1826 CHESTNUT ST.

CIVIC DESIGN REVIEW

DECEMBER 21, 2022

CONTENTS

DEVELOPMENT TEAM

GOODMAN PROPERTIES

636 Old York Road, 2nd Floor
Jenkintown, PA 19046

cecil baker + partners
ARCHITECTS

234 Market Street, 4th Floor
Philadelphia, PA 19106

Stantec

1500 Spring Garden, Suite 1100
Philadelphia, PA 19130

CDR PROJECT APPLICATION FORM

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

L&I APPLICATION NUMBER: ZP-2021-013557

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

Application includes new construction or an expansion that creates 272,273 square feet of new GFA.

Application includes new construction or an expansion that creates 213 additional dwelling units.

PROJECT LOCATION

Planning District: Central **Council District:** 5th District

Address: 1826 Chestnut Street
Philadelphia, PA 19103-4902

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

CONTACT INFORMATION

Applicant Name: Robert Careless dba Cozen O'Connor, P. C. **Primary Phone:** (215) 665-4798

Email: rcareless@cozen.com **Address:** One Liberty Place
1650 Market Street, Suite 2800
Philadelphia, PA 19103

Property Owner: Sam's Place Realty Associates L. P. **Developer** Goodman Properties

Department of Planning and Development
Civic Design Review
CITY OF PHILADELPHIA

SITE CONDITIONS

Site Area: 13,635 SF

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

Proposed Use:

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

- *Below Grade Parking: 27,338 SF*
- *Commercial: 27,461 SF*
- *Amenity / Back-of House: 13,837*
- *Residential: 252,369 SF / 213 Dwelling Units*

Proposed # of Parking Units: 64

COMMUNITY MEETING

Community meeting held: Yes ____ No X

If yes, please provide written documentation as proof.

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

Date: TBD * **Time:** TBD *

* We are in communication with the Center City Resident's Association about the project and will be scheduling a meeting with them.

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ____ No ____ NA___X__

If yes, indicate the date hearing will be held:

Date: ____

PROJECT DESCRIPTION

1826 CHESTNUT STREET is is a proposed mixed-use development that will include market-rate rental apartments over a multi-story podium incorporating the facades of the existing historic 1921 Aldine Theater building that will include multi-level commercial space, the apartment lobby, amenity and BOH spaces, the automated parking access area and loading. Two below-grade levels will include an automated mechanical parking system. The site occupies the southeast corner of 19th and Chestnut Streets and is currently a single-story commercial space within the envelope of the existing building. The proposed 46 story, 585'-0" tall high-rise building will include:

• 213 Dwelling Units: Located on floors 5 thru 45, in a mix of one bedroom, two bedroom and two bedroom plus den units. The multi-level penthouse unit will be larger.
• Commercial Space: Totaling 27,461 SF distributed over floors 1 thru 3, is located primarily along the Chestnut Street edge at the first floor and the entire second and third floors with the exception of core and vertical circulation elements.
• Residential Amenities: The entry courtyard/garden, lobby, mail, package room and bicycle parking room (for 74 bikes) are located at the first floor. Other amenities will be located overlooking the streets along the north and west edges of the fourth floor along with back-of-house mechanical and utility spaces at the land-locked southeast corner. Other mechanical space is located at the 45th floor and rooftop.
• Parking: 27,338 SF of mechanical accessory parking for 64 cars is located in two below-grade levels accessed via automated vehicle lifts at the first floor entered through a vehicle court from 19th Street.
• Loading: Enclosed loading spaces, accessed from 19th Street, are located in a tandem arrangement just south of the vehicle entry and lift areas at the first floor.

The 13,635 SF site is zoned CMX-5 and the 272,273 SF as-of-right project makes use of the base zoning allowable 1200% FAR, LEED Gold Certification Bonus of 200%, Below Grade Parking Bonus of 200% and the Low Income Housing Bonus (via contribution) of 400% for a total of 2000% FAR. The commercial area which totals 8% of the allowable FAR is not attributable to the FAR calculation. No variances are sought for this project.

The project occupies the entire site including the footprint of the existing building that is currently a single story/volume commercial space, plus the infill of an existing private alley along the east edge of the site. The commercial space access is via the existing entry in the curved wall at the corner of 19th and Chestnut Streets. The residential entry is from 19th Street through an outdoor courtyard/garden space between the existing west façade and new glass façade enclosure which is setback nearly eighteen feet. South of the residential entry on 19th Street are the parking and loading access via new openings in the existing façade. The elevator and stair core rises more-or-less at the middle of the site and connects the below-grade through roof top levels. The mass of the tower is situated closest to the street corner at the north and west edges of the site where it aligns with the walls of the existing building. This arrangement maintains enough distance from the eastern and southern property lines to allow for plentiful window openings and keeps the south wall as far as possible from the proposed high-rise development on the parcels immediately to the south at 19th and Sansom Streets. The north and west walls of the tower are set back nine feet at the third and fourth floors to create a horizontal band of open area above the existing building's parapet. Significant setbacks occur at the fifteenth and twenty-fifth floors as the tower ascends with the typical floor plates reducing in area along their south and east edges. Residential accessory terraces are carved out of the corners of the upper floors and occur also at rooftops of set-back floors. The bulk and massing of the design meets the requirements of the skyplane analysis.

MATERIALS

The existing historic building facades at 1826 Chestnut Street were constructed in 1921 of Limestone (at the base) and brick with terra cotta architectural elements such as window surrounds, pilaster bases and capitals, festoon panels and dentilled cornice and parapet copings. This historic fabric along with the wood windows will be restored following the Secretary of the Interior's Standards for Rehabilitation.

The new construction, sitting partially behind the existing façade (at the entry court/garden and vehicle entry court) is enclosed with a metal and glass window wall system for the first four floors as it rises, setback nearly eighteen feet from the existing façade to the underside of the fifth floor where the overbuild transitions northward and westward to align with the planes, including curved corner, of the existing street facades. This creates a one-to-two story horizontal gap above the existing parapet where the new glass enclosure is setback nine feet, allowing the tower to float above the existing facades and gives the existing massing and materials some breathing room.

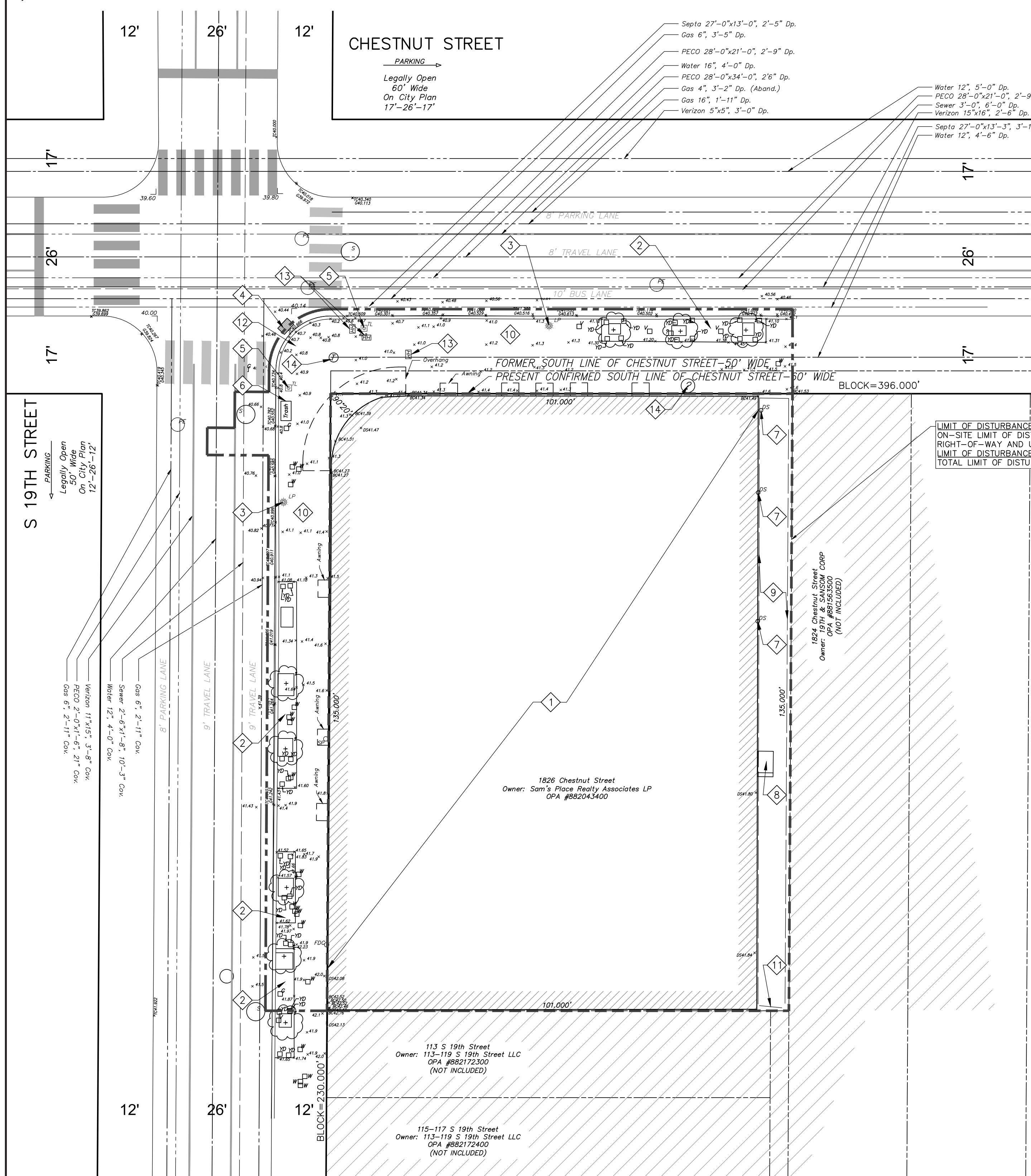
The tower masses are broken down and articulated with a metal wall panel system with punched window openings, a sleek glass window wall system (with minimally expressed mullions) and more articulated window wall (with expressed mullions). The opaque appearing materiality rises continuously from the tower's base, floating above the existing facades, to the highest point at the curved corner. The grid of wall panels and windows steps down on the north and west facades as these walls extend towards the east and south respectively. This coordinates with the massing that steps back at two intervals as the floor plates change size. At the larger, lower and intermediate floor plate setbacks, the metal panel and window grid framework wrap around to the east and south facades that face the block interior. The color of the metal wall panel system is chosen to compliment the lighter tone and terra cotta elements of the existing building. The two window wall systems delicately express the southwest and northeast corners of the massing of the intermediate and smallest upper floor plates. Terraces are carved out of these corners to further reduce the budling's mass. The poured concrete core rises from within the mass of the lower floors and becomes an expressed exterior element at the southeast corner of slender upper floors where it provides contrast and anchoring of the crystalline glass enclosures which wrap around from the northeast and southwest corners.

SUSTAINABILITY

The Project's as-of-right zoning makes use of the Green Building Bonus for a 200% increase in floor area ratio. Thus, the Project must achieve Gold Certification utilizing LEED BD+C: New Construction v4. A credit checklist outlining a path to this certification is included in the Sustainable Design section of this submission package.

DEMOLITION WORK NOTES

1. EXISTING FACADE OF BUILDING TO REMAIN.
2. EXISTING TREE PITS AND ELEMENTS WITHIN TO BE REMOVED.
3. EXISTING STREET LIGHT TO BE REMOVED AND REPLACED WITH CITY STANDARD PEDESTRIAN POLE ON NEW FOUNDATION WITH LED LUMINAIRE.
4. EXISTING INLET TO BE MAINTAINED AND PROTECTED.
5. EXISTING TRAFFIC LIGHT TO BE MAINTAINED AND PROTECTED.
6. EXISTING TRASH RECEPTACLE TO BE REMOVED.
7. EXISTING DOWN SPOUT TO BE REMOVED.
8. EXISTING STEPS TO BE REMOVED.
9. EXISTING FENCE TO BE REMOVED.
10. EXISTING CONCRETE TO BE REMOVED AND REPLACED.
11. EXISTING OVERHEAD WIRES TO BE REMOVED.
12. TWO (2) EXISTING ADA RAMPORAMPS TO BE REMOVED AND REPLACED.
13. EXISTING ELECTRIC HAND HOLE LID TO BE RESET.
14. EXISTING MANHOLE LID TO BE RESET.



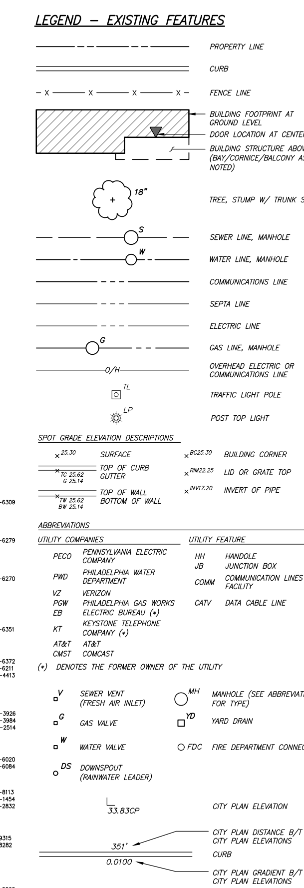
DEMOLITION NOTES:

1. ALL ABOVE AND BELOW GRADE UTILITIES AND STRUCTURES SHALL BE DEMOLISHED AS INDICATED ACCORDING TO LAW AND THE STANDARDS AND SPECIFICATIONS OF THE RESPECTIVE UTILITY COMPANY. ALL ABOVE AND BELOW GRADE UTILITIES AND STRUCTURES IN THE RIGHT-OF-WAY SHALL REMAIN AND BE PROTECTED IN PLACE UNLESS NOTED OTHERWISE.
2. ALL LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLAN HAVE BEEN DEVELOPED FROM EXISTING UTILITY RECORDS AND/OR ABOVE GROUND EXAMINATION OF THE SITE. COMPLETENESS OR ACCURACY OF LOCATION AND DEPTH OF UNDERGROUND UTILITIES OR STRUCTURES CANNOT BE GUARANTEED. CONTRACTOR MUST VERIFY DEPTH AND LOCATION OF ALL UNDERGROUND UTILITIES AND FACILITIES BEFORE START OF WORK, AS PER ACT 38.
3. CONTRACTOR SHALL CARRY OUT DEMOLITION IN SUCH WAY AS TO PROTECT SITE ELEMENTS TO REMAIN. SITE ELEMENTS DAMAGED BY THE CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE OWNER.
4. SITE CLEARING SHALL INCLUDE THE REMOVAL AND PROPER DISPOSAL OF ALL MATERIALS, TREES AND PAVEMENT ENCOUNTERED WITHIN THE DEVELOPMENT AREA, WHETHER SHOWN OR NOT. ALL DEMOLITION DEBRIS SHALL BE DISPOSED OF AT AN APPROVED LANDFILL IN ACCORDANCE WITH ALL APPLICABLE GOVERNMENTAL LAWS AND REGULATIONS. THE PROPER DISPOSAL SHALL INCLUDE ALL FEES ASSOCIATED WITH SUCH DISPOSAL. BURNING OF DEMOLITION DEBRIS IS NOT PERMITTED.
5. THE REMOVAL OF TREES SHALL INCLUDE REMOVAL OF STUMPS. DISPOSAL OF THE TIMBER SHALL BE AT THE DISCRETION OF THE CONTRACTOR.
6. DEMOLITION AND REMOVAL OF DEMOLITION DEBRIS SHALL BE CONDUCTED IN SUCH MANNER AS TO PREVENT THE SEDIMENTATION OF THE EXISTING DRAINAGE SYSTEM. ALL AREA DRAINS LOCATED IMMEDIATELY DOWNSTREAM OF THE PROJECT SHALL BE PROTECTED UNTIL COMPLETION OF THE DEMOLITION, GRADING, AND CONSTRUCTION OPERATIONS.
7. CONTRACTOR TO CUT AND CAP EXISTING UTILITIES (SANITARY, STORM, ETC...) WHICH ARE TO BE ABANDONED. REFER TO UTILITY PLAN FOR LAYOUT OF PROPOSED UTILITIES AND FOR MORE INFORMATION REGARDING THE UTILITIES WHICH ARE TO BE ABANDONED.
8. PERMANENT DISCONNECTION OF UTILITIES SHALL BE CARRIED OUT IN ACCORDANCE WITH THE CITY OF PHILADELPHIA WATER DEPARTMENT STANDARDS. TRENCH AND FOOTWAY RESTORATION TO BE CONDUCTED IN ACCORDANCE WITH THE CITY OF PHILADELPHIA DEPARTMENT OF STREETS STANDARD DETAILS AND SPECIFICATIONS.
9. THE CONTRACTOR SHALL COORDINATE THE DISPOSAL OF THE LIGHT STANDARDS AND LUMINAIRES WITH THE OWNER.
10. ALL DEMOLITION DEBRIS SHALL BE DISPOSED OF AT AN APPROVED LANDFILL IN ACCORDANCE WITH ALL APPLICABLE GOVERNMENTAL LAWS AND REGULATIONS. THE PROPER DISPOSAL SHALL INCLUDE ALL FEES ASSOCIATED WITH SUCH DISPOSAL. BURNING OF DEMOLITION DEBRIS IS NOT PERMITTED.
11. ALL EXISTING STREET LIGHTING, SIGNAGE, TRAFFIC SIGNALS AND UTILITY POLES AND ASSOCIATED ABOVE OR BELOW GRADE INFRASTRUCTURE IN THE RIGHT-OF-WAY SHALL REMAIN AND BE PROTECTED IN PLACE UNLESS NOTED OTHERWISE.
12. MAINTAIN AND PROTECT EXISTING INLETS. SHOULD THE EXISTING INLETS BE IN ANY WAY DAMAGED DURING CONSTRUCTION, THESE SHOULD BE REPAIRED TO THE SATISFACTION OF THE PWD INSPECTOR OR REPLACED PER PWD STANDARDS.
13. "D" PERMITS ARE REQUIRED FOR ALL EXISTING SERVICE CONNECTIONS TO BE ABANDONED. CONTACT L&I – WATER PERMIT ISSUANCE UNIT AT TEL. NO. 215-686-2577/78.

Committee Of Highway Supervisors Membership
January 1, 2015

[illegible]

LOCATION MAP
SCALE: 1" = 2000'



Stantec

Stantec Consulting Services Inc.
1500 Spring Garden, Suite 1100
Philadelphia PA 19130
Tel: 215.665.7000
www.stantec.com

GENERAL NOTES:

1. THIS PLAN IS NOT TO BE USED FOR TITLE OR CONVEYANCE PURPOSES.
2. PLAN MADE AS PER INSTRUCTIONS OF APPLICANT.
3. ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED. PROPERTY IS ZONED CMX-5.
4. PHILADELPHIA DISTRICT STANDARD DISTANCES TO BE USED FOR TITLE PURPOSES ONLY.
5. 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.
6. CURB GRADES TO BE REGULATED BY THE 2ND SURVEY DISTRICT.
7. THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA (SFHA) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY; THE PROPERTY LIES WITHIN ZONE X (AREA OF 0.2% ANNUAL CHANCE OF FLOOD) AND ZONE X (AREA OF MINIMAL FLOOD HAZARD) AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY NO. 420757 PANEL 42045C0150F DATED 11/18/2009.
8. INFORMATION USED TO PREPARE THIS PLAN IS AS FOLLOWS:
   - CITY PLAN NO. 308 DATED MAY 19, 1965
   - FIELD SURVEY PERFORMED IN OCTOBER 2021
   - DEEDS FURNISHED BY CLIENT.
9. ALL PROPERTIES HAVE DIRECT ACCESS TO A LEGALLY OPEN STREET ON THE CITY PLAN.
10. UTILITIES ENTER THE PREMISE FROM PUBLIC STREETS OR RIGHT-OF-WAYS.
11. ENGINEER OR SURVEYOR'S CERTIFICATION THAT ALL VALVES, MANHOLES, INLETS, AND OTHER UTILITY STRUCTURES HAVE BEEN FIELD VERIFIED AND WILL NOT CONFLICT WITH PROPOSED CURB ALIGNMENTS.
12. THIS PROJECT INVOLVES THE EARTH DISTURBANCE OF APPROXIMATELY 17,700 SF IN THE LOWER SCHUYLKILL DIRECT WATERSHED. AS SUCH, STORMWATER MANAGEMENT CONTROLS ARE NOT REQUIRED. (ERSA TRACKING NO. #FY22-CHES-6723-01)
13. THE INFORMATION SHOWN ON THIS PLAN IS FOR THE ULTIMATE USER NAMED HEREON AND IS NOT VALID TO ANY OTHER PARTIES.
14. ANY ELECTRONIC REPRODUCTION OF THIS SURVEY AND PLAN IS TO BE FOR THE USE OF THE CLIENT ONLY. STANTEC IS NOT RESPONSIBLE FOR ANY DISCREPANCIES, WHICH MAY ARISE BY THE ELECTRONIC REPRODUCTION OF THE ORIGINAL FILE AND ANY FUTURE PARTIES UTILIZING SAID COPY DO HEREBY RELEASE STANTEC FROM ANY AND ALL CLAIMS FOR DAMAGES AS A RESULT OF SAID DISCREPANCIES.
15. COPYRIGHT 2021 – ALL RIGHTS RESERVED – STANTEC NO PART OF THIS PLAN MAY BE REPRODUCED, STORED IN AN INFORMATION STORAGE AND RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM, OR BY ANY MEANS, ELECTRICAL, MECHANICAL, PHOTOCOPYING RECORDING OR OTHERWISE WITHOUT PRIOR WRITTEN PERMISSION OF STANTEC.

811
Know what's **below.**
Call before you dig.
SERIAL#: 20212933167
20212933175
ONE-CALL DATE: 2021/10/20

PWD TRACKING NO: #FY22-CHES-6723-01
STREETS ROW LOG NO: SR-2021-009238

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

OWNER/DEVELOPER:
SAM'S PLACE REALTY ASSOCIATES, LP
C/O GOODMAN PROPERTIES
636 OLD YORK ROAD
JENKINTOWN, PA 19064

Revision | By | Appd | YYYY.MM.DD

Issued | By | Appd | YYYY.MM.DD

File Name: 202711854C-101.01 | KAL | KAL | EOR | 2021.11.11
Dwn. | Dsgn. | Chkd. | YYYY.MM.DD

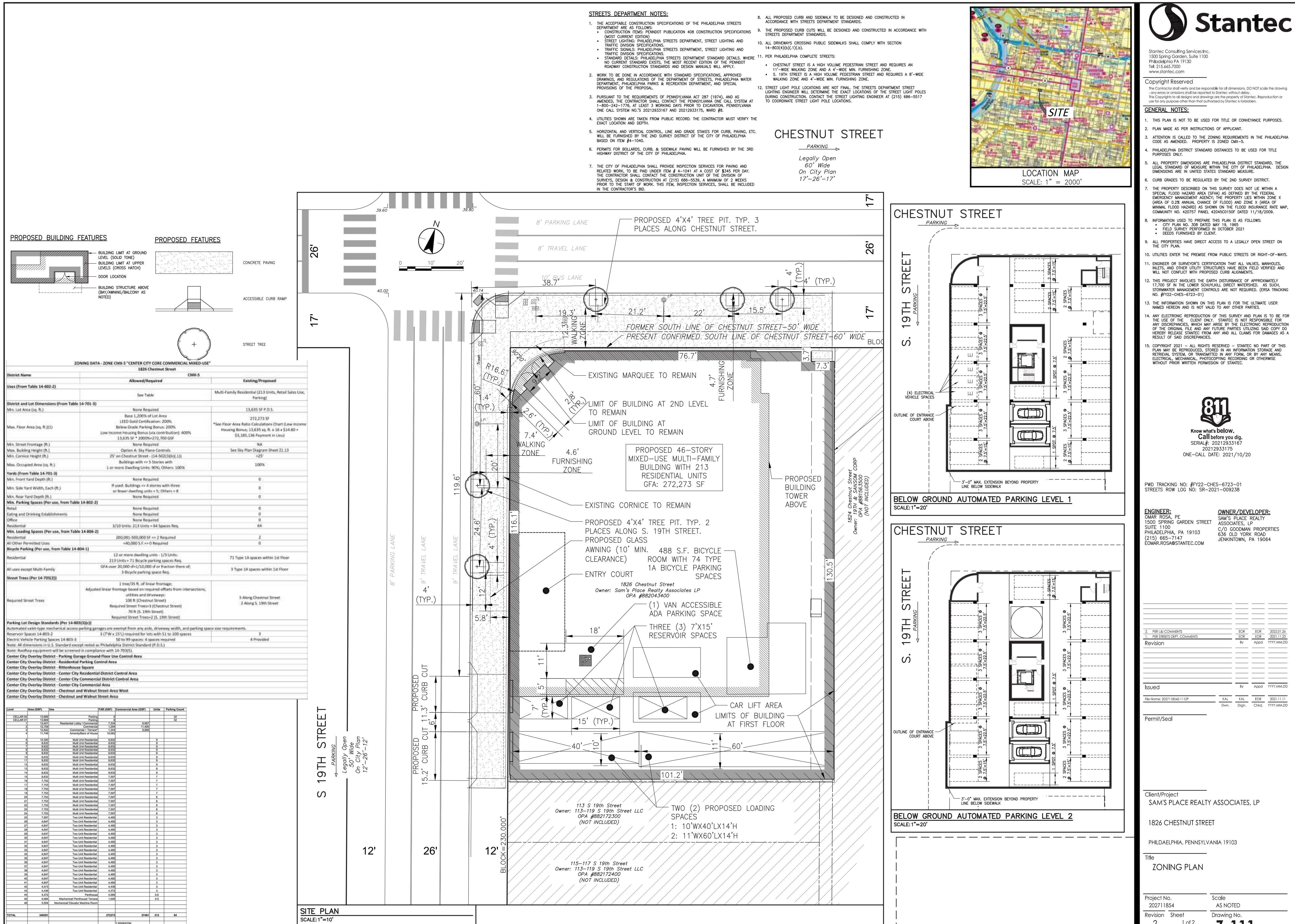
Permit/Seal

Client/Project
SAM'S PLACE REALTY ASSOCIATES, LP
1826 CHESTNUT STREET
PHILDAELPHIA, PENNSYLVANIA 19103

Title
EXISTING CONDITIONS/
DEMOLITION PLAN

Project No.	Scale
202711854	AS NOTED

Revision	Sheet	Drawing No.
0	1 of 1	C-101



STREETS DEPARTMENT NOTES:
CHESTNUT STREET
PARKING
Legally Open
60' Wide
On City Plan
17'-26'-17'
LOCATION MAP
SCALE: 1" = 2000'
SITE
Stantec
GENERAL NOTES:
PROPOSED BUILDING FEATURES
PROPOSED FEATURES
CONCRETE PAVING
ACCESSIBLE CURB RAMP
STREET TREE
8' PARKING LANE
8' TRAVEL LANE
10' BUS LANE
PROPOSED 4'X4' TREE PIT. TYP. 3 PLACES ALONG CHESTNUT STREET.
FORMER SOUTH LINE OF CHESTNUT STREET–50' WIDE
PRESENT CONFIRMED SOUTH LINE OF CHESTNUT STREET–60' WIDE
WALKING ZONE
FURNISHING ZONE
EXISTING MARQUEE TO REMAIN
LIMIT OF BUILDING AT 2ND LEVEL TO REMAIN
LIMIT OF BUILDING AT GROUND LEVEL TO REMAIN
PROPOSED 46-STORY MIXED-USE MULTI-FAMILY BUILDING WITH 213 RESIDENTIAL UNITS GFA: 272,273 SF
PROPOSED BUILDING TOWER ABOVE
EXISTING CORNICE TO REMAIN
PROPOSED 4'X4' TREE PIT. TYP. 2 PLACES ALONG S. 19TH STREET.
PROPOSED GLASS AWNING (10' MIN. CLEARANCE)
488 S.F. BICYCLE ROOM WITH 74 TYPE 1A BICYCLE PARKING SPACES
ENTRY COURT
1826 Chestnut Street
Owner: Sam's Place Realty Associates LP
OPA #882043400
(1) VAN ACCESSIBLE ADA PARKING SPACE
THREE (3) 7'X15' RESERVOIR SPACES
CAR LIFT AREA
LIMITS OF BUILDING AT FIRST FLOOR
TWO (2) PROPOSED LOADING SPACES
1: 10'WX40'LX14'H
2: 11'WX60'LX14'H
113 S 19th Street
Owner: 113–119 S 19th Street LLC
OPA #882172300
(NOT INCLUDED)
115–117 S 19th Street
Owner: 113–119 S 19th Street LLC
OPA #882172400
(NOT INCLUDED)
S 19TH STREET
PARKING
Legally Open
50' Wide
On City Plan
12'-26'-12'
PROPOSED 15.2' CURB CUT
PROPOSED 11.3' CURB CUT
BLOCK=230.000'
SITE PLAN
SCALE: 1"=10'
CHESTNUT STREET
S. 19TH STREET
BELOW GROUND AUTOMATED PARKING LEVEL 1
SCALE: 1"=20'
BELOW GROUND AUTOMATED PARKING LEVEL 2
SCALE: 1"=20'
ENGINEER:
OMAR ROSA, PE
1500 SPRING GARDEN STREET
SUITE 1100
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Client/Project
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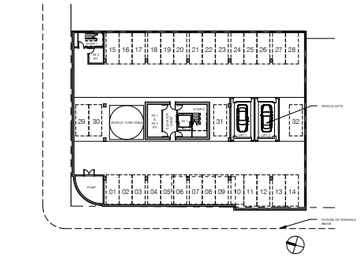
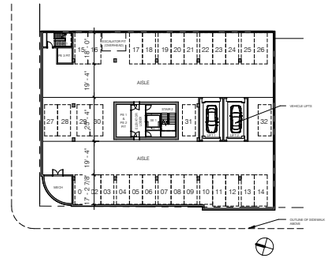
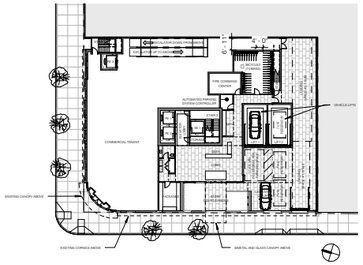
1826 CHESTNUT STREET
PHILADELPHIA, PENNSYLVANIA 19103
Title
ZONING PLAN
Project No.
2027118544
Scale
AS NOTED
Revision 2
Sheet 1 of 2
Drawing No.
Z-111



1 CELLAR 02 FLOOR PLAN
1" = 30'-0"
AUTOMATED PARKING SYSTEM



2 CELLAR 01 FLOOR PLAN
1" = 30'-0"
AUTOMATED PARKING SYSTEM



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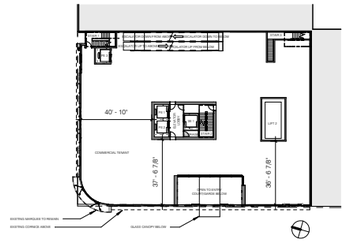

4 SECOND FLOOR PLAN
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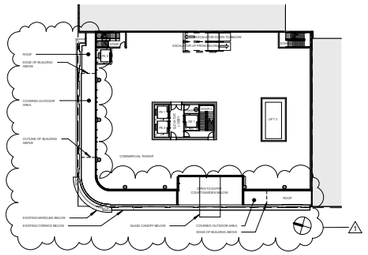

5 THIRD FLOOR PLAN
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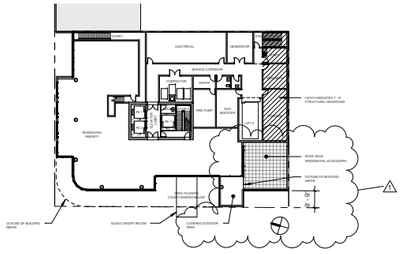
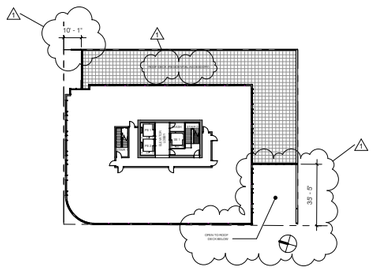
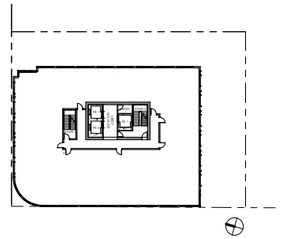


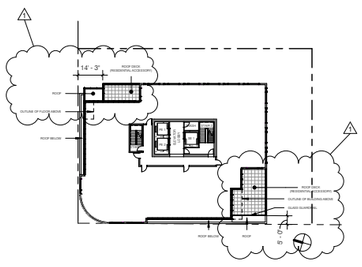
6 FOURTH FLOOR PLAN
1" = 30'-0"



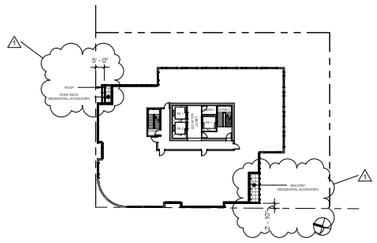
7 FIFTH FLOOR PLAN
1" = 30'-0"



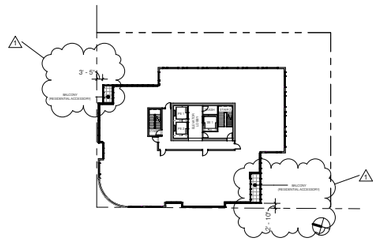
8 EIGHTH FLOOR PLAN
1" = 30'-0"
(9TH-14TH FLOORS SIMILAR)



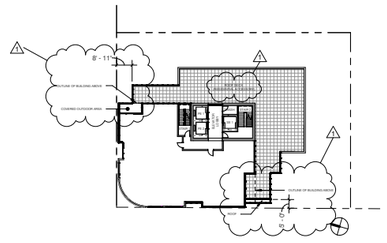
9 FIFTHTEETH FLOOR PLAN
1" = 30'-0"



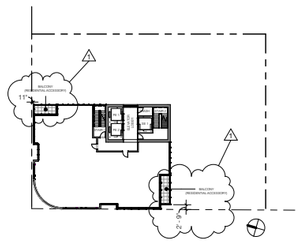
10 SIXTEENTH FLOOR PLAN
1" = 30'-0"



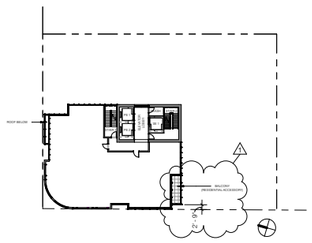
11 SEVENTEENTH FLOOR PLAN
1" = 30'-0"
(18TH-24TH FLOORS SIMILAR)



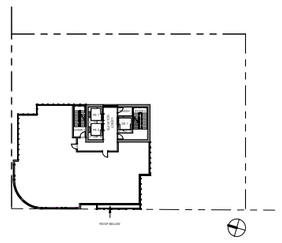
12 TWENTY-FIFTH FLOOR PLAN
1" = 30'-0"



13 TWENTY-SIXTH FLOOR PLAN
1" = 30'-0"
(27TH-41ST FLOORS SIMILAR)



14 FORTY-SECOND FLOOR PLAN
1" = 30'-0"



15 FORTY-THIRD FLOOR PLAN
1" = 30'-0"

cecil baker + partners
ARCHITECTS

234 Market Street, 4th Floor
Philadelphia, PA 19106
p: (215) 928-0202

Sam's Place Realty Associates, LP
C/O Goodman Properties
Owner/Developer
636 Old York Road
Jenkintown, PA 19064
p: (215) 885-8383

Stantec Consulting Services Inc.
Civil Engineer
1500 Spring Garden, Suite 1100
Philadelphia, PA 19130
p: (215) 665-7000

REVISIONS

No.	Date	Description
1	05/26/22	Zoning Permit Application Revisions

Project Phase:
ZONING PERMIT APPLICATION

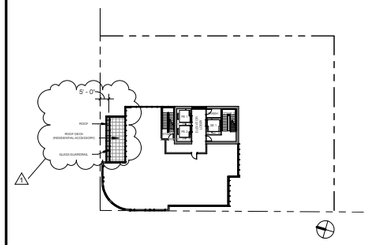
Project Name:
1826 Chestnut Street
Philadelphia, PA
19103

Drawing Title:
ZONING FLOOR PLANS CELLAR 02 THROUGH FORTY-FOURTH FLOOR

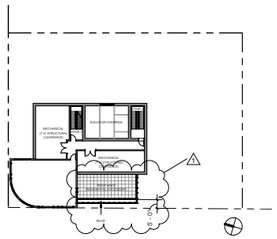
Project Number:	22007
Date:	05.26.2022
Drawn By:	ZM
Checked By:	EL

Z-112

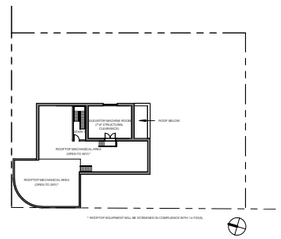
Scale: 1" = 30'-0"



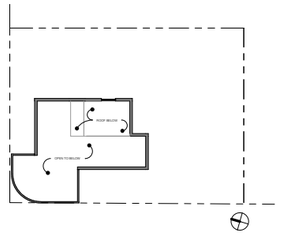
1 FORTY-FOURTH FLOOR PLAN
1" = 30'-0"



2 FORTY-FIFTH FLOOR PLAN
1" = 30'-0"
(MECHANICAL / PENTHOUSE)



3 FORTY-SIXTH FLOOR PLAN
1" = 30'-0"
(ELEVATOR MACHINE ROOM / ROOFTOP MECHANICAL)



4 ROOF PLAN
1" = 30'-0"

cecil baker + partners
ARCHITECTS

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Philadelphia, PA 19106
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Owner/Developer
636 Old York Road
Jenkintown, PA 19064
p: (215) 885-8383

Stantec Consulting Services Inc.
Civil Engineer
1500 Spring Garden, Suite 1100
Philadelphia, PA 19130
p: (215) 665-7000

REVISIONS

No.	Date	Description
1	05/26/22	Zoning Permit Application Revisions

Project Phase:
ZONING PERMIT APPLICATION

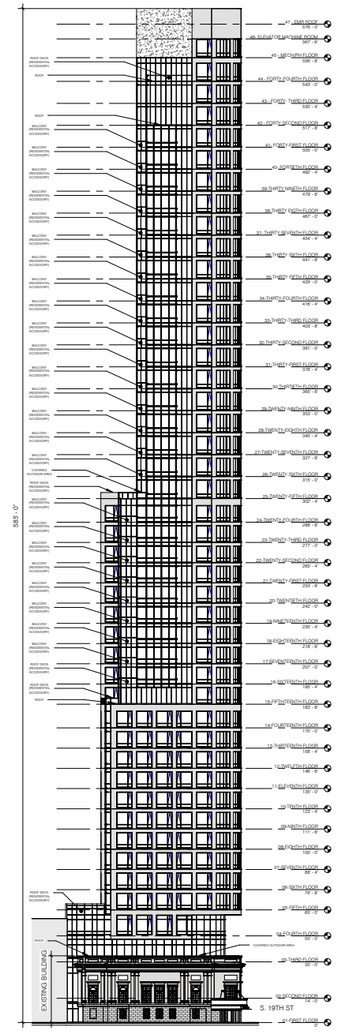
Project Name:
1826 Chestnut Street
Philadelphia, PA
19103

Drawing Title:
ZONING FLOOR PLANS FORTY-FOURTH FLOOR THROUGH ROOF

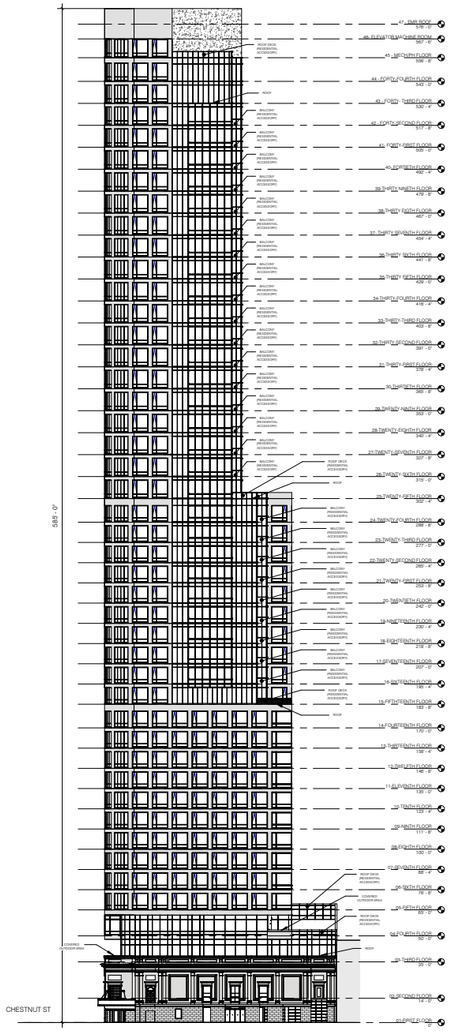
Project Number:	22007
Date:	05.26.2022
Drawn By:	ZM
Checked By:	EL

Z-113

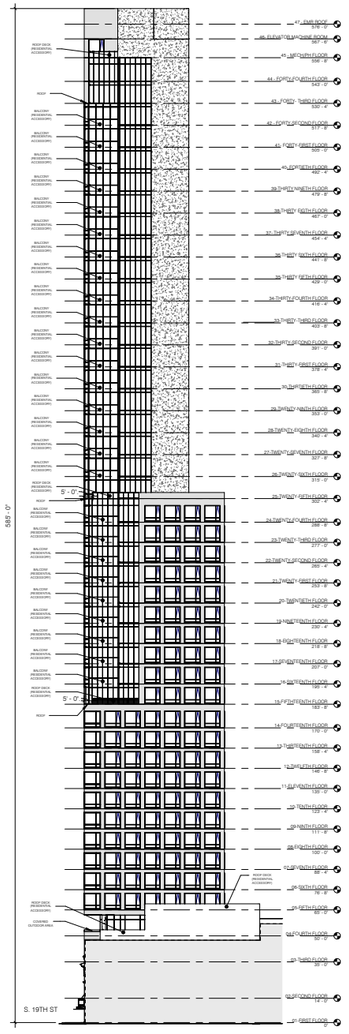
Scale: 1" = 30'-0"



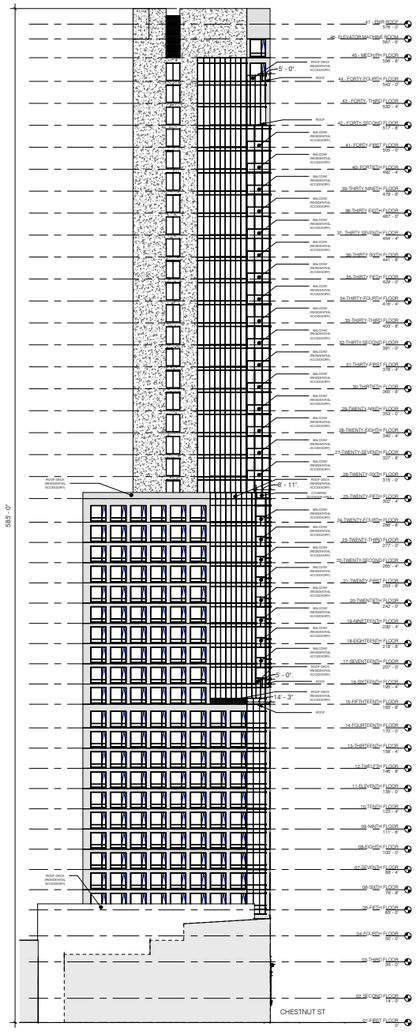
1 NORTH ELEVATION
1" = 30'-0"



2 WEST ELEVATION
1" = 30'-0"



3 SOUTH ELEVATION
1" = 30'-0"



4 EAST ELEVATION
1" = 30'-0"

cecil baker + partners
ARCHITECTS

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Philadelphia, PA 19106
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C/O Goodman Properties
Owner/Developer
636 Old York Road
Jenkintown, PA 19064
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Civil Engineer
1500 Spring Garden, Suite 1100
Philadelphia, PA 19130
p: (215) 665-7000

REVISIONS

No.	Date	Description
1	05/26/22	Zoning Permit Application Revisions

Project Phase:
ZONING PERMIT APPLICATION

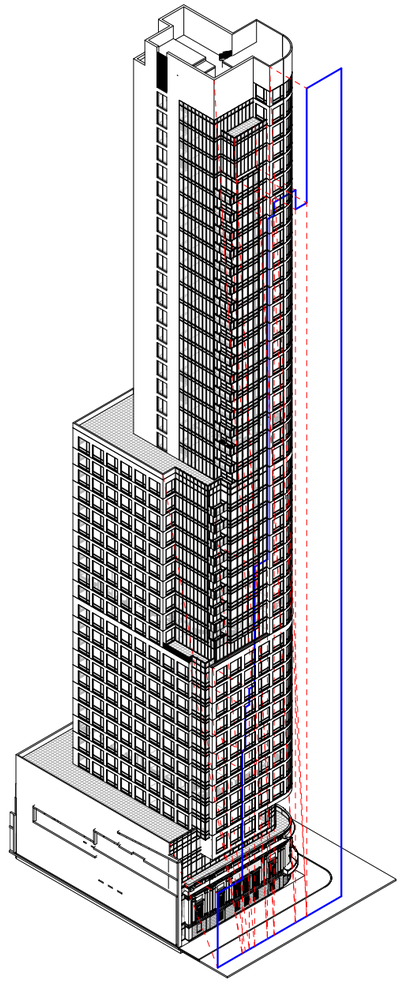
Project Name:
1826 Chestnut Street
Philadelphia, PA
19103

Drawing Title:
ZONING ELEVATIONS

Project Number:	22007
Date:	05.26.2022
Drawn By:	ZM
Checked By:	EL

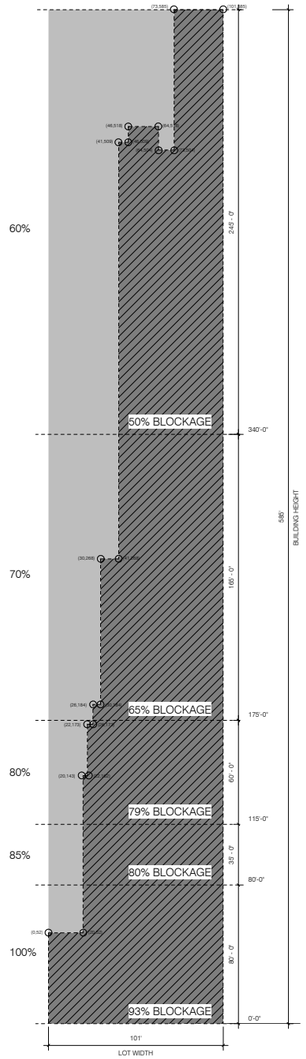
Z-114

Scale: 1" = 30'-0"

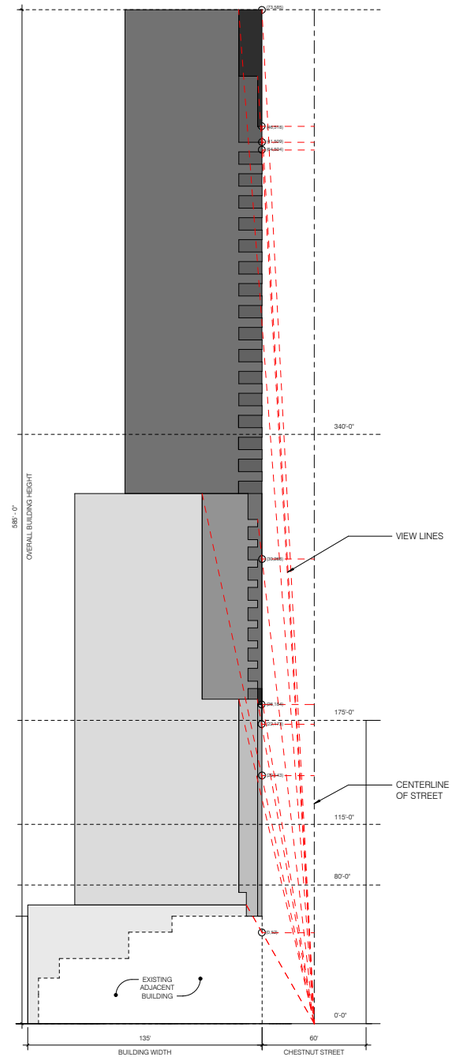


1 NORTHEAST SKYPLANE AXON

2 SKYPLANE - PLAN VIEW DIAGRAM
1" = 30'-0"



3 SKYPLANE CHESTNUT ST ELEVATION
1" = 30'-0"



4 SKYPLANE EAST-FACING ELEVATION
1" = 30'-0"

cecil baker + partners
ARCHITECTS

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Philadelphia, PA 19106
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C/O Goodman Properties
Owner/Developer
636 Old York Road
Jenkintown, PA 19064
p: (215) 885-8383

Stantec Consulting Services Inc.
Civil Engineer
1500 Spring Garden, Suite 1100
Philadelphia, PA 19130
p: (215) 665-7000

REVISIONS

No.	Date	Description

Project Phase:
ZONING PERMIT APPLICATION

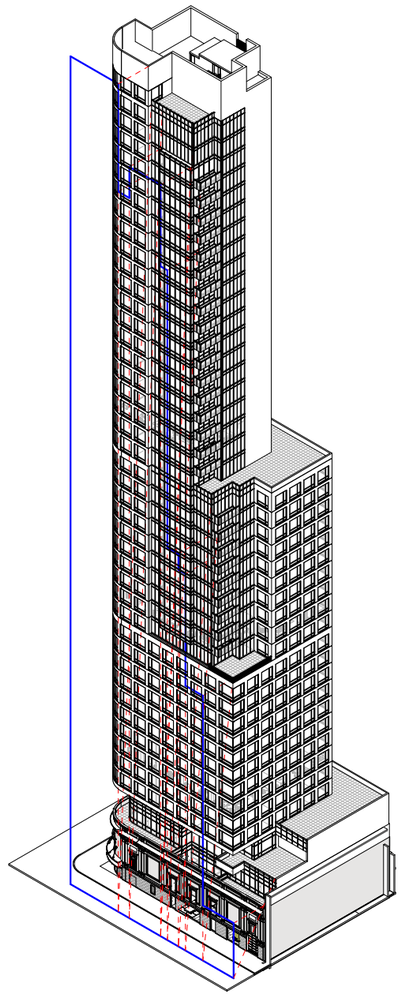
Project Name:
1826 Chestnut Street
Philadelphia, PA
19103

Drawing Title:
CHESTNUT STREET SKYPLANE ANALYSIS

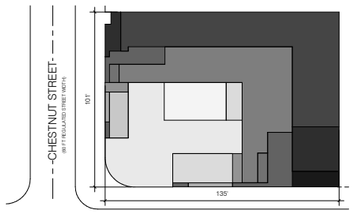
Project Number:	22007
Date:	10.22.2021
Drawn By:	ZM
Checked By:	EL

Z-115

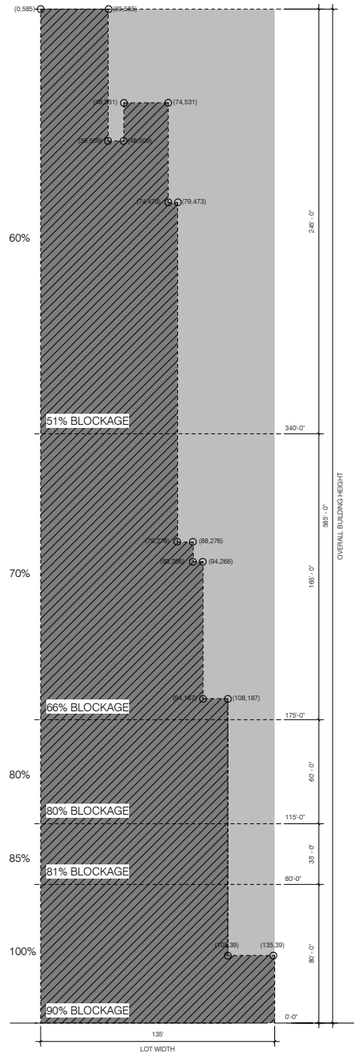
Scale: 1" = 30'-0"



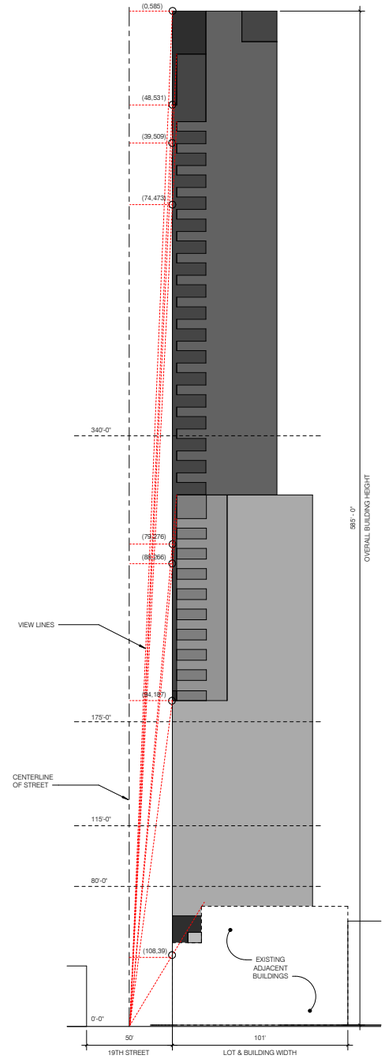
1 SOUTHWEST SKYPLANE AXON



2 SKYPLANE - PLAN VIEW DIAGRAM
1" = 30'-0"



3 SKYPLANE 19TH ST ELEVATION
1" = 30'-0"



4 SKYPLANE - SOUTH FACING ELEVATION
1" = 30'-0"

cecil baker + partners
ARCHITECTS

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Philadelphia, PA 19106
p: (215) 928-0202

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Civil Engineer
1500 Spring Garden, Suite 1100
Philadelphia, PA 19130
p: (215) 665-7000

REVISIONS

No.	Date	Description

Project Phase:
ZONING PERMIT APPLICATION

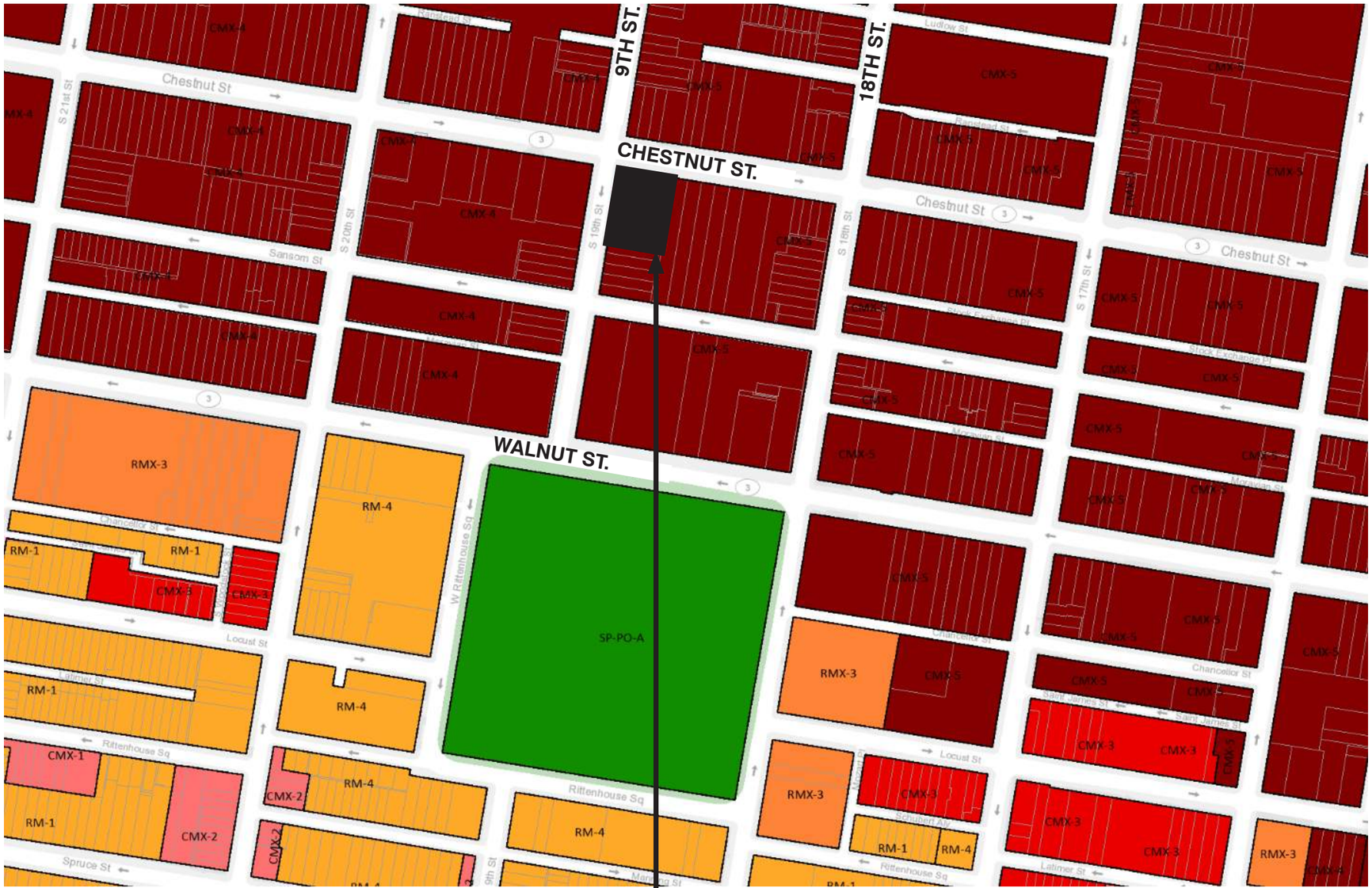
Project Name:
1826 Chestnut Street
Philadelphia, PA
19103

Drawing Title:
19TH STREET
SKYPLANE ANALYSIS

Project Number:	22007
Date:	10.22.2021
Drawn By:	ZM
Checked By:	EL

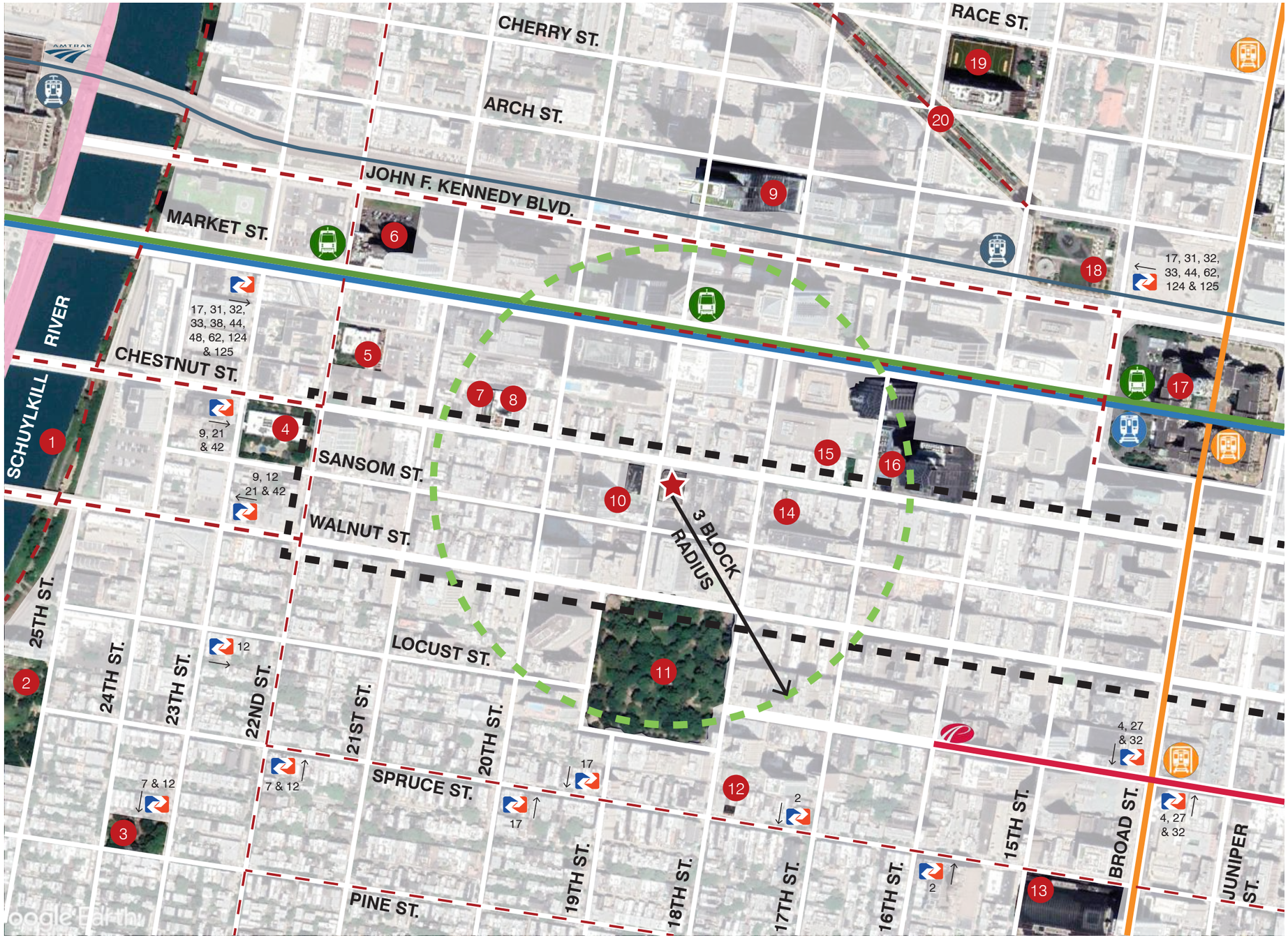
Z-116

Scale: 1" = 30'-0"



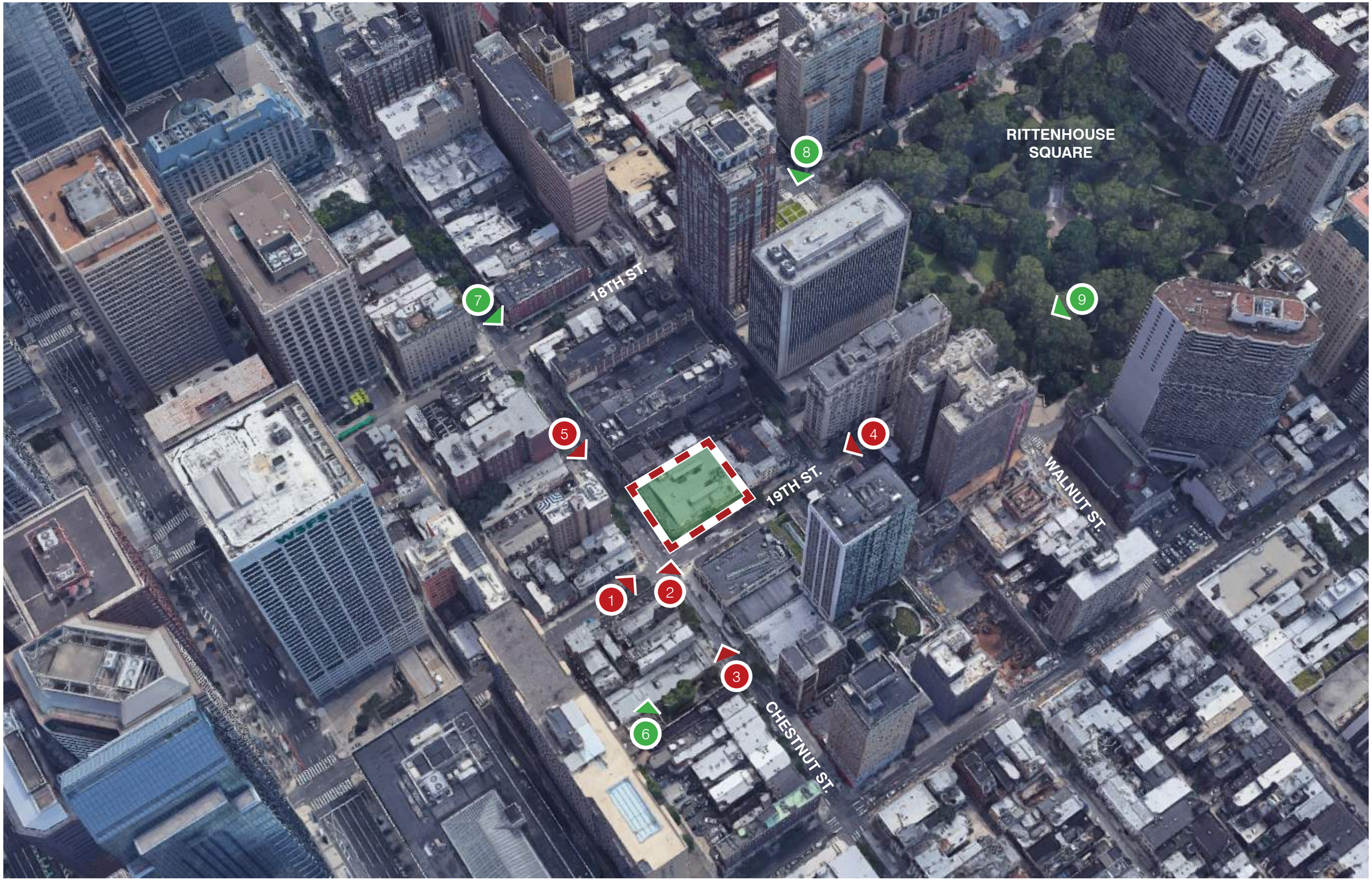
1826 CHESTNUT STREET

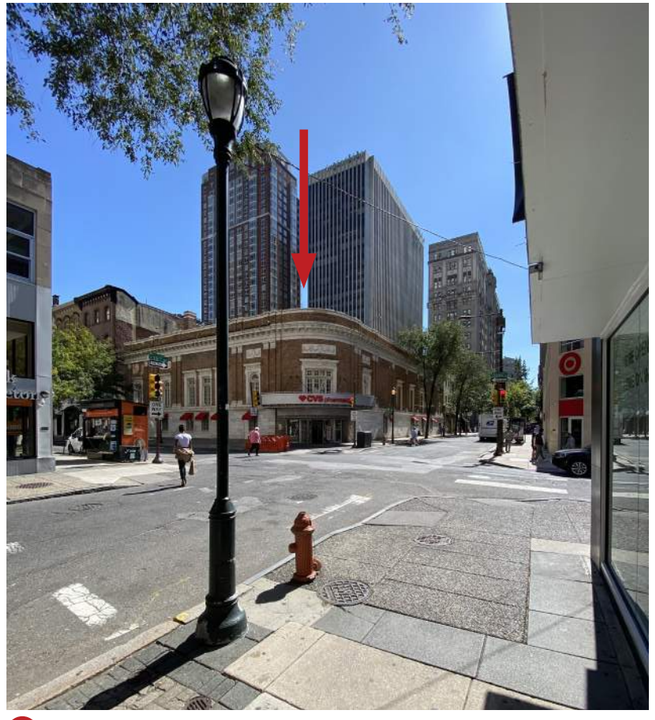
neighborhood commercial mixed-use-1	CMX-1
neighborhood commercial mixed-use-2	CMX-2
community commercial mixed-use	CMX-3
center city commercial mixed-use	CMX-4
center city core commercial mixed-use	CMX-5
residential multi-family-1	RM-1
residential multi-family-4	RM-4
residential (center city) mixed-use-3	RMX-3
recreation (rittenhouse square)	SP-PO-A



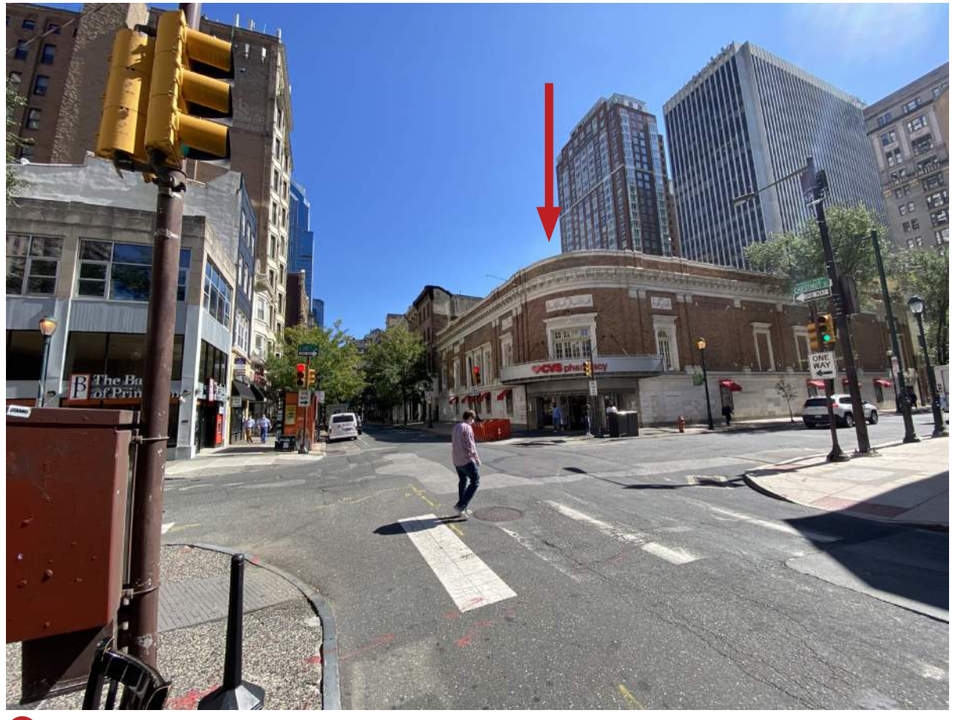
- SITE
- 1 SCHUYLKILL BANKS
- 2 SCHUYLKILL RIVER PARK
- 3 FITLER SQUARE
- 4 ALBERT M. GREENFIELD SCHOOL
- 5 THE MUTTER MUSEUM
- 6 TRADER JOE'S
- 7 FREIRE CHARTER HIGH SCHOOL
- 8 JEFFERSON URGENT CARE - RITTENHOUSE
- 9 COMCAST TECHNOLOGY CENTER
- 10 TARGET
- 11 RITTENHOUSE SQUARE
- 12 RITTENHOUSE MARKET
- 13 KIMMEL CULTURAL CAMPUS
- 14 DI BRUNO BROS
- 15 JOHN F. COLLINS PARK
- 16 LIBERTY PLACE
- 17 DILWORTH PARK & CITY HALL
- 18 LOVE PARK
- 19 FRIENDS SELECT SCHOOL
- 20 THE PARKWAY
  (ACADEMY OF NATURAL SCIENCES, CENTRAL LIBRARY, FRANKLIN INSTITUTE, BARNES FOUNDATION, RODIN MUSEUM, PHL MUSEUM OF ART, CALDER MUSEUM)
- MAJOR COMMERCIAL BLOCK
- MAJOR LOCAL STREETS
- BIKE LANES
- HIGHWAY I-76
- MARKET-FRANKFORD LINE & STATION
- BROAD STREET LINE & STATION
- TROLLEY LINES & STATION
- REGIONAL RAIL LINES & STATION
- PATCO LINE & STATION
- AMTRAK STATION
- BUSES
  (ROUTE NUMBER AND TRAVEL DIRECTION)

site location

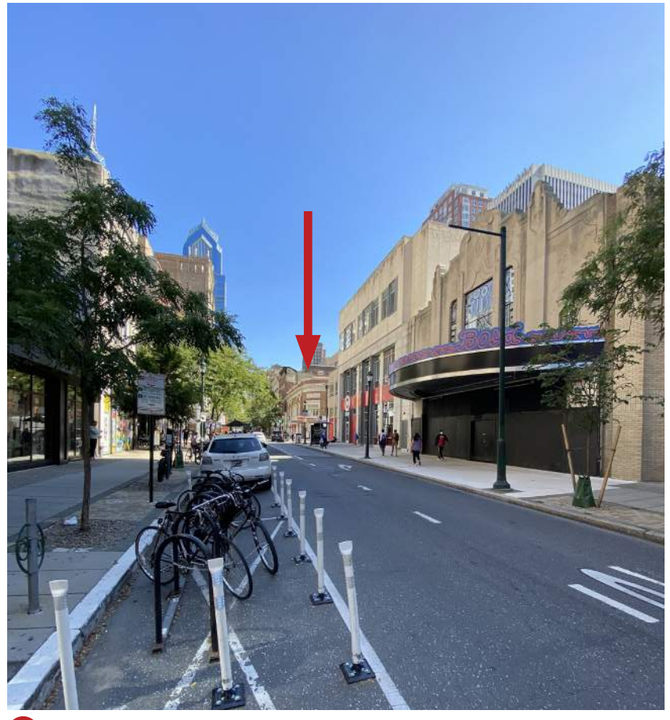

RITTENHOUSE
SQUARE
18TH ST.
19TH ST.
WALNUT ST.
CHESTNUT ST.
1
2
3
4
5
6
7
8
9



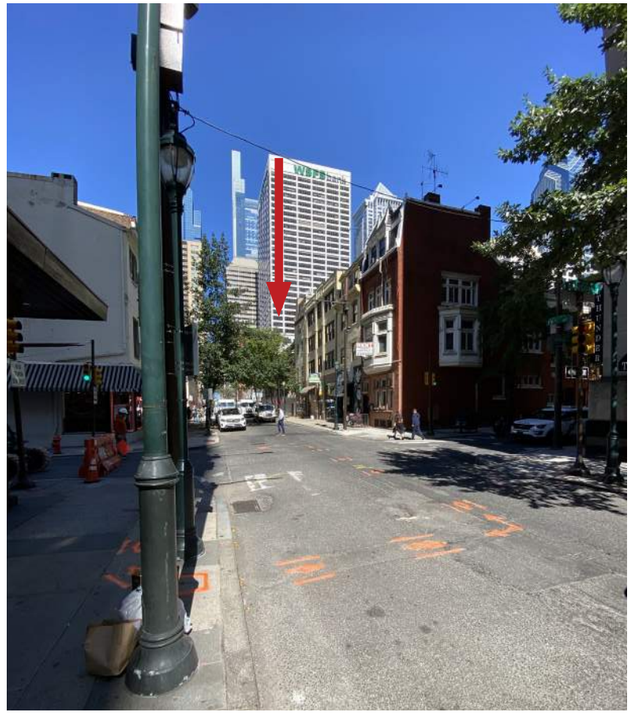
1 VIEW OF SITE FROM 19TH STREET LOOKING SOUTHEAST



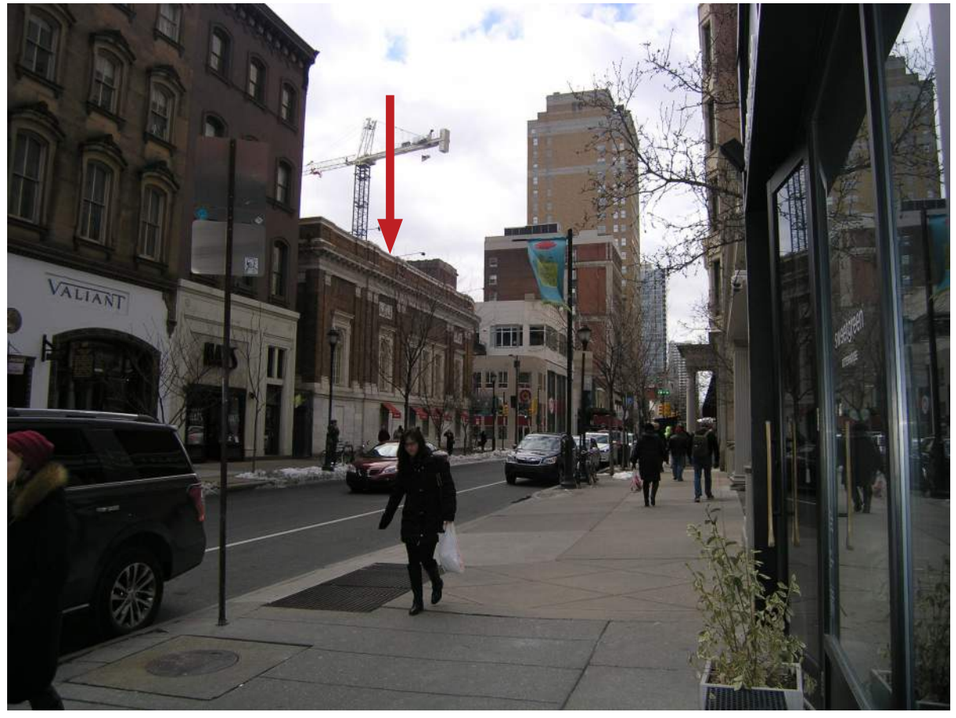
2 VIEW OF SITE FROM CHESTNUT STREET LOOKING SOUTHEAST



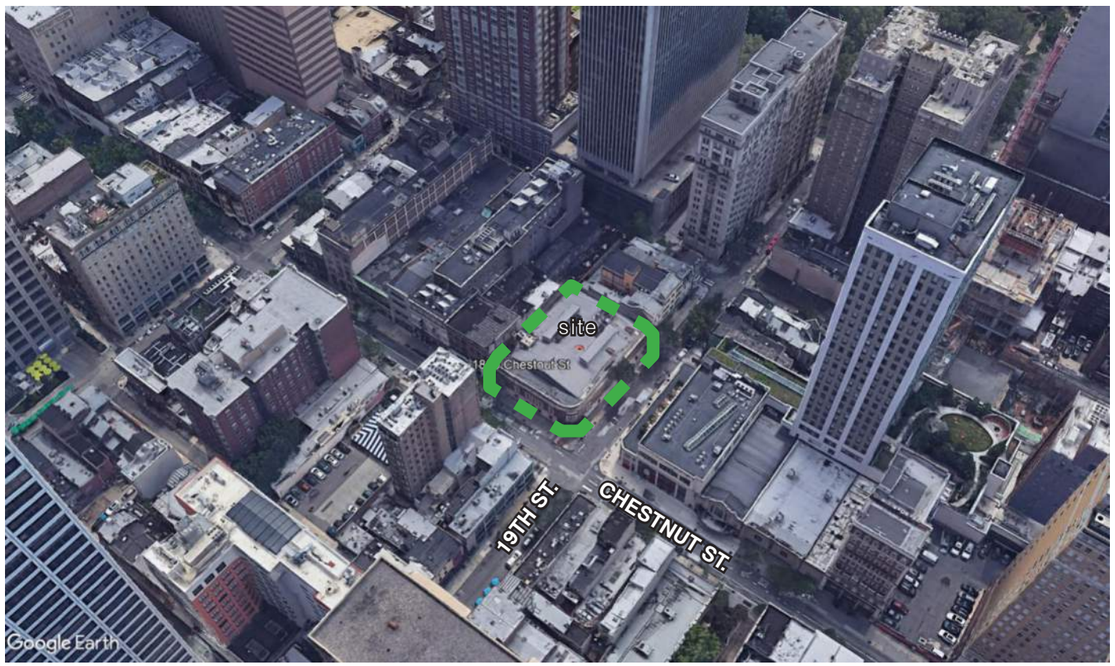
3 VIEW OF SITE FROM CHESTNUT STREET LOOKING EAST



4 VIEW OF SITE FROM 19TH STREET LOOKING NORTH

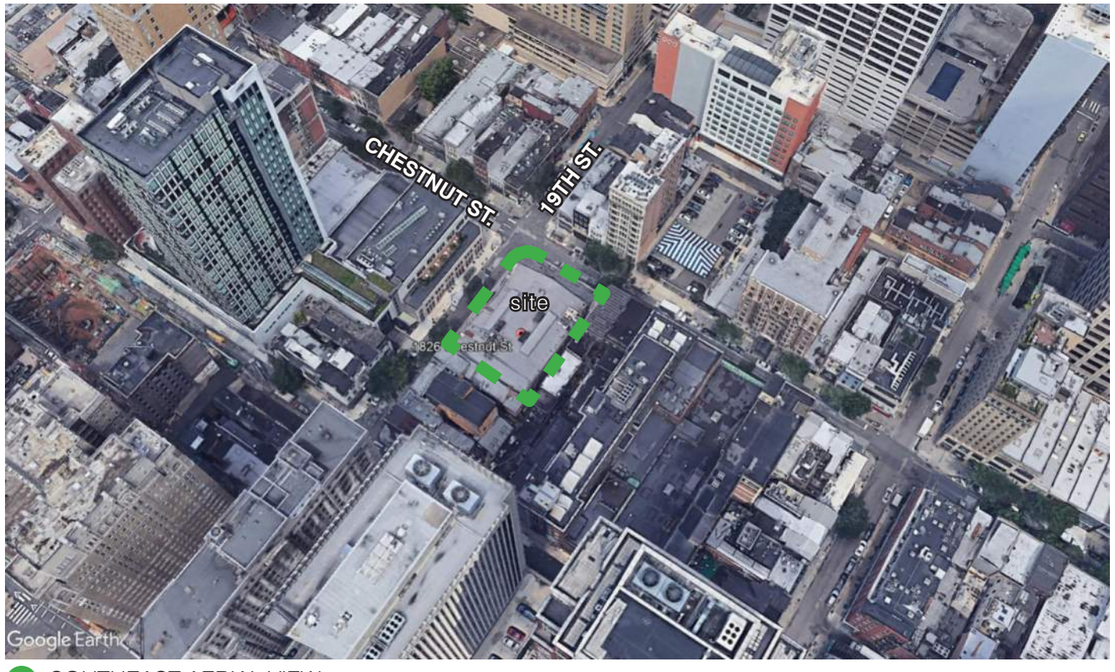


5 VIEW OF SITE FROM CHESTNUT STREET LOOKING WEST



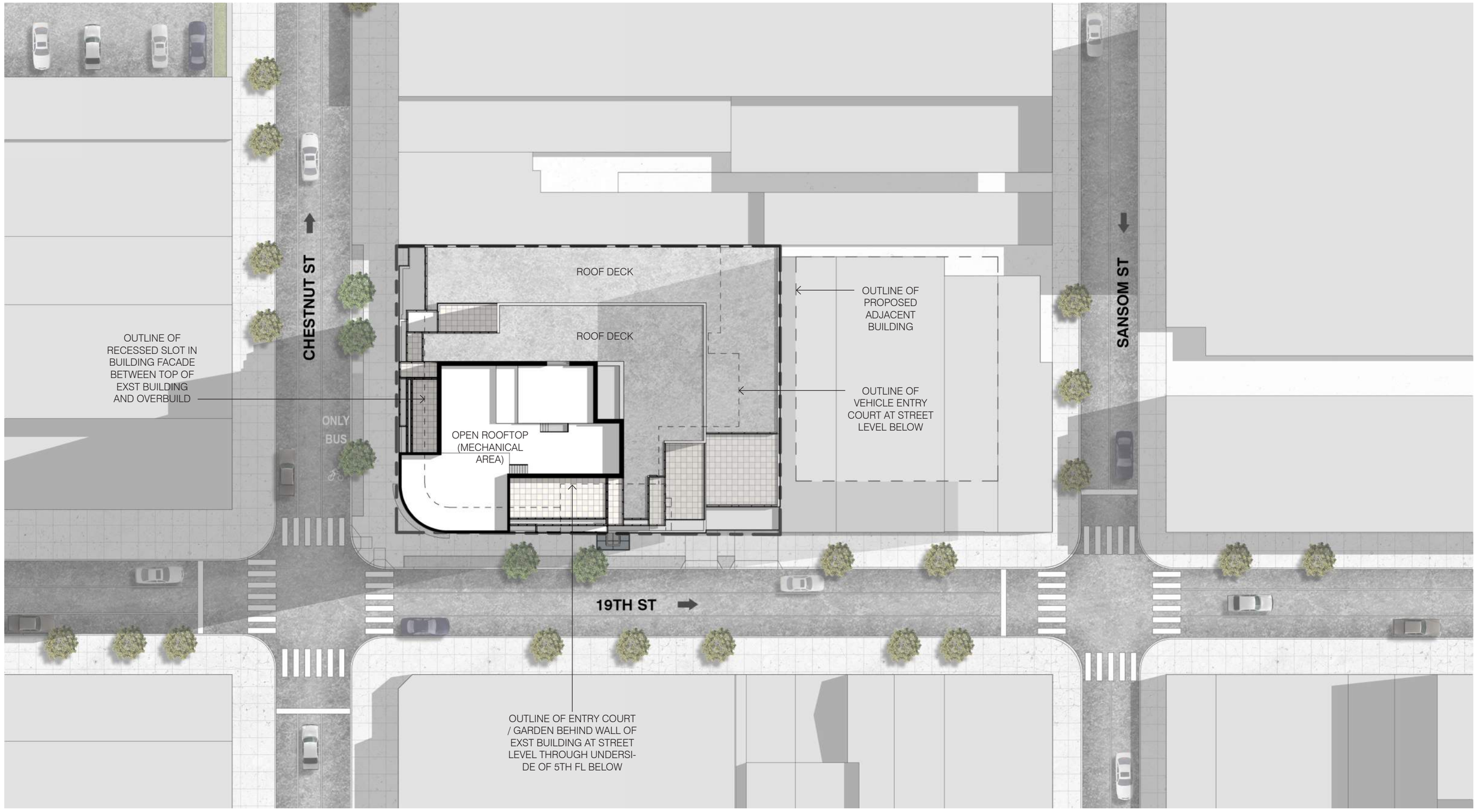
6 NORTHWEST AERIAL VIEW

7 NORTHEAST AERIAL VIEW



8 SOUTHEAST AERIAL VIEW

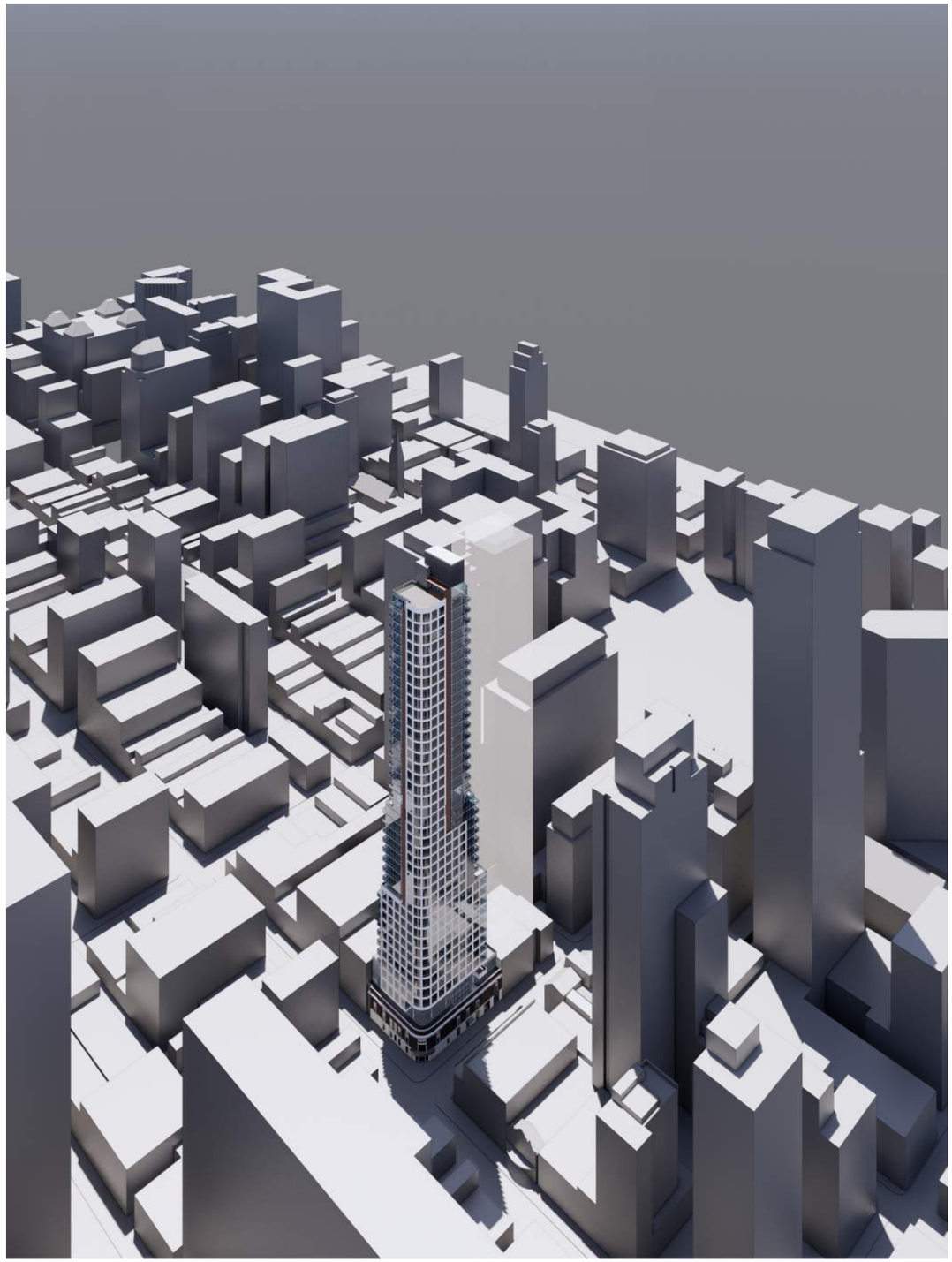
9 SOUTHWEST AERIAL VIEW


CHESTNUT ST
SANSOM ST
19TH ST
ONLY
BUS
ROOF DECK
ROOF DECK
OPEN ROOFTOP (MECHANICAL AREA)
OUTLINE OF RECESSED SLOT IN BUILDING FACADE BETWEEN TOP OF EXST BUILDING AND OVERBUILD
OUTLINE OF PROPOSED ADJACENT BUILDING
OUTLINE OF VEHICLE ENTRY COURT AT STREET LEVEL BELOW
OUTLINE OF ENTRY COURT / GARDEN BEHIND WALL OF EXST BUILDING AT STREET LEVEL THROUGH UNDERSIDE OF 5TH FL BELOW

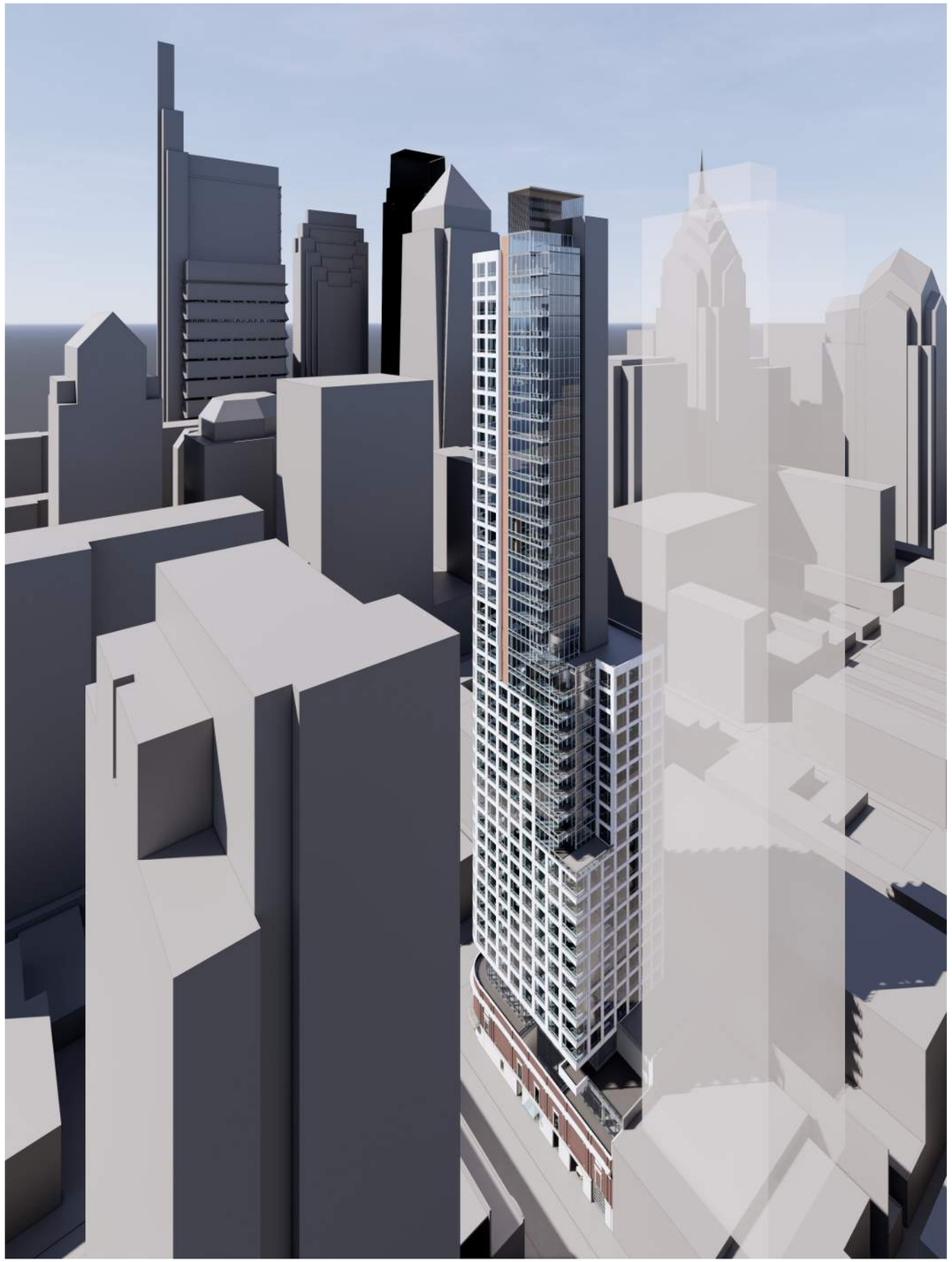
0 8' 16' 32'

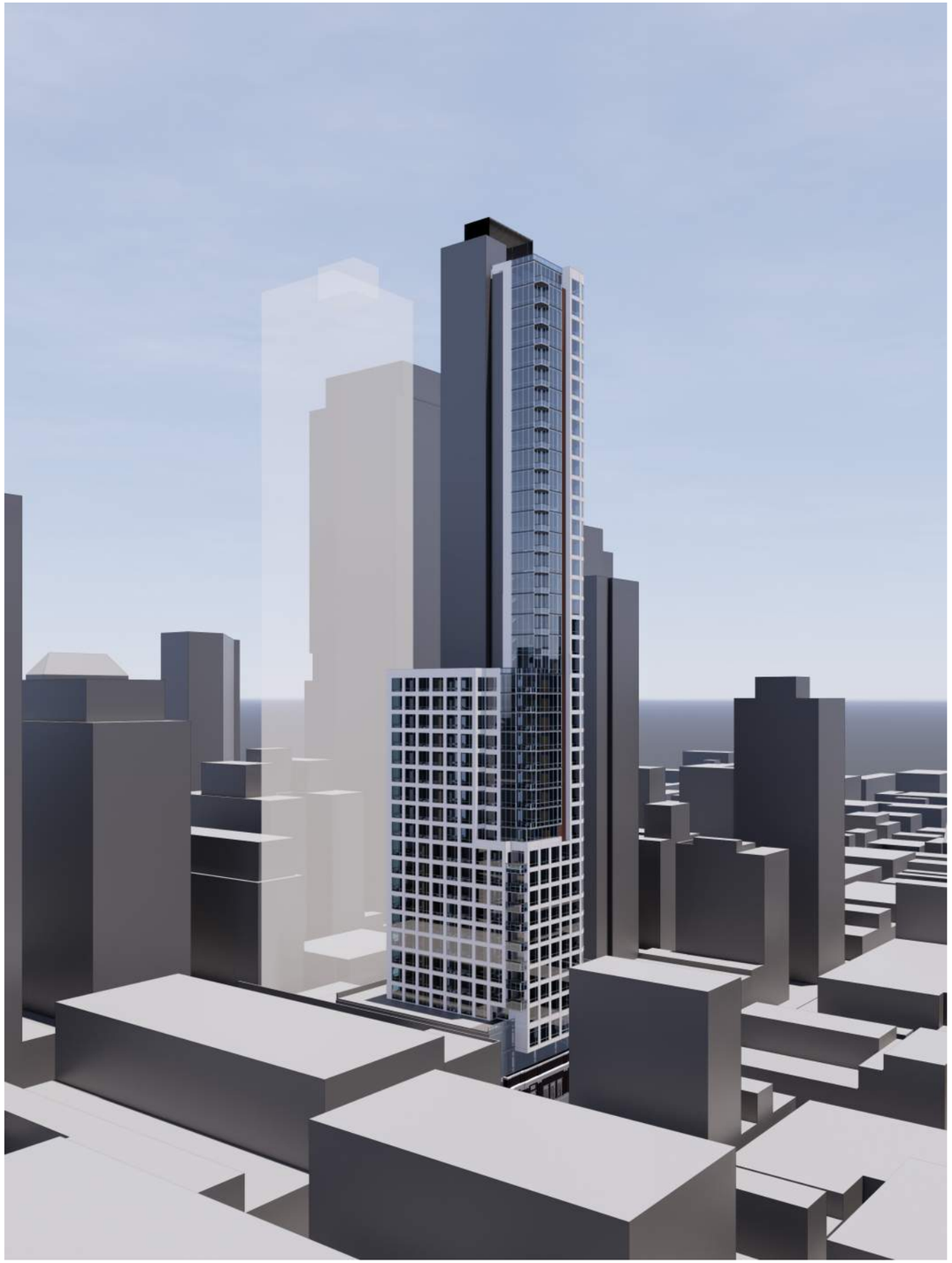
AERIAL VIEW LOOKING SOUTH

AERIAL VIEW LOOKING SOUTHEAST



AERIAL VIEW LOOKING NORTHEAST





AERIAL VIEW LOOKING SOUTHWEST

VIEW LOOKING EAST ON CHESTNUT STREET & SOUTH ON 19TH STREET

STREET VIEW LOOKING NORTH ON 19TH STREET

STREET VIEW LOOKING NORTH ON 19TH STREET

STREET VIEW LOOKING WEST ON CHESTNUT STREET

STREET VIEW LOOKING EAST ON CHESTNUT STREET

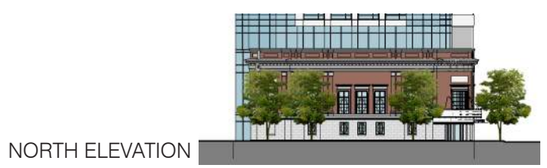
STREET TREES
PRINCETON ELM

COURTYARD PLANTINGS

BENCHES

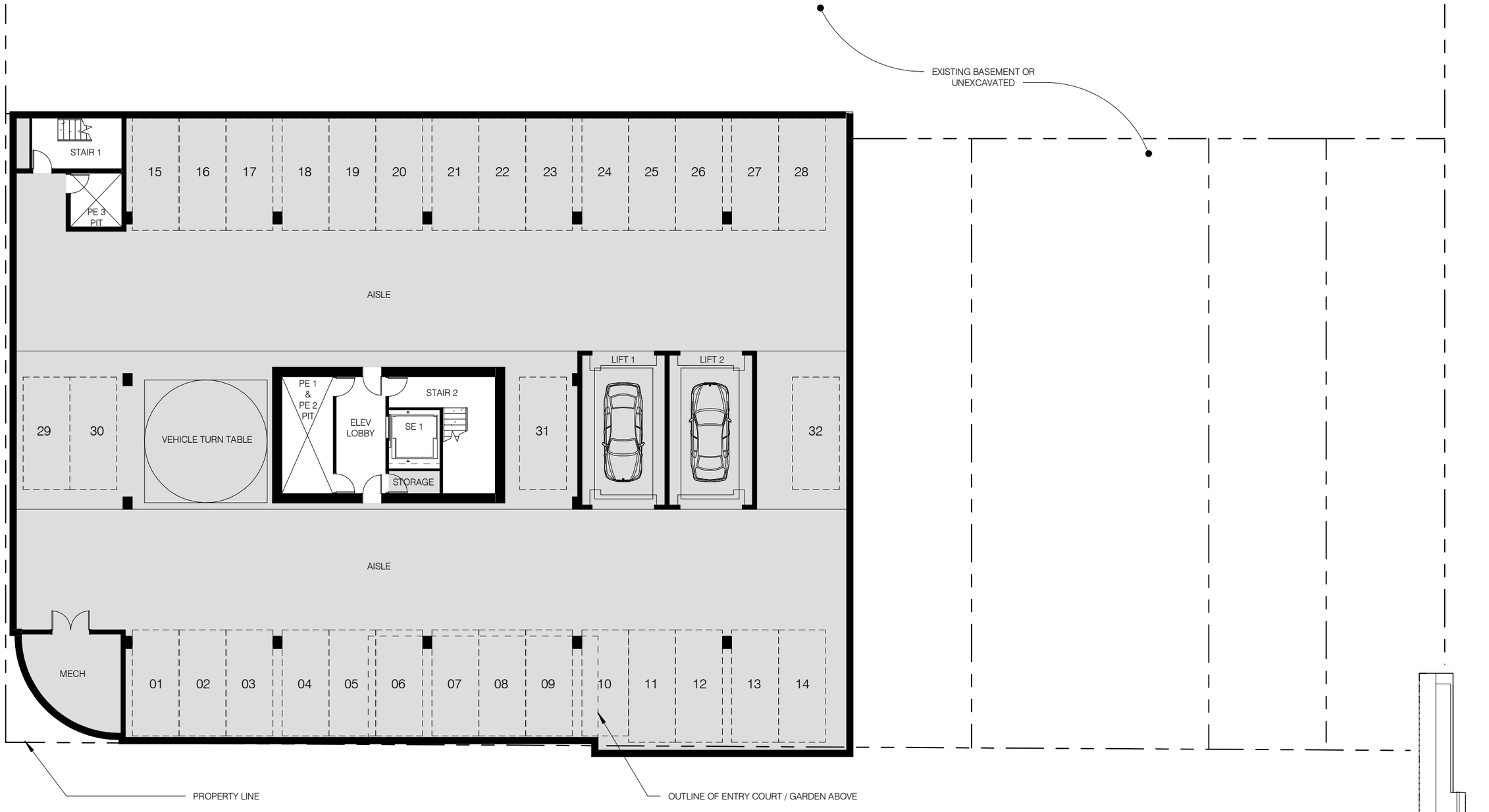
SIDEWALK PAVING

COURTYARD PAVING



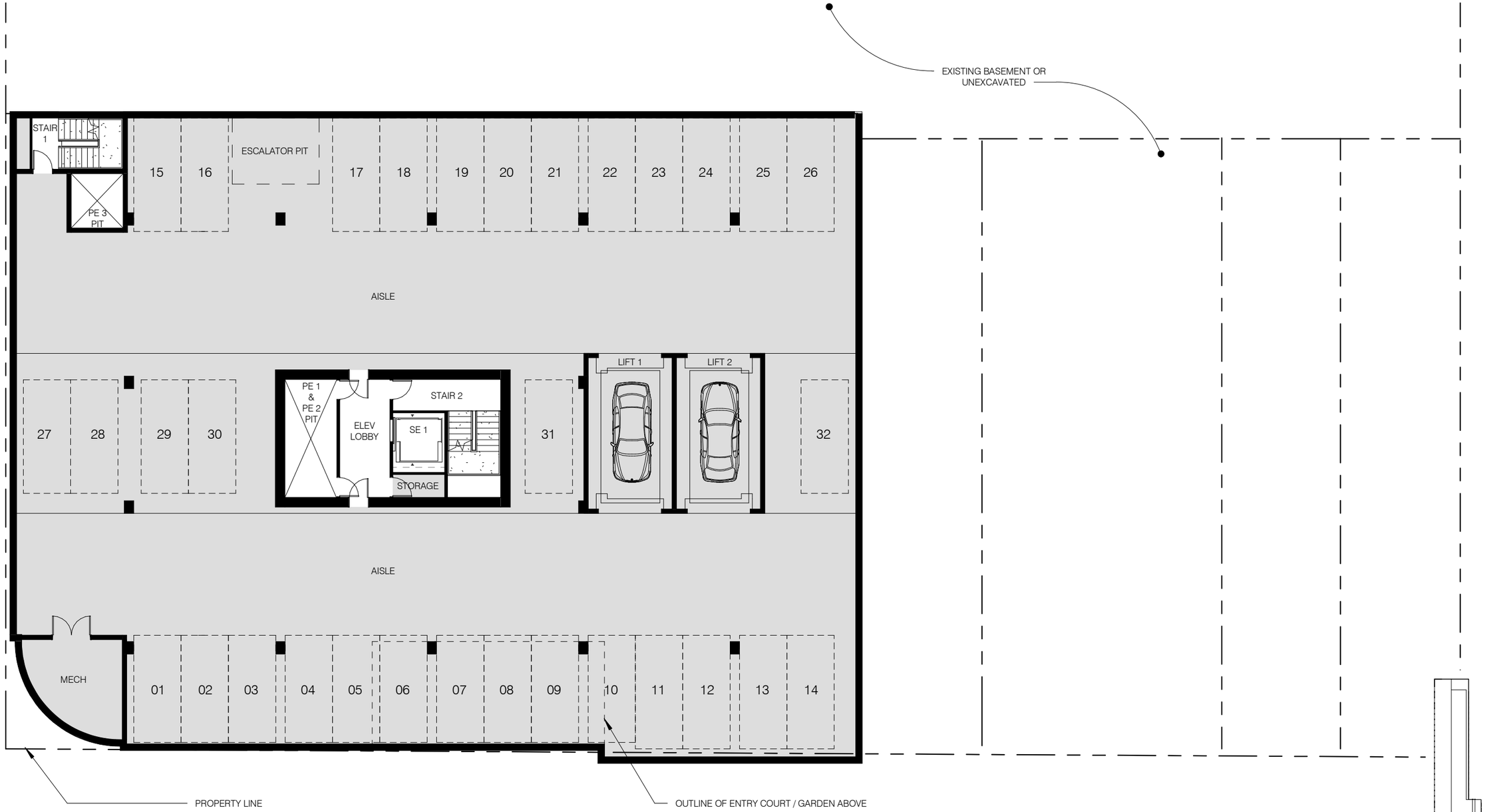
NORTH ELEVATION

WEST ELEVATION



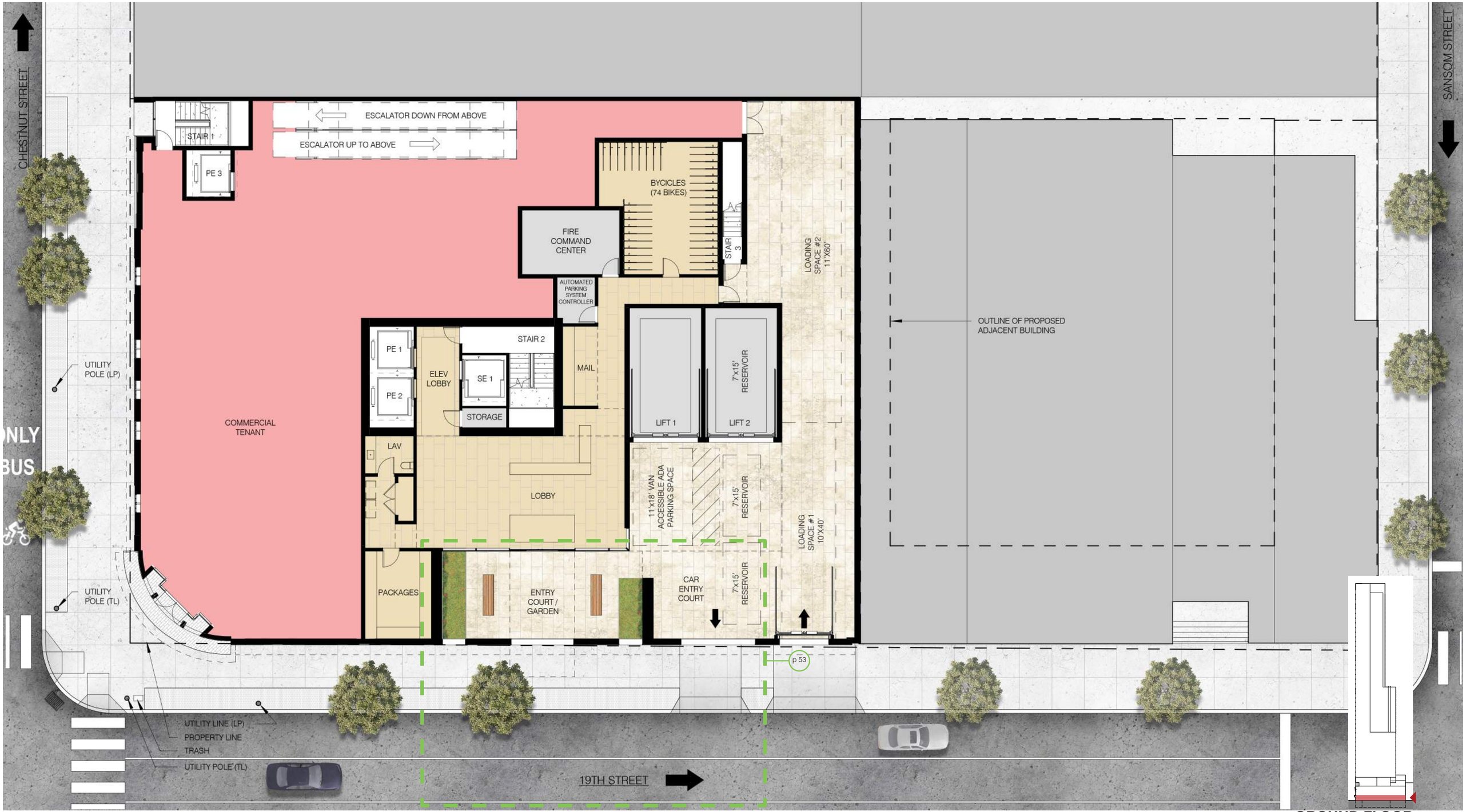
FLOOR -02
parking

0 4’ 8’ 16’



FLOOR -01
parking

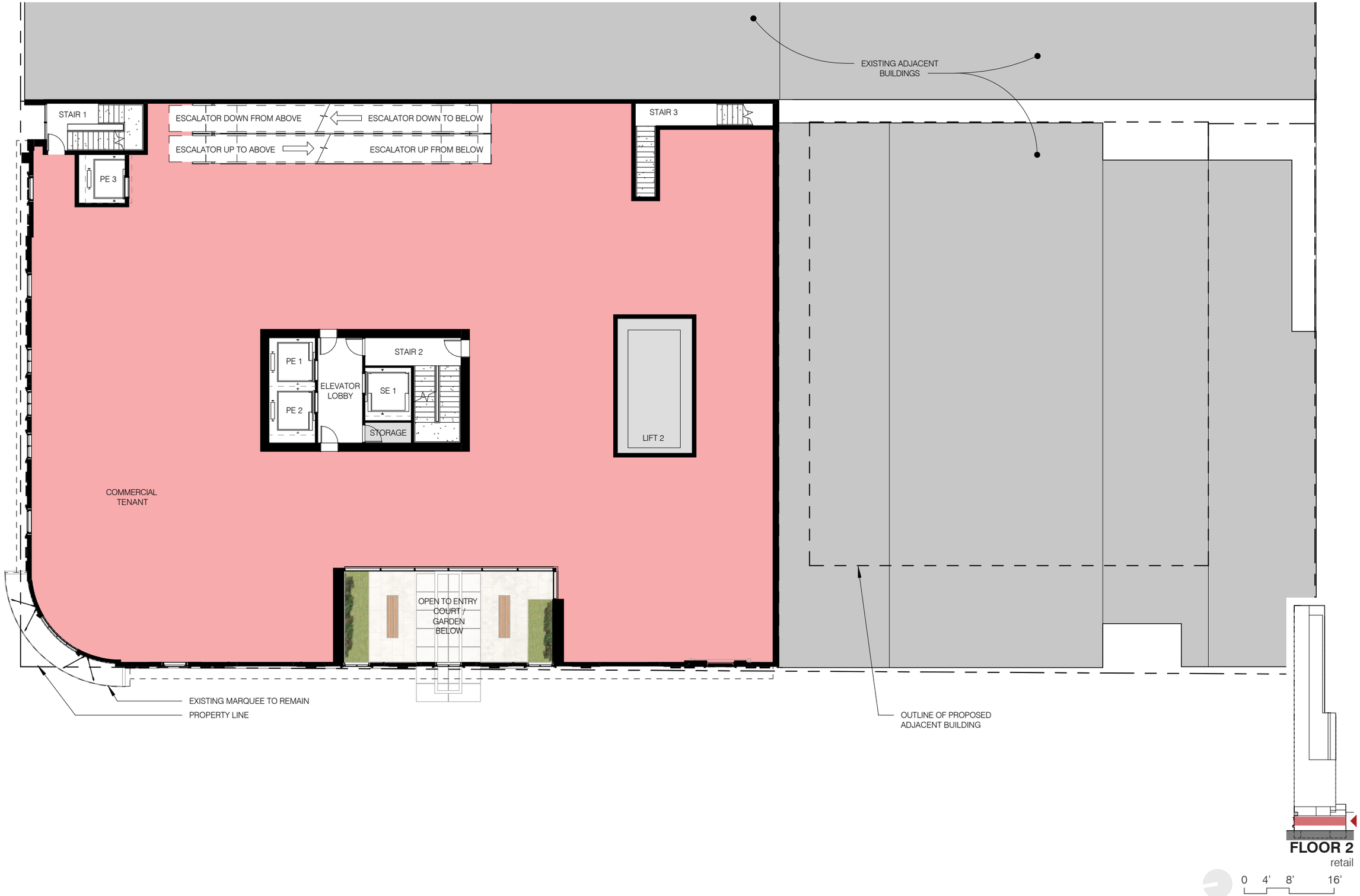
0 4’ 8’ 16’

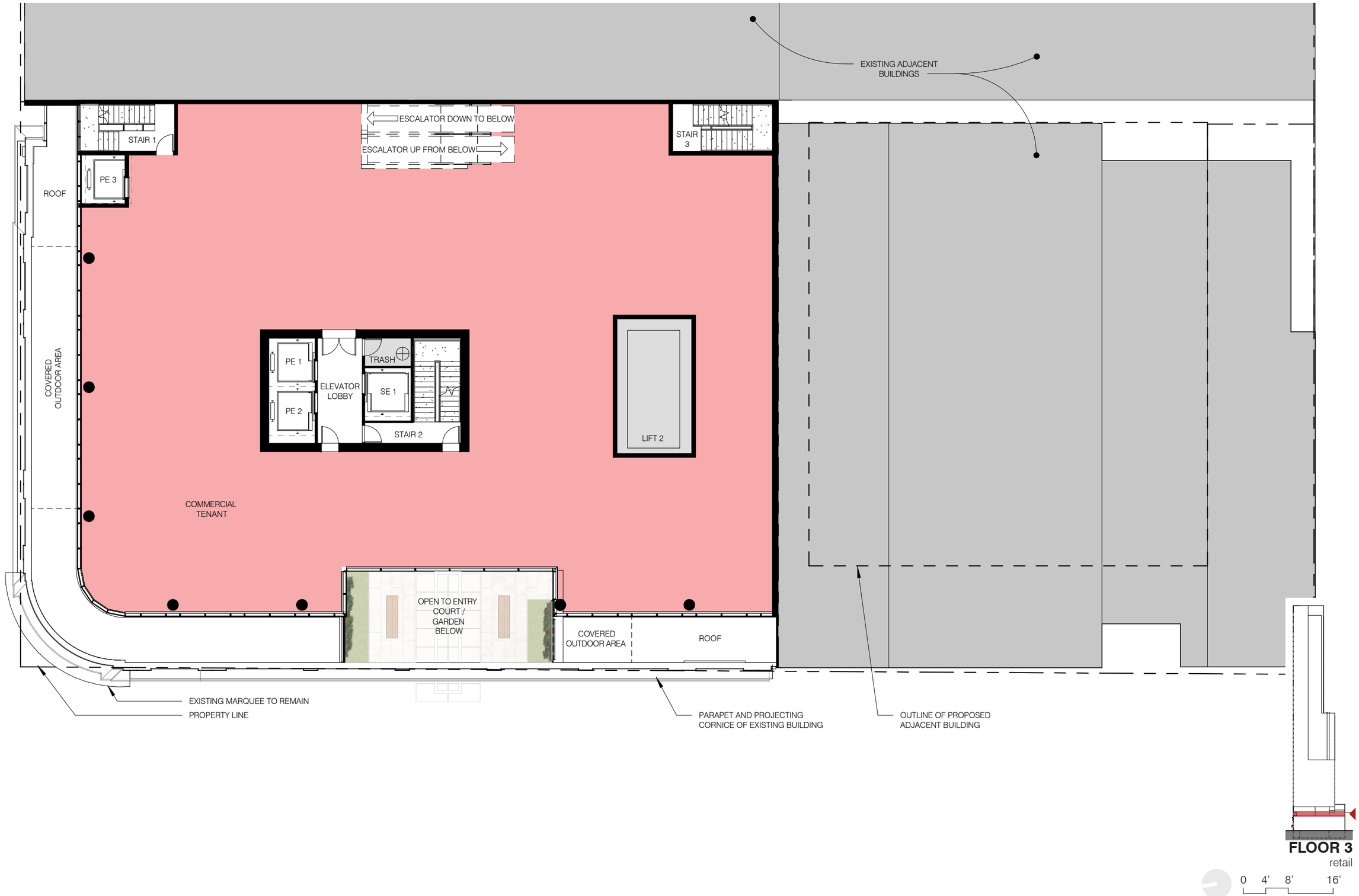


GROUND FLOOR

lobby, retail, parking, loading

0 4' 8' 16'


EXISTING ADJACENT BUILDINGS
STAIR 1
PE 3
ESCALATOR DOWN FROM ABOVE
ESCALATOR DOWN TO BELOW
ESCALATOR UP TO ABOVE
ESCALATOR UP FROM BELOW
STAIR 3
PE 1
PE 2
ELEVATOR LOBBY
STAIR 2
SE 1
STORAGE
LIFT 2
COMMERCIAL TENANT
OPEN TO ENTRY COURT / GARDEN BELOW
EXISTING MARQUEE TO REMAIN
PROPERTY LINE
OUTLINE OF PROPOSED ADJACENT BUILDING
FLOOR 2
retail
0 4’ 8’ 16’

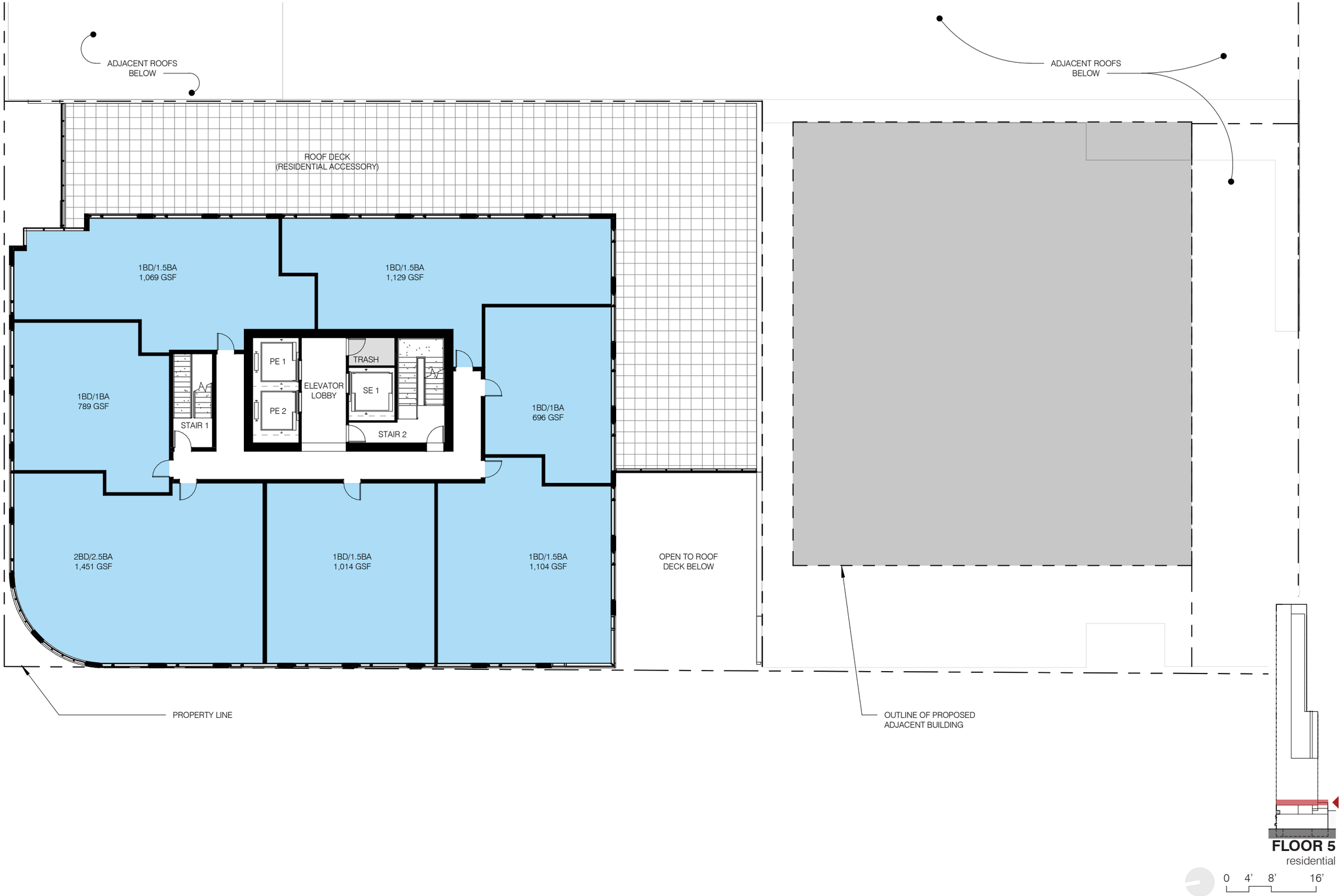


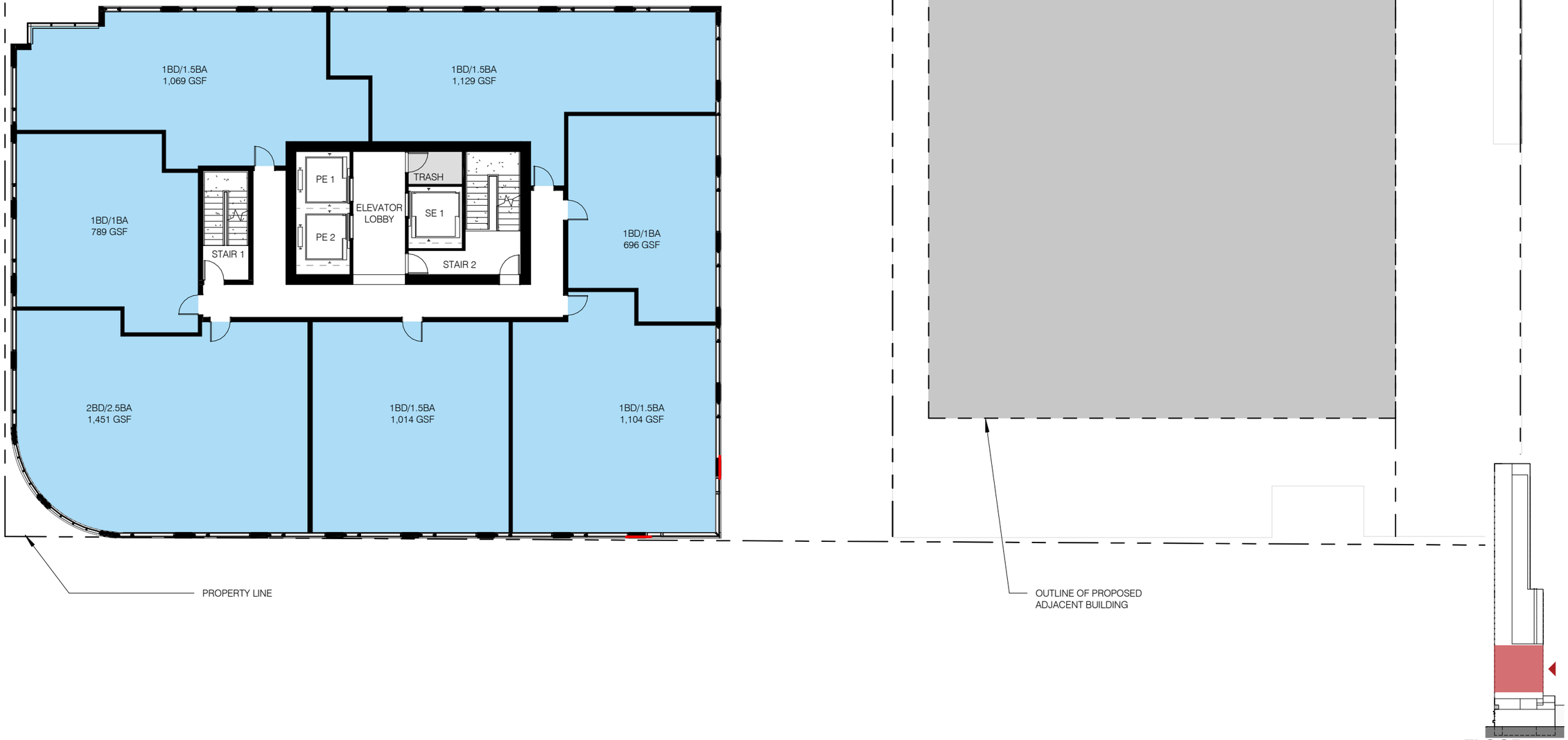
FLOOR 3
retail

0 4’ 8’ 16’

FLOOR 4
ammenity

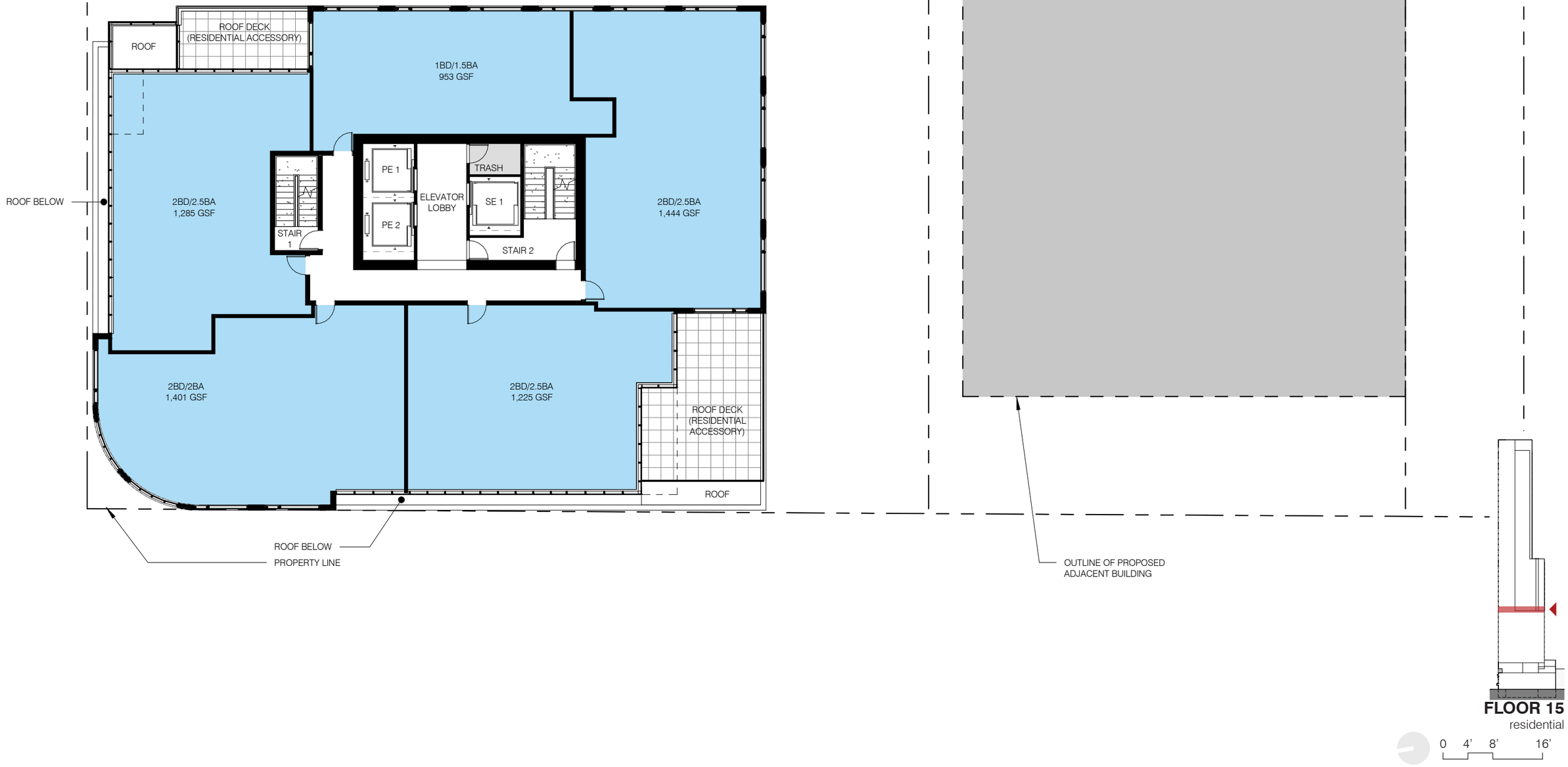
0 4’ 8’ 16’

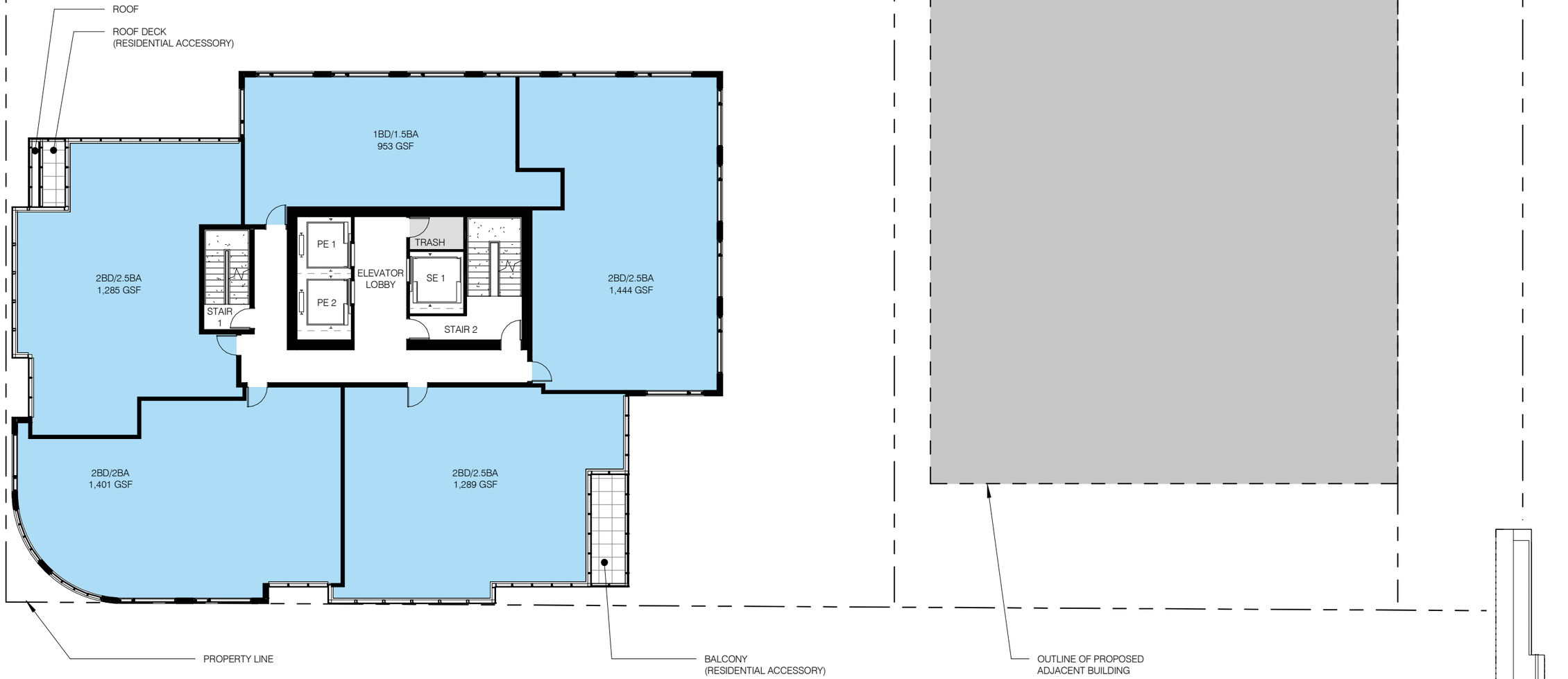

ADJACENT ROOFS
BELOW
ROOF DECK
(RESIDENTIAL ACCESSORY)
1BD/1.5BA
1,069 GSF
1BD/1.5BA
1,129 GSF
1BD/1BA
789 GSF
PE 1
PE 2
ELEVATOR
LOBBY
TRASH
SE 1
STAIR 1
STAIR 2
1BD/1BA
696 GSF
2BD/2.5BA
1,451 GSF
1BD/1.5BA
1,014 GSF
1BD/1.5BA
1,104 GSF
OPEN TO ROOF
DECK BELOW
ADJACENT ROOFS
BELOW
PROPERTY LINE
OUTLINE OF PROPOSED
ADJACENT BUILDING
FLOOR 5
residential
0 4’ 8’ 16’

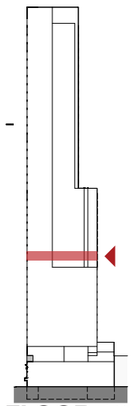


FLOOR 6-14
residential

0 4’ 8’ 16’

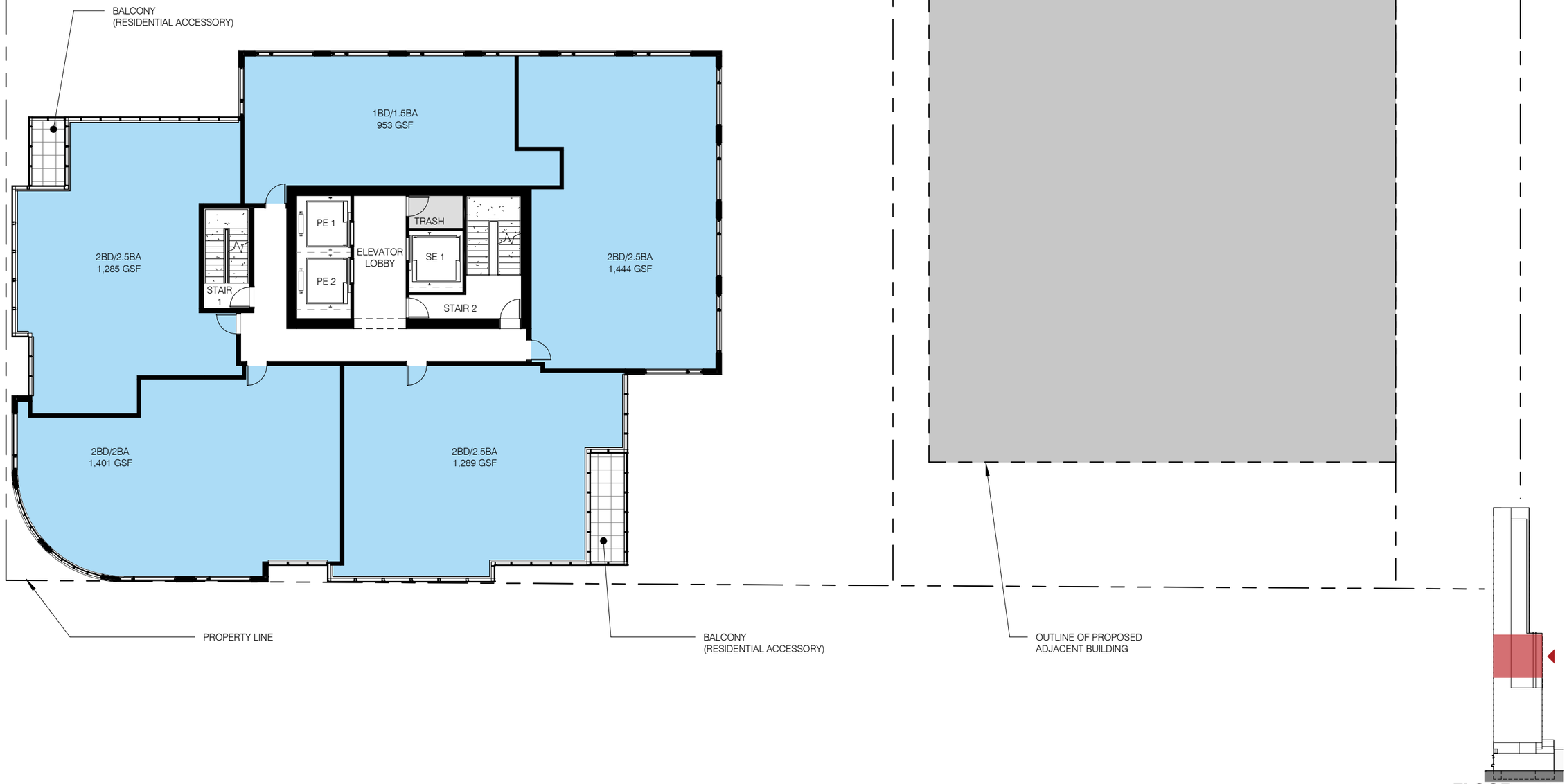

ROOF
ROOF DECK
(RESIDENTIAL ACCESSORY)
1BD/1.5BA
953 GSF
ROOF BELOW
2BD/2.5BA
1,285 GSF
PE 1
PE 2
ELEVATOR
LOBBY
TRASH
SE 1
STAIR 2
STAIR
1
2BD/2.5BA
1,444 GSF
2BD/2BA
1,401 GSF
2BD/2.5BA
1,225 GSF
ROOF DECK
(RESIDENTIAL
ACCESSORY)
ROOF
ROOF BELOW
PROPERTY LINE
OUTLINE OF PROPOSED
ADJACENT BUILDING
FLOOR 15
residential
0
4’
8’
16’





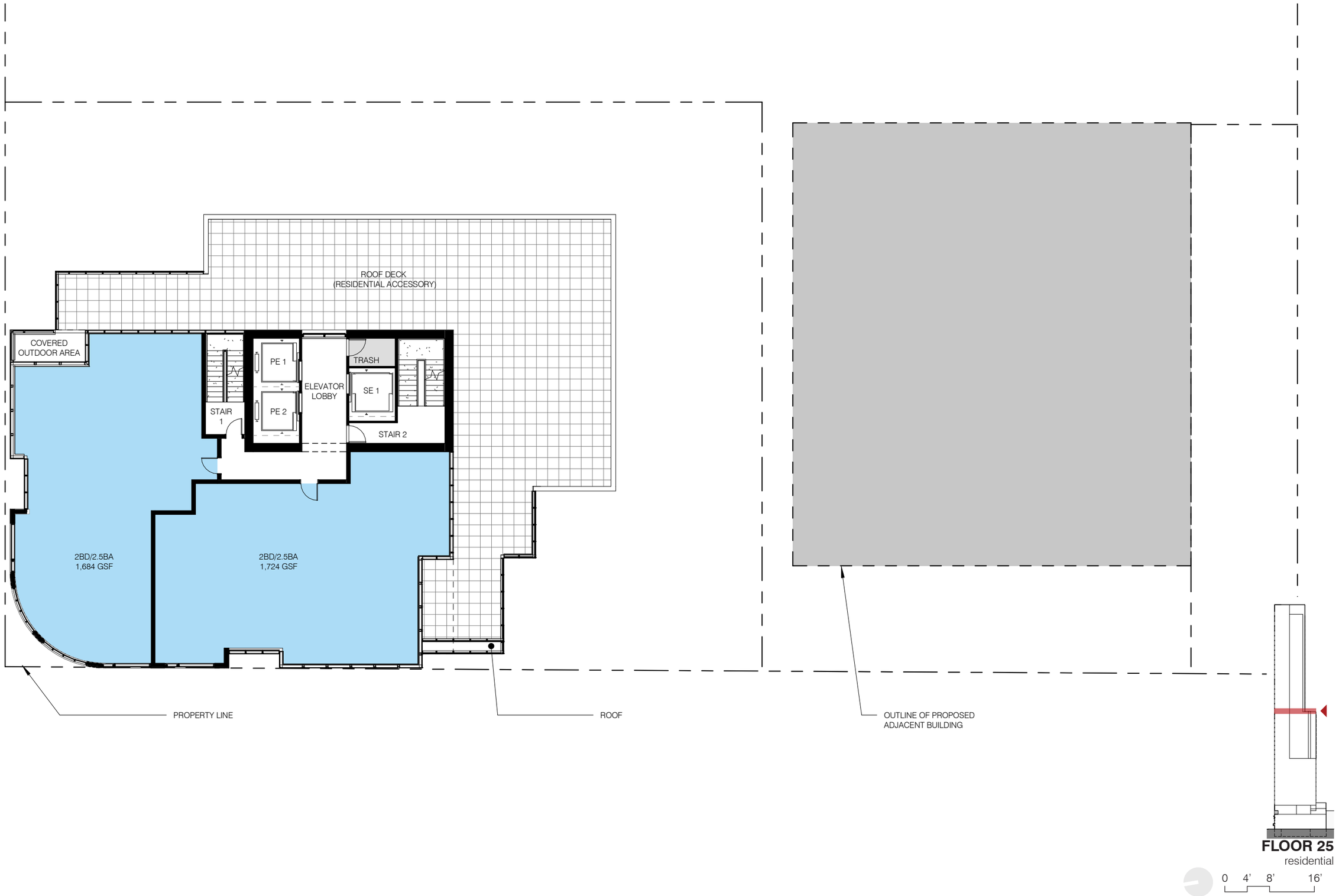
FLOOR 16
residential

0 4’ 8’ 16’



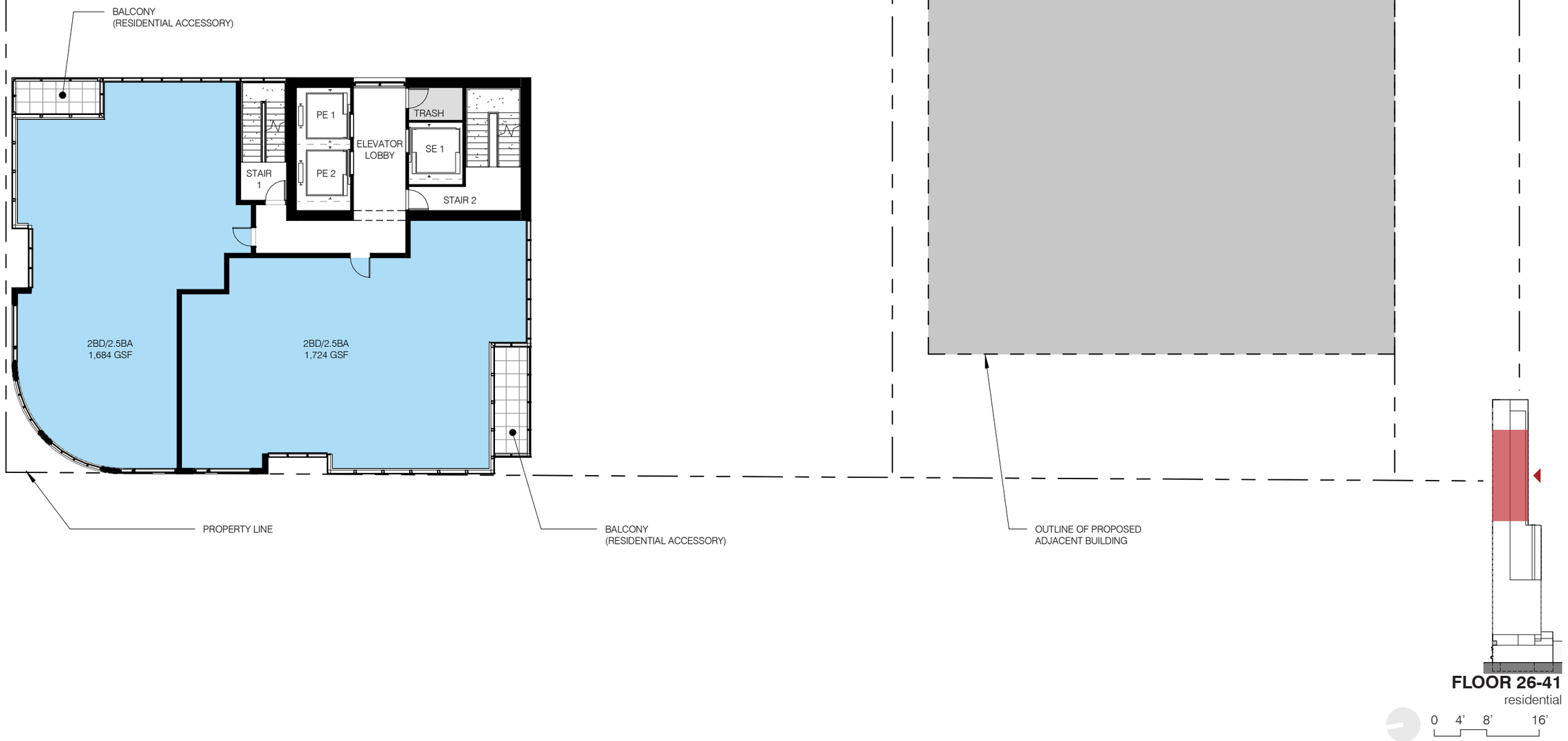
FLOOR 17-24
residential

0 4’ 8’ 16’



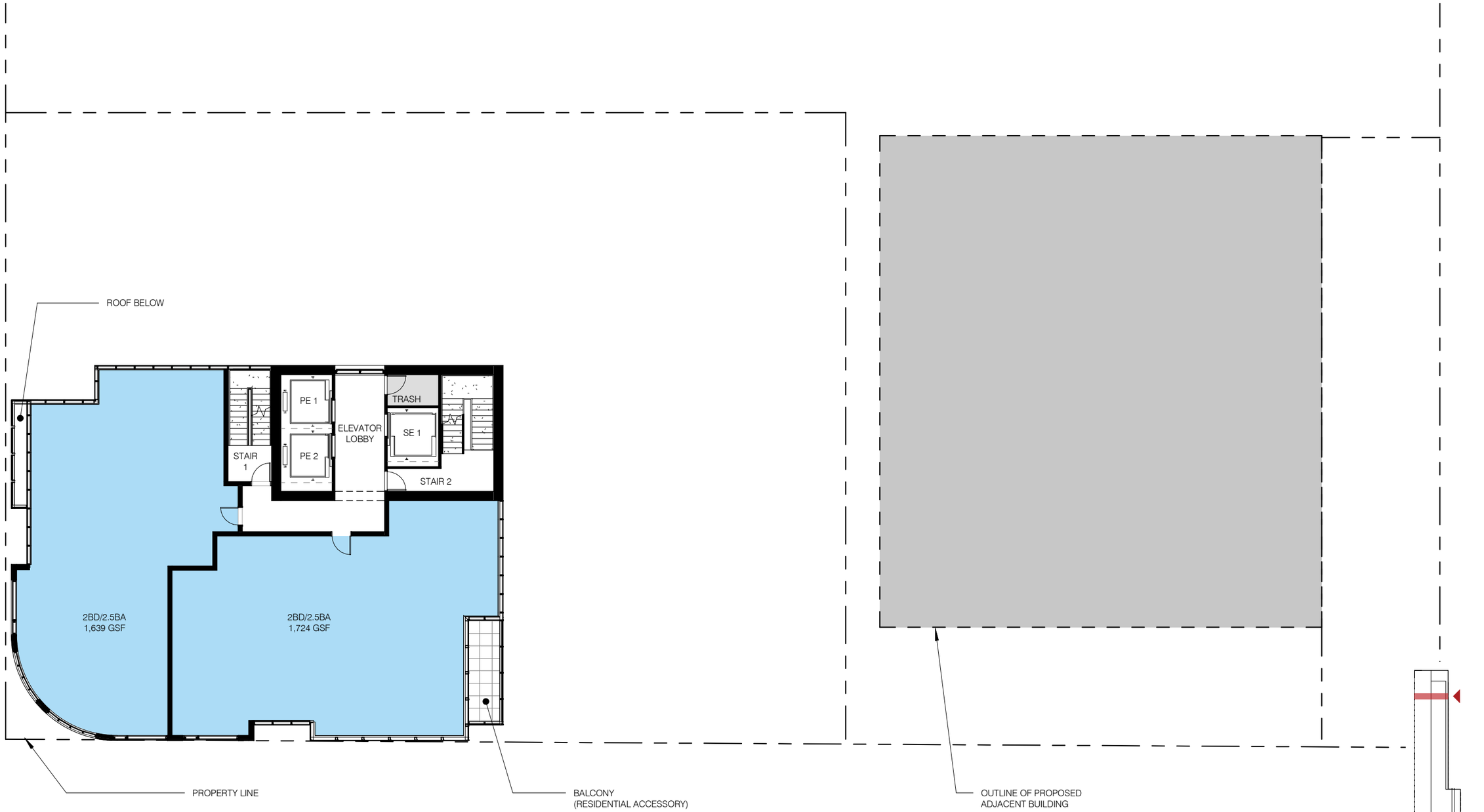
FLOOR 25
residential

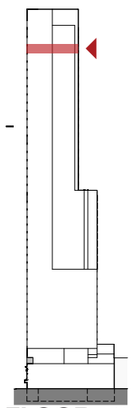
0 4’ 8’ 16’



FLOOR 26-41
residential

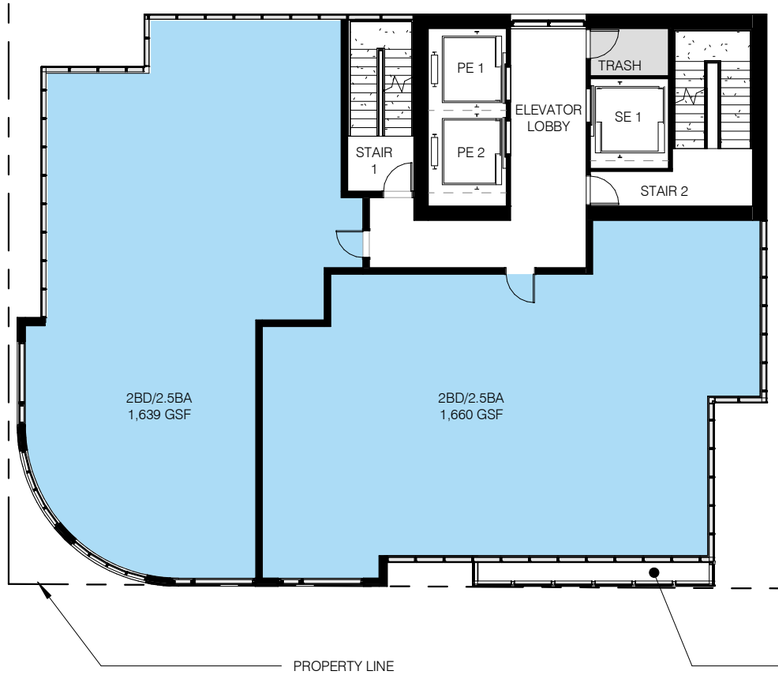
0 4’ 8’ 16’

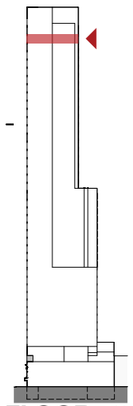




FLOOR 42
residential

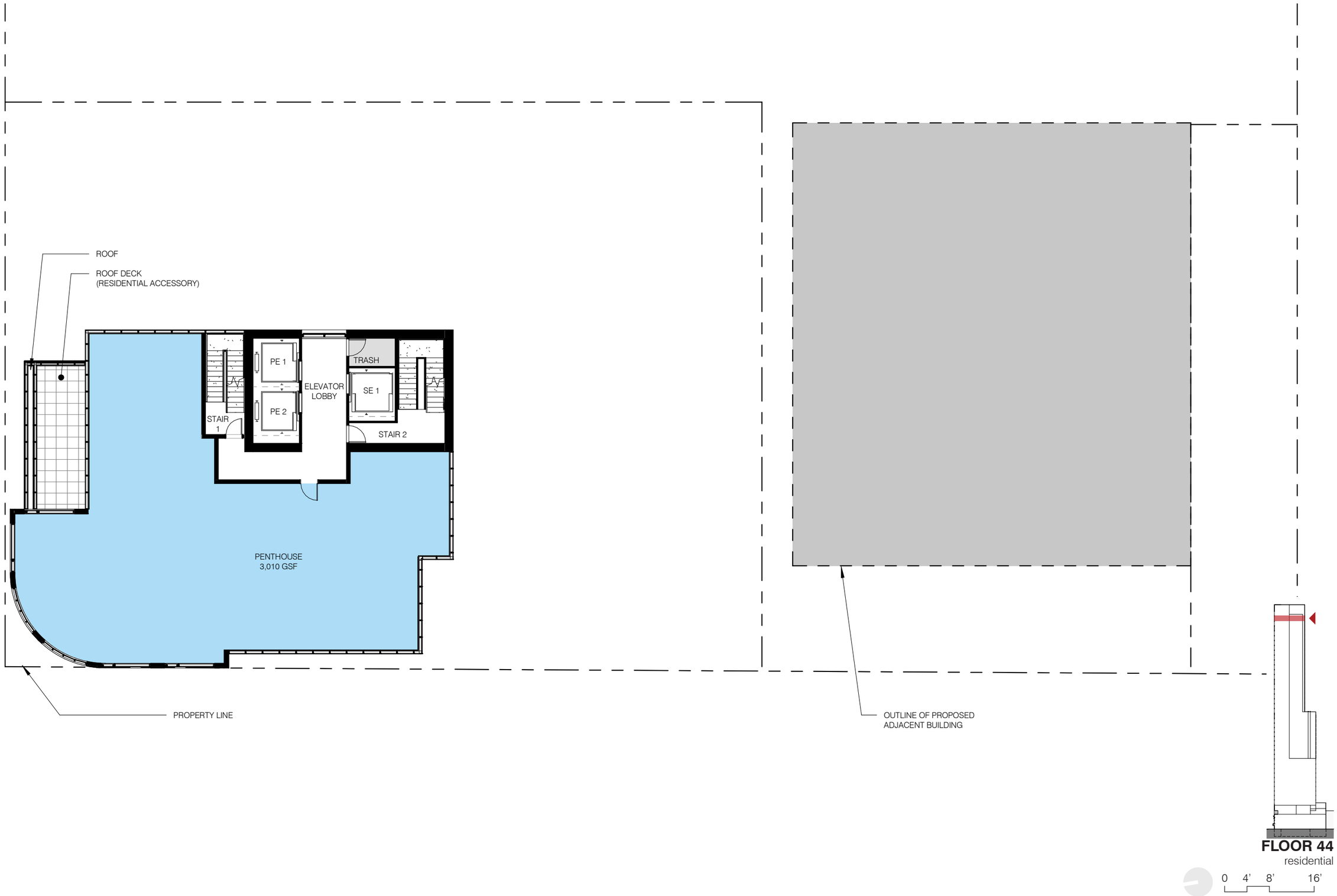
0 4’ 8’ 16’

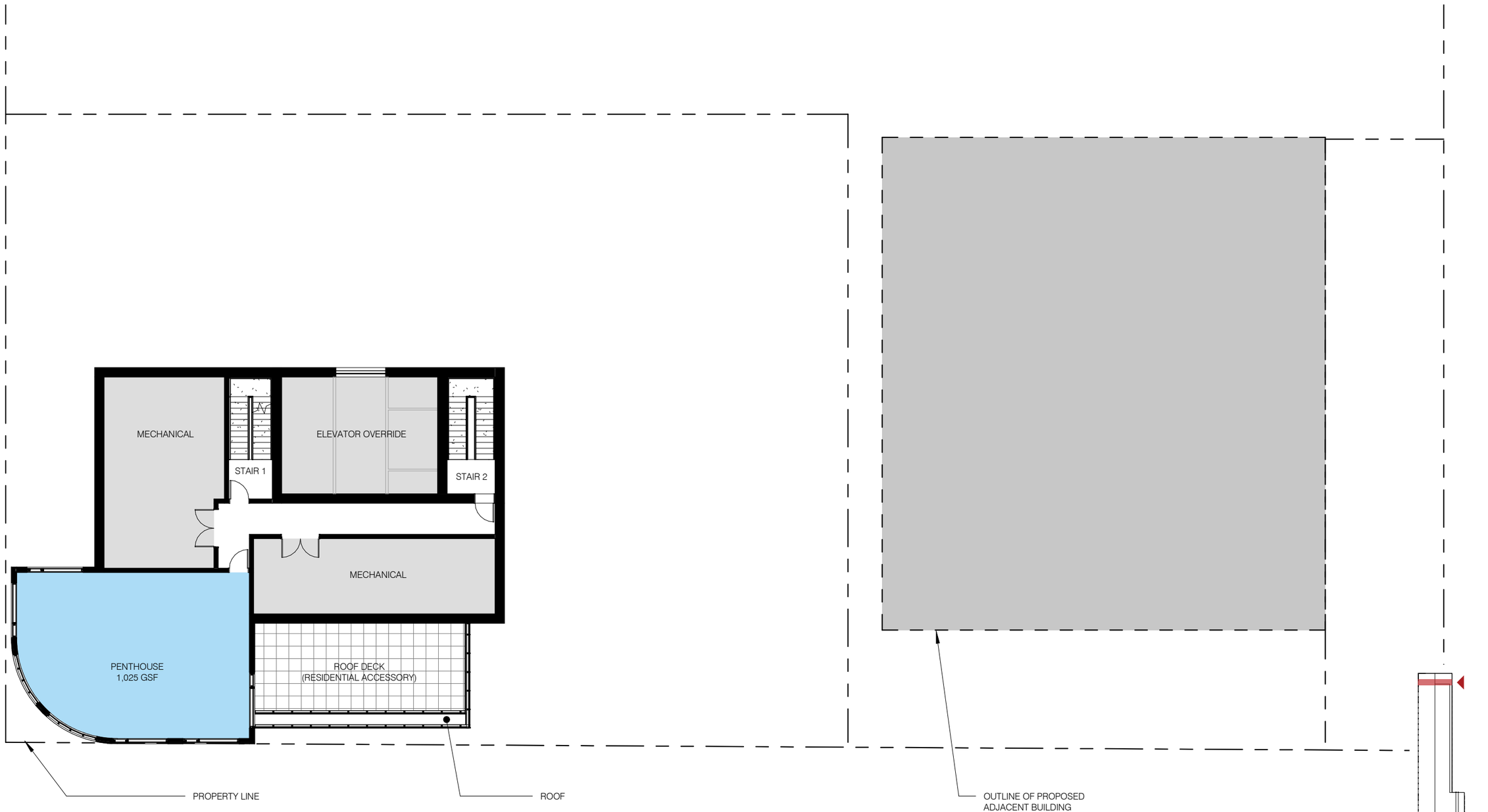


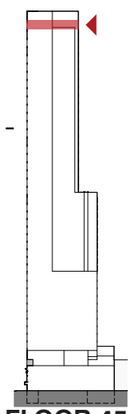


FLOOR 43
residential

0 4’ 8’ 16’

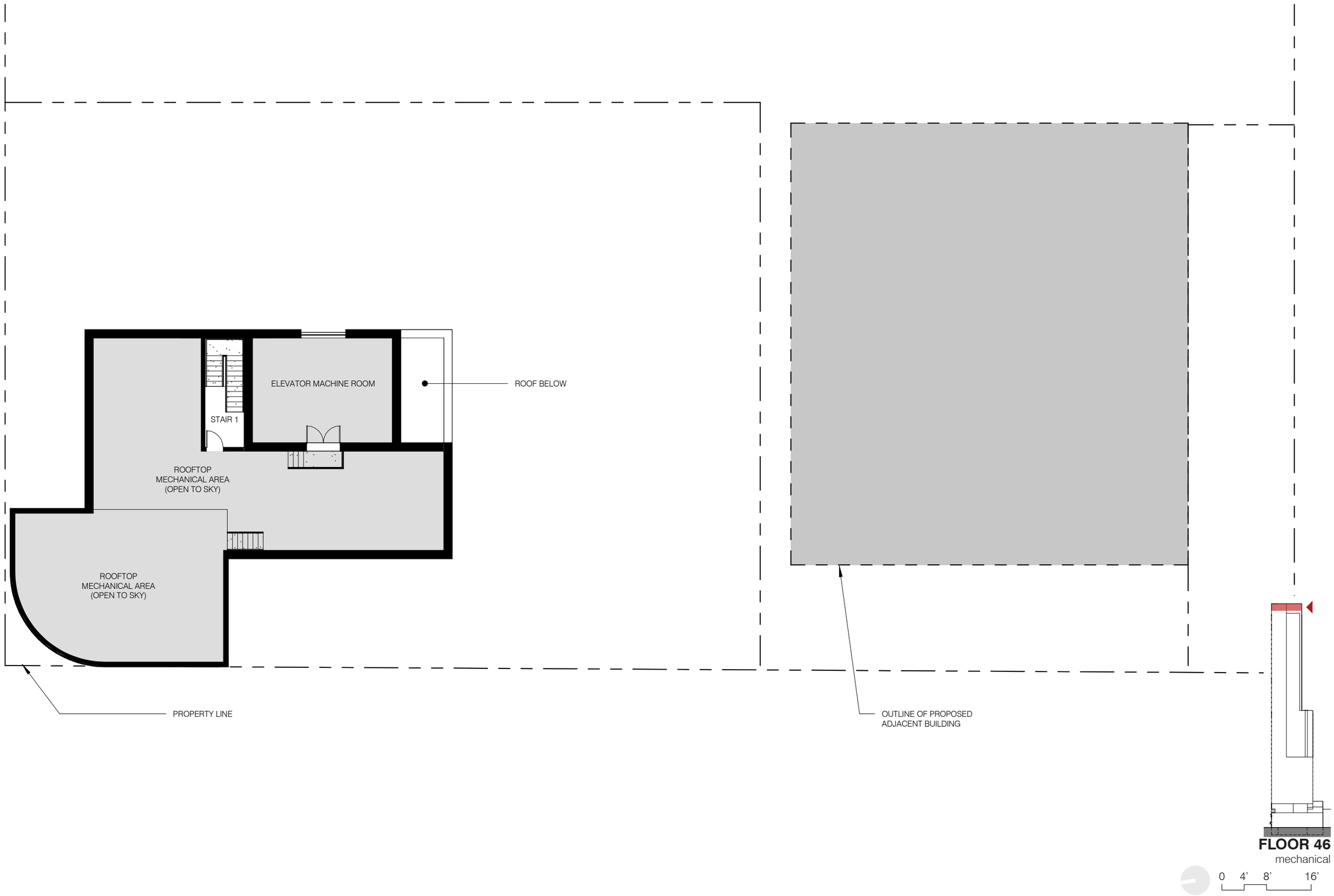

ROOF
ROOF DECK
(RESIDENTIAL ACCESSORY)
PE 1
PE 2
ELEVATOR
LOBBY
TRASH
SE 1
STAIR
1
STAIR 2
PENTHOUSE
3,010 GSF
PROPERTY LINE
OUTLINE OF PROPOSED
ADJACENT BUILDING
FLOOR 44
residential
0
4’
8’
16’





FLOOR 45
residential, mechanical

0 4’ 8’ 16’


ELEVATOR MACHINE ROOM
ROOF BELOW
STAIR 1
ROOFTOP
MECHANICAL AREA
(OPEN TO SKY)
ROOFTOP
MECHANICAL AREA
(OPEN TO SKY)
PROPERTY LINE
OUTLINE OF PROPOSED
ADJACENT BUILDING
FLOOR 46
mechanical
0 4' 8' 16'

MATERIALS PALETTE

1 EXPOSED CONCRETE WITH EPOXY COATING

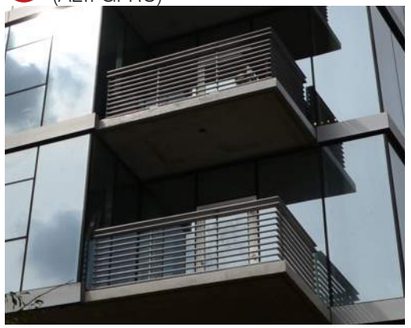
2 METAL WALL PANEL SYSTEM (ALT: GFRC)

3 OVERHEAD DOORS

4 WINDOW WALL A (NO MULLION COVERS)

5 WINDOW WALL B (WITH MULLION COVERS)

6 WINDOWS



7 METAL GUARDRAIL

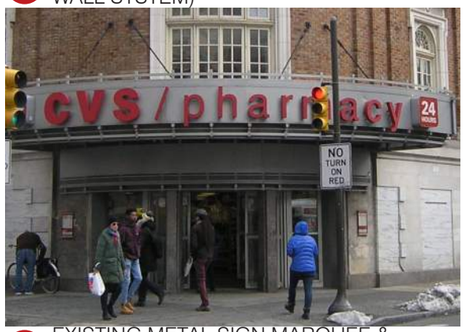
8 GLASS GUARDRAIL (PART OF WINDOW WALL SYSTEM)

9 MECHANICAL SCREEN

10 GLASS CANOPY

11 EXISTING LIMESTONE BASE

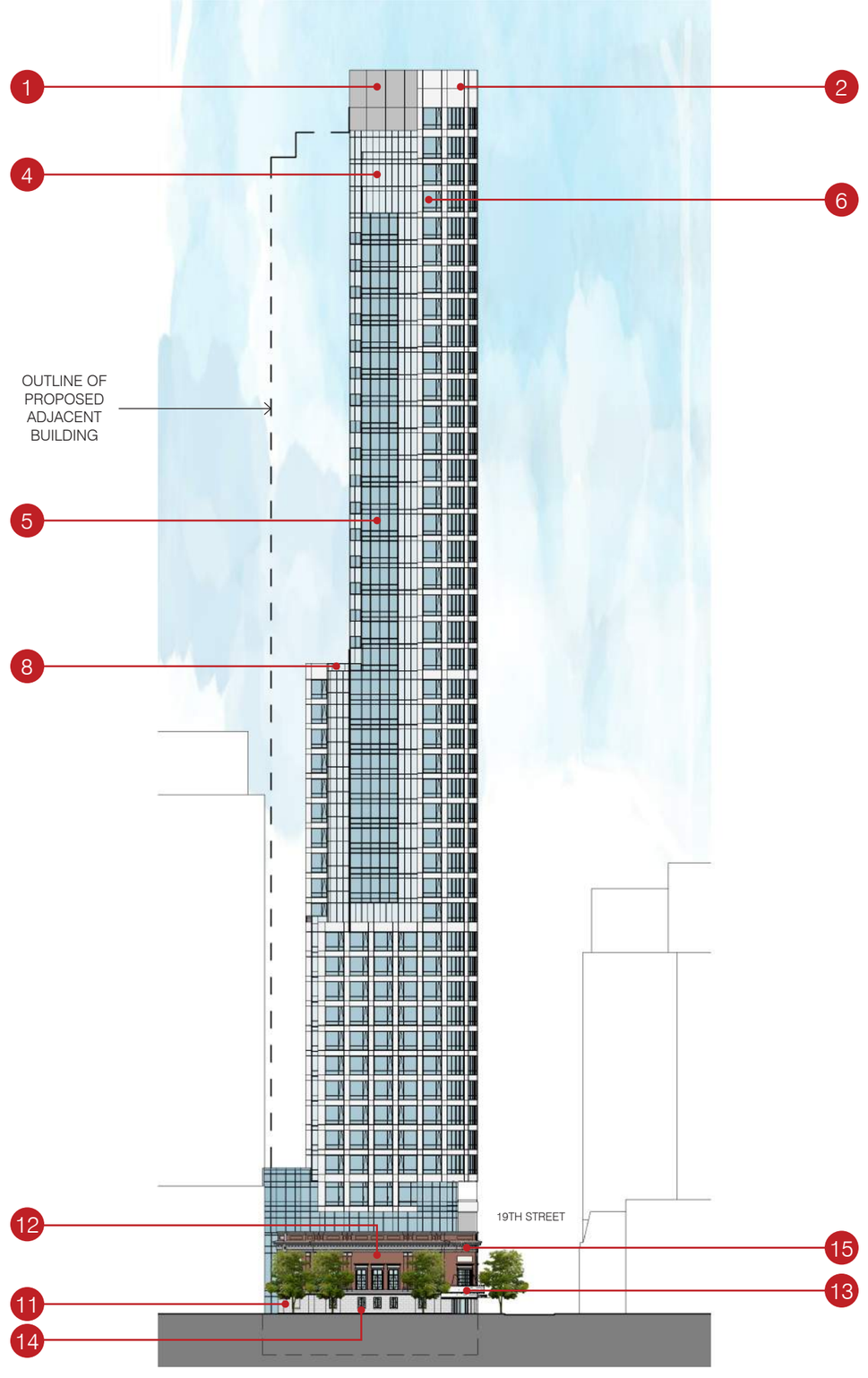
12 EXISTING BRICK



13 EXISTING METAL SIGN MARQUEE & STOREFRONT ENTRY SYSTEM

14 EXISTING WOOD WINDOWS

15 EXISTING TERRA COTTA



1 EXPOSED CONCRETE WITH EPOXY COATING

2 METAL WALL PANEL SYSTEM

4 WINDOW WALL A

5 WINDOW WALL B

6 WINDOWS

8 GLASS GUARDRAIL

11 EXISTING LIMESTONE BASE

12 EXISTING BRICK

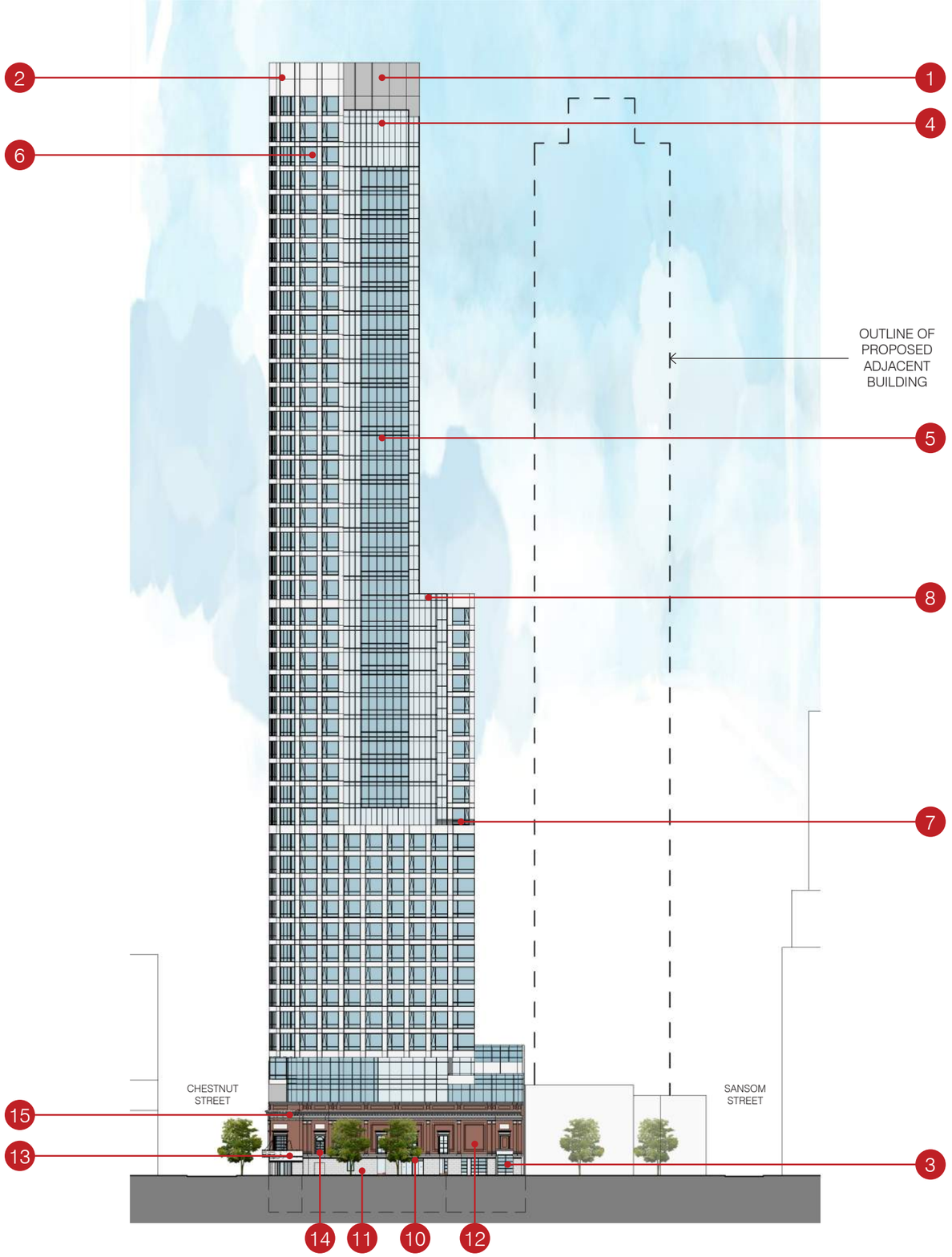
13 EXST METAL SIGN MARQUE & STOREFRONT

14 EXISTING WOOD WINDOWS

15 EXISTING TERRA COTTA

NORTH ELEVATION

0 16’ 32’ 64’



1 EXPOSED CONCRETE WITH EPOXY COATING

2 METAL WALL PANEL SYSTEM

3 OVERHEAD DOORS

4 WINDOW WALL A

5 WINDOW WALL B

6 WINDOWS

7 METAL GUARDRAIL

8 GLASS GUARDRAIL

10 GLASS CANOPY

11 EXISTING LIMESTONE BASE

12 EXISTING BRICK

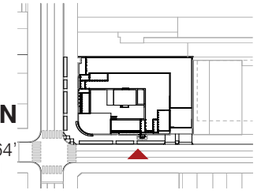
13 EXST METAL SIGN MARQUE & STOREFRONT

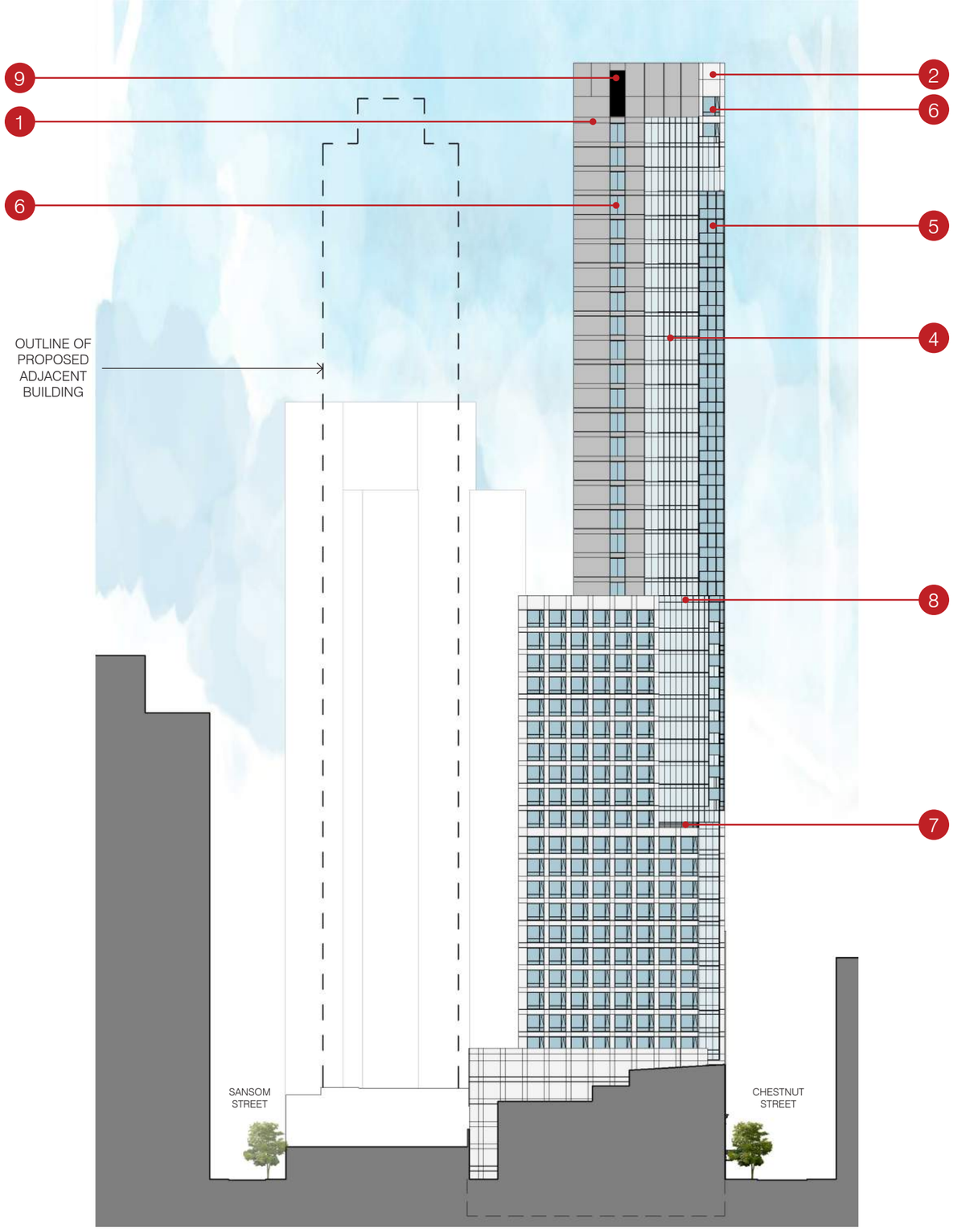
14 EXISTING WOOD WINDOWS

15 EXISTING TERRA COTTA

WEST ELEVATION

0 16’ 32’ 64’





1 EXPOSED CONCRETE WITH EPOXY COATING

2 METAL WALL PANEL SYSTEM

4 WINDOW WALL A

5 WINDOW WALL B

6 WINDOWS

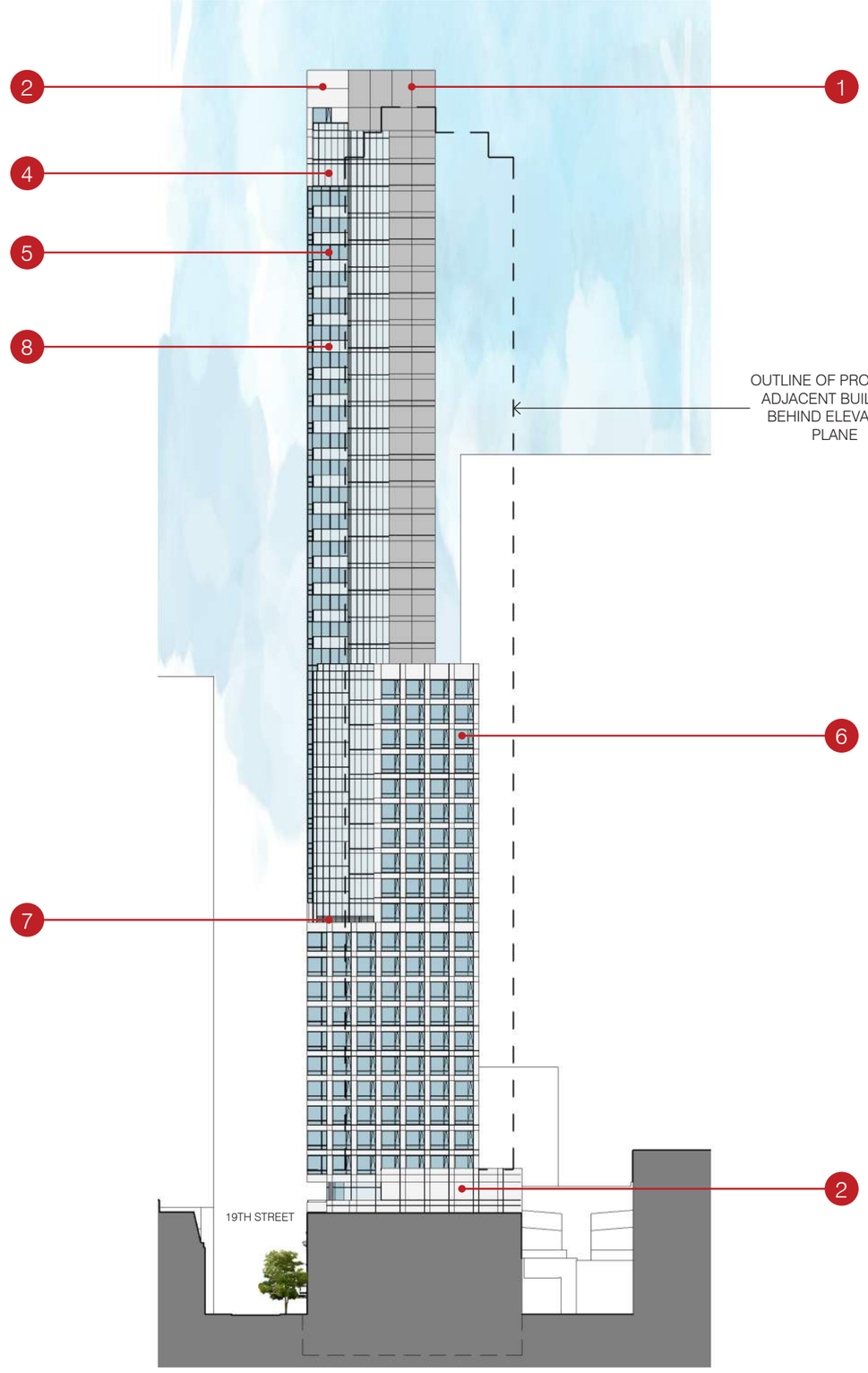
7 METAL GUARDRAIL

8 GLASS GUARDRAIL

9 MECHANICAL SCREEN

EAST ELEVATION

0 16’ 32’ 64’



1 EXPOSED CONCRETE WITH EPOXY COATING

2 METAL WALL PANEL SYSTEM

4 WINDOW WALL A

5 WINDOW WALL B

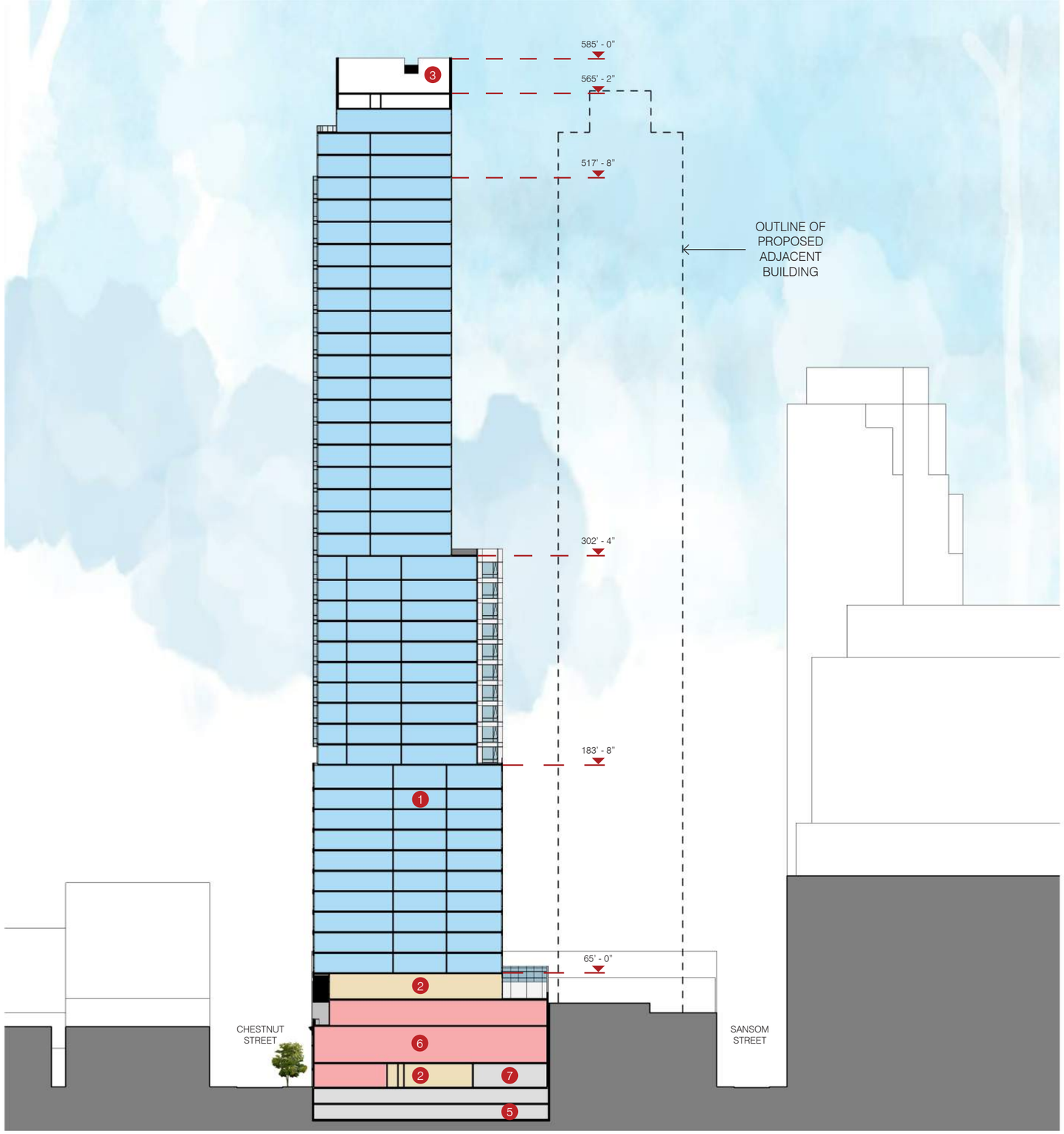
6 WINDOWS

7 METAL GUARDRAIL

8 GLASS GUARDRAIL

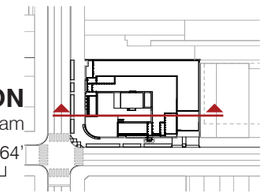
SOUTH ELEVATION

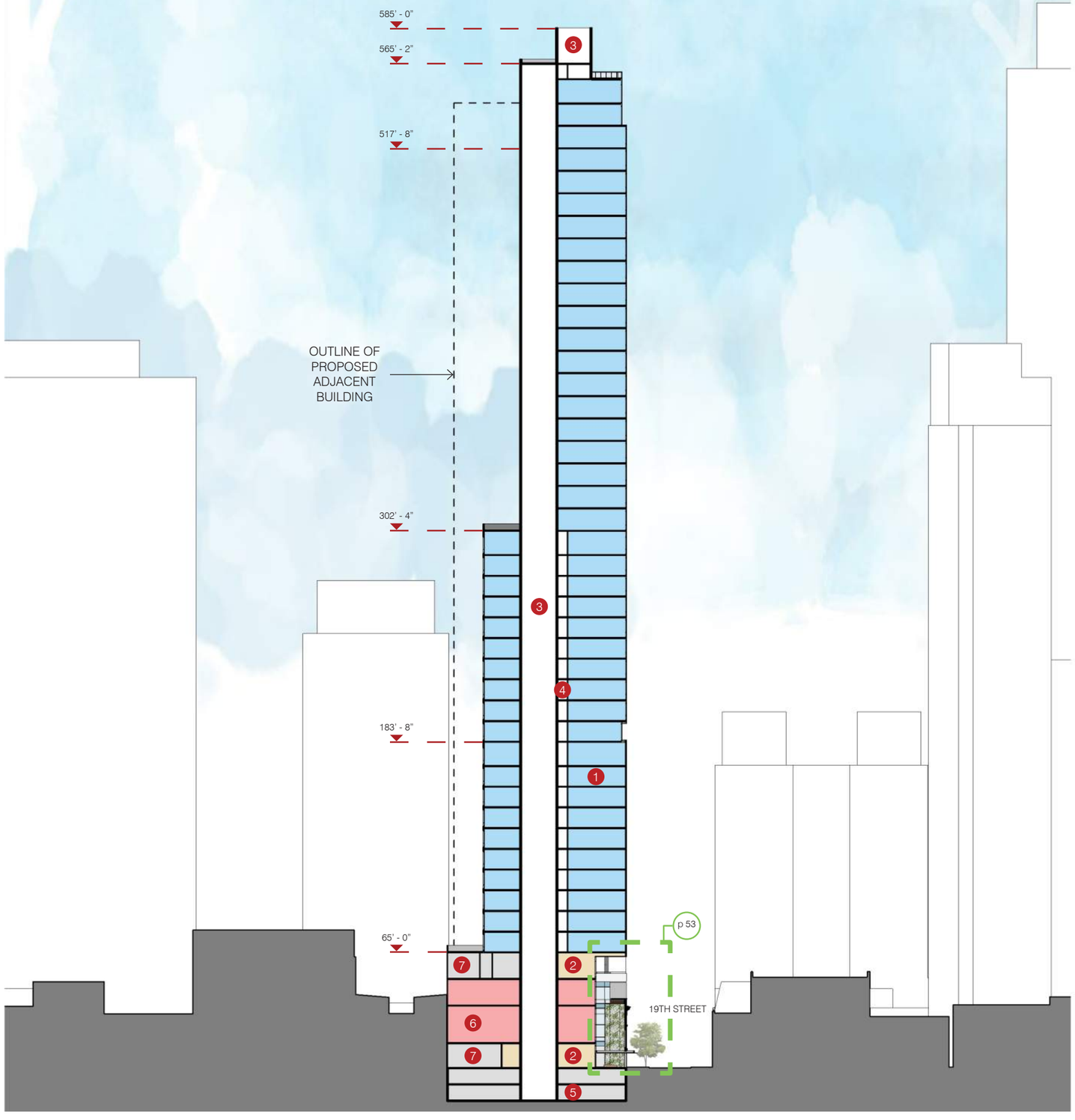
0 16’ 32’ 64’



1. RESIDENTIAL UNITS
2. RESIDENTIAL AMMENITIES
3. VERTICAL CIRCULATION & MECHANICAL SPACE
4. RESIDENTIAL CORRIDOR
5. PARKING
6. RETAIL
7. UTILITY

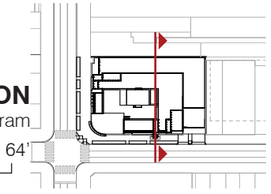
NORTH-SOUTH SECTION
program diagram





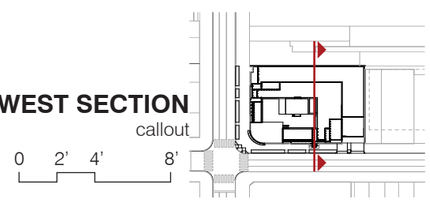
1. RESIDENTIAL UNITS
2. RESIDENTIAL AMMENITIES
3. VERTICAL CIRCULATION & MECHANICAL SPACE
4. RESIDENTIAL CORRIDOR
5. PARKING
6. RETAIL
7. UTILITY

EAST-WEST SECTION
program diagram



GROUND FLOOR CALLOUT

EAST-WEST SECTION
callout



SUSTAINABLE DESIGN

Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptions from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	**Benchmark**	**Does project meet benchmark? If yes, please explain how. If no, please explain why not.**
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	**Yes.** The project's location in the most dense portion of Center City is immediately accessible to several bus routes and the MFL subway. Regional rail services is nearby.
(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.** Parking will be via an automated parking system in a two-level cellar beneath the building. Queuing space at grade will be within the building footprint and under cover.
(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.** 4 of the 64 provided parking spaces (5%) are designated for electric 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]	**Not Applicable.** The project does not have frontage on a railway.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	**No.** Type 1A bicycle parking is provided as required for the residential and commercial uses within the building.

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.** The Project will achieve a minimum of 30% reduction to achieve LEED BD+C: New Construction v4, Water Efficiency Prerequisite #1; see checklist on the pages following this form.
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**. The existing building and impervious surfaces cover 100% of the site and the proposed building will occupy 100% of the site as permitted by the zoning code.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	**No.** the site will comply with all stormwater regulations, but the existing conditions do not allow for Green Streets and/or the management of additional stormwater from surrounding roadways. The Project is pursuing LEED Gold Certificaiton as part of Zoning; see LEED BD+C: New Construction v4 Checklist on the pages following this form.
(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.** 100% of the site hardscape will be light-colored. Street trees will provide additional shading. The Project is pursuing LEED Gold Certificaiton as part of Zoning; see LEED BD+C: see New Construction v4 Checklist on the pages following this form.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC.[ii]	**Yes.** The Project will meet new energy conservation and energy code standards by demonstrating compliance with ASHRAE Standard 90.1-2016. The Project will demonstrate code compliance via the ASHRAE 90.1-2016 Energy Cost Budget (ECB) method.
(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 ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	**No.** The Project will demonstrate optimal energy performance per LEED BD+C v4 requirements by comparing the proposed design to an ASHRAE 90.1-2010 baseline. We are not pursuing Energy Star for Multifamily New Construction or 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]	**No**. The Project is not within 1000 feet of an interstate highway, state highway or freeway. JFK Boulevard, Market St., Chestnut St., and Walnut St., are designated state routes, but are not highways.
(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.	**Yes.** The Project is pursuing Gold Certification under the LEED BD+C: New Construction v4 rating system; see New Construction v4 Checklist on the pages following this form.

[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

Civic Sustainable Design Checklist – Updated September 3, 2019

LEED BD+C: New Construction v4 Checklist

THE SHEWARD PARTNERSHIP, LLC
www.theshewardpartnership.com

Path to LEED Gold Certification
19th and Chestnut
Philadelphia, PA 19103
March 2, 2022

Credit Status: Awarded	Credit Status: Pursuable	Credit Status: ?	Credit Status: No	Credit Type	Credit ID	Credit Description	
0	**63**	16	**31**			**Project Information**	**Required**
	1	0		D	Form 1	**Project Information**	Required
0	**1**	0	**0**			**Integrative Process**	**1 point**
	1			D	Credit 1	**Integrative Process**	1
0	**14**	2	**0**			**Location & Transportation**	**16 points**
			-	D	Credit 1	**LEED for Neighborhood Development Location**	1 to 16
	1			D	Credit 2	**Sensitive Land Protection**	1
		2		D	Credit 3	**High-Priority Site**	1 to 2
						Option 1 Historic District	1
						Option 2 Priority Designation	1
						Option 3 Brownfield Remediation	2
	5			D	Credit 4	**Surrounding Density & Diverse Uses**	1 to 5
						Option 1: Surrounding Density	2 to 3
						Combined density: 22,000; Residential density: 7 DU/acre, Nonresidential density: 0.5 FAR	2
						Combined density: 35,000; Residential density: 12 DU/acre, Nonresidential density: 0.8 FAR	3
						Option 2: Diversity of Uses	1 to 2
						4 - 7 diverse uses within 1/2 mile	1
						8+ diverse uses within 1/2 mile	2
	5			D	Credit 5	**Access to Quality Transit**	1 to 5
						Weekday trips: 72; Weekend trips: 40	1
						Weekday trips: 144; Weekend trips: 108	3
						Weekday trips: 360; Weekend trips: 216	5
	1			D	Credit 6	**Bicycle Facilities** (v4.1)	1
	1			D	Credit 7	**Reduced Parking Footprint** (v4.1)	1
						Option 1, No Park or Reduced Parking	1
						Option 2, Carshare	1
						Option 3, Unbundling Parking	1
	1			D	Credit 8	**Electric Vehicles** (v4.1)	1
0	**4**	2	**4**			**Sustainable Sites**	**10 points**
				C	Prereq 1	**Construction Activity Pollution Prevention**	Required
	1			D	Credit 1	**Site Assessment**	1
			2	D	Credit 2	**Site Development, Protect or Restore Habitat** (v4.1)	1 to 2
						Option 1: On-Site Restoration	2
						Option 2: Financial Support	1
			1	D	Credit 3	**Open Space**	1
		2	1	D	Credit 4	**Rainwater Management** (v4.1)	1 to 3
						Path 1 70th Percentile of Rainfall Events	1
						Path 2 75th Percentile of Rainfall Events	2
						Path 3 80th Percentile of Rainfall Events	3
	2			D	Credit 5	**Heat Island Reduction**	1 to 2
						Option 1: Non-Roof and Roof	2
						Option 2: Parking Under Cover	1
	1			D	Credit 6	**Light Pollution Reduction**	1
0	**6**	3	**2**			**Water Efficiency**	**11 points**
				D	Prereq 1	**Outdoor Water Use Reduction**	Required
				D	Prereq 2	**Indoor Water Use Reduction**	Required
				D	Prereq 3	**Building-Level Water Metering**	Required
	2			D	Credit 1	**Outdoor Water Use Reduction** (v4.1)	1 to 2
						50% Reduction From Baseline	1
						100% Reduction from Baseline	2
	3	1	2	D	Credit 2	**Indoor Water Use Reduction** (v4.1)	1 to 6
						25% Reduction	1
						30% Reduction	2
						35% Reduction	3
						40% Reduction	4
						45% Reduction	5
						50% Reduction	6
		2		D	Credit 3	**Cooling Tower & Process Water Use** (v4.1)	1 to 2
						Achieve maximum number of cycles without exceeding filtration levels or affecting condenser water system	1
						Achieve minimum 10 cycles by increasing level of treatment	2
						Achieve number of cycles for 1 point and use minimum 20% recycled nonpotable water	2
	1			D	Credit 4	**Water Metering**	1
0	**12**	6	**15**			**Energy & Atmosphere**	**33 points**
				C	Prereq 1	**Fundamental Commissioning & Verification**	Required
				D	Prereq 2	**Minimum Energy Performance**	Required
				D	Prereq 3	**Building-Level Energy Metering**	Required
				D	Prereq 4	**Fundamental Refrigerant Management**	Required
	6			C	Credit 1	**Enhanced Commissioning**	2 to 6
						Option 1, Path 1: Enhanced Commissioning	3
						Option 1, Path 2: Monitoring-Based Commissioning	4
						Option 2: Envelope Commissioning	2
	5	3	10	D	Credit 2	**Optimize Energy Performance**	1 to 18
						6% Reduction (New Construction)	1
						8% Reduction	2
						10% Reduction	3
						12% Reduction	4
						14% Reduction	5
						16-46% Reduction	6 to 18
	1			D	Credit 3	**Advanced Energy Metering**	1
			2	C	Credit 4	**Demand Response**	1 to 2
			3	D	Credit 5	**Renewable Energy Production**	1 to 3
		1		D	Credit 6	**Enhanced Refrigerant Management**	1
		2		C	Credit 7	**Green Power & Carbon Offsets**	1 to 2
						50% Offset	1
						100% Offset	2

Credit Status: Awarded	Credit Status: Pursuable	Credit Status: ?	Credit Status: No	Credit Type	Credit ID	Credit Description	
0	**7**	1	**5**			**Materials & Resources**	**13 points**
				D	Prereq 1	**Storage & Collection of Recyclables**	Required
				C	Prereq 2	**Construction & Demolition Waste Management Planning**	Required
	2		3	D	Credit 1	**Building Life-Cycle Impact Reduction** (v4.1)	1 to 5
						Option 1: Historic Building Reuse	5
						Option 2: Renovation of Abandoned or Blighted Building	5
						Option 3: Building or Material Reuse	1 to 4
						Option 4: Whole Building Life-Cycle Assessment	2
						Path 1 Conduct Life Cycle Assessment	
						Path 2 Conduct Life Cycle Assessment with 3 of 6 categories above 5% Reduction	
						Path 3 Conduct Life Cycle Assessment with 3 of 6 categories above 10% Reduction	
						Path 4 Conduct Life Cycle Assessment with 3 of 6 categories above 5% Reduction + Salvaged Material Use	
	1		1	C	Credit 2	**BPDO, Environmental Product Declarations** (v4.1)	1 to 2
						Option 1: Environmental Product Declarations	1
						Option 2: Multi-Attribute Optimization	1
	2			C	Credit 3	**BPDO, Sourcing of Raw Materials** (v4.1)	1 to 2
						15% Responsible Sourcing of Raw Materials	1
						30% Responsible Sourcing of Raw Materials	1
	1		1	C	Credit 4	**BPDO, Material Ingredients** (v4.1)	1 to 2
						Option 1: Material Ingredient Reporting	1
						Option 2: Material Ingredient Optimization	1
	1	1		C	Credit 5	**Construction & Demolition Waste Management** (v4.1)	1 to 2
						Option 1, Path 1: Divert 50% and Three Material Streams	1
						Option 1, Path 2: Divert 75% and Four Material Streams	2
0	**11**	0	**5**			**Indoor Environmental Quality**	**16 points**
				D	Prereq 1	**Minimum IAQ Performance**	Required
				D	Prereq 2	**Environmental Tobacco Smoke Control**	Required
	2			D	Credit 1	**Enhanced Indoor Air Quality Strategies**	1 to 2
						Option 1: Enhanced IAQ Strategies	1
						Option 2: Additional Enhanced IAQ Strategies	1
	3			C	Credit 2	**Low-Emitting Materials** (v4.1): 4 Categories for 3 points	1 to 3
						Category 1 Paints and Coatings	
						Category 2 Adhesives and Sealants	
						Category 3 Flooring	
						Category 4 Composite Wood	
						Category 5 Ceilings	
						Category 6 Walls & Doors	
						Category 7 Insulation	
						Category 8 Furniture	
	1			C	Credit 3	**Construction IAQ Management Plan**	1
	2			C	Credit 4	**Indoor Air Quality Assessment**	1 to 2
						Option 1: Flush-out	1
						Option 2: Indoor Air Quality Testing	2
	1			D	Credit 5	**Thermal Comfort**	1
			2	D	Credit 6	**Interior Lighting**	1 to 2
						Option 1: Lighting Control	1
						Option 2: Lighting Quality	1
	1		2	D	Credit 7	**Daylight** (v4.1)	1 to 3
						Option 1: Simulation: Spatial Daylight Autonomy	1 to 3
						40% sDA (Spatial Daylight Autonomy)	1
						55% sDA	2
						75% sDA	3
						Option 2: Simulation: Illuminance Calculations	1 to 3
						Option 3: Measurement	1 to 3
	1			D	Credit 8	**Quality Views**	1
			1	D	Credit 9	**Acoustic Performance**	1
0	**6**	0	**0**			**Innovation**	**6 points**
	1			D	Credit 1.1	**Exemplary Performance,** Access to Quality Transit	1
	1			C	Credit 1.2	**Exemplary Performance,** Heat Island Reduction	1
	1			D	Credit 1.3	**Innovation in Design,** Education & Outreach Program	1
	1			D	Credit 1.4	**Innovation in Design,** Walkable Project Site	1
	1			C	Credit 1.5	**Pilot Credit,** Integrative Analysis of Building Materials	1
	1			C	Credit 2	**LEED™ Accredited Professional**	1
0	**2**	2	**0**			**Regional Priority Credits: (Philadelphia, PA)**	**4 points**
			-	D	Credit 1.1	**LTc3:** High Priority Site (2 point threshold)	
	1			D	Credit 1.2	**LTc5:** Access to Quality Transit (3 point threshold)	
		1		D	Credit 1.3	**SSc4:** Rainwater Management (2 point threshold)	
	1			D	Credit 1.4	**WEc2:** Indoor Water Use Reduction (4 point threshold)	
		1		D	Credit 1.5	**WEc3:** Cooling Tower Water Use Reduction (2 point threshold)	
			-	D	Credit 1.6	**MRc1:** Building Life-Cycle Impact Reduction (3 point threshold)	
0	**63**	16	**31**			**Totals (Pre-Certification Estimates)**	**110 points**

(projects may lose between 2 to 4 points during certification)
Certified 40 to 49 points **Silver** 50 to 59 points **Gold** 60 to 79 points **Platinum** 80 points and above

COMPLETE STREETS HANDBOOK CHECKLIST

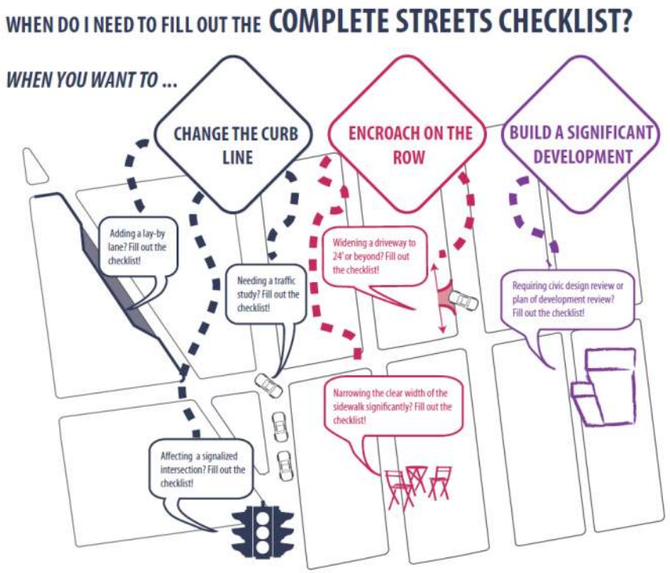
Philadelphia City Planning Commission

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**

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME

   1826 Chestnut Street

2. DATE

   10/19/2022

3. APPLICANT NAME

   Sam's Place Realty Associates, LP

4. APPLICANT CONTACT INFORMATION

   Sam's Place Realty Associates, LP
   c/o Goodman Properties
   636 Old York Road Jenkintown, PA 19064

5. PROJECT AREA: list precise street limits and scope

   1826 Chestnut Street

   SCOPE: This project is located on the south side of Chestnut Street between S. 18th Streets and S. 19th Street.

   The frontage along Chestnut Street is 101' and 135' along S. 19th Street.

   The project entails a mixed-use, residential building including a 46-story tower with ground floor commercial, 213 residential units, and a 64 space, 2-level, underground parking garage.

6. OWNER NAME

   Sam's Place Realty Associates, LP

7. OWNER CONTACT INFORMATION

   Sam's Place Realty Associates, LP
   c/o Goodman Properties
   636 Old York Road Jenkintown, PA 19064

8. ENGINEER / ARCHITECT NAME

   Omar Rosa, PE

9. ENGINEER / ARCHITECT CONTACT INFORMATION

   Direct: 215 665-7147
   Mobile: 302 584-0898
   Fax: 215 665-7001
   EOmar.Rosa@stantec.com

   Stantec
   1500 Spring Garden Suite 1100
   Philadelphia PA 19130-4067

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/554386732058308617 8c4f34/

STREET	FROM	TO	COMPLETE STREET TYPE
S. 19st Street	**Chestnut Street**	**Sansom Street**	**High Volume Pedestrian**
Chestnut Street	**S. 18th Street**	**S. 19th Street**	**High Volume Pedestrian**
_____	_____	_____	_____

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
S. 19st Street	**16' / 12' / 12'**	**12' / 12'**
Chestnut Street	**16' / 17' / 17'**	**17' / 17'**
_____	_____ / _____ / _____	_____ / _____

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
S. 19st Street	**8' / 7' / 7.4'**
Chestnut Street	**8' / 11' / 12.3'**
_____	_____ / _____ / _____

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
NA	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
S. 19st Street	**14.5' for Loading Area**	**136.9' south of Chestnut Street**
S. 19th Street	**12' for Parking Garage**	**118.9' south of Chestnut Street**
_____	_____	_____
_____	_____	

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:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, **existing and proposed** Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
S. 19st Street	**0' / 0'**
Chestnut Street	**0' / 0'**
_____	_____ / _____

17. FURNISHING ZONE: list the MINIMUM, **recommended, existing, and proposed** Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
S. 19st Street	**4' / 4.6' / 4'**
Chestnut Street	**4' / 4.7' / 4'**
_____	_____ / _____ / _____

				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

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (continued)

				DEPARTMENTAL APPROVAL	
21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
22. Does the design maintain adequate visibility for all roadway users at intersections?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf

    New street trees to help control heat island effect, accommodate necessary utility infrastructure, maintain crosswalk network, and install ADA-compliant curb ramps at all crosswalks.

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
1826 Chestnut St	74	0 / 0	0 / 0	0 / 74
_____	_____	_____ / _____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____	_____ / _____

				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

Philadelphia City Planning Commission

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:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
_____	_____	_____	_____ / _____	_____
_____	_____	_____	_____ / _____	_____
_____	_____	_____	_____ / _____	_____
_____	_____	_____	_____ / _____	_____

				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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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

Philadelphia City Planning Commission

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____