

Civic Design Review
September 10, 2021

1101 WALNUT STREET

Mixed-Use | Residential Development



PROJECT SUMMARY

1101 Walnut Street is a proposed 18-story mixed-use development with frontages on the corner of Walnut Street and 11th Street. The site includes 198 residential units over 16 floors. The units are a mix of studios, one-bedroom units, and two-bedroom units. The first floor includes 4,420 SF of leasable commercial space. The fourth floor is set back from the lower level to allow for residential amenities and exterior space.

The building’s residential entrance and lobby is located along Walnut Street. There is a corridor from the residential lobby leading to the rear alley. Utilities and the bike storage room can be found in the basement. The building features new pavement, a recessed entrance, and trees to enhance the pedestrian experience. A masonry base, extending from the first through the third floor, grounds the building with glazing and metal panels on the fourth through eighteenth floors.

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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: ZP-2021-004574

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

Case 1: The project creates more than 100,000 square feet of new gross floor area and more than 100 new dwelling units.

PROJECT LOCATION

Planning District: Central District **Council District:** 1st

Address: 1101, 1105, and 1107 Walnut
Philadelphia, PA

Is this parcel within an Opportunity Zone? Yes No X Uncertain
If yes, is the project using Opportunity Zone Funding? Yes No

CONTACT INFORMATION

Applicant Name: Jerry Roller, AIA **Primary Phone:** 215.928.9331

Email: jroller@jkrparchitects.com **Address:** 100 East Penn Square, Suite 1080
Philadelphia, PA 19107

Property Owner: ARD 1105 Walnut LLC **Developer:** ARD 1105 Walnut LLC
Architect: JKRP Architects

SITE CONDITIONS

Site Area: 10,149 SF

Existing Zoning: CMX-5 **Are Zoning Variances required?** Yes No X

Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):

- 148,697 SF – Mixed-Use Building
- 4,420 SF – Retail at Ground Floor
 - 6,281 SF – Office/ Amenities – Fourth Floor
 - 138,150 SF – (198) Residential – 2nd – 3rd Floor and 5th-18th Floor

Proposed # of Parking Units:

- (34) Off-Site Interior Parking Spaces at 1201 Walnut Street
- (68) Class 1A Bicycle Parking 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:

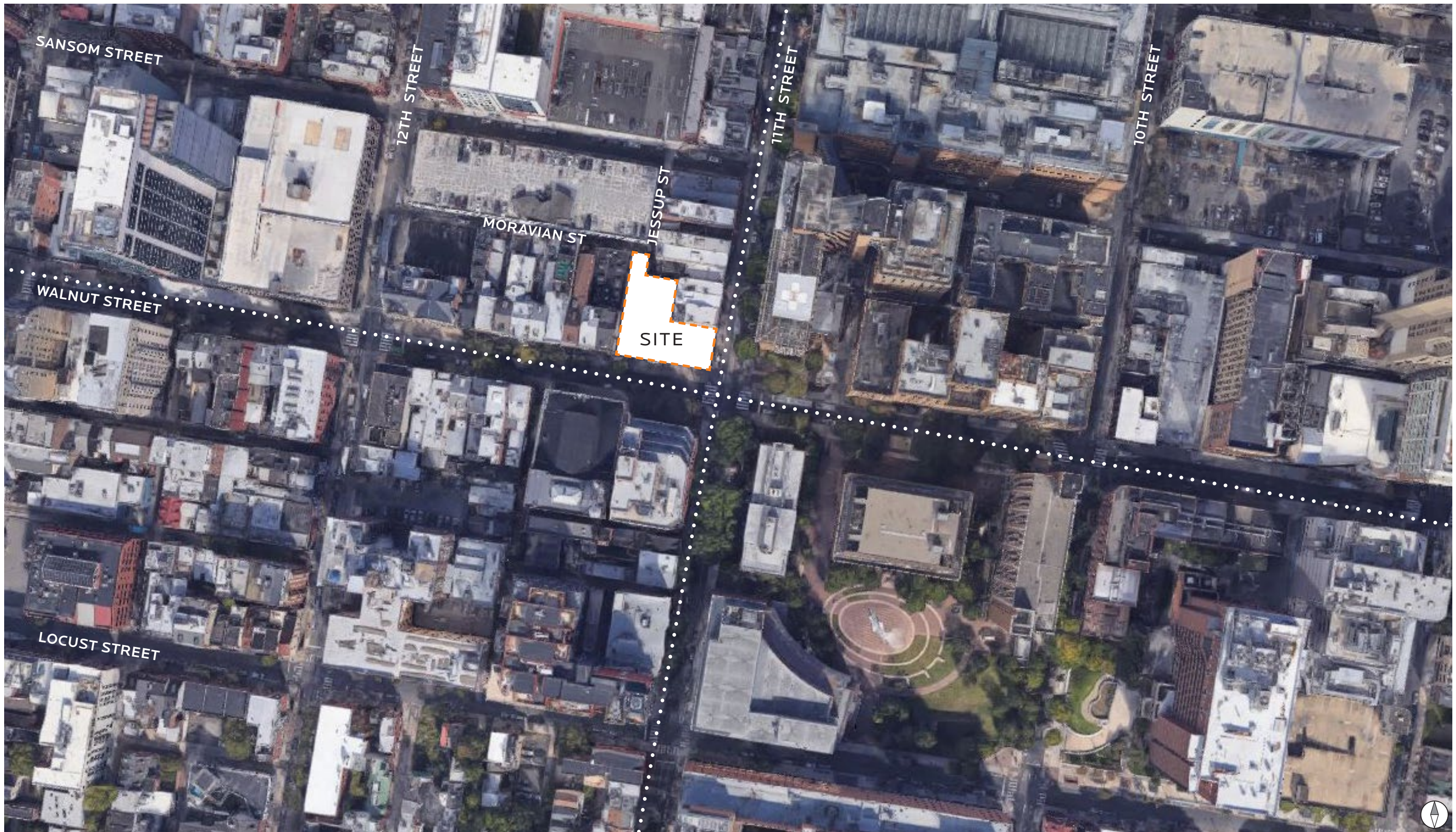
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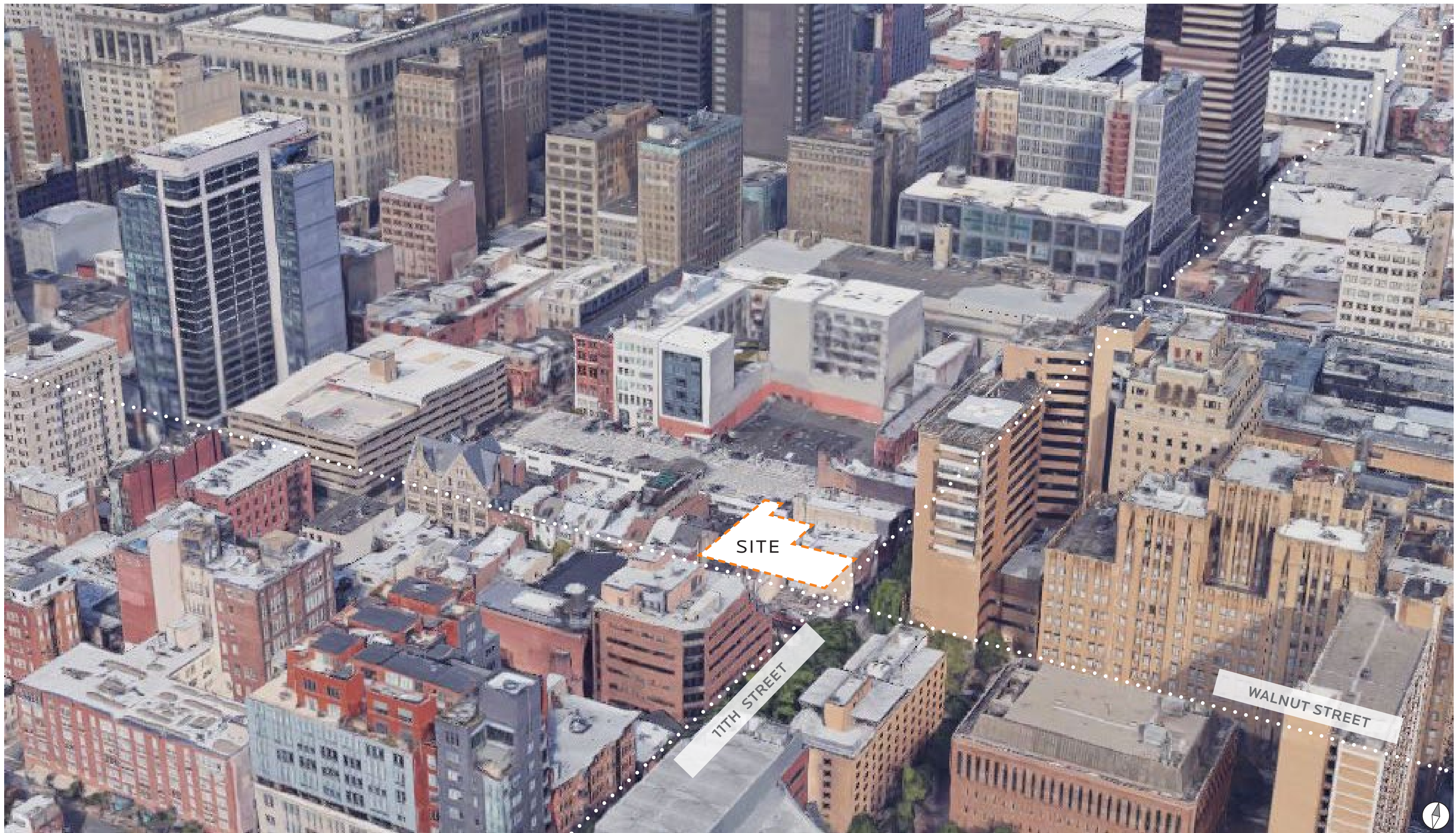
ZONING BOARD OF ADJUSTMENT HEARING

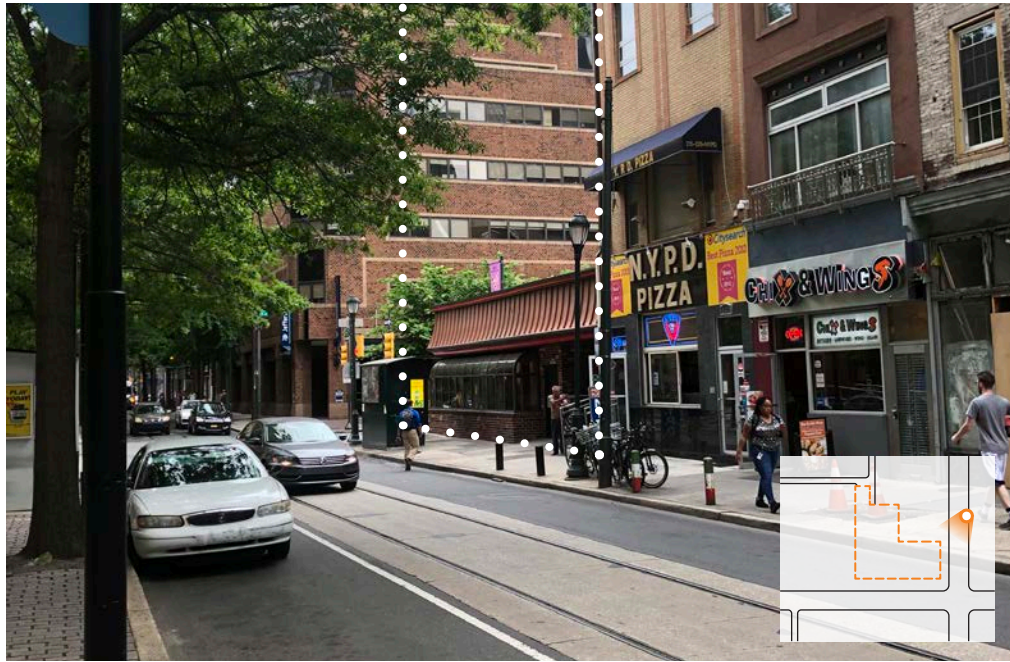
ZBA hearing scheduled: Yes No NA X

If yes, indicate the date hearing will be held:

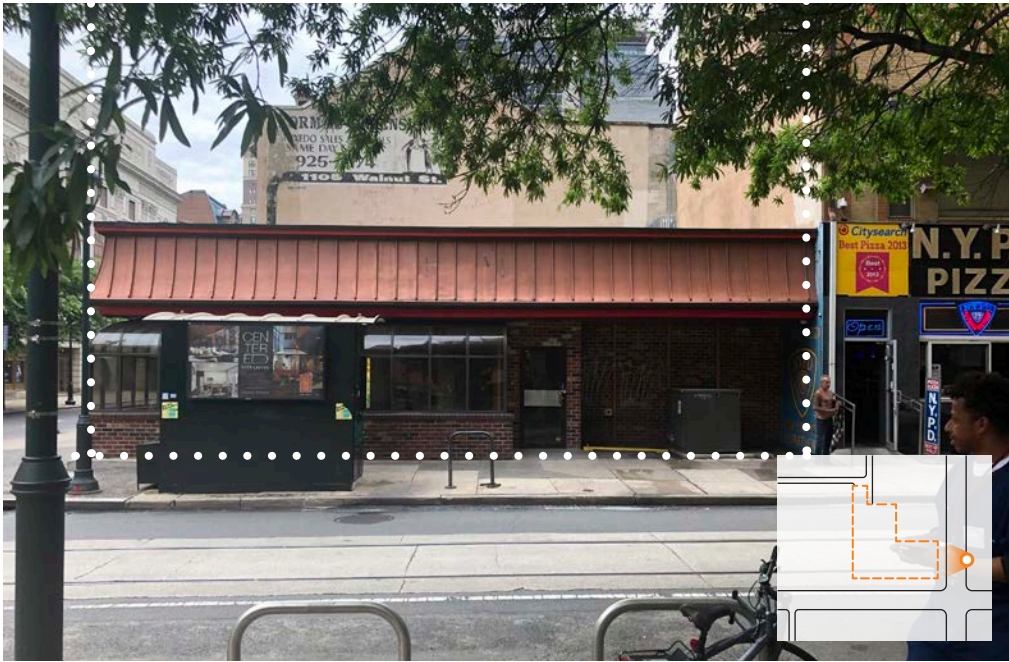
Date:



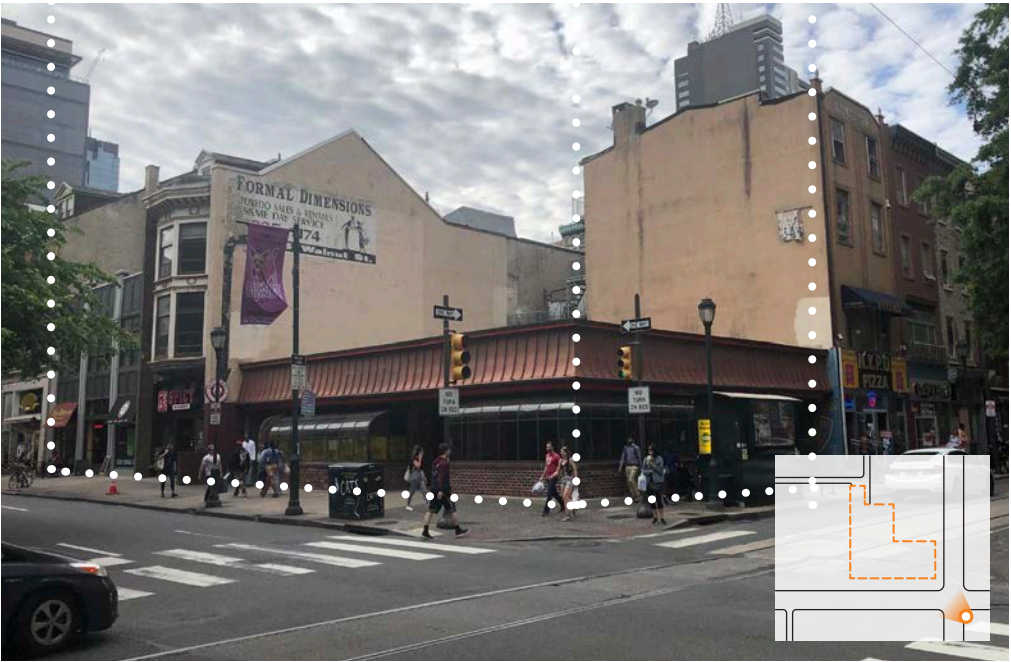




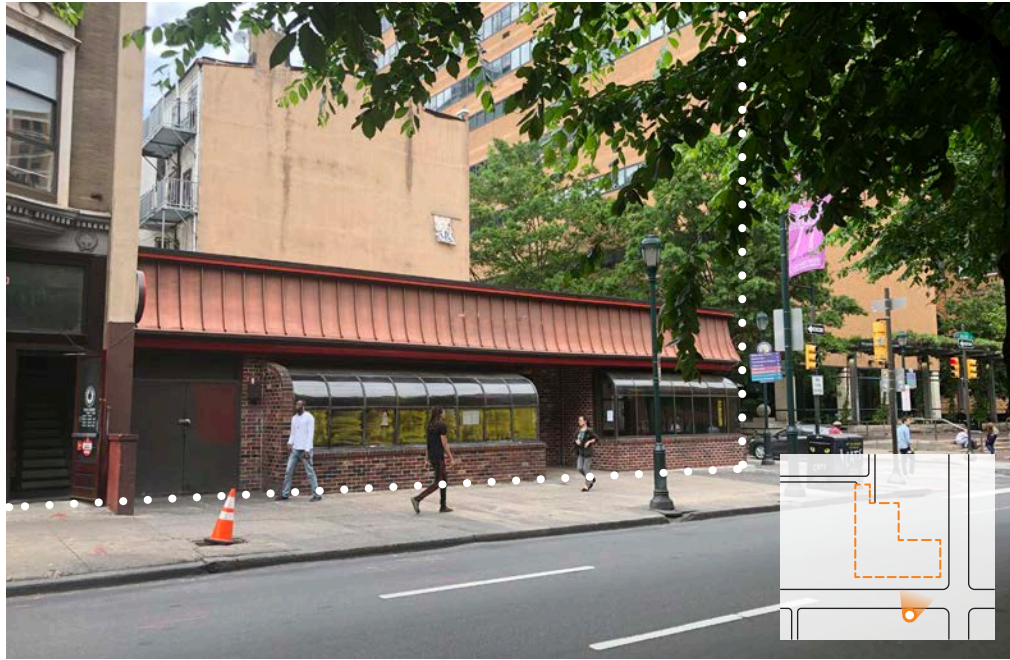
LOOKING SOUTH ON 11TH ST



LOOKING WEST ON 11TH ST



LOOKING NORTH WEST AT 11TH ST AND WALNUT ST



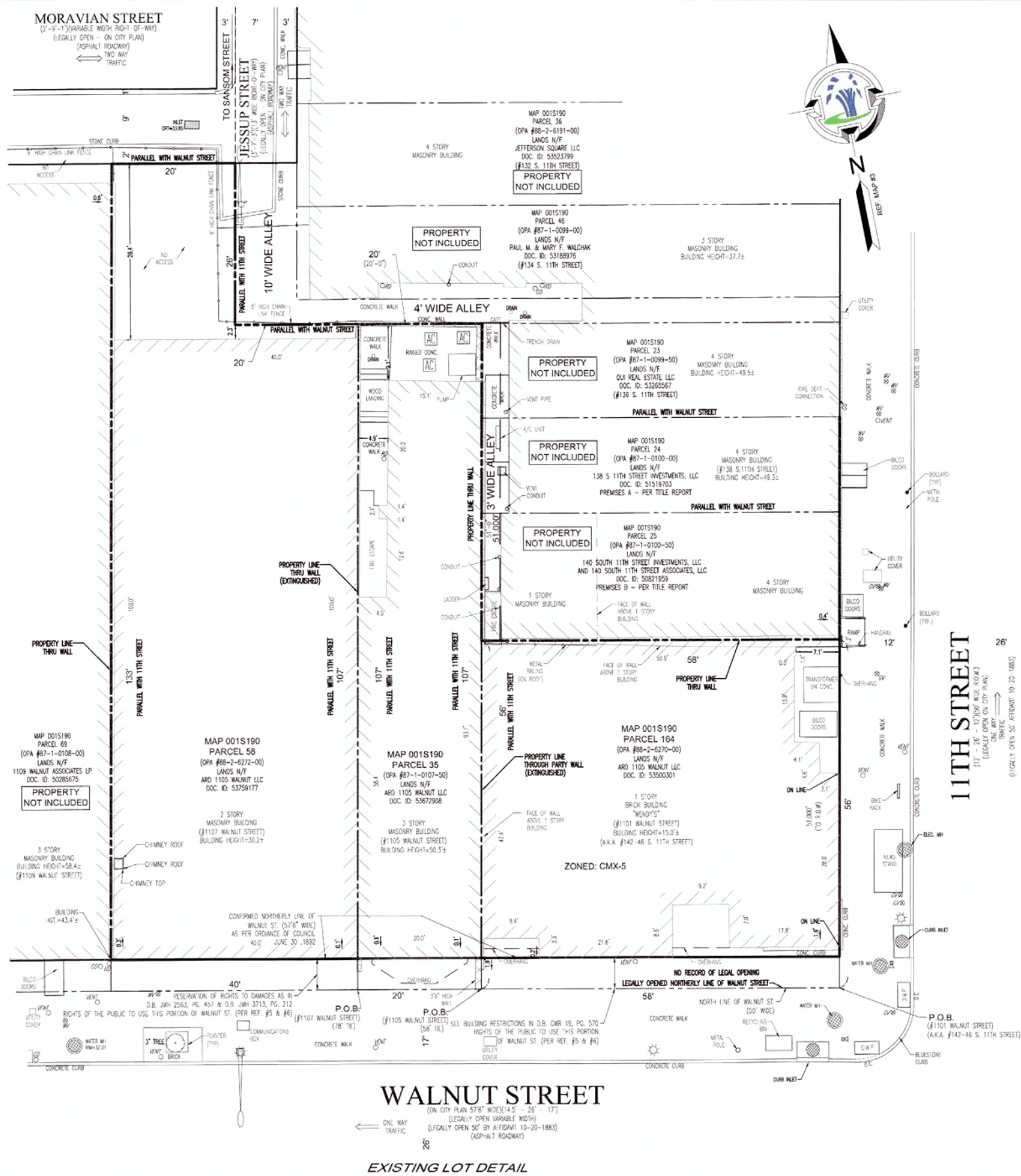
LOOKING NORTH ON WALNUT ST



LOOKING NORTH EAST ON WALNUT ST



LOOKING SOUTH DOWN JESSUP ST



NOTES

- PROPERTY KNOWN AS PARCEL 164 (OPA #88-2-6270-00) (#1101); PARCEL 35 (OPA #88-2-6271-00) (#1105); & PARCEL 58 (OPA #88-2-6272-00) (#1107), MAP 0015190, AS IDENTIFIED ON THE TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, 5TH WARD, COMMONWEALTH OF PENNSYLVANIA.
- LIST OF AREAS (AREA)
PARCEL # 164 3,248.0 S.F. OR 0.07456 AC.
PARCEL 35 2,140.0 S.F. OR 0.04913 AC.
PARCEL 58 4,800.0 S.F. OR 0.11019 AC.
TOTAL EX. LOTS 10,188.0 S.F. OR 0.23388 AC.
TOTAL PROP. LOT 9,887.8 S.F. OR 0.22699 AC.
- UNDERGROUND UTILITIES HAVE NOT BEEN SHOWN. BEFORE ANY SITE EVALUATION, PREPARATION OF DESIGN DOCUMENTS OR EXCAVATION IS TO BEGIN, THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE VERIFIED BY THE PROPER UTILITY COMPANIES.
- THIS PLAN IS BASED ON INFORMATION PROVIDED BY A SURVEY PREPARED IN THE FIELD BY BLUE MARSH ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT REPORT.
- THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.
- THIS PROPERTY SUBJECT TO RESTRICTIONS, COVENANTS AND/OR EASEMENTS, WRITTEN OR IMPLIED.
- ENCROACHMENTS AND VAULTS, IF ANY, BELOW SURFACE NOT SHOWN HEREON.
- THIS SURVEY IS PREPARED TO PHILADELPHIA DISTRICT STANDARD AND ARE MARKED (P.D.S.).
- THE CONVERSION FROM INCHES TO THE MORE PRECISE DECIMAL EXPRESSION MAY RESULT IN MINOR CHANGES IN THE SECOND AND THIRD DECIMAL PLACES, THESE ARE NOT ERRORS OR OVERSIGHTS BUT MORE PRECISE VALUES.
- ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
- PLAN IS MADE PER INSTRUCTION OF HIGHTOP REAL ESTATE & DEVELOPMENT & ARD WALNUT 1105, LLC.
- THE LAND AS DESCRIBED IN THIS SURVEY CONSTITUTES MORE THAN ONE PARCEL OR LOT, AND THERE ARE NO GAPS, GORES OR STRIPS.
- THE INTENTION OF THIS PLAN IS TO CONSOLIDATE THE THREE (3) EXISTING LOTS INTO ONE (1) LOT.
- THE PORTION OF THE CONFIRMED WALNUT STREET MARKED "NO RECORD OF LEGAL OPENING" INDICATES THERE IS NO RECORD OF THE PROPERTY WITHIN THE BED OF THE STREET HAVING BEEN CONVEYED TO THE CITY OF PHILADELPHIA BY DEDICATION OR OTHER CONCEDATION.
- OWNERS OF RECORD FOR:
#1101 WALNUT STREET IS ARD 1105 WALNUT LLC PER DOC. ID: 53500301;
#1105 WALNUT STREET IS ARD 1105 WALNUT LLC PER DOC. ID: 53572908;
AND #1107 WALNUT STREET IS ARD 1105 WALNUT LLC PER DOC. ID: 53759177.
- A ZONING PERMIT IS REQUIRED FOR ANY PROPOSED CHANGES TO LOT LINES INCLUDING CONSOLIDATION OF EXISTING PARCELS.

REFERENCES

- THE OFFICIAL TAX MAP OF THE CITY & COUNTY OF PHILADELPHIA, 5TH WARD, COMMONWEALTH OF PENNSYLVANIA.
- MAP ENTITLED "FLOOD INSURANCE RATE MAP, PHILADELPHIA COUNTY, PENNSYLVANIA (ALL JURISDICTIONS)", PART: 183 OF 230, MAP NUMBER 4207570183G, MAP REVISED: JANUARY 17, 2007.
- CITY PLAN NO. 308 PROVIDED BY THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
- STREET STATUS CARD, 11TH ST., FROM WALNUT ST. TO CHESTNUT ST., DATED 10-20-1883, LC #000619.
- STREET STATUS CARD, WALNUT ST., FROM 11TH ST. TO 12TH ST., DATED 10-20-1883, LC #005913.
- MAP ENTITLED "ALTA/ACSM LAND TITLE SURVEY, CLASS "A" URBAN SURVEY MADE FOR THE BRAD GROUP, NO. 142-44-46 S. ELEVENTH STREET, 5TH WARD, PHILADELPHIA" PREPARED BY THIRD SURVEY DISTRICT, DATED OCTOBER 13, 1998, MAP #2132.
- MAP ENTITLED "COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION DRAWINGS FOR CONSTRUCTION OF LEG. ROUTE 67319 SECTION MOD IN PHILADELPHIA COUNTY FROM STA. 9+00.00 TO STA. 85+25.00" SHEETS 2 & 7 OF 7.

LEGEND OF SYMBOLS & ABBREVIATIONS

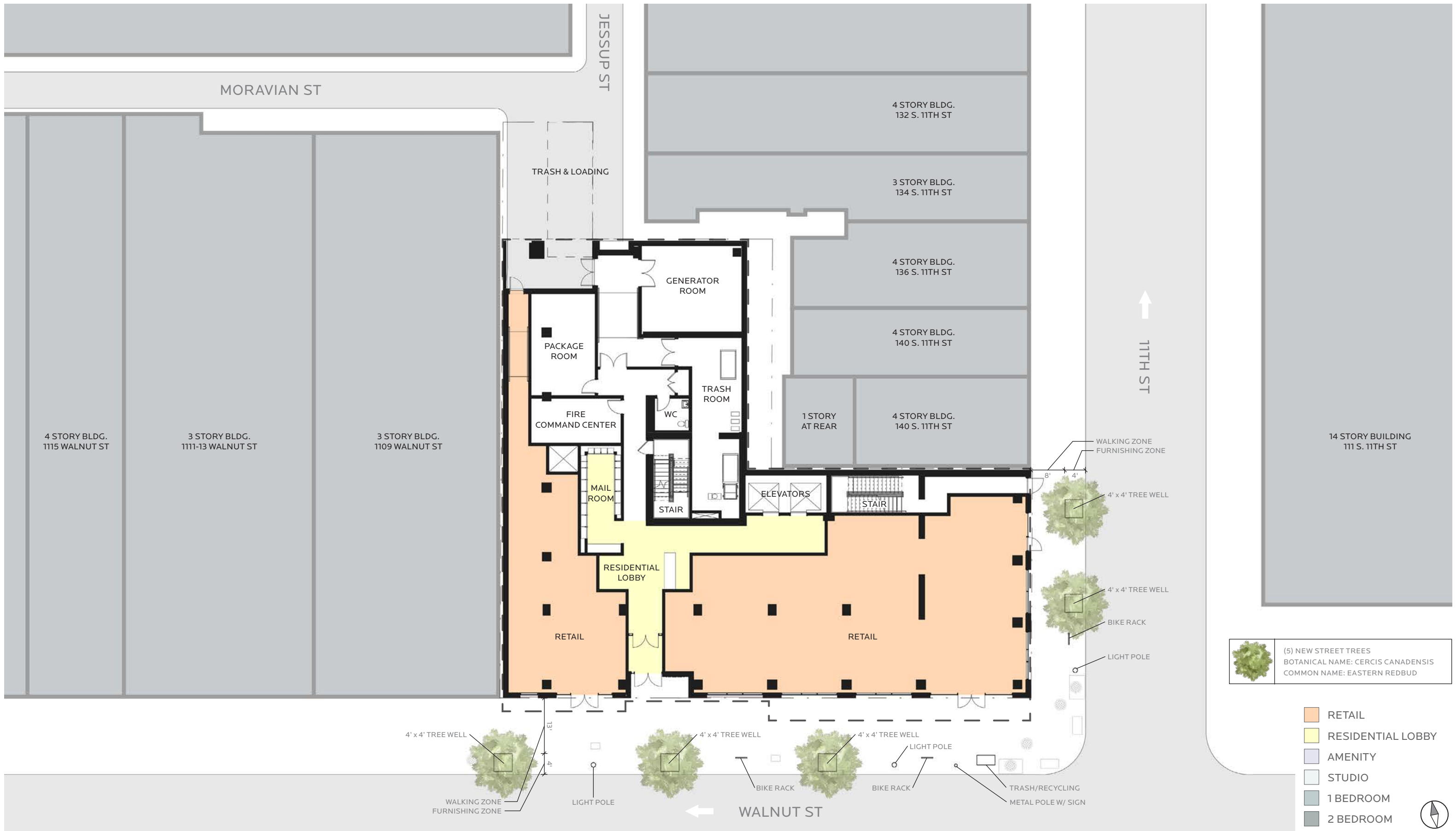
VENT	VENT	SGN
WV	WATER VALVE	TRAFFIC SIGNAL
GV	GAS VALVE	AREA LIGHT
D.W.P.	DETECTABLE WARNING PAD	MAN-HOLE
(P.D.S.)	PHILADELPHIA DISTRICT STANDARD	INLET
1.0'	OFFSET OF STRUCTURE AT GROUND LEVEL RELATIVE TO PROPERTY LINE	HYDRANT

ZONING INFORMATION

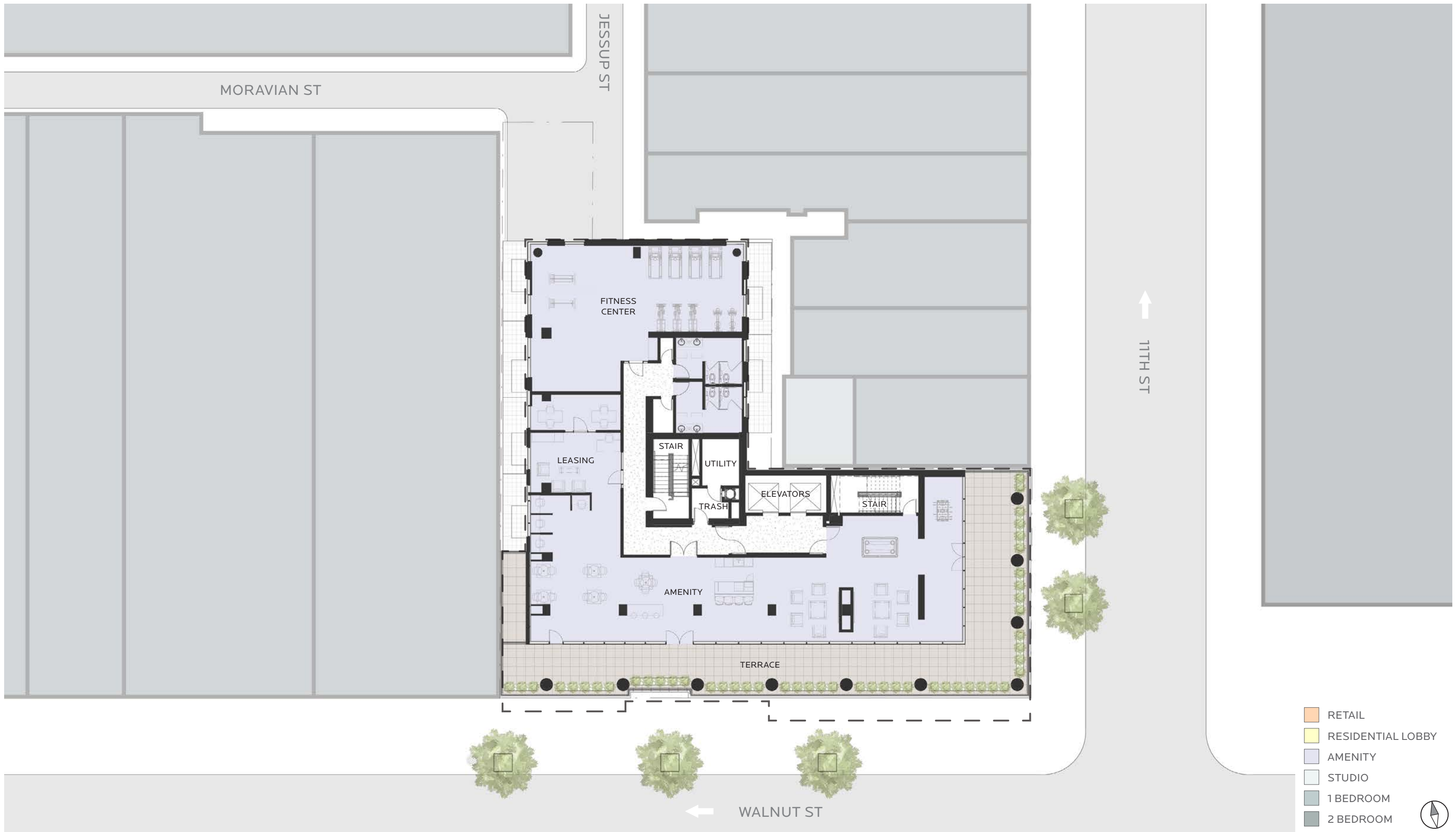
ZONE: CMX-5 (CENTER CITY CORE COMMERCIAL MIXED-USE)					
DESCRIPTION	REQUIRED	PROPOSED PARCEL "A"	EXISTING #1101	EXISTING #1105	EXISTING #1107
MIN. DISTRICT AREA (SQ. FT.)	10,140 S.F.	9,887.8 S.F. / 0.22699 AC.	3,248.0 S.F. / 0.07456 AC.	2,140.0 S.F. / 0.04913 AC.	4,800.0 S.F. / 0.11019 AC.
MINIMUM STREET FRONTAGE AS TAKEN FROM THE LOT LINE (F.T.)	N/A	56.000' / 118.000'	56' / 58'	20'	40'
MINIMUM LOT AREA	N/A	N/A	N/A	N/A	N/A
MAX. OCCUPIED AREA (% OF LOT)	BUILDING ≤ 5 STORIES WITH 1 OR MORE DWELLING UNITS: 90; OTHERS: 100	8,428 SF / 85.2%	2,714 SF / 83.5%	1,702 SF / 79.5%	4,012 SF / 83.5%
MIN. FRONT YARD DEPTH (FT.)	N/A	0'	0'	0'	0'
MIN. SIDE YARD WIDTH, EACH (FT.) IF USED: BUILDINGS ≤ 4 STORIES WITH THREE OR FEWER DWELLING UNITS=5; OTHERS=8	N/A	0'	0'	0'	0'
MIN. REAR YARD DEPTH (FT.)	N/A	9.1'	0'	9.1'	2.3' / 28.4'
MIN. CORNICE HEIGHT (FT.)	N/A	N/A	N/A	N/A	N/A
MAX. FLOOR AREA (% OF LOT AREA)	1,200 [2] 14-701(5) BULK & MASSING CONTROLS	15,844 SF / 160.24%	2,714 SF / 83.5%	5,106 SF / 239.60%	8,024 SF / 167.17%
MAX. BUILDING HEIGHT (FT.)	N/A	50.3±	15'±	50.3±	30.2'±
MIN. BUILDING HEIGHT (FT.)	N/A	N/A	N/A	N/A	N/A
SKY PLANE REQUIREMENTS BY STREET (50'-59' FT. WIDE STREETS)					
HEIGHT THRESHOLD (FT. ABOVE SIDEWALK)	65'				
REGULATED HEIGHT INTERVAL (FT. ABOVE SIDEWALK)	90-150				
ALLOWED BLOCKAGE OF SKY PLANE	80%				

- WALNUT STREET REGULATIONS:
- THE FOLLOWING STANDARDS APPLY TO LOTS FRONTING ON WALNUT STREET BETWEEN FRONT STREET AND THE SCHUYLKILL RIVER:
- THE MAXIMUM WIDTH OF A BUILDING FRONTAGE ALONG WALNUT STREET SHALL BE 100 FT. FOR CORNER LOTS AND 80 FT. FOR INTERMEDIATE LOTS.
 - ON THE NORTH SIDE OF WALNUT STREET, EXCEPT WITHIN 130 FT. EAST OF THE EAST SIDE OF BROAD STREET OR WITHIN 230 FT. WEST SIDE OF BROAD STREET, THE MAXIMUM BUILDING HEIGHT SHALL BE 320 FT.

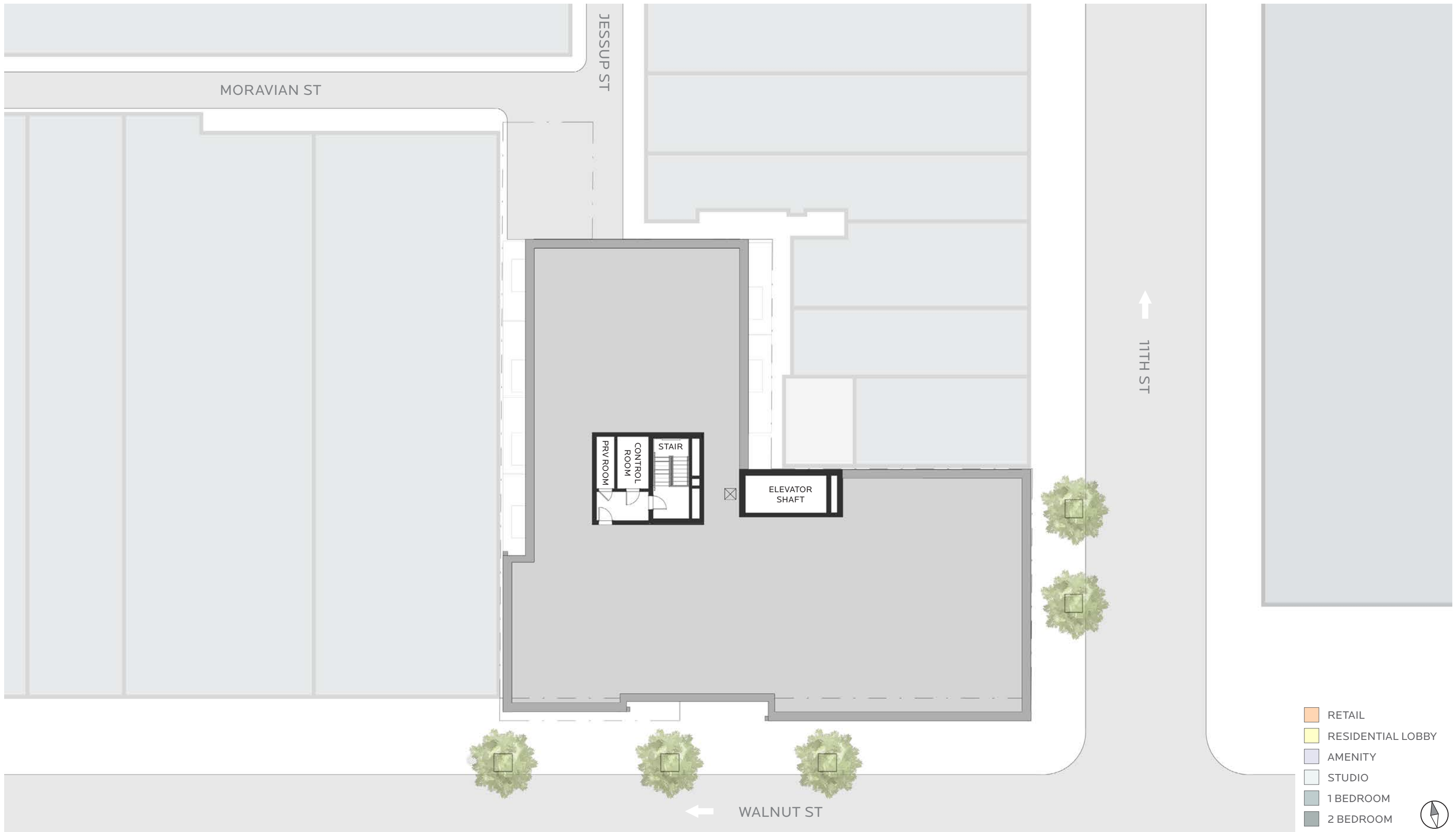


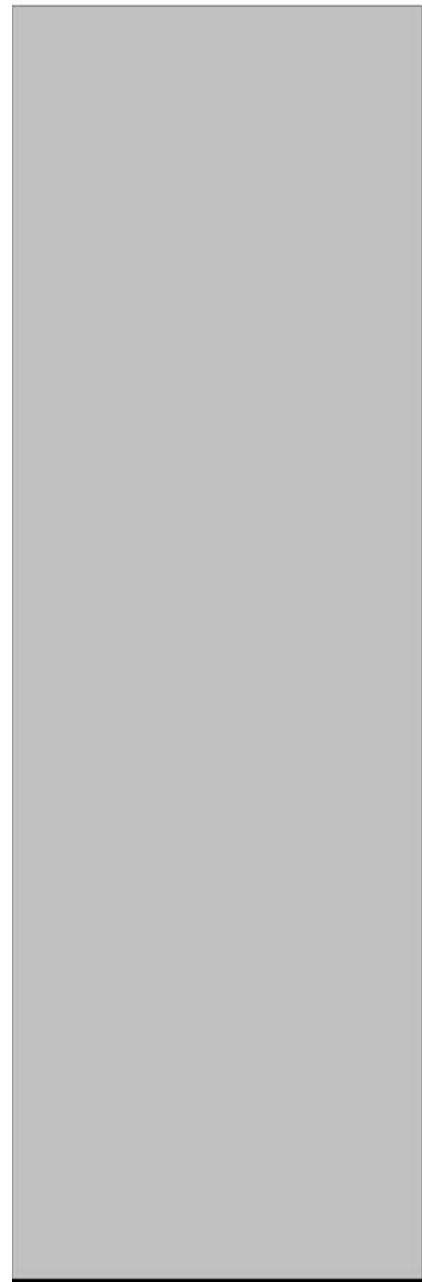












SITE SECTION A

TOP OF STAIR P.H.
199' - 2"

TOP OF PARAPET
192' - 4"

LEVEL 18
180' - 0"

LEVEL 17
170' - 0"

LEVEL 16
160' - 0"

LEVEL 15
150' - 0"

LEVEL 14
140' - 0"

LEVEL 13
130' - 0"

LEVEL 12
120' - 0"

LEVEL 11
110' - 0"

LEVEL 10
100' - 0"

LEVEL 9
90' - 0"

LEVEL 8
80' - 0"

LEVEL 7
70' - 0"

LEVEL 6
60' - 0"

LEVEL 5
50' - 0"

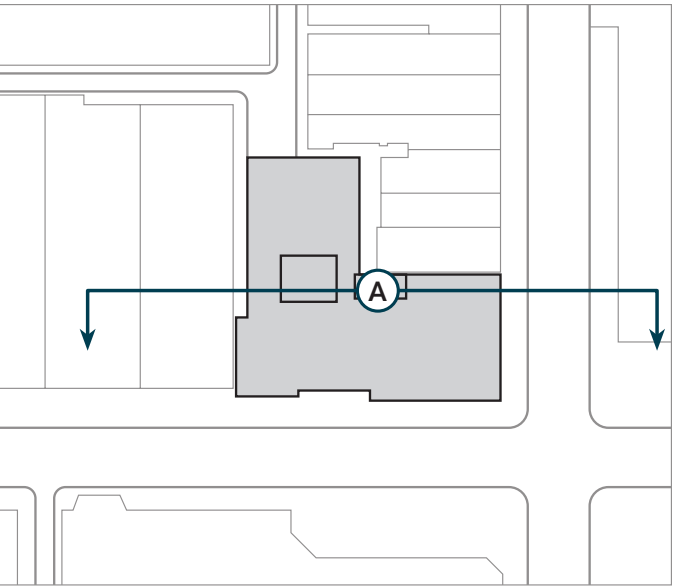
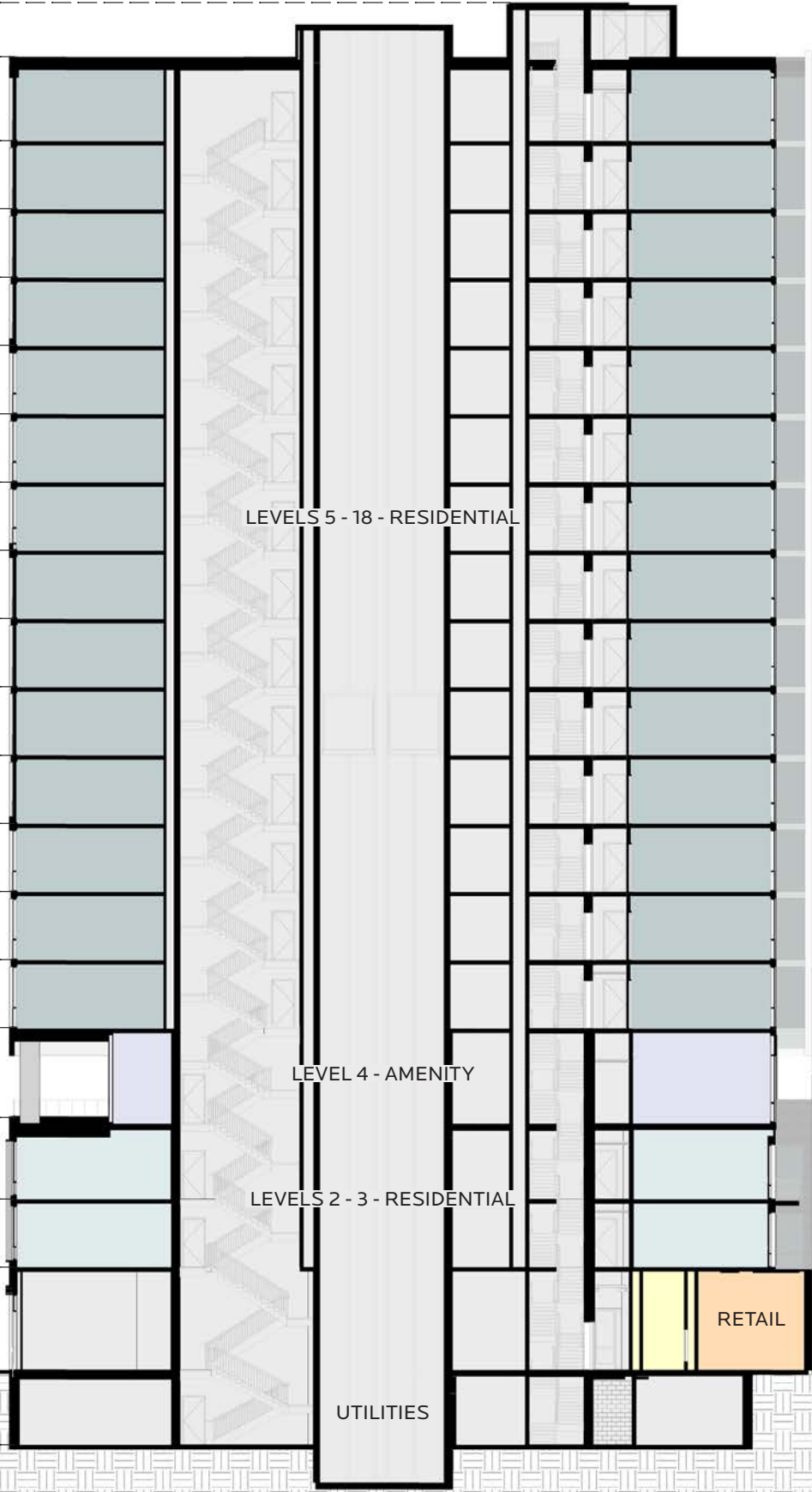
LEVEL 4
35' - 6"

LEVEL 3
25' - 0"

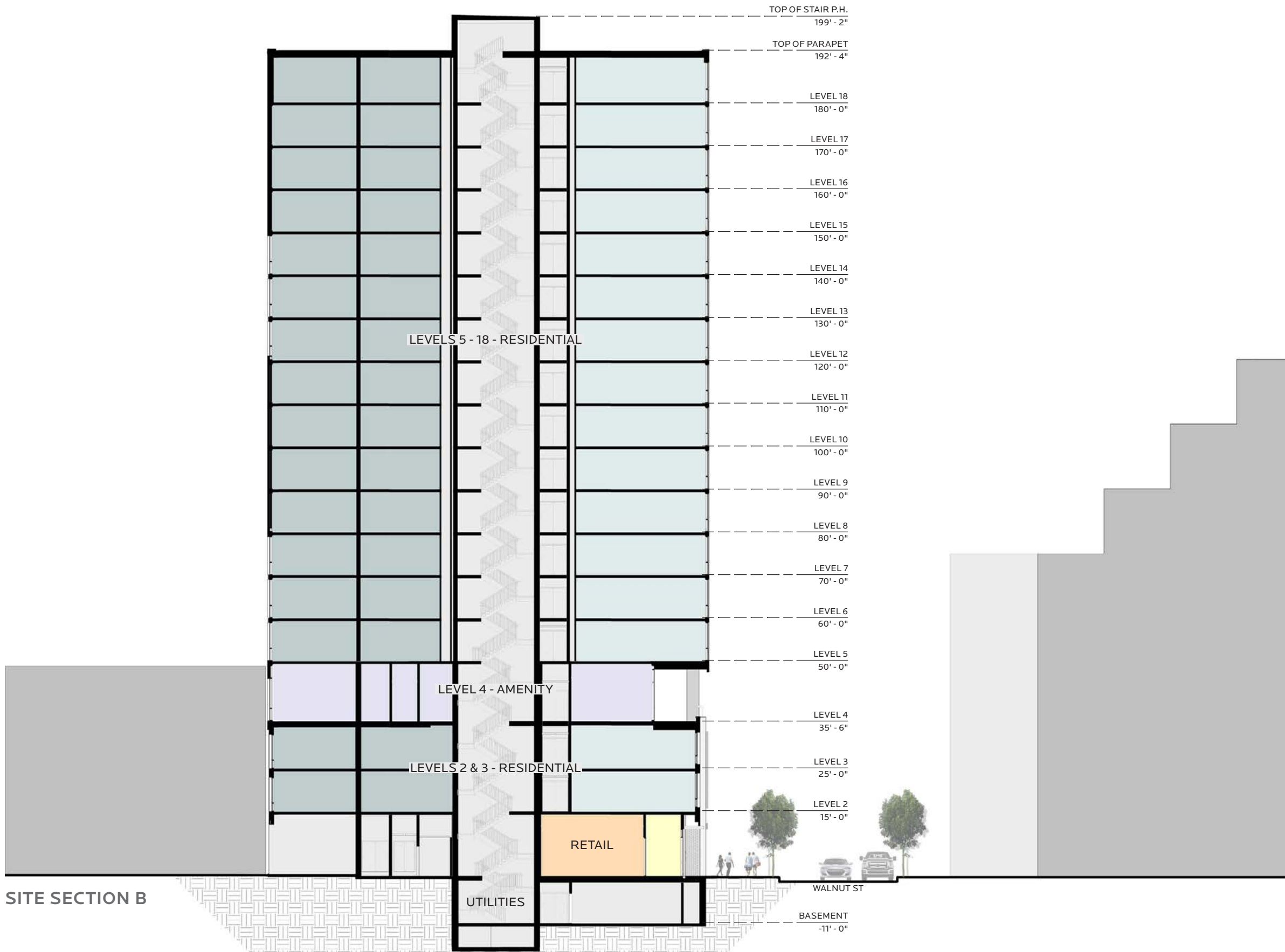
LEVEL 2
15' - 0"

11TH ST

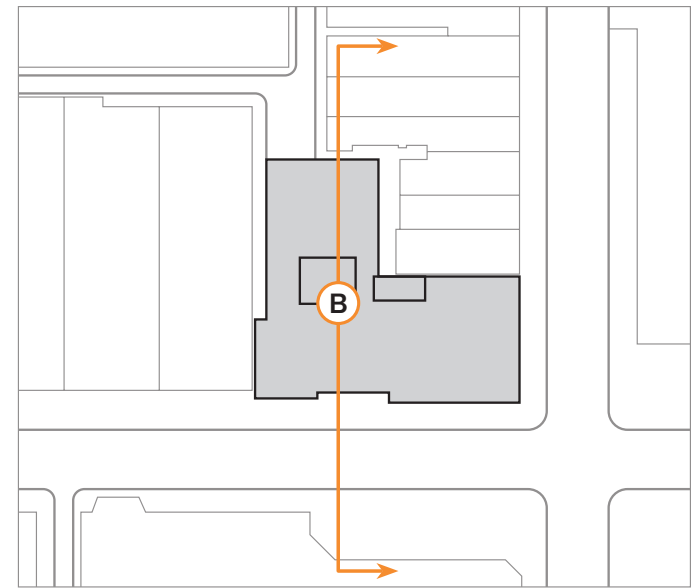
BASEMENT
-11' - 0"



- RETAIL
- RESIDENTIAL LOBBY
- AMENITY
- STUDIO
- 1 BEDROOM
- 2 BEDROOM

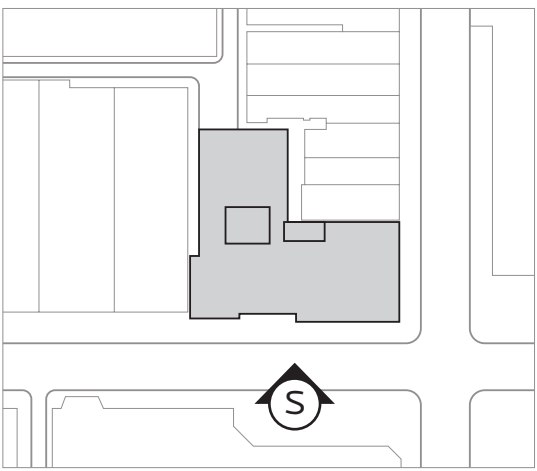


SITE SECTION B



- RETAIL
- RESIDENTIAL LOBBY
- AMENITY
- STUDIO
- 1 BEDROOM
- 2 BEDROOM

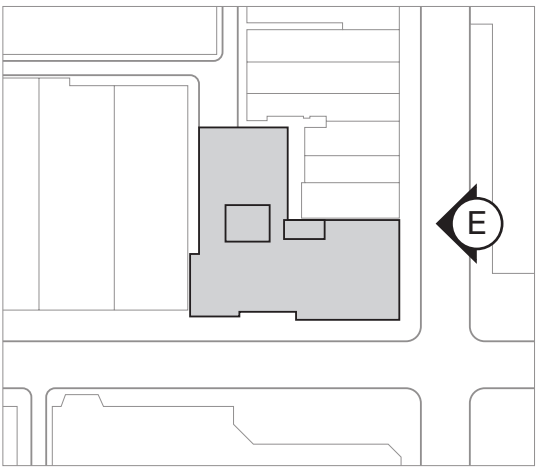
1101 WALNUT ST SITE SECTION B



MATERIAL KEY

A1		NORMAN BRICK DARK GRAY
A2		NORMAN BRICK GLAZED BLACK
B		METAL PANEL DARK GRAY
C		METAL PANEL LIMESTONE FINISH
D		WINDOW FRAME BLACK
E		GLAZING
F1		LOUVER PANELS LIGHT GRAY
F2		LOUVER PANELS DARK GRAY

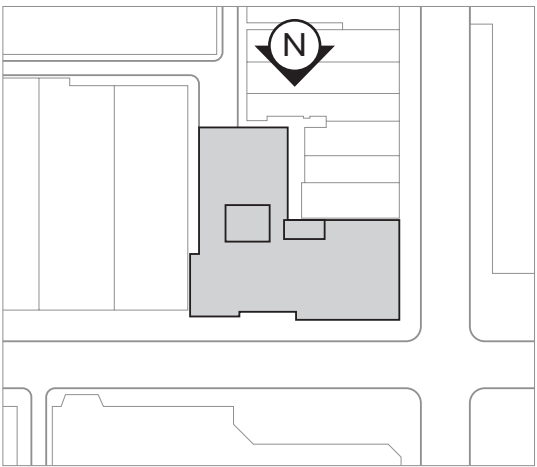
1101 WALNUT ST
SOUTH ELEVATION




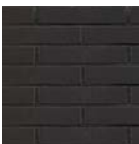



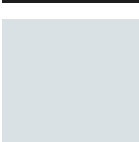
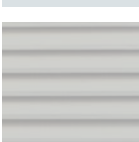
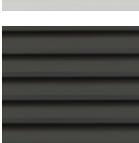
MATERIAL KEY

A1		NORMAN BRICK DARK GRAY
A2		NORMAN BRICK GLAZED BLACK
B		METAL PANEL DARK GRAY
C		METAL PANEL LIMESTONE FINISH
D		WINDOW FRAME BLACK
E		GLAZING
F1		LOUVER PANELS LIGHT GRAY
F2		LOUVER PANELS DARK GRAY

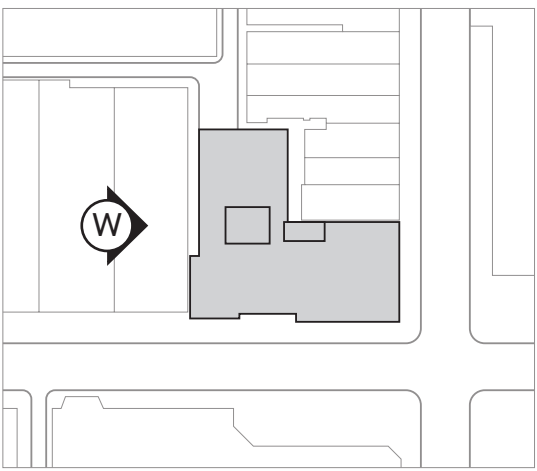
1101 WALNUT ST EAST ELEVATION



MATERIAL KEY

A1		NORMAN BRICK DARK GRAY
A2		NORMAN BRICK GLAZED BLACK
B		METAL PANEL DARK GRAY
C		METAL PANEL LIMESTONE FINISH
D		WINDOW FRAME BLACK
E		GLAZING
F1		LOUVER PANELS LIGHT GRAY
F2		LOUVER PANELS DARK GRAY

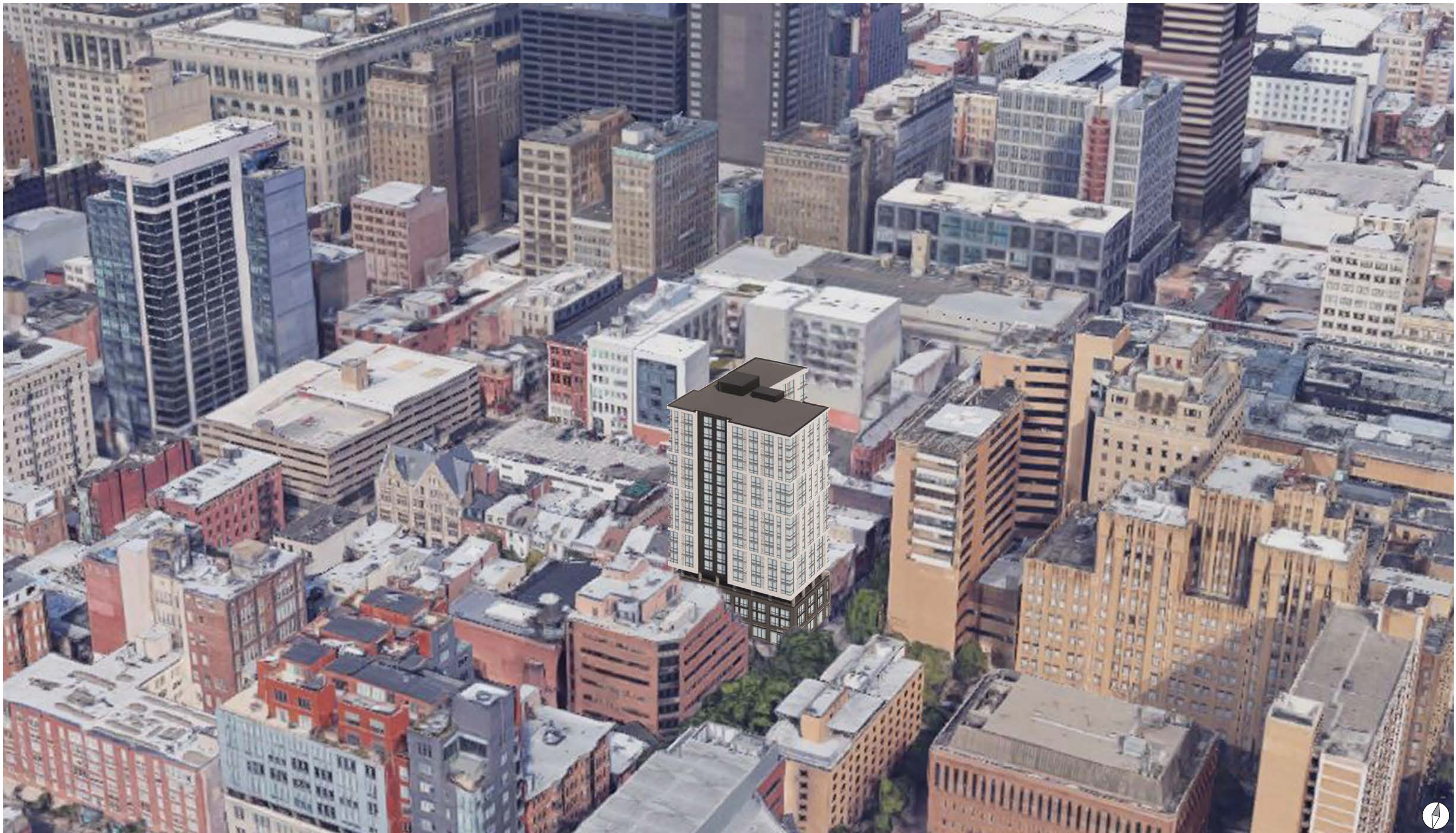
1101 WALNUT ST
NORTH ELEVATION



MATERIAL KEY

A1		NORMAN BRICK DARK GRAY
A2		NORMAN BRICK GLAZED BLACK
B		METAL PANEL DARK GRAY
C		METAL PANEL LIMESTONE FINISH
D		WINDOW FRAME BLACK
E		GLAZING
F1		LOUVER PANELS LIGHT GRAY
F2		LOUVER PANELS DARK GRAY

1101 WALNUT ST WEST ELEVATION









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 adaptions from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) 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, there are numerous Septa and NJ Transit bus routes, the Market-Frankford line, Septa trolley lines and the PATCO Speedline within a quarter mile of the project.
(2) Reduced Parking Footprint	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.	Required parking will be located off-site at 1201 Walnut Street.
(3) 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, two electric vehicle spaces are provided at this location.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	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) ⁱ	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No, there are four Indego Stations within two and a half blocks of the project.

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	N/A
Sustainable Sites		
(7) 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.	No
(8) 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 of the PWD Stormwater Management Regulations	No, the project site (10,149 SF) is small enough that the project does not require stormwater management.
(9) 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, paving has high reflectance.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	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. ⁱⁱ	Yes - Commissioning will be provided per 2018 IECC requirements.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	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. ^{iv}	N/A
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No

ⁱ 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.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
See also, “The Commercial Energy Code Compliance” information sheet: <https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>
and the “What Code Do I Use” information sheet: <https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

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

^{iv} 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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

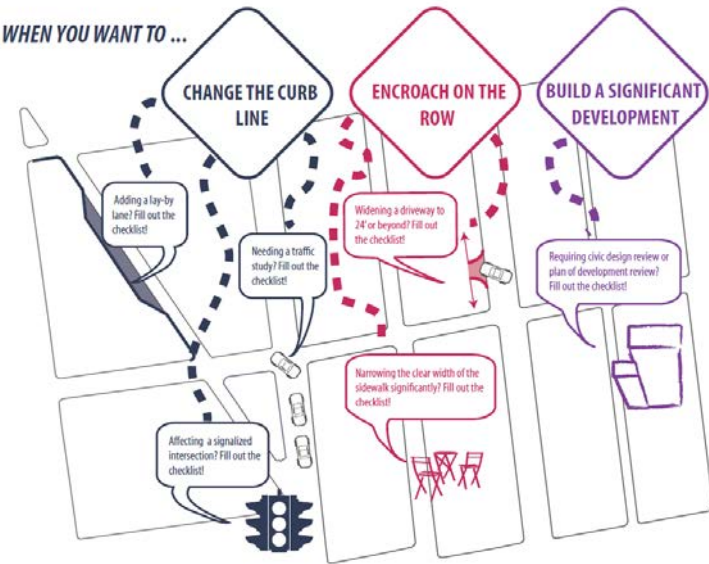
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards 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?

WHEN YOU WANT TO ...



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-swaes 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

1101 Walnut Street
2. DATE

2021-06-18
3. APPLICANT NAME

ARD 1105 Walnut, LLC
5. PROJECT AREA: list precise street limits and scope

1101, 1105 & 1107 Walnut Street
Philadelphia PA, 19107
Project is located at the corner of 11th Street and Walnut Street. Area of improvement includes the first three parcels on the Northeast corner along Walnut Street. All existing structures shall be razed and a new building shall be constructed.
4. APPLICANT CONTACT INFORMATION

310 Yorktown Plaza
Elkins Park, PA 19027
6. OWNER NAME

ARD 1105 Walnut, LLC
7. OWNER CONTACT INFORMATION

310 Yorktown Plaza
Elkins Park, PA 19027
8. ENGINEER / ARCHITECT NAME

Landcore Engineering Consultants, PC
C/O D. Alexander Tweedie P.E.
9. ENGINEER / ARCHITECT CONTACT INFORMATION

ATweedie@LandcoreConsulting.com
PO BOX 37635 #56287
Philadelphia, PA 19101-0635

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
Walnut Street	S. 11 th Street	S. 12 th Street	High-Volume Pedestrian
S. 11 th Street	Walnut Street	Sansom Street	High-Volume Pedestrian
_____	_____	_____	_____
_____	_____	_____	_____

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 ☒
- 3
- # COMPLETE STREETS HANDBOOK CHECKLIST
- Philadelphia City Planning Commission
-
-
-
-
-
- APPLICANT: General Project Information

Additional Explanation / Comments: _____
- DEPARTMENTAL REVIEW: General Project Information
- 4
- JCRP
ARCHITECTS
- 09.10.2021
- 1101 WALNUT ST
COMPLETE STREETS CHECKLIST
- Page 26

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
Walnut Street	16' / 17 / 17	17 / 17
S. 11 th Street	16' / 12 / 12	12 / 12
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

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
Walnut Street	8 / 13 / 13
S. 11 th Street	8 / 8 / 8
_____	____ / ____ / ____
_____	____ / ____ / ____

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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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
Walnut Street	0 / 0
11 th 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.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
Walnut Street	4 / 4 / 4
11 th Street	4 / 4 / 4
_____	____/____/____
_____	____/____/____

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	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
▪ Lighting	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
▪ Benches	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
▪ Street Trees	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
▪ Street Furniture	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
19. Does the design avoid tripping hazards?

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 ☐

DEPARTMENTAL
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- | | |
|------------------------------|-----------------------------|
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |

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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

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>
Bicycle storage is provided within the proposed building.
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
<u>1101/1105/1107 Walnut Street</u>	<u>66</u>	<u>0 / 0</u>	<u>1 Rack / 1 Rack</u>	<u>0 / 68</u>
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____

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
- Indigo Bicycle Share Station

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 ☐

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES ☐ NO ☒ N/A ☐ YES ☐ NO ☐
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES ☒ NO ☐ N/A ☐ YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: Bicycle storage provided inside proposed building in a storage room sufficient to store 68 bicycles.

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? N/A YES ☐ NO ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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?

SU-30

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

YES ☐ NO ☒

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

YES ☐ NO ☒

36. Does the design maintain emergency vehicle access?

YES ☒ NO ☐

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

YES ☐ NO ☐ N/A ☒

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

YES ☐ NO ☐ N/A ☒

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

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: Loading/Unloading including Trash is designed to occur in the rear of the property via Moravian and Jessup Streets.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

(1) http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf

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 ☐

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: No driveways or curb cuts proposed along 11th or Walnut.

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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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 checked="" 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 checked="" 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? <i>If yes, City Plan Action may be required.</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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 checked="" 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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: No changes to the current intersection are proposed.

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____