4125 Chestnut is a proposed new multi-family residential development that endeavors to provide amenities not only to the new tenants of the building but also to the surrounding community. Rather than design a zero lot line building which would maximize saleable square footage, the design and development team has provided for 4,425 SF of parklette and ground floor landscaped areas on each side of the building that will allow for positive interaction and use by the community.

The main building frontage is on Chestnut Street and features contextual materials and employs a transitional design style. Access to the underground parking is via the secondary frontage on Ludlow Street which also houses the largest of the parklettes at approximately 865 SF.

The overall project site is 16,133 SF and the proposal includes:

- 130 total residential units
- 110 alcove studios
- 15 one bedroom units
- 5 two bedroom units
- 25 vehicle parking spaces
- 44 bicycle parking spaces
- 8,825 SF of leasable retail or office
- 9,050 SF green roof

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ZONING PLAN

ZONE CMX-4

THE SITE IS ZONED CMX-4 COMMERCIAL. THE GROUND FLOOR CONSISTS OF A COMBINATION OF RESIDENTIAL LOBBY AND RETAIL OR OFFICE SPACE ALONG WITH SUPPORT SPACES AND UTILITY ROOMS. EXTERIOR LANDSCAPED AREAS ARE ALSO GIVEN PROMINENCE. ACCESS TO UNDERGROUND PARKING IS PROVIDED BY A SINGLE PROPOSED CURB CUT ON LUDLOW STREET. BIKE STORAGE SPACES ARE ALSO PROVIDED VIA THE LUDLOW STREET ENTRANCE.

SECTION A

SECTION B

SECTION C

SITE SECTION A - LUDLOW STREET

SITE SECTION B - CHESTNUT STREET

SITE SECTION C - CHESTNUT STREET

4125 CHESTNUT STREET  •  PHILADELPHIA, PA 19104

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VEGETATION AND SUSTAINABLE SOLUTIONS

VEGETATED AREAS, INCLUDING PLANTER BOXES AND GREEN ROOF, FUNCTION AS NOT ONLY AESTHETIC ELEMENTS TO PROMOTE A SENSE OF COMMUNITY AROUND THE SITE, BUT ALSO SERVE AS A WAY TO REDUCE WATER RUNOFF THAT MAY ESCAPE PERVIOUS PAVING SURROUNDING THE SITE. WILLOW OAK, NATIVE TO THE EASTERN US, ACTS AS A BUFFER BETWEEN PUBLIC SEATING SPACES AND AREAS OF HIGH TRAFFIC, WHILE THRIVING IN BOTH SUN AND SHADE. GRO LOW FRAGRANT SUMAC AND LILY TURF ARE ALSO PROPOSED FOR THEIR LOW MAINTENANCE AND MINIMAL WATERING REQUIREMENTS. THE INCORPORATION OF THESE PLANTINGS AIM TO SOFTEN AND BLEND THE EDGES BETWEEN COMMUNITY AND RESIDENTIAL SPACES.

VARIEGATED LILY TURF
Low maintenance level and full to partial sun exposure makes the lily turf an ideal plant for public gardens

DWARF FOUNTAIN GRASS
An attractive grass with fluffy, dramatic plumes, fountain grass is ideal for small dry gardens

WILLOW OAK
Wind resistant and drought tolerant, the willow oak is a great choice for beauty, easy maintenance and shade
THIRD TO SIXTH FLOOR LAYOUT AND FURNISHINGS
GREEN ROOF

Essential to the design is a fully engineered and sustainable green roof along with recreational space for residents including a proposed dog run. This space will allow for views to take in the urban context and center city skyline views.
NORTH AND SOUTH EXTERIOR ELEVATIONS
Building materials employ a transitional approach to mid-rise design. In lieu of curtain wall glass and metal panels which would not address the existing context, a mixture of materials is being proposed such as composite clapboard siding, thin brick masonry "chimney" elements, painted trim accents, and cornice banding. Care is taken also to provide for safety and illumination by employing recessed lighting and cameras in the modest overhangs on both the Chestnut and Ludlow street frontages.

1. Hardi siding panels - Light | Medium
2. Grille panels - Dark
3. Hardi reveal panel
4. Glass storefront
5. EIFS stucco
6. Aluminum railing
7. Perforated planted wall | Signage
8. Brick | Stone - Running bond
9. Vinyl windows
10. Prefabricated cornice, painted
CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER:

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

130 Residential Units - Proposal includes new construction that creates more than 100 additional dwelling units

PROJECT LOCATION

Planning District: University South West Council District: 3
Address: 4125-31 Chestnut Street
Philadelphia, PA 19104

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

CONTACT INFORMATION

Applicant Name: Vaughan Buckley Primary Phone: 215-259-7509
Email: vaughan@vaughanbuckley.com  Address: 538 Leverington Avenue
Philadelphia, PA 19128

Property Owner: 4125 Chestnut St CRCP LLC  Developer: 4125 Chestnut St CRCP LLC
Architect: Sara Ann Logan Patterson

SITE CONDITIONS

Site Area: 16,113 SF
Existing Zoning: CMX - 4 Are Zoning Variances required? Yes ______ No X

SITE USES

Present Use: ______ Car Wash
Proposed Use: Mixed Use - Office / Residential

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
130 Residential units: 2nd - 5th Floors - 5,610 SF  Public Outdoor Space with Seating - 1st Floor - 1,531 SF
Leasable Office Space - 1st Floor - 8,028 SF  Secondary/Accessory Spaces - 3rd Floor - 8,071 SF
Green Roof - 9,104 SF

Proposed # of Parking Units:
25 Parking Spots (2 HC, 3 Automotive)
44 Bicycle spots - Bike racks located inside dedicated bike storage area off Ludlow Street

COMMUNITY MEETING

Community meeting held: Yes X No ______
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: 09/07/2017 and 10/30/2017 Time: __7:30 PM____

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ______ No ______ NA X
If yes, indicate the date hearing will be held:
Date: ______ NA ______

CONTINUED ON NEXT PAGE
<table>
<thead>
<tr>
<th>Civic Design Review, Philadelphia</th>
<th>Sustainability Questionnaire</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Categories</strong></td>
<td><strong>Benchmark</strong></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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 |
|                                  | (6) Bus Stop Locations: Chestnut & 40th St, 41st St, 42nd St, 43rd St & 44th St within ¼ mile | |

| 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 |
|                                  | All Parking Located under Building Covered | |

| 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 |
|                                  | (8) Dedicated Car Share Spaces (1) Electric/Green Vehicle Space (5%) of Spaces | |

| Bike Share Station               | Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. | NO, Bike Share Not Included |

**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. | YES |
|                                  | 4,425 SF Pervious Surfacin  5,010 SF Green Roof | |

| 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 | YES |
|                                  | Conforms To Requirements of PWD | |

| 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 |
|                                          | No Heat Island Reduction | |

| 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 |
|                                  | Green Roof Vegetation requires no additional irrigation | |

| Energy and Atmosphere             | Acquire a separate, independent commissioning service to ensure that the energy related systems are installed, calibrated, and perform as intended. | NO |
|                                  | No Independent commissioning service will be done | |

| 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 |
|                                  | Design Team will evaluate how to reduce energy consumption. | |

| On-Site Renewable Energy          | Produce renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage. | NO |
|                                  | No onsite Energy Production | |

| Innovation                       | Any other sustainable measures that could positively impact the public realm. | YES |
|                                  | Exterior Lighting fixture will include photo sensors for sequencing | |
COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME: 4125-33 Chestnut Street
2. DATE: 2017-10-23
3. APPLICANT NAME: Vaughn Buckley
4. APPLICANT CONTACT INFORMATION: vaughn@vaughnbuckley.com | 215-259-7509
5. PROJECT AREA: list precise street limits and scope: Street Frontage on Chestnut St and Ludlow Street Between 42nd and 41st Streets
6. OWNER NAME: 4125 Chestnut St CRCP LLC
7. OWNER CONTACT INFORMATION: 1603 3rd Ave Apt 33A New York, NY 10128
8. ENGINEER / ARCHITECT NAME: Sara-Ann Logan Patterson
9. ENGINEER / ARCHITECT CONTACT INFORMATION: logan@labhaus.com | 617-936-3482
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.

<table>
<thead>
<tr>
<th>STREET</th>
<th>TYPE</th>
<th>DESC</th>
<th>IDEAL</th>
<th>ADDITIONAL</th>
<th>IDEAL</th>
<th>ADDITIONAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chestnut Street</td>
<td>41st St</td>
<td>42nd St</td>
<td>Urban Arterial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ludlow Street</td>
<td>41st St</td>
<td>42nd St</td>
<td>Local</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

APPLICANT: General Project Information
Additional Explanation / Comments:

DEPARTMENTAL REVIEW: General Project Information
Reviewer Comments:

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
<td></td>
</tr>
<tr>
<td>Chesnut Street</td>
<td>≥ 12&quot; / 10’ / 8’</td>
<td>10” / 8’</td>
</tr>
<tr>
<td>Ludlow Street</td>
<td>≥ 10’ / 10’ / 10’</td>
<td>10’ / 10’</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chesnut Street</td>
<td>≥ 6’ / 8’ / 8’</td>
</tr>
<tr>
<td>Ludlow Street</td>
<td>≥ 5’ / 6’-6” / 6’-6”</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>8”-11”</td>
<td>Chestnut Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>10”-15”</td>
<td>Ludlow Street</td>
</tr>
</tbody>
</table>

PROPOSED VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>15’-0”</td>
<td>Ludlow Street</td>
</tr>
</tbody>
</table>

12/2/2017

APPLICANT: General Project Information
Additional Explanation / Comments:

DEPARTMENTAL REVIEW: General Project Information
Reviewer Comments:
**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 ☐ |

**APPLICANT:** Pedestrian Component  
Along with public outdoor seating, additional street trees along Chestnut Street  
Additional Explanation / Comments: provide a welcoming buffer from vehicular traffic

**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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing / Proposed</td>
</tr>
</tbody>
</table>

| Chestnut Street | 0' / 0'                    |
| Ludlow Street   | 0' / 0'                    |
|                 |                             |

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Recommended / Existing / Proposed</td>
</tr>
</tbody>
</table>

| Chestnut Street | ≥ 4' / 4' / 4' |
| Ludlow Street   | ≥ 3'-6" / 3'-6" / 3'-6" |
|                 |                             |

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

<table>
<thead>
<tr>
<th>Treatment</th>
<th>YES ☑</th>
<th>NO ☐</th>
<th>N/A</th>
<th>YES ☑</th>
<th>NO ☐</th>
<th>N/A</th>
<th>YES ☑</th>
<th>NO ☐</th>
<th>N/A</th>
</tr>
</thead>
</table>

19. Does the design avoid tripping hazards?

| YES ☑ | NO ☐ | N/A | YES ☑ | NO ☐ | N/A | 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 | YES ☑ | NO ☐ | N/A | YES ☑ | NO ☐ | N/A |
21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)?

YES ☐ NO ☐ N/A ☐

22. Does the design maintain adequate visibility for all roadway users at intersections?

YES ☐ NO ☐ N/A ☐

APPLICANT: Building & Furnishing Component
Additional Explanation / Comments: Street Trees are proposed along Chestnut Street within Furnishing Zone

DEPARTMENTAL REVIEW: Building & Furnishing Component
Reviewer Comments: ___

---

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at http://philap2035.org/wp-content/uploads/2013/06/bikePedFinal2.pdf

None

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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>4125 Chestnut Ave</td>
<td>44</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 44</td>
</tr>
</tbody>
</table>

APPLICANT: Bicycle Component
44 Required bicycle spaces provided within the building in a dedicated room
Additional Explanation / Comments: Accessible from Ludlow street in underground parking level

DEPARTMENTAL REVIEW: Bicycle Component
Reviewer Comments: ___
### COMPLETE STREETS HANDBOOK CHECKLIST

**CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)**

<table>
<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>28. Does the design limit conflict among transportation modes along the curb?</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>29. Does the design connect transit stops to the surrounding pedestrian network and destinations?</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>30. Does the design provide a buffer between the roadway and pedestrian traffic?</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? All corners of building incorporate a public outdoor seating area that is shaded and removed from heavy pedestrian traffic</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
</tbody>
</table>

**APPLICANT:** Curbside Management Component

**Additional Explanation / Comments:**

**DEPARTMENTAL REVIEW:** Curbside Management Component

Reviewer Comments: ____________

### COMPLETE STREETS HANDBOOK CHECKLIST

**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

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>NA</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>NA</td>
<td>—</td>
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<td>—</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
</tbody>
</table>

**APPLICANT:** Vehicle / Cartway Component

**Additional Explanation / Comments:**

**DEPARTMENTAL REVIEW:** Vehicle / Cartway Component

Reviewer Comments: ____________

33. What is the maximum AASHO design vehicle being accommodated by the design? | WB-40 |

34. Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.

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

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

37. Where new streets are being developed, does the design connect and extend the street grid? | YES | NO | NO |

38. Does the design support multiple alternative routes to and from destinations as well as within the site? | YES | NO | NO |

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

**APPLICANT:** Vehicle / Cartway Component

**Additional Explanation / Comments:**

**DEPARTMENTAL REVIEW:** Vehicle / Cartway Component

Reviewer Comments: ____________

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 ☐ YES ☑ NO ☐

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

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 ☐

APPLICANT: Urban Design Component Driveway access proposed on less active local street. All corners of building Additional Explanation / Comments: _______________ incorporate a public outdoor seating area

DEPARTMENTAL REVIEW: Urban Design Component
Reviewer Comments: __________________________

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.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?  
   YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐

45. Does the design provide adequate clearance time for pedestrians to cross streets?  
   YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐

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?
   If yes, City Plan Action may be required.
   YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐

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?
   - Marked Crosswalks  
   - Pedestrian Refuge Islands  
   - Signal Timing and Operation  
   - Bike Boxes  
   YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?  
   YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?  
   YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐

APPLICANT: Intersections & Crossings Component
Safety along Chestnut Street would be enhanced with the removal of the two existing curb cuts and existing vehicle entry/exit paths

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: __________________________
**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?  
   YES ☑ NO ☐ N/A ☐ YES ☐ NO ☐

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

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 ☐

**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.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
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<tbody>
<tr>
<td>NA</td>
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44. Does the design minimize the signal cycle length to reduce pedestrian wait time?  
   YES ☑ NO ☐ N/A ☐ YES ☐ NO ☐

45. Does the design provide adequate clearance time for pedestrians to cross streets?  
   YES ☑ NO ☐ N/A ☐ YES ☐ NO ☐

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 ☑ NO ☐ N/A ☐ YES ☐ NO ☐
   If yes, City Plan Action may be required.

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?  

- Marked Crosswalks  
- Pedestrian Refuge Islands  
- Signal Timing and Operation  
- Bike Boxes  

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?  
   YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?  
   YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐

**DEPARTMENTAL REVIEW: Urban Design Component**
Reviewer Comments: ______

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**
Reviewer Comments: ______

**APPLICANT:** Urban Design Component Driveway access proposed on less active local street. All corners of building.
Additional Explanation / Comments: Incorporate a public outdoor seating area.

**APPLICANT:** Intersections & Crossings Component Safety along Chestnut Street would be enhanced with the removal of the two existing curb cuts and existing vehicle entry/exit paths.
Additional Explanation / Comments: ______
**COMPLETE STREETS HANDBOOK CHECKLIST**
Philadelphia City Planning Commission

### ADDITIONAL COMMENTS

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<tr>
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<th>DEPARTMENTAL REVIEW</th>
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<td>Additional Reviewer Comments: ___</td>
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