



3600 CIVIC CENTER BOULEVARD PARKING GARAGE
PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW SUBMISSION
MAY 13, 2014



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: **518085**

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 Southwest Council District: 3

Address: 3600 Civic Center Blvd
Philadelphia, PA 19104

Is this parcel within a Master Plan District? Yes 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 University of PA Developer Trustees of the University of PA

Architect: Tim Haahs

SITE CONDITIONS

Site Area: 2.4 Acres

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):

448,671 square feet of Parking Garage

Proposed # of Parking Units:

1,462

COMMUNITY MEETING

Community meeting held: Yes No

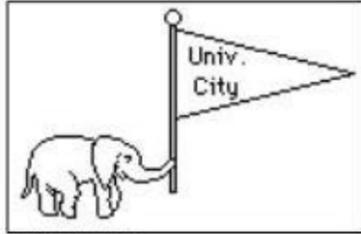
If yes, please provide written documentation as proof. Letter from RCO attached.

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.
3600 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,

A handwritten signature in black ink, appearing to read 'J. Matthew Wolfe', written in a cursive style.

J. Matthew Wolfe
Republican Ward Leader

JMW/mbs
cc: Ira Kauderwood
Sent by email

UNIVERSITY OF PENNSYLVANIA HEALTH SYSTEM

3600 CIVIC CENTER BOULEVARD



Photo of Proposed Building Site

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3600 CIVIC CENTER BOULEVARD



1 Western corner of the site looking Northeast along Civic Center Blvd.



3 Northern corner of the site looking South into the center of the site.



2 Northern corner of the site looking Southwest along Civic Center Blvd.



4 Southern corner of the site looking North into the center of the site.

Photos of Proposed Building Site

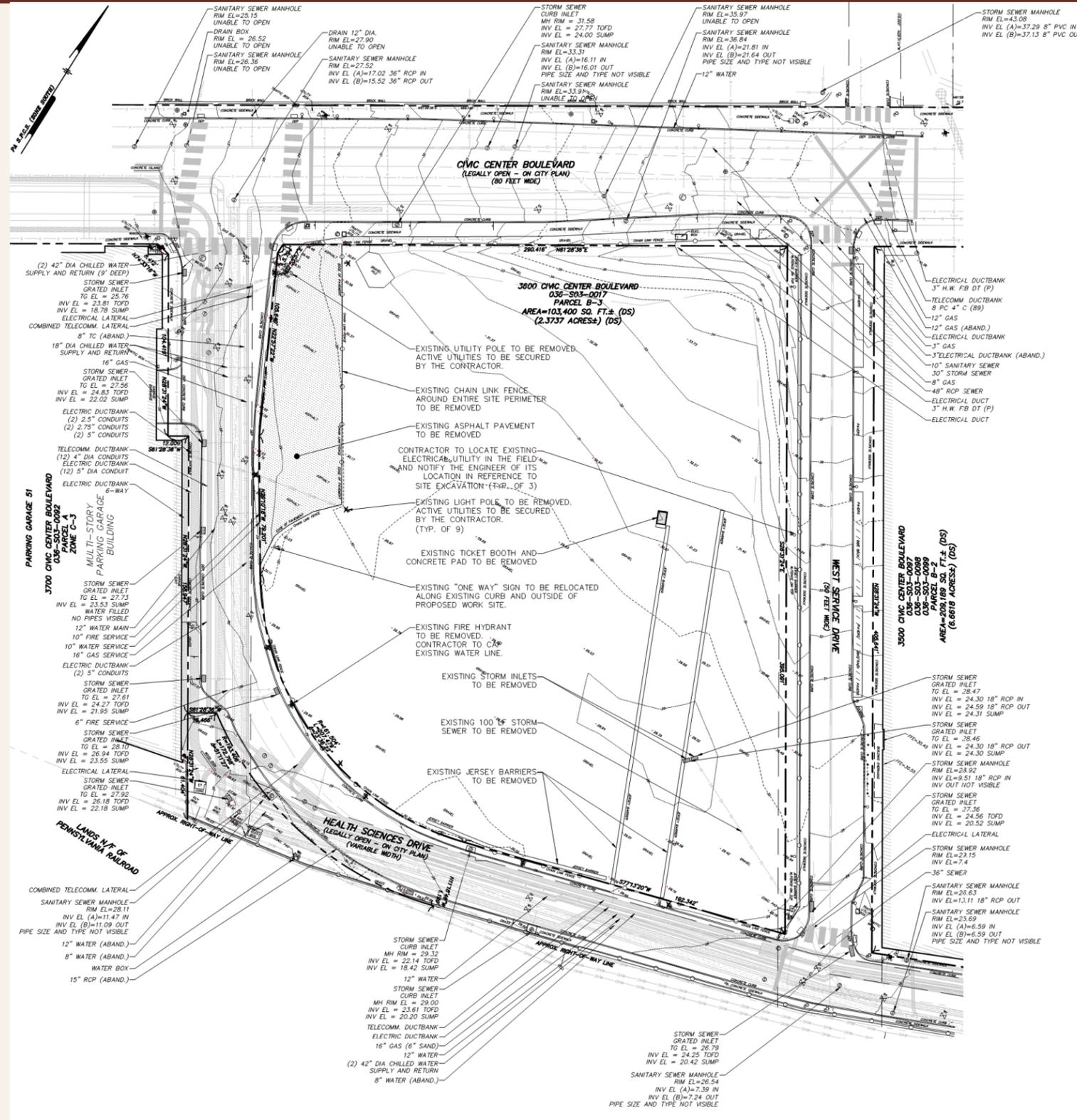


TimHaahs

Pennoni

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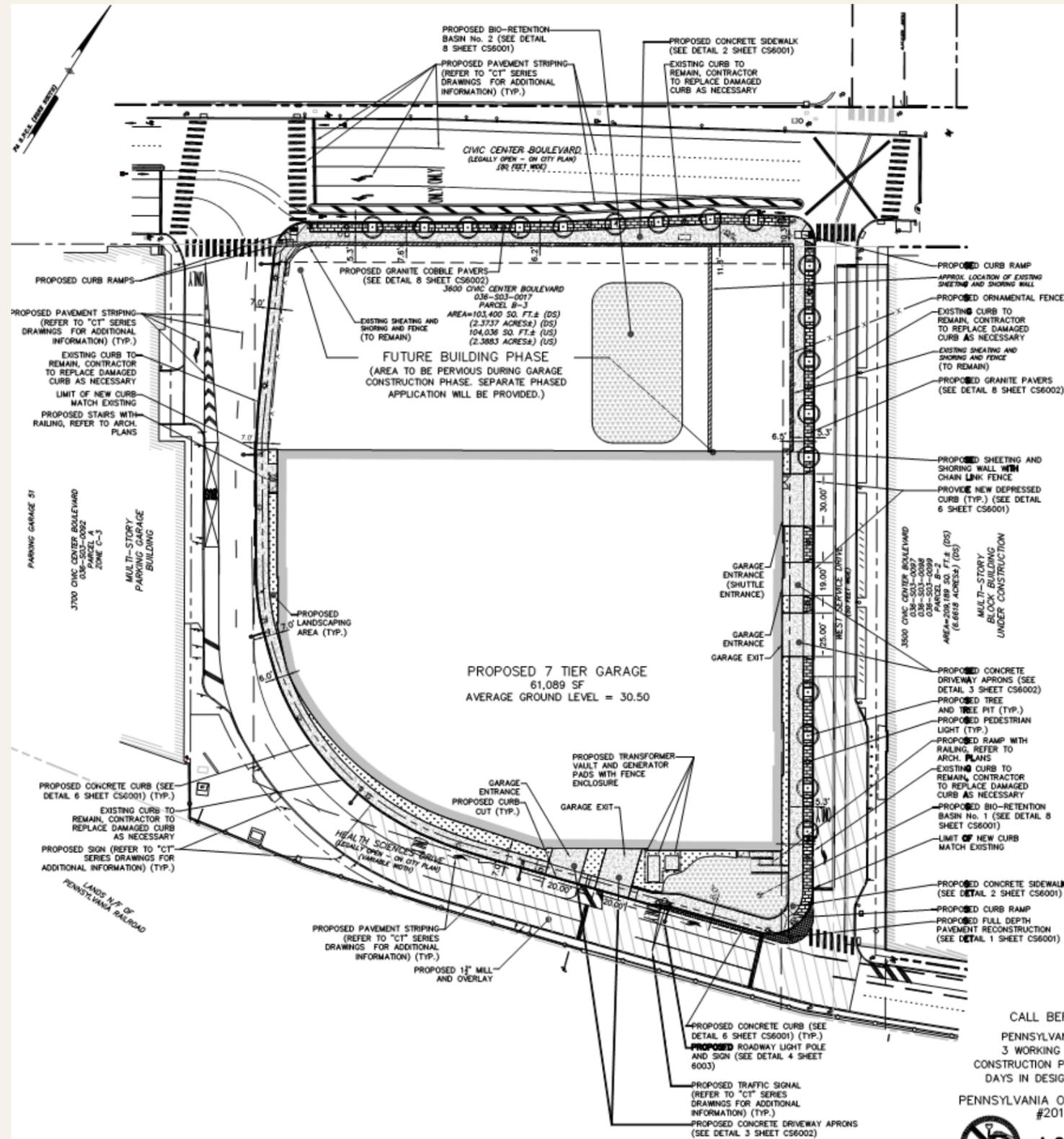
TimHaa^{hs}

Existing Site Survey



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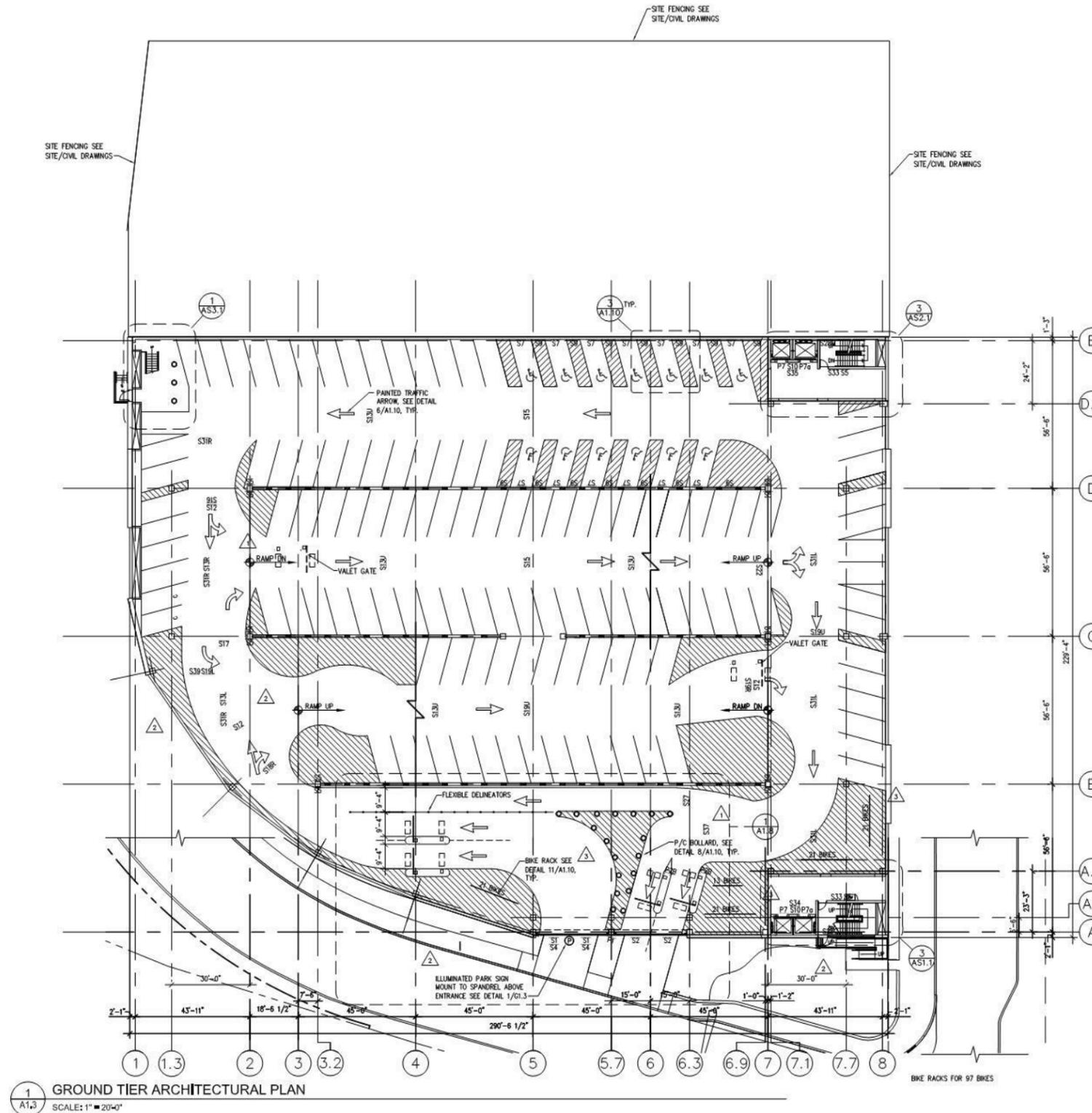
3600 CIVIC CENTER BOULEVARD



Proposed Site Plan

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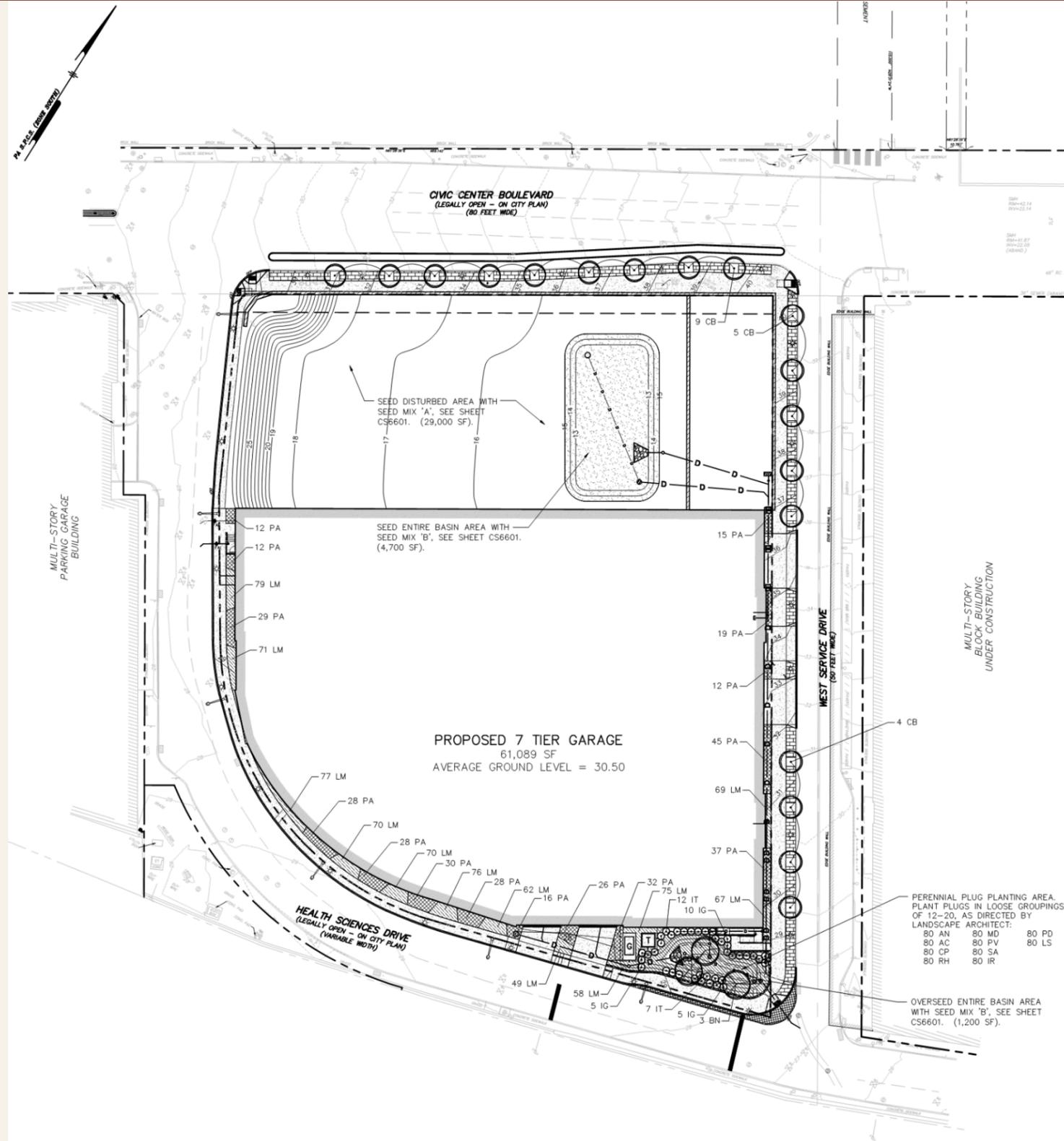
3600 CIVIC CENTER BOULEVARD



Proposed Ground Floor Plan

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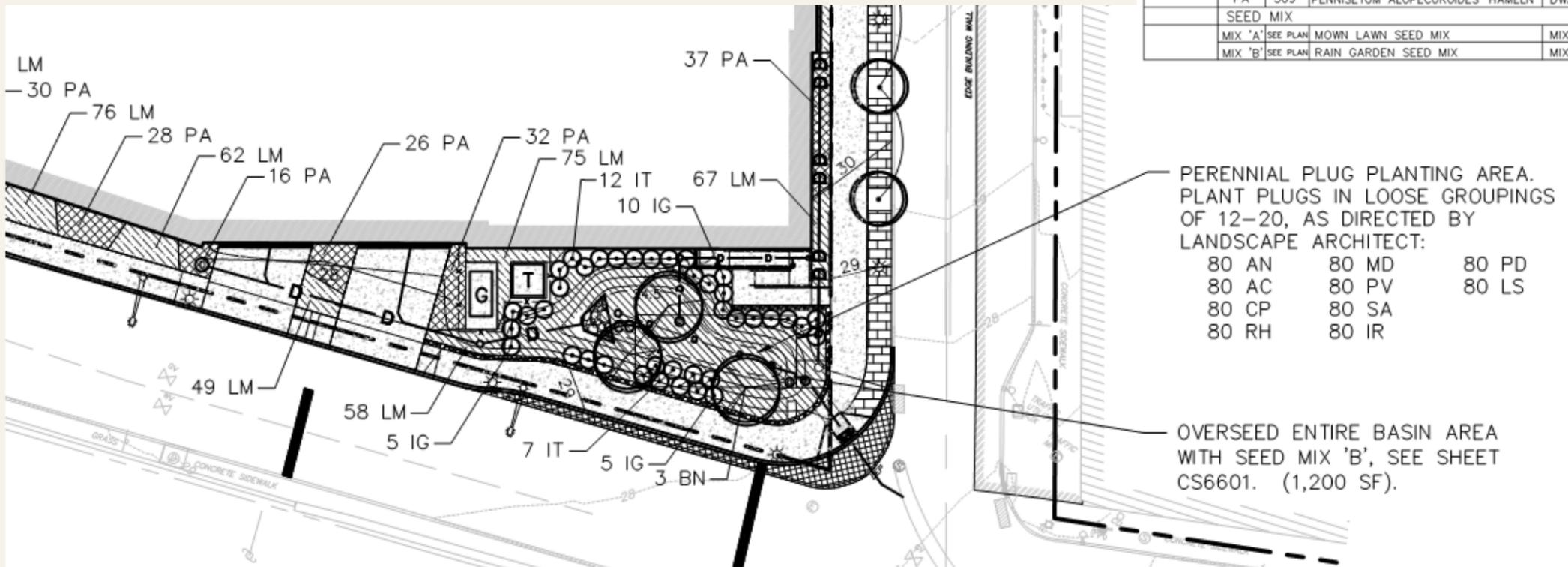


PLANT SCHEDULE						
SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
DECIDUOUS SHADE TREES						
CB	18	CARPINUS BETULUS "FASTIGIATA"	UPRIGHT EUROPEAN HORNBEAM	3 1/2"-4" CAL.	B & B	SINGLE LEADER; FULL CROWN; LIMB TO 7'
DECIDUOUS ORNAMENTAL TREES						
BN	3	BETULA NIGRA	RIVER BIRCH	8-10' HT.	B & B	SINGLE LEADER; FULL CROWN; CLUMP FORM
SHRUBS						
IG	20	ILEX GLABRA	INKBERRY	# 3	CONT.	24" HT., FULL
IT	19	ITEA VIRGINICA	VIRGINIA SWEETSPIRE	# 3	CONT.	FULL, HEAVY
PERENNIALS						
AN	80	ASTER NOVI-BELGII	NEW YORK ASTER	4.5"	PLUG	SPACED EVENLY IN BIO-RETENTION AREA
AC	80	AQUILEGIA CANADENSIS	WILD COLUMBINE	4.5"	PLUG	SPACED EVENLY IN BIO-RETENTION AREA
CP	80	CAREX PENNSYLVANICA	PENNSYLVANIA SEDGE	4.5"	PLUG	SPACED EVENLY IN BIO-RETENTION AREA
IR	80	IRIS VERSICOLOR	BLUEFLAG IRIS	4.5"	PLUG	SPACED EVENLY IN BIO-RETENTION AREA
MD	80	MONARDA DIDYMA	BEE-BALM	4.5"	PLUG	SPACED EVENLY IN BIO-RETENTION AREA
PV	80	PANICUM VIRGATUM	SWITCH GRASS	4.5"	PLUG	SPACED EVENLY IN BIO-RETENTION AREA
SA	80	SPARGANIUM AMERICANUM	BUR-REED	4.5"	PLUG	SPACED EVENLY IN BIO-RETENTION AREA
LS	80	LOBELIA SIPHILITICA	GREAT BLUE LOBELIA	4.5"	PLUG	SPACED EVENLY IN BIO-RETENTION AREA
PD	80	PENSTEMON DIGITALIS	WHITE BEARDTONGUE	4.5"	PLUG	SPACED EVENLY IN BIO-RETENTION AREA
RH	80	RUDBECKIA HIRTA	BLACK-EYED SUSAN	4.5"	PLUG	SPACED EVENLY IN BIO-RETENTION AREA
ORNAMENTAL GRASSES & GROUNDCOVER						
LM	823	LIRIOPE MUSCARI 'BIG BLUE'	'BIG BLUE' LILYTURF	2" POT	CONT.	SPACED 15" IN PLANTING AREA
PA	369	PENNISETUM ALOPECUROIDES 'HADELN'	DWARF FOUNTAIN GRASS	1 GAL.	CONT.	SPACED 24" IN PLANTING AREA
SEED MIX						
MIX 'A'	SEE PLAN	MOWN LAWN SEED MIX	MIX: SEE CS6601 OR APPROVED EQUAL	150 BULK LBS./AC.	SEED	
MIX 'B'	SEE PLAN	RAIN GARDEN SEED MIX	MIX: (ERNMX-180) OR APPROVED EQUAL	15 BULK LBS./AC.	SEED	

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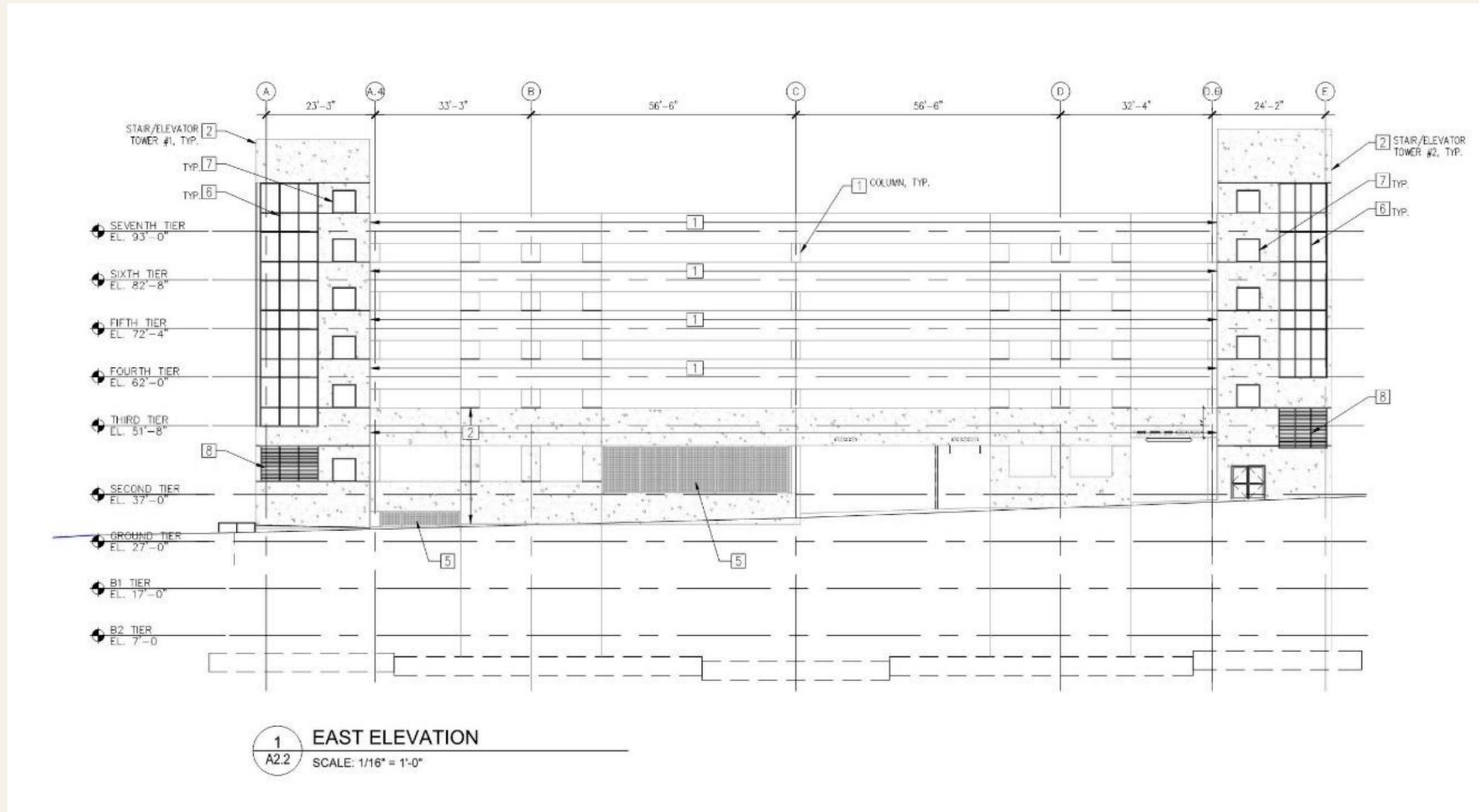
3600 CIVIC CENTER BOULEVARD

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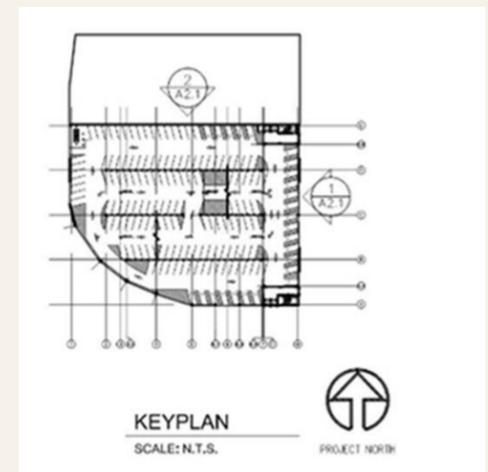


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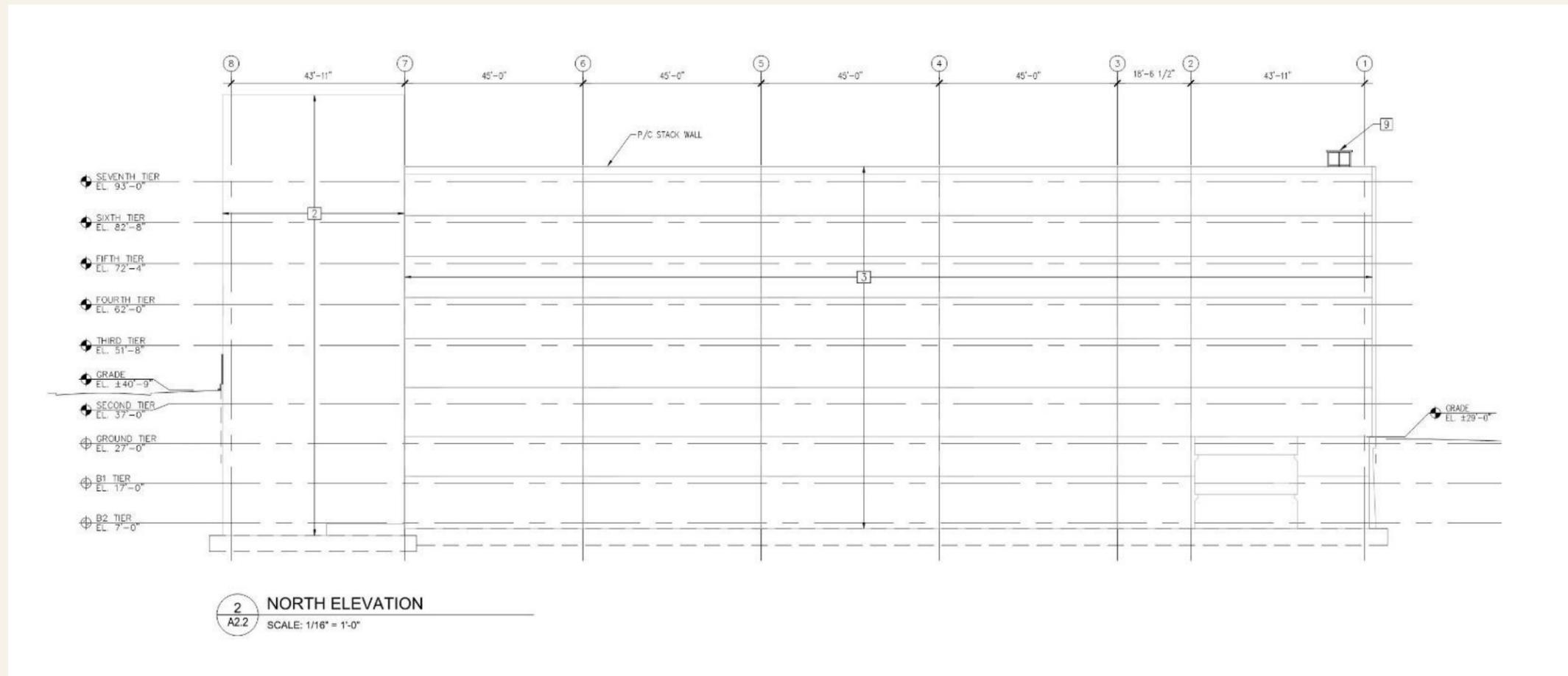
FINISH LEGEND	
1	PRECAST CONCRETE -WHITE CEMENT MIX -LIGHT SANDBLAST FINISH
2	PRECAST CONCRETE -WHITE CEMENT WITH BLACK AND RED AGGREGATE -HEAVY SANDBLAST FINISH
3	PRECAST CONCRETE -STRUCTURAL GRAY -FORM FINISH
4	FIN SCREENING -CLEAR ANODIZED ALUMINUM
5	SECURITY FENCING -BASIS-OF-DESIGN: BARNETT BATES ORSOGRII BRITOSTEROFE -BLACK POWDER-COATED FINISH
6	CURTAIN WALL -BASIS-OF-DESIGN: KAWNEER 1000 SYSTEM 1 -CLEAR ANODIZED ALUMINUM FINISH -CLEAR GLAZING I.G.U. (LOW-E COATING)
7	STOREFRONT -BASIS-OF-DESIGN: KAWNEER VG 45IT -CLEAR ANODIZED ALUMINUM FINISH -CLEAR GLAZING I.G.U. (LOW-E COATING)
8	MECHANICAL LOUVERS -BLACK POWDER-COATED FINISH
9	PREFAB STAIR ENCLOSURE -BASIS-OF-DESIGN: AUSTIN MOHAWK -CLEAR ANODIZED ALUMINUM FINISH -3/16" CLEAR GLAZING



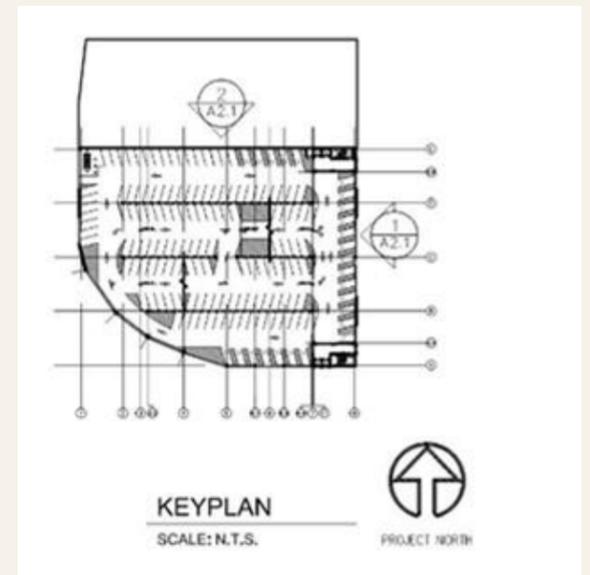
Proposed Elevation West Service Drive

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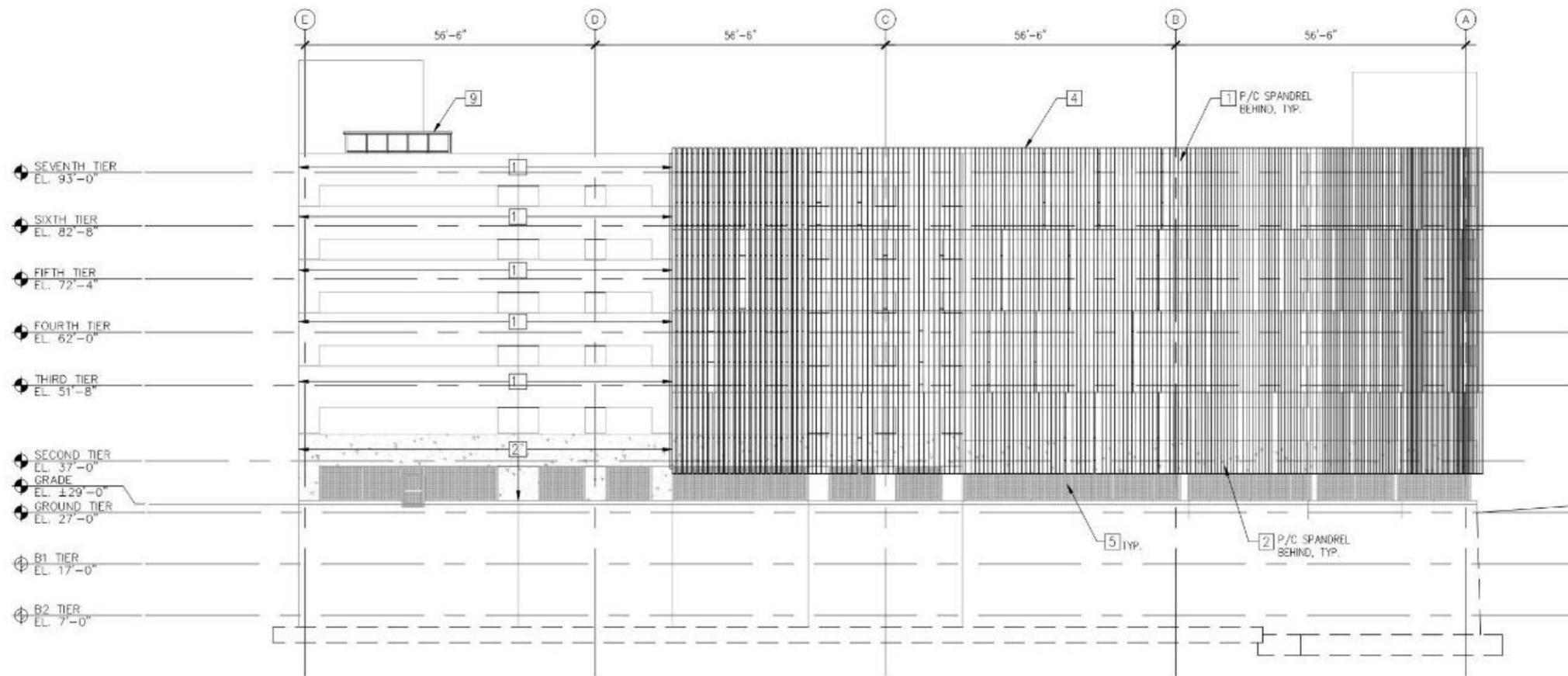


FINISH LEGEND	
1	PRECAST CONCRETE -WHITE CEMENT MILK -LIGHT SANDBLAST FINISH
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5	SECURITY FENCING -BASES-OF-DESIGN: BARNETT BATES ORSOKIL BRISTOLTERPHE -BLACK POWDER-COATED FINISH
6	CURTAIN WALL -BASES-OF-DESIGN: KAMMEER 1800 SYSTEM 1 -CLEAR ANODIZED ALUMINUM FINISH -CLEAR GLAZING (S.G.) (LOW-E COATING)
7	STOREFRONT -BASES-OF-DESIGN: KAMMEER V2 451T -CLEAR ANODIZED ALUMINUM FINISH -CLEAR GLAZING (S.G.) (LOW-E COATING)
8	MECHANICAL COVERS -BLACK POWDER-COATED FINISH
9	PREFAB STAIR ENCLOSURE -BASES-OF-DESIGN: KUSTIN MOHAWK -CLEAR ANODIZED ALUMINUM FINISH -3/8" CLEAR GLAZING



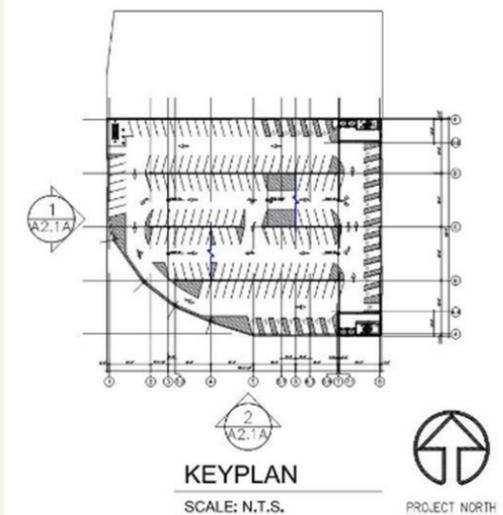
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3600 CIVIC CENTER BOULEVARD



1 WEST ELEVATION
SCALE: 1/16" = 1'-0"

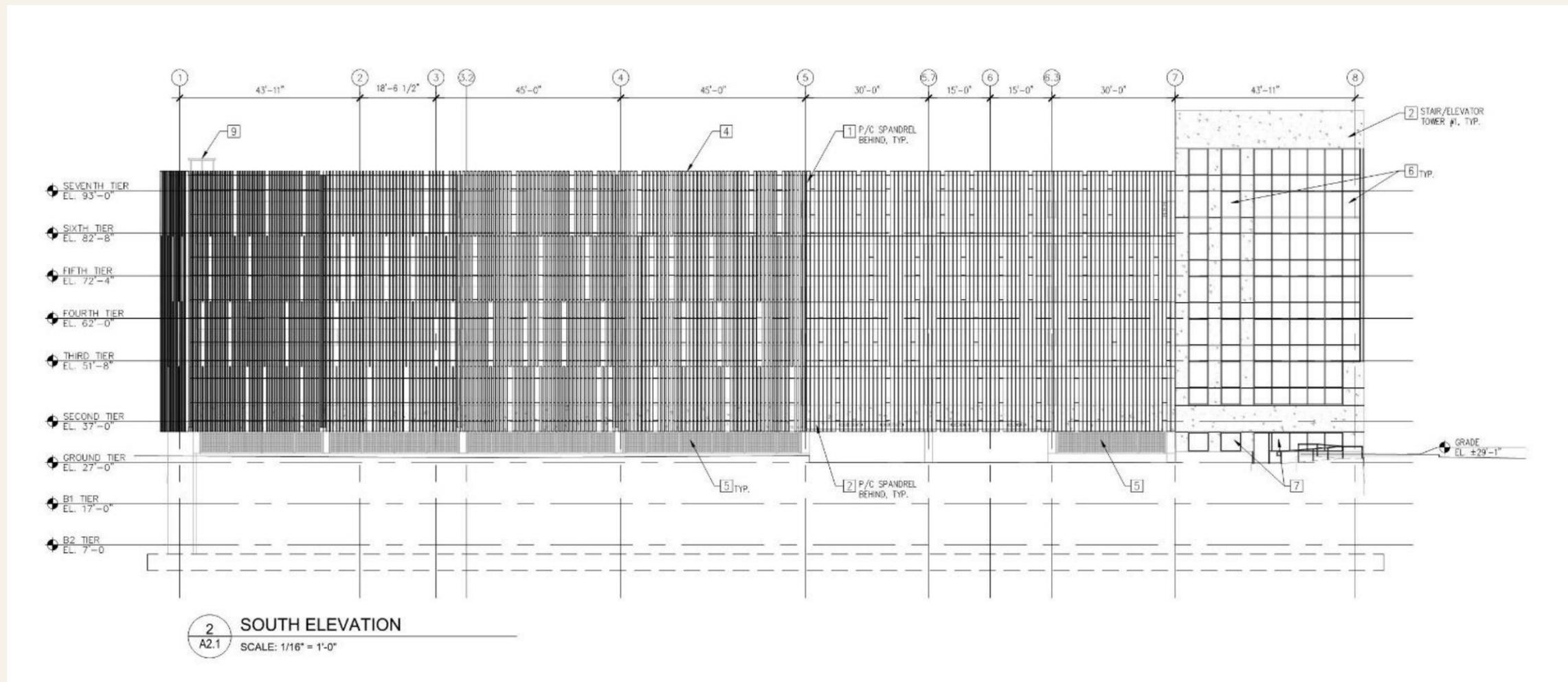
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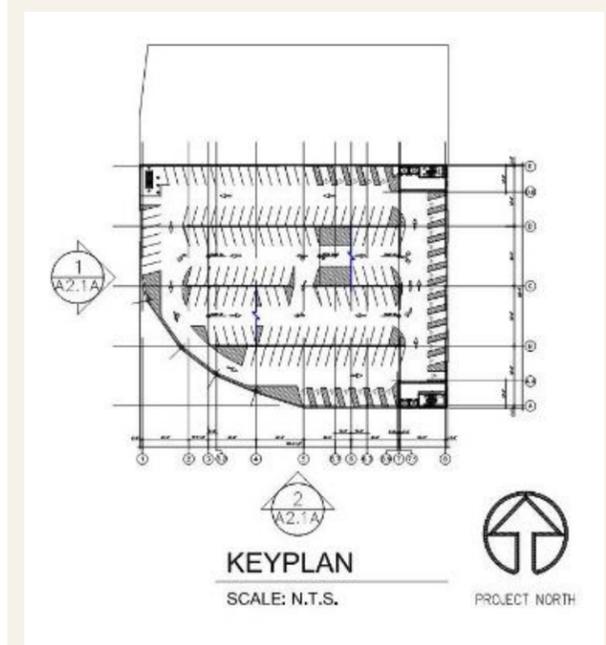
Proposed Elevation Health Sciences Drive

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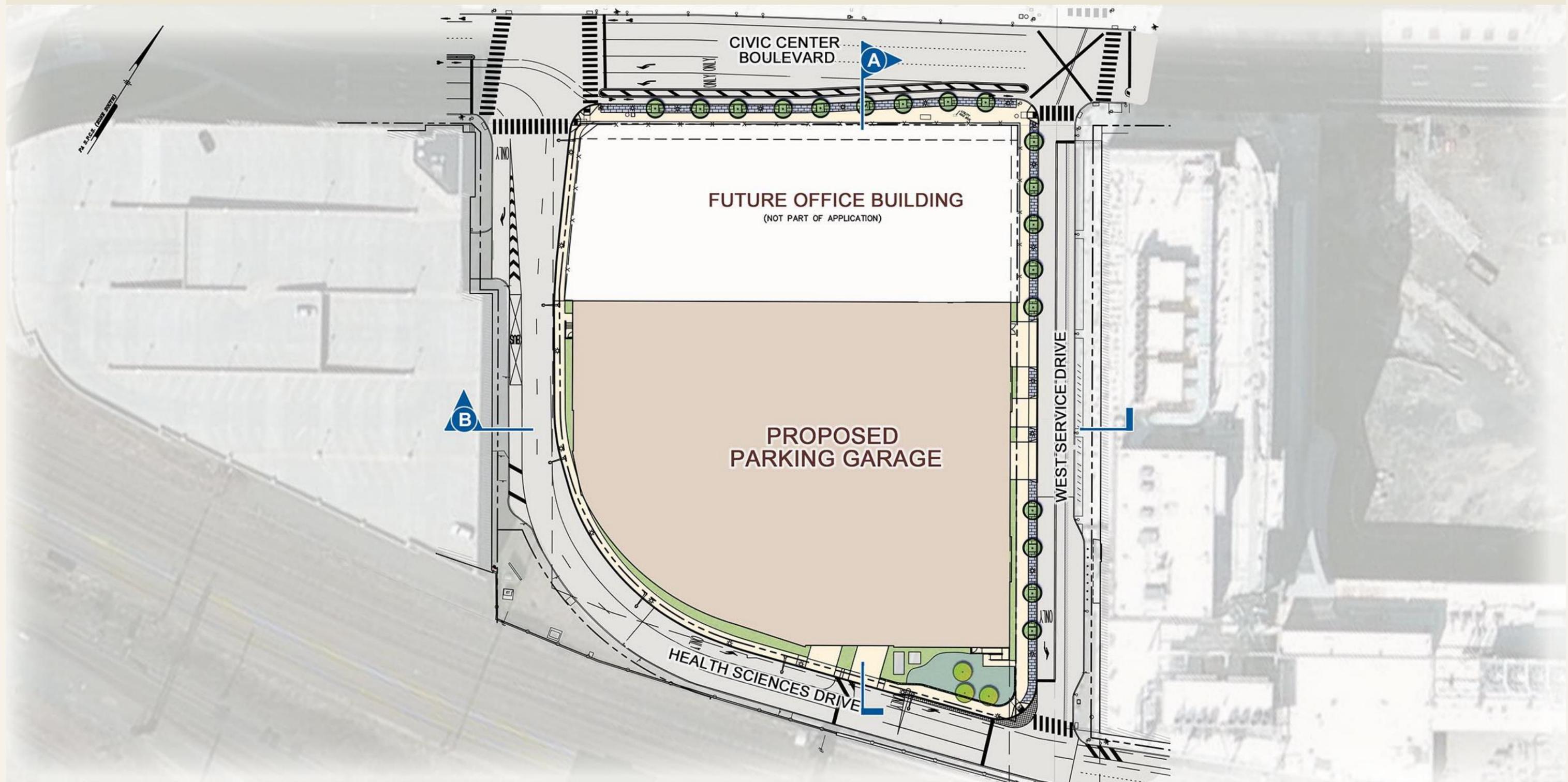


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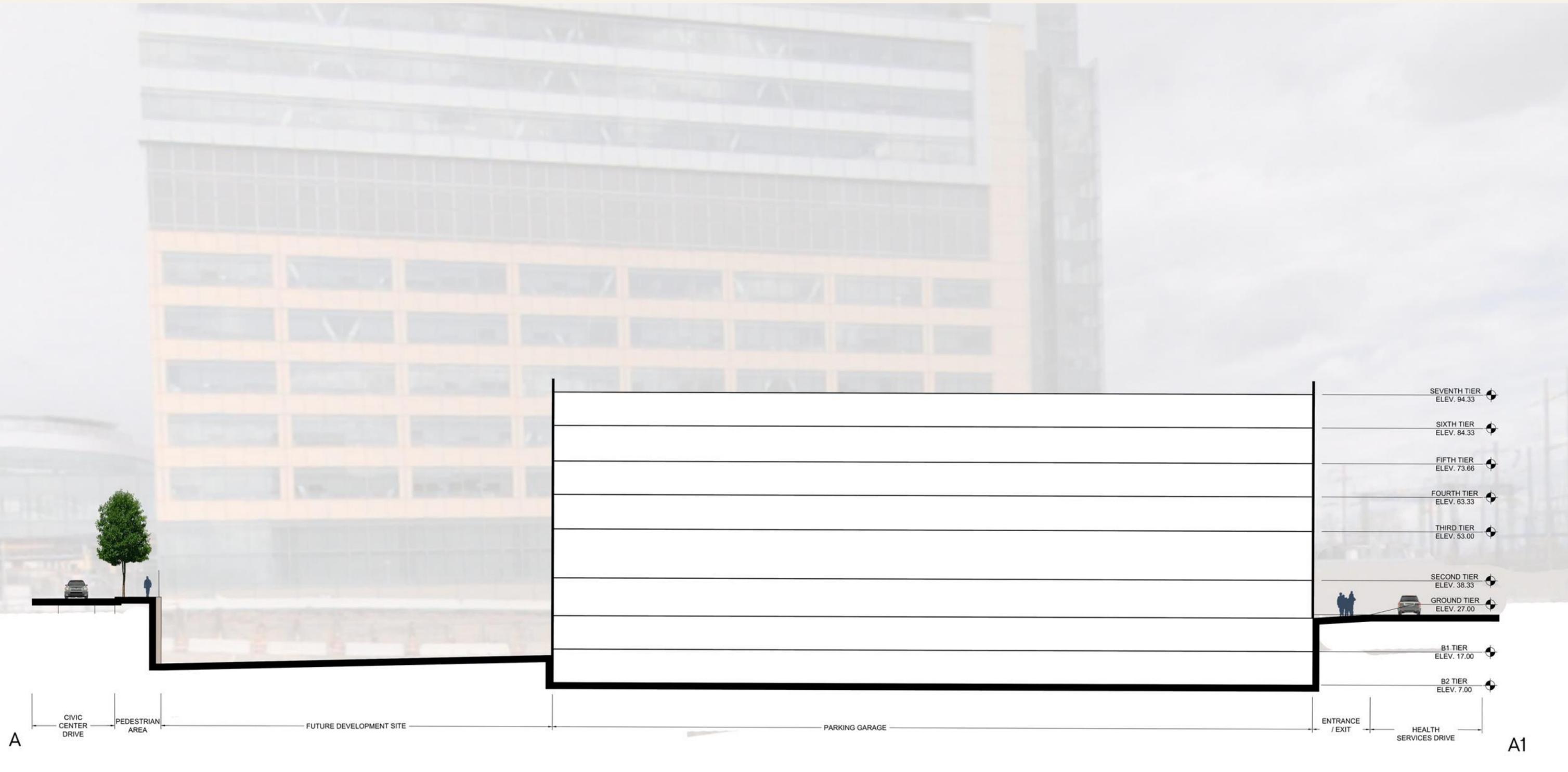


Site Plan



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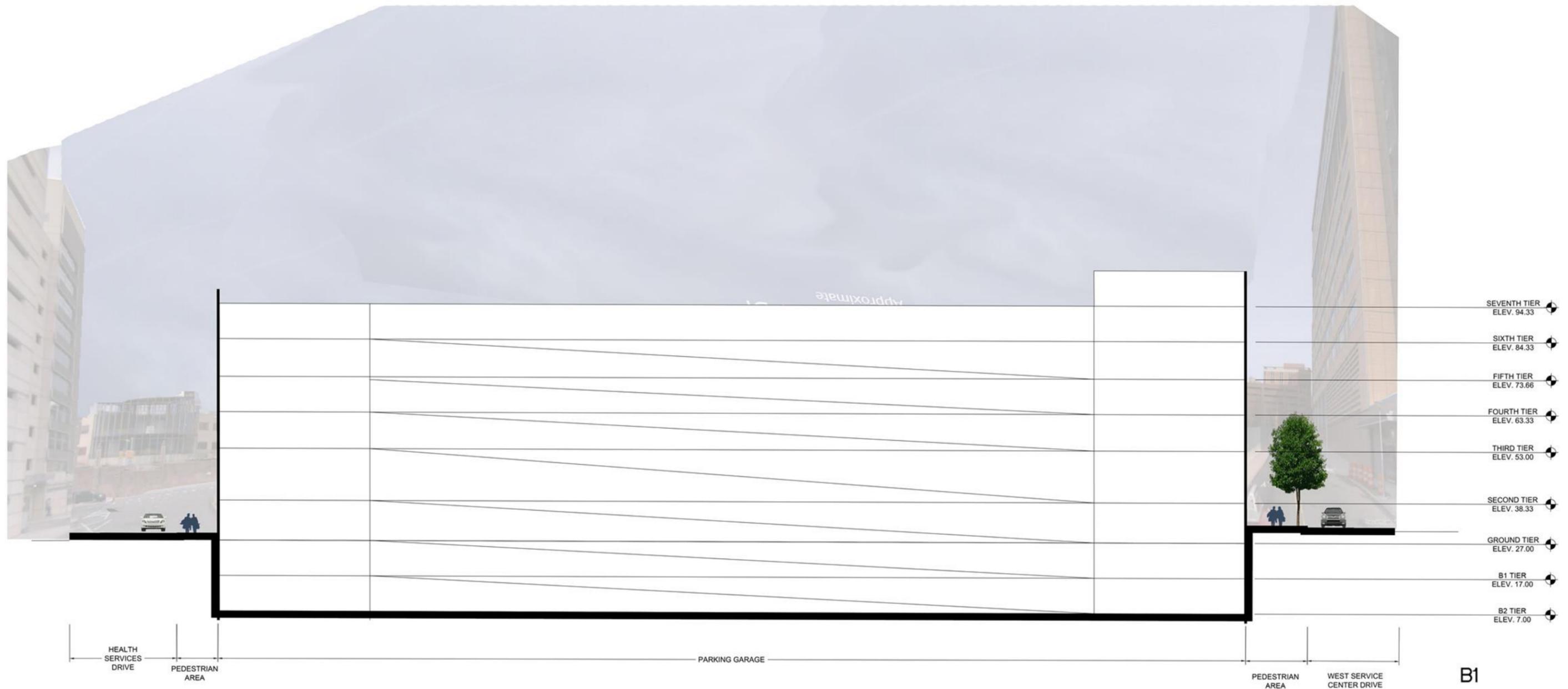
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Site Sections

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Site Sections

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TimHaahs

Perspective Rendering Health Sciences Drive

Pennoni

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3600 CIVIC CENTER BOULEVARD



Rendering from 34th Street Bridge

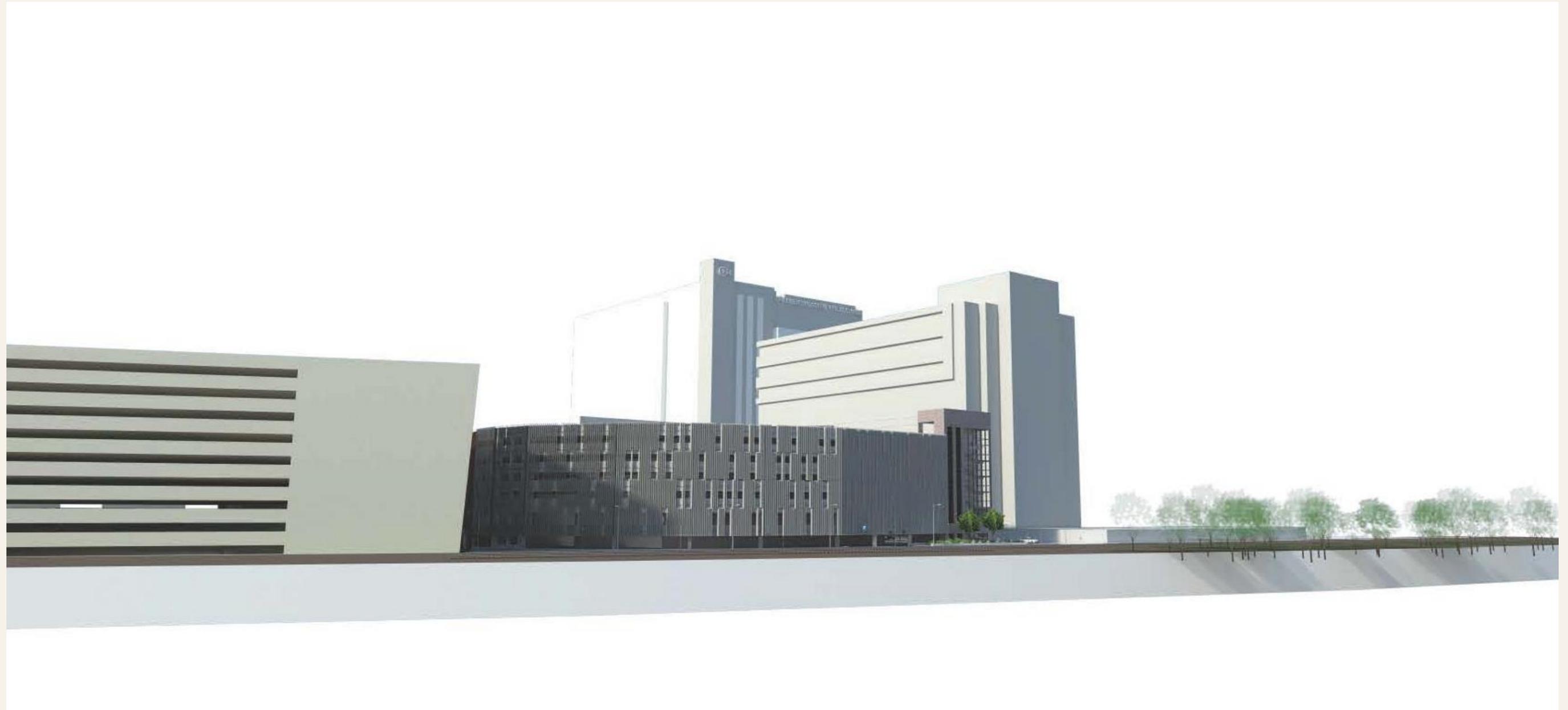


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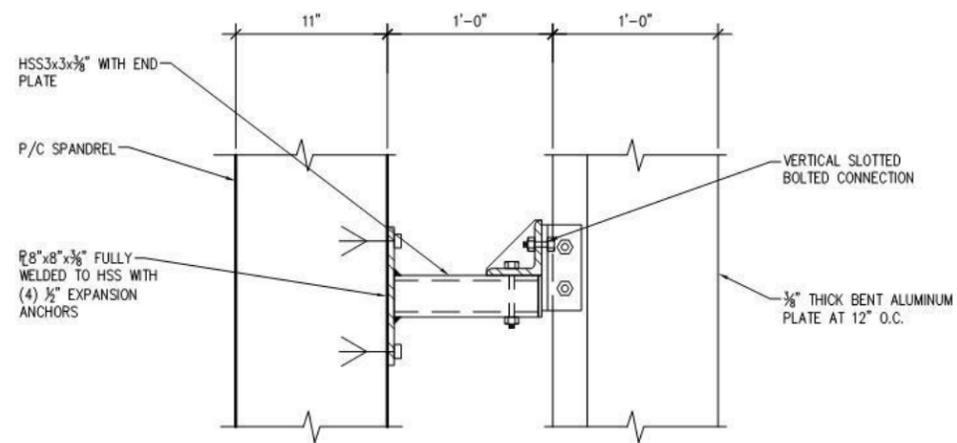


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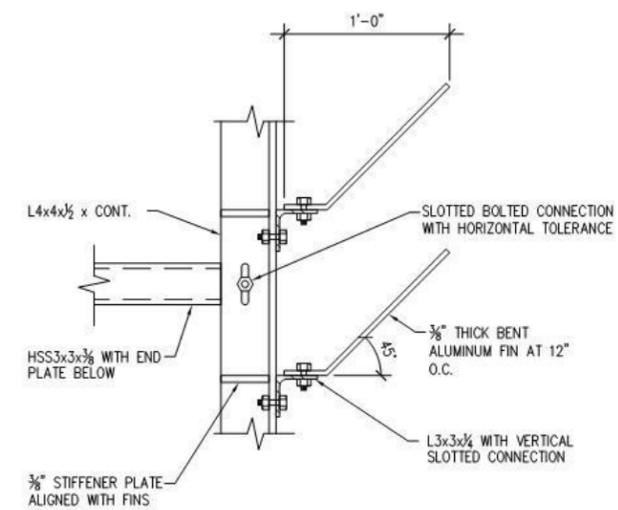
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3D Model View



SECTION DETAIL



PLAN DETAIL

Metal Screen Details

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3600 CIVIC CENTER BOULEVARD



Façade Lighting Examples

Sustainable Design Elements

- The proposed garage will have minimal sustainable design elements.
- The proposed stormwater system will utilize Bio-retention basins.
- Over one hundred bike racks have been incorporated within the garage to help reduce vehicle traffic.
- Bike lanes are incorporated to access regional bike trails and rail systems.

Building Materials

- The proposed garage will be constructed of pre-cast concrete.
- A metal screen system will be incorporated along the face of the garage along Health Sciences Drive.
- Lighting of or on the metal screen system is planned and now under development. See Screen Lighting Examples for similar applications.
- The spandrel panels will be a white cement mix with a sandblast finish.
- Two stair towers will be located along West Service Drive that will be constructed of white concrete with pink and black aggregate with a heavy sandblast finish.
- This finish will also continue along the ground floor spandrel panels and shear walls.
- The stair towers will also include a glass storefront system

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



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).

This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets during the planning and/or design of projects affecting the public right-of-way. Departmental reviewers will use this checklist to confirm that submitted plans incorporate complete streets considerations (see §11-901 of The Philadelphia Code).

Applicants for projects shall complete this checklist and attach it to plans submitted to the Streets Department for review if the project:

1. Encroaches on the public right-of-way by widening a driveway to 24 feet or more in width;
OR
2. Changes the curb line under the following conditions:
 - a lay-by lane is added,
 - a signalized intersection is affected,
 - a traffic study is needed.

The Handbook can be accessed at <http://philadelphiastreet.com/complete-streets.aspx>.

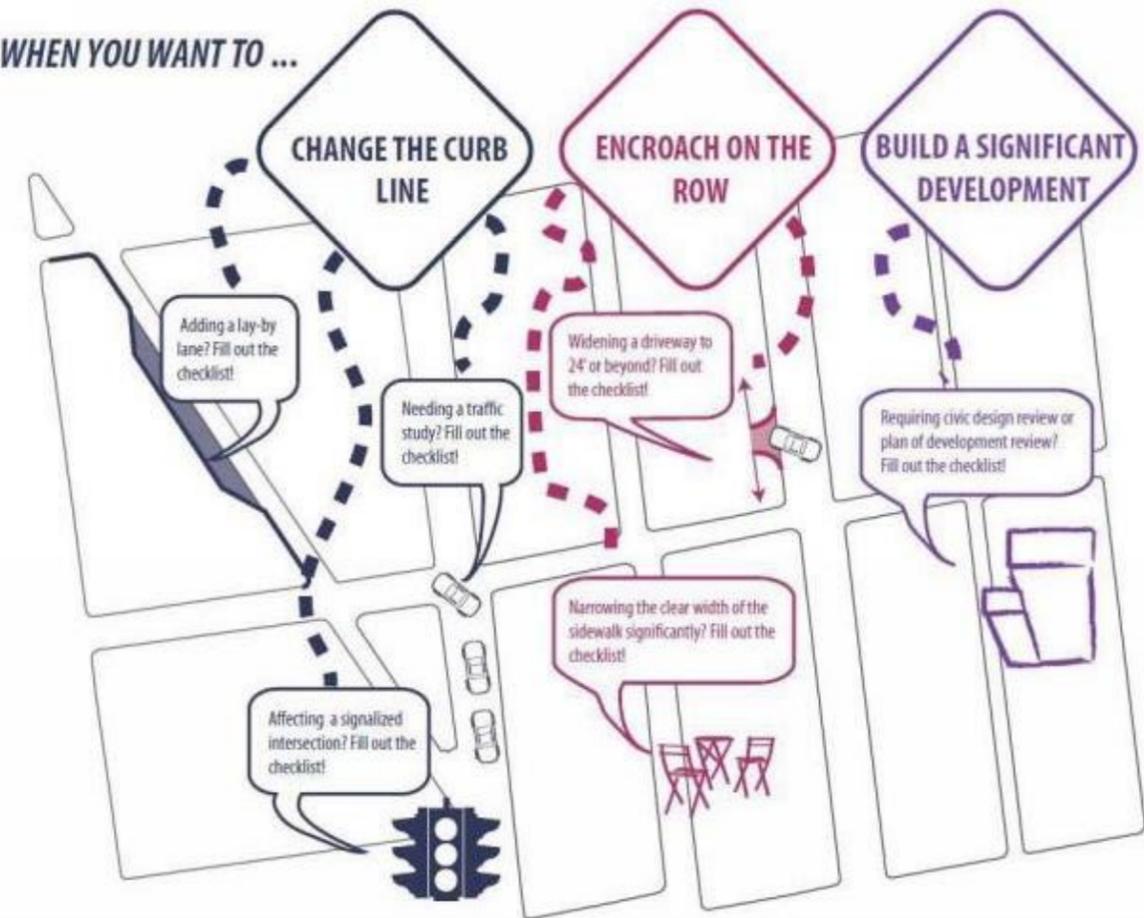
COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



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

WHEN YOU WANT TO ...



INSTRUCTIONS (continued)

APPLICANTS ARE ADVISED TO NOTE:

1. This checklist is designed to be filled out electronically. Text fields will expand automatically as you type.
2. This checklist is estimated to take 60–90 minutes to complete for applicants familiar with the Handbook.
3. Answering "No" or "Not Applicable" (N/A) to questions in this checklist does not result in an automatic denial of approval. Applicants shall provide adequate explanation and comments to justify any such responses in the space provided at the end the checklist.
4. 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.
5. All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



- 5 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.
- 6 ADA curb-ramp designs must be submitted to the City for review.
- 7 The coordination of all changes to the placement of street furniture (including but not limited to bus shelters, street signs and hydrants) is the responsibility of the developer throughout all phases of the project, from planning and design to construction management.
- 8 Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://philadelphiastreet.com/pds/City_Plan_Application.pdf. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - o Placing of a new street;
 - o Removal of an existing street;
 - o Changes to roadway grades, curb lines, or widths; or
 - o Placing or striking a city utility right-of-way.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



GENERAL PROJECT INFORMATION

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. PROJECT NAME
<u>3600 Civic Center Blvd.</u> | 2. DATE
<u>04/12/2014</u> |
| 3. APPLICANT NAME <u>University of Pennsylvania Health System</u> | 5. PROJECT AREA: list precise street limits and scope
<u>From the intersection of Civic Center Blvd and West Service Drive to the intersection of Civic Center Blvd and Health Sciences Drive. Along Health Sciences Drive to the intersection of West Service Drive.</u> |
| 4. APPLICANT CONTACT INFORMATION
<u>Stephen Greulich (215) 615-5098</u> | |
| 6. OWNER NAME <u>The Trustees of University of Pennsylvania</u> | |
| 7. OWNER CONTACT INFORMATION
<u>Stephen Greulich (215) 615-5098</u> | |
| 8. ENGINEER / ARCHITECT NAME
<u>Pennoni Associates</u> | |
| 9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>Craig Bryson 215-222-3000</u> | |
| 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
<u>Civic Center Blvd</u>	<u>West Service Drive</u>	<u>Health Sciences Drive</u>	<u>Urban Arterial</u>
<u>Health Sciences Drive</u>	<u>Civic Center Blvd</u>	<u>West Service Drive</u>	<u>City Neighborhood</u>
<u>West Service Drive</u>	<u>Civic Center Blvd</u>	<u>Health Sciences Drive</u>	<u>Local</u>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



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)			CITY PLAN SIDEWALK WIDTH
	Required	Existing	Proposed	
<u>Civic Center Blvd</u>	<u>12'</u>	<u>12'</u>	<u>12'</u>	<u>12' / 12'</u>
<u>Health Sciences Drive</u>	<u>12'</u>	<u>4'</u>	<u>4'</u>	<u>4'-5' / 7'</u>
<u>West Service Drive</u>	<u>10'</u>	<u>14'</u>	<u>14'</u>	<u>14' / 14'</u>
_____	_____	_____	_____	_____

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
<u>Civic Center Blvdt</u>	<u>6'</u>	<u>6'-10'</u>	<u>6'-10'</u>
<u>Health Sciences Drive</u>	<u>6'</u>	<u>4'</u>	<u>5'</u>
<u>West Service Drive</u>	<u>5'</u>	<u>5'-6'</u>	<u>8'</u>
_____	_____	_____	_____

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
<u>Driveway</u>	<u>30'</u>	<u>North Curbline Health Sciences Drive</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway (2 Total)</u>	<u>20'</u>	<u>North Curbline of Health Sciences Drive (one way in and one way out)</u>
<u>Driveway (3 total)</u>	<u>25', 19', 30'</u>	<u>West Curbline of West Service Drive. ((1) One way in, (2) one way out and (3) one shuttle bus one way in</u>
_____	_____	_____
_____	_____	_____

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

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, existing and proposed Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH	
	Existing	Proposed
<u>Civic Center Blvd</u>	<u>N/A</u>	<u>118'</u>
<u>Health Sciences Drive</u>	<u>N/A</u>	<u>6'-48'</u>
<u>West Service Drive</u>	<u>N/A</u>	<u>3'-5'</u>
_____	_____	_____

17. FURNISHING ZONE: list the MINIMUM, recommended, existing, and proposed Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH		
	Recommended	Existing	Proposed
<u>Civic Center Blvd</u>	<u>4'</u>	<u>0'</u>	<u>6'</u>
<u>Health Sciences Drive</u>	<u>4'</u>	<u>0'</u>	<u>2'-4'</u>
<u>West Service Drive</u>	<u>3.5'</u>	<u>0'</u>	<u>5'-6'</u>
_____	_____	_____	_____

18. Identify proposed "High Priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). The following treatments shall be identified and dimensioned on the plan.
- | | | |
|-------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| <input type="checkbox"/> Bicycle Parking | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| <input type="checkbox"/> Lighting | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| <input type="checkbox"/> Benches | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| <input type="checkbox"/> Street Trees | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| <input type="checkbox"/> Street Furniture | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
19. Does the design avoid tripping hazards? YES NO N/A DEPARTMENTAL APPROVAL 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 DEPARTMENTAL APPROVAL 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 DEPARTMENTAL APPROVAL YES NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO DEPARTMENTAL APPROVAL YES NO

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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>

A two way Bike lane is incorporated along Civic Center Blvd.

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

25. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO
26. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

Within two blocks of the site pedestrian friendly sidewalks and bike corridors lead to the University City Regional Rail system. Beyond the University City station, pedestrians and cyclist can easily access the Schuylkill River Trail. This site will also be in close vicinity to the SEPTA Lucy system that has full access to other regional trail facilities.

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

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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
<u>Civic Center Blvd</u>	<u>West Service</u>	<u>Health Science Drive</u>	<u>11' / 11'</u>	<u>25mph</u>
<u>Health Science Drive</u>	<u>Civic Center Blvd</u>	<u>West Service Drive</u>	<u>10'-12' / 10'-11'</u>	<u>25mph</u>
<u>West Service Drive</u>	<u>Civic Center Blvd</u>	<u>Health Sciences Drive</u>	<u>12' / 12'</u>	<u>25mph</u>

32. What is the maximum AASHTO design vehicle being accommodated by the design? 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 DEPARTMENTAL APPROVAL YES NO
34. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)? YES NO N/A YES NO DEPARTMENTAL APPROVAL YES NO
- *Any proposed median may require a maintenance agreement with the Streets Department.
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)

41. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide. S-XXXX DEPARTMENTAL APPROVAL YES NO
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

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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

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

44. Identify existing and proposed signal cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
<u>West Service Drive and Civic Center Blvd</u>	<u>60</u>	<u>60</u>
<u>Health Sciences Drive and West Service Drive</u>	<u>60</u>	<u> </u>
<u>Health Science Drive and Driveway</u>	<u>N/A</u>	<u> </u>

45. Does the design minimize the signal cycle length to reduce pedestrian wait time? YES NO N/A YES NO DEPARTMENTAL APPROVAL 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? YES NO N/A YES NO
- * If yes, City Plan Action may be required.
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 DEPARTMENTAL APPROVAL 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

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

Applicant is currently working with the Streets Department to finalize signals and timing accordingly

DEPARTMENTAL APPROVAL

Additional Reviewer Comments:
