

STORMWATER PLANTERS SHOULD BE LOCATED IN ACCORDANCE WITH THE CITY OF PHILADELPHIA COMPLETE STREETS DESIGN HANDBOOK. THIS REQUIRES THAT THEY MAINTAIN MINIMUM CLEAR WALKING ZONE WIDTHS BASED ON APPLICABLE STREET TYPE AND DO NOT CREATE PINCH POINTS OR TRIPPING HAZARDS. REFER TO THE CITY OF PHILADELPHIA COMPLETE STREETS DESIGN HANDBOOK FOR MINIMUM CLEAR WALKING ZONE WIDTHS AS WELL AS ALLOWABLE EXCEPTIONS.

WHILE ALLOWED WITHIN BUS STOP AREAS, STORMWATER PLANTERS MUST BE PLACED SO THAT MINIMUM REQUIREMENTS FOR LOADING PADS, WAITING AREAS, PEDESTRIAN PATHS, AND CLEAR AREAS ARE MET IN ACCORDANCE WITH SEPTA BUS STOP DESIGN GUIDELINES

PLANTERS MUST BE CLEAR OF HANDICAPPED STREET PARKING SPACES. OFFSET NOT REQUIRED BUT RECOMMENDED.

VEHICLE EXIT (BIKE/PARKING LANE)

VEHICLE APPROACH (NO PARKING LANE)

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PLANTER (TYP)

DRIVEWAY

4'

4'

SUBSURFACE: 3'-0" FROM C-POLES (NO MAST ARMS - SIGNALS AND SCHOOL FLASHERS).
 SUBSURFACE: 5'-0" FROM D-POLES (MAST ARMS), UTILITY POLES AND STREET LIGHTS.
 SURFACE: 4'-0" (5'-0" PREFERRED) SPACING IN ALL CASES.
 INCREASED OFFSET MAY BE REQUIRED IF LIGHTS, SIGNS OR OTHER UTILITY POLES HAVE LARGE FOUNDATIONS.

5' (MIN)

PROVIDE OFFSET BETWEEN PLANTERS AND CURB RAMP TO PROVIDE SUFFICIENT SPACE FOR PEDESTRIANS AT CORNERS

GENERAL NOTES

1. If stormwater planters contain trees, placement of planters will also depend on street tree placement requirements per the Street Tree Planting Diagram in the the city of Philadelphia Complete Streets Design Handbook.
2. Reducing the minimum offset from the face of the street curb to the stormwater planter may be appropriate in non-parking lane and non-loading zone conditions but must be reviewed and approved by the City on a case-by-case basis. Reduction of this offset will require additional design considerations regarding the street-side stormwater entrance and area protection design.