

catholic health care services

St. Rita Place + Cascia Center

CIVIC DESIGN REVIEW

philadelphia city planning commission
29 november 2016





222 north 17th street
philadelphia, pa 19103



1107 walnut street, floor 2
philadelphia, pa 19107

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CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 722430

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

The applicant's property affects property in Residential District

and creates more than 50,000 SF.

PROJECT LOCATION

Planning District: South District Council District: Second Council District

Address: 1148-54 S. Broad St. and 1400 Ellsworth St.

Philadelphia, PA 19146

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

CONTACT INFORMATION

Applicant Name: Nancy Bastian Primary Phone: 215.928.0202

Email: nbastian@cecilbakerpartners.com Address: 1107 Walnut Street, Second Floor
Philadelphia, PA 19107

Property Owner: National Shrine of St. Rita of Cascia Developer Catholic Health Care Services

Architect: Cecil Baker + Partners

SITE CONDITIONS

Site Area: 16,506 sf

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

SITE USES

Present Use: Vacant Lot

Proposed Use: Mixed-use development with multi-family residential and 7,100 SF tenant space (Cascia Center).

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

Cascia Center (offices and community rooms): 7,100 sf

Residential: 44,850 sf

Dwelling Units: 46

Proposed # of Parking Units:

6

COMMUNITY MEETING

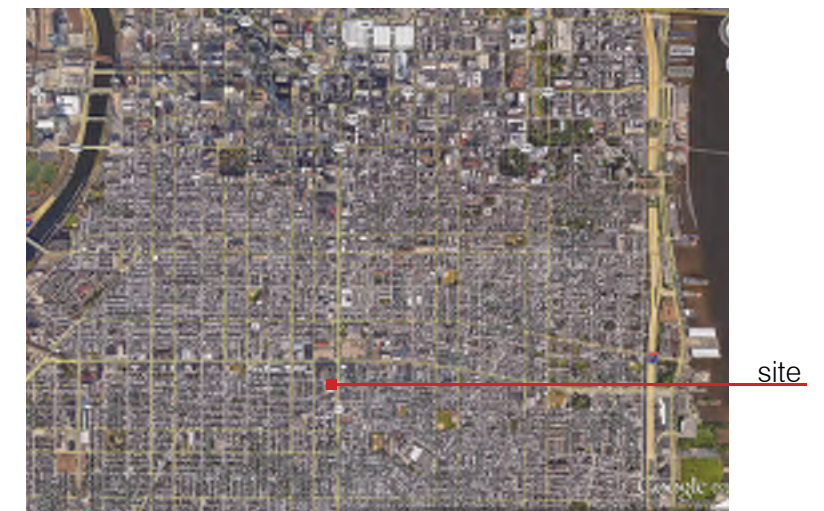
Community meeting held: Yes No ☒ X

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:

Date: November 15, 2016 Time: 7 pm

CONTINUED ON NEXT PAGE



introduction

St. Rita Place + Cascia Center is a proposed, new mixed-use development that will combine affordable senior housing units with a center for peace and justice. To be located on a vacant lot at the southwest corner of Broad Street and Ellsworth Street in South Philadelphia, the proposed five story building will include:

- 46 One Bedroom Dwelling Units: Located at Floors 2 through 5, these units will be for age and income eligible seniors. Also included will be a Community Room, On-site Property Management Office, Laundry, Trash Room, and Resident Lounges;
- Cascia Center: 7,100 sf center for peace and justice will be located at Floors 1;
- Plaza: A 2,650 sf outdoor Plaza will be created between the proposed new construction and the existing National Shrine of St. Rita of Cascia; this will become a gathering space for those visiting the Shrine, the Cascia Center and the Housing;
- Parking: Parking for 6 visitors to the Cascia Center will be provided in an open air parking lot accessed from Carlisle Street.

The 16,506 sf site is zoned RSA-5, Residential Single Family Attached, and as such will require a variance for Multi-Family and Office Use. A variance will also be required for the overall height of the building, location of parking in the rear yard setback, as well as number of parking spaces.

The building is angled and inflected towards the Plaza at the first floor along Broad Street. This allows one a view of the limestone facade of the landmark National Shrine of St. Rita of Cascia Church and also provides an invitation to the Plaza beyond.

Entrance to the Housing will be through the Plaza which will include an enclosed outdoor landscaped space solely for resident's use. A Residential Lobby at Floor 1 leads to the amenity spaces, elevators, and dwelling units above.

The Cascia Center also opens to the Plaza with a large, glass facade at Floor 1. Visitors to the Cascia Center will have the opportunity to gather in this Plaza as they visit the adjacent Shrine. The Cascia Center will also welcome neighbors and provide space for reconciliation, forgiveness, and peacemaking, much in the spirit of St. Rita of Cascia.



1 east facade of national shrine of saint rita of cascia and rectory buildings



4 looking across broad street from ellsworth street



2 view of site from s. broad street, looking north



3 north facade of national shrine of saint rita of cascia



5 view looking east from s. carlisle street across property





6 west facade of national shrine of saint rita of cascia (facing s. carlisle street)



7 s. carlisle street, looking north

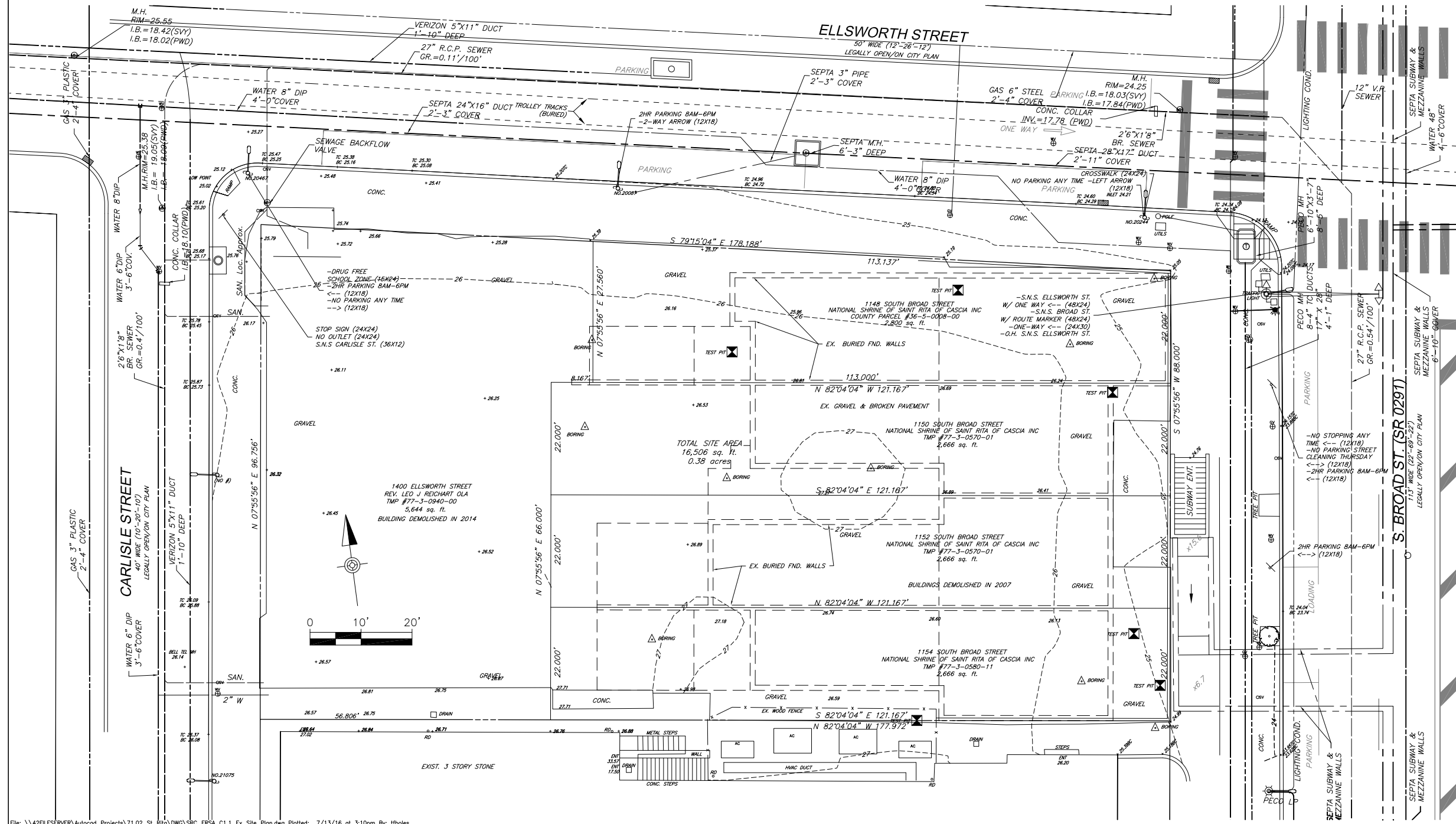
PENNSYLVANIA LAW REQUIRES
3 WORKING DAYS NOTICE FOR
CONSTRUCTION PHASE AND 10 WORKING
DAYS IN DESIGN STAGE - STOP CALL

 **PA** 
SYSTEM, INC.

SERIAL NO.: _____
LOCATION: WARD _____
CALL DATES: _____/2014
CALL TYPE: DESIGN

CALL 1-800-242-1776

	Fence
	Property Line
	Concrete Curb
	Storm Drain
	Fire Hydrant
	Manhole
	Utility Pole w/ Light
	Water Valve
	Test Pit
	Ex. Contour
	EX. GAS LINE
	EX. PECO LINE
	EX. SEWER LINE
	EX. WATER LINE
	EX. SEPTA LINE
	EX. VERIZON LINE



Boles, Smyth Associates Inc.
Consulting Civil Engineers
2400 Chestnut Street - Philadelphia PA, 19103
215-561-2644 (P) - 215-561-0501 (F)

National Shrine of St. Rita
1166 S. Broad Street
Philadelphia, PA 19146

1148-1154 S. Broad Stret
1400 Ellsworth Street
Philadelphia PA 19146

No	Date	Description
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REVISIONS

PROJECT:

St. Rita's Cascia Center
PHILADELPHIA PA 19146

PWD ERSA App. No.FY16-STRC-4364-01

SHEET:

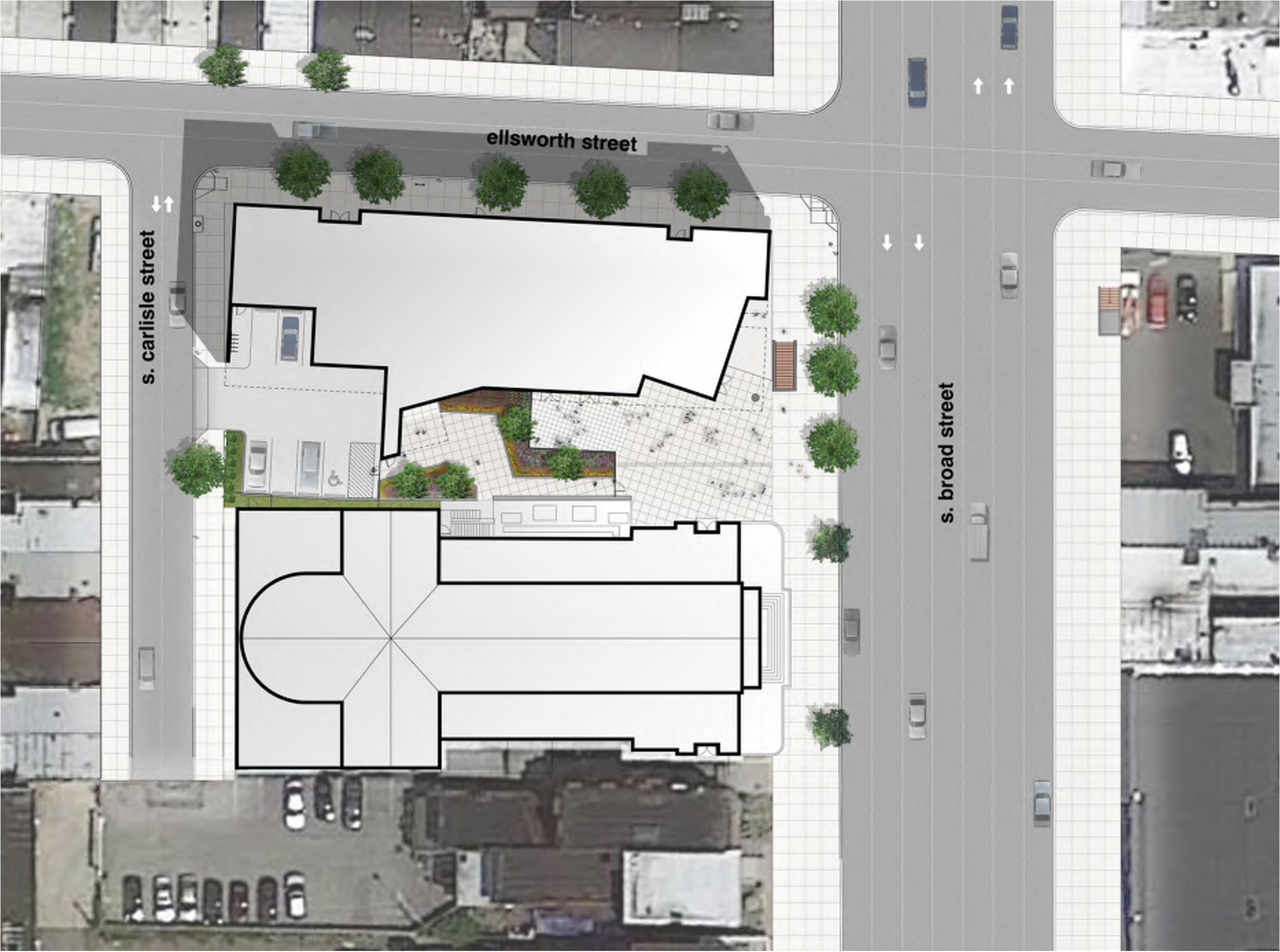
Existing Site & Utility Plan

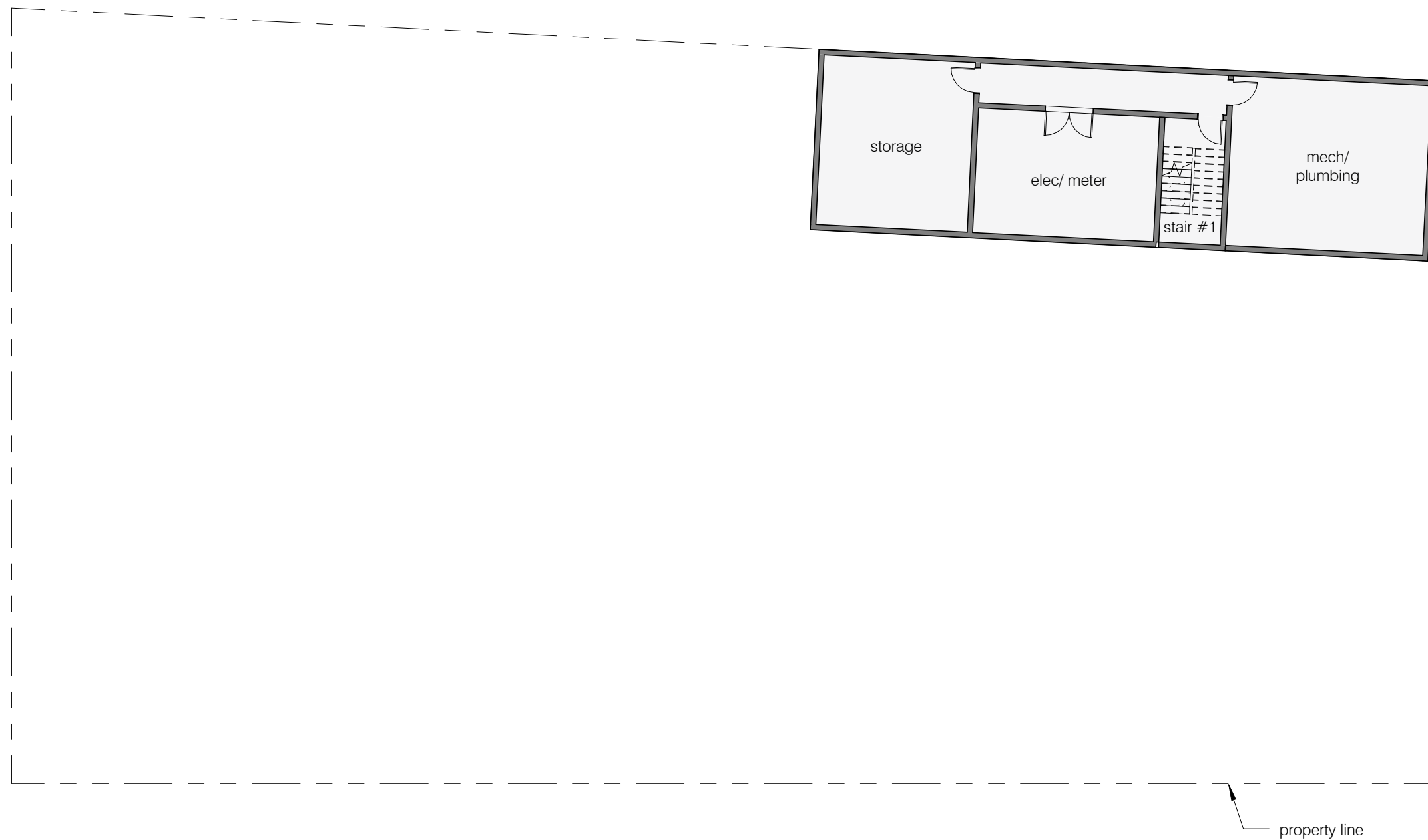
Project No.: 71.02
Scale: As Noted
Date: 07-13-16
Drawn by: TJR
Checked: TFB

1 OF 2

Drawing No.



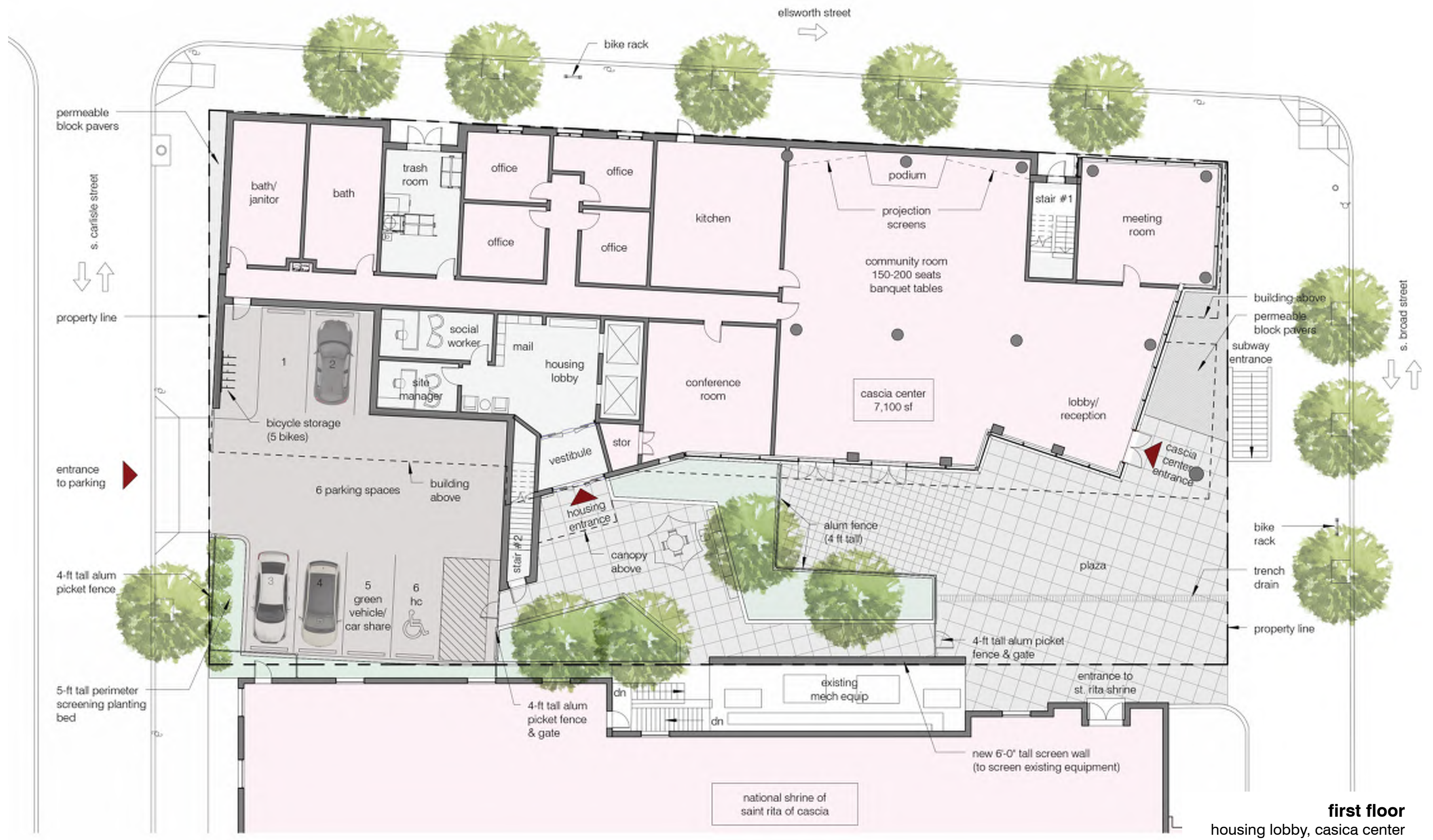


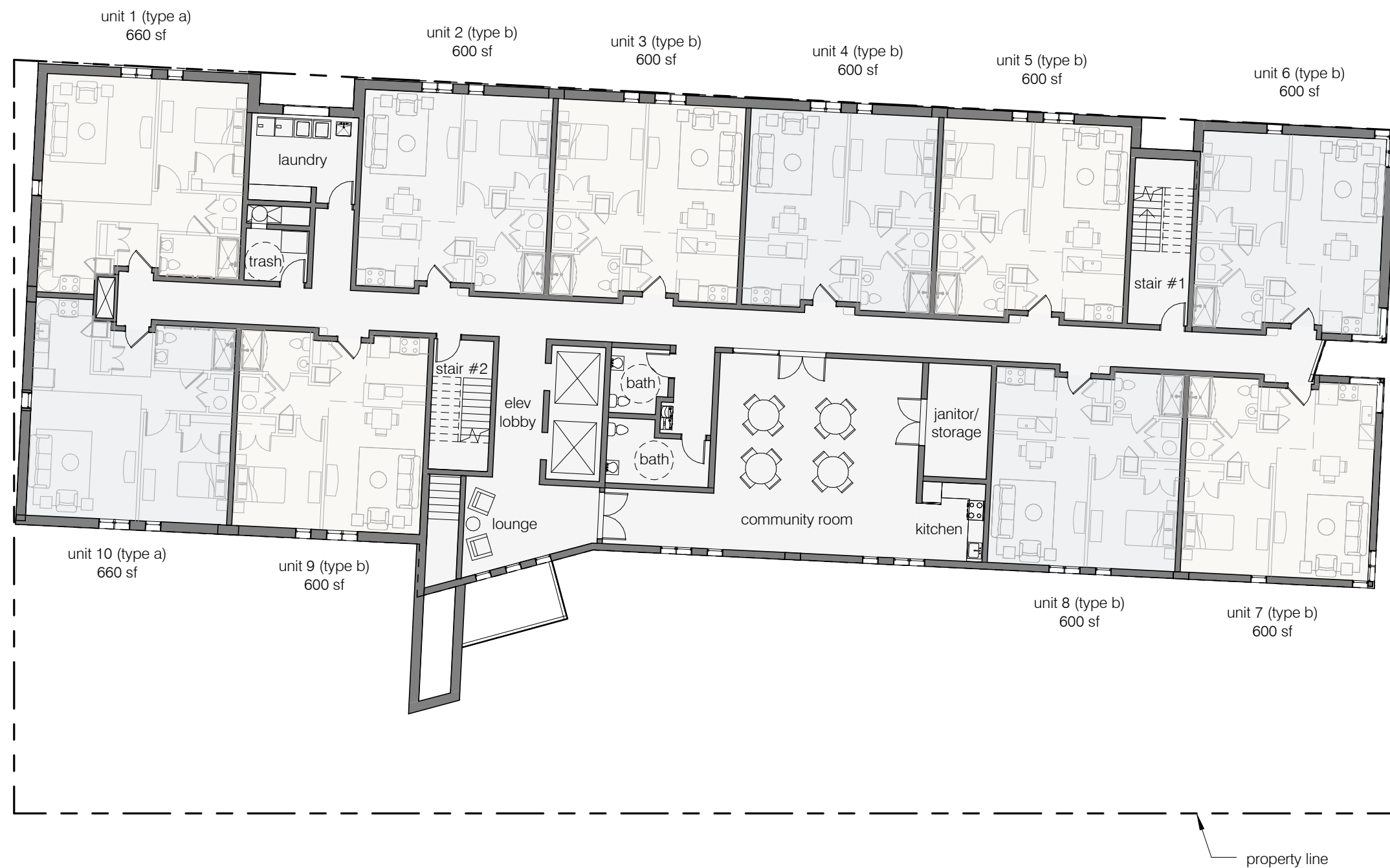


partial basement
utilities, storage

0 4 8 16'







second floor
residential, community room

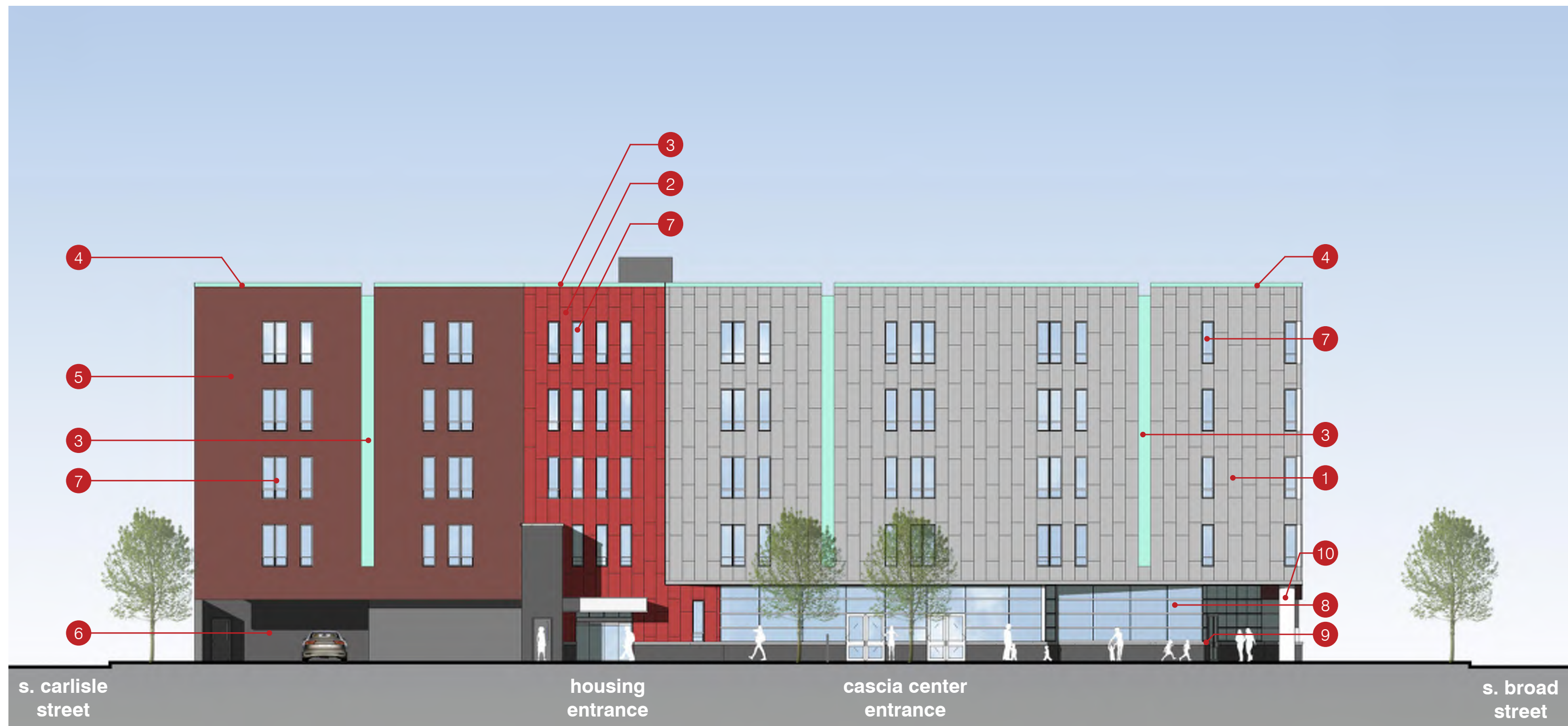
0 4 8 16'



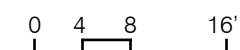


floors 3-5
residential





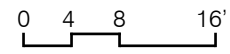
south elevation - at plaza





- 1 metal panel "grey"
- 2 metal panel "red"
- 3 metal panel "copper"
- 4 metal coping "copper"
- 5 modular brick "red"
- 6 modular brick "grey"
- 7 vinyl single hung window
- 8 storefront
- 9 cast stone trim
- 10 metal column cover

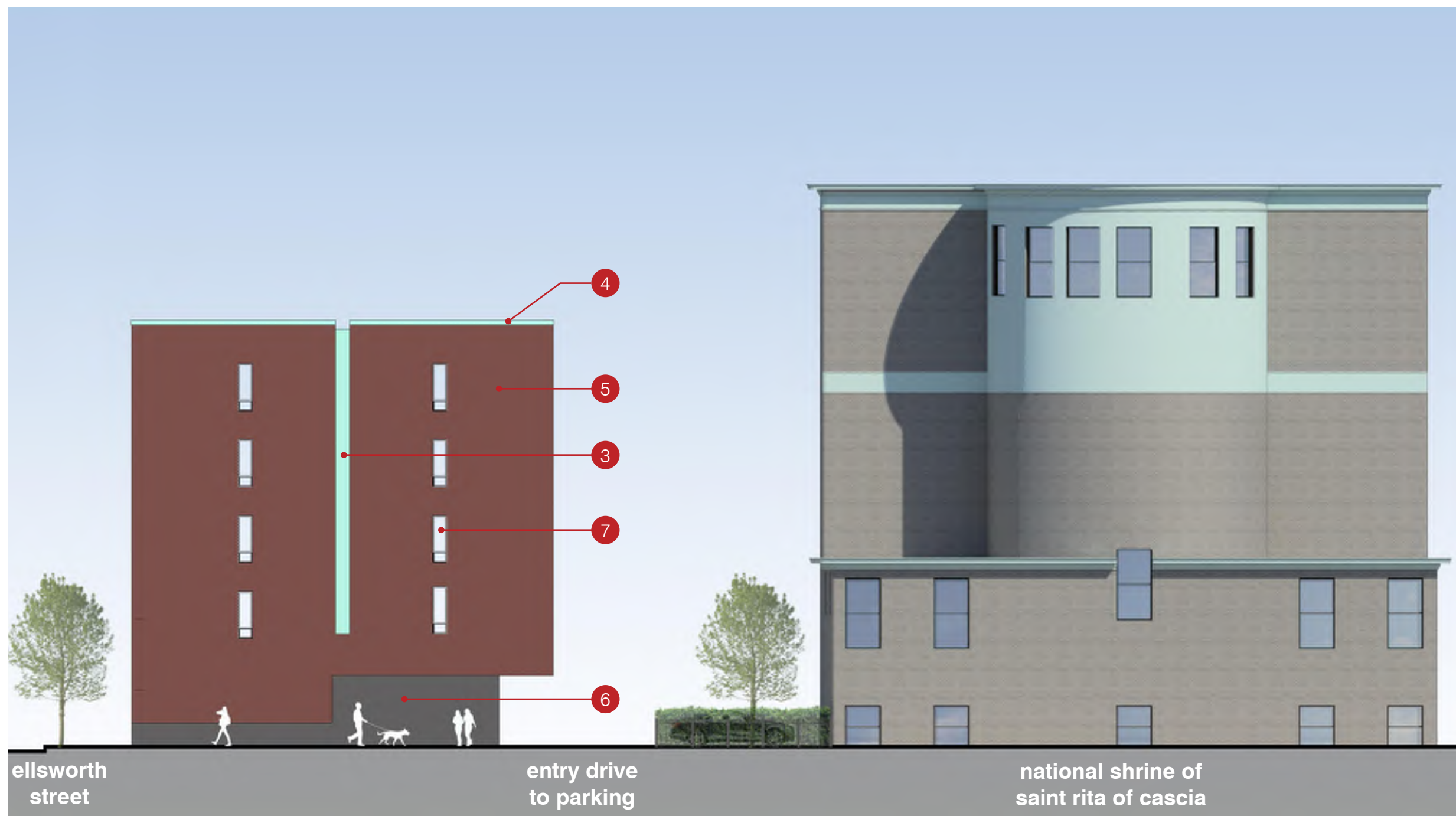
east elevation - south broad street





north elevation - ellsworth street



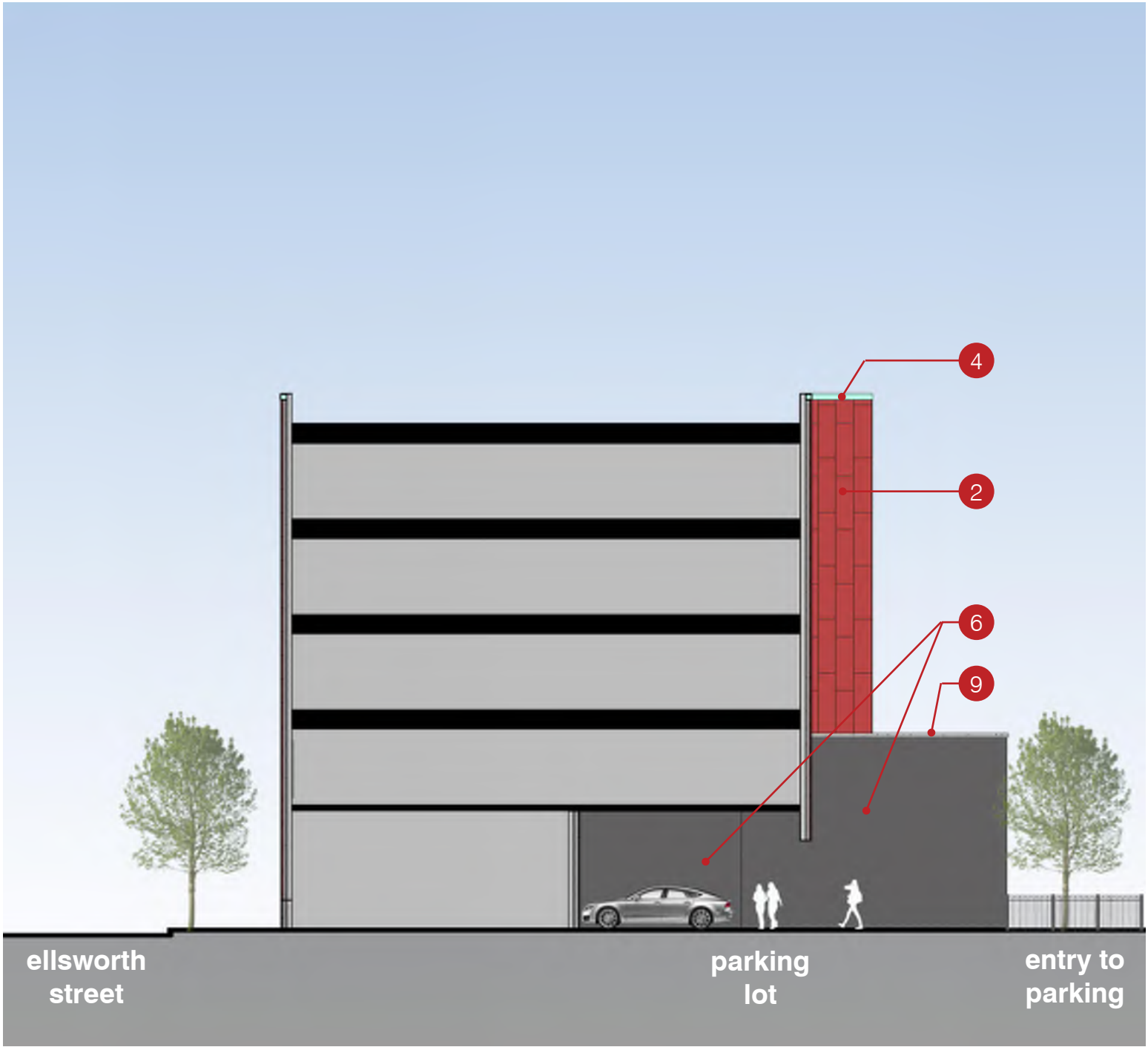


- 1 metal panel "grey"
- 2 metal panel "red"
- 3 metal panel "copper"
- 4 metal coping "copper"
- 5 modular brick "red"
- 6 modular brick "grey"
- 7 vinyl single hung window
- 8 storefront
- 9 cast stone trim
- 10 metal column cover



west elevation - south carlisle street

0 4 8 16'



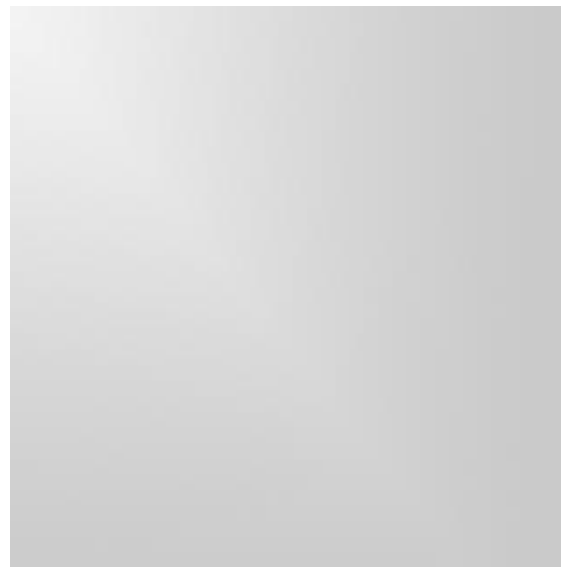
- 1 metal panel "grey"
- 2 metal panel "red"
- 3 metal panel "copper"
- 4 metal coping "copper"
- 5 modular brick "red"
- 6 modular brick "grey"
- 7 vinyl single hung window
- 8 storefront
- 9 cast stone trim
- 10 metal column cover

west elevation - parking lot

0 4 8 16'



materials palette



metal panel - grey



metal panel - red



metal panel - copper



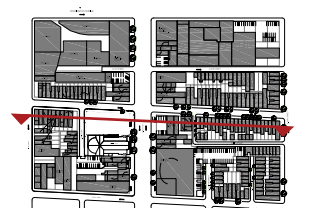
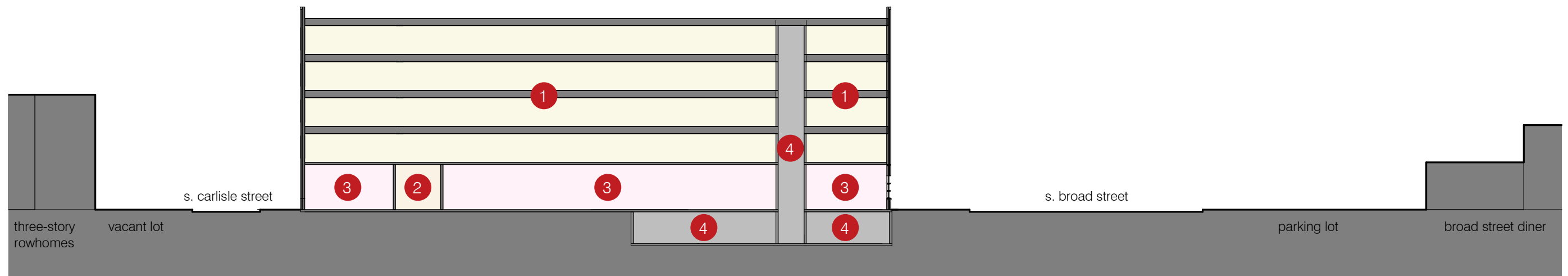
modular brick - red



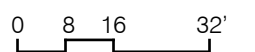
modular brick - grey



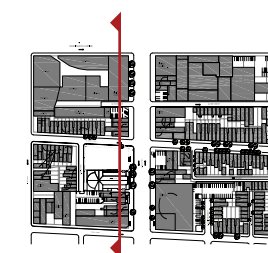
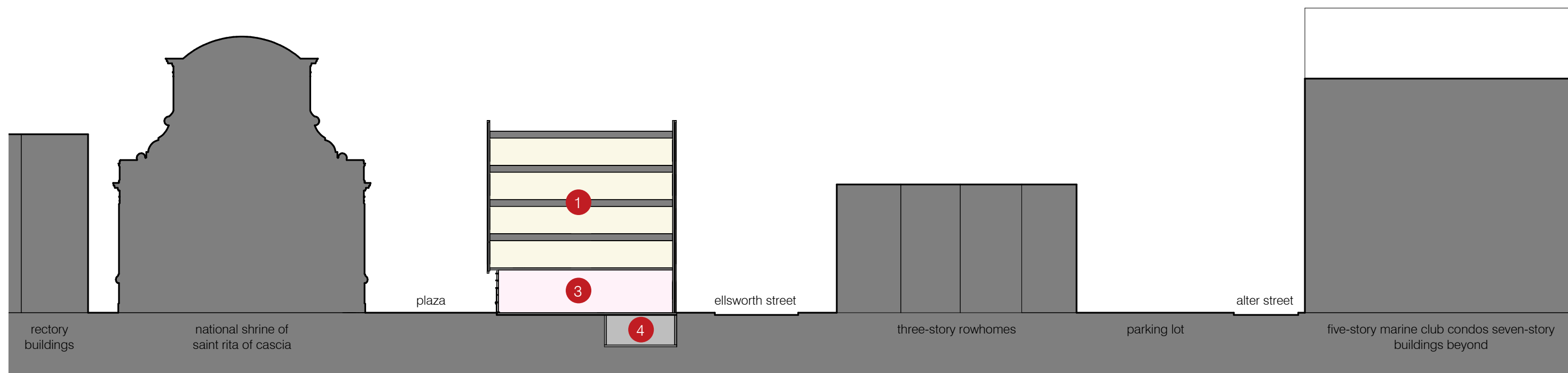
storefront



east - west section
program diagram



- 1 residential units
- 2 residential amenities
- 3 cascia center
- 4 vertical circulation and mechanical space



north - south section
program diagram

0 8 16 32'



view from s. broad street



looking east on ellsworth street



plaza plan

residents' entrance



cascia center entrances



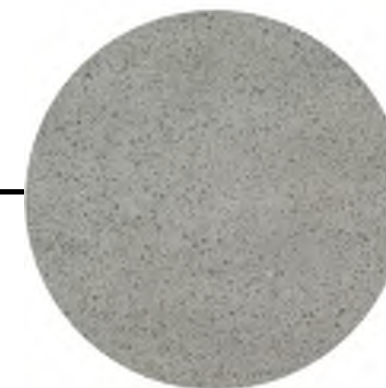
residents' entrance



aluminum picket fence



cascia center entrances



colored concrete paving
(multiple colors)



s. broad street



bike rack



ellsworth street



gleditsia triacanthos
honeylocust



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



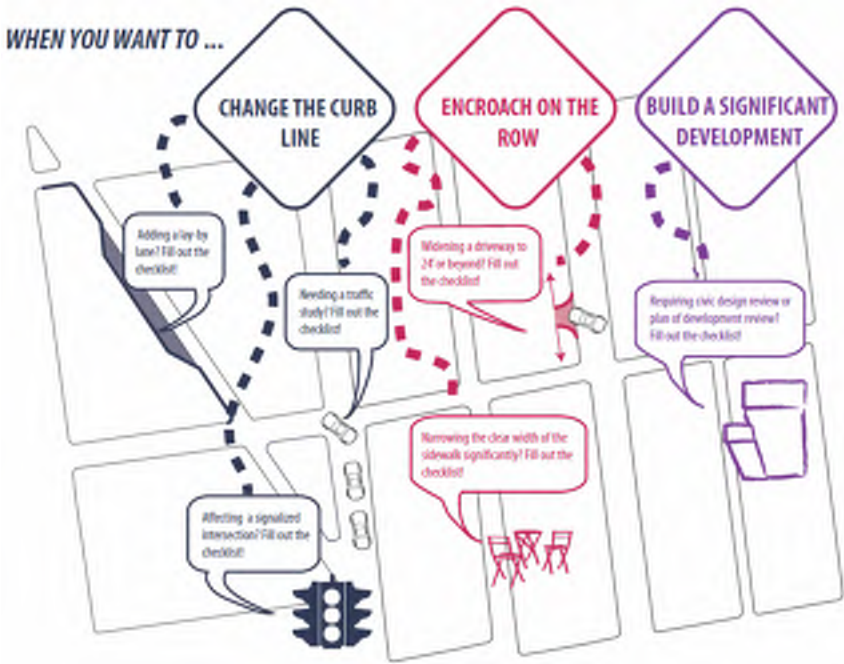
INSTRUCTIONS

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

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

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

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



PRELIMINARY PCPC REVIEW AND COMMENT: _____

DATE _____

FINAL STREETS DEPT REVIEW AND COMMENT: _____

DATE _____

COMPLETE STREETS HANDBOOK CHECKLIST

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

1. PROJECT NAME

St. Rita Place and Cascia Center
2. DATE

11.29.2016
3. APPLICANT NAME

Nancy Bastian
5. PROJECT AREA: list precise street limits and scope

Bounded by S. Broad Street, Ellsworth Street, S. Carlisle Street, and St. Rita’s Church
4. APPLICANT CONTACT INFORMATION

nbastian@cecilbakerpartners.com

215.928.0202, ext. 128
6. OWNER NAME

National Shrine of St. Rita of Cascia
7. OWNER CONTACT INFORMATION

222 North 17th Street

Philadelphia, PA 19103

215-587-3663
8. ENGINEER / ARCHITECT NAME

Cecil Baker + Partners, Architects

Boles, Smyth Associates, Civil Engineer
9. ENGINEER / ARCHITECT CONTACT INFORMATION

Cecil Baker + Partners

1107 Walnut St, 2nd Floor

Philadelphia, PA 19107
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.

STREET	FROM	TO	COMPLETE STREET TYPE
S. Broad	Ellsworth	110’ S of Ellsworth	Civic/Ceremonial Street
Ellsworth	S. Carlisle	S. Broad	City Neighborhood Street
S. Carlisle	Ellsworth	110’ S of Ellsworth	Local (Catch All)

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

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

YES ☒ NO ☐

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

YES ☒ NO ☐ N/A ☐

c. Street Direction

YES ☒ NO ☐

d. Curb Cuts

YES ☒ NO ☐ N/A ☐

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

YES ☒ NO ☐ N/A ☐

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

YES ☐ NO ☐ N/A ☒

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
S. Broad	20' / 22' / 22'	22' / 22'
Ellsworth	12' / 12' / 12'	12' / 12'
S. Carlisle	10' / 10' / 10'	10' / 10'
_____	____ / ____ / ____	____ / ____

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
S. Broad	10' / 9.75' / 10'
Ellsworth	6' / 8' / 8'
S. Carlisle	5' / 6' / 6'
_____	____ / ____ / ____

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
Driveway	20'	70' West of Broad St.
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	20'	S. Carlisle St.
_____	_____	_____
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

YES ☒ NO ☐

DEPARTMENTAL APPROVAL
YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>S. Broad</u>	<u>0' / 0'</u>
<u>Ellsworth</u>	<u>0' / 0'</u>
<u>S. Carlisle</u>	<u>0' / 0'</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>S. Broad</u>	<u>5' / 4.5' / 4.5' (@ subway)</u>
<u>Ellsworth</u>	<u>4' / 4' / 4'</u>
<u>S. Carlisle</u>	<u>4' / 4' / 4'</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

Lighting

Benches

Street Trees

Street Furniture

YES ☒

YES ☐

YES ☐

YES ☒

YES ☐

NO ☐

NO ☒

NO ☒

NO ☐

NO ☒

N/A ☐

N/A ☐

N/A ☐

N/A ☐

N/A ☐

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

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 ☒ NO ☐ N/A ☐

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

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>
Elimination of any vehicular intrusion on Ellsworth Street, Convenient, secure bicycle parking to be provided.
24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
Broad + Ellsworth	5	___ / ___	0 / 2	0 / 5
___	___	___ / ___	___ / ___	___ / ___
___	___	___ / ___	___ / ___	___ / ___
___	___	___ / ___	___ / ___	___ / ___

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

- Conventional Bike Lane

▪ Buffered Bike Lane

▪ Bicycle-Friendly Street
- YES ☐

YES ☐

YES ☐
- NO ☐

NO ☐

NO ☐
- N/A ☒

N/A ☒

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 APPROVAL

- YES ☐

YES ☐

YES ☐
- NO ☐

NO ☐

NO ☐
- N/A ☒

N/A ☒

N/A ☒

APPLICANT: Bicycle Component

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 ☒ NO ☐
29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES ☐ NO ☐ N/A ☒
30. Does the design provide a buffer between the roadway and pedestrian traffic? YES ☒ NO ☐ N/A ☐
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

DEPARTMENTAL APPROVAL

- YES ☐

YES ☐

YES ☐
- NO ☐

NO ☐

NO ☐
- N/A ☒

N/A ☐

N/A ☐

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; If not, go to question No. 35

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

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

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

35. Will the public right-of-way be used for loading and unloading activities? YES ☒ NO ☐

36. Does the design maintain emergency vehicle access? YES ☒ NO ☐

37. Where new streets are being developed, does the design connect and extend the street grid? YES ☐ NO ☐ N/A ☒

38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES ☐ NO ☐ N/A ☒

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES ☒ NO ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

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

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES ☒ NO ☐ N/A ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES ☒ NO ☐ N/A ☐

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 ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

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

			DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" 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 type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" 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?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/> N/A <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

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

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

Location and Transportation		
Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	YES Building is located next to Ellsworth-Federal station and has multiple bus routes within a 1/4 mile walking distance.
Reduced Parking Footprint	All new parking areas to be located in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	YES Parking is at rear yard and is partially under the building.
Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	YES One parking space will be designated preferred parking for green vehicles or car share vehicles.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	NO

Sustainable Sites		
Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	NO
Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A)Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications the PWD Stormwater Management Regulations	NO
Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	NO

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

Water Efficiency		
Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	YES On-site vegetation will be maintained without irrigation.

Energy and Atmosphere		
Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	YES Each apartment will be tested and inspected to comply with ENERGY STAR checklists.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	YES The project will achieve 10% energy saving from an established baseline using ASHRAE standard 90.1-2010. Project will also meet Energy Star Multifamily High Rise standards.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	NO

Innovation		
Innovation	Any other sustainable measures that could positively impact the public realm.	YES Building design incorporates highly insulated building envelope, high efficiency HVAC equipment, efficient lighting, energy star-labeled appliances to reduce environmental and economic harms associated with excessive energy use.