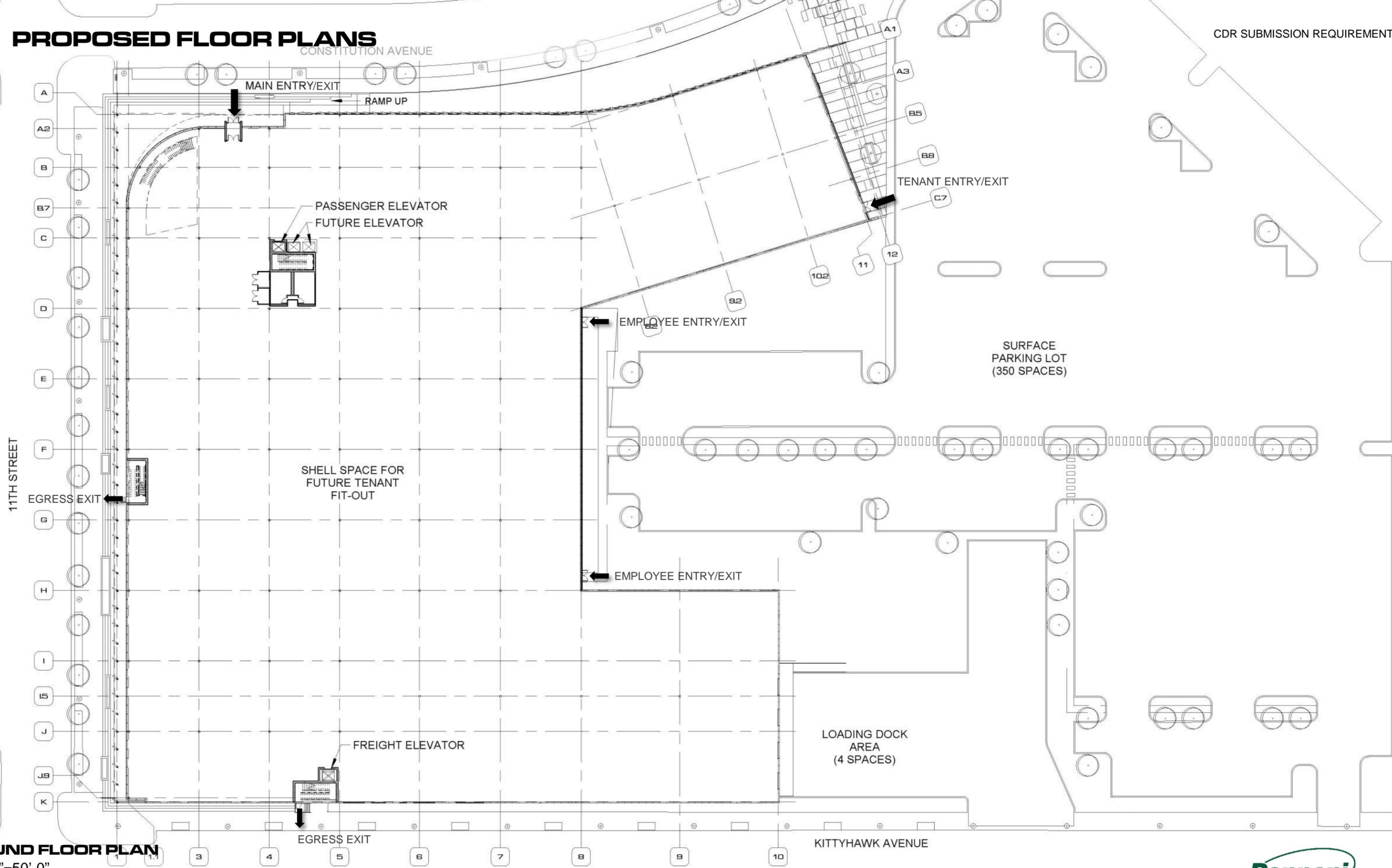


Proposed Parking

- Twenty (20) bicycle parking spaces.
- Surface parking lot with three hundred and fifty (350) accessory parking spaces, which will include eight (8) accessible parking spaces (including two (2) van accessible parking spaces) and eighteen (18) preferential parking spaces.
- Four (4) off-street loading spaces.

PROPOSED FLOOR PLANS

CDR SUBMISSION REQUIREMENT



GROUND FLOOR PLAN

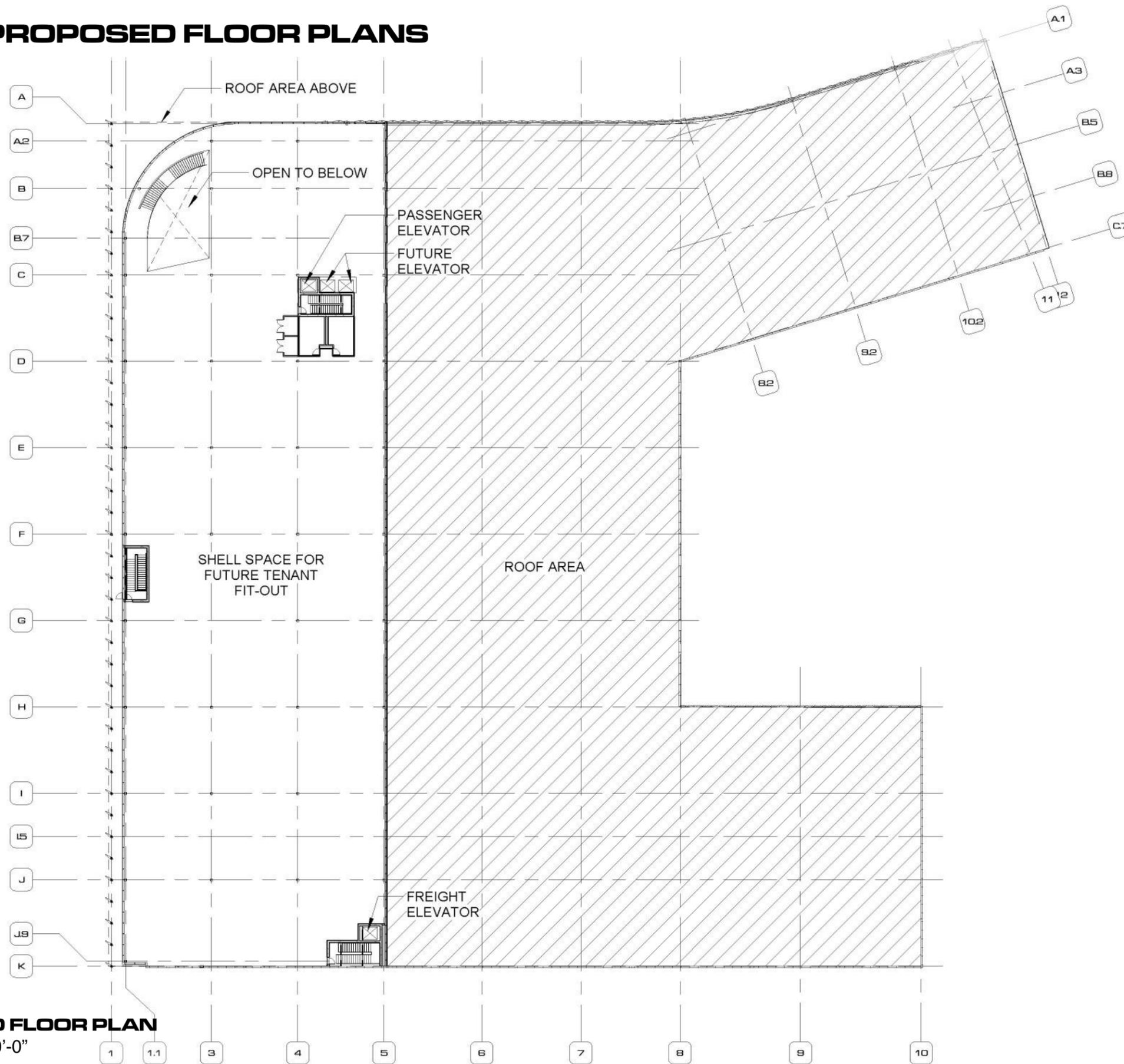
Scale 1"=50'-0"



LIBERTY
PROPERTY
TRUST



PROPOSED FLOOR PLANS



SECOND FLOOR PLAN

Scale 1"=50'-0"



LIBERTY
PROPERTY
TRUST



EXTERIOR ELEVATIONS

Exterior Materials

- A Curtain Wall
- B Metal Sun Shading Fins
- C Faceted Metal Wall
- D Large Rib Corrugated Metal Paneling
- E Small Rib Corrugated Metal Paneling
- F Fluted Precast Concrete
- G Metal Mechanical Screen



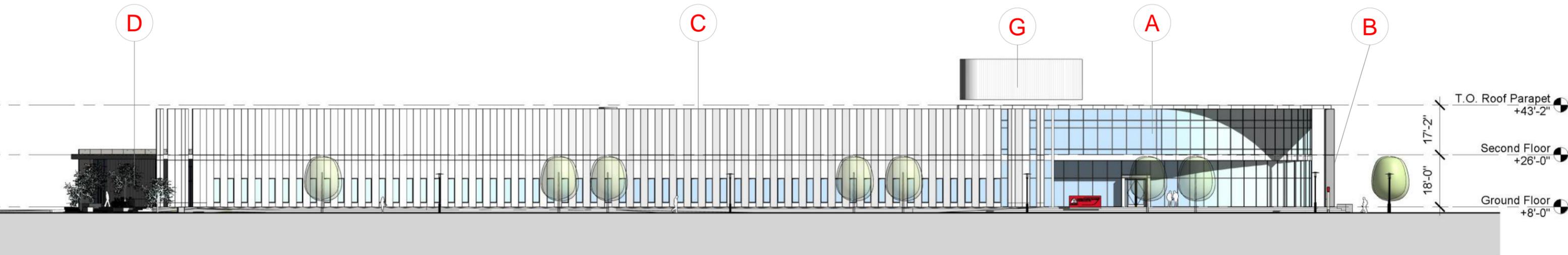
WEST ELEVATION

Scale 1/32"=1'-0"

EXTERIOR ELEVATIONS

Exterior Materials

- A Curtain Wall
- B Metal Sun Shading Fins
- C Faceted Metal Wall
- D Large Rib Corrugated Metal Paneling
- E Small Rib Corrugated Metal Paneling
- F Fluted Precast Concrete
- G Metal Mechanical Screen



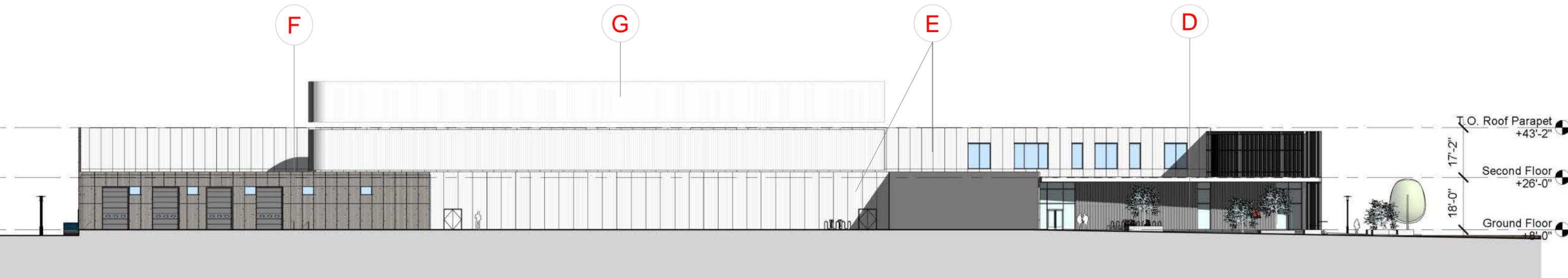
NORTH ELEVATION

Scale 1/32"=1'-0"

EXTERIOR ELEVATIONS

Exterior Materials

- A Curtain Wall
- B Metal Sun Shading Fins
- C Faceted Metal Wall
- D Large Rib Corrugated Metal Paneling
- E Small Rib Corrugated Metal Paneling
- F Fluted Precast Concrete
- G Metal Mechanical Screen



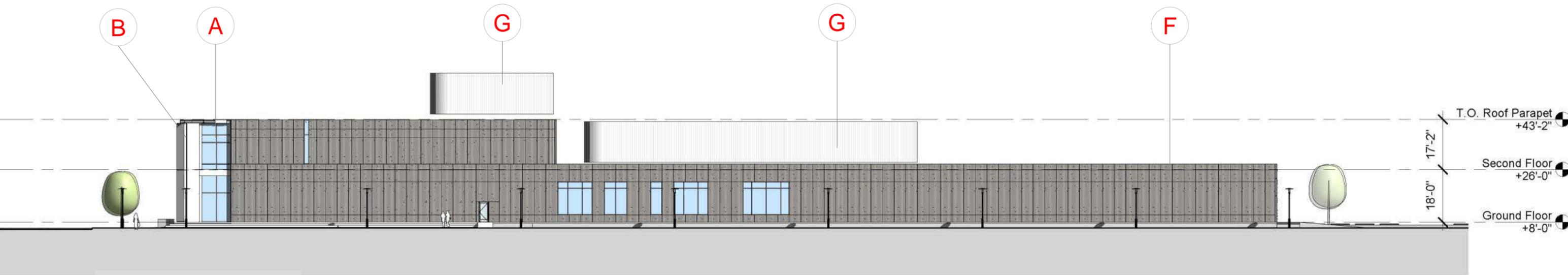
EAST ELEVATION

Scale 1/32"=1'-0"

EXTERIOR ELEVATIONS

Exterior Materials

- A Curtain Wall
- B Metal Sun Shading Fins
- C Faceted Metal Wall
- D Large Rib Corrugated Metal Paneling
- E Small Rib Corrugated Metal Paneling
- F Fluted Precast Concrete
- G Metal Mechanical Screen



SOUTH ELEVATION

Scale 1/32"=1'-0"

Exterior Materials

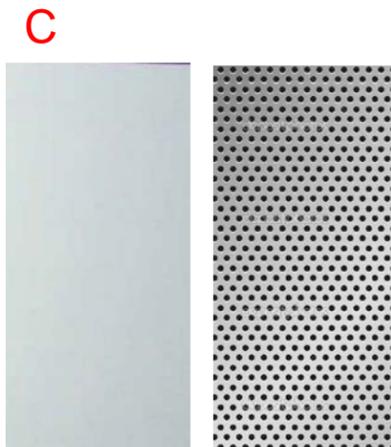
- A Curtain Wall
- B Metal Sun Shading Fins
- C Faceted Metal Wall
- D Large Rib Corrugated Metal Paneling
- E Small Rib Corrugated Metal Paneling
- F Fluted Precast Concrete
- G Metal Mechanical Screen



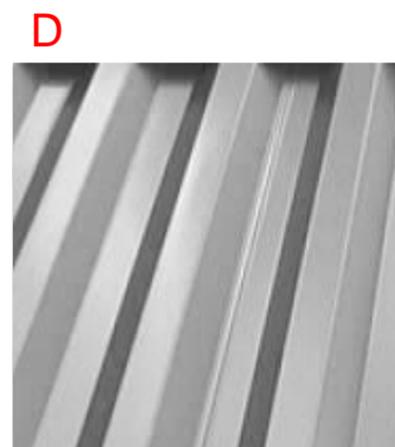
The West and a portion of the North facades consist of floor to ceiling curtain wall and clear glass, maximizing daylighting and views towards League Island Park.



The West-facing sun shading fins are 34' tall, spaced 10' apart, and clad in a metal panel finish. The fins are rotated on a 33 degree angle in order to provide glare protection and shading from the low sun angles in the late afternoon for the occupants within the building.



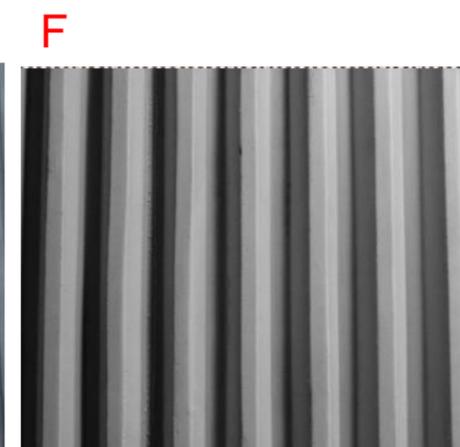
The majority of the North façade consists of a faceted metal panel wall system alternating between solid and perforated panels, which extend vertically to in order to provide screening for roof top mechanical work.



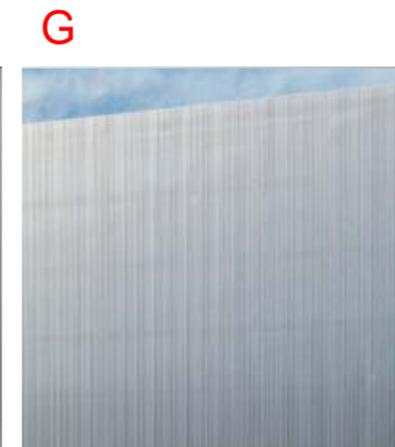
The large rib corrugated metal panel provides an accent wall finish at the highly visible East Entry Façade.



The vertical textured metal wall panel will create shadow and depth on the façade.



8" thick precast concrete panels will have a fluted textured finish on the exterior.



The metal wall will screen mechanical work on the roof.

SUSTAINABLE DESIGN ELEMENTS



LEED Certification

The project intends to achieve LEED Certification for Building Design and Construction (BD+C) through the US Green Building Council (USGBC).



Metal Sun Shading Fins

The West-facing sun shading fins are 34' tall, spaced 10' apart, and clad in a metal panel finish. The fins are rotated on a 33 degree angle in order to provide glare protection and shading from the low sun angles in the late afternoon for the occupants within the building.



Constitution Ave Greenway

Constitution Avenue is proposed to be relocated and reconstructed as a "Green Street" to the north of the subject property from 11th Street to Rouse Boulevard. The streetscape design incorporates sustainable Green Stormwater Infrastructure (GSI) practices designed in consideration of the harsh conditions associated with oils and debris that are carried off roads during the "first flush". The "Green Street" component of Constitution Ave includes subsurface infiltration tree trench facilities designed to manage and treat the stormwater runoff for the water quality design storm from the proposed roadway and adjacent sidewalks. Green inlets are proposed upstream from the typical roadway drainage infrastructure in order to collect and convey stormwater runoff into subsurface stone infiltration beds prior to reaching the roadway drainage system. The subsurface stone infiltration beds are proposed in the furnishing zone below landscape strips between the proposed sidewalk and curb. Street trees and additional landscaping are also proposed with the roadway streetscape work. The Constitution Avenue "Green Street" design is in accordance with current City of Philadelphia Green Street Design Standards and recommendations.



CIVIC DESIGN REVIEW

