# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDR PROJECT APPLICATION</td>
<td>3</td>
</tr>
<tr>
<td>SUSTAINABILITY CHECKLIST</td>
<td>4</td>
</tr>
<tr>
<td>COMPLETE STREET CHECKLIST</td>
<td>5</td>
</tr>
<tr>
<td>SITE CONTEXT</td>
<td>12</td>
</tr>
<tr>
<td>Site Survey</td>
<td>16</td>
</tr>
<tr>
<td>ILLUSTRATIVE PLAN</td>
<td>18</td>
</tr>
<tr>
<td>BUILDING FLOOR PLANS</td>
<td>19</td>
</tr>
<tr>
<td>LANDSCAPE PLAN</td>
<td>29</td>
</tr>
<tr>
<td>Materials</td>
<td>30</td>
</tr>
<tr>
<td>BUILDING ELEVATIONS</td>
<td>31</td>
</tr>
<tr>
<td>SITE SECTIONS</td>
<td>33</td>
</tr>
<tr>
<td>RENDERINGS</td>
<td>35</td>
</tr>
<tr>
<td>MASSING MODEL</td>
<td>39</td>
</tr>
<tr>
<td>BUILDING MATERIALS</td>
<td>40</td>
</tr>
</tbody>
</table>
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: 1013412

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 and the creation of more than 100 dwelling units

PROJECT LOCATION

Planning District: Central District
Council District: 1
Address: 427-33 & 435-43 N Broad Street and 1327-31 Noble Street
Philadelphia, PA 19123

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

CONTACT INFORMATION

Applicant Name: BartonPartners Architects Planners, Inc.
Primary Phone: 610-930-2800

Email: sshaprio@bartonpartners.com
bwarwick@bartonpartners.com

Address: 700 E Main St, Suite 301
Norristown, PA 19401

Property Owner: Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints
Developer: 435 North Broad Associates, LLC

Architect: BartonPartners Architects Planners, Inc.

CDR PROJECT APPLICATION

SITE CONDITIONS

Site Area: 59,047 SF (.896 Ac)
Existing Zoning: CMX
Are Zoning Variances required? Yes No X

SITE USES

Present Use: Surface Parking lot
Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
- Residential Multi-Family 282,472 GSF (368 Units) + Residential Amenity/Mechanical 23,647 GSF, 10,574 GSF Retail, 8,351 GSF Office, and Parking/Loading 46,275 GSF
Proposed # of Parking Units: 107 Accessory Parking Spaces (Underground)

COMMUNITY MEETING

Community meeting held: Yes No X
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: October 22, 2019 Time: 6:30pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No X NA
If yes, indicate the date hearing will be held:
Date:
### Civic Sustainable Design Checklist

**Sustainability Design Elements**

**Water Efficiency**

- **6) Outdoor Water Use** Maintain on-site vegetation without irrigation. OR Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.

- **Yes**, The watering requirements will be reduced to 50% for the peak watering month.

**Sustainable Sites**

- **7) Permeable Site Surfaces** Provide 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 roof can be included in this calculation.

- **The public place's paving system left able for water percolation be collected on site. In addition, there are multiple trees and planting beds on site.**

**Energy and Atmosphere**

- **10) Energy Commissioning and Energy Performance – Going beyond the code**

- **Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks?**

- Reduce energy consumption by achieving 10% energy savings or more from an established baseline using ASHRAE standard 90.1-2016 (7.410 + 1.4 metric).

- **SHAKE certificate in Energy Star for Multifamily/New Construction (KMS).**

- **Achieve Passive House Certification**

---

**Location and Transportation**

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark                                                                举例IP</th>
<th>Does project meet benchmark? If no, please explain why.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a 1/2-mile (400-meter) walking distance from or planned bus, streetcar, or ride sharing stops, light rail, or heavy rail stations.</td>
<td>Yes; The Broad Street Line and bus routes 4, 16, and 630 are within a 1/4-mile radius.</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All new parking areas will be in the rear yard of the property or under the building, and unobstructed or uncovered parking areas are 40% or less of the site area.</td>
<td>Yes; All parking is underground or under the building podium.</td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.</td>
<td>Yes; 5% of the provided 107 parking spaces rooms 6 spaces are required. 6 charging spaces are provided.</td>
</tr>
<tr>
<td>(4) Railway Setbacks (excluding frontages facing train stops or enclosed subway lines or subway)</td>
<td>To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope; including windows, should reduce exterior sound transmission to IDBSA (if setback used, specify distance).</td>
<td>Not Applicable.</td>
</tr>
<tr>
<td>Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td>None is provided.</td>
</tr>
</tbody>
</table>

---

© 2019 BartonPartners Architects Planners, Inc

© 2019 BAHRAN Engineering

© 2019 Studio Bryan Hanes Landscape Architecture Urban Design

© 2019 BARTON PARTNERS

© 2019 BOHLER Engineering

© 2019 STUDIOBRYAN HANES

© 2019 BROAD AND NOBLE / PHILADELPHIA / 2019.10.22
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 design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

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

PRELIMINARY PCPC REVIEW AND COMMENT: DATE

FINAL STREETS DEPT REVIEW AND COMMENT: DATE

INSTRUCTIONS (continued)

Applicants should make sure to comply with the following requirements:

☐ This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.

☐ All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.

☐ All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.

☐ Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.

☐ ADA curb-ramp designs must be submitted to Streets Department for review.

☐ Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://www.philadelphiastreets.com/survey-and-design-bureau/city-plans-unit. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:

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

Complete Streets Review Submission Requirement*:

• EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale

☐ FULLY DIMENSIONED
☐ CURB CUTS/DRIVEWAYS/LAYBY LANES
☐ TREE PYTS/LANDSCAPING
☐ BICYCLE RACKS/STATIONS/STORAGE AREAS
☐ TRANSIT SHELTERS/STAIRWAYS

• PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale

☐ FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
☐ PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
☐ PROPOSED TREE PYTS/LANDSCAPING
☐ BICYCLE RACKS/STATIONS/STORAGE AREAS
☐ TRANSIT SHELTERS/STAIRWAYS

* Applicants please note: Only full-size, readable site plans will be accepted. Additional plans may be required and will be requested if necessary.
## COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

### GENERAL PROJECT INFORMATION

1. **PROJECT NAME**
   435 N Broad
2. **DATE**
   10/10/2019
3. **APPLICANT NAME**
   BartonPartners Architects and Planners, Inc.
   Attn: Seth Shapiro and Bill Warwick
4. **APPLICANT CONTACT INFORMATION**
   (610)930-2800 sshapiro@bartonpartners.com; bwarwick@bartonpartners.com
5. **PROJECT AREA**: list precise street limits and scope
   39,047 sf of site area along eastern side of Broad Street between Hamilton St. and Noble St.
6. **OWNER NAME**
   Corporation of the Presiding Bishop of the Church of Jesus Christ of the Latter-Day Saints—Attn: Michael Marcheschi
7. **OWNER CONTACT INFORMATION**
   marcheschimh@ldschurch.org – 215-328-7592
8. **ENGINEER / ARCHITECT NAME**
   Engineer: Cornelius Brown
   Architect: Bill Warwick
9. **ENGINEER / ARCHITECT CONTACT INFORMATION**
   Engineer: cbrown@bohlereng.com – 267-402-3400
   Architect: bwarwick@bartonpartners.com – (610) 910 2800

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/

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad Street</td>
<td>Hamilton St</td>
<td>Noble St</td>
<td>Civic Ceremonial</td>
</tr>
<tr>
<td>Hamilton Street</td>
<td>Broad St</td>
<td>Noble St</td>
<td>Local</td>
</tr>
<tr>
<td>Noble Street</td>
<td>Broad St</td>
<td>N/A</td>
<td>Local</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 □ N/A □
   b. Street Furniture such as bus shelters, honor boxes, etc.
      - YES □ NO □ N/A □
   c. Street Direction
      - YES □ NO □ N/A □
   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 □
### PEDESTRIAN COMPONENT (Handbook Section 4.3)

#### 12. SIDEWALK: List sidewalk widths for each street frontage. Required sidewalk widths are listed in Section 4.3 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
<td></td>
</tr>
<tr>
<td>Broad Street</td>
<td>20' / 8.5' / 19.7'</td>
<td>22' / 10.2'</td>
</tr>
<tr>
<td>Hamilton Street</td>
<td>10' / 6' / 8'</td>
<td>10' / 6'</td>
</tr>
<tr>
<td>Noble Street</td>
<td>10' / 6' / 10.2'</td>
<td>10' / 6' / 10.2'</td>
</tr>
</tbody>
</table>

#### 13. WALKING ZONE: List Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
</tr>
<tr>
<td>Broad Street</td>
<td>10' / 8' / 10'</td>
</tr>
<tr>
<td>Hamilton Street</td>
<td>5' / 5' / 5'</td>
</tr>
<tr>
<td>Noble Street</td>
<td>5' / 5.2' / 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 4.6.3, respectively, of the Handbook.

##### EXISTING VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>27'</td>
<td>Broad Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>27'</td>
<td>Broad Street</td>
</tr>
</tbody>
</table>

##### PROPOSED VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>12'</td>
<td>Hamilton Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>12'</td>
<td>Hamilton Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>48'</td>
<td>Noble Street</td>
</tr>
</tbody>
</table>

---

### 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?  

**APPLICANT:** Pedestrian Component  
Additional Explanation / Comments: The proposed development will replace the sidewalks to provide safe and comfortable access for pedestrians.

**DEPARTMENTAL REVIEW:** Pedestrian Component  
Reviewer Comments:
**COMPLETE STREETS HANDBOOK CHECKLIST**

**Building & Furnishing Component (Handbook Section 4.4)**

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

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
<th>Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td>/ /</td>
</tr>
<tr>
<td>Broad Street</td>
<td>5' / 8.7' / 8.7'</td>
<td>/</td>
</tr>
<tr>
<td>Hamilton Street</td>
<td>3.5' / 5' / 5'</td>
<td></td>
</tr>
<tr>
<td>Noble Street</td>
<td>3.5' / 5' / 5'</td>
<td></td>
</tr>
</tbody>
</table>

17. **Furnishing Zone:** List the minimum, recommended, existing, and proposed furnishing zone widths on each street frontage. The furnishing zone is further defined in section 4.4.2 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
<th>Recommended / Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad Street</td>
<td>5'</td>
<td>/ 5' / 5'</td>
</tr>
<tr>
<td>Hamilton Street</td>
<td>3.5'                          / 3'</td>
<td></td>
</tr>
<tr>
<td>Noble Street</td>
<td>3.5'                          / 3'</td>
<td></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?

<table>
<thead>
<tr>
<th>Treatment</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking</td>
<td></td>
<td></td>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Lighting</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Benches</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Street Trees</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Street Furniture</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

19. Does the design avoid tripping hazards?

   YES | NO | N/A

20. Does the design avoid pinch points? Pinch points are locations where the walking zone width is less than the required width identified in Item 13, or requires an exception

   YES | NO | N/A

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?

   YES | NO | N/A

**Application:** Building & Furnishing Component

Additional Explanation/Comments: Furnishing zones will be maintained for this development.

**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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building / 435 N. Broad St.</td>
<td>123</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 123</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

- Conventional Bike Lane
  - DEPARTMENTAL APPROVAL: YES ☐ NO ☑ N/A ☐

- Buffered Bike Lane
  - DEPARTMENTAL APPROVAL: YES ☐ NO ☑ N/A ☐

- Bicycle-Friendly Street
  - DEPARTMENTAL APPROVAL: YES ☐ NO ☑ N/A ☐

- Indego Bicycle Share Station
  - DEPARTMENTAL APPROVAL: YES ☐ NO ☑ N/A ☐

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?

DEPARTMENTAL REVIEW: Bicycle Component
Reviewer Comments:

APPLICANT: Bicycle Component
Additional Explanation / Comments: 123 bicycle parking spaces are provided within the building.

COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

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

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

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments:

APPLICANT: Curbside Management Component
Additional Explanation / Comments: There will be no change in accessibility, visibility, connectivity, and/or attractiveness of public transit.

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments:
### 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 WIDTHS</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

| WB40 and Passenger Vehicle | YES | NO | N/A | YES | NO |

34. Will the project affect a historically certified street? An inventory of historic streets(1) is maintained by the Philadelphia Historical Commission.

| YES | NO | N/A | YES | NO |

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

| YES | NO | N/A | YES | NO |

36. Does the design maintain emergency vehicle access?

| YES | NO | N/A | YES | NO |

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

| YES | NO | N/A | YES | NO |

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

| YES | NO | N/A | YES | NO |

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

| YES | NO | N/A | YES | NO |

#### DEPARTMENTAL APPROVAL

**APPLICANT:** Vehicle / Cartway Component

Additional Explanation / Comments:

**DEPARTMENTAL REVIEW:** Vehicle / Cartway Component

Reviewer Comments:

---

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

<table>
<thead>
<tr>
<th>DESIGN COMPONENT</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>YES □ NO □ N/A □ YES □ NO □</td>
</tr>
</tbody>
</table>

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

| YES □ NO □ N/A □ | YES □ NO □ |

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

| YES □ NO □ N/A □ | YES □ NO □ |

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

| YES □ NO □ N/A □ | YES □ NO □ |

#### DEPARTMENTAL APPROVAL

**APPLICANT:** Urban Design Component

Additional Explanation / Comments:

**DEPARTMENTAL REVIEW:** Urban Design Component

Reviewer Comments:

---

(1) [http://www.philadelphiacommonsadmins.com/Uploads/Files/Historical_Street_Paving.pdf](http://www.philadelphiacommonsadmins.com/Uploads/Files/Historical_Street_Paving.pdf)
# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

## INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

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

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

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

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

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

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?

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

If yes, City Plan Action may be required.

47. Identify “High Priority” intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following “High Priority” design treatments identified and dimensioned on the plan?

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

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

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

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

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

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

### ADDITIONAL COMMENTS

**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments: ____

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**

Reviewer Comments: ____
EXISTING SITE CONDITIONS

1. Broad Street, looking down Hamilton Street
2. Broad Street, looking into site
3. Broad Street, looking down Noble Street
4. Hamilton Street, looking towards Broad Street
5. Noble Street, looking towards Broad Street
6. Broad Street, looking towards Noble Street
SITE CONTEXT WITH PROPOSAL
LOWER GARAGE FLOOR PLAN

SCALE: 1/32" = 1'-0"

UNEXCAVATED
BUILDING LAYOUT

GARAGE FLOOR PLAN

SCALE: 1/32" = 1'-0"
SECOND FLOOR PLAN

BUILDING LAYOUT
BUILDING LAYOUT

3RD THROUGH 13TH FLOOR PLAN

SCALE: 1/32" = 1'-0"
14TH THROUGH 17TH FLOORS

BUILDING LAYOUT
18TH (AMENITY) FLOOR
UPPER ROOF PLAN

BUILDING LAYOUT
LANDSCAPE PLAN
Honey Locust (Gledistia triacanthos) - Noble St. plaza trees

Gray Granite - Main entrance and Noble St. plaza paving

American Elm (Ulmus americana) - Broad St. trees

Existing Vine Screen on Noble Street
ELEVATION (FACING BROAD STREET)

ELEVATION (FACING NOBLE STREET)
PROJECT NUMBER: 19506
BROAD & NOBLE SITE
PHILADELPHIA, PA
CLIENT: TOLL BROTHERS APARTMENT LIVING
DATE: 2019.07.31

BUILDING ELEVATIONS

FLOOR 18
+187'-8"
FLOOR 17
+171'-9"
FLOOR 16
+161'-10"
FLOOR 15
+151'-11"
FLOOR 14
+142'-0"
FLOOR 13
+132'-1"
FLOOR 12
+122'-2"
FLOOR 11
+112'-3"
FLOOR 10
+102'-4"
FLOOR 09
+92'-5"
FLOOR 08
+82'-6"
FLOOR 07
+72'-7"
FLOOR 06
+62'-8"
FLOOR 05
+52'-9"
FLOOR 04
+42'-10"
FLOOR 03
+32'-11"
FLOOR 02
+23'-0"
FLOOR 01
+13'-0"

FLOOR 18
+209'-1"
FLOOR 17
+171'-9"
FLOOR 16
+161'-10"
FLOOR 15
+151'-11"
FLOOR 14
+142'-0"
FLOOR 13
+132'-1"
FLOOR 12
+122'-2"
FLOOR 11
+112'-3"
FLOOR 10
+102'-4"
FLOOR 09
+92'-5"
FLOOR 08
+82'-6"
FLOOR 07
+72'-7"
FLOOR 06
+62'-8"
FLOOR 05
+52'-9"
FLOOR 04
+42'-10"
FLOOR 03
+32'-11"
FLOOR 02
+23'-0"
FLOOR 01
+13'-0"

SCALE: 1/32" = 1'-0"

PARAPET +231'-0"
ROOF +229'-0"
MECH PENTHOUSE +209'-1"

ELEVATION (FACING INTERIOR OF BLOCK)

ELEVATION (FACING HAMILTON STREET)

© 2019 BartonPartners Architects Planners, Inc
BROAD AND NOBLE / PHILADELPHIA / 2019.10.22
EAST FACING SITE SECTION

NECTARINE STREET  BUTTONWOOD STREET  HAMILTON STREET  PROPOSED SITE  NOBLE STREET  CALLOWHILL STREET

SCALE: 1" = 80'-0"