

Civic Design Review

Location Maps

Existing Site Photographs

Existing Site Survey

Landscape/Hardscape Plan

Proposed Site Plan & Metrics

Floor Plans

Site Sections

Building Elevations

Concept Renderings

3D Massing Model

Civic Sustainable Design
Checklist

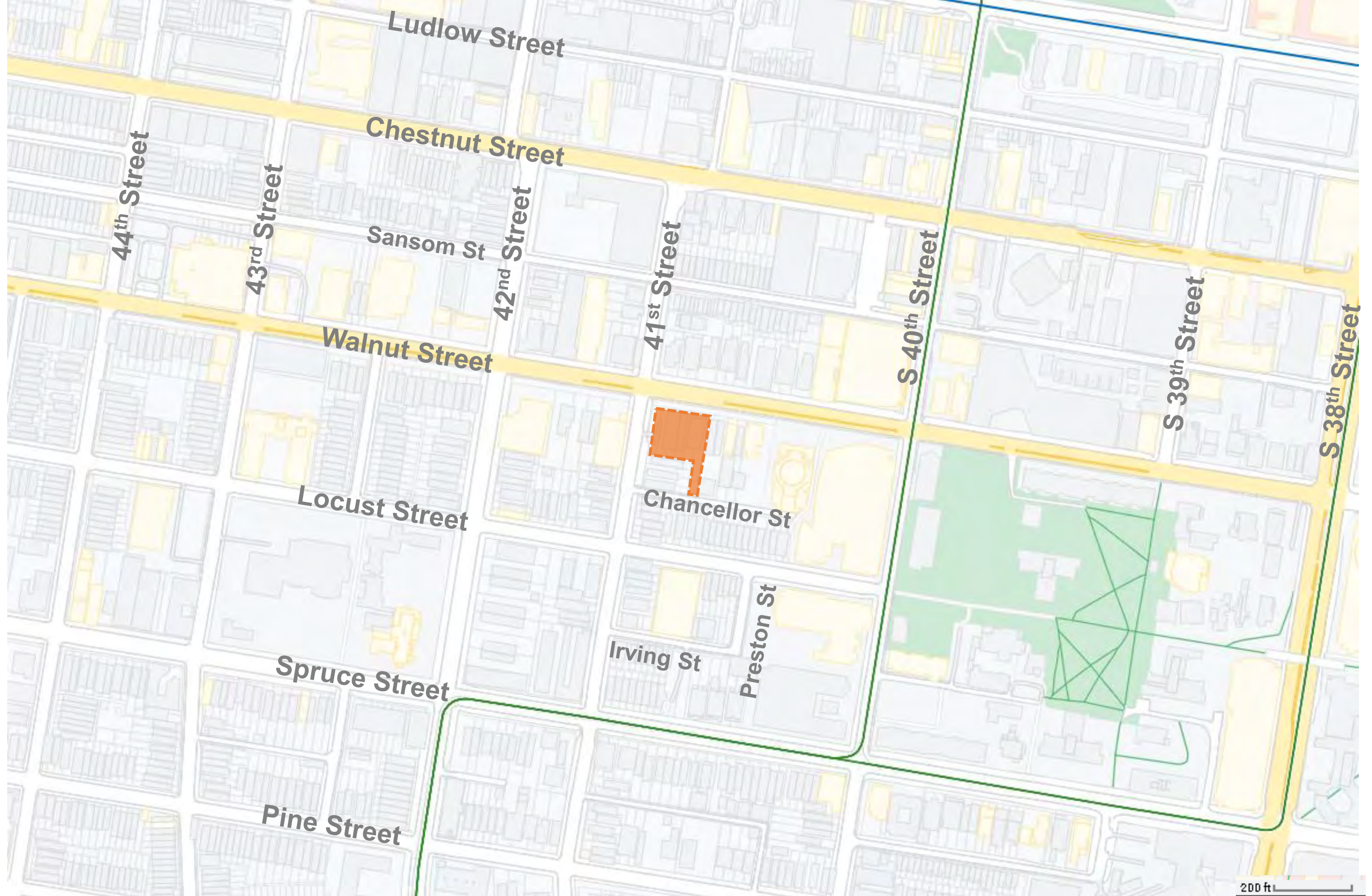
Complete Streets Checklist



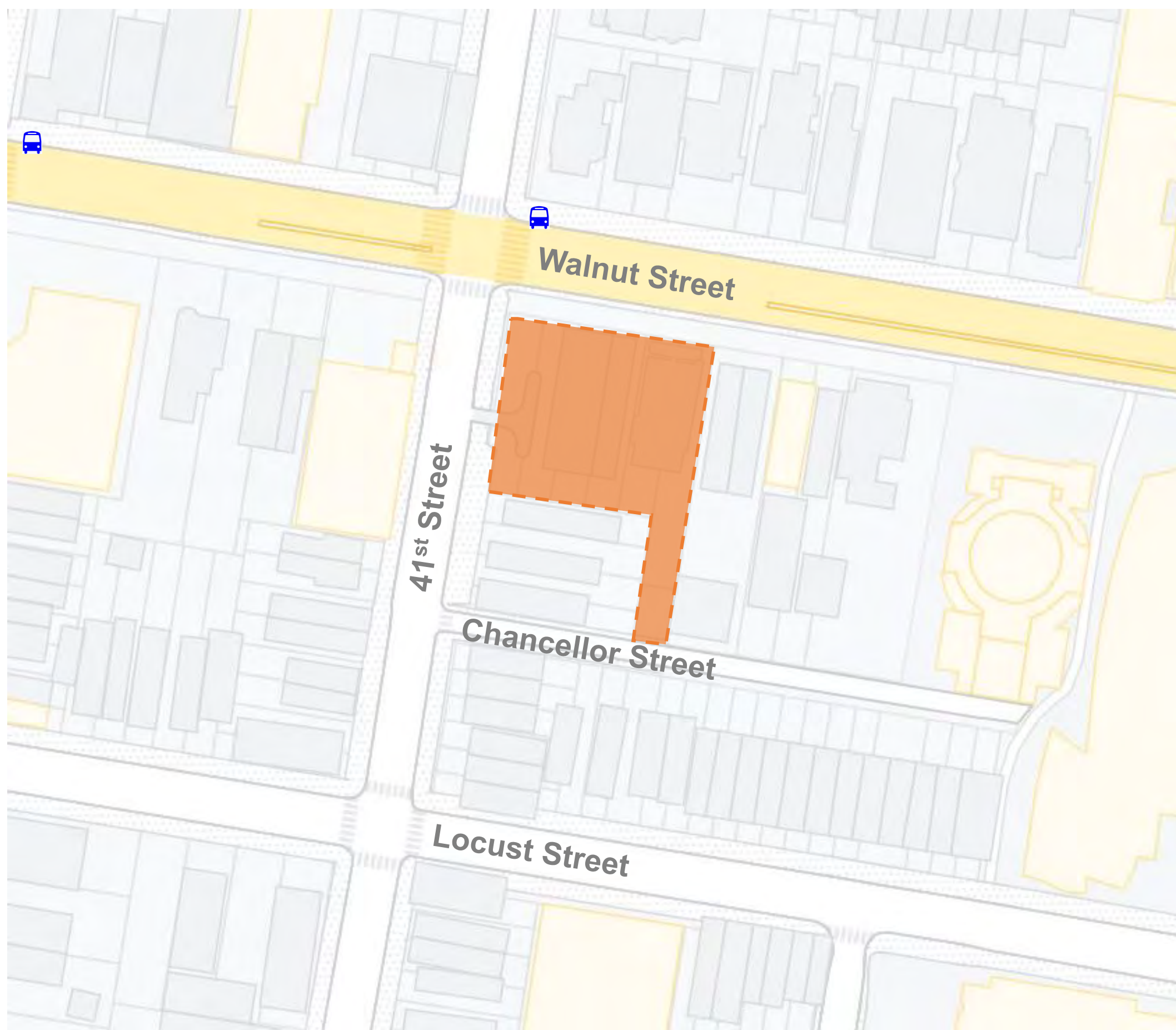
4040-4050 Walnut Street

Simon Associates, Philadelphia PA 19104

09/13/2022



Site Map
Existing Conditions and Context Photographs



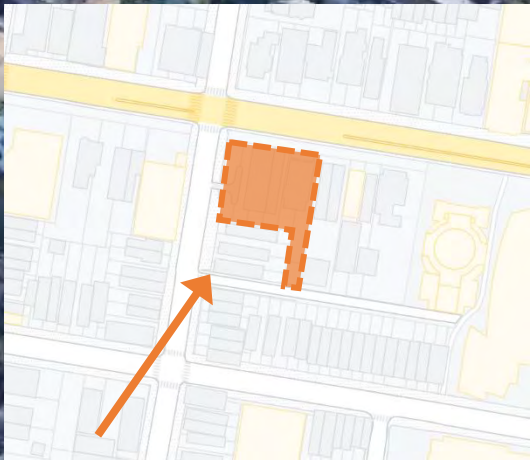
Enlarged Site Map
Existing Conditions and Context Photographs



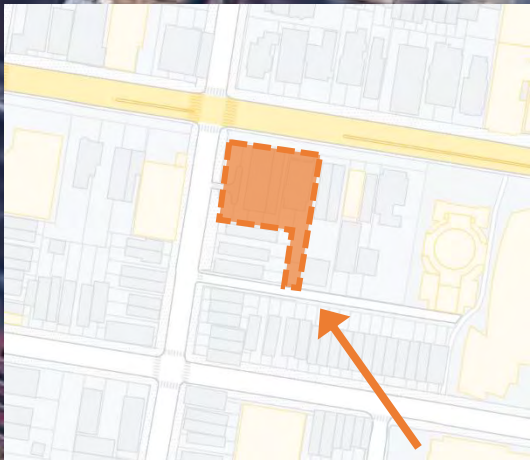
Aerial Image
Existing Conditions and Context Photographs



Aerial Image
Existing Conditions and Context Photographs



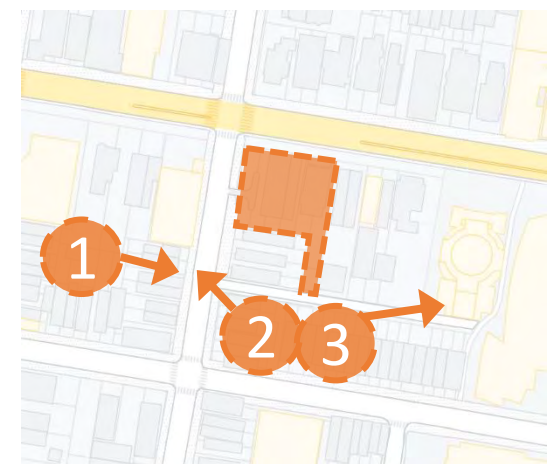
Aerial Image
Existing Conditions and Context Photographs



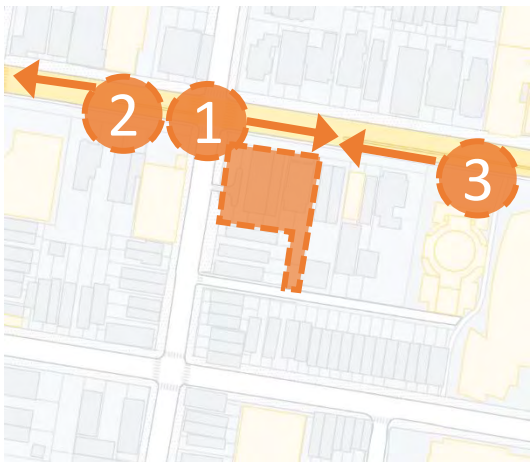
Aerial Image
Existing Conditions and Context Photographs



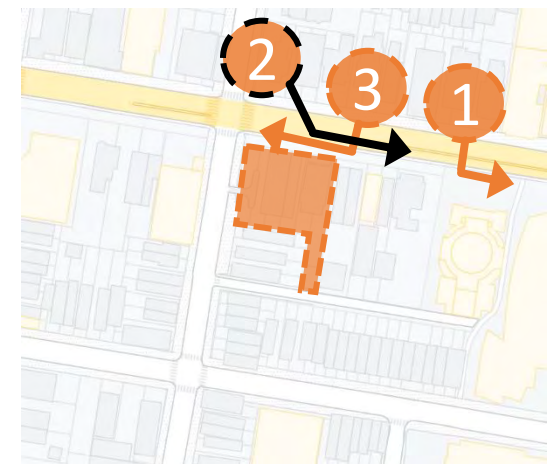
Walnut Street & 41st Intersection
Existing Conditions and Context Photographs



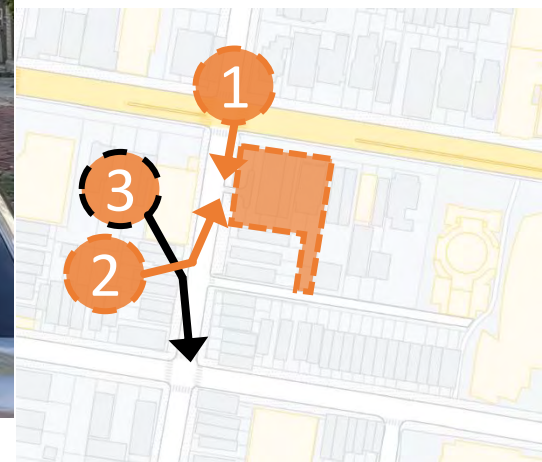
Chancellor Street
Existing Conditions and Context Photographs



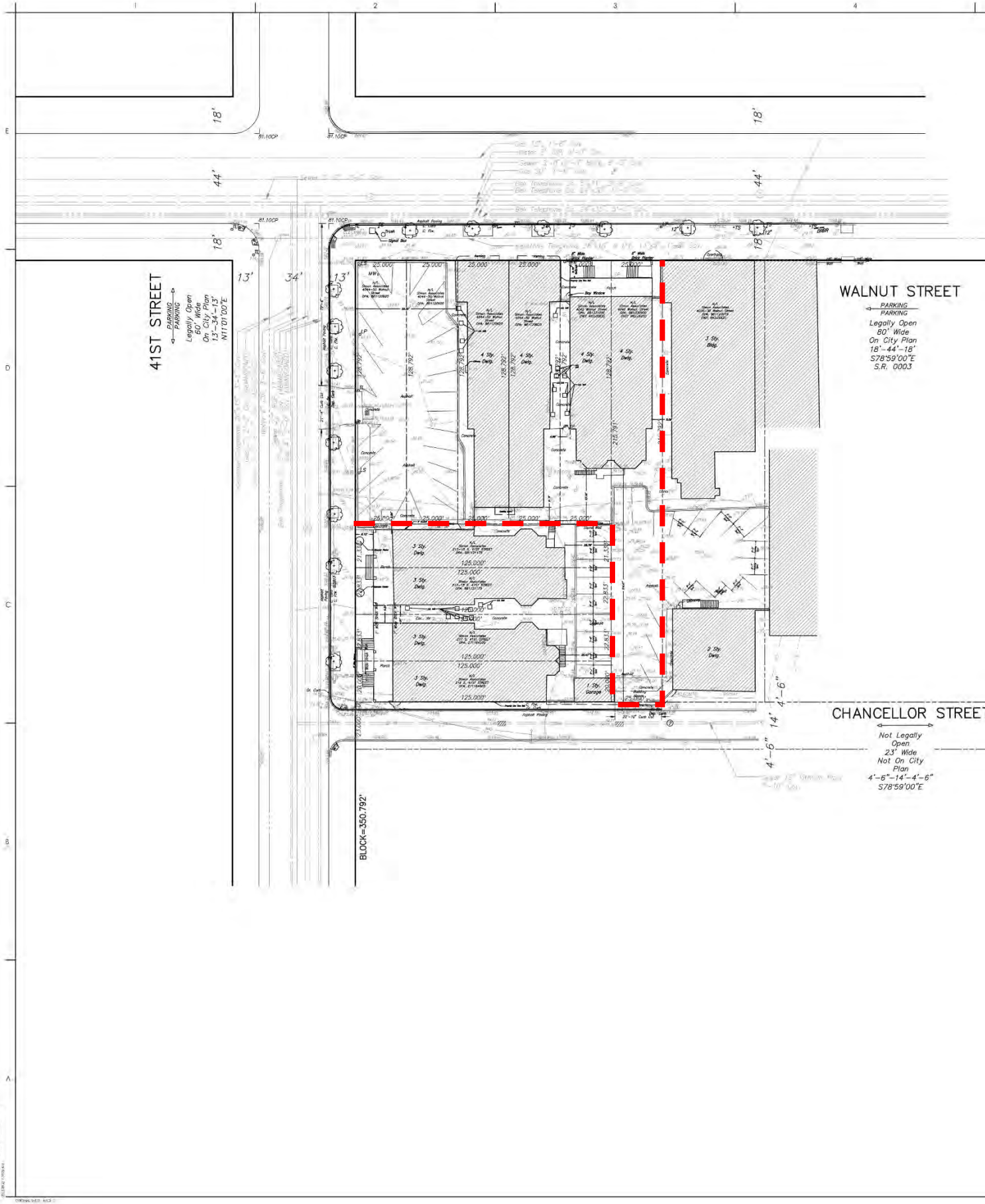
Walnut Street
Existing Conditions and Context Photographs



Walnut Street
Existing Conditions and Context Photographs



41st Street
Existing Conditions and Context Photographs



LEGEND - EXISTING FEATURES

- PROPERTY LINE
 - CURB
 - FENCE LINE
 - BUILDING FOOTPRINT AT GROUND LEVEL
 - DOOR LOCATION AT CENTER
 - BUILDING STRUCTURE ABOVE (RAY/CORNER/BALCONY AS NOTED)
 - TOPOSOUNDING CONTOUR AT 1 FT. INTERVAL
 - WELL, SLUMP W/ TYPICAL SIZE
 - SEWER LINE, MANHOLE
 - WATER LINE, MANHOLE
 - COMMUNICATIONS LINE
 - STEAM LINE, MANHOLE
 - ELECTRIC LINE
 - GAS LINE, MANHOLE
 - OVERHEAD ELECTRIC OR COMMUNICATIONS LINE
 - UTILITY POLE WITH LIGHT
 - LAMP POST
- EXISTING ELEVATION DESCRIPTIONS**
- Surface
 - TOP OF CURB
 - Gutter
 - TOP OF WALL
 - Bottom of Wall
 - Building Corner
 - LG OR ORATE TOP
 - Inset of Pipe
- ABBREVIATIONS**
- | UTILITY COMPANIES | UTILITY FEATURE |
|------------------------------------|----------------------------------|
| PECO PENNSYLVANIA ELECTRIC COMPANY | HW HANDLE |
| PHILADELPHIA WATER DEPARTMENT | JR JUNCTION BOX |
| WPDW | COMMUNICATIONS LINES OR FACILITY |
| WPDW | COM |
| PGW PHILADELPHIA GAS WORKS | CDV DRAIN CABLE LINE |
| ED ELECTRIC BUREAU (A) | U UNKNOWN |
| AT&T | |
| EMST COMCAST | |
- (V) DENOTES THE FORMER OWNER OF THE UTILITY
- SEWER VENT (FRESH AIR INLET)
 - GAS VALVE
 - WATER VALVE
 - CLEAN OUT
 - DRAINAGE (DRAINAGE LEADER)
 - SEWER SIGN
 - WELL
 - TRASH RECEPTACLE
 - HIGH PRESSURE FIRE HYDRANT
 - MANHOLE (SEE ABBREVIATIONS FOR TYPE)
 - FIRE HYDRANT
 - UTILITY POLE
 - YARD SIGN
 - RAIL BOX (STANDARD CITY FLOODING TYPE)
 - MAIL BOX

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 www.stantec.com

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GENERAL NOTES:

- THIS PLAN IS NOT TO BE USED FOR TITLE OR CONVEYANCE PURPOSES.
- PLAN MADE AS PER INSTRUCTIONS OF APPLICANT.
- ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDS. PROPERTY IS ZONED OMA-3.
- PHILADELPHIA DISTRICT STANDARD DISTANCES TO BE USED FOR TITLE PURPOSES ONLY.
- ALL PROPERTY DIMENSIONS ARE PHILADELPHIA DISTRICT STANDARD, THE LEGAL STANDARD OF MEASURE WITHIN THE CITY OF PHILADELPHIA. DESIGN DIMENSIONS ARE IN UNITED STATES STANDARD MEASURE.
- CURB GRADES TO BE REGULATED BY THE 7TH SURVEY DISTRICT.
- THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA (SFHA) AS DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, THE PROPERTY LIES WITHIN ZONE X (AREA OF 0.2% ANNUAL CHANCE OF FLOOD) AND ZONE V (AREA OF ANNUAL FLOOD HAZARD) AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY NO. 420757 PANEL 0179G DATED 1/17/2011.
- INFORMATION USED TO PREPARE THIS PLAN IS AS FOLLOWS:
 CITY PLAN NO. 208 DATED MAY 18, 2008
 FIELD SURVEY PERFORMED IN JUNE 2020
 DEEDS FURNISHED BY CLIENT
- ALL PROPERTIES HAVE DIRECT ACCESS TO A LEGALLY OPEN STREET ON THE CITY PLAN.
- UTILITIES ENTER THE PREMISE FROM PUBLIC STREETS OR RIGHT-OF-WAYS.
- ENGINEER OR SURVEYOR'S CERTIFICATION THAT ALL VALUES, MANHOLES, INLETS, AND OTHER UTILITY STRUCTURES HAVE BEEN FIELD VERIFIED AND WILL NOT CONFLICT WITH PROPOSED CURB ALIGNMENTS.
- THIS PROJECT INVOLVES THE EARTH DISTURBANCE OF APPROXIMATELY 21,000 SF IN THE SCHUBERT PARK WATERSHED.
 DEMOLITION EISA TRACKING NO. #1720-CAMP-6073-01
 STORMWATER EISA TRACKING NO. #1722-STAN-6993-01
- STREETS APPLICATION #19-2022-014016.
- THE INFORMATION SHOWN ON THIS PLAN IS FOR THE ULTIMATE USER. MAILED REVISION AND IS NOT VALID TO ANY OTHER PARTIES.
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Know what's below.
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 SERIAL# 20201631188
 20201631182, 20201631198,
 20201631209
 ONE-CALL DATE: 2020/06/11

DEVELOPER/APPLICANT:
 CAMPUS APARTMENTS
 C/O JONATHAN CHOPP, VICE
 PRESIDENT OF DEVELOPMENT
 PHILADELPHIA, PA 19104
 (215) 243-7000

ENGINEER:
 OMAR ROSA
 1500 SPRING GARDEN ST,
 SUITE 1100
 PHILADELPHIA, PA 19103
 (215) 665-7147
 EOMAR.ROSA@STANTEC.COM

Revision	By	Appr	DATE

Permit/Seal

Client/Project
 CAMPUS APARTMENTS

4040-4050 WALNUT STREET
 219 S. 41ST STREET
 PHILADELPHIA, PA 19104

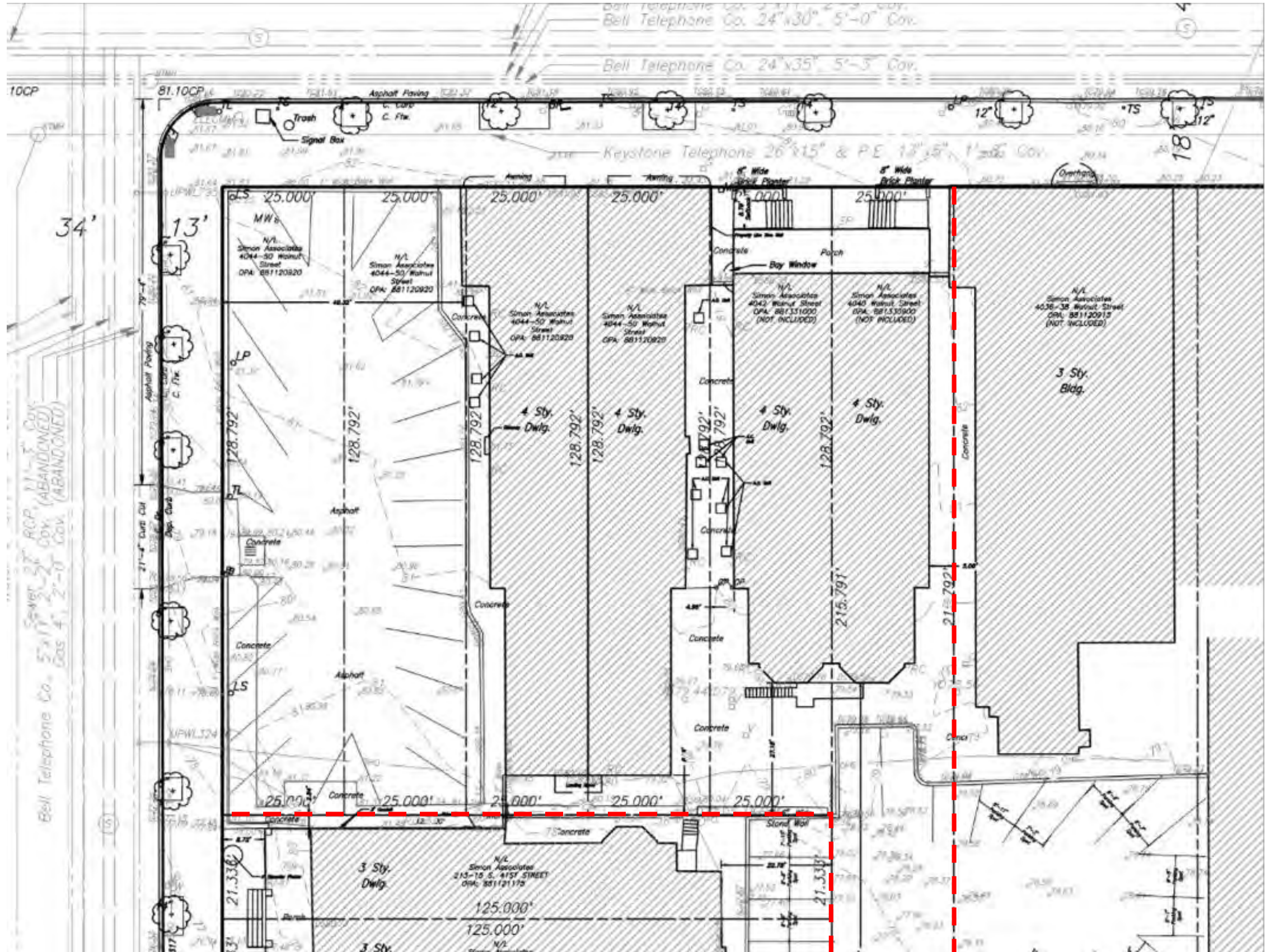
Title
 EXISTING CONDITIONS PLAN

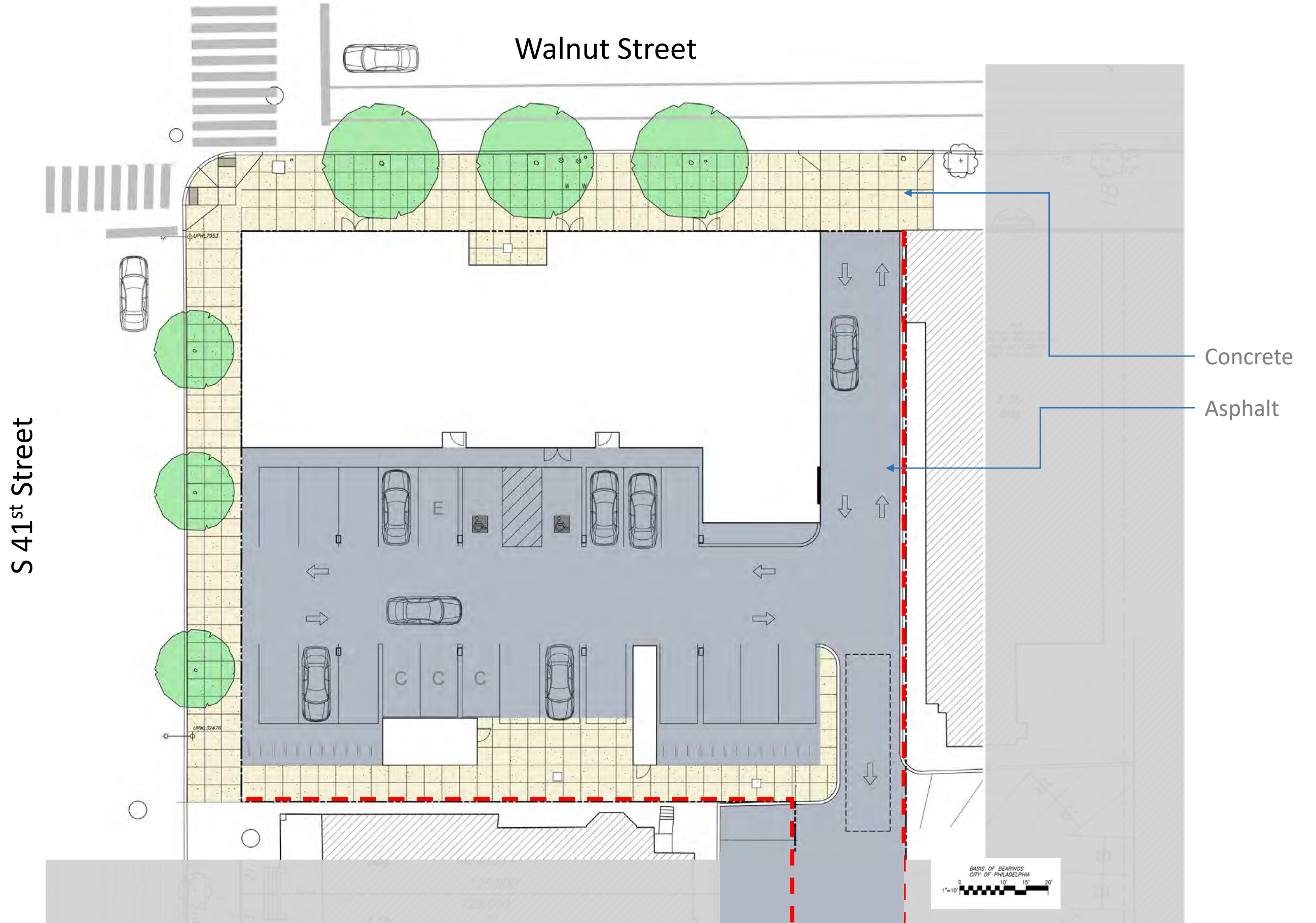
Project No. 202211745
 Revision Sheet 0
 Scale 1" = 20'
 Drawing No. C-101



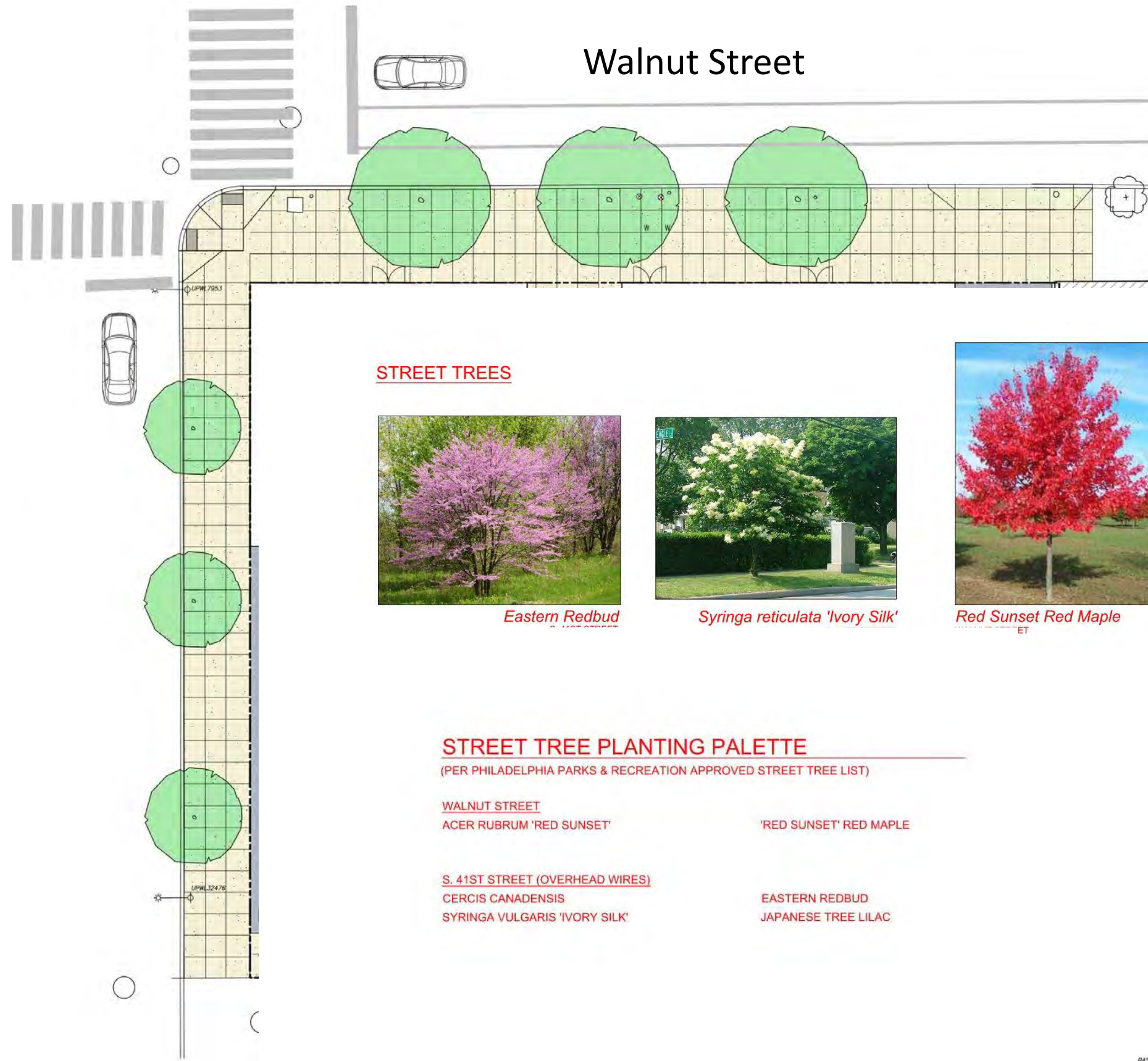
Walnut Street

S 41st Street





S 41st Street



STREET TREES



Eastern Redbud



Syringa reticulata 'Ivory Silk'



Red Sunset Red Maple
ET

STREET TREE PLANTING PALETTE

(PER PHILADELPHIA PARKS & RECREATION APPROVED STREET TREE LIST)

WALNUT STREET

ACER RUBRUM 'RED SUNSET'

'RED SUNSET' RED MAPLE

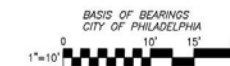
S. 41ST STREET (OVERHEAD WIRES)

CERCIS CANADENSIS

EASTERN REDBUD

SYRINGA VULGARIS 'IVORY SILK'

JAPANESE TREE LILAC



GENERAL NOTES:

- THIS PLAN IS NOT TO BE USED FOR TITLE OR CONTRACT PURPOSES.
- PLAN MADE FOR THE INFORMATION OF APPLICANT.
- ATTENTION IS CALLED TO THE ZONING REQUIREMENTS OF THE PHILADELPHIA CODE AS APPLICABLE. PROPERTY IS ZONED CMX-3.
- PHILADELPHIA STREET LIGHTING STANDARDS TO BE USED FOR TITLE PURPOSES ONLY.
- ALL PROPOSED DIMENSIONS ARE PHILADELPHIA DETECT STANDARDS, THE LEGAL STANDARD TO BE USED WHEN THE CITY OF PHILADELPHIA DETECT STANDARDS ARE IN UNITED STATES STANDARD MEASURE.
- CURB GRADIENTS TO BE REGULATED BY THE 7th SURVEY DISTRICT.
- THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA (SFHA) AS DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. THE PROPERTY LIES WITHIN ZONE 3 (X) AND 2 (S) ANNUAL CHANCE OF FLOOD AND ZONE 1 (A) OF 1% ANNUAL FLOOD HAZARD AS SHOWN ON THE FLOOD RESISTANCE RISK MAP. COMMUNITY NO. 400762, PAVEMENT 01/96, DATED 1/17/2015.
- INFORMATION USED TO PREPARE THIS PLAN IS AS FOLLOWS:
 - CITY PLAN NO. 225 DATED MAY 18, 2008
 - FULL SURVEY REPORT DATED 04/18/2016
 - NOTES PROVIDED BY CLIENT
- ALL PROPERTIES HAVE DIRECT ACCESS TO A LEGALLY OPEN STREET OR CITY PLAN.
- LIMITED SURVEY PROVIDED FROM PUBLIC RECORDS OR 80% OF 40%.
- EXEMPTED FROM SURVEYING VERIFICATION THAT ALL WALLS, WINDOWS, BALCONIES AND OTHER EXTERIOR STRUCTURES HAVE BEEN FIELD VERIFIED AND NOTED ON THIS PROPOSED CONSTRUCTION.
- THIS PROJECT INVOLVES THE EXISTING DISTANCE OF APPROXIMATELY 2100' OF IN THE SCHEDULED STREET INTERSECTION.
- PROPOSED LOTS TRACING NO. 1070-DMP-0005-01
- STANDARDISED CROSS TRACING NO. 1070-DMP-0005-01
- STREETS APPLICATION NO. 2022-04328
- ALL INFORMATION SHOWN ON THIS PLAN IS FOR THE EXCLUSIVE USE OF APPLICANT AND IS NOT VALID TO ANY OTHER PARTY.
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ZONING NOTES:

- PROPOSED BUILDING HEIGHTS BASED ON 4-7' MAX.
- APPROXIMATE GRADE FLOOR = 5' BELOW CITY DATUM.
- ALL EXTERIOR WALLS AND WINDOWS SHALL BE SET BACK A MINIMUM OF 5' FROM THE PROPERTY LINE.



Know what's below.
 Call before you dig
 811
 2020/03/21/1458
 2020/03/18/2020/03/11/20
 2020/03/11/2020/03/11/20
 ONE-CALL DATE: 2020/03/11

DEVELOPER/APPLICANT:
 CAMPUS APARTMENTS
 C/O JONATHAN CHOPP, VICE
 PRESIDENT OF DEVELOPMENT
 4043 WALNUT STREET
 PHILADELPHIA, PA 19104
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ENGINEER:
 OMAR ROSA
 1500 SPRING GARDEN ST,
 SUITE 1100
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 (215) 965-7147
 OMAR.ROSA@STANTEC.COM

NO.	DATE	BY	CHKD.	APP'D.	REVISION
1	04/18/2016	JR	MS	MS	ISSUED FOR PERMIT
2	04/18/2016	JR	MS	MS	ISSUED FOR PERMIT
3	04/18/2016	JR	MS	MS	ISSUED FOR PERMIT
4	04/18/2016	JR	MS	MS	ISSUED FOR PERMIT
5	04/18/2016	JR	MS	MS	ISSUED FOR PERMIT
6	04/18/2016	JR	MS	MS	ISSUED FOR PERMIT
7	04/18/2016	JR	MS	MS	ISSUED FOR PERMIT
8	04/18/2016	JR	MS	MS	ISSUED FOR PERMIT
9	04/18/2016	JR	MS	MS	ISSUED FOR PERMIT
10	04/18/2016	JR	MS	MS	ISSUED FOR PERMIT



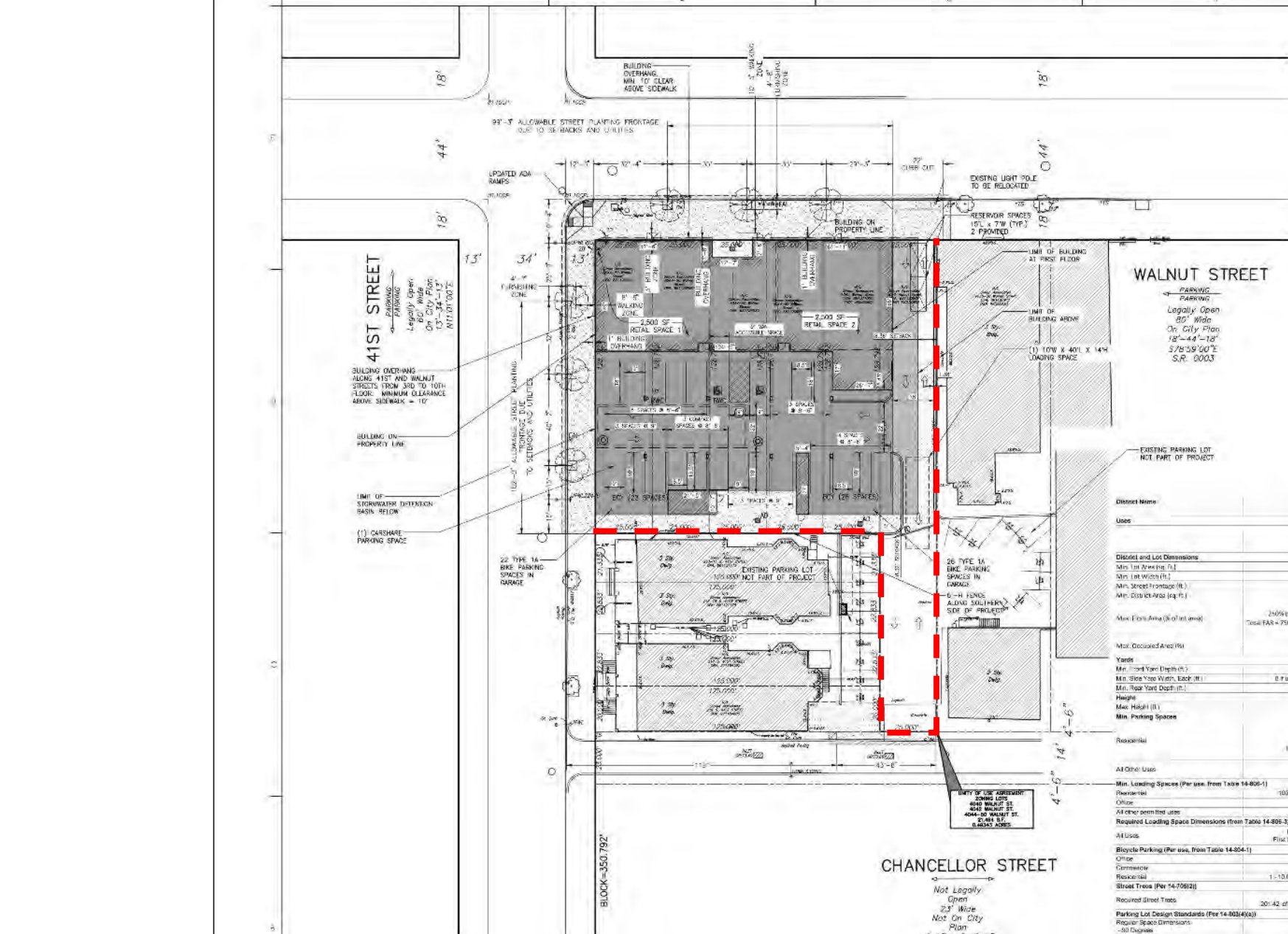
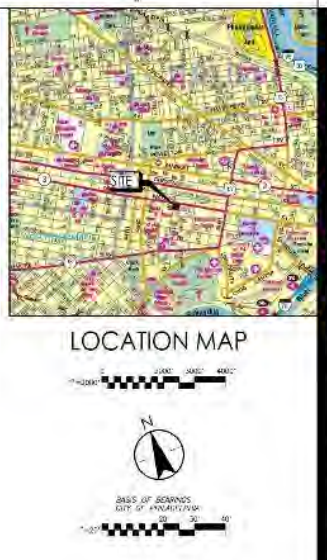
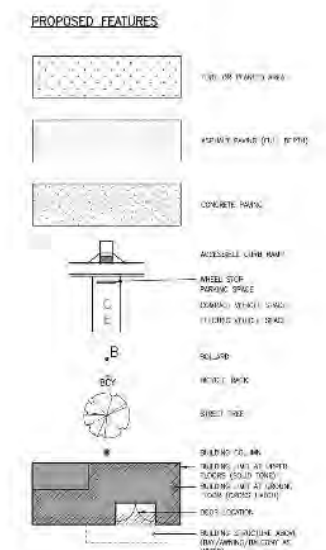
Client/Project
 CAMPUS APARTMENTS

4040-4050 WALNUT STREET

PHILADELPHIA, PA 19104

Title
 ZONING PLAN-1

Project No. 2022/11745
 Revision Sheet 2
 Scale: 1" = 20'
 Drawing No. Z-101



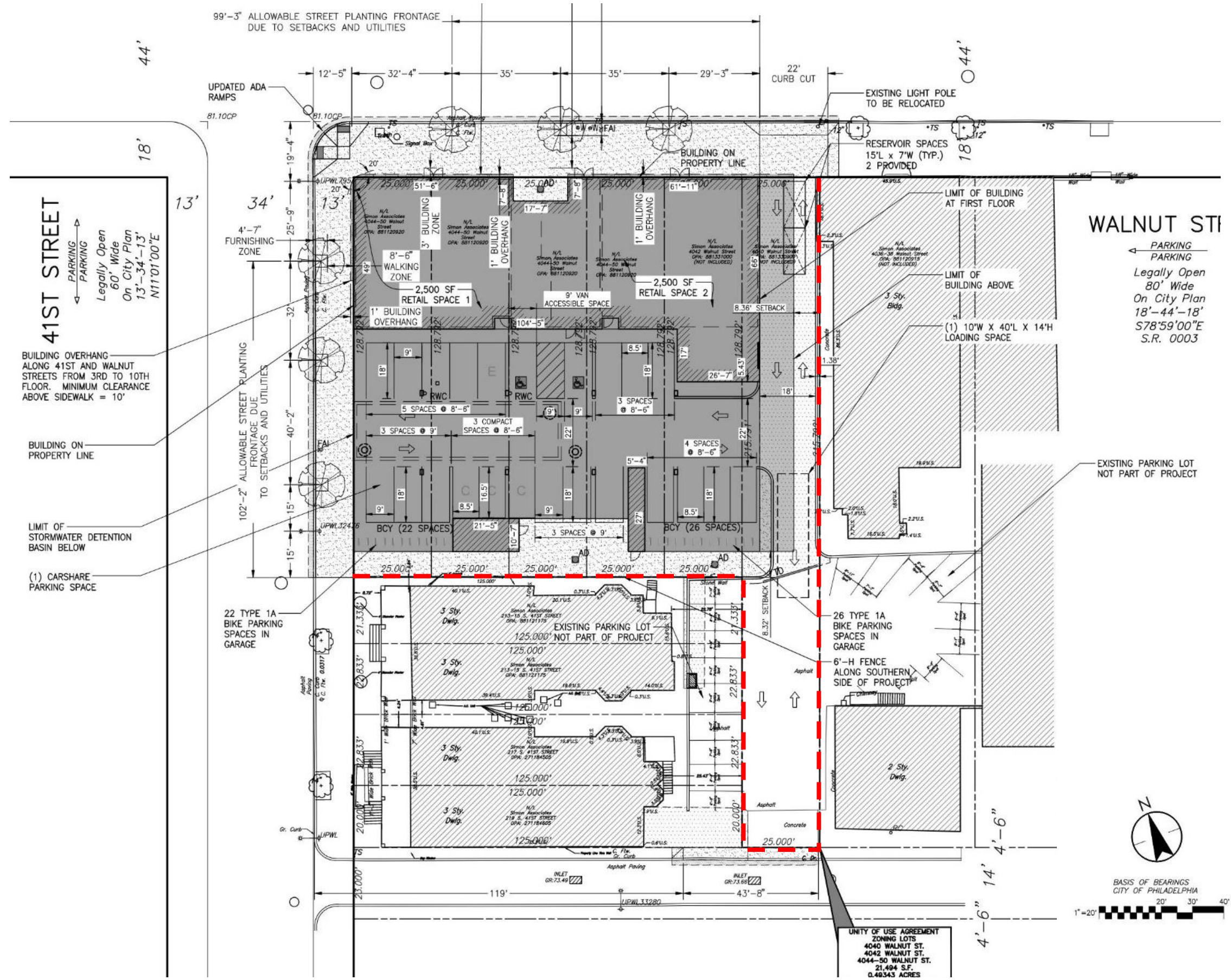
ZONING PLAN - 1ST FLOOR
 SCALE: 1" = 20'

4040-4050 Walnut Street	CMX-3	Proposed
Uses: Per Table 14-602-2 (Residential) 120 Units: 280 Total Beds Commercial 15,000 sq. ft. Office (15,072 sq. ft.) Accessory Parking 673 Spaces with Parking Area		
City and Lot Dimensions: Min. Lot Area (sq. ft.): N/A Min. Lot Width (ft.): N/A Min. Street Frontage (ft.): N/A Min. Side Yard (sq. ft.): N/A Max. Front Area (sq. ft. at lot area): 2400 (Limit for low-income housing - 18-10-01) Total FAR = 750% of Lot Area (7,494 x 0.25 = 1,873.5 sq. ft.)		
Max. Occupied Area (sq. ft.): Max. Height (ft.): 7.5 Max. Height (ft.): 7.5 Max. Height (ft.): 7.5 Max. Height (ft.): 7.5		
Yards: Min. Front Yard Depth (ft.): 5 Min. Side Yard Width, Each (ft.): 5 ft. for buildings containing dwelling units Min. Rear Yard Depth (ft.): N/A		
Height: Max. Height (ft.): N/A Min. Parking Spaces: 1/100 permitted beds 200 beds = 20 Spaces Required City Space Reduction = 4 Spaces Bicycle Parking (Required) = 3 Spaces 23 Spaces Required Retail & Office Spaces: 23 Spaces Required 23 Spaces Required		
Residential: Min. Loading Spaces (Per use, from Table 14-606-1) Residential: 100 (50 sq. ft. to 100 sq. ft.) x 1 Required Office: 100 (100 sq. ft. to 100 sq. ft.) x 1 Required All other permitted uses: 100 (100 sq. ft. to 100 sq. ft.) x 1 Required Required Loading Space Dimensions: File Space - 10' ft. wide, 4' ft. deep, 10' ft. high		
Residential: Min. Loading Spaces (Per use, from Table 14-606-1) Residential: 100 (50 sq. ft. to 100 sq. ft.) x 1 Required Office: 100 (100 sq. ft. to 100 sq. ft.) x 1 Required All other permitted uses: 100 (100 sq. ft. to 100 sq. ft.) x 1 Required Required Loading Space Dimensions: File Space - 10' ft. wide, 4' ft. deep, 10' ft. high		
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Parking Reduction Calculations per 14-602(B)

Category	Requirement	Proposed	Reduction
Automobile Spaces	20 spaces per (1) auto space, up to 40% of required spaces	1 space	4 spaces
Bicycle Parking	1) parking spaces per (1) Class 1 bicycle parking spaces	48 spaces	3 spaces
	10% Max Reduction for Bicycle Parking		
	Total Reduction Allowed		7 spaces
	Total Parking Required Before Reductions		23 spaces
	Total Proposed Parking Spaces		20 spaces

Level	Retail (sq. ft.)	Office (sq. ft.)	Residential (sq. ft.)	Total GSF	Beds	Units
TOP						
12			2,750	2,750	0	0
11			30,465	19,400	23	9
10			14,852	14,852	34	15
9			14,852	14,852	34	15
8			14,852	14,852	34	15
7			14,852	14,852	34	15
6			14,852	14,852	34	15
5			14,852	14,852	34	15
4			14,852	14,852	34	15
3			14,852	14,852	34	15
2		15,972	0	15,972	0	0
1	3,000	0	0	15,972	0	0
Total	3,000	15,972	131,445	161,194	256	138



41ST STREET
 PARKING
 PARKING
 Legally Open
 60' Wide
 On City Plan
 13'-34'-13"
 N11°01'00"E

WALNUT ST
 PARKING
 PARKING
 Legally Open
 80' Wide
 On City Plan
 18'-44'-18"
 S78°59'00"E
 S.R. 0003

BUILDING OVERHANG
 ALONG 41ST AND WALNUT
 STREETS FROM 3RD TO 10TH
 FLOOR. MINIMUM CLEARANCE
 ABOVE SIDEWALK = 10'

BUILDING ON
 PROPERTY LINE

LIMIT OF
 STORMWATER DETENTION
 BASIN BELOW

(1) CARSHARE
 PARKING SPACE

EXISTING PARKING LOT
 NOT PART OF PROJECT

UNITY OF USE AGREEMENT
 ZONING LOTS
 4040 WALNUT ST.
 4042 WALNUT ST.
 4044-50 WALNUT ST.
 21,494 S.F.
 0.49343 ACRES

Proposed Site Plan
 Zoning Plan - Enlarged



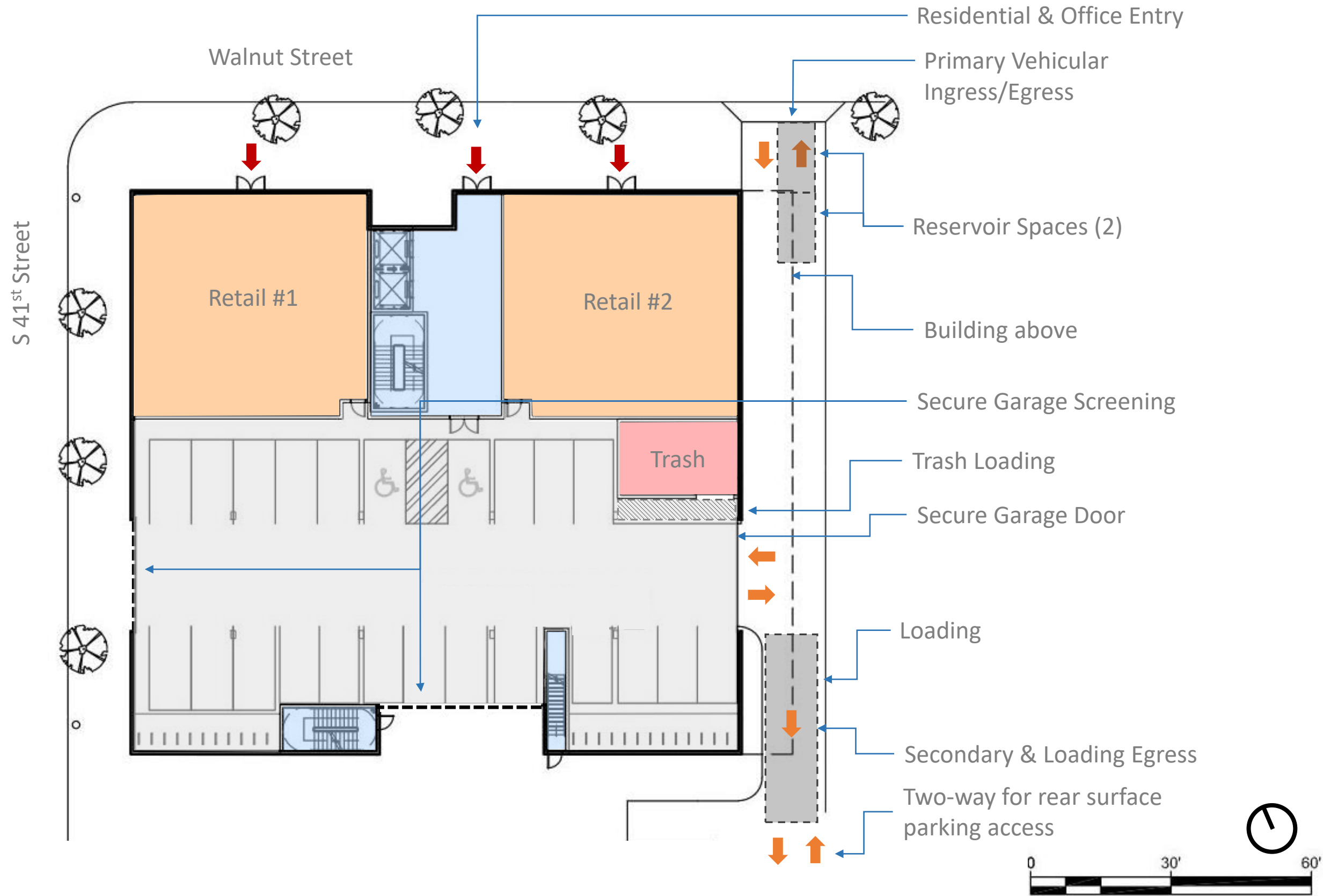
4040-4050 Walnut Street		
District Name	CMX-3	
	Allowed/Required	Proposed
Uses		
	Per Table 14-602-2	Group Living (136 Units, 295 Total Beds), Commercial (5,000 sq. ft.), Office (15,972 sq. ft.) Accessory Parking (23 Spaces within Parking Area)
District and Lot Dimensions		
Min. Lot Area (sq. ft.)	NA	21,494 P.D.S (~21,601 U.S.S.)
Min. Lot Width (ft.)	NA	150, 215.791
Min. Street Frontage (ft.)	NA	150, 215.791
Min. District Area (sq. ft.)	NA	21,494 P.D.S.
Max. Floor Area (% of lot area)	Base 500% Lot Area 250% Bonus for Low Income Housing - 14-702(7) Total FAR = 750% of Lot Area (21,494 P.D.S. * 7.5=161,205 sq. ft.)	161,193 (Low Income Housing Bonus; 21,494 sq. ft. x 750% FAR x \$14.60 = \$2,353,593 Payment in Lieu)
Max. Occupied Area (%)	Intermediate: 75 Corner: 80	74%
Yards		
Min. Front Yard Depth (ft.)	N/A	0
Min. Side Yard Width, Each (ft.)	8 if used for buildings containing dwelling units	8.36, 8.32
Min. Rear Yard Depth (ft.)	NA	0
Height		
Max. Height (ft.)	N/A	138
Min. Parking Spaces		
Residential	1/10 permanent beds: 295 beds = 30 Spaces Required Car Share Reduction = 4 Spaces Bicycle Parking Reduction = 3 Spaces 23 Spaces required	23 Spaces (Including (2) ADA spaces) within Parking Garage
All Other Uses	Retail: 0 Spaces Required Offices: 0 Spaces Required	
Min. Loading Spaces (Per use, from Table 14-806-1)		
Residential	100,000 sq. ft. to 150,000 sq. ft.: 1 Required	1 Space
Office	<100,000 sq. ft.: 0 Required	
All other permitted uses	<20,000 sq. ft.: 0 Required	
Required Loading Space Dimensions (from Table 14-806-3)		
All Uses	Required Loading Space Dimensions: First Space - (10 ft. wide, 40 ft. long, 14 ft. high)	10 ft. wide, 40 ft. long, 14 ft. high
Bicycle Parking (Per use, from Table 14-304-1)		
Office	7,501 - 20,000 sq. ft.: 2 Required	48 Total Type 1A spaces within 1st floor
Commercial	1 - 7,500 sq. ft.: 0 Required	
Residential	1 - 10,000 sq. ft. (or fraction thereof) : 15 Required	
Street Trees (Per 14-705(2))		
Required Street Trees	1 tree/35 ft. of linear frontage: 201.42' of Allowable Tree Planting Frontage = 5 Required	6
Parking Lot Design Standards (Per 14-803(4)(a))		
Regular Space Dimensions - 90 Degrees	8.5' W x 18' L	18 Provided
Compact Parking Spaces	Min. 8' W x 16' L (Limited to 25% of all parking spaces in lots and garages with more than 25 spaces. All compact spaces must be clearly identified.)	3 Provided
Required Parking for Persons with Disabilities	1 spaces required for parking lot with 6 to 25 spaces	2 Provided (Including 1 van space) in Parking Garage
Reservoir Spaces 14-803(2)(c)	1 to 50 spaces: 2 (7'W x 15'L) spaces required	2 Provided
Electric Vehicle Parking Spaces (Per Table 14-803-3)	20 to 29 spaces: 1 spaces required	1 Provided
Minimum Area for Driveways and Aisles 14-803(2)(a)	Parking lots and garages, must provide an additional area of the parking lot or parking garage equal to not less than 25% of the total area of the lot or garage for access driveways and aisles. 6,630 Parking Lot x 25% = 1,658 SF access driveways aisles	2,783 sq. ft. Provided
Note: All dimensions in U.S. Standard except noted as Philadelphia District Standard (P.D.S.)		

Parking Reduction Calculations per 14-802(8)			
Category	Requirement	Proposed	Reduction
Auto-share spaces	(4) spaces per (1) autoshare, up to 40% of required spaces	1 space	4 spaces
Bicycle Parking	(1) parking space per (5) Class 1 bicycle parking spaces 10% Max. Reduction for Bicycle Parking	48 spaces	3 spaces
Total Reduction Allowed			7 spaces
Total Parking Required Before Reductions			30 spaces
Total Parking Required After Reductions			23 spaces
Total Proposed Parking Spaces			23 spaces

Level	Retail (SF)	Office (SF)	Residential (SF)	Total GSF	Beds	Units
TOP	-	-	-	-	-	-
12	-	-	2,750	2,750	0	0
11	-	-	10,460	10,405	23	8
10	-	-	14,852	14,582	34	16
9	-	-	14,852	14,582	34	16
8	-	-	14,852	14,582	34	16
7	-	-	14,852	14,582	34	16
6	-	-	14,852	14,582	34	16
5	-	-	14,852	14,582	34	16
4	-	-	14,852	14,582	34	16
3	-	-	14,671	14,672	34	16
2	-	15,972	0	15,972	0	0
1	5,000	0	0	15,320	0	0
Total	5,000	15,972	131,845	161,193	295	136



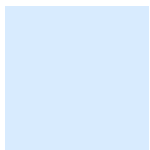


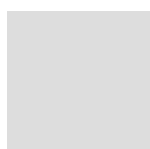



Plan Legend

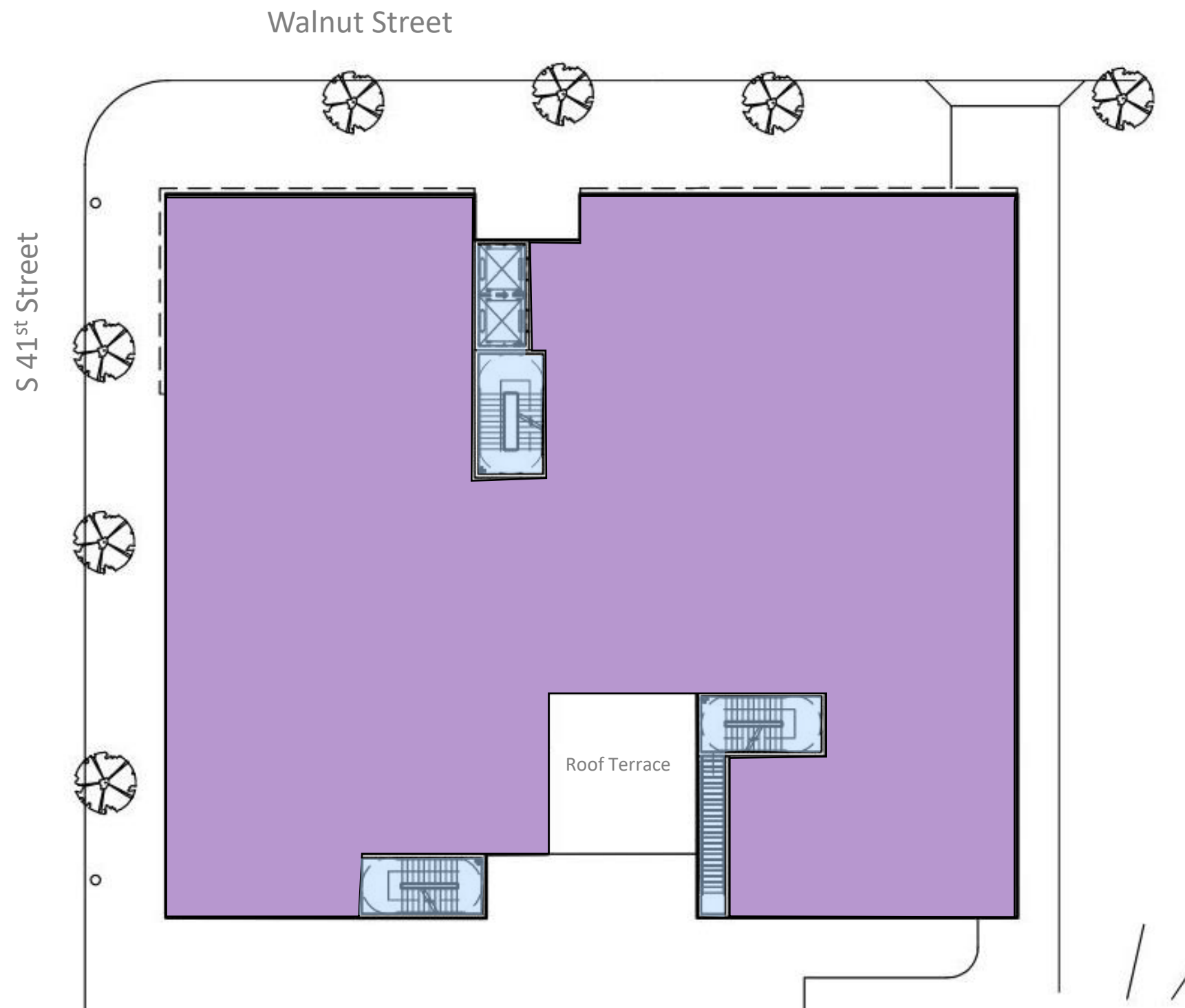
- Office
- Storage / Service
- Circulation
- Residential Amenity
- Retail
- Parking
- Residential
- Vehicle Circulation
- Pedestrian Entrance



First Floor / Retail Plan



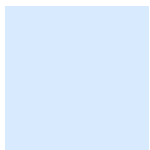


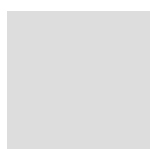



Plan Legend

-  Office
-  Storage / Service
-  Circulation
-  Residential Amenity
-  Retail
-  Parking
-  Residential
-  Vehicle Circulation
-  Pedestrian Entrance



Second Floor / Office Plan



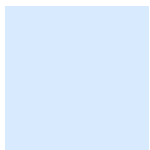


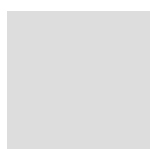



Plan Legend

-  Office
-  Storage / Service
-  Circulation
-  Residential Amenity
-  Retail
-  Parking
-  Residential
-  Vehicle Circulation
-  Pedestrian Entrance

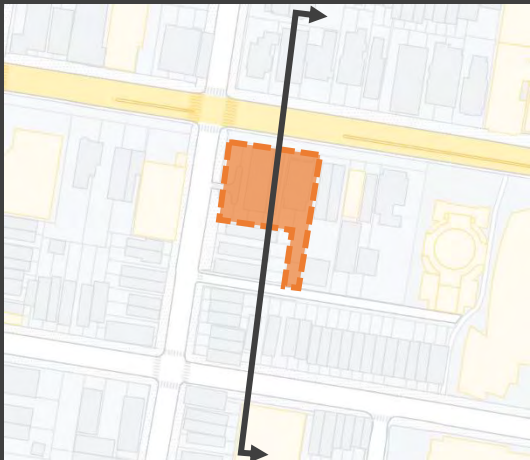
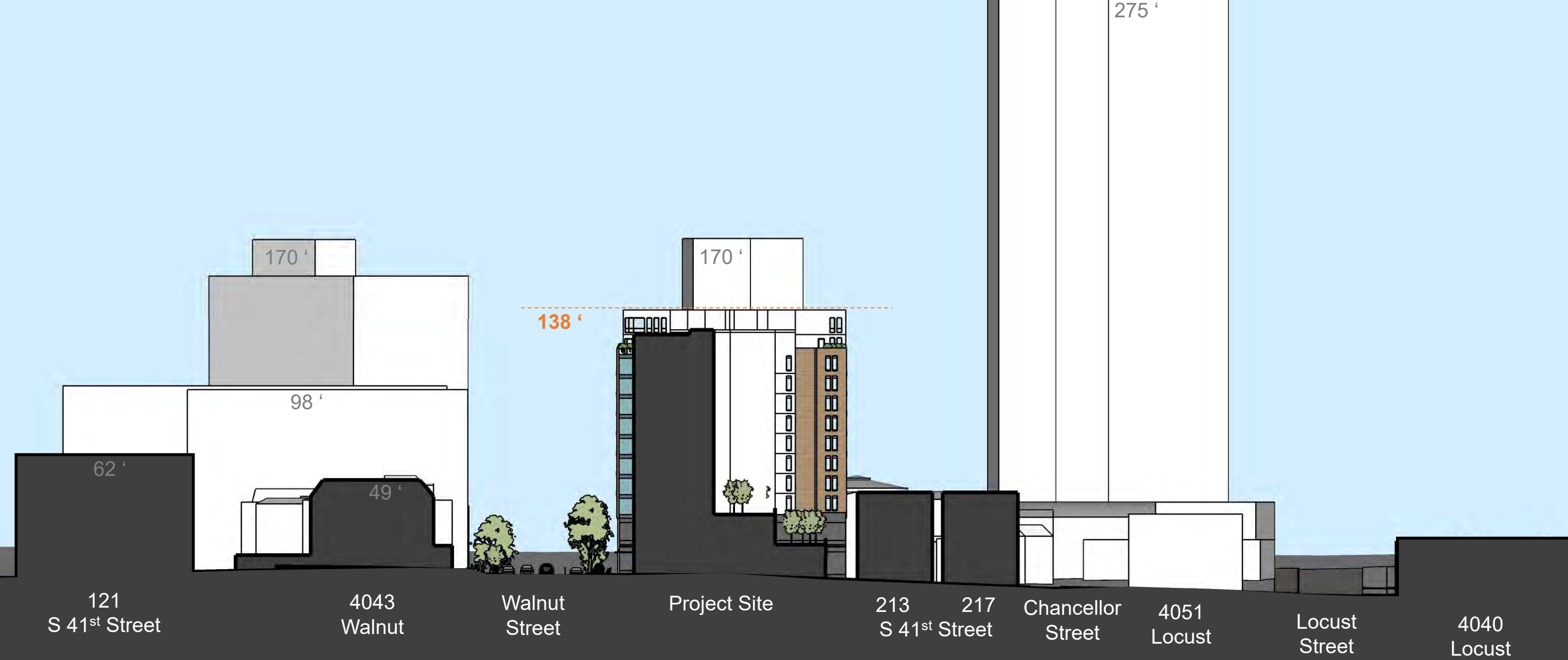


3rd -10th Floor Plan

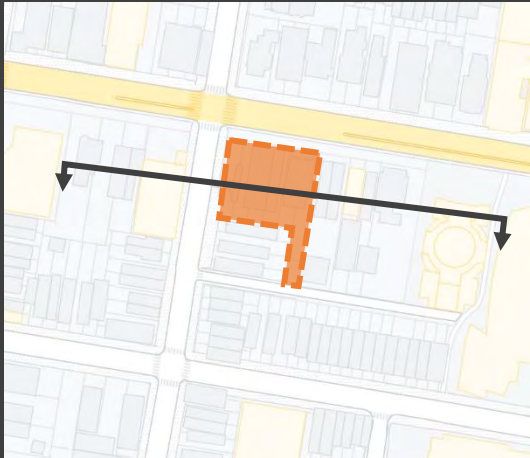
Plan Legend

-  Office
-  Storage / Service
-  Circulation
-  Residential Amenity
-  Retail
-  Parking
-  Residential
-  Vehicle Circulation
-  Pedestrian Entrance





Site Section – North South



Site Section – East West



Strong street edges to reinforce public realm. Strongly defined entries, glazing, lighting and building texture

A distinct masonry base connects building to ground and defined more public uses at the ground level. Residential units above the second floor.

Building facades are defined by planes that peel back from the inner glass volume at corners and primary building edges

Penthouse level is pulled back from main façade, and defined by a change in material and color

High quality materials will be implemented to fit into the timeless character of the community

Material Key

a Primary - Textured Panel Siding
Color: TBD

b Accent - Large Format Panel
Color: TBD

c Accent - Large Formal Panel
Color: TBD

d Base - Masonry
Color: TBD

- 138'-0" |
- 10'-4" |
- 10'-4" |
- 10'-8" |
- 10'-8" |
- 10'-8" |
- 10'-8" |
- 10'-8" |
- 10'-8" |
- 10'-8" |
- 10'-8" |
- 10'-8" |
- 10'-8" |
- 10'-8" |
- 10'-8" |
- 16'-0" |
- 16'-0" |
- ELEV. 138'-0" ROOF ELEVATION
- ELEV. 127'-8" TWELFTH FLOOR
- ELEV. 117'-4" ELEVENTH FLOOR
- ELEV. 106'-8" TENTH FLOOR
- ELEV. 96'-0" NINTH FLOOR
- ELEV. 85'-4" EIGHTH FLOOR
- ELEV. 74'-8" SEVENTH FLOOR
- ELEV. 64'-0" SIXTH FLOOR
- ELEV. 53'-4" FIFTH FLOOR
- ELEV. 42'-8" FOURTH FLOOR
- ELEV. 32'-0" THIRD FLOOR
- ELEV. 16'-0" SECOND FLOOR
- ELEV. 0'-0" FIRST FLOOR



Walnut Street – North Elevation

Material Key

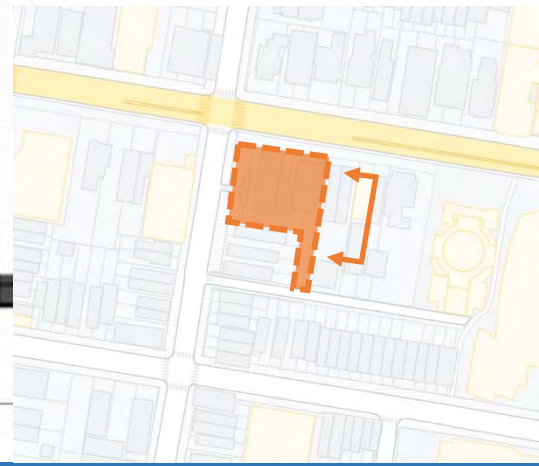
a Primary - Textured Panel Siding
Color: TBD

b Accent - Large Format Panel
Color: TBD

c Accent - Large Formal Panel
Color: TBD

d Base - Masonry
Color: TBD

- ELEV. 138'-0" ROOF ELEVATION
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- ELEV. 64'-0" SIXTH FLOOR
- ELEV. 53'-4" FIFTH FLOOR
- ELEV. 42'-8" FOURTH FLOOR
- ELEV. 32'-0" THIRD FLOOR
- ELEV. 16'-0" SECOND FLOOR
- ELEV. 0'-0" FIRST FLOOR



East Elevation

Material Key

a Primary - Textured Panel Siding
Color: TBD

b Accent - Large Format Panel
Color: TBD

c Accent - Large Formal Panel
Color: TBD

d Base - Masonry
Color: TBD

- 138'-0" ELEV. 138'-0" ROOF ELEVATION
- 10'-4" ELEV. 127'-8" TWELFTH FLOOR
- 10'-4" ELEV. 117'-4" ELEVENTH FLOOR
- 10'-8" ELEV. 106'-8" TENTH FLOOR
- 10'-8" ELEV. 96'-0" NINTH FLOOR
- 10'-8" ELEV. 85'-4" EIGHTH FLOOR
- 10'-8" ELEV. 74'-8" SEVENTH FLOOR
- 10'-8" ELEV. 64'-0" SIXTH FLOOR
- 10'-8" ELEV. 53'-4" FIFTH FLOOR
- 10'-8" ELEV. 42'-8" FOURTH FLOOR
- 10'-8" ELEV. 32'-0" THIRD FLOOR
- 16'-0" ELEV. 16'-0" SECOND FLOOR
- 16'-0" ELEV. 0'-0" FIRST FLOOR



41st Street – West Elevation

Material Key

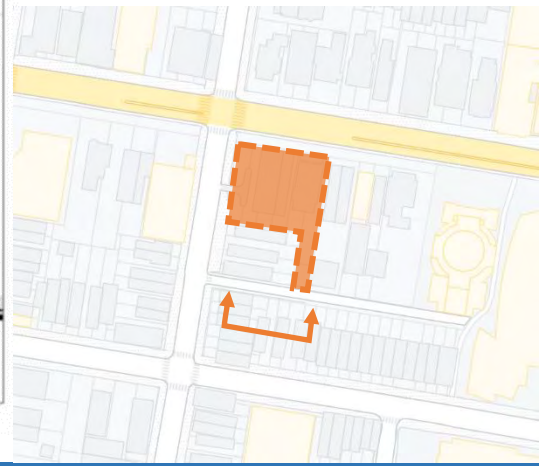
a Primary - Textured Panel Siding
Color: TBD

b Accent - Large Format Panel
Color: TBD

c Accent - Large Formal Panel
Color: TBD

d Base - Masonry
Color: TBD

- 138'-0"
 - 10'-4" ELEV. 138'-0" ROOF ELEVATION
 - 10'-4" ELEV. 127'-8" TWELFTH FLOOR
 - 10'-4" ELEV. 117'-4" ELEVENTH FLOOR
 - 10'-8" ELEV. 106'-8" TENTH FLOOR
 - 10'-8" ELEV. 96'-0" NINTH FLOOR
 - 10'-8" ELEV. 85'-4" EIGHTH FLOOR
 - 10'-8" ELEV. 74'-8" SEVENTH FLOOR
 - 10'-8" ELEV. 64'-0" SIXTH FLOOR
 - 10'-8" ELEV. 53'-4" FIFTH FLOOR
 - 10'-8" ELEV. 42'-8" FOURTH FLOOR
 - 10'-8" ELEV. 32'-0" THIRD FLOOR
 - 16'-0" ELEV. 16'-0" SECOND FLOOR
 - 16'-0" ELEV. 0'-0" FIRST FLOOR



Chancellor Street – South Elevation



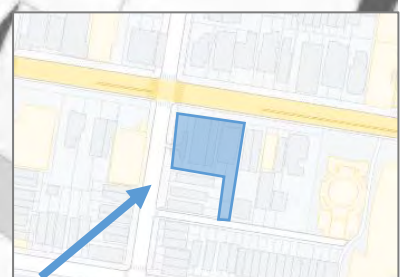
3D Concept Rendering
41st & Walnut Street



3D Concept Render
41st and Walnut Street



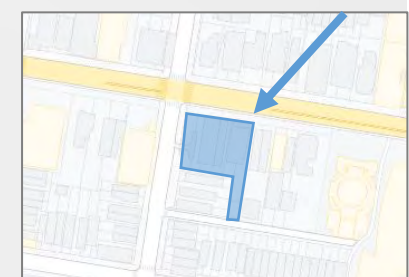
3D Model
North-West



3D Model
South-West



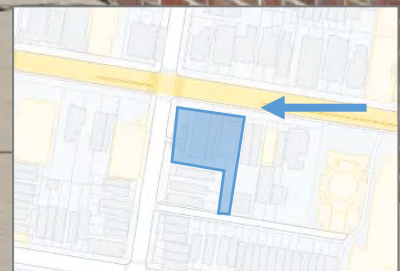
3D Model
South-East



3D Model
North-East



3D Model
Walnut Street



3D Model
Walnut Street



3D Model
Walnut Street



3D Model
41st & Locust Street



3D Model
Walnut Street

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.

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 30 Bus
(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.	Yes, all new parking is in the rear and under the building
(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, 9% of all spaces are designated. 1 parking space is proposed as preferred parking for car share and 1 parking space is proposed as preferred for green vehicles
(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. Public bike share at 40th/Locust

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.	No irrigation planned
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
(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.	no
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	Project will comply with Energy Code updates, through performance based energy modeling
(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, the project will be compliant with the Philadelphia Code

	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.	Mixed use developments improve activation of streets, at all hours of the day and night, improving the public realm.

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



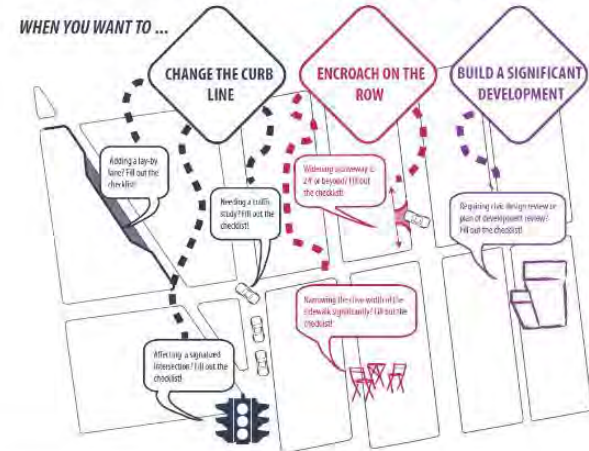
INSTRUCTIONS

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?



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.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
 - 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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | <p>1. PROJECT NAME
<u>404-4050 Walnut Street</u></p> <p>3. APPLICANT NAME
<u>Simon Associates</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>Jonathan Chopp, Vice President</u>
<u>4043 Walnut Street</u>
<u>Philadelphia, PA 19104</u>
<u>215-243-7000</u></p> <p>6. OWNER NAME

<u>Simon Associates</u></p> <p>7. OWNER CONTACT INFORMATION
<u>Jonathan Chopp, Vice President</u>
<u>4043 Walnut Street</u>
<u>Philadelphia, PA 19104</u>
<u>215-243-7000</u></p> <p>8. ENGINEER / ARCHITECT NAME
<u>Omar Rosa, PE</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>Direct: 215 665-7147</u>
<u>Mobile: 302 584-0898</u>
<u>Fax: 215 665-7001</u>
<u>EOmar.Rosa@stantec.com</u>
<u>Stantec</u>
<u>1500 Spring Garden Suite 1100</u>
<u>Philadelphia PA 19130-4067</u></p> <p>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/dataset/details/5543867320583086178c4f34/</p> <table border="1"> <thead> <tr> <th>STREET</th> <th>FROM</th> <th>TO</th> <th>COMPLETE STREET TYPE</th> </tr> </thead> <tbody> <tr> <td><u>41st Street</u></td> <td><u>Chancellor Street</u></td> <td><u>Walnut Street</u></td> <td><u>City Neighborhood</u></td> </tr> <tr> <td><u>Walnut Street</u></td> <td><u>40th Street</u></td> <td><u>41st Street</u></td> <td><u>Walkable Commercial Corridor</u></td> </tr> <tr> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table> | STREET | FROM | TO | COMPLETE STREET TYPE | <u>41st Street</u> | <u>Chancellor Street</u> | <u>Walnut Street</u> | <u>City Neighborhood</u> | <u>Walnut Street</u> | <u>40th Street</u> | <u>41st Street</u> | <u>Walkable Commercial Corridor</u> | _____ | _____ | _____ | _____ | <p>2. DATE
<u>August 17, 2022</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>The project is located at the southeast corner of 41st Street and Walnut Street and is proposed to replace an existing parking lot and two buildings.</u>
<u>The frontage along 41st Street is 128'-9-1/2" and 150' along Walnut Street.</u>
<u>The project entails a 12-story building with ground floor commercial, 136 residential units (295 total beds), and 23 parking spaces.</u></p> <p>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 <input checked="" type="checkbox"/> NO <input type="checkbox"/>
 b. Street Furniture such as bus shelters, honor boxes, etc. YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/></p> |
|---|-------------------------------|-------------------------------|-------------------------------------|----------------------|-------------------------------|--------------------------|----------------------|--------------------------|----------------------|-------------------------------|-------------------------------|-------------------------------------|-------|-------|-------|-------|---|
| STREET | FROM | TO | COMPLETE STREET TYPE | | | | | | | | | | | | | | |
| <u>41st Street</u> | <u>Chancellor Street</u> | <u>Walnut Street</u> | <u>City Neighborhood</u> | | | | | | | | | | | | | | |
| <u>Walnut Street</u> | <u>40th Street</u> | <u>41st Street</u> | <u>Walkable Commercial Corridor</u> | | | | | | | | | | | | | | |
| _____ | _____ | _____ | _____ | | | | | | | | | | | | | | |

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



- 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

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)		CITY PLAN SIDEWALK WIDTH
	Required	Existing / Proposed	
41 st Street	12'	13' / 13'	13' / 13'
Walnut Street	12'	18' / 18'	18' / 18'
_____	_____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____

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
41 st Street	6'-6" / 9' / 8'-6"
Walnut Street	9' / 9' / 10'-5"
_____	_____ / _____ / _____
_____	_____ / _____ / _____

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
41 st Street	21'- 4" for Parking Lot	79'- 4" South of Walnut Street
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Walnut Street	22' Curb Cut for Parking and Loading	144' East of 41 st Street
_____	_____	_____
_____	_____	_____
_____	_____	_____

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 <small>Existing / Proposed</small>
41 st Street	0' / 0'
Walnut Street	0' / 3'
_____	____ / ____
_____	____ / ____

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 <small>Recommended / Existing / Proposed</small>
41 st Street	4' / 4' / 4'-7"
Walnut Street	4' / 6' / 4'-8"
_____	____ / ____ / ____
_____	____ / ____ / ____

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?

<ul style="list-style-type: none"> ▪ Bicycle Parking ▪ Lighting ▪ Benches ▪ Street Trees ▪ Street Furniture 	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL 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"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
--	---	--

19. Does the design avoid tripping hazards?

YES NO N/A YES NO

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

YES NO N/A YES NO

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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:

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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.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET <small>Existing / Proposed</small>	ON SIDEWALK <small>Existing / Proposed</small>	OFF-STREET <small>Existing / Proposed</small>
4040-4050 WALNUT STREET	15	0 / 0	0 / 0	0 / 48
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____

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?

<ul style="list-style-type: none"> ▪ Conventional Bike Lane ▪ Buffered Bike Lane ▪ Bicycle-Friendly Street ▪ Indego Bicycle Share Station 	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	DEPARTMENTAL APPROVAL 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"/>
---	--	--

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: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | | | | |
|---|---|-----------------------------|------------------------------|--|--|
| | | | | | DEPARTMENTAL APPROVAL |
| 28. Does the design limit conflict among transportation modes along the curb? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | | | | | YES <input type="checkbox"/> NO <input type="checkbox"/> |

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 <small>Existing / Proposed</small>	DESIGN <small>SPEED</small>
N/A	---	---	--- / ---	---
---	---	---	--- / ---	---
---	---	---	--- / ---	---
---	---	---	--- / ---	---

- | | | | | |
|---|---|--|---|--|
| | | | | DEPARTMENTAL APPROVAL |
| 33. What is the maximum AASHTO design vehicle being accommodated by the design? | SU-40 | | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission. | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 35. Will the public right-of-way be used for loading and unloading activities? | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 36. Does the design maintain emergency vehicle access? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 37. Where new streets are being developed, does the design connect and extend the street grid? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 38. Does the design support multiple alternative routes to and from destinations as well as within the site? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Vehicle / Cartway Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
Reviewer Comments: _____

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

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

- | | | | | | |
|--|---|-----------------------------|---|--|--|
| | | | | | DEPARTMENTAL APPROVAL |
| 40. Does the design incorporate windows, storefronts, and other active uses facing the street? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | | YES <input type="checkbox"/> NO <input type="checkbox"/> |

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 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 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 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 checked="" 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: _____

Thank You