

Temple University

**New Facility for the Klein College of Media and Communications
and the Center for Performing and Cinematic Arts**

Civic Design Review 08.25.2023

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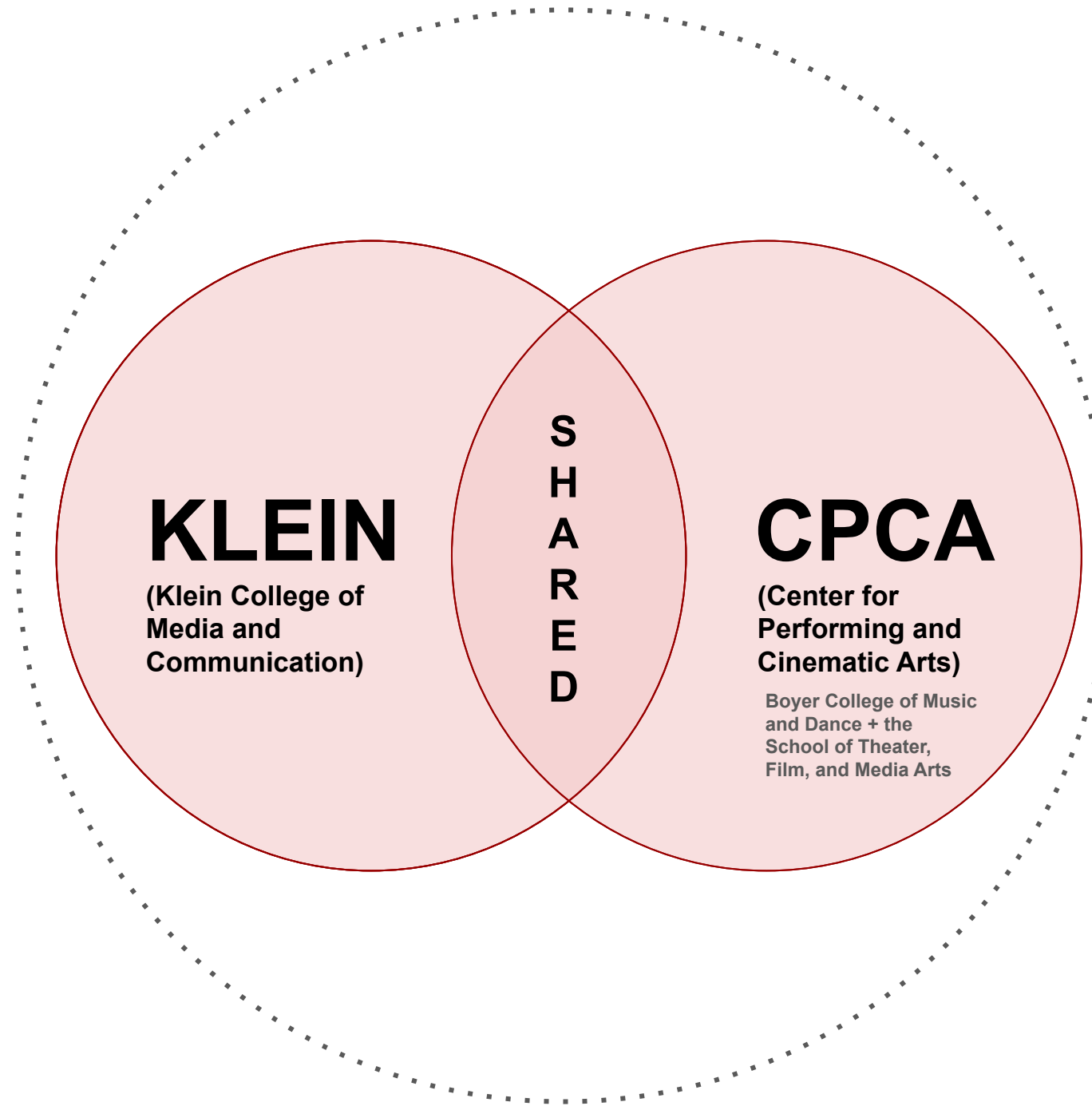
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1. Site Survey
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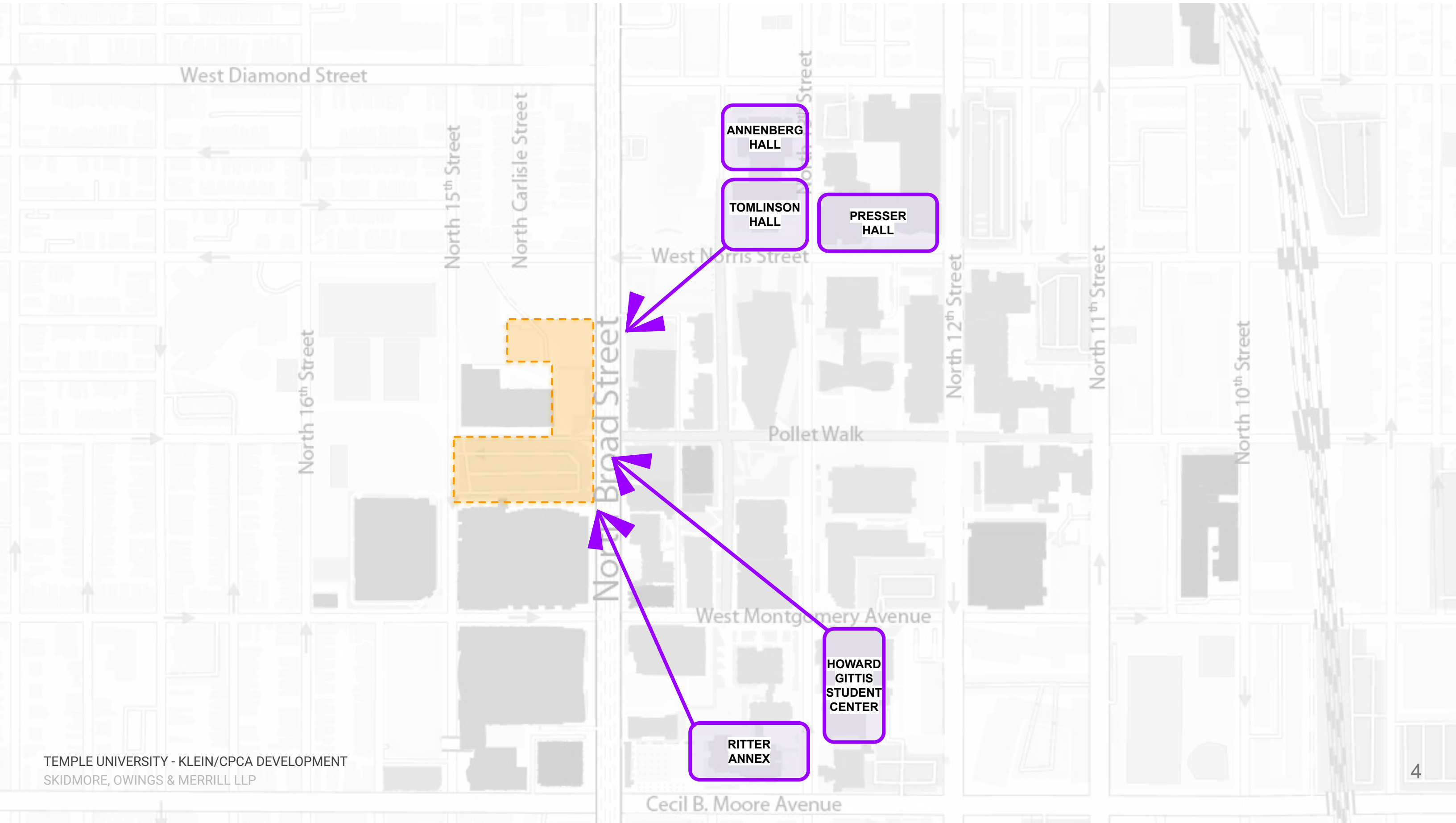
Development Goals

Klein/CPCA Existing Facilities Consolidation



Development Goals

Klein/CPCA Existing Facilities Consolidation

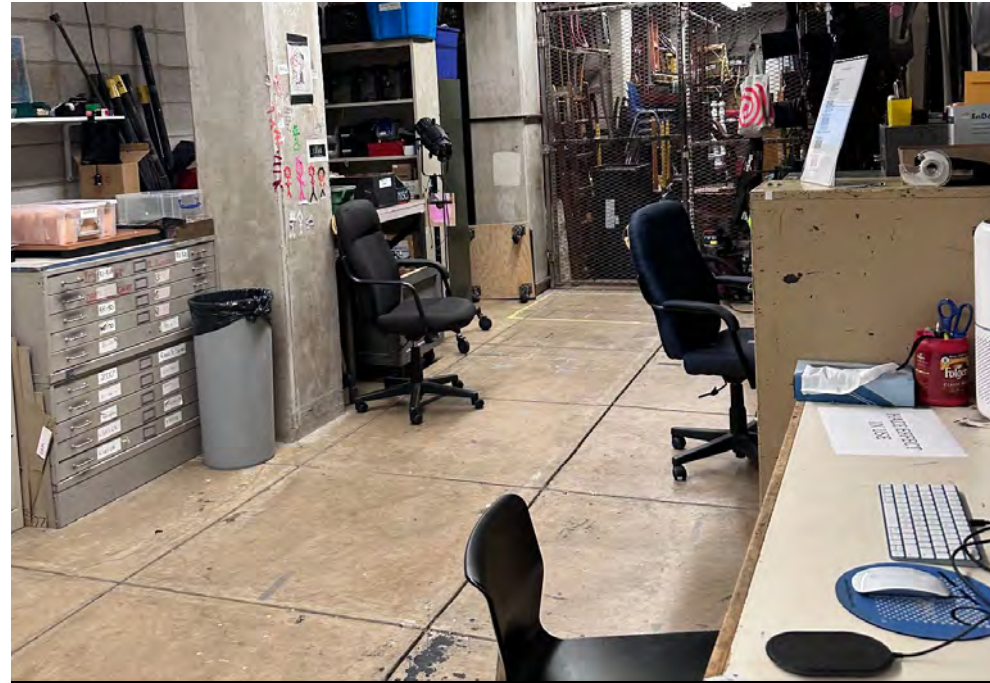


Development Goals

Klein/CPCA Existing Facilities



UNWELCOMING EXTERIOR EXPRESSION



MAKESHIFT TEACHING SPACES



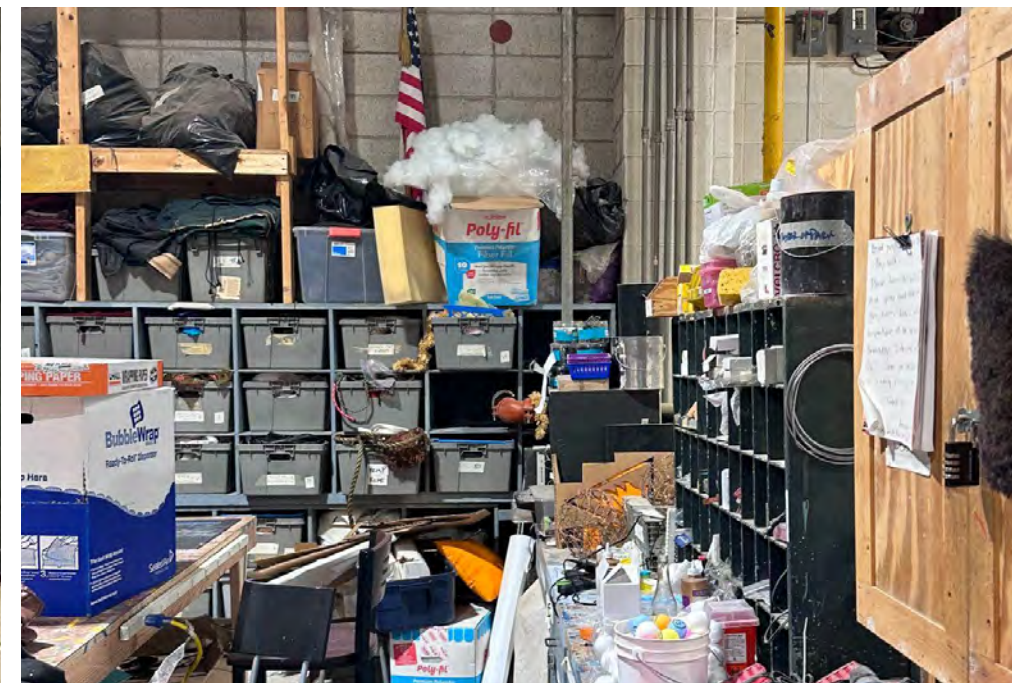
SMALL THEATER PRE-FUNCTION SPACE



OUTDATED EXTERIOR



OUTDATED AND INACCESSIBLE STUDIO CONTROL SPACES WITH LACK OF ACOUSTIC CONTROL



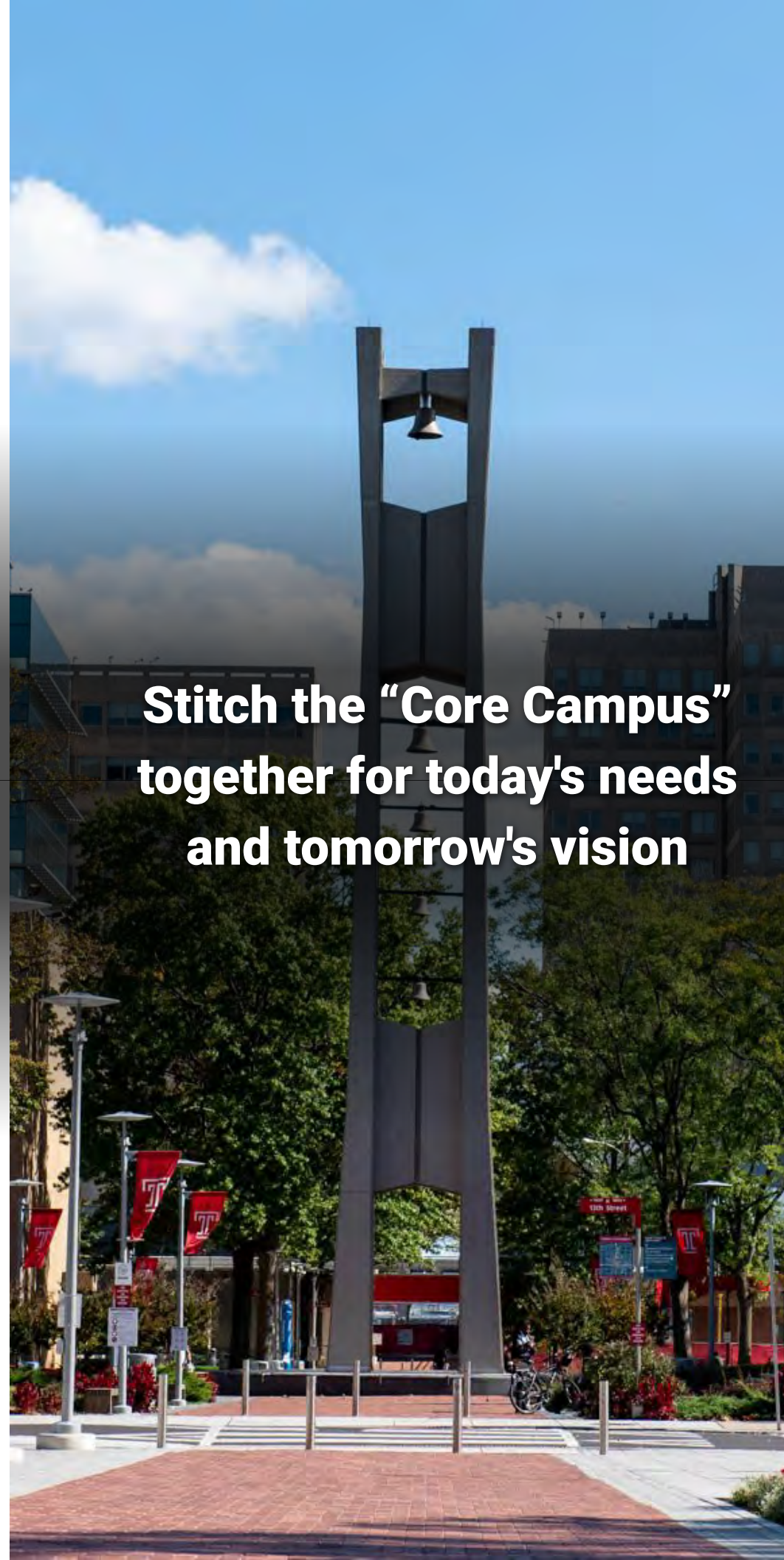
LACK OF STORAGE SPACE

Project Vision

Create a presence on Broad Street and the larger Philadelphia landscape



Stitch the "Core Campus" together for today's needs and tomorrow's vision

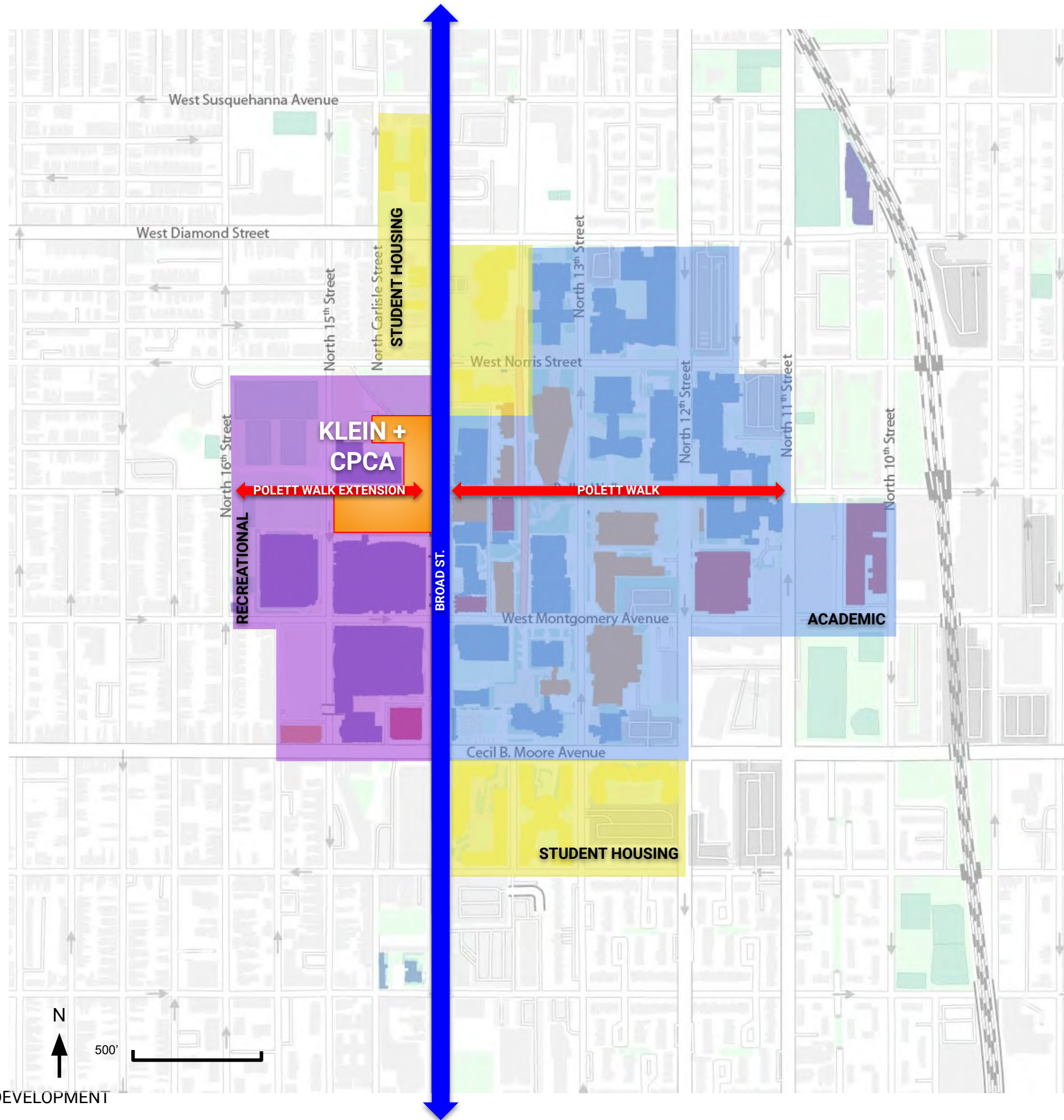


Leverage synergies to create state-of-the-art schools under a single roof



Site Analysis

Campus Organization

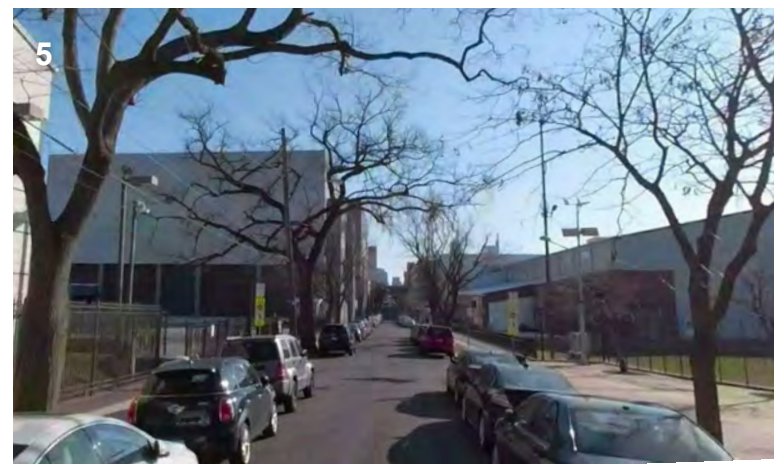


- Academic
- Student Housing
- Special
- Administrative
- Recreation & Athletic



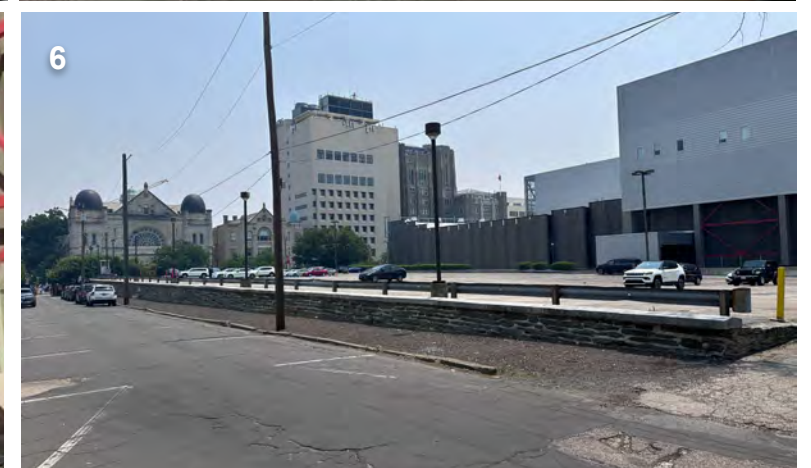
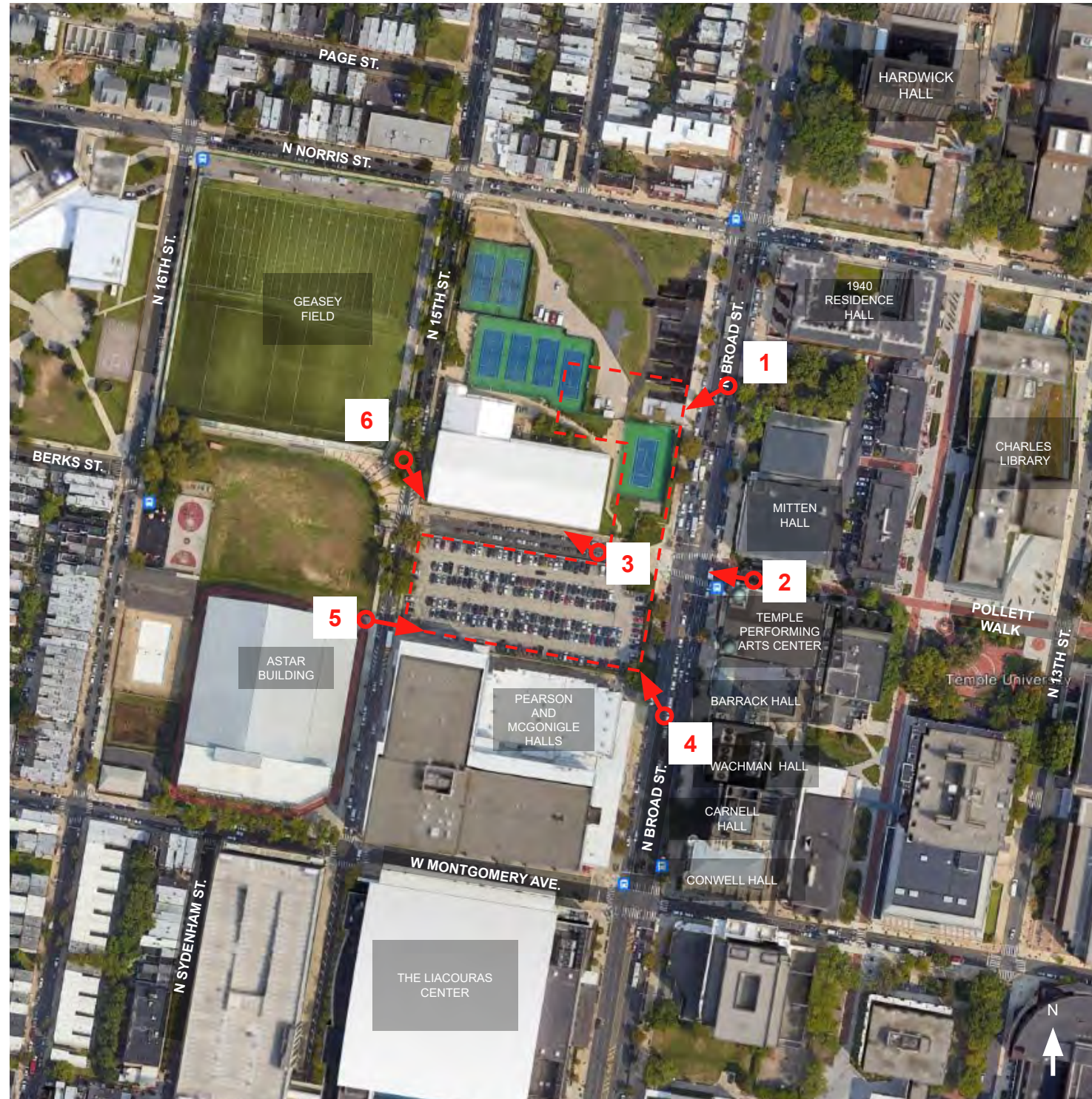
Existing Site Photos

Pedestrian Experience



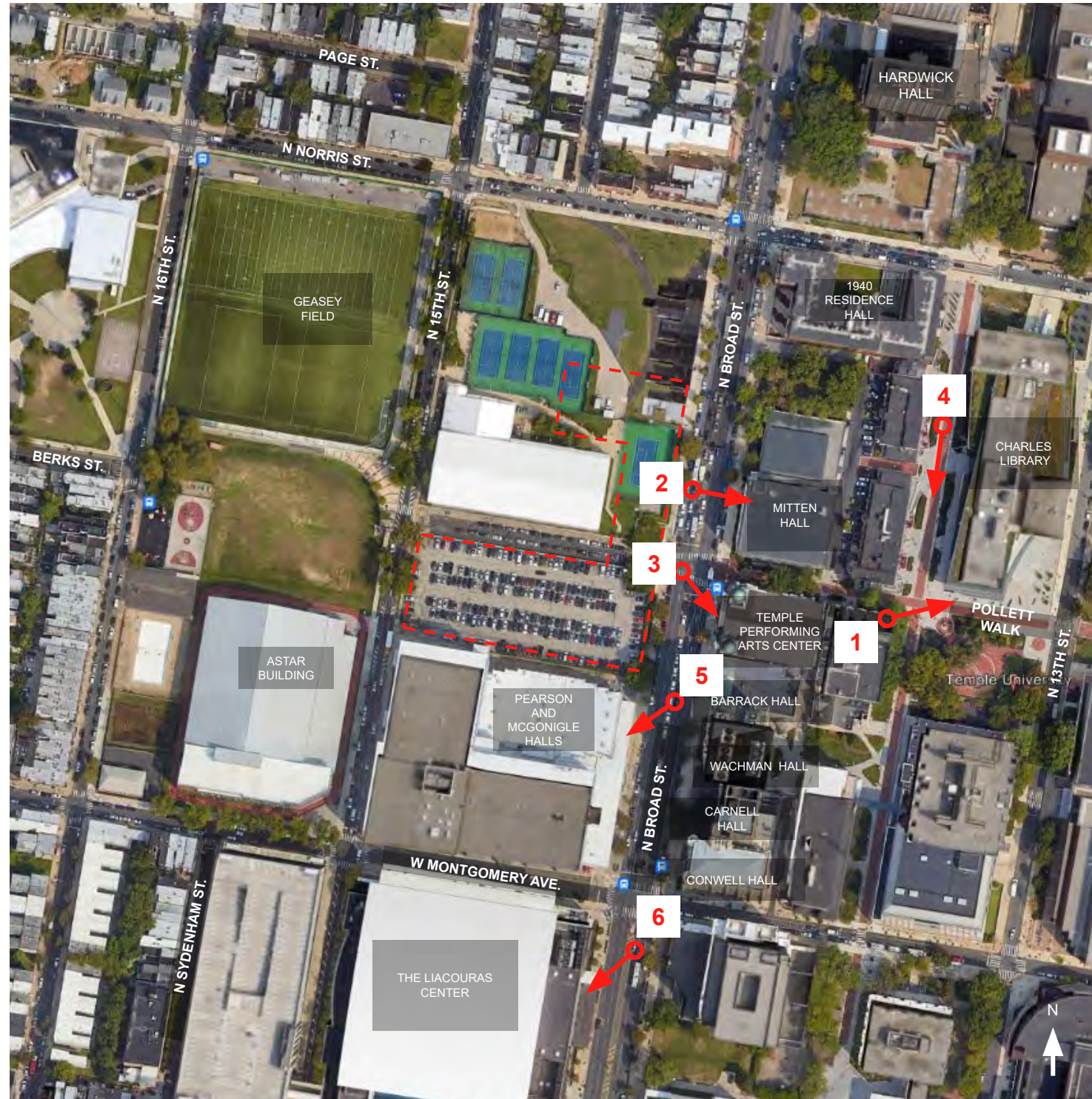
Existing Site Photos

Pedestrian Experience



Existing Site Photos

Context Buildings



Site Concepts

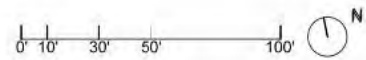
Expanded Pedestrian Walk



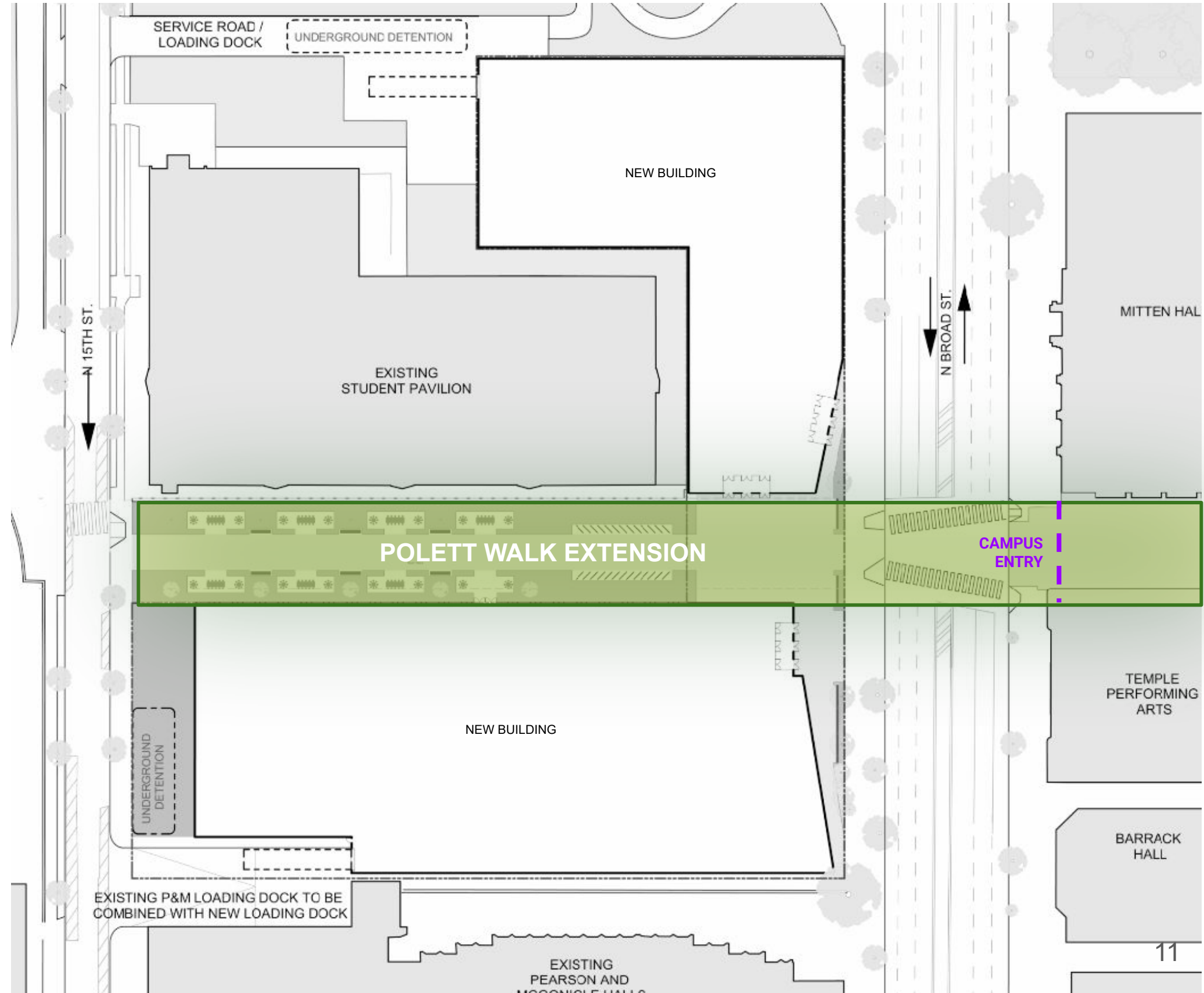
Temple University Existing Polett Walk



Temple University Existing Entry Gate



TEMPLE UNIVERSITY - KLEIN/CPCA DEVELOPMENT
SKIDMORE, OWINGS & MERRILL LLP



Site Concepts

Polett Walk Landscape Design

OUTDOOR FURNITURE



NATIVE PLANTINGS



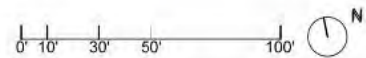
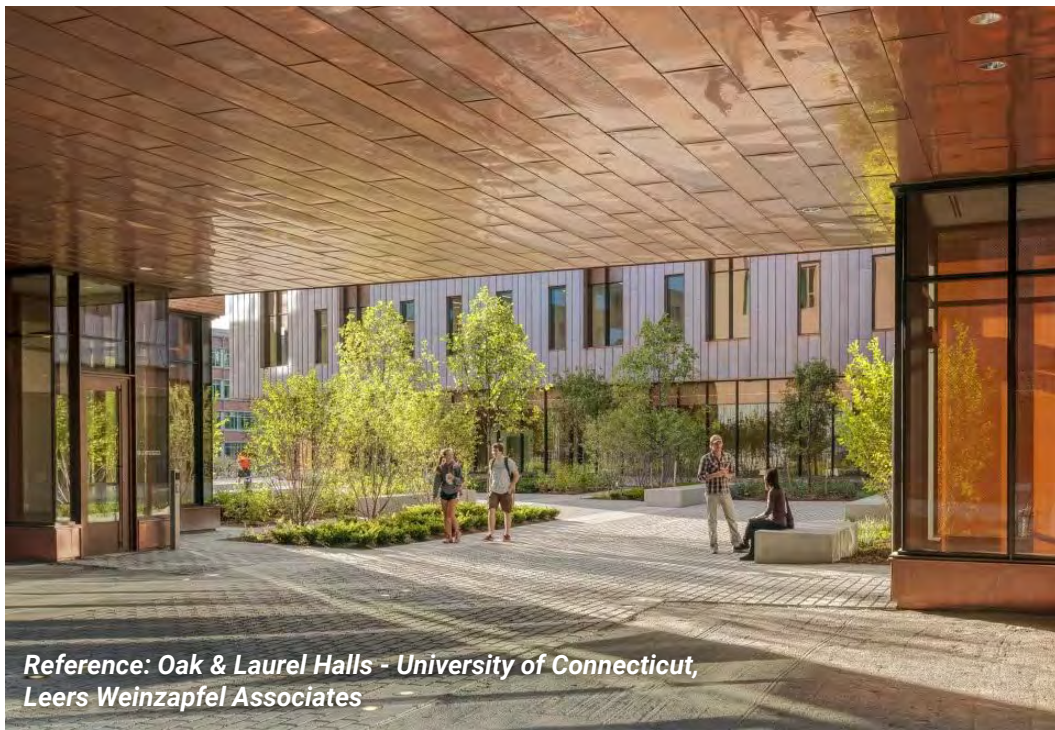
RED BRICK PAVING



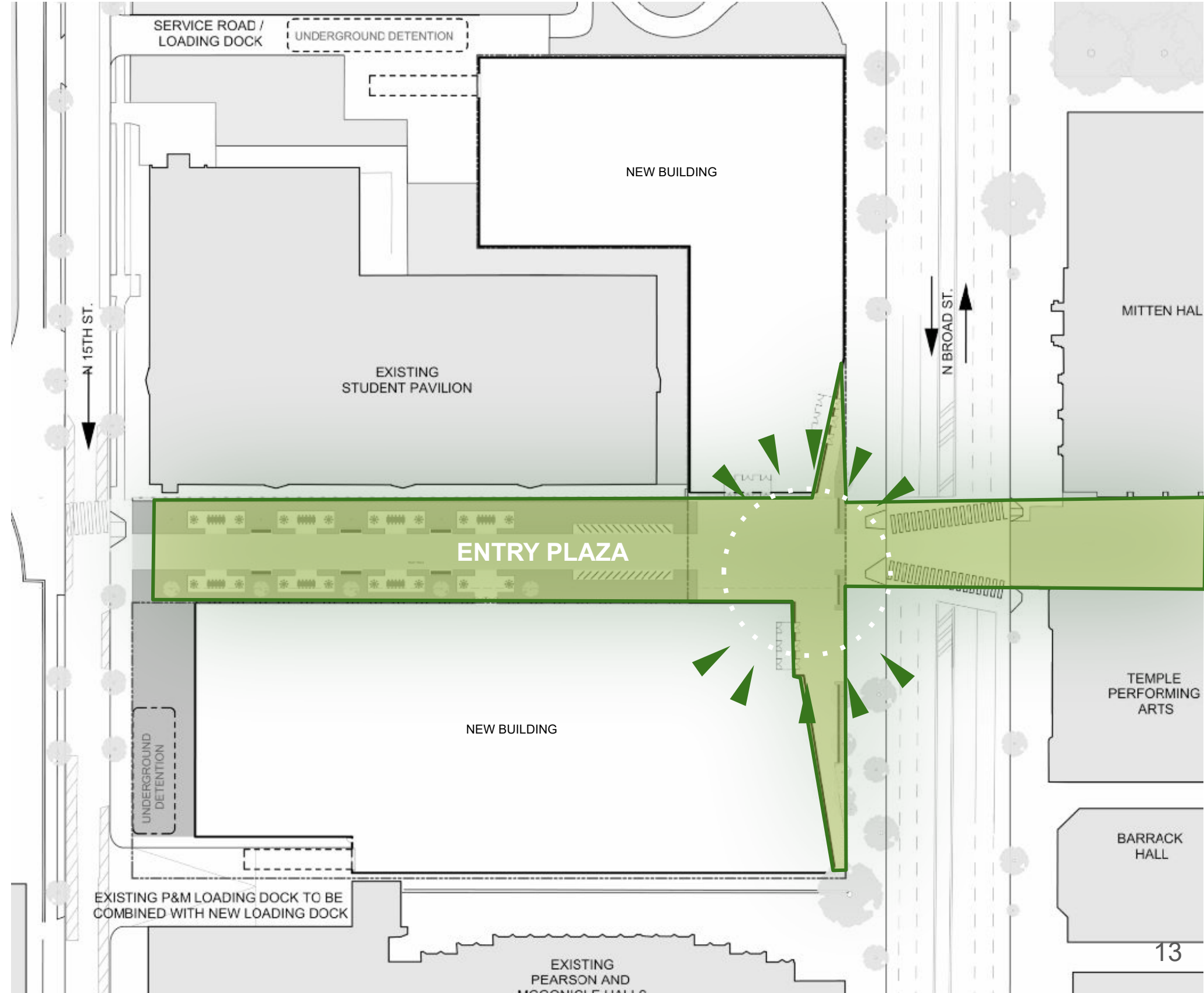
Existing Temple University Polett Walk: Rendered Plan

Site Concepts

New Campus Node



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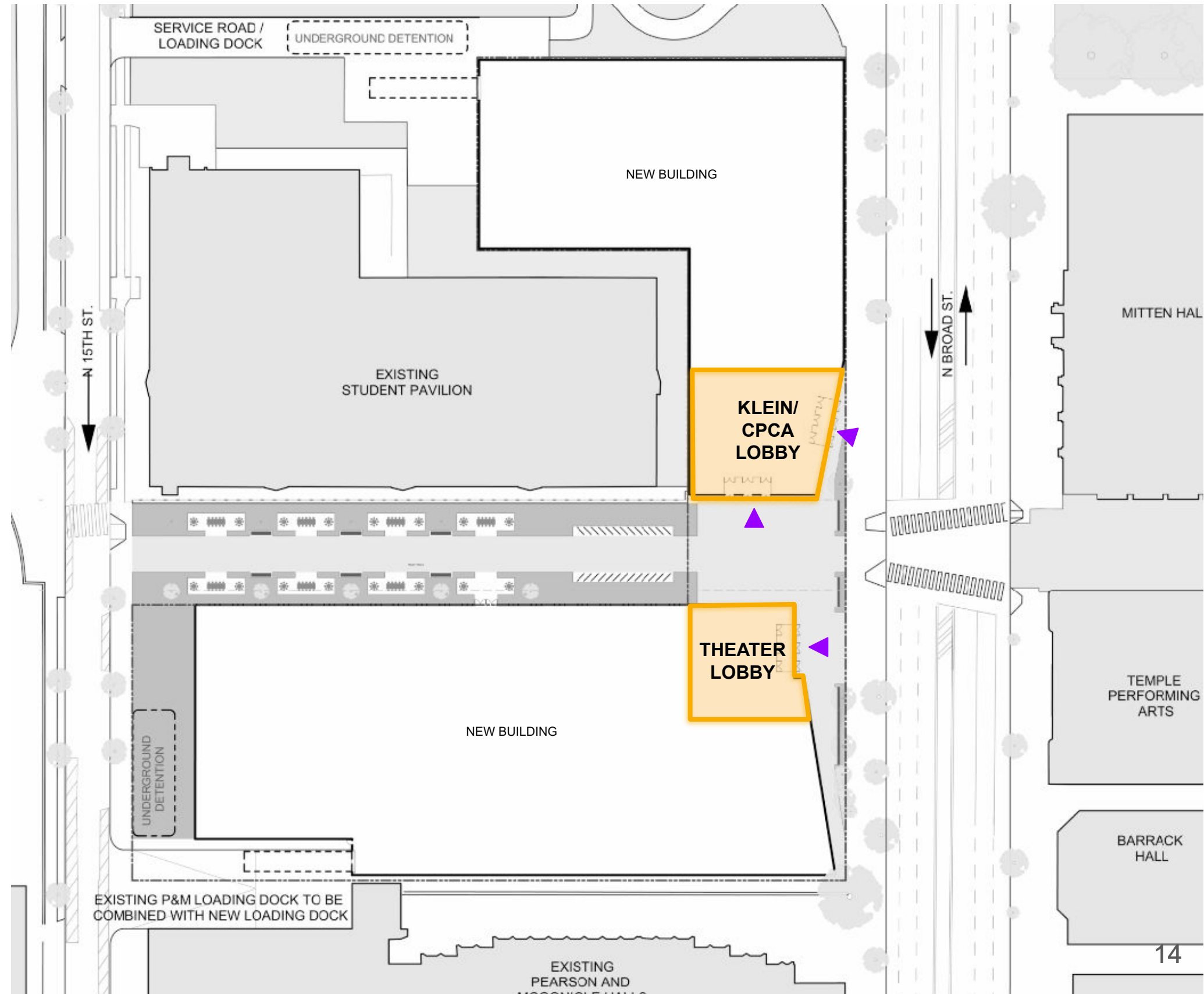


Site Concepts










Prominent Lobbies off Polett Walk

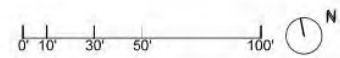


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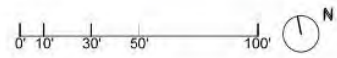
Site Plan - Existing

-  NEW BUILDINGS
-  EXISTING BUILDINGS
-  PEDESTRIAN ACCESS
-  SHARROW
-  STORMWATER STORAGE
-  BUILDING ENTRANCE
-  LOADING
-  BUILDING PROJECT SITE
-  UTILITIES EASEMENT



Site Plan - Proposed

-  NEW BUILDINGS
-  EXISTING BUILDINGS
-  PEDESTRIAN ACCESS
-  SHARROW
-  STORMWATER STORAGE
-  BUILDING ENTRANCE
-  LOADING
-  BUILDING PROJECT SITE
-  UTILITIES EASEMENT












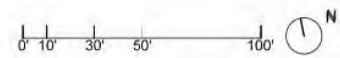
TEMPLE UNIVERSITY - KLEIN/CPCA DEVELOPMENT
 SKIDMORE, OWINGS & MERRILL LLP



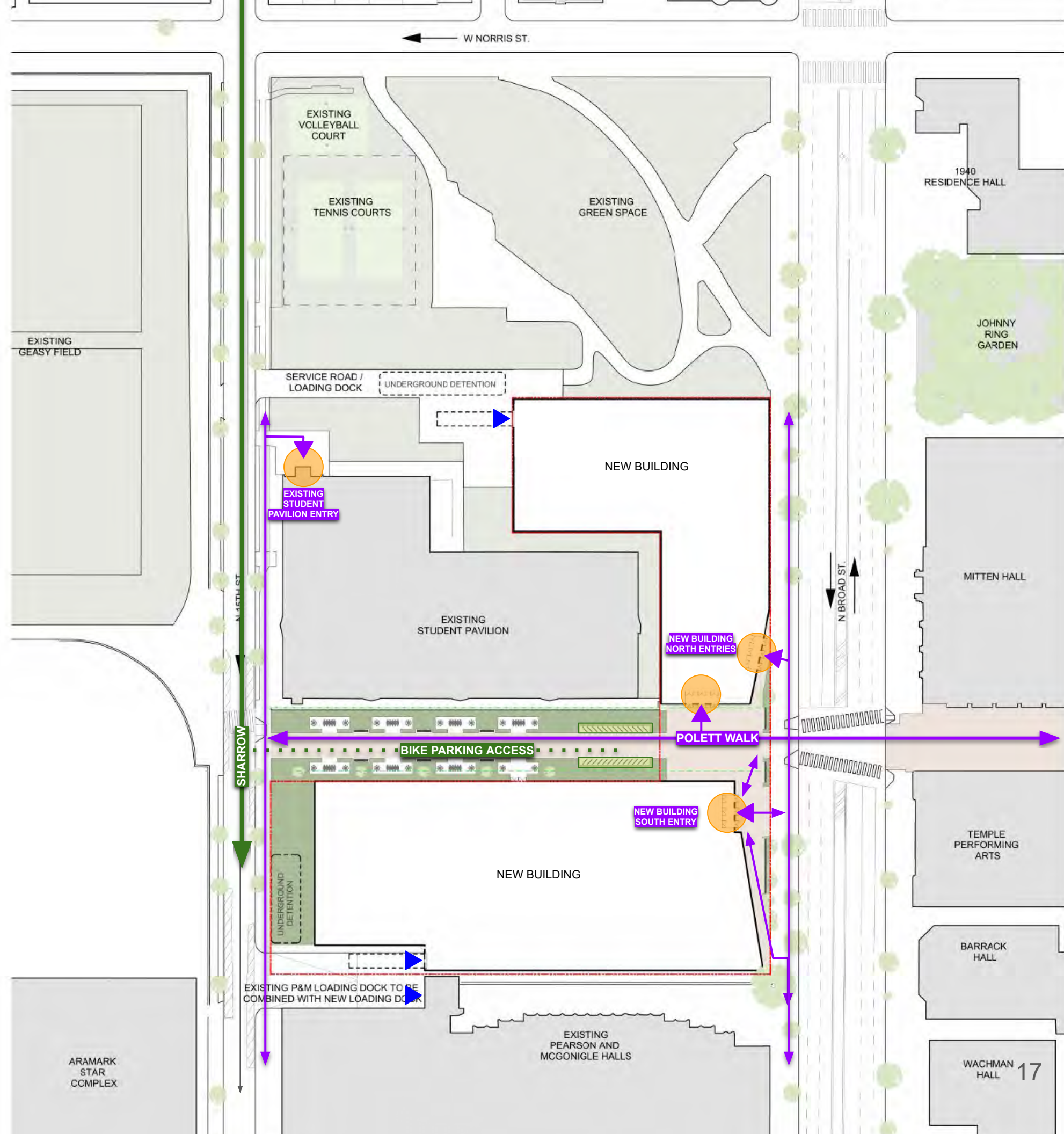
Site Plan - Proposed

Pedestrian and Bicycle Access

-  NEW BUILDINGS
-  EXISTING BUILDINGS
-  PEDESTRIAN ACCESS
-  SHARROW
-  STORMWATER STORAGE
-  BUILDING ENTRANCE
-  LOADING
-  BUILDING PROJECT SITE
-  UTILITIES EASEMENT












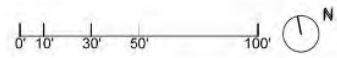
TEMPLE UNIVERSITY - KLEIN/CPCA DEVELOPMENT
 SKIDMORE, OWINGS & MERRILL LLP



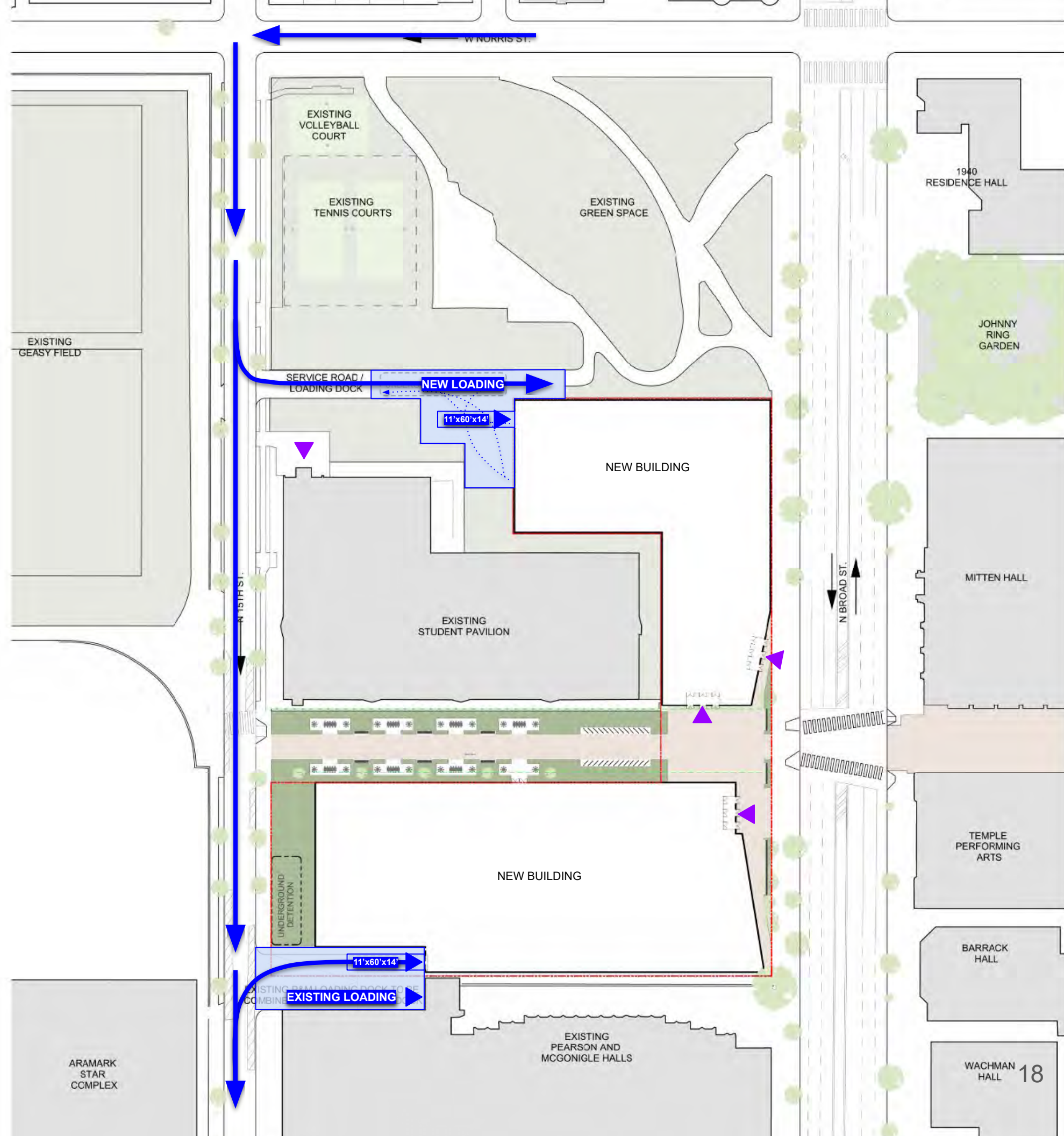
Site Plan - Proposed

Loading Access

-  NEW BUILDINGS
-  EXISTING BUILDINGS
-  PEDESTRIAN ACCESS
-  SHARROW
-  STORMWATER STORAGE
-  BUILDING ENTRANCE
-  LOADING
-  BUILDING PROJECT SITE
-  UTILITIES EASEMENT

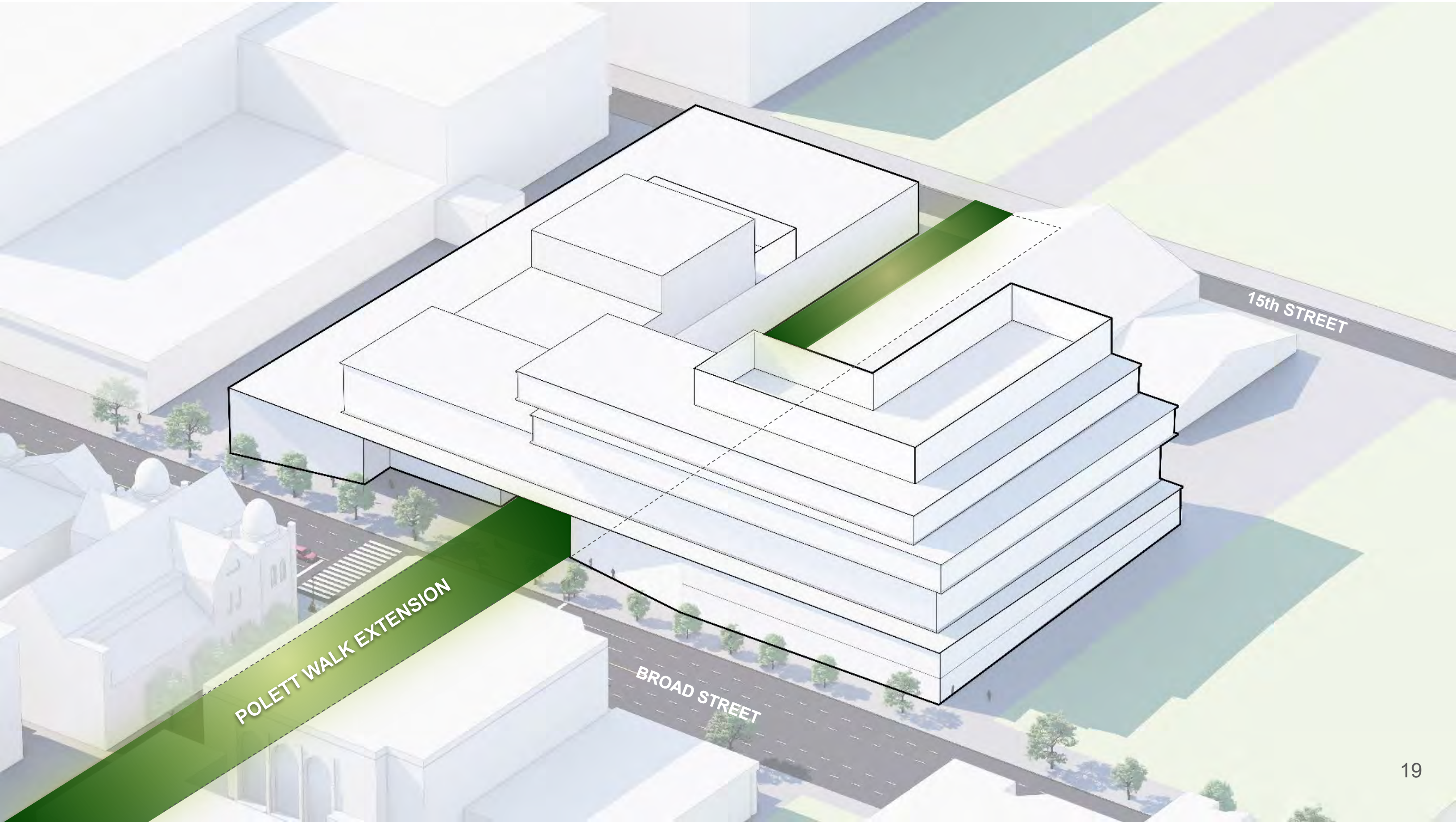


TEMPLE UNIVERSITY - KLEIN/CPCA DEVELOPMENT
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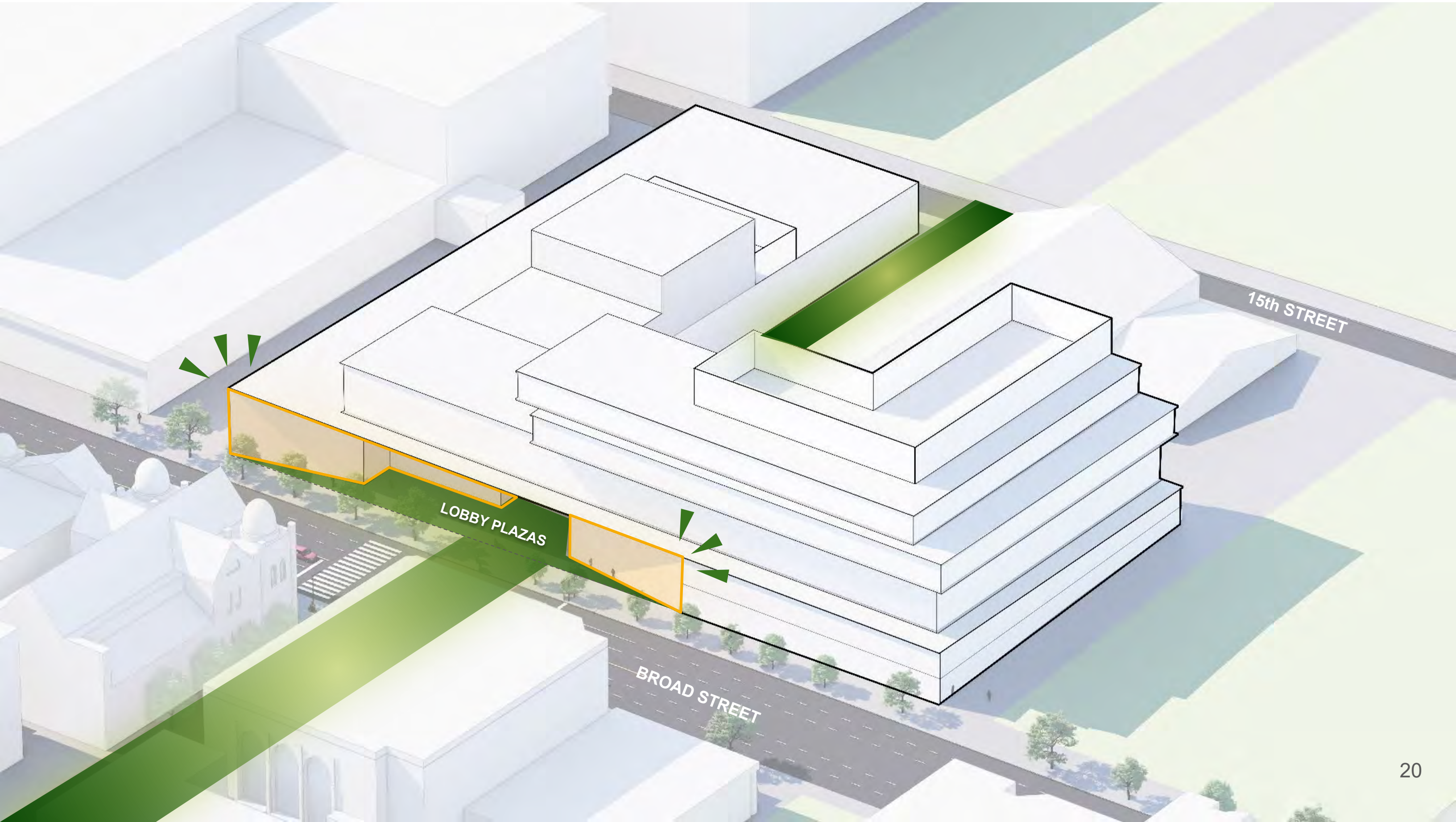
Massing Concepts

Expanded Pedestrian Walk



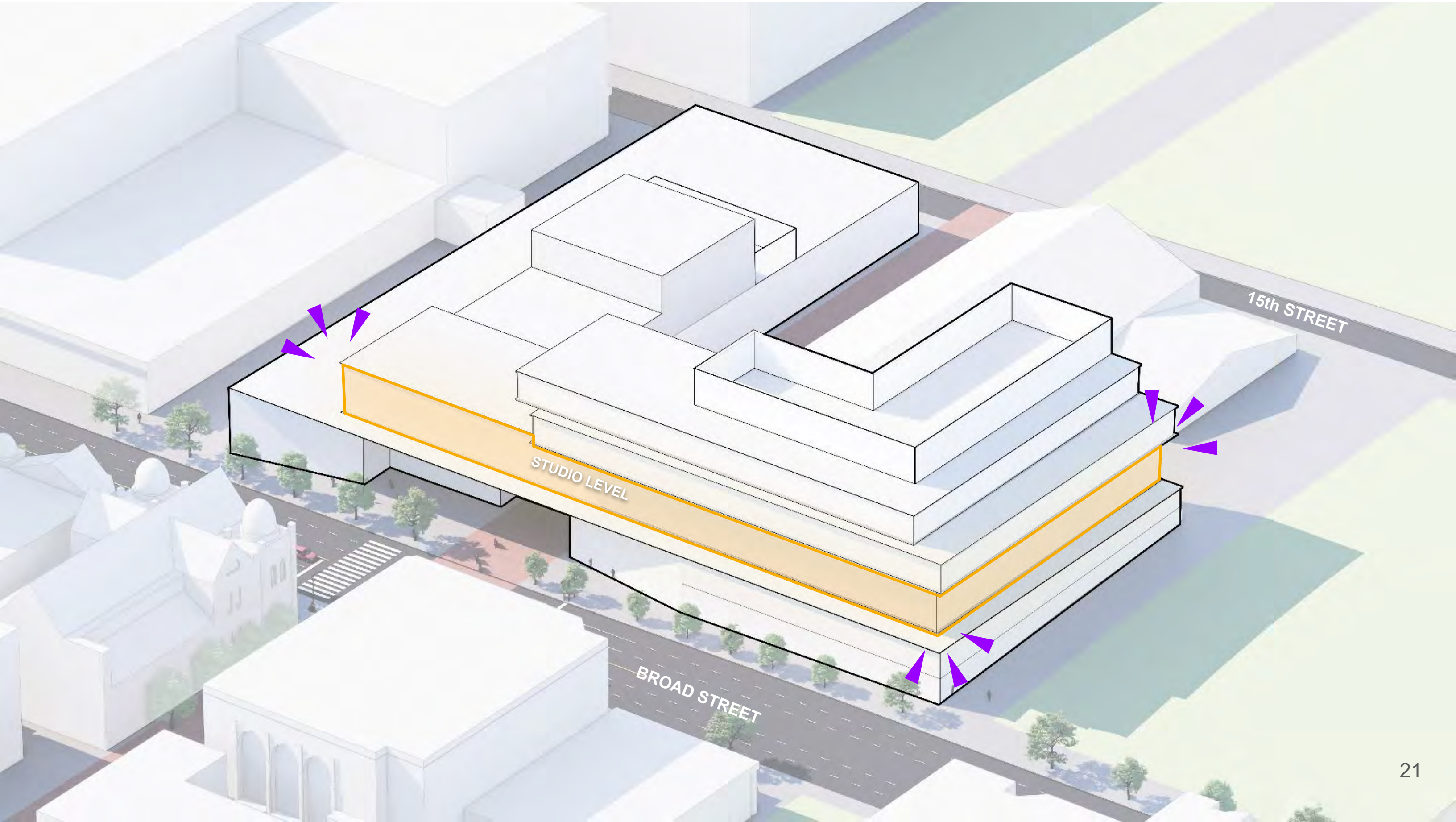
Massing Concepts

Expanded Entry Plazas



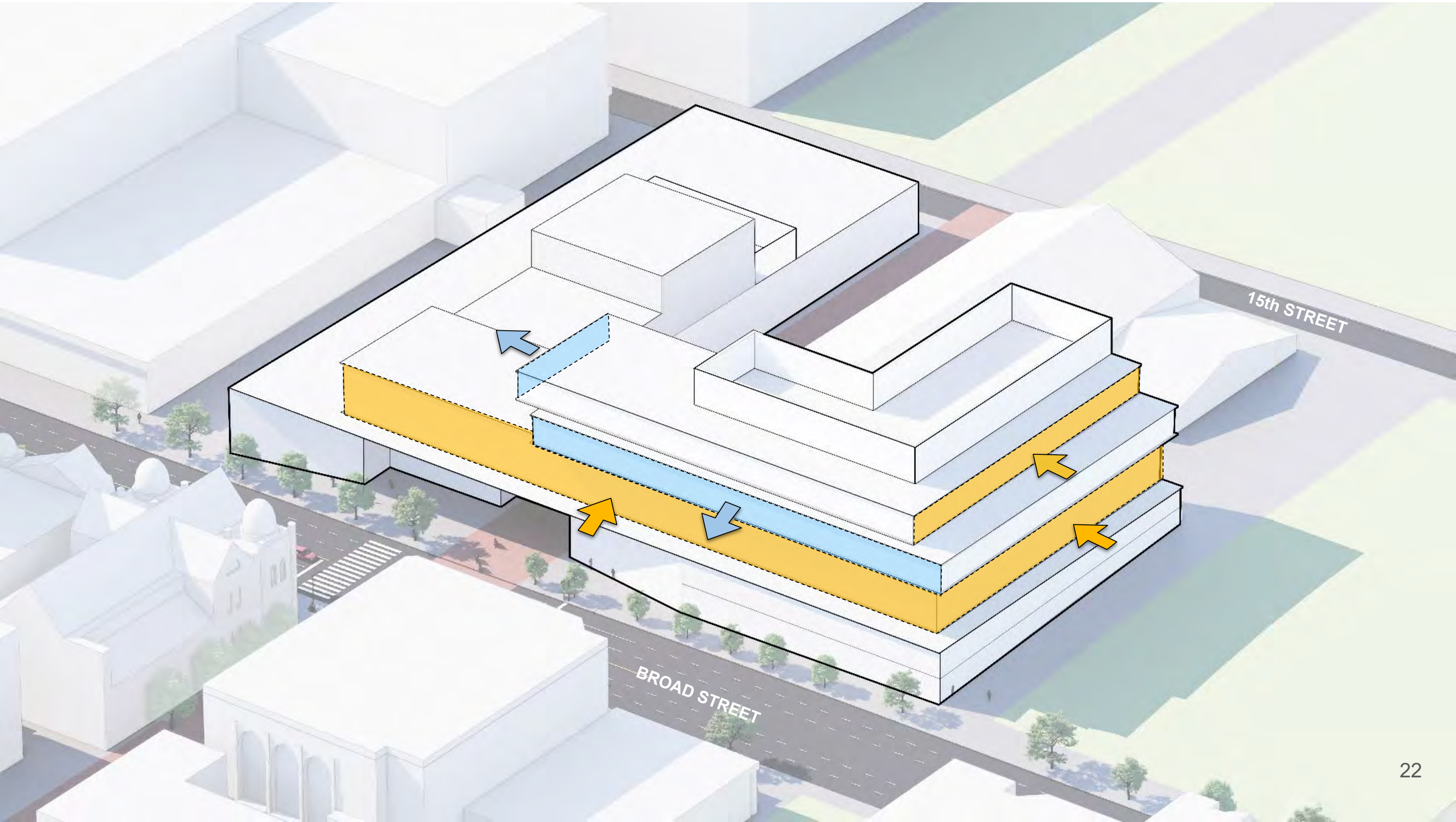
Massing Concepts

Activated Frontage on Broad St.



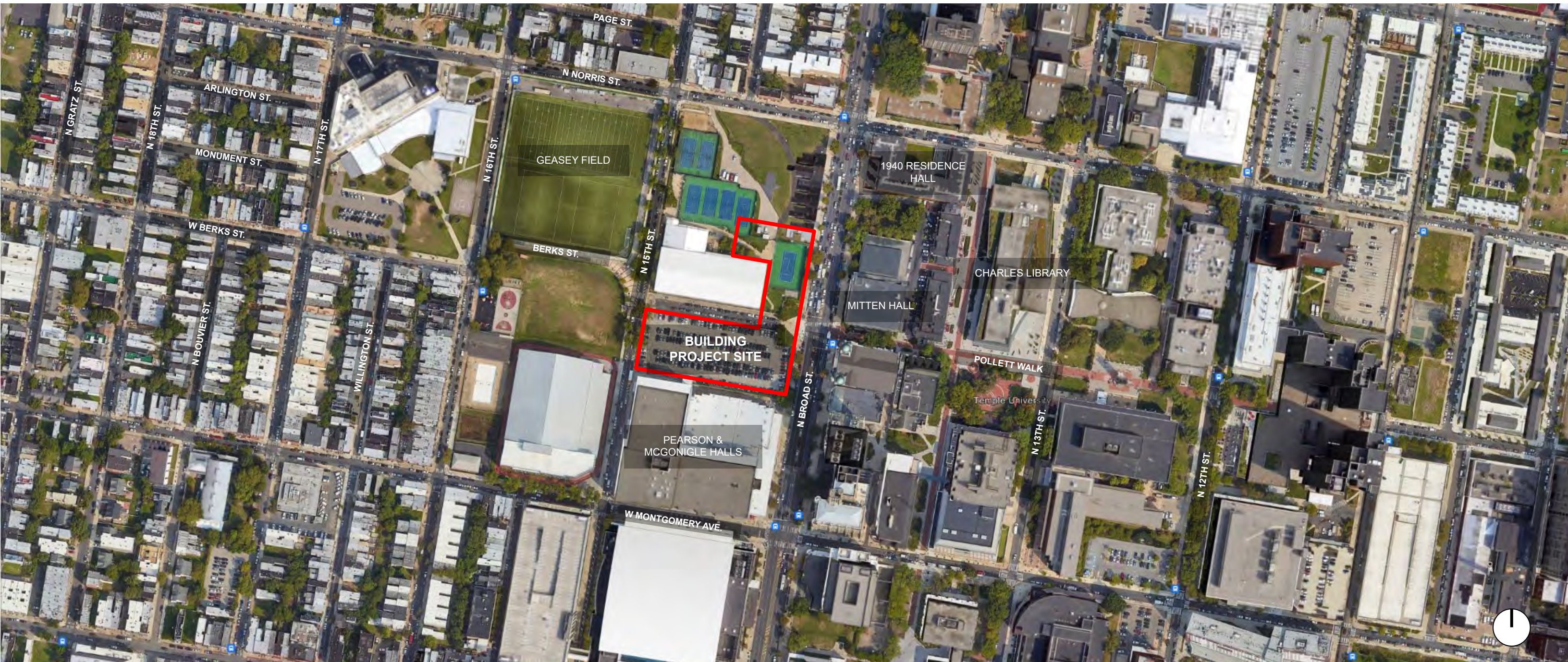
Massing Concepts

Facade Articulation



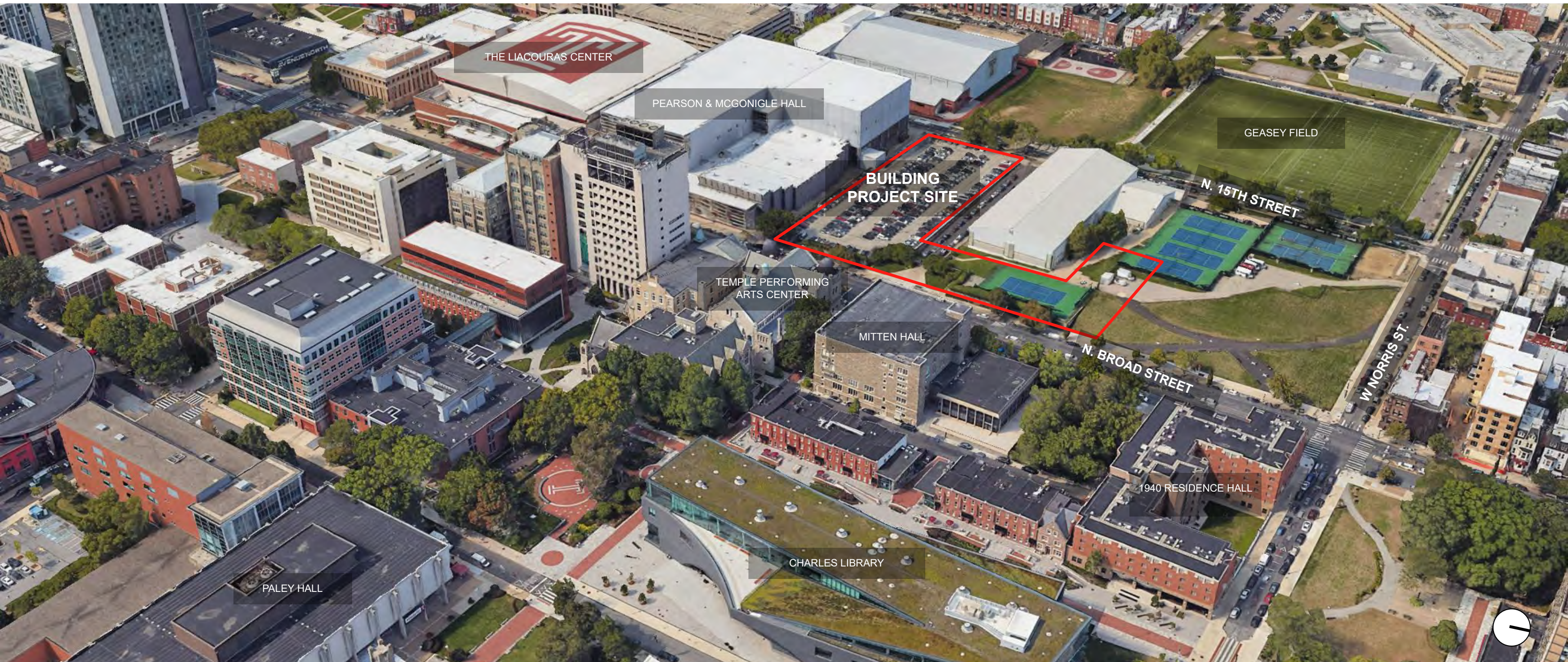
Existing Site Aerial

Plan View



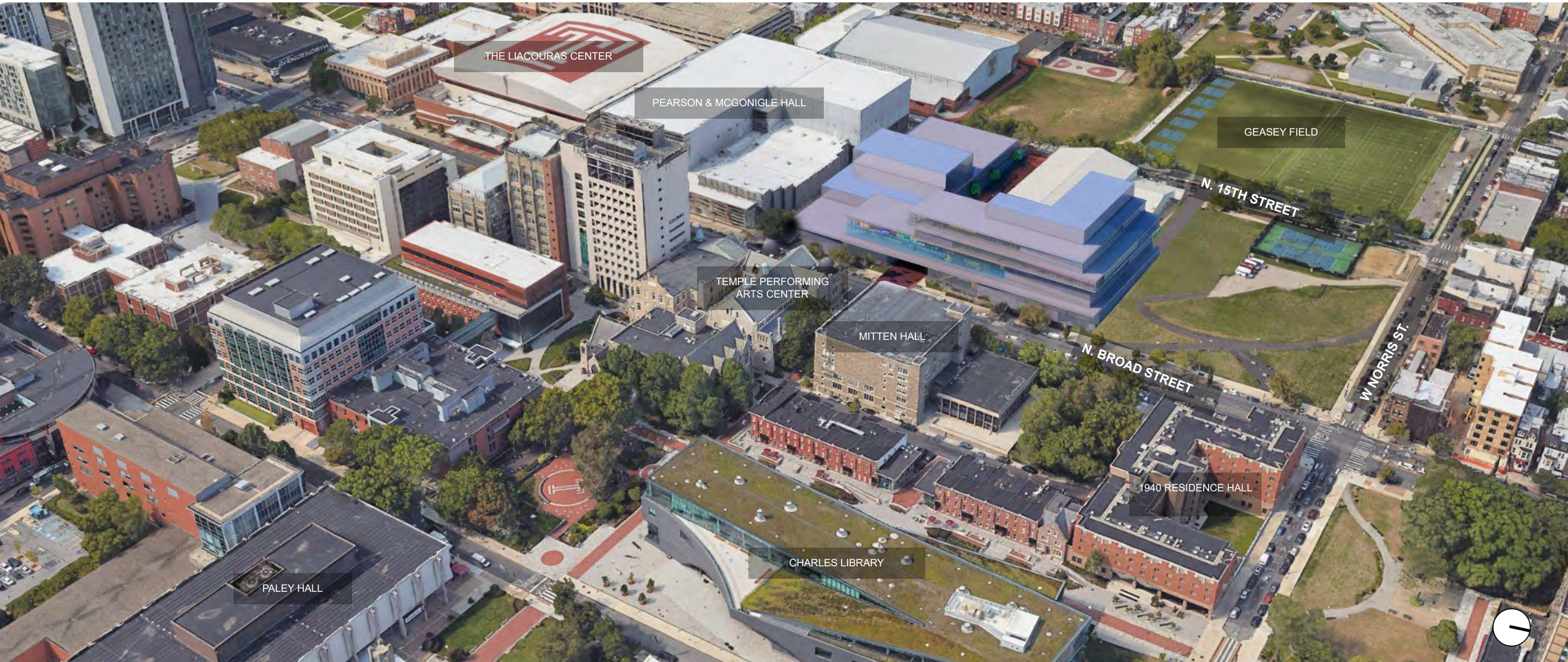
3D Massing

Aerial View Looking SW - Existing



3D Massing

Aerial View Looking SW - Proposed



3D Massing

Aerial View Looking SE - Existing



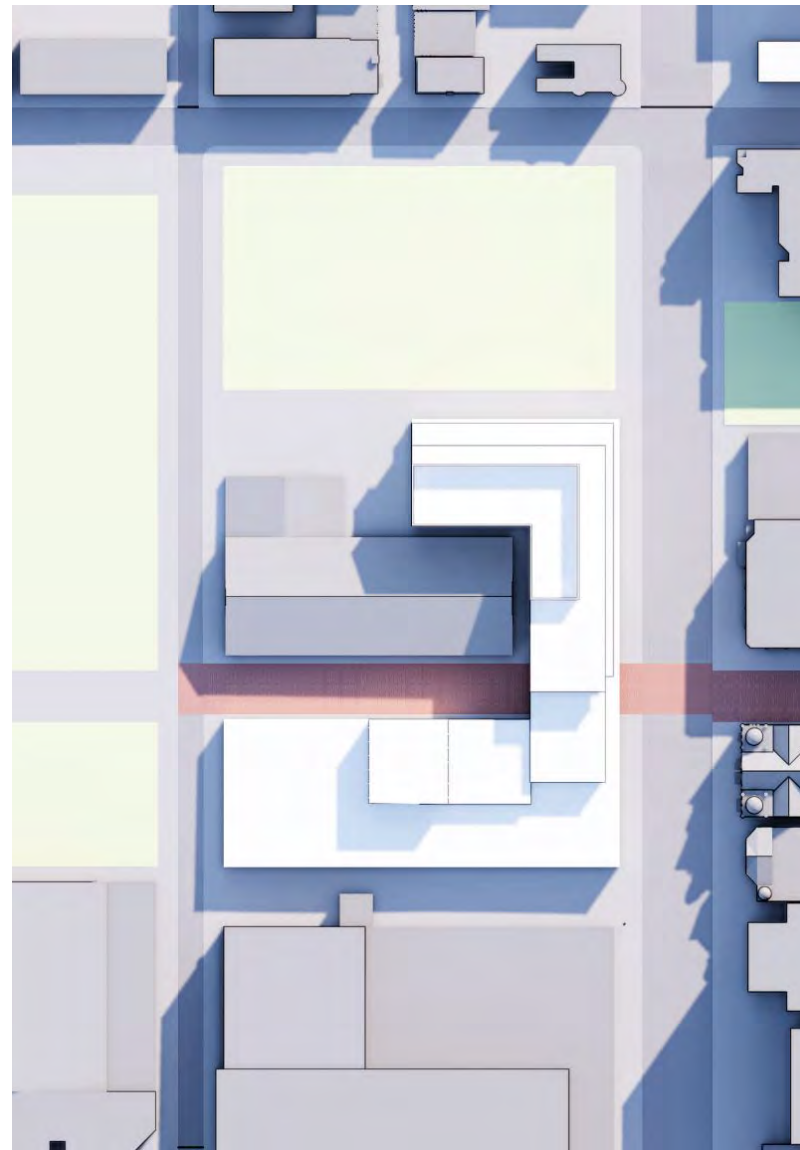
3D Massing

Aerial View Looking SE - Proposed

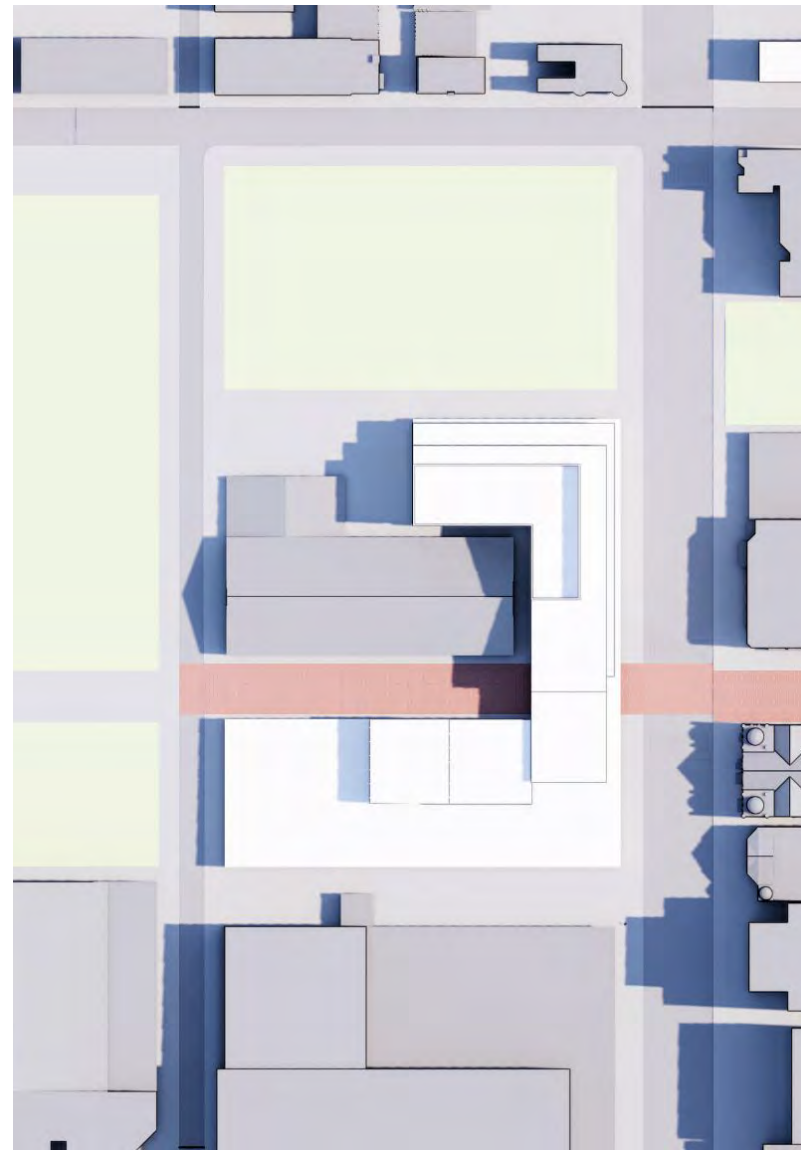


Shadow Study

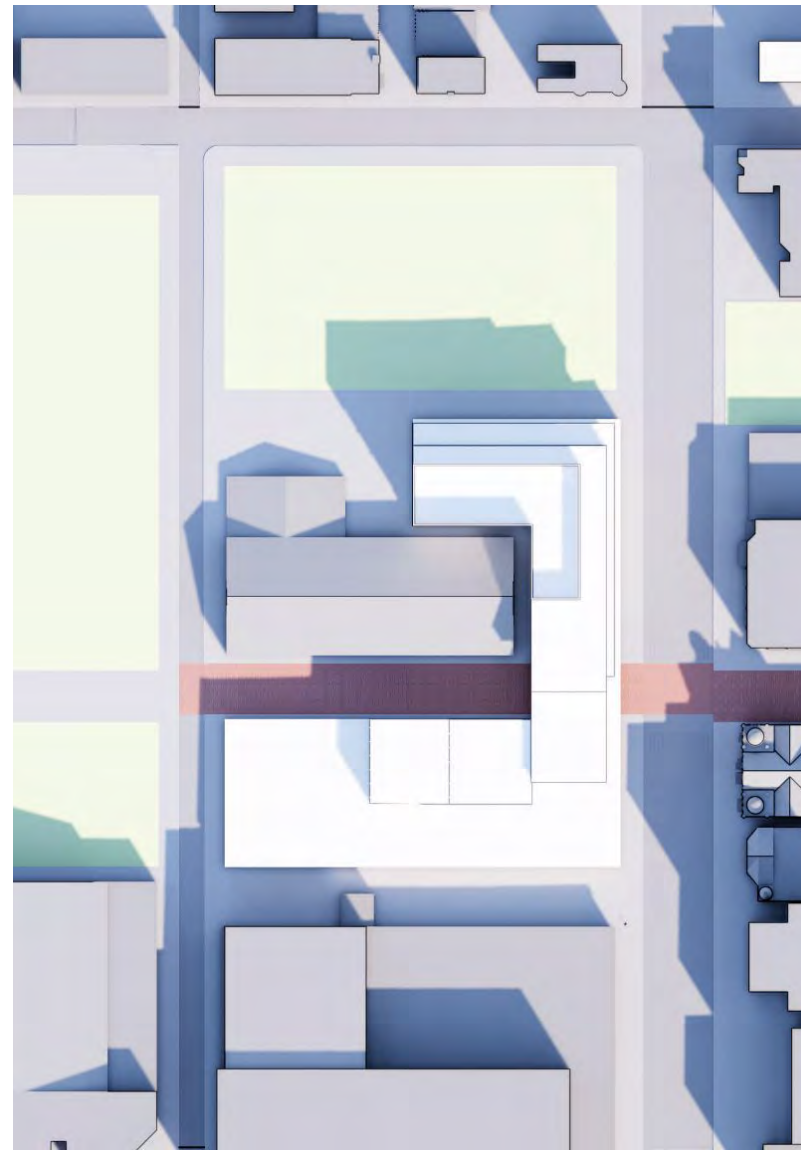
Summer Solstice (June 20)



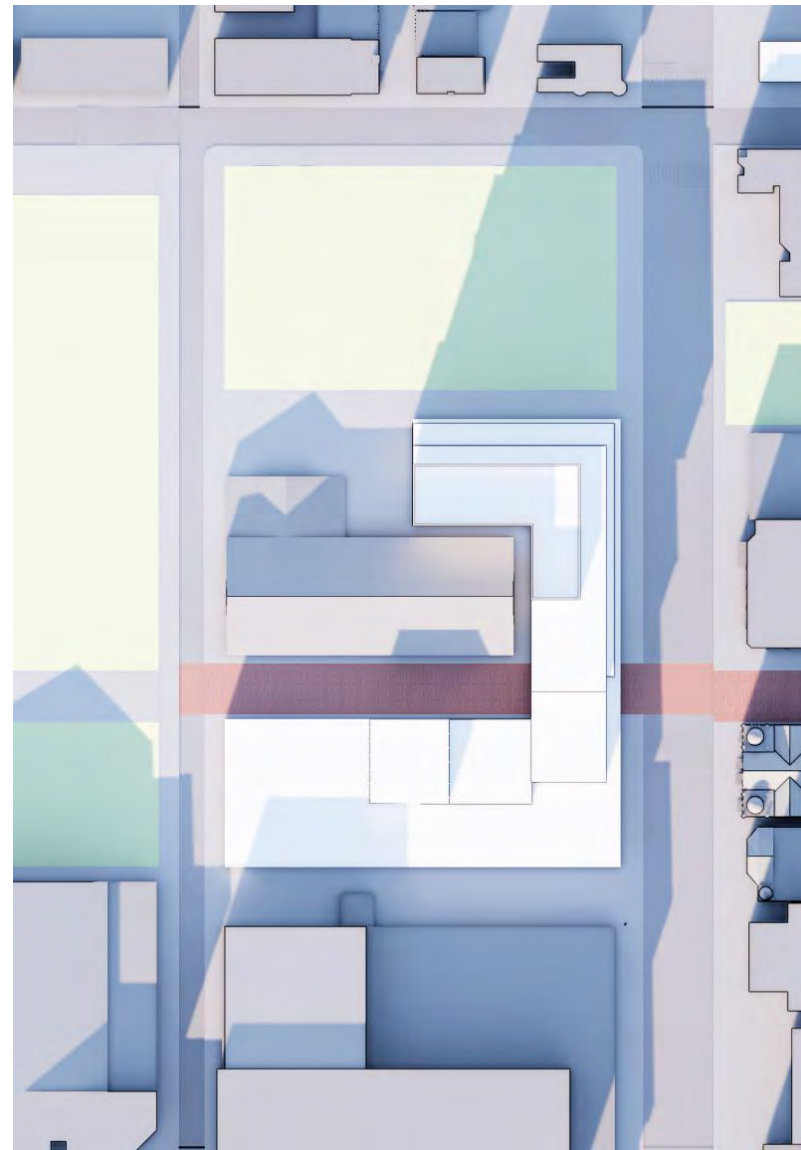
9:00 AM



12:00 PM



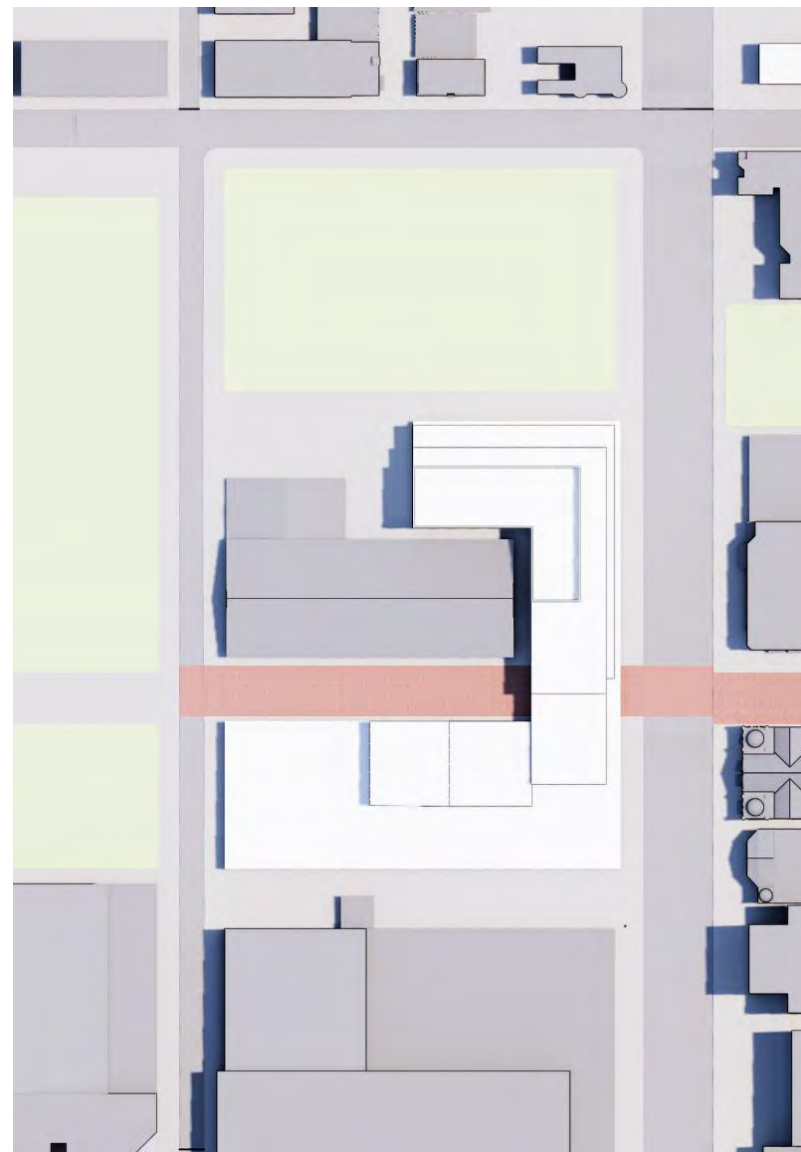
3:00 PM



6:00 PM

Shadow Study

Fall Equinox (September 23)



🕒^N 9:00 AM

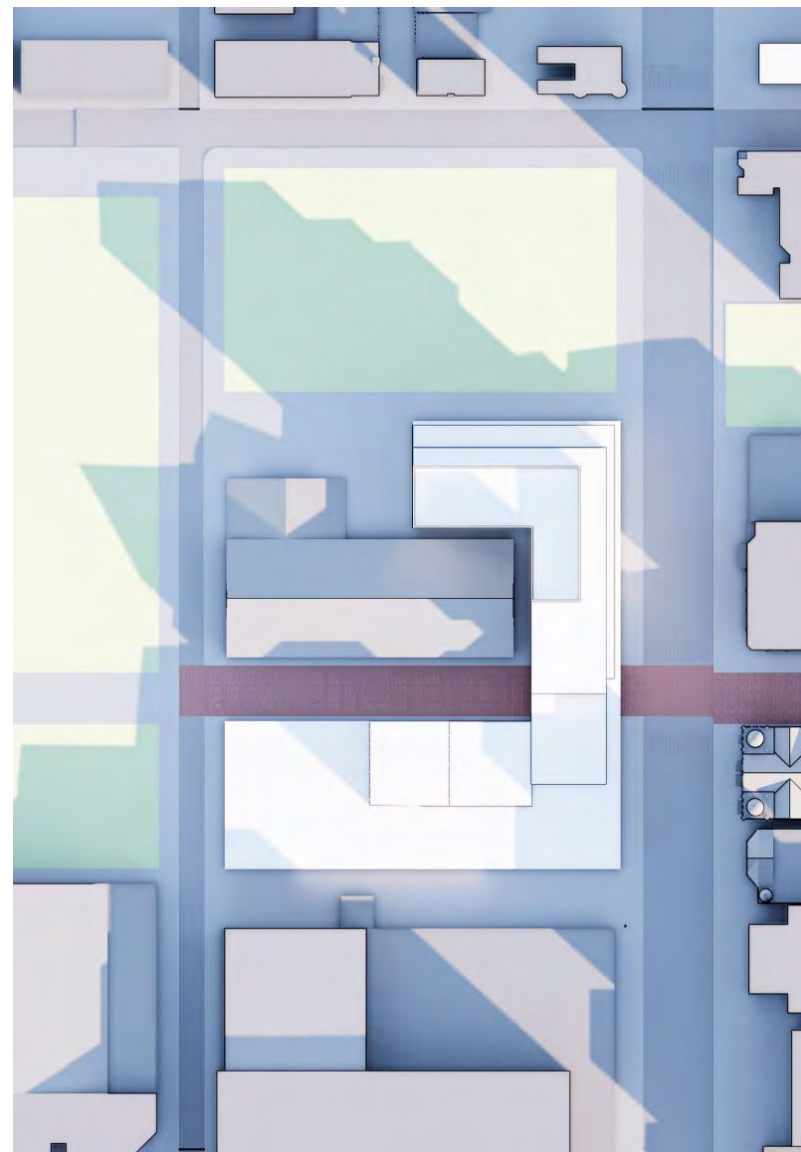
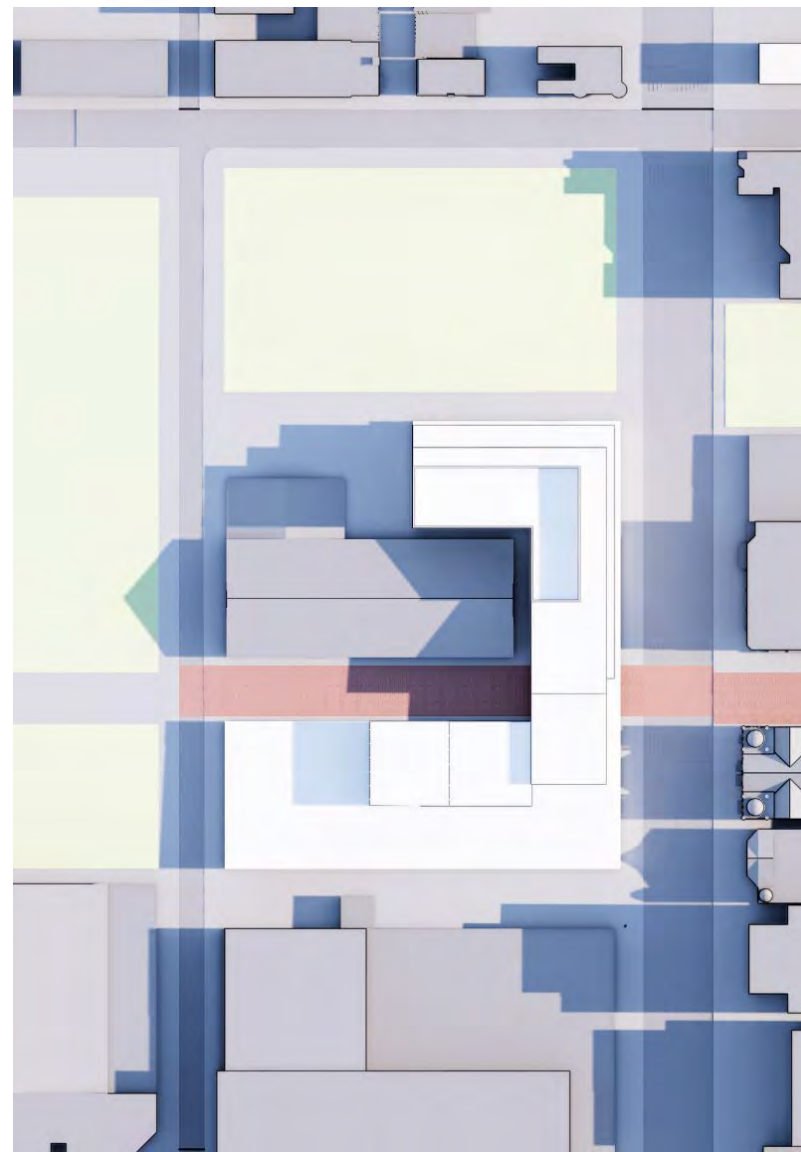
🕒^N 12:00 PM

🕒^N 3:00 PM

🕒^N 6:00 PM

Shadow Study

Winter Solstice (December 21)



🕒^N 9:00 AM

🕒^N 12:00 PM

🕒^N 3:00 PM

🕒^N 6:00 PM

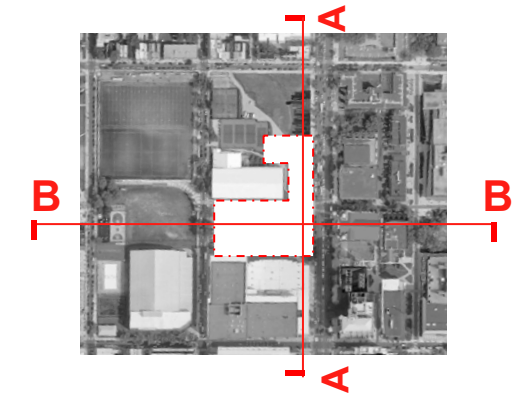


Exterior Renderings - Proposed

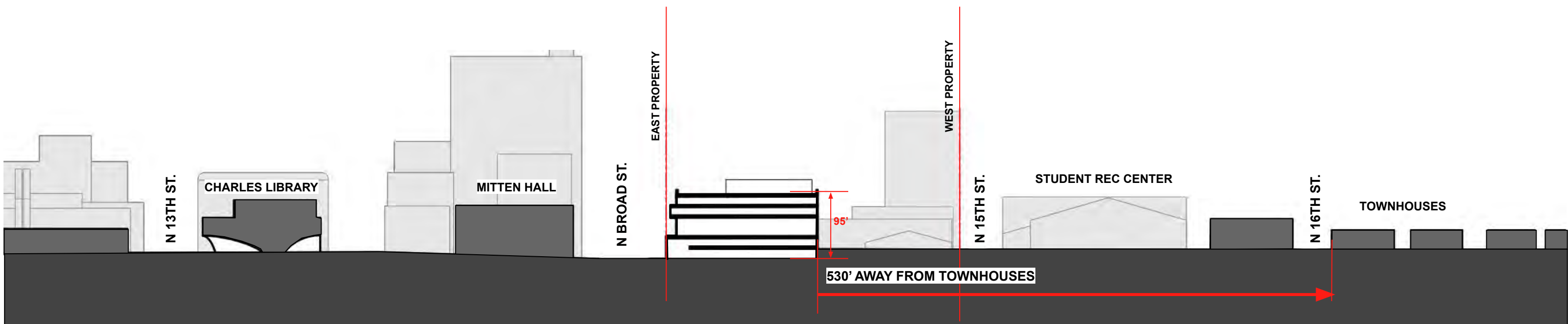
View Looking West on N Broad St.



Site Sections

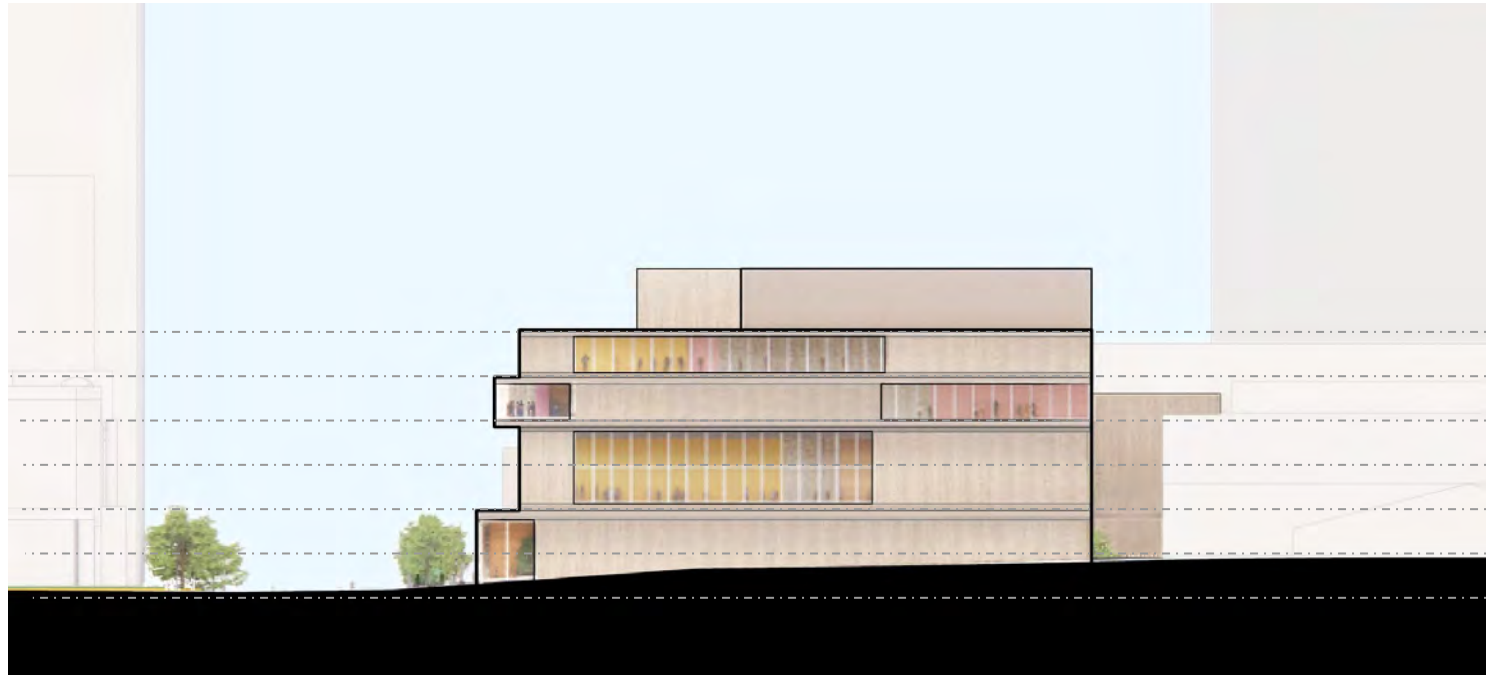
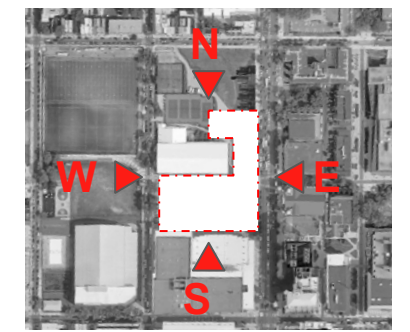


SECTION A: NS SECTION LOOKING WEST

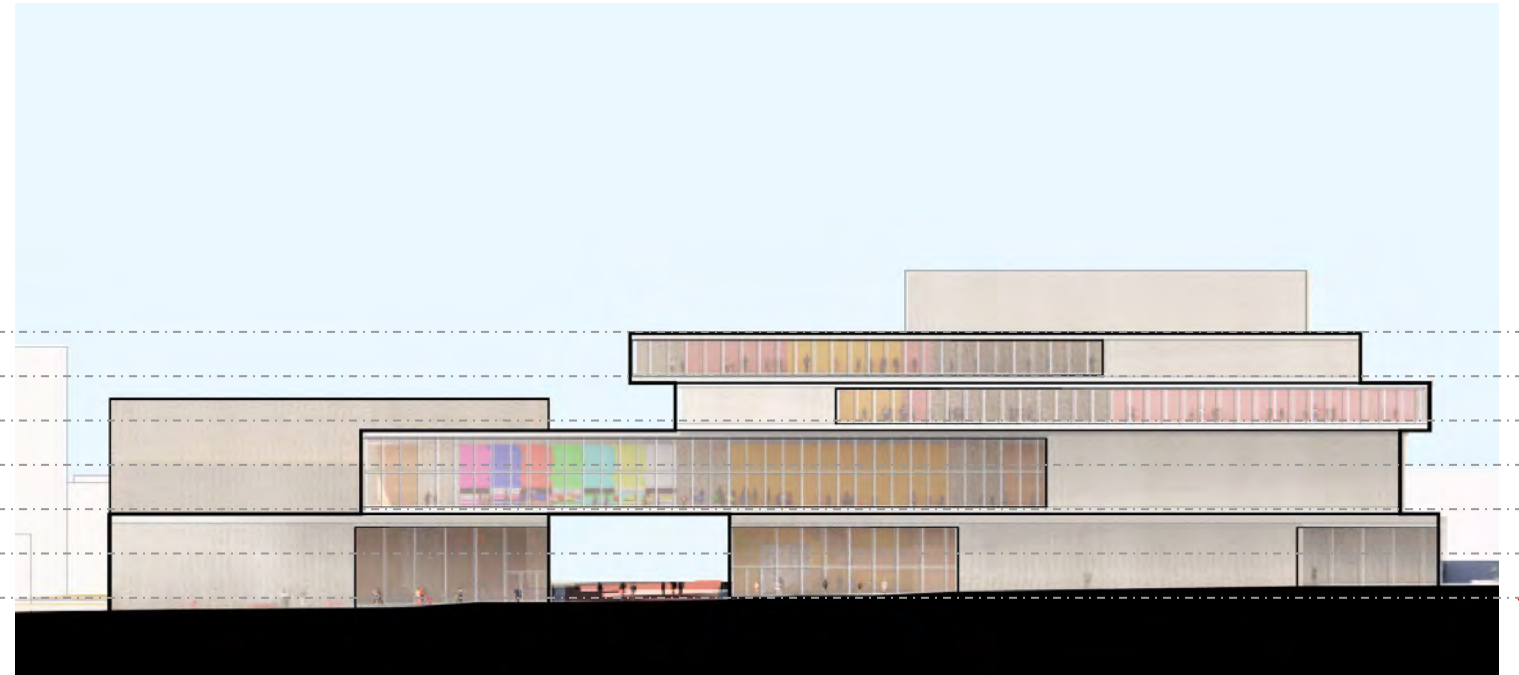


SECTION B: EW SECTION LOOKING SOUTH

Elevations

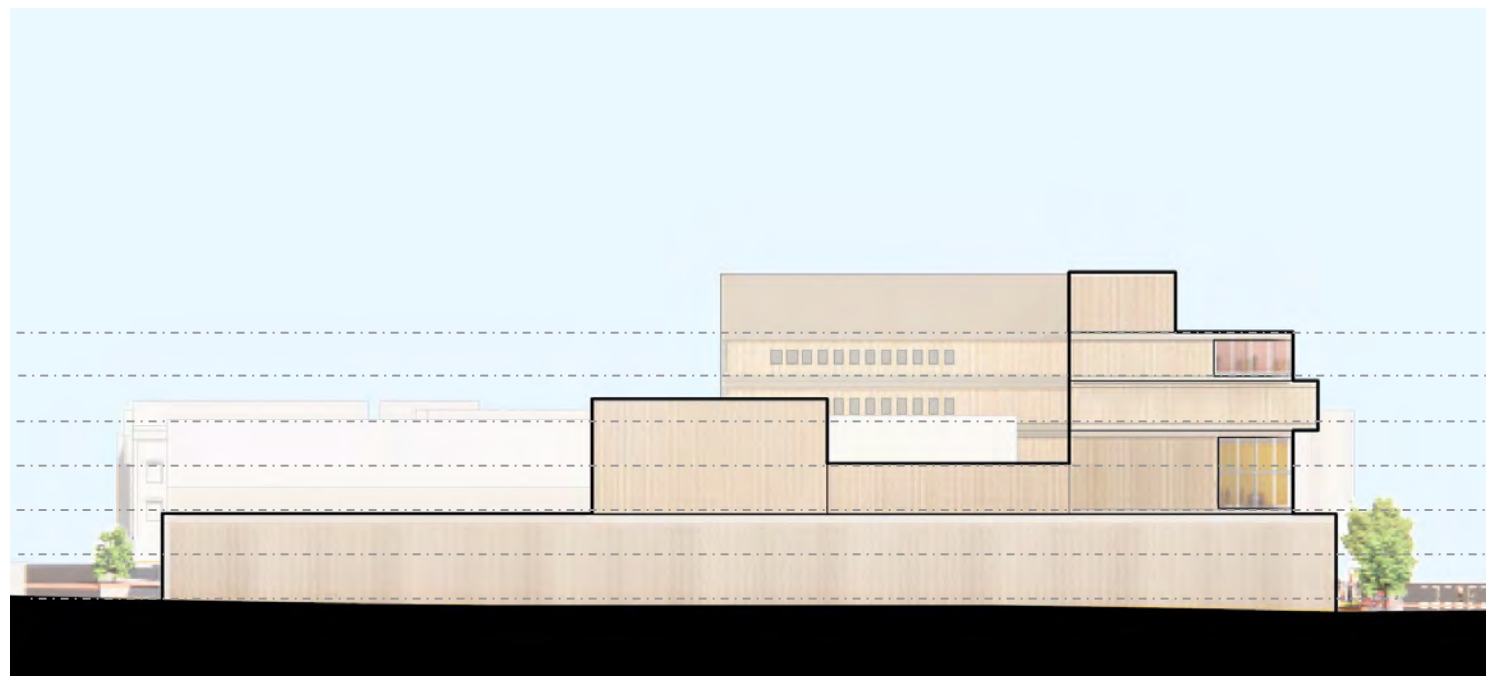


NORTH ELEVATION

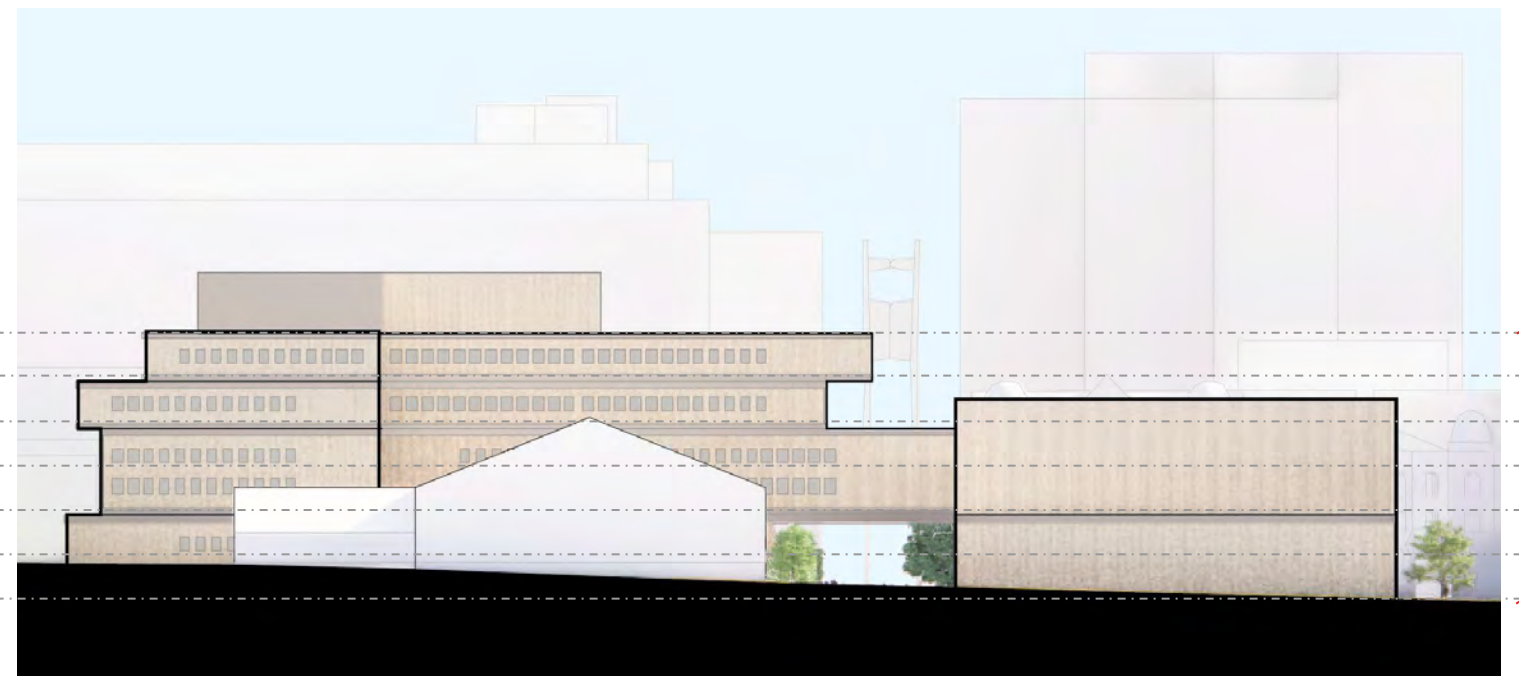


EAST ELEVATION (FACING N. BROAD ST)

ROOF
L5
L4
95'
L3B
L3A
L2
L1 (93'-0" FFE)



SOUTH ELEVATION



WEST ELEVATION (FACING N. 15TH ST)

ROOF
L5
L4
95'
L3B
L3A
L2
L1 (93'-0" FFE)

Existing Context Photos

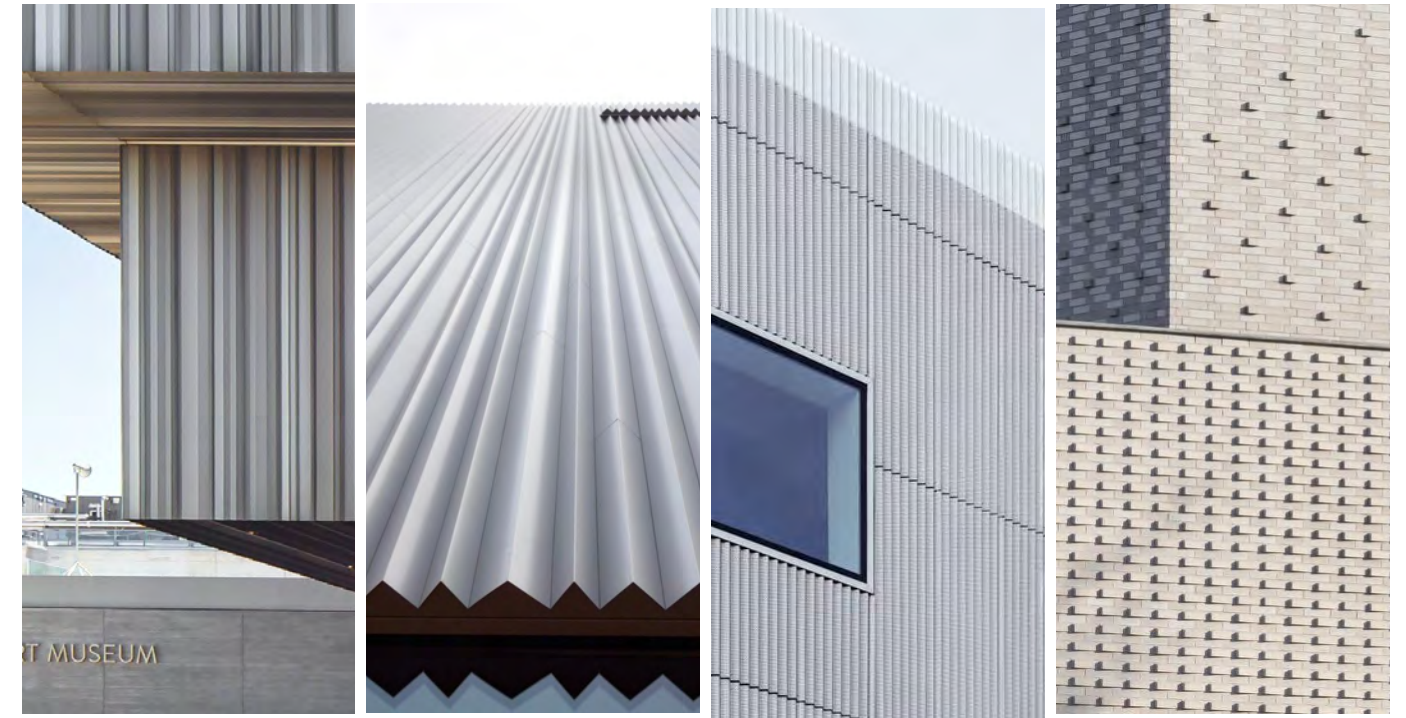


Exterior Materiality



Context Materials

Temple Campus and the surrounding Philadelphia context of Broad Street is generally a diverse material palette with highlights. The historical context of the surrounding residential areas is primarily red brick. The campus includes stone, concrete, glass curtain wall, and brick masonry facades.



Proposed Materials

The primary approach to material is organized around glazing and opaque zones of the facade. The glazed areas of the facade are intended to create a visual relationship between the public exterior and academic interior, therefore the glazing system will prioritize transparency and minimal expression of opacity. The opaque areas of the facade are intended to create continuity with to the tone and texture of the existing Temple and Philadelphia context while providing some points of distinction. The material selection will echo the warm tones of the masonry/stone context with a scale that also relates to the context but provides a point of distinction.

Exterior Renderings - Existing

View Looking North on N Broad St.



Exterior Renderings - Proposed

View Looking North on N Broad St.



Appendix

1. Zoning Site Plan
2. Site Survey
3. Open Streets Checklist
4. Sustainability 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).

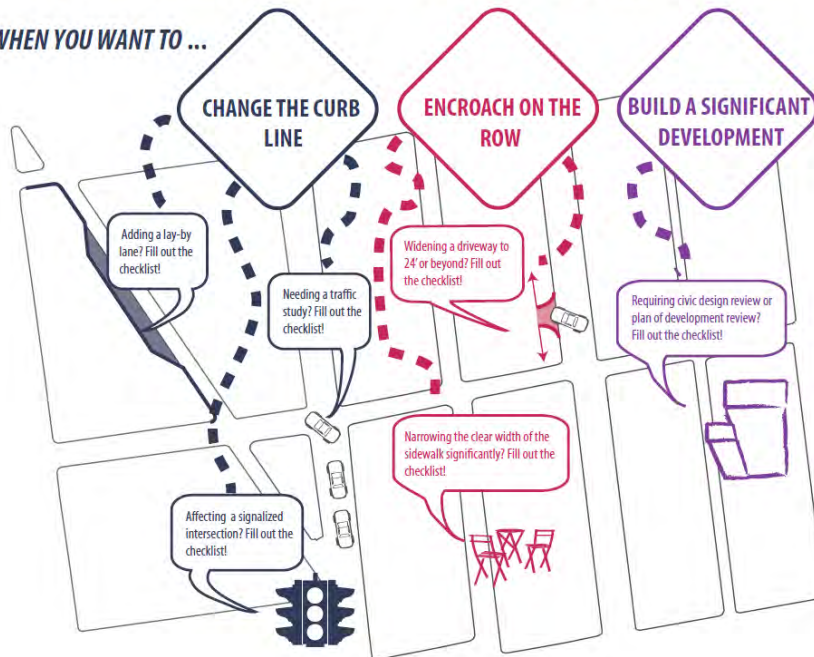
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §111-901 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?

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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:
 - 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 PITS/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 PITS/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

- | | |
|--|---|
| <p>1. PROJECT NAME
<u>Temple Broad St. Development</u></p> <p>3. APPLICANT NAME
<u>Temple University</u></p> <p>4. APPLICANT CONTACT INFORMATION</p> <p>6. OWNER NAME
Temple University</p> <p>7. OWNER CONTACT INFORMATION</p> <p>8. ENGINEER / ARCHITECT NAME
<u>Skidmore, Owings, & Merrill</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>Caitie Vanhauer</u>
caitie.vanhauer@som.com
7 WORLD TRADE CENTER
250 GREENWICH STREET
NEW YORK, NEW YORK 10007
T +1 (212) 298-9770</p> | <p>2. DATE
<u>06/09/2023</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>N Broad St. and N 15th St.</u></p> |
|--|---|
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
<u>N Broad St.</u>			<u>Civic/Ceremonial</u>
<u>N 15th St.</u>			<u>City Neighborhood</u>

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 X | NO <input type="checkbox"/> | |
| b. Street Furniture such as bus shelters, honor boxes, etc. | YES X | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| c. Street Direction | YES X | NO <input type="checkbox"/> | |
| d. Curb Cuts | YES X | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES X | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| f. Building Extensions into the sidewalk, such as stairs and stoops | YES X | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
	<u>20'</u> / <u>22.1'</u> / <u>22.1'</u>	<u>22.0'</u> / <u>22.1'</u>
	<u>12'</u> / <u>12.0'</u> / <u>12.5'</u>	<u>12'</u> / <u>12.5'</u>
	___ / ___ /	___ /
	___ / ___ /	___ /

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

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
	<u>10'</u> / <u>10.5'</u> / <u>16.5'</u>
	<u>6'</u> / <u>4.7'</u> / <u>8.5'</u>
	___ / ___ /
	___ / ___ /

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Broad Street</u>	<u>15.9' Curb Cut</u>	
<u>15th Street</u>	<u>18.1' Curb Cut</u>	
	<u>46.5' Curb Cut</u>	

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Broad Street</u>	<u>NA</u>	
<u>15th Street</u>	<u>7.9' Curb Cut Extension</u>	
	<u>22.0' Curb Cut</u>	

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL APPROVAL

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

YES NO

APPLICANT: Pedestrian Component Removing current obstructions in the walkway and widening the walking zone on Broad Street from 10.5' to 16.5'.

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
<u>Broad Street</u>	<u>5.9' / NA</u>
<u>15th Street</u>	<u>3.5' / NA</u>
	<u> / </u>
	<u> / </u>

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
<u>Broad Street</u>	<u>5' / 5.8' / 5.7'</u>
<u>15th Street</u>	<u>4' / 3.7' / 4.0'</u>
	<u> / / </u>
	<u> / / </u>

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 checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| ▪ Lighting | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| ▪ Benches | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| ▪ Street Trees | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| ▪ Street Furniture | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |

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

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

NOTE: Additional streetscape items are being evaluated and will be incorporated in the final design. Existing street trees will be maintained.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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 <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component Additional streetscape items are being evaluated and will be incorporated in the final design. Existing street trees will be maintained.

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	ON SIDEWALK	OFF-STREET
		Existing / Proposed	Existing / Proposed	Existing / Proposed
<u>Broad Street</u>		<u>0</u> /	<u>0</u> /	<u>0</u> /
<u>15th Street</u>		<u>0</u> /	<u>0</u> /	<u>0</u> /
		___ /	___ /	___ /
		___ /	___ /	___ /

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 YES NO N/A
- Buffered Bike Lane YES NO N/A
- Bicycle-Friendly Street YES NO N/A
- Indego Bicycle Share Station 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

YES NO

YES NO

APPLICANT: Bicycle Component 20 bicycle racks have been added to the former Berks Street right-of-way. 15th Street is a sharrow lane.

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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? | YES X NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES X NO <input type="checkbox"/> N/A <input type="checkbox"/> |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES X NO <input type="checkbox"/> N/A <input type="checkbox"/> |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | |

DEPARTMENTAL APPROVAL	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
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

Philadelphia City Planning Commission



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
<u>Lane changes are not proposed</u>			___/	
			___/	
			___/	
			___/	

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

DEPARTMENTAL APPROVAL

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

YES NO

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

YES NO

YES NO

36. Does the design maintain emergency vehicle access?

YES NO

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

YES NO

APPLICANT: Vehicle / Cartway Component The project is supported by Cecil B. Moore subway station, bike routes and bus stops providing alternative routes to and from the site.

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

			DEPARTMENTAL APPROVAL	
			YES <input type="checkbox"/>	NO <input type="checkbox"/>
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 The design will incorporate windows, storefronts, and other active uses facing the street but not in the right-of-way.

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
-----------------	-----------------------	-----------------------

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<i>If yes, City Plan Action may be required.</i>					
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 checked="" 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 checked="" 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 checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

DEPARTMENTAL REVIEW

Additional Reviewer Comments:

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 adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) 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, Cecil B. Moore Subway station and several existing bus stops are within a 1/4 mile distance of the main building entries. Additionally, the Temple SEPTA Regional Rail Station is only 4/10 mile away.
(2) Reduced Parking Footprint	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.	N/A, there are no new proposed parking areas.
(3) 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.	N/A, there are no new proposed parking areas.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	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)ⁱ	N/A, this is not a residential development.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Temple has multiple Indego Bike Share locations a short distance from the site. Temple is open to adding more if requested, but Temple will be adding additional bike parking spaces beyond minimum requirements.

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.	LEED Silver requires a minimum of 30% reduction from baseline and SOM will seek additional measures to further reduce irrigation requirements.
Sustainable Sites		
(7) 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.	Project will meet minimum pervious space requirements and will seek additional opportunities for green roof and pervious open space areas.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	SOM to study potential locations for additional runoff storage on the site in accordance with PWD Stormwater management regulations. Project will meet PWD stormwater requirements.
(9) 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.	Project will include shading with trees and high SRI roofing material, locations TBD.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	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 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	The project plans to pursue the ASHRAE 90.1-201 compliance path.
(11) 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? ⁱⁱⁱ <ul style="list-style-type: none"> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using 	Yes, we will achieve 10% energy savings or more from established baseline relative to ASHRAE 90.1-2016.

Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> ●Achieve certification in Energy Star for Multifamily New Construction (MFNC). ●Achieve Passive House Certification 	
(12) Indoor Air Quality and Transportation	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}	Yes, project is assumed to have MERV 13 filters installed prior to occupancy.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Renewable energy is not provided in this project but will be studied in future phases for LEED Silver.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Expanded pedestrian public sidewalk along Broad St. and landscaped walkways, potential rain gardens, and site furnishings along the Polett Walk expansion.

ⁱ Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
 See also, "The Commercial Energy Code Compliance" information sheet:
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>

and the "What Code Do I Use" information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1
 For Energy Star: www.Energystar.gov
 For Passive House, see www.phius.org

^{iv} 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

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).

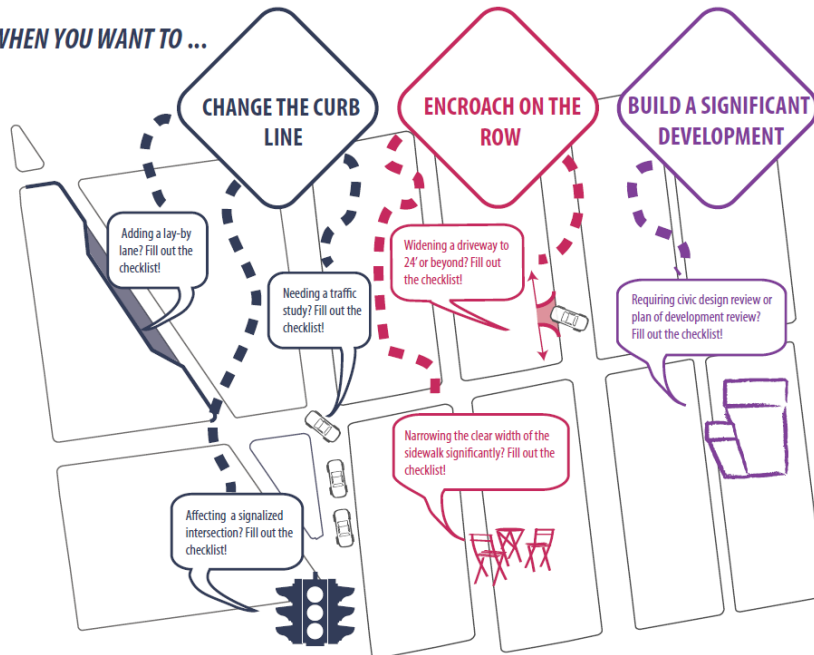
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §111-901 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?

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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:
 - 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 PITS/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 PITS/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

- | | |
|--|---|
| <p>1. PROJECT NAME
<u>Temple Broad St. Development</u></p> <p>3. APPLICANT NAME
<u>Temple University</u></p> <p>4. APPLICANT CONTACT INFORMATION</p> <p>6. OWNER NAME
Temple University</p> <p>7. OWNER CONTACT INFORMATION</p> <p>8. ENGINEER / ARCHITECT NAME
<u>Skidmore, Owings, & Merrill</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>Caitie Vanhauer</u>
caitie.vanhauer@som.com
7 WORLD TRADE CENTER
250 GREENWICH STREET
NEW YORK, NEW YORK 10007
T +1 (212) 298-9770</p> <p>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.</p> | <p>2. DATE
<u>06/09/2023</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>N Broad St. and N 15th St.</u></p> |
|--|---|

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

STREET	FROM	TO	COMPLETE STREET TYPE
<u>N Broad St.</u>			<u>Civic/Ceremonial</u>
<u>N 15th St.</u>			<u>City Neighborhood</u>

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 X | NO <input type="checkbox"/> | |
| b. Street Furniture such as bus shelters, honor boxes, etc. | YES X | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| c. Street Direction | YES X | NO <input type="checkbox"/> | |
| d. Curb Cuts | YES X | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES X | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| f. Building Extensions into the sidewalk, such as stairs and stoops | YES X | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
	<u>20'</u> / <u>22.1'</u> / <u>22.1'</u>	<u>22.0'</u> / <u>22.1'</u>
	<u>12'</u> / <u>12.0'</u> / <u>12.5'</u>	<u>12'</u> / <u>12.5'</u>
	___ / ___ /	___ /
	___ / ___ /	___ /

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

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
	<u>10'</u> / <u>10.5'</u> / <u>16.5'</u>
	<u>6'</u> / <u>4.7'</u> / <u>8.5'</u>
	___ / ___ /
	___ / ___ /

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Broad Street</u>	<u>15.9'</u> Curb Cut	
<u>15th Street</u>	<u>18.1'</u> Curb Cut	
	<u>46.5'</u> Curb Cut	

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Broad Street</u>	<u>NA</u>	
<u>15th Street</u>	<u>7.9'</u> Curb Cut Extension	
	<u>22.0'</u> Curb Cut	

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL APPROVAL

YES NO

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 X NO

APPLICANT: Pedestrian Component Removing current obstructions in the walkway and widening the walking zone on Broad Street from 10.5' to 16.5'.

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
<u>Broad Street</u>	<u>5.9'</u> / <u>NA</u>
<u>15th Street</u>	<u>3.5'</u> / <u>NA</u>
	<u> </u> / <u> </u>
	<u> </u> / <u> </u>

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
<u>Broad Street</u>	<u>5'</u> / <u>5.8'</u> / <u>5.7'</u>
<u>15th Street</u>	<u>4'</u> / <u>3.7'</u> / <u>4.0'</u>
	<u> </u> / <u> </u> / <u> </u>
	<u> </u> / <u> </u> / <u> </u>

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 checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| ▪ Lighting | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| ▪ Benches | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| ▪ Street Trees | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| ▪ Street Furniture | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |

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

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

NOTE: Additional streetscape items are being evaluated and will be incorporated in the final design. Existing street trees will be maintained.

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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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component Additional streetscape items are being evaluated and will be incorporated in the final design. Existing street trees will be maintained.

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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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	ON SIDEWALK	OFF-STREET
		Existing / Proposed	Existing / Proposed	Existing / Proposed
<u>Broad Street</u>		<u>0</u> /	<u>0</u> /	<u>0</u> /
<u>15th Street</u>		<u>0</u> /	<u>0</u> /	<u>0</u> /
		___ /	___ /	___ /
		___ /	___ /	___ /

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 YES NO N/A
 - Buffered Bike Lane YES NO N/A
 - Bicycle-Friendly Street YES NO N/A
 - Indego Bicycle Share Station 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

YES NO

YES NO

APPLICANT: Bicycle Component 20 bicycle racks have been added to the former Berks Street right-of-way. 15th Street is a sharrow lane.

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | |
|---|--|
| 28. Does the design limit conflict among transportation modes along the curb? | YES X NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES X NO <input type="checkbox"/> N/A <input type="checkbox"/> |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES X NO <input type="checkbox"/> N/A <input type="checkbox"/> |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | |

DEPARTMENTAL APPROVAL	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Curbside Management Component
 Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component
 Reviewer Comments:

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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
<u>Lane changes are not proposed</u>			___/	
			___/	
			___/	
			___/	

				DEPARTMENTAL APPROVAL	
33. What is the maximum AASHTO design vehicle being accommodated by the design?				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 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 The project is supported by Cecil B. Moore subway station, bike routes and bus stops providing alternative routes to and from the site.

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)

- | | |
|--|---|
| <p>40. Does the design incorporate windows, storefronts, and other active uses facing the street?</p> <p>41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?</p> <p>42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?</p> | <p>YES X NO <input type="checkbox"/> N/A <input type="checkbox"/></p> <p>YES X NO <input type="checkbox"/> N/A <input type="checkbox"/></p> <p>YES X NO <input type="checkbox"/> N/A <input type="checkbox"/></p> |
|--|---|

DEPARTMENTAL APPROVAL	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Urban Design Component The design will incorporate windows, storefronts, and other active uses facing the street but not in the right-of-way.

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

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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
-----------------	-----------------------	-----------------------

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<i>If yes, City Plan Action may be required.</i>					
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 checked="" 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 checked="" 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 checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<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:

COMPLETE STREETS HANDBOOK CHECKLIST

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

DEPARTMENTAL REVIEW

Additional Reviewer Comments: