Application proposes more than 100,000 square feet of new Gross Floor Area and more than 100 new Dwelling Units.

PROJECT LOCATION

Planning District: Central Council District: 5

Address: 60 N. 23rd Street Philadelphia, PA 19103

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

CONTACT INFORMATION

Applicant Name: Kevin Golden Phone: 215-665-2133

email: KGolden@cozen.com

Address: 802129

Property Owner: 201 JFK Owner LP PMC Property Group

Developer: Gensler

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 107,475.055 sq ft

Existing Zoning: CMX-5/RMX-3 Are Zoning Variances required? Yes __ No X

SITE USES

Present Use: Surface Parking Lot

Proposed Use:

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

- Multifamily Residential = 362,430 sq ft, Accessory Parking = 94,099 sq ft
- Retail/Commercial Services = 72,987 sq ft

Proposed # of Parking Units:

95 retail/commercial spaces (of which 6 are accessible and 1 of the 6 is van accessible, 16 are compact spaces, 5 are preferential parking, 4 are electric vehicle parking spaces) and 85 residential parking spaces (of which 4 are accessible and 1 of the 4 is van accessible, 12 are compact spaces, 4 are electric vehicle spaces) with 106 bicycle parking spaces.

COMMUNITY MEETING

Community meeting held: Yes X No

If yes, please provide written documentation as proof.

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

Date: 9/12/17 Time: 7:00 - 9:00

ZONING BOARD OF APPEAL HEARING

ZBA hearing scheduled: Yes __ No ____ NA X

If yes, indicate the date hearing will be held:

Date: 

PMCP Property Group | Gensler

Philadelphia, PA | October 3rd, 2017
INTRODUCTION:
60 North 23rd Street is a proposed Mixed-Use development located at the property bounded by Cherry Street to the north, 23rd St to the east and the Schuylkill River to the West. The Southern Boundary line abuts the adjacent property, 2301 JFK Boulevard. The current program for the site is an at grade paid parking facility.

The proposed massing, gross floor area and provided accessory parking for the proposed development is within the permitted FAR and massing/Bulk standards. The project has been design in tandem with the adjacent property to the south (2301 JFK Boulevard) which is also proposed to be a mixed-use development encompassing a 32 storey residential tower, accessory parking, retail uses and open plaza.

Retail access is located at 23rd St via a large glass entry facade to activate the pedestrian realm whilst strengthen the address for the retail programs at the terminus of Arch st, with the 28 storey residential tower sited toward the Schuylkill River, and aligned to the existing Arch Street street alignment. The siting of the tower toward the western boundary of the site maintains downtown views from the adjacent property to the north and minimizes over-shadowing of 23rd St. The lobby, retail and accessory residential uses are lifted above the street level to be outside of the flood plain, with landscaping and site elements designed to maintain a seamless and integrated approach to site access and pedestrian movement.

Vehicular access for residential parking is via a new driveway within the existing sewer easement, whilst residential and retail loading facilities are via Cherry St. Retail customer parking is located at street level, and is accessed via 2 entry/exit points; Along the new driveway and on Cherry St.

The podium massing steps at various levels to create landscaped areas, residential roof decks and amenities decks for tenant use, whilst reducing the impact of the bulk and massing of the podium at street level. A residential tenant pool, lounge and fitness center are located at the roof of the podium massing, covered by green roof areas, landscaping and residential amenities.

60 N.23rd St creates a strong addition to the neighborhood and immediate surrounds, and in tandem with the adjacent proposed development at 2301 JFK boulevard, creates an activated and integrated mixed-use development which enhances the public and pedestrian realms.

MIXED-USE SF PROGRAM SUMMARY:
TOTAL PROPOSED GFA: +/- 456,529SF
TOTAL RETAIL AREA: (Ground Floor/1st Floor) +/- 72,987SF
TOTAL PARKING AREA: (PODIUM) +/- 94,099F (85 SPACES)
TOTAL RESIDENTIAL AREA: +/- 362,430SF (291 UNITS)

ZONING DATA:
DISTRICT: RMX-3 and Benjamin Franklin Parkway Area (14-502(2)(b)(.1), Center City Commercial District Control Area (14-502(2)(b)(.29), Center City Residential District Control Area (14-502(2)(b)(.30)
LOT AREA: 107,475.055sf
MAXIMUM ALLOWABLE FAR (500% Lot Area) = 537,375sf
BUILDING HEIGHT LIMIT: 300ft Above Average Ground Level
SITE/CONTEXT

23RD AND ARCH ST

23RD AND CHERRY ST

REGIONAL LOCATION MAP

RIVERTRAIL AT CHERRY ST

23RD ST AT SEPTA

NEIGHBORHOOD LOCATION MAP
SITE CONTEXT

PREVIOUS SCHEME

EXISTING

2200 ARCH

ARCH STREET

SEPTA

23RD STREET

RIVERS EDGE

RIVER TRAIL
SITE CONTEXT

PREVIOUS SCHEME

EXISTING

SEPTA

2200 ARCH

ARCH STREET

23RD STREET

RIVERS EDGE
SITE CONTEXT

PREVIOUS SCHEME

EXISTING

2200 ARCH
ARCH STREET
RIVERS EDGE
CHERRY STREET
EXISTING SITE
SURVEY PLAN
VIEW FROM RIVER
VIEW FROM RIVERTRAIL
VIEW FROM JFK
VIEW FROM
23rd & ARCH
CURRENT SCHEME

LANDSCAPED PLAZA WITH ACTIVE RETAIL FRONTAGE TO ACTIVATE ARCH STREET TERMINUS AND 23RD STREET

MINIMIZE VEHICULAR MOVEMENT AND ACCESS AT ARCH STREET EXTENSION TO CREATE PEDESTRIAN FRIENDLY AND LANDSCAPED AXIS

MAINTAIN VIEW CORRIDOR TO RIVER AND MAINTAIN URBAN BUILDING EDGE

STRONG RETAIL PRESENCE TO ATTRACT PUBLIC AND ACTIVATE URBAN EDGES

ARCH ST TERMINUS STREET LEVEL
NEW SIDEWALK TO BE CONSTRUCTED
NEW STREET TREES
NEW Curb ALIGNMENT FOR RETAIL TRUCKS
NEW STREET LEVEL SCREEN PLANTING

BIKE PATH EXTENDED TO ARCH ST TERMINUS

CHERRY STREET PLAN
STREETSCAPE & SITE FURNISHING EXAMPLES
VIEW TO NORTH TOWER FROM ARCH ST EXTENSION

- LOBBY ENTRY LEVEL +15.80
- RETAIL PLAZA LEVEL / PARKING ENTRY LEVEL +13.50
- EXISTING STREET LEVEL / RETAIL ENTRY LEVEL +6.50
23RD STREET ELEVATION

TOWER FACADE:
CURTAIN WALL W/ THERMAL PERFORMANCE GLASS AND ALUMINUM FRAME

PODIUM PARKING FACADE:
PERFORATED METAL PANELS AND EXPRESSED ALUMINUM FRAME

PODIUM RETAIL FACADE:
THERMAL PERFORMANCE GLASS AND ALUMINUM FRAME PANELS

BRIDGE FACADE:
CURTAIN WALL W/ THERMAL PERFORMANCE GLASS AND EXPRESSED ALUMINUM FRAME
CHERRY STREET ELEVATION

23RD STREET

PREMISE E

CSX RAIL/RIVERTRAIL

TOWER FACADE:
CURTAIN WALL W/ THERMAL PERFORMANCE GLASS AND EXPRESSED ALUMINUM FRAME

TOWER FACADE:
CURTAIN WALL W/ THERMAL PERFORMANCE GLASS AND EXPRESSED ALUMINUM FRAME

PODIUM SCREEN FACADE:
PERFORATED METAL PANELS AND EXPRESSED ALUMINUM FRAME

PODIUM PARKING FACADE:
PERFORATED METAL PANELS AND EXPRESSED ALUMINUM FRAME

PODIUM FACADE:
BRICK

PMC Property Group | Gensler

Philadelphia, PA | October 3rd, 2017
The 2301 JFK Boulevard development will incorporate a clear material palette relating to the modernity of the architectural intent, and the existing fabric of the surrounding context. The podium levels incorporate a brick and panelized perforated screen for parking areas, utilizing expressed vertical fins to connect with similar elements in the tower facades, whilst creating interest and expression at the ground plane. Unitized curtain wall glass panels highlight the retail addresses, while the tower facades maximize light and transparency through the use of glazed curtain wall panels and expressed metal fins.
LEVEL 03
PLAN

CHERRY STREET
23RD STREET
ARCH ST
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

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.philadelphiastreets.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
## GENERAL PROJECT INFORMATION

1. **PROJECT NAME**  
   Riverwalk/JFK Boulevard  

2. **DATE**  
   09/18/2017  

3. **APPLICANT NAME**  
   PMC Property Group  

4. **APPLICANT CONTACT INFORMATION**  
   1608 Walnut Street, Suite 1400  
   Philadelphia, PA 19103  

5. **PROJECT AREA: list precise street limits and scope**  
   This redevelopment project is within the previously developed properties at 60 N. 23rd Street and 2301 JFK Boulevard in Philadelphia, Pennsylvania. The project site, a parking lot, is bound to the north by Cherry Street, to the south by a Southeastern Pennsylvania Transportation Authority (SEPTA) railroad easement, to the east by N. 23rd Street, and to the west by a CSX railroad right-of-way.  

6. **OWNER NAME**  
   2301 JFK Owner LP  

7. **OWNER CONTACT INFORMATION**  
   c/o PMC Property Group  
   1608 Walnut Street, Suite 1400  
   Philadelphia, PA 19103  

8. **ENGINEER / ARCHITECT NAME**  
   Langan Engineering & Environmental Services  

9. **ENGINEER / ARCHITECT CONTACT INFORMATION**  
   1818 Market Street, Suite 3300, 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.**

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. 23rd Street</td>
<td>Cherry Street</td>
<td>Cuthbert Street</td>
<td>City Neighborhood</td>
</tr>
<tr>
<td>Cherry Street</td>
<td>N. 23rd Street</td>
<td>CSX right-of-way</td>
<td>Local</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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: __________
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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
<td>Existing / Proposed</td>
</tr>
<tr>
<td>N. 23rd Street</td>
<td>12' / 11.7' / 11.7'</td>
<td>12' / 12'</td>
</tr>
<tr>
<td>Cherry Street</td>
<td>10' / 9.8' / 9.8'</td>
<td>10' / 10'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE Required / Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. 23rd Street</td>
<td>6' / 5' / 6'</td>
</tr>
<tr>
<td>Cherry Street</td>
<td>5' / 0' / 6'</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driveway</td>
<td>26.8'</td>
<td>23rd Street at Arch Street intersection</td>
</tr>
<tr>
<td>Driveway</td>
<td>19.3'</td>
<td>23rd Street between Arch Street and Cuthbert Street</td>
</tr>
</tbody>
</table>

**PROPOSED VEHICULAR INTRUSIONS**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driveway</td>
<td>24.0'</td>
<td>23rd Street at Arch Street intersection</td>
</tr>
<tr>
<td>Driveway</td>
<td>24.0'</td>
<td>23rd Street between Arch Street and Cuthbert Street</td>
</tr>
<tr>
<td>Driveway</td>
<td>24.0'</td>
<td>Cherry Street between N. 23rd Street and CSX right-of-way</td>
</tr>
<tr>
<td>Driveway</td>
<td>24.0'</td>
<td>Cherry Street between N. 23rd Street and CSX right-of-way</td>
</tr>
<tr>
<td>Driveway</td>
<td>24.0'</td>
<td>Cherry Street between N. 23rd Street and CSX right-of-way</td>
</tr>
</tbody>
</table>

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?

**APPLICANT: Pedestrian Component**

Additional Explanation / Comments: This project proposes to add sidewalk along Cherry Street frontage, add street trees along N. 23rd Street and Cherry Street, and improve ADA curb ramps.

**DEPARTMENTAL REVIEW: Pedestrian Component**

Reviewer Comments:___
**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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. 23rd Street</td>
<td>0' / 0'</td>
</tr>
<tr>
<td>Cherry Street</td>
<td>0' / 0'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. 23rd Street</td>
<td>4'/ 3' / 4'</td>
</tr>
<tr>
<td>Cherry Street</td>
<td>3.5'/ 0' / 4'</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
</table>

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 REVIEW**: Building & Furnishing Component

Reviewer Comments: ________

**APPLICANT**: Building & Furnishing Component

Additional Explanation / Comments: Southwest curb radius at the intersection of N.23rd Street and Cherry Street is proposed to be modified to accommodate vehicle/truck turning movements. Sidewalk width will be maximized to the extent possible.

**BUILDING & FURNISHING COMPONENT (continued)**

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

YES [ ] NO [ ] N/A [ ]

22. Does the design maintain adequate visibility for all roadway users at intersections?

YES [ ] NO [ ] N/A [ ]
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

The sidewalk and ADA ramp improvements associated with this project will improve pedestrian safety. The proposed path at the western edge of the property will increase bicycle connectivity by connecting the development with the Schuylkill River Trail connection at Race Street.

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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 N. 23rd Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2301 JFK Boulevard</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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
- Buffered Bike Lane
- Bicycle-Friendly Street

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

30. Does the design provide a buffer between the roadway and pedestrian traffic?

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? The proposed plan improves sidewalk conditions and ADA curb ramps to connect pedestrians to the bus route along N. 23rd Street.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: ___

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: ___
### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS Existing / Proposed</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

33. What is the maximum AASHTO design vehicle being accommodated by the design?

34. Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.

35. Will the public right-of-way be used for loading and unloading activities?

36. Does the design maintain emergency vehicle access?

37. Where new streets are being developed, does the design connect and extend the street grid?

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

### URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

---

### 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.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?
- YES
- NO
- N/A

45. Does the design provide adequate clearance time for pedestrians to cross streets?
- YES
- NO
- N/A

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?
- YES
- NO
- N/A

If yes, City Plan Action may be required.

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?

- Marked Crosswalks
- Pedestrian Refuge Islands
- Signal Timing and Operation
- Bike Boxes

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?
- YES
- NO
- N/A

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?
- YES
- NO
- N/A

---

**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments: Intersection improvements are limited to new curb and ADA ramp.

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**

Reviewer Comments: ___
## Civic Design Review, Philadelphia

### Sustainability Questionnaire

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location and Transportation</strong></td>
<td></td>
</tr>
<tr>
<td>Access to Quality Transit</td>
<td>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.</td>
</tr>
<tr>
<td>Reduced Parking Footprint</td>
<td>All new parking areas to be located in the rear yard of the property or under the building, and uncovered or unenclosed parking areas are 40% or less of the site area.</td>
</tr>
<tr>
<td>Green Vehicles</td>
<td>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.</td>
</tr>
<tr>
<td>Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
</tr>
<tr>
<td><strong>Sustainable Sites</strong></td>
<td></td>
</tr>
<tr>
<td>Pervious Site Surfaces</td>
<td>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.</td>
</tr>
<tr>
<td>Rainwater Management</td>
<td>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</td>
</tr>
<tr>
<td>Heat Island Reduction (excluding roofs)</td>
<td>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&gt;29. B) Shading by trees, structures, or solar panels.</td>
</tr>
</tbody>
</table>

### Civic Design Review, Philadelphia

### Sustainability Questionnaire

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Water Efficiency</strong></td>
<td></td>
</tr>
<tr>
<td>Outdoor Water Use</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Energy and Atmosphere</strong></td>
<td></td>
</tr>
<tr>
<td>Energy Commissioning</td>
<td>Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.</td>
</tr>
<tr>
<td>Energy Performance</td>
<td>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.</td>
</tr>
<tr>
<td>On-Site Renewable Energy</td>
<td>Produce renewable energy on site that will provide at least 3% of the project’s anticipated energy usage.</td>
</tr>
<tr>
<td><strong>Innovation</strong></td>
<td></td>
</tr>
<tr>
<td>Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm.</td>
</tr>
</tbody>
</table>

No provisions made at this time, though as design or landscaped areas develops this may be achieved

No provisions made at this time, though future provisions are at the discretion of the property owner

No provisions made at this time, though future provisions are at the discretion of the property owner

No provisions made at this time

Philadelphia City Planning Commission
THANK YOU!
Application proposes more than 100,000 square feet of new Gross Floor Area and more than 100 new Dwelling Units.

PROJECT LOCATION

Planning District: Central
Council District: 5
Address: 2301 John F. Kennedy Blvd.
Philadelphia, PA 19103

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

CONTACT INFORMATION

Applicant Name: Kevin Golden
Primary Phone: 215-685-2133
Email: KGolden@cozen.com
Address: 1630 Market Street, Suite 2800
Philadelphia, PA 19103

Property Owner: 2301 JFK Owner LP
Developer: PMC Property Group
Architect: Gensler

SITE CONDITIONS

Site Area: 48,173.81 sq ft
Existing Zoning: CMX-5
Are Zoning Variances required? Yes ___ No __ X ___

SITE USES

Present Use: Surface Parking Lot

Proposed Use:
- Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
  - Multi-Family Residential = 405,250 sq ft, Accessory Parking = 68,875 sq ft
  - Retail/Commercial Services = 2375 sq ft
- Proposed # of Parking Units:
  - 97 parking spaces (of which 4 are accessible and 1 of the 4 is van accessible, 21 are compact spaces, 4 are electric vehicle spaces) with 120 bicycle parking spaces.

COMMUNITY MEETING

Community meeting held: Yes ___ No __ X ___
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: 9/12/17
Time: 7:00 - 9:00

ZONING BOARD OF APPEAL HEARING

ZBA hearing scheduled: Yes ___ No ___ NA __ X ___
If yes, indicate the date hearing will be held:
Date: ___

CONTINUED ON NEXT PAGE
INTRODUCTION:
2301 JFK Boulevard is a proposed Mixed-Use development located at the property bounded by JFK Boulevard to the south, 23rd St to the east and the Schuylkill River to the west. The Northern Boundary line abuts the adjacent property, 60 N. 23rd St. The current program for the site is an at grade paid parking facility.

The proposed massing, gross floor area and provided accessory parking for the proposed development is within the permitted FAR and massing/Bulk standards. The project has been design in tandem with the adjacent property to the north (60 N. 23rd st) which is also proposed to be a mixed-use development encompassing a 28 storey residential tower, accessory parking, retail uses and open plaza.

Retail and residential lobby access is located at 23rd St to activate the pedestrian realm whilst strengthen the address for the residential and retail programs at the terminus of Arch st, with the 32 storey residential tower sited also toward 23rd st, and aligned to the existing SEPTA elevated tracks which runs over the property. This alignment is not only a reaction to the SEPTA tracks, but also to maintain view corridors to the Schuylkill River from adjacent buildings. The lobby and accessory residential uses are lifted above the street level to be outside of the flood plain, with landscaping and site elements designed to maintain a seamless and integrated approach to site access and pedestrian movement. The massing of the parking podium creates a single architectural identity, with overhangs created to protect and define the residential lobby address. The roof of the 4 storey podium mass houses residential amenities and a mix of private and tenant accessible landscaped roof decks.

Vehicular access for both residential parking and loading facilities are via a dedicated entry/exit on 23rd St, toward the southern most point of the property adjacent to the SEPTA tracks.

2301 JFK Boulevard creates a strong addition to the neighborhood and immediate surrounds, and in tandem with the adjacent proposed development at 60 N.23rd Street, creates an activated and integrated mixed-use development which enhances the public and pedestrian realms.

MIXED-USE SF PROGRAM SUMMARY:
TOTAL PROPOSED GFA: +/- 476,500SF
TOTAL RETAIL AREA: (Ground Floor) +/- 2,375SF
TOTAL PARKING AREA: (PODIUM) +/- 68,875SF (97 SPACES)
TOTAL RESIDENTIAL AREA: +/- 405,250SF (321 UNITS)

ZONING DATA:
DISTRICT: CMX-5 and Benjamin Franklin Parkway Area (14-502(2)(b)(.1), Center City Commercial District Control Area (14-502(2)(b)(.29), Center City Residential District Control Area (14-502(2)(b)(.30)
LOT AREA: 48,173.810sf
MAXIMUM ALLOWABLE FAR (1200% Lot Area) = 578,086sf
BUILDING HEIGHT LIMIT: 300ft Above Average Ground Level
SITE/CONTEXT

REGIONAL LOCATION MAP

NEIGHBORHOOD LOCATION MAP

23RD AND ARCH ST
23RD AND CHERRY ST
RIVERTRAIL AT CHERRY ST
23RD ST AT SEPTA
SITE CONTEXT

EXISTING

2200 ARCH
ARCH STREET
SEPTA
23RD STREET
RIVERS EDGE
RIVER TRAIL
SITE CONTEXT

EXISTING

SEPTA

2200 ARCH

ARCH STREET

23RD STREET

RIVERS EDGE
VIEW FROM
23rd & CHERRY
CURRENT SCHEME

LANDSCAPED PLAZA WITH ACTIVE RETAIL FRONTAGE TO ACTIVATE ARCH STREET TERMINUS AND 23RD STREET

MINIMIZE VEHICULAR MOVEMENT AND ACCESS AT ARCH STREET EXTENSION TO CREATE PEDESTRIAN FRIENDLY AND LANDSCAPED AXIS

MAINTAIN VIEW CORRIDOR TO RIVER AND MAINTAIN URBAN BUILDING EDGE

STRONG RETAIL PRESENCE TO ATTRACT PUBLIC AND ACTIVATE URBAN EDGES

ARCH ST TERMINUS STREET LEVEL
UPPER PLAZA
Framed Views
Seat/Retaining Walls
Landscape Beds
Benches and Planters
River Vistas

RIVER CONNECTION
Ramped Walkway
Planted Slopes
Site Lighting

PREMISE E

PREMISE D

ARCH STREET

CHERRY STREET

RETAIL AREAS
Cafe Seating
Bench
Site Lighting
Planters
Pervious Paving

STREETSCAPE
New Sidewalks
Site Furnishings
Street Trees
Site Lighting

DRIVES AND WALKS
Accessible Walks
Pervious Paving
Landscape Beds
Garage Access
Residential Drop Off

LANDSCAPE CONCEPT
STREETSCAPE & SITE FURNISHING EXAMPLES
VIEW TO SOUTH TOWER FROM ARCH ST EXTENSION

EXISTING STREET LEVEL / RETAIL ENTRY LEVEL
+6.50

LOBBY ENTRY LEVEL
+15.80

WALKWAY/PLAZA LEVEL
+13.50
23RD STREET ELEVATION

PREMISE D

EASEMENT

PREMISE E
23RD STREET ELEVATION

TOWER FACADE:
CURTAIN WALL W/
THERMAL PERFORMANCE GLASS AND
ALUMINUM FRAME

TOWER FACADE:
CURTAIN WALL W/
THERMAL PERFORMANCE GLASS AND
EXPRESSED ALUMINUM FRAME

BRIDGE FACADE:
CURTAIN WALL W/
THERMAL PERFORMANCE GLASS AND
EXPRESSED ALUMINUM FRAME

PODIUM PARKING FACADE:
PERFORATED METAL PANELS
AND EXPRESSED ALUMINUM FRAME

PODIUM RETAIL FACADE:
THERMAL PERFORMANCE GLASS AND ALUMINUM FRAME PANELS

PREMISE D

EASEMENT

PREMISE E
RIVER FRONT ELEVATION

PODIUM PARKING FACADE:
- PERFORATED METAL PANELS
- AND EXPRESSED ALUMINUM FRAME

PODIUM FACADE:
- BRICK

TOWER FACADE:
- CURTAIN WALL W/ THERMAL PERFORMANCE GLASS AND ALUMINUM FRAME

TOWER FACADE:
- CURTAIN WALL W/ THERMAL PERFORMANCE GLASS AND EXPRESSED ALUMINUM FRAME
PODIUM PARKING FACADE: PERFORATED METAL PANELS AND EXPRESSED ALUMINUM FRAME

PODIUM FACADE: BRICK

TOWER FACADE: CURTAIN WALL W/ THERMAL PERFORMANCE GLASS AND EXPRESSED ALUMINUM FRAME

SOUTH ELEVATION @ SEPTA

CSX RAIL/ RIVERTRAIL

PREMISE D

23RD STREET
The 2301 JFK Boulevard development will incorporate a clear material palette relating to the modernity of the architectural intent, and the existing fabric of the surrounding context. The podium levels incorporate a brick and panelized perforated screen for parking areas, utilizing expressed vertical fins to connect with similar elements in the tower facades, whilst creating interest and expression at the ground plane. Unitized curtain wall glass panels highlight the retail addresses, while the tower facades maximize light and transparency through the use of glazed curtain wall panels and expressed metal fins.
LEVEL 06
PLAN

CHERRY STREET
23RD STREET
ARCH ST
**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.


**PRELIMINARY PCPC REVIEW AND COMMENT:**

**DATE**

**FINAL STREETS DEPT REVIEW AND COMMENT:**

**DATE**

**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.philadelphiastreets.com/survey-and-design-bureau/city-plans-unit](http://www.philadelphiastreets.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:
  - 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 Review Submission Requirement*:

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

2. DATE
   09/18/2017

3. APPLICANT NAME
   PMC Property Group

4. APPLICANT CONTACT INFORMATION
   1608 Walnut Street, Suite 1400
   Philadelphia, PA 19103

5. PROJECT AREA: list precise street limits and scope
   This redevelopment project is within the previously developed properties at 60 N. 23rd Street and 2301 JFK Boulevard in Philadelphia, Pennsylvania. The project site, a parking lot, is bound to the north by Cherry Street, to the south by a Southeastern Pennsylvania Transportation Authority (SEPTA) railroad easement, to the east by N. 23rd Street, and to the west by a CSX railroad right-of-way.

6. OWNER NAME
   2301 JFK Owner LP

7. OWNER CONTACT INFORMATION
   c/o PMC Property Group
   1608 Walnut Street, Suite 1400
   Philadelphia, PA 19103

8. ENGINEER / ARCHITECT NAME
   Langan Engineering & Environmental Services

9. ENGINEER / ARCHITECT CONTACT INFORMATION
   1818 Market Street, Suite 3300, 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.

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. 23rd St</td>
<td>Cherry St</td>
<td>Cuthbert St</td>
<td>City Neighborhood</td>
</tr>
<tr>
<td>Cherry St</td>
<td>N. 23rd St</td>
<td>CSX right-of-way</td>
<td>Local</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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: _____

DEPARTMENTAL REVIEW: General Project Information
Reviewer Comments: _____
**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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. 23rd Street</td>
<td>12’ / 11.7’ / 11.7’</td>
<td>12’ / 12’</td>
</tr>
<tr>
<td>Cherry Street</td>
<td>10’ / 0’ / 9.8’</td>
<td>10’ / 10’</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
<th>Required / Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. 23rd Street</td>
<td>6’ / 5’ / 6’</td>
<td></td>
</tr>
<tr>
<td>Cherry Street</td>
<td>5’ / 0’ / 6’</td>
<td></td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driveway</td>
<td>26.8’</td>
<td>23rd Street at Arch Street intersection</td>
</tr>
<tr>
<td>Driveway</td>
<td>19.3’</td>
<td>23rd Street between Arch Street and Cuthbert Street</td>
</tr>
</tbody>
</table>

**PROPOSED VEHICULAR INTRUSIONS**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driveway</td>
<td>24.0’</td>
<td>23rd Street at Arch Street intersection</td>
</tr>
<tr>
<td>Driveway</td>
<td>24.0’</td>
<td>23rd Street between Arch Street and Cuthbert Street</td>
</tr>
<tr>
<td>Driveway</td>
<td>24.0’</td>
<td>Cherry Street between N. 23rd Street and CSX right-of-way</td>
</tr>
<tr>
<td>Driveway</td>
<td>24.0’</td>
<td>Cherry Street between N. 23rd Street and CSX right-of-way</td>
</tr>
<tr>
<td>Driveway</td>
<td>24.0’</td>
<td>Cherry Street between N. 23rd Street and CSX right-of-way</td>
</tr>
</tbody>
</table>

**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
- [x] NO

**APPLICANT: Pedestrian Component**

Additional Explanation / Comments: This project proposes to add sidewalk along Cherry Street frontage, add street trees along N. 23rd Street and Cherry Street, and improve ADA curb ramps.

**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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. 23rd Street</td>
<td>0’ / 0’</td>
</tr>
<tr>
<td>Cherry Street</td>
<td>0’ / 0’</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. 23rd Street</td>
<td>4'/ 3’ / 4’</td>
</tr>
<tr>
<td>Cherry Street</td>
<td>3.5’ / 3’ / 4’</td>
</tr>
</tbody>
</table>

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

**DEPARTMENTAL APPROVAL**

- YES  NO  N/A  YES  NO

19. Does the design avoid tripping hazards?

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

<table>
<thead>
<tr>
<th>DEPARTMENTAL REVIEW: Building &amp; Furnishing Component</th>
<th>Reviewer Comments:</th>
</tr>
</thead>
</table>
### BICYCLE COMPONENT (Handbook Section 4.5)


The sidewalk and ADA ramp improvements associated with this project will improve pedestrian safety. The proposed path at the western edge of the property will increase bicycle connectivity by connecting the development with the Schuylkill River Trail connection at Race Street.

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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET</th>
<th>ON SIDEWALK</th>
<th>OFF-STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 N. 23rd Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2301 JFK Boulevard</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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
- Buffered Bike Lane
- Bicycle-Friendly Street

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

### CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

30. Does the design provide a buffer between the roadway and pedestrian traffic?

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? The proposed plan improves sidewalk conditions and ADA curb ramps to connect pedestrians to the bus route along N. 23rd Street.

### DEPARTMENTAL REVIEW: Bicycles Component

Reviewer Comments: ________

### DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: ________

### APPLICANT: Bicycle Component

Additional Explanation / Comments: ________

### APPLICANT: Curbside Management Component

Additional Explanation / Comments: ________
### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS Existing / Proposed</th>
<th>DESIGN SPEED</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

33. What is the maximum AASHTO design vehicle being accommodated by the design?

34. Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.

35. Will the public right-of-way be used for loading and unloading activities?

36. Does the design maintain emergency vehicle access?

37. Where new streets are being developed, does the design connect and extend the street grid?

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

---

### URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

---

**APPLICANT:** Vehicle / Cartway Component

**Additional Explanation / Comments:**

**DEPARTMENTAL REVIEW:** Vehicle / Cartway Component

**Reviewer Comments:**

---

**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.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?

- [ ] Yes
- [ ] No
- [ ] N/A

45. Does the design provide adequate clearance time for pedestrians to cross streets?

- [ ] Yes
- [ ] No
- [ ] N/A

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?

- [ ] Yes
- [ ] No
- [ ] N/A

If yes, City Plan Action may be required.

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?

<table>
<thead>
<tr>
<th>Treatments</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marked Crosswalks</td>
<td>Yes</td>
</tr>
<tr>
<td>Pedestrian Refuge Islands</td>
<td>Yes</td>
</tr>
<tr>
<td>Signal Timing and Operation</td>
<td>Yes</td>
</tr>
<tr>
<td>Bike Boxes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?

- [ ] Yes
- [ ] No
- [ ] N/A

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?

- [ ] Yes
- [ ] No
- [ ] N/A

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**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments: Intersection improvements are limited to new curb and ADA ramp.

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**

Reviewer Comments: ____

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Philadelphia, PA | October 3rd, 2017
<table>
<thead>
<tr>
<th>Civic Design Review, Philadelphia</th>
<th>Sustainability Questionnaire</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Categories</strong></td>
<td><strong>Benchmark</strong></td>
</tr>
</tbody>
</table>
| **Meets or Exceeds the Benchmark**
  (yes or no)?                    | If yes, please describe how or reference the applicable document in the CDR submission. |

<table>
<thead>
<tr>
<th>Location and Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Access to Quality Transit</strong></td>
</tr>
<tr>
<td>Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, or rapid transit stops, light or heavy rail stations.</td>
</tr>
<tr>
<td><strong>Earth Parking Footprint</strong></td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td><strong>Green Vehicles</strong></td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td><strong>Bike Share Station</strong></td>
</tr>
<tr>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
</tr>
</tbody>
</table>

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<tr>
<th>Sustainable Sites</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pervious Site Surfaces</strong></td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td><strong>Rainwater Management</strong></td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td><strong>Heat Island Reduction</strong></td>
</tr>
<tr>
<td>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&gt;29. B) Shading by trees, structures, or solar panels.</td>
</tr>
</tbody>
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  (yes or no)?                    | If yes, please describe how or reference the applicable document in the CDR submission. |

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<tbody>
<tr>
<td><strong>Outdoor Water Use</strong></td>
</tr>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

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<tr>
<th>Energy and Atmosphere</th>
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</thead>
<tbody>
<tr>
<td><strong>Energy Commissioning</strong></td>
</tr>
<tr>
<td>Acquire a separate, independent commissioning service to ensure that the energy related systems are installed, calibrated, and perform as intended.</td>
</tr>
<tr>
<td><strong>Energy Performance</strong></td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td><strong>On-Site Renewable Energy</strong></td>
</tr>
<tr>
<td>Produce renewable energy on site that will provide at least 3% of the project’s anticipated energy usage.</td>
</tr>
</tbody>
</table>

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<tr>
<th>Innovation</th>
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</thead>
<tbody>
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<td>Any other sustainable measures that could positively impact the public realm.</td>
</tr>
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</table>

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THANK YOU!