# 2301 WALNUT STREET
# CIVIC DESIGN REVIEW
# 06 DECEMBER 2022

**CIVIC DESIGN REVIEW**


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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-2022-005613

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

The proposed project includes more than 100,000 square feet of new gross floor area and more than 100 additional dwelling units

## PROJECT LOCATION

Planning District: Central  Council District: 2

Address: 2301 Walnut Street
Philadelphia, PA 19146

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

## CONTACT INFORMATION

Applicant Name: Ronald J Patterson, Esq.  Primary Phone: 215-569-4585

Email: RPatterson@Klehr.com  Address: Klehr Harrison et al
1835 Market St, Flr 14
Phila, PA 19103

Property Owner: Trammell Crow Company  Developer Trammell Crow Company
Architect: BLT Architects

## SITE CONDITIONS

Site Area: 20,136

Existing Zoning: CMX-4  Are Zoning Variances required? Yes ___ No X

Proposed Use:

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

172 Residential Units – 177,963 SF; Retail - 8,186 SF; Public Space - 5,000 SF.

*Proposed # of Parking Units:*

32 Spaces – 32 Underground, 0 Surface Spaces

## COMMUNITY MEETING

Community meeting held: Yes ___ No X
To be scheduled.

If yes, please provide written documentation as proof.

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

Date: _____ Time: _____

## ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ___ No ___ NA X

If yes, indicate the date hearing will be held:

Date: _____

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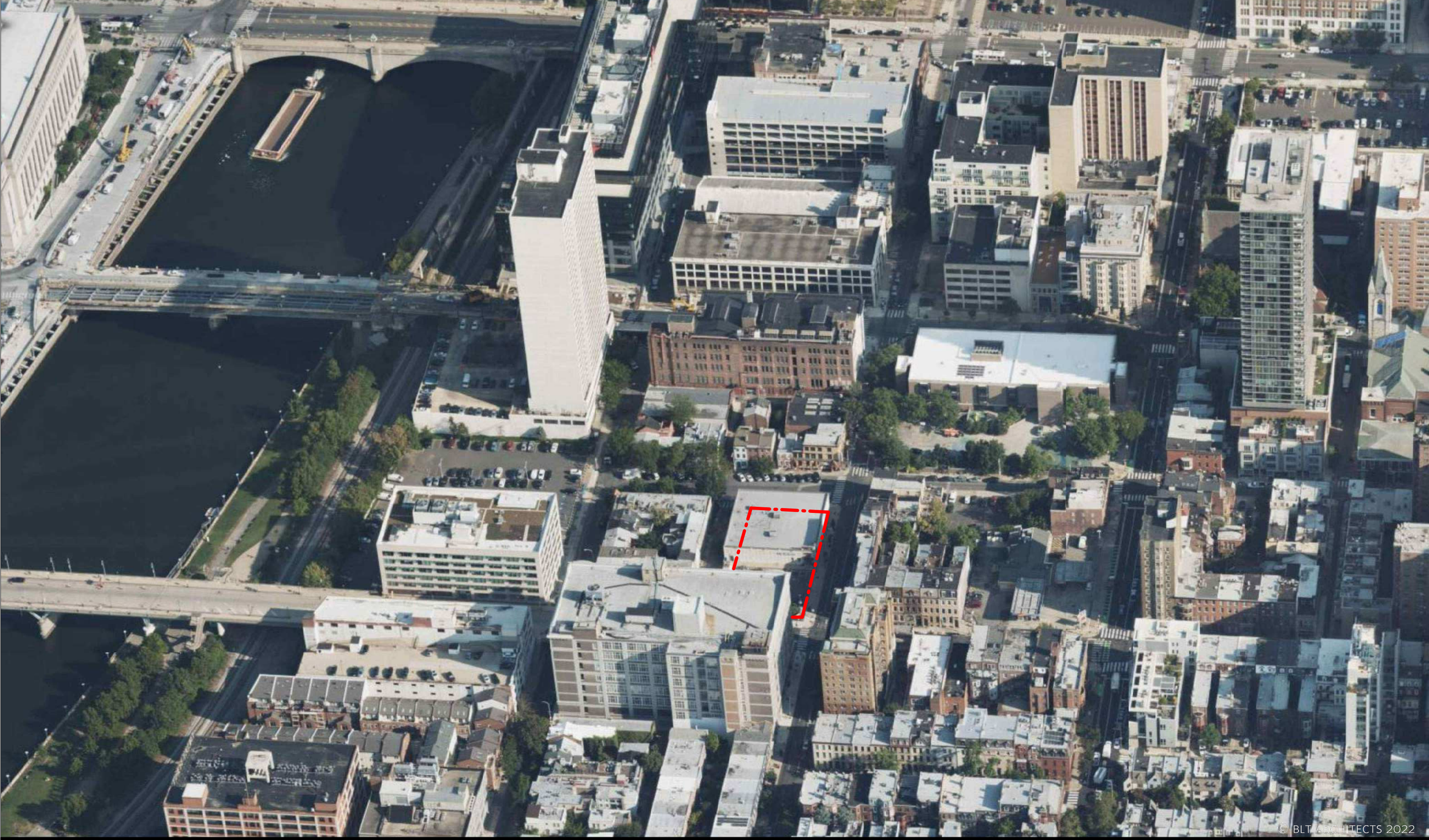

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**2301 WALNUT ST**

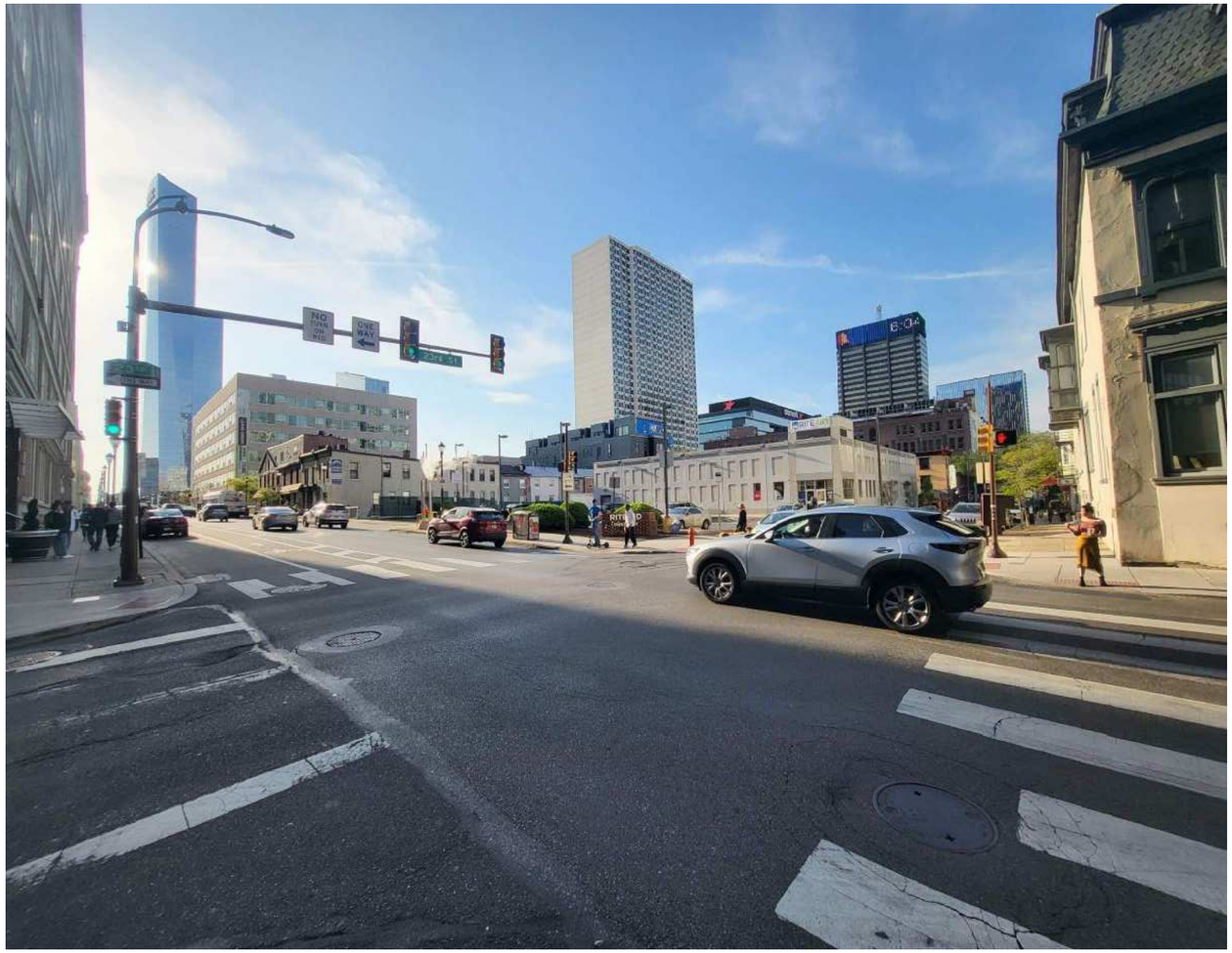
02 AREA MAP

DATE: 08/02/2022

PROJECT: 2116000

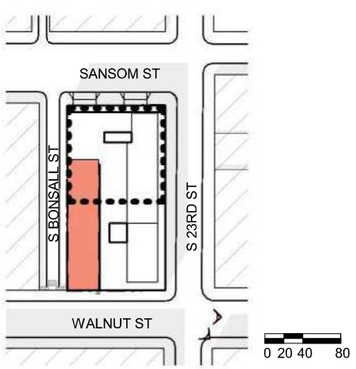
Trammell Crow Company

BLTa
A PERKINS EASTMAN STUDIO



VIEW AT WALNUT & 23RD LOOKING NORTH WEST

VIEW AT WALNUT & 23RD LOOKING WEST

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03 SITE PHOTOS

DATE: 08/02/2022

PROJECT: 2116000

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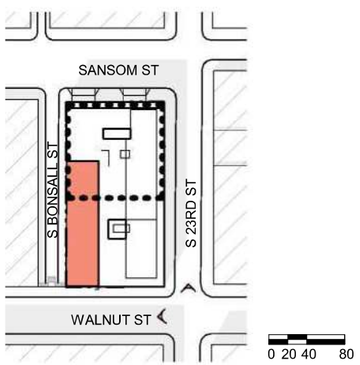
VIEW AT 23RD AND WALNUT LOOKING SOUTH

VIEW AT 23RD AND WALNUT LOOKING EAST

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**2301 WALNUT ST**

04 SITE PHOTOS

DATE: 08/02/2022

PROJECT: 2116000

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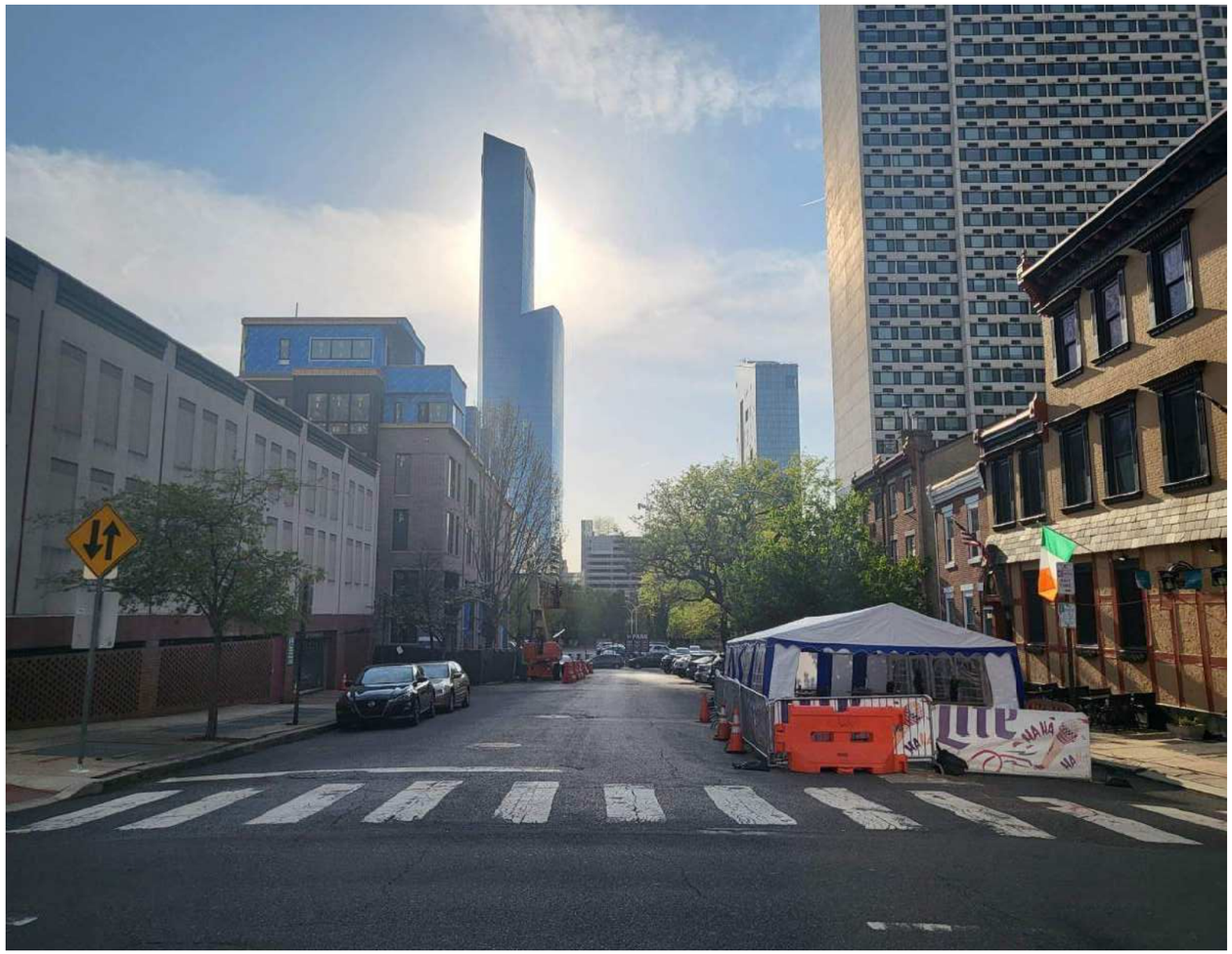
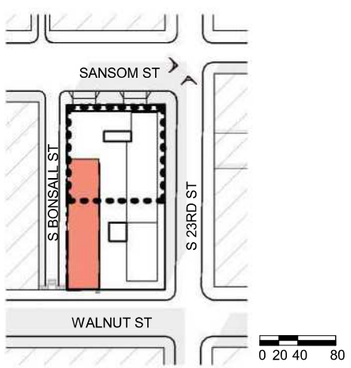


VIEW AT SANSOM & 23RD LOOKING WEST

VIEW AT SANSOM & 23RD LOOKING SOUTH

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05 SITE PHOTOS

DATE: 08/02/2022

PROJECT: 2116000

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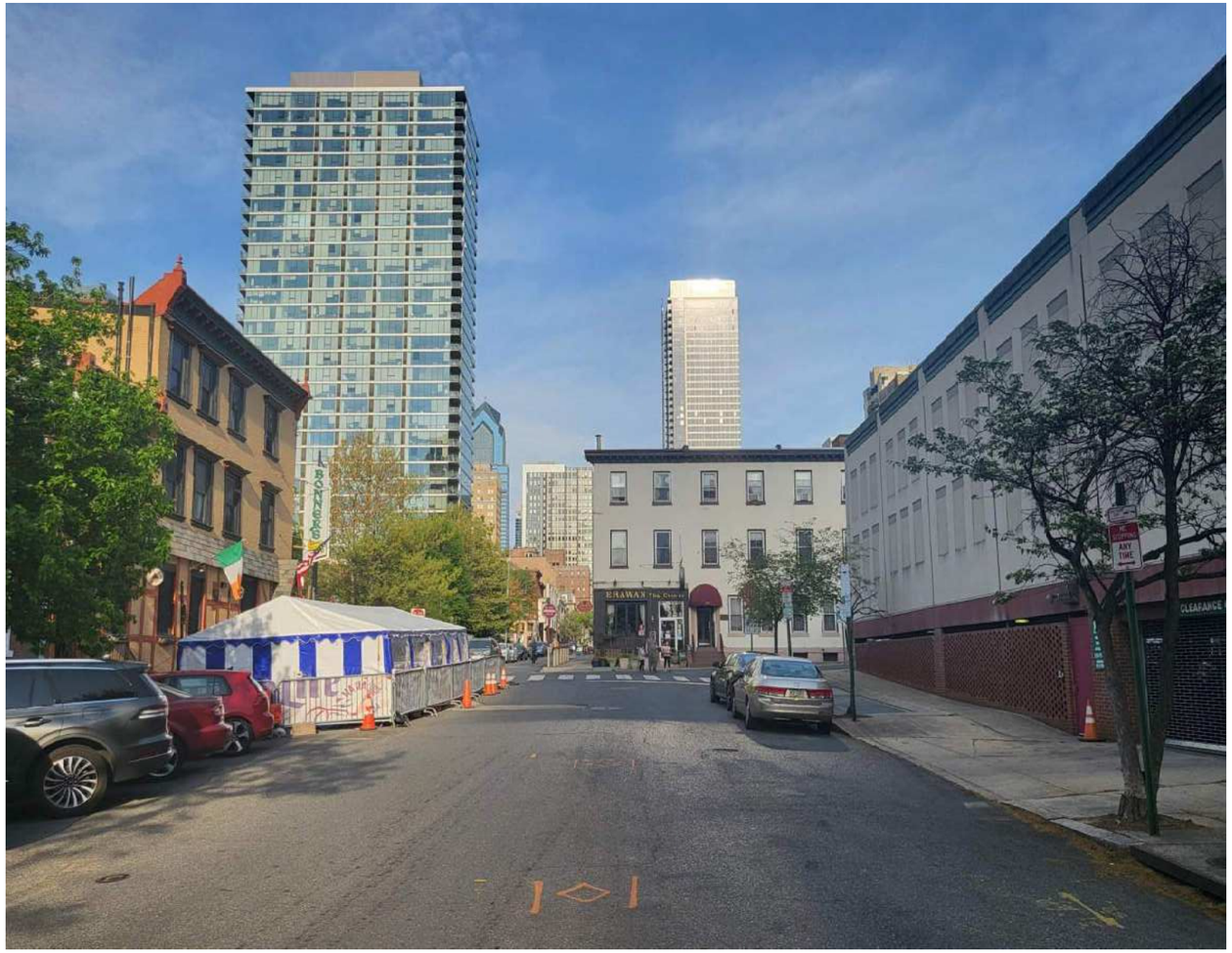
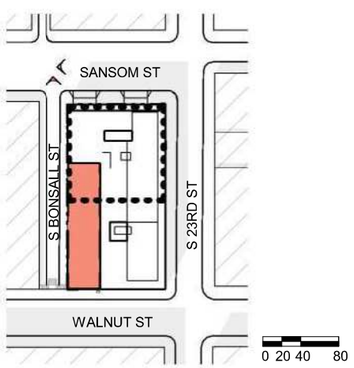


VIEW AT SANSOM & BONSALL LOOKING EAST

VIEW AT SANSOM & BONSALL LOOKING SOUTH

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06 SITE PHOTOS

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PROJECT: 2116000

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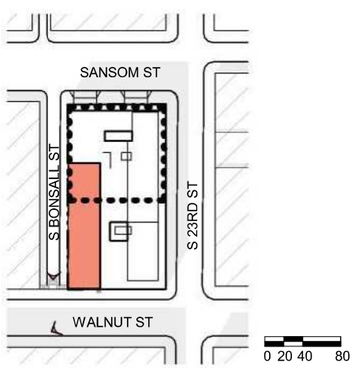
VIEW AT BONSALL LOOKING NORTH

VIEW AT WALNUT & BONSALL LOOKING NORTH EAST

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**2301 WALNUT ST**

07 SITE PHOTOS

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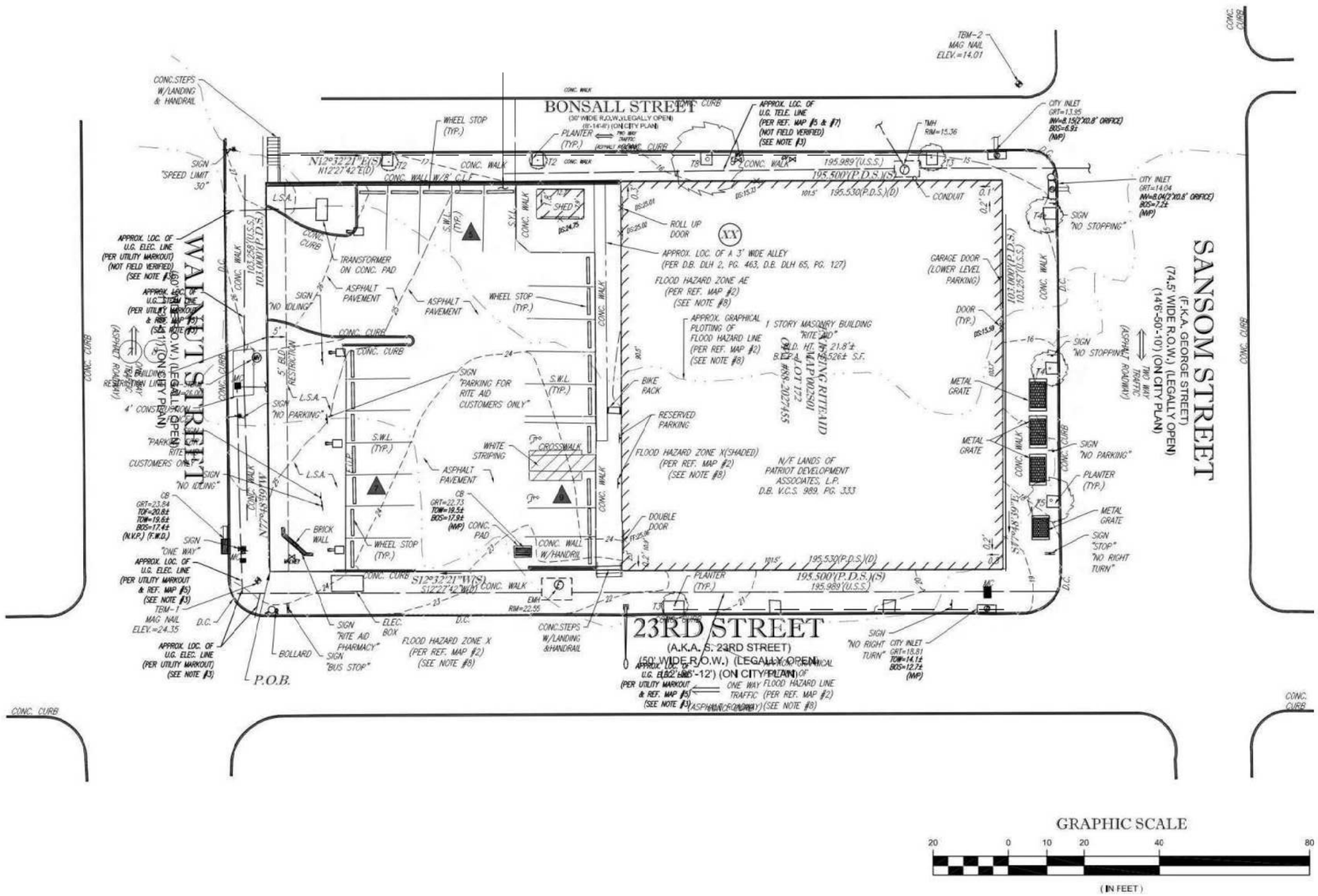

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**2301 WALNUT ST**

08 EXISTING CONDITIONS SITE PLAN

DATE: 08/02/2022

PROJECT: 2116000

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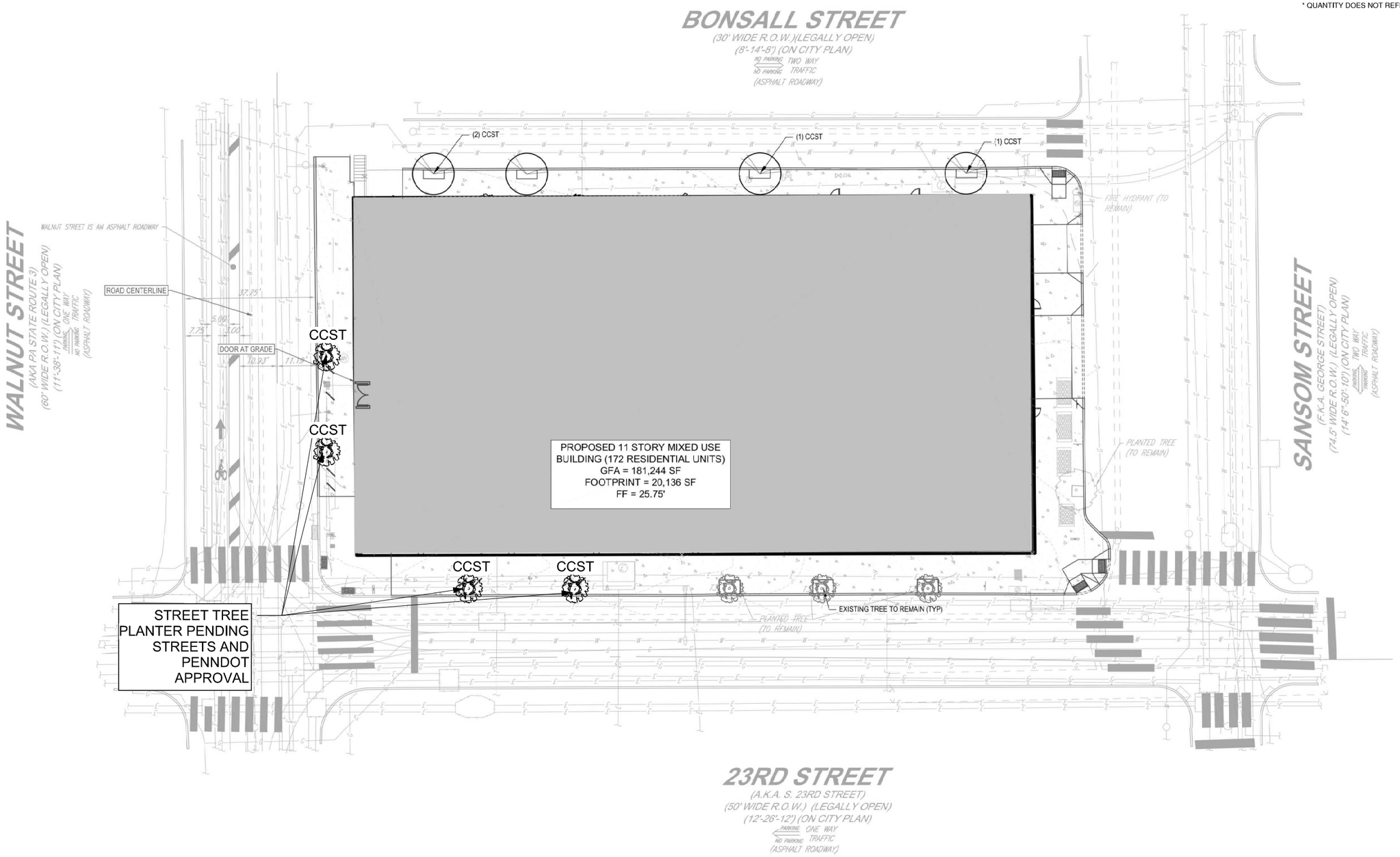
## PLANT SCHEDULE

| CANOPY TREES | QTY | BOTANICAL NAME | COMMON NAME | SIZE | CONTAINER |
|---|---|---|---|---|---|
| AROG | 1 | ACER RUBRUM 'OCTOBER GLORY' | OCTOBER GLORY RED MAPLE | 2.5" CAL. | B&B |
| | | | | | |
| ORNAMENTAL TREES | QTY | BOTANICAL NAME | COMMON NAME | SIZE | CONTAINER |
| CA | 4 | CERCIS CANADENSIS 'ALBA' | WHITE EASTERN REDBUD | 2-2 1/2" CAL. | B&B |
| CCST | 4* | CERCIS CANADENSIS 'JN7' | SUMMER'S TOWER EASTERN REDBUD | 2-2 1/2" CAL. | B&B |

* QUANTITY DOES NOT REFLECT STREET TREES IN PLANTERS PENDING STREETS AND PENNDOT APPROVAL



Cercis canadensis 'Eastern Redwood'

Red Maple (Signature Tree)

Eastern White Redbud (Public Space Tree)

Ratibida columnifera 'Red Midget', Mexican Hat — Bouteloua gracilis 'Blade Ambition', Blue Gamma — Panicum virgatum 'Shenandoah', Switch Grass

Spring / Summer

Ratibida columnifera 'Red Midget', Mexican Hat — Bouteloua gracilis 'Blade Ambition', Blue Gamma — Panicum virgatum 'Shenandoah', Switch Grass

Winter

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09 CIVIL SITE PLAN

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Red Maple (Signature Tree)

Eastern White Redbud (Public Space Tree)

*Ratibida columnifera 'Red Midget', Mexican Hat*

*Bouteloua gracillis 'Blode Ambition', Blue Gamma*

*Panicum virgatum 'Shenandoah', Switch Grass*

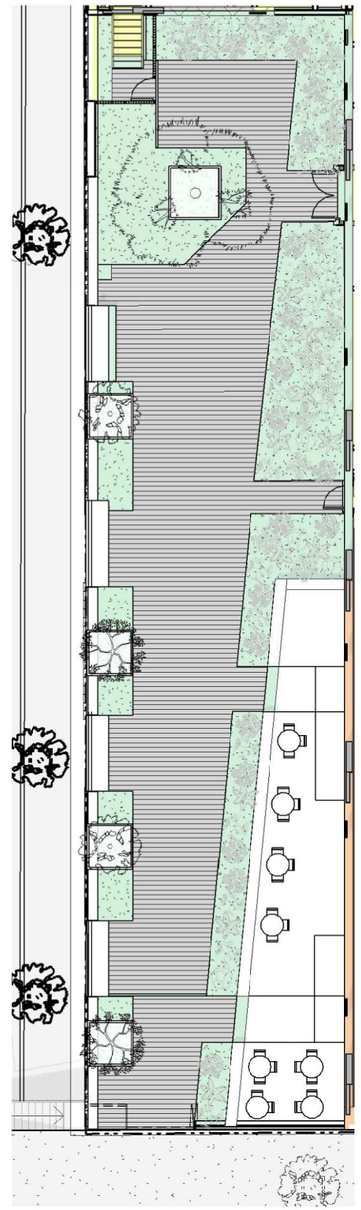
**Spring / Summer**

*Ratibida columnifera 'Red Midget', Mexican Hat*

*Bouteloua gracillis 'Blode Ambition', Blue Gamma*

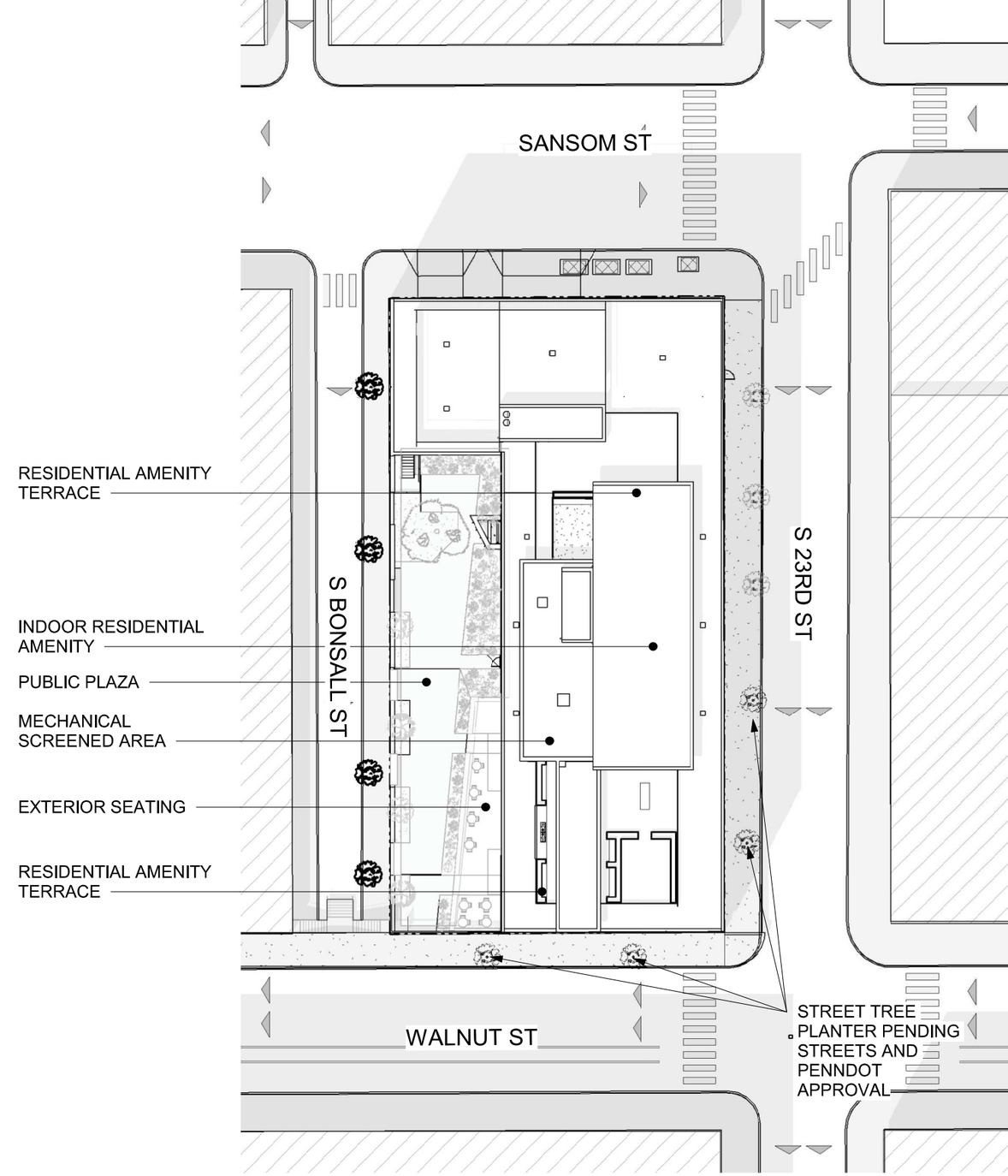
*Cercis canadensis 'Eastern Redwood'*

**Winter**



PUBLIC SPACE PLAN

0 10 20 40




PROPOSED SITE PLAN

0 10 20 40 80

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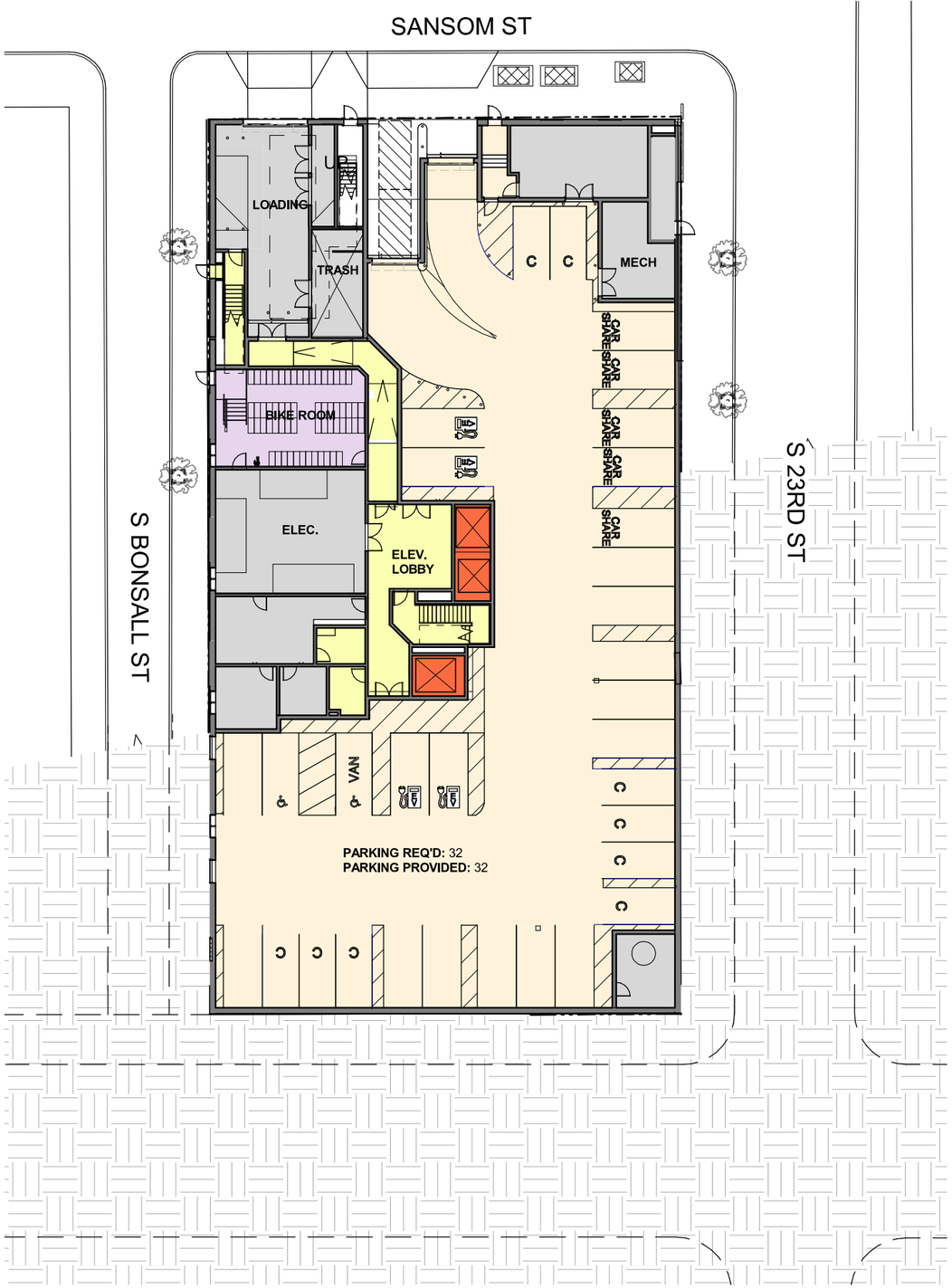


PARKING LEVEL PLAN

GROUND LEVEL PLAN

0 10 20 30 50 60

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11 PARKING AND GROUND LEVEL PLANS

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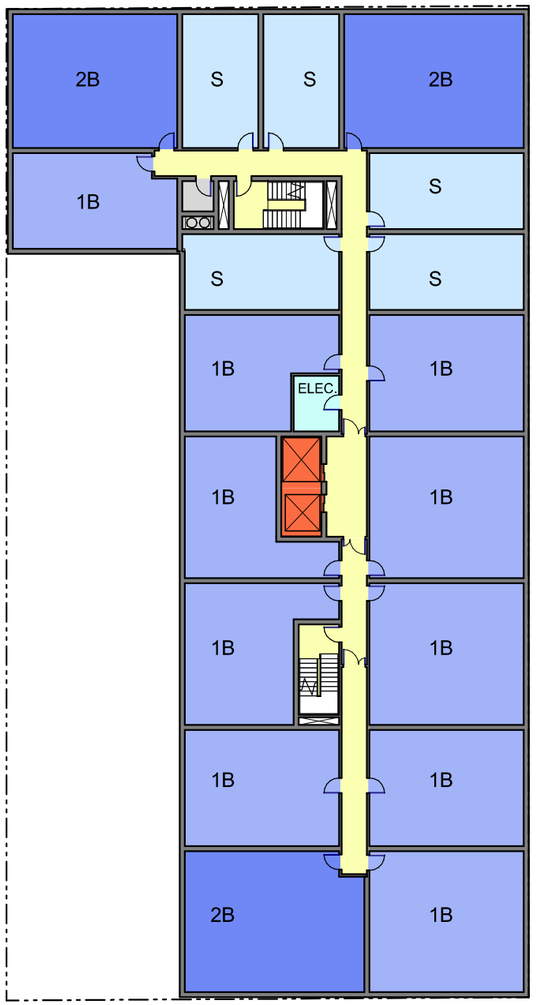
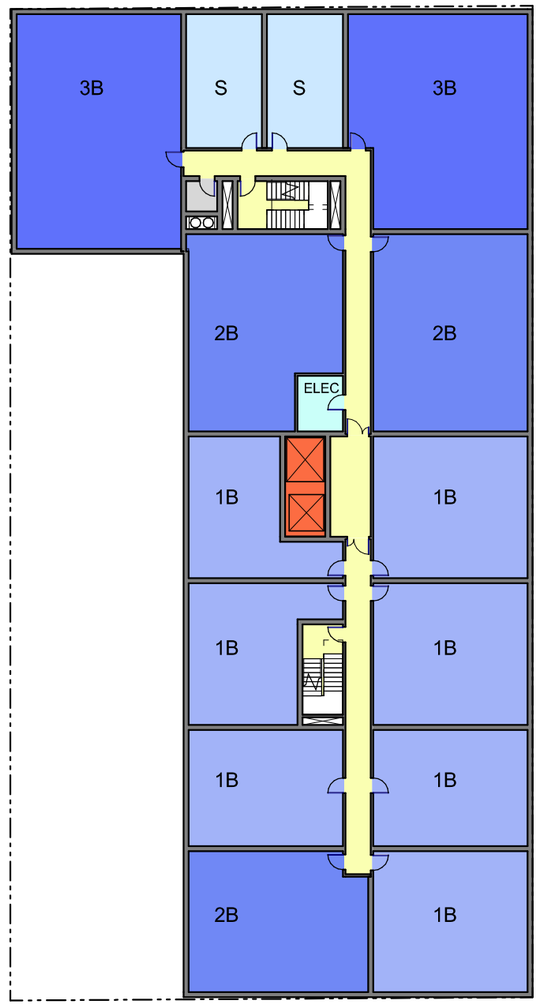
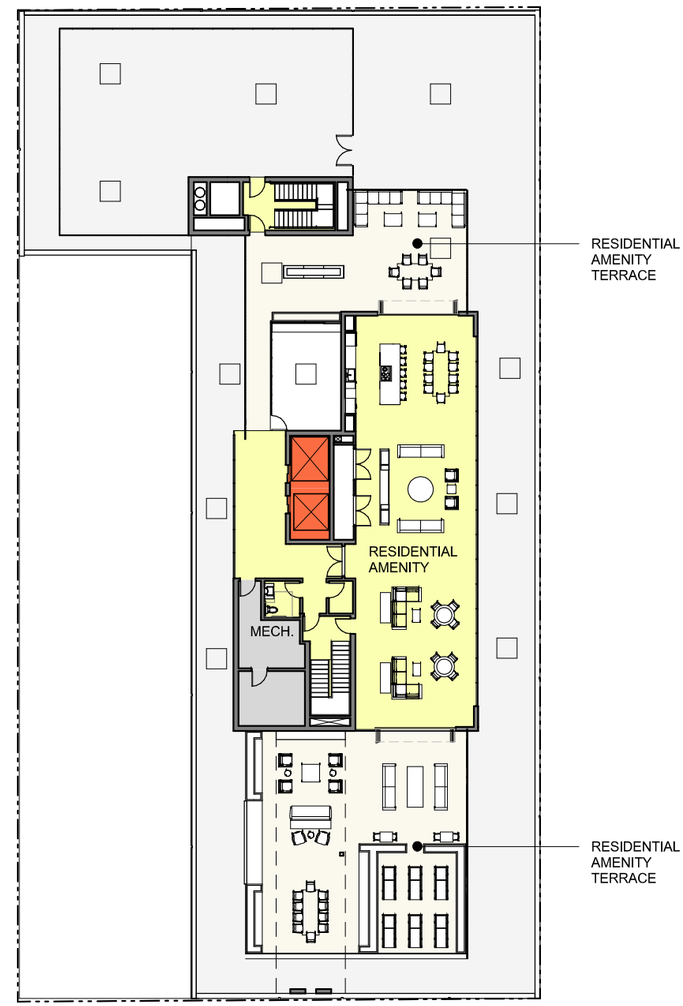



TYPICAL LEVEL 2-9 PLAN




PENTHOUSE LEVEL10-11 PLAN




ROOF LEVEL 12 PLAN

0 10 20 30 50 60

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12 TYPICAL AND ROOF PLANS

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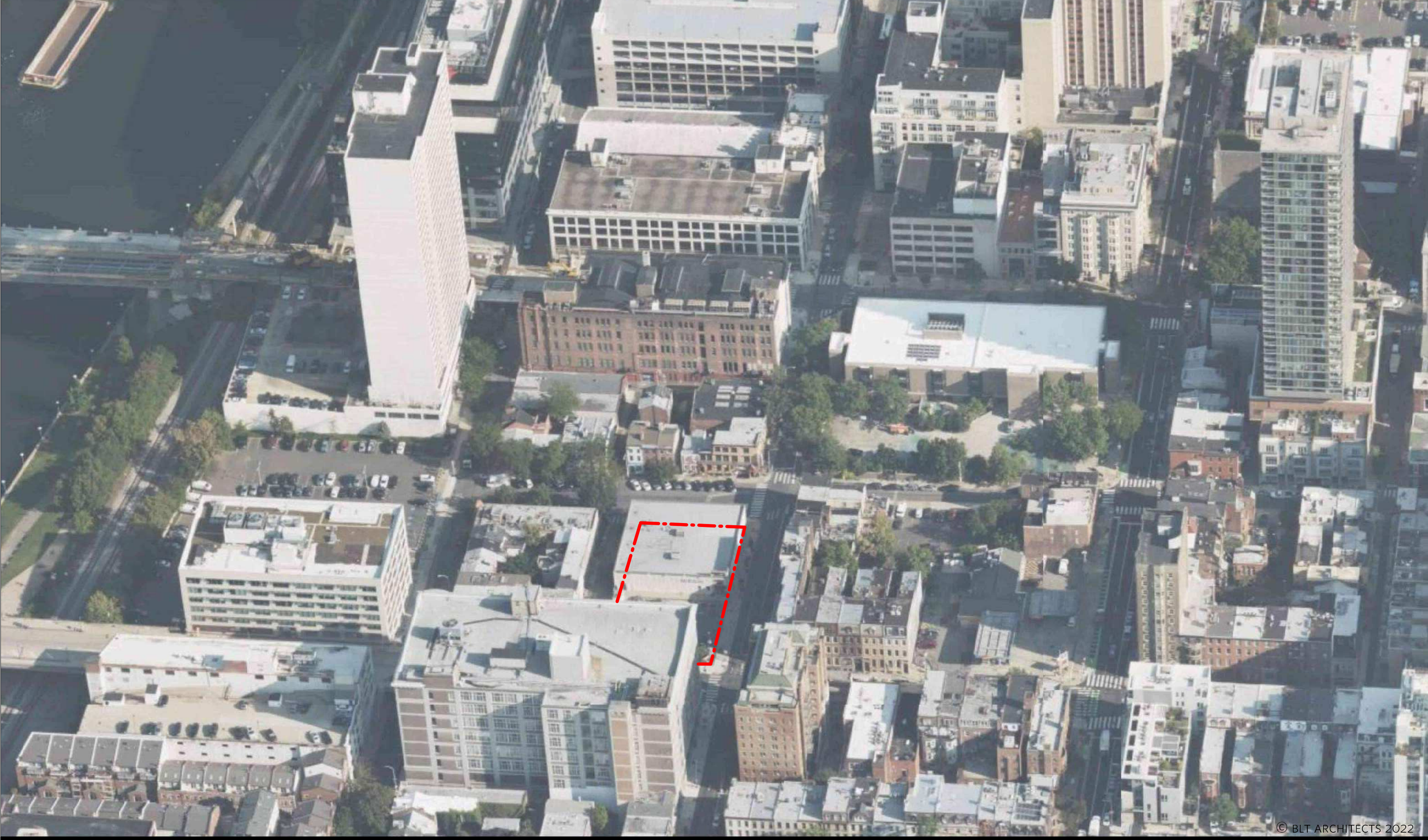

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13 SITE CONTEXT

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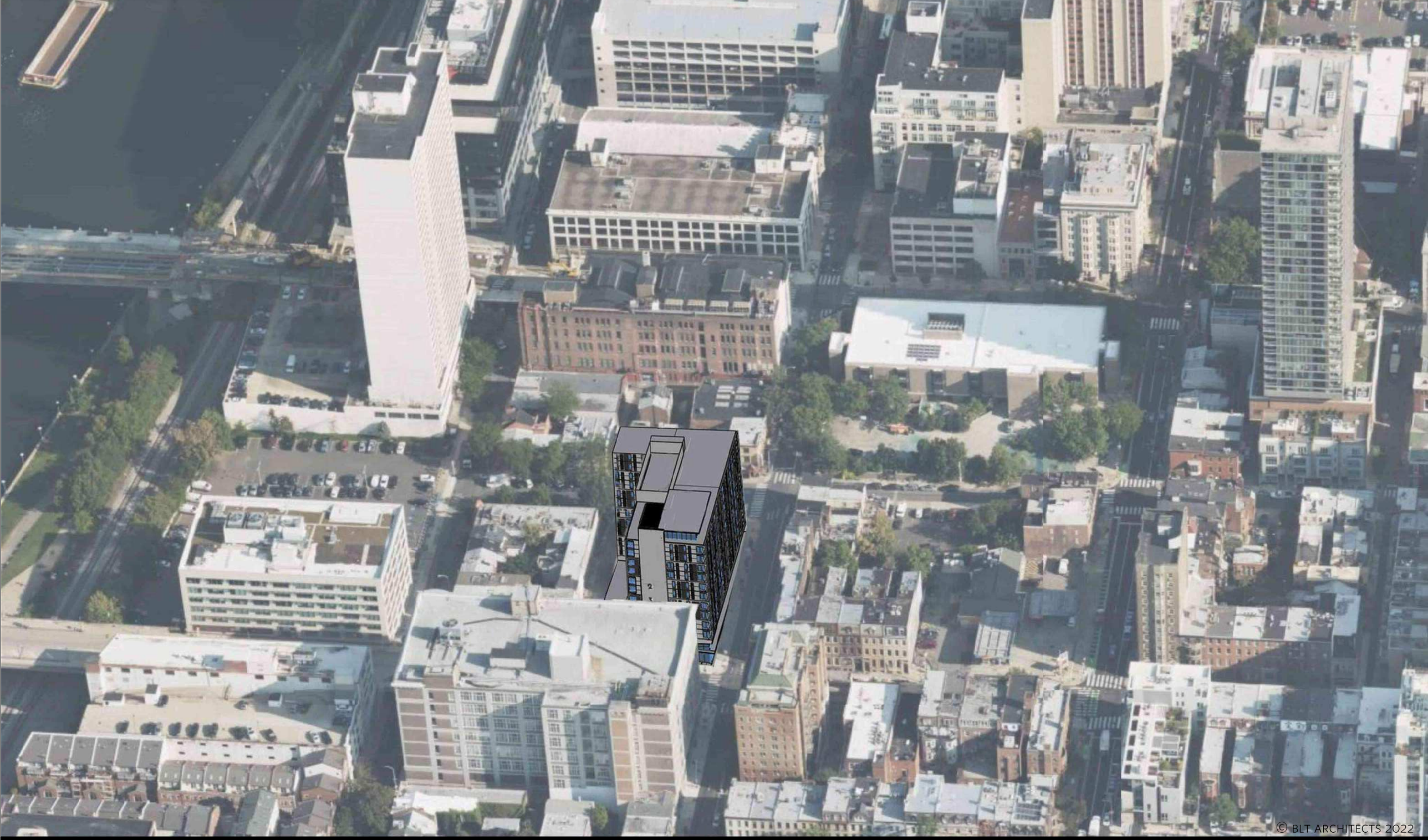

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14 MASSING IN CONTEXT

DATE: 08/02/2022

PROJECT: 2116000

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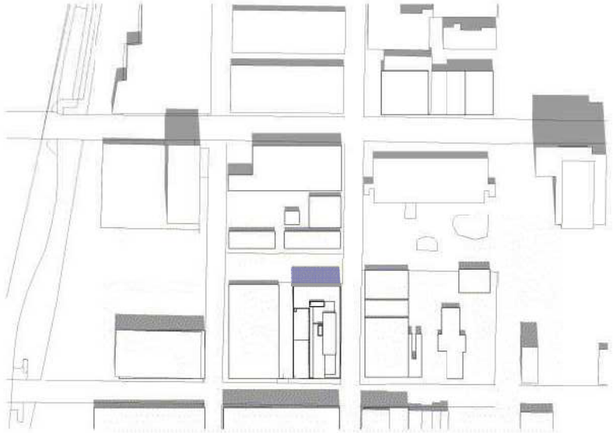
Summer Solstice
(June 21st)

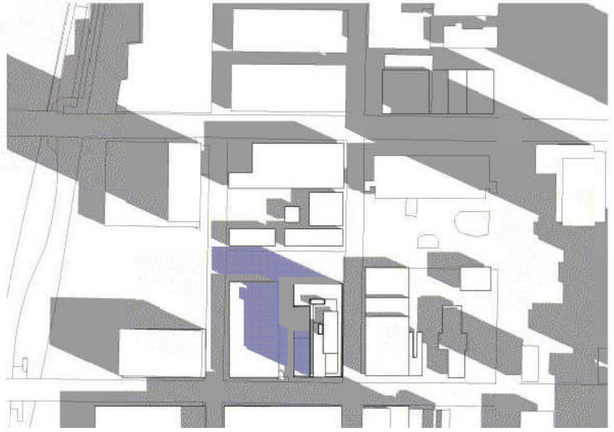
9:00 AM



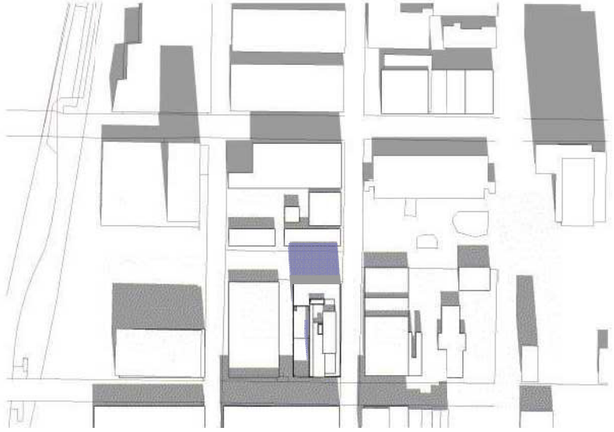
12:00 PM

3:00 PM

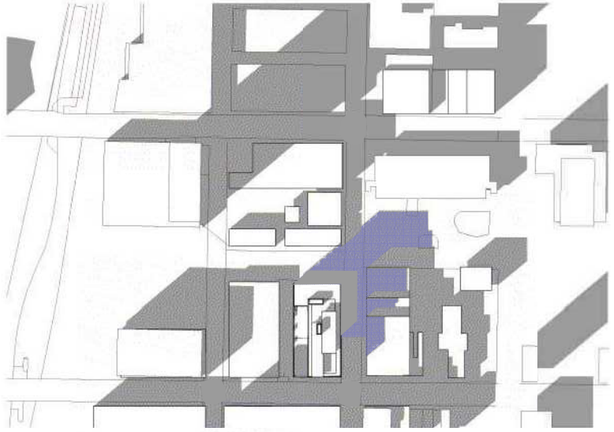
Fall/Spring Equinox
(March/September 21st)



9:00 AM

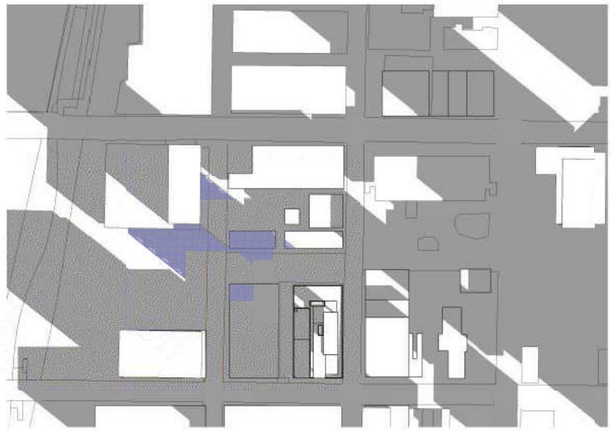


12:00 PM



3:00 PM

Winter Solstice
(December 21st)



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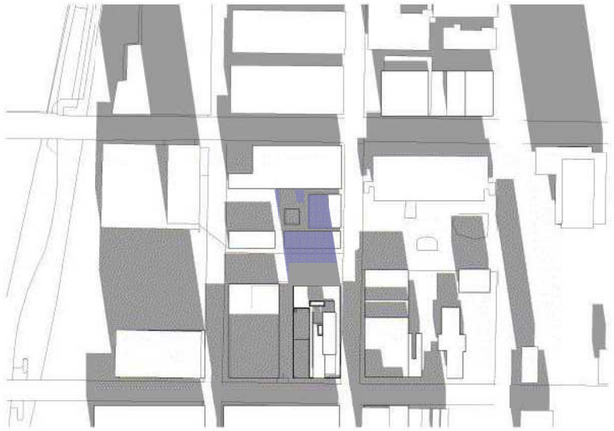
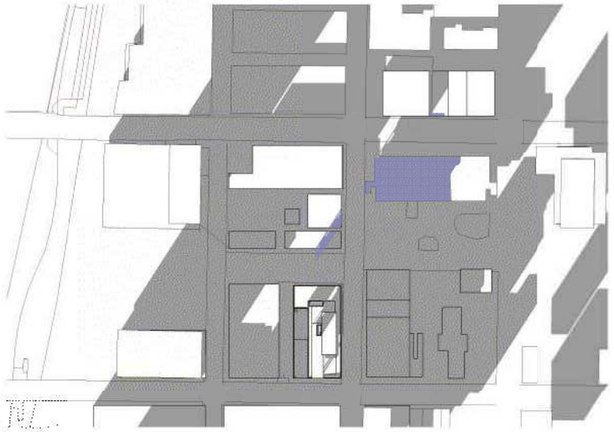


12:00 PM



3:00 PM

**Legend**

- Existing Shadow
- New Shadow

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**2301 WALNUT ST**

SHADOW STUDY

DATE: 08/112022

PROJECT: 2116000

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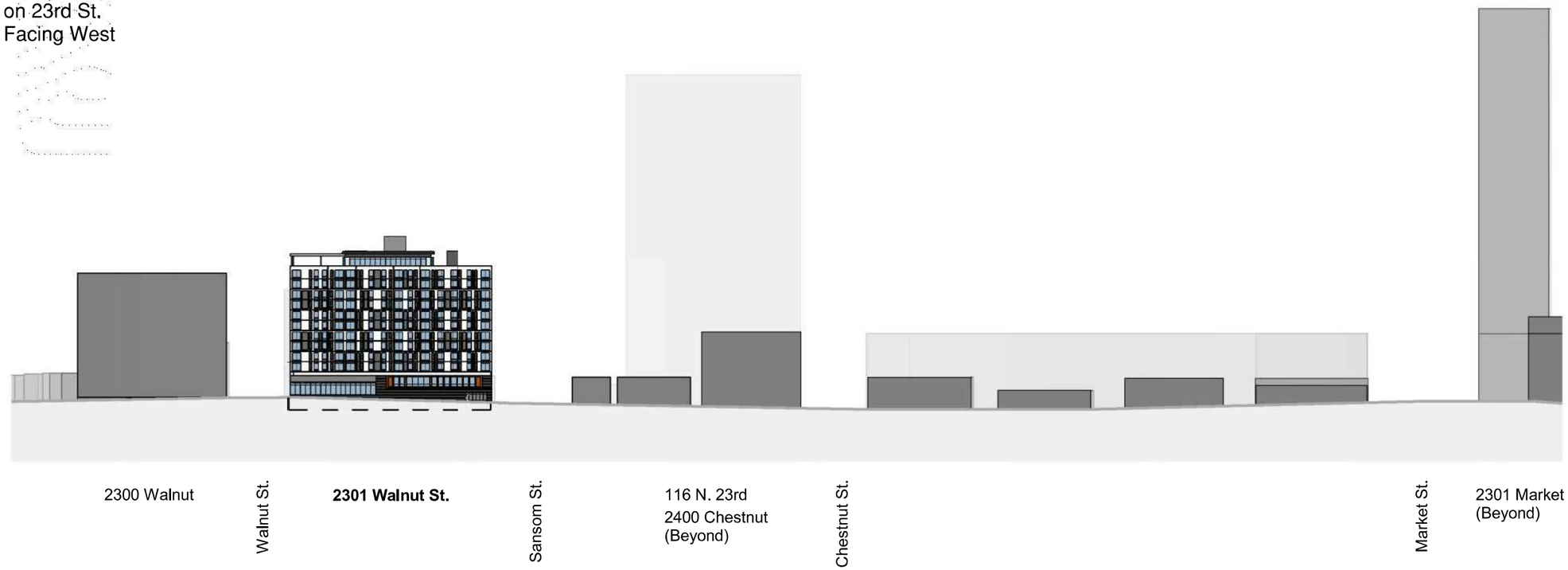
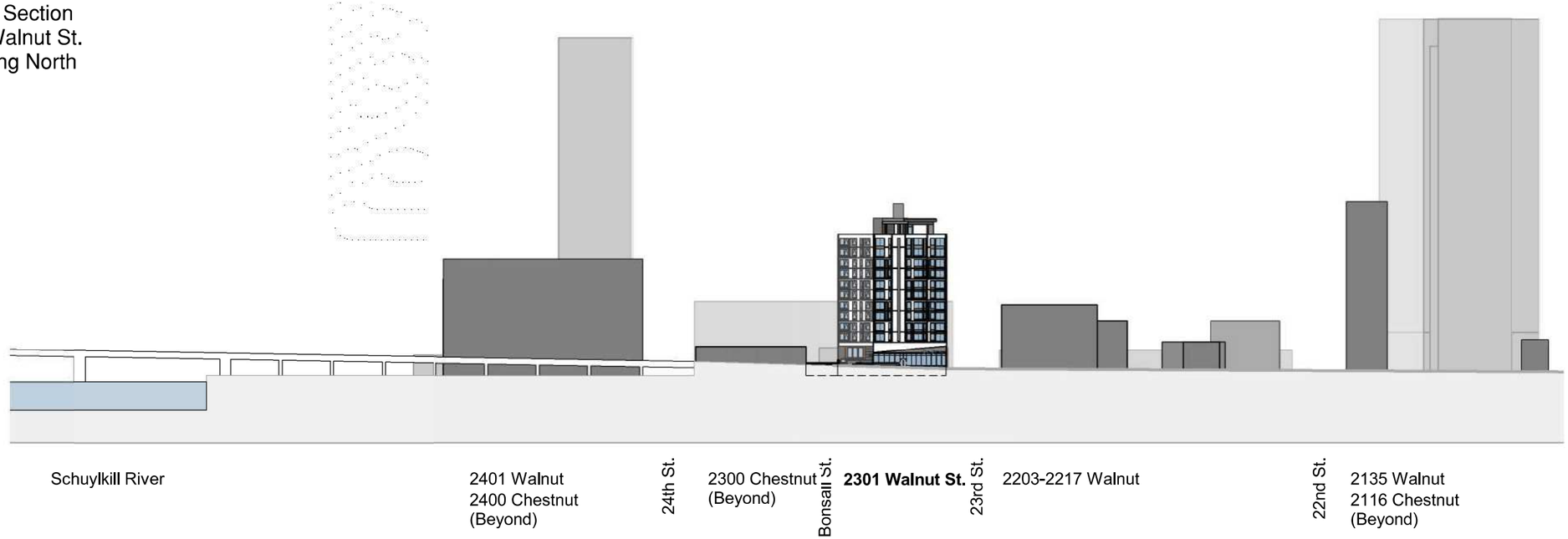
N-S Section
on 23rd St.
Facing West




E-W Section
on Walnut St.
Facing North

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**2301 WALNUT ST**

SITE SECTIONS

DATE: 08/11/2022

PROJECT: 2116000

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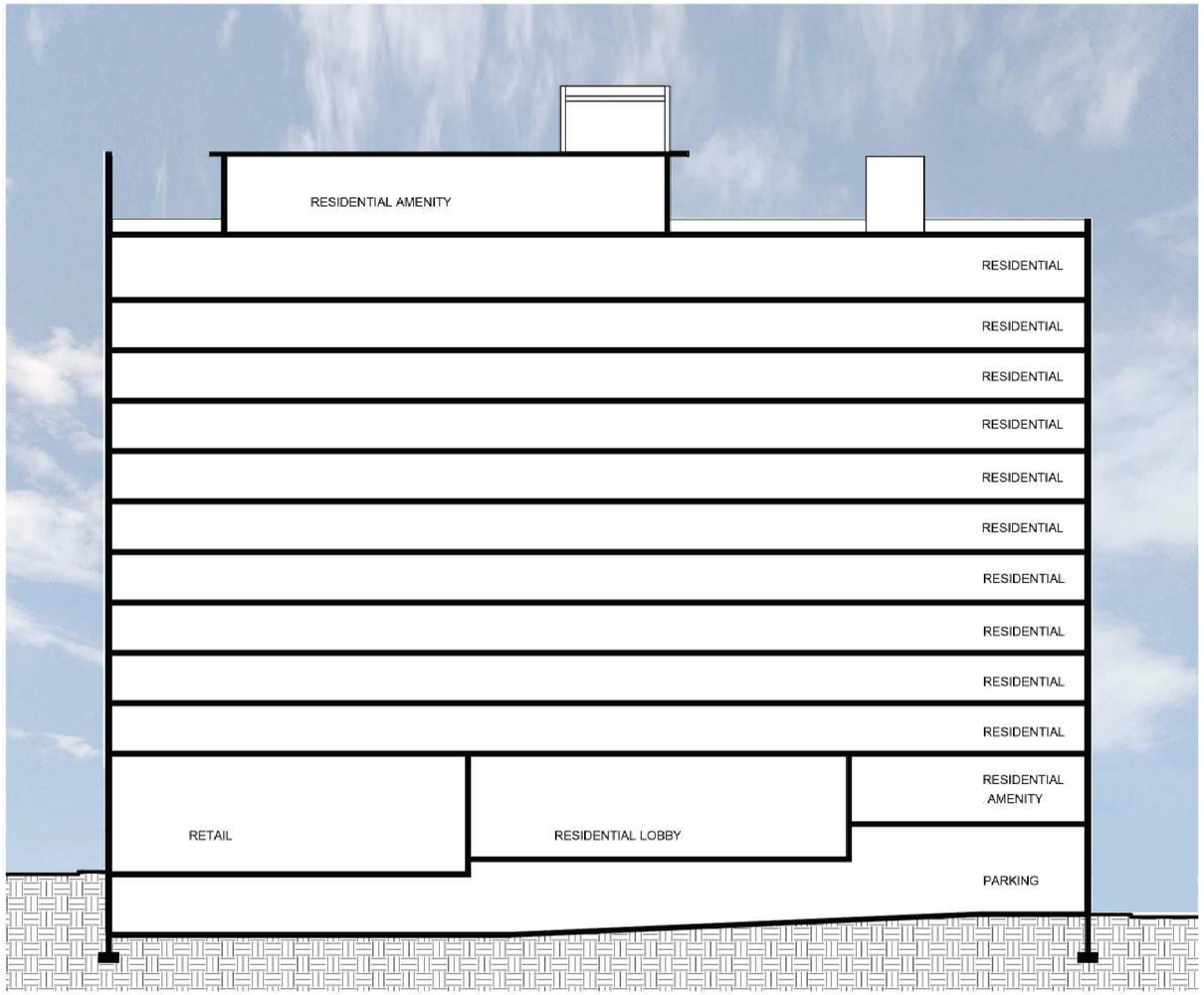
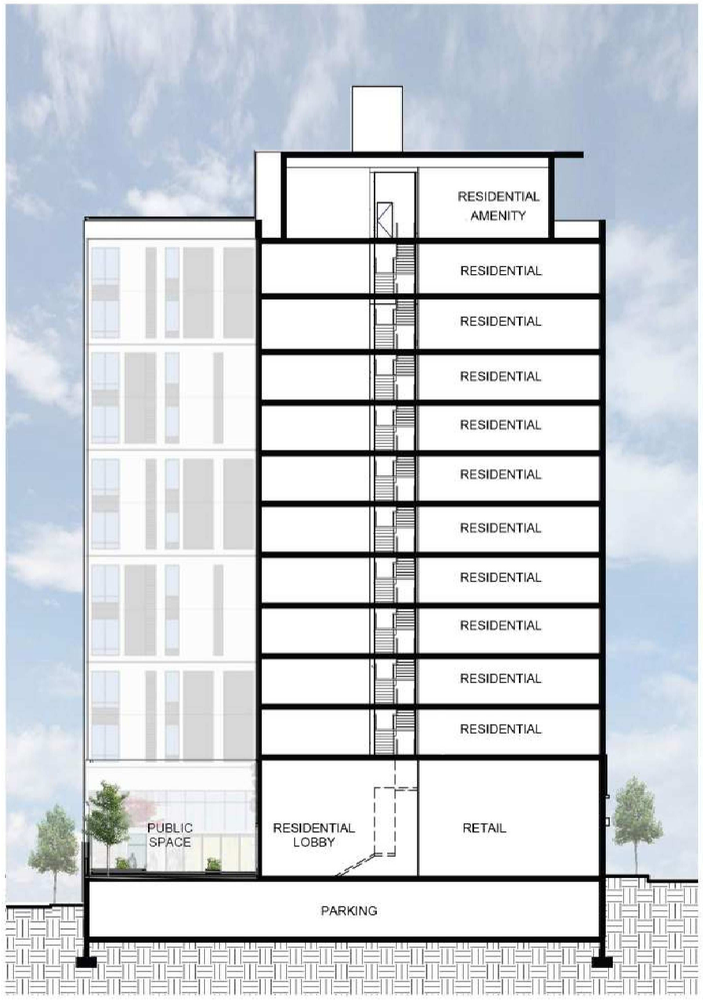
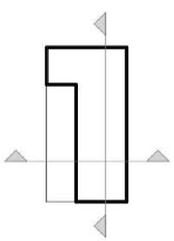



SECTION 1 - EAST-WEST




SECTION 2 - NORTH-SOUTH



KEYPLAN

0 10 20 30 50 60

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**2301 WALNUT ST**

15 BUILDING SECTIONS

DATE: 08/02/2022

PROJECT: 2116000

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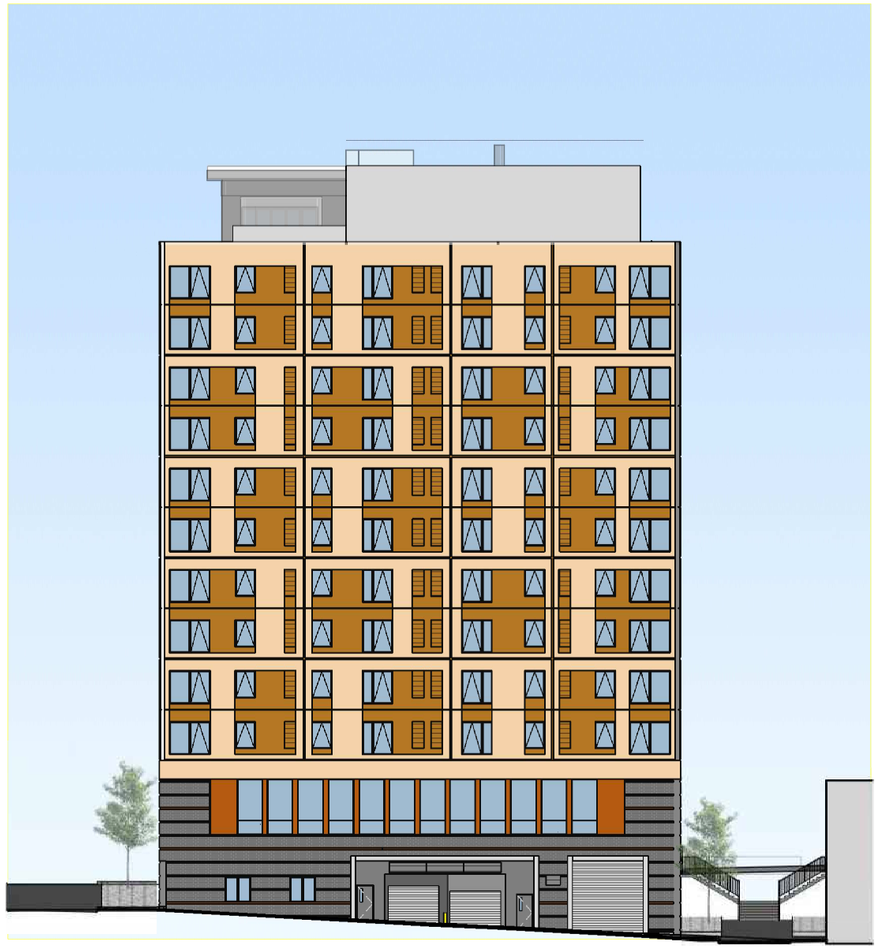

NORTH ELEVATION

WEST ELEVATION

0 10 20 30 50 60

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**2301 WALNUT ST**

16 NORTH AND WEST ELEVATIONS

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SOUTH ELEVATION

EAST ELEVATION

0 10 20 30 50 60

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17 EAST AND SOUTH BUILDING ELEVATION

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18 RENDERINGS & MATERIALS

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ORANGE METAL PANEL

WOOD SLATS

BEIGE METAL PANEL

AMBER BROWN METAL PANEL

LOUVER

GLAZING

MANGANESE BRICK WITH ORANGE ACCENT BRICK

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**2301 WALNUT ST**

18.1 RENDERINGS & MATERIALS

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**2301 WALNUT ST**

19 RENDERINGS & MATERIALS

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ORANGE METAL PANEL

BEIGE METAL PANEL

AMBER BROWN METAL PANEL

LOUVER

GLAZING

MANGANESE BRICK WITH ORANGE ACCENT BRICK

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**2301 WALNUT ST**

19.1 RENDERINGS & MATERIALS

DATE: 10 OCTOBER 2022

PROJECT: 2116000

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EXTERIOR PERSPECTIVE
SANSOM AND BONSALL STREET

EXTERIOR PERSPECTIVE
BONSALL STREET TO SOUTH

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**2301 WALNUT ST**

20 Sketches

DATE: 08/02/2022

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**2301 WALNUT ST**

21 RENDERED VIEW FROM PLAZA

DATE: 08/02/2022

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**2301 WALNUT ST**

22 RENDERED VIEW FROM PLAZA

DATE: 08/02/2022

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**2301 WALNUT ST**

23 VIEW FROM PLAZA ENTRY

DATE: 08/02/2022

PROJECT: 2116000

Trammell Crow Company

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# COMPLETE STREETS HANDBOOK CHECKLIST

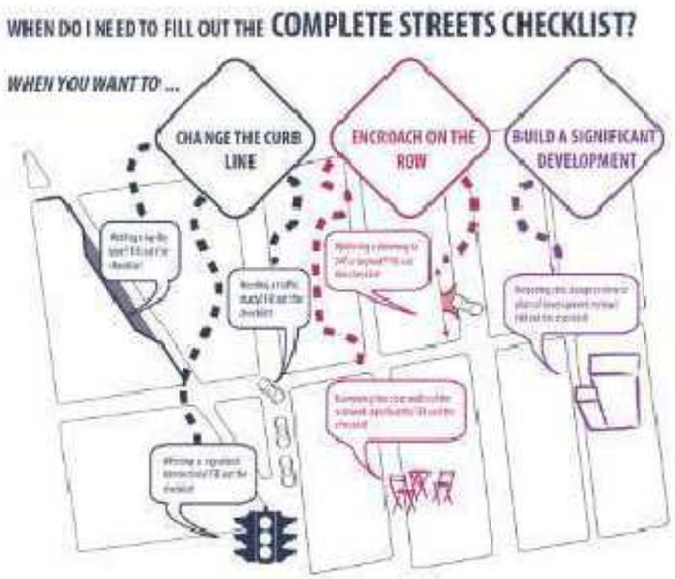
**Philadelphia City Planning Commission**

## 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




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**

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# COMPLETE STREETS HANDBOOK CHECKLIST

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## GENERAL PROJECT INFORMATION

1. PROJECT NAME

   2301 WALNUT STREET

2. DATE

   05/11/2022

3. APPLICANT NAME

   Trammel Crow Company

4. APPLICANT CONTACT INFORMATION

   300 Conshohocken State Road,
   West Conshohocken, PA 19428
   484.530.4700

5. PROJECT AREA: list precise street limits and scope

   This project is bordered by Sansom to the north, Walnut to the South, 23rd street to the East and Bonsall to the East.

6. OWNER NAME

   Trammel Crow Company

7. OWNER CONTACT INFORMATION

   300 Conshohocken State Road,
   West Conshohocken, PA 19428
   484.530.4700

8. ENGINEER / ARCHITECT NAME

   Matthew Kearse, Bohler Engineering

9. ENGINEER / ARCHITECT CONTACT INFORMATION

   mkearse@bohlereng.com

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/5543866732058308b617fc4f34/

| STREET | FROM | TO | COMPLETE STREET TYPE |
|---|---|---|---|
| Walnut | 23rd | Bonsall | Urban Arterial |
| 23rd | Sansom | Walnut | City Neighborhood |
| Sansom | 23rd | Bonsall | Local |
| Bonsall | Sansom | Walnut | Local |

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?

| | | YES | NO | N/A |
|---|---|---|---|---|
| a. | Parking and loading regulations in curb lanes adjacent to the site | ☒ | ☐ | |
| b. | Street Furniture such as bus shelters, honor boxes, etc. | ☐ | ☐ | ☒ |
| c. | Street Direction | ☒ | ☐ | |
| d. | Curb Cuts | ☒ | ☐ | ☐ |
| e. | Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | ☒ | ☐ | ☐ |
| f. | Building Extensions into the sidewalk, such as stairs and stoops | ☒ | ☐ | ☐ |

**APPLICANT: General Project Information**

Additional Explanation / Comments: _____

# COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

**DEPARTMENTAL REVIEW: General Project Information**

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# COMPLETE STREETS HANDBOOK CHECKLIST

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## 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 | 12 / 11.3 / 11.3 | 11.3 / 11.3 |
| 23rd | 12 / 12 / 12 | 12 / 12 |
| Sansom | 10 / 14 / 14.8 | 14.8 / 14.8 |
| Bonsall | 10 / 7 / 7 | 7 / 7 |

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 | 6 / 7.3 / 7.3 |
| 23rd | 6 / 8 / 8 |
| Sansom | 5 / 11.3 / 11.3 |
| Bonsall | 5 / 5 / 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 |
|---|---|---|
| Driveway | 24.3' | Sansom |
| | | |
| | | |
| | | |

**PROPOSED** VEHICULAR INTRUSIONS

| INTRUSION TYPE | INTRUSION WIDTH | PLACEMENT |
|---|---|---|
| Driveway | 14' | Sansom |
| Driveway | 14' | Sansom |
| | | |
| | | |

# COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

## PEDESTRIAN COMPONENT (continued)

| | | | DEPARTMENTAL APPROVAL |
|---|---|---|---|
| 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 ☐ | YES ☐ NO ☐ |

**APPLICANT: Pedestrian Component**

Additional Explanation / Comments: _____

**DEPARTMENTAL REVIEW: Pedestrian Component**

Reviewer Comments:

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# COMPLETE STREETS HANDBOOK CHECKLIST

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## 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<br>Existing / Proposed |
|---|---|
| Walnut | 0/0 |
| 23rd | 1/0 |
| Sansom | 0/0 |
| Bonsall | 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<br>Recommended / Existing / Proposed |
|---|---|
| Walnut | 6 / 4 / 4 |
| 23rd | 4 / 4 / 4 |
| Sansom | 3.5 / 3.5 / 3.5 |
| Bosnall | 3.5 / 3.5 / 3.5 |

| | | | | DEPARTMENTAL APPROVAL | |
|---|---|---|---|---|---|
| 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 ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| • Lighting | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| • Benches | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| • Street Trees | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| • Street Furniture | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 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 ☐ |

# COMPLETE STREETS HANDBOOK CHECKLIST

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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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# COMPLETE STREETS HANDBOOK CHECKLIST

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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

    The Redevelopment will provide bike parking off street. The nature of the mixed-use redevelopment will increase the walkability of the surrounding neighborhood's residents.

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 |
|---|---|---|---|---|
| 2301 Walnut Street | 60 | 0 / 0 | 0 /4 | 4 / 63 |
| ____ | ____ | ____/____ | ____/____ | ____/____ |
| ____ | ____ | ____/____ | ____/____ | ____/____ |
| ____ | ____ | ____/____ | ____/____ | ____/____ |

| | | | | DEPARTMENTAL APPROVAL | |
|---|---|---|---|---|---|
| 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 | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| • Buffered Bike Lane | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| • Bicycle-Friendly Street | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| • Indego Bicycle Share Station | YES ☐ | NO ☐ | N/A ☒ | 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: _____

**DEPARTMENTAL REVIEW: Bicycle Component**

Reviewer Comments:

# COMPLETE STREETS HANDBOOK CHECKLIST

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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 ☒ | NO ☐ | | YES ☐ | NO ☐ |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | | | | YES ☐ | NO ☐ |

**APPLICANT: Curbside Management Component**

Additional Explanation / Comments: _____

**DEPARTMENTAL REVIEW: Curbside Management Component**

Reviewer Comments:

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# COMPLETE STREETS HANDBOOK CHECKLIST

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## VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage:

| STREET | FROM | TO | LANE WIDTHS Existing / Proposed | DESIGN SPEED |
|---|---|---|---|---|
| N/A | ____ | ____ | ____/____ | ____ |
| ____ | ____ | ____ | ____/____ | ____ |
| ____ | ____ | ____ | ____/____ | ____ |
| ____ | ____ | ____ | ____/____ | ____ |

| | | | | DEPARTMENTAL APPROVAL | |
|---|---|---|---|---|---|
| 33. What is the maximum AASHTO design vehicle being accommodated by the design? | SU-30 | | | YES ☐ | NO ☐ |
| 34. Will the project affect a historically certified street? An inventory of historic streets[1] is maintained by the Philadelphia Historical Commission. | YES ☐ | NO ☒ | | YES ☐ | NO ☐ |
| 35. Will the public right-of-way be used for loading and unloading activities? | YES ☐ | NO ☒ | | YES ☐ | NO ☐ |
| 36. Does the design maintain emergency vehicle access? | YES ☒ | NO ☐ | | YES ☐ | NO ☐ |
| 37. Where new streets are being developed, does the design connect and extend the street grid? | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 38. Does the design support multiple alternative routes to and from destinations as well as within the site? | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| 39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? | YES ☒ | NO ☐ | | YES ☐ | NO ☐ |

**APPLICANT: Vehicle / Cartway Component**

Additional Explanation / Comments: _____

**DEPARTMENTAL REVIEW: Vehicle / Cartway Component**

Reviewer Comments:

(1) http://www.philadelphiastreets.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 ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |
| 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |

**APPLICANT: Urban Design Component**

Additional Explanation / Comments: _____

**DEPARTMENTAL REVIEW: Urban Design Component**

Reviewer Comments: _____

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# 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 |
|---|---|---|
| N/A | ____ | ____ |
| ____ | ____ | ____ |
| ____ | ____ | ____ |
| ____ | ____ | ____ |

| | | | | DEPARTMENTAL APPROVAL | |
|---|---|---|---|---|---|
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time? | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 45. Does the design provide adequate clearance time for pedestrians to cross streets? | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? *If yes, City Plan Action may be required.* | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan? | | | | YES ☐ | NO ☐ |
| • Marked Crosswalks | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| • Pedestrian Refuge Islands | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| • Signal Timing and Operation | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| • Bike Boxes | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |

**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments: _____

**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: _____

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## 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. | SEPTA Buses stop at 23rd and Walnut, at the Site location.<br>Trolley Stop at 22nd and Market is within 400 meters of the entry. |
| (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. | All Parking will be underground |
| (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. | (2) Electric Vehicle Spaces 6.25%<br>(5) Car Share Spaces 15.6%<br>Total Proposed Spaces : 32 |
| (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] | Site does not front any railways. |
| (5) Bike Share Station | Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. | No, bike share station would interrupt pedestrian walkways |





| | | |
|---|---|---|
| **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. | Yes, Plant selections made to minimize irrigation requirement |
| **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 open space required. Vegetated spaces are provided in the Public Space |
| (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 | Yes, the project will conform to the requirements of the Philadelphia Water Department (PWD) for management of the stormwater runoff within the property boundary, but will not manage additional runoff from adjacent streets or provide a green street |
| (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. Reduction of the heat island effect will be achieved through hardscapes with high reflectance values & shading by trees & structures. |
| **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 both they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC.[ii] | The project will pursue Option 1 under IECC 2018 by following ANSI/ASHRAE/IESNA 90.1, specifically ASHRAE 90.1-2016. |
| (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 | At this time, it is unclear if/how much the energy savings the project can provide beyond code minimum |





| | | |
|---|---|---|
| | 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] | Yes. Merv 13 air filters will be provided prior to occupancy |
| (13) On-Site Renewable Energy | Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. | No. Currently no on-site renewable energy is to be provided at this time. |
| **Innovation** | | |
| (14) Innovation | Any other sustainable measures that could positively impact the public realm. | No additional sustainability measures are planned at this time. |

[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/l/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf
and the "What Code Do I Use" information sheet:
https://www.phila.gov/l/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



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