

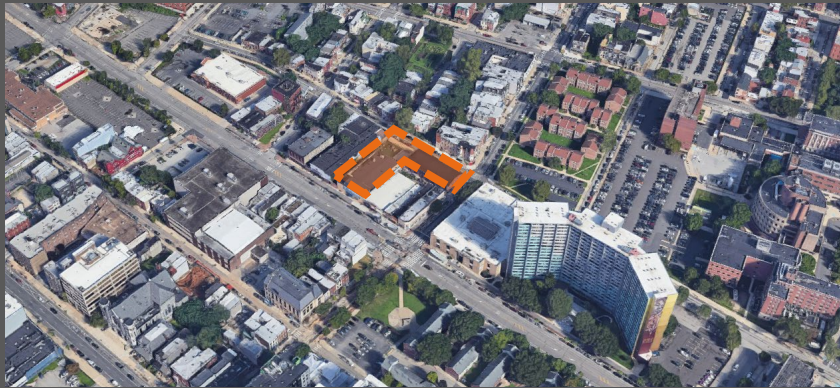
4011 Market Street | Civic Design Review

CONTENTS

- 2 Project Description
- 3 CDR Application
- 4 Existing Site Map
- 5 Existing Site Photos
- 8 Existing Site Survey
- 9 Proposed Site Plan
- 10 Proximity Plan
- 11 Landscape Plan
- 12 Roof Deck
- 13 Basement & Ground Floor Plans
- 14 Typical Residential & Roof Plan
- 15 Exterior Elevations
- 19 Sections
- 22 Perspectives
- 26 Aerial Perspectives
- 29 Sustainability Questionnaire
- 30 Complete Streets Checklist



Project Description



The proposed building is an environmentally sustainable LEED-Platinum Certified, 12-story mixed use development at 4011-19 Market Street and 18 N 40th Street. The project seeks to contribute to the current block and will engage Market Street with retail and residential lobby frontage.

- At the corner of 40th and Filbert Streets, the project was carefully designed to match the materials of Powelton Village with brick masonry materials, plantings, and low-impact safety lighting. The corner space at Filbert Street is private space for residents, reducing traffic and impact for surrounding residents.
- The residential floors above include 350 apartments, private terraces, and amenity space for the residents. The amenities include lounge space, bike storage, and a roof deck with greenery and sustainable plant materials. The building also includes an underground parking garage with 53 parking spaces and 2 loading spaces, minimizing traffic and providing private parking for residents.
- Thoughtful design on the street edges reinforces a significantly improved public realm. Well defined entries, windows, lighting and materials ensure design integration with the neighborhood while improving the street aesthetic.
- A distinct masonry base connects the building to the surrounding buildings and provides more public uses at the ground level. Residential units above the retail create a vertical tower using blocks reminiscent of historical residential buildings Philadelphia.
- Building facades are defined by planes and blocks. Two- and three-story window blocks bring to mind the scale of the surrounding neighborhoods.
- High quality materials will be utilized to fit into the timeless character of the community, with a focus on environmental sustainability and seamless integration into the community.

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-2022-008307

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

The Project includes more than 100,000 square feet of new gross floor area and creates more than 100 additional dwelling units within a structure.

PROJECT LOCATION

Planning District: University Southwest **Council District:** 3rd Council District

Address: 4011-19 Market Street and 18 N. 40th Street
Philadelphia, PA 19104

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

CONTACT INFORMATION

Applicant Name: North 40 Acquisition LLC c/o
Devon Beverly, Esq. and
Matthew N. McClure, Esq. **Primary Phone:** 215-864-8394

Email: McClure@ballardspahr.com **Address:** 1735 Market Street, 51st Floor
BeverlyD@ballardspahr.com Philadelphia, PA 19103

Property Owner: North 40 Acquisition LLC **Developer:** North 40 Acquisition LLC
Architect: CUBE3

SITE CONDITIONS

Site Area: 27,690

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

Present Use: Childcare and tutoring facilities.

Proposed Use:

New 228,693 sq. ft. (gross floor area) mixed-use building with multi-family residential (350 units) and ground floor retail (4,185 sq. ft).

Proposed # of Parking Units:

Fifty-three (53) underground parking spaces and two (2) loading spaces.

COMMUNITY MEETING

Community meeting held: Yes No

If yes, please provide written documentation as proof.

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

Date: May 11, 2023 **Time:** 6pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:

Date: _____

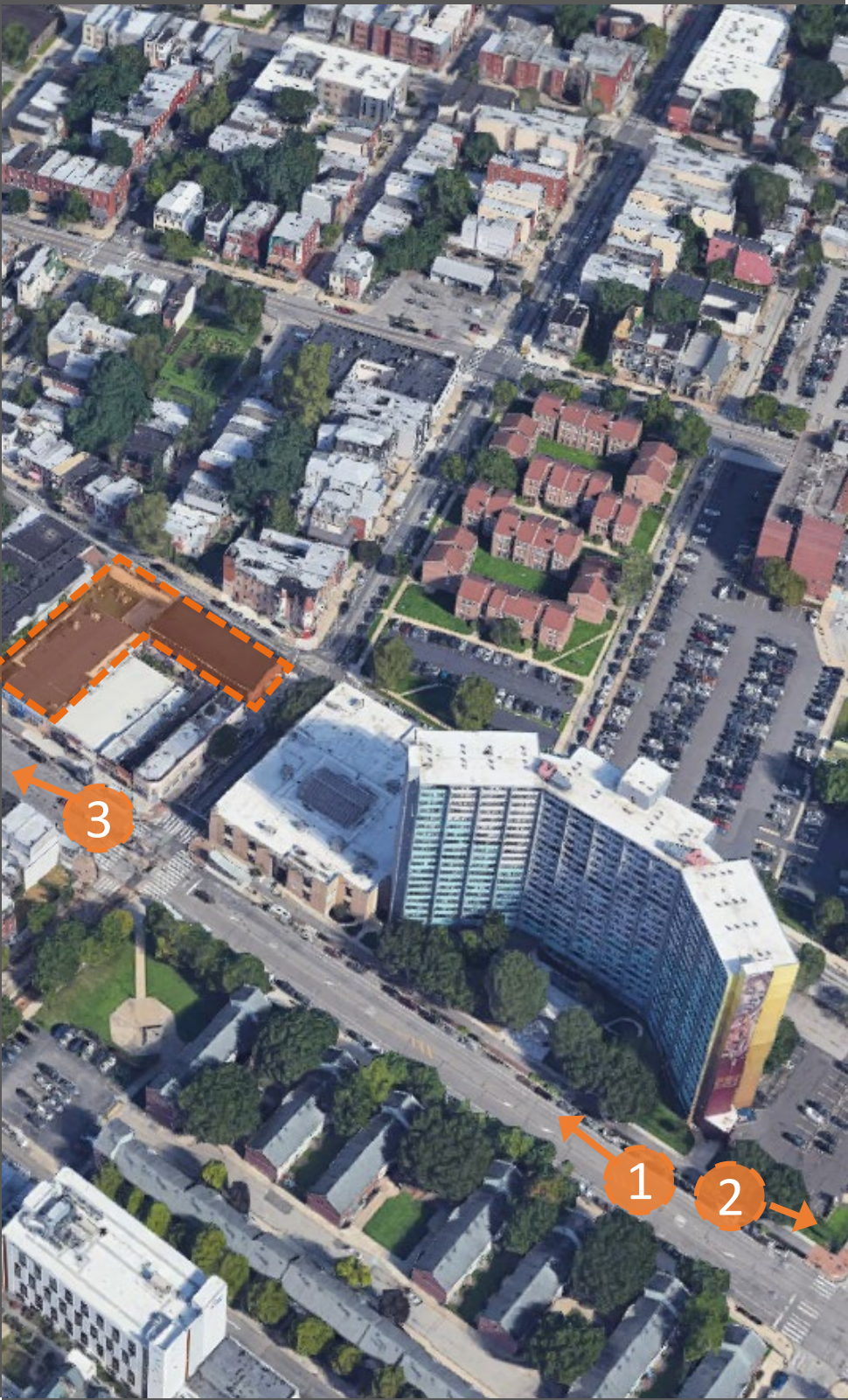
Existing Site Map



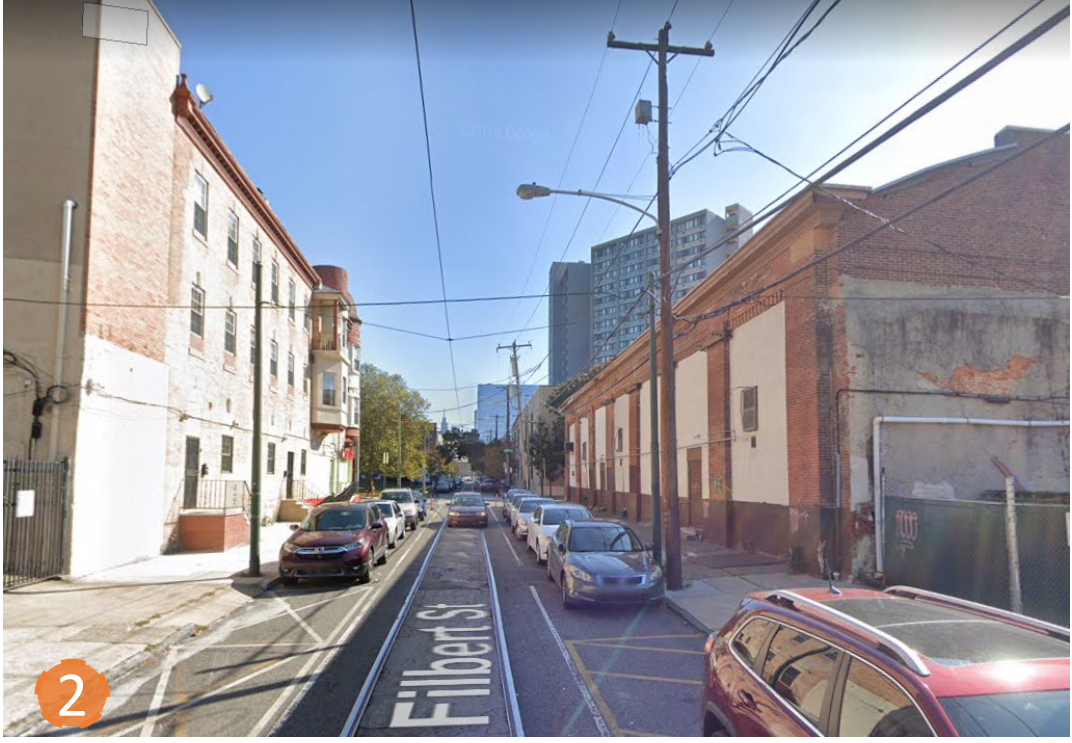
Existing Site Photos



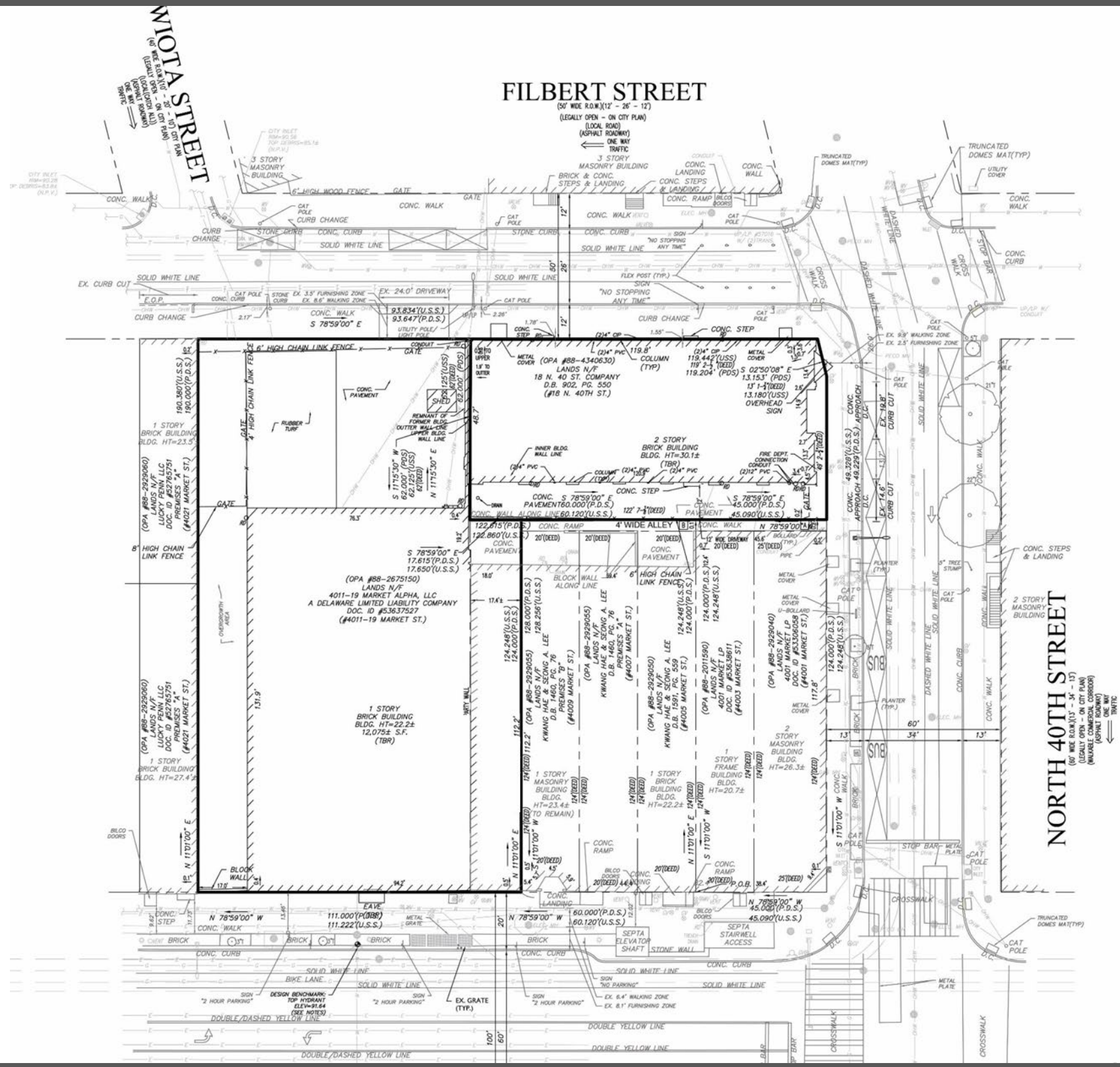
Existing Site Photos (continued)



Existing Site Photos (continued)



Existing Site Survey



Proposed Site Plan

Plan Legend

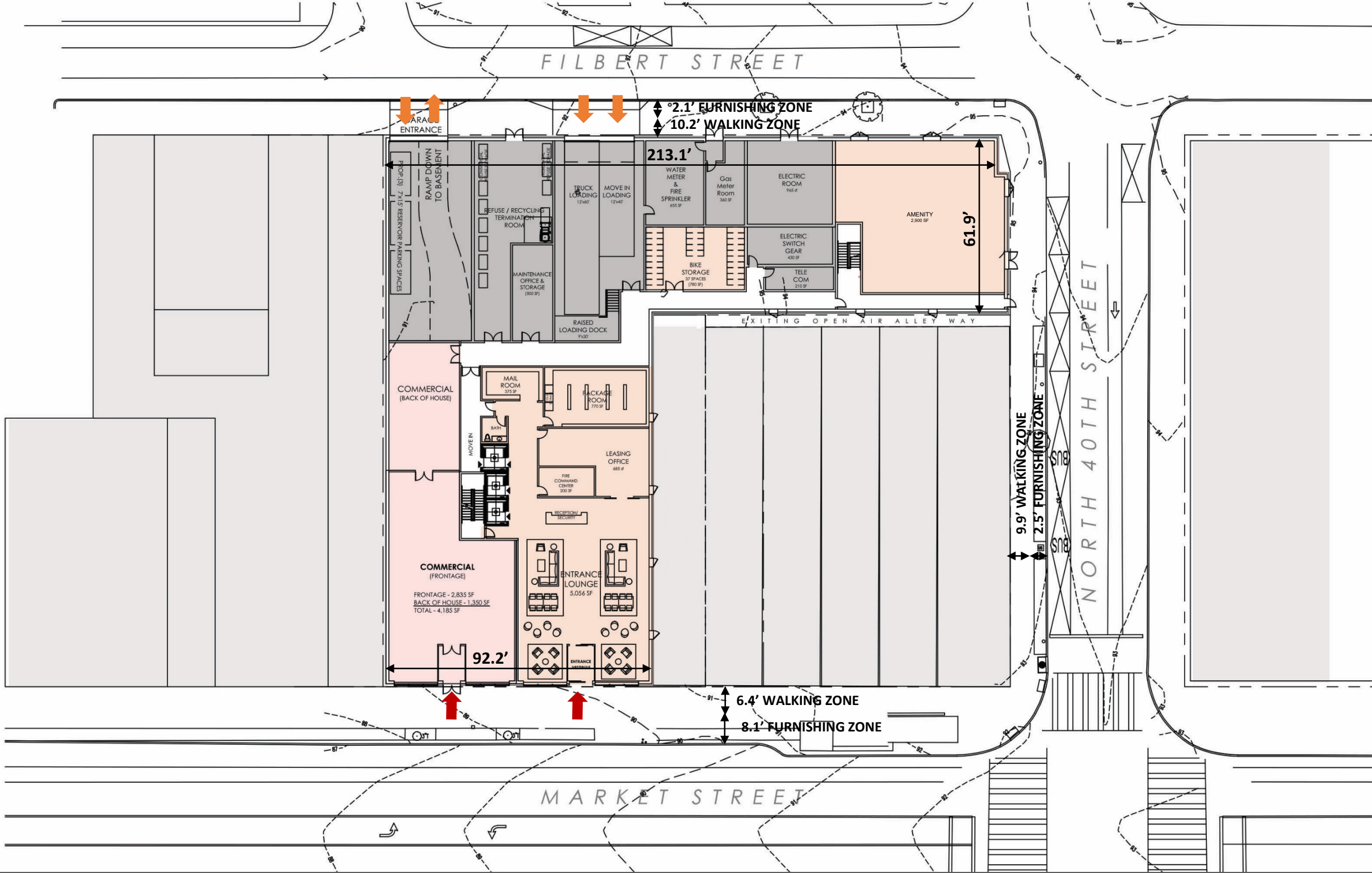
 Commercial

 Storage / Service

 Amenities

 Vehicle Circulation

 Pedestrian Entrance

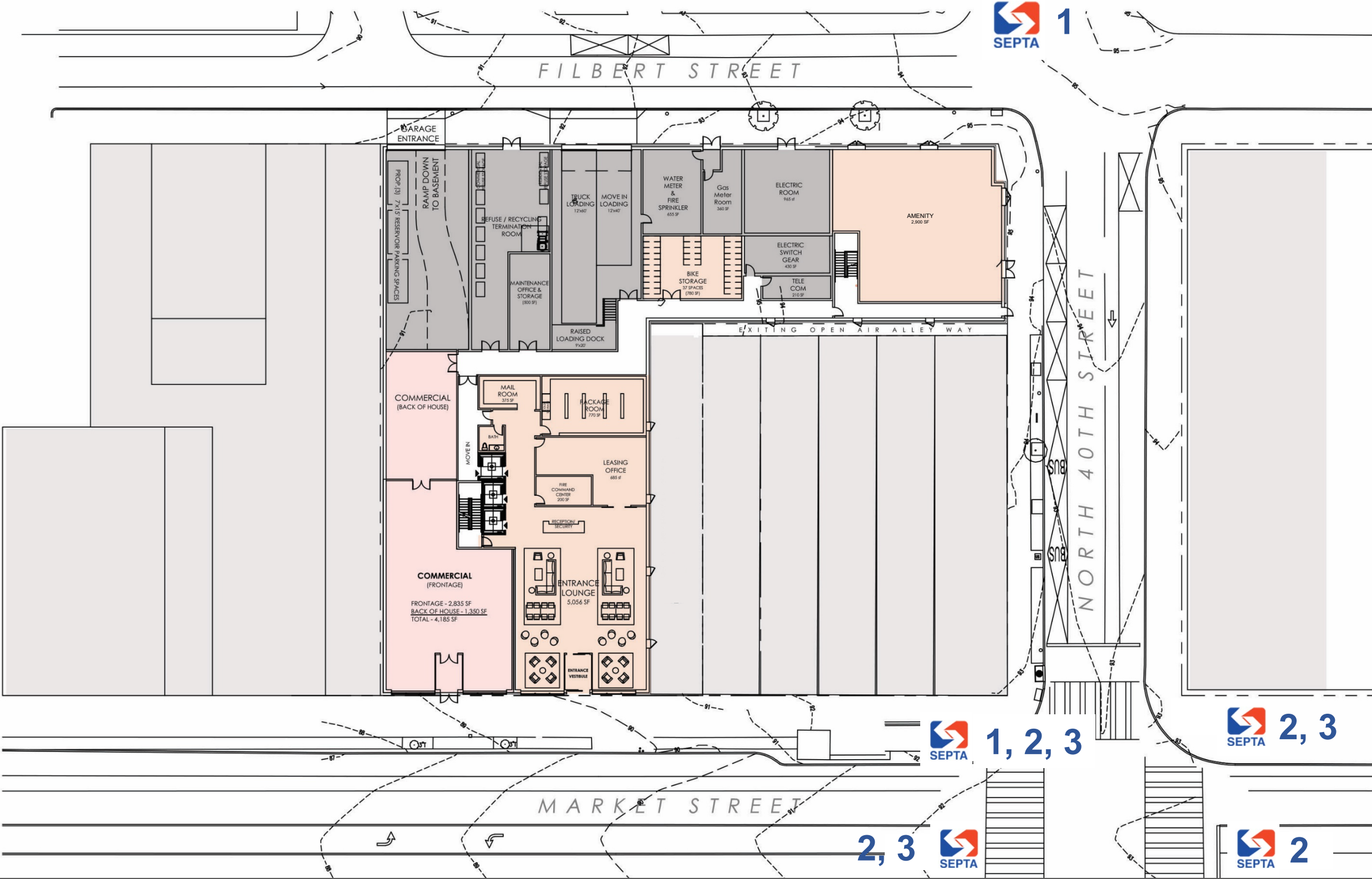


Proximity Plan

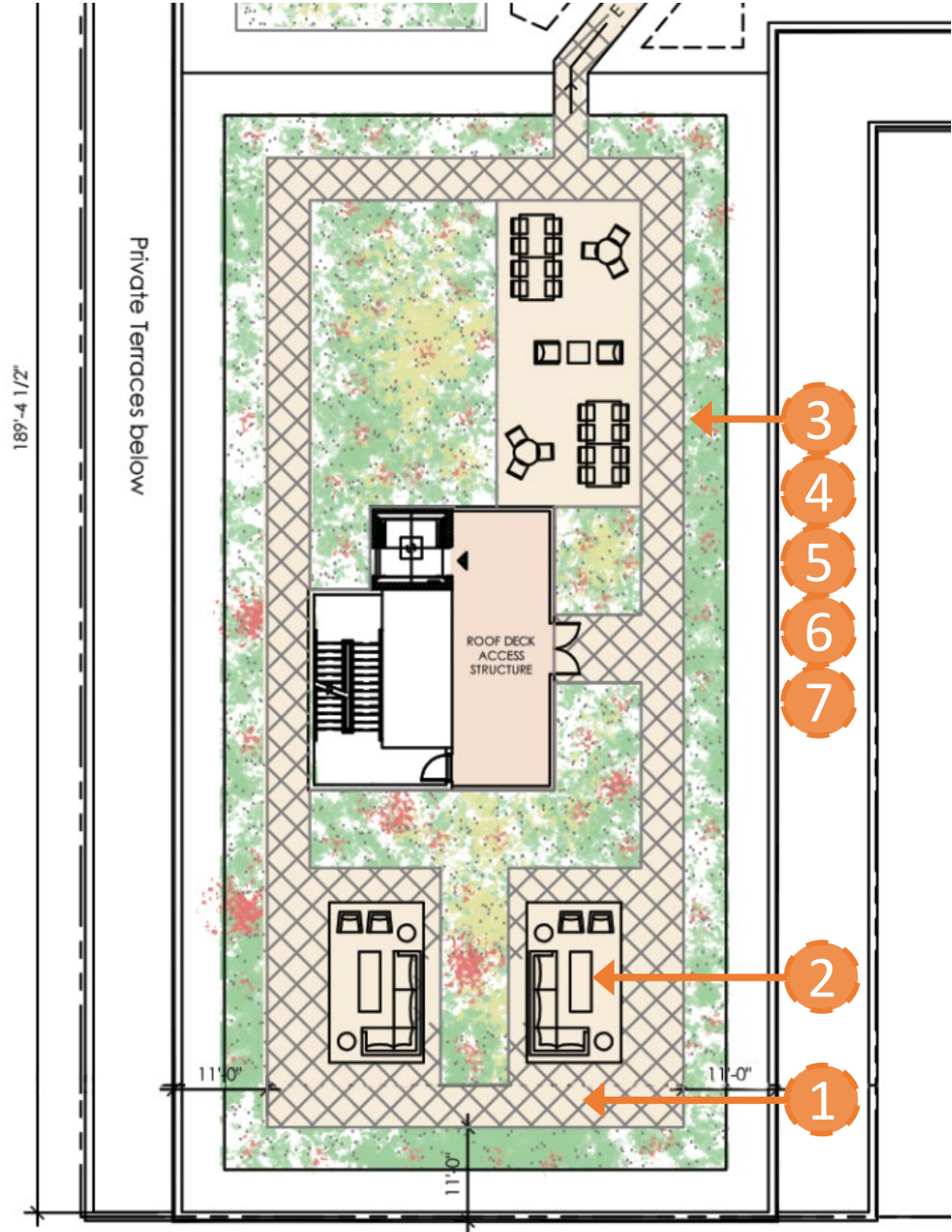
Plan Legend



- 1 Trolley
- 2 Subway
- 3 Bus



Roof Deck



Roof Deck Plan



3 Little Bluestem



4 Prairie Dropseed



5 Wild Bergamot

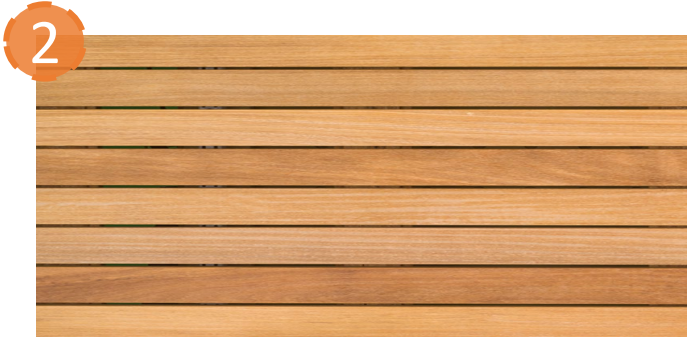


6 Corn Flower



7 Shasta Daisy

Perennials/Grasses/Ground Covers



2 Deck Material #2 – Wood Tiles

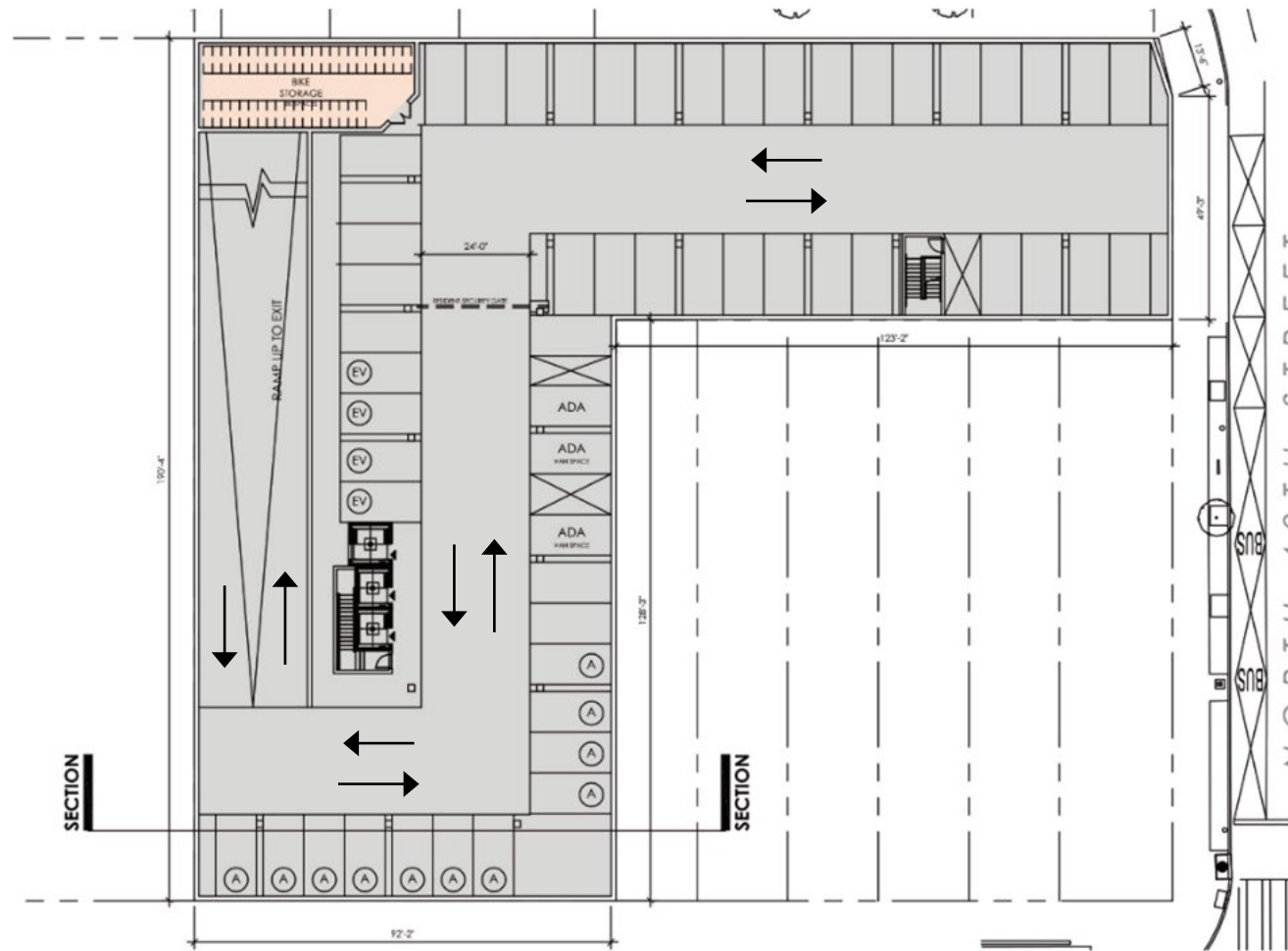


1 Deck Material #1 – Porcelain Pavers



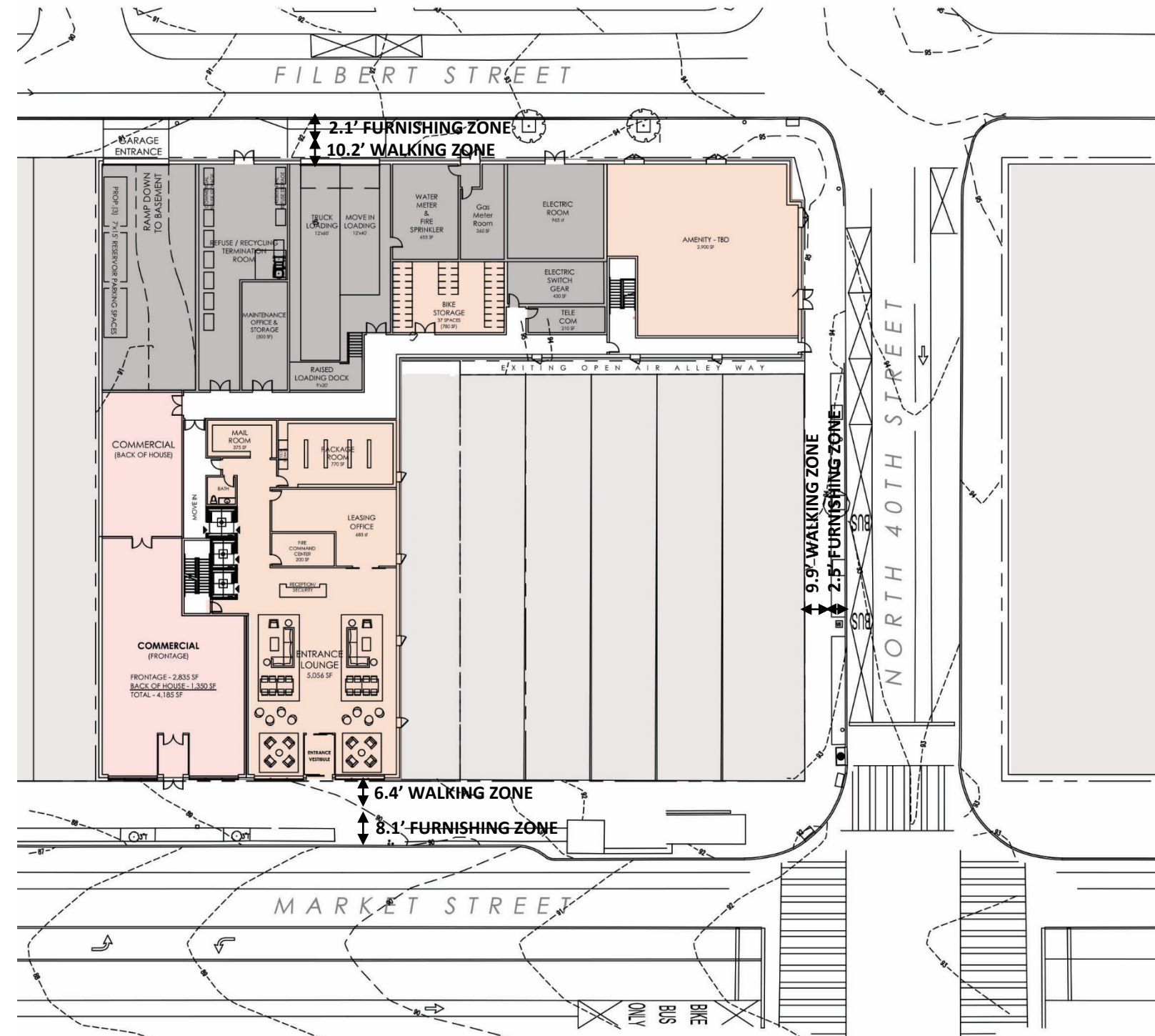
Conceptual Image

Basement & Ground Floor Plans

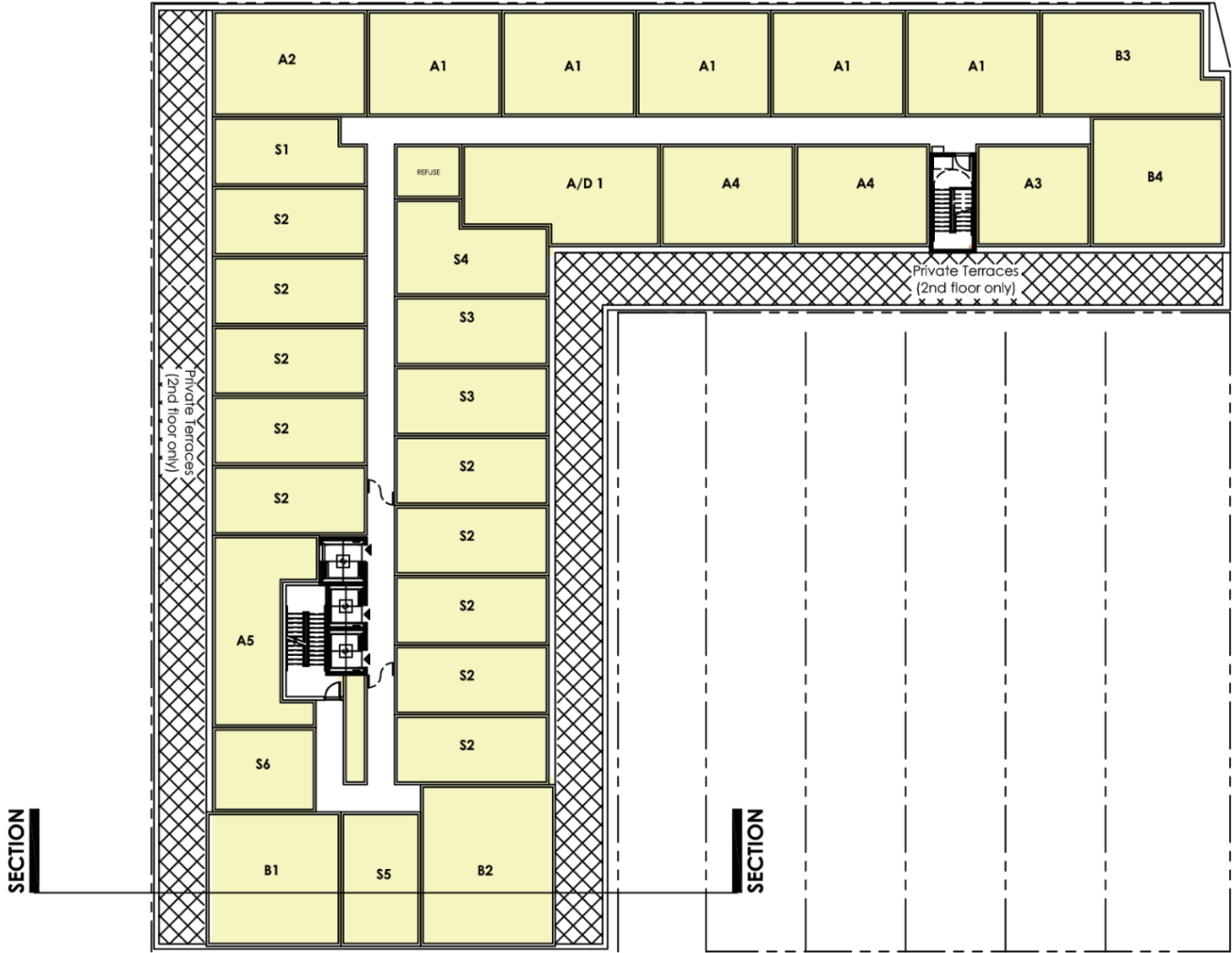
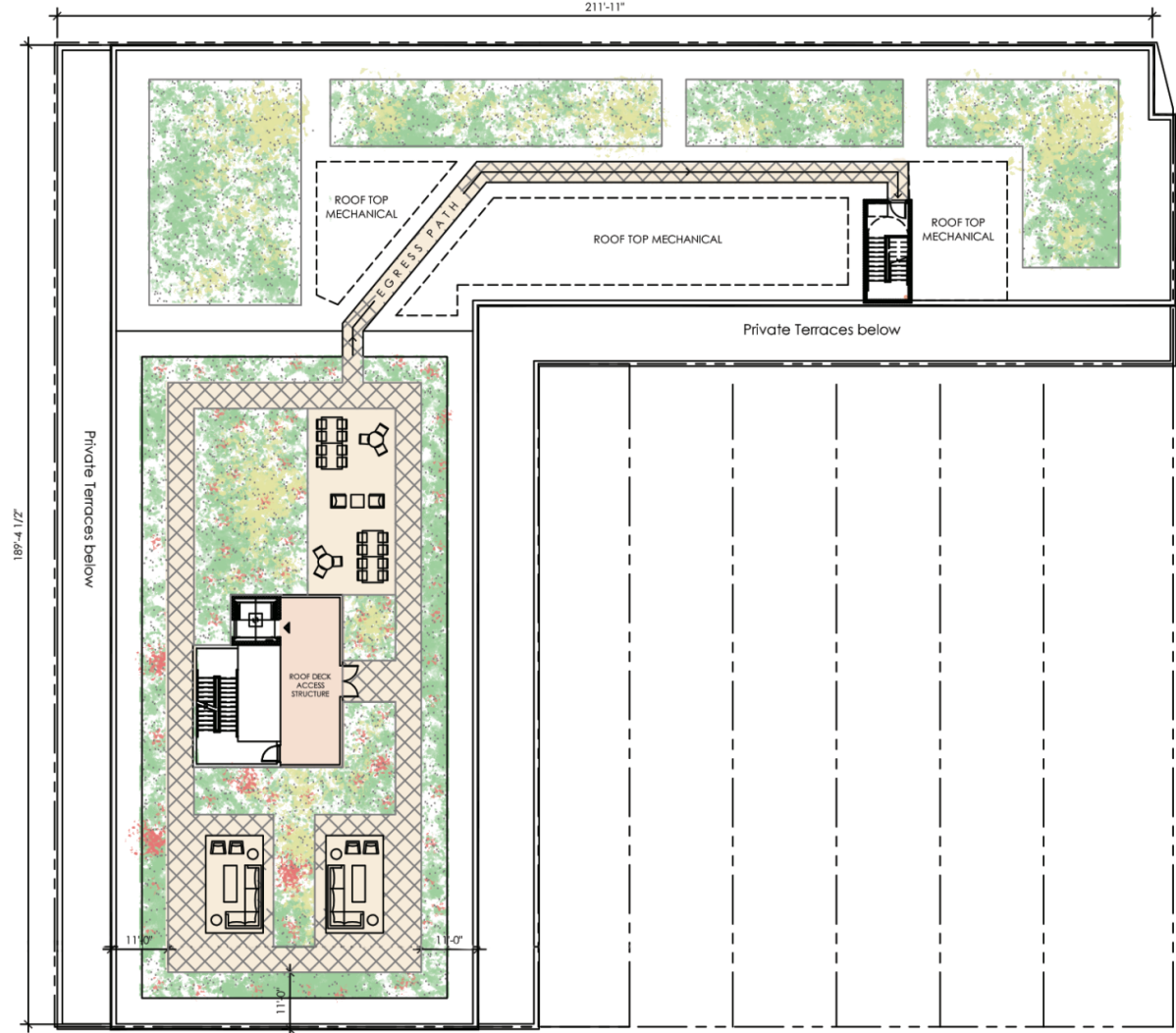


Plan Legend

- Commercial
- Storage / Service
- Amenities



Typical Residential & Roof Plans



Plan Legend

- Residential
- Amenities

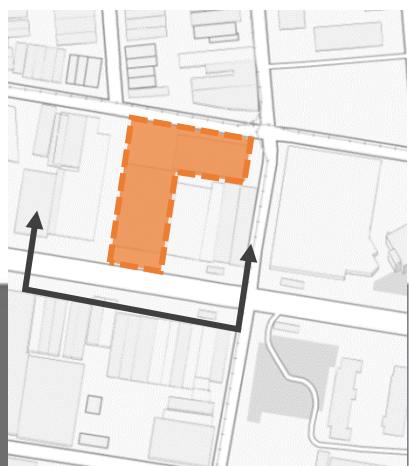
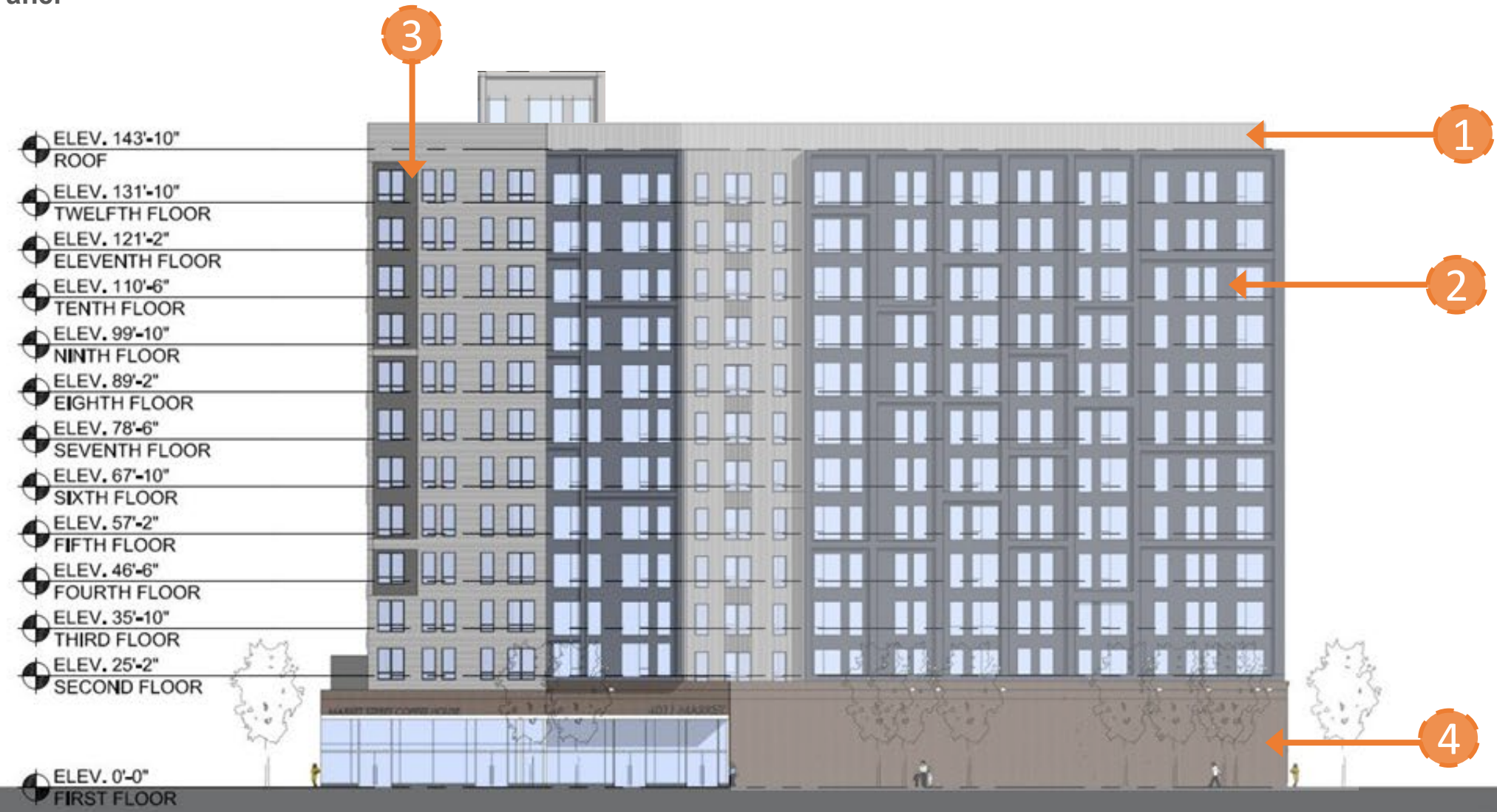
Exterior Elevations | South (Market Street)

1 Primary – Textured Panel Siding
(Fiber Cement Panel)

2 Accent – Large Format Panel
(Fiber Cement Panel)

3 Accent – Large Format Panel
(Metal Panel)

4 Base – Masonry
(Brick)



Exterior Elevations | West

1 Primary – Textured Panel Siding
(Fiber Cement Panel)

2 Accent – Large Format Panel
(Fiber Cement Panel)

3 Accent – Large Format Panel
(Metal Panel)

4 Base – Masonry
(Brick)

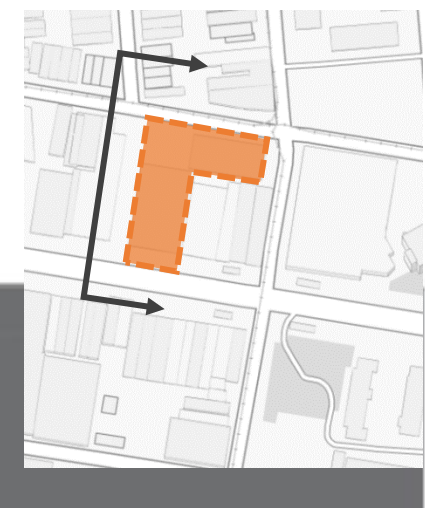
- ELEV. 143'-10" ROOF
- ELEV. 131'-10" TWELFTH FLOOR
- ELEV. 121'-2" ELEVENTH FLOOR
- ELEV. 110'-6" TENTH FLOOR
- ELEV. 99'-10" NINTH FLOOR
- ELEV. 89'-2" EIGHTH FLOOR
- ELEV. 78'-6" SEVENTH FLOOR
- ELEV. 67'-10" SIXTH FLOOR
- ELEV. 57'-2" FIFTH FLOOR
- ELEV. 46'-6" FOURTH FLOOR
- ELEV. 35'-10" THIRD FLOOR
- ELEV. 25'-2" SECOND FLOOR
- ELEV. 0'-0" FIRST FLOOR



1

3

4



Exterior Elevations | North (Filbert Street)

1 Primary – Textured Panel Siding
(Fiber Cement Panel)

2 Accent – Large Format Panel
(Fiber Cement Panel)

3 Accent – Large Format Panel
(Metal Panel)

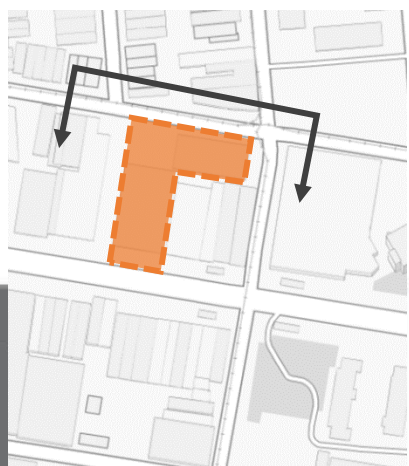
4 Base – Masonry
(Brick)

- ELEV. 143'-10" ROOF
- ELEV. 131'-10" TWELFTH FLOOR
- ELEV. 121'-2" ELEVENTH FLOOR
- ELEV. 110'-6" TENTH FLOOR
- ELEV. 99'-10" NINTH FLOOR
- ELEV. 89'-2" EIGHTH FLOOR
- ELEV. 78'-6" SEVENTH FLOOR
- ELEV. 67'-10" SIXTH FLOOR
- ELEV. 57'-2" FIFTH FLOOR
- ELEV. 46'-6" FOURTH FLOOR
- ELEV. 35'-10" THIRD FLOOR
- ELEV. 25'-2" SECOND FLOOR
- ELEV. 0'-0" FIRST FLOOR



1

4



Exterior Elevations | East (40th Street)

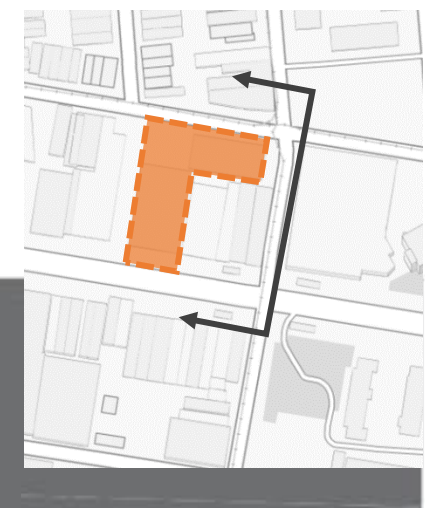
1 Primary – Textured Panel Siding
(Fiber Cement Panel)

2 Accent – Large Format Panel
(Fiber Cement Panel)

3 Accent – Large Format Panel
(Metal Panel)

4 Base – Masonry
(Brick)

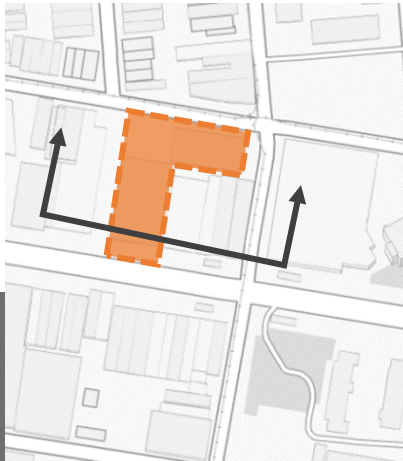
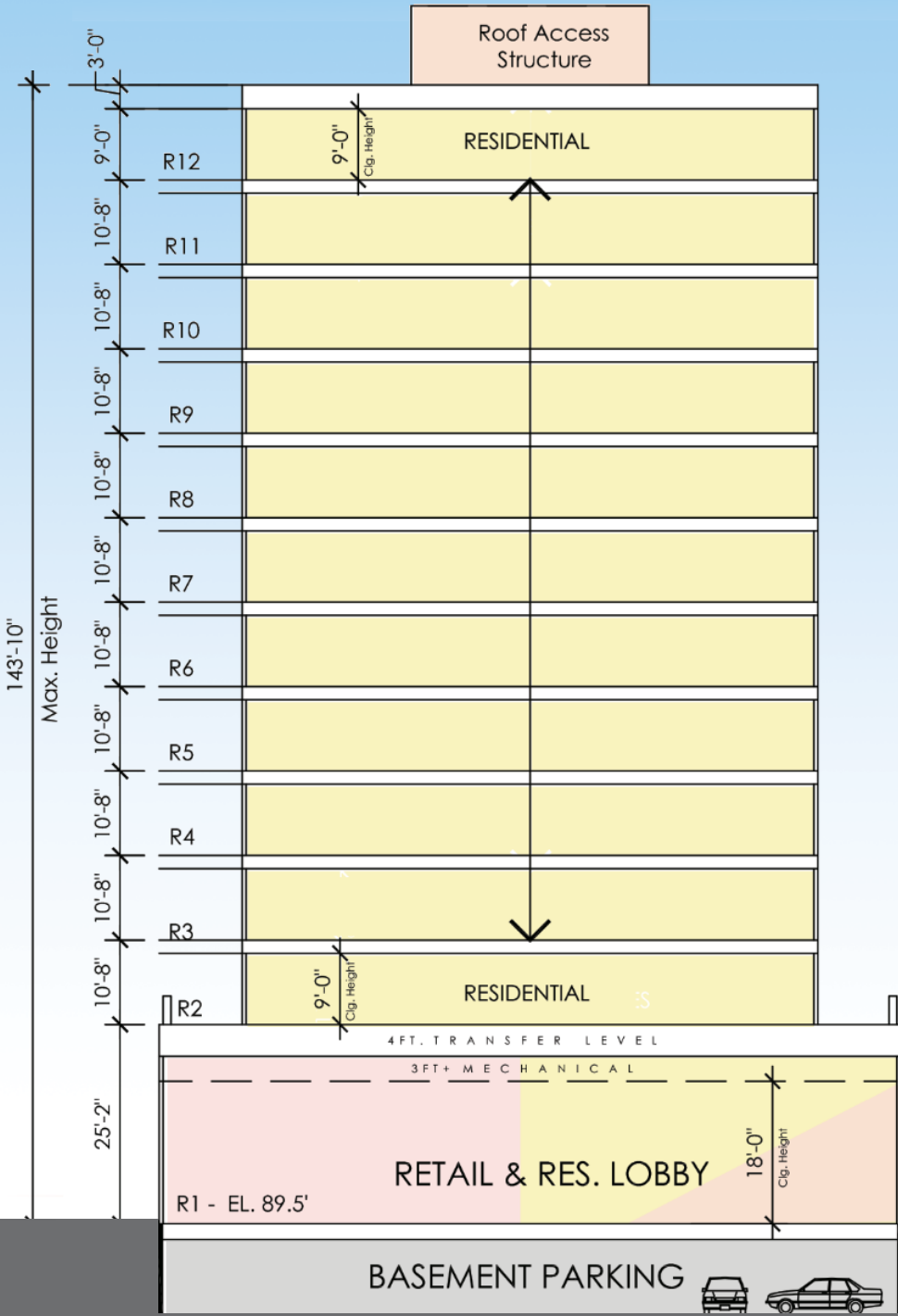
- ELEV. 143'-10" ROOF
- ELEV. 131'-10" TWELFTH FLOOR
- ELEV. 121'-2" ELEVENTH FLOOR
- ELEV. 110'-6" TENTH FLOOR
- ELEV. 99'-10" NINTH FLOOR
- ELEV. 89'-2" EIGHTH FLOOR
- ELEV. 78'-6" SEVENTH FLOOR
- ELEV. 67'-10" SIXTH FLOOR
- ELEV. 57'-2" FIFTH FLOOR
- ELEV. 46'-6" FOURTH FLOOR
- ELEV. 35'-10" THIRD FLOOR
- ELEV. 25'-2" SECOND FLOOR
- ELEV. 0'-0" FIRST FLOOR



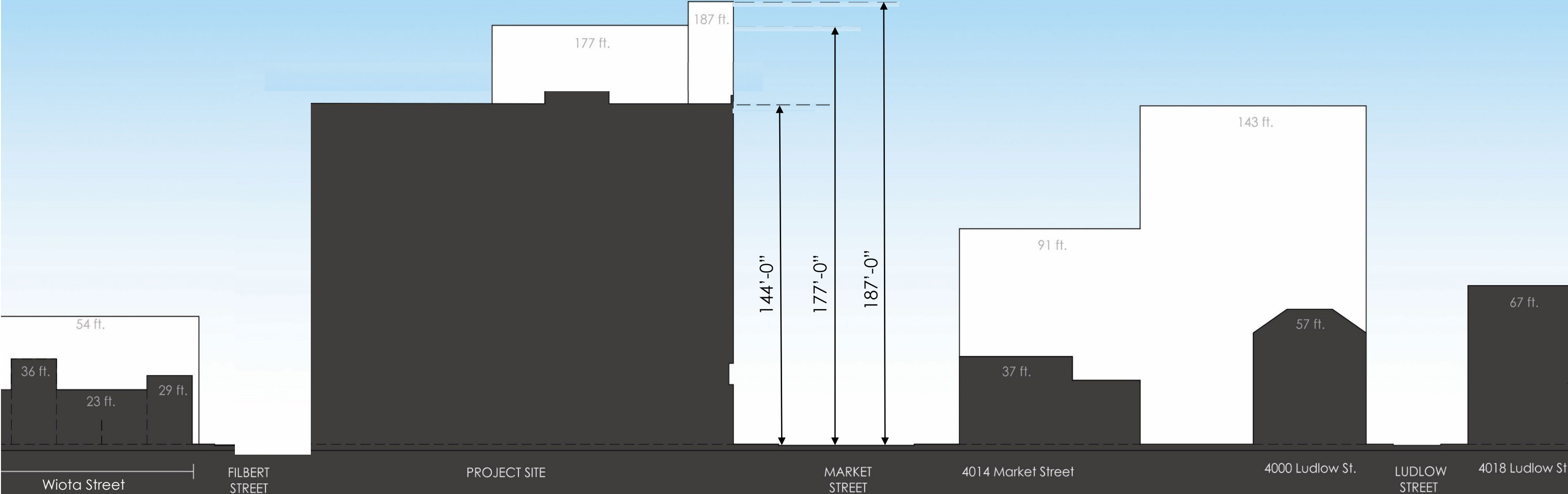
Sections | Building Section

Plan Legend

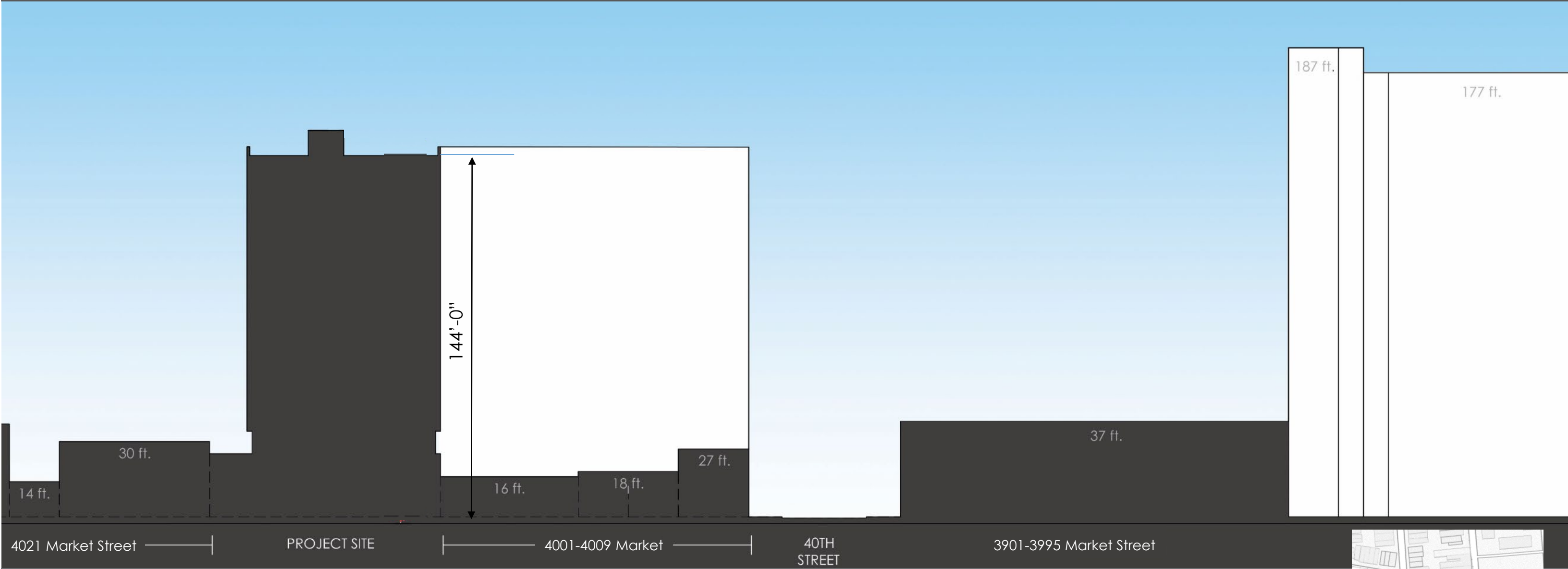
- Commercial
- Storage / Service
- Amenities
- Residential



Sections | Site Section Cut North to South



Sections | Site Section Cut East to West



Perspectives | From South 40th Street & Market Street Intersection Looking Northwest



Perspectives | View Looking West Down Market Street



Perspectives | From Market Street Looking Northeast



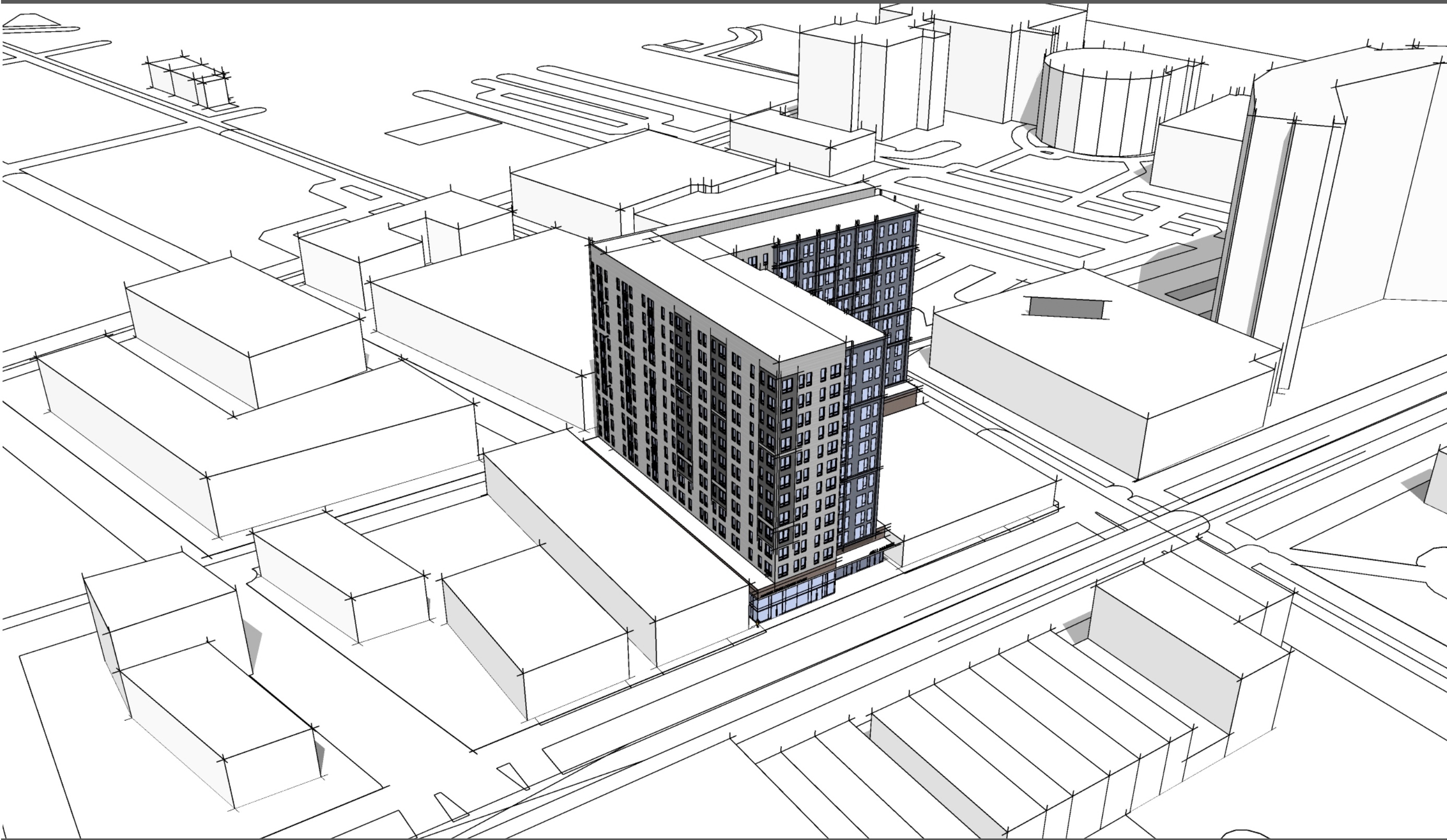
Perspectives | From Intersection of 40th & Filbert Streets Looking Southwest



Perspectives | Aerial from the Southeast



Perspectives | Aerial from the Southwest



Perspectives | Aerial from the Northeast



Civic Design Review Sustainable Design Checklist

Civic Sustainable Design Checklist – Updated September 3, 2019

Civic Design Review Sustainable Design Checklist

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

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

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

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes, the project is in walking distance of trolley stops, bus stops and 40th Street station.
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	Yes, all parking is enclosed in an underground garage beneath the building.
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	Yes, EV spaces are provided in the parking garage.
(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
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes, the project provides 117 Class A bike parking spaces

1

Civic Sustainable Design Checklist – Updated September 3, 2019

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, project vegetation is planned to be adapted and native planting to eliminate the need for an ongoing permanent irrigation system.
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.	Yes, per the project documentation included in this package, a green roof system is planned for the building rooftop to improve urban vegetated areas, reduce heat island effect, improve urban wildlife diversity, and provide amenity space for building residents.
(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, Rain Water Management provided. Please refer to Civil drawings for additional information.
		Yes, to reduce the heat island effect, street level hardscapes with a light-colored SRI material are contemplated. Street level hardscape materials are minimal with this zero-lot line project development approach.
(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.	
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	Project will comply with Energy Code 2018 IECC updates through performance-based energy modeling.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	Yes, the project is pursuing LEED Platinum certification which will incorporate advanced energy conservation measures to minimize energy usage and reduce the project's carbon footprint. Specific energy conservation measures to be explored include improved building envelope performance metrics for window, wall and roof assemblies, improved lighting systems and controls, reduced domestic hot water usage, and improved mechanical system performance.

2

Civic Sustainable Design Checklist – Updated September 3, 2019

	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}	No, not applicable.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Not provided
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Project plans to incorporate several leading-edge sustainability strategies incorporating building materials with lower embodied carbon footprints, as well as education and engagement of building residents to optimize their unique energy footprints.

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

3

Complete Street Handbook Checklist

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

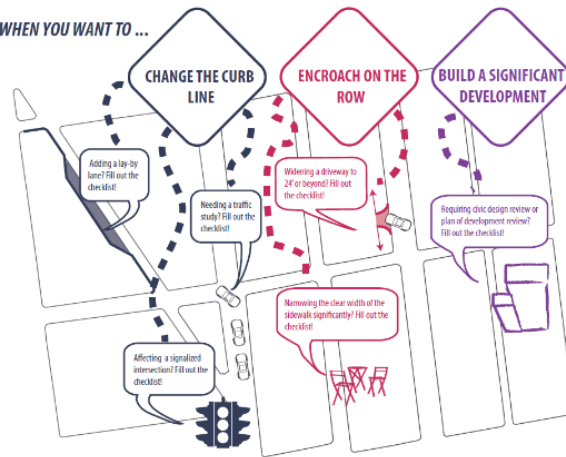
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT: _____ DATE _____
 FINAL STREETS DEPT REVIEW AND COMMENT: _____ DATE _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-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.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - o Placing of a new street;
 - o Removal of an existing street;
 - o Changes to roadway grades, curb lines, or widths; or
 - o Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - o FULLY DIMENSIONED
 - o CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o PROPOSED TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o TRANSIT SHELTERS/STAIRWAYS

*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME
4011 Market Street
2. DATE
April 19, 2023
3. APPLICANT NAME
North 40 Acquisition, LLC
5. PROJECT AREA: list precise street limits and scope
The Project is Located on 4011-19 Market Street and 18 N. 40th Street.
Street #1 - Market street
The frontage along Market Street is 92.2'.
Street #2 - North 40th Street
The frontage along N. 40th Street is 61.9'.
Street #3 - Filbert Street
The frontage along Filbert Street is 213.1'
4. APPLICANT CONTACT INFORMATION
3675 Market Street, 2nd Floor
Philadelphia, PA 19104
6. OWNER NAME
c/o Pujá Peruto
7. OWNER CONTACT INFORMATION
3675 Market street, 2nd Floor
Philadelphia, PA 19104
8. ENGINEER / ARCHITECT NAME
Colliers Engineering and Design
2 Penn Center - Suite 222
Philadelphia, PA
9. ENGINEER / ARCHITECT CONTACT INFORMATION
CUBE3 Architecture
182 Nassau Street
Princeton, NJ 08542
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook. Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Market Street</u>	<u>40th Street</u>	<u>Preston Street</u>	<u>Urban Arterial</u>
<u>40th Street</u>	<u>Filbert Street</u>	<u>Market Street</u>	<u>Walkable Commercial Corridor</u>
<u>Filbert Street</u>	<u>Wiota Street</u>	<u>40th Street</u>	<u>Other/Local</u>

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 Street Handbook Checklist (continued)

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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Market Street</u>	<u>12' / 20.1' / 20.1'</u>	<u>20' / 20'</u>
<u>40th Street</u>	<u>12' / 12.4' / 12.4'</u>	<u>13' / 13'</u>
<u>Filbert Street</u>	<u>10' / 12.3' / 12.3'</u>	<u>12' / 12'</u>
_____	_____ / _____ / _____	_____ / _____

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
<u>Market Street</u>	<u>6' / 6.4' / 6.4'</u>
<u>40th Street</u>	<u>6' / 9.9' / 9.9'</u>
<u>Filbert Street</u>	<u>5' / 8.6' / 8.6'</u>
_____	_____ / _____ / _____

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
<u>Driveway</u>	<u>24'-0"</u>	<u>Filbert Street</u>
<u>Driveway</u>	<u>19.8'</u>	<u>40th Street</u>
<u>Driveway</u>	<u>14.6'</u>	<u>40th Street</u>
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Garage Entrance</u>	<u>20'-0"</u>	<u>Filbert Street</u>
<u>Loading/Move-In</u>	<u>30'-0"</u>	<u>Filbert Street</u>
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES NO

DEPARTMENTAL
APPROVAL

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: Adequate walking zones are provided.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

Complete Street Handbook Checklist (continued)

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
Market Street	0' / 0'
40 th Street	0' / 0'
Filbert Street	0.75' / 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
Market Street	4' / 8.1' / 8.1'
40 th Street	3' / 2.5' / 2.5'
Filbert Street	3.5' / 2.1' / 3.7'

18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

19. Does the design avoid tripping hazards?

YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
---	-----------------------------	------------------------------	------------------------------	-----------------------------

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 <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
---	-----------------------------	------------------------------	------------------------------	-----------------------------

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES NO N/A DEPARTMENTAL APPROVAL YES NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO N/A DEPARTMENTAL APPROVAL 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>. The project maintains some walking zones encouraging Pedestrian mobility while buffering from traffic. Bike parking spaces are proposed to encourage Bike transportation.

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
4011 Market Street	117	0 / 0	0 / 0	0 / 117
---	---	--- / ---	--- / ---	--- / ---
---	---	--- / ---	--- / ---	--- / ---

25. Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and dimensioned on the plan?

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street
- Indego Bicycle Share Station

YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	DEPARTMENTAL APPROVAL
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO N/A DEPARTMENTAL APPROVAL YES NO

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A DEPARTMENTAL APPROVAL YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: Existing bike lane is located on Market Street

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

Complete Street Handbook Checklist (continued)

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

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		DESIGN SPEED
			Existing	Proposed	
NA	N/A	N/A	N/A	N/A	N/A
_____	_____	_____	____/____	____	____
_____	_____	_____	____/____	____	____
_____	_____	_____	____/____	____	____

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

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: Adequate vehicle circulation and access is provided.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

Complete Street Handbook Checklist (continued)

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
NA	N/A	N/A
_____	_____	_____
_____	_____	_____

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

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: _____

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: _____

Thank You