

# 4254 CHESTNUT STREET PHILADELPHIA, PA 19104

CIVIC DESIGN REVIEW  
September 3, 3019



DAS

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PROJECT DESCRIPTION

4240 Chestnut is a proposed 7 story, 111,894 SF, mixed use office and residential apartment building. The site consists of one lot totaling 22,991 SF which runs along Chestnut Street near the intersection of 43rd Street. The lot is flanked by a 3 story townhome on the East and a new 5+ story apartment building on the West. The zoning for the site is classified as CMX-4, which generally allows for 100% lot coverage and an FAR of 500% plus a bonus for underground accessory parking.

The building design encompasses a two story commercial base with five stories of wood frame apartments above, and a single level underground parking garage.

The playful aesthetic and selective use of color of the proposed architecture which defines the “Intercultural Family Services” office is driven by a desire to convey to the surrounding community a sense of excitement and optimism. The design is also influenced by the necessity and importance of creating identity and adding character which is reinforced through the varied use of layering materials and careful articulation of the façade.

The 35,489 SF commercial base is designed for “Intercultural Family Services”, a non-profit community organization, whose main entrance will be at the center of the Chestnut Street frontage. One elevator and an open monumental stair under a large skylight serve as the their lobby centerpiece and circulation zone.

The five story apartment complex above is designed to accommodate 102 apartment units. The residential entrance will be located at the eastern end of the site where a secure lobby and access to two elevators is located. The residential amenity spaces include a small fitness room, a study lounge and a rooftop deck. The typical units are studio and 1 bedroom units, +/- 22’ wide X 23.5’ deep, and approximately 500 SF.

The pedestrian experience along Chestnut Street will be improved by the addition of 5 street trees and proposed planters on each side of the main entrance. Trash holding and collection will be located within the garage, and a loading zone will be provided on Chestnut Street.

In addition to the 7 story mixed use structure, and as noted, the project will include one level of underground parking with 40 spaces for both Intercultural Family Services and the apartment residents. The ramp down into the self-park garage will be covered. The garage will include elevator access to Intercultural Family Services and the residents with three passenger elevators, one for the offices and two for the residents.

MATERIALS

The proposed building materials and design embody a palette of playful and compelling products, patterns, and textures that formally define the difference uses of the building while maintaining an overall cohesive aesthetic.

The ground floor offices feature storefront glazing with a blend of transparent, translucent, and opaque glazing as well as articulated metal work and colored frames.

The residential façade materials include: cast in place concrete, articulated metalwork and frames, anodized aluminum storefront and glazing system, and corrugated metal cladding. The façade design incorporates staggered vertical joint patterns and cut-away areas to add shadow and depth to the overall façade.

MIXED USE SF PROGRAM SUMMARY

Offices :	35,459 sf
Residents :	76,435 sf
Total :	111,894 sf

ZONING DATA

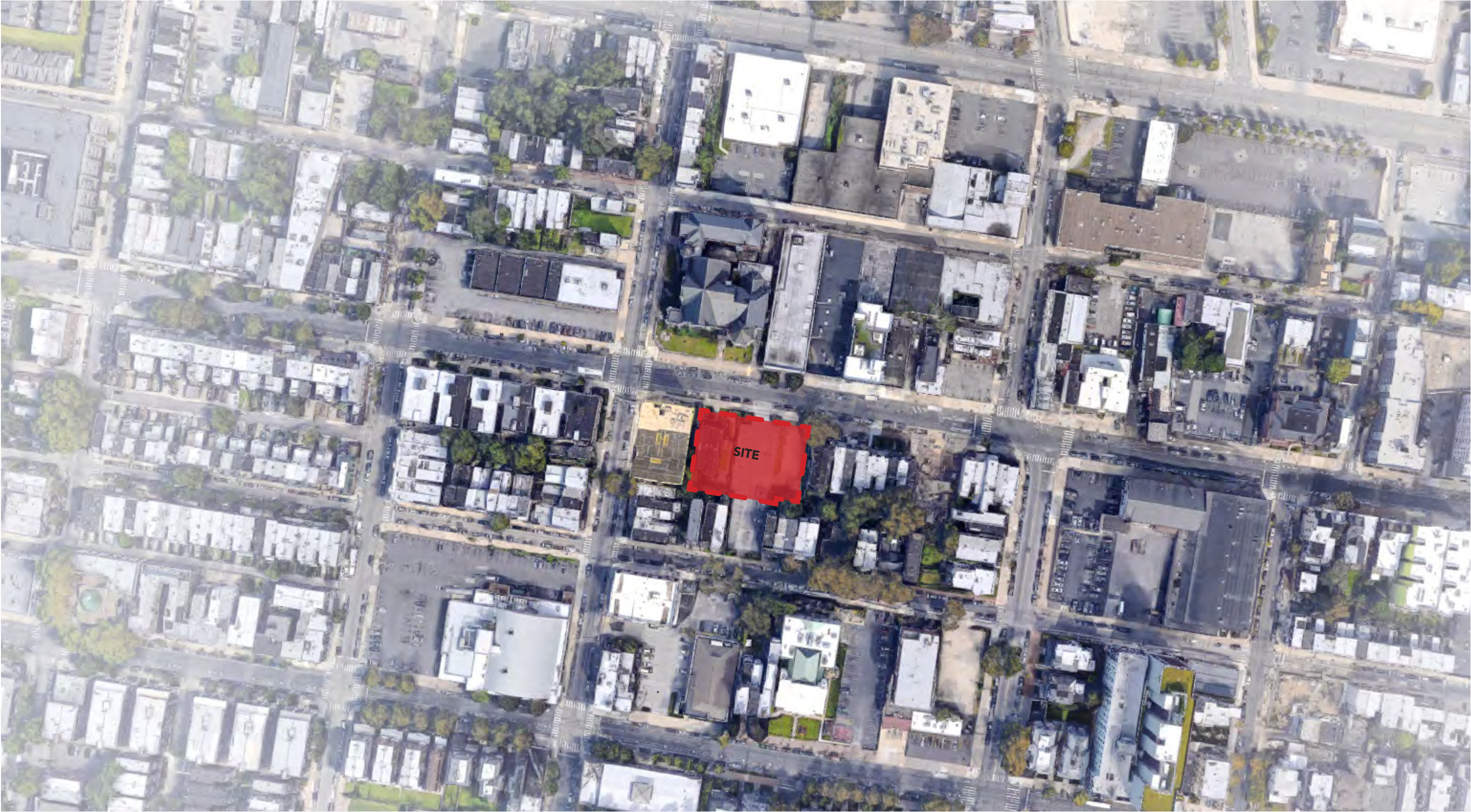
District :	CMX-4
Lot Area:	22,991 sf
Max FAR (500%) :	114,955 sf
Max Height:	No Limit
Bulk + Massing Controls:	100% up to 65’

SUSTAINABILITY

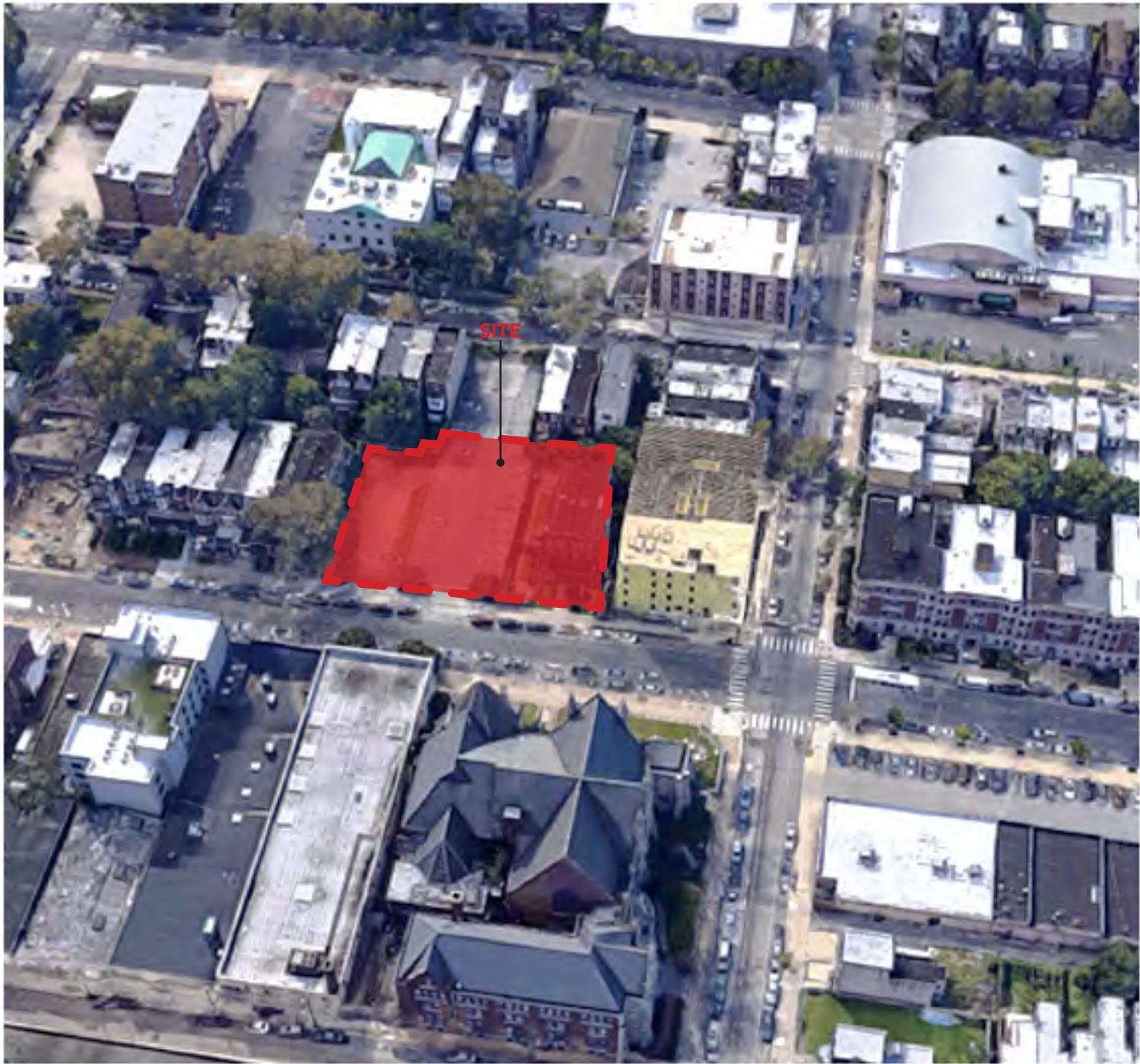
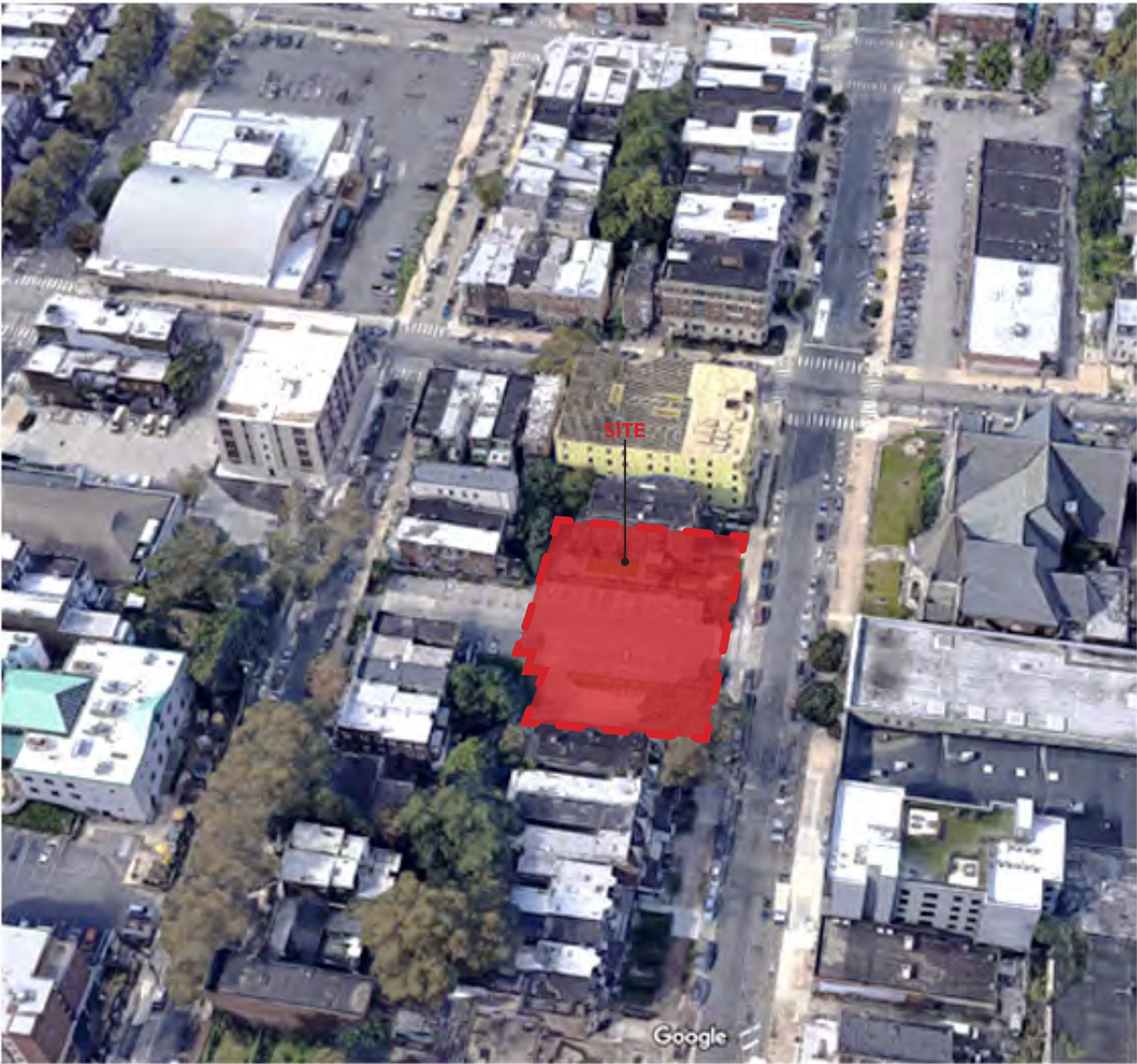
The project design incorporates green roofs covering roughly 80% of the site. These work to manage stormwater runoff, reduce heat island effects and also provide a layer of water purification before water enters the stormwater management system.

















1



2



3



4







5



7



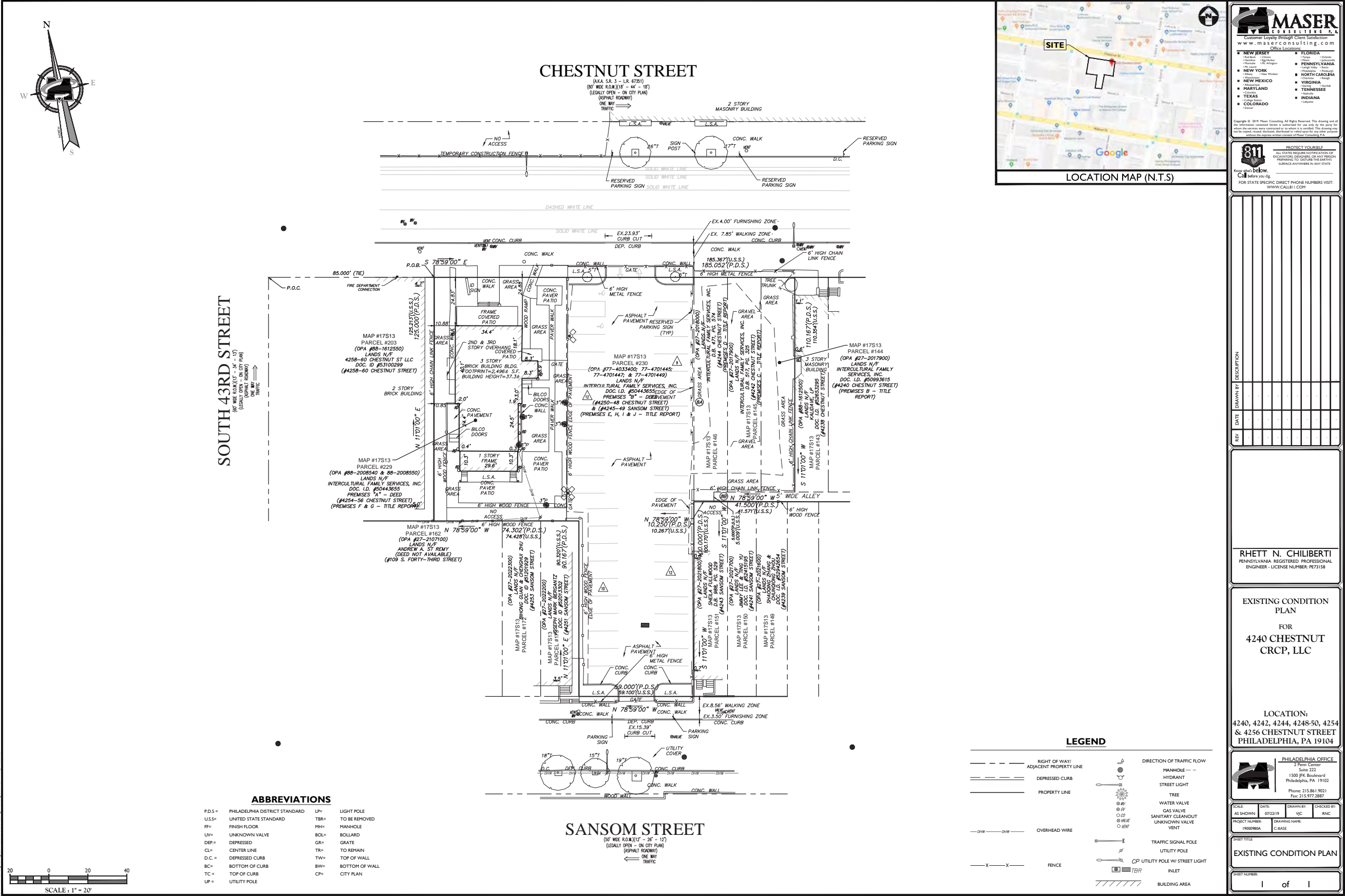
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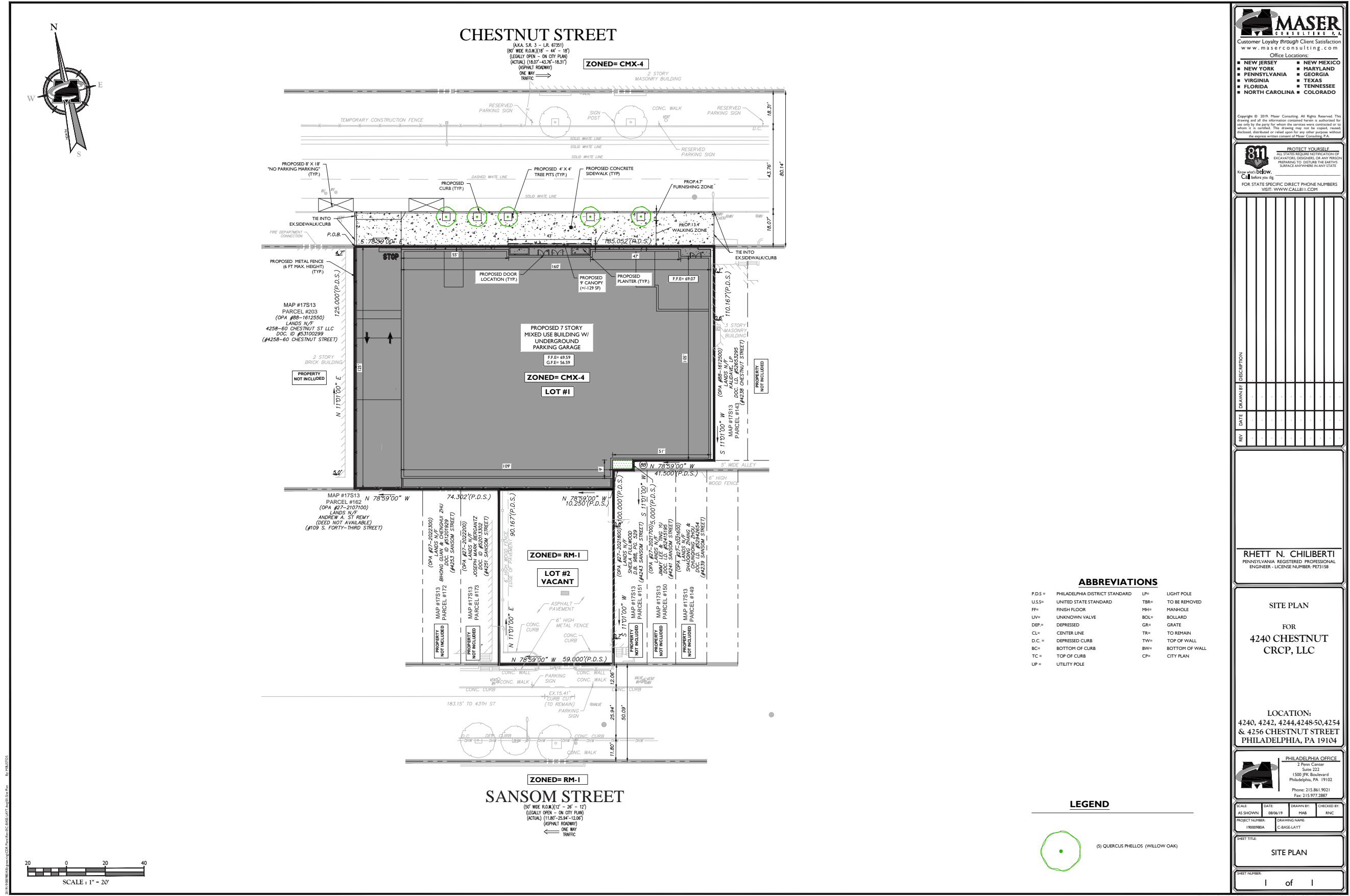
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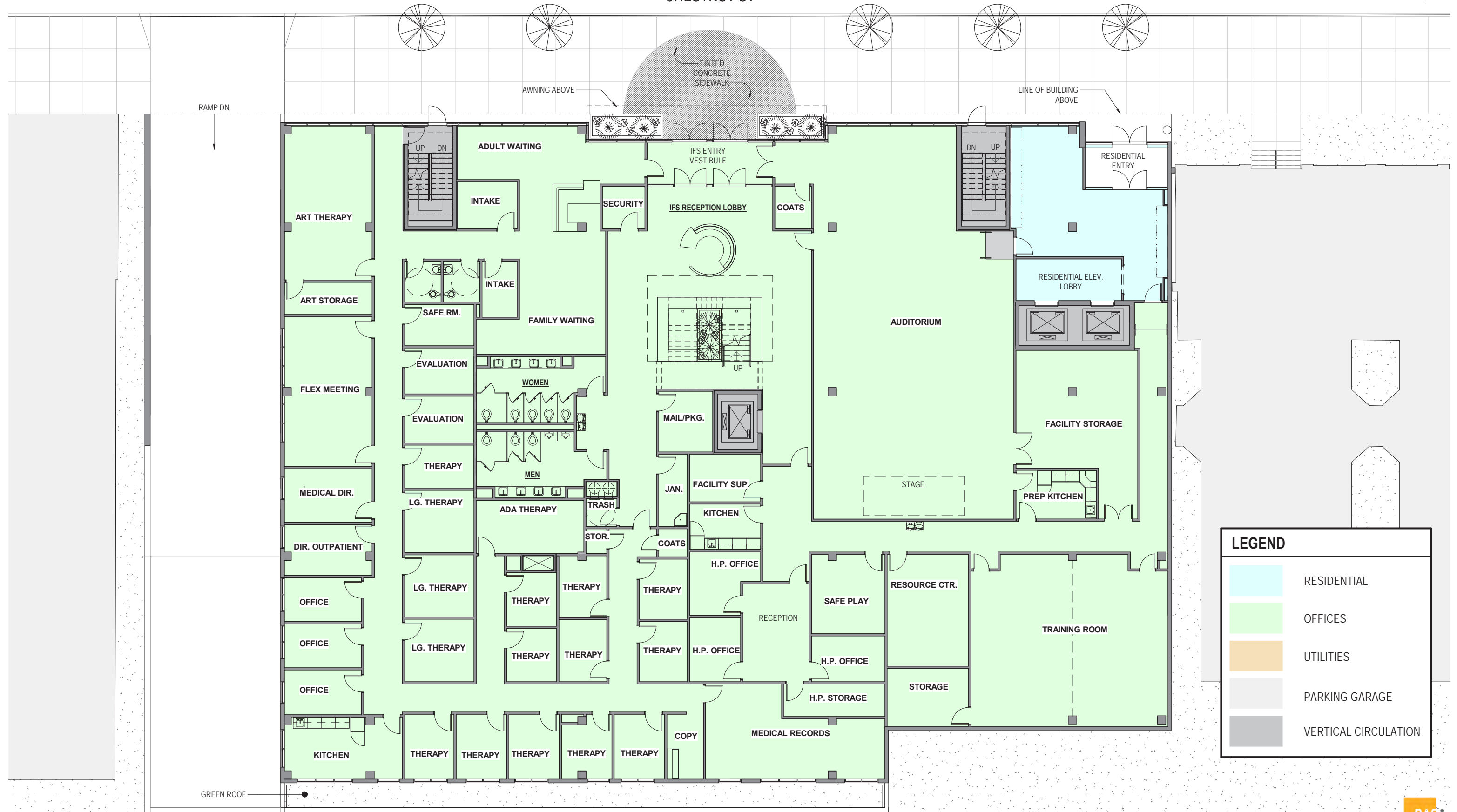












**LEGEND**

- RESIDENTIAL
- OFFICES
- UTILITIES
- PARKING GARAGE
- VERTICAL CIRCULATION







LEGEND

RESIDENTIAL

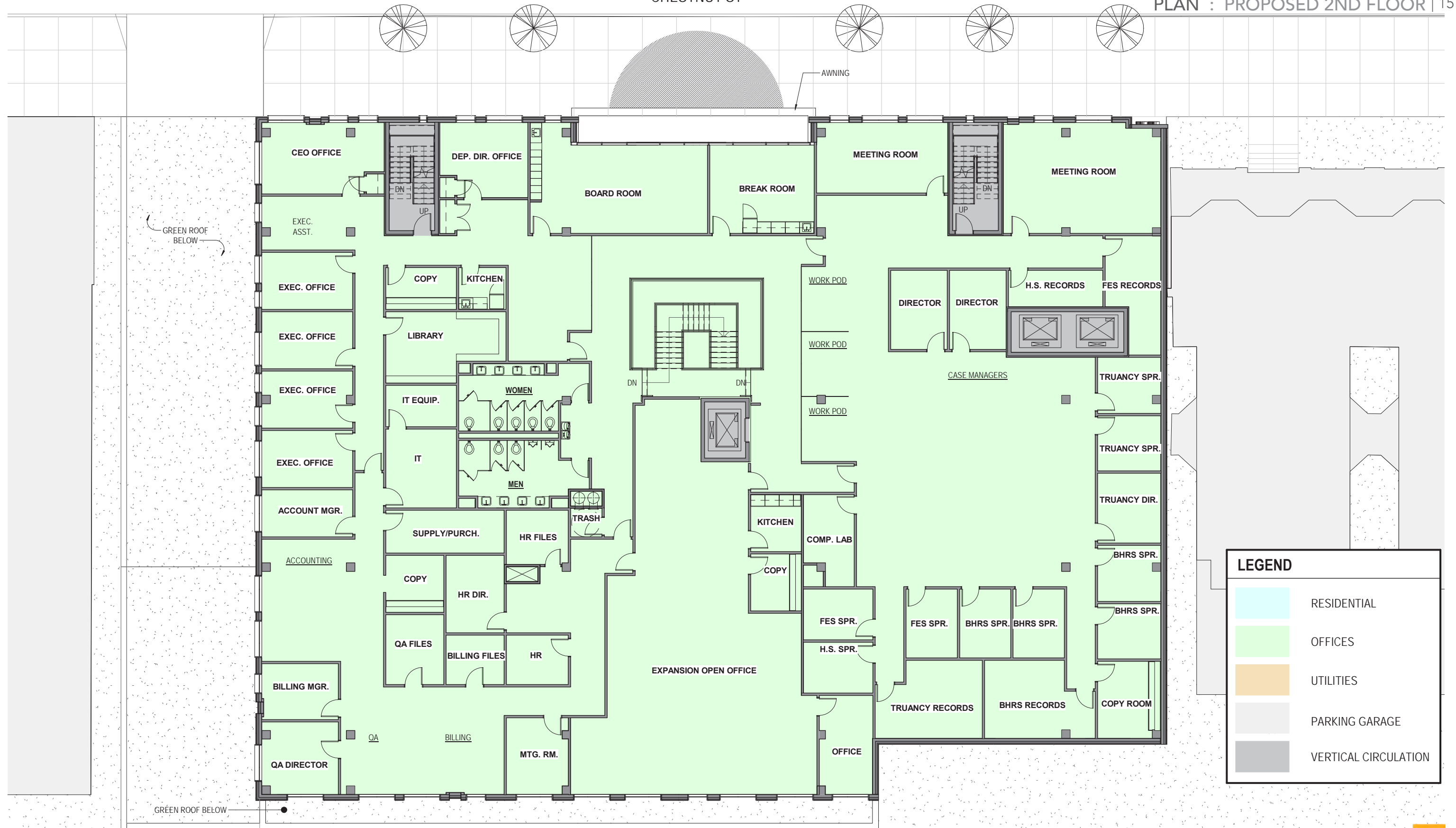
OFFICES

UTILITIES

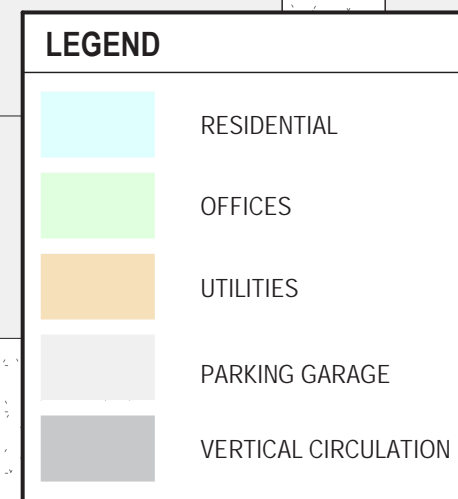
PARKING GARAGE

VERTICAL CIRCULATION















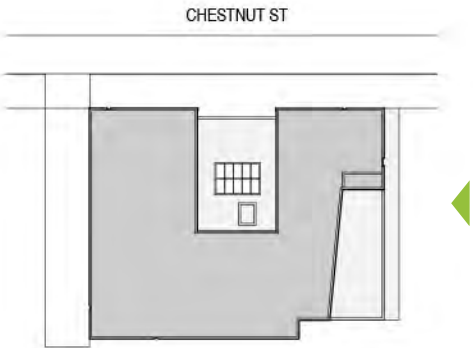
18 | EXTERIOR : NORTH BUILDING ELEVATION

- 1 Glass + Aluminum Glazing System
- 2 Corrugated Metal Panel - Medium Gray
- 3 Aluminum Composite Panel - Pale Gray
- 4 Metal Clad Canopy
- 5 Ground Face Block
- 6 Metal Accent Trim
- 7 Green Roof
- 8 Aluminum Composite Panel - Dark Gray





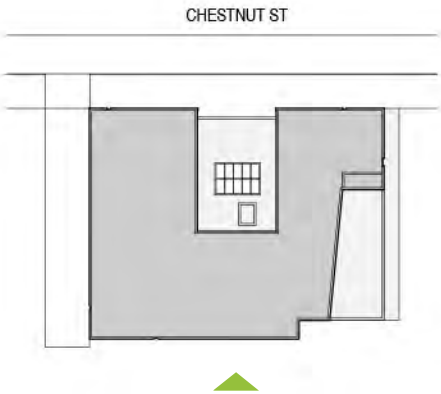
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- 5 Ground Face Block
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- 7 Green Roof
- 8 Aluminum Composite Panel - Dark Gray





20 | EXTERIOR : SOUTH BUILDING ELEVATION

- 1 Glass + Aluminum Glazing System
- 2 Corrugated Metal Panel - Medium Gray
- 3 Aluminum Composite Panel - Pale Gray
- 4 Metal Clad Canopy
- 5 Ground Face Block
- 6 Metal Accent Trim - Green
- 7 Green Roof
- 8 Aluminum Composite Panel - Dark Gray

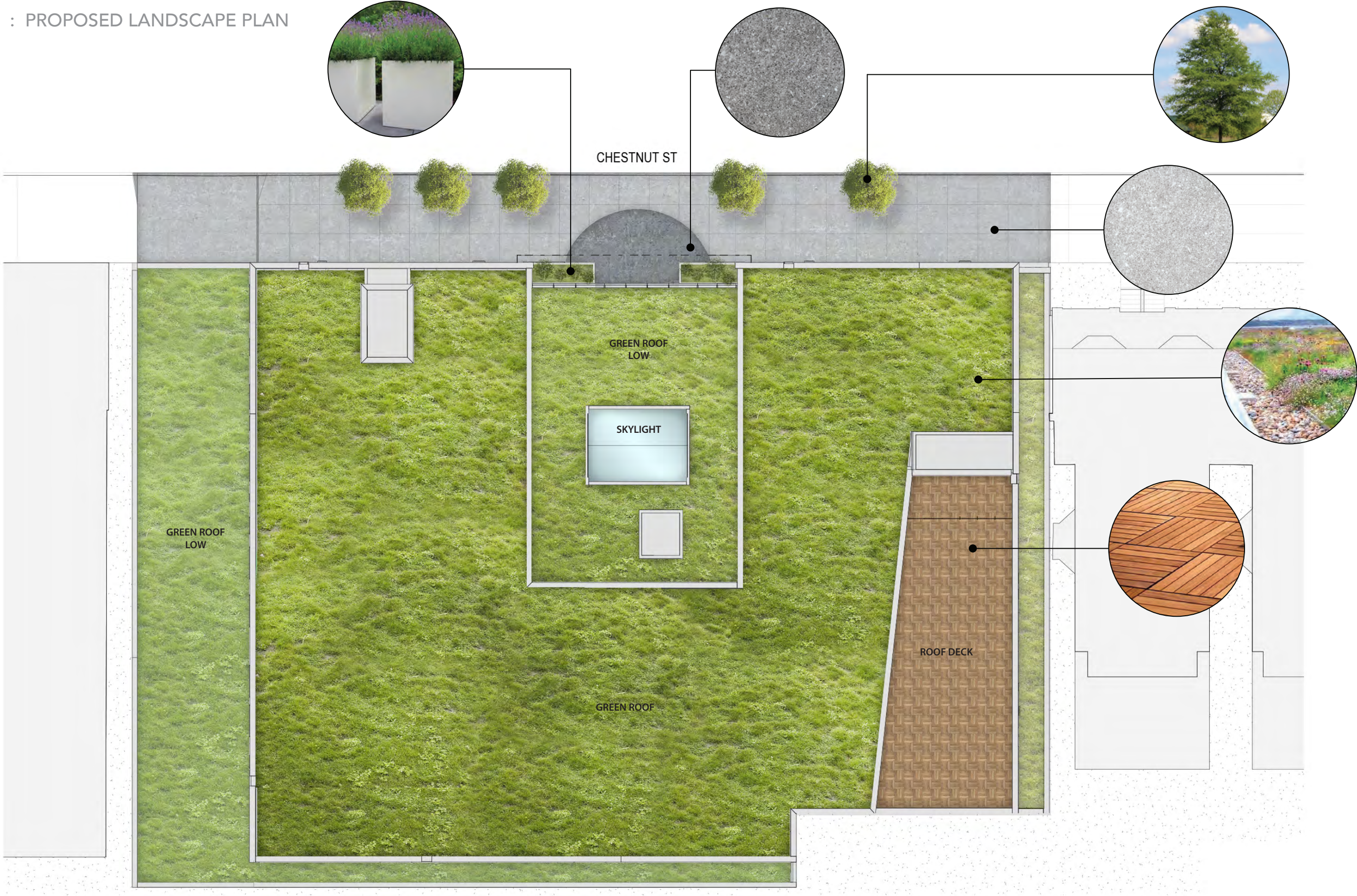




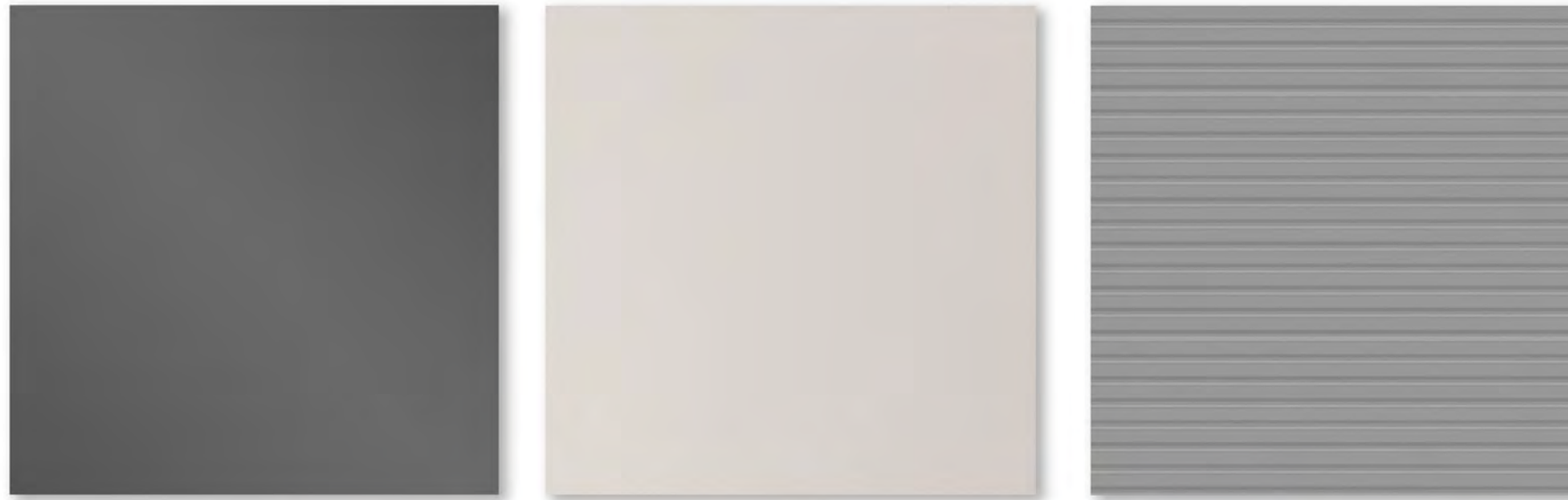
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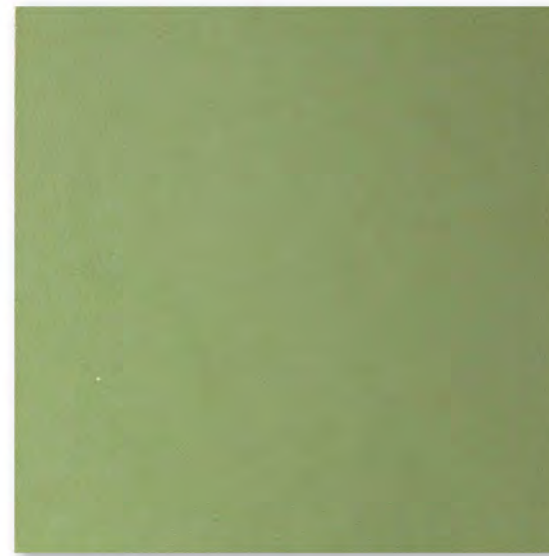




### MATERIALS:

The proposed building materials and design embody a palette of playful and compelling products, patterns, and textures that formally define the difference uses of the building while maintaining an overall cohesive aesthetic.

The ground floor offices feature storefront with a blend of transparent, translucent, and opaque glazing as well as articulated metal work and colored frames.



The residential floor finishes are designed to provide interest with varied staggered joint patterns and openings. Additionally, layering of the materials creates shadow and depth to the facade and builds character and complexity for the project.

The exterior materials include: articulated metalwork and frames, anodized aluminum storefront and glazing system, corrugated metal cladding and ground face block.



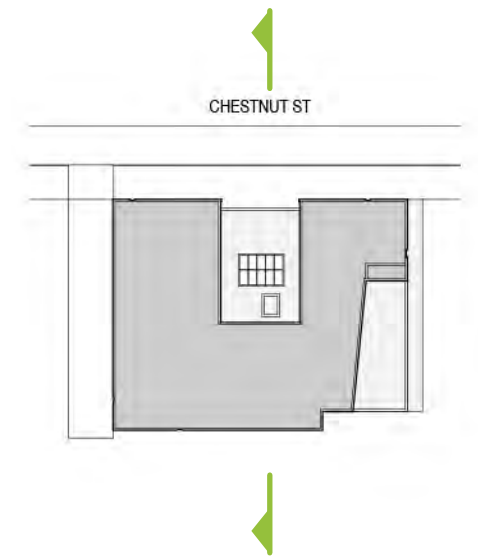
24 | SITE SECTION : EAST - WEST

- 1 Parking garage
- 2 Commercial Offices
- 3 Residential Units
- 4 Green Roof
- 5 Vertical Circulation
- 6 Roof Deck





- 1 Parking garage
- 2 Commercial Offices
- 3 Residential Units
- 4 Green Roof
- 5 Vertical Circulation













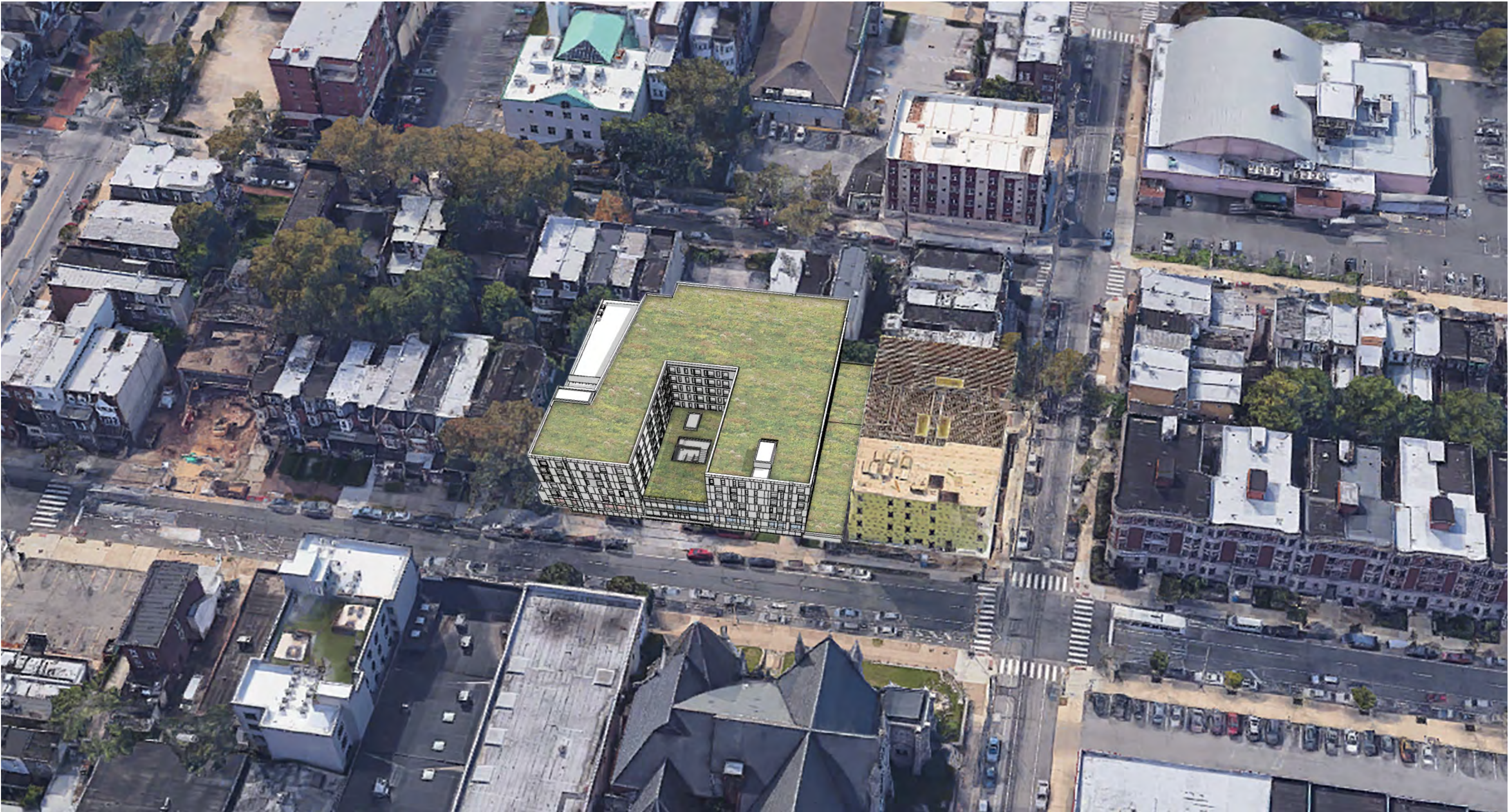
















CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER:

What is the trigger causing the project to require CDR Review? Explain briefly.  
The project creates more than 100,000 sq. ft. of new gross floor area and more than 100 dwelling units.

PROJECT LOCATION

Planning District: University Southwest Council District: 3

Address: 4240 Chestnut Street  
Philadelphia PA 19104

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

CONTACT INFORMATION

Applicant Name: Jay Rockafellow Primary Phone: 215 751 9008

Email: jrockafellow@dasarchitects.com Address: 1628 JFK Blvd. Suite 1300  
Philadelphia PA 19103

Property Owner: 4240 Chestnut St CRCP llc Developer 4240 Chestnut St CRCP llc

Architect: DAS Architects

SITE CONDITIONS

Site Area: 22,991 sf

Existing Zoning: CMX-4 Are Zoning Variances required? Yes ☐ No ☒

SITE USES

Present Use: Offices, parking Lot,

Proposed Use:  
*Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):*  
Office: 35,415 sf  
Residential: 76,209 sf  
*Proposed # of Parking Units:*  
40 spaces

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: TBD Time:

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ☐ No ☒ NA

If yes, indicate the date hearing will be held:  
Date:





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. Septa buses stops at 42nd & 43rd on Chestnut St, and 42nd & 43rd on Walnut St. Lucy Shuttles stops at Chestnut and Walnut Sts along 40th St.
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 is located in a garage below the first floor level.
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. (2) electric charging stations will be provided.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	There is an existing bike share station located at 44th and Walnut Street.

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, there are green roofs provided covering over 30% of the site's open area.
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. The project conforms to the stormwater requirements of the Philadelphia Water Department.
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.	Yes. Green canopy structure covering the hardscape of the garage ramp and (5) street trees will also be added.

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.

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. This project will meet the requirements set forth by the code.
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.	This project will meet the energy requirements set forth by the code.
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.	No.



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



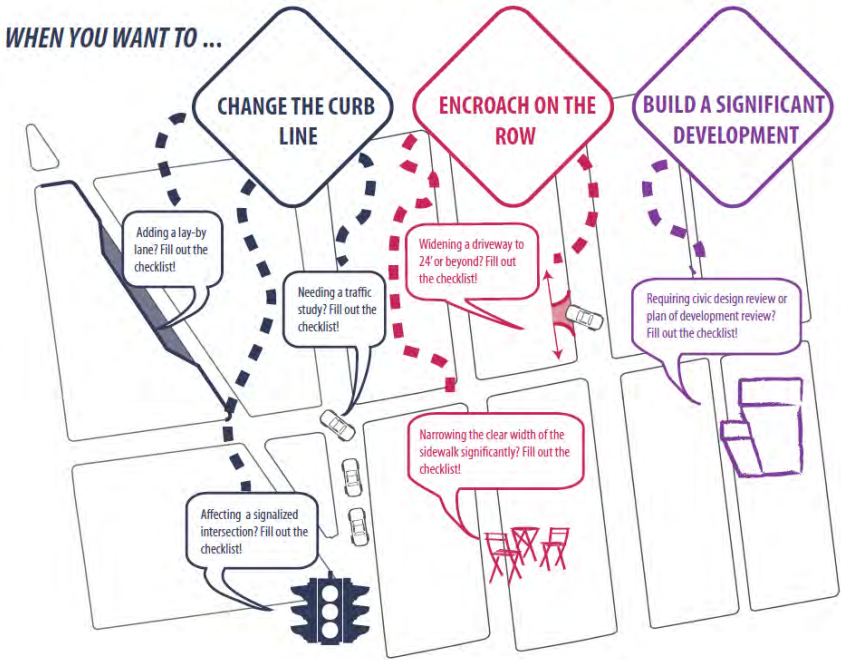
INSTRUCTIONS

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:
  - o Placing of a new street;
  - o Removal of an existing street;
  - o Changes to roadway grades, curb lines, or widths; or
  - o 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
  - o FULLY DIMENSIONED
  - o CURB CUTS/DRIVEWAYS/LAYBY LANES
  - o TREE PITS/LANDSCAPING
  - o BICYCLE RACKS/STATIONS/STORAGE AREAS
  - o TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  - o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  - o PROPOSED TREE PITS/LANDSCAPING
  - o BICYCLE RACKS/STATIONS/STORAGE AREAS
  - o 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

4240 Chestnut Street, Philadelphia PA 19104
2. DATE

08/16/2019
3. APPLICANT NAME

Jay Rockafellow
4. APPLICANT CONTACT INFORMATION

Jay Rockafellow, Architect  
1628 John F. Kennedy Blvd, Suite 1300  
Philadelphia, PA 19102  
215-751-9008  
JRockafellow@dasarchitects.com
5. PROJECT AREA: list precise street limits and scope

The project site is bounded by Chestnut Street. The project is mixed-use building 35,459 SF office use and 102 residential units with on-site parking garage (40 spaces) and related site improvements.
6. OWNER NAME

Chris Rahn
7. OWNER CONTACT INFORMATION

1601 Third Avenue, 33A  
New York, NY 10128
8. ENGINEER / ARCHITECT NAME

Jay Rockafellow, Architect
9. ENGINEER / ARCHITECT CONTACT INFORMATION

Jay Rockafellow, Architect  
1628 John F. Kennedy Blvd, Suite 1300  
Philadelphia, PA 19102  
215-751-9008  
JRockafellow@dasarchitects.com
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://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
Chestnut St	42 <sup>nd</sup> St	43 <sup>rd</sup> St	Urban Arterial
Samson St	42 <sup>nd</sup> St	43 <sup>rd</sup> St	Local

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

YES ☒ NO ☐ N/A ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



- boxes, signs, lights, poles, etc.
- f. Building Extensions into the sidewalk, such as stairs and stoops
- YES ☒ NO ☐ N/A ☐

APPLICANT: General Project Information

Additional Explanation / Comments: \_\_\_\_\_

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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
<u>Chestnut St</u>	<u>12'</u> / <u>18.07'</u> / <u>18.07'</u>	<u>18.07'</u> / <u>18.07'</u>
<u>Samson St</u>	<u>10'</u> / <u>12.06'</u> / <u>N/A</u>	<u>12.06'</u> / <u>N/A</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>Chestnut St</u>	<u>6'</u> / <u>7.85'</u> / <u>13.4'</u>
<u>Samson St</u>	<u>5'</u> / <u>8.56'</u> / <u>N/A</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>Driveway</u>	<u>23.93'</u>	<u>Chestnut St</u>
<u>Driveway</u>	<u>15.39'</u>	<u>Samson St</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>23'</u>	<u>Chestnut St</u>

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>Chestnut St</u>	<u>0' / 0'</u>
<u>Samson St</u>	<u>0' / N/A</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>Chestnut St</u>	<u>4' / 4' / 4.67'</u>
<u>Samson St</u>	<u>3.5' / 3.5' / N/a</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 ☒  
YES ☒ NO ☐ N/A ☐  
YES ☒ NO ☐ N/A ☐

DEPARTMENTAL  
APPROVAL

YES ☐ NO ☐  
YES ☐ NO ☐  
YES ☐ NO ☐  
YES ☐ NO ☐  
YES ☐ NO ☐  
YES ☐ NO ☐  
YES ☐ NO ☐

19. Does the design avoid tripping hazards?

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

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>  
Provide sidewalk widths to meet the minimum recommendations.  
Update the corner pedestrian curb ramps.  
Provide street trees along the sidewalk.  
Limiting the proposed curb cuts for the residential project.  
Provide for off street bicycle parking.

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
4240 Chestnut Street	38	0 / 0	0 / 0	0 / 38
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____

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☒

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☐
- NO☐
- YES☐
- NO☐
- YES☐
- NO☐
- YES☐
- NO☐

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? Sidewalk and corner accessible ramp reconstruction is proposed for this project to provide pedestrian connectivity.

DEPARTMENTAL APPROVAL

- YES☐
- NO☐
- YES☐
- NO☐
- YES☐
- NO☐
- YES☐
- NO☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:





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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
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

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

Passenger

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

35. Will the public right-of-way be used for loading and unloading activities?

36. Does the design maintain emergency vehicle access?

37. Where new streets are being developed, does the design connect and extend the street grid?

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

YES ☐ NO ☒

YES ☐ NO ☒

YES ☒ NO ☐

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

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: No lane changes are proposed.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

(1) [http://www.philadelphiastreet.com/images/uploads/documents/Historical\\_Street\\_Paving.pdf](http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf)

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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: \_\_\_\_\_





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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 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 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 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 type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input 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 type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input 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 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 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: \_\_\_\_\_

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: \_\_\_\_\_

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW

Additional Reviewer Comments: \_\_\_\_\_





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