CITY OF PHILADELPHIA

CIVIC DESIGN RESPONSE FORM

APPLICATION #: 514040	ADDRESS: 700 Schuylkill Ave.	APPLICANT: Elizabeth K. Norton

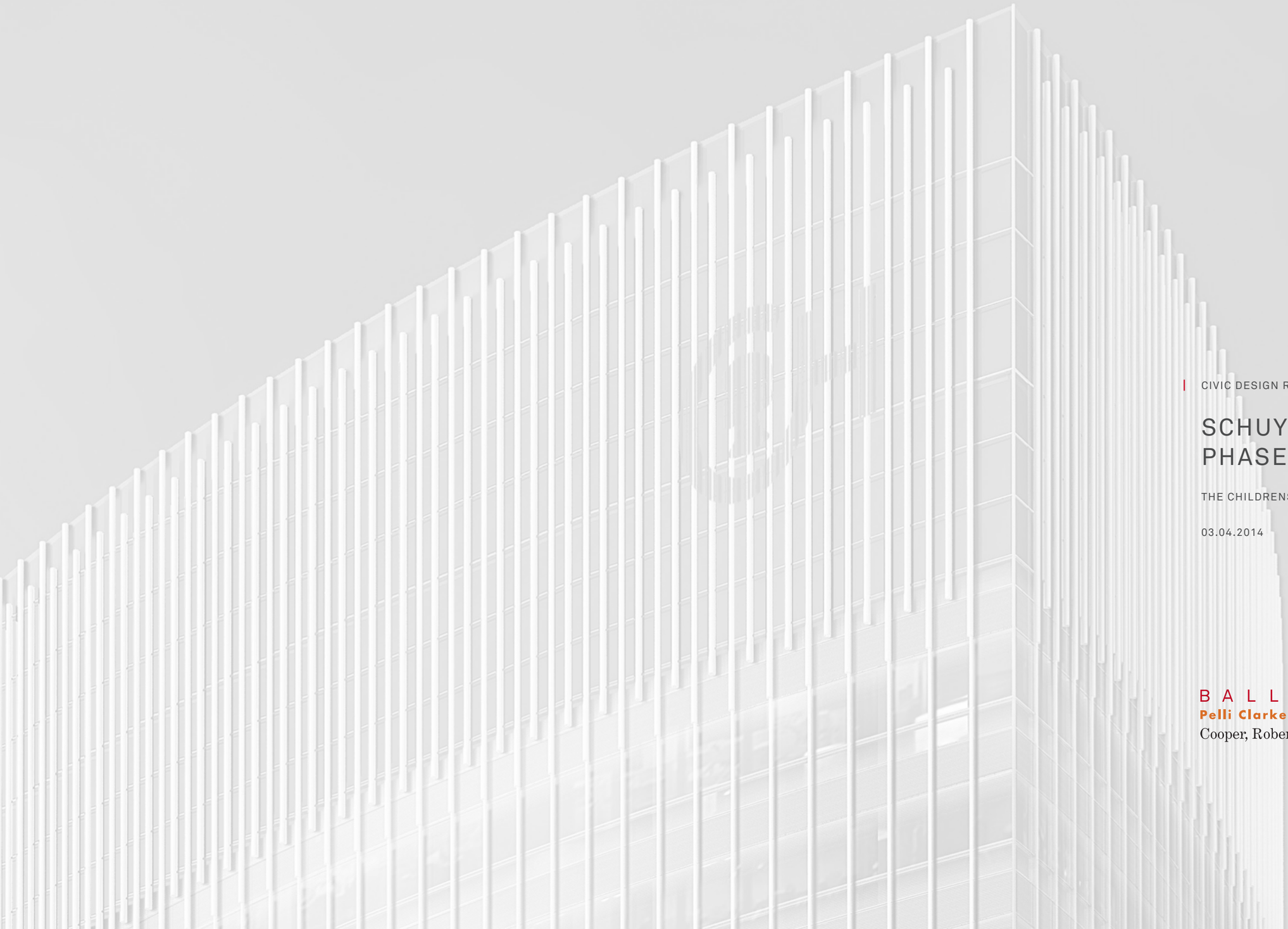
AS REQUIRED BY 14-304 (3) (e) (.1) FOR REZONING OF ANY LAND IN CERTAIN MASTER PLAN DISTRICTS AS WELL AS TABLE 14-304-2 (CIVIC DESIGN REVIEW TRIGGERS, IDENTIFIED BELOW) OF THE PHILADELPHIA ZONING CODE, THE ABOVE REFERENCED PROPERTY REQUIRES CIVIC DESIGN REVIEW FOR THE FOLLOWING REASON(S):

THE PROPERTY:	THE PROPERTY AFFECTED:		THE APPLICATION:	
THE APPLICANT'S PROPERTY IS LOCATED IN ANY DISTRICT, EXCEPT AS PROVIDED IN 14-304 (5)(b)(.1)(.a)(.i)	AND REGARDLESS WHETHER THERE IS ANY AFFECTED PROPERTY	☑	1)	INCLUDES MORE THAN 100,000 SQUARE FEET OF NEW GROSS FLOOR AREA
		☐	2)	INCLUDES MORE THAN 100 NEW DWELLING UNITS
THE APPLICANT'S PROPERTY IS LOCATED IN A COMMERCIAL, INDUSTRIAL, OR SPECIAL PURPOSE DISTRICT	AND THE PROPERTY AFFECTS: PROPERTY IN ANY RM OR RMX DISTRICT	☑	1)	INCLUDES MORE THAN 50,000 SQUARE FEET OF NEW GROSS FLOOR AREA
		☐	2)	INCLUDES MORE THAN 50 NEW DWELLING UNITS
		☑	3)	INCLUDES BUILDINGS THAT ARE MORE THAN 20 FEET TALLER THAN MAXIMUM PERMITTED HEIGHT OF AN AFFECTED RM- OR RMX-ZONED LOT.
		☐		

Examiner's Signature: Paulose Issac	Examiner's Phone: (215) 686 - 2563	Date: 1/11/2012

Civic Design focuses on reviewing the impact of building and site design on the public realm, particularly streets, sidewalks, trails, public parks and open spaces. Please note that all Civic Design Review recommendations are advisory; The Zoning Board and Planning Commission are not required to abide by the Civic Design Review Committee's recommendations.

The Civic Design Review Committee is located at:
One Parkway, 13th floor
1515 Arch Street, Philadelphia, PA, 19102.
Please contact (215) 683-4615 for more information.



CIVIC DESIGN REVIEW

SCHUYLKILL AVENUE PHASE 1

THE CHILDRENS HOSPITAL OF PHILADELPHIA

03.04.2014

BALLINGER
Pelli Clarke Pelli Architects
Cooper, Robertson & Partners

BALLINGERBALLINGERBALLINGERBALLINGERBALLINGERBALLINGERBALLINGERBALLINGERBALLINGERBALLINGERBALLINGERBALL

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Project Application Form

Civic Design Review

PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW

CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 514040

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

The project includes more than 100,000 SF of new GFA. The property is located in an industrial district, affects property in RM-1 and RMX-1 zoning districts, includes more than 50,000 SF of new GFA and includes buildings that are more than 20 feet taller than the maximum permitted height of RM-1 zoning district.

PROJECT LOCATION

Planning District: Central **Council District:** 2nd

Address: 700 Schuylkill Avenue
Philadelphia, PA 19146

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

CONTACT INFORMATION

Applicant Name: Elizabeth K Norton **Primary Phone:** 215-222-3000

Email: enorton@pennoni.com **Address:** 3001 Market Street
Philadelphia, PA 19104

Property Owner: The Children's Hospital of Philadelphia **Developer** The Children's Hospital of Philadelphia

Architect: Ballinger

SITE CONDITIONS

Site Area: 8.5 Acres

Existing Zoning: I-2 **Are Zoning Variances required?** Yes ✓ No ____

SITE USES

Present Use: Vacant Lot

Proposed Use:

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

Office: 488,671 SF
Accessory Parking (Garage): 147,299 SF
Mechanical/Loading Dock: 99,683 SF

Proposed # of Parking Units:

Parking within Garage: 258
Parking within Surface Lot: 256
Total Parking: 514 (includes 13 accessible)

COMMUNITY MEETING

Community meeting held: Yes ____ No ✓

If yes, please provide written documentation as proof.

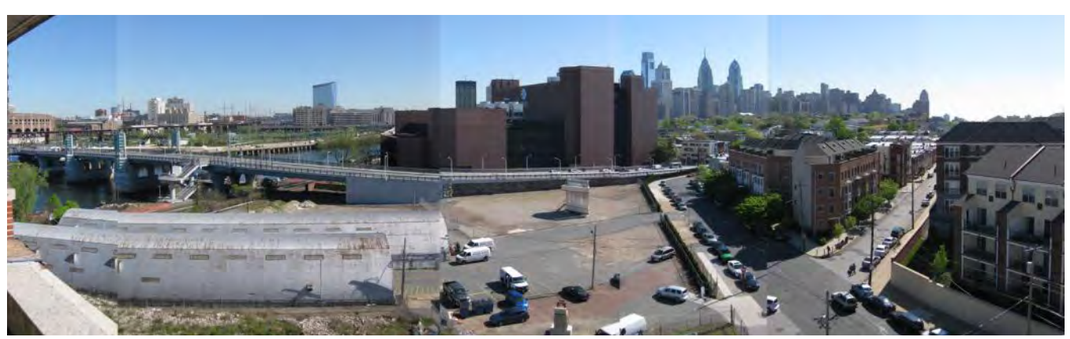
If no, indicate the date and time the community meeting will be held:

Date: February 27, 2014 **Time:** 6 pm

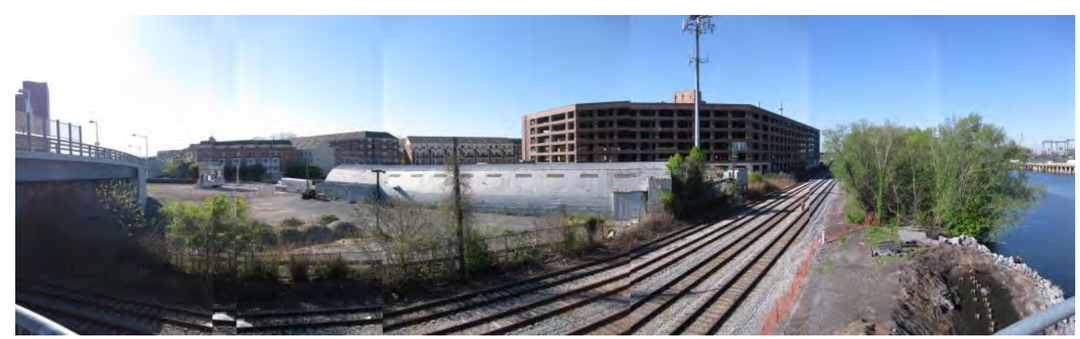
Site Photographs

AERIAL VIEW OF SITE LOOKING NORTH

AERIAL VIEW OF SITE LOOKING NORTH



VIEW OF SITE FROM EXISTING JFK BUILDING LOOKING NORTH



VIEW OF SITE FROM CSX TRACKS LOOKING SOUTHEAST

VIEW FROM SITE LOOKING WEST

SOUTH STREET BRIDGE LOOKING EAST

SOUTH STREET BRIDGE LOOKING WEST

VIEW OF SITE FROM SOUTH STREET

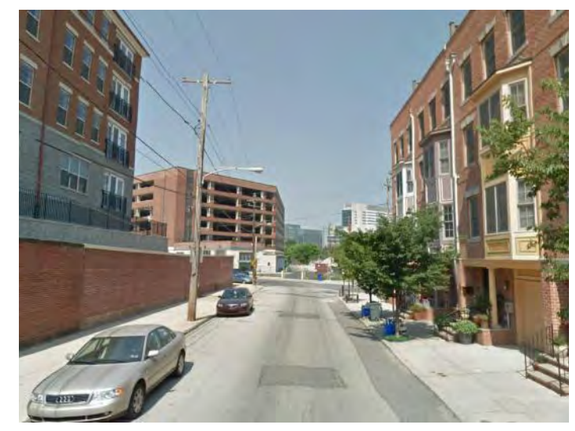
SCHUYLKILL AVE LOOKING SOUTH

VIEW FROM SITE LOOKING SOUTHEAST

VIEW OF SITE FROM SOUTH STREET

VIEW FROM SITE ACROSS SCHUYLKILL AVENUE

BAINBRIDGE STREET CONTEXT



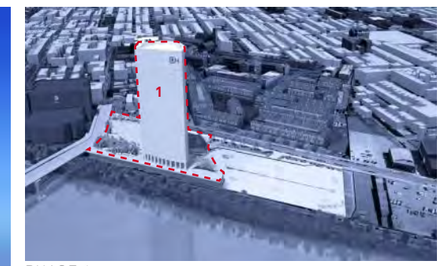
BAINBRIDGE STREET LOOKING WEST TO SITE

Project Massing

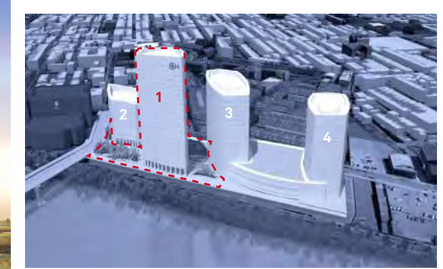
Master Plan

PROJECT DESCRIPTION

As the first phase of a four phase Master Plan, the project scope includes the construction of a new Class A Office Tower to be used by the Children's Hospital of Philadelphia for clinical research and administrative programs. The project will include utilities, infrastructure, structured parking and loading within the building Plinth. The first two floors of the tower (from Plaza level) include the main lobby space, conference rooms, and seating areas to accomodate building occupants and conference attendees. Phase 1 will also include surface parking and several public realm spaces (South Street Plaza, Bainbridge Place, & Schuylkill Green) while allowing for a future connection to the Schuylkill River Trail.



PHASE 1



PHASE 1 + FUTURE PHASES 2-4

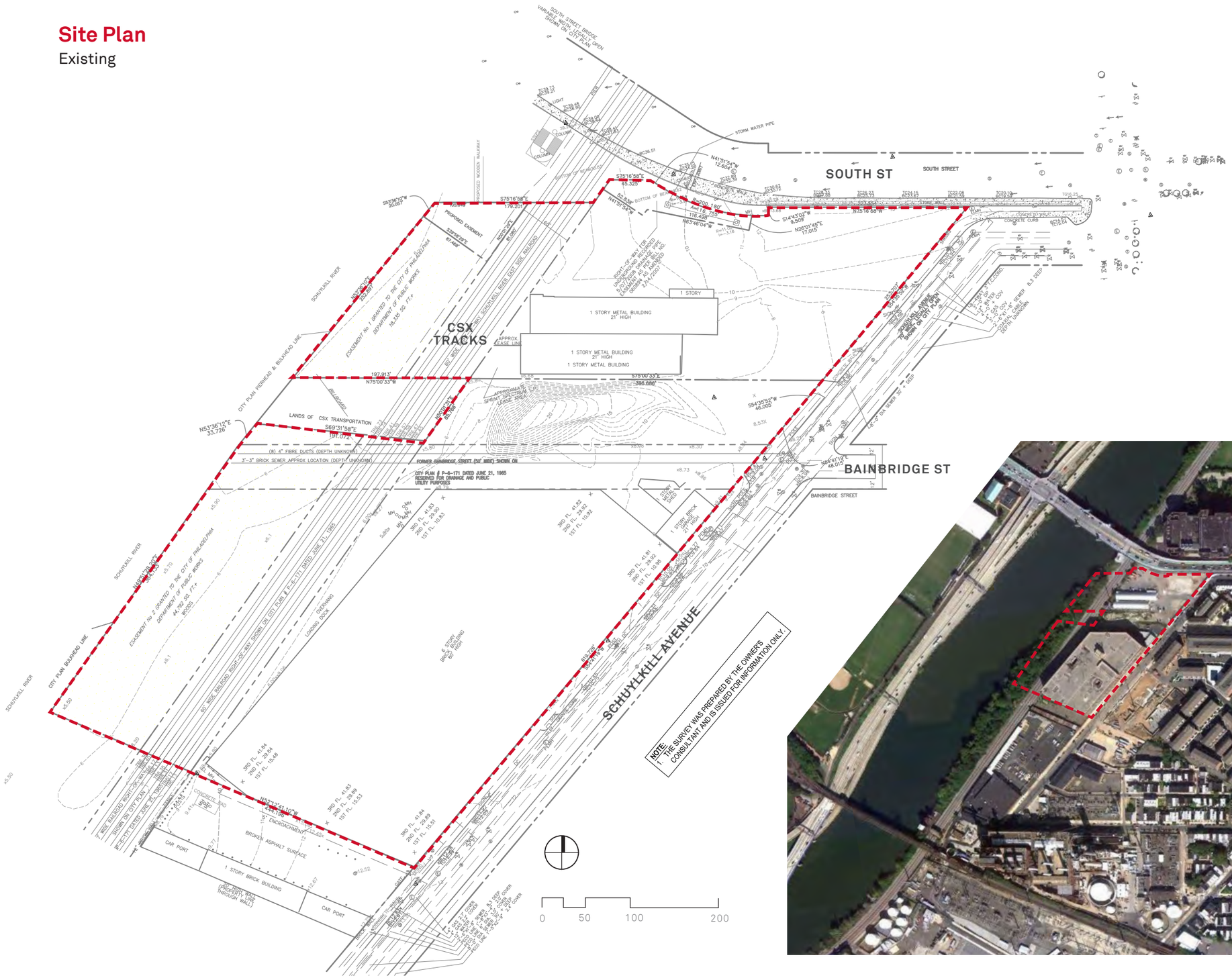
PHASE 1 + FUTURE PHASES 2-4

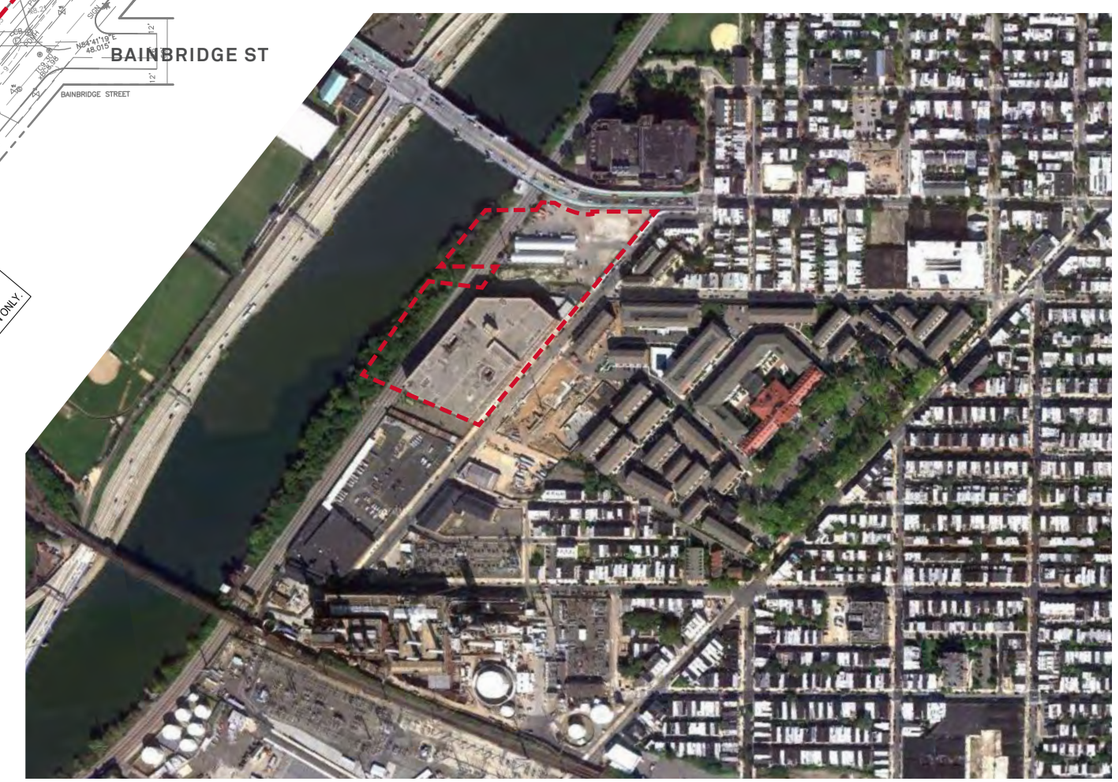
Project Massing

Phase 1

Site Plan

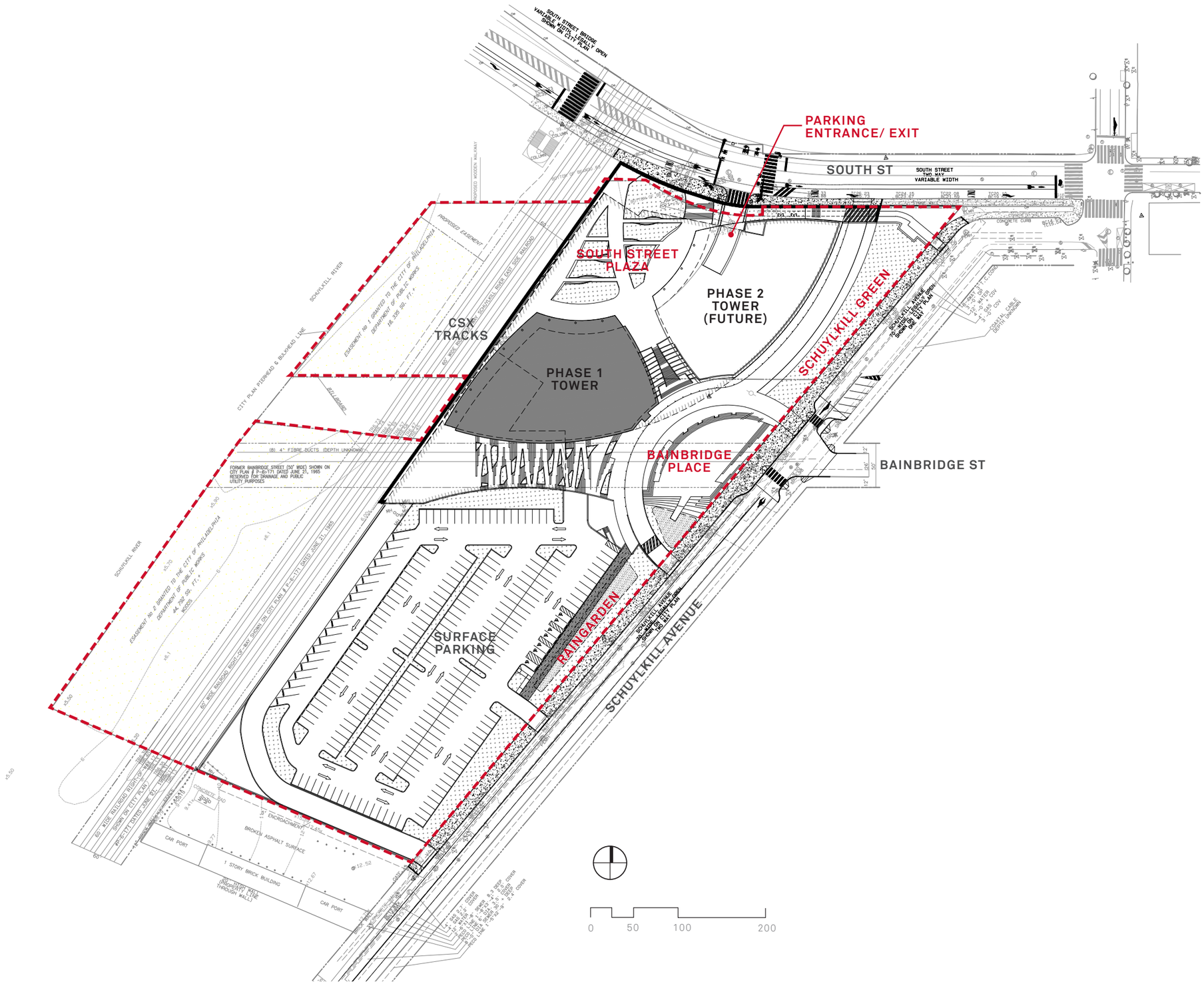
Existing





Site Plan

Proposed

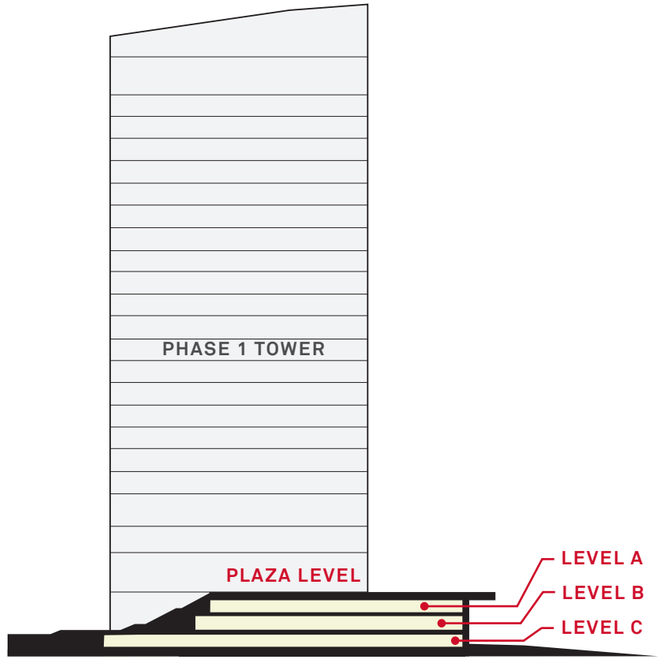


Site Plan

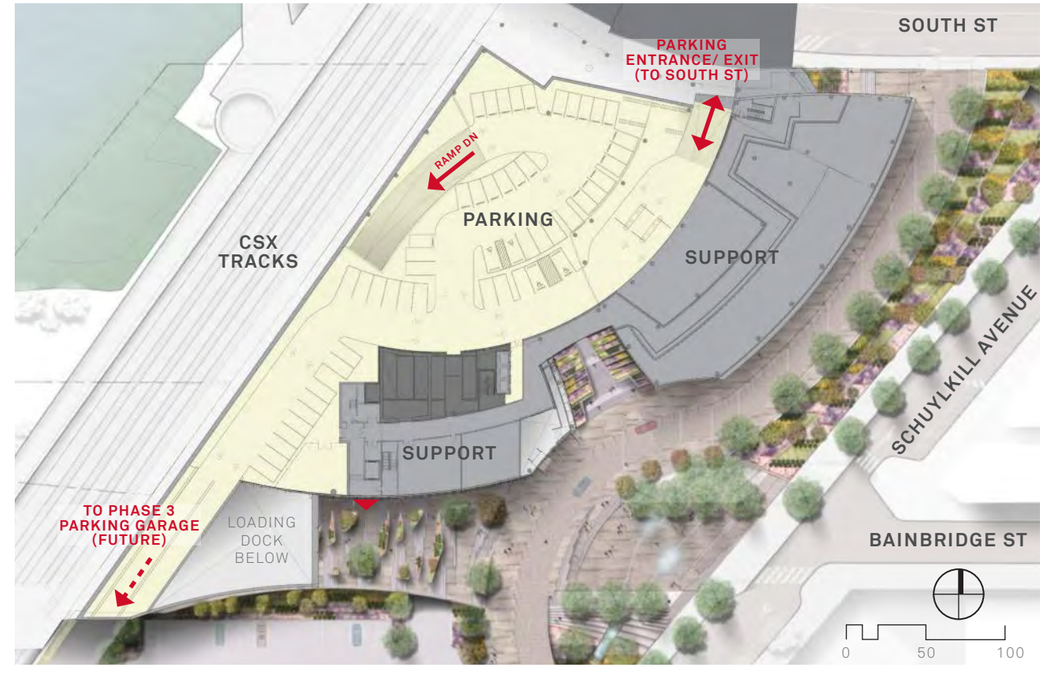
Plaza Level

Floor Plans

Parking Levels

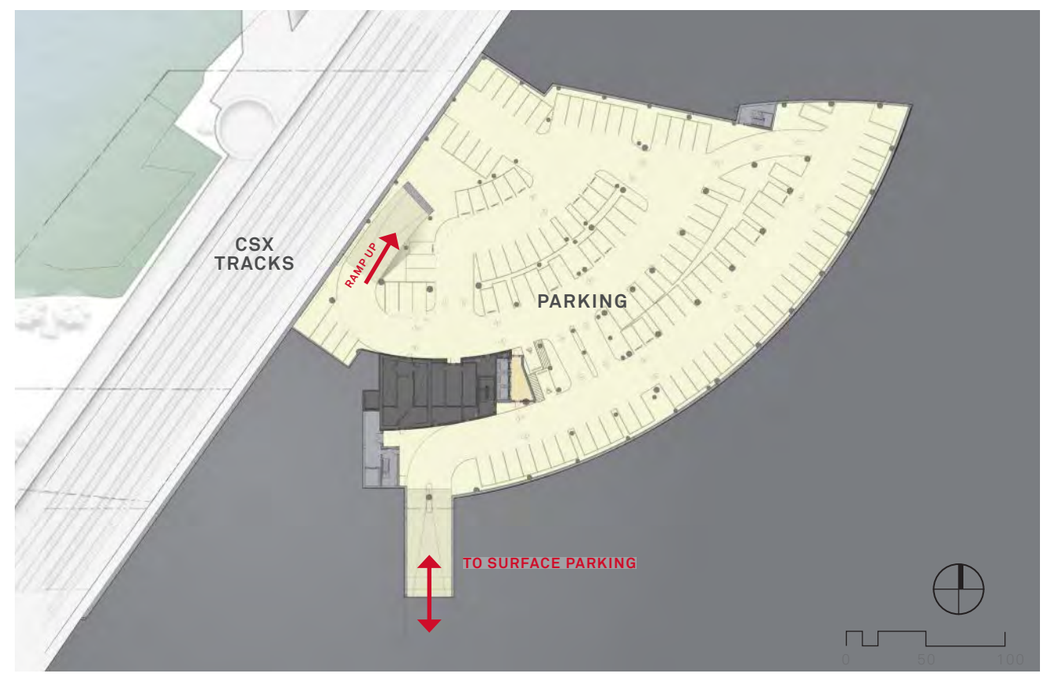


SECTION DIAGRAM



FLOOR PLAN_LEVEL A - PARKING

FLOOR PLAN_LEVEL B - PARKING



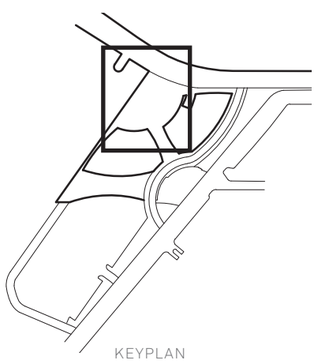
FLOOR PLAN_LEVEL C - PARKING

South Street Plaza

DESCRIPTION

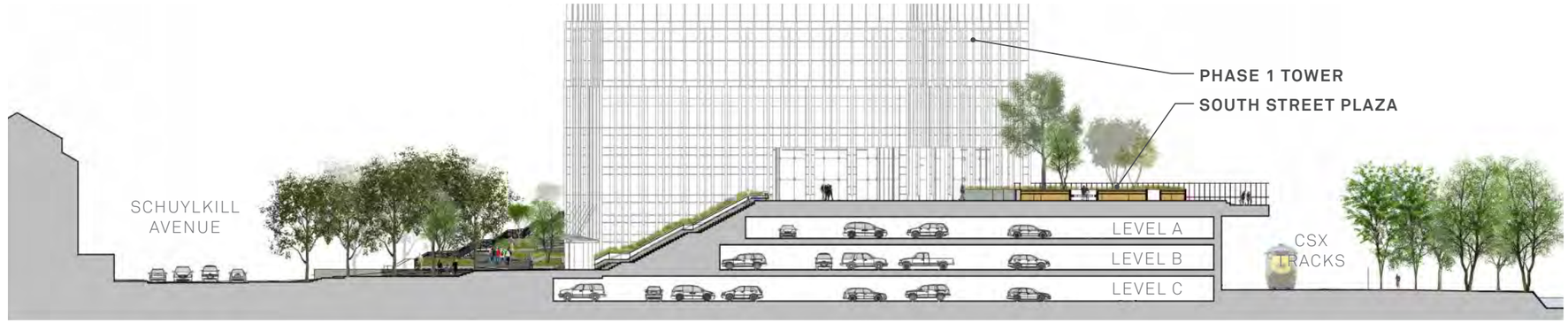
South Street Plaza establishes a welcoming landscaped place of arrival for pedestrians coming to the campus from South Street. It offers a variety of social spaces with informal seating, places of sun and shade, and views of the Schuylkill River. A promenade extends from the plaza south to a future bridge that will connect to the Schuylkill River Trail, and a landscaped stair descends to the proposed new Bainbridge Place fronting on Schuylkill Avenue.

At this most elevated and somewhat shady location, the plants are derived from those found in upland areas within a wooded setting. Native woodland trees, shrubs, sedges and perennials will provide rich diversity and interest throughout the seasons. Canopy trees will line the central walk and in combination with the understory trees, will provide structure and human scale to the plaza. Additionally, the rich ground level planting will enrich the users' experience of the plaza by providing visual and sensory interest.



KEYPLAN

South Street Plaza



SECTION A-A

Bainbridge Place

DESCRIPTION

Bainbridge Place is an amphitheater-like space of welcoming for the community from Schuylkill Avenue. It provides an open area for special events and seasonal programming and is flanked by shaded groves of canopy trees that provide seating and places for children and adults. "Bainbridge Steps" provides a gentle stair and walking route up to the promenade overlooking the Schuylkill River, and links to the future bridge crossing the rail lines to the river trail. Ascending from the plaza to the upper level, a collection of native trees, shrubs and perennials (that thrive in full sun conditions) will enrich the experience of using the stairs and sloped walks. The selected plants will provide color, fragrance, texture and scale.

Bainbridge Place

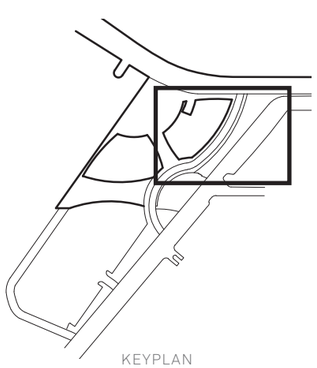
SECTION B-B

Schuylkill Green: South Street Connection

DESCRIPTION

Schuylkill Green provides a landscaped front door for the campus along Schuylkill Avenue. At its north end, the native landscape terraces up to the higher elevation of South Street, providing pedestrian and vehicular connection to the campus from South Street. Vehicular movements are limited to right turn only off South Street, and the driveway is designed with bollards and a curbless design to reduce vehicle speeds, favor pedestrian movement, and create informal seating areas. The sunny Schuylkill Green hillside offers the opportunity to integrate the geometry of the city with the curvilinear form of the river. The canopy and understory trees will be aligned with the orthogonal Philadelphia street grid. The gridded composition of shrubs, ornamental grasses and perennials is interrupted and shifted by a linear, longitudinal planting of ornamental grasses intended to be reminiscent of a river bed. The rich array of perennials and ornamental grasses will offer variety, color and texture throughout the seasons and will support a healthy ecosystem due to the inclusion of pollinator species.

SECTION C-C



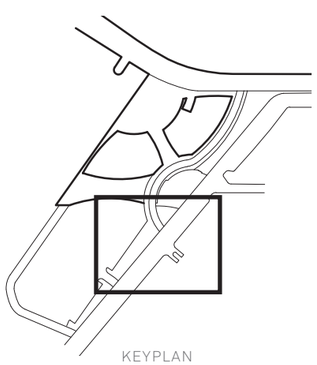
KEYPLAN

Schuylkill Green: Bioretention Rain Garden

DESCRIPTION

At the southern end of Schuylkill Green, a bioretention rain garden captures stormwater runoff before it is released into the Schuylkill River. A boardwalk along its edge overlooks a basin of native wetland vegetation that provides seasonal variety and color and helps shield views of the adjacent surface parking from the street. The Bioretention area is visually an extension of Schuylkill Green but the planting conditions are quite different. The canopy and understory trees will continue the Philadelphia street alignment of those in Schuylkill Green and some of the Schuylkill Green perennials and ornamental grasses will be utilized in order to provide a visual connection. They however will be complemented additional shrubs, perennials and grasses that are able to withstand the extremes of extended dry and wet periods. The plants in the bioretention area will assist with the mitigation of stormwater runoff and with water quality treatment.

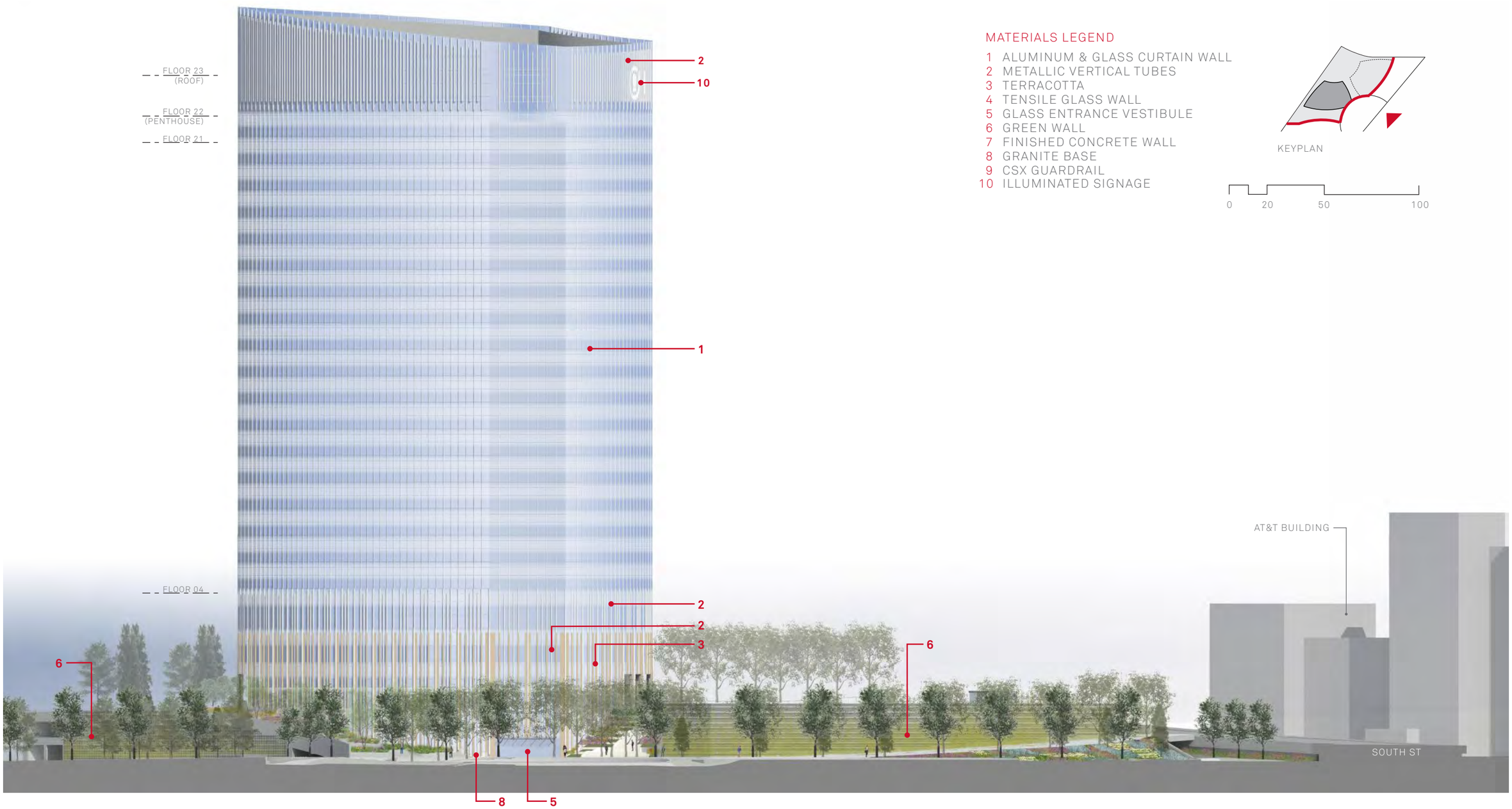
SECTION D-D



KEYPLAN

Elevation

East Elevation (Schuylkill Ave)



MATERIALS LEGEND

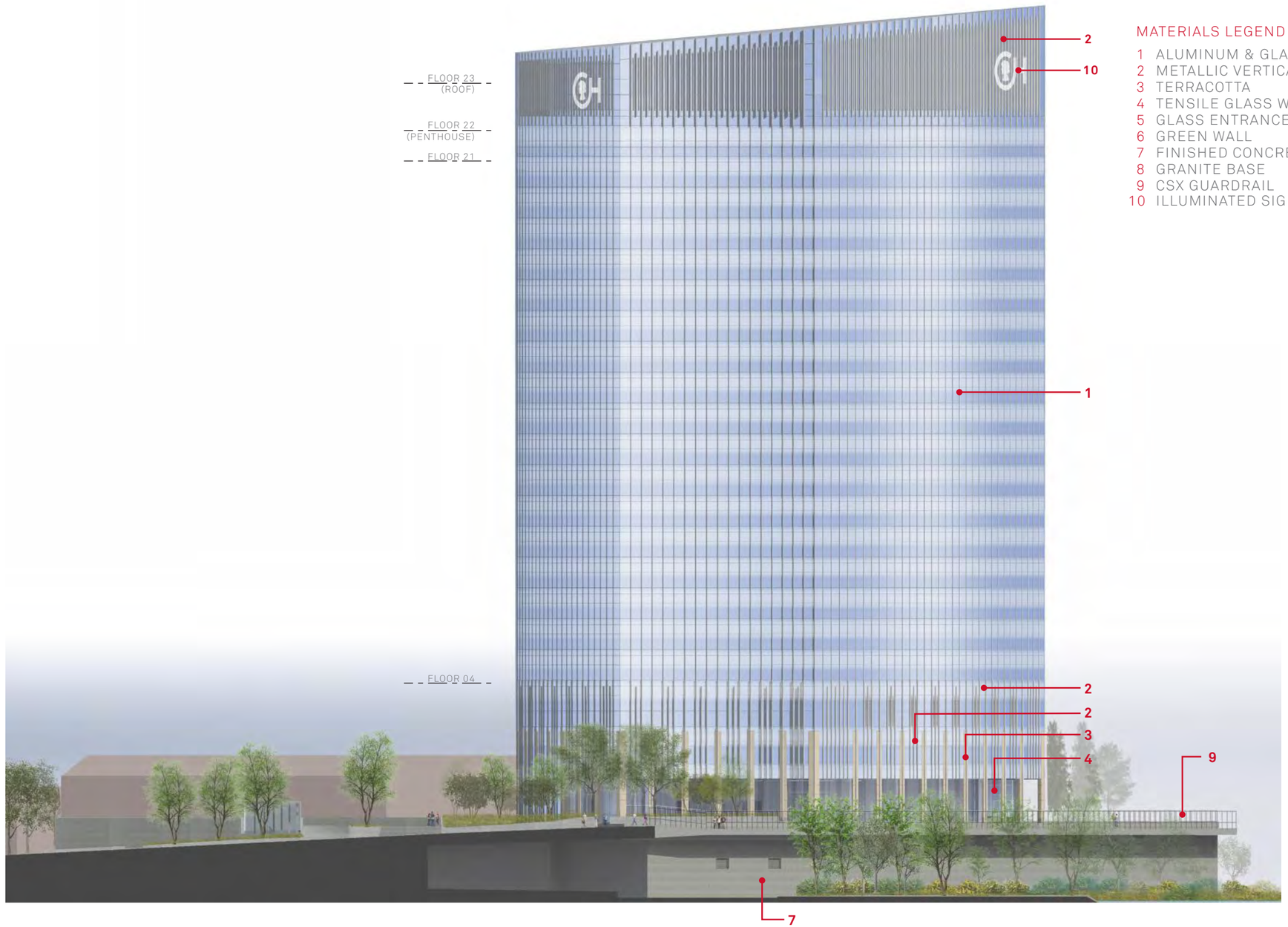
1 ALUMINUM & GLASS CURTAIN WALL
2 METALLIC VERTICAL TUBES
3 TERRACOTTA
4 TENSILE GLASS WALL
5 GLASS ENTRANCE VESTIBULE
6 GREEN WALL
7 FINISHED CONCRETE WALL
8 GRANITE BASE
9 CSX GUARDRAIL
10 ILLUMINATED SIGNAGE

KEYPLAN

0 20 50 100

Elevation

North Elevation (South Street)



MATERIALS LEGEND

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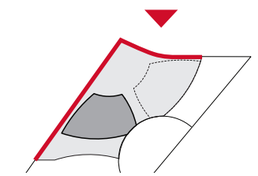


KEYPLAN

0 20 50 100

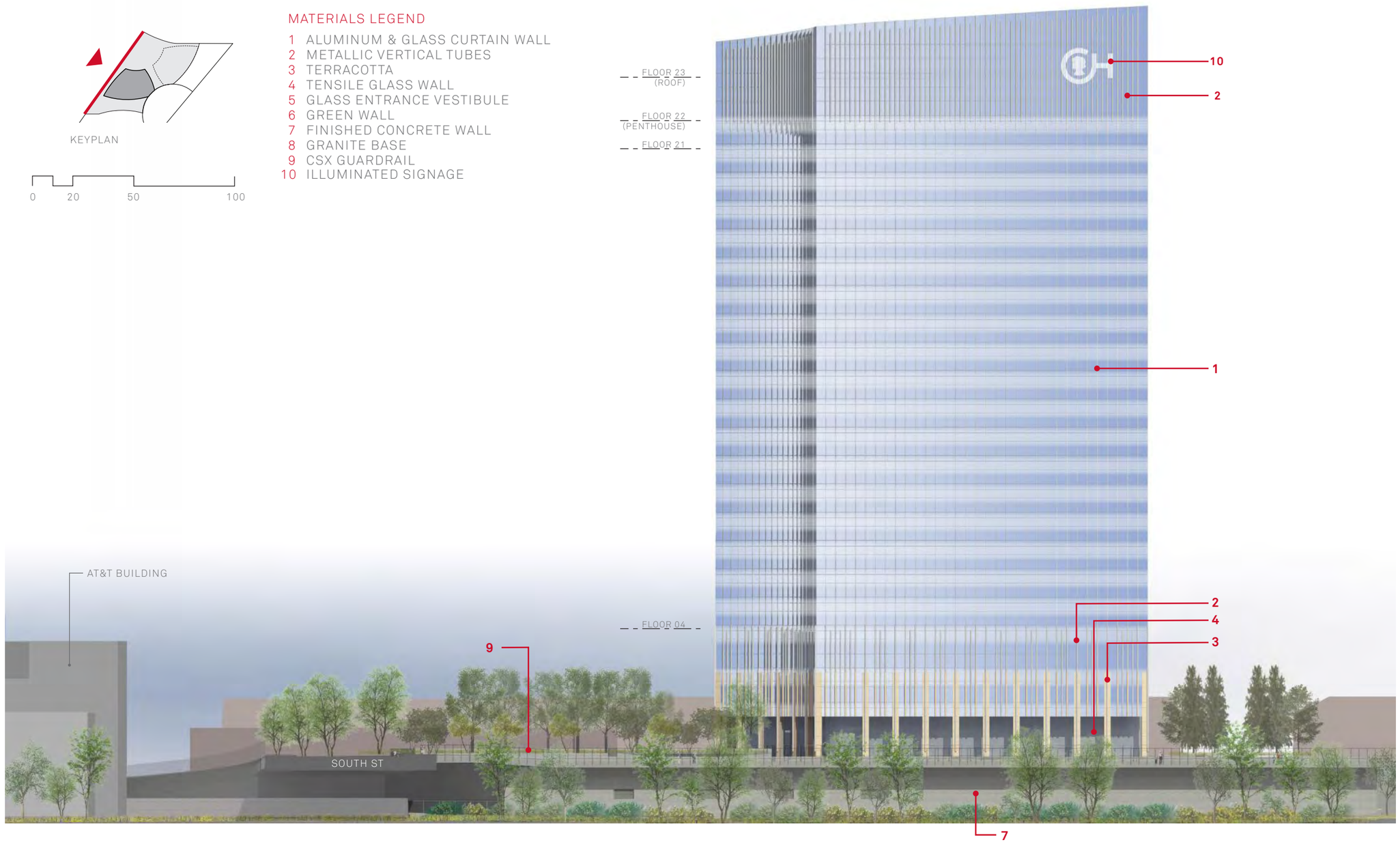
Elevation

West Elevation (Schuylkill River/Promenade)

KEYPLAN

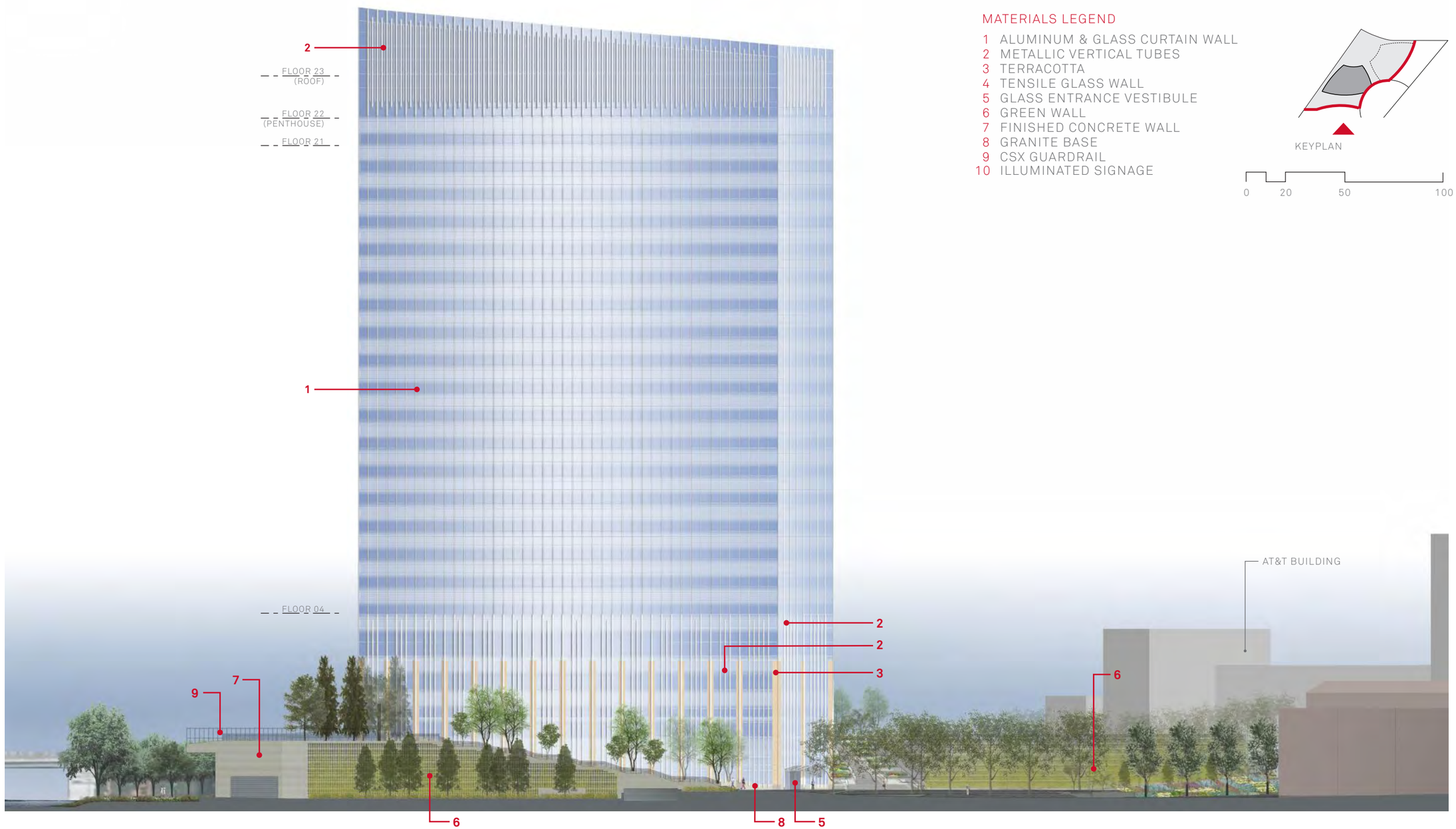
MATERIALS LEGEND

1 ALUMINUM & GLASS CURTAIN WALL
2 METALLIC VERTICAL TUBES
3 TERRACOTTA
4 TENSILE GLASS WALL
5 GLASS ENTRANCE VESTIBULE
6 GREEN WALL
7 FINISHED CONCRETE WALL
8 GRANITE BASE
9 CSX GUARDRAIL
10 ILLUMINATED SIGNAGE



Elevation

South Elevation (Bainbridge Street)



MATERIALS LEGEND

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3 TERRACOTTA
4 TENSILE GLASS WALL
5 GLASS ENTRANCE VESTIBULE
6 GREEN WALL
7 FINISHED CONCRETE WALL
8 GRANITE BASE
9 CSX GUARDRAIL
10 ILLUMINATED SIGNAGE

KEYPLAN

0 20 50 100

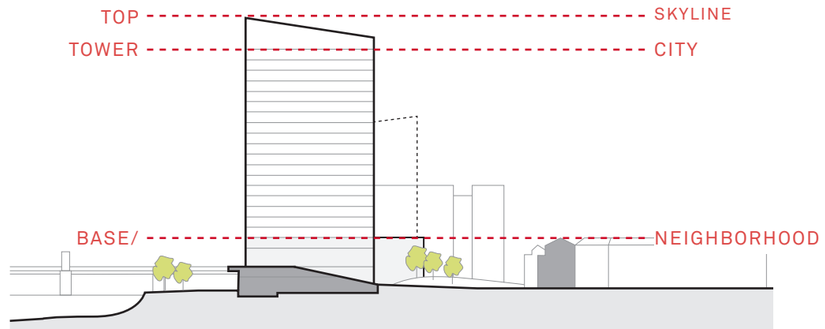
Perspective

View from West

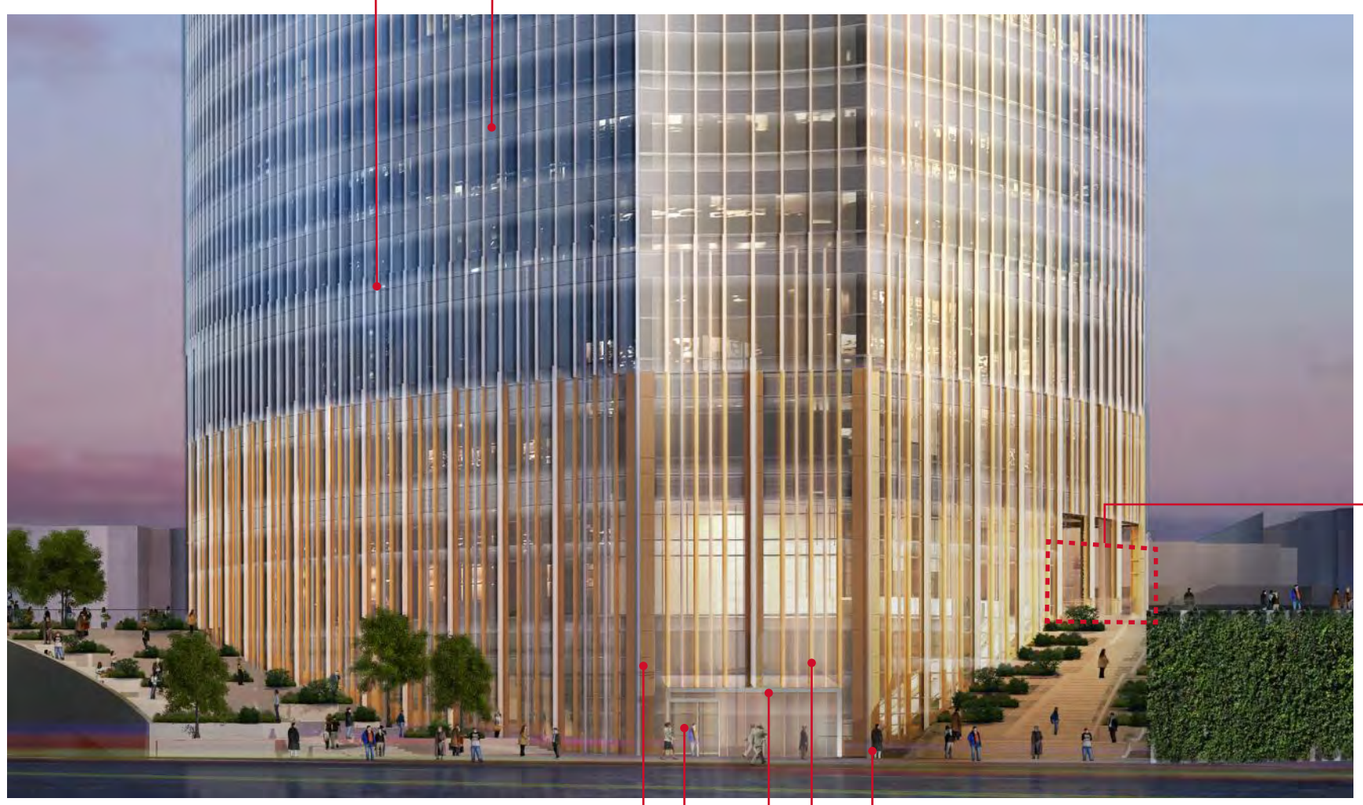
Perspective

View from East

Building Materials



BUILDING SCALE DIAGRAM



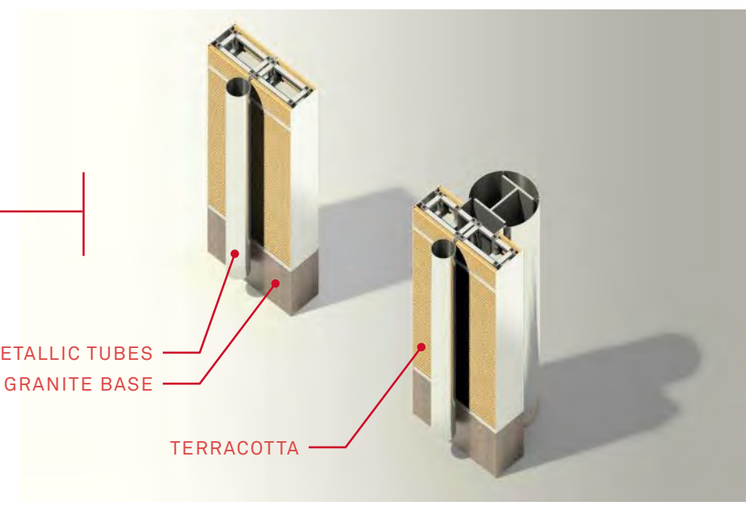
TOWER MATERIALS_BASE

MATERIALS NARRATIVE

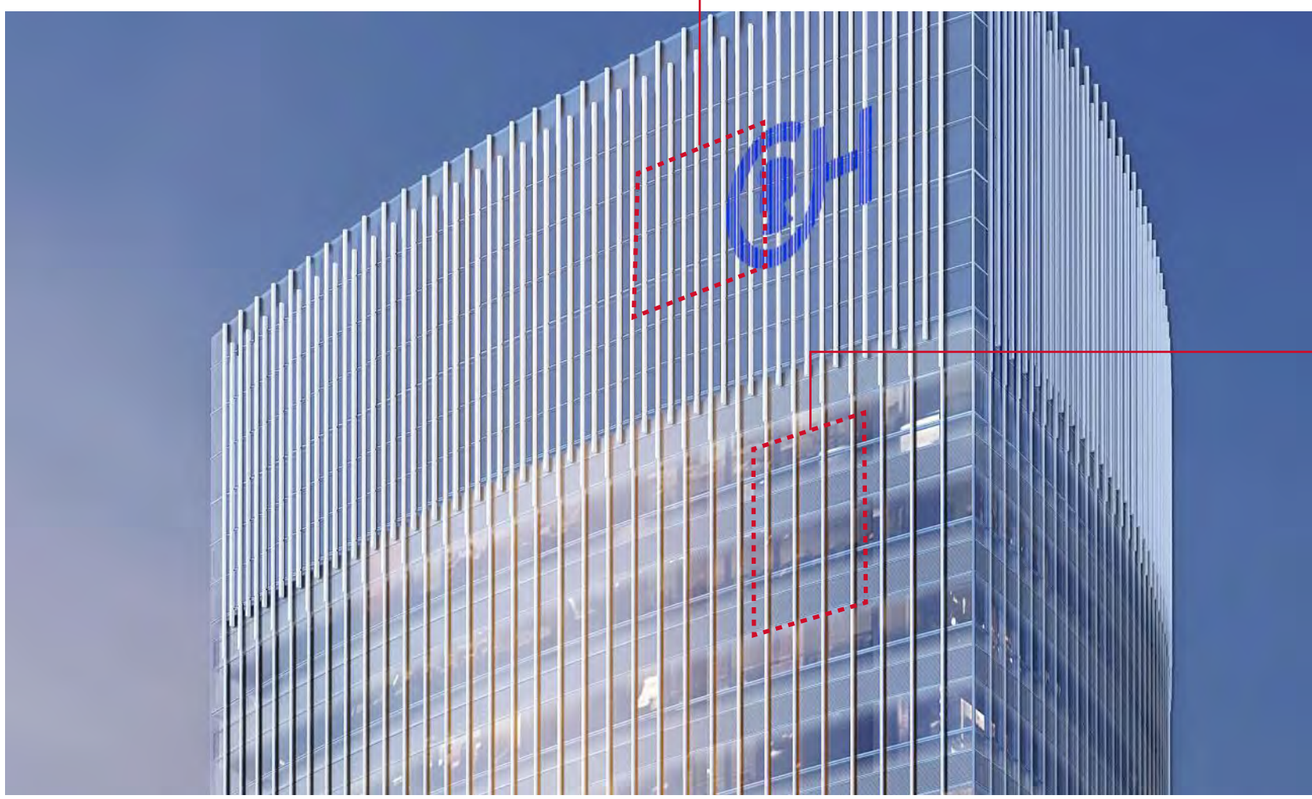
The building will be clad in a unitized, pressure-equalized curtain wall system with aluminum frames and high performance Low-E insulated glass units. The glass will have horizontal bands of ceramic frit which will be denser at the spandrel shadowbox and gradually disappear towards the vision glass areas. The entire façade will feature a series of metallic tubes attached to the mullions.

The base of the building will be defined by an increased number of vertical tubes, metallic and terracotta. Also an arcade of terracotta-clad piers with granite bases will open towards the South Street Plaza, framing the main entrance. The secondary access on Bainbridge Place will be covered by a light stainless steel and glass canopy.

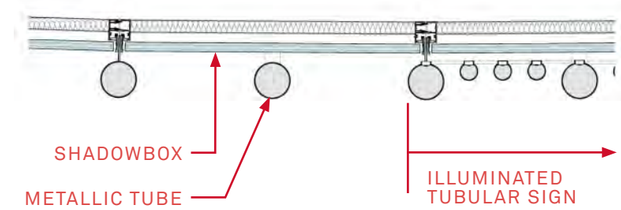
The slanted top of the building will be crowned by a denser field of vertical tubes where an illuminated CHOP logo will be applied on the East and West elevations.



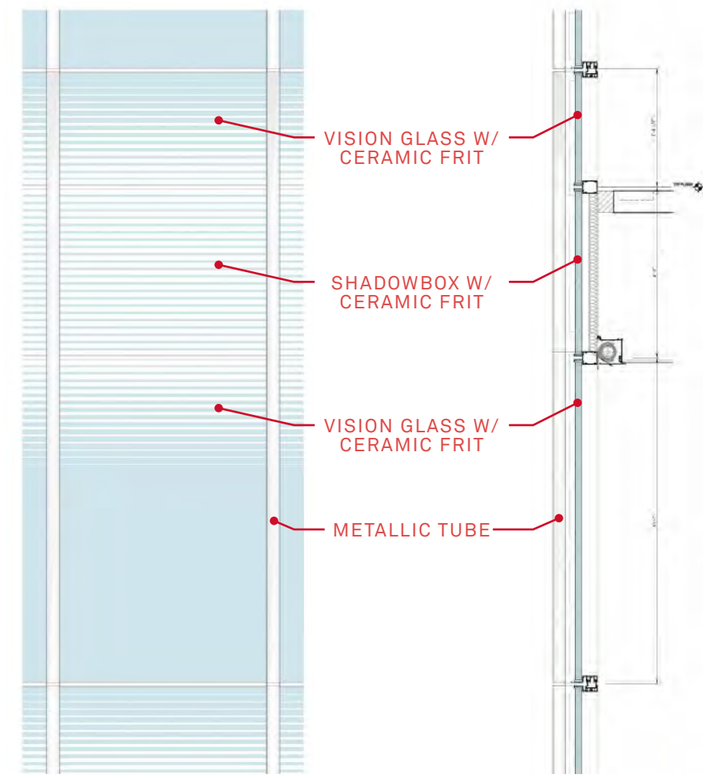
Building Materials



TOWER MATERIALS_TOP



CURTAIN WALL DETAIL_TOP



CURTAIN WALL DETAIL

Sustainable Design Summary

SUSTAINABILITY GOALS

The project seeks a baseline sustainability goal of LEED Silver, with a greater level (LEED Gold or LEED Platinum) preferred.

PROJECT OBJECTIVES

"Green" design, also referred to as "sustainable" design, acts as the term for a growing industry trend within the fields of Architecture, Construction, and Interior Design. The broad objectives of green design are fairly simple: work in harmony with the natural features and resources surrounding the project site (e.g., solar access, vegetation); create structures that efficiently use natural resources such as energy, water and materials; create places that promote the well-being of their users; and incorporate products that are sustainably grown or recycled rather than new materials made from virgin, non-renewable resources.

The sustainability effort for this project should support or enhance the functions of the facilities; provide benefits ranging from reduced operating costs, to improved indoor environmental quality, to reduced environmental impacts (locally and globally); and can be incorporated with only a modest impact on the overall project construction costs.

The U.S. Green Building Council's "Leadership in Energy and Environmental Design" (LEED) Green Building Rating System is to be used as a benchmarking tool to both establish and verify the green measures incorporated in the facility. LEED is a national voluntary standard that defines a wide range of environmental design and construction practices.

APPROACH

Any combination of credits can be used to achieve the baseline goal of LEED Silver. Based on past experiences with this type of building and the probability of an urban site close to Children's Hospital, the following credits are seen as "likely" or "possible" to achieve.

Sustainable Sites

Prereq 1	Construction Activity Pollution Prevention
SS 1	Site Selection
SS 2	Development Density and Community Connectivity
SS 3	Brownfield Redevelopment
SS 4.1	Alternative Transportation – Public Transportation
SS 4.2	Alternative Transportation – Bicycle and Changing Rooms
SS 4.3	Alternative Transportation – Fuel Efficient Vehicles
SS 4.4	Alternative Transportation – Parking Capacity
SS 5.2	Site Development – Maximize Open Space
SS 6.1	Stormwater Design, Quantity Control
SS 6.2	Stormwater Design, Quality Control
SS 7.1	Heat Island Effect, Non-Roof
SS 7.2	Heat Island Effect, Roof

Water Efficiency

Prereq 1	Water Use Reduction
WE 1.1	Water Efficient Landscaping
WE 3	Water Use Reduction

Energy and Atmosphere

Prereq 1	Fundamental Commissioning
Prereq 2	Minimum Energy Performance
Prereq 3	Fundamental Refrigerant Management
EA 1	Optimize Energy Performance
EA 3	Enhanced Commissioning
EA 4	Enhanced Refrigerant Management
EA 6	Green Power

Materials and Resources

Prereq 1	Storage and Collection of Recyclables
MR 2	Construction Waste Management
MR 4	Recycled Content
MR 5	Regional Materials
MR 7	Certified Wood

Indoor Environmental Quality

Prereq 1	Minimum IAQ Performance
Prereq 2	Environmental Tobacco Smoke Control
EQ 1	Outdoor Air Delivery Monitoring
EQ 2	Increased Ventilation
EQ 3.1	Construction IAQ Management Plan – During Construction
EQ 4.1	Low Emitting Materials – Adhesives and Sealants
EQ 4.2	Low Emitting Materials – Paints and Coatings
EQ 4.3	Low Emitting Materials – Flooring Systems
EQ 4.4	Low Emitting Materials – Composite Wood
EQ 5	Indoor Chemical and Pollutant Source Control
EQ 7.1	Thermal Comfort Design
EQ 8.2	Daylight and Views

Innovation and Design Process

ID 1.1	Green Education Program
ID 1.2	Green Housekeeping Plan
ID 1.3	Integrated Pest Management
ID 1.4	Places of Respite
ID 1.5	Acoustical Design
ID 2	LEED Accredited Professional

Streets Handbook Checklist

Philadelphia Streets Department

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).

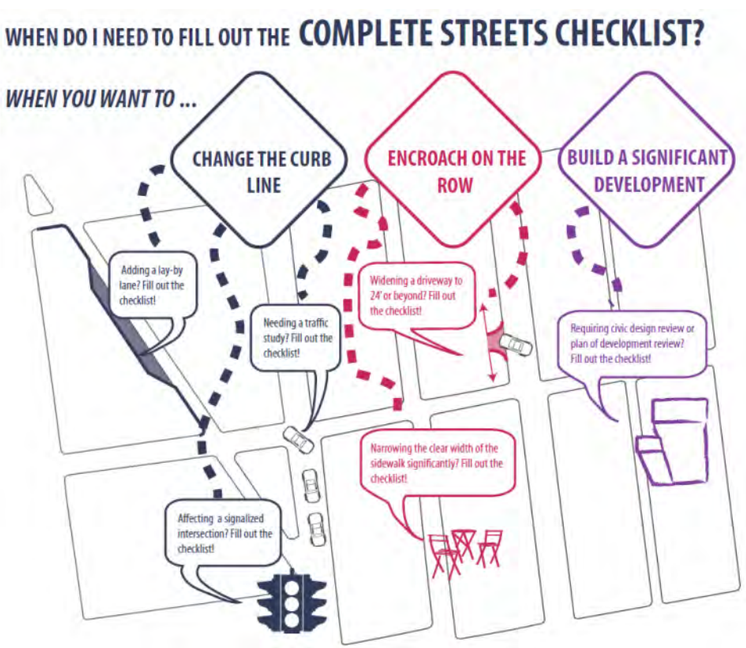
Applicants for projects shall complete this checklist and attach it to plans submitted to the Streets Department for review if the project:

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://philadelphiastreets.com/complete-streets.aspx.



COMPLETE STREETS HANDBOOK CHECKLIST

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INSTRUCTIONS (continued)

APPLICANTS ARE ADVISED TO NOTE:

- This checklist is designed to be filled out electronically. Text fields will expand automatically as you type.
- This checklist is estimated to take 60–90 minutes to complete for applicants familiar with the Handbook.
- 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.
- 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 the City for review.
- 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.
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://philadelphiastreets.com/pds/City_Plan_Applicatio.pdf. 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.

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GENERAL PROJECT INFORMATION

1. PROJECT NAME

   The Children's Hospital of Philadelphia - Schuylkill Campus - Phase 1

2. DATE

   2/14/2014

3. APPLICANT NAME

   The Children's Hospital of Philadelphia

4. APPLICANT CONTACT INFORMATION

   Douglas Carney: (267) 426-6916

5. PROJECT AREA: list precise street limits and scope

   South Street from the East bank of the Schuylkill River and Schuylkill Avenue from S. 27th Street to Catharine Street

6. OWNER NAME

   The Children's Hospital of Philadelphia

7. OWNER CONTACT INFORMATION

   Douglas Carney: (267) 426-6916

8. ENGINEER / ARCHITECT NAME

   Pennoni Associates

9. ENGINEER / ARCHITECT CONTACT INFORMATION

   Brenan Flanagan PE: (215) 254-7711, bflanagan@pennoni.com

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
Schuylkill Ave	S 27th Street	Catharine Street	City Neighborhood
South Street	S 27th Street	Schuylkill River	Urban Arterial
_____	_____	_____	_____
_____	_____	_____	_____

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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
Schuylkill Avenue	12' / 15' / 15'	15' / 15'
South Street	12' / 8'-15' / 8'-15'	8'-15' / 8'-15'
_____	_____ / _____ / _____	_____ / _____
_____	_____ / _____ / _____	_____ / _____

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
South Street	6' / Varies / Varies to match existing
Schuylkill Avenue	6' / 15' / 6' Minimally (Varies)
_____	_____ / _____ / _____
_____	_____ / _____ / _____

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
Driveway	30'	West curbline of Schuylkill Ave.
Driveway	27'	West curbline of Schuylkill Ave.
Driveway	65'	West curbline of Schuylkill Ave. at Bainbridge Street
Building and garage doors along existing building	varies	along existing building frontage

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	10'	West curbline of Schuylkill Ave. - Access Driveway
Driveway (3 total)	20'	West curbline of Schuylkill Ave (2 - drop off access); South curbline of South St. (1)
Driveway (3-total)	24'	West curbline of Schuylkill Ave (2-access to parking

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COMPLETE STREETS HANDBOOK CHECKLIST

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						area); South side of South St. (1-proposed garage signal)		
								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 for all pedestrians?	YES ☒	NO ☐				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 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
Schuylkill Avenue	**2' / 0'**
South Street	**2' / 0'**
_____	_____ / _____
_____	_____ / _____

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
Schuylkill Avenue	**4' / 0' / 4'**
South Street	**4' / 0' / 2' - 4'**
_____	_____ / _____ / _____
_____	_____ / _____ / _____

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.							**DEPARTMENTAL APPROVAL**
	▪ 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	YES ☒	NO ☐	N/A ☐			YES ☐	NO ☐

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COMPLETE STREETS HANDBOOK CHECKLIST

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	points and encroachments on right-of-way on design plans.							
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 ☐

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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

    High priority design treatments include Bicycle-Friendly Street and Bike Route Signs. As the design progresses further, we will clarify our implementation of these treatments as part of our future submissions.

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?

				DEPARTMENTAL APPROVAL	
▪ 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 from the intersection of Bainbridge Street and Schuylkill Avenue through the proposed site/plaza. Additional open public space is proposed within the proposed plaza.

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COMPLETE STREETS HANDBOOK CHECKLIST

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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
Schuylkill Avenue	S 27th Street	Catharine Street	12' / 12'	25mph
South Street	Schuylkill River	S 27th Street	10'-11' / 10'-11'	25mph
_____	_____	_____	_____ / _____	_____
_____	_____	_____	_____ / _____	_____

				DEPARTMENTAL APPROVAL	
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 ☒		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.	S-XXXX				
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 ☐
Due to existing utilities within the sidewalk of Schuylkill Avenue, subsurface stormwater management features are not feasible.					
43. Does the design provide driveway access that safely manages	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐

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COMPLETE STREETS HANDBOOK CHECKLIST

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pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

44. Identify existing and proposed signal cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
South Street and 27th Street	60	60
South Street and Garage Driveway	N/A	100
South Street Pedetsrian Signal	N/A	100
South Street and I-76 Ramps	100	100

				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?	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 ☐
▪ 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:

17. Minimum furishing zone does not meet the recommended minimum of 4' for South Street. The furnishing zone is reduced to accommodate a 6' walking zone.

DEPARTMENTAL APPROVAL

Additional Reviewer Comments:

_____

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