Penn Medicine

THE PERELMAN CENTER FOR ADVANCED MEDICINE
SOUTH PAVILION EXPANSION

SOUTH TOWER CIVIC DESIGN REVIEW COMMITTEE

MAY 13, 2014

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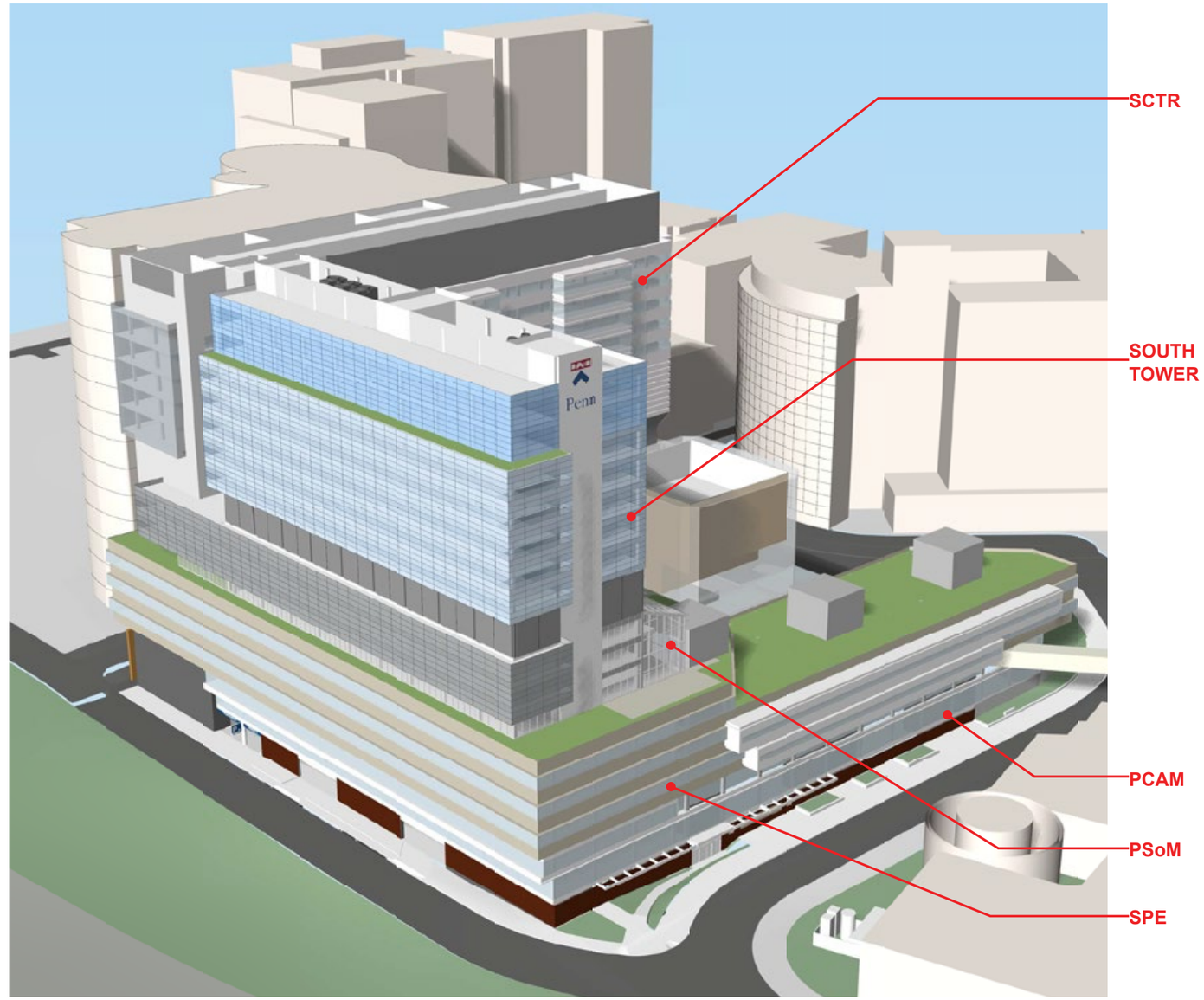
EXISTING SITE SURVEY
COMPLETE STREETS HANDBOOK CHECKLIST
CDR APPLICATION FORM

1 - PROJECT DESCRIPTION

The South Tower project is new construction that is being added to the south side of the Perelman Center for Advanced Medicine (PCAM) and the east side of the Smilow Center for Translational Research (SCTR) on top of the South Pavilion Expansion (SPE) and the Perelman School of Medicine (PSoM) currently under construction. The project consists of 8 levels in total (8 to 15). The first 5 levels will provide space for faculty offices and labs. The upper two levels of the project would provide additional faculty offices, conference rooms, multipurpose and collaborative spaces. The mechanical rooms are located on levels 13 and 14 in the middle of the floor plate in-between the building cores. Level 15 is the penthouse level to house the elevator machine rooms and the MEP roof wells

The project is connected to the existing SCTR building via bridges at levels 8 through 12. This connection creates a seamless interconnectivity between the two buildings and an L-shaped plan of a combined floor plate of 77,000 sf of labs and offices at each level. The proposed additional floor depth of the typical tower levels builds on this interconnectivity and greatly enhances floor layout and program interaction which would promote collaboration and innovation.

An important component of the South Tower massing is the south facade cantilever that aligns with the lower facade at levels 6 and 7 of PSoM and the green roof and the social spaces introduced at the top of the building. These spaces would provide a unique spatial and viewing experience with Center City skyline and Penn Park in the background.



2 - SITE PHOTOGRAPHS

TOP AERIAL VIEW

2 - SITE PHOTOGRAPHS

AERIAL VIEW LOOKING NORTH WEST

2 - SITE PHOTOGRAPHS

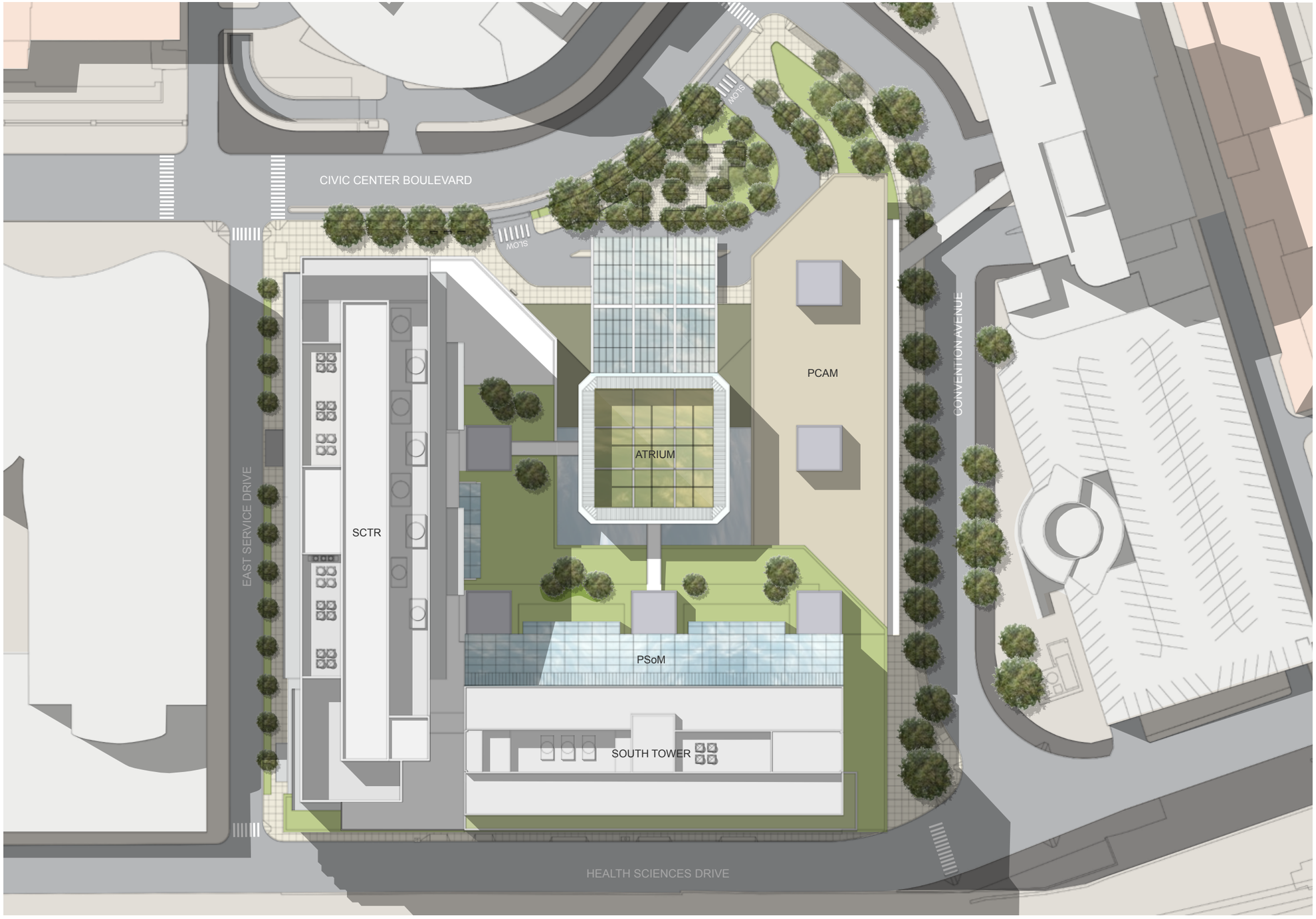
VIEW FROM ACROSS SCHUYLKILL RIVER EAST BANK

2 - SITE PHOTOGRAPHS

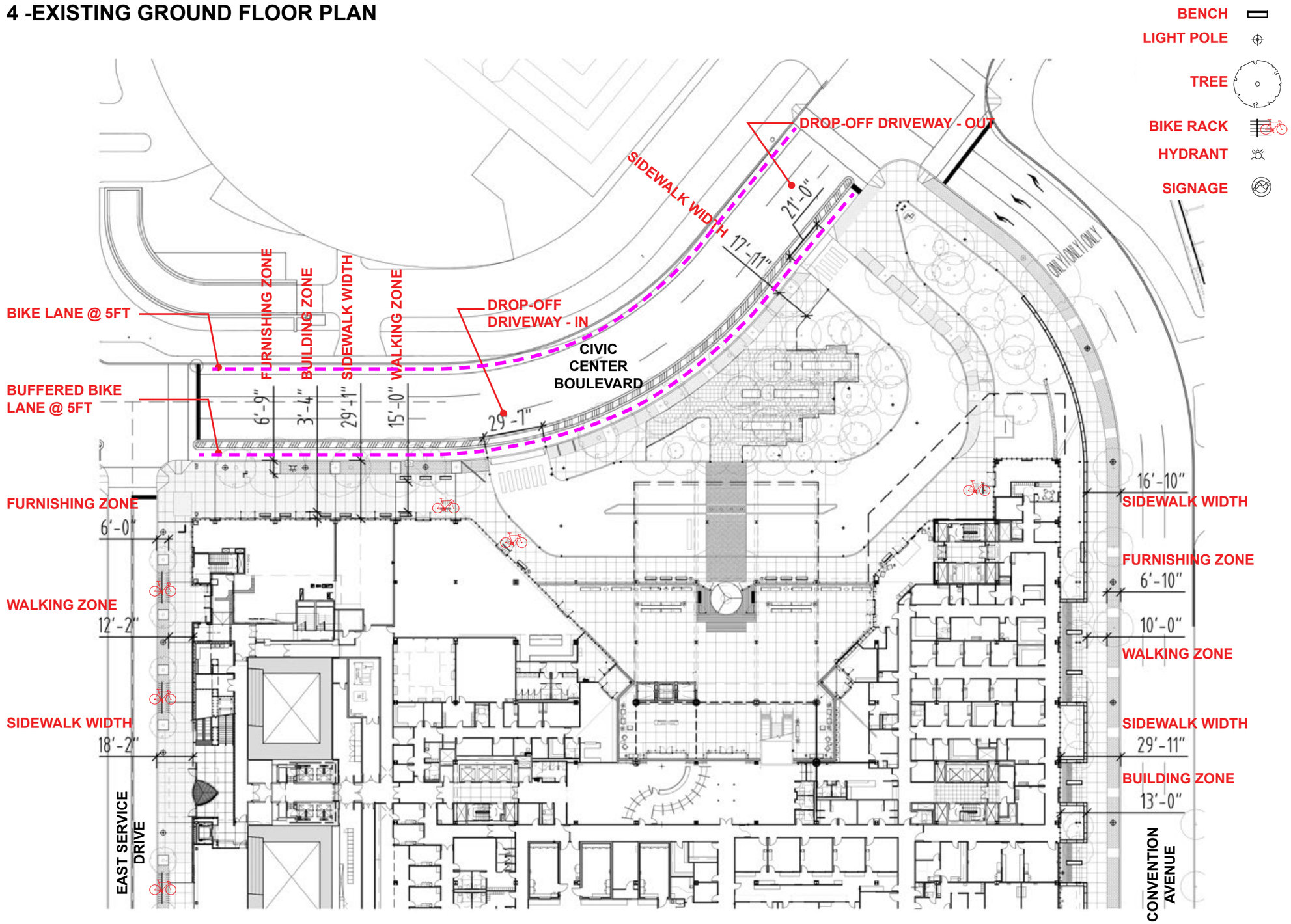
VIEW FROM SOUTH STREET BRIDGE

VIEW FROM UNIVERSITY CITY TRAIN STATION

3 -LANDSCAPE PLAN

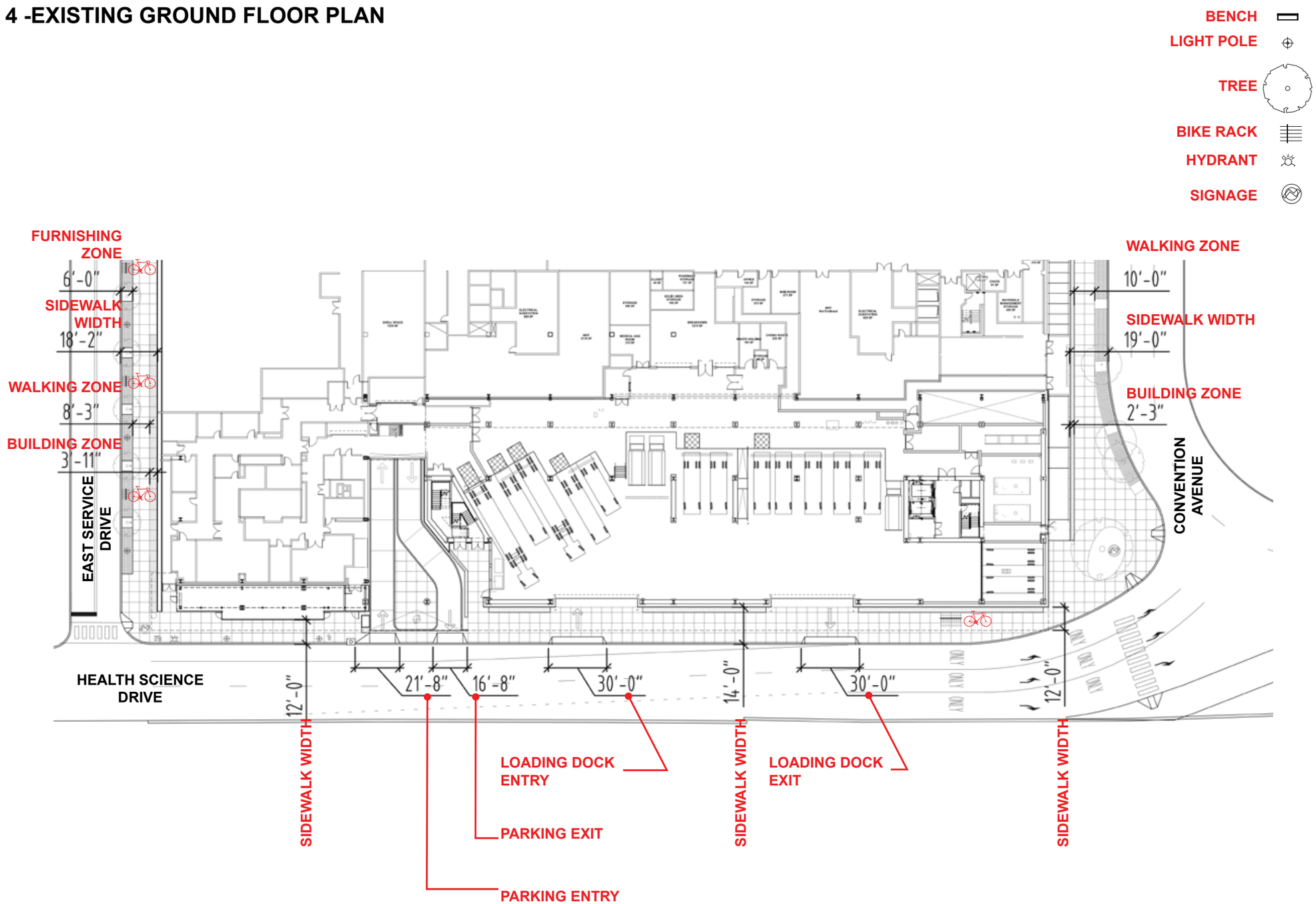


4 -EXISTING GROUND FLOOR PLAN



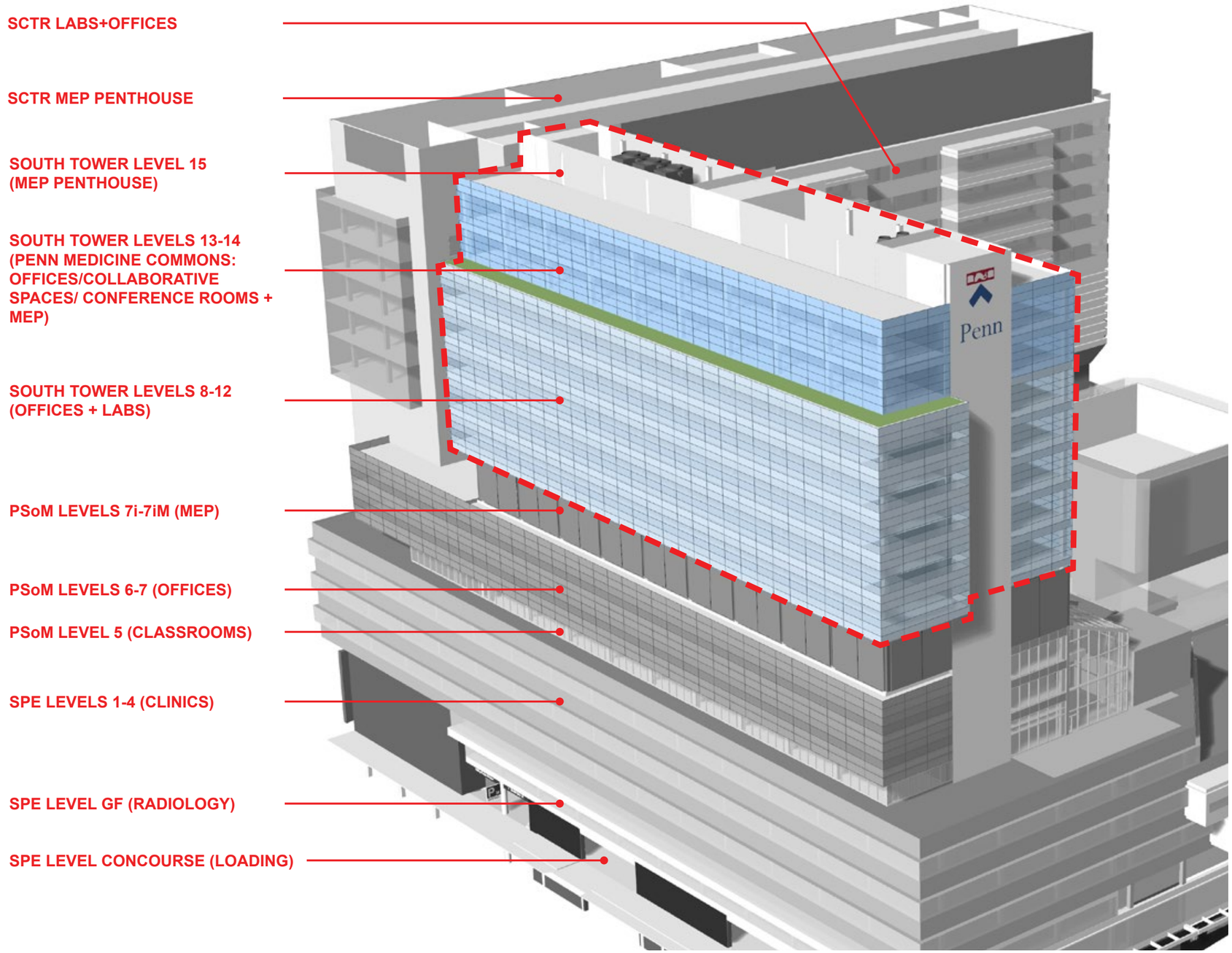
GROUND FLOOR EXISTING CONDITION AT CIVIC CENTER BOULEVARD

4 -EXISTING GROUND FLOOR PLAN



GROUND FLOOR EXISTING CONDITION AT HEALTH SCIENCES DRIVE

5 -BUILDING MASSING AND PROGRAM STACKING



6 -RENDERINGS

VIEW FROM SCHUYKILL RIVER SOUTH BANK

6 -RENDERINGS

VIEW FROM 34TH STREET

6 -RENDERINGS

VIEW FROM SOUTH STREET BRIDGE

6 -RENDERINGS

VIEW FROM UNIVERSITY CITY TRAIN STATION

7 -ELEVATIONS

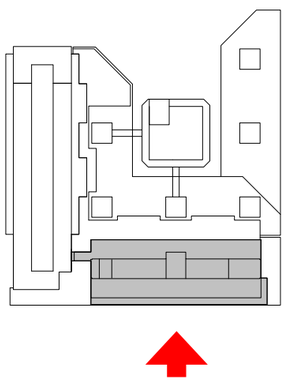
LEGEND

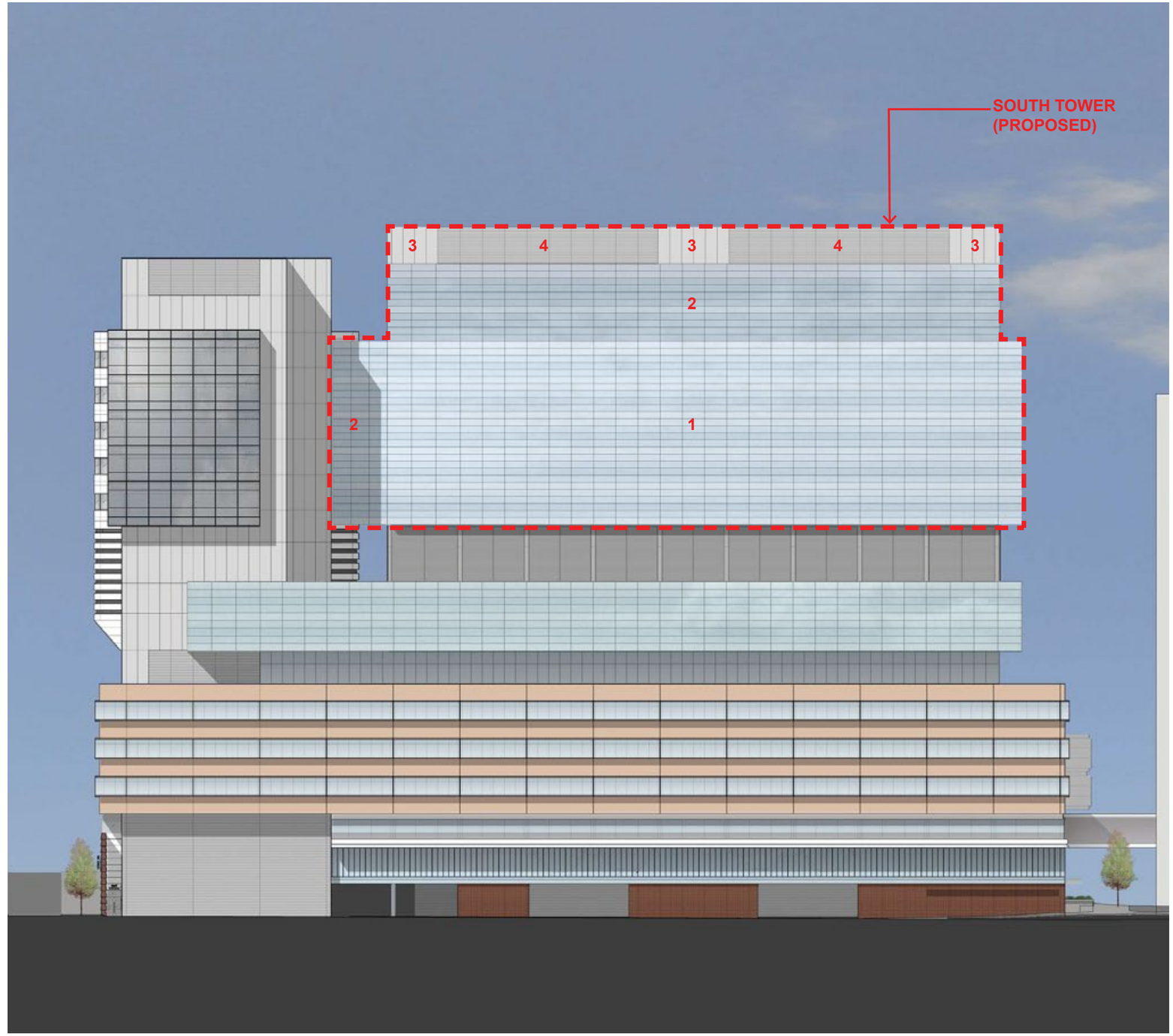
1- ALUMINUM AND GLASS CURTAIN WALL (FRITTED + CLEAR GLASS/ SHADOW BOX AT SPANDREL)

2- ALUMINUM AND GLASS CURTAIN WALL (CLEAR GLASS/ SHADOW BOX AT SPANDREL)

3- METAL PANEL

4- ARCHITECTURAL LOUVERS





SOUTH ELEVATION

7 -ELEVATIONS

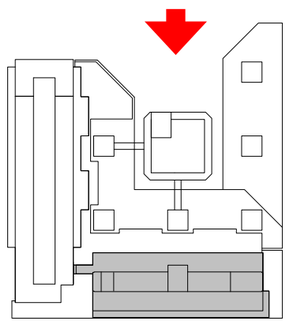
LEGEND

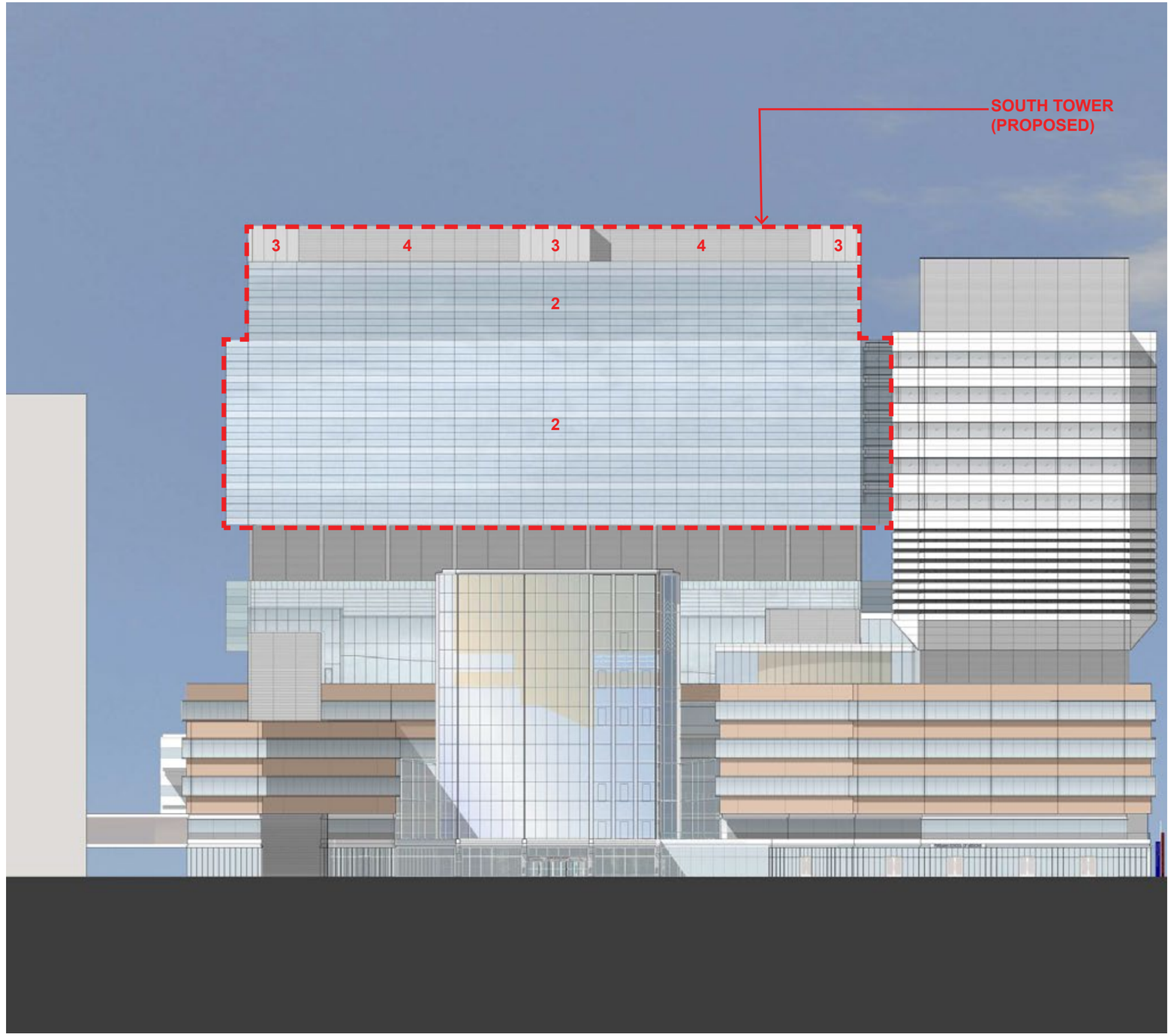
1- ALUMINUM AND GLASS CURTAIN WALL (FRITTED + CLEAR GLASS/ SHADOW BOX AT SPANDREL)

2- ALUMINUM AND GLASS CURTAIN WALL (CLEAR GLASS/ SHADOW BOX AT SPANDREL)

3- METAL PANEL

4- ARCHITECTURAL LOUVERS





NORTH ELEVATION

7 -ELEVATIONS

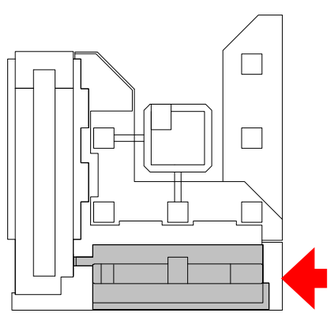
LEGEND

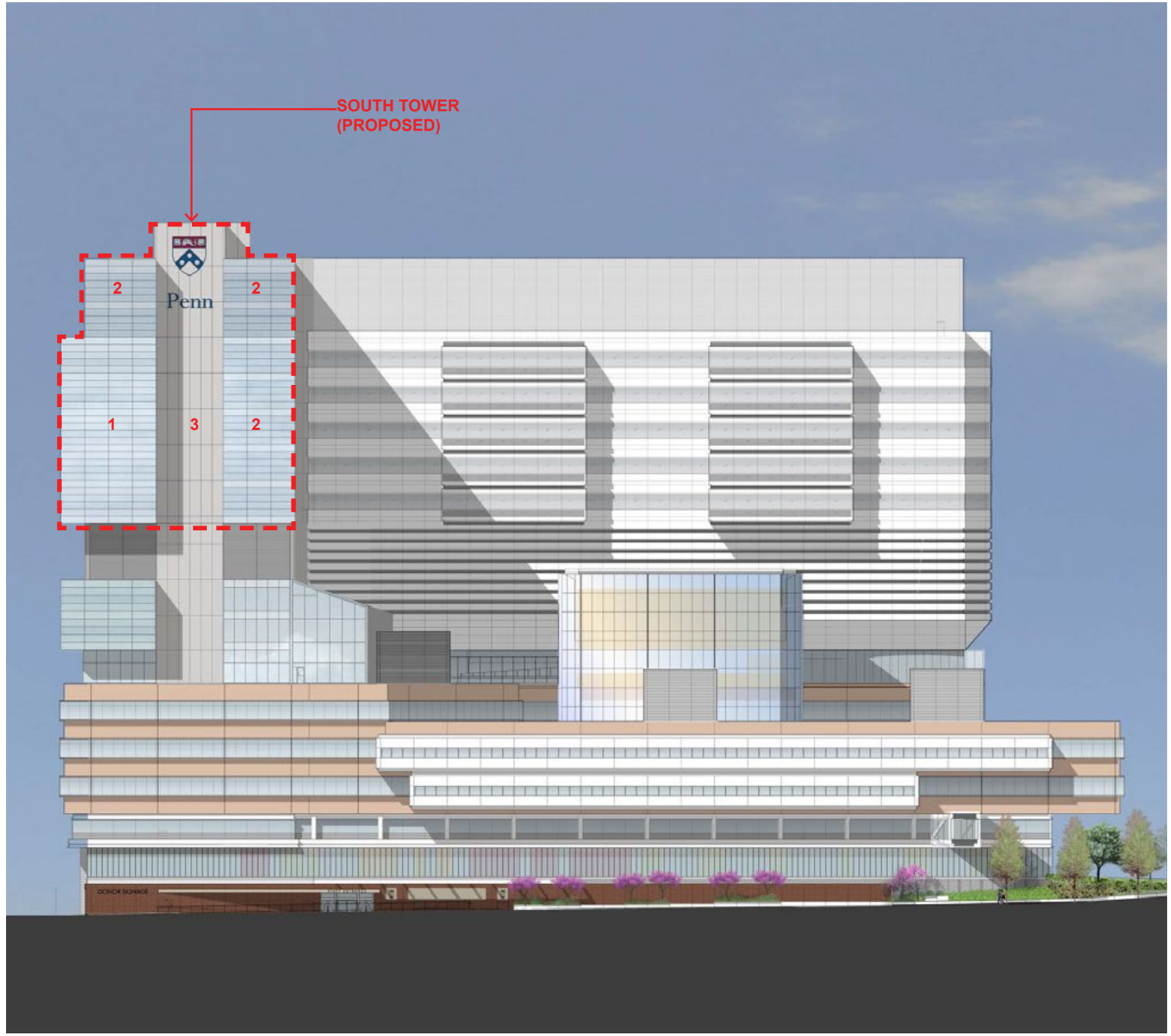
1- ALUMINUM AND GLASS CURTAIN WALL (FRITTED + CLEAR GLASS/ SHADOW BOX AT SPANDREL)

2- ALUMINUM AND GLASS CURTAIN WALL (CLEAR GLASS/ SHADOW BOX AT SPANDREL)

3- METAL PANEL

4- ARCHITECTURAL LOUVERS





EAST ELEVATION

7 -ELEVATIONS

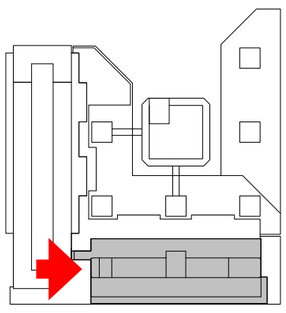
LEGEND

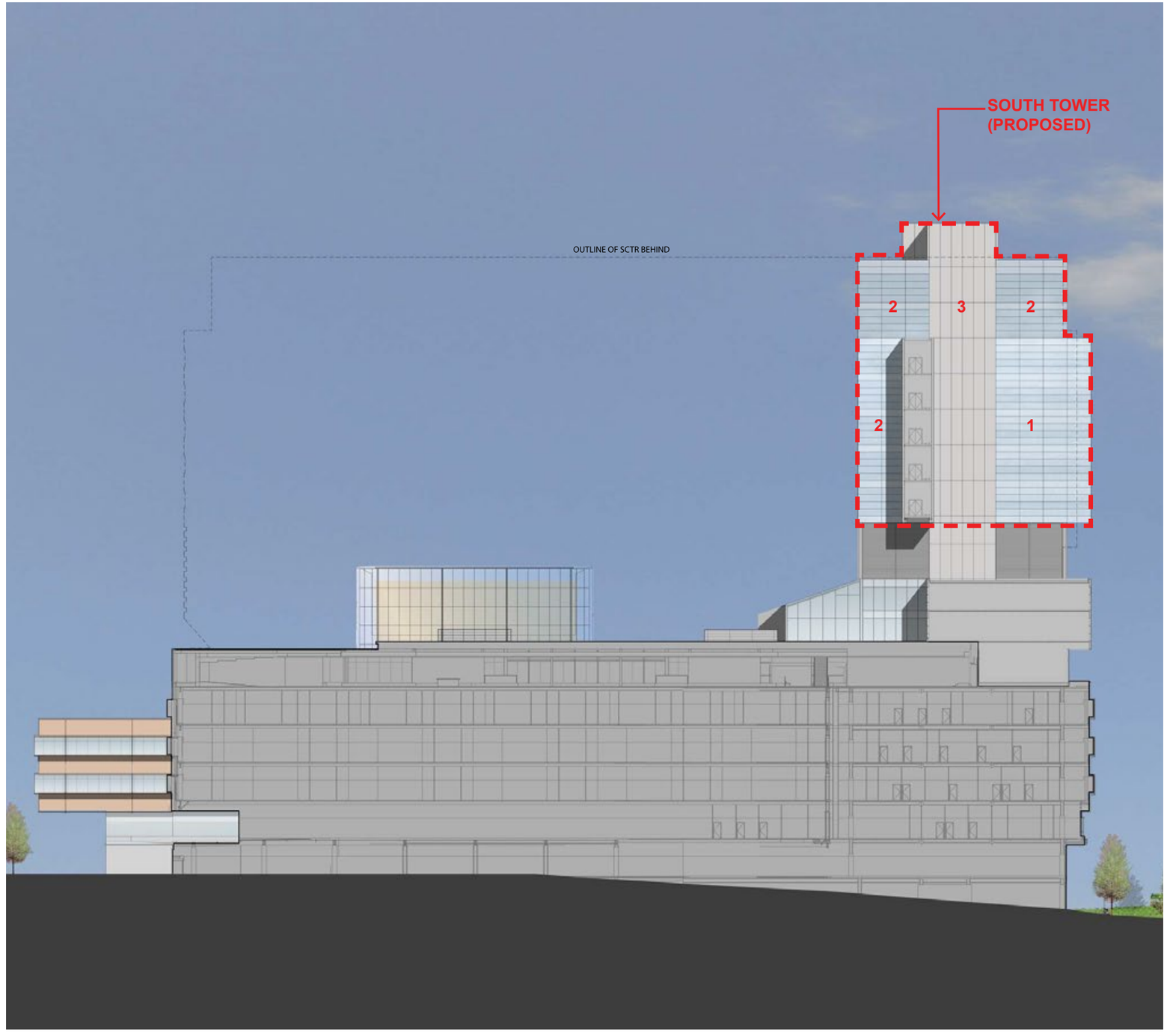
1- ALUMINUM AND GLASS CURTAIN WALL (FRITTED + CLEAR GLASS/ SHADOW BOX AT SPANDREL)

2- ALUMINUM AND GLASS CURTAIN WALL (CLEAR GLASS/ SHADOW BOX AT SPANDREL)

3- METAL PANEL

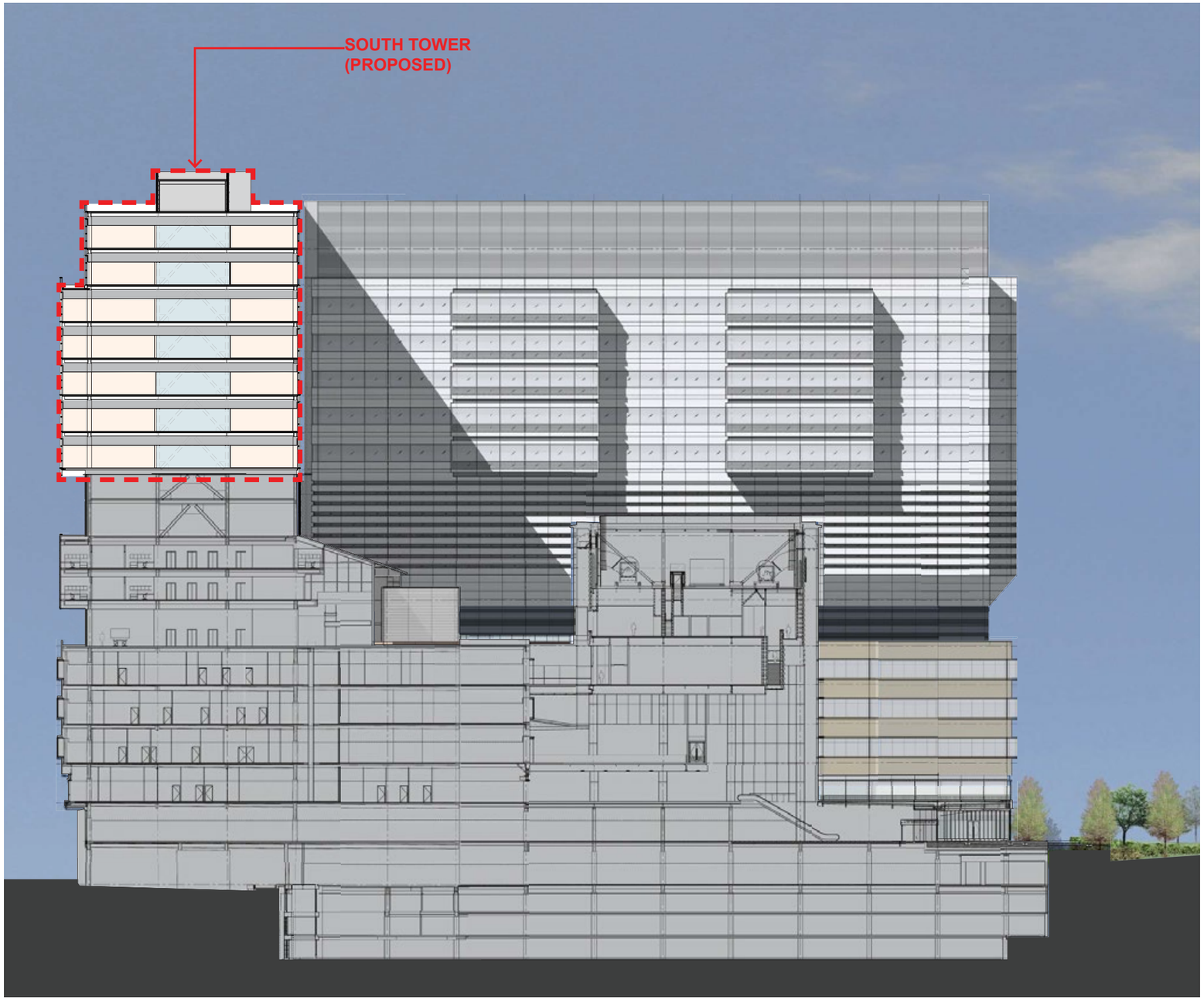
4- ARCHITECTURAL LOUVERS

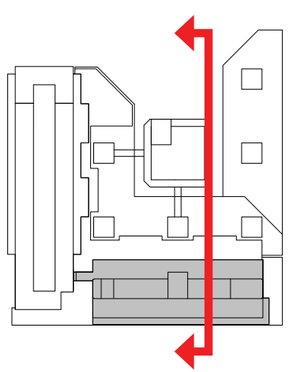




WEST ELEVATION

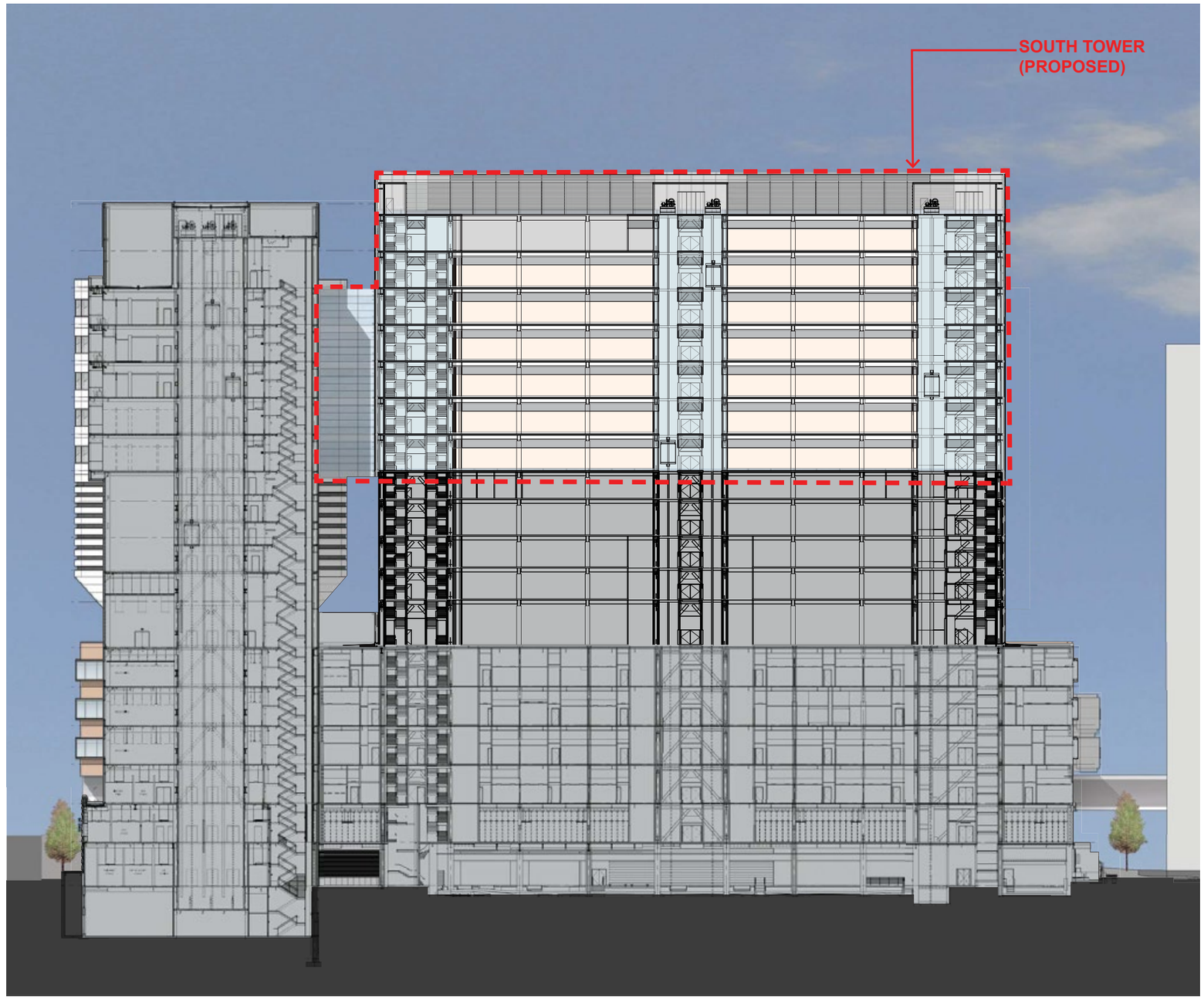
8 -SECTIONS

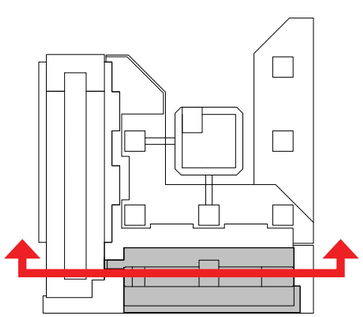




CROSS SECTION LOOKING WEST

8 -SECTIONS





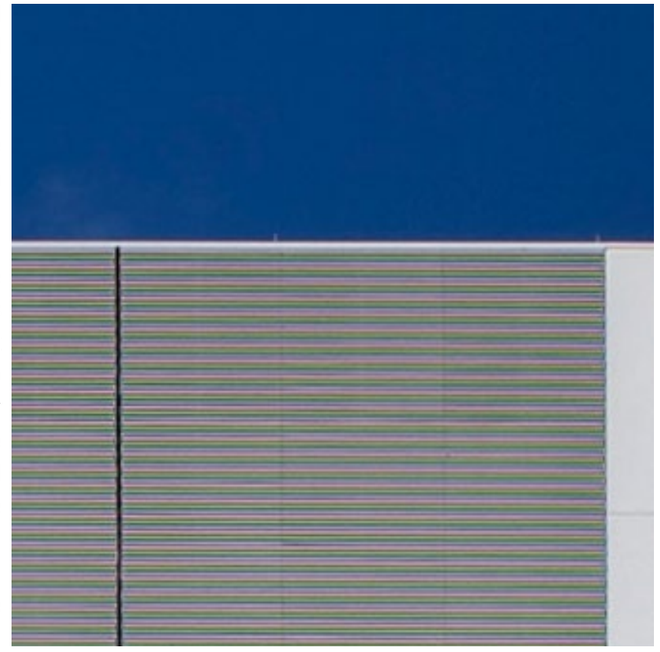
LONGITUDINAL SECTION LOOKING NORTH

9 -MATERIAL PALETTE

The South Tower exterior expression is mostly achieved through three glass appearances wrapping around a metal panel mass that identifies the core locations at the east and west facades and a continuous penthouse at the top of the building. Architectural louvers are located where the intake and exhaust openings are required on the south and north facades respectively.

The south and north facades use the same type of reflective glass. A combination of full and gradient frit patterns is applied to the south facade to achieve the required heat and energy performance. The glass reflectivity will also help achieve the intended performance. A unique appearance for the upper portion of South Tower housing the Penn Medicine commons at levels 13 and 14 would be differenciated through the use of a slightly more reflective glass than the the lower floors.

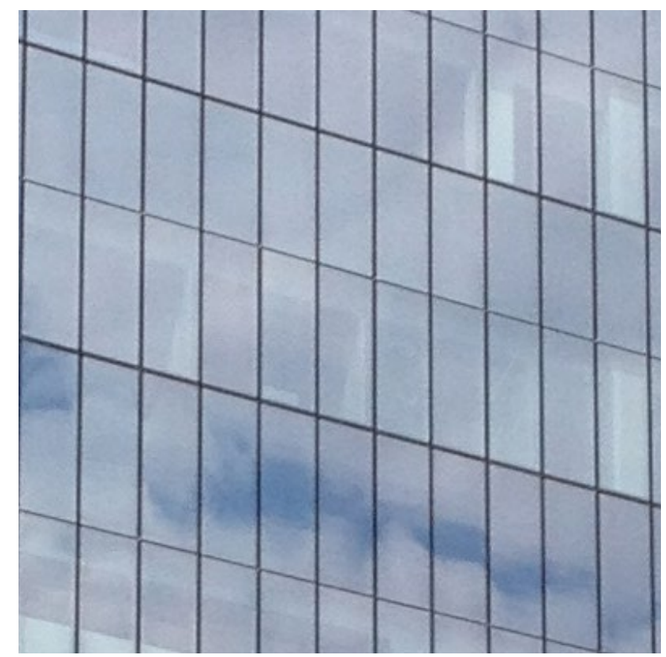
The metal panels and architectural louvers used in the project would be similar to the ones used in SCTR.



ARCHITECTURAL LOUVERS

METAL PANEL

REFLECTIVE GLASS WITH FRIT



REFLECTIVE GLASS

10 -SUSTAINABILITY APPROACH

LEED

The goal for the South Project will be to earn Silver using the LEED for New Construction v2009 rating system similar to the Perelman Center for Advanced Medicine (Certified Silver) and the Transitional Research Center (Silver certification)

PUBLIC TRANSPORTATION

This location offers ample access to several modes of public transportation, and is within walking/ biking distance of many basic community services. Bicycle racks and shower/changing facilities will be provided to support bicycling as an alternate mode of transportation.

WATER USE

Water efficiency of the project will be increased by specifying low-flow fixtures with the goal of reducing potable water use by at least 20%. A green roof is located at level 13 as part of the stormwater strategy for the project.

ENERGY EFFICIENCY

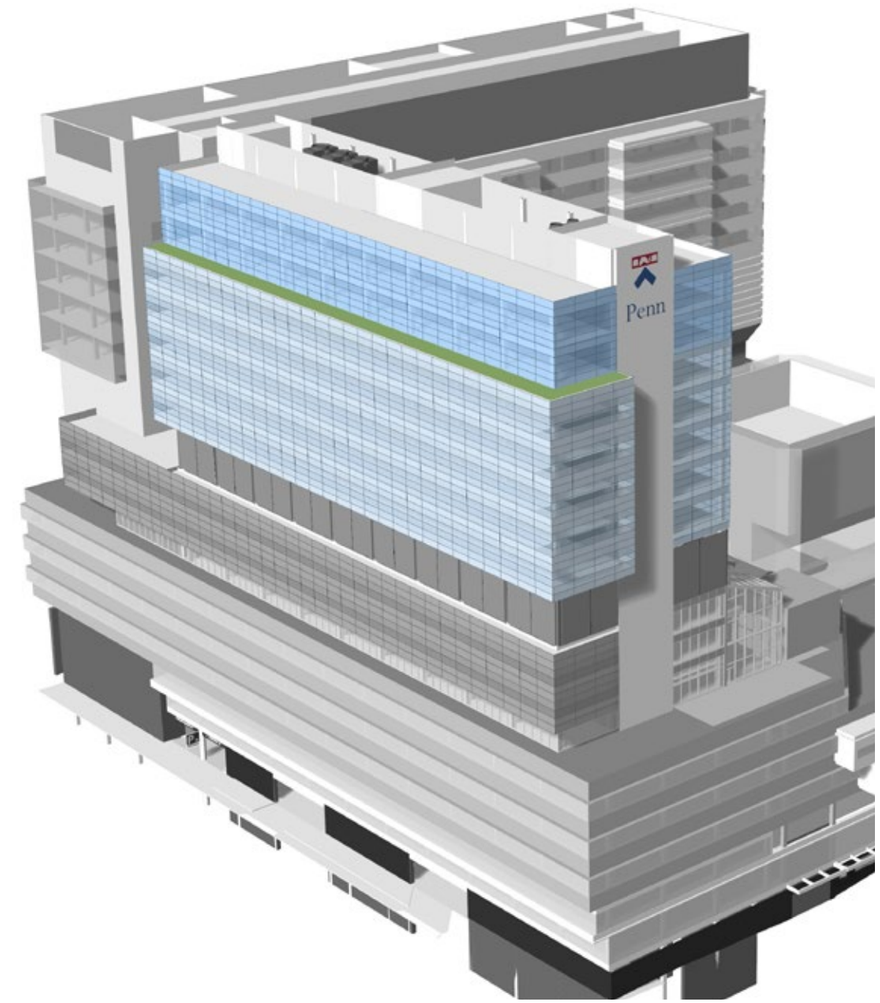
The South Tower will use several different strategies to improve energy efficiency, resulting in a targeted cost savings of at least 10%. An independent commissioning agent will be retained to ensure that the project's energy saving goals are realized.

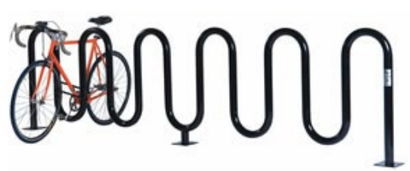
MATERIALS

The environmental impact of materials related to the project will be limited by striving to divert over 95% of construction debris from landfill, and specifying construction materials that contain a high percentage of recycled, and regionally extracted and manufactured content.

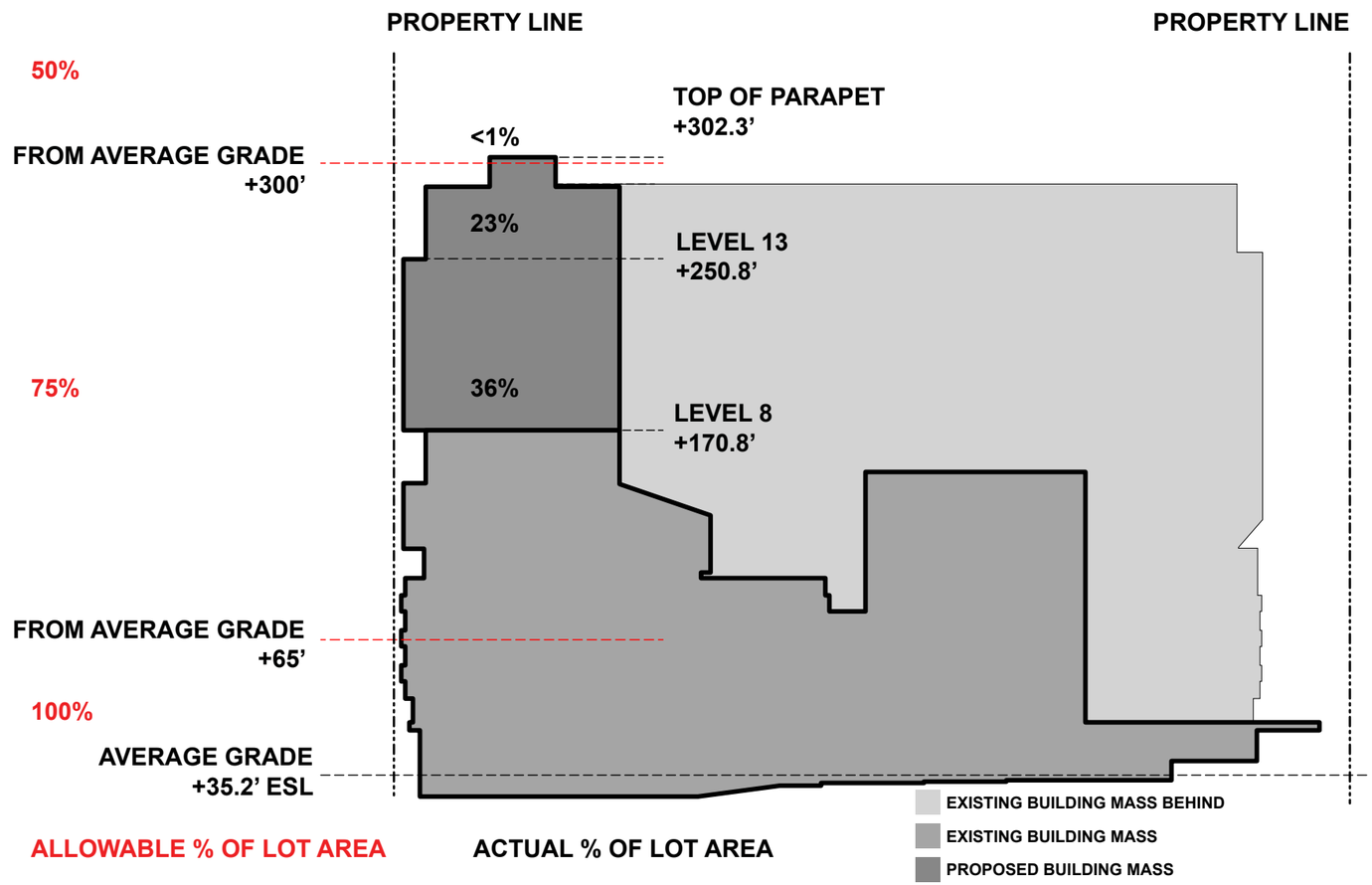
ENVIRONMENT

Strategies to improve the quality of the indoor environment will include implementing an indoor air quality management plan during construction, IAQ testing prior to occupancy, specifying low-emitting glass and green cleaning products and practices, providing a comfortable thermal environment, and providing a high level of lighting controllability to the occupants.

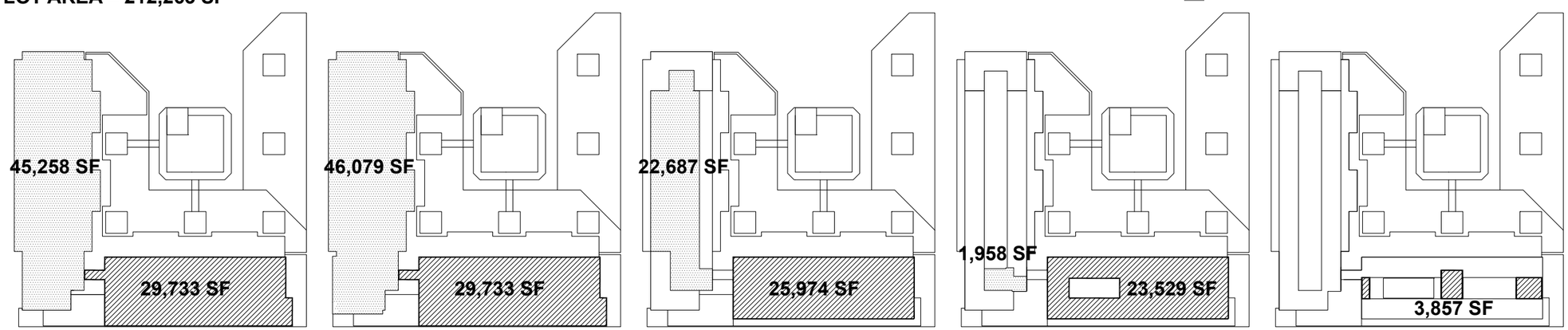




11 -SKY PLANE CONTROLS



ZONING AREAS (EXISTING + NEW)
% OF LOT AREA (EXISTING + NEW)
LOT AREA = 212,263 SF



LEVEL 8
AREA = 74,991 SF
35% OF LOT AREA

LEVEL 9-12
AREA = 75,812 SF
36% OF LOT AREA

LEVEL 13
AREA = 48,661 SF
23% OF LOT AREA

LEVEL 14
AREA = 25,487 SF
12% OF LOT AREA

LEVEL 15
AREA = 3,857 SF
<1% OF LOT AREA

APPENDIX

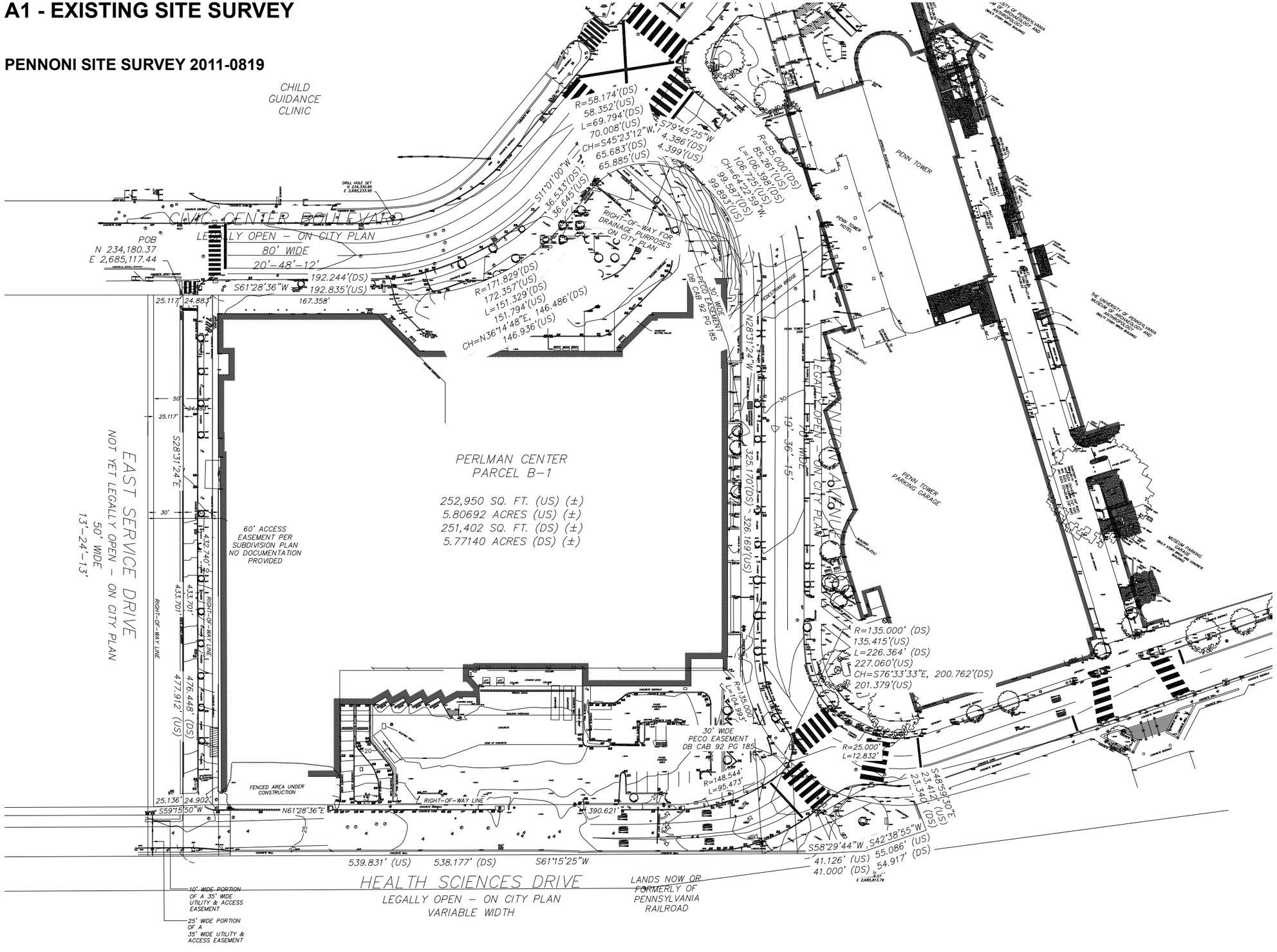
1- EXISTING SITE SURVEY PAGE 26

2- COMPLETE STREETS HANDBOOK CHECKLIST PAGE 27

3- CDR APPLICATION FORM PAGE 31

A1 - EXISTING SITE SURVEY

PENNONI SITE SURVEY 2011-0819



A2 - COMPLETE STREETS HANDBOOK CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

GENERAL PROJECT INFORMATION

1. PROJECT NAME
   Center for Advanced Medeicine South Tower Expansion.
2. DATE
   04/21/2014
3. APPLICANT NAME
   University of Pennsylvania Health System
4. APPLICANT CONTACT INFORMATION
   Stephen Greulich (215) 615-5098
5. PROJECT AREA: list precise street limits and scope
   Proposed Vertical expansion of the South Tower at the Center for Advanced Medecine. The project fronts Health Sciences Drive 122' from the intersection of West Service Drive to the intersection of Convention Ave. The proposed improvements start 8 floors above Street Level.
6. OWNER NAME
   The Trustees of University of Pennsylvania
7. OWNER CONTACT INFORMATION
   Stephen Greulich (215) 615-5098
8. ENGINEER / ARCHITECT NAME
   RV ARCHITECTS (PA) LLC
9. ENGINEER / ARCHITECT CONTACT INFORMATION
   50 VANDAM STREET, NEW YORK, NY 10013
10. STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Transportation and Utilities" field. Complete Street Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
Health Sciences Drive	**122' From Health Sciences Dr**	**Convention Ave**	**City Neighborhood**
____	____		
____	____	____	____
____	____	____	____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

PEDESTRIAN COMPONENT (Handbook Section 4.3)

11. 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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Health Sciences Drive	**1'2 / 4' / 4'**	**6'-14' / 6'-14'**
____	____ / ____ / ____	____ / ____
____	____ / ____ / ____	____ / ____
____	____ / ____ / ____	____ / ____

12. 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
Health Sciences Drive	**6' / 6'-14' / 6'-14'**
____	____ / ____ / ____
____	____ / ____ / ____
____	____ / ____ / ____

13. 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
(2) Driveways	**30'**	**North Curbline Health Sciences Drive**
____	____	____
____	____	____
____	____	____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
____	____	____
____	____	____
____	____	____
____	____	____

				DEPARTMENTAL APPROVAL
14. Does the design limit block lengths to 500 feet or less?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
15. When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access	YES ☒	NO ☐		YES ☐ NO ☐

A2 - COMPLETE STREETS HANDBOOK CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

for all pedestrians?

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 is 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
Health Sciences Drive	**6'-13' / 6'-13'**
_____	_____ / _____
_____	_____ / _____
_____	_____ / _____

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
Helath Sciences Drive	**4' / 0' / 0'**
_____	_____ / _____ / _____
_____	_____ / _____ / _____
_____	_____ / _____ / _____

				DEPARTMENTAL APPROVAL	
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). The following treatments shall be identified and dimensioned on the plan.					
▪ Bicycle Parking	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Lighting	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Benches	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Street Trees	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Street Furniture	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
19. Does the design avoid tripping hazards?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 12, or requires an exception. Identify all pinch points and encroachments on right-of-way on design plans.	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
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 ☐		YES ☐	NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

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

_____

				DEPARTMENTAL APPROVAL	
24. 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 ☒	YES ☐	NO ☐
▪ Buffered Bike Lane	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Bicycle-Friendly Street	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
25. Does the design provide bicycle connections to local bicycle, trail, and transit networks?	YES ☒	NO ☐		YES ☐	NO ☐
26. Does the design provide convenient bicycle connections to residences, work places, and other destinations?	YES ☒	NO ☐		YES ☐	NO ☐

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

				DEPARTMENTAL APPROVAL	
27. Does the design limit conflict among transportation modes along the curb?	YES ☐	NO ☒		YES ☐	NO ☐
28. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
29. Does the design provide a buffer between the roadway and pedestrian traffic?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?				YES ☐	NO ☐

The public will be able to access the Schuylkill River Trail and Boardwalk with bike access from this site to South Street. The site is also 1/2 block from University Station of the SEPTA Regional Rail Line.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

31. For each street frontage, identify existing and proposed lane widths and the design speed.

STREET FRONTAGE	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
Health Sciences	West Service	Health Science Drive	11' / 11'	25mph
____	____	e	____ / ____	____
____	____	____	____ / ____	____
____	____	____	____ / ____	____

					DEPARTMENTAL APPROVAL	
32. What is the maximum AASHTO design vehicle being accommodated by the design?	N/A				YES ☐	NO ☐
33. Will the project affect a historically certified street? An inventory of historic streets[1] is maintained by the Philadelphia Historical Commission.	YES ☐	NO ☒			YES ☐	NO ☐
34. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)? **Any proposed median may require a maintenance agreement with the Streets Department.*	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
35. Does the design facilitate safe and accessible, deliveries to local industries and businesses?	YES ☒	NO ☐			YES ☐	NO ☐
36. Will the public right-of-way be used for loading and unloading activities?	YES ☐	NO ☒			YES ☐	NO ☐
37. Does the design maintain emergency vehicle access?	YES ☒	NO ☐			YES ☐	NO ☐
38. Where new streets are being developed does the design connect and extend the street grid?	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
39. Does the design support multiple alternative routes to and from destinations?	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
40. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES ☒	NO ☐			YES ☐	NO ☐

(1) http://www.phila.gov/historical/PDF/Historic%20Street%20Paving%20District%20Inventory.pdf

URBAN DESIGN COMPONENT (Handbook Section 4.8)

					DEPARTMENTAL APPROVAL	
41. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide.	____					
42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4). ____	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
43. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES ☒	NO ☐	N/A ☐		YES ☐	NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

44. Identify existing and proposed signal cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
____	N/A	____
____		____
____	____	____
____	____	____

					DEPARTMENTAL APPROVAL	
45. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
46. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
47. 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? ** If yes, City Plan Action may be required.*	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
48. 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 ☐	NO ☐	N/A ☒		YES ☐	NO ☐
▪ Pedestrian Refuge Islands	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
▪ Signal Timing and Operation	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
▪ Bike Boxes	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
49. Does the design simplify complex intersections where possible?	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
50. Does the design reduce vehicle speeds and increase visibility at intersections?	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
51. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety?	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐

A2 - COMPLETE STREETS HANDBOOK CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

Because the project is avertical expansion, no improvements are being proposed at Street Level.

DEPARTMENTAL APPROVAL

Additional Reviewer Comments:

A3 - CDR APPLICATION FORM

PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW

CDR PCPC

CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 525764

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

Property is located in CMX-5 Zoning District; the project includes more than 100,000 SF of new GFA.

PROJECT LOCATION

Planning District: University SW **Council District:** 3

Address: 3400 Civic Center Blvd
Philadelphia, PA 19104

Is this parcel within a Master Plan District? Yes X No ____

CONTACT INFORMATION

Applicant Name: Craig Bryson **Primary Phone:** 215-222-3000

Email: cbryson@pennoni.com **Address:** 3001 Market Street
Philadelphia, PA 19103

Property Owner: Trustees of the Univ of Pennsylvania **Developer** Trustees of the Univ of Pennsylvania

Architect: Rafael Vinoly Architects

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 5.7 Acres

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

SITE USES

Present Use: Outpatient Medical and Medical Research

Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
Office/Meeting: 191,136 SF
Lab: 9,932 SF
Mechanical: 11,788 SF

Proposed # of Parking Units: No Additional Parking

COMMUNITY MEETING

Community meeting held: Yes X No ____

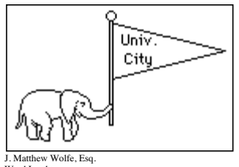
If yes, please provide written documentation as proof. Letter from RCO attached

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

Date: _____ **Time:** _____

27th Ward Republican Committee

4256 Regent Square, Philadelphia, Pennsylvania 19104 - (215) 387-7300
Matthew@Wolfe.org



J. Matthew Wolfe, Esq.
Ward Leader

April 22, 2014

Mr. Glenn D. Bryan
Assistant Vice President
University of Pennsylvania
133 South 36th Street
Philadelphia, PA 19104

Re: 3101 Walnut Street
3400 Civic Center Blvd.
36oo Civic Center Blvd.

Dear Mr. Bryan:

Per our conversation, I have reviewed what is available regarding these projects at this point and the 27th Ward Republican Committee does not oppose it or any of the variances, permits or approvals they will require.

We would appreciate being kept up to date regarding the progress of the projects and any changes that come about. If there are any meetings we would request that we be notified.

Thank you for your consideration in this matter.

Sincerely,

J. Matthew Wolfe
Republican Ward Leader

JMW/mbs
cc: Ira Kauderwood
Sent by email