Civic Design Review

Schuylkill Yards / 3001 & 3025 JFK Boulevard
Philadelphia, PA

20 August 2019
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CDR Application Form / 3001 & 3003 JFK Boulevard

CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: 992952

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

Creates more than 100,000 sq. ft. of new gross floor area

PROJECT LOCATION

Planning District: University Southwest
Council District: 3
Address: 3001 & 3003 JFK Boulevard
Portion of Property at OPA #88-235590, owned by Amtrak
Philadelphia, PA 19104

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

Unified Development Plan Per §14-516(3)(d)

CONTACT INFORMATION

Applicant Name: Meredith Ferleger, Esq. 215-575-7052
Darwin R. Beauvais, Esq. 215-575-7051

Email: mferleger@dilworthlaw.com dbeauvais@dilworthlaw.com

Address: 1500 Market Street, Suite 3500E
Philadelphia, PA 19102

Property Owner: Drexel University
Developer: Brandywine Realty Trust

Architects: PAU Studio
Mark Faulkner 215 Park Avenue South, Suite 1901
New York, NY 10003
Tel: 212.962.6307
D: 646.768.9687
mf@pau.studio

HDR
John Bastian 1515 Market Street, Suite 2020
Philadelphia, PA 19102
D: 215.845.6708
John.Bastian@hdrinc.com

Landscape Architect: SWA/Balsley
Steven Lee 31 West 27th Street 9th floor
New York, New York 10001
P: 212.684.9230
slees@SWABalsley.com

Civil Engineer: Pennoni
Mark Celoni 1900 Market Street, Suite 300
Philadelphia, PA 19103
Direct:(215) 254-7780
MCeloni@pennoni.com

SITE CONDITIONS

Site Area: 41,392sf

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

SITE USES

Present Use: Open air parking lot

Proposed Use:

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

Proposed # of Parking Units: Zero

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: 
Time: 

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X

If yes, indicate the date hearing will be held:
Date: 

CDR Project Application Form

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I Application Number: 92963

What is the trigger causing the project to require CDR Review? Explain briefly.
- Creates more than 100,000 sq. ft. of new gross floor area
- Creates more than 100 additional dwelling units

PROJECT LOCATION

Planning District: University Southwest Council District: 3
Address: 3025 JFK Boulevard, Portion 3051 JFK Boulevard
Philadelphia, PA 19104

Is this parcel within a Master Plan District? Yes No X
Unified Development Plan Per §14-516(3)(d)

CONTACT INFORMATION

Applicant Name: Meredith Ferleger, Esq. Darwin R. Beauvais, Esq. Primary Phone: 215-575-7052 215-575-7051
Email: mferleger@dilworthlaw.com dbeauvais@dilworthlaw.com

Property Owner: Drexel University Developer: Brandywine Realty Trust

Architects: PAU Studio HDR
Mark Faulkner John Bastian
215 Park Avenue South, Suite 1901 1515 Market Street, Suite 2020
New York, NY 10003 Philadelphia, PA 19102
O: 212.962.6307 D: 215.845.6708 John.Bastian@hdrinc.com
mf@pau.studio

SITE CONDITIONS

Site Area: 50,025sf
Existing Zoning: CMX-5 Are Zoning Variances required? Yes ____ No X

SITE USES

Present Use: Open air parking lot
Proposed Use:
- Multi-family residential (326 dwelling units)
- Office
- Retail and Commercial
Proposed # of Parking Units: 129

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: Time:

ZONING BOARD OF ADJUSTMENT HEARING

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

The Vision

The East and West JFK towers, located at 3001 and 3025 John F. Kennedy Blvd., are intentionally designed to set the tone for the future of Schuylkill Yards, while honoring Philadelphia’s storied architectural history by creating place-specific architecture.

Designed as cousins, the East and West JFK Towers share similar personalities, while featuring distinct differences. The design artfully merges historic material inspiration with modern architecture to showcase two complementary towers that will define Schuylkill Yards, a community designed for connecting people, ideas, and businesses. When designing the Towers, we were inspired by a convergence of materials and textures such as the uniform partitioned windows of the old Pennsylvania Railroad railcars, and the distinct red sandstone, brick and terracotta of the landmark Fisher Fine Arts Library. The East and West towers feature floor-to-ceiling glazed windows framed by a vibrant weave of painted aluminum. The West Tower’s exterior facade features neutral tones while the East Tower’s bold red palette adds a pop of color to the West Philadelphia skyline that resonates with the traditional brick tones of the city.

3001 JFK Blvd

The East Tower features a unique stacking that adopts strategic massing principles to create a tower that is both visually appealing and maximizes the buildable footprint while mitigating wind, adding opportunity for accessible greenspace, and improving site lines. The dynamic massing changes from differing vantage points, offering a more classic form from Center City but a more exuberant massing from 30th Street Station, Market Street, or College Walk. The ground level reveals itself with a near 40-foot pedestrian arcade and building entrance, as well as forming an opening to Drexel Square Park. At 512 feet, the East Tower will introduce 34 floors (or 930,000 SF) of office space, 6,600 square feet of retail, and a dedicated amenity level on the 14th floor. The East Tower is designed to achieve LEED® Silver Certification.

3025 JFK Blvd

The design of the West Tower responds to the scale and rhythms of the neighboring East Tower. Standing at more than 361 feet, the mixed-use West Tower will offer 9,600 square feet of retail, 326 UNITS of residential, 200,000 SF of office space and covered parking. The ninth floor of the tower will be designed to offer a fully dedicated luxury amenity floor.

High Line Plaza

Connecting the East and West Towers is the High Line Plaza, which spans nearly an acre and is enhanced with a variety of social seating, planting, and a water feature. The park embraces the rail yards past and present and will become a place for small programmed events and respite for the surrounding community. Both Towers will be elevated atop a foundation of fluted pedestals, forming a series of architecturally significant archways and a gateway to the towers’ office and residential lobbies and retail offerings.
Existing Site & Context
Existing Site & Context

Aerial view of site looking East, photo taken 2017

Aerial view of site looking South, photo taken 2017
Existing Site & Context

Aerial view of site looking Northwest, photo taken 2017
Existing Site & Context / 3001 JFK Blvd

JFK Blvd at High Line looking North, photo taken 2019

JFK Blvd looking Northwest, photo taken 2019

North edge of site looking East, photo taken 2019

Lower 30th Street looking Southeast, photo taken 2018
Existing Site & Context / 3025 JFK Blvd
Material History & Modern Office

1. Fisher Fine Arts Library, Frank Furness
2. Pennsylvania Railroad

Sense of Place
Building Approach

Josef Albers

Homage to the Square, 1968

Fisher Fine Arts Library, Frank Furness

Photo by Richard Anderson / Moment / Getty Images
https://www.thoughtco.com/frank-furness-philadelphias-gilded-age-master-177379
Neighborhood Approach

Anni Albers

Child’s Room Rug, 1928

A city of metal and texture

1. Philadelphia Museum of Art
2. Fisher Fine Arts Library, Frank Furness
3. New Hall Military Museum, Carpenters’ Company
4. Smythe Stores, Philadelphia, Samuel Sloan
3001 JFK Blvd / Massing Generation
3001 JFK Blvd / Massing in the Round
3025 JFK Blvd / Response
Massing / Relation to Site

Arcades

View corridors & opening up the sky

Wind mitigation

Landscape connection to the street & sky
Massing / Northwest skyline view
Massing / Northwest skyline view with Master Plan
Massing / Northwest Axonometric
Massing / Southeast Axonometric
Plan / Loading & Parking

- Basement B1 / Parking
- Basement B2 / Parking
- Basement at lower 30th / Loading, MEP, & Storage
- 3001 JFK Blvd
- 3025 JFK Blvd
- Lower 10th Street
Plan / Ground Level

3025 JFK Blvd

3001 JFK Blvd

JFK Boulevard

Lower 30th Street

Drexel Square

One Drexel Plaza
Plan / Ground Level & Transportation Access

Transportation Key
- Septa Regional
- Amtrak
- Metro
- Trolley
- Bus Stop
- Loading
- Parking
- Pedestrian

Key Points:
- 3025 JFK Blvd
- 3001 JFK Blvd
- Residential Entrance
- Office Entrance
- 30th Street Station / Trolley Line
- 30th Street Station / Amtrak
- JFK Boulevard
- Market St.
West from 30th Street Station
Axonometric / Ground Floor Plan at 3001 JFK Blvd & High Line Plaza

- Rear lobby entrance
- 2nd floor retail elevator and stair
- Retail entrance at Sterling Place
- Retail entrance at JFK
- Retail entrance at High Line Plaza
- Upper office lobby entrance
- Lower office lobby entrance
- Loading
- Lower 30th street
- JFK Blvd
- Schuylkill Yards

[Diagram of 3001 JFK Blvd & High Line Plaza with various labeled entrances and features]
Axonometric / Ground Floor Level at 3025 JFK Blvd & High Line Plaza

- Residential lobby entrance
- Retail entrance at JFK
- Valet parking queue
- Loading
- Ramp to basement parking
- Office lobby entrance
- Retail entrance at JFK and High Line Plaza
- JFK Blvd
East from High Line Plaza
High Line Plaza / East Side

A welcoming plaza defined by the CSX highline structure and enhanced with a variety of social seating, planting, and a water feature. The canopied plaza provides a destination for small events. Connections between 3001 and 3025 JFK Blvd streamline circulation between the buildings and create a shared identity and creating an urban foyer.
Urban Perch & Nighttime Activation

A raised deck and seat steps energize and define the back edge of the site with dynamic views of the plaza and the rail yard (View 3). Outdoor dining, dynamic lighting, and interactive art installations electrify the plaza at night. (View 4)
High Line Plaza / Materials

- Stone paving
- Wood
- European hornbeam (fastigiate)
- Sugar maple
- Concrete
- Corten steel
- Cousa dogwood
- Dwarf fountain grass “Hameln”
- Gravel
- Stone (existing abutments)
- Inkberry
- Red-twigged dogwood
High Line Plaza / East West Section
High Line Plaza / North South Section
Section JFK Blvd at 3025 JFK Blvd

Approx 9' at Southeast corner

Approx 18' at Southeast corner
North Facing Elevation / 3001 & 3025 JFK Blvd
South Facing Elevation / 3001 & 3025 JFK Blvd
3001 JFK Blvd / Facade Materials

Main Facade

- Painted aluminum spandrel panel
- Painted aluminum decorative fins
- Glazing

Ground & Amenity Levels

- Terracotta cladding
- Glazing
3025 JFK Blvd / Facade Materials

Main Facade

- Painted aluminum spandrel & vertical panel
- Painted aluminum decorative fins
- Glazing

Ground & Amenity Levels

- Terracotta cladding
- Glazing
West view from JFK Boulevard
Northeast view from College Walk / Drexel
North view from South Philadelphia
<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>If yes, please describe how or reference the applicable document in the CDR submission.</td>
</tr>
</tbody>
</table>

### Location and Transportation

- **Access to Quality Transit**: Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or ride share stops, bus rapid transit stops, light or heavy rail stations.
  - Yes, the project entry is less than a ¼-mile of 30th Street Station, the Market-Frankford Line, City Trolleys, and a number of Septa bus routes.

- **Reduced Parking Footprint**: 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.
  - Yes, the on-site parking is largely under the West Tower and far less than 40% of the site area.

- **Green Vehicles**: Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles.
  - Yes, at least 5% of the underground parking spaces are for green vehicle recharging stations and/or preferential carpool use.

- **Bike Share Station**: Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.
  - No

### Sustainable Sites

- **Pervious Site Surfaces**: 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.
  - No

- **Rainwater Management**: 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 of the PWD Stormwater Management Regulations.
  - Yes, the project intends to meet PWD stormwater requirements. The Schuylkill Yards Development has established a Banking and Trading Program in coordination with the Philadelphia Water Department. This phase of the project complies with this program.

### Heat Island Reduction (excluding roofs)

- 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 SHI>29. B) Shading by trees, structures, or solar panels.
  - No

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Philadelphia City Planning Commission

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### Civic Design Review, Philadelphia

**Sustainability Questionnaire**

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<th>Categories</th>
<th>Benchmark</th>
<th>Meets or Exceeds the Benchmark (yes or no)?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>If yes, please describe how or reference the applicable document in the CDR submission.</td>
</tr>
</tbody>
</table>

### Water Efficiency

- **Outdoor Water Use**: 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.
  - Yes

### Energy and Atmosphere

- **Energy Commissioning**: Acquire a separate, independent commissioning service to ensure that the energy related systems are installed, calibrated, and perform as intended.
  - No, although for the East Tower LEED compliance utilizing LEED v4 APRM is under investigation.

- **Energy Performance**: 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.
  - No, yet sustainable decisions related to high efficiency mechanical systems, lighting, water usage, and envelope performance continue. Energy model review ongoing.

- **On-Site Renewable Energy**: Produce renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage.
  - No for the East Tower.

### Innovation

- **Innovation**: Any other sustainable measures that could positively impact the public realm.
  - Yes, in East Tower we pursue: An enhanced chiller plant for equipment efficiencies, and pursue AHUs cooling coils operating in crossover mode. For both East & West Towers we pursue: Total and passive dehumidification energy wheels at central AHUs exceeding required 50% energy recovery effect [sic]...
Streets Handbook Checklist

**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 §1-905 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.


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

**WHEN YOU WANT TO...**

- **CHANGE THE CURB LINE**
- **ENCroach ON THE ROW**
- **BUILD A SIGNIFICANT DEVELOPMENT**

**PRELIMINARY PCPC REVIEW AND COMMENT:**

**DATE**

**FINAL STREETS DEPT REVIEW AND COMMENT:**

**DATE**

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**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.phila.gov/Development/Projects/LandUse-and-Transport/CityPlanAction](http://www.phila.gov/Development/Projects/LandUse-and-Transport/CityPlanAction). 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 Requirements**: *APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY*
Streets Handbook Checklist

**GENERAL PROJECT INFORMATION**

1. **PROJECT NAME**
   - Schuylkill Yards Phase 1 Full Buildout

2. **DATE**
   - July 26th, 2019

3. **APPLICANT NAME**
   - Brandywine 3025 JFK, LP

4. **APPLICANT CONTACT INFORMATION**
   - Christopher Franklin, Christopher.Franklin@bdnreit.com

5. **PROJECT AREA: list precise street limits and scope**
   - Brandywine 3025 JFK, LP is proposing development of 3001, 3003, 3025, and 3051 John F. Kennedy Boulevard. This application is for the full buildout phase of this project, which includes construction of two mixed-use buildings and associated site improvements on 3001, 3003, 3025, and 3051 John F. Kennedy Boulevard. The project will have a total NFDES boundary area of 4.53 acres and an overall limit of disturbance (LOD) of 3.35 acres. The on-site LOD is 2.02 acres.

6. **OWNER NAME**
   - Brandywine 3025 JFK, LP

7. **OWNER CONTACT INFORMATION**
   - Christopher Franklin, (215) 254-7791

8. **ENGINEER / ARCHITECT NAME**
   - Mark T. Celoni, MCeloni@pennonre.com, (215) 254-7780

9. **ENGINEER / ARCHITECT CONTACT INFORMATION**
   - Pennon Associates, Inc.

10. **STREETS: List the streets associated with the project. Complete Streets Types are also identified in Section 3 of the Handbook.**

    - Also available here: http://metadata.phila.gov/4Home/dataSetDetails?543867205630861784948/

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>JFK Boulevard</td>
<td>30th Street</td>
<td>32nd Street</td>
<td>City neighborhood</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 [ ]

   c. Street Direction
      - Yes [ ] No [ ]

   d. Curb Cuts
      - Yes [ ] No [ ]

   e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
      - Yes [ ] No [ ]

   f. Building Extensions into the sidewalk, such as stairs and stoops
      - Yes [ ] No [ ]

**APPLICANT: General Project Information**

Additional Explanation / Comments:

**DEPARTMENTAL REVIEW: General Project Information**

---

**COMPLETE STREETS HANDBOOK CHECKLIST**

**PEDESTRIAN COMPONENT (Handbook Section 4.3)**

12. **SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalks are listed in Section 4.3 of the Handbook.**

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>JFK Boulevard</td>
<td>12' / 14.5' / 14.5'</td>
<td>15.03' / 15.03'</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 WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>JFK Boulevard</td>
<td>6’ / 10.5’ / 10.5’</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 4.8.3, respectively, of the Handbook.**

**EXISTING VEHICULAR INTRUSIONS**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>INTRUSION LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>10’</td>
<td>3001 JFK Blvd</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>10’</td>
<td>3025 JFK Blvd</td>
</tr>
</tbody>
</table>

**PROPOSED VEHICULAR INTRUSIONS**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>INTRUSION LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>46’</td>
<td>3025 JFK Blvd</td>
</tr>
<tr>
<td>Five Access - Curb Cut</td>
<td>46’</td>
<td>3025 JFK Blvd</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: 

**DEPARTMENTAL REVIEW:** Pedestrian Component  
Reviewer Comments: 

<table>
<thead>
<tr>
<th><strong>STREET FRONTAGE</strong></th>
<th><strong>MAXIMUM BUILDING ZONE WIDTH</strong></th>
<th><strong>MINIMUM BUILDING ZONE WIDTH</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Jurisdiction</td>
<td>2 / 2</td>
<td>1 / 1</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><strong>STREET FRONTAGE</strong></th>
<th><strong>MINIMUM FURNISHING ZONE WIDTH</strong></th>
<th><strong>MAXIMUM FURNISHING ZONE WIDTH</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Jurisdiction</td>
<td>1 / 1</td>
<td>2 / 2</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:**  

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

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

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**BICYCLE COMPONENT (Handbook Section 4.5)**


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 14-834.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED</th>
<th>ON-STREET</th>
<th>SIDEWALK</th>
<th>OFF-STREET</th>
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</thead>
<tbody>
<tr>
<td>3001 JFK Blvd</td>
<td>225</td>
<td>/ 0</td>
<td>/ 0</td>
<td>0 / 325</td>
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<tr>
<td>3025 JFK Blvd</td>
<td>225</td>
<td>/ 0</td>
<td>/ 0</td>
<td>0 / 325</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
- Indego Bicycle Share Station

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?

---

**APPLICANT:** Building & Furnishing Component

**APPLICANT:** Bicycle Component

**DEPARTMENTAL REVIEW:** Building & Furnishing Component

**DEPARTMENTAL REVIEW:** Bicycle Component
**Streets Handbook Checklist**

### COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

#### CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

<table>
<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>28. Does the design limit conflict among transportation modes along the curb?</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>29. Does the design connect transit stops to the surrounding pedestrian network and destinations?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30. Does the design provide a buffer between the roadway and pedestrian traffic?</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**APPLICANT:** Curbside Management Component

**Additional Explanation / Comments:**

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#### DEPARTMENTAL REVIEW: Curbside Management Component

**Reviewer Comments:**

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### COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

#### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTH</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33. What is the maximum AASHO design vehicle being accommodated by the design?</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>34. Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>35. Will the public right-of-way be used for loading and unloading activities?</td>
<td></td>
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<tr>
<td>36. Does the design maintain emergency vehicle access?</td>
<td></td>
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<tr>
<td>37. Where new streets are being developed, does the design connect and extend the street grid?</td>
<td></td>
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<tr>
<td>38. Does the design support multiple alternative routes to and from destinations as well as within the site?</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**APPLICANT:** Vehicle / Cartway Component

**Additional Explanation / Comments:**

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#### DEPARTMENTAL REVIEW: Vehicle / Cartway Component

**Reviewer Comments:**

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### COMPLETE STREETS HANDBOOK CHECKLIST

**URBAN DESIGN COMPONENT (Handbook Section 4.8)**

<table>
<thead>
<tr>
<th>Step</th>
<th>Question Description</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>40.</td>
<td>Does the design incorporate windows, storefronts, and other active uses facing the street?</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>41.</td>
<td>Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?</td>
<td></td>
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</tr>
<tr>
<td>42.</td>
<td>Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DEPARTMENTAL REVIEW: Urban Design Component**

**APPLICANT: Urban Design Component**

Additional Explanation / Comments:

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### COMPLETE STREETS HANDBOOK CHECKLIST

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

(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: | 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 |

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? | YES | NO | N/A | YES | NO |
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? | YES | NO | N/A | YES | NO |

**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments:

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**DEPARTMENTAL REVIEW: Intersections & Crossings Component**

Reviewer Comments:
### COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

<table>
<thead>
<tr>
<th><strong>ADDITIONAL COMMENTS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>APPLICANT</strong></td>
</tr>
<tr>
<td>Additional Explanation / Comments: ___</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>DEPARTMENTAL REVIEW</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Reviewer Comments: ___</td>
</tr>
</tbody>
</table>