



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 714677

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

Table 14-304-2: Civic Design Review Triggers - Case 1 AND Creates more than 100,000 SF of new gross floor area, excluding any floor area within an existing structure.

PROJECT LOCATION

Planning District: Central Council District: 8th Ward

Address: 2402 - 2414 Market Street
Philadelphia, PA 19103

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: Stephen Varenhorst Primary Phone: 215-940-0855

VARENHORST, PC

Email: stephen@varenhorst.com Address: 230 North 21st Street

Philadelphia, PA 19103

Property Owner: 2400 Market VII LP c/o PMC Property Group Developer 2400 Market VII LP c/o PMC Property Group

Architect: VARENHORST/Gensler

CONTINUED ON NEXT PAGE

SITE CONDITIONS

<p>Site Area: <u>81,245 sf</u></p> <p>Existing Zoning: <u>CMX-4</u> Are Zoning Variances required? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>
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SITE USES

<p>Present Use: <u>Commercial Services, Office, Retail, Restaurant</u></p> <p>Proposed Use: Commercial Services, Office, Retail, Eating & Drinking Establishments</p> <p><i>Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):</i> Levels 0 - 1: Commercial Retail, Commercial Office and Eating & Drinking Establishments - 131,048 sf Levels 2 - 9: Commercial Office - 477,373 sf</p> <p><i>Proposed # of Parking Units:</i> N/A</p>
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COMMUNITY MEETING

<p>Community meeting held: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>If yes, please provide written documentation as proof.</p> <p>If no, indicate the date and time the community meeting will be held:</p> <p>Date: _____ Time: _____</p>
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VARENHORST

Building Material Description

Subject: 2400 Market Street Building Material Description

Existing building Level 0-4 **Level 0 - 4:**
Existing Brick: Full Dimension – Painted

Windows and Doors: Nana Walls and Wausau Storefront windows and doors. Wausau - thermally broken aluminum curtain wall system. Lintec: Ano-303 AE Dark, Wood textured painted aluminum system

Glass: Vericon 1VNE1-63 Insulated AN/AN

Office Overbuild Level 5-9 **Level 5-9:**
Windows: Wausau - thermally broken aluminum curtain wall system. Lintec: Ano-303 AE Dark, Wood textured painted aluminum system

Glass: Vericon 1VNE1-63 Insulated AN/AN

Roof Mechanical Level 10 **Level 10:**
Screen: Anodized Aluminum.

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

Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes - An existing bus stop is located at the southwestern corner of 23rd and Market Street - this is within 500 ft. of the entrance of 2400 Market.
Reduced Parking Footprint	All new parking areas to be located in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	No - There is no parking at the site. No parking is required.
Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	No - Does not apply.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes - There is an existing bike share station at the northeast corner of 23rd and Market Street within 500 ft of the entrance.

Sustainable Sites

Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes - we are providing 30% + of vegetated open space at the Promenade on the Schuylkill River side.
Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A)Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications the PWD Stormwater Management Regulations	No - the project is Exempt from the Philadelphia Water Departments stormwater management requirements.
Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Yes - B) Shading by trees and structures.

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

Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes - maintaining on-site vegetation without irrigation.
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Energy and Atmosphere

Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	No
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	No
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No

Innovation

Innovation	Any other sustainable measures that could positively impact the public realm.	No
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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

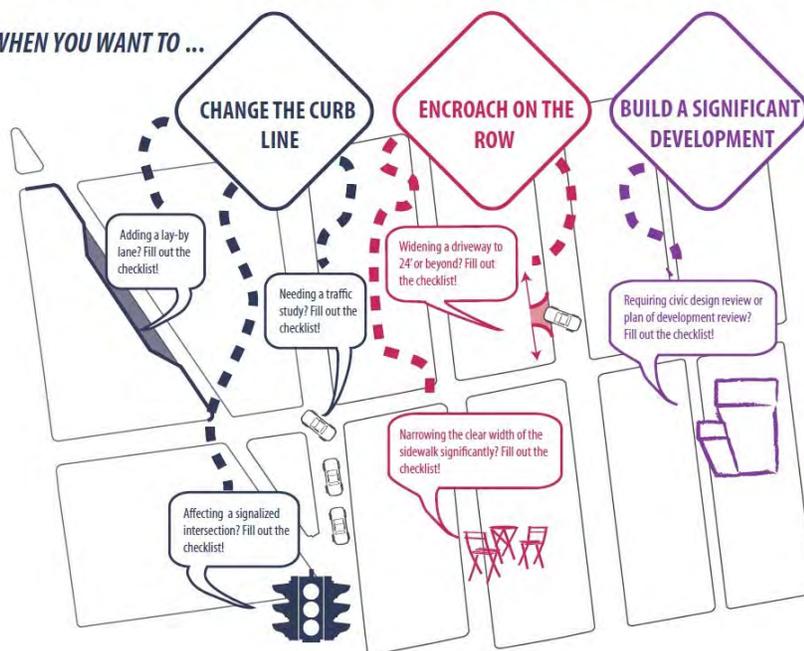
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- ┌ This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- ┌ All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- ┌ All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- ┌ Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ┌ ADA curb-ramp designs must be submitted to Streets Department for review
- ┌ Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit> . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - Placing of a new street;
 - Removal of an existing street;
 - Changes to roadway grades, curb lines, or widths; or
 - Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED
 - CURB CUTS/DRIVEWAYS/LAYBY LANES
 - TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - PROPOSED TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS

***APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY**

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME
2400 Market Street
2. DATE
18 October 2016
3. APPLICANT NAME
Stephen Varenhorst
5. PROJECT AREA: list precise street limits and scope
81,245 sf
4. APPLICANT CONTACT INFORMATION
230 North 21st Street Philadelphia, PA 19103
6. OWNER NAME
2400 MARKET VII LP c/o PMC PROPERTY GROUP
7. OWNER CONTACT INFORMATION
1608 Walnut Street, Suite 1400 Philadelphia, PA 19103
8. ENGINEER / ARCHITECT NAME
Stephen Varenhorst, VARENHORST, PC
9. ENGINEER / ARCHITECT CONTACT INFORMATION
230 North 21st Street Philadelphia, PA 19103
10. 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.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Market Street</u>	<u>24th street</u>	<u>Schuylkill River</u>	<u>Civic / Ceremonial Street</u>
<u>24th Street</u>	<u>Market Street</u>	<u>Chestnut Street</u>	<u>City Neighborhood Street</u>
<u>Chestnut Street</u>	<u>24th Street</u>	<u>Schuylkill River</u>	<u>Urban Arterial</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: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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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
Market Street	≥20 ft. / 20 ft. / 20 ft.	20 ft. / 20 ft.
24th Street	≥12 ft. / 11 ft. / 11 ft.	11 ft. / 11 ft.
Chestnut Street	≥12 ft. / 10 ft. / 10 ft.	10 ft. / 10 ft.
	/ /	/

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
Market Street	≥10 ft. / 15 ft. / 15 ft.
24th Street	≥6 ft. / 11 ft. / 7 ft.
Chestnut Street	≥6 ft. / 6 ft. / 6 ft.
	/ /

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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
No Change	No Change	No Change
_____	_____	_____
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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: (Responses from 1st submission)

1. Existing sidewalk at Market Street shall be repaired as part of PennDOT Market Street Bridge construction project.
2. We have revised the plans to indicate a crosswalk from Lot 12 across Ludlow Street to the east sidewalk of 24th street.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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	
Market Street	0 ft.	0 ft.
24th Street	0 ft.	0 ft.
Chestnut Street	0 ft.	0 ft.

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		
Market Street	≥ 5 ft.	5 ft.	5 ft.
24th Street	≥ 4 ft.	0 ft.	4 ft.
Chestnut Street	≥ 4 ft.	4 ft.	4 ft.
	/	/	

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

19. Does the design avoid tripping hazards?

- YES NO N/A

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

- YES NO N/A

DEPARTMENTAL APPROVAL

- YES NO
 YES NO

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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES | NO |
| 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 | NO |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: (Responses from 1st submission)

- Existing bike racks on Market Street to remain.
- No step encroachment on Market Street.
- We have revised the plans and planters to avoid the pinch points at entrances.
- The mid-bloc crossing will need to be approved by the Street Department.

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	
2402-2414 Market Street	63	0	0	0	0	0	63
		/		/		/	
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

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
- Buffered Bike Lane YES NO N/A
- Bicycle-Friendly Street YES NO N/A

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO N/A

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A

DEPARTMENTAL APPROVAL

YES	NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: (Responses from 1st submission)

1. The existing bike racks on Market Streets will be preserved.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

			DEPARTMENTAL APPROVAL		
			YES	NO	
28. Does the design limit conflict among transportation modes along the curb?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	YES	NO	
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES	NO
30. Does the design provide a buffer between the roadway and pedestrian traffic?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES	NO
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? No transit stops exist within the site.			YES	NO	

APPLICANT: Curbside Management Component

Additional Explanation / Comments: (Responses from 1st submission)

- We will incorporate the public bus stop with tree planting and Schuylkill-side pathways designs.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

STREET	FROM	TO	LANE WIDTHS		DESIGN SPEED
			Existing	Proposed	
Market Street	24th Street	Schuylkill River	61 ft.	61 ft.	25 mph
24th Street	Market Street	Chestnut Street	26 ft.	26 ft.	25 mph
Chestnut Street	24th Street	Schuylkill River	36 ft.	36 ft.	25 mph

33. What is the maximum AASHTO design vehicle being accommodated by the design? WB-50 at existing 24th street
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

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: (Responses from 1st submission)

- The bike storage room can be accessed from Level 0 on 24th street – (there are two entrances off of 24th street) and attain the bike storage on level 0 – OR -Level 1 - from main entrance off the elevated 24th street sidewalk or from the promenade between Market and Chestnut and take the elevator to level 0 and attain the bike storage.
- We have removed all doors that directly accessed the cartway and recessed them into the building. There are no doors that directly access the cartway.

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

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
<u>No new</u> or modified pedestrian signals proposed	60 sec.	60 sec.
_____	_____	_____
_____	_____	_____
_____	_____	_____

			DEPARTMENTAL APPROVAL		
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES	NO
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES	NO
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>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES	NO
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	NO
▪ Marked Crosswalks	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES	NO
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES	NO
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES	NO
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES	NO
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES	NO
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES	NO

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: _____



September 30, 2016

Beige Berryman, City Planner – Urban Design Division
Philadelphia City Planning Commission
1515 Arch Street
Philadelphia, PA 19102

Re: 2402 Market Street

Dear Ms. Berryman:

CCRA hosted a second public meeting concerning 2402 Market Street.

Date of meeting:	September 26, 2016 – 7:00PM
Location of meeting:	2125 Chestnut Street, Unitarian Church
Participating RCO:	Center City Residents' Association
Number of attendees:	Four

2402 Market Street development presented by the PMC Property Group.

The site is CMX-4

The plans call for fully renovating existing Market Place into Aramak office space, retail and restaurant space

Aramak will utilize the existing garage located between 23rd & 24th streets. This garage is owned by PMC.

A new, elevated pedestrian promenade is proposed on the River side of the building connecting Market and Chestnut Streets. The eastern façade of the building will provide an arcade so that pedestrians may cross between Chestnut and Market Streets sheltered from the elements.

Public Comments:

- Provide 24/7 lighting on the promenade;
- Street furniture which prevents overnight sleeping;
- Not having Aramak signage too brightly lit;
- Concern for the use of quality materials on the exterior, especially glass. It would be useful to review specimens of glass, bricks, etc as is done in Historic Commission presentations;
- Involvement with Market Street and (to a lesser extent) Chestnut Street. There are no doors onto Market or Chestnut streets and entrances are from the Schuylkill River overview promenade raising concern as to "dead zone" effects.
- Further articulation of the Eastern façade.

Sincerely,



Stephen Huntington,
Executive Director

Executive Officers
 Charles Goodwin, President
 Charles Robin, Executive Vice President
 Barbara Halpern, Vice President
 Emmeline Babb, Vice President
 Frank Montgomery, Vice President
 Harvey C. Sacks, Vice President
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 Kristin Davidson

Center City Residents' Association is a 501(c)3 organization. The official registration and financial statements may be obtained from the Pennsylvania Department of State by calling toll-free (800) 732-0999. Registration does not imply endorsement.

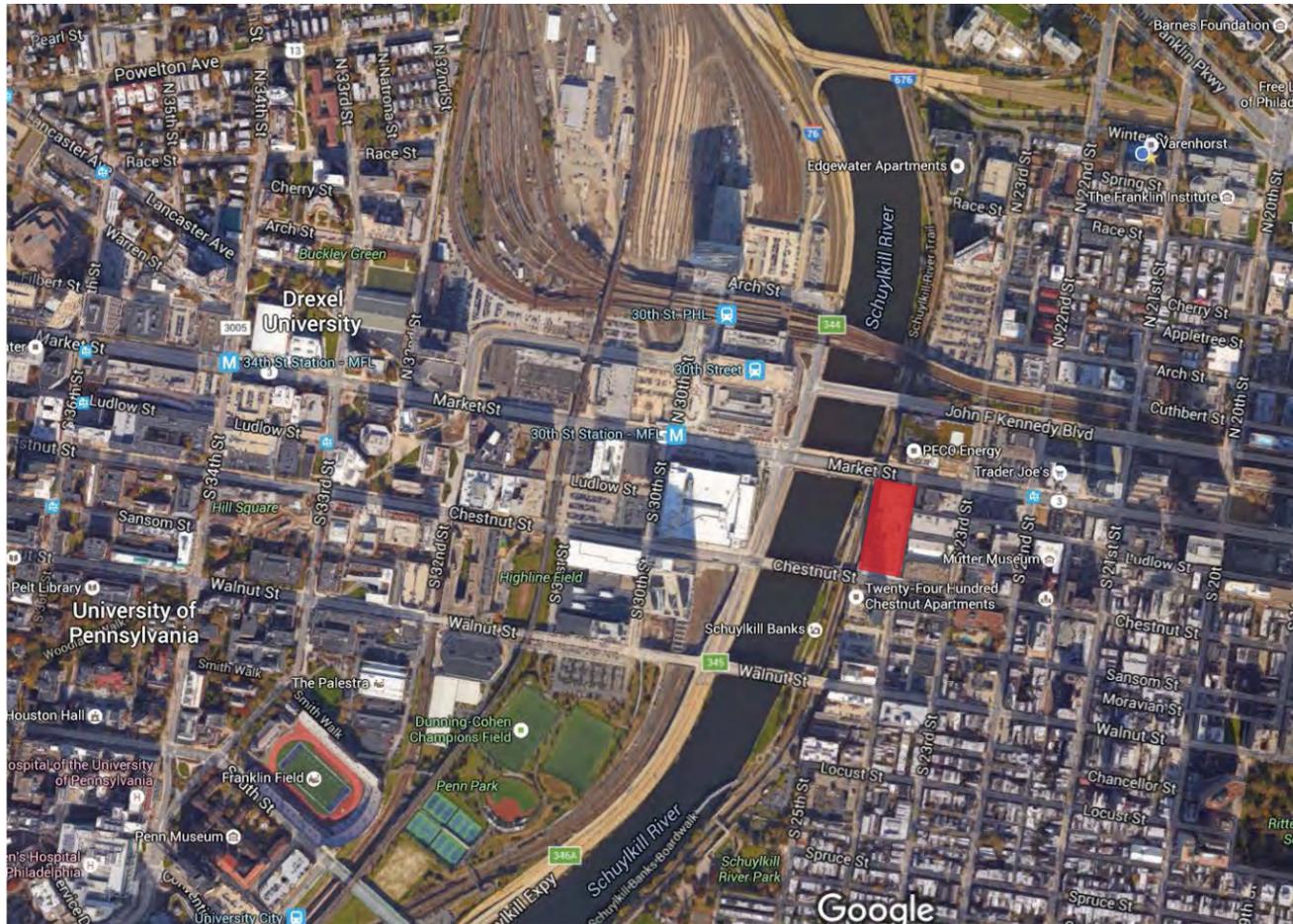


VARENHORST **Gensler**

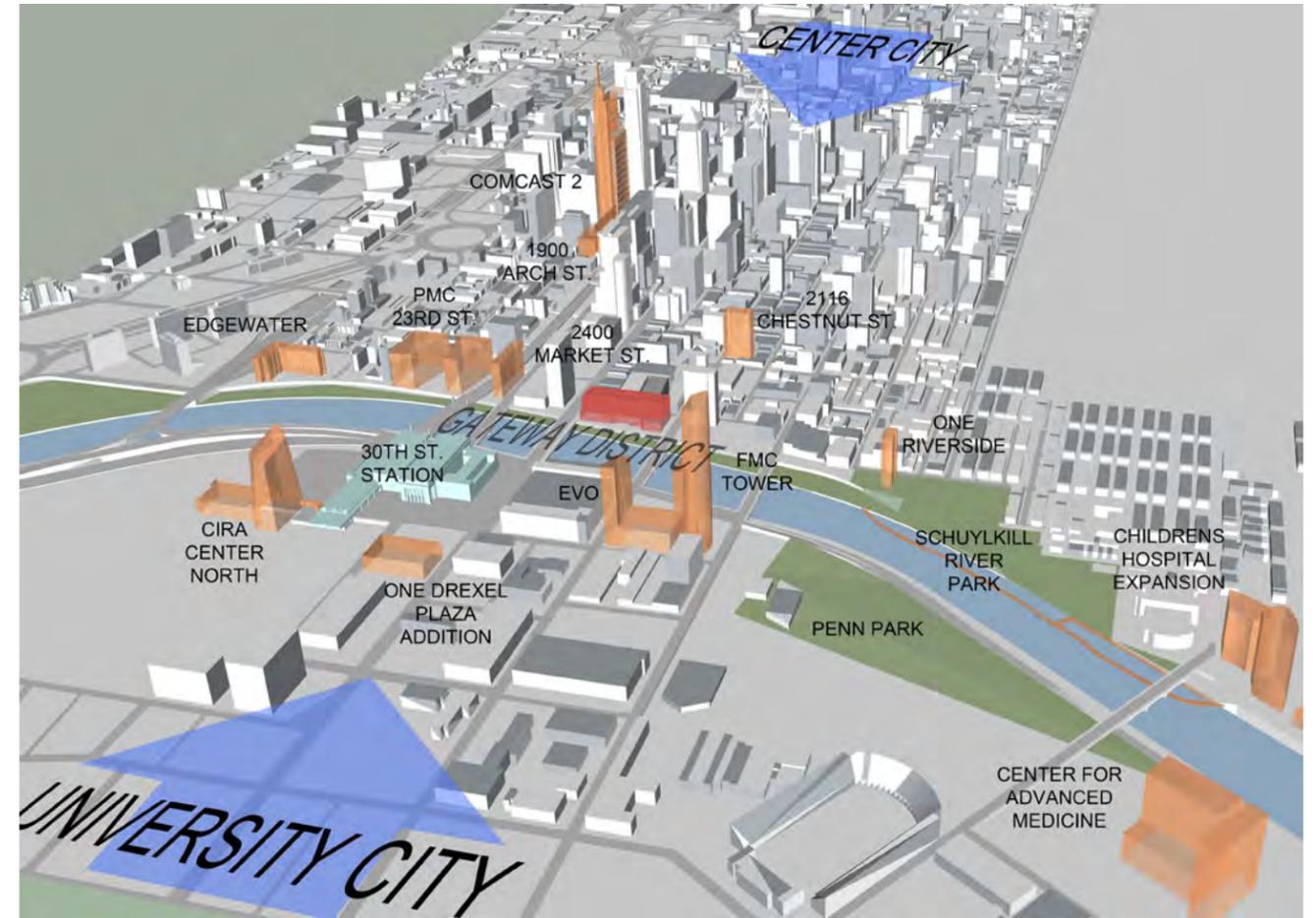
2400 Market Street

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Site Location



Aerial Neighborhood Diagram



Schuylkill River View - Looking NorthEast



Market Street View - Looking SouthWest

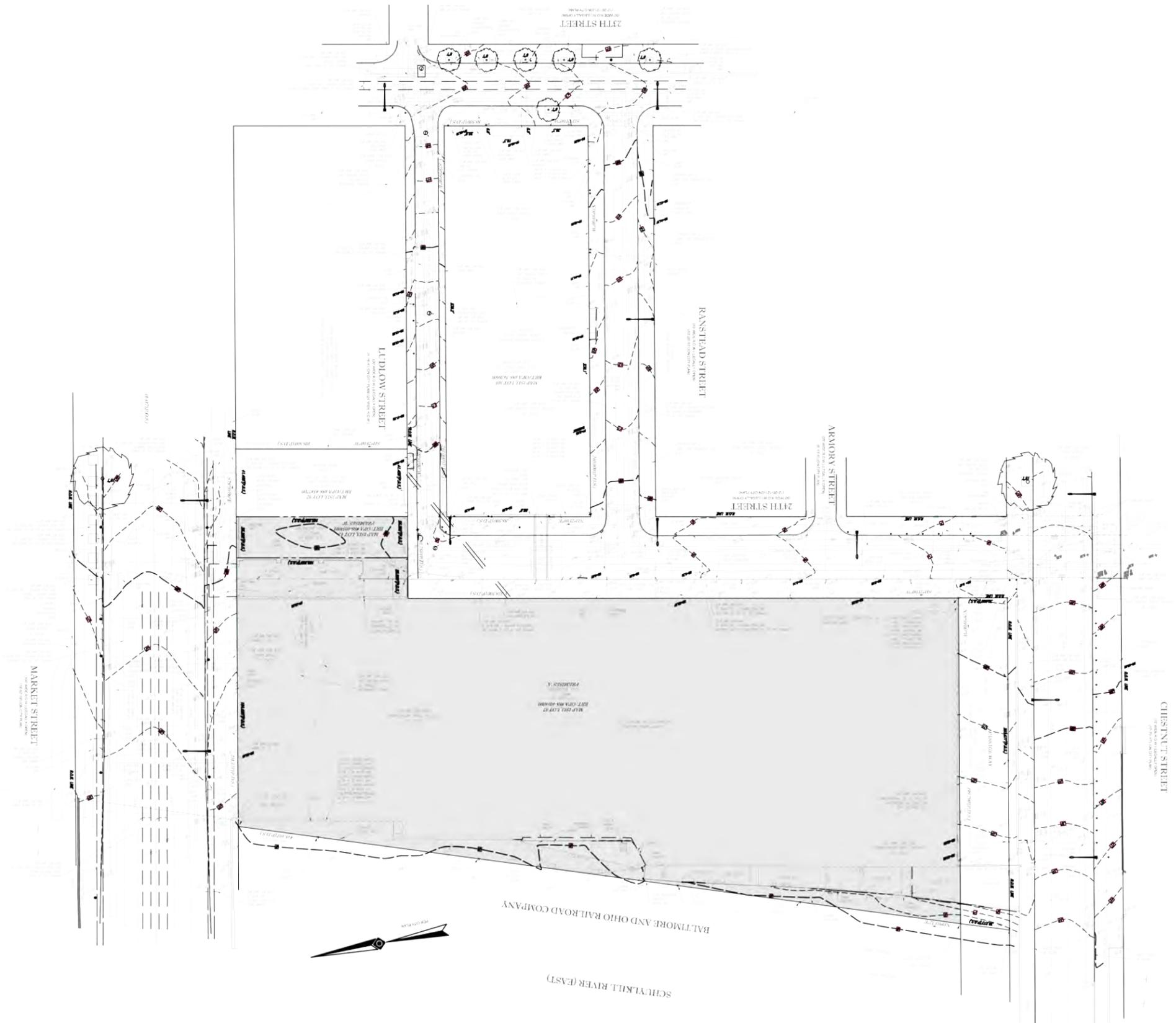


24th Street View - Looking South



Chestnut Street View - Looking East

VARENHORST **Gensler**

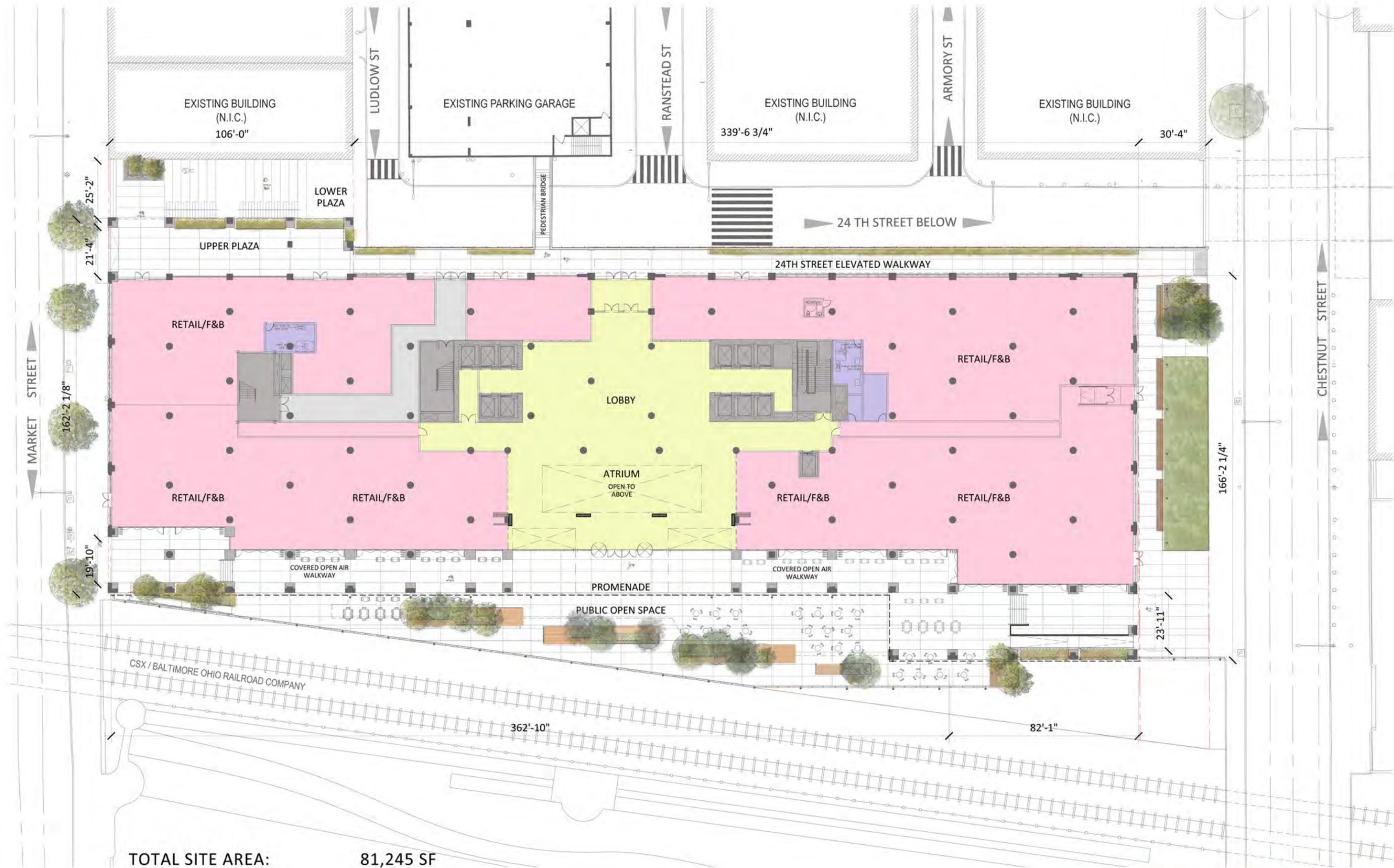


VARENHORST **Gensler**

2400 Market Street

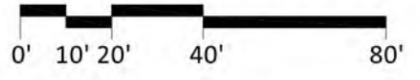
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VARENHORST **Gensler**

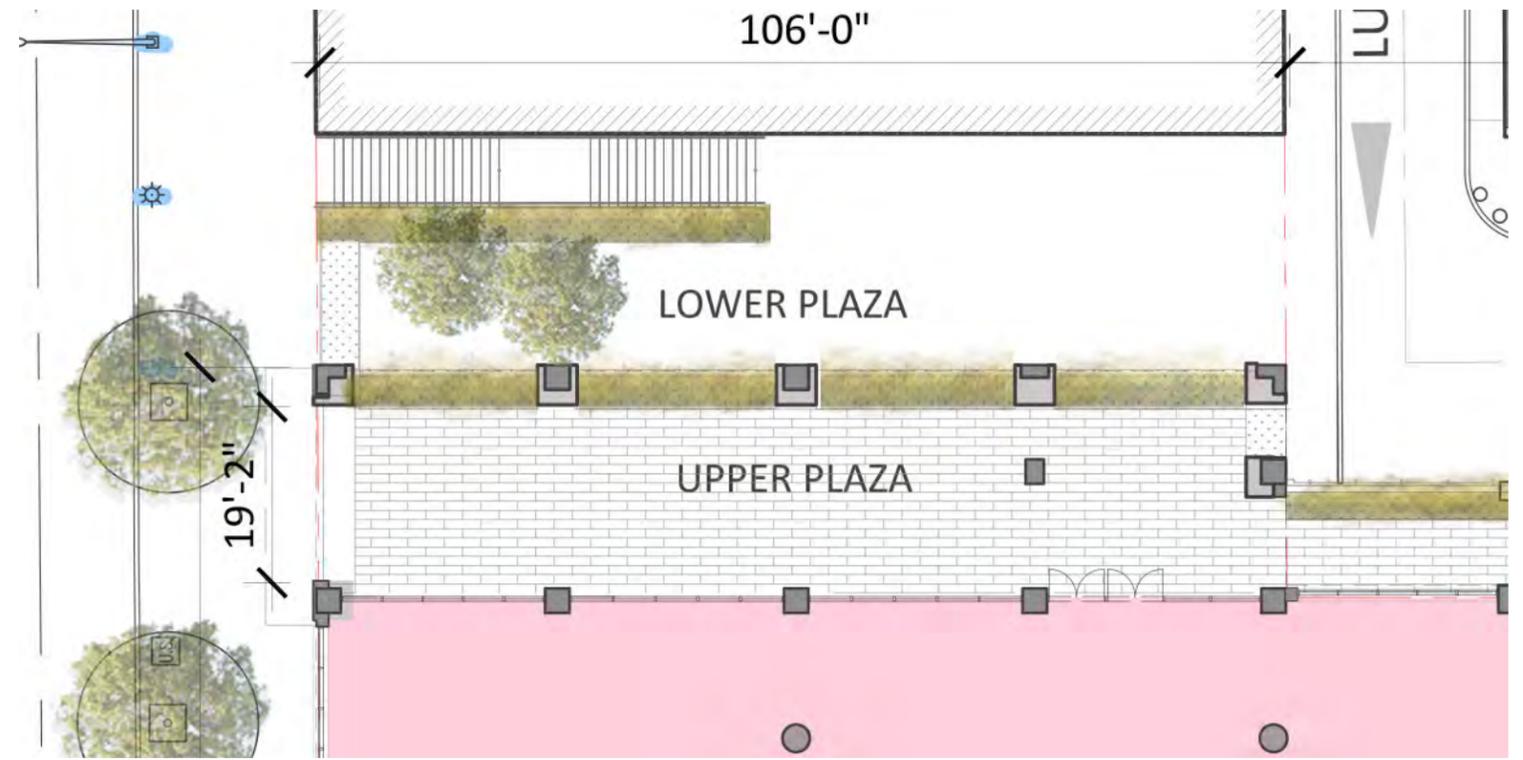
SITE / LANDSCAPE PLAN N ⊕



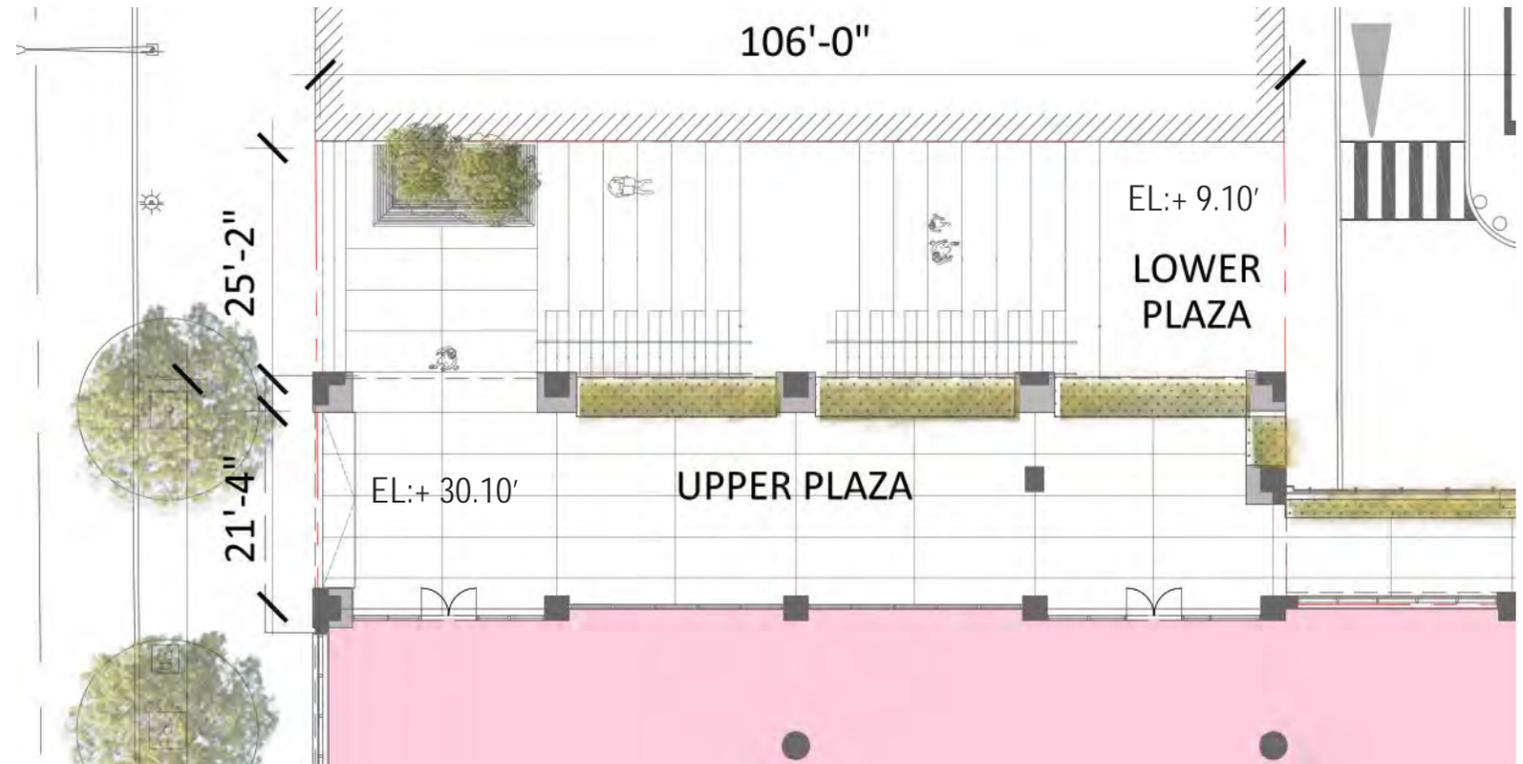
2400 Market Street

PMCProperty Group

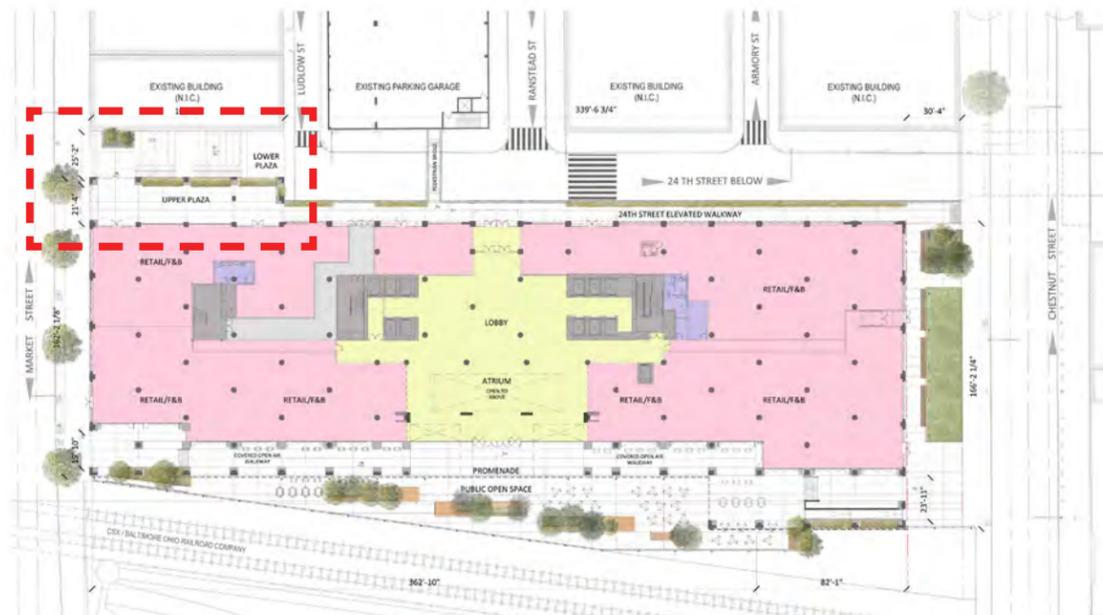
Excellence in Urban Living



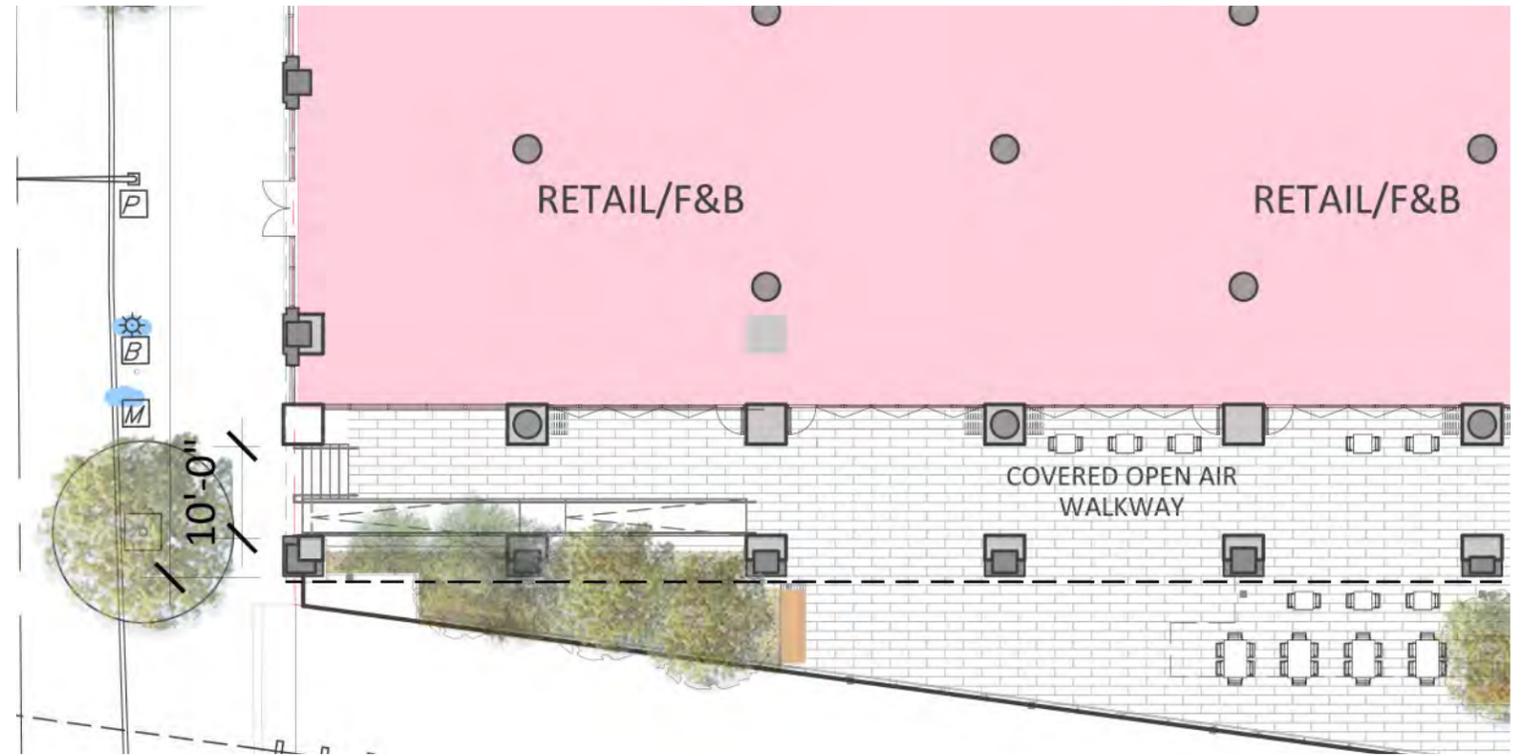
PREVIOUS - 24TH STREET PLAZA



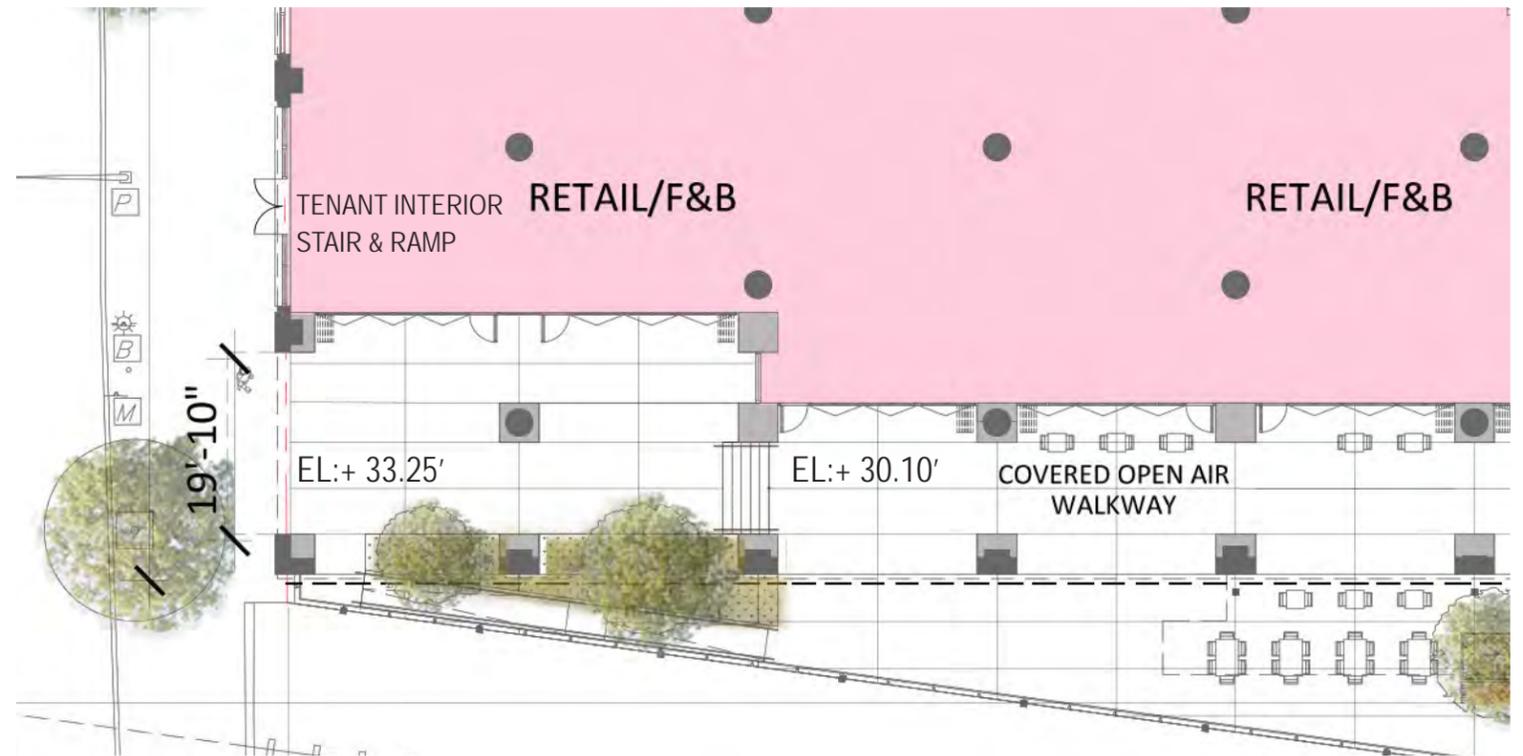
PROPOSED - 24TH STREET PLAZA



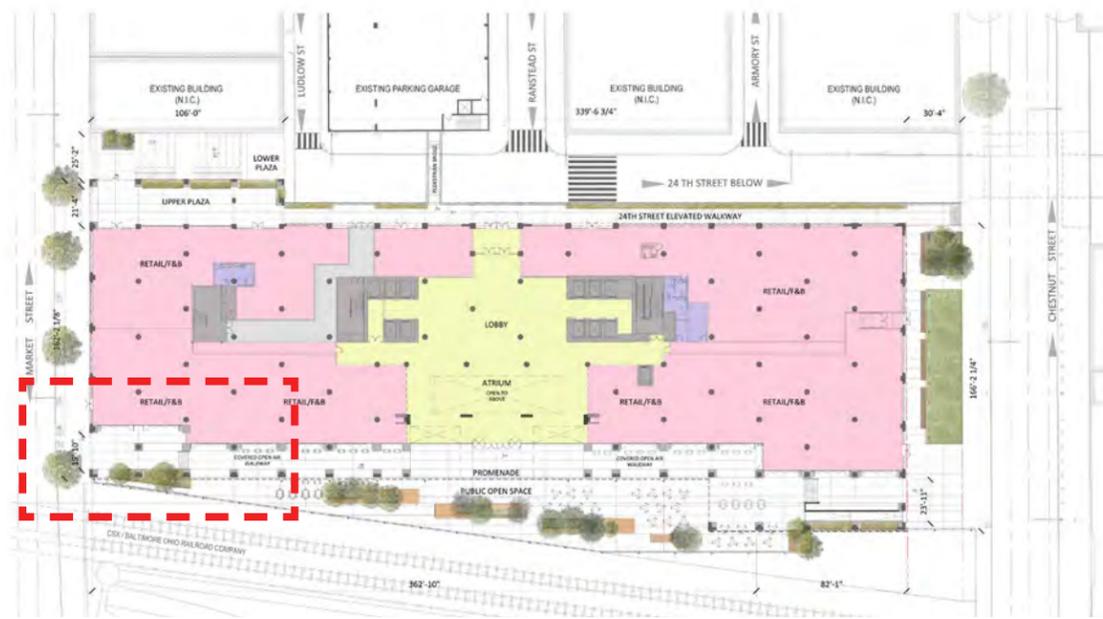
KEY PLAN



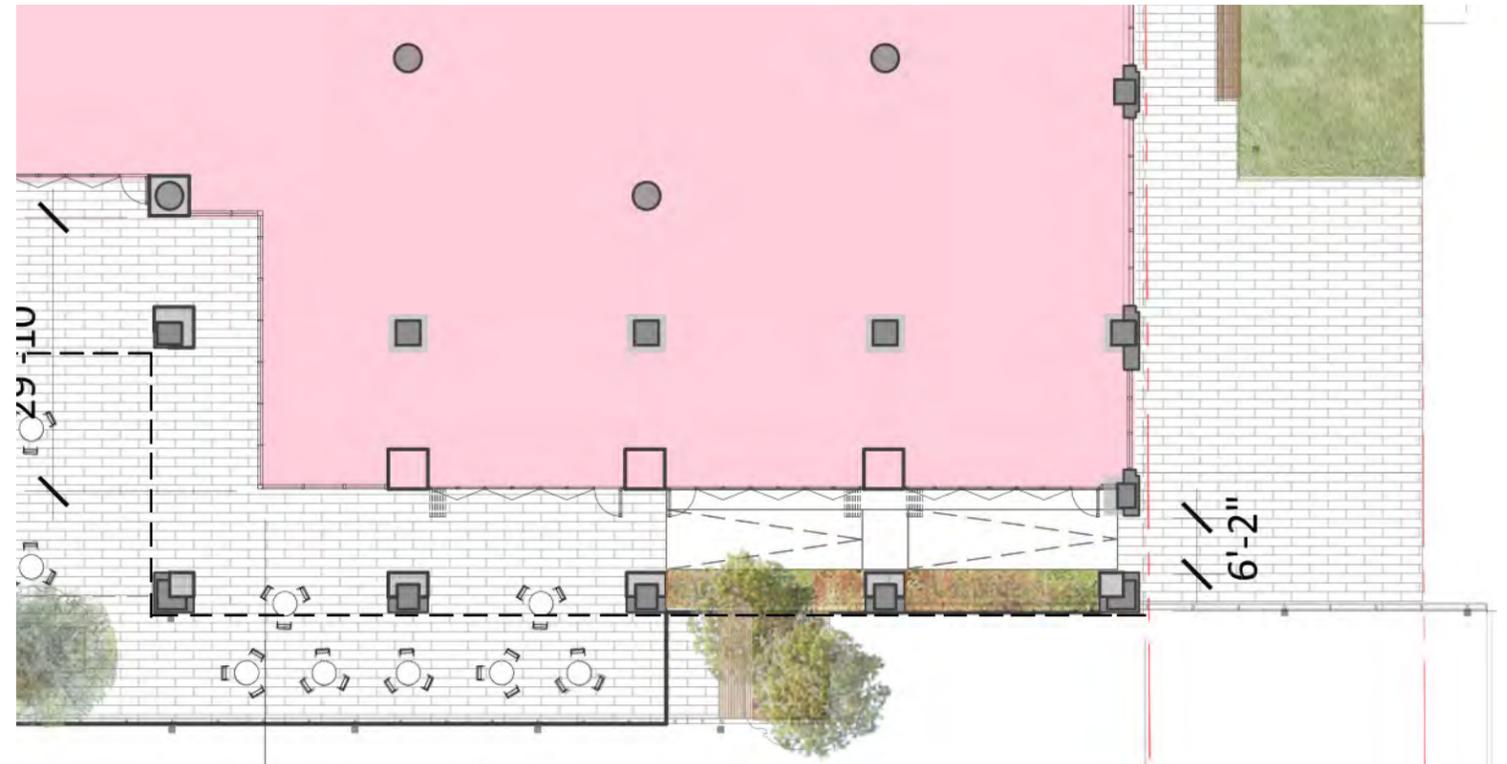
PREVIOUS PROMENADE - NORTH ENTRANCE



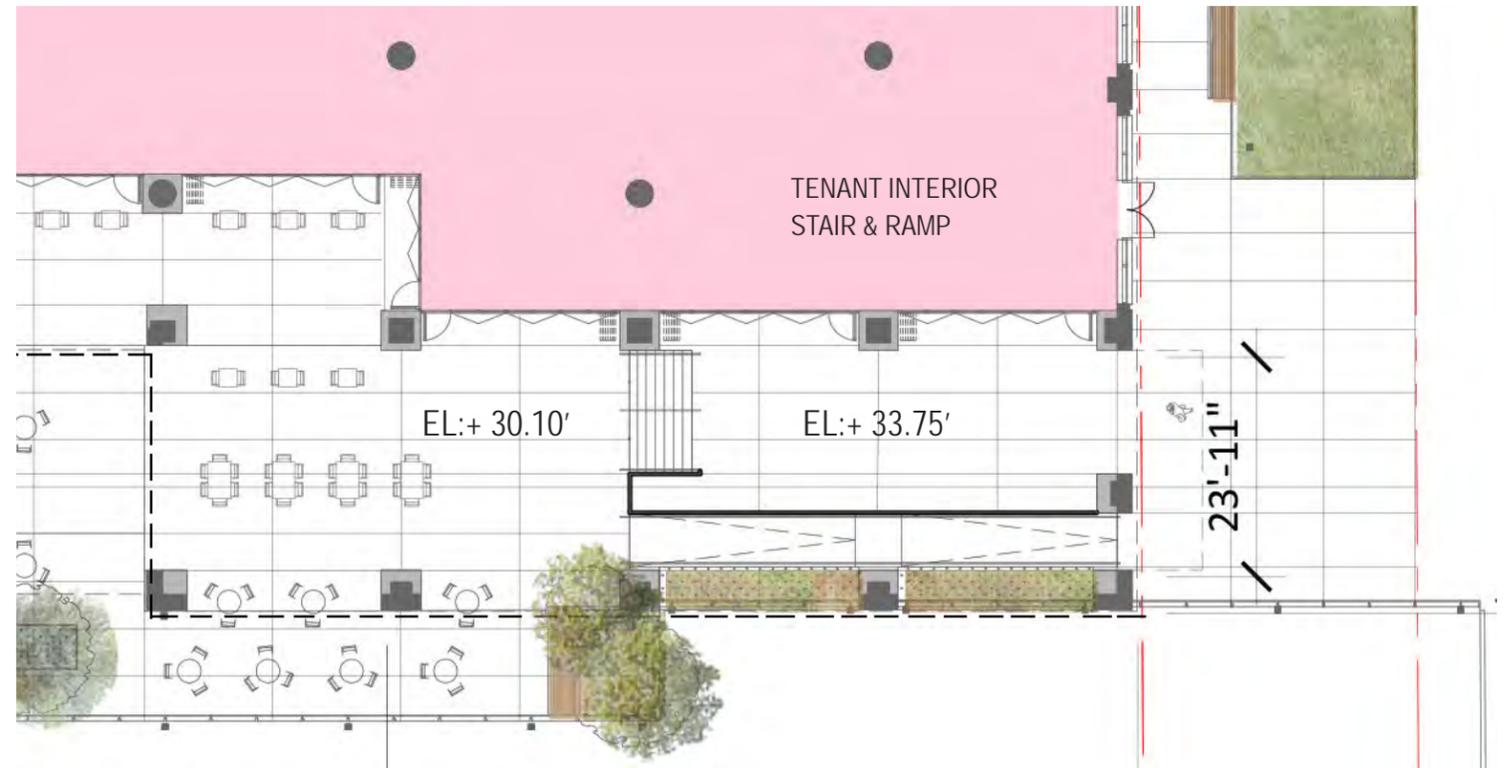
PROPOSED PROMENADE- NORTH ENTRANCE



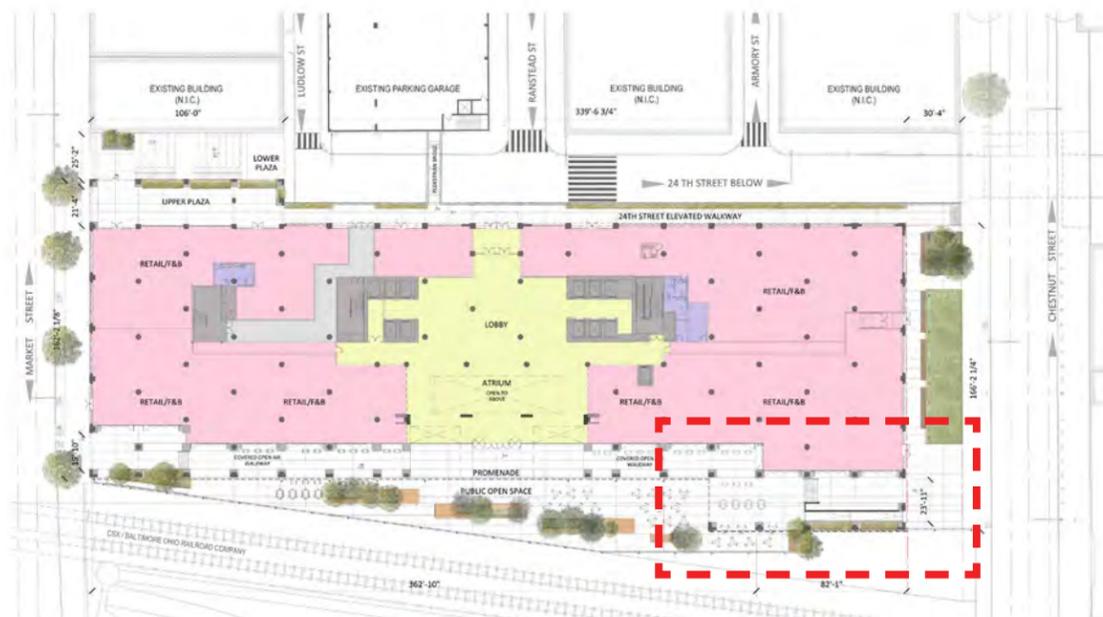
KEY PLAN



PREVIOUS PROMENADE - SOUTH ENTRANCE

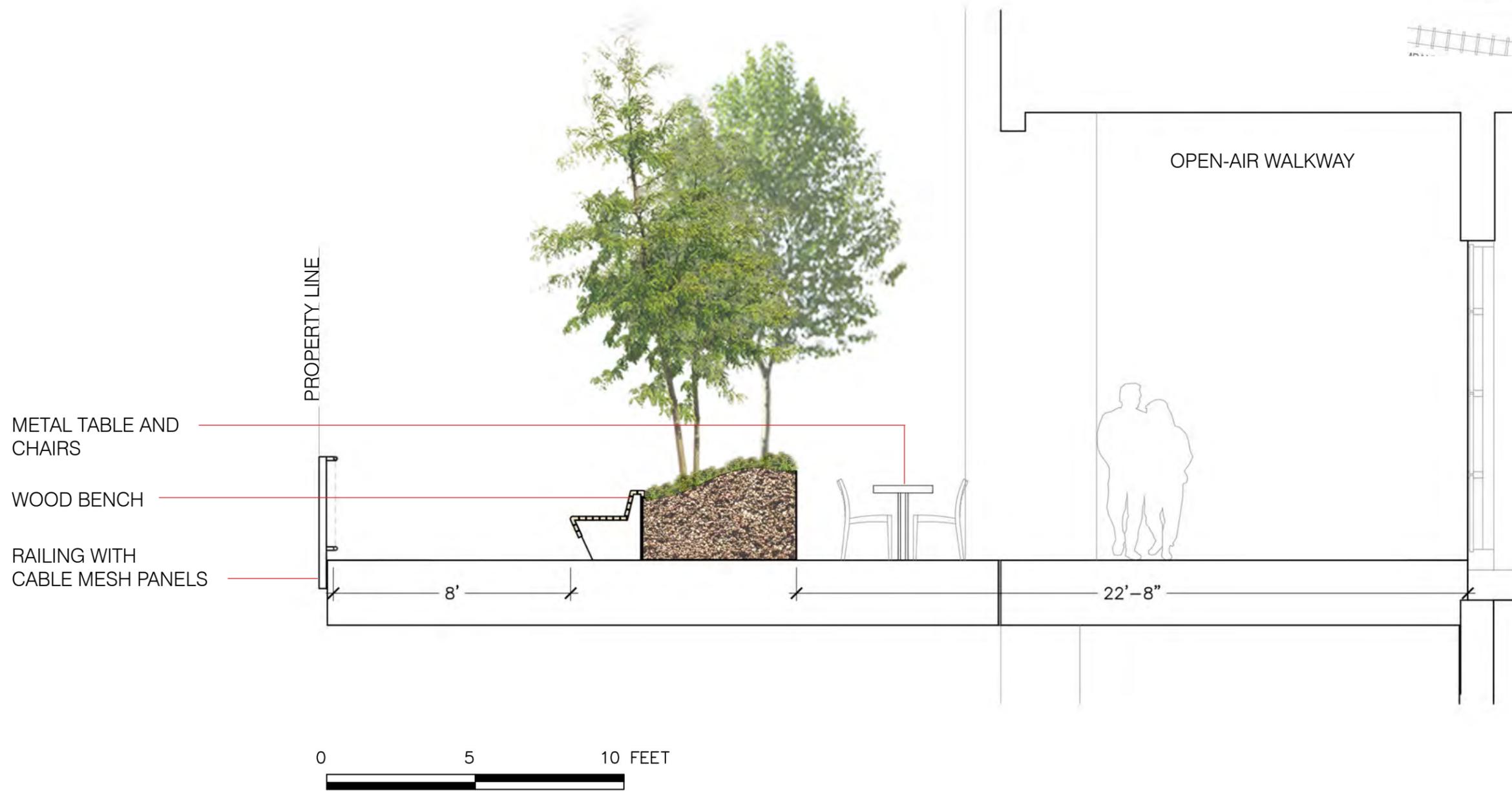


PROPOSED PROMENADE- SOUTH ENTRANCE



KEY PLAN

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METAL TABLES AND CHAIRS

WOOD BENCH

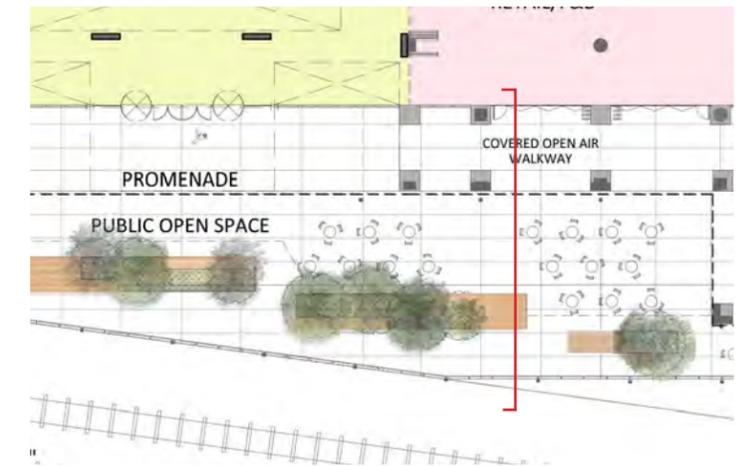
POWDER-COATED STEEL PLANTER

PROPERTY LINE

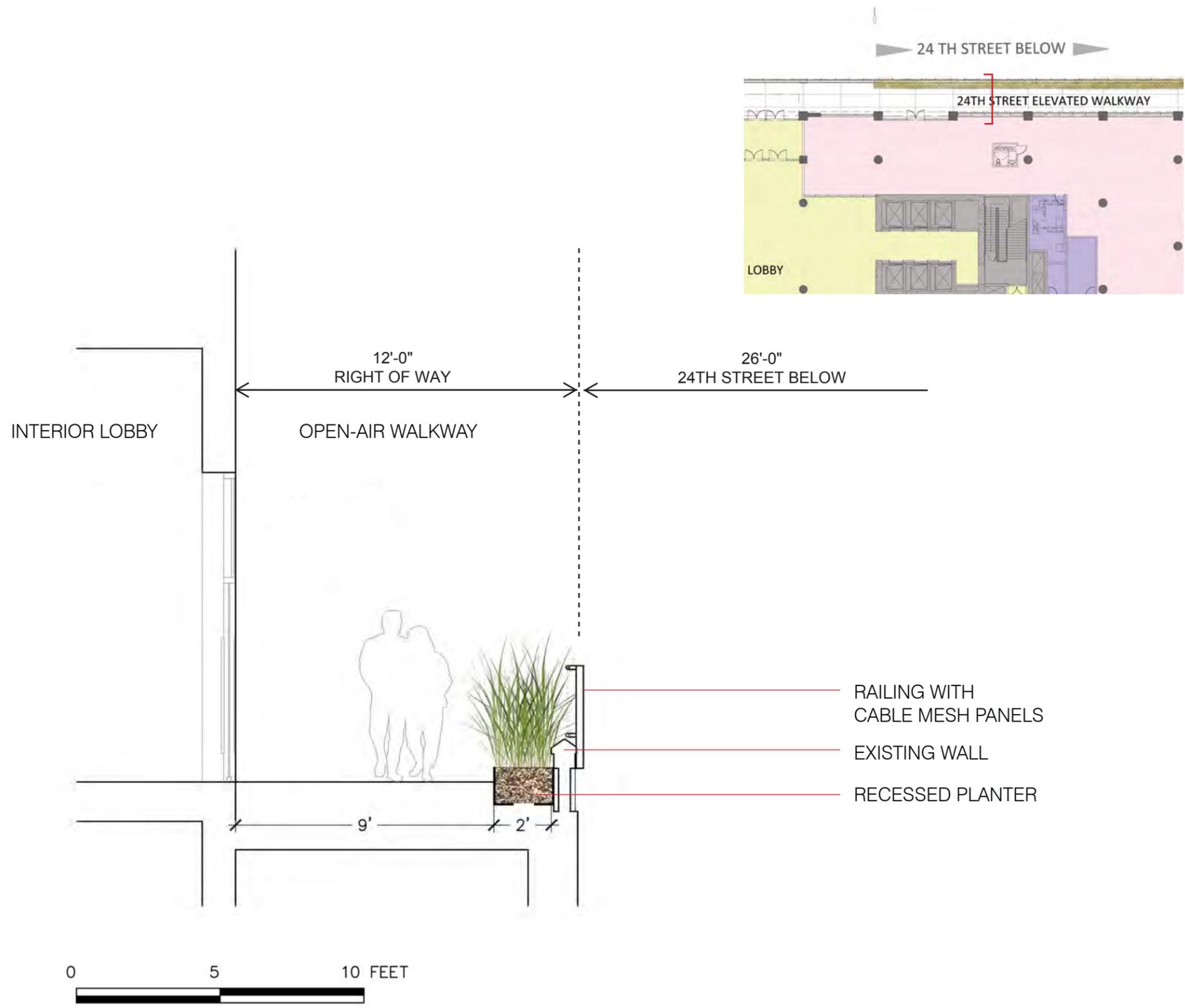
12'-3"

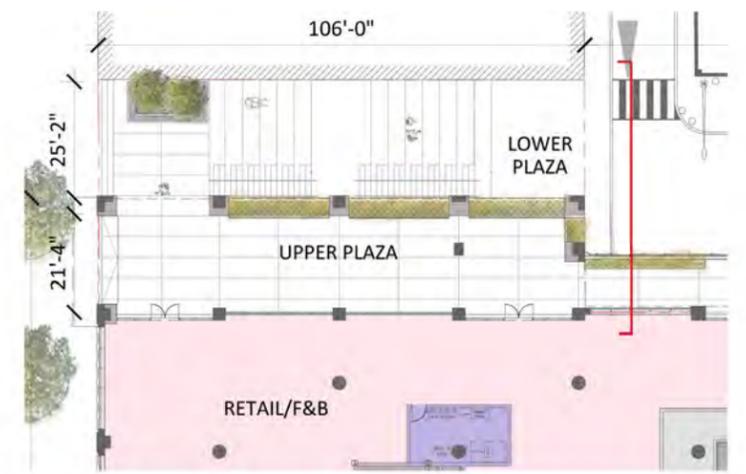
38'-8"

0 5 10 FEET

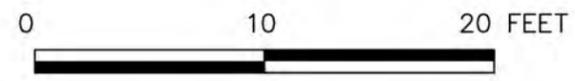


OPEN-AIR WALKWAY

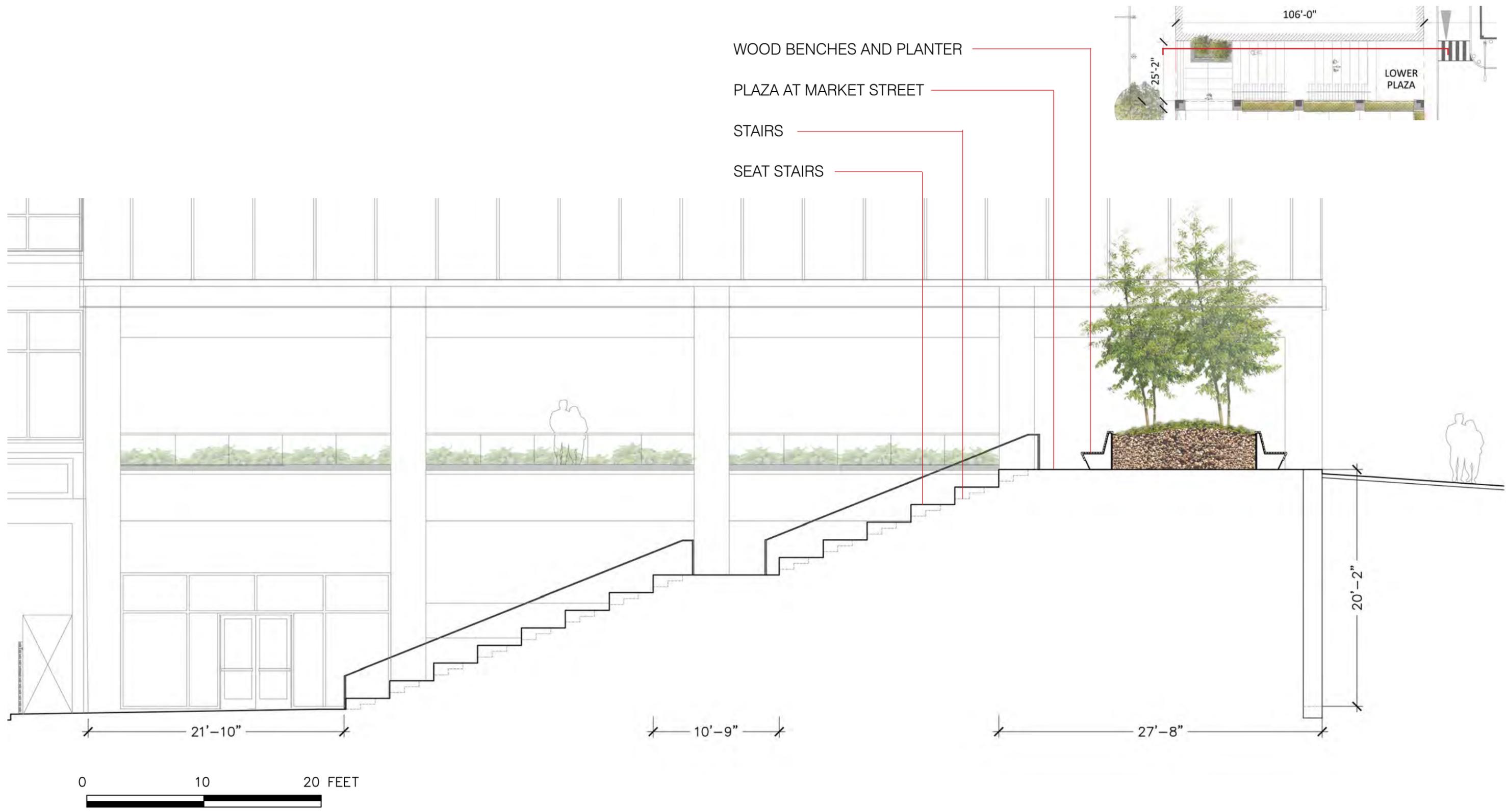




- WOOD BENCH
- POWDER-COATED STEEL PLANTER
- STAIRS
- SEAT STAIRS



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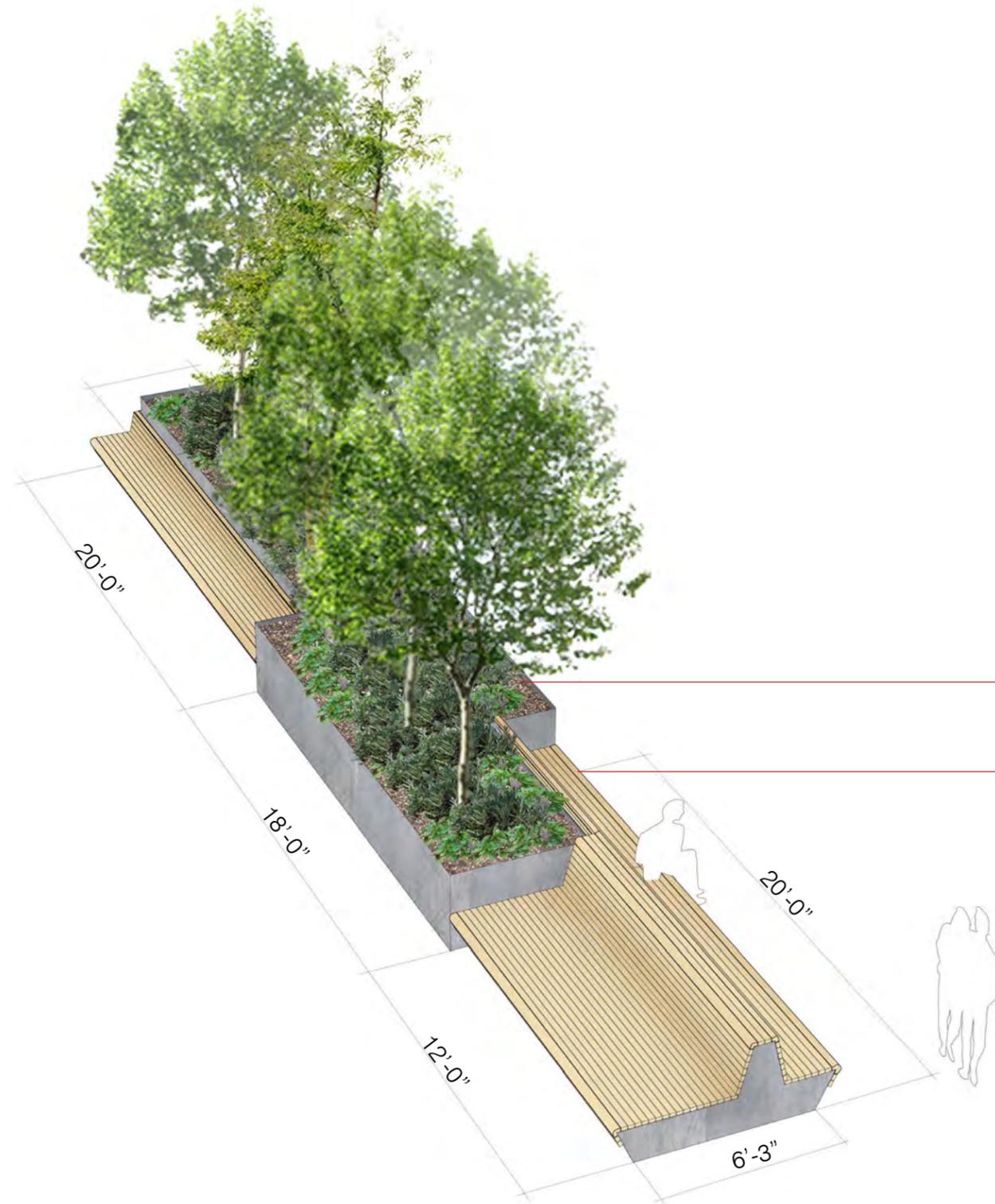


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POWDER-COATED
STEEL PLANTER

WOOD BENCH

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PLANT PALETTE: 24TH ST WALKWAY



RUDBECKIA FULGIDA VAR. FULGIDA



PYCNANTHEMUM MUTICUM



PANICUM VIRGATUM 'NORTHWIND'

MATERIAL PALETTE



PLANTERS AND WOOD BENCHES



IN-RAIL AND POST LIGHTS CONCRETE



RAIL WITH MESH WEBBING

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PLANT PALETTE: PROMENADE / PUBLIC OPEN SPACE



GLEDITSIA TRIACANTHOS MULTISTEM



PLANTANUS X ACERIFOLIA MULTISTEM



HALESIA TETRAPTERA



VIBURNUM TRILOBUM 'BAILEY'S COMPACT'



CEANOTHUS AMERICANUS



CAREX APPALACHICA



RHUS AROMATICA 'GRO-LOW'



COMPTONIA PEREGRINA

VARENHORST **Gensler**

PLANT PALETTE: PLAZA



AMELANCHIER LAEVIS



HYDRANGEA QUERCIFOLIA



CAREX EBURNEA



DRYOPTERIS MARGINALIS

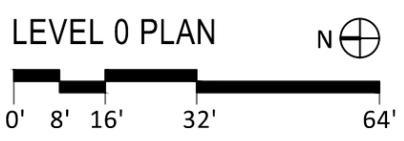
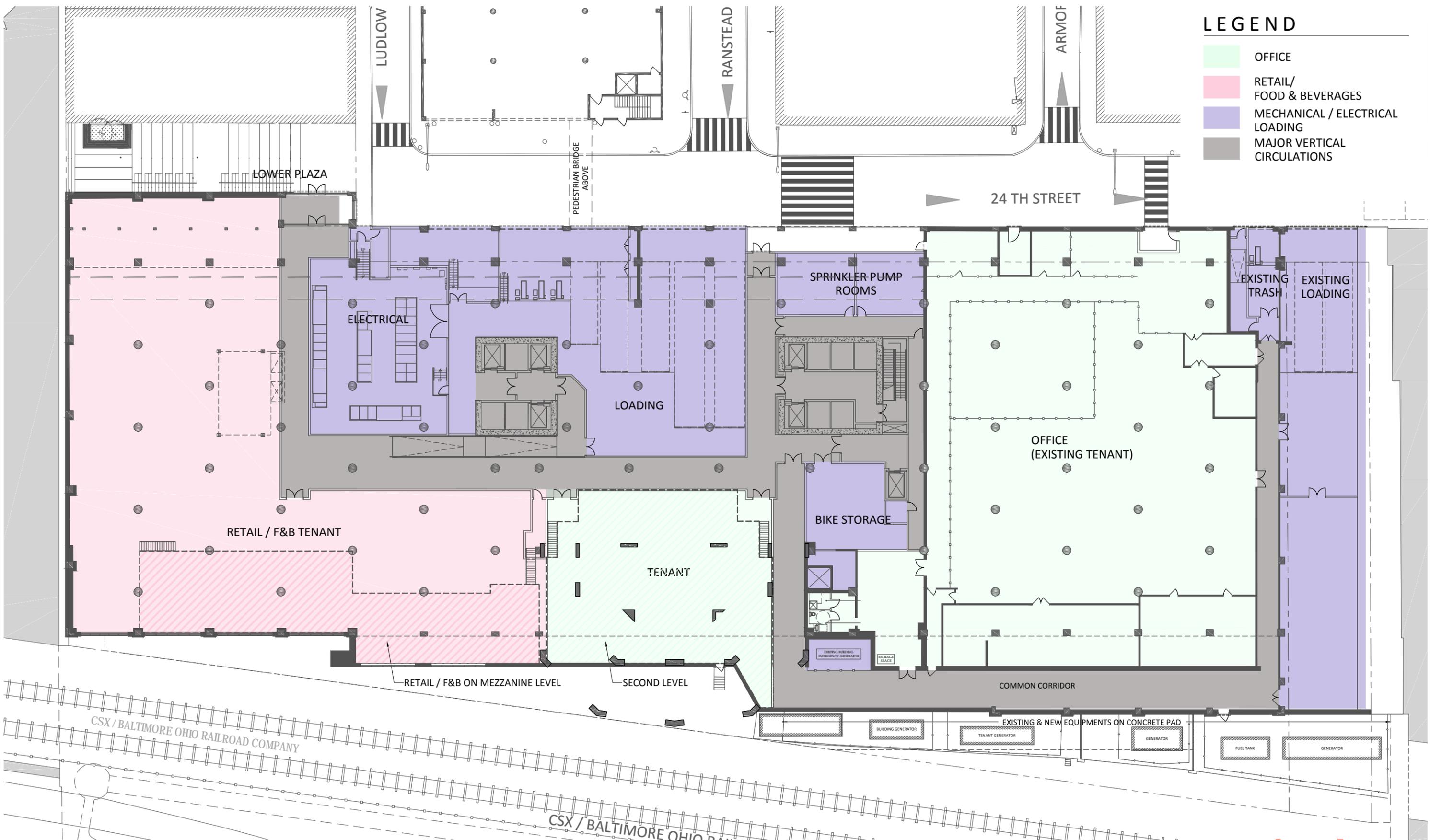


PARTHENOCISSUS QUINQUEFOLIA

VARENHORST **Gensler**

LEGEND

- OFFICE
- RETAIL/
FOOD & BEVERAGES
- MECHANICAL / ELECTRICAL
LOADING
- MAJOR VERTICAL
CIRCULATIONS



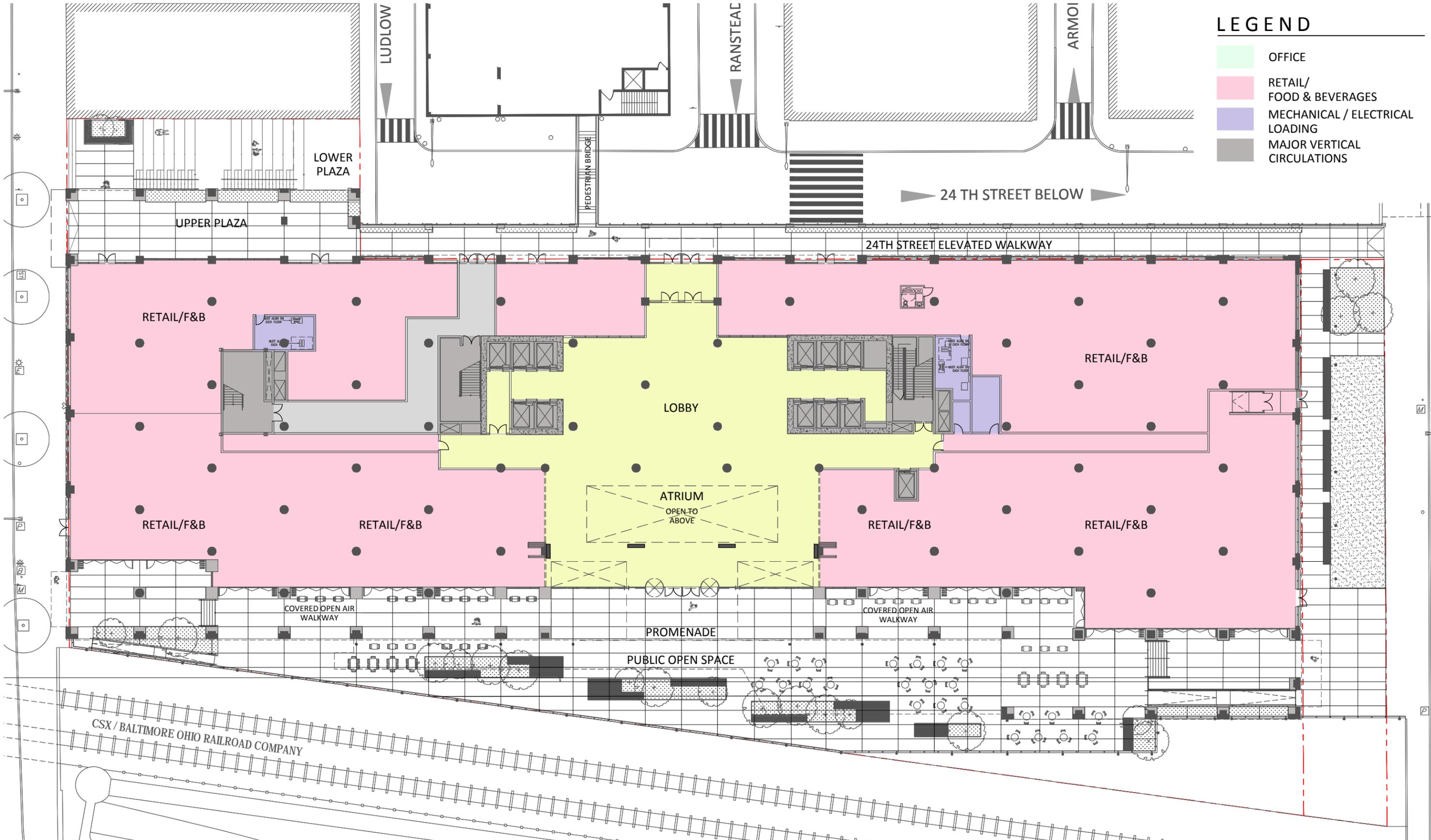
2400 Market Street

VARENHORST **Gensler**

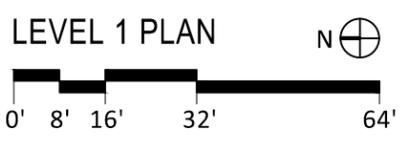
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LEGEND

- OFFICE
- RETAIL/
FOOD & BEVERAGES
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CIRCULATIONS



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LEGEND

- OFFICE
- RETAIL/
FOOD & BEVERAGES
- MECHANICAL / ELECTRICAL
LOADING
- MAJOR VERTICAL
CIRCULATIONS

LUDLOW ST

RANSTEAD ST

ARMORY ST

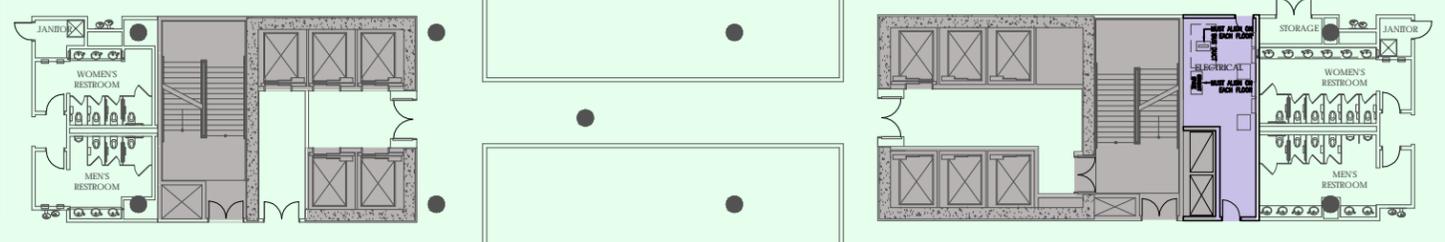
24 TH STREET BELOW

OFFICE

OPEN TO BELOW

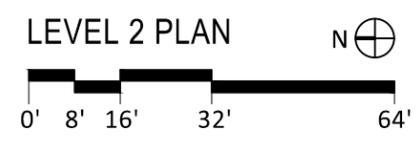
WALK WAY

BALCONY



CSX / BALTIMORE OHIO RAILROAD COMPANY

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LEGEND

- OFFICE
- RETAIL/
FOOD & BEVERAGES
- MECHANICAL / ELECTRICAL
LOADING
- MAJOR VERTICAL
CIRCULATIONS

LUDLOW ST

RANSTEAD ST

ARMORY ST

24 TH STREET BELOW

OFFICE

COMMON LOBBY

ELECTRICAL

JANET

WOMEN'S RESTROOM

MEN'S RESTROOM

STORAGE

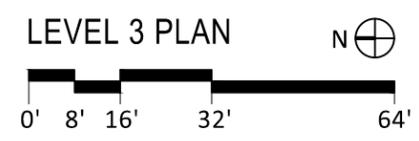
JANET

WOMEN'S RESTROOM

MEN'S RESTROOM

CSX / BALTIMORE OHIO RAILROAD COMPANY

VARENHORST **Gensler**

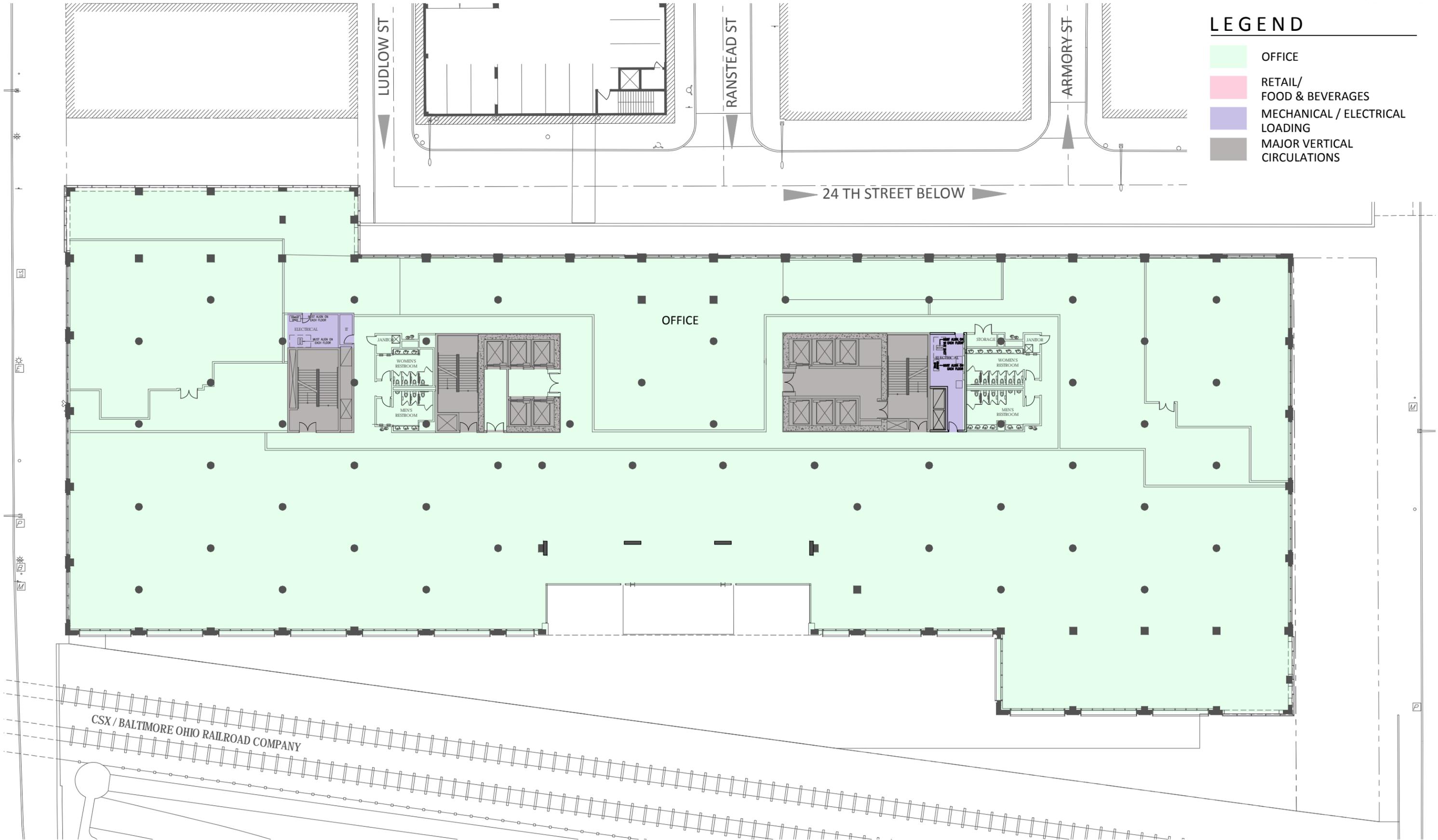


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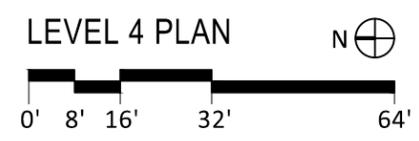
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CIRCULATIONS



VARENHORST **Gensler**

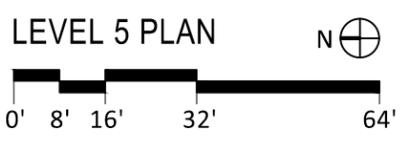
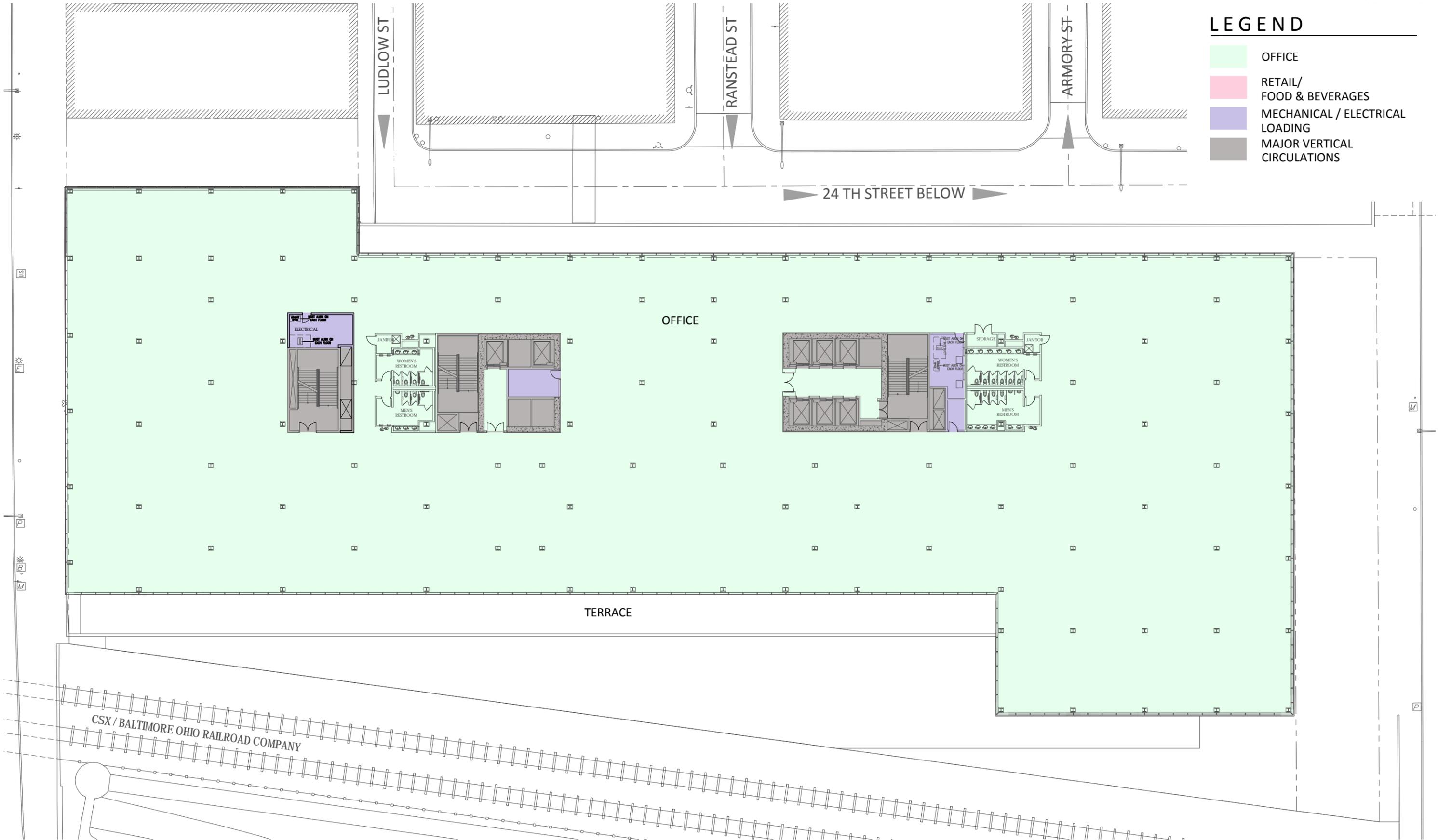


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LEGEND

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- MAJOR VERTICAL
CIRCULATIONS



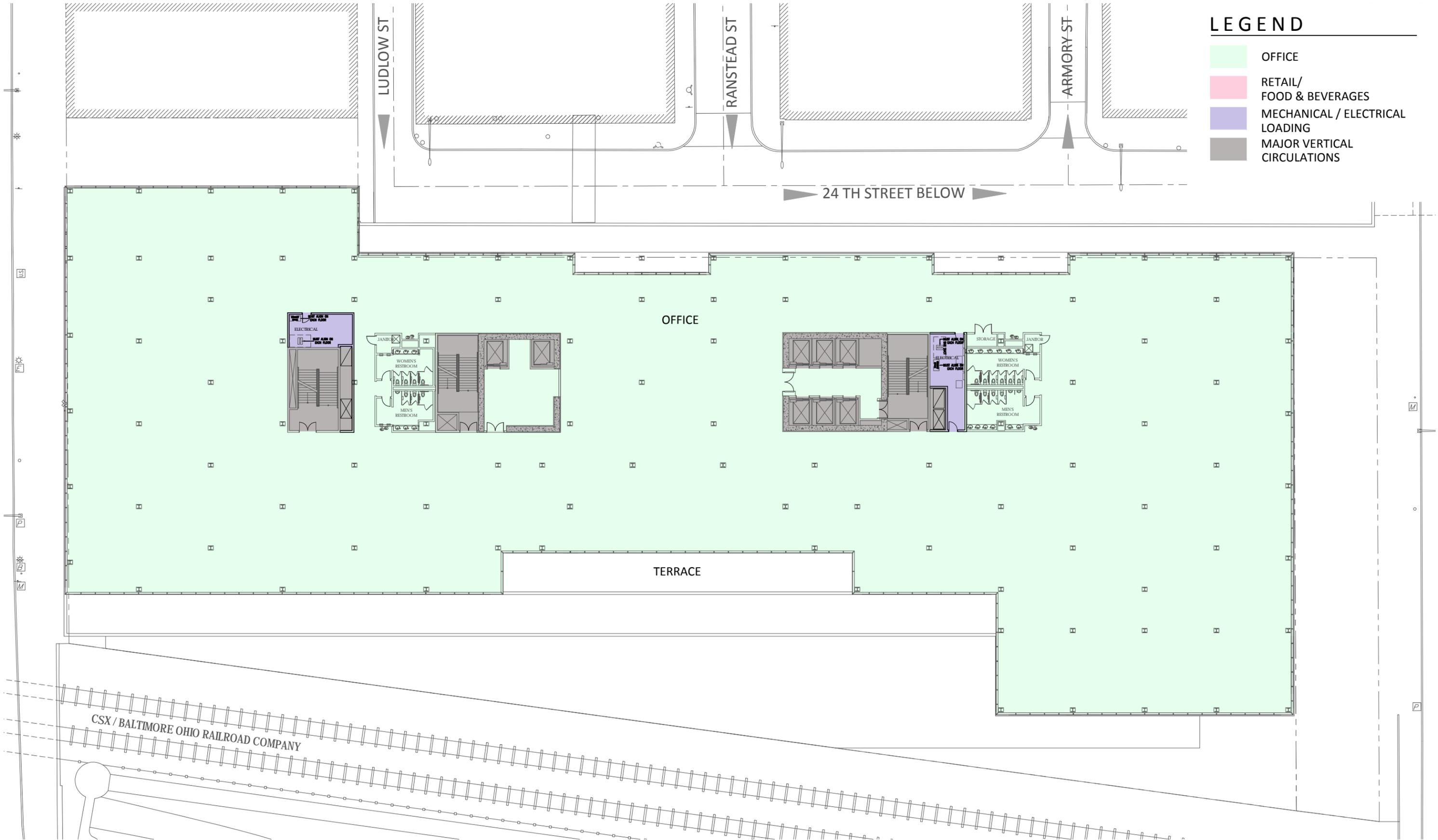
2400 Market Street

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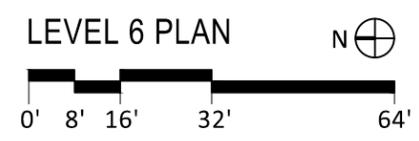
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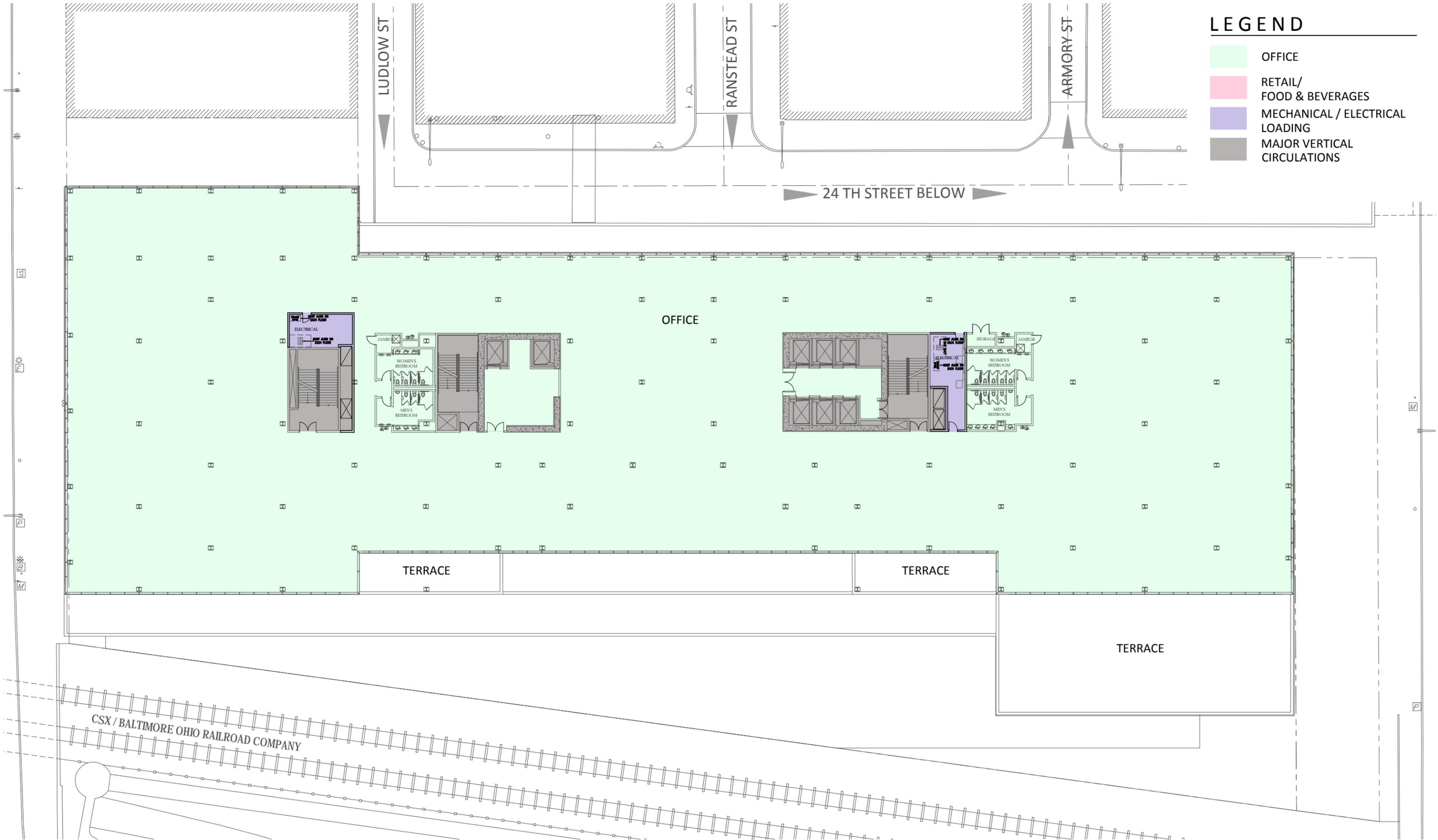


2400 Market Street

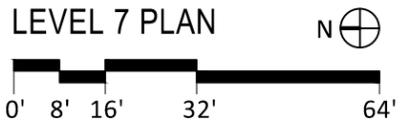
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CIRCULATIONS



VARENHORST **Gensler**

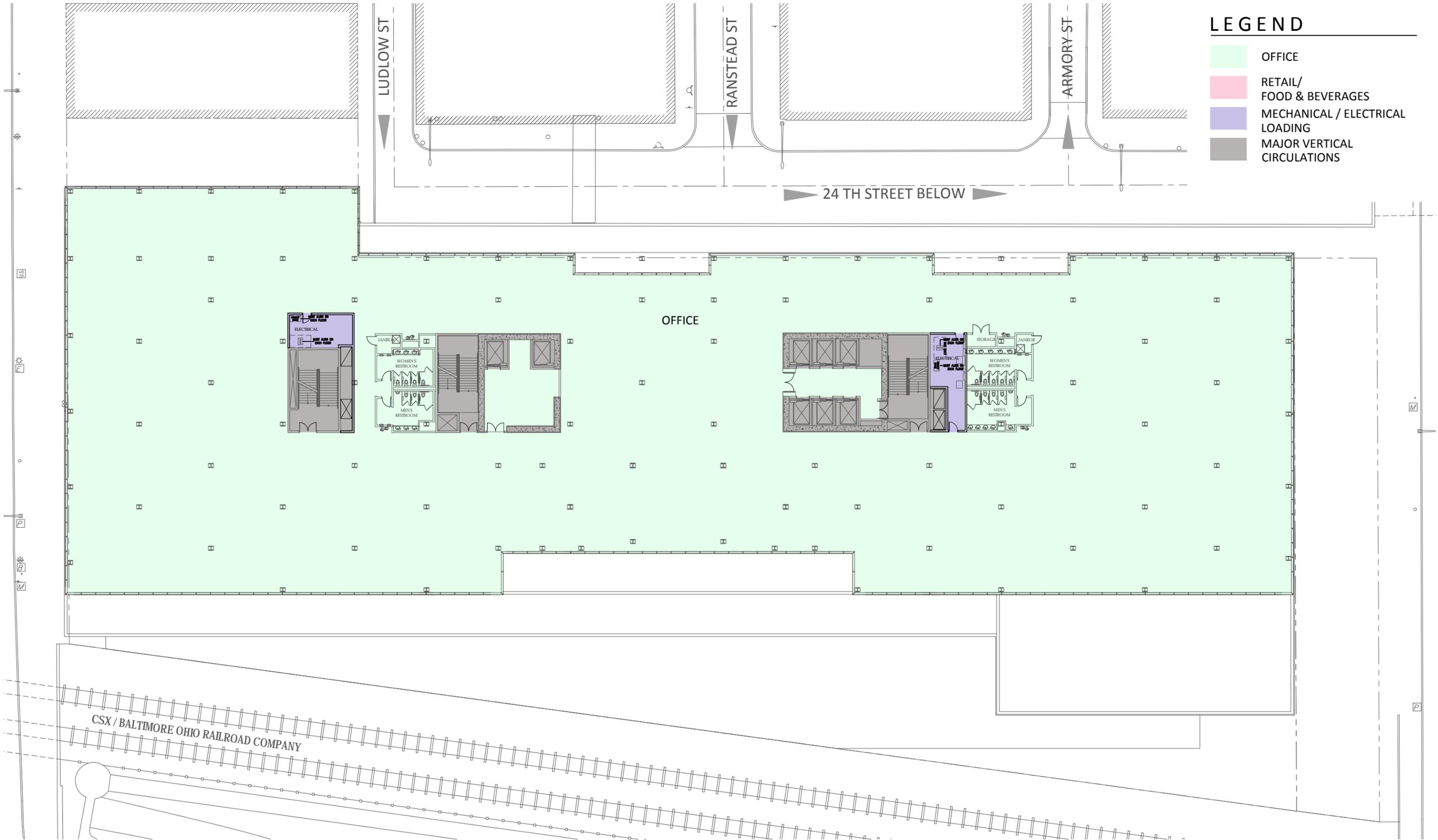


2400 Market Street

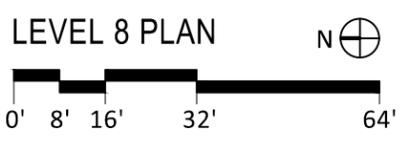
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LEGEND

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FOOD & BEVERAGES
- MECHANICAL / ELECTRICAL
LOADING
- MAJOR VERTICAL
CIRCULATIONS



VARENHORST **Gensler**

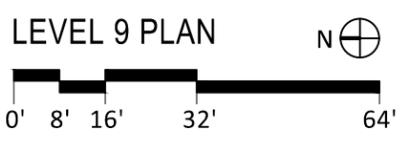
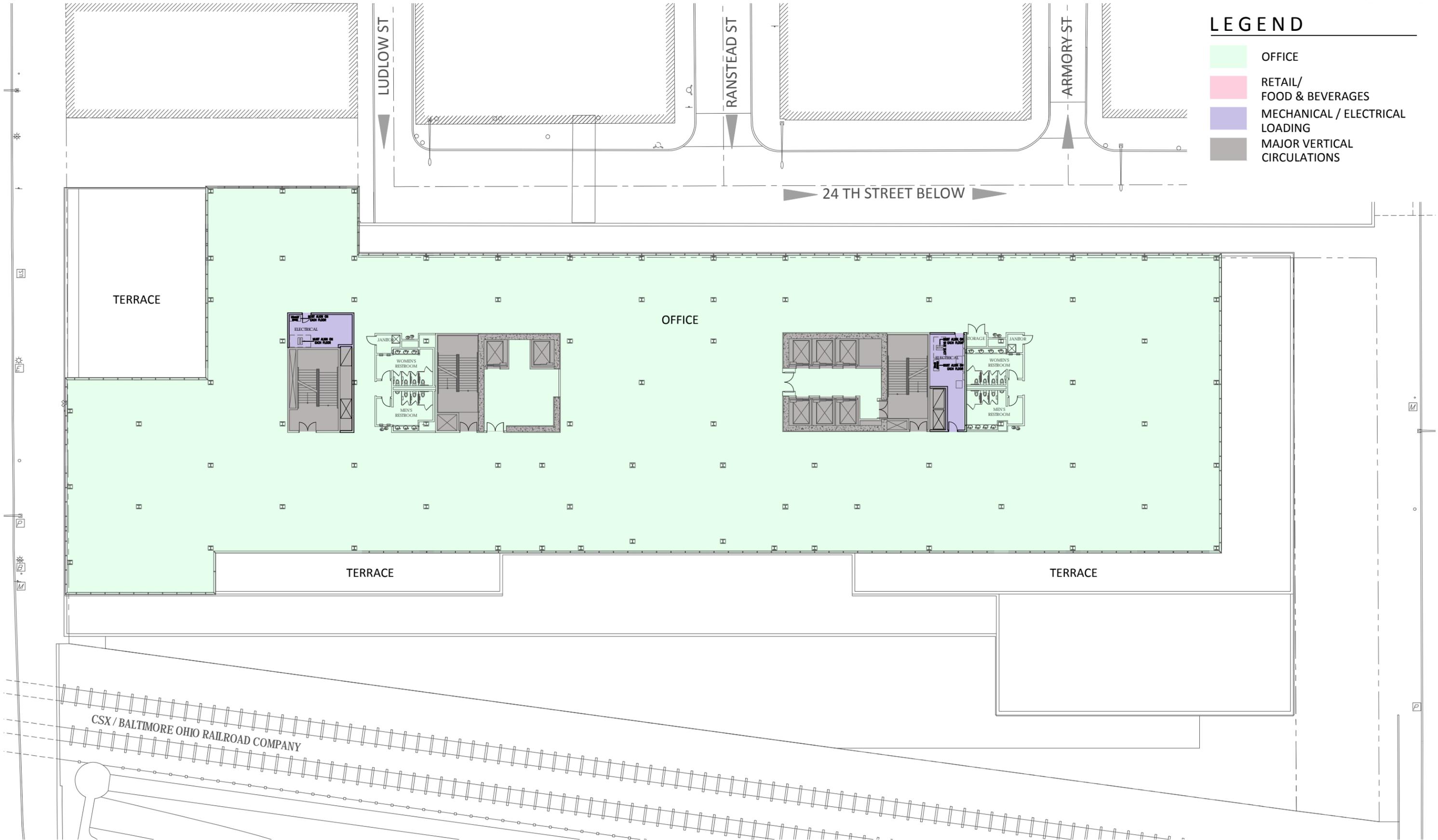


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LEGEND

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FOOD & BEVERAGES
- MECHANICAL / ELECTRICAL
LOADING
- MAJOR VERTICAL
CIRCULATIONS



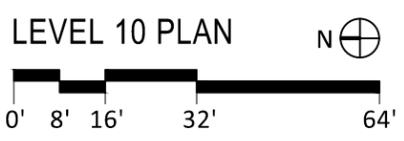
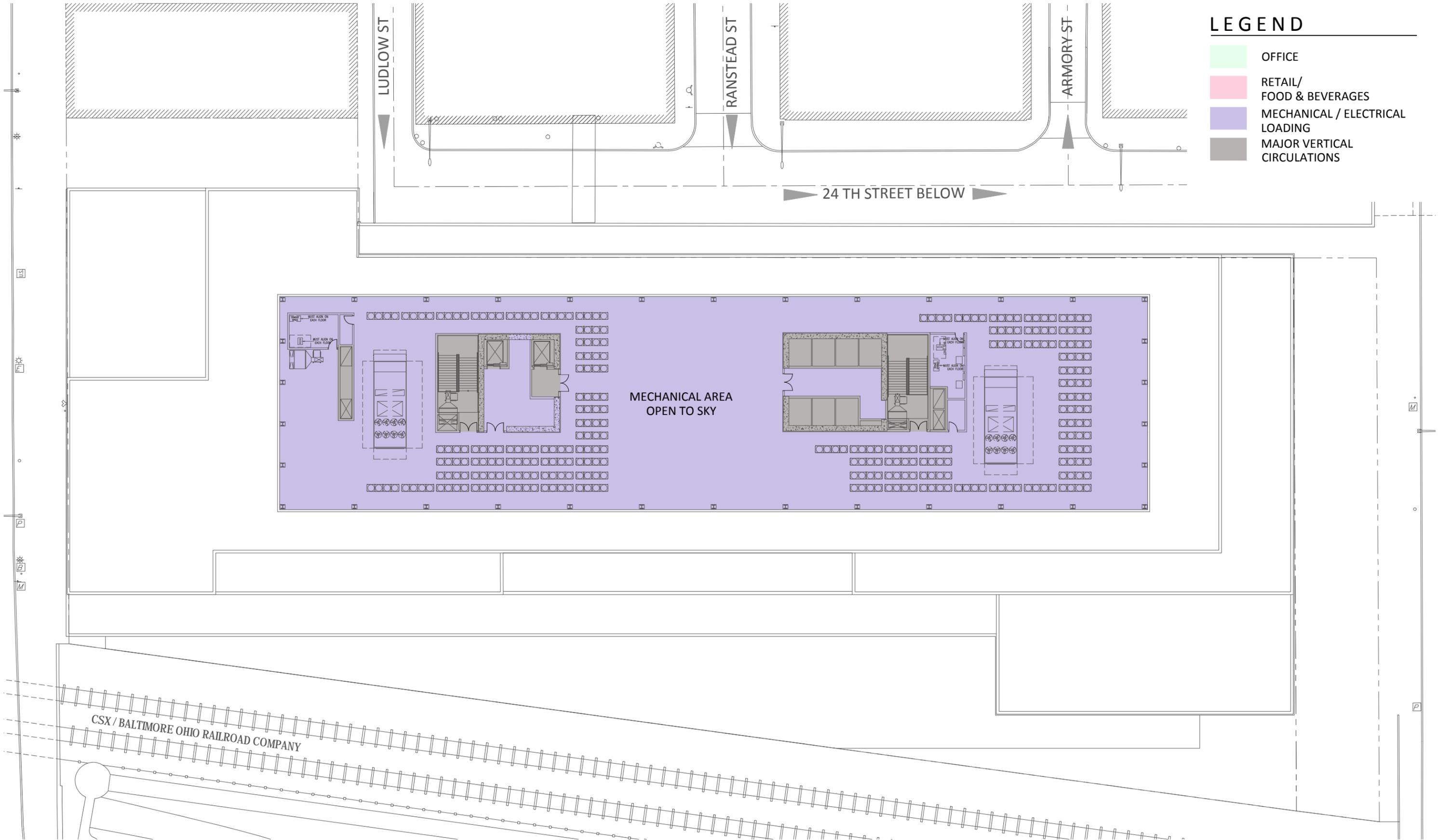
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CIRCULATIONS



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Key

- | | | |
|--------------------------|--|--------------------------------|
| ① Existing Brick Painted | ④ Aluminum Window Wall System | ⑦ Aluminum Spandrel Slab Cover |
| ② Folding Panel Door | ⑤ Wood Texture Painted Aluminum System | ⑧ Aluminum Screen |
| ③ Storefront System | ⑥ Aluminum Curtainwall System | ⑨ Signage |

WEST ELEVATION



2400 Market Street

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PMCProperty Group

Excellence in Urban Living



Key

- | | | |
|--------------------------|--|--------------------------------|
| ① Existing Brick Painted | ④ Aluminum Window Wall System | ⑦ Aluminum Spandrel Slab Cover |
| ② Folding Panel Door | ⑤ Wood Texture Painted Aluminum System | ⑧ Aluminum Screen |
| ③ Storefront System | ⑥ Aluminum Curtainwall System | ⑨ Signage |

EAST ELEVATION



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North Elevation



South Elevation

Key

- | | | |
|--------------------------|--|--------------------------------|
| ① Existing Brick Painted | ④ Aluminum Window Wall System | ⑦ Aluminum Spandrel Slab Cover |
| ② Folding Panel Door | ⑤ Wood Texture Painted Aluminum System | ⑧ Aluminum Screen |
| ③ Storefront System | ⑥ Aluminum Curtainwall System | ⑨ Signage |

NORTH & SOUTH ELEVATIONS



2400 Market Street

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Excellence in Urban Living

LEGEND

- OFFICE
- RETAIL/
FOOD & BEVERAGES
- MECHANICAL / ELECTRICAL
LOADING
- MAJOR VERTICAL
CIRCULATIONS



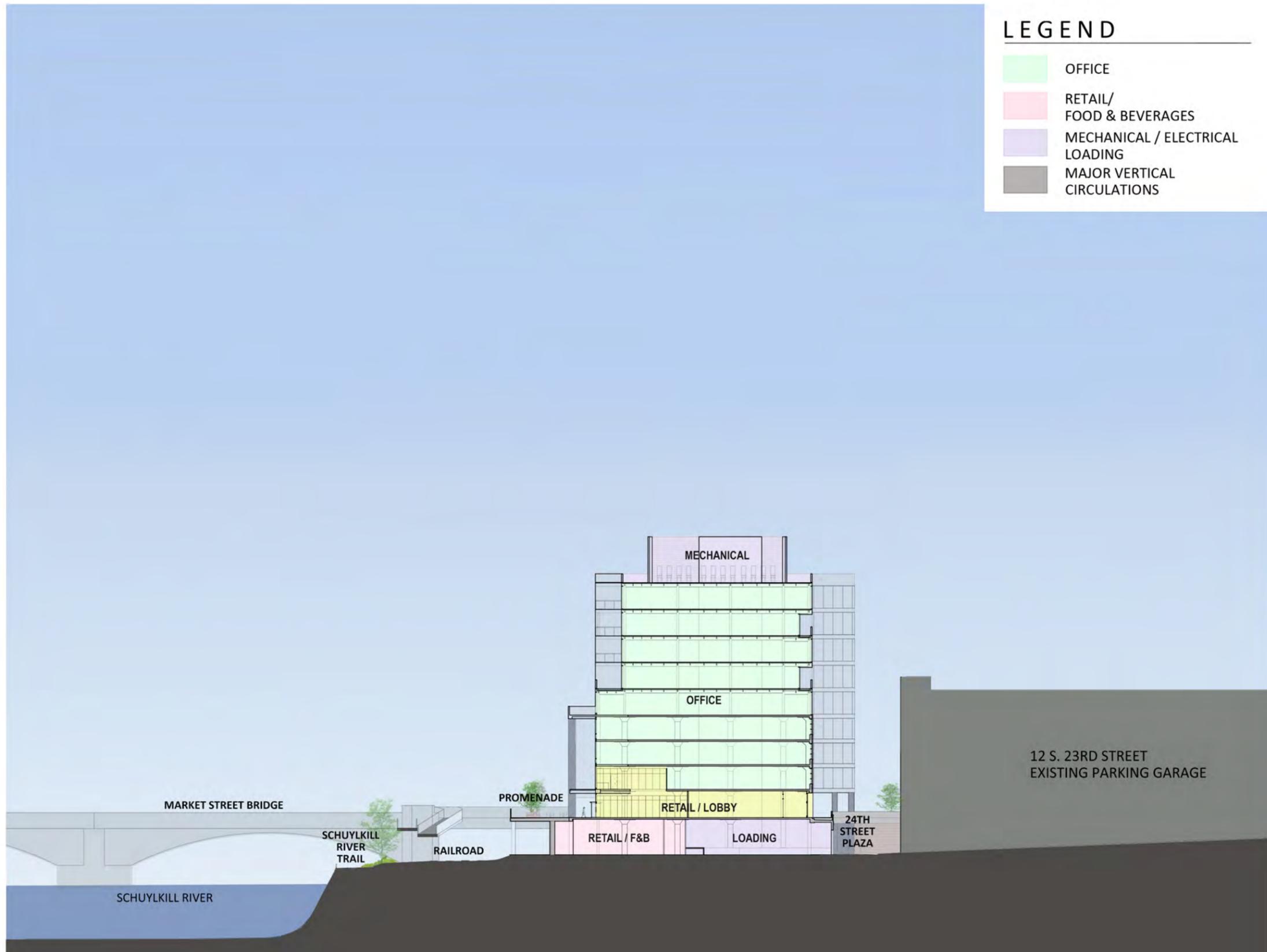
SECTION - LOOKING EAST



2400 Market Street

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VARENHORST **Gensler**

SECTION - LOOKING NORTH



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View From Market Street

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2400 Market Street

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View From Schuylkill Expressway

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View From Market Street

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Public Open Space View to Chestnut Street

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2400 Market Street

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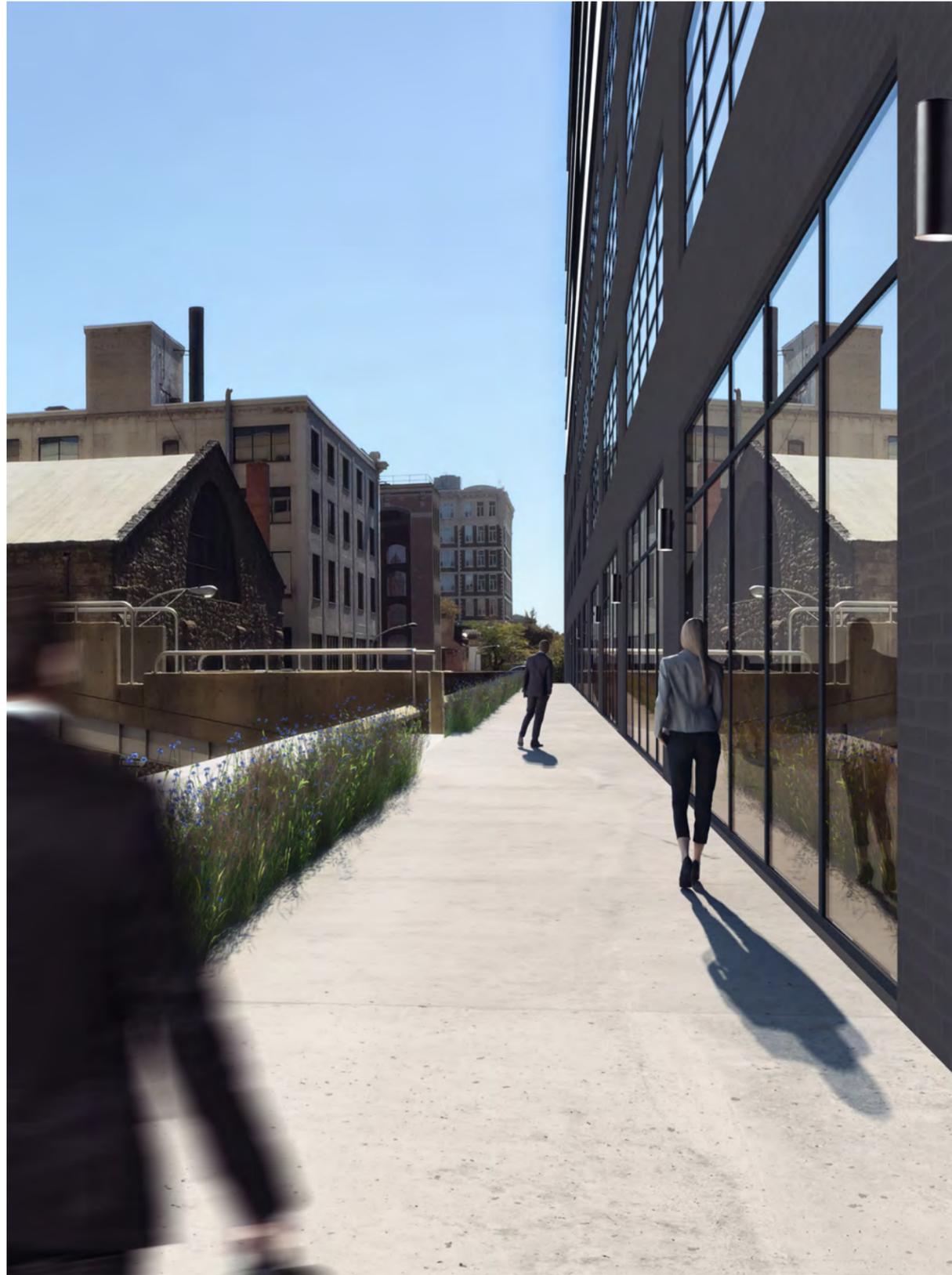
Public Open Space View to Market Street

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View From 24th Street Walkway

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2400 Market Street

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Aerial View

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