



SITE CONDITIONS

Site Area: 185,558sf

Existing Zoning: CMX-5* **Are Zoning Variances required?** Yes No

*Ordinance for overlay with Master Plan is proposed and this CDR application is part of the master plan requirements of 14-304(3)(e)(.1)(.c)(.ii).

Present Use: Retail & existing transit uses

Proposed Use:

Area of Proposed Uses, Broken Out by Program:
Assembly and Entertainment (Arena)
Retail
Existing Transit Uses
Residential – 395 Units

Proposed # of Parking units: 119 parking spaces to be provided on site or offsite pursuant to 14-802(9)

COMMUNITY MEETING

Community meeting held: Yes No

If yes, please provide written documentation as proof.

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

Date: _____ **Time:** _____

*To be scheduled.

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:

Date: _____

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, the project site is located directly above the SEPTA Jefferson Station.
(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.	All new parking areas within the Arena masterplan will be sub-grade.
(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.	The project is in Master Plan phase. It is anticipated that this benchmark can be met, but will be further developed once the masterplan progresses.
(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	The project is in Master Plan phase. It is anticipated that this benchmark can be met, but will be further developed once the masterplan progresses.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	The project is in Master Plan phase. It is anticipated that this benchmark can be met, but will be further developed once the

Civic Sustainable Design Checklist – Updated September 3, 2019

		masterplan progresses.
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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.	The project is in Master Plan phase. Information regarding this benchmark will be further developed once the masterplan progresses.
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.	The project is in Master Plan phase. Information regarding this benchmark will be further developed once the masterplan progresses.
(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	The project is in Master Plan phase. Information regarding this benchmark will be further developed once the masterplan progresses.
(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.	The project is in Master Plan phase. Information regarding this benchmark will be further developed once the masterplan progresses.
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 is in Master Plan phase. Information regarding this benchmark will be further developed once the masterplan progresses.
(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 	The project is in Master Plan phase. Information regarding this benchmark will be further developed once the masterplan progresses.

	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}	The project is in Master Plan phase. Information regarding this benchmark will be further developed once the masterplan progresses.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	The project is in Master Plan phase. Information regarding this benchmark will be further developed once the masterplan progresses.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	The project is in Master Plan phase. Information regarding this benchmark will be further developed once the masterplan progresses.

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).

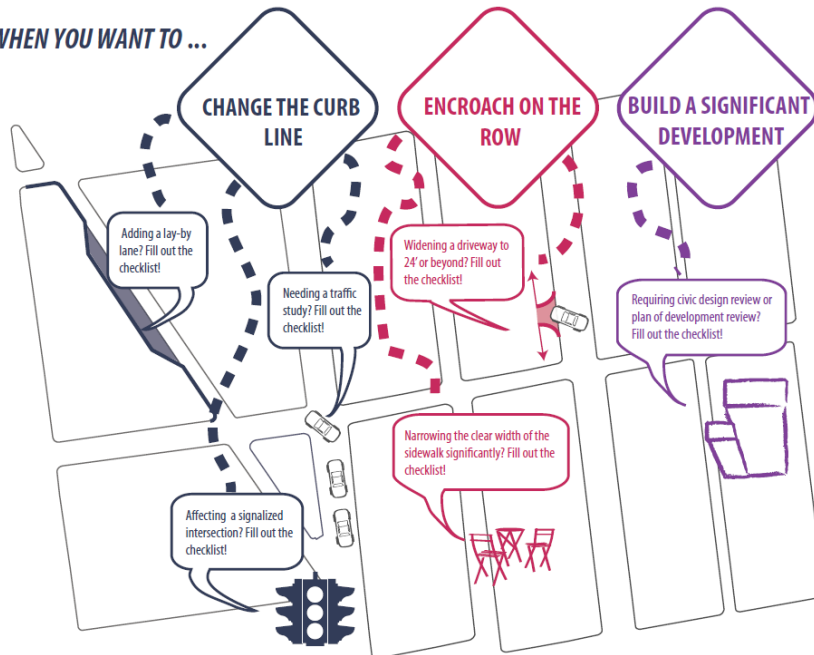
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects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

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

1. PROJECT NAME
76 Place Arena
2. DATE

3. APPLICANT NAME
CBL Real Estate LLC
5. PROJECT AREA: list precise street limits and scope
1001-19, 1025 Market Street
1001-25 Filbert Street
The proposed arena footprint is approximately 177,000 SF. Direct connections with existing public transportation are proposed as part of this project, including modifications to existing pedestrian bridges.
4. APPLICANT CONTACT INFORMATION
Email: AlexKafenbaum@HBSE.com, Phone: 516-996-1990
6. OWNER NAME
Alex Kafenbaum with CBL Real Estate LLC
7. OWNER CONTACT INFORMATION
Email: AlexKafenbaum@HBSE.com, Phone: 516-996-1990
8. ENGINEER / ARCHITECT NAME
Christopher Hager with Langan Engineering and Environmental Services, Inc.
9. ENGINEER / ARCHITECT CONTACT INFORMATION
Email: CHager@Langan.com, Phone: 215-845-8910
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>Market Street</u>	<u>10th Street</u>	<u>11th Street</u>	<u>Civic/Ceremonial</u>
<u>Filbert Street</u>	<u>10th Street</u>	<u>11th Street</u>	<u>City Neighborhood</u>
<u>Cuthbert Street</u>	<u>10th Street</u>	<u>11th Street</u>	<u>Local</u>
<u>10th Street</u>	<u>Market Street</u>	<u>Cuthbert Street</u>	<u>City Neighborhood & Walkable Commercial Corridor</u>
<u>11th Street</u>	<u>Market Street</u>	<u>Cuthbert Street</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 NO
 - b. Street Furniture such as bus shelters, honor boxes, etc. YES NO N/A
 - c. Street Direction YES NO
 - d. Curb Cuts YES NO N/A
 - e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES NO N/A
 - f. Building Extensions into the sidewalk, such as stairs and stoops YES NO N/A

APPLICANT: General Project Information

Additional Explanation / Comments: The standards and practices described in the Complete Streets Design Handbook will be followed to propose a design that considers accessibility, connectivity, and safety to accommodate the needs of all users of city streets, sidewalks, bicycle facilities and public transportation. At this stage in the design development,

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



not all components are illustrated on the plan. The goal is to provide the maximum amount of clear width in sidewalks to allow for ample pedestrian circulation and queuing.

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>Market Street</u>	<u>20 / 25.67 / 25.68</u>	<u>25 / 25</u>
<u>Cuthbert Street</u>	<u>10 / 4.71 to 5.42 / 4.70 to 16.69</u>	<u>4 to 6 / 5 to 17</u>
<u>10th Street</u>	<u>12 / 12.21 to 13.69 / 17.00 to 21.77</u>	<u>12 to 13.8 / 12 to 22</u>
<u>11th Street</u>	<u>12 / 13.41 to 13.82 / 21.79 to 21.95</u>	<u>12 to 13.8 / 13.8 to 22</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>Market Street</u>	<u>10 / 6.30 / 14.18</u>
<u>Cuthbert Street</u>	<u>5 / 4.71 / 4.70 to 10.19</u>
<u>10th Street</u>	<u>6 / 4.79 to 9.39 / 10.50 to 13.27</u>
<u>11th Street</u>	<u>6 / 7.98 to 9.28 / 8.26 to 13.45</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>Lay-by Lane</u>	<u>86</u>	<u>Market Street</u>
<u>Driveway</u>	<u>128</u>	<u>Cuthbert Street</u>
<u>Driveway</u>	<u>30</u>	<u>Filbert Street</u>
<u>Driveway (Exit Only)</u>	<u>16</u>	<u>Filbert Street</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway (Exit Only)</u>	<u>16</u>	<u>Cuthbert Street</u>
<u>Driveway (for Arena Loading)</u>	<u>TBD</u>	<u>Cuthbert Street</u>

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 NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: Sidewalk widening along 10th and 11th Streets, infill of lay-by on Market Street, and widening of Cuthbert sidewalks is proposed as part of this project to provide access and safe navigation around the Arena. In addition, Filbert Street is to be vacated between 10th and 11th Street, although driveway entrance to the adjacent lot to the West is anticipated to remain. The goal is to provide the maximum amount of clear width in sidewalks to allow for ample pedestrian circulation and queuing. For Cuthbert Street, the existing property line extends 3.05' in to the sidewalk area. The actual clear minimum sidewalk width is 4.71'.

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>Market Street</u>	<u>4.09 (Door swing) / 3.50 (Door swing)</u>
<u>Cuthbert Street</u>	<u>0 / 0</u>
<u>10th Street</u>	<u>3.43 (Door swing, building behind property line) / 3.50 (Door swing)</u>
<u>11th Street</u>	<u>1.33 (Recessed door swing) / 3.50 (Door Swing)</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>Market Street</u>	<u>5 / 15.28 / 8</u>
<u>Cuthbert Street</u>	<u>3.5 / 0 / 3</u>
<u>10th Street</u>	<u>4 / 2.82 / 3 to 5</u>
<u>11th Street</u>	<u>4 / 4.10 / 5</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 NO N/A
- YES NO N/A
- YES NO N/A
- YES NO N/A
- YES NO N/A

DEPARTMENTAL APPROVAL

- YES NO
- YES NO
- YES NO
- YES NO
- YES NO

19. Does the design avoid tripping hazards?

- YES NO N/A

- YES NO

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

- YES NO N/A

- YES NO

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 checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: The building and furnishing components described in the Complete Streets Design Handbook will be followed to propose a design that considers accessibility, connectivity, and safety to accommodate the needs of all users of city streets, sidewalks, bicycle facilities and public transportation. At this stage in the design development, building and furnishing components are not illustrated on the plan. The goal is to provide the maximum amount of clear width in sidewalks to allow for ample pedestrian circulation and queuing.

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>Market Street</u>	<u>TBD</u>	<u>0</u> / <u>TBD</u>	<u>0</u> / <u>TBD</u>	<u>0</u> / <u>TBD</u>
<u>Filbert Street</u>	<u>TBD</u>	<u>0</u> / <u>TBD</u>	<u>1</u> / <u>TBD</u>	<u>0</u> / <u>TBD</u>
<u>Cuthbert Street</u>	<u>TBD</u>	<u>0</u> / <u>TBD</u>	<u>0</u> / <u>TBD</u>	<u>0</u> / <u>TBD</u>
<u>10th Street</u>	<u>TBD</u>	<u>0</u> / <u>TBD</u>	<u>0</u> / <u>TBD</u>	<u>0</u> / <u>TBD</u>
<u>11th Street</u>	<u>TBD</u>	<u>0</u> / <u>TBD</u>	<u>0</u> / <u>TBD</u>	<u>0</u> / <u>TBD</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
- Buffered Bike Lane
- Bicycle-Friendly Street
- Indego Bicycle Share Station

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

DEPARTMENTAL APPROVAL

YES NO
 YES NO
 YES NO
 YES NO

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

YES NO N/A

YES NO

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

YES NO N/A

YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: Project team is currently working with Streets and OTIS to develop the bicycle components to be included in the design. The bicycle component standards and practices described in the Complete Streets Design Handbook will be followed. Bicycle components are not illustrated on the plans at this stage of the design development.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

APPLICANT: Curbside Management Component

Additional Explanation / Comments: As proposed as part of this project, there will be new SEPTA access / entrance provided through the Arena via the Filbert Street connector and Jefferson Station. Additionally, there are no vehicle parking spaces proposed for the Arena, as it is encouraged to utilize one of the six existing rails that travel near the Arena, or utilize one of the 29 existing parking garages within walking distance.

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>Market Street</u>	<u>10th Street</u>	<u>11th Street</u>	<u>10 / 10</u>	<u>25</u>
<u>Cuthbert Street</u>	<u>10th Street</u>	<u>11th Street</u>	<u>8 / 11</u>	<u>25</u>
<u>10th Street</u>	<u>Market Street</u>	<u>Cuthbert Street</u>	<u>10 / 10</u>	<u>25</u>
<u>11th Street</u>	<u>Market Street</u>	<u>Filbert Street</u>	<u>10 / 10</u>	<u>25</u>

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

Existing WB-67 to existing loading docks (from Arch Street) to remain

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

Additional Explanation / Comments: An extensive Traffic Impact Study is underway in close collaboration with Streets and PennDOT and various other entities. The roadway and streetscape design elements will be based on the pending TIS review and approval.

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)

- 40. Does the design incorporate windows, storefronts, and other active uses facing the street?
- 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
- 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES NO N/A

YES NO N/A

YES NO N/A

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

APPLICANT: Urban Design Component

Additional Explanation / Comments: Retail space is proposed on street level of the Arena, which will incorporate storefronts and window displays along Market Street, 10th Street, and 11th Street.

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
<u>See TIS</u>	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? <i>If yes, City Plan Action may be required.</i>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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 checked="" 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 checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component
 Additional Explanation / Comments: An extensive Traffic Impact Study is underway in close collaboration with Streets and PennDOT and various other entities. The roadway and streetscape design elements will be based on the pending TIS review and approval.

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: _____