



CAMBRIA - PHILADELPHIA

BROAD & LOCUST STREET

P·E·A·R·L
PROPERTIES

CIVIC DESIGN REVIEW

APRIL 19, 2016

DAS

ARCHITECTURE
INTERIORS
FURNISHINGS



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CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER:

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

Proposed development includes more than 100,000 square feet of new development.

PROJECT LOCATION

Planning District: Central Council District: 1st

Address: 219 - 229 S. Broad Street
Philadelphia, PA

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: David A. Schultz, AIA, NCARB Primary Phone: 215-751-9008

Email: Dschultz@dasarchitects.com Address: 1628 JFK Blvd, Suite 100
Philadelphia, PA 19103

Property Owner: BL 219 Partners, L.P. Developer Pearl Properties

Architect: DAS Architects, Inc.

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 18,070 SF

Existing Zoning: CMX-5 Are Zoning Variances required? Yes No

SITE USES

Present Use: Vacant

Proposed Use:

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

Hotel - 222 rooms - 153,151 SF
Retail - 16,876 SF

Proposed # of Parking Units:
N/A

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: April 26, 2016 Time: 7:00 pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:

Date: May 18, 2016

PROJECT DESCRIPTION

The Cambria Hotel project and the adjoining retail development are located at the northeast corner of Broad and Locust Streets in center city Philadelphia, also known as 219-231 South Broad Street. The existing Parking Garage will be demolished to make way for the new 14 story Cambria Hotel Hi Rise. The existing adjacent two story retail/restaurant structure will be partially demolished and renovated as a new retail/restaurant project. Both projects will be united as a complimentary mixed use project featuring the open and transparent retail/restaurant use at the corner, with the adjoining 14 story hi-rise Hotel structure to the north. In addition to fronting on Broad and Locust Streets, the site also fronts on Watts Street to the rear which is a service street.

The Philadelphia Cambria Hotel will be designed as a new urban brand for Cambria Hotels becoming its new flagship location when finished. The 153,151 sf, 14 story Hotel will provide 222 keys, as well as: a two story lobby, a restaurant and bar, a small banquet facility, an indoor pool and fitness center, a rooftop deck, and support and back of house requirements. The hotel configuration provides window fenestration on all four facades with a courtyard along the northern side providing light and air to courtyard rooms at each floor. The main hotel entrance and lobby is located on Broad Street at the northern end of the site where the ground floor level is pulled back from the property line to allow for an expanded walkway and vehicular drop off lane. The loading and trash handling facility is located at the rear of the project fronting on Watts Street.

The new retail/restaurant portion of the project provides 16,376 sf of ground level space with frontage on Broad and Locust Streets and access to loading at the rear on Watts Street. The design maintains the existing structural bays along Broad and Locust where new exterior finishes and glazing including a green roof is proposed. This portion of the project may be developed with multiple tenants or a single tenant which has not yet been determined.

The project design integrates the wrap-around ground floor retail space with the hotel tower above by overlapping the two building forms and façade treatments. The ground floor retail space is wrapped in a brick colonnade with full height glazing which extends as a glazed second floor cap featuring an articulated metal and glass treatment which forms a screen in front of the second floor Hotel terrace. The Hotel tower touches down at the northern end of the site where the Hotel marquee and two story lobby glazing will expose the open interior atrium and two story grand staircase. The third floor horizontal emphasis provides a horizontal base to the hotel structure which floats above the retail component.

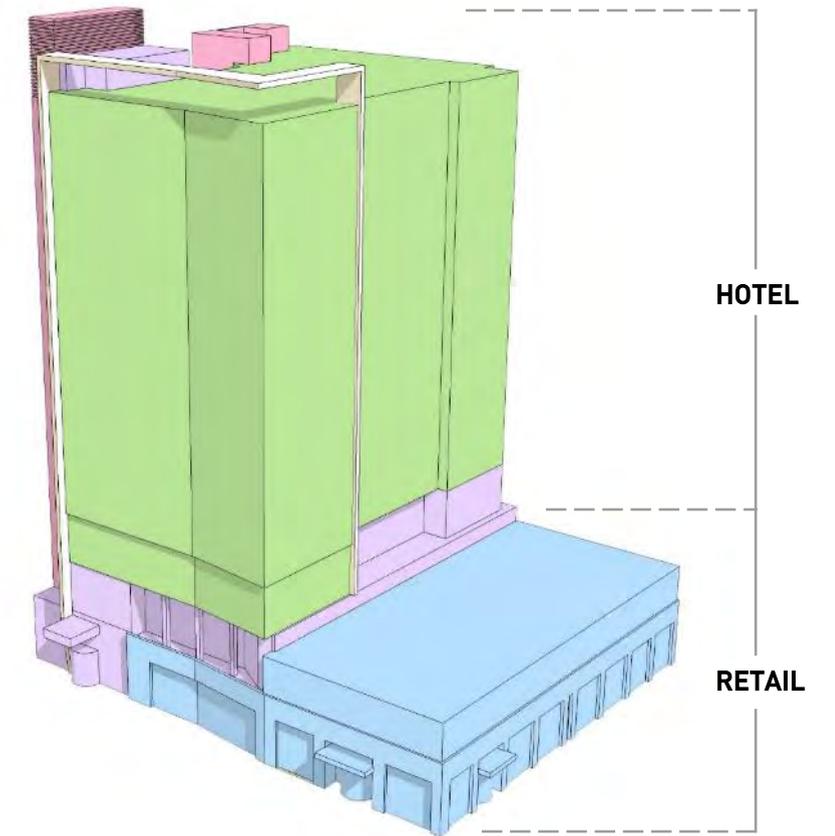
The Hotel façade is divided into multiple vertical frames to accentuate it's verticality and provide a layering of façade materials to promote shadow and character. A signature frame element wraps the Broad Street façade and a portion of the Locust Street façade breaking down the overall hotel mass into three vertical components. The façade finishes include: brick, pre-cast concrete, porcelain tile panels, metal accent panels, and glass.

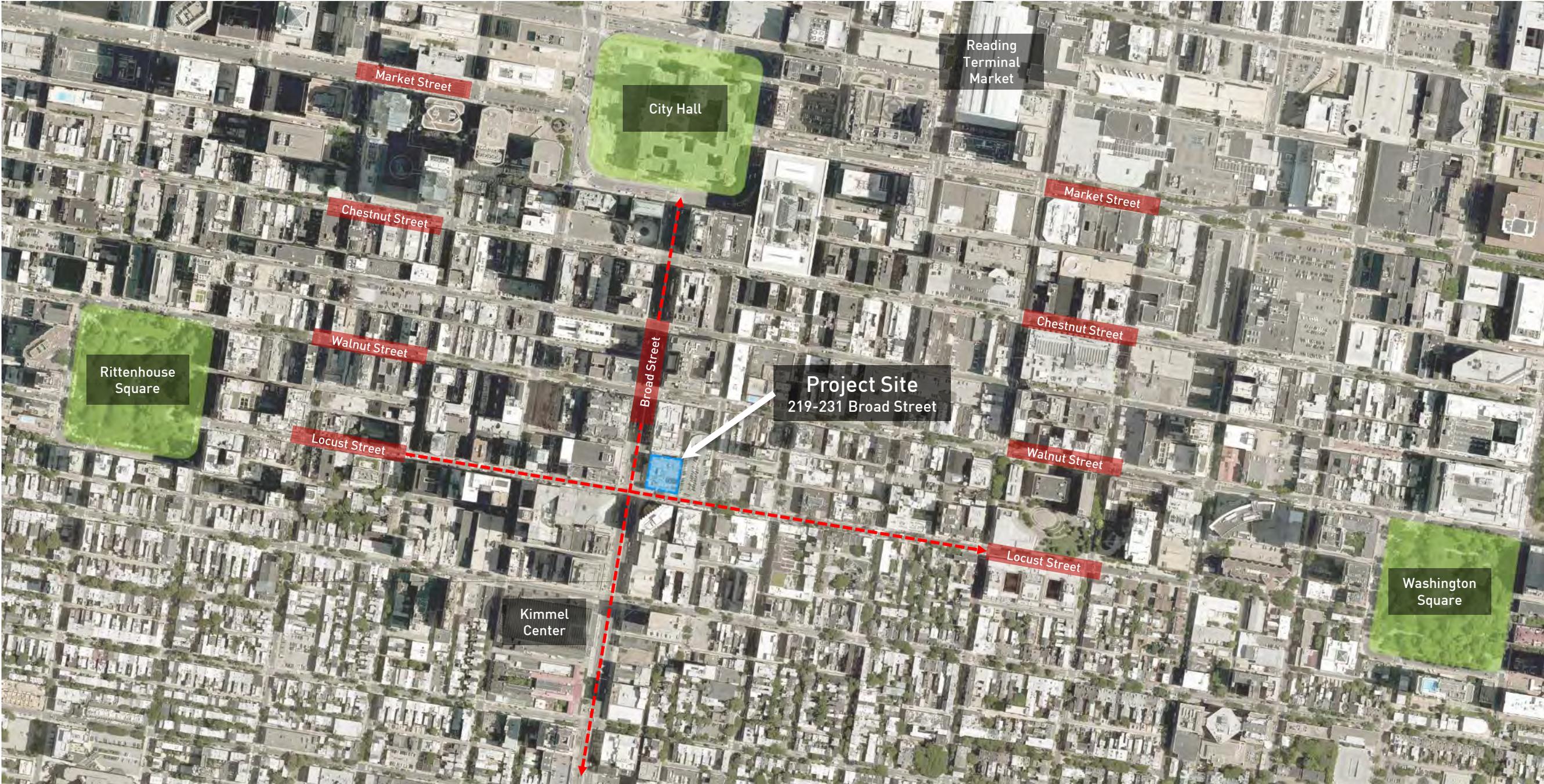
MIXED USE SF PROGRAM SUMMARY

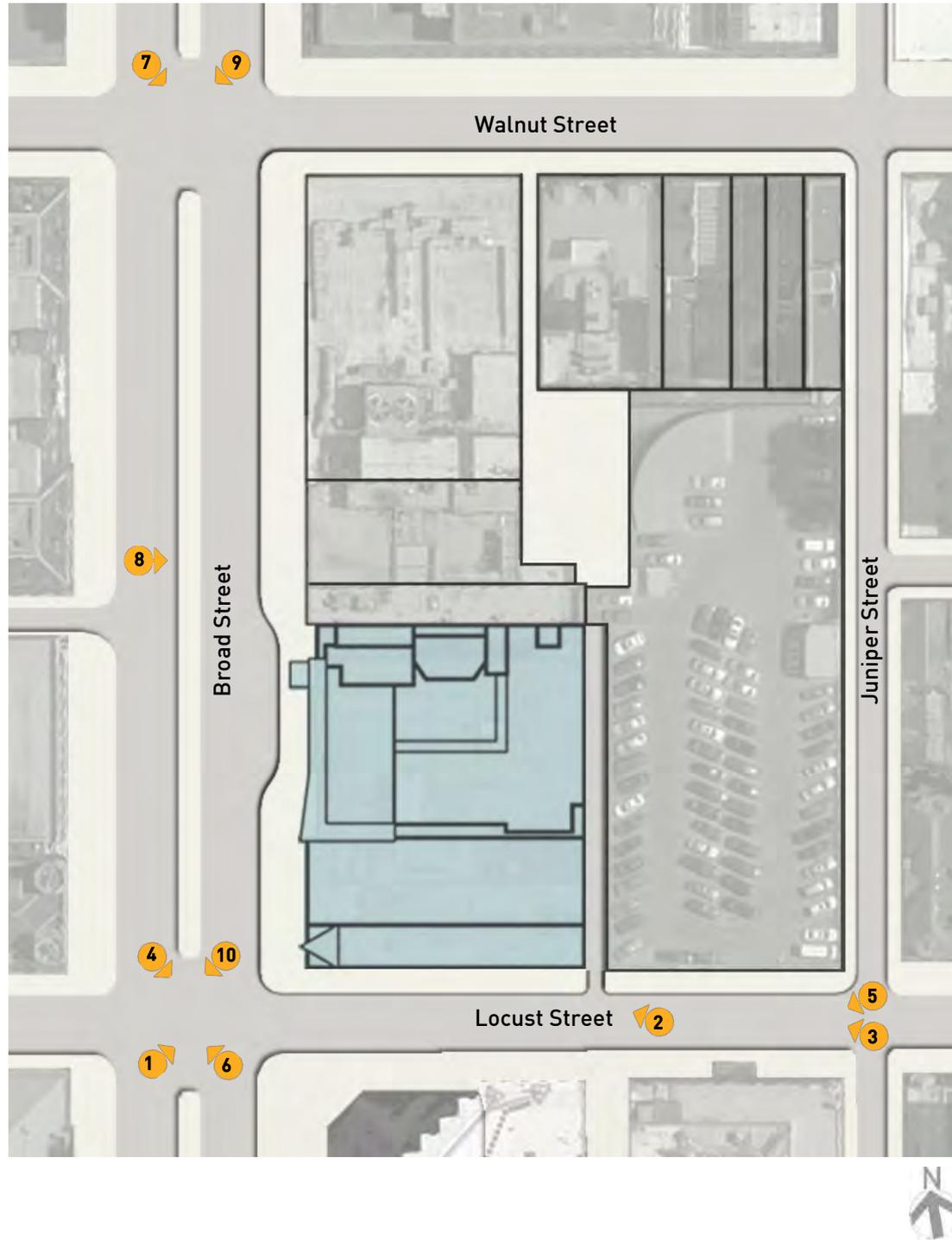
Hotel:	153,151 SF
Retail:	16,376 SF
Total:	169,527 SF

ZONING DATA

District:	CMX-5 , Center City Core Commercial Mixed Use
Lot Area:	18,070 SF
Max FAR: (1600%)	Allowed = 330,720 Provided = 148,270 SF
Max Height:	Allowed = No Limit Provided = 199'-6"
Bulk & Massing Controls:	100% up to 65', 75% up to 300' Provided 100% up to 34', 64%, 62% up to 199'-6"







1 NE Corner of Broad & Locust



2 NE Corner of Broad & Locust



3 NW Corner of Juniper & Locust



4 Facade of the Double Tree Hotel



5 SW Corner of Juniper & Locust



6 NW Corner of Broad & Locust



7 SE Corner of Broad & Walnut



8 Façade of 213-215 Broad Street



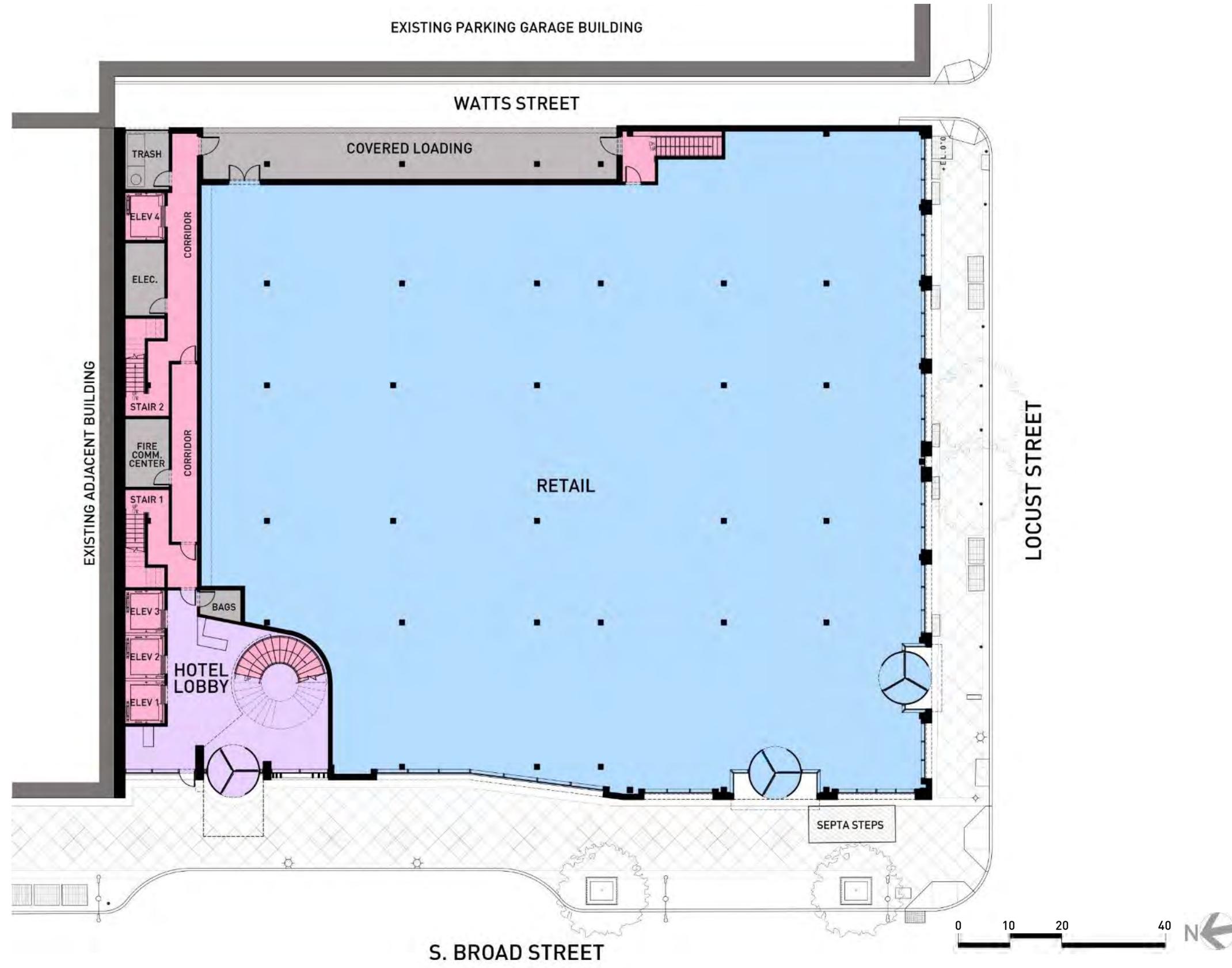
9 SW Corner of Broad & Walnut

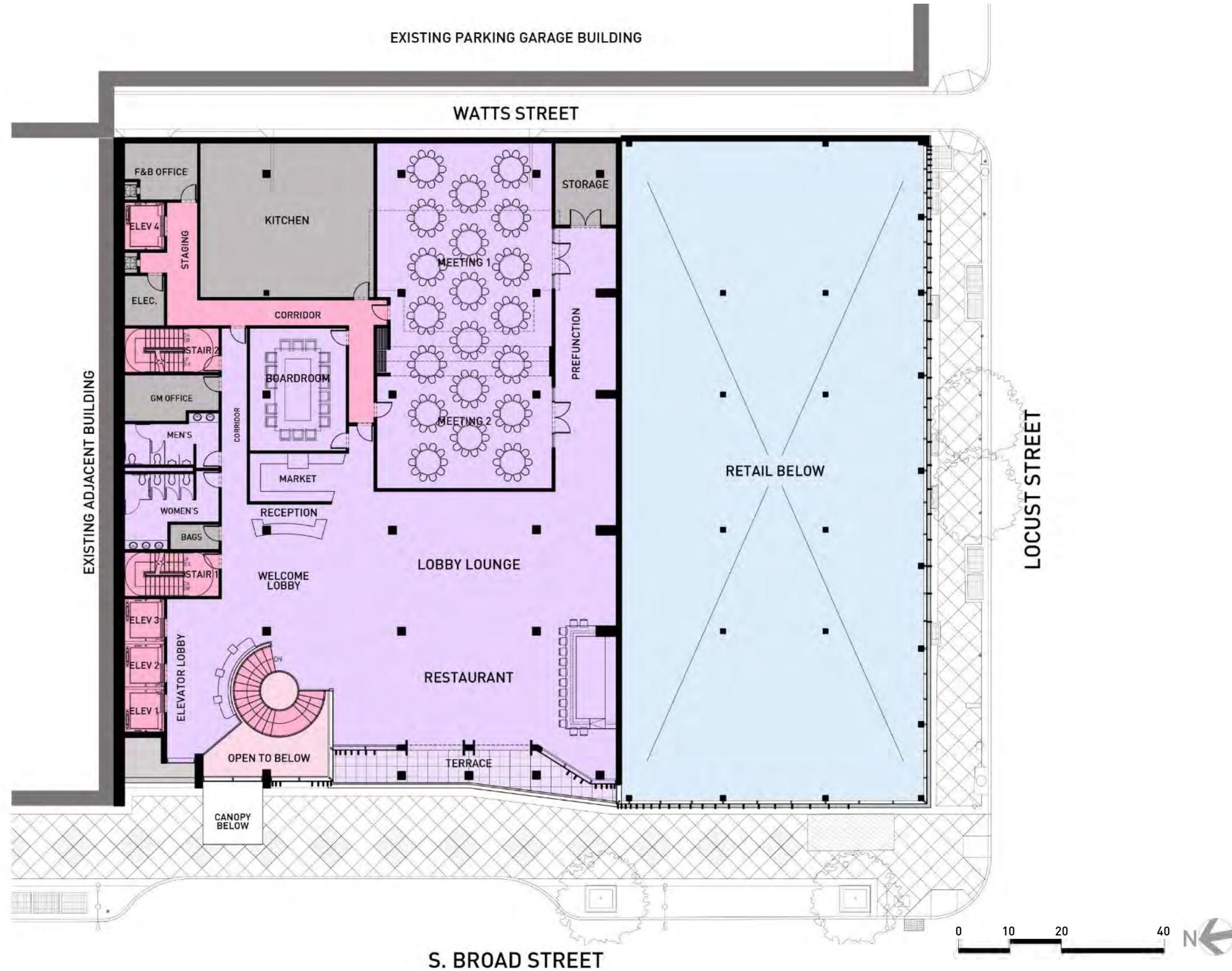


10 SW Corner of Broad & Locust





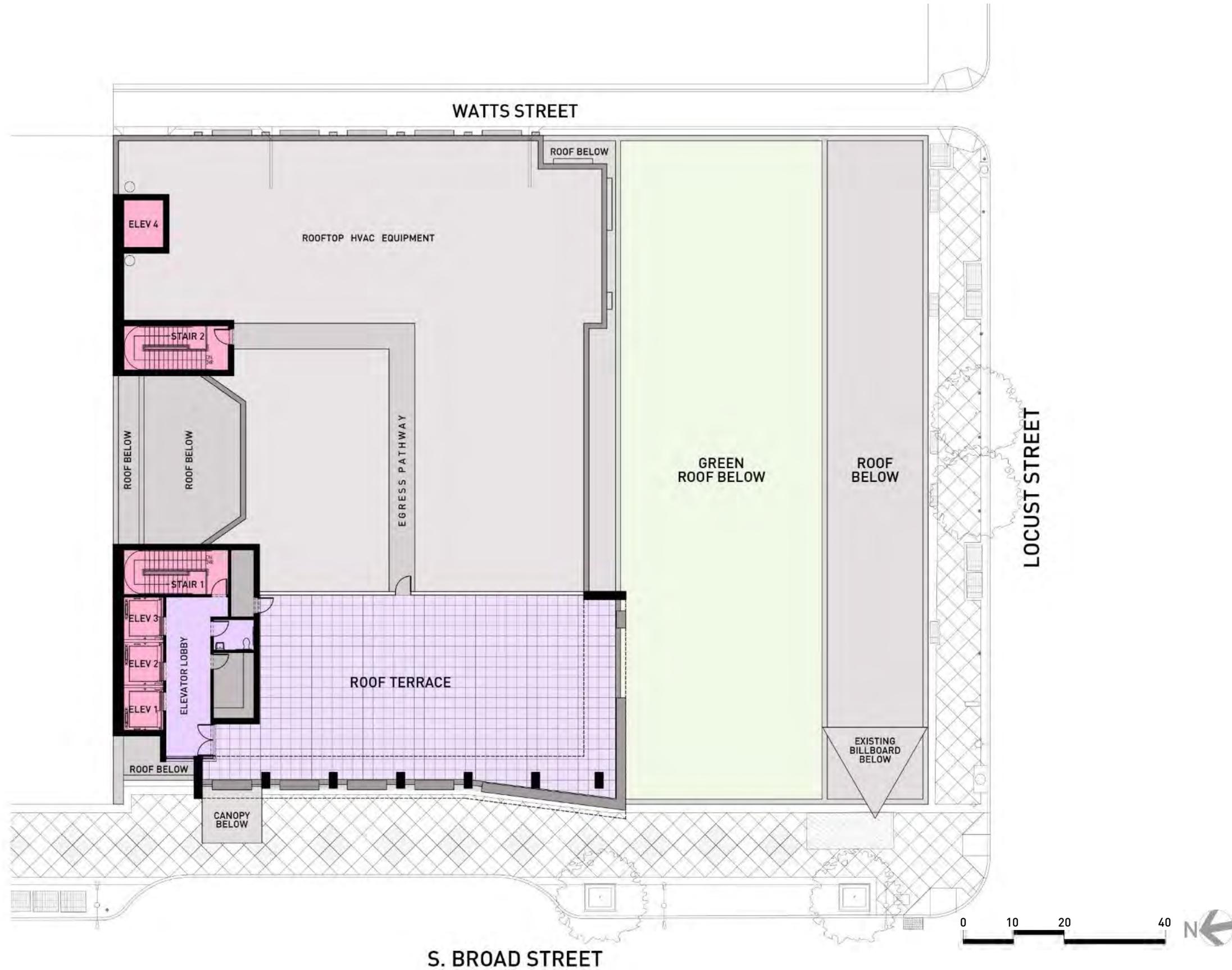












- 1 Glass and Aluminum Glazing System
- 2 Metal Panels
- 3 Brick Panels - Brick A
- 4 Brick Panels - Brick B
- 5 GFRC Panels - Color A
- 6 GFRC Panels - Color B
- 7 Metal Canopy
- 8 Porcelain Tile
- 9 Existing Billboard



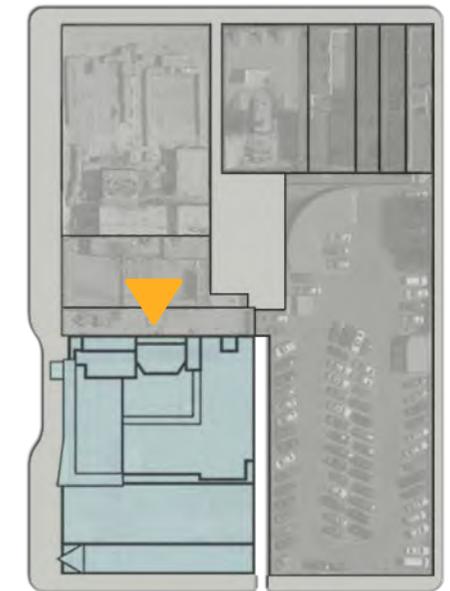
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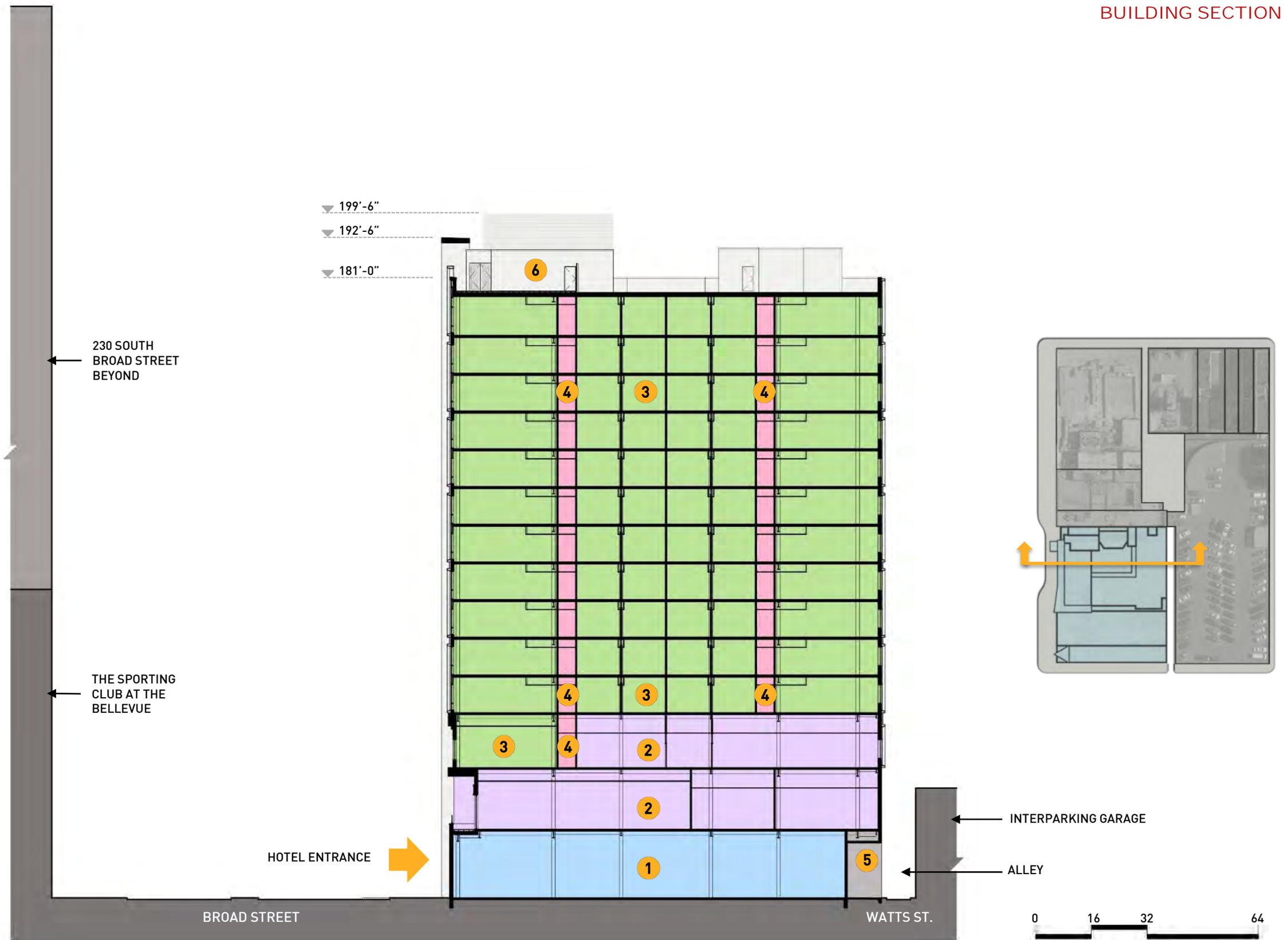
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- 1 Retail Spaces
- 2 Hotel Public / Amenity Spaces
- 3 Hotel Suites
- 4 Circulation - Vertical
- 5 Back of House / Support Spaces
- 6 Roof Terrace



- 1 Retail Spaces
- 2 Hotel Public / Amenity Spaces
- 3 Hotel Suites
- 4 Circulation - Vertical
- 5 Back of House / Support Spaces
- 6 Roof Top Mechanical Space











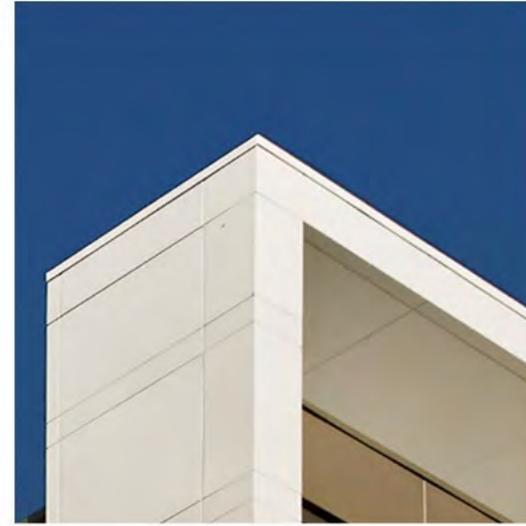


MATERIAL PALETTE

The proposed building materials embody a palette of durable quality products familiar to our region and appropriate to a center city location. The mixed use building is proposed as two components- a) the ground floor retail building with a horizontal emphasis featuring glass, brick and articulated metal work, and b), the Hotel tower above. The Hotel tower is configured as a 14 story hi-rise above the retail with a pallet of finishes designed to provide a layering effect to accentuate verticality, as well as promote shadows with an articulated façade for enhanced depth and character. The Hotel façade materials include: brick, articulated metalwork and frames, porcelain wall panels, glass, and GFRC pre-cast panels.



Porcelain Tile



Metal Panels



Window System



GFRC Panels – Color A



GFRC Panels – Color B



Storefront System



Brick – Color A



Brick – Color B



Louver System

SUSTAINABLE DESIGN

The mixed use Cambria Hotel and Retail project design will provide a variety of sustainable design LEED-like features. The urban site will be re-purposed as a new mixed use Hotel and retail site that will be able to take advantage of its center city Broad Street location that's within a short walk of all types of public transportation. Where possible on the Southern side of the retail site, the existing building structure will be retained and re-used. Consideration for minimal energy usage will be included in the project design to create a sustainable and healthy building. Examples of specific sustainable design features will include:

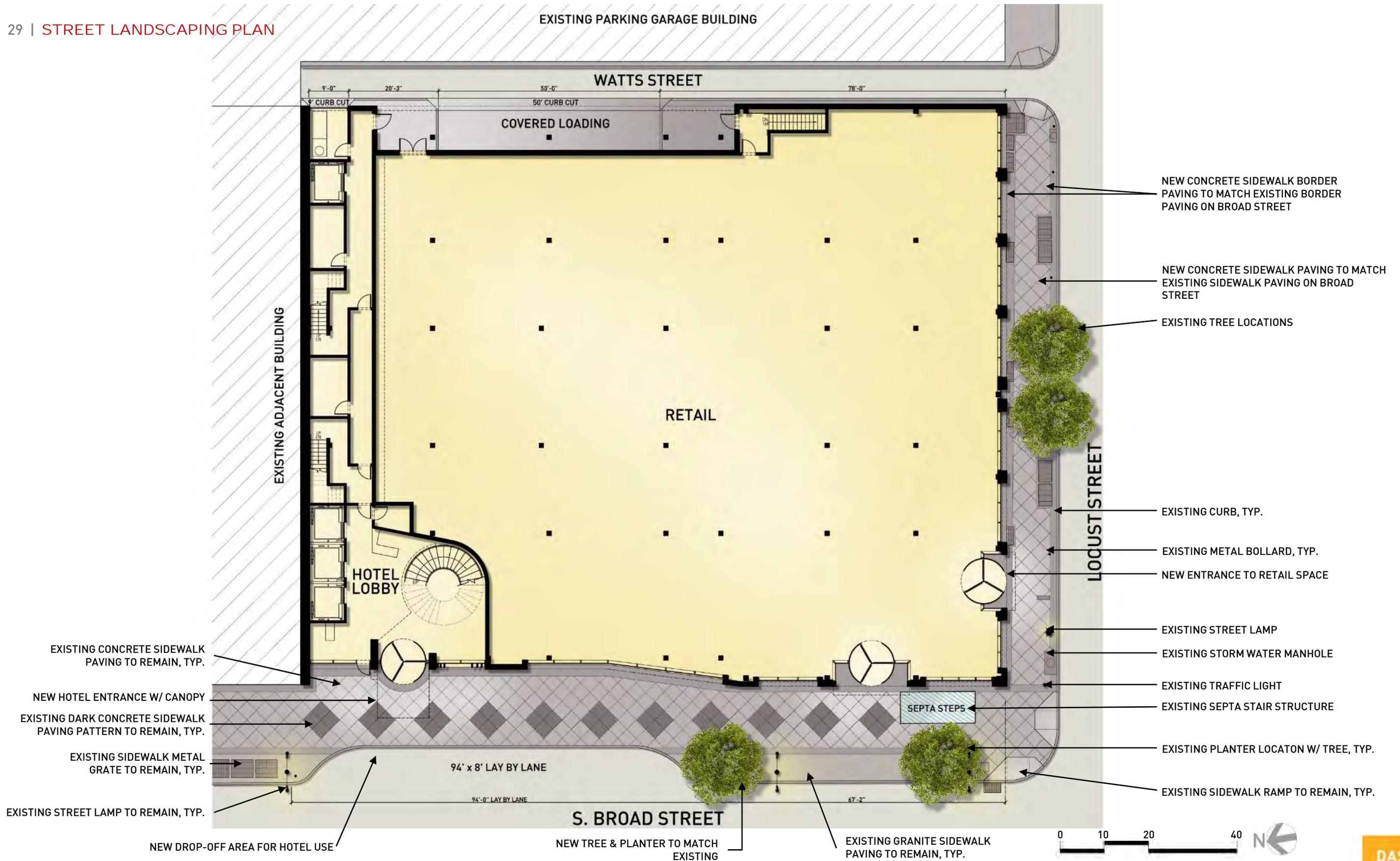
SITE DESIGN:

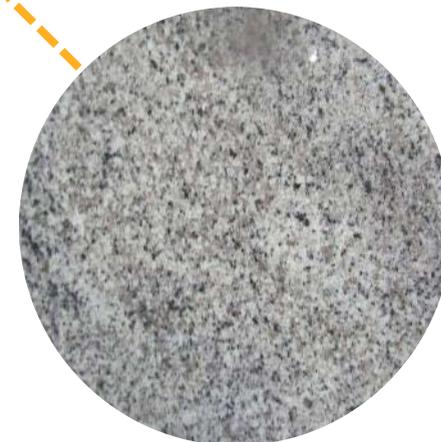
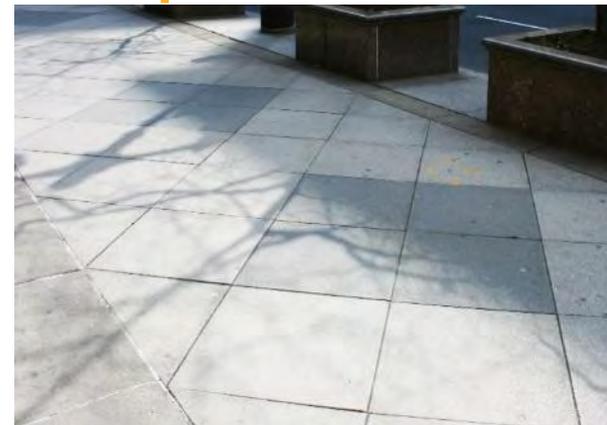
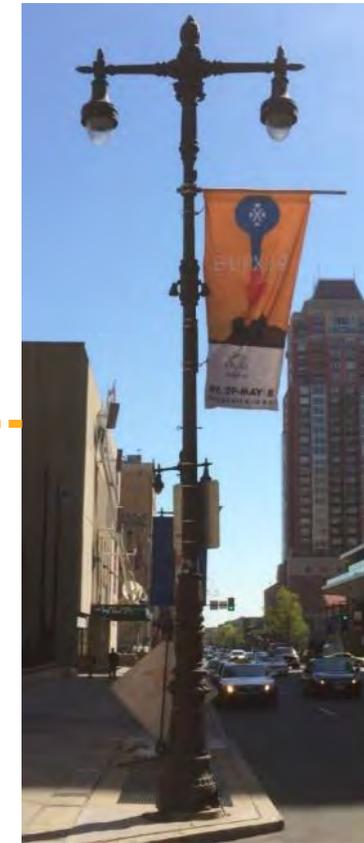
- Connected to mass transit; located with ¼ mile of Septa Broad Street Line, multiple Septa Bus stops, and the NJ Patco commuter line.
- Improved Storm water Management Plan including a Green Roof to reduce flow and rate of storm water run-off.
- Native Landscaping materials
- Bike Racks
- Car Share

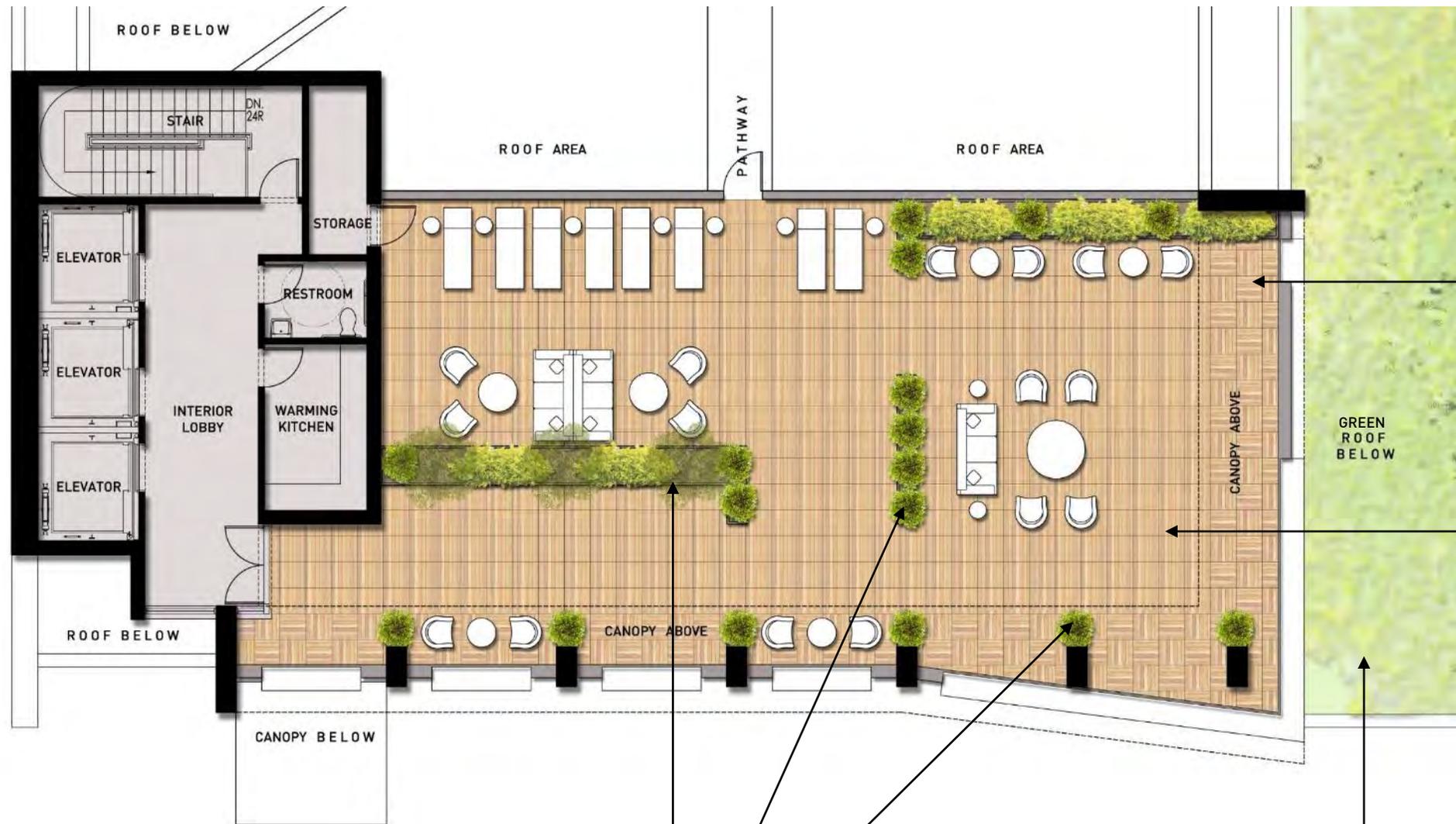
BUILDING FEATURES:

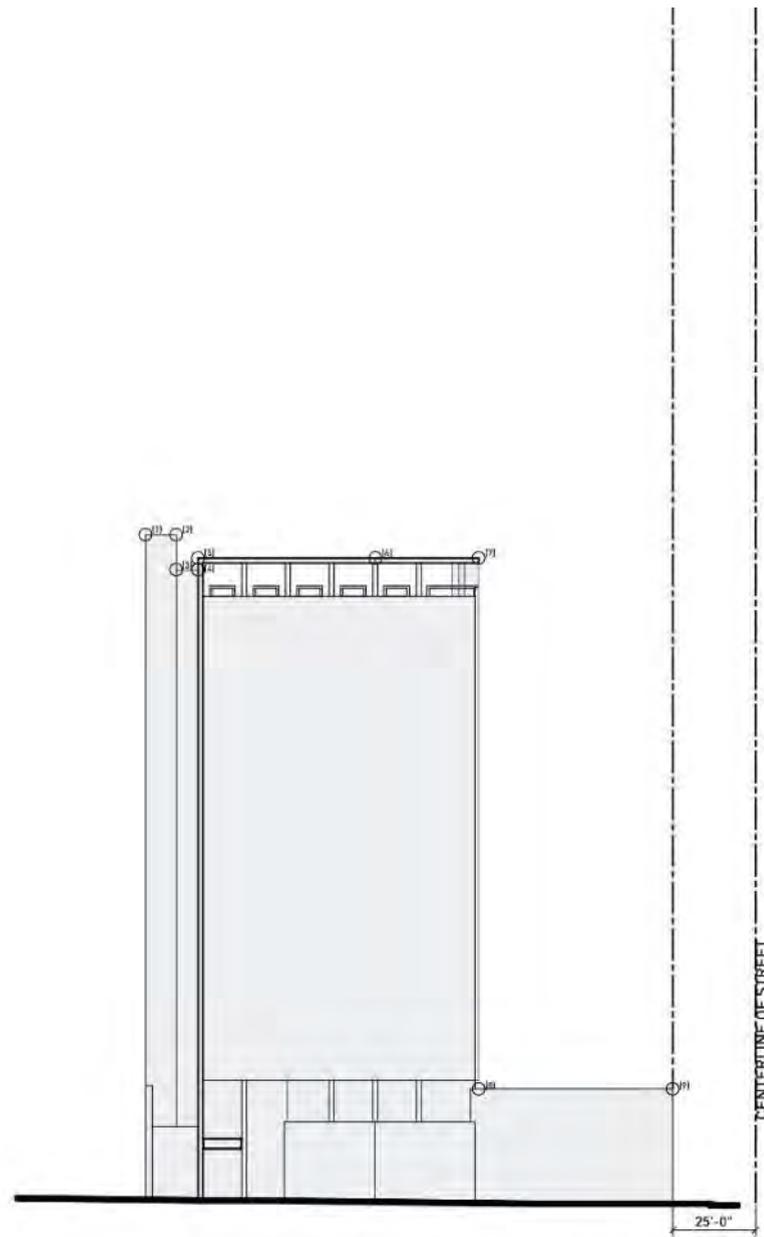
- Energy Star Rated Appliances
- Low Flow and Water saving Fixtures
- Enhanced perimeter Building Insulation
- Low "E" Energy efficient Insulated glazing
- Highly reflective white roofs
- Large glass windows in the Public and Retail areas for maximum natural daylighting
- LED Lighting
- Finish materials with recycled content when possible
- Locally sourced materials when possible
- Eco-friendly maintenance and cleaning products
- Low VOC Interior Paints
- Trash Recycling Programs



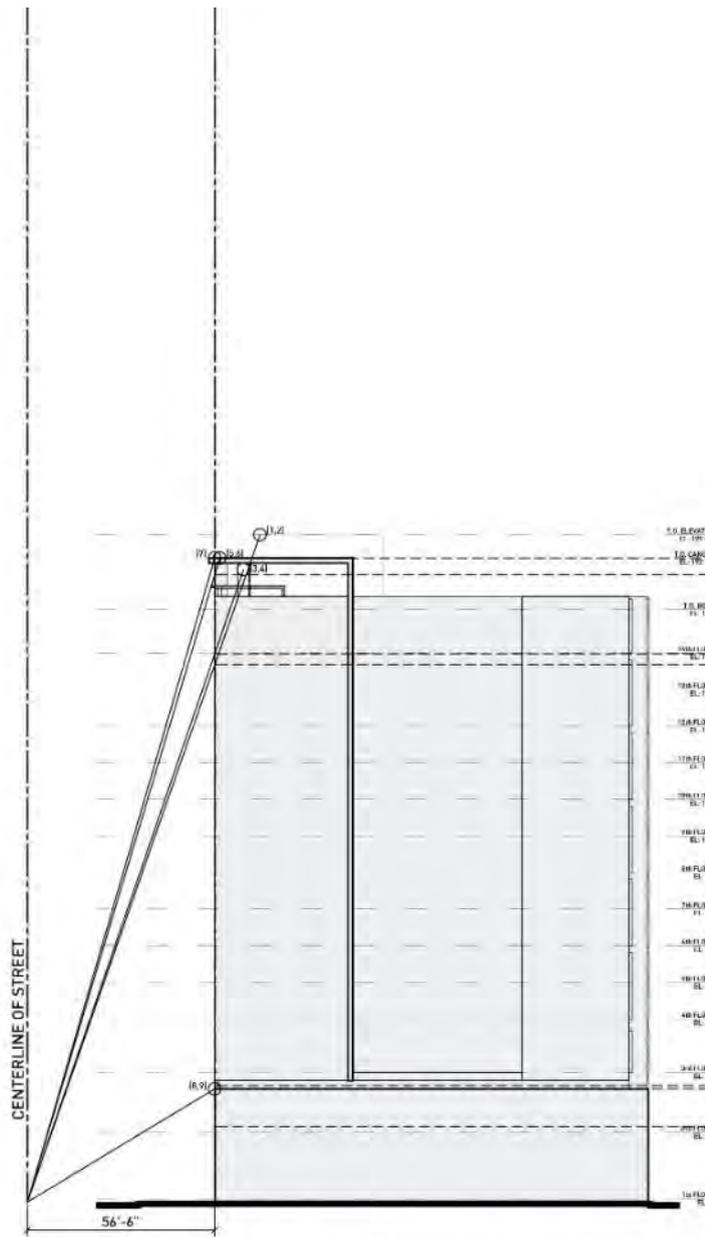




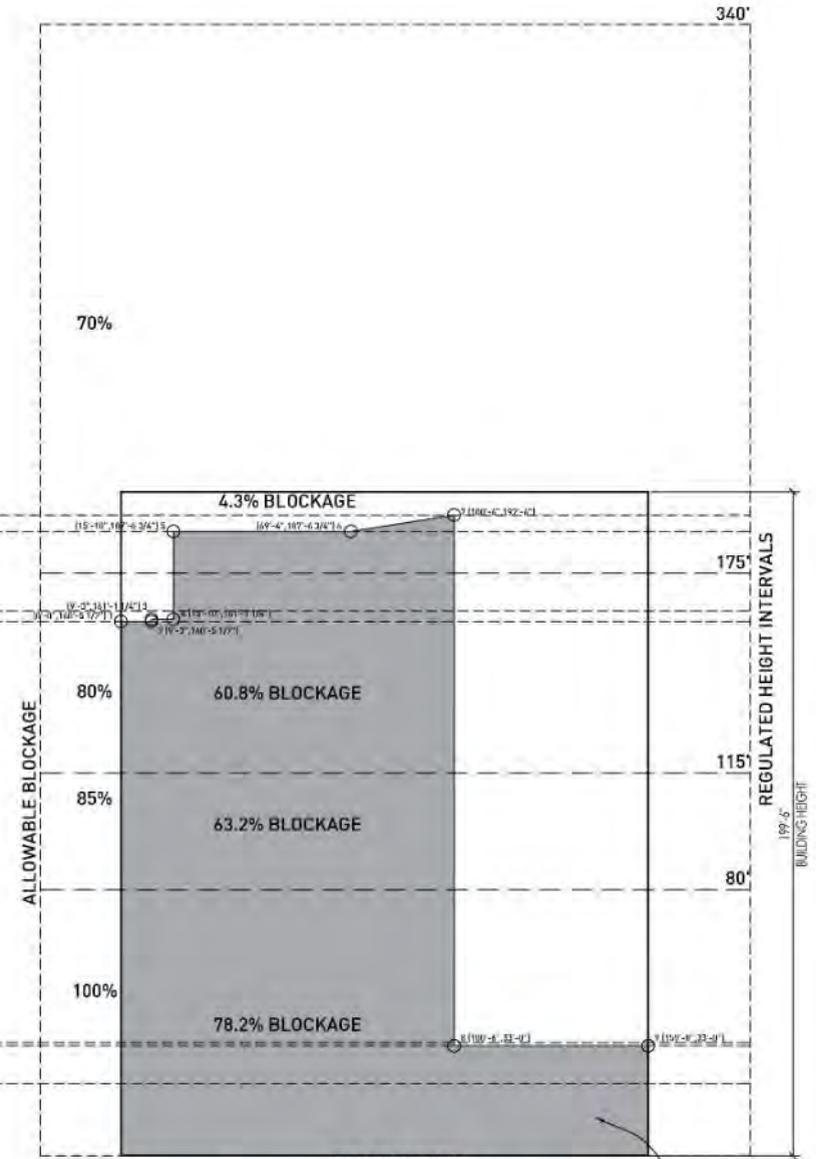




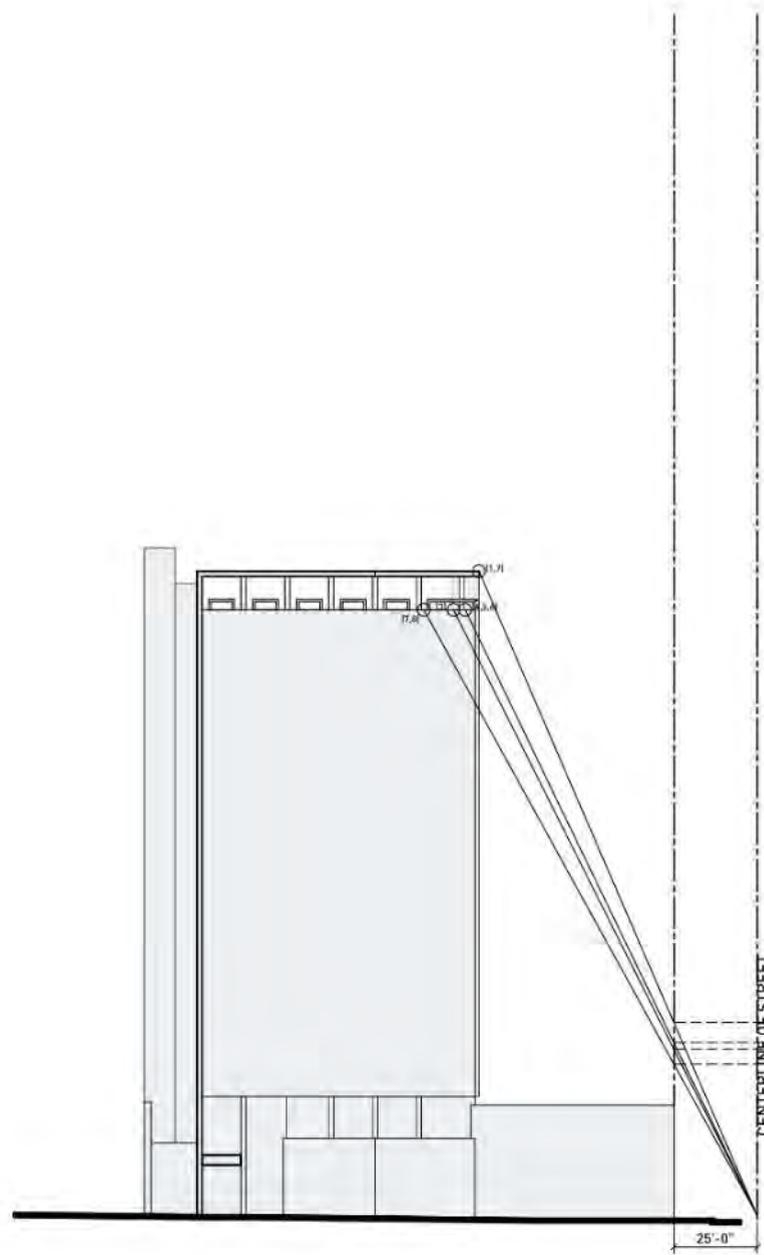
BROAD STREET BUILDING ELEVATION



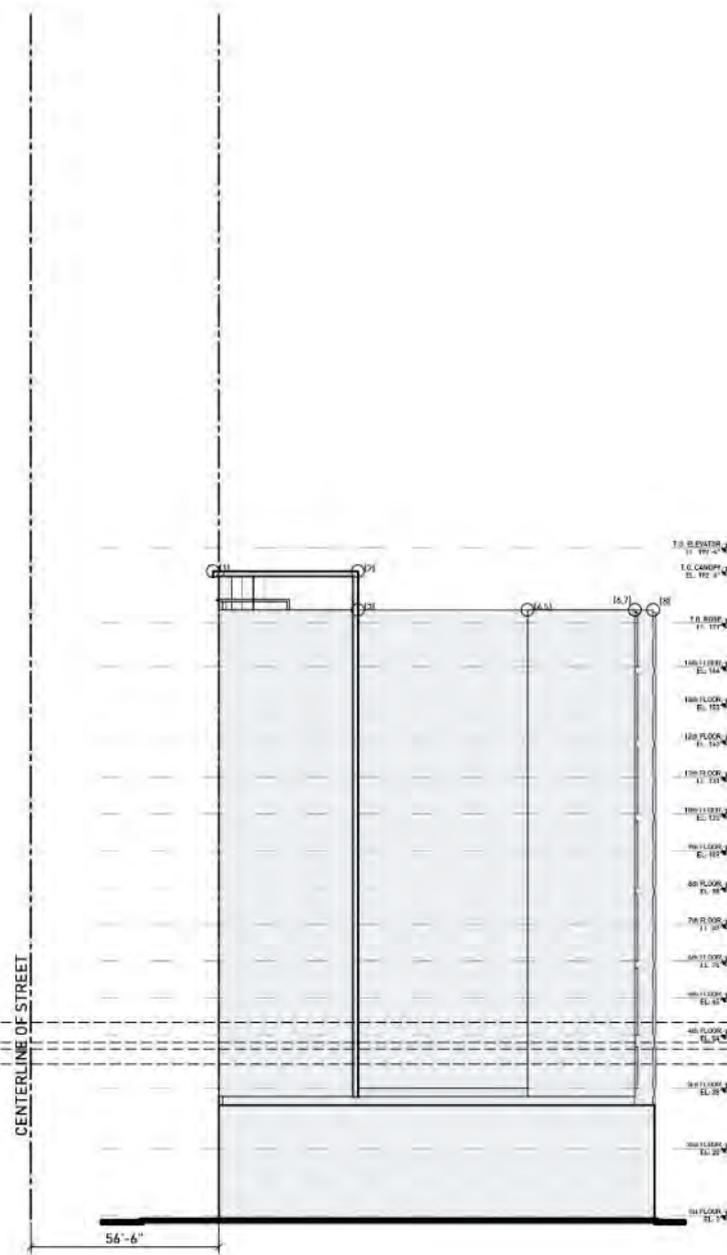
LOCUST STREET BUILDING ELEVATION



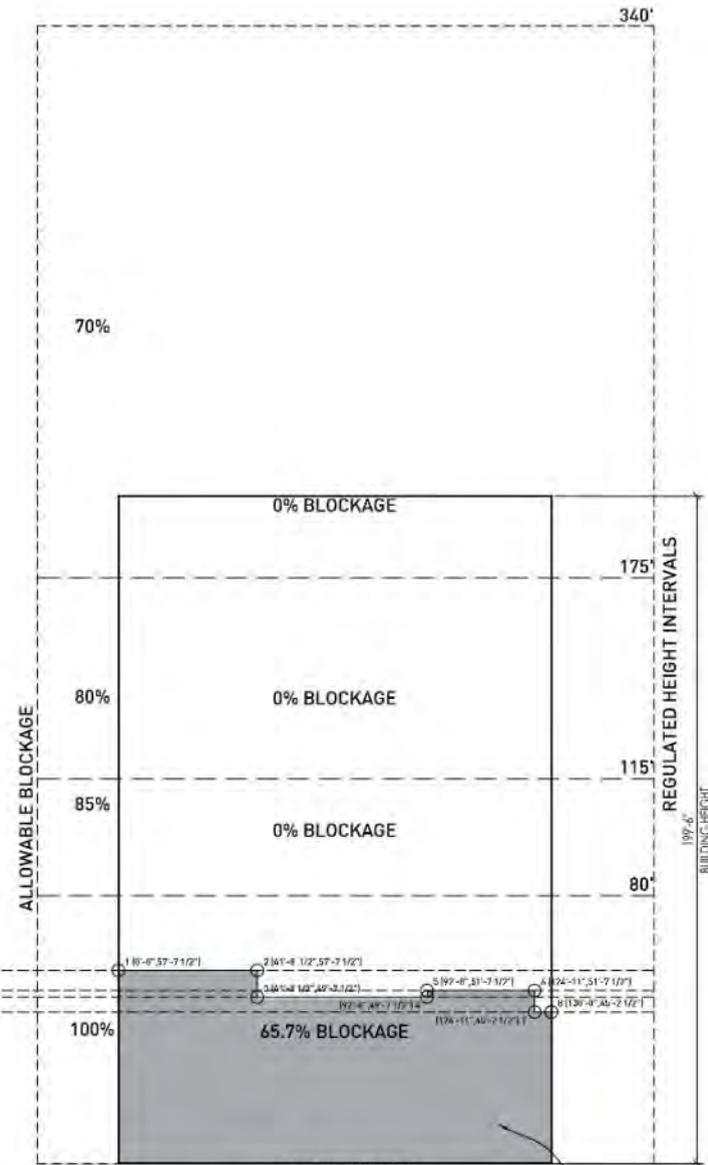
159' PROPERTY
PLOTING CHART FOR 123' WIDE STREET
PROJECTED BUILDING MASS
SKYPLANE DIAGRAM BROAD STREET



BROAD STREET BUILDING ELEVATION



LOCUST STREET BUILDING ELEVATION



130' PROPERTY
PLOTING CHART FOR 50' WIDE STREET
PROJECTED BUILDING MASS
SKYPLANE DIAGRAM LOCUST STREET

COMPLETE STREETS CHECKLIST

City of Philadelphia



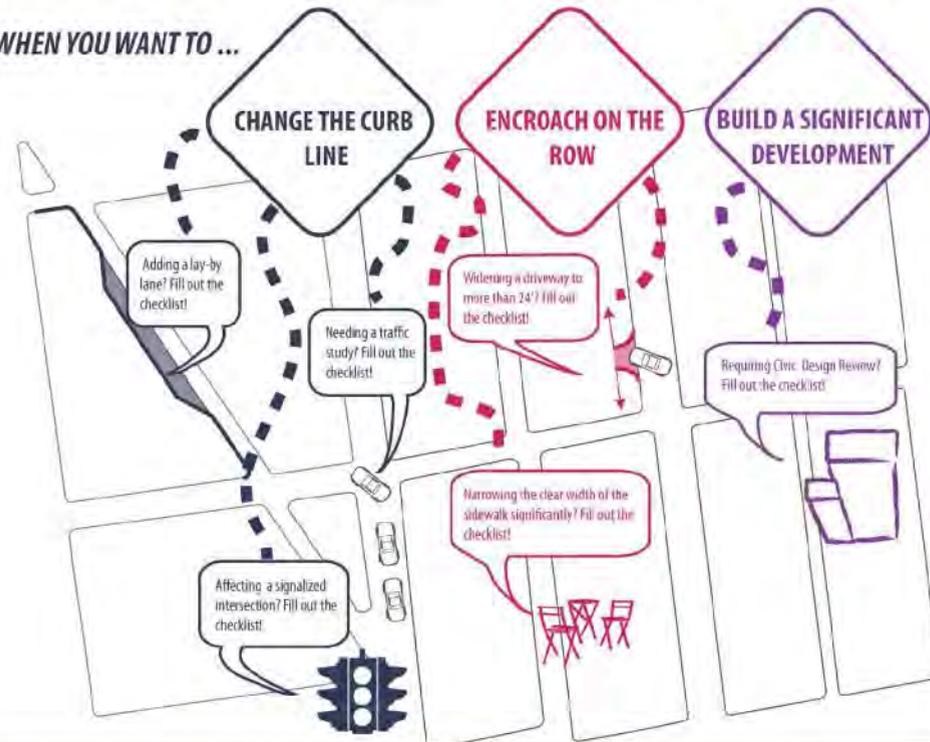
The City of Philadelphia's Complete Streets policies are designed to ensure that city streets are safe, comfortable and convenient for people of all ages and abilities, whether they travel by car, bus, train, bike, or foot (see §11-901 of The Philadelphia Code).

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

The Philadelphia City Planning Commission reviews and comments on preliminary Complete Streets Checklists as part of the Civic Design Review (CDR) process. The Philadelphia Streets Department must then approve a final Complete Streets Checklist, during final review, prior to the issuance of a building permit by the Department of Licenses and Inspections. Approval of Complete Streets checklists occurs concurrently with approval of design plans. The Complete Streets Checklists required of projects *not* going through CRD are reviewed solely by the Streets Department as part of Plan and/or Project Review.

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

WHEN YOU WANT TO ...



PROJECT INFORMATION (PLEASE PRINT)

Preliminary Planning Commission Review and Comment

Comments: _____ Date: _____

Final Streets Department Review and Approval

Approval: _____ Date: _____

COMPLETE STREETS CHECKLIST

City of Philadelphia



Project Name: Cambria Hotel Philadelphia			
Contact Person: First Reed	Middle J	Last Slogoff	Suffix Esq.
Address (include State Route Numbers): 219-231 S. Broad Street			
Additional Street Frontages (include State Route Numbers): Locust Street and Watts Street			
Project Limits: <i>On Street</i> N/A	<i>From Street</i> N/A	<i>To Street</i> N/A	
OWNER INFORMATION (PLEASE PRINT)			
First Reed	Middle J	Last Slogoff	Suffix Esq.
Company or Agency Name: BL 219 Partners LP & BL Partner Group LP			
Address: 1425 Walnut Street, Suite 300, Philadelphia, PA 19102			
Phone#: (215) 568 - 0500 ext.		Fax#: (215) 568 - 0505	
Company: Pearl Properties		Email: rjs@pearl-properties.com	
DESIGN PROFESSIONAL OF RECORD (PLEASE PRINT)			
First David	Middle A	Last Schultz	Suffix AIA
Company or Agency Name: DAS Architects			
Address: 1628 JFK Boulevard Suite100, Philadelphia, PA 19103			
Phone#: (215) 751 - 9008 ext.		Fax#: (215) 751 - 9118	
Company: DAS Architects		Email: dschultz@dasarchitects.com	
Relationship to Owner: Architect of Record		Pennsylvania License Number: 9212-X	
Profession: Architect			

COMPLETE STREETS TRIGGERS

COMPLETE STREETS CHECKLIST

City of Philadelphia



Trigger names are in italics for later reference

Are you proposing "Large" Curb Cuts (greater than 24 feet wide)?	Yes
Does this project propose the creation of a Lay-by Lane?	Yes
Does the project propose "Narrow Walking Zones" (does not meet minimum walking zone requirements)?	No
Is project subject to <i>Civic Design Review</i> , as required by the Zoning Code?	Yes
Have you been requested, or are you required, to submit a <i>Traffic Impact Study</i> per PennDOT thresholds? Answer yes for all sites expected to generate any of the following: 3,000 trips/day (1,500 vehicles/day), 100 trips/peak hour (entering), 100 trips/peak hour (exiting), 100 additional trips/peak hour (entering and exiting a redevelopment site), or as required by the Streets Department or other City agencies (applies to all city and state routes).	No
Does this project impact a <i>Signalized Intersection</i> ?	No
Is this a <i>Capital Project</i> (City of Philadelphia) involving a City Plan Action?	No
Is this a Philadelphia Streets Department Project?	No

PLAN REQUIREMENTS

CDR Projects Only: Planning Commission Review

- Submit separate Existing Features Survey and Currently Proposed Features Site Plans
 - Full sized plans, dimensioned at an identified standard engineering scale
 - Curb cut/driveways/lay-by lanes
 - Tree pits, landscaping
 - Bicycle racks/bike share stations/bike storage areas
 - Transit shelters/stairways
- Include additional sheets or plans, as may be required

All Projects: Final Streets Department Submission Requirements

- All plans submitted to the Streets Department, Right of Way Unit, will conform to the current plan review standards, as published separately on the customer service page: <http://www.philadelphiastreet.com/customer-service/downloads-and-links>
- Any project that changes the curb line may require a City Plan Action. An application to the Streets Department for a City Plan Action is required when a project plan proposes to create a new street/utility right of way, or remove an existing street/utility right of way, change the roadway grades, curb lines, or widths.

STREETS

COMPLETE STREETS CHECKLIST

City of Philadelphia



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. Attach additional sheets as needed.

Street	From Street	To Street	Complete Street Type
S. Broad Street	Locust Street	Walnut Street	High Volume Pedestrian
Locust Street	S. Broad Street	Watts Street	City Neighborhood
Watts Street	Locust Street	Walnut Street	Shared Narrow
Click here to enter text.			

EXISTING CONDITIONS

Do the plans clearly identify the following EXISTING conditions, with dimensions?

Parking and loading regulations in curb lanes adjacent to the site?	Yes
Street Direction	Yes
Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.	Yes
Building Extensions into the sidewalk, such as stairs and stoops	Yes
Street Furniture such as bus shelters, honor boxes, etc.	Yes

Curb Cuts/Driveways and Lay-By Lanes (List All Below)			Choose an item.
Type (Curb Cut or Lay-By)	Width	Location	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	
Click here to enter text.	Click here to enter text.	Click here to enter text.	

COMPLETE STREETS CHECKLIST

City of Philadelphia



PROPOSED CONDITIONS (General)	
Do the plans clearly identify the following PROPOSED conditions, with dimensions?	
Parking lanes and loading zones	Yes
Street Direction	Yes
Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.	Yes
Building extensions into the sidewalk, such as stairs and stoops	No
Sidewalks and corner curb ramps, complying with current City, PennDOT, and Americans with Disabilities Act (ADA) standards (subject to separate Streets Department approval).	Yes
Does the design avoid pinch points? Pinch points are locations where the Minimum Walking Zone width (next page) is less than required, or requires an exception.	Yes
Do street trees and/or plants comply with street installation requirements? See sections 4.4.7 & 4.4.8 for guidance.	Yes
Does the design maintain adequate visibility for all roadway users at intersections?	Yes
Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits. "High Priority" Complete Streets treatments (see Handbook) must be shown and dimensioned on plans.	No
<ul style="list-style-type: none"> Bicycle Parking 	No
<ul style="list-style-type: none"> Street Lighting 	Yes
<ul style="list-style-type: none"> Street Trees 	Yes
<ul style="list-style-type: none"> Street Furniture (Ordinance of City Council may be Required) 	No
<ul style="list-style-type: none"> Benches (Ordinance of City Council may be Required) 	No
Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	No

Curb Cuts/Driveways and Lay-By Lanes (List All Below)		Choose an Item
Type (Curb Cut or Lay-By)	Width	Location
Lay-By	8' wide x 84' long	East side of S. Broad Street
Curb Cut	50' long and 8'	West side of Watts Street
Click here to enter text	Click here to enter text	Click here to enter text
Click here to enter text	Click here to enter text	Click here to enter text

COMPLETE STREETS CHECKLIST

City of Philadelphia



How does the overall design create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? See guidance below. Attach separate sheets, as needed.
The existing established Avenue of the Arts design within the right-of-way on the East side of S. Broad Street is being maintained with minor adjustments to include a lay-by lane. The Locust Street right-of-way remains as-is and Watts Street will remain for delivery and trash use.

Guidance: Any project that calls for the development and installation of green stormwater infrastructure, medians, lay-by lanes, curb bump-outs, pedestrian bridges, tunnels, or other such features in the right-of-way may require a maintenance agreement with the Streets Department, prior to approval. Be sure to include a PWD Work Number for Green Streets projects, where permanent maintenance responsibilities for green infrastructure will be by the Philadelphia Water Department.

COMPLETE STREETS CHECKLIST

City of Philadelphia



SIDEWALKS (Handbook Section 4.3 & 4.4) (All dimensions in feet)												
Street Frontage	Actual Sidewalk Width			City Plan Width	Minimum Furnishing Zone			Minimum Walking Zone			Maximum Building Zone	
	Required	Existing	Proposed	As Designated	Recommended	Existing	Proposed	Required	Existing	Proposed	Existing	Proposed
S. Broad Street	16'	22'	22'	22'	4'	0'	0'	8'	12'	12'	No min	0'
Locust Street	12'	12'	12'	12'	4'	0'	0'	8'	6'	6'	No min	0'
Watts Street	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	No min	0'
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COMPLETE STREETS CHECKLIST

City of Philadelphia



Pinch Point	Level											
Justify all pinch points, where the minimum walking zone cannot be maintained. Also list proposed improvements necessary to compensate for each pinch point (e.g., to accommodate passing). Attach separate sheets, as needed.												
No pinch points are proposed.												
Planning Commission Review Comments:												

All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Complete Streets Handbook).

STOP: Applications with only the following triggers: *Large Curb Cuts, Lay-by Lanes, Narrow Walking Zones*

CONTINUE: Applications with any of the following triggers: *Civic Design Review, Traffic Impact Study, Signalized Intersection, Capital Projects, and Streets Department Projects*

COMPLETE STREETS CHECKLIST

City of Philadelphia



BICYCLE PARKING (Handbook Section 4.5)							
List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in <i>The Philadelphia Code, Section 14-804</i> .							
Building Address	Bicycle Parking Spaces			On-Street Bicycle Parking		Off-Street Bicycle Parking	
	Required	Existing	Proposed	Existing	Proposed	Existing	Proposed
219-31 S. Broad Street	15	0	0	0	0	0	0
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
List elements incorporated from the Pedestrian and Bicycle Plan, located online at http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf							
Click here to enter text.							

PROPOSED CONDITIONS (Bicycles & Curbside Management, Handbook Sections 4.5 & 4.6)	
Do the plans clearly identify the following PROPOSED conditions, with dimensions?	
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?	Choose an item.
<ul style="list-style-type: none"> Conventional Bicycle Lane Buffered Bike Lane Bicycle-Friendly Street 	Not applicable
Does the design provide bicycle connections to local bicycle, trail, and transit networks?	Not applicable
Does the design provide convenient bicycle connections to residences, work places, and other destinations?	Not applicable
Does the design limit conflict among transportation modes along the curb?	Yes
Does the design connect transit stops to the surrounding pedestrian network and destinations?	Yes
Does the design provide a buffer between the roadway and pedestrian traffic?	Yes

[Click here to enter text.](#)

COMPLETE STREETS CHECKLIST

City of Philadelphia



The existing established Avenue of the Arts design within the right-of-way on the East side of S. Broad Street is being maintained with minor adjustments to include a lay-by lane. The Locust Street right-of-way remains as-is and Watts Street will remain for delivery and trash use.

Planning Commission Review Comments:

Travel and Parking Lane Changes (Handbook Section 4.7)					
Complete the table below <i>only if</i> lane changes are proposed (<i>including all curb bumpouts</i>). Identify existing and proposed lane widths and the design speed for each street frontage.					
Street	From Street	To Street	Existing Lane Widths	Proposed Lane Widths	Design Speed
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

What is the maximum AASHTO design vehicle being accommodated by the design?	Not applicable
Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.	No
Will the public right-of-way be used for loading and unloading activities?	No
Does the design maintain emergency vehicle access?	Yes
Where new streets are being developed, does the design connect and extend the street grid?	Not applicable
Does the design support multiple alternative routes to and from destinations as well as within the site?	Not applicable
Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	Not applicable

Urban Design Component (Handbook Section 4.8)

COMPLETE STREETS CHECKLIST

City of Philadelphia



Does the design incorporate windows, storefronts, and other active uses facing the street?	Yes
Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	Yes
<i>Planning Commission Review Comments:</i>	

STOP: All applications with only the following triggers: *Civic Design Review, Traffic Impact Study, Capital Projects, and Streets Department Projects*

CONTINUE: All applications that impact a *Signalized Intersection*

COMPLETE STREETS CHECKLIST

City of Philadelphia



Intersections & Crossing Component (Handbook Section 4.9)		
Signal Cycle Locations: List all signals locations <i>only where</i> signal cycle changes are proposed. Attach additional sheets as needed.		
Signal Location	Existing Cycle Length	Proposed Cycle Length
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Does the design minimize the signal cycle length to reduce pedestrian wait time?		Not applicable
Does the design provide adequate clearance time for pedestrians to cross streets?		Not applicable
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, a City Plan Action may be required.</i>		Not applicable
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?		Not applicable
▪ Marked Crosswalks		Not applicable
▪ Pedestrian Refuge Islands		Not applicable
▪ Signal Timing and Operation		Not applicable
▪ Bike Boxes		Not applicable
Does the design reduce vehicle speeds and increase visibility for all modes at intersections?		Not applicable
Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?		Not applicable

STOP: All applications. Add any attachments directly to this document for review and posting.