1200 NORMANDY PLACE

Philadelphia City Planning Commission
CIVIC DESIGN REVIEW
PROJECT DESCRIPTION

Part of the next phase of construction at the Navy Yard, 1200 Normandy Place serves as a gateway from the Corporate Center to the future development of the Historic District’s new downtown corridor connecting to the Waterfront.

Anchored by a historic structure home to the Chapel of the Four Chaplains, the Chapel Block consists of two new mixed-use mid-rise buildings bringing new residents and retail spaces to the heart of the Navy Yard.

The ground floors of each building will contain a large proportion of retail area, bringing new dining, shopping or maker-spaces to the Historic Core.

Portions of both buildings are carved away to create outdoor amenity spaces that break down the massing as well as provide enhanced light and functionality to the occupants.
SITE CONTEXT

- MARINE PARADE GROUNDS
- CHAPEL OF FOUR CHAPLAINS
- CENTRAL GREEN
- LEAGUE ISLAND PARK

SITE BOUNDARY
EXISTING SITE SURVEY

ALL DOCUMENTS PREPARED BY PENNONI ASSOCIATES ARE INSTRUMENTS OF SERVICE IN RESPECT OF THE PROJECT. THEY ARE NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE BY OWNER OR OTHERS ON THE EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY PENNONI ASSOCIATES FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO PENNONI ASSOCIATES; AND OWNER SHALL INDEMNIFY AND HOLD HARMLESS PENNONI ASSOCIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK.

LOCATION MAP
Scale: 1" = 1000'

SITE WATERSHED MAP
Scale: 1" = 5000'

SITE WATERSHED: DELAWARE DIRECT

CALL 1-800-242-1776
CALL BEFORE YOU DIG
BEFORE YOU DIG ANYWHERE IN PENNSYLVANIA
PA. ACT 287 OF 1974 REQUIRES THREE WORKING DAYS NOTICE TO UTILITIES BEFORE YOU EXCAVATE, DRILL OR BLAST PENNSYLVANIA ONE-CALL SYSTEM, INC.

SERIAL NUMBER(S):

NOT FOR CONSTRUCTION
PWD TRACKING NO.: XXXX-XXXX-XXXX-XX

ENMOS21004

CHAPEL BLOCK
ENSEMBLE REAL ESTATE INVESTMENTS
444 W OCEAN BLVD #650
LONG BEACH, CA 90802

4801 S. 12TH STREET
PHILADELPHIA, PA 19112
1 View from Normandy Place & S 12th Street
2 View from S 12th Street across site
3 View from S 12th Street with existing building
4 View from Constitution Avenue & S 12th Street
5 View from 13th Street & Constitution Avenue
6 View from 13th Street & Normandy Place
EXISTING BRICK TO REMAIN

EXISTING STONE SETTS, TYP.

P.I.P. CONCRETE AS PER EXISTING, TYP.

EXISTING BRICK TO REMAIN

EXISTING STONE SETTS, TYP.

P.I.P. CONCRETE AS PER EXISTING, TYP.

EXISTING BRICK TO REMAIN

EXISTING STONE SETTS, TYP.

P.I.P. CONCRETE AS PER EXISTING, TYP.

P.L.P CONCRETE, AS PER EXISTING, TYP.

EXISTING STONE SETTS, TYP.

PERMEABLE UNIT PAVER

PROPOSED BUILDING A

EXISTING CHAPEL

PROPOSED BUILDING B

EXISTING BARRACKS

SOUTH 12TH STREET

SOUTH 11TH STREET

SOUTH 13TH STREET

NORMANDY PLACE

CONSTITUTION AVENUE

ONE WAY DRIVEWAY

SOUTH 11TH STREET

SITE BOUNDARY

Building Entry

Service Entry
EXISTING P.I.P CONCRETE, TYP.
EXISTING ASPHALT TYP.
EXISTING STONE SETTS, TYP.
EXISTING BRICK, TYP.

CAFE TABLE AND CHAIRS

PERMEABLE UNIT PAVER
BUILDING CONTEXT: THE NAVY YARD

Historic / Ornate
Symmetry
Brick
Street Scale vs Residential Scale

Historic / Industrial
Warehouse
Grids
Masonry & Concrete & Metal

Contemporary / Commercial
Sculptural Masses
Grids
Metal & Concrete & Panelized
The two buildings that comprise 1200 Normandy Place are envisioned as a place where history connects to the present day by developing modern mixed-use buildings with materials which are sympathetic to adjacent historic architecture. Modern façade materials celebrate the past industrial presence of the Navy Yard, with expansive windows and monumental forms that echo the iconic warehouse buildings of the past.
EAST ELEVATION - 12th Street

WEST ELEVATION - 13th Street

MATERIAL LEGEND
1. METAL CLADDING (TYPE 1)
2. METAL CLADDING (TYPE 2)
3. COMPOSITE WINDOWS/DOORS
4. ALUMINUM CURTAIN WALL
5. MODULAR FACE BRICK (TYPE 1)
6. MODULAR FACE BRICK (TYPE 2)
PROPOSED BUILDING A

SOUTH ELEVATION - One-way Driveway

PROPOSED BUILDING B

NORTH ELEVATION - One-way Driveway
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: ZP-2021-005587

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

The project includes more than 100,000 sq-ft of new gross floor area and creates more than 100 new dwelling units.

PROJECT LOCATION

Planning District: Lower South Council District: 2

Address: 1200 Normandy Pl along with 1225 Constitution Ave and 1260 Normandy Pl

Is this parcel within an Opportunity Zone? Yes No Uncertain

If yes, is the project using Opportunity Zone Funding? Yes No

CONTACT INFORMATION

Applicant Name: Robert M. Careless, Esq. Primary Phone: (215) 665-4798

Email: rcareless@cozen.com Address: One Liberty Place, 1650 Market St Suite 2800, Philadelphia, PA 19103

Property Owner: Philadelphia Authority for Industrial Development

Architect: DIGSAU

SITE CONDITIONS

Site Area: 3.76 Acres

Existing Zoning: CMX-3 Are Zoning Variances required? Yes ___ No  x

Proposed Use:

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

<table>
<thead>
<tr>
<th>LEVEL</th>
<th>BUILDING A</th>
<th>BUILDING B</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RESIDENTIAL</td>
<td>COMMERCIAL</td>
</tr>
<tr>
<td></td>
<td>(SF)</td>
<td>(SF)</td>
</tr>
<tr>
<td>1ST FL</td>
<td>60,000 (SF)</td>
<td>59,190 (SF)</td>
</tr>
<tr>
<td>2ND FL</td>
<td>53,000 (SF)</td>
<td>51,805 (SF)</td>
</tr>
<tr>
<td>3RD FL</td>
<td>54,207 (SF)</td>
<td>51,805 (SF)</td>
</tr>
<tr>
<td></td>
<td>54,207 (SF)</td>
<td>54,207 (SF)</td>
</tr>
</tbody>
</table>

Proposed # of Parking Units: 166 total parking spaces and 230 Class 1A bicycle parking spaces

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: July 8th, 2021 Time: 6:00 PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ___ No  x NA  x

If yes, indicate the date hearing will be held:

Date: ____________________
SUSTAINABILITY APPROACH

The project is pursuing LEED V4 for New Construction through the US Green Building Council (USGBC).

Located on previously developed land in the Navy Yard on a Federal Renewal Community Site, the project promotes dense, walkable residential development within close proximity to several existing bus shuttle routes.

A combination of storm water management solutions, such as pervious paving and underground retention basins increase stormwater infiltration and slow runoff to protect the municipal sewer system.

Plantings on the roof terrace of the North building will help reduce the urban heat island effect and providing a welcome natural environment for residents. The upper roof will utilize light colored roofing material to further minimize heat gain.

High performance operable windows in each residence will provide natural ventilation, reducing dependence on the centralized mechanical systems for cooling loads and enhancing the indoor air quality of each room. A high efficiency mechanical system, including a heat recovery systems for common spaces and retail tenants, will further reduce the demand on the conventional heating and cooling systems.
Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptions from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location and Transportation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>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.</td>
<td>The project is located within a ¼-mile walk of a city bus stop and two Navy Yard Shuttle bus routes.</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 unenclosed or uncovered parking areas are 40% or less of the site area.</td>
<td>All parking for the project will be in an adjacent enclosed garage.</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 sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.</td>
<td>5% of the designated parking spaces within the adjacent enclosed garage.</td>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)</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 60dBA. (If setback used, specify distance)</td>
<td>Not applicable.</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td>The project will not incorporate a bike share station.</td>
</tr>
</tbody>
</table>

## Water Efficiency

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(6) Outdoor Water Use</td>
<td>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.</td>
</tr>
</tbody>
</table>

## Sustainable Sites

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(7) Pervious Site Surfaces</td>
<td>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.</td>
</tr>
<tr>
<td>(8) Rainwater Management</td>
<td>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.</td>
</tr>
</tbody>
</table>

## Energy and Atmosphere

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(9) Heat Island Reduction (excluding roofs)</td>
<td>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&gt;29. B) Shading by trees, structures, or solar panels.</td>
</tr>
<tr>
<td>(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td>PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2016 using an energy model created by a qualified engineer.</td>
</tr>
<tr>
<td>(11) Energy Commissioning and Energy Performance - Going beyond the code</td>
<td>Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ¹²</td>
</tr>
</tbody>
</table>
### Civic Sustainable Design Checklist – Updated September 3, 2019

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>(12) Indoor Air Quality and Transportation</td>
<td>Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. iv</td>
</tr>
<tr>
<td>(13) On-Site Renewable Energy</td>
<td>Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. The project is not anticipated to produce renewable energy on-site.</td>
</tr>
<tr>
<td>Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm. Targeting 40+ EPDs for healthy materials and the LEED Integrative Analysis of Materials pilot credit.</td>
</tr>
</tbody>
</table>

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2. Title 4 The Philadelphia Building Construction and Occupancy Code

3. LEED 4.1, Optimize Energy Performance in LEED v4.1
   For Passive House, see [www.phius.org](http://www.phius.org)

4. Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways.
The City of Philadelphia's Complete Streets policies are designed to ensure that city streets are safe, comfortable and convenient for people of all ages and abilities, whether they travel by car, bus, train, bike, or foot (see §11-901 of The Philadelphia Code).

The Complete Streets Checklist is an implementation tool of the Philadelphia Complete Streets Handbook (the "Handbook") and enables City engineers and planners to review projects for compliance with the Handbook’s design guidance. The Handbook does not supersede or replace language, standards or policies established in the City Code, City Plan, PennDOT Standards, or the Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission reviews and comments on preliminary Complete Streets Checklists as part of the Civic Manual on Uniform Traffic Control Devices (MUTCD).

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### COMPLETE STREETS CHECKLIST

**City of Philadelphia**

#### COMPLETE STREETS TRIGGERS

Trigger names are in italics for later reference

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are you proposing &quot;Large&quot; Curb Cuts (greater than 24 feet wide)?</td>
<td>No</td>
</tr>
<tr>
<td>Does this project propose the creation of a Lay-by Lane?</td>
<td>No</td>
</tr>
<tr>
<td>Does the project propose ‘Narrow Walking Zones’ (does not meet minimum walking zone requirements)?</td>
<td>No</td>
</tr>
<tr>
<td>Is project subject to Civic Design Review, as required by the Zoning Code?</td>
<td>Yes</td>
</tr>
<tr>
<td>Have you been requested, or are you required, to submit a Traffic Impact Study per PennDOT thresholds? Answer yes for all sites expected to generate any of the following: 3,000 trips/day (1,500 vehicles/day), 100 trips/peak hour (entering), 100 trips/peak hour (exiting), 100 additional trips/peak hour (entering and exiting a redevelopment site), or as required by the Streets Department or other City agencies (applies to all city and state routes).</td>
<td>No</td>
</tr>
<tr>
<td>Does this project impact a Signalized Intersection?</td>
<td>No</td>
</tr>
<tr>
<td>Is this a Capital Project (City of Philadelphia) involving a City Plan Action?</td>
<td>No</td>
</tr>
<tr>
<td>Is this a Philadelphia Streets Department Project?</td>
<td>No</td>
</tr>
</tbody>
</table>

#### PLAN REQUIREMENTS

**CDR Projects Only:** Planning Commission Review

- Submit separate Existing Features Survey and Currently Proposed Features Site Plans
  - Full sized plans, dimensioned at an identified standard engineering scale
  - Curb cut/driveways/lay-by lanes
  - Tree pits, landscaping
  - Bicycle racks/bike share stations/bike storage areas
  - Transit shelters/stairways
- Include additional sheets or plans, as may be required

**All Projects:** Final Streets Department Submission Requirements

- All plans submitted to the Streets Department, Right of Way Unit, will conform to the current plan review standards, as published separately on the customer service page: [http://www.philadelphiastreets.com/customer-service/downloads-and-links](http://www.philadelphiastreets.com/customer-service/downloads-and-links)
- Any project that changes the curb line may require a City Plan Action. An application to the Streets Department for a City Plan Action is required when a project plan proposes to create a new street/utility right of way, or remove an existing street/utility right of way, change the roadway grades, curb lines, or widths.

#### COMPLETE STREETS HANDBOOK CHECKLIST

**City of Philadelphia**

<table>
<thead>
<tr>
<th>STREET</th>
<th>From Street</th>
<th>To Street</th>
<th>Complete Street Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Constitution Avenue</td>
<td>South 12th Street</td>
<td>South 13th Street</td>
<td>City Neighborhood</td>
</tr>
<tr>
<td>Normandy Place</td>
<td>South 12th Street</td>
<td>South 13th Street</td>
<td>City Neighborhood</td>
</tr>
<tr>
<td>South 12th Street</td>
<td>Normandy Place</td>
<td>Constitution Avenue</td>
<td>City Neighborhood</td>
</tr>
<tr>
<td>South 13th Street</td>
<td>Normandy Place</td>
<td>Constitution Avenue</td>
<td>City Neighborhood</td>
</tr>
</tbody>
</table>

#### EXISTING CONDITIONS

Do the plans clearly identify the following EXISTING conditions, with dimensions?

- Parking and loading regulations in curb lanes adjacent to the site? Yes
- Street Direction Yes
- Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. Yes
- Building Extensions into the sidewalk, such as stairs and stoops Yes
- Street Furniture such as bus shelters, honor boxes, etc. Yes

#### Curb Cuts/Driveways and Lay-By Lanes (List All Below)

<table>
<thead>
<tr>
<th>Type (Curb Cut or Lay-By)</th>
<th>Width</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>20.8’</td>
<td>Constitution Avenue</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>31’</td>
<td>South 13th Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>20.4’</td>
<td>South 12th Street</td>
</tr>
</tbody>
</table>
### PROPOSED CONDITIONS (General)

<table>
<thead>
<tr>
<th>Do the plans clearly identify the following PROPOSED conditions, with dimensions?</th>
<th>Yes/No</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking lanes and loading zones</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Street Direction</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Building extensions into the sidewalk, such as stairs and stoops</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Sidewalks and corner curb ramps, complying with current City, PennDOT, and Americans with Disabilities Act (ADA) standards (subject to separate Streets Department approval)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Does the design avoid pinch points? Pinch points are locations where the Minimum Walking Zone width (next page) is less than required, or requires an exception.</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Do street trees and/or plants comply with street installation requirements? See sections 4.4.7 &amp; 4.4.8 for guidance.</td>
<td>Not applicable</td>
<td></td>
</tr>
<tr>
<td>Does the design maintain adequate visibility for all roadway users at intersections?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Identify proposed “high priority” building and furnishing zone design treatments that are incorporated into the design plan, where width permits. “High Priority” Complete Streets treatments (see Handbook) must be shown and dimensioned on plans.</td>
<td>Not applicable</td>
<td></td>
</tr>
<tr>
<td>- Bicycle Parking</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>- Street Lighting</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>- Street Trees</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>- Street Furniture (Ordinance of City Council may be Required)</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>- Benches (Ordinance of City Council may be Required)</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

### Curb Cuts/Driveways and Lay-By Lanes (List All Below)

<table>
<thead>
<tr>
<th>Type (Curb Cut or Lay-By)</th>
<th>Width</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>24’</td>
<td>Constitution Avenue</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>21’</td>
<td>South 13th Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>24’</td>
<td>Normandy Place</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>24’</td>
<td>Normandy Place</td>
</tr>
</tbody>
</table>
All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Complete Streets Handbook).

**Planning Commission Review Comments:**

A small section of the existing walking zone on 13th Street falls 0.2' short of the 6' requirement. The existing sidewalk is to be protected and maintained.

List how the plan affects the accessibility, visibility, connectivity, and/or attractiveness of public transit:

The proposed development does not impact any existing intersections and provides bike parking for easy access to public transit facilities within the Navy Yard.

**Planning Commission Review Comments:**

Applications with only the following triggers: Large Curb Cuts, Lay-by Lanes, Narrow Walking Zones

**STOP:** Applications with any of the following triggers: Civic Design Review, Traffic Impact Study, Signalized Intersection, Capital Projects, and Streets Department Projects

**CONTINUE:** Applications with any of the following triggers: Civic Design Review, Traffic Impact Study, Signalized Intersection, Capital Projects, and Streets Department Projects

**COMPLETE STREETS CHECKLIST**

**City of Philadelphia**

<table>
<thead>
<tr>
<th>SIDEWALKS (Handbook Section 4.3 &amp; 4.4)</th>
<th>(All dimensions in feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Frontage</td>
<td>Actual Sidewalk Width</td>
</tr>
<tr>
<td>Required</td>
<td>Existing</td>
</tr>
<tr>
<td>Constitution Avenue</td>
<td>12'</td>
</tr>
<tr>
<td>Normandy Place</td>
<td>12'</td>
</tr>
<tr>
<td>South 12th Street</td>
<td>12'</td>
</tr>
<tr>
<td>South 13th Street (South of Proposed Driveway)</td>
<td>12'</td>
</tr>
</tbody>
</table>

**COMPLETE STREETS HANDBOOK CHECKLIST**

**City of Philadelphia**

<table>
<thead>
<tr>
<th>BICYCLE PARKING (Handbook Section 4.5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
</tr>
<tr>
<td>Building Address</td>
</tr>
<tr>
<td>Required</td>
</tr>
<tr>
<td>1200 Normandy Place</td>
</tr>
</tbody>
</table>

Click here to enter text.
Intersections & Crossing Component (Handbook Section 4.9)

<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>
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</tr>
</tbody>
</table>

Does the design minimize the signal cycle length to reduce pedestrian wait time? Choose an item.

Does the design provide adequate clearance time for pedestrians to cross streets? Choose an item.

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? Choose an item.

If yes, a City Plan Action may be required.

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? Choose an item.

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

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

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

STOP: All applications. Add any attachments directly to this document for review and posting.

Complete Streets Handbook Checklist

Travel and Parking Lane Changes (Handbook Section 4.7)

Complete the table below only if lane changes are proposed (including all curb bumpouts). Identify existing and proposed lane widths and the design speed for each street frontage.

<table>
<thead>
<tr>
<th>Street</th>
<th>From Street</th>
<th>To Street</th>
<th>Existing Lane Widths</th>
<th>Proposed Lane Widths</th>
<th>Design Speed</th>
</tr>
</thead>
</table>

What is the maximum AASHTO design vehicle being accommodated by the design? SU-30

Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission. No

Will the public right-of-way be used for loading and unloading activities? No

Does the design maintain emergency vehicle access? Yes

Where new streets are being developed, does the design connect and extend the street grid? Not applicable

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

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

STOP: All applications. Add any attachments directly to this document for review and posting.

Urban Design Component (Handbook Section 4.8)

| Does the design incorporate windows, storefronts, and other active uses facing the street? | Yes |
| Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | Yes |

Planning Commission Review Comments:

STOP: All applications with only the following triggers: Civic Design Review, Traffic Impact Study, Capital Projects, and Streets Department Projects

CONTINUE: All applications that impact a Signalized Intersection