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PROJECT DESCRIPTION

4254 Chestnut is a proposed 7 story, 148,007 SF, mixed use office and residential apartment building. The site consists of two lots totaling 27,735 SF which runs along Chestnut Street and Sansom Street near the intersection of 43rd Street. The CMX-4 lot is flanked by a 3 story townhome on the East and a new 5+ story apartment building on the West. While the RM-1 lot is flanked by 3 story townhomes on both the West and East side. The zoning for the two sites are classified as CMX-4 and RM-1, 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 in 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 35,896 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 128 apartment units. The residential entrance will be located at the southern end of the site facing Sansom Street, 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. There are a mix of Studio, 1 Bedroom, and 2 Bedroom Units ranging from 420 SF to 930 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. Along Sansom Street will be improved and new landscaping, as well as planters in front of the lobby entrance.

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 uncovered. 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

<table>
<thead>
<tr>
<th></th>
<th>SF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offices</td>
<td>35,896</td>
</tr>
<tr>
<td>Residents</td>
<td>89,944</td>
</tr>
<tr>
<td>Garage</td>
<td>22,167</td>
</tr>
<tr>
<td>Total</td>
<td>148,007</td>
</tr>
</tbody>
</table>

ZONING DATA

<table>
<thead>
<tr>
<th>District</th>
<th>CMX-4 &amp; RM-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Area</td>
<td>CMX-4: 22,415 SF RM-1: 5,320 SF</td>
</tr>
<tr>
<td>Max FAR (500%)</td>
<td>CMX-4: 112,075 SF RM-1: No Limit</td>
</tr>
<tr>
<td>Max Height</td>
<td>CMX-4: No Limit RM-1: 38 ft</td>
</tr>
</tbody>
</table>

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.
REQUIRED TOTAL 35 SPACES 39

ZONING DISTRICT: CMX-4 (CENTER CITY COMMERCIAL MIXED-USE)
EXISTING CMX-4 RM-1
PROPOSED PROPOSED RM-1

REFER TO SHEET 2 OF 2 FOR FLOOR PLATES (INCLUDES ALL DECK AND PARKING LEVEL AREAS)

MIN. LOADING SPACES:
MIN. PARKING SPACES:
MIN. BICYCLE PARKING SPACES:

1. THIS PLAN REFERENCES:
2. PROJECT LOCATION: 4240-56 CHESTNUT STREET
3. APPLICANT: RRG CHESTNUT STREET
4. ELEVATIONS ARE BASED ON CITY OF PHILADELPHIA DATUM. LOT DIMENSIONS & EASEMENTS ARE BASED ON PHILADELPHIA DISTRICT STANDARDS UNLESS OTHERWISE NOTED.
5. ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY OF PHILADELPHIA AND PHILADELPHIA WATER
6. PWD ERSA TRACKING NUMBER: #FY21-REDR-6432-01
7. THIS PROPERTY IS PREDOMINATELY LOCATED IN FLOOD HAZARD ZONE X (UNSHADED)- AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AREA,
8. OBTAIN A DEMOLITION PERMIT.

12. TRASH PICK UP WILL BE VIA A PRIVATE HAULER.
14. PWD ERSA TRACKING NUMBER: #FY21-REDR-6432-01
15. THIS PLAN REFERENCES:
16. THIS PROPERTY IS PREDOMINATELY LOCATED IN FLOOD HAZARD ZONE X (UNSHADED)- AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AREA,
17. OBTAIN A DEMOLITION PERMIT.

LOCK TO LOCK TIME 4.00S
TRACK WIDTH 6.000FT
OVERALL BODY HEIGHT 4.300FT
OVERALL WIDTH 7.000FT
P - PASSENGER CAR
B - BUS
T - TRUCK
D.C. = DEPRESSED CURB
BC = BOTTOM OF CURB
B.W = BOTTOM OF WALL
MH = MANHOLE
GR = GRATE
CP = CITY PLAN
TR = TO REMAIN
TBR = TO BE REMOVED

A. HOSPITALITY USE 0 SPACES 0 SPACES 0 SPACES 0 SPACES
B. OFFICE USE 0 0 SPACES 0 SPACES 0 SPACES
C. MULTI-FAMILY USE 35 SPACES (3/10 UNITS) 39 SPACES 0 SPACES 0 SPACES
D. RESIDENTIAL USE 0 SPACES 0 SPACES 0 SPACES 0 SPACES

PROPOSED USE: MIXED-USE (OFFICE USE= 36,283 SF, RESIDENTIAL USE= 75,762 SF- (116 UNITS))
ALLOWED USE: MULTI-FAMILY AND OFFICE USE ARE PERMITTED

SCALE: 1" = 20'

LEGEND

PLAN: PROPOSED SITE PLAN

4254 CHESTNUT STREET | CIVIC DESIGN REVIEW : April 29, 2021
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
9. Brick Cladding
EXTERIOR : EAST 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
9. Brick Cladding
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
9. Brick Cladding
22 | EXTERIOR : WEST 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
9. Brick Cladding
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, natural brick cladding and ground face block.
EXTERIOR : SOUTH PERSPECTIVE @ SANSOM ST ENTRANCE
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 X

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 X

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 X

If yes, please provide written documentation as proof.

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

Date: October 21, 2019 Time: 7:00 pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ____ No X 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.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location and Transportation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)</td>
<td>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)</td>
<td></td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td></td>
</tr>
<tr>
<td><strong>Sustainable Sites</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(7) Pervious Site Surfaces</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>(8) Rainwater Management</td>
<td>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</td>
<td></td>
</tr>
<tr>
<td>(9) Heat Island Reduction</td>
<td>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&gt;29 B) Shading by trees, structures, or solar panels.</td>
<td></td>
</tr>
<tr>
<td><strong>Energy and Atmosphere</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td>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. ²</td>
<td></td>
</tr>
<tr>
<td>(11) Energy Commissioning and Energy Performance - Going beyond the code</td>
<td>Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ³ ⁴ ¹Reduce energy consumption by achieving 10% energy savings or more from an established baseline using</td>
<td></td>
</tr>
<tr>
<td><strong>Civic Sustainable Design Checklist</strong> – Updated September 3, 2019</td>
<td></td>
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</tr>
<tr>
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<td></td>
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<tr>
<td><strong>ASHRAE standard 90.1-2016 (LEED v4.1 metric).</strong></td>
<td></td>
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</tr>
<tr>
<td>• Achieve certification in Energy Star for Multifamily New Construction (MFNC).</td>
<td></td>
<td></td>
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<tr>
<td>• Achieve Passive House Certification</td>
<td></td>
<td></td>
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<tr>
<td><strong>(12) Indoor Air Quality and Transportation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.10</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>(13) On-Site Renewable Energy</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Produce renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage.</td>
<td></td>
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</tbody>
</table>

### Innovation

| **(14) Innovation** |
| Any other sustainable measures that could positively impact the public realm. |

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1 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.

10 Title 4 The Philadelphia Building Construction and Occupancy Code See also, “The Commercial Energy Code Compliance” information sheet: 
and the “What Code Do I Use” information sheet: 

12 LEED 4.1, Optimize Energy Performance in LEED v4.1
For Energy Star: www.Energystar.gov
For Passive House, see www.phius.org

16 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.
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

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**INSTRUCTIONS (continued)**

**APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:**

- 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.philadelphiastreets.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
  - PROPOSED 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

---
**GENERAL PROJECT INFORMATION**

1. PROJECT NAME
   4240 Chestnut Street, Philadelphia PA 19104

2. DATE
   5/26/21

3. APPLICANT NAME
   RRG Chestnut LLC, c/o Forrest Passerin

4. APPLICANT CONTACT INFORMATION
   1417 Locust Street, Floor 4
   Philadelphia, PA 19102

5. PROJECT AREA: list precise street limits and scope
   The applicant proposes to develop the site, bound by Chestnut Street, S. 43rd Street, S. 42nd Street, and Sansom Street, with a 7-story mixed-use building containing 116 residential units, office spaces, and an underground parking garage and site improvements.

6. OWNER NAME
   Forrest Passerin

7. OWNER CONTACT INFORMATION
   Intercultural Family Services
   4225 Chestnut Street
   Philadelphia, PA 19104

8. ENGINEER / ARCHITECT NAME
   Rhett Chiliberti, PE

9. ENGINEER / ARCHITECT CONTACT INFORMATION
   2 Penn Center, 1500 JFK Boulevard, Suite 222
   Philadelphia, PA 19102

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 |
    |---------|------|----|---------------------|
    | Chestnut St | 42nd | 43rd | Urban Arterial |
    | Sansom St  | 43rd | 42nd | 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 boxes, signs, lights, poles, etc.
      YES ☒ NO ☒ N/A ☐
   f. Building Extensions into the sidewalk, such as stairs and stoops
      YES ☒ NO ☐ N/A ☐
**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>Required / Proposed</td>
</tr>
<tr>
<td>Chestnut St</td>
<td>12’ / 18’ / 18’</td>
<td>18’ / 18’</td>
</tr>
<tr>
<td>Sansom St</td>
<td>10’ / 12’ / 12’</td>
<td>12’ / 12’</td>
</tr>
<tr>
<td></td>
<td></td>
<td></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>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
<td>Proposed</td>
</tr>
<tr>
<td>Chestnut St</td>
<td>6’ / 7.85’ / 14’</td>
<td></td>
</tr>
<tr>
<td>Sansom St</td>
<td>5’ / 8.6’ / 8.6’</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></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>Driveway</td>
<td>24’</td>
<td>Chestnut</td>
</tr>
<tr>
<td>Driveway</td>
<td>15.4’</td>
<td>Sansom St</td>
</tr>
<tr>
<td></td>
<td></td>
<td></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>Driveway</td>
<td>22’</td>
<td>Chestnut</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 ☐
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>
<th>Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chestnut St</td>
<td>0’ / 0’</td>
<td></td>
</tr>
<tr>
<td>Sansom St</td>
<td>0’ / 0’</td>
<td></td>
</tr>
</tbody>
</table>

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>
<th>Recommended / Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chestnut St</td>
<td>4’ / 4’ / 4’</td>
<td></td>
</tr>
<tr>
<td>Sansom St</td>
<td>3.5’ / 3.5’ / 3.5’</td>
<td></td>
</tr>
</tbody>
</table>

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

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
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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET</th>
<th>ON SIDEWALK</th>
<th>OFF-STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>424 Chestnut St</td>
<td>47</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 58</td>
</tr>
</tbody>
</table>

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

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?

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

30. Does the design provide a buffer between the roadway and pedestrian traffic?

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

APPLICANT: Curbside Management Component
Additional Explanation / Comments: ______

DEPARTMENTAL APPROVAL

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments: ______

APPLICANT: Bicycle Component
Additional Explanation / Comments: ______

DEPARTMENTAL REVIEW: Bicycle Component
Reviewer Comments: ______
### 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:

<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>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

33. What is the maximum AASHTO design vehicle being accommodated by the design? Passenger YES ☒ NO N/A 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 N/A YES NO

35. Will the public right-of-way be used for loading and unloading activities? YES ☒ NO N/A YES NO

36. Does the design maintain emergency vehicle access? YES ☒ NO N/A 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 N/A YES NO

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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 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

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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.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</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 □ N/A □  

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

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 □ N/A □  

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 □ N/A □  

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

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

**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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4254 CHESTNUT STREET | CIVIC DESIGN REVIEW : April 29, 2021