

Civic Design Review

Schuylkill Yards / 3001 & 3025 JFK Boulevard
Philadelphia, PA

20 August 2019



swa/Balsley



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PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW



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 #88-2355900, owned by Amtrak
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 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 O: 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 slee@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 Zoning 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:

PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW



CDR PROJECT APPLICATION FORM

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L&I APPLICATION NUMBER: 992963

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. 215-575-7052
Darwin R. Beauvais, Esq. Primary Phone: 215-575-7051

Email: mferleger@dilworthlaw.com Address: 1500 Market Street, Suite 3500E
dbeauvais@dilworthlaw.com Philadelphia, PA 19102

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
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O: 212.962.6307 D: 215.845.6708
D: 646.768.9687 John.Bastian@hdrinc.com
mf@pau.studio

Landscape SWA/Balsley Civil Engineer: Pennoni
Architect: Steven Lee Mark Celoni
31 West 27th Street 9th floor 1900 Market Street, Suite 300
New York, New York 10001 Philadelphia, PA 19103
P. 212.684.9230 Direct:(215) 254-7780
slee@SWABalsley.com MCelloni@Pennoni.com

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

-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

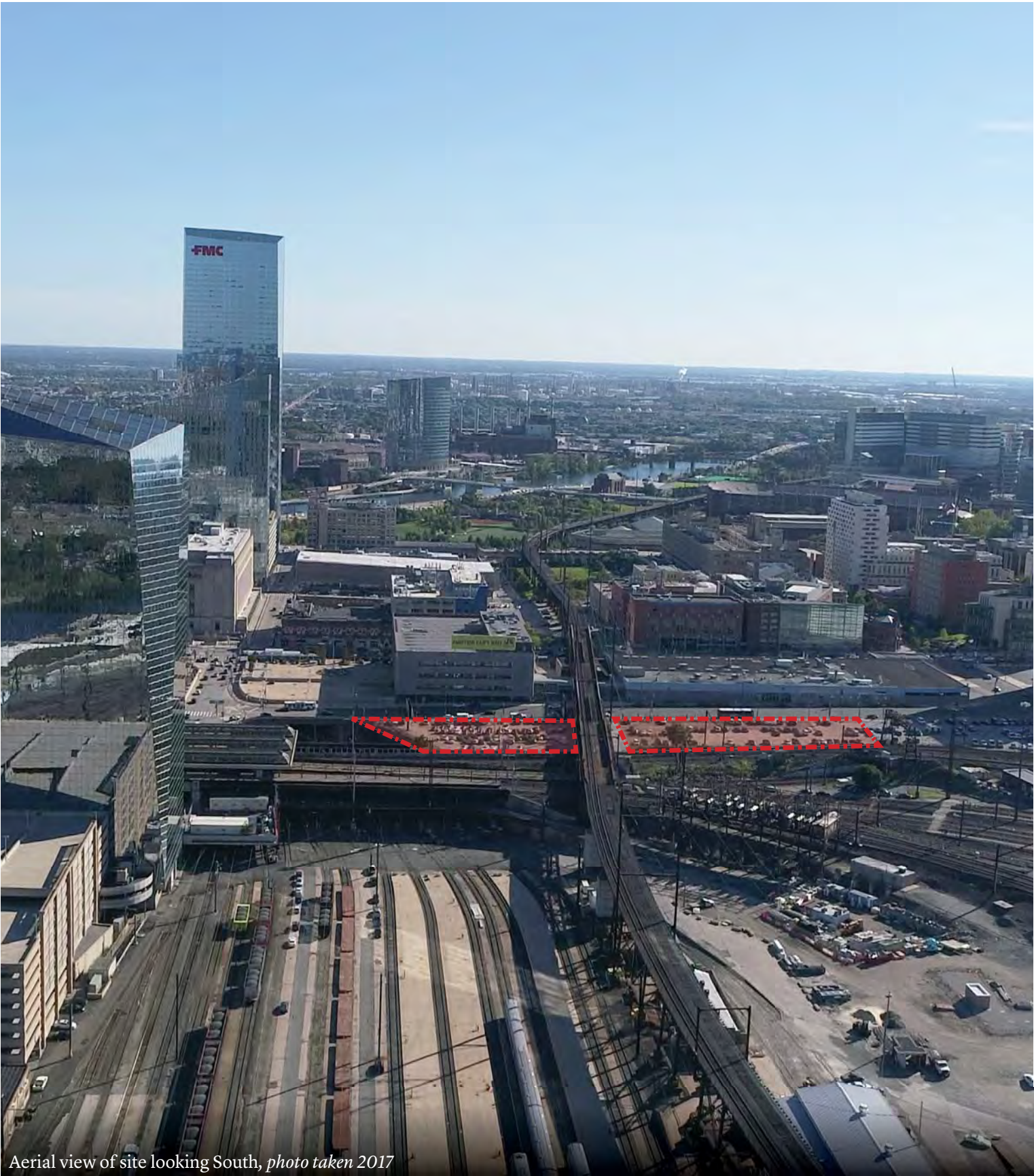
Connecting the East and West Towers is the High Line Plaza, which spans nearly an acre and is enhanced with a variety of social seating, planting, and a water feature. The park embraces the rail yards past and present and will become a place for small programmed events and respite for the surrounding 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



Satellite View, Google Earth 2019

Existing Site & Context

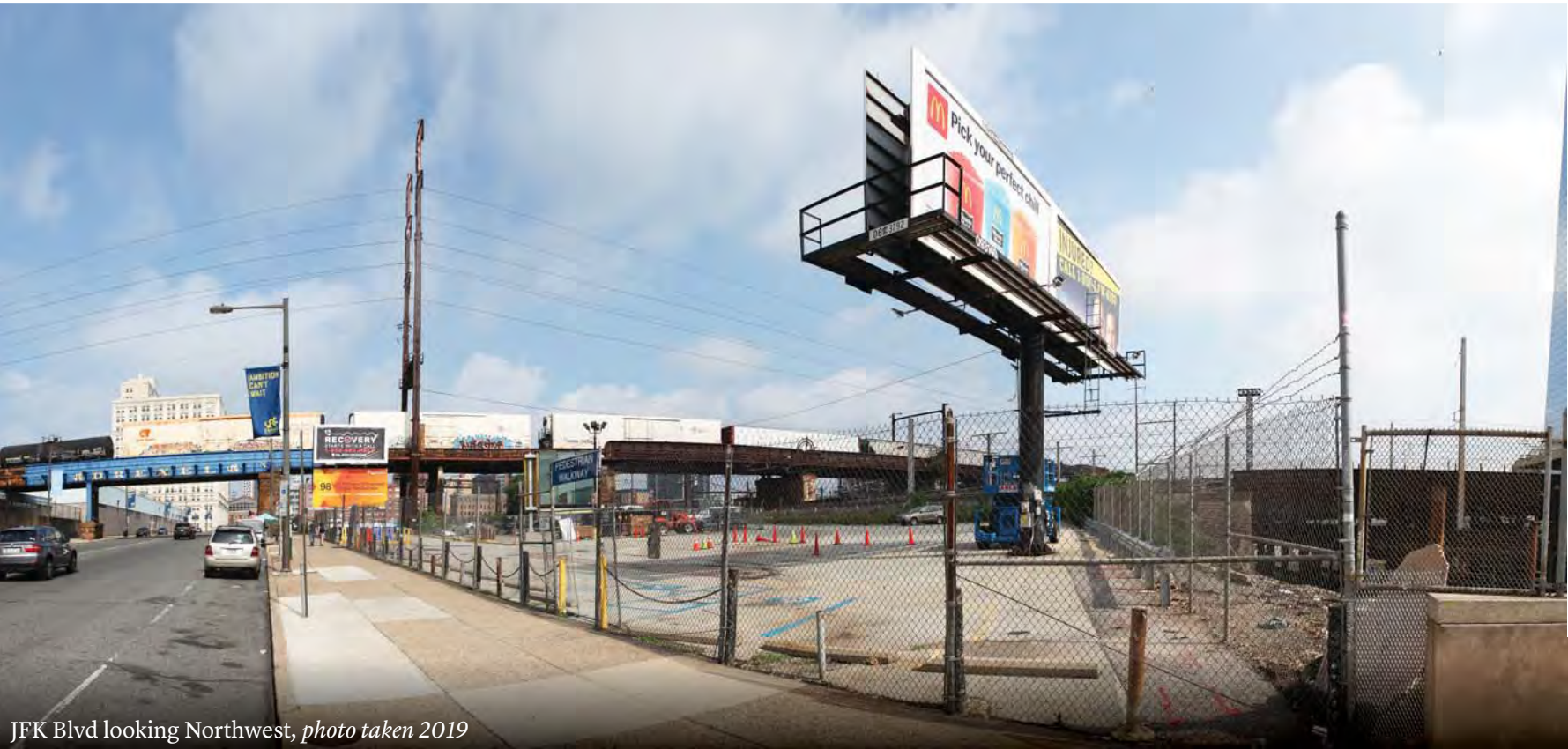


Existing Site & Context



Aerial view of site looking Northwest, *photo taken 2017*

Existing Site & Context / 3001 JFK Blvd



Existing Site & Context / 3025 JFK Blvd



JFK Blvd looking Northeast, photo taken 2019



Northeast corner of site looking Southeast, photo taken 2019



West edge of site looking East, photo taken 2019

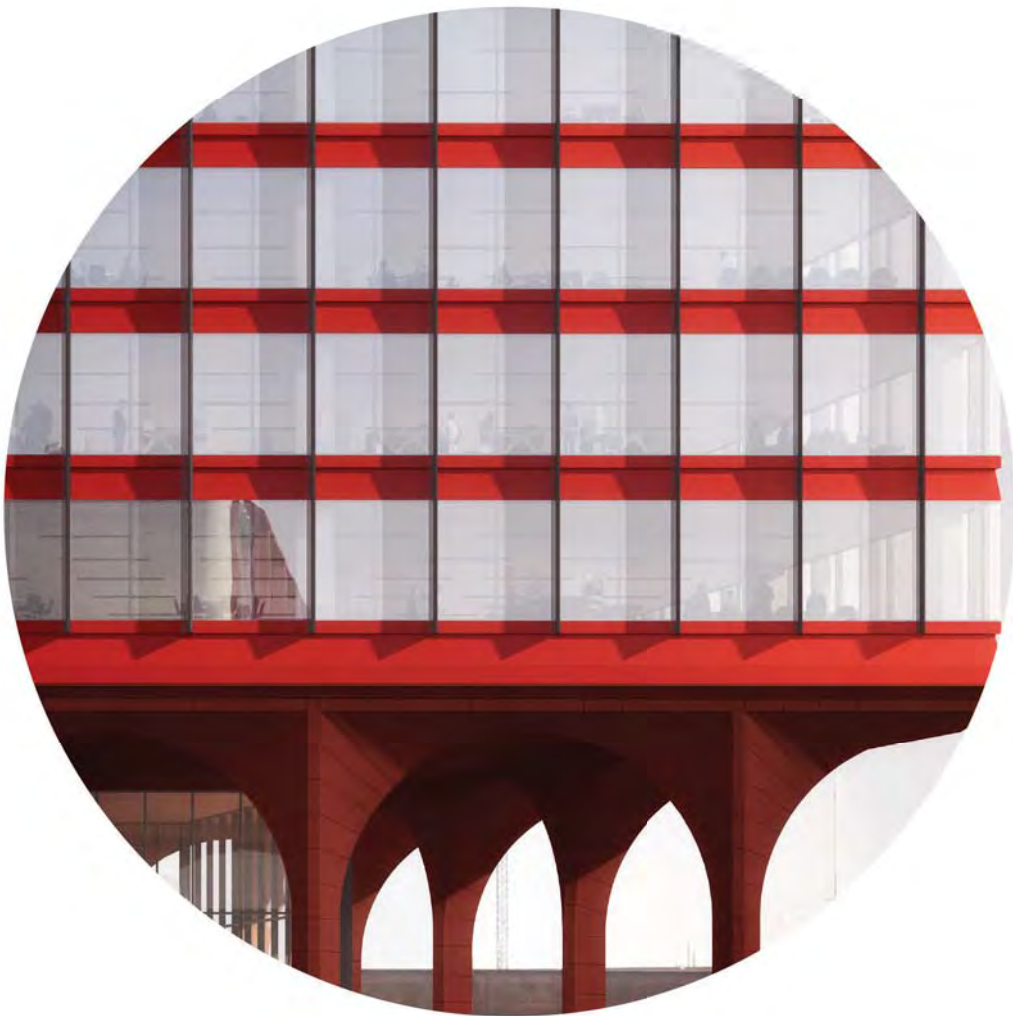


Southeast corner of site looking Northeast, photo taken 2019

Materiality Concept



=



Material History & Modern Office

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

Sense of Place



Josef Albers

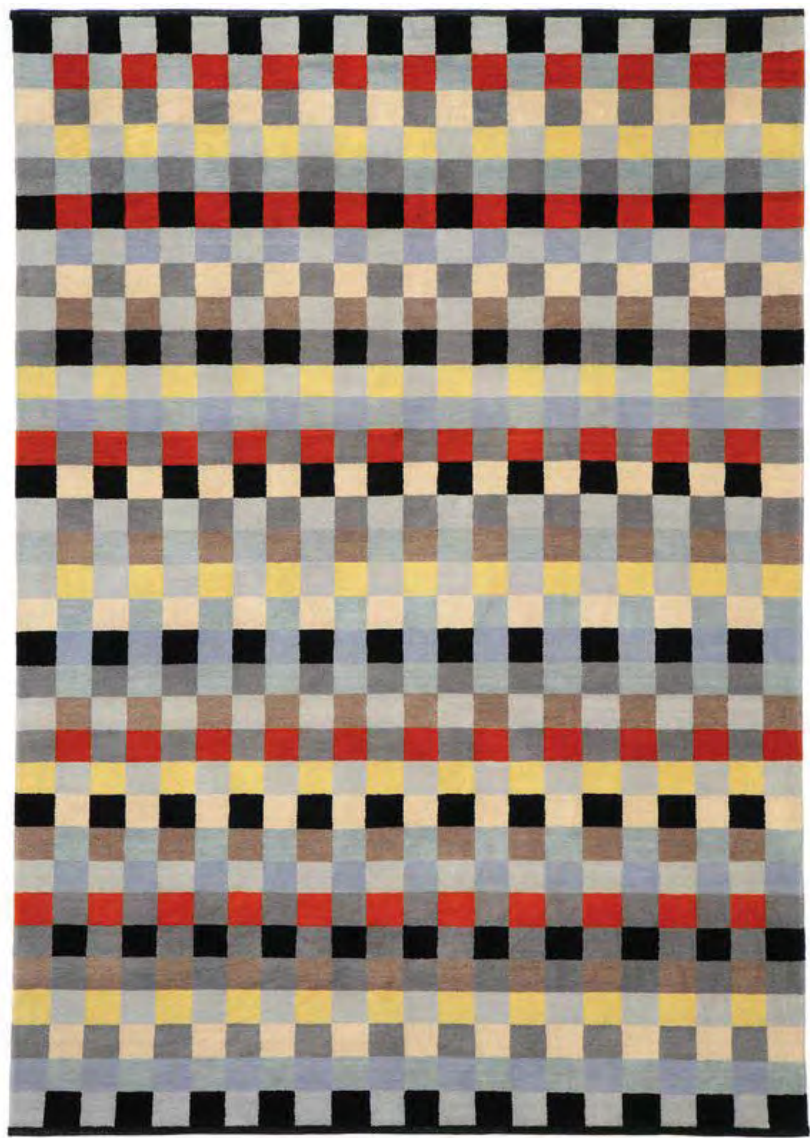
Homage to the Square, 1968



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



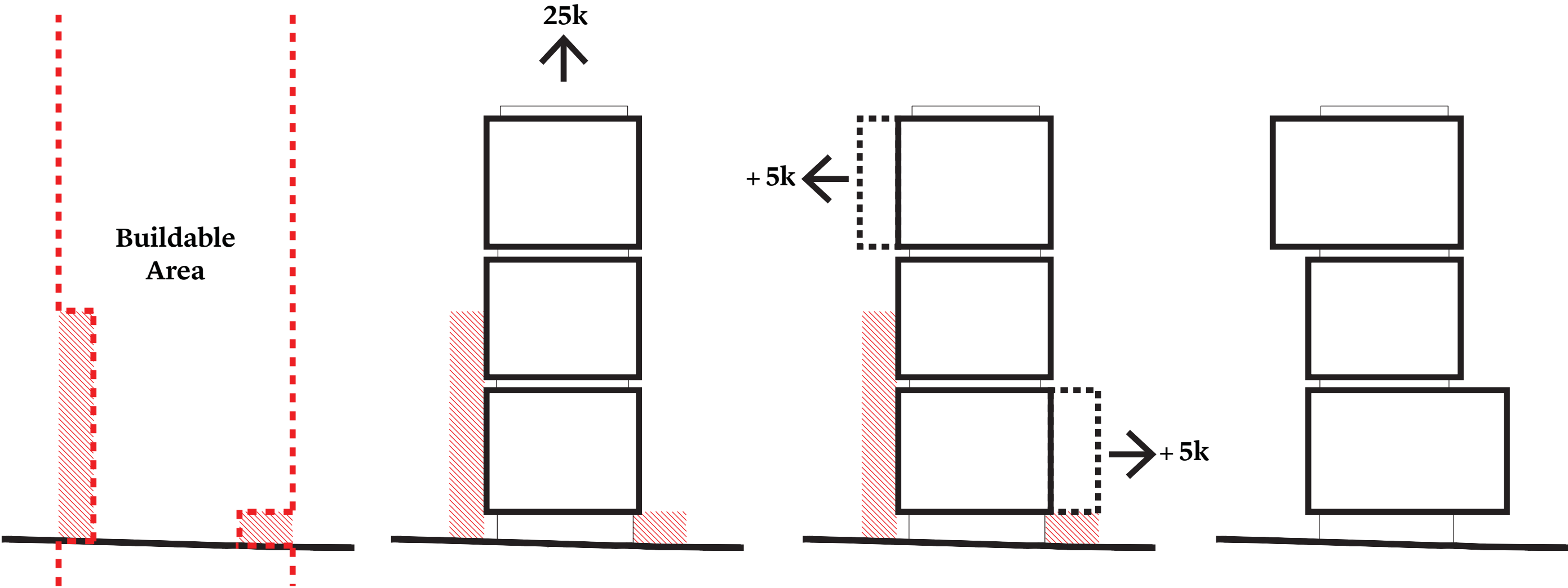
A city of metal and texture

1. Philadelphia Museum of Art

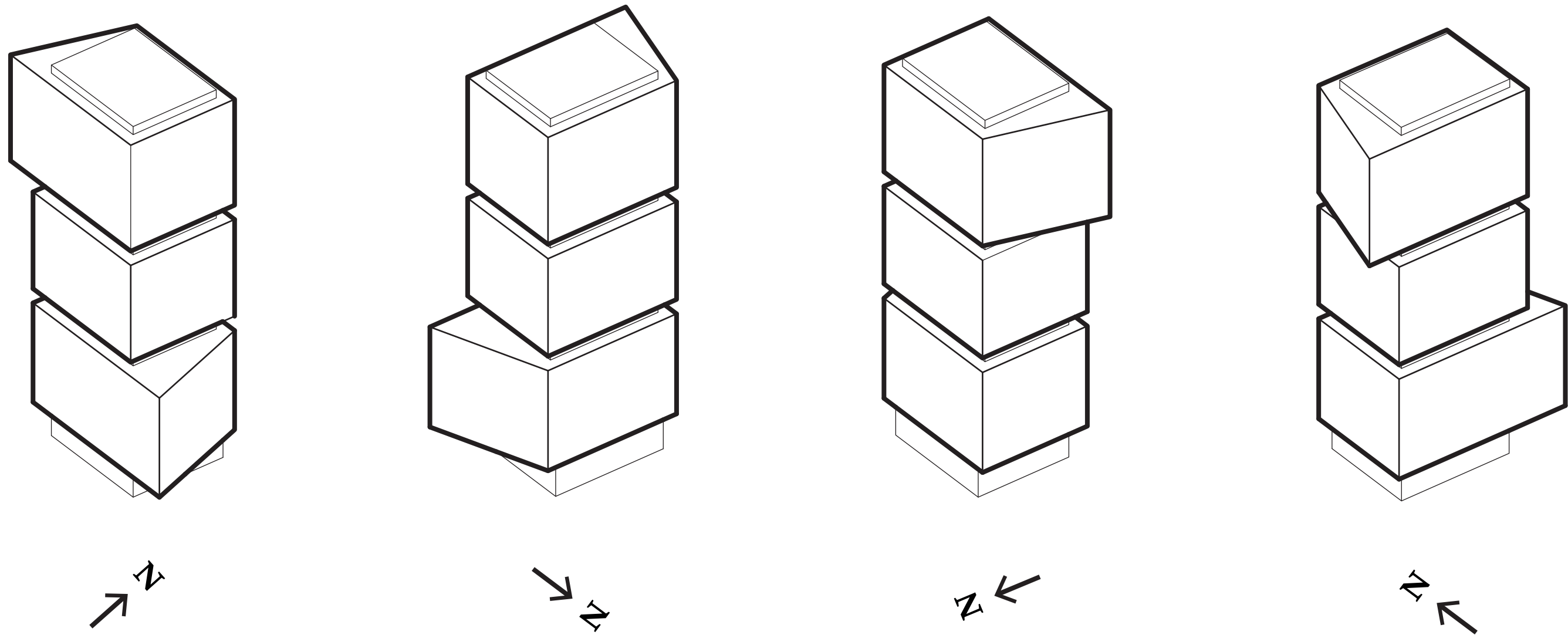
3. New Hall Military Museum, Carpenters' Company
2. Fisher Fine Arts Library, Frank Furness

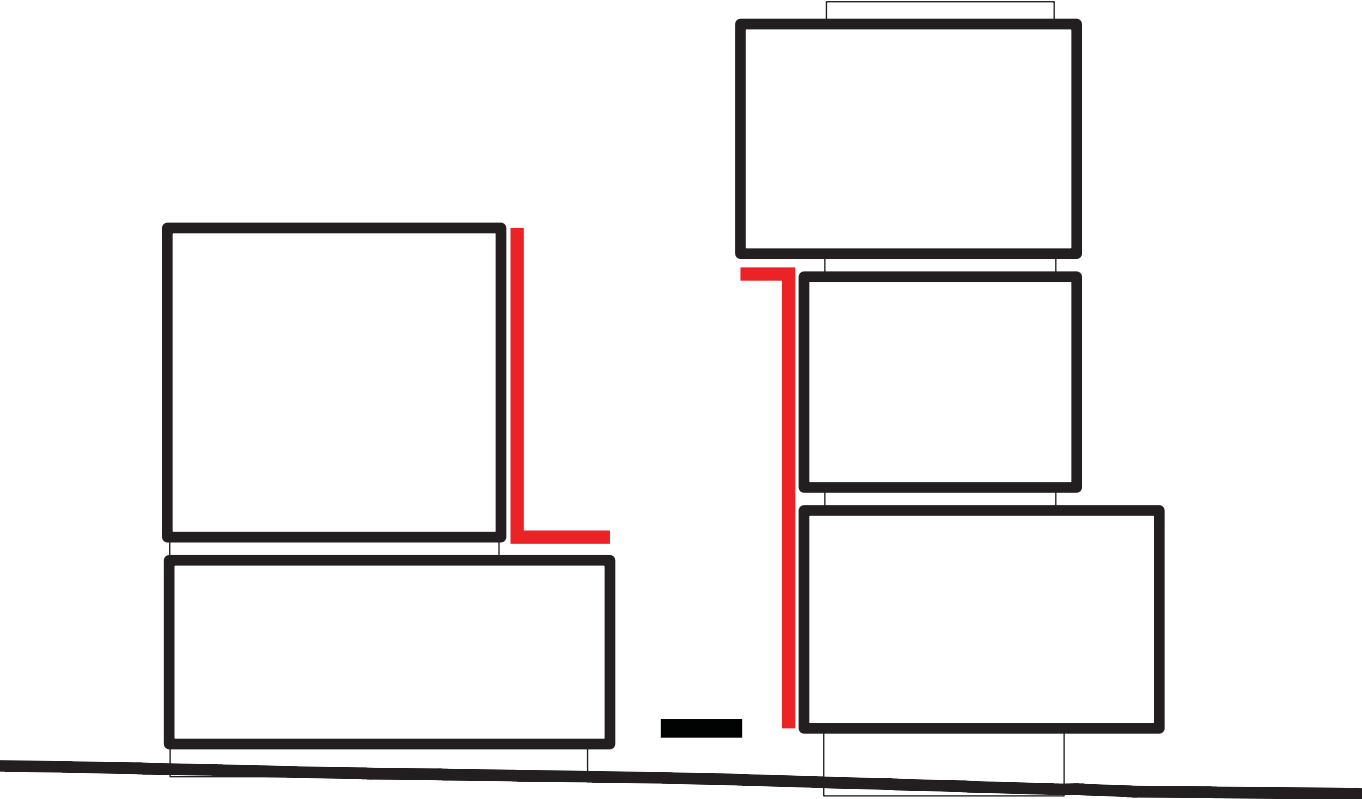
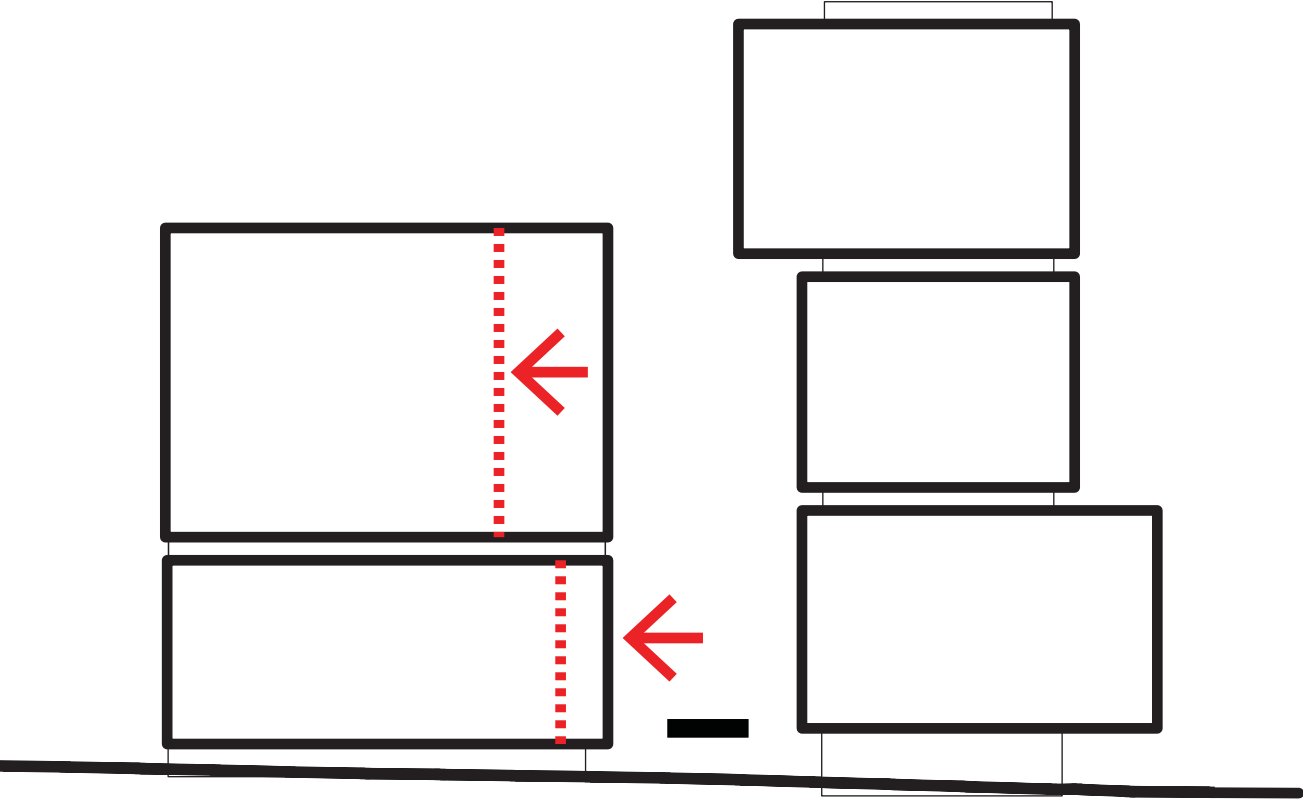
4. Smythe Stores, Philadelphia, Samuel Sloan

3001 JFK Blvd / Massing Generation

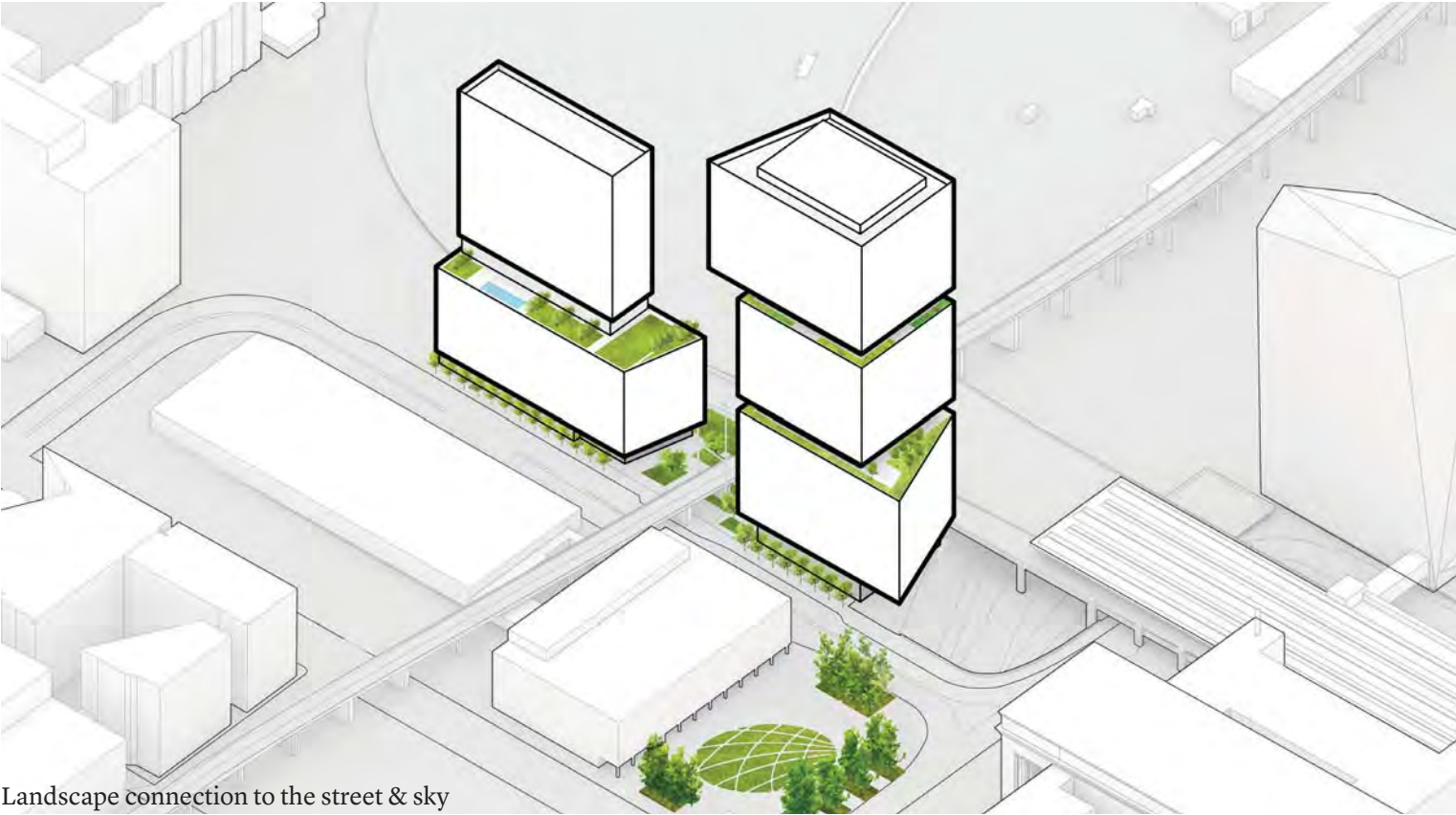
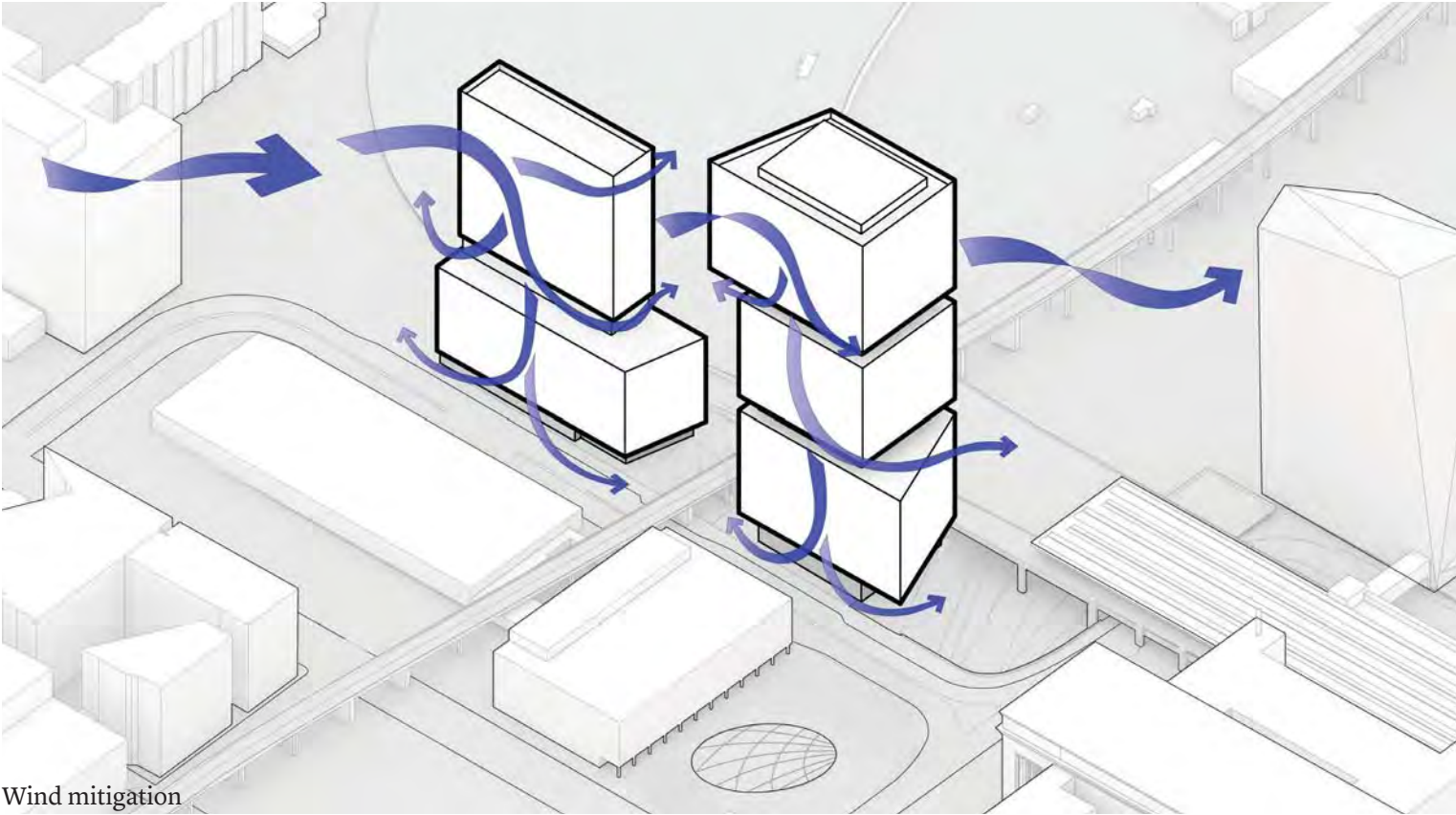
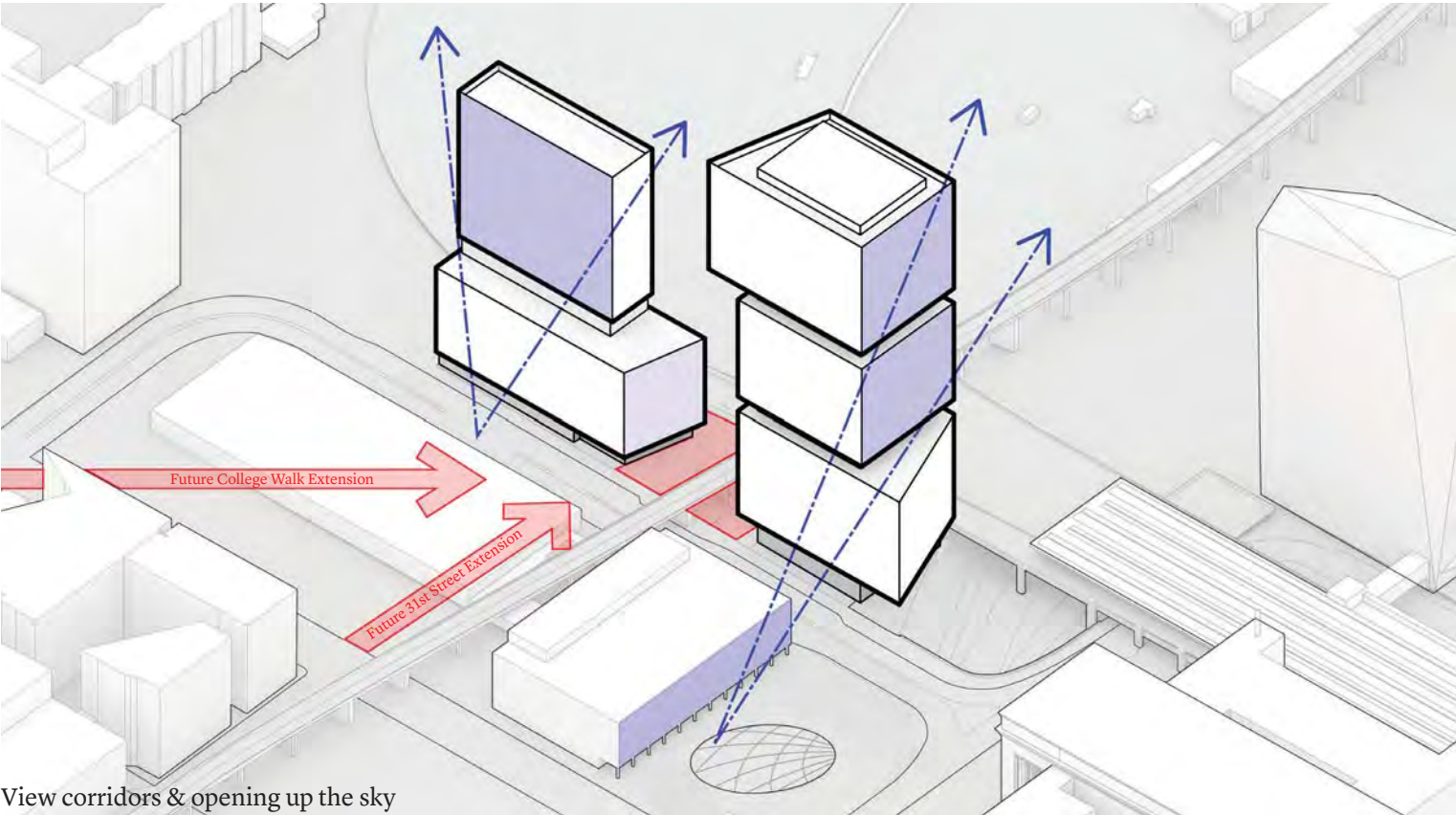
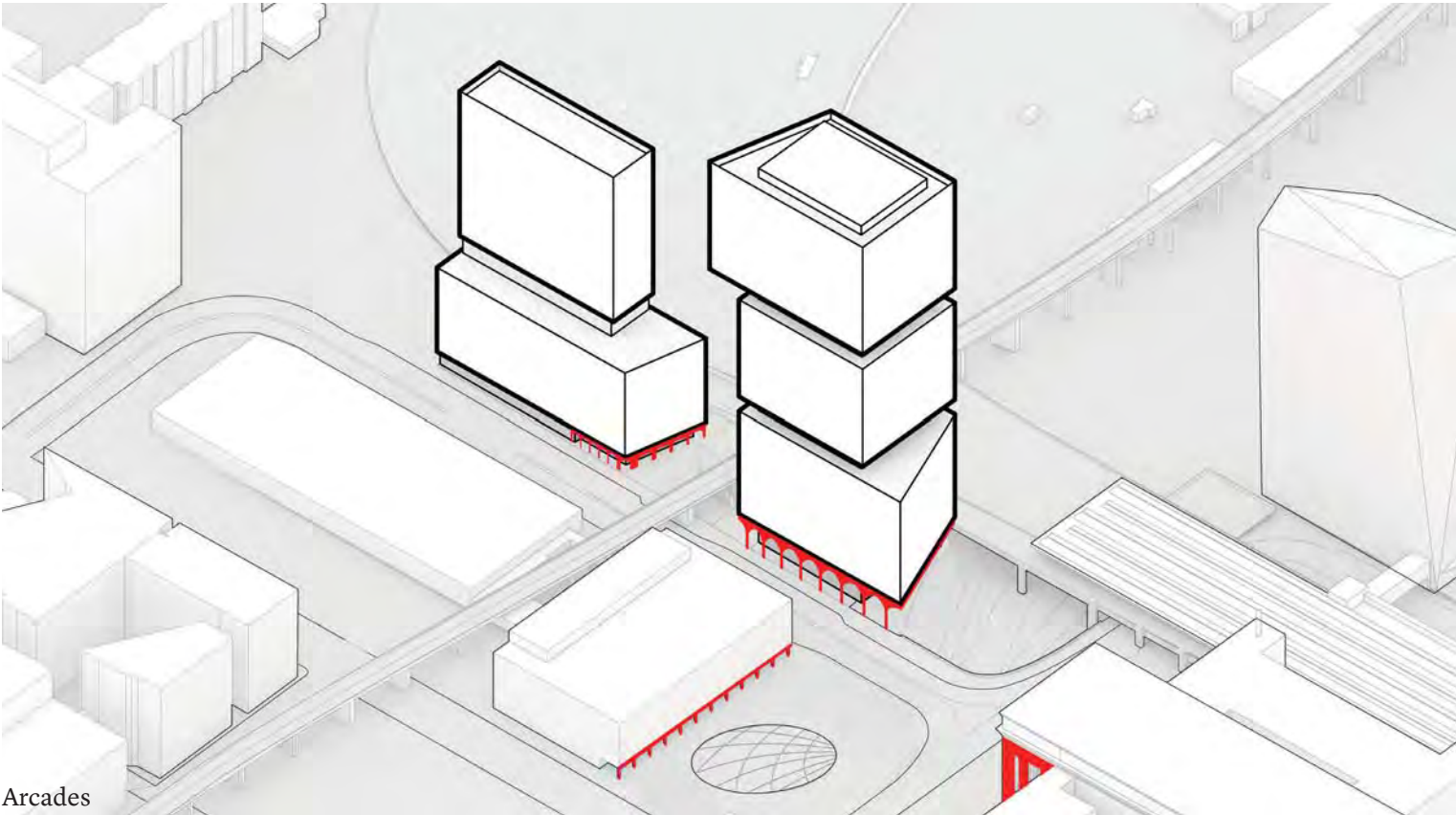


3001 JFK Blvd / Massing in the Round





Massing / Relation to Site



Massing / Northwest skyline view



Northwest aerial view

Massing / Northwest skyline view with Master Plan

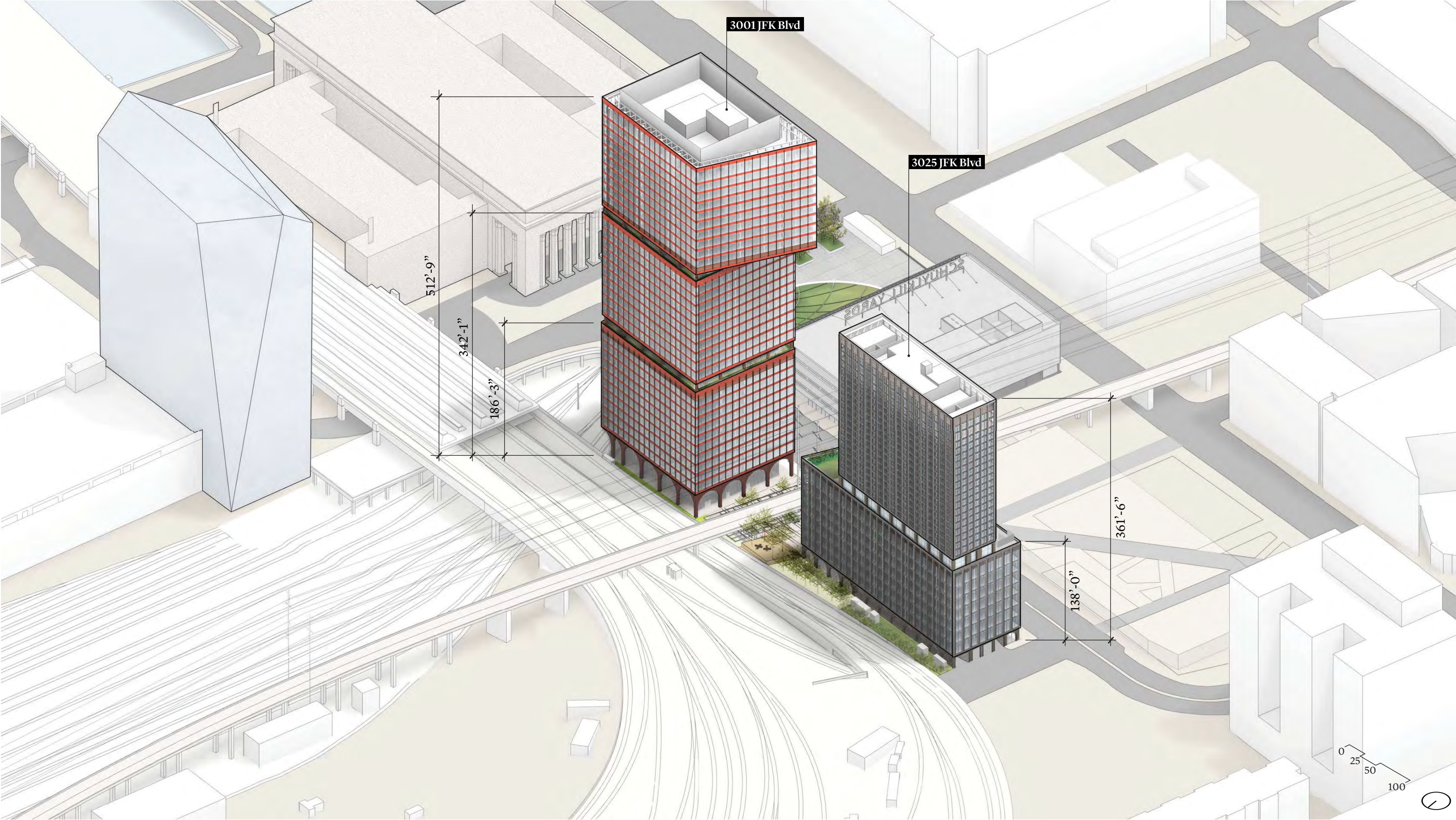


Northwest aerial view

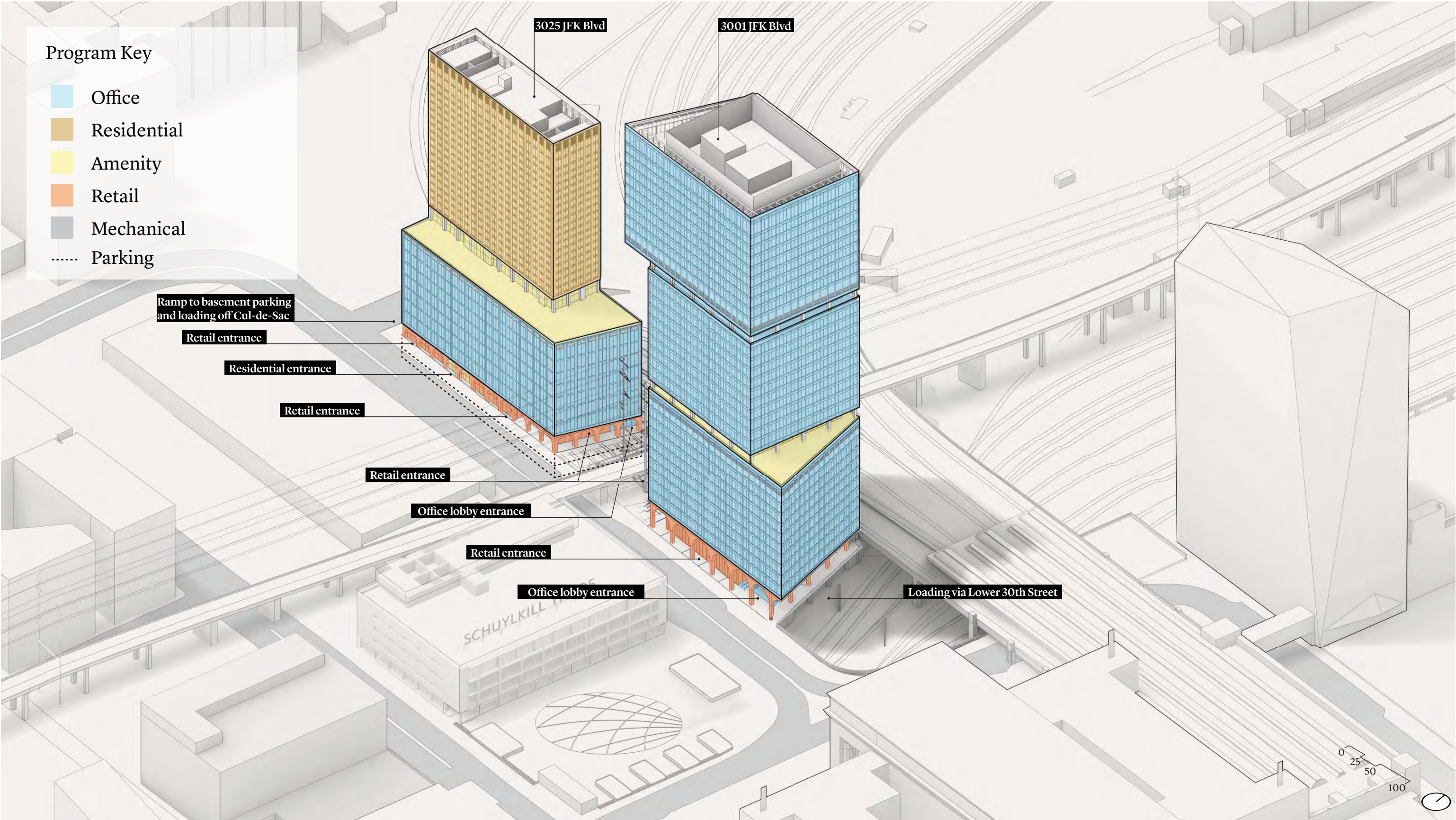
Massing / Northwest Axonometric



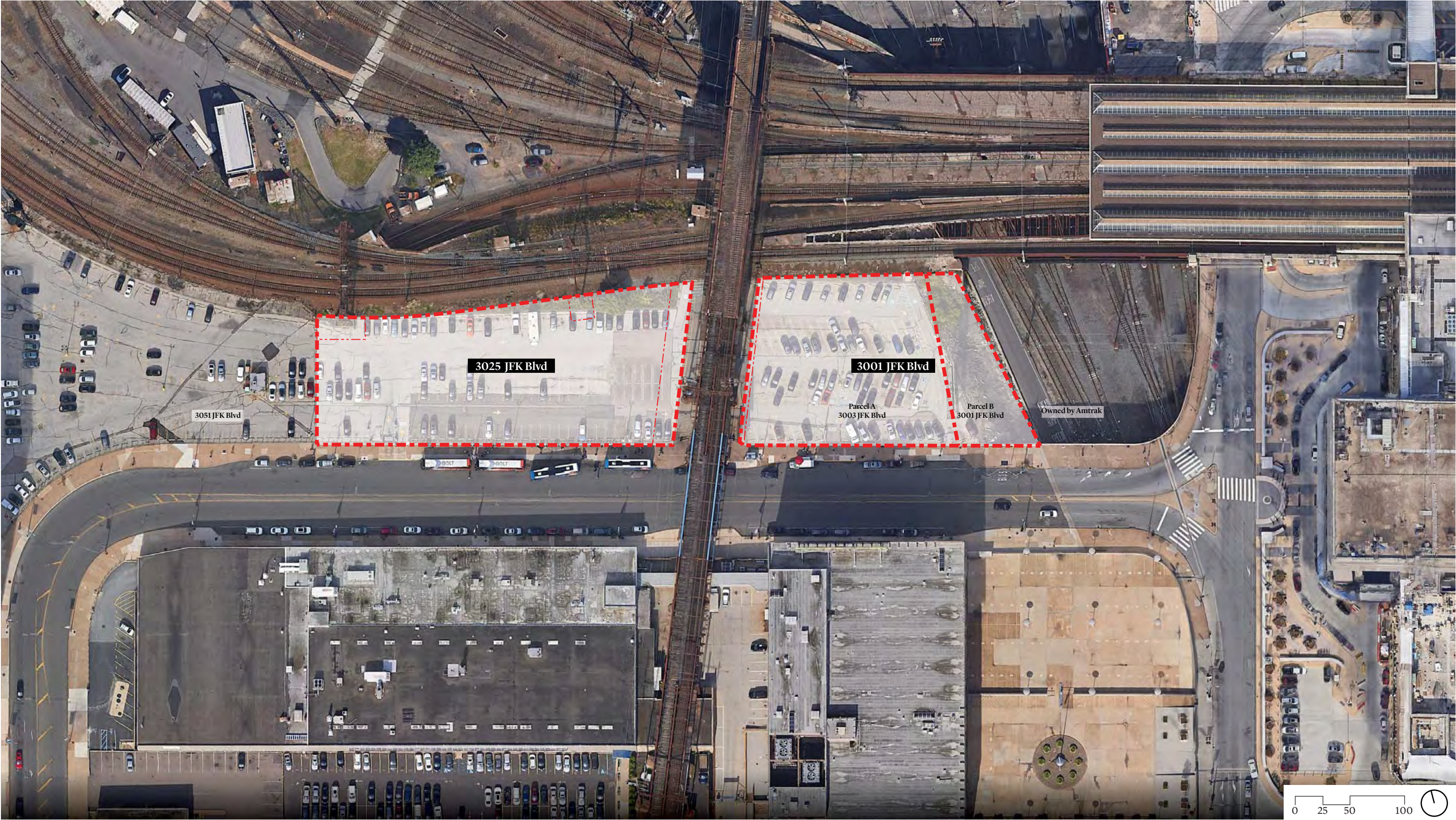
Massing / Southeast Axonometric



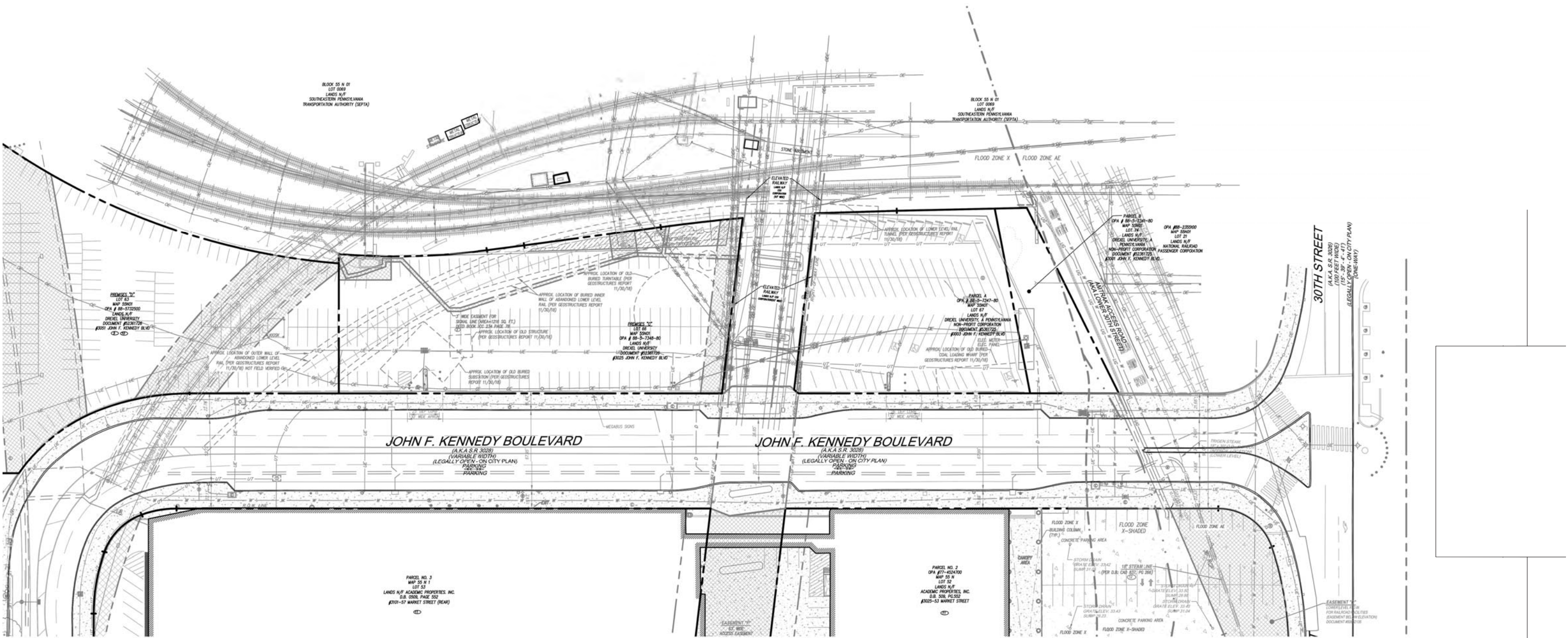
Massing / Program



Site Map



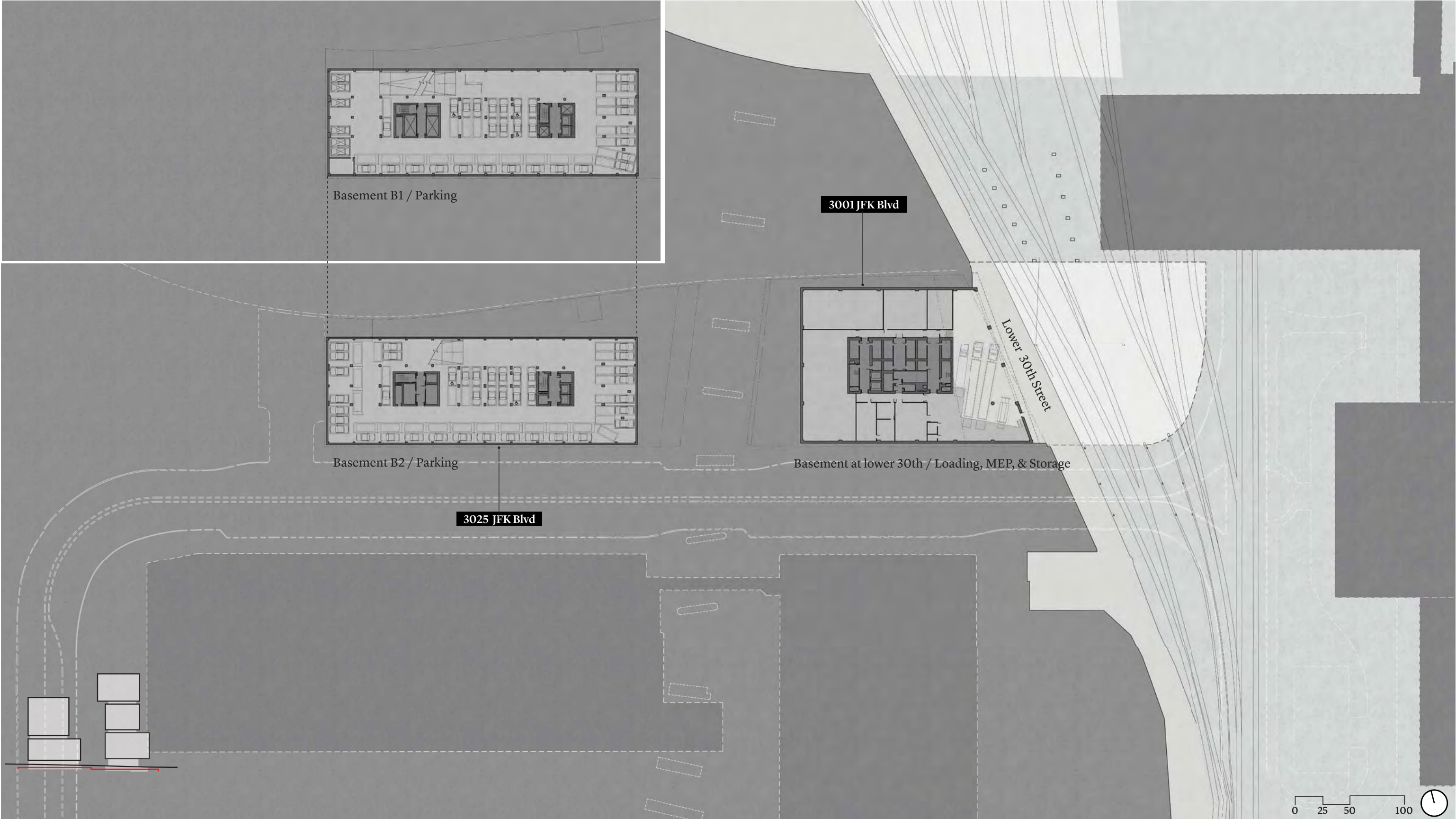
Site Survey



LEGEND		EXISTING	
	PROPERTY, LINE		EXISTING ASPHALT PAVING
	PROPERTY, ADJOINING LINED		EXISTING GRAVEL SURFACE
	LEGAL RIGHT-OF-WAY		EXISTING FENCE, WOOD
	EASEMENT		EXISTING FENCE, METAL
	PROPERTY MARKER		EXISTING FENCE, GENERAL
	EXISTING BUILDING		EXISTING GUIDE RAIL
	EXISTING CURB		EXISTING AIR CONDITIONER
	EXISTING CURB DEPRESSION		EXISTING BOLLARD
	EXISTING EDGE OF PAVEMENT		EXISTING POST
	EXISTING CONCRETE PAVING		EXISTING SIGN POST AND BOARD
	EXISTING LIGHT		EXISTING JUNCTION BOX
	EXISTING SPOT LIGHT		EXISTING POWER, METER
	EXISTING LIGHT POLE SINGLE ARM		EXISTING POWER, TRANSFORMER
	EXISTING LIGHT POLE DOUBLE ARM		EXISTING SANITARY SEWER, CLEAN-OUT
	EXISTING DECIDUOUS TREE		STORM SEWER, ROOF DRAIN
	EXISTING CONIFEROUS TREE		EXISTING STORM INLET
	EXISTING TREE LINE		EXISTING WATER, FIRE HYDRANT
	EXISTING MANHOLES		EXISTING UNIDENTIFIED, VENT
	EXISTING VALVES		EXISTING MONITORING WELL
	EXISTING UTILITY POLE		FLOOD ZONE BOUNDARY (ZONE X / ZONE AE)
	EXISTING GUY POLE		BRICK TUNNEL (PER GEOSTRUCTURES REPORT 11/30/18)
	EXISTING GUY WIRE		EXISTING MAJOR CONTOUR
	EXISTING MAIL BOX		EXISTING MINOR CONTOUR
	EXISTING PARKING METER		EXISTING RAILROAD TRACKS
	EXISTING MONITOR WELL		EXISTING SANITARY SEWER
	EXISTING BORING LOCATION		EXISTING COMMUNICATION LINE
	EXISTING FLAG POLE		EXISTING NATURAL GAS LINE
			EXISTING OVERHEAD ELECTRIC
			EXISTING UNDERGROUND ELECTRIC
			EXISTING STEAM LINE
			EXISTING STORM SEWER LINE
			EXISTING WATER LINE
			EXISTING EASEMENT



Plan / Loading & Parking



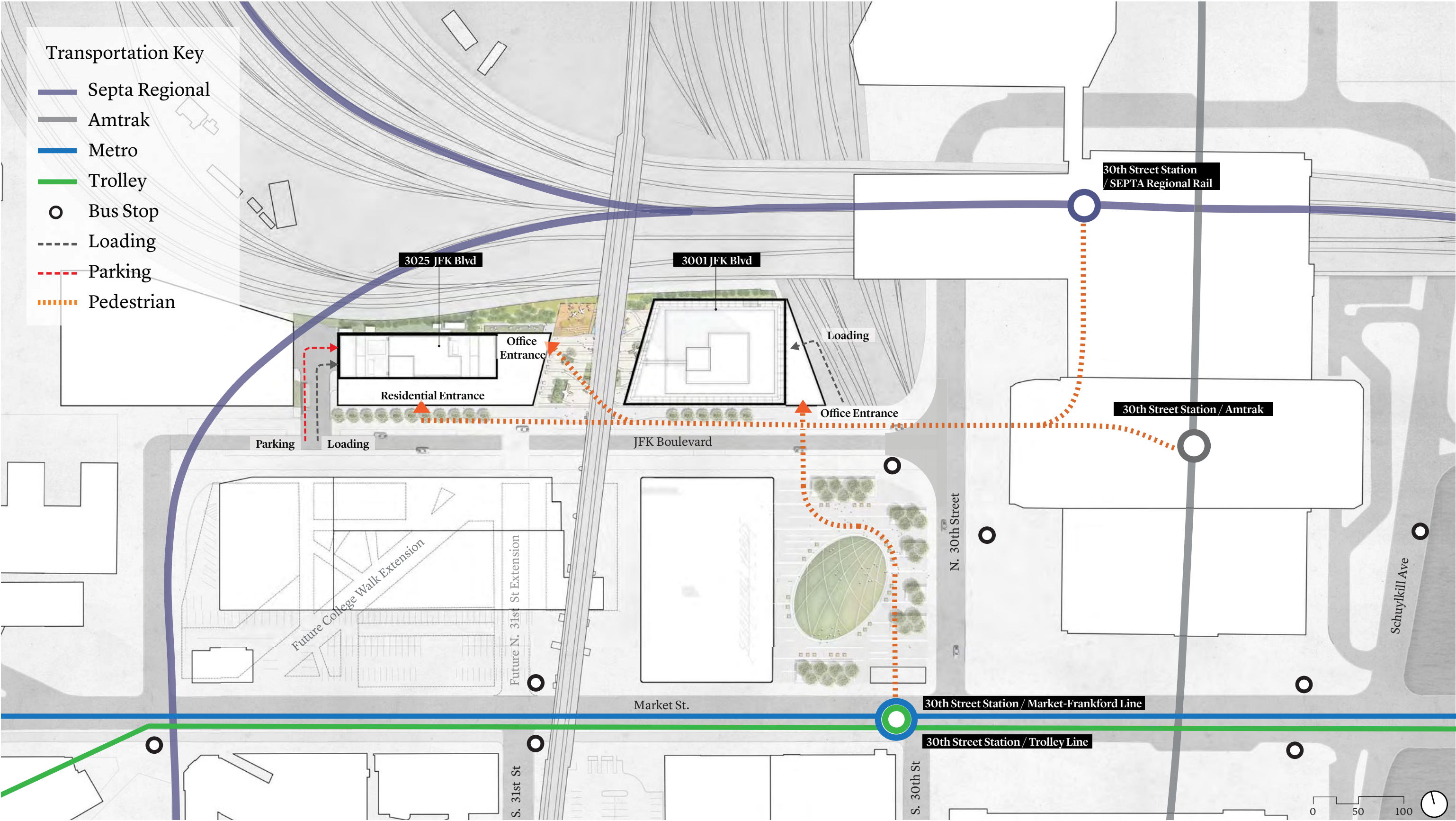
Plan / Ground Level



Plan / Roof



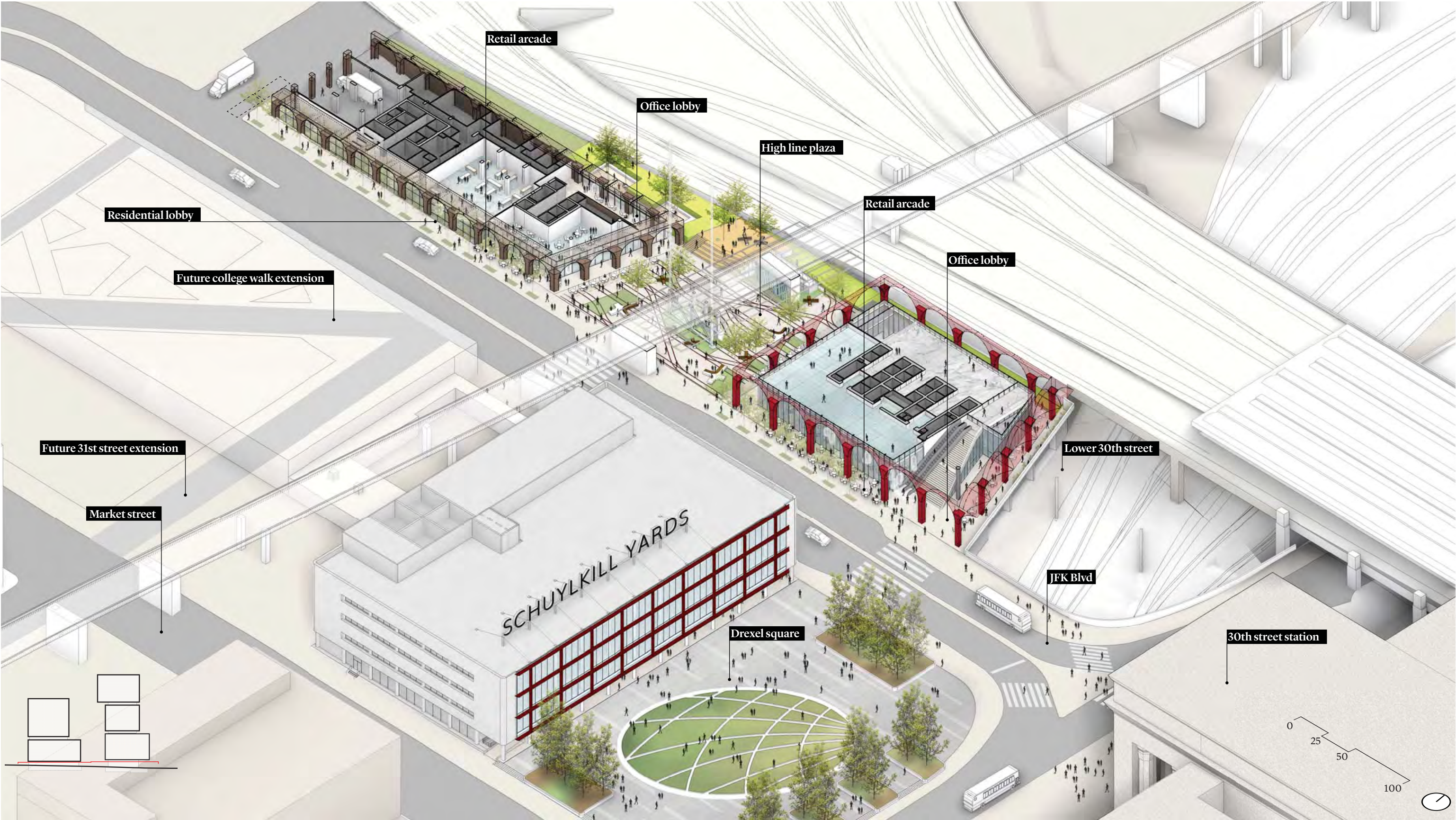
Plan / Ground Level & Transportation Access



West from 30th Street Station



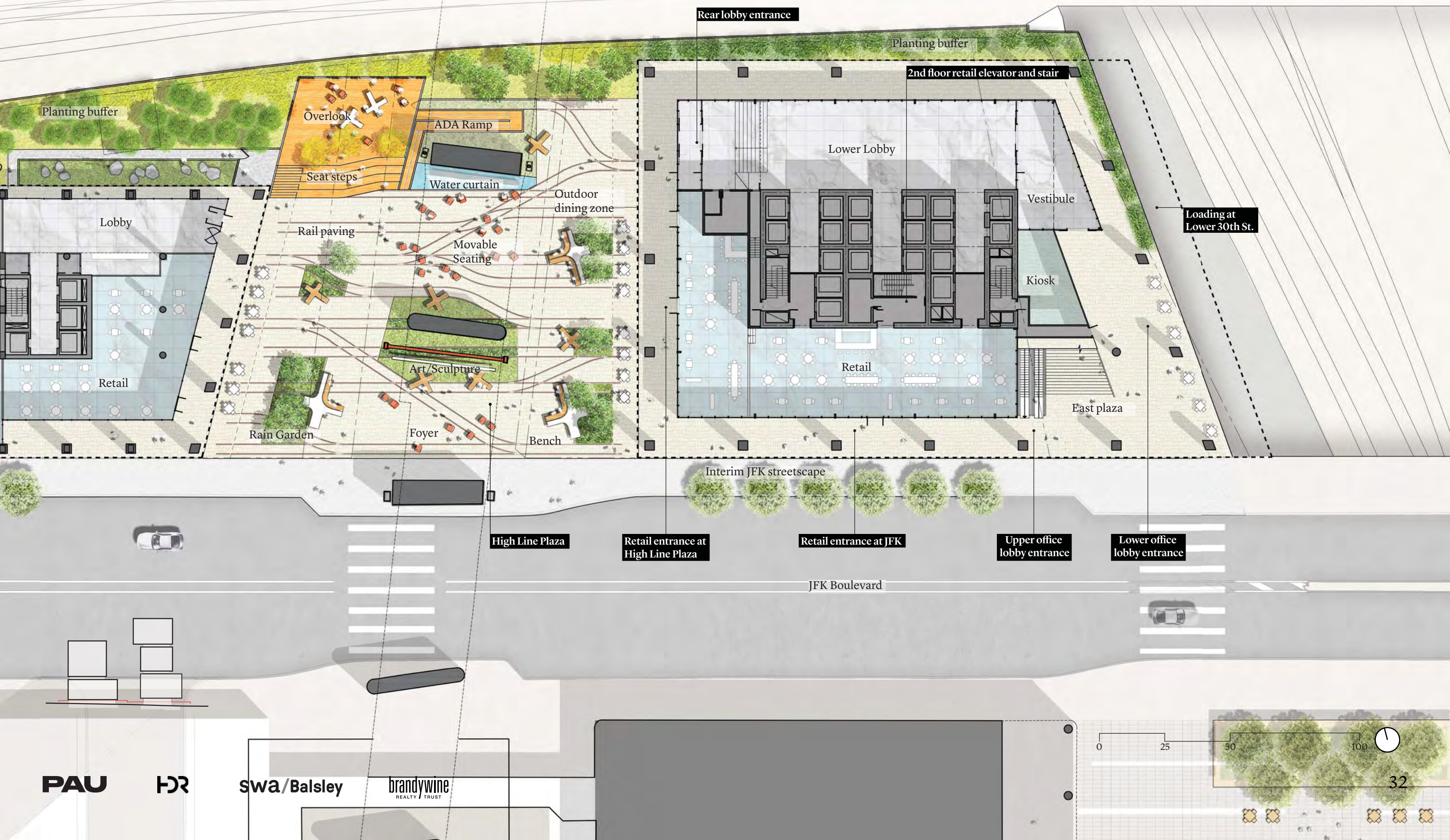
Axonometric / Ground Level



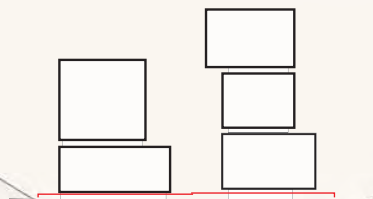
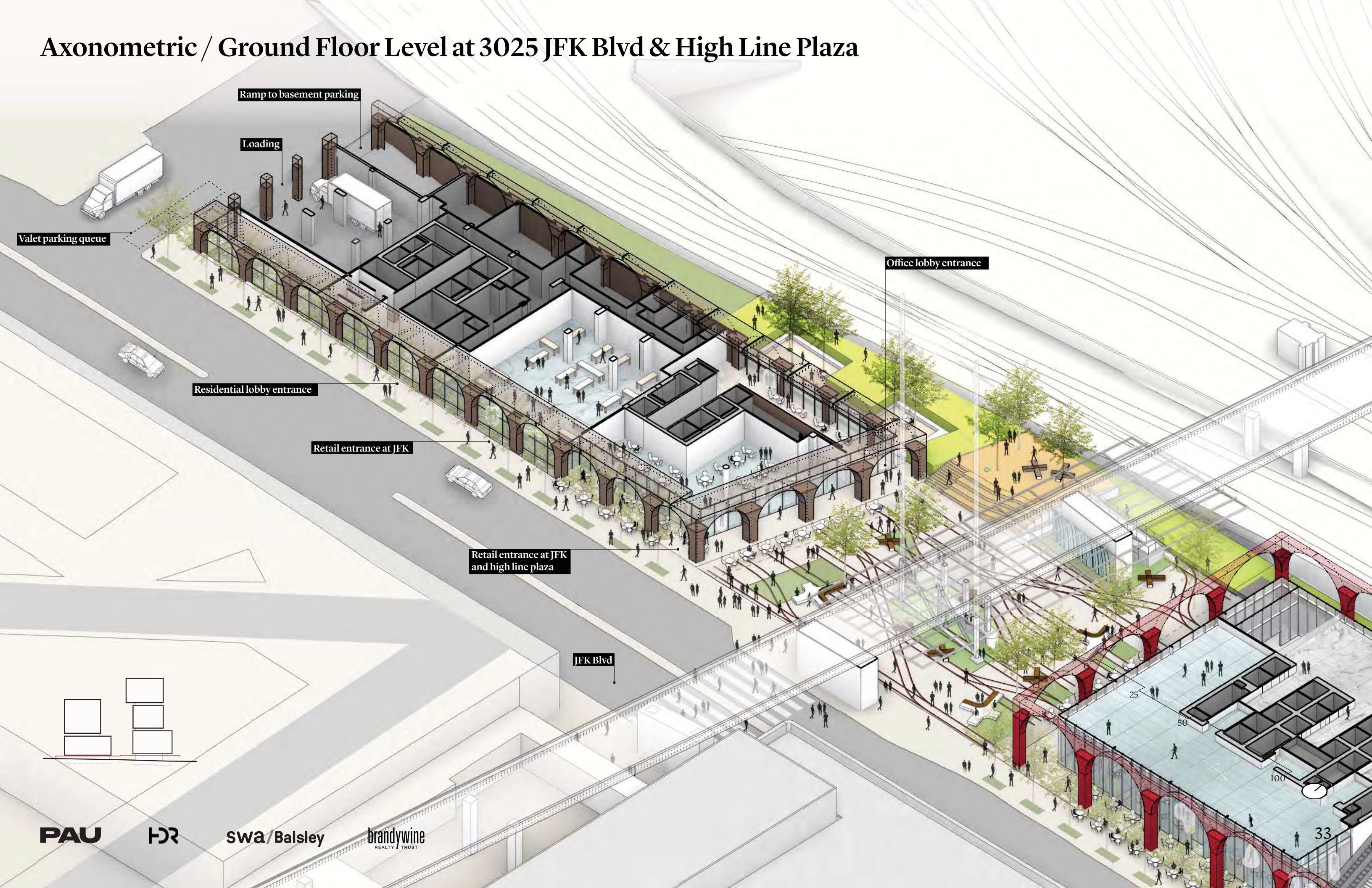
Axonometric / Ground Floor Plan at 3001 JFK Blvd & High Line Plaza



Plan / Ground Floor Plan at 3001 JFK Blvd & High Line Plaza



Axonometric / Ground Floor Level at 3025 JFK Blvd & High Line Plaza



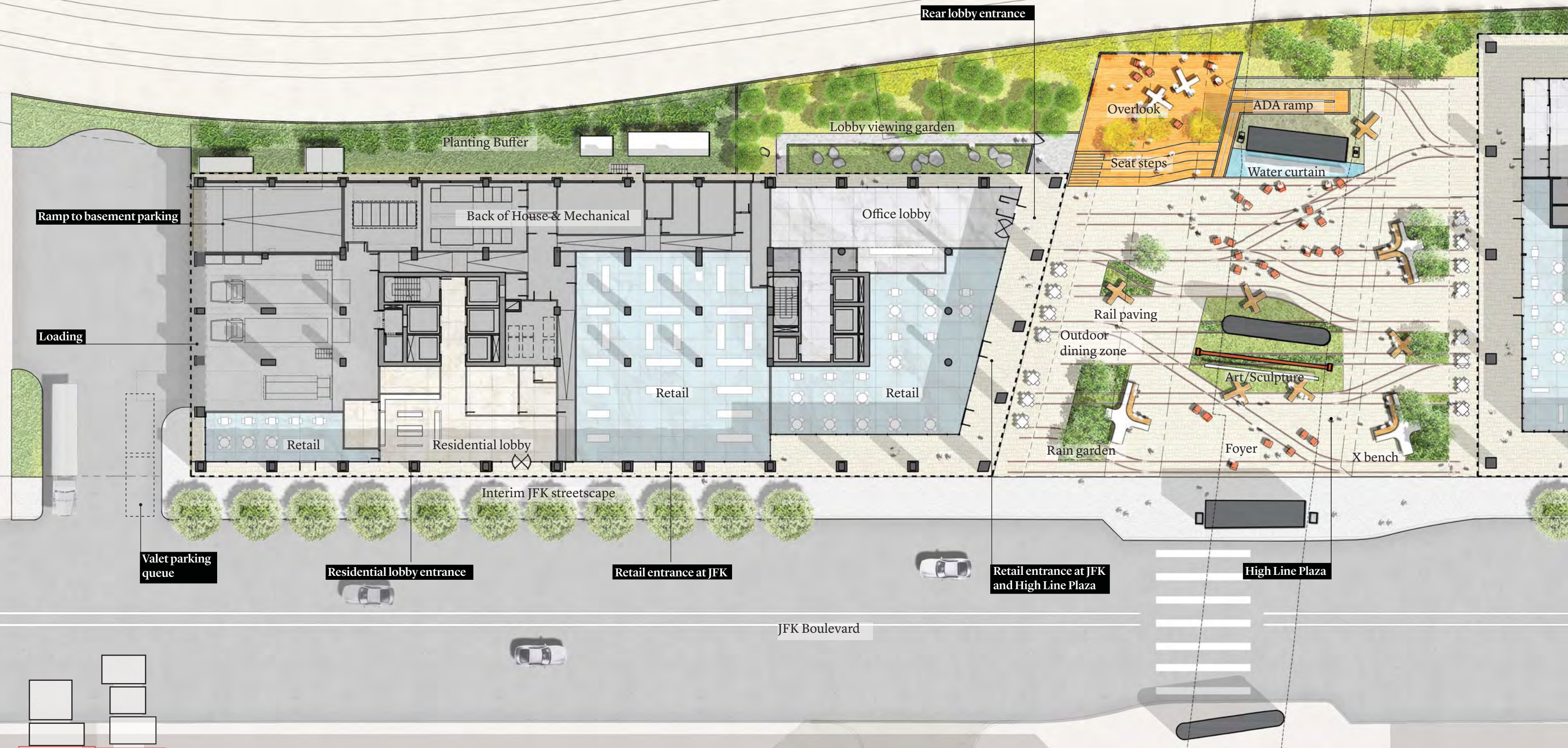
PAU

HDR

SWA/Balsley

brandywine
REALTY TRUST

Plan / Ground Floor Plan at 3025 JFK Blvd & High Line Plaza



North from Drexel Square



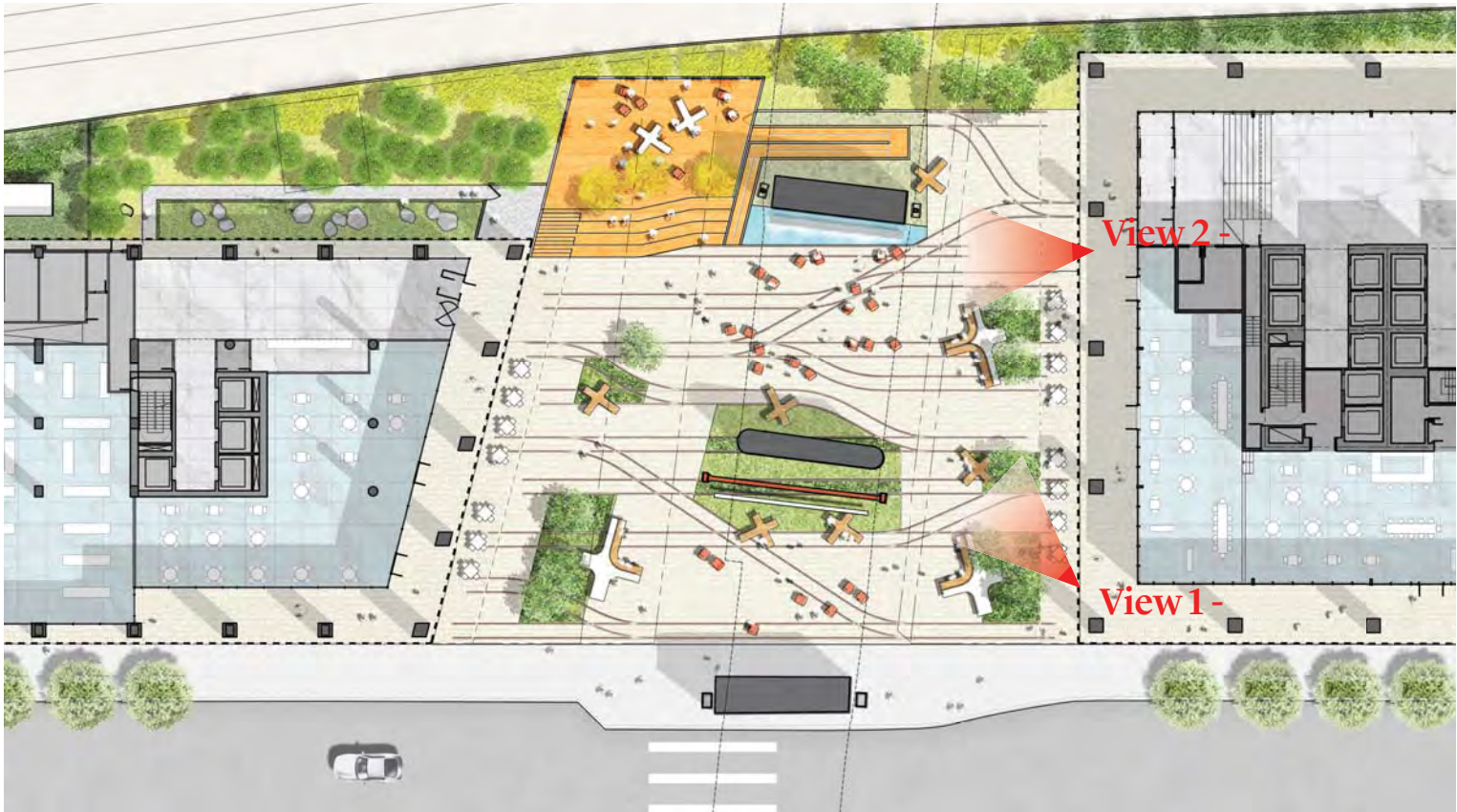
East from High Line Plaza



High Line Plaza / East Side



View 1 - Northeast from JFK Blvd

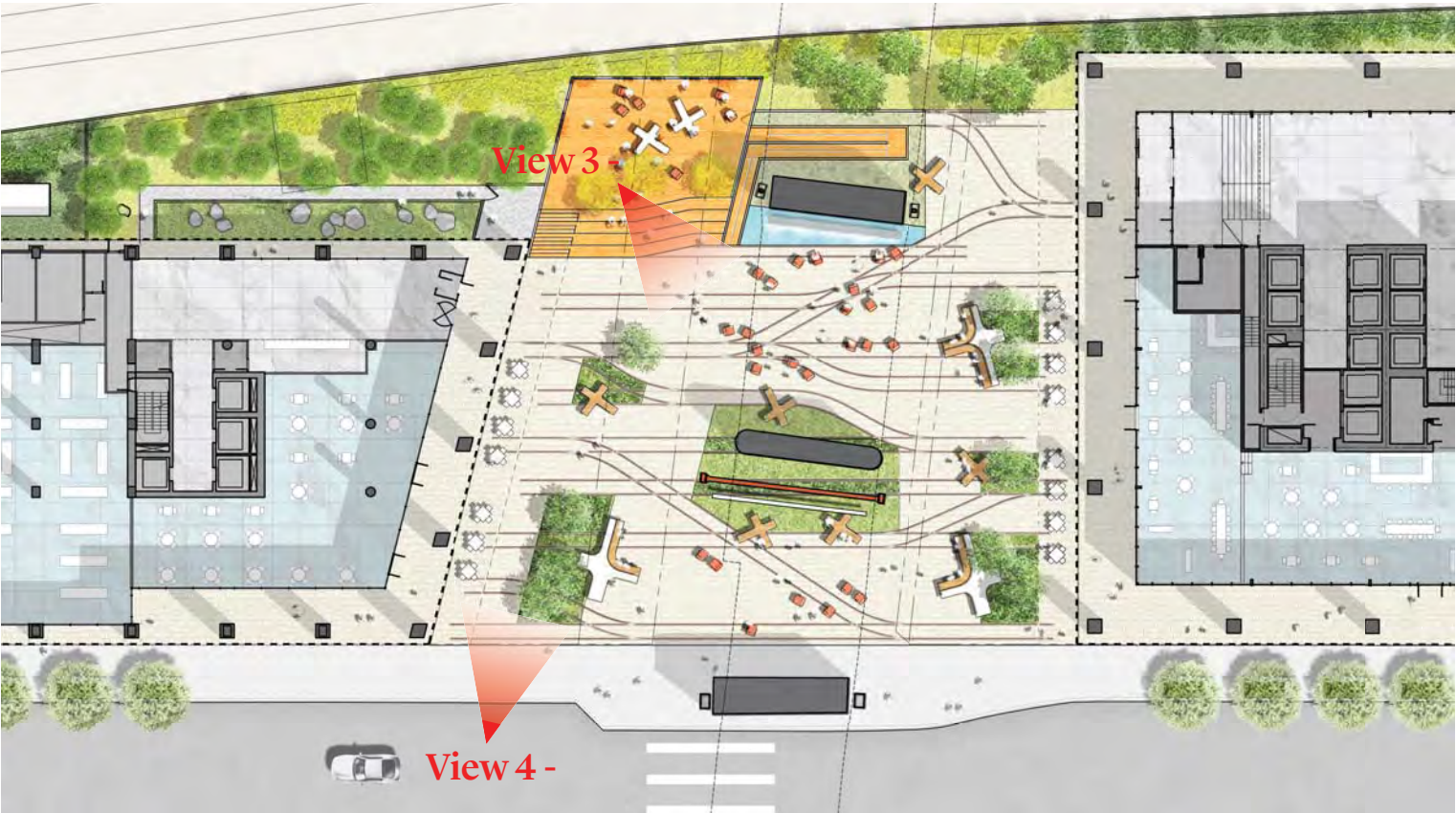


View 2 - West from 3001 JFK Blvd Lobby

High Line Plaza

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.

High Line Plaza / West Side



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 (fastigate)



Sugar maple



Concrete



Corten steel



Cousa dogwood



Dwarf fountain grass “Hameln”



Gravel



Stone (existing abutments)



Inkberry

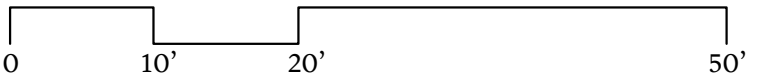
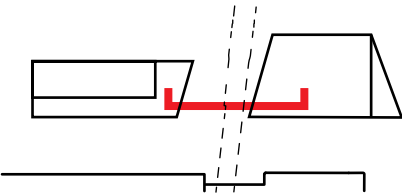


Red-twigged dogwood

High Line Plaza / East West Section



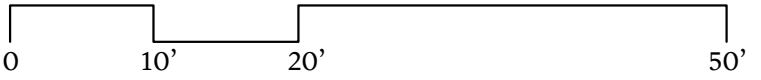
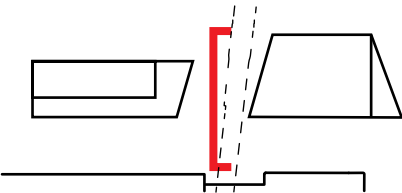
← 3025 JFK Blvd Outdoor Dining Social Seating Areas Flexible Plaza Space + Water Curtain Social Seating Areas Outdoor Dining 3001 JFK Blvd →



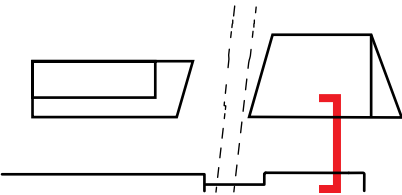
High Line Plaza / North South Section



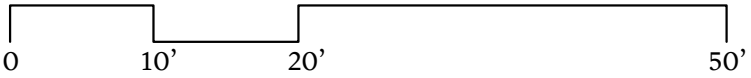
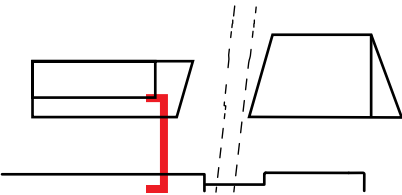
← SEPTA Planting Overlook + Bike Parking Seat Steps Flexible Plaza + Water Curtain Foyer and Interactive Art Installation JFK Boulevard →



Section JFK Blvd at 3001 JFK Blvd



Section JFK Blvd at 3025 JFK Blvd





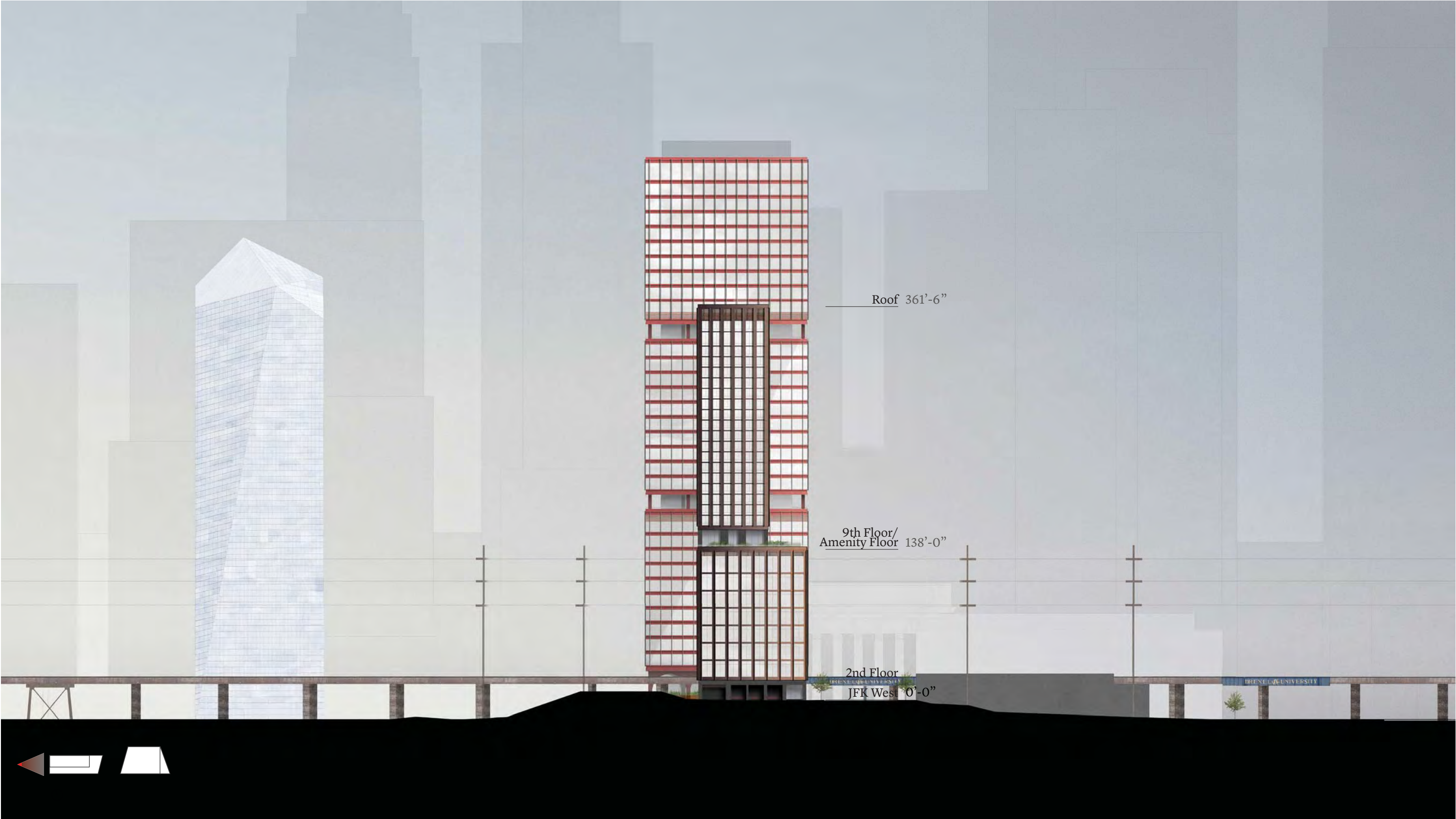
East Facing Elevation / 3001 JFK Blvd



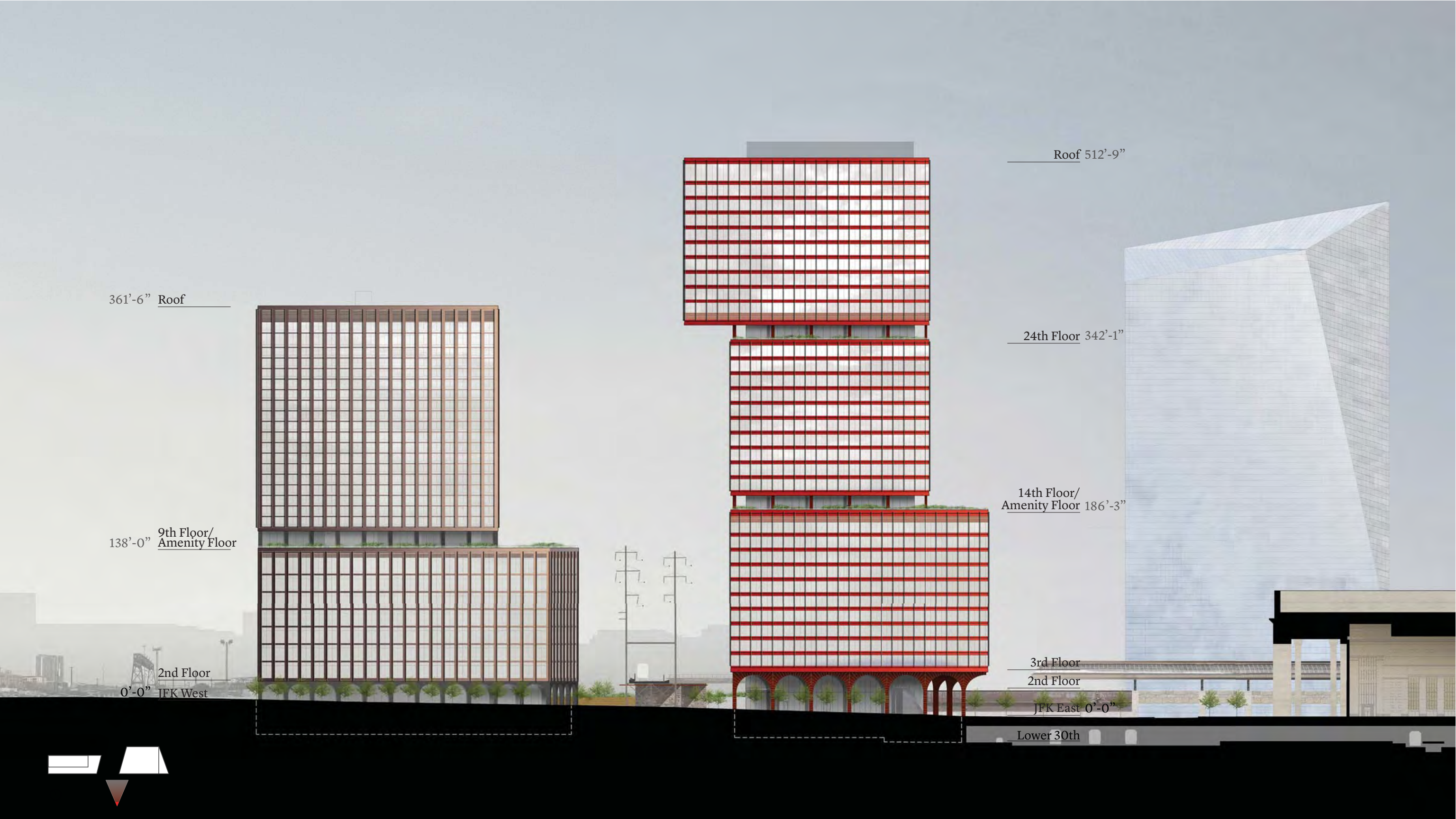
North Facing Elevation / 3001 & 3025 JFK Blvd



West Facing Elevation / 3025 JFK Blvd



South Facing Elevation / 3001 & 3025 JFK Blvd



West Facing Elevations / 3001 JFK Blvd



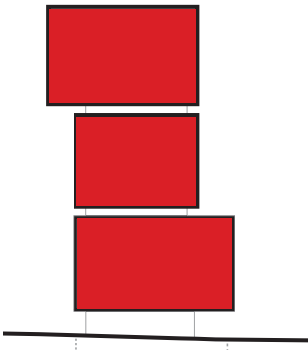
East Facing Elevations / 3025 JFK Blvd



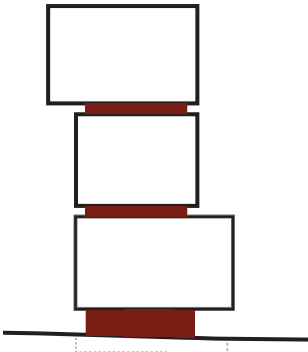
3001 JFK Blvd / Main Facade



3001 JFK Blvd / Facade Materials



Main Facade



Ground & Amenity Levels

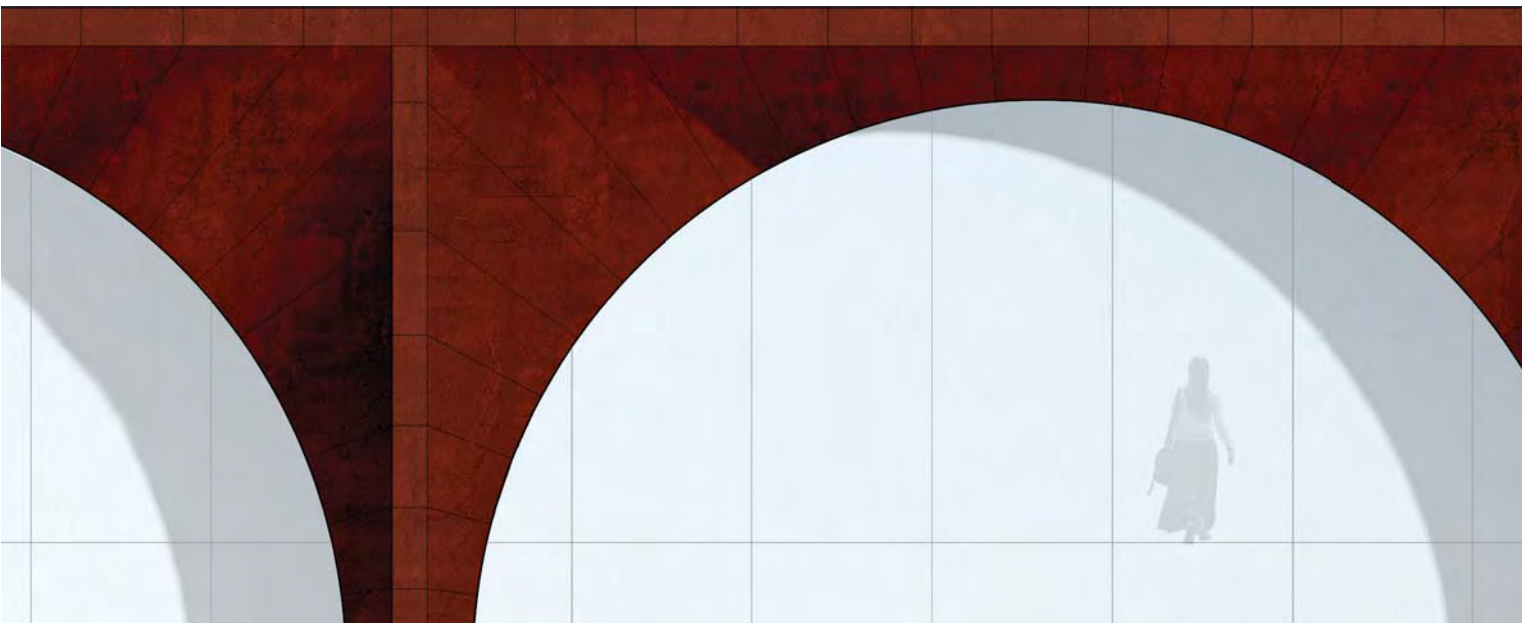
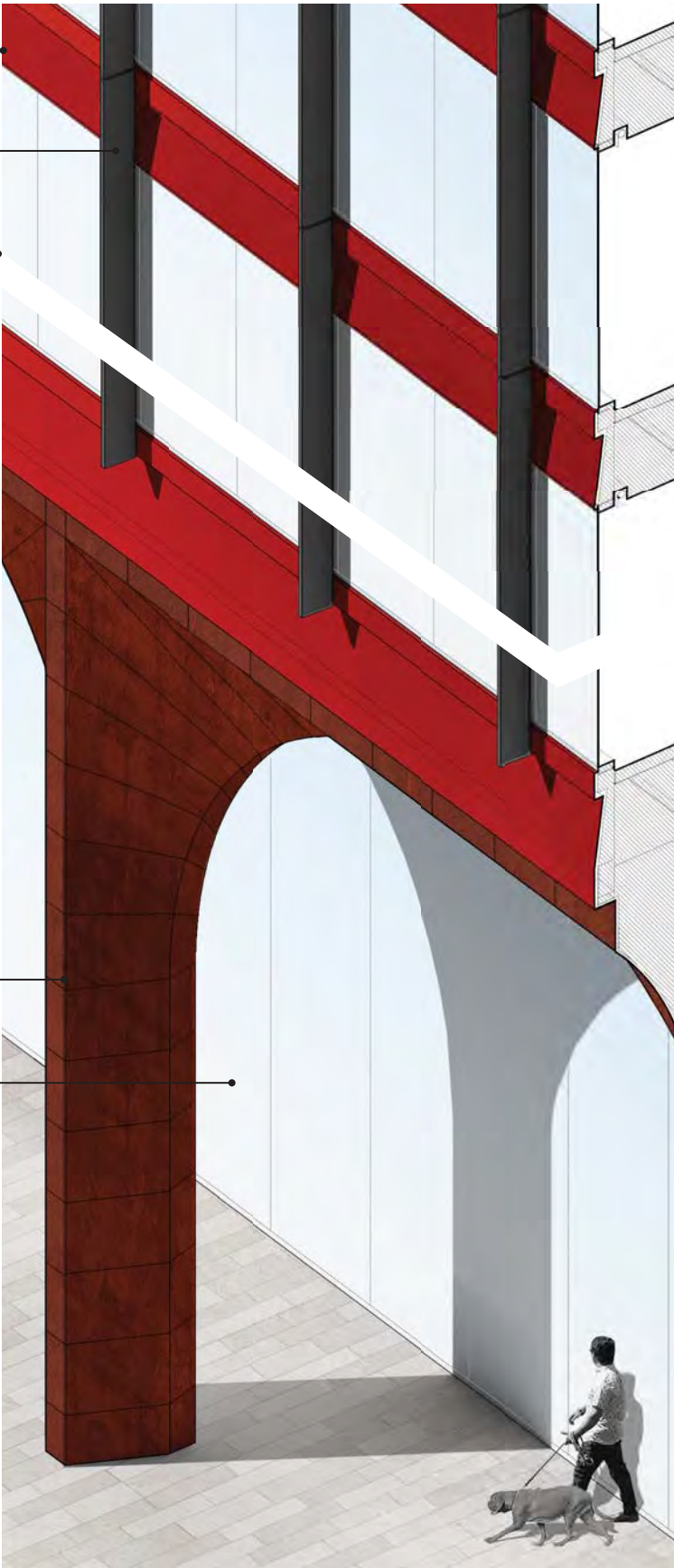
Painted aluminum
spandrel panel

Painted aluminum
decorative fins

Glazing

Terracotta
cladding

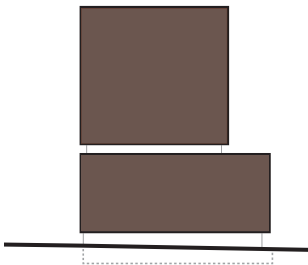
Glazing



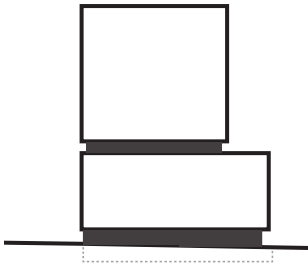
3025 JFK Blvd / Main Facade



3025 JFK Blvd / Facade Materials



Main Facade



Ground & Amenity Levels

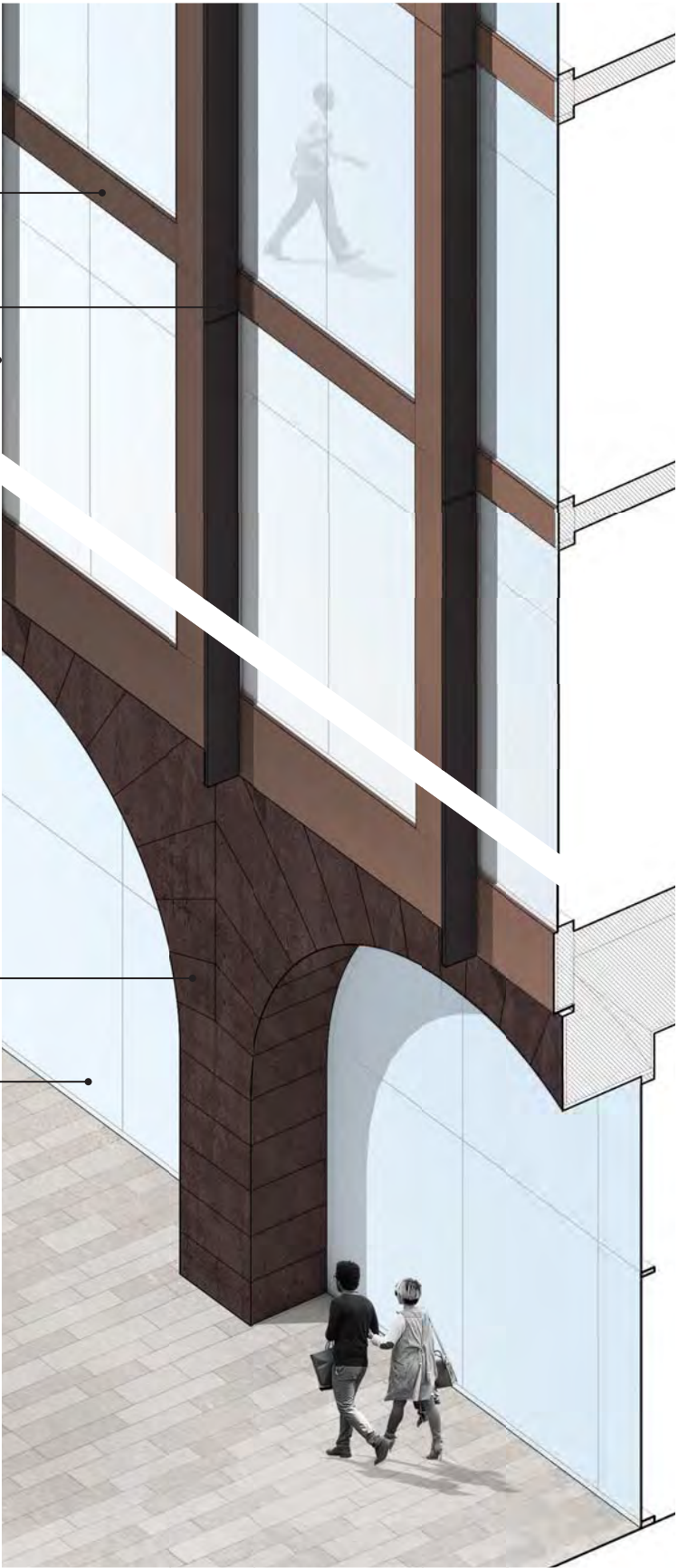
Painted aluminum
spandrel & vertical
panel

Painted aluminum
decorative fins

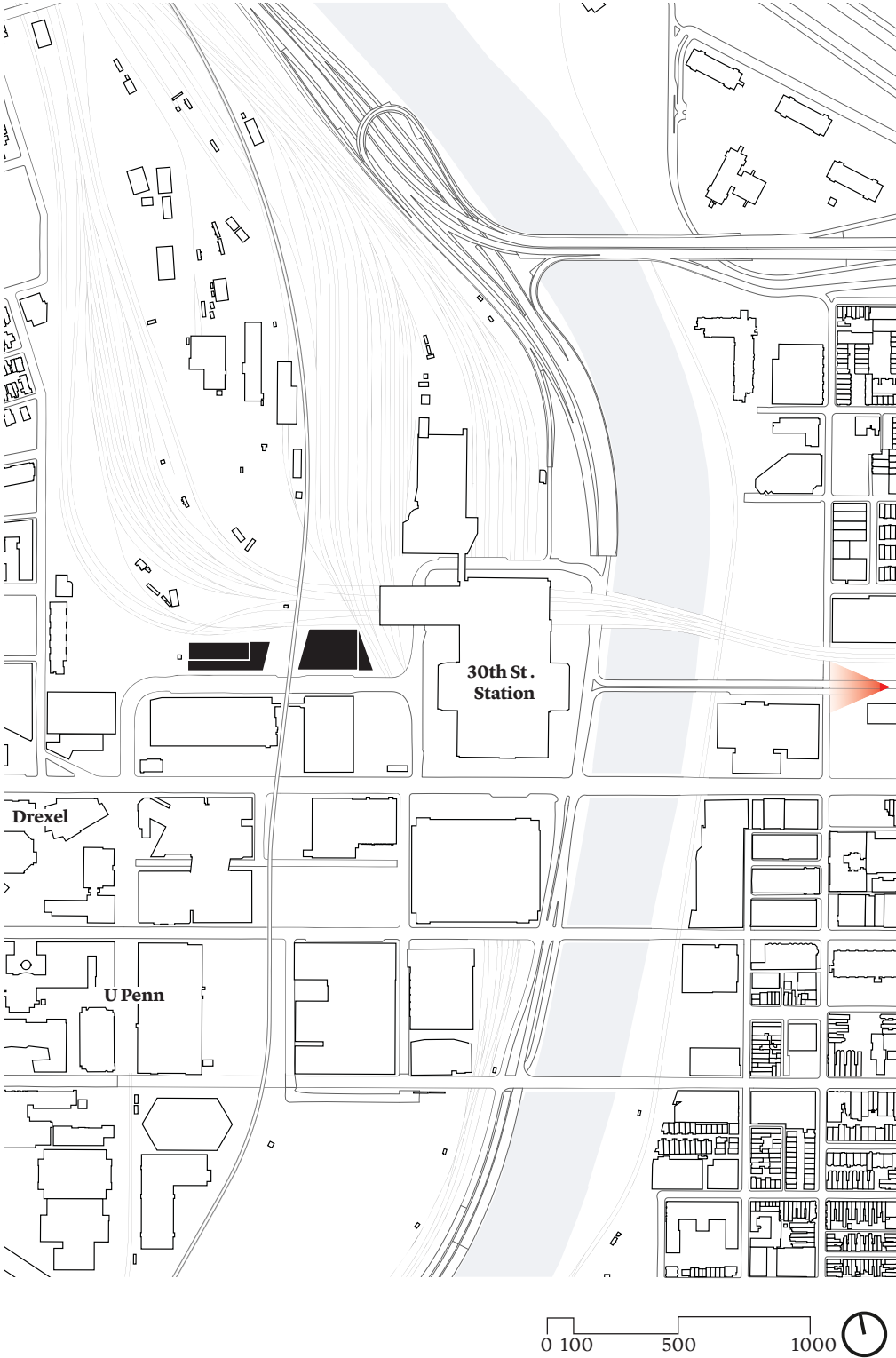
Glazing

Terracotta
cladding

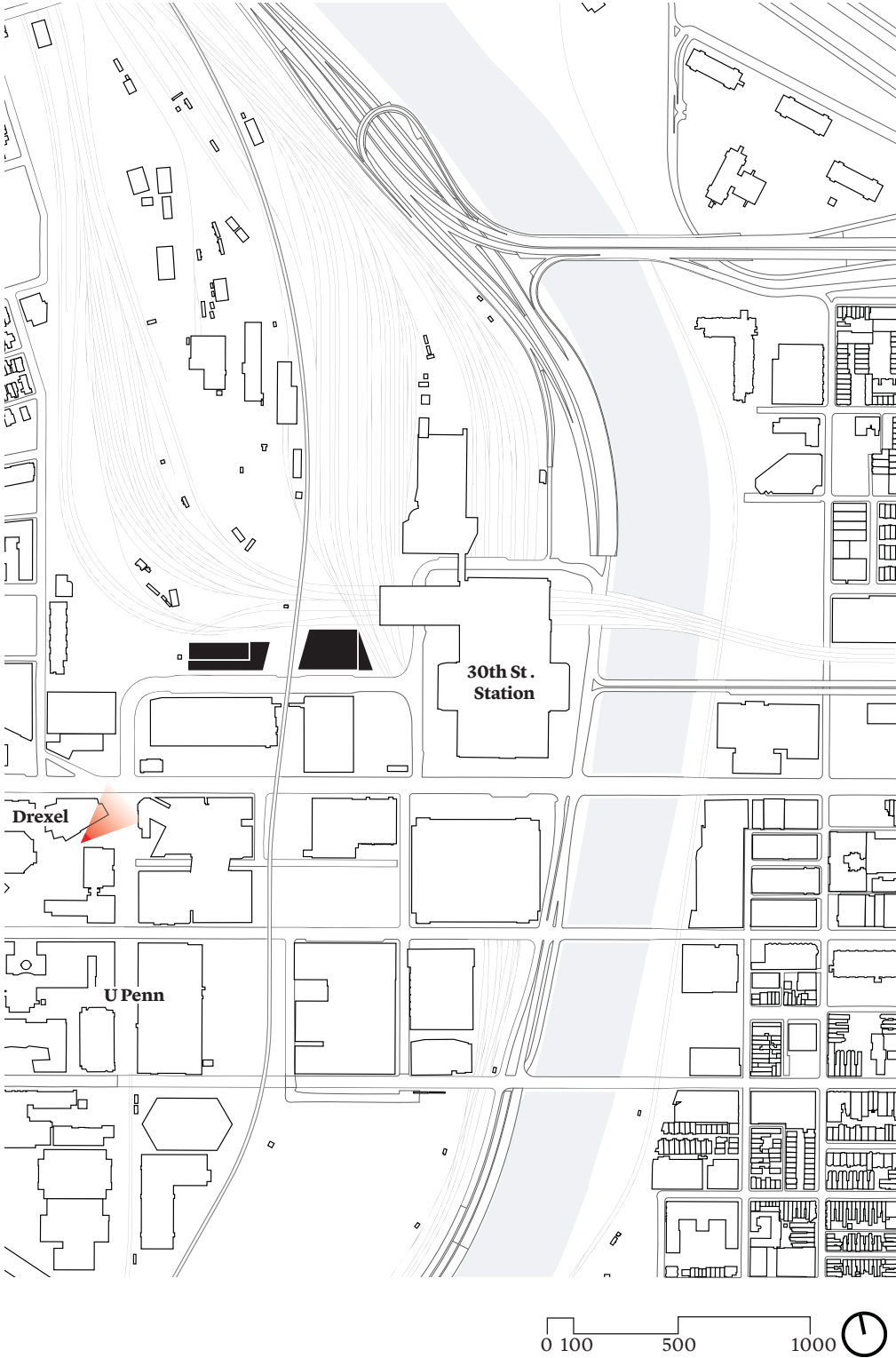
Glazing



West view from JFK Boulevard



Northeast view from College Walk / Drexel



North view from South Philadelphia



Sustainability Design Summary

Civic Design Review, Philadelphia		Sustainability Questionnaire
Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.

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 rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes, the project entry is less than a 1/4-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. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	Yes, at lease 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 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 SRI>29. B) Shading by trees, structures, or solar panels.	No

Philadelphia City Planning Commission

Civic Design Review, Philadelphia		Sustainability Questionnaire
Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.

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.	No

Energy and Atmosphere		
Energy Commissioning	Acquire a separate, independent commissioning service to insure 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 on going.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, although design is ongoing, and for the West Tower we anticipate the use of microturbines to lower energy consumption, yet we likely will not reach the 3% target. 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 equip 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 effectiveness.

Philadelphia City Planning Commission

Streets Handbook Checklist

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



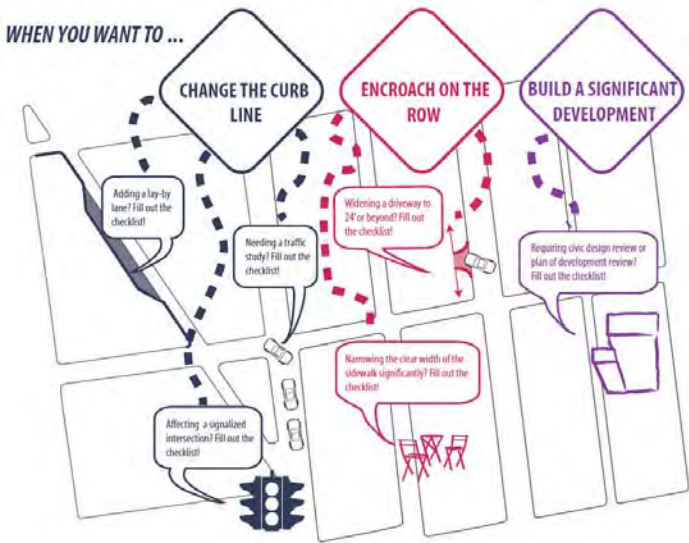
INSTRUCTIONS

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 §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

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



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

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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.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit> . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:

- o Placing of a new street;
- o Removal of an existing street;
- o Changes to roadway grades, curb lines, or widths; or
- o Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

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

*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY

Streets Handbook Checklist

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

Schuylkill Yards Phase 1 Full Buildout
2. DATE

July 26th 2019
3. APPLICANT NAME

Brandywine 3025 JFK, LP
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 NPDES boundary area of 4.53 acres and an overall limit of disturbance (LOD) of 3.31 acres. The on-site LOD is 2.02 acres.
4. APPLICANT CONTACT INFORMATION

Christopher Franklin, Christopher.Franklin@bdnreit.com
6. OWNER NAME

Brandywine 3025 JFK, LP
7. OWNER CONTACT INFORMATION

Christopher Franklin, (215) 254-7791
8. ENGINEER / ARCHITECT NAME

Pennoni Associates, Inc.
9. ENGINEER / ARCHITECT CONTACT INFORMATION

Mark T. Celoni, MCeloni@pennoni.com, (215) 254-7780
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
JFK Boulevard	30 th Street	32 nd Street	City neighborhood

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?

a. Parking and loading regulations in curb lanes adjacent to the site

YES ☒ NO ☐

b. Street Furniture such as bus shelters, honor boxes, etc.

YES ☒ NO ☐ N/A ☐

c. Street Direction

YES ☒ NO ☐

d. Curb Cuts

YES ☒ NO ☐ N/A ☐

e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.

YES ☒ NO ☐ N/A ☐

f. Building Extensions into the sidewalk, such as stairs and stoops

YES ☐ NO ☐ N/A ☒

APPLICANT: General Project Information

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: General Project Information

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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
JFK Boulevard	12' / 14.2' / 14.2'	15.03' / 15.03'
	/ /	/
	/ /	/
	/ /	/

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
JFK Boulevard	6' / 10.2' / 10.2'
	/ /
	/ /
	/ /

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
Curb Cut	30'	3001 JFK Blvd
Curb Cut	30'	3025 JFK Blvd

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	44'	3025 JFK Blvd
Fire Access - Curb Cut	44'	3025 JFK Blvd

Streets Handbook Checklist

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES ☒ NO ☐

DEPARTMENTAL APPROVAL
YES ☐ NO ☐

APPLICANT: Pedestrian Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
JFK Blvd	0' / 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
JFK Blvd	4' / 4' / 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). Are the following treatments identified and dimensioned on the plan?

Bicycle Parking	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/>	NO <input type="checkbox"/>
Lighting	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Benches	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Street Trees	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Street Furniture	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

19. Does the design avoid tripping hazards? YES ☒ NO ☐ N/A ☐ DEPARTMENTAL APPROVAL YES ☐ NO ☐

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception YES ☒ NO ☐ N/A ☐ YES ☐ NO ☐

Streets Handbook Checklist

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BUILDING & FURNISHING COMPONENT (continued)

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

YES ☒ NO ☐ N/A ☐ YES ☐ NO ☐
22. Does the design maintain adequate visibility for all roadway users at intersections?

YES ☒ NO ☐ N/A ☐ YES ☐ NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission



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>
24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
3001 JFK Blvd	225	0 / 0	0 / 0	0 / 225
3025 JFK Blvd	225	0 / 0	0 / 0	0 / 225
		/	/	/
		/	/	/

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

YES ☐ NO ☐ N/A ☒ YES ☐ NO ☐ N/A ☒ YES ☐ NO ☐ N/A ☒ YES ☐ NO ☒ N/A ☐

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

YES ☒ NO ☐ N/A ☐

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

YES ☐ NO ☐ N/A ☒
- DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐
- APPLICANT: Bicycle Component

Additional Explanation / Comments:
- DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:
- 8
- PAU

HR

SWA/Balsley

brandywine
REALTY / TRUST
- 61

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
29. 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"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
30. 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"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?		YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Curbside Management Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST
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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design?	WB-67	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
34. 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"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
35. Will the public right-of-way be used for loading and unloading activities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
36. Does the design maintain emergency vehicle access?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
37. 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"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
38. 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"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
39. 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"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Vehicle / Cartway Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
Reviewer Comments: _____

(1) http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

					DEPARTMENTAL APPROVAL
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
41. 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"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Urban Design Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

					DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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 <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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?				YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: _____

Streets Handbook Checklist

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____



swa/Balsley

