



3600 CIVIC CENTER BOULEVARD PARKING GARAGE
PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW SUBMISSION
JUNE 17, 2014



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: **518085**

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

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

PROJECT LOCATION

Planning District: University Southwest Council District: 3

Address: 3600 Civic Center Blvd
Philadelphia, PA 19104

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

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

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

Property Owner: Trustees of the University of PA Developer: Trustees of the University of PA

Architect: Tim Haahs

SITE CONDITIONS

Site Area: 2.4 Acres

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

SITE USES

Present Use: Vacant

Proposed Use:

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

448,671 square feet of Parking Garage

Proposed # of Parking Units:

1,462

COMMUNITY MEETING

Community meeting held: Yes No

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

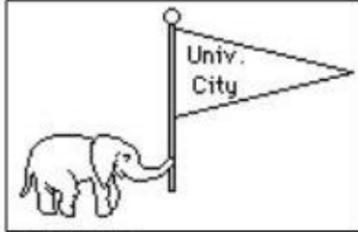
If no, indicate the date and time the community meeting will be held:

Date: _____ Time: _____

27th Ward Republican Committee

4256 Regent Square, Philadelphia, Pennsylvania 19104 - (215) 387-7300

Matthew@Wolfe.org



J. Matthew Wolfe, Esq.
Ward Leader

April 22, 2014

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

Re: 3101 Walnut Street
3400 Civic Center Blvd.
3600 Civic Center Blvd.

Dear Mr. Bryan:

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

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

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Matthew Wolfe". The signature is stylized and cursive.

J. Matthew Wolfe
Republican Ward Leader

JMW/mbs
cc: Ira Kauderwood
Sent by email

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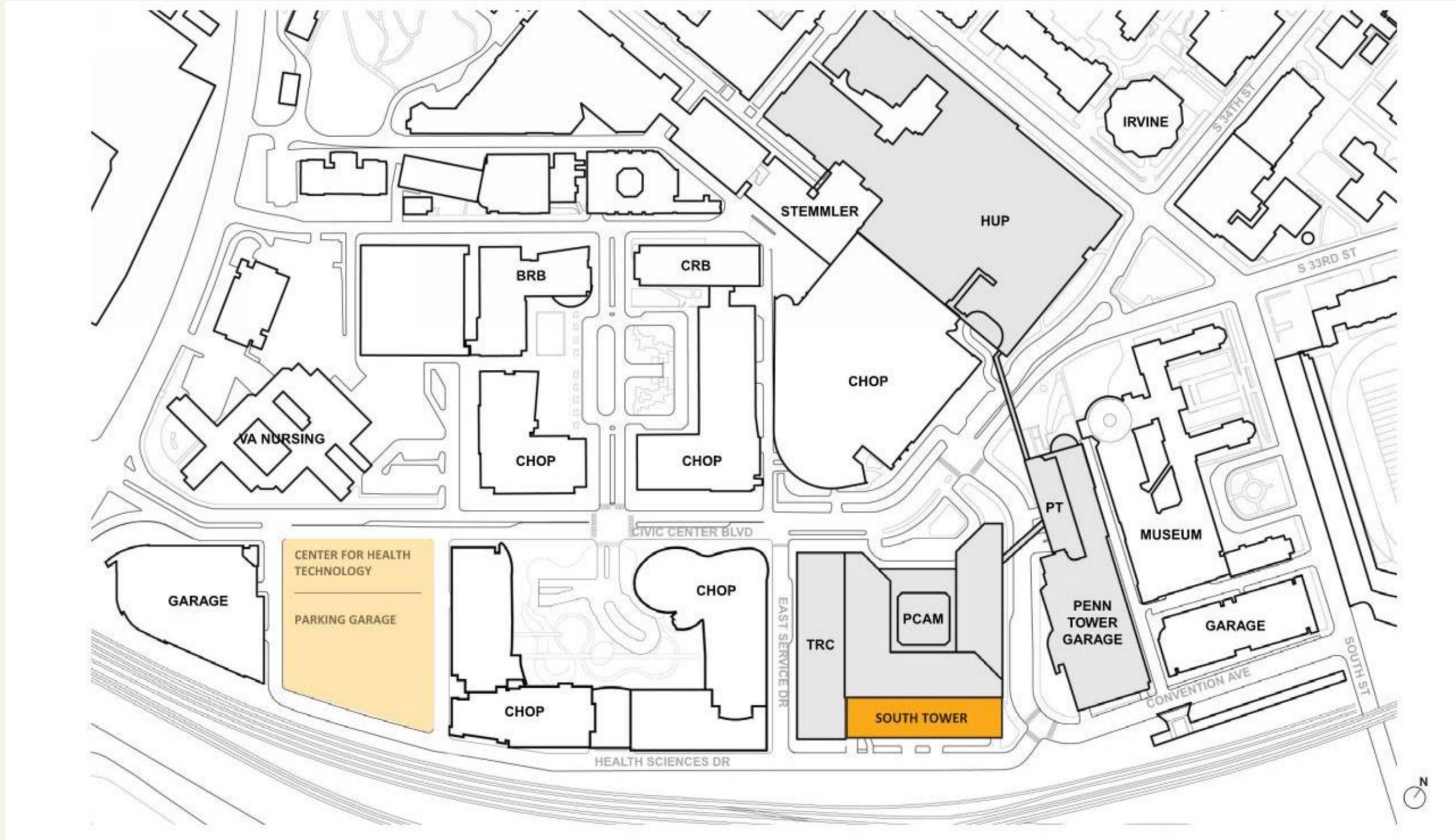
3600 civic center boulevard



Photo of Proposed Building Site

University of Pennsylvania Health System

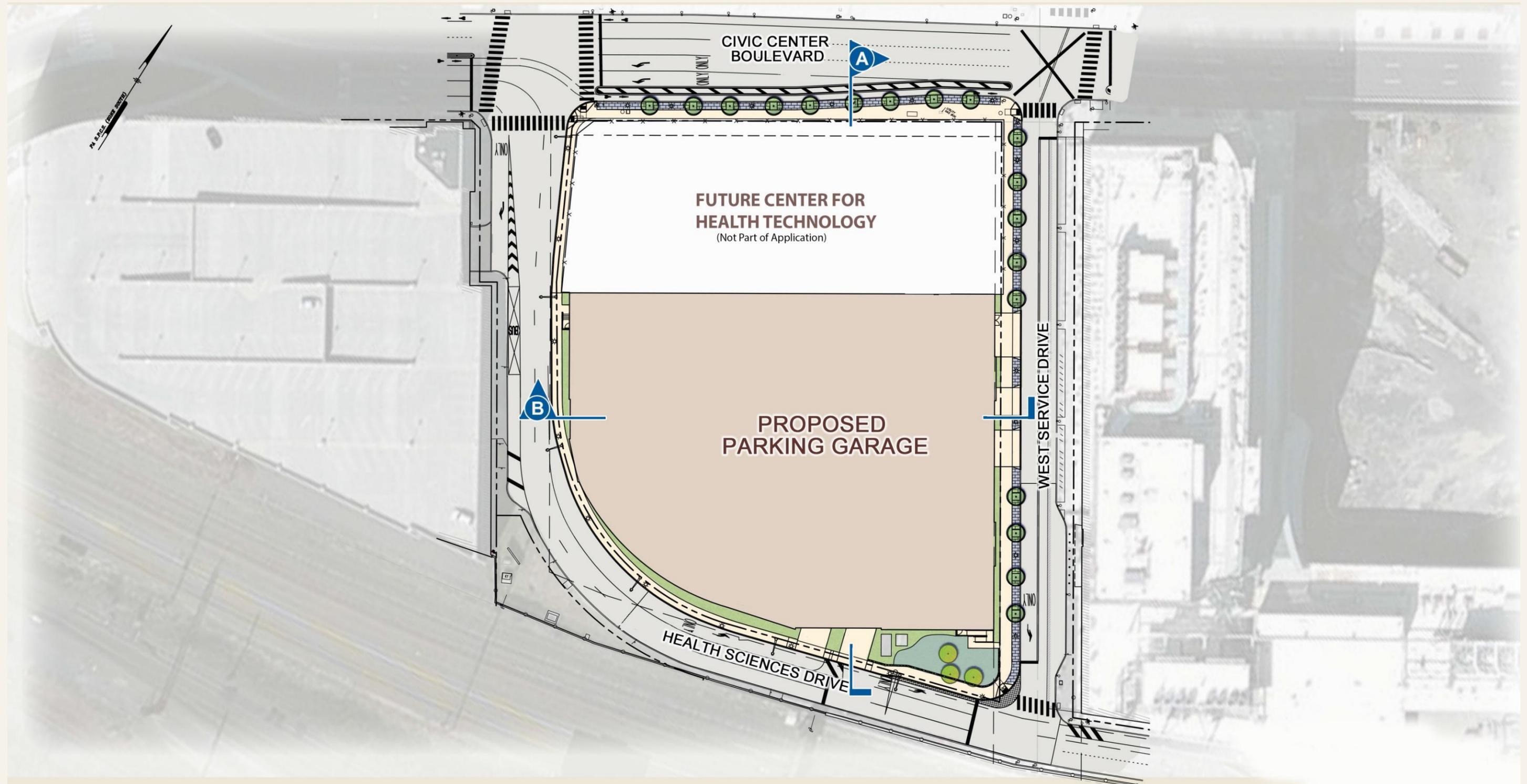
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UPHS Master Plan

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3600 civic center boulevard



Site Plan

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



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



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



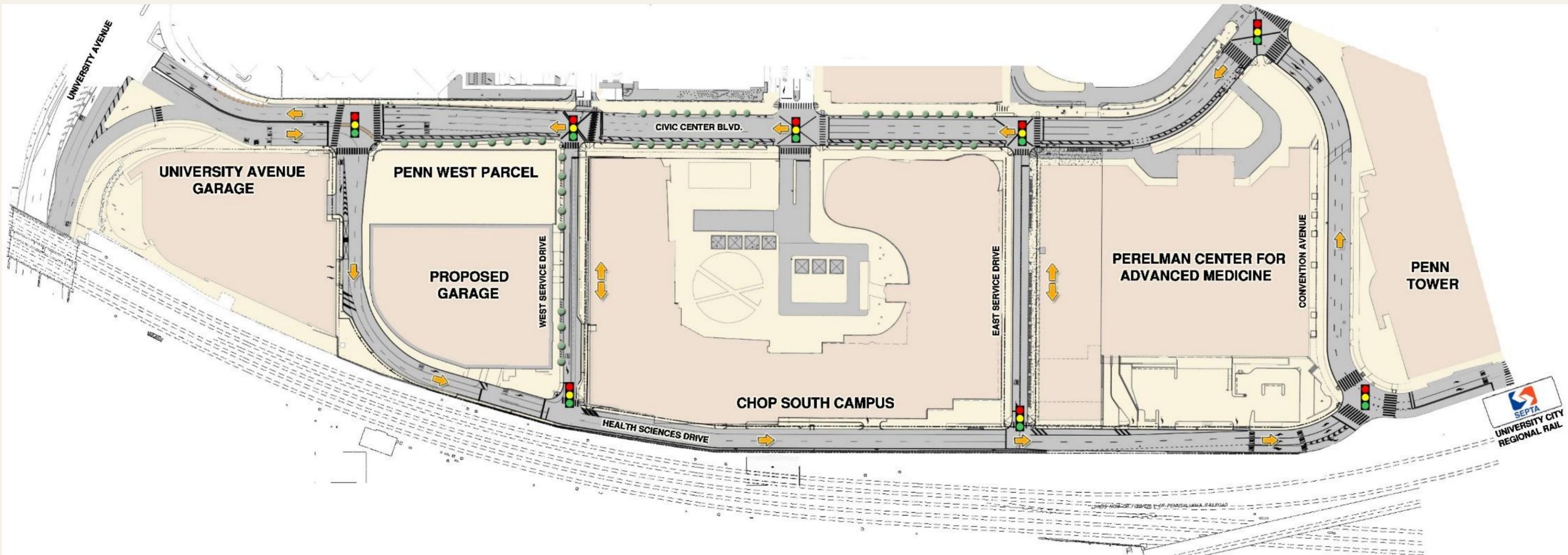
4 Southern corner of the site looking North into the center of the site.

Photos of Proposed Building Site



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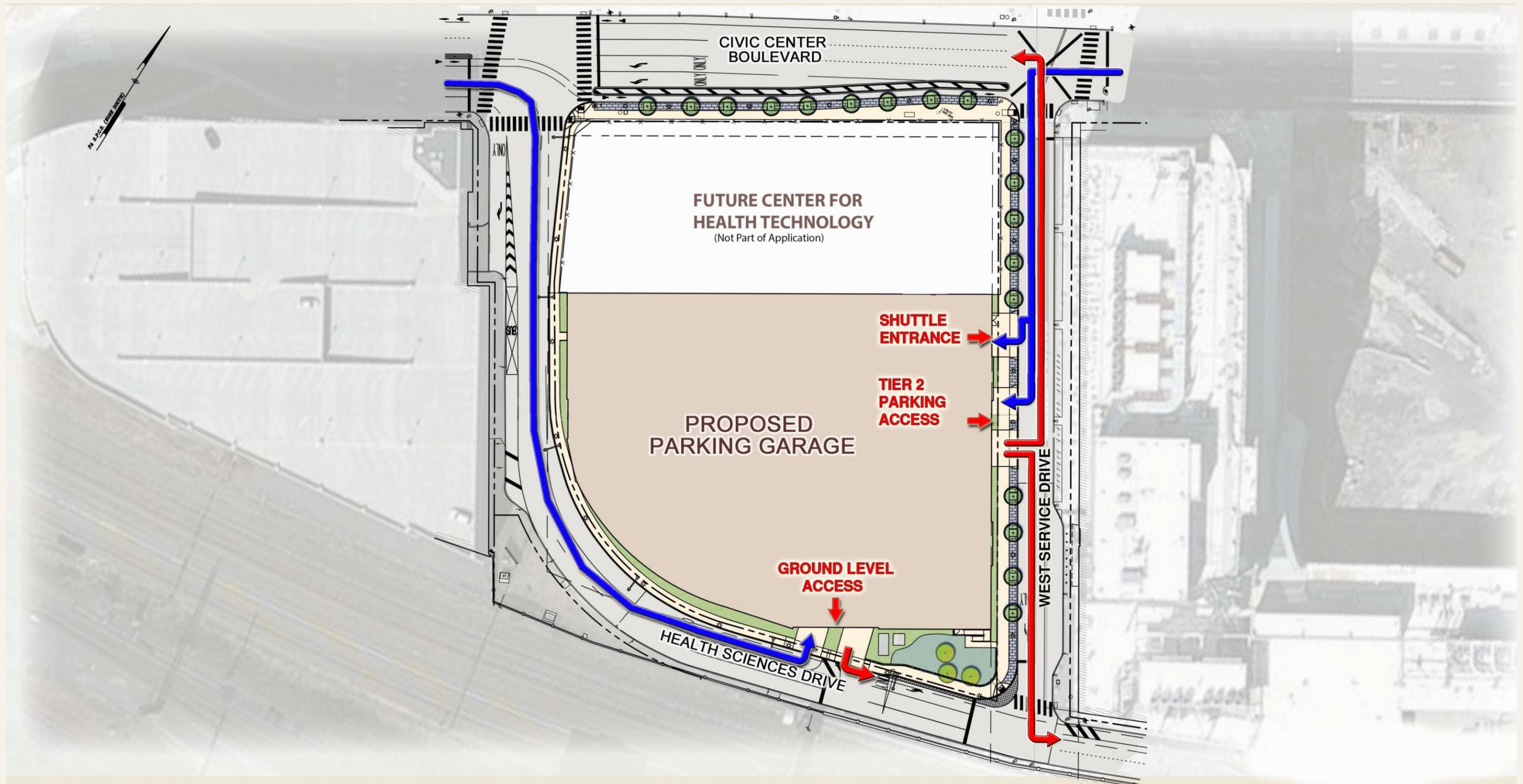
3600 civic center boulevard



One Way Loop

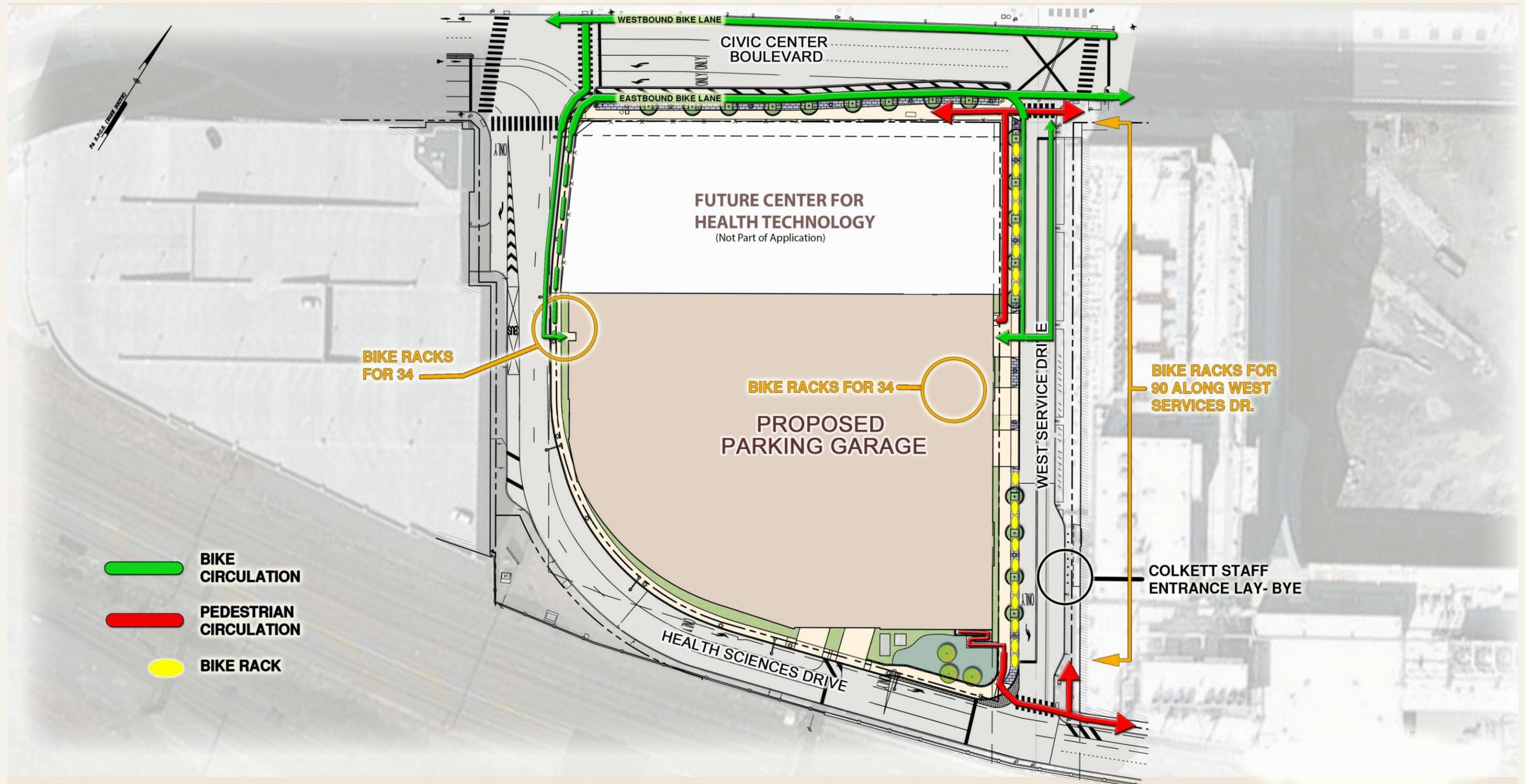
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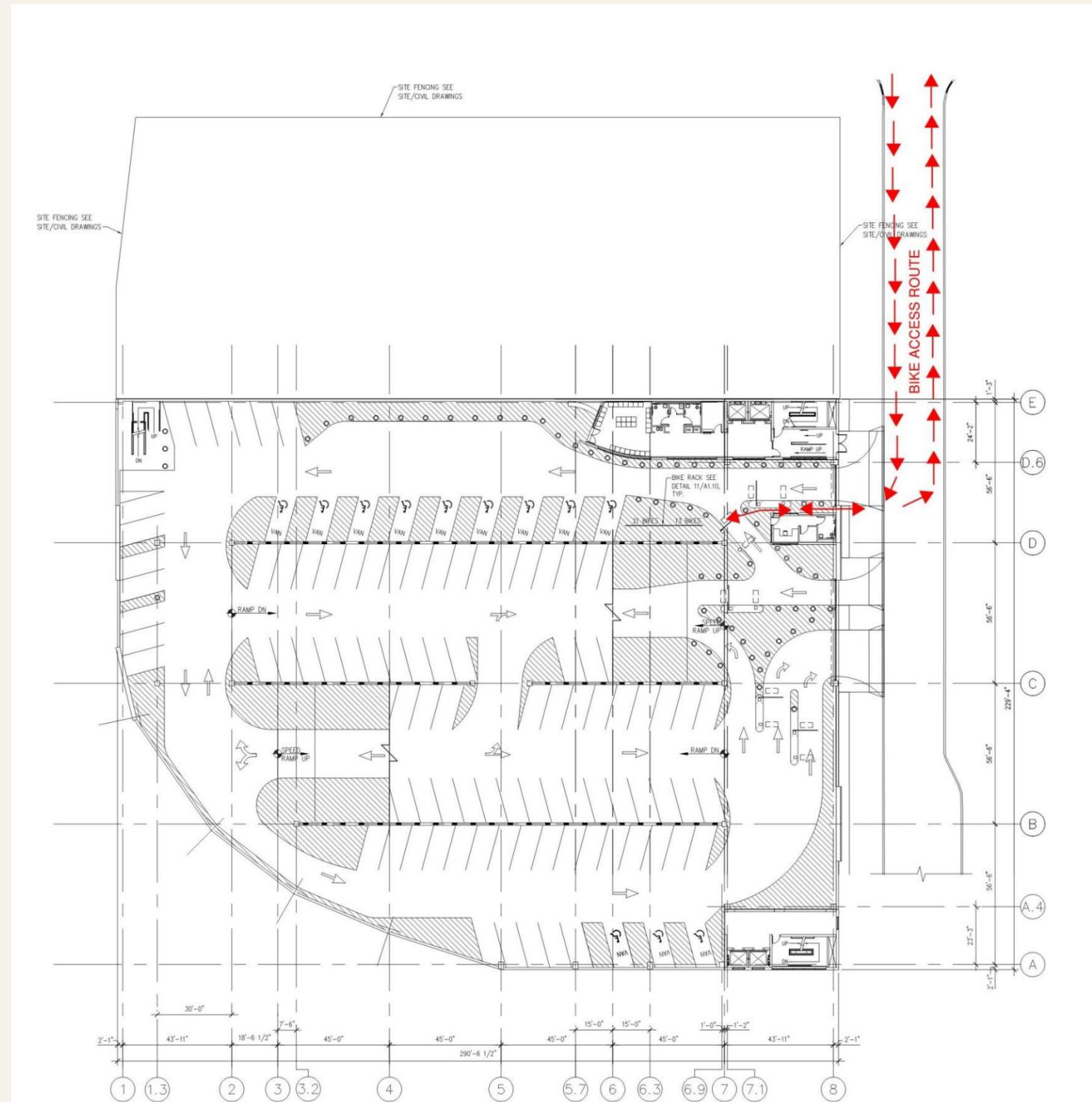
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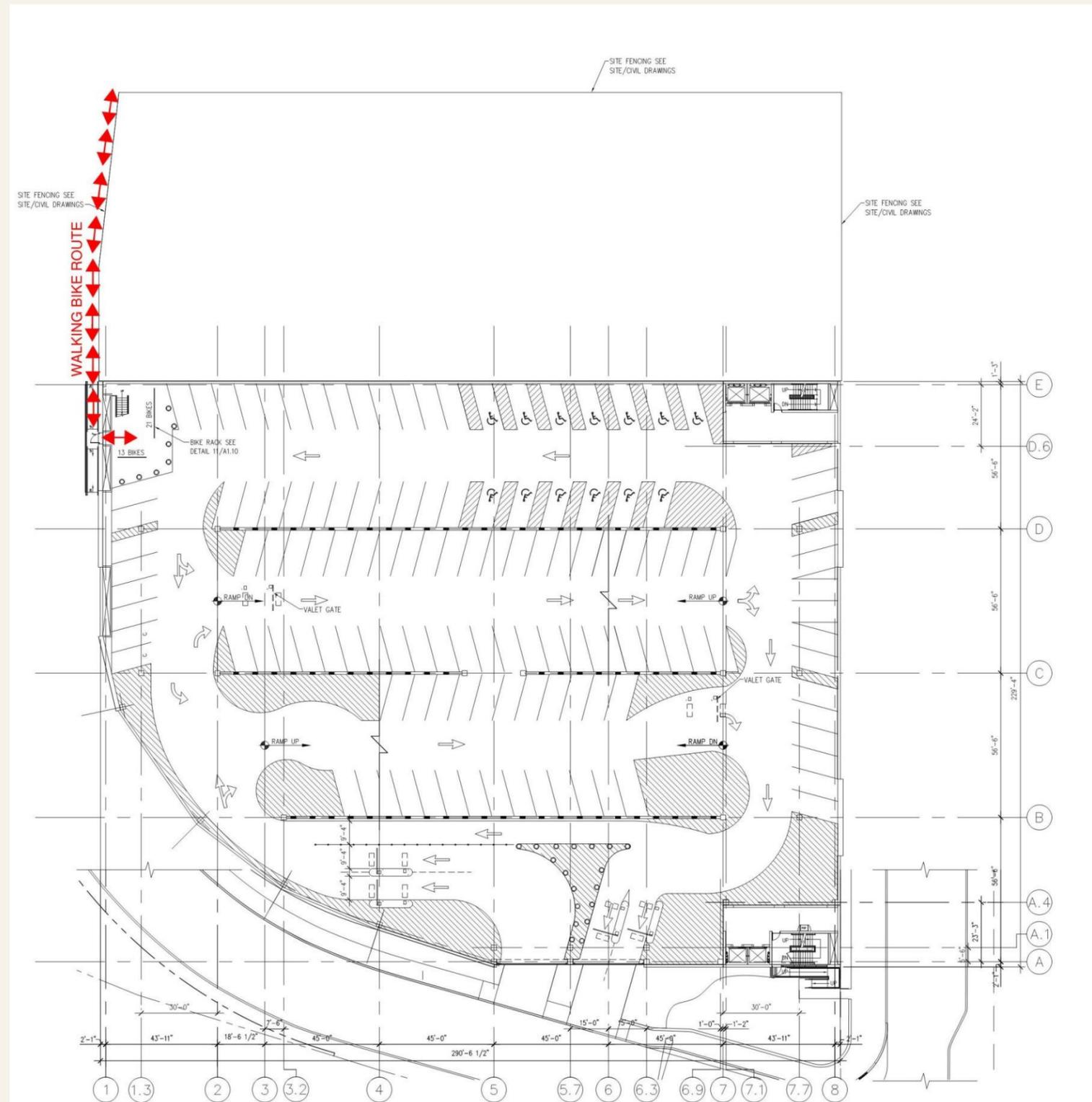
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Second Tier Floor Plan

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Ground Tier Floor Plan

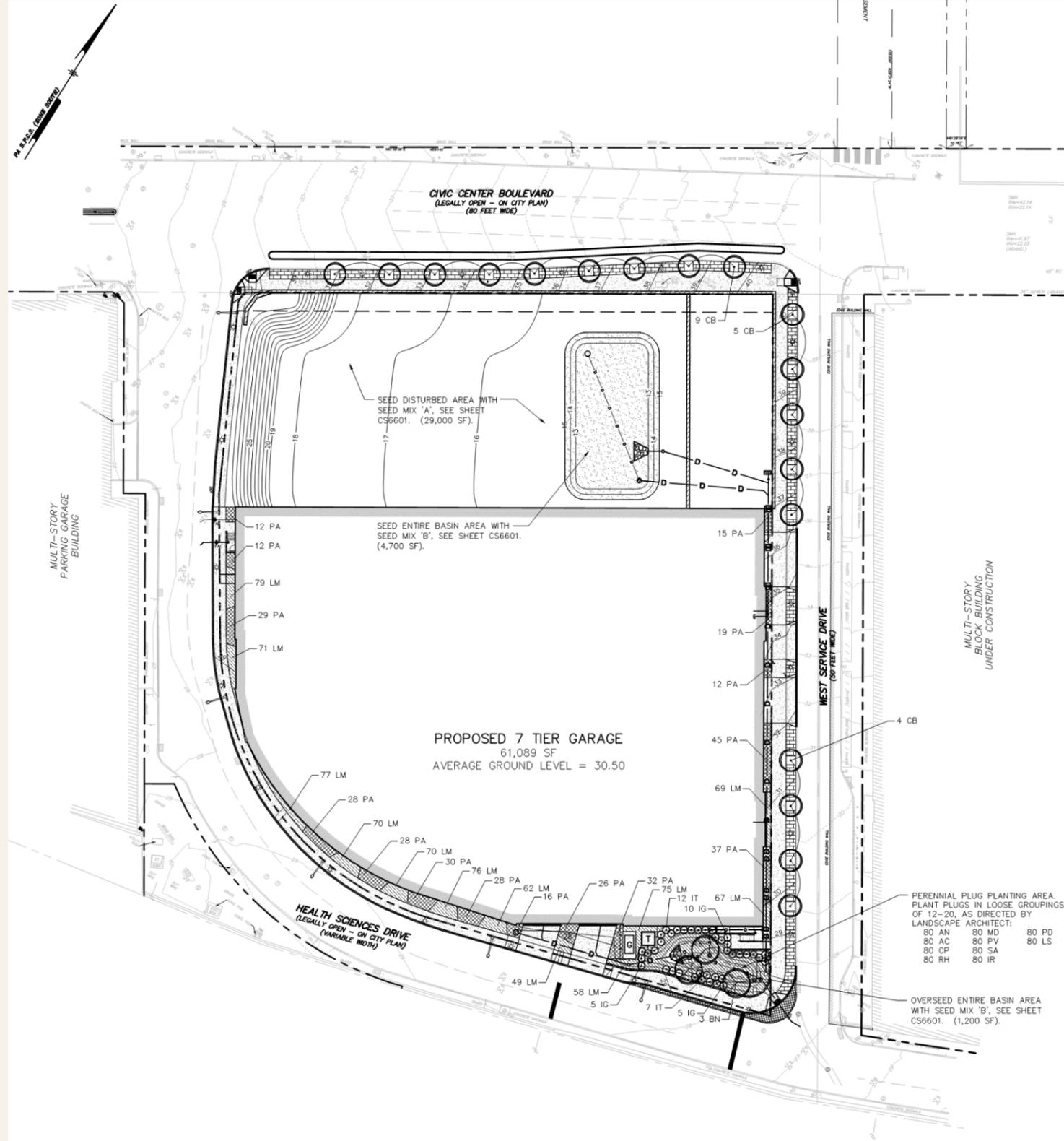


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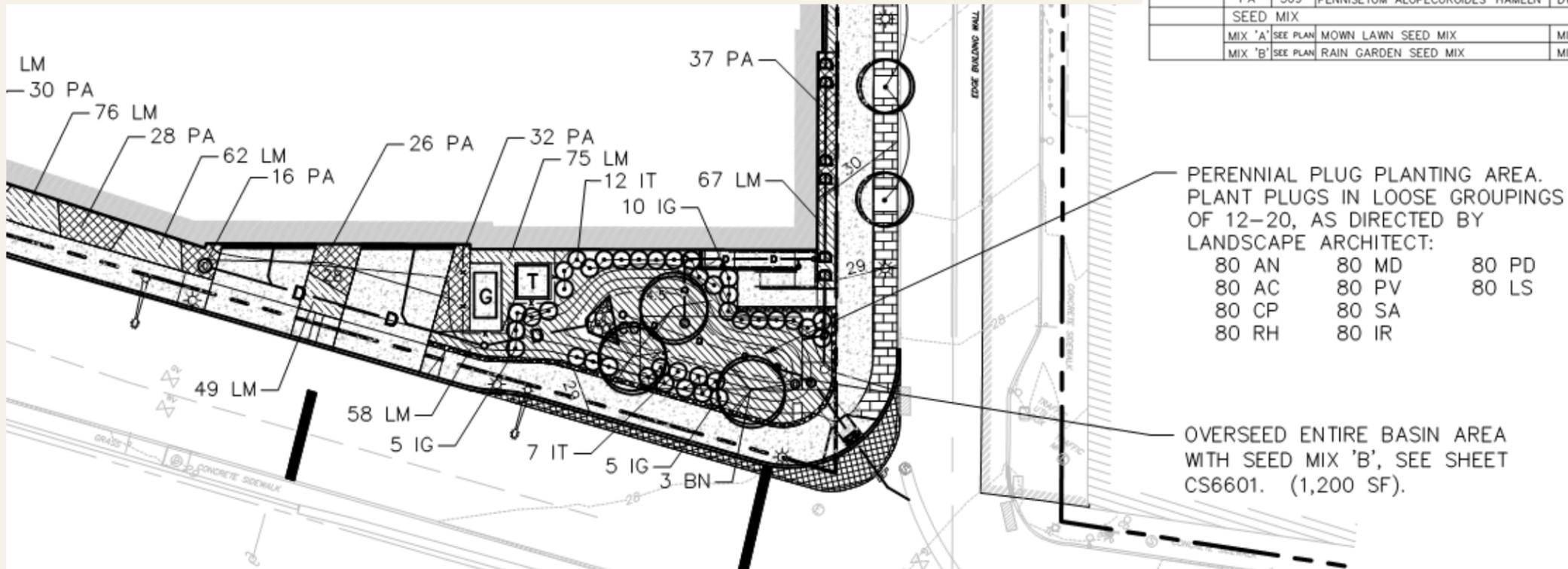


PLANT SCHEDULE						
SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
DECIDUOUS SHADE TREES						
CB	18	CARPINUS BETULUS "FASTIGIATA"	UPRIGHT EUROPEAN HORNBEAM	3 1/2"-4" CAL.	B & B	SINGLE LEADER; FULL CROWN; LIMB TO 7'
DECIDUOUS ORNAMENTAL TREES						
BN	3	BETULA NIGRA	RIVER BIRCH	8-10' HT.	B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

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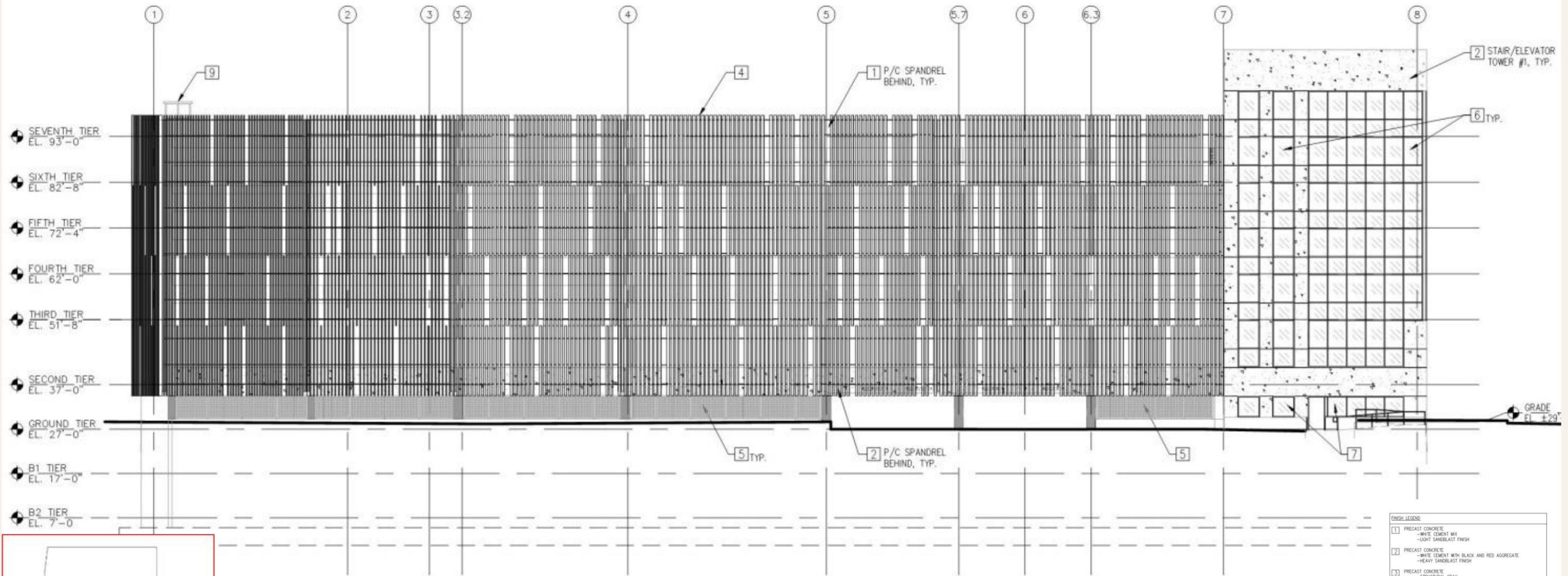
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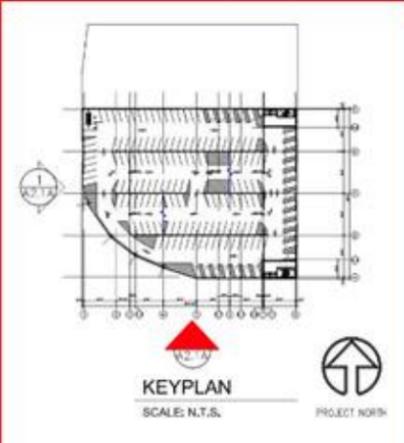


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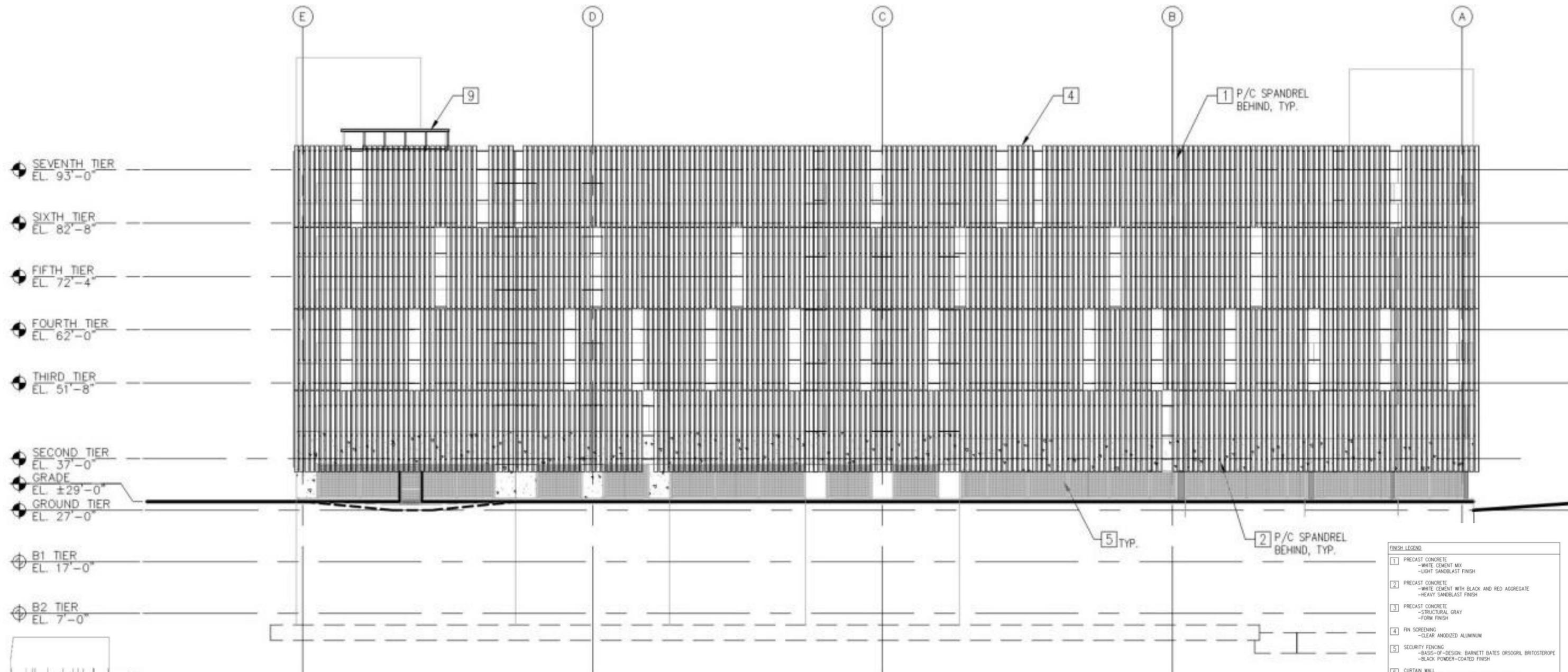
FINISH LEGEND	
1	PRECAST CONCRETE -WHITE CEMENT MIX -LIGHT SANDBLAST FINISH
2	PRECAST CONCRETE -WHITE CEMENT WITH BLACK AND RED AGGREGATE -HEAVY SANDBLAST FINISH
3	PRECAST CONCRETE -STRUCTURAL GRAY -FORM FINISH
4	FIN SCREENING -CLEAR ANODIZED ALUMINUM
5	SECURITY FENCING -BASE-OF-DESIGN: BARNETT BATES ORSOGRII BRITOSTEROP -BLACK POWDER-COATED FINISH
6	CURTAIN WALL -BASE-OF-DESIGN: KAMNEER 1600 SYSTEM 1 -CLEAR ANODIZED ALUMINUM FINISH -CLEAR GLAZING I.G.U. (LOW-E COATING)
7	STOREFRONT -BASE-OF-DESIGN: KAMNEER VS 451T -CLEAR ANODIZED ALUMINUM FINISH -CLEAR GLAZING I.G.U. (LOW-E COATING)
8	MECHANICAL LOUNERS -BLACK POWDER-COATED FINISH
9	PREFAB STAIR ENCLOSURE -BASE-OF-DESIGN: AUSTIN MOHAWK -CLEAR ANODIZED ALUMINUM FINISH -3/16" CLEAR GLAZING



Proposed Elevation Health Sciences Drive

University of Pennsylvania Health System

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SEVENTH TIER
EL. 93'-0"

SIXTH TIER
EL. 82'-8"

FIFTH TIER
EL. 72'-4"

FOURTH TIER
EL. 62'-0"

THIRD TIER
EL. 51'-8"

SECOND TIER
EL. 37'-0"

GRADE
EL. ±29'-0"

GROUND TIER
EL. 27'-0"

B1 TIER
EL. 17'-0"

B2 TIER
EL. 7'-0"

1 P/C SPANDREL
BEHIND, TYP.

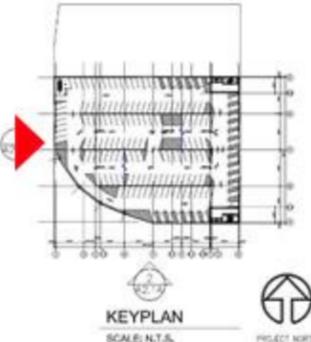
4

9

5 TYP.

2 P/C SPANDREL
BEHIND, TYP.

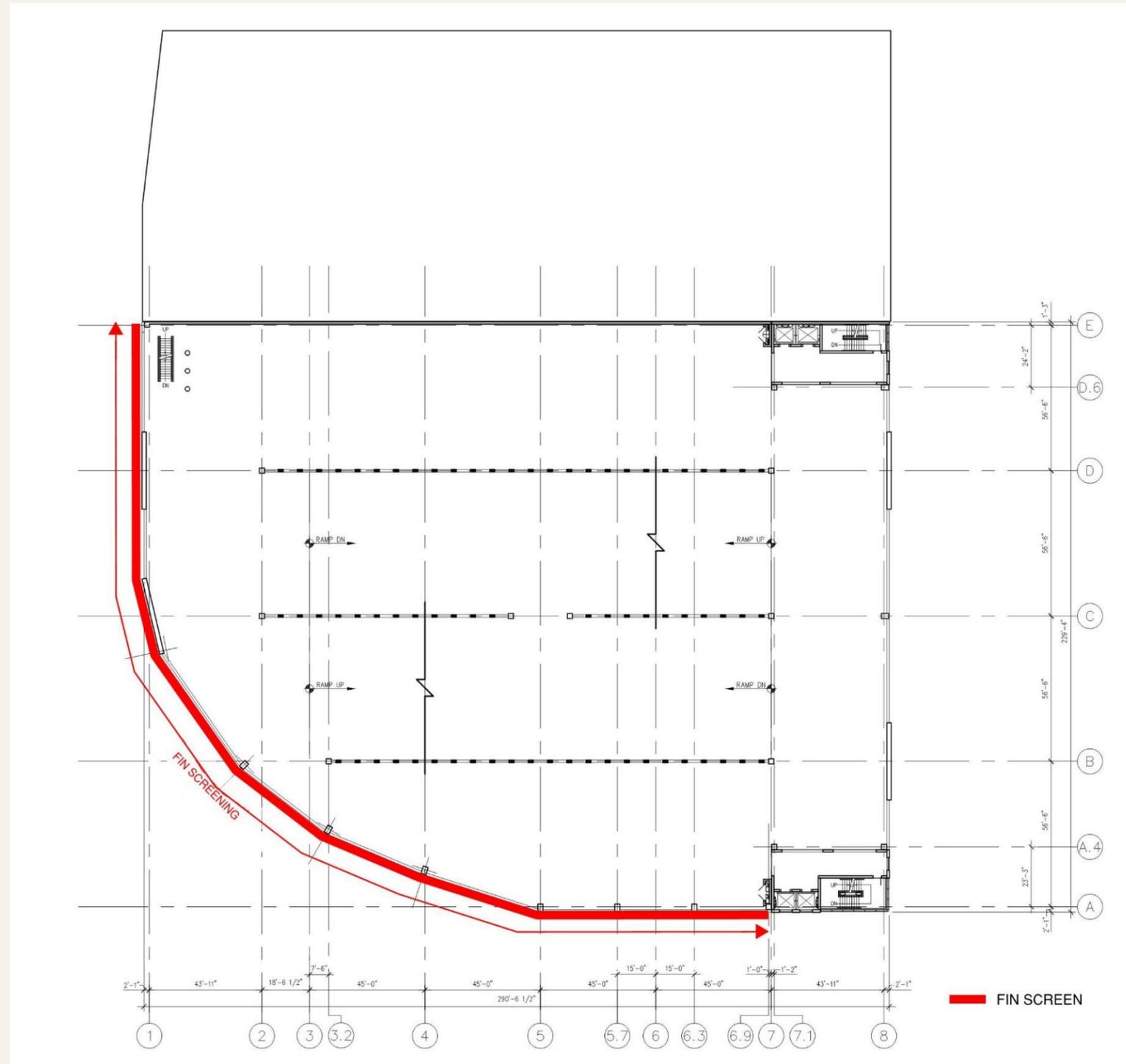
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Proposed Elevation Health Sciences Drive

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Plan of Screen Extents Along Health Sciences Drive

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Perspective Rendering Health Sciences Drive



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Rendering from 34th Street Bridge

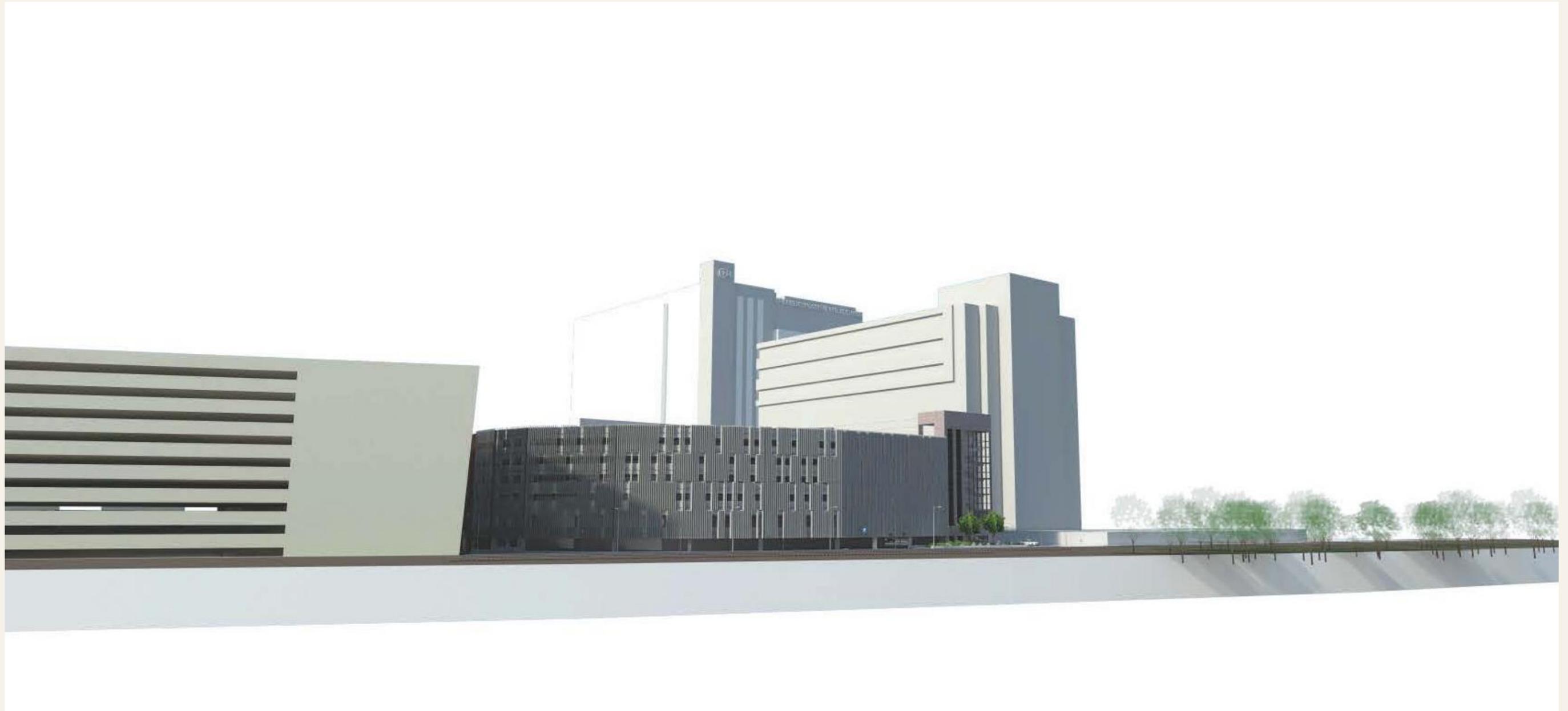


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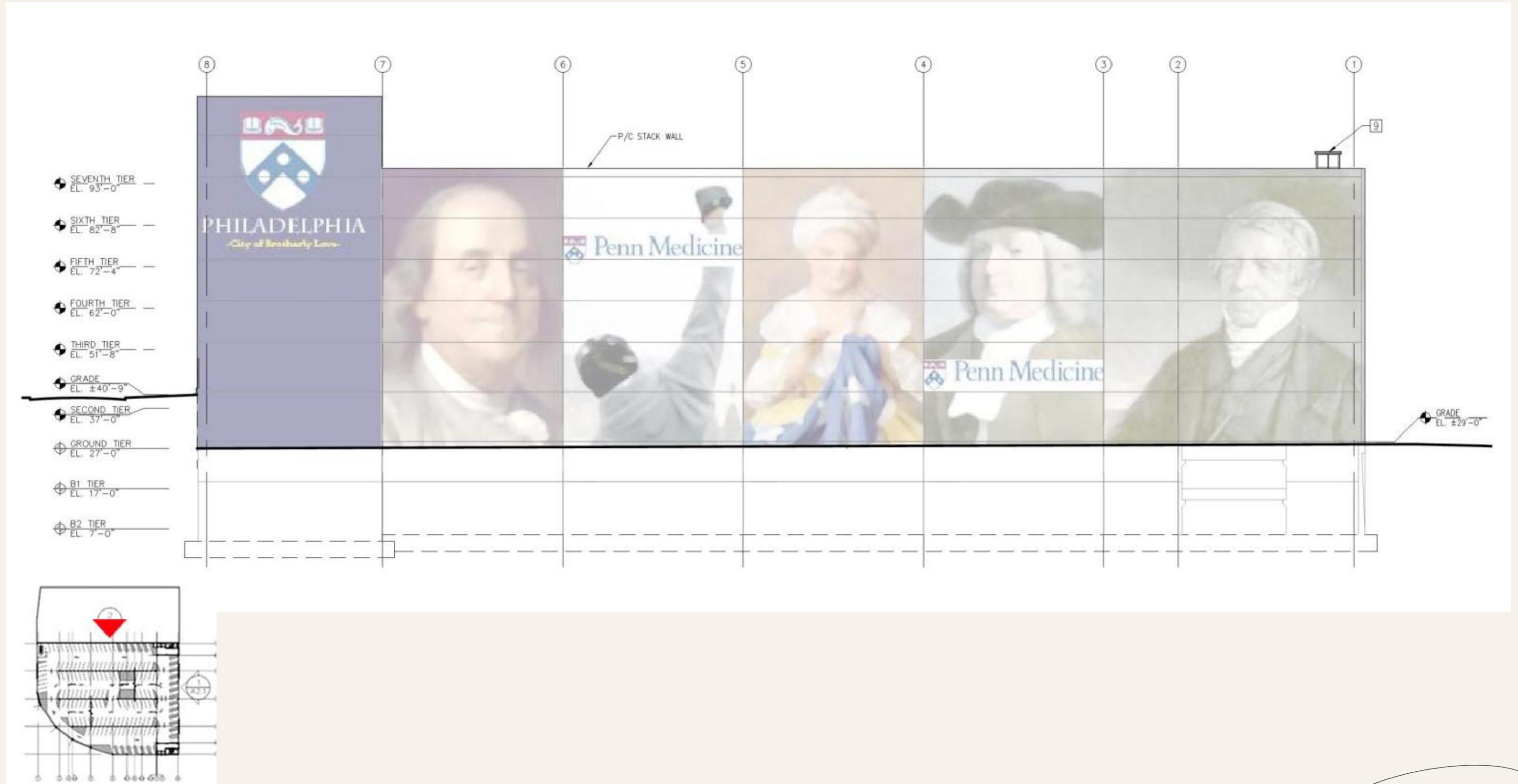
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3D Model View

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Proposed Elevation Civic Center Blvd.

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3600 civic center boulevard



Civic Center Boulevard Rendering



TimHaahs

Pennoni

University of Pennsylvania Health System

3600 civic center boulevard



Civic Center Boulevard Rendering

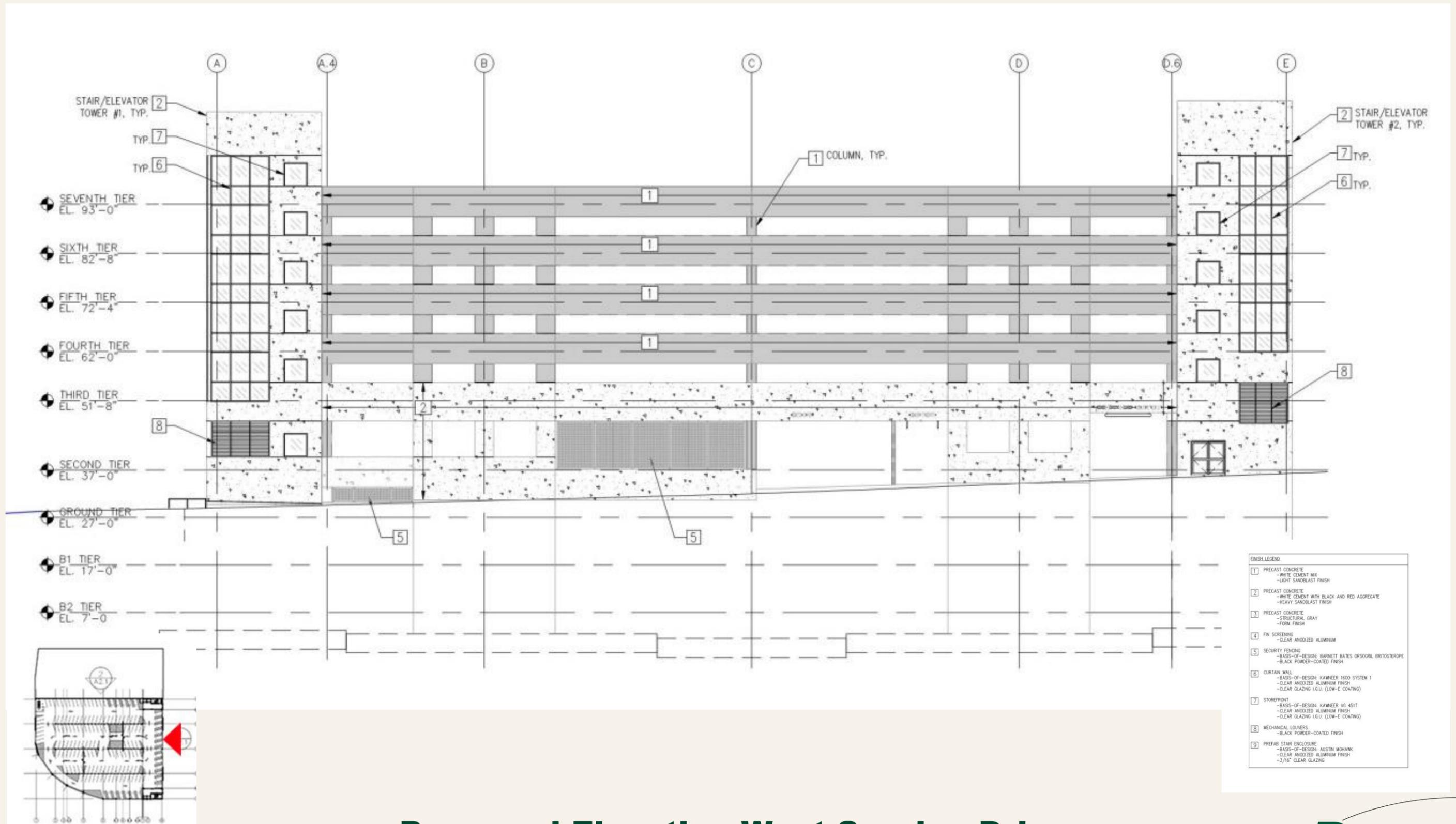


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Proposed Elevation West Service Drive

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Proposed Elevation West Service Drive

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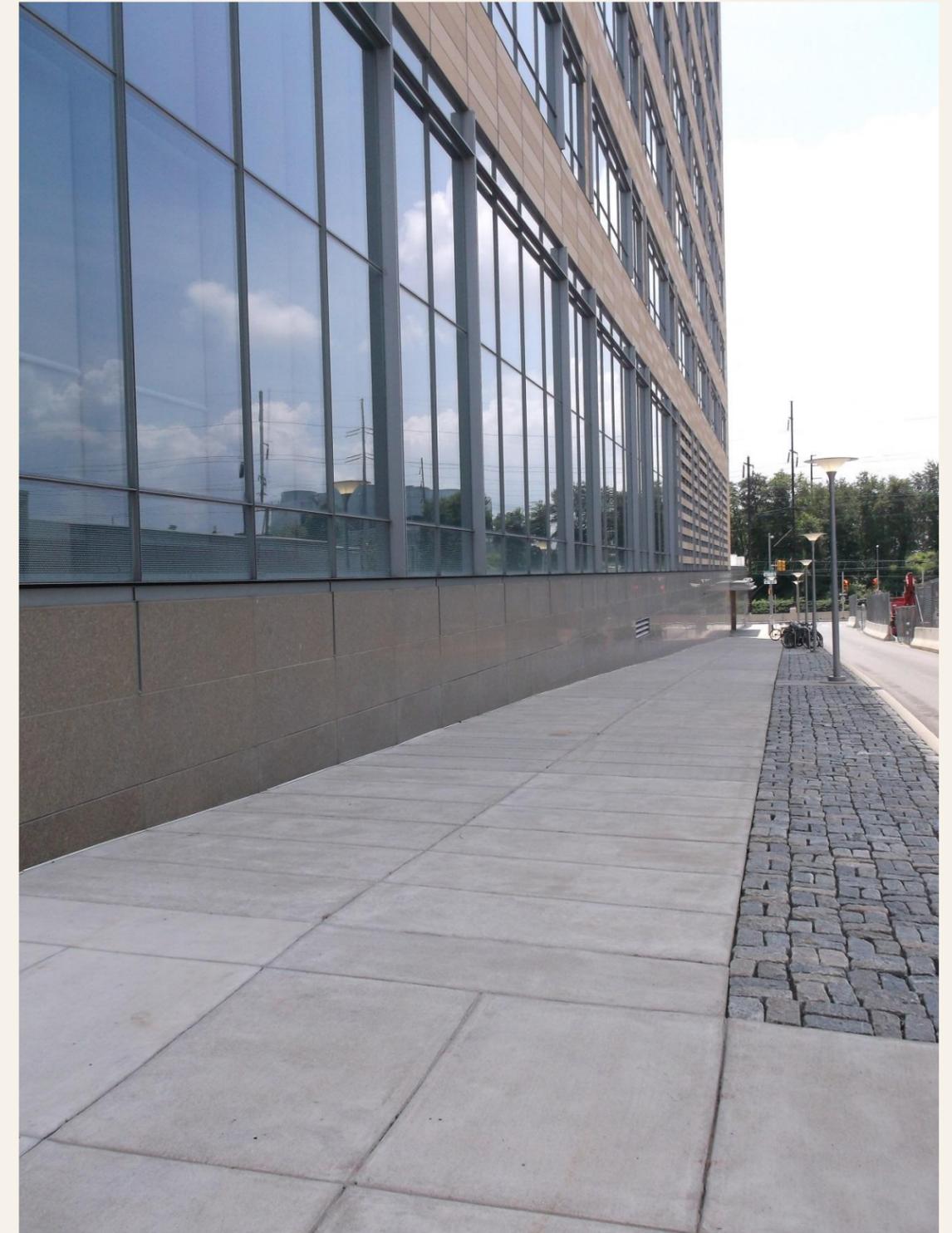
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Proposed Elevation West Service Drive

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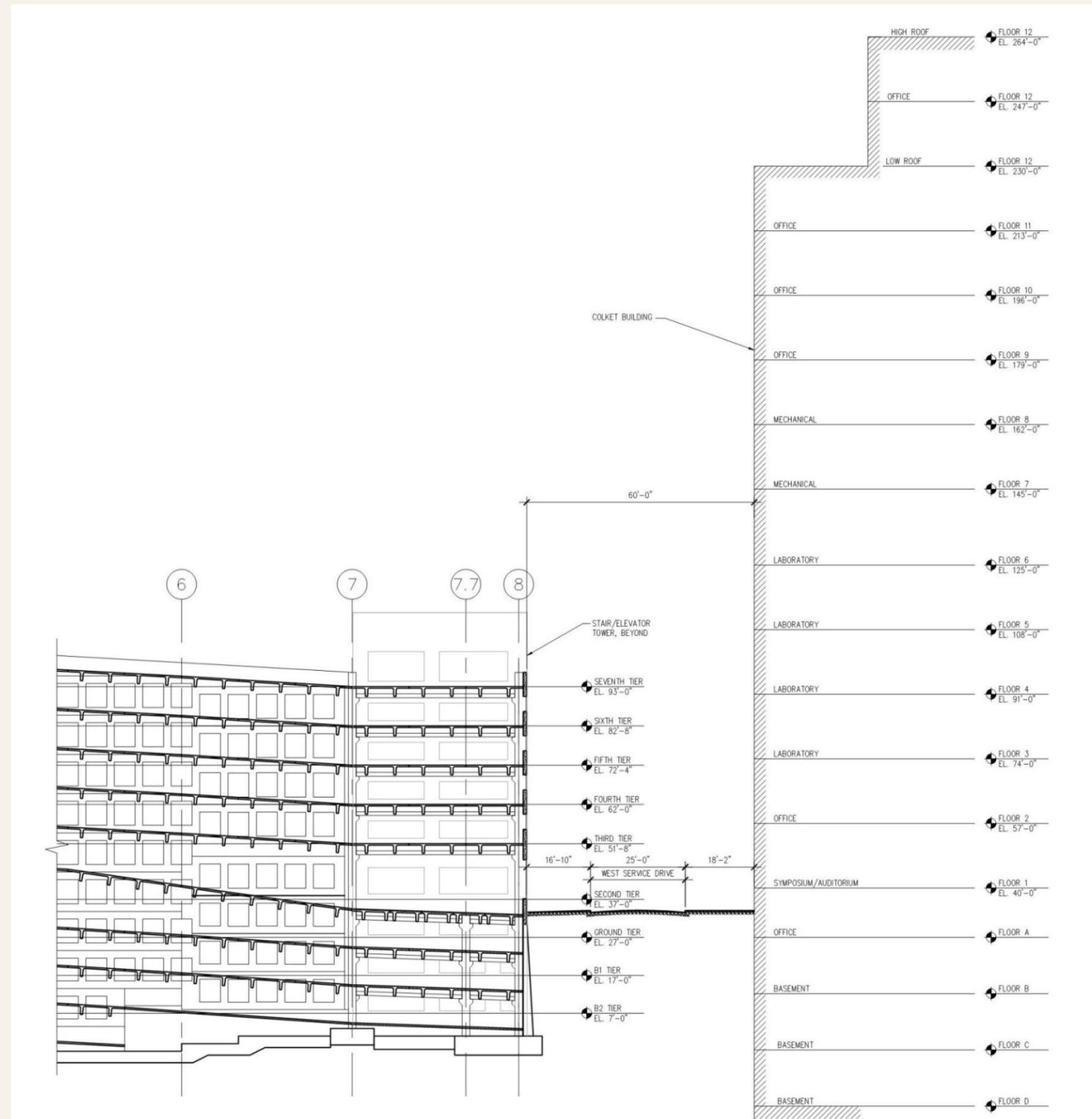
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Existing West Service Drive

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Site Section

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3600 civic center boulevard

SITE FURNITURE



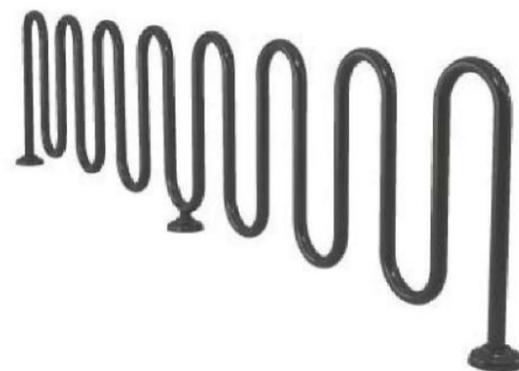
"Steely Can" Trash Receptacle by Landscape Forms



"Stay" Bench by Landscape Forms



"Stay" Bench by Landscape Forms

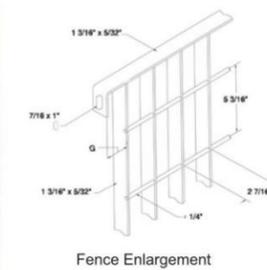


Heavy Duty Winder Bike Rack by Madrax

FENCING



Britosterope Fence by Orsoiril



Fence Enlargement



Britosterope Fence by Orsoiril

SITE LIGHTING



Pedestrian Lightpole Model #8078 by Bega Lighting



Lightpole Enlargement

Site Amenities



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Sustainable Design Elements

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

Building Materials

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



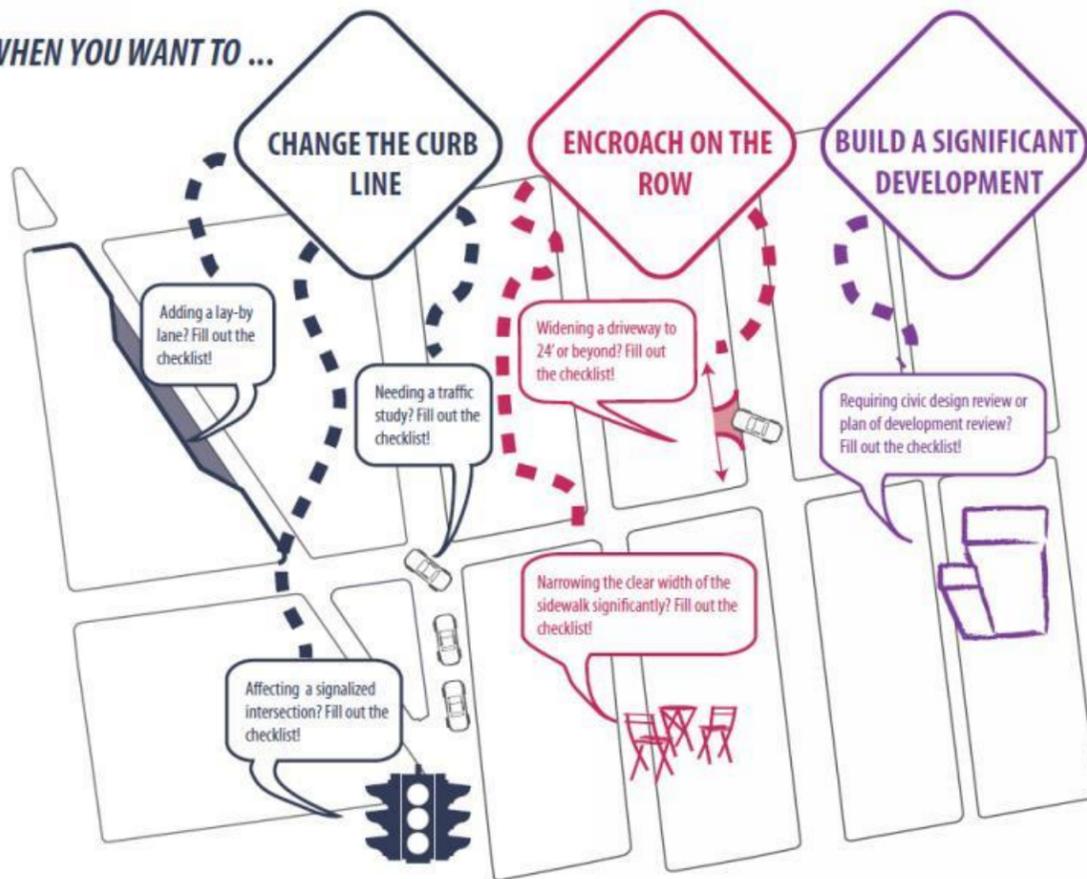
INSTRUCTIONS

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. 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 designs incorporate complete streets considerations. Applicants for projects that require Civic Design Review or Plan of Development Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review.

The Handbook can be accessed at <http://philadelphiastreet.com/handbook.aspx>.

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

WHEN YOU WANT TO ...



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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.
- Any project that calls for the development and installation of as medians, bio-swailes 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
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://philadelphiastreet.com/pds/City_Plan_Application.pdf. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - 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 HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- PROJECT NAME 3600 Civic Center Blvd
- DATE 04/12/2014
- APPLICANT NAME University of Pennsylvania Health System
- PROJECT AREA: list precise street limits and scope From the intersection of Civic Center Blvd and West Service Drive to the intersection of Civic Center Blvd and Health Sciences Drive. Along Health Sciences Drive to the intersection of West Service Drive.
- APPLICANT CONTACT INFORMATION Stephen Greulich (215) 615-5098
- OWNER NAME The Trustees of University of Pennsylvania
- OWNER CONTACT INFORMATION Stephen Greulich (215) 615-5098
- ENGINEER / ARCHITECT NAME Pennoni Associates
- ENGINEER / ARCHITECT CONTACT INFORMATION Craig Bryson 215-222-3000
- STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Transportation and Utilities" field. Complete Street Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE	
<u>Civic Center Blvd</u>	<u>Health</u>	<u>W Service Drive</u>	<u>Health Sciences Dr</u>	<u>Urban Arterial</u>
<u>Health Sciences Drive</u>	<u>Civic Center Blvd</u>	<u>W Service Dr</u>	<u>Health Sciences Dr</u>	<u>City Neighborhood</u>
<u>West Service Drive</u>	<u>Civic Center Blvd</u>	<u>Health Sciences Dr</u>	<u>Health Sciences Dr</u>	<u>Local</u>

11. Does the Existing Conditions site survey clearly identify the following existing conditions?
- Parking and loading regulations in curb lanes adjacent to the site YES NO
 - Street Furniture such as bus shelters, honor boxes, etc. YES NO N/A
 - Street Direction YES NO
 - Curb Cuts YES NO N/A
 - Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES NO
 - Building Extensions into the sidewalk, such as stairs and stoops YES NO N/A

APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW ONLY: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Civic Center Blvd</u>	<u>12 / 12 / 12</u>	<u>12 / 12</u>
<u>Health Sciences Dr</u>	<u>12 / 4 / 7</u>	<u>4-5 / 7</u>
<u>West Service Dr</u>	<u>10 / 14 / 14</u>	<u>14 / 14</u>
_____	____ / ____ / ____	____ / ____

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.

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
<u>Civic Center Blvd</u>	<u>6 / 6-10 / 6-10</u>
<u>Health Sciences Dr</u>	<u>6 / 4 / 5</u>
<u>West Service Dr</u>	<u>5 / 5-6 / 8</u>
_____	____ / ____ / ____

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

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>30</u>	<u>North Curbline, Health Sciences Dr</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway (2)</u>	<u>20</u>	<u>North Curbline, Health Sciences Dr (one way in, one way out)</u>
<u>Driveway (3)</u>	<u>25, 19, 30</u>	<u>West Curbline, W Service Dr - (1) One way in, (2) One way out, and (3) one shuttle bus way in</u>
_____	_____	_____
_____	_____	_____

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PEDESTRIAN COMPONENT (continued)

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

DEPARTMENTAL REVIEW ONLY
ACCEPT N/M
*N/M = Needs Modification

APPLICANT: Pedestrian Component

- Additional Explanation / Comments: The existing sidewalk along Health Sciences Drive is currently 4' in width. The 4' sidewalk will be removed along Health Sciences Drive and a 7' sidewalk will be installed. The 7' width provides a 5' walking zone and a 2' furniture zone. A plan titled C1001, last dated 5/22/2014, was provided to PCPC at a larger scale to clarify dimensions within the proposed site to assist in their review.

DEPARTMENTAL REVIEW ONLY: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

17. 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 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>Civic Center Blvd</u>	<u>n/a / 0</u>
<u>Health Sciences Dr</u>	<u>n/a / 0</u>
<u>West Service Dr</u>	<u>n/a / 0</u>
_____	____ / ____

18. FURNISHING ZONE: list the MINIMUM, recommended, existing, and proposed Building Zone widths on each street frontage.

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

19. 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?

	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL REVIEW ONLY ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
Bicycle Parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
Benches	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
Street Trees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
Street Furniture	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
20. Does the design avoid tripping hazards?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
21. 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
22. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
23. Does the design maintain adequate visibility for all roadway users at intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
24. When considering the overall design of the Building & Furnishing Component, does the design enhance the pedestrian environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>

*N/M = Needs Modification

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: A plan titled C1001, last dated 5/22/2014, was provided to PCPC at a larger scale to clarify dimensions within the proposed site to assist in their review.

DEPARTMENTAL REVIEW ONLY: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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BICYCLE COMPONENT (Handbook Section 4.5)

25. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

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

26. 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.

BUILDING / ADDRESS	REQUIRED SPACES	ON SIDEWALK OR STREET		OFF-STREET	
		Existing	Proposed	Existing	Proposed
<u>3600 Civic Center Blvd.</u>	<u>148</u>	<u>0</u>	<u>90</u>	<u>0</u>	<u>68</u>
_____	_____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____

27. Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and dimensioned on the plan?

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

28. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO N/A

29. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A

DEPARTMENTAL REVIEW ONLY

- ACCEPT N/M
- ACCEPT N/M
- ACCEPT N/M
- ACCEPT N/M

*N/M = Needs Modification

APPLICANT: Bicycle Component

- Additional Explanation / Comments: The final one way loop plan calls for two bike lanes on Civic Center Blvd. The lane traveling west with traffic is 5' in width. The second bike lane traveling east is a contraflow lane 5' in width. Because Civic Center Blvd. is one way, the northern bike lane flows with traffic and the southern bike lane flows against traffic. Currently the northern bike lane traveling west is installed. At the conclusion of construction, the southern bike lane will be installed. However, the second bike lane will be installed when it can be traveled uninterrupted along Civic Center Blvd, most likely at the end of the office tower construction. This application is providing 158 total bike parking spaces. 68 bike spaces are provided inside the garage with dedicated entrances and 90 are provided along West Service Drive. However, the zoning code requires spaces within the right of way are to be located within 50' of a primary entrance. We feel that the 90 bike spaces along West Service Drive is acceptable because they are all within an entrance to the garage. A plan titled C1001, last dated 5/22/2014, was provided to PCPC at a larger scale to clarify dimensions within the proposed site to assist in their review.

DEPARTMENTAL REVIEW ONLY: Bicycle Component

Reviewer Comments:

-

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | |
|---|--|--|
| 30. Does the design limit conflicts between transportation modes along the curb? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| 31. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| 32. Does the design provide a buffer between the roadway and pedestrian traffic? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| 33. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |

DEPARTMENTAL REVIEW ONLY

*N/M = Needs Modification

APPLICANT: Curbside Management Component

Additional Explanation / Comments: The use of a parking garage is to facilitate automobiles, the use within itself does not promote transit users, pedestrians or cyclists. However, when the office tower is constructed, the proposed garage will facilitate alternative modes of transportation with close proximity to regional rail lines, a SEPTA bus stop at the corner of Health Sciences and Civic Center Blvd., two bike lanes that connect to transit stations and the Schuylkill River Trail. In addition, curb and 5+' of furniture zone along Civic Center Blvd. and West service Drive provides buffer from pedestrians and vehicular traffic. A 2' buffer and curbing provides a buffer along West Service Drive. A plan titled C1001, last dated 5/22/2014, was provided to PCPC at a larger scale to clarify dimensions within the proposed site to assist in their review.

DEPARTMENTAL REVIEW ONLY: Curbside Management Component

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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

STREET	FROM	TO	LANE WIDTHS		DESIGN SPEED
			Existing	Proposed	
<u>Civic Center Blvd</u>	<u>West Service</u>	<u>Health Science</u>	<u>11</u>	<u>11</u>	<u>25</u>
<u>Health Sciences Dr</u>	<u>Civic Center</u>	<u>West Service</u>	<u>10-12</u>	<u>10-11</u>	<u>25</u>
<u>West Service Dr</u>	<u>Civic Center</u>	<u>Health Sciences</u>	<u>12</u>	<u>12</u>	<u>25</u>
_____	_____	_____	____/____	_____	_____

- | | | |
|---|--|--|
| 35. What is the maximum AASHTO design vehicle being accommodated by the design? | <u>SU-30</u> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| 36. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission. | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| 37. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)? | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| <i>*Any proposed median may require a maintenance agreement with the Streets Department.</i> | | |
| 38. Does the design facilitate safe and accessible, deliveries to local industries and businesses? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| 39. Will the public right-of-way be used for loading and unloading activities? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| 40. Does the design maintain emergency vehicle access? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| 41. Where new streets are being developed, does the design connect and extend the street grid? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| 42. Does the design support multiple alternative routes to and from destinations as well as within the site? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |
| 43. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/> |

DEPARTMENTAL REVIEW ONLY

*N/M = Needs Modification

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: For #38, a loading dock is not proposed therefore the question is not applicable. _____

DEPARTMENTAL REVIEW ONLY: Vehicle / Cartway Component

Reviewer Comments:

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

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

44. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL REVIEW ONLY ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
45. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide. _____	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>		
46. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4). <u>There are no stormwater management systems proposed within the right-of-way.</u>				ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
47. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
48. Does the design provide direct, safe, and accessible connections between transit stops and building access points and destinations within the site?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>

*N/M = Needs Modification

APPLICANT: Urban Design Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW ONLY: Urban Design Component
Reviewer Comments:

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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

49. Identify Existing and Proposed Signal Cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
<u>W Service Drive and Civic Center</u>	<u>60</u>	<u>60</u>
<u>Health Science Dr and W Service Dr</u>	<u>60</u>	_____
<u>Health Science Dr and Driveway</u>	<u>n/a</u>	_____
_____	_____	_____

50. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL REVIEW ONLY ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
51. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
52. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? <i>* If yes, City Plan Action may be required.</i>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
53. 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?				ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
▪ Marked Crosswalks	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
54. Does the plan simplify complex intersections where possible?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
55. Does the design reduce vehicle speeds and increase visibility at intersections?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
56. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>

*N/M = Needs Modification

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: Applicant is currently working with the Streets Department to finalize signals and timing accordingly.

DEPARTMENTAL REVIEW ONLY: Intersections & Crossings Component
Reviewer Comments:

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ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW ONLY
Additional Reviewer Comments: