



**GENERAL NOTES:**

1. Corner stormwater bump-outs should only be installed where at least one of the two streets meeting at the corner drain towards the corner.
2. Bump-outs in roadways with no parking lane can be considered on a case-by-case basis.
3. In all cases, bump-outs must maintain a minimum offset of 1' from travel lane. Travel lane includes both vehicle and bike lanes.
4. Bump-outs must never narrow street to less than 20' in order to not limit fire vehicles' access down the street.
5. Designers should determine the approved geometry for bump-outs based on good engineering practice and judgement of the site. This includes the angle of the curb that is cross to the travel lane and all curb radii. A typical bump-out geometry that is often used and approved in Philadelphia includes a curb at a 45 degree angle to the travel lane and 5' curb radii. For corner bump-outs that wrap the corner all curb radii around corners shall follow guidance on curb/corner radii included in the city of *Philadelphia Complete Streets Design Handbook*.
6. Fire hydrants must remain within 18-inches of the curb line unless otherwise approved by the Philadelphia Fire Department.

BUMP-OUTS MUST BE CLEAR OF HANDICAPPED STREET PARKING SPACES. OFFSET NOT REQUIRED BUT RECOMMENDED.

FOR CORNER BUMP-OUTS, MAXIMUM BUMP-OUT LENGTH VARIES. HOWEVER, IT IS RECOMMENDED TO OVERLAP BUMP-OUT LENGTH AS CLOSELY AS POSSIBLE WITH ILLEGAL PARKING ZONE, WHICH IS TYPICALLY 20 FEET MEASURED FROM THE STOP BAR BUT MAY BE LONGER SUCH AS AT A BUS STOP. BUMP-OUT LENGTH SHOULD CONSIDER ILLEGAL PARKING ZONE LENGTH AND PARKING DEMAND FOR THE AREA.

BUMP-OUTS CAN BE ON ONE PART OF THE CORNER OR CAN WRAP THE CORNER AND BE ON BOTH BLOCKS DEPENDING ON SITE CONDITIONS, STREET SLOPES, ETC.

MINIMUM RECOMMENDED LENGTH FOR MID-BLOCK BUMP-OUT IS APPROXIMATELY 20-FEET TO COINCIDE WITH TYPICAL LENGTH OF ON-STREET PARKING SPACE. RECOMMENDED TO USE MINIMUM AND INCREMENTAL MID-BLOCK BUMP-OUT LENGTHS OF 20-FEET.

BUMP-OUTS ADJACENT TO DRIVEWAYS ARE PERMITTED TO MERGE DIRECTLY INTO DRIVEWAYS PROVIDED THEY ACCOMMODATE THE APPROPRIATE RADIUS AND OWNER APPROVAL IS OBTAINED. IF NOT DESIGNED TO MERGE INTO THE DRIVEWAY, BUMP-OUTS SHOULD MAINTAIN AN OFFSET OF 20' OR GREATER BETWEEN THE BUMP-OUT AND THE DRIVEWAY. PROPOSALS TO PLACE BUMP-OUTS WITHIN THE 20' OFFSET LENGTH CAN BE EVALUATED ON A CASE-BY-CASE BASIS.