



6635-6639
CHESTER
AVENUE

CIVIC DESIGN REVIEW
MULTI-FAMILY RESIDENTIAL COMMUNITY



WISDOMTREE GROUP

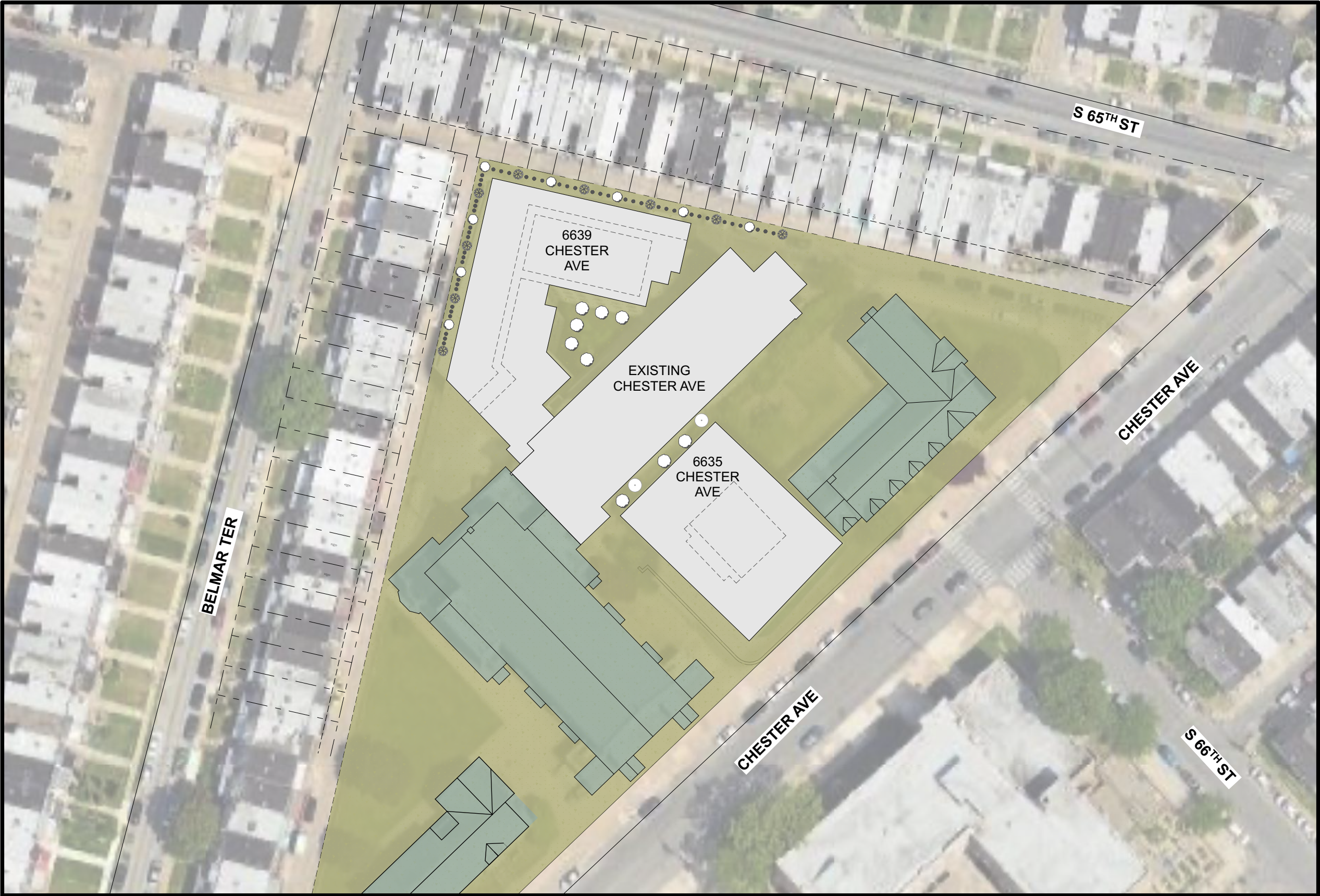
PROJECT DESCRIPTION

Two new construction builds located at 6635 and 6639 Chester Avenue in Philadelphia, Pennsylvania consisting of (3)Residential buildings, one of which is a renovated existing building. All buildings combined contain 160 residential units.

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2	Table of Contents & Project Summary
October 22, 2024	#Pln



3	Site Plan
October 22, 2024	#Pln





Legend	
1.	Gemma Services
2.	Divine Mercy Parish
3.	Catharine Elementary School
4.	DRIP DRY DROP
5.	Elvis Rodriguez Grocery
6.	Blessings Home Care
7.	Hebrew Mutual Burial Association
8.	Vip Auto Center
9.	6 Brothers Supermarket
10.	Merkato Baltena
11.	Kids R Special Club House
12.	Mrs. Connie's Family Child Care
13.	Philadelphia Fire Department
14.	Next Generation Studios
15.	Liberty Mini Market
16.	McCreesh Playground and Skatepark
17.	BIM Mobile Services
18.	Lee's Complete Auto Services
19.	Tristar Food Market
20.	Spirit & Truth Worship Center
21.	Cobbs Creek Park
22.	Reedy Bees Kid Academy
23.	Greenway Food Market
24.	Philadelphia Police 12th District
25.	WSFS Bank
26.	RiteChoice Pharmacy
27.	Mount Moriah Cemetery
28.	M&T Bank
29.	CubeSmart Self Storage

4	Site Content
October 22, 2024	#Pln





CONTEXT MAP

6635 Chester Avenue
Philadelphia, PA

1



2



3



4



5	Context Map
October 22, 2024	#Pln



WISDOMTREE GROUP | ARCHITECTURAL SERVICES

Chester Ave - Multi-Family

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Legend

Regional Rail

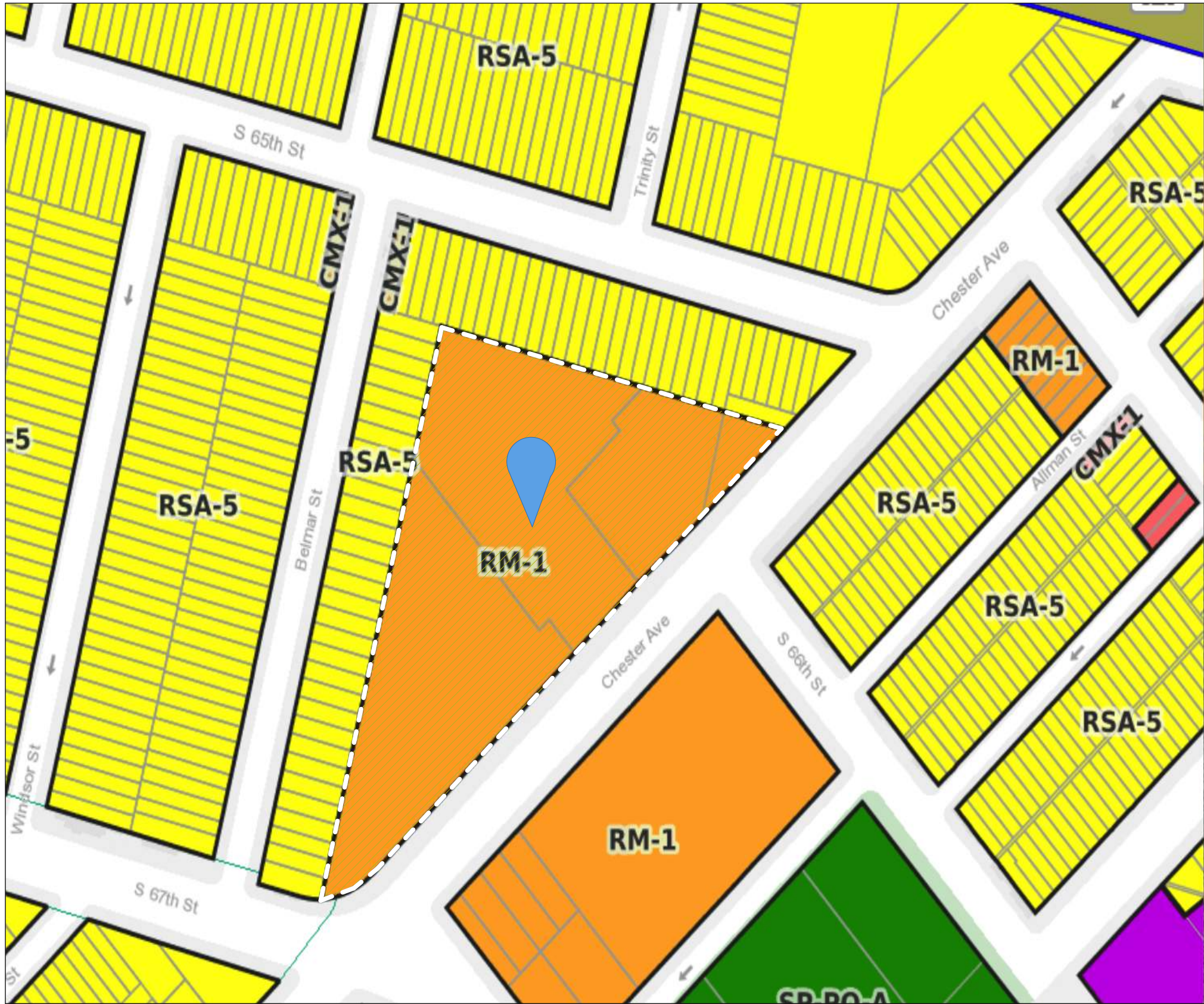
Trolley (Route 11)

Trolley (Route 13)

Bus (Route 108)

Bike Lane

6	Transportation
October 22, 2024	#Pln



Legend

I-3 Industrial/Industrial Mixed-Use

I-2 Industrial/Industrial Mixed-Use

CMX-3 Commercial/Commercial Mixed-Use

CA-2 Commercial/Commercial Mixed-Use

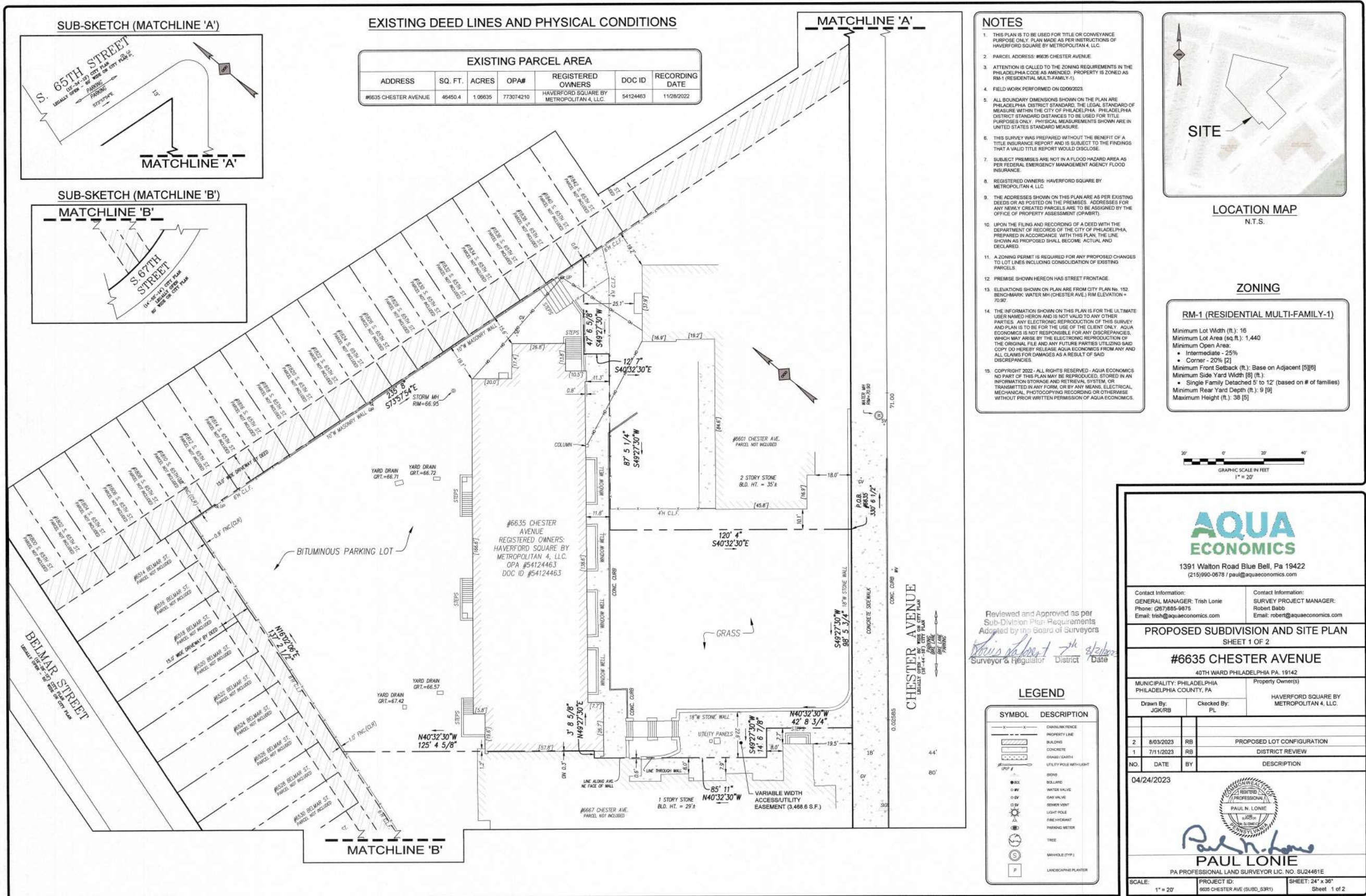
ICMX Industrial/Industrial Mixed-Use

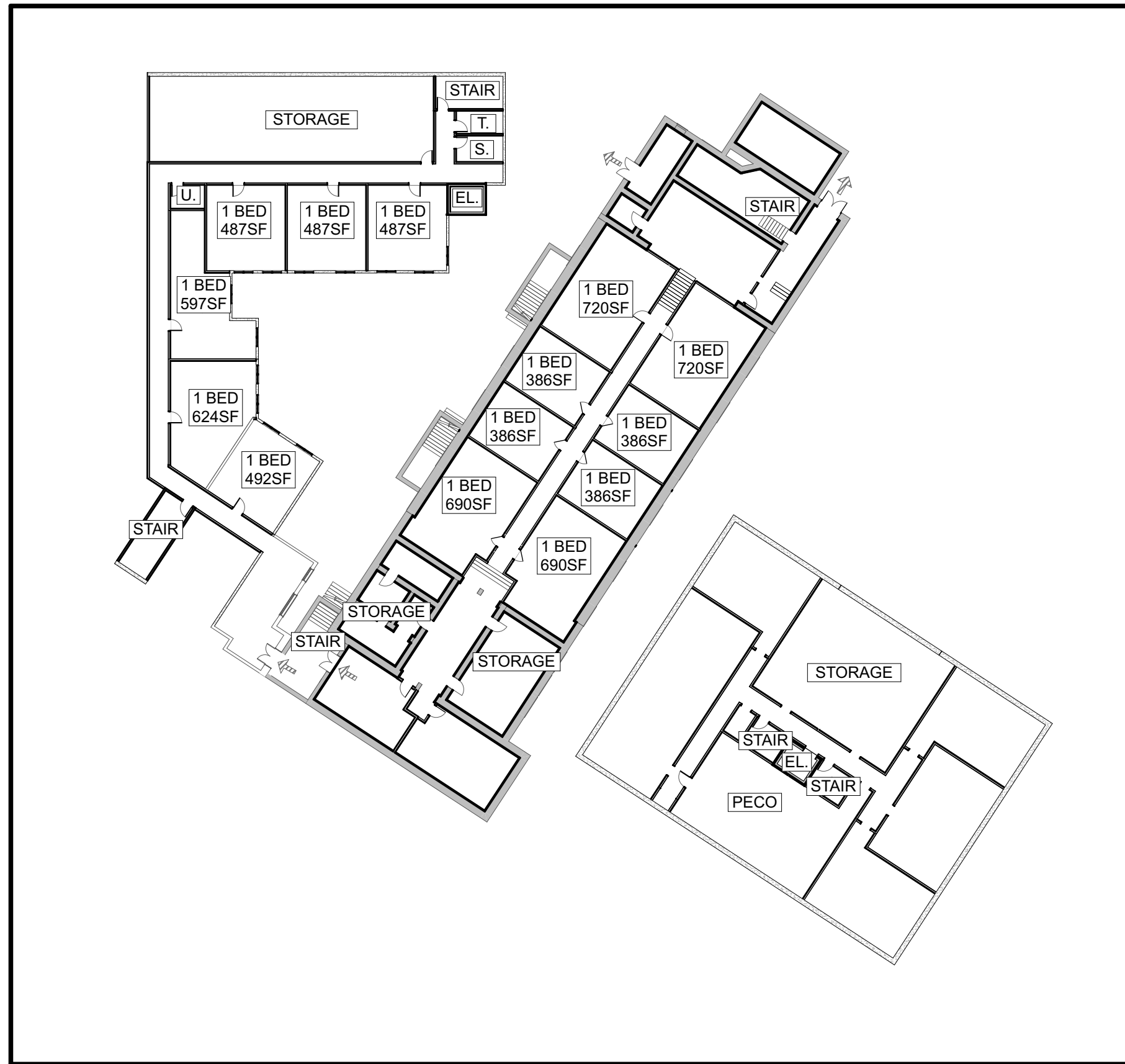
RSA-5 Residential/Residential Mixed-Use

RM-1 Residential/Residential Mixed-Use

CMX-1 Commercial/Commercial Mixed-Use

SP-PO-A Special Purpose

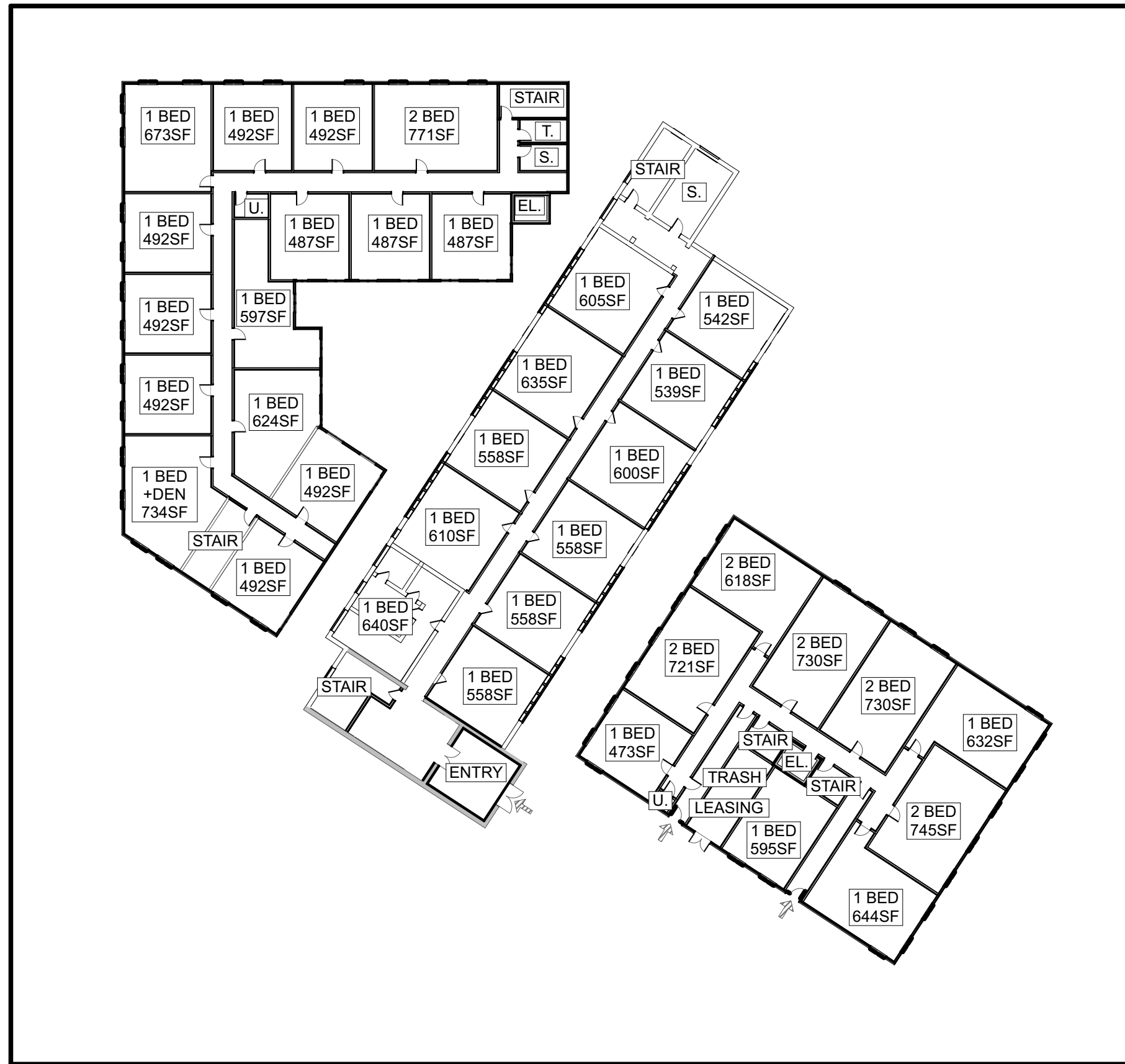




1 BASEMENT FLOOR PLAN
SCALE: 1/32" = 1'-0"

11	Basement Plan
October 22, 2024	#Pln

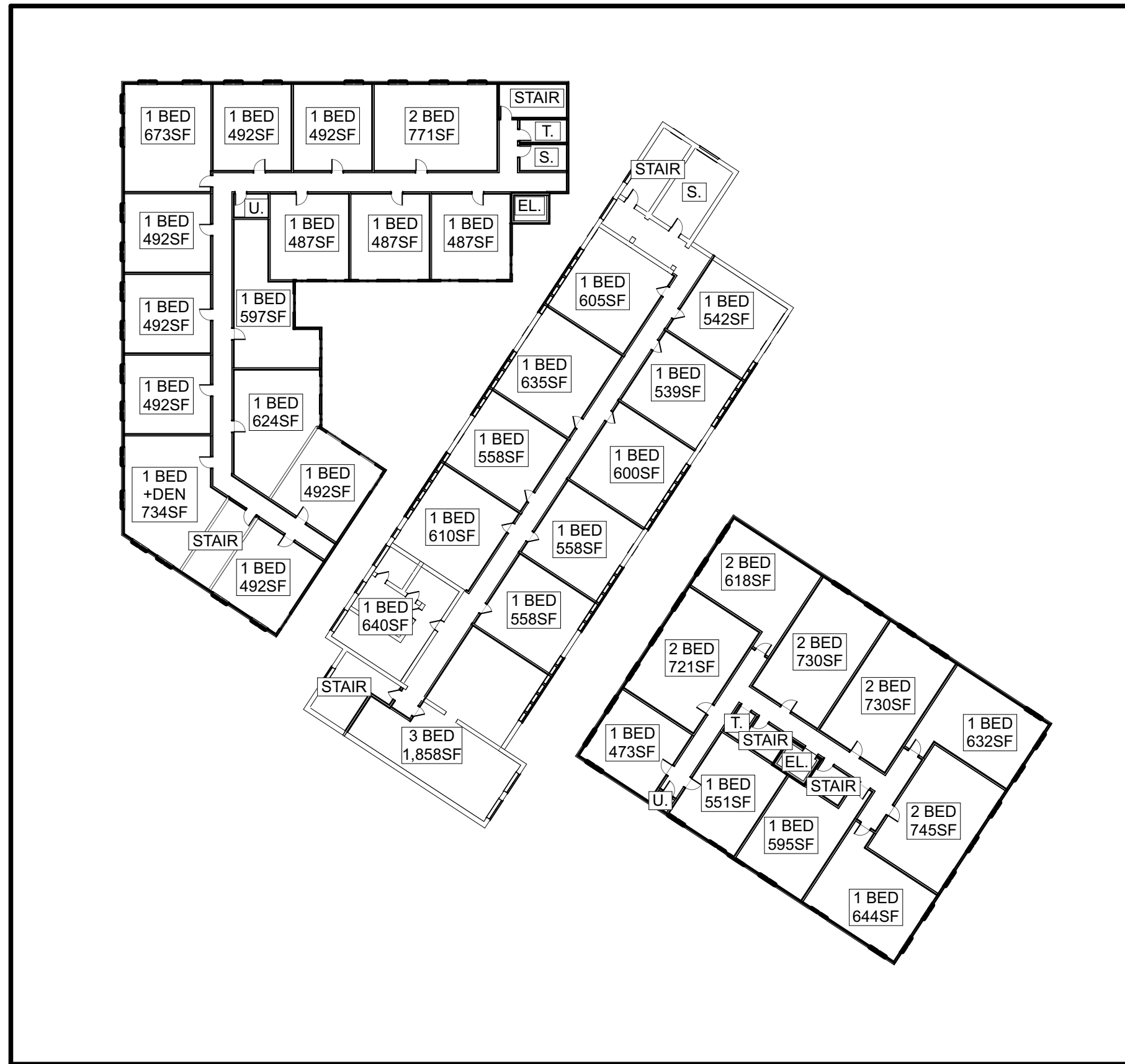




1 FIRST FLOOR PLAN
 SCALE: 1/32" = 1'-0"

12	First Floor Plan
October 22, 2024	#Pln

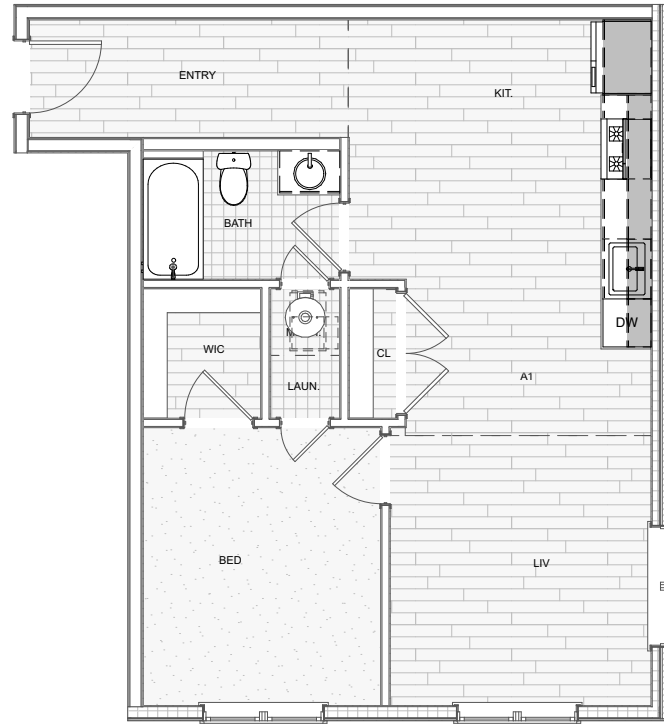




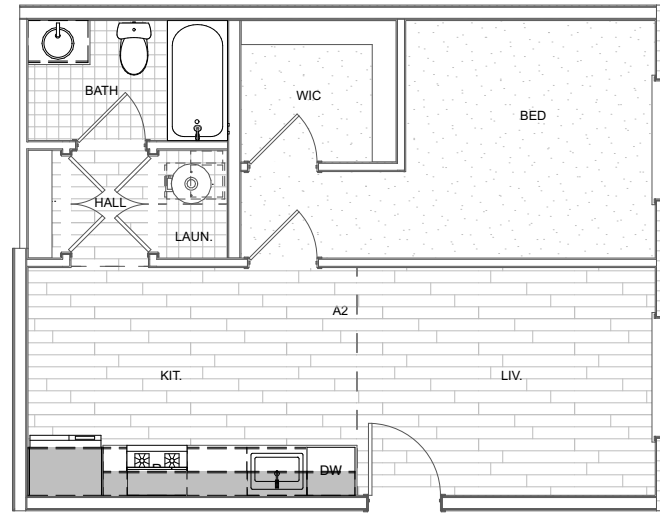
1 TYPICAL FLOOR PLAN
SCALE: 1/32" = 1'-0"

13	Typical Floor Plan
October 22, 2024	#Pln

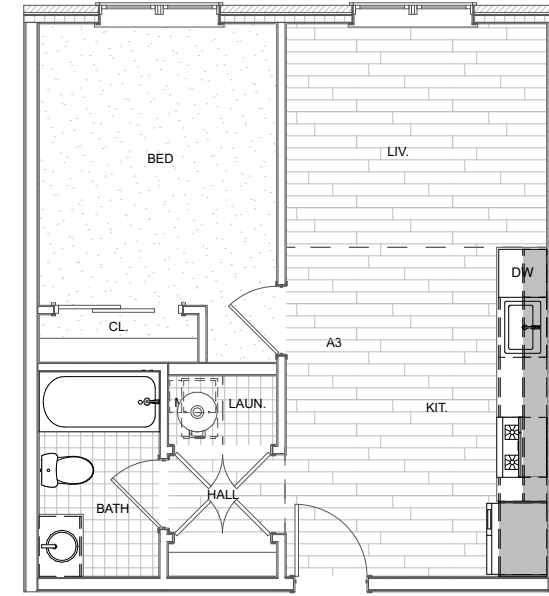




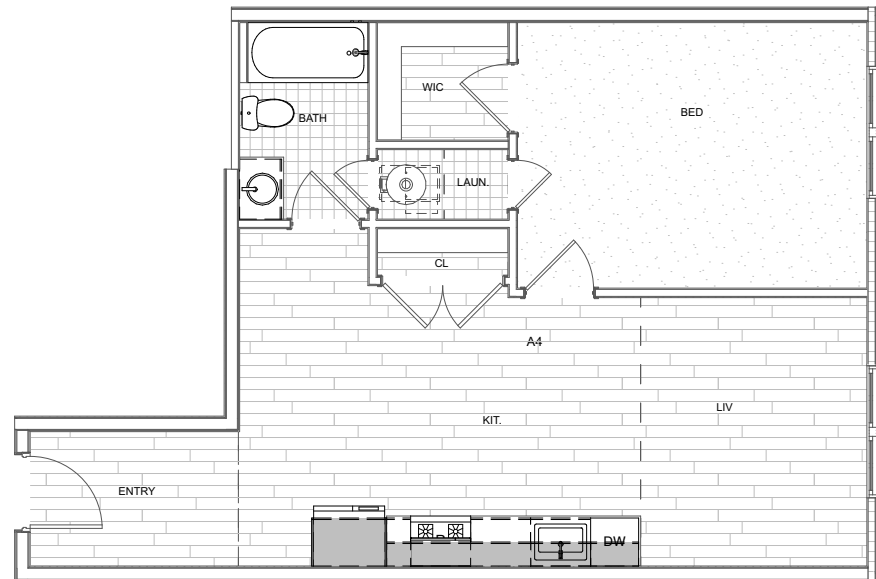
1 BED / 1 BATH



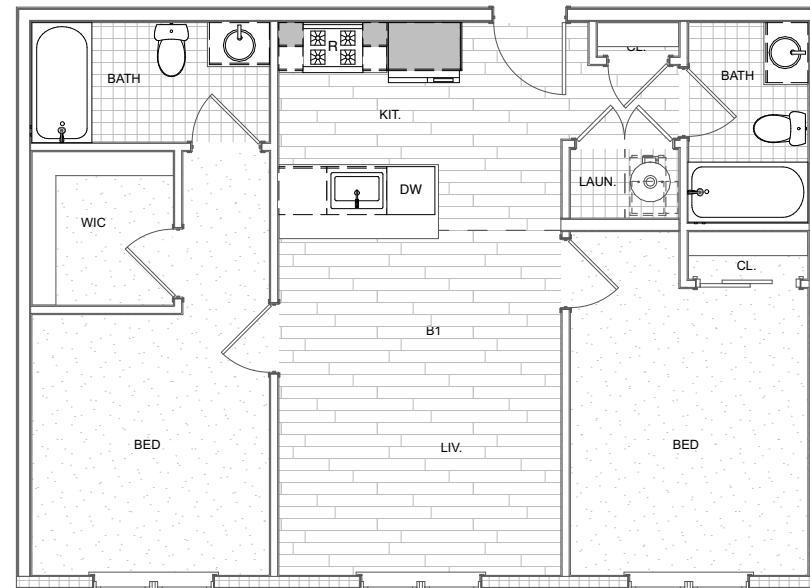
1 BED / 1 BATH



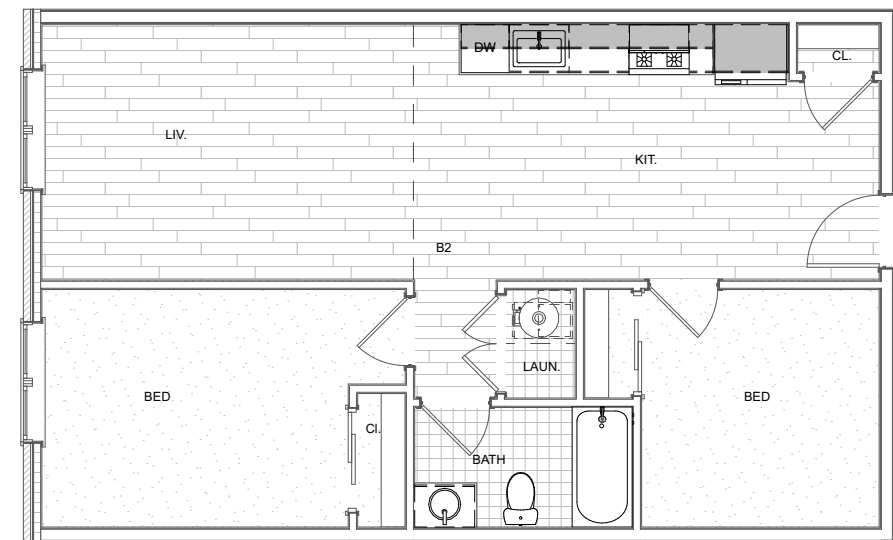
1 BED / 1 BATH



1 BED / 1 BATH



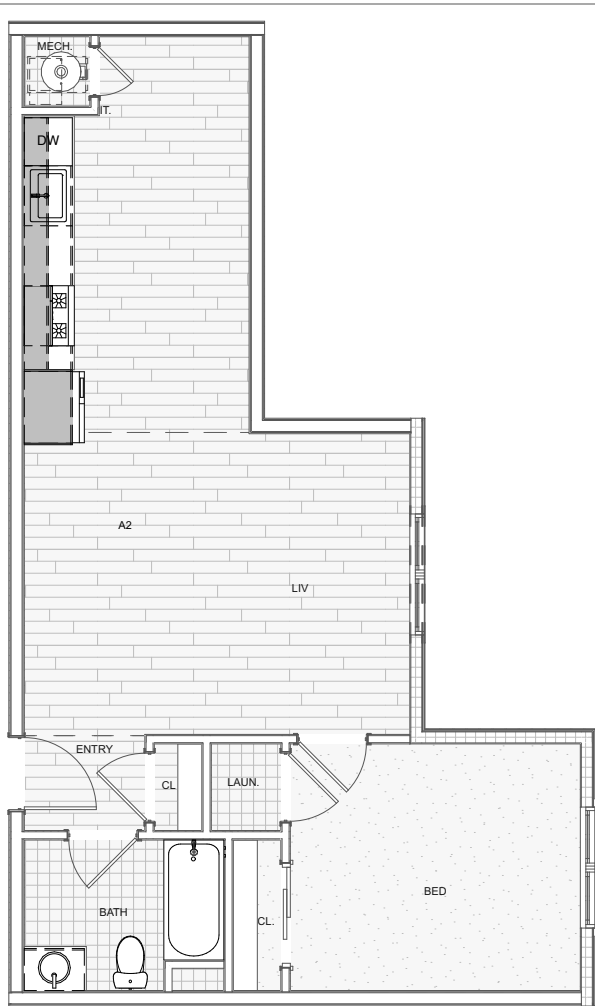
2 BED / 2 BATH



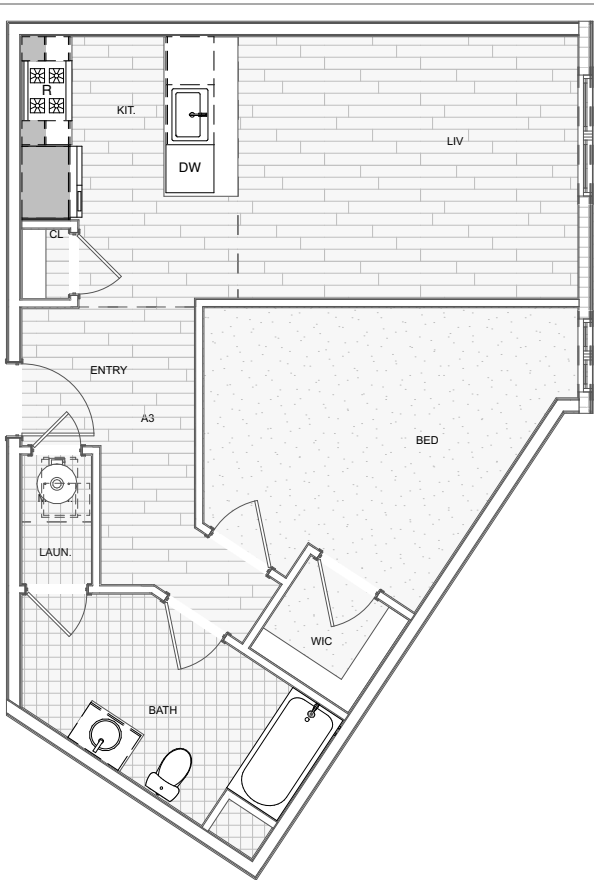
2 BED / 1 BATH

14	Typical Unit Plans
October 22, 2024	#PIn

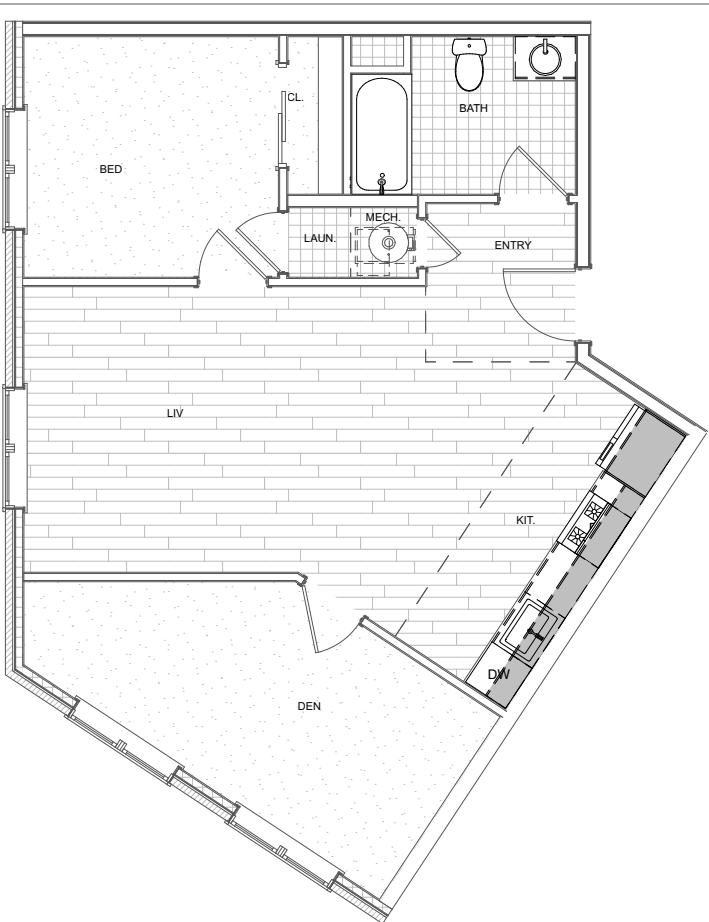




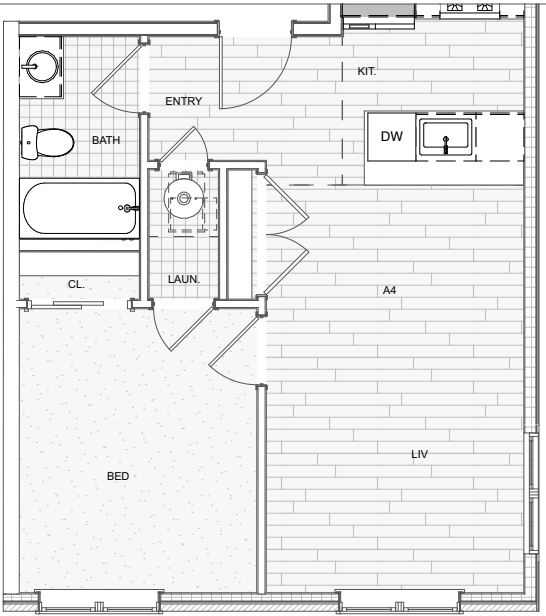
1 BED / 1 BATH



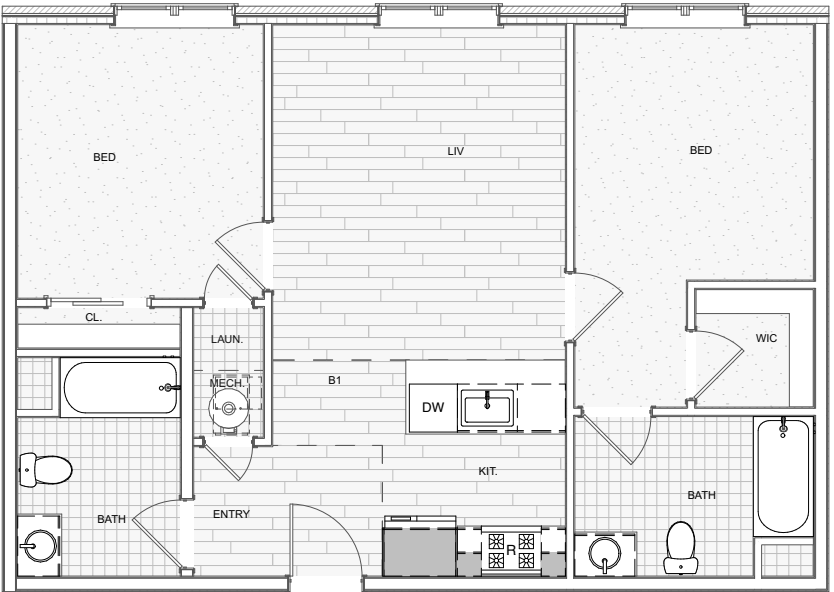
1 BED / 1 BATH



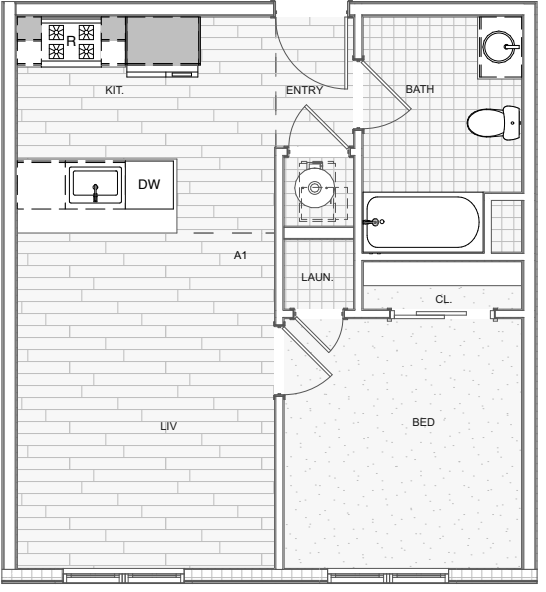
1 BED + DEN / 1 BATH



1 BED / 1 BATH



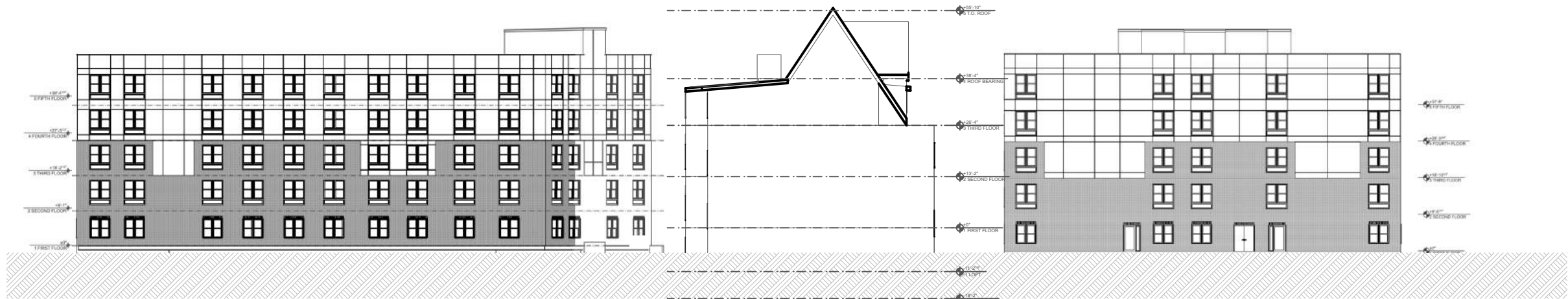
2 BED / 2 BATH



1 BED / 1 BATH

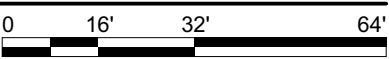
15	Typical Unit Plans
October 22, 2024	#PIn





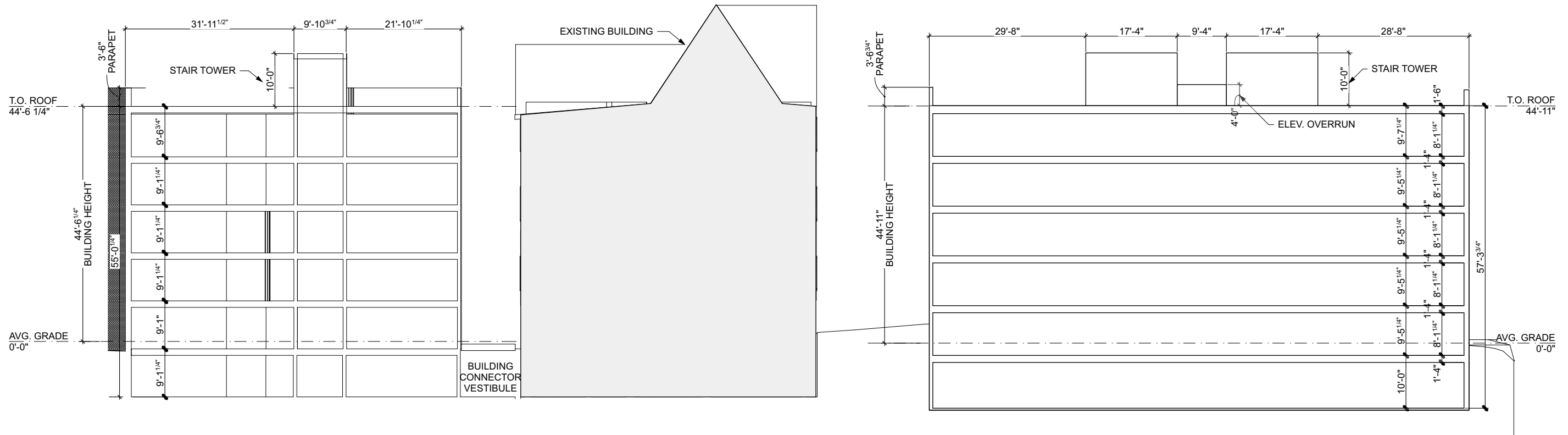
1 SITE ELEVATION

SCALE: 1/32" = 1'-0"



16	Site Elevation
October 22, 2024	#Pin





1

SITE SECTION

SCALE: 1" = 20'

17	Site Section
October 22, 2024	#Pln



WISDOMTREE GROUP ARCHITECTURAL SERVICES

Chester Ave - Multi-Family



18	Site Rendering
October 22, 2024	#Pln





19	Rendering 1
October 22, 2024	#Pln



WISDOMTREE GROUP | ARCHITECTURAL SERVICES

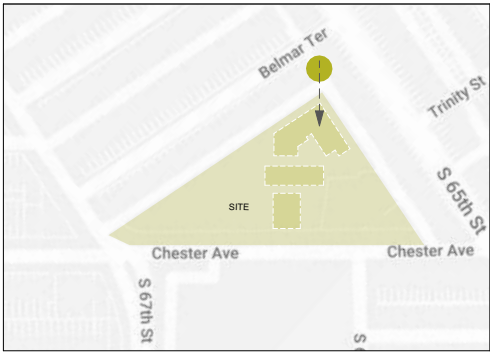
Chester Ave - Multi-Family



KEY PLAN

20	Rendering 2
October 22, 2024	#Pln

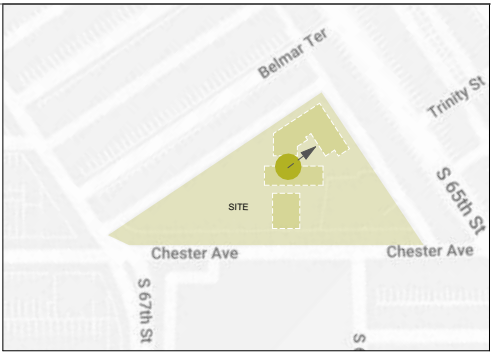




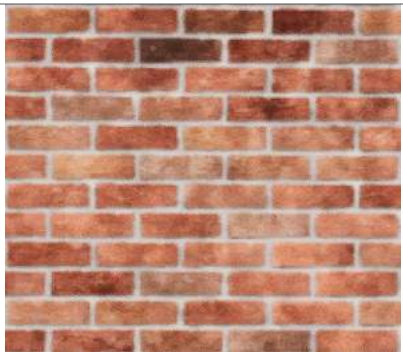
KEY PLAN

21	Rendering 3
October 22, 2024	#Pln





KEY PLAN 1



BRICK



ACP

SIDING



STONE
(EXISTING)





KEY PLAN 2



22	Material Renderings
October 22, 2024	#Pln





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-2024-005921

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

The Subject Property proposes 125 dwelling units in new structures (of 160 total units), and proposes 98,090 new GFA in those new structures, while "Affecting" other properties in a Residential District.

PROJECT LOCATION

Planning District: Lower Southwest Council District: 2nd

Address: 6635 & 6639 Chester Av. (Unity of Use)
Philadelphia, PA 19142

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

CONTACT INFORMATION

Applicant Name: Meredith Ferleger, Esq. Primary Phone: 215-575-7052

Email: mferleger@dilworthlaw.com Address: Dilworth Paxson LLP, 1500 Market St.,
Suite 3500E, Phila., PA 19102

Property Owner: Haverford Square By Metropolitan 4 LLC Developer Haverford Square Properties
Architect: Connor Murphy, AIA

Civil Engineer: Aqua Economics
c/o Jake Sheridan (jake@aquaeconomics.com) and Kenny
Lin (kenny@aquaeconomics.com)



SITE CONDITIONS

Site Area: 46,450 s.f. via Unity of Use (36,525 on 6639 parcel, 9,925 on 6635 parcel)

Existing Zoning: RM-1

Are Zoning Variances required? NO.

Proposed Use:

Proposed # of Parking Spaces: 0

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

35 Dwelling Units in existing former Archdiocesan structure on 6639 parcel (40,019 s.f. existing GFA); 81 Dwelling Units in new structure on 6639 parcel (63,780 s.f. GFA);

44 Dwelling Units in new structure on 6635 parcel (39,645 s.f. GFA).

160 total DU (125 DU in new structures).

16 Units to be reserved as Low Income units per Mixed-Income Bonus participation.

138,109 s.f. total GFA (98,090 s.f. GFA in new structures.)

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: TBD Time: TBD

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ☐ No ☐ N/A ☒

If yes, indicate the date hearing will be held:

Date: N/A

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).

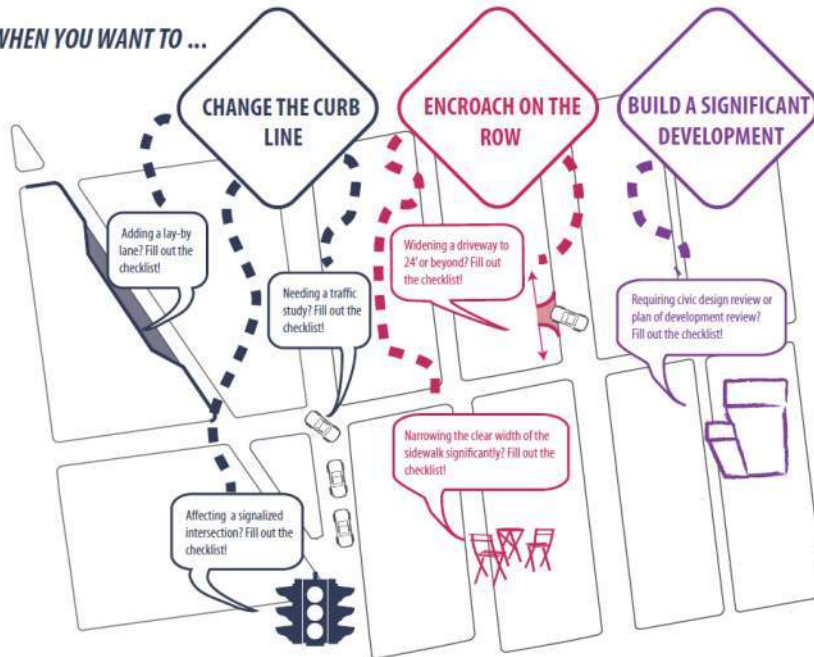
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects 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:
 - 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
6635 Chester Ave
2. DATE
8-20-2024
3. APPLICANT NAME
German Yakubov
5. PROJECT AREA: list precise street limits and scope
On Washington Ave: 82.479' frontage from S 67th St to S 66th St.
4. APPLICANT CONTACT INFORMATION
GERMY@HAVERFORDSQ.COM, 215-651-1777
6. OWNER NAME
HAVERFORD SQUARE BY METROPOLITAN 4, LLC
7. OWNER CONTACT INFORMATION
GERMY@HAVERFORDSQ.COM, 215-651-1777
8. ENGINEER / ARCHITECT NAME
AquaEconomics, LLC
9. ENGINEER / ARCHITECT CONTACT INFORMATION
PAUL@AQUAECONOMICS.COM
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.
Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Chester Ave</u>	<u>S 67th St</u>	<u>S 66th St</u>	<u>Lower Density Residential</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 ☒

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
<u>Washington Ave</u>	<u>10 / 18 / 18</u>	<u>18 / 18</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>Washington Ave</u>	<u>9 / 18 / 9.0</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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

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

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
<u>Chester Ave</u>	<u>0 / 4.5</u>
_____	_____ / _____
_____	_____ / _____
_____	_____ / _____

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
<u>Chester Ave</u>	<u>3.5 / 0 / 4.5</u>
_____	_____ / _____ / _____
_____	_____ / _____ / _____
_____	_____ / _____ / _____

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 ☐ NO ☒ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☒ NO ☒ N/A ☐
 YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐

19. Does the design avoid tripping hazards? YES ☒ NO ☐ N/A ☐
 20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception YES ☒ NO ☐ N/A ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

- | | | | | | |
|---|---|-----------------------------|------------------------------|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

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

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
6635 Chester Ave	53	0 / 0	0 / 0	0 / 53
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____

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 ☒ NO ☐ N/A ☐
 YES ☒ NO ☐ N/A ☐
 YES ☒ NO ☐ N/A ☐
 YES ☐ NO ☒ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb? YES ☒ NO ☐
29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES ☒ NO ☐ N/A ☐
30. Does the design provide a buffer between the roadway and pedestrian traffic? YES ☒ NO ☐ N/A ☐
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? All sidewalk and curbs along the frontage will be replaced thus improving the accessibility, visibility, connectivity, and attractiveness of the site.

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

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

33. What is the maximum AASHTO design vehicle being accommodated by the design? N/A

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission. YES ☐ NO ☒

35. Will the public right-of-way be used for loading and unloading activities? YES ☐ NO ☒

36. Does the design maintain emergency vehicle access? YES ☐ NO ☒

37. Where new streets are being developed, does the design connect and extend the street grid? YES ☐ NO ☐ N/A ☒

38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES ☐ NO ☐ N/A ☒

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES ☐ NO ☒

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
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 ☐ N/A ☒

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

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

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?

YES ☐ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

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?

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

If yes, City Plan Action may be required.

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
- Pedestrian Refuge Islands
- Signal Timing and Operation
- Bike Boxes

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

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: _____

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.	Main entrance is 500' from trolley stop and on a street with bike lanes on either side
(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.	No parking is provided
(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.	N/A
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance)ⁱ	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	N/A

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.	On-site vegetation is native and maintained without irrigation
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.	Project provides 35% open area and green roofs
(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	Project conforms
(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.	Hardscapes will have high reflectance
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	Project will take IECC prescriptive path and verify compliance through COMcheck
(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	N/A

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ●Achieve certification in Energy Star for Multifamily New Construction (MFNC). ●Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	N/A
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	N/A
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	N/A

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 Design Review Notification to Philadelphia City Planning Commission

This form must be completed by the L&I plans examiner to notify PCPC that an application under review requires Civic Design Review (CDR).

The L&I plans examiner must forward this completed form to the applicant, the Community Group Notification (RCO@Phila.gov), and the Civic Design Review (CDR@Phila.Gov) and must also upload a copy to eCLIPSE.

Application Details

Identify the permit number, location of work and name of applicant.

If a specific location applies or the project involves multiple parcels, please note additional details or address information in the space provided.

1

2P- 2 0 | | | | | | | | | |

Address

Specific Location or Additional Parcels

Applicant Name

Applicant's Relationship to property:

☐

Property Owner

☐

Tenant

☐

Equitable Owner

☐

Licensed Professional or Tradesperson

Date of Notification to PCPC: / /

Plans Examiner

Provide the name and contact information of the plans examiner reviewing the application.

2

Name

Email Address

Phone Number

CDR Triggers

Provide applicable application details related to the CDR determination.

See §14-304(5) and Table 14-304.2 for additional details.

3

Zoning District(s):

Affects property in a residential district, as defined by §14-304(5)(b)(2)

☐

Yes

☐

No

Application includes new construction or an expansion that creates _____ square footage of new GFA.

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

Plan Review Results

Provide details regarding the outcome of the plan review

4

Will the application result in a by-right permit? ☐ Yes ☐ No

If **yes**, skip the questions below.

If **no**, has the applicant been issued a refusal / referral prior to completing CDR? ☐ Yes ☐ No

If **yes**, include the refusal / referral with this Notification and forward to the email addresses listed below.

If **no**, use the space below to outline the refusals / referrals that are anticipated:

Code Section(s):	Reason for Refusal / Referral:



**Plan Review Results
(cont'd)**

Provide details regarding the
outcome of the plan review

4

Code Section(s):	Reason for Refusal / Referral:

Note to Applicant: Plans that are submitted to L&I are considered final. Any changes made to the plans must be a result of the CDR process. If any changes are proposed, the [Civic Design Review Revision Form](#) must be submitted with the revised plans. Any changes that are not a result of the CDR process may require the submission of a new application.



Civic Design Review Key Recommendations to Guide Second Submission

Licenses and Inspections Application Number: ZP-2024-005921
Project Address and/or Title: 6635 and 6639 Chester Avenue
Date of Civic Design Review: March 4, 2025

The comments below summarize the CDR Committee recommendations from the proposal's first Civic Design Review (CDR) meeting. They have been organized by the review categories used during the meeting. When necessary, PCPC staff have made minor adjustments in language for grammatical correctness.

PCPC staff encourages the development team to review the comments and make changes to their proposal as needed. During the second and final review, PCPC staff will review the comments from the first meeting and the development team's responses to them.

Registered Community Organization Comments	
RCO 1	<p>There seems to be a disconnect between the developer and the community. There has been little to no engagement with the parish/church.</p> <ul style="list-style-type: none">• There will be parking conflicts with church events• There are opportunities to coordinate access and circulation amongst the buildings• This is inaccurate, as the developer has been in direct communication with both the parish as well as held two separate meetings with community stakeholders. The developer will continue to be communicative during the development and construction process. The development team is continuing to evaluate the circulation of the site and is in ongoing discussions with adjoining properties to facilitate additional options for circulation.
RCO 2	<p>Support for the 16 affordable units included in the development. Concerns about utility costs for these units.</p> <p>Concerns are noted, and the City has taken into account the cost when determining affordability based on AMI. Per PCPC's own guidance on affordable units granted under the MIHB "Affordable rents must be affordable to households earning up to 50% AMI under the low-income bonus or up to 60% AMI under the moderate-income bonus. Rent limits are set at 30% of monthly household income at the required AMI based on the set household size. <u>The gross rent limit includes estimated utility costs.</u> Estimated utility costs by unit type (the "Utility Allowance") must be provided by the owner or property manager with annual compliance documentation. <u>The utility allowance is subtracted from the gross rent limit to determine the maximum monthly rent that can be charged per unit"</u> (emphasis added)</p>
RCO 3	<p>Below grade living is a concern for both affordable and market-rate units.</p> <p>Noted, with disagreement, and will proceed without modification in accordance with the allowances of the Building Code.</p>
RCO 4	<p>New buildings should be redesigned with gradual transitions in scale.</p> <p>Noted, with disagreement, and will proceed without modification</p>
RCO 5	<p>Materials and colors do not fit the context.</p> <p>Noted, with disagreement, and will proceed without modification</p>



RCO 6	<p>No plan for loading and unloading and trash pickup.</p> <ul style="list-style-type: none">• Rear alley driveways are in poor condition and were not intended for access to multi-family buildings• Existing curb cut could provide a different access point to the rear building• Construction vehicles could be disruptive <p>As noted during the CDR meeting, discussions are ongoing with adjoining property concerning the status of existing easements which may facilitate more efficient loading/unloading conditions. These potential easements were <i>not</i> discovered by a traditional survey and were only discovered after an extensive review of the site's historical Archdiocesan documents, contrary to the Chair's criticism that the project team was "unprepared". This project has proceeded with the same level of diligence as any other project of its size and it was only through the <i>added</i> diligence of the project team that the potential for these easements were even contemplated/discovered in the weeks leading up to the CDR meeting.</p>
RCO 7	<p>Project lacks landscaping and appropriate buffers from surrounding row homes.</p> <p><i>Noted, with disagreement, and will proceed without modification</i></p>
RCO 8	<p>6 foot cyclone fence proposed for the rear of the property is not appropriate and is insulting to neighbors.</p> <p><i>Noted, however, there has been a 6' cyclone fence there for decades.</i></p>
RCO 9	<p>Developer should work with SEPTA to upgrade the trolley stop at 65th Street and Chester Avenue. <i>Noted, the developer plans to reach out.</i></p>



CDR Committee Comments	
General Comments	
CDR 1	<p>This development is a tremendous opportunity to add both affordable and market rate units, but both the design and presentation are lacking.</p> <ul style="list-style-type: none">• Design is unresolved• Graphics are incomplete, inconsistent, and hard to understand• Noted, with disagreement, and will proceed without modification
CDR 2	<p>A licensed design professional should be present at the second CDR review. Noted, but the development team is not willing to spend any more resources as part of the CDR review. Per PCPC's guidelines, having a licensed design professional is <u>recommended</u>, not required, and the project owner is intimately familiar with all aspects of the project and has presented similar proposals to CDR over the years without issue.</p>
CDR 3	<p>Easement and emergency access issues are unresolved. These should be resolved before returning for a second CDR review. Noted, with disagreement, and will proceed without modification as this is not a requirement of the CDR nor Zoning. See additional response above. The easements were NOT discovered by a traditional survey and will take significant time to assess with third parties with similar rights to the potential easements. This is a by-right project and the validity of the easements in no way affects the pending zoning application, which can proceed with or without the noted easement.</p>
CDR 4	<p>Additional conversations with the community and PCPC staff are strongly encouraged. Noted, with disagreement, and will proceed without modification</p>
Building Design	
CDR 5	<p>Arrangement of the new buildings on the site detracts from the campus feel of the current site layout. Noted, with disagreement, and will proceed without modification</p>
CDR 6	<p>Buildings lack character and do not fit with their context. Noted, with disagreement, and will proceed without modification</p>
CDR 7	<p>Both proposed new buildings lack main entrances. Noted, with disagreement, and will proceed without modification</p>
CDR 8	<p>Building massing is concerning especially at the rear of the site. The building will cast shadows on surrounding row homes. Noted, with disagreement, and will proceed without modification</p>
CDR 9	<p>Below grade living spaces are unpleasant and highly discouraged. Noted, with disagreement, and will proceed without modification</p>
Site Design	
CDR 10	<p>Tremendous amount of hardscaping replacing currently open areas. Explore ways to better integrate new development with the existing structures. Noted, with disagreement, and will proceed without modification</p>
CDR 11	<p>There are trash pick-up and parking challenges that have not been resolved. Noted, with disagreement, and will proceed without modification</p>
CDR 12	<p>Unsure how rear building is accessed and serviced. Noted, with disagreement, and will proceed without modification</p>