



PEARL PROPERTIES

19th + CHESTNUT

CIVIC DESIGN REVIEW

philadelphia city planning commission

24 november 2015

P·E·A·R·L
P R O P E R T I E S

1425 walnut street, suite 300
philadelphia, pa 19102

cecil baker + partners
ARCHITECTS

1107 walnut street, floor 2
philadelphia, pa 19107

STUDIO | BRYAN HANES

340 n. 12th street, suite 415
philadelphia, pa 19107

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CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 648872

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

The Project has greater than 100 Dwelling Units.

PROJECT LOCATION

Planning District: Central Planning District Council District: Fifth Council District

Address: 1910 Chestnut St and 110 & 112 S. 19th St

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: Nancy Bastian Primary Phone: 215.928.0202

Email: nbastian@cecilbakerpartners.com Address: 1107 Walnut Street, Second Floor
Philadelphia, PA 19107

Property Owner: Chestnut Square Associates Developer Pearl Properties

Architect: Cecil Baker + Partners

SITE CONDITIONS

Site Area: 54,782 sf

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

SITE USES

Present Use: Vacant & Retail

Proposed Use: Multi-Family Residential with Retail at Ground Floor and Parking at Cellar

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

Retail:	52,175 sf	Residential:	360,049 sf
Dwelling Units:	250		

Proposed # of Parking Units:
117

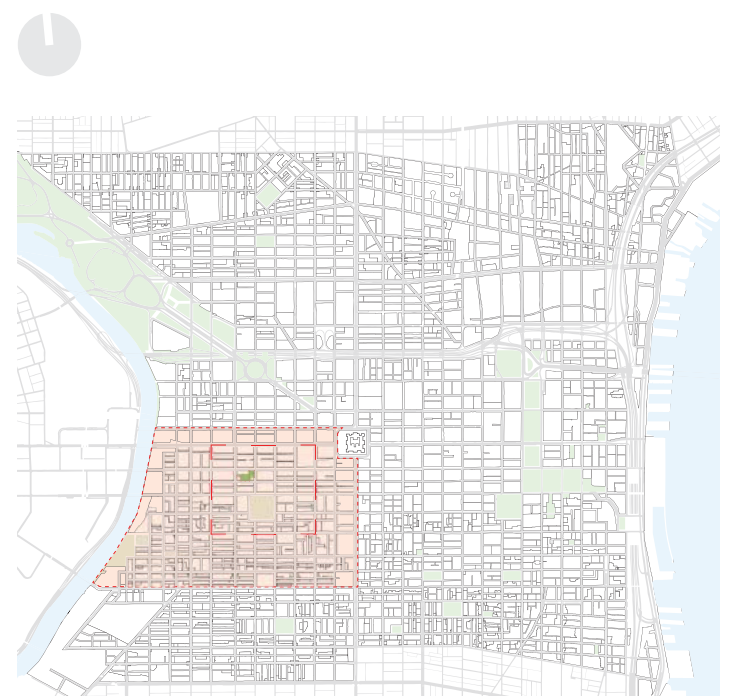
COMMUNITY MEETING

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: November 18, 2015 Time: 7 pm



introduction

19th + Chestnut is a proposed, new multi-family residential development located at 1910 Chestnut Street and 110 & 112 South 19th Street. With frontages on 19th Street, 20th Street, Chestnut Street and Sansom Street, the overall project site is 54,782 sf. The proposed 32 story tower will include:

- 250 Residential Units at Floors 3 through 32;
- Amenities at the Second Floor;
- The Residential Lobby, Retail, Trash and Loading at the First Floor;
- Parking for 117 cars at the Cellar level.

The site is zoned CMX-4, Center City Commercial Mixed-Use, and the project has been designed within the zoning requirements. Entry to the residential tower will be through a landscaped courtyard facing 19th Street. The two story Lobby leads directly up to the Second Floor Amenity space which has a large outdoor Terrace space for resident's use.

There will be Retail space fully along Sansom Street, as well as new Retail space on 19th Street. This is in addition to the Retail space currently being developed at the site of the former Boyd Lobby, as well as the adjacent infill construction and renovation at the Alexander building at the corner of 19th and Chestnut Streets.

All service access will be from 20th Street. A curb cut will provide access to a ramp going down to the Parking Garage. In addition, there will be access at this same curb cut to a Loading area at grade level. This Loading area has been designed to allow a 32-foot truck to be able to turn around inside the loading dock so that no trucks will need to back into or out of 20th Street.

The tower has been oriented on a north-south axis in order to minimize disruption to views from adjacent buildings. The tower has been pulled away from Kate's Place at the corner of 20th & Sansom Streets, as well as from 1920 Chestnut Street. Above the Second Floor podium, many of the 250 apartments are afforded outdoor terraces or balconies with exceptional views of the Center City skyline.

19th + Chestnut was designed in a collaborative fashion working both with the Developer as well as with a consortium of near neighbor Stakeholders. This design is the outcome of that collaborative process.

This central location, just one block from Philadelphia's favorite iconic public space, Rittenhouse Square, deserves the attention and reinvigoration proposed. **19th + Chestnut** will bring new density, amenities and life to the neighborhood. It will foster pride and excitement among residents with this carefully designed and executed addition to Philadelphia's burgeoning skyline.



1 boyd theater lobby and gap outlet



4 eastern extent of property on sansom street



2 east facade of alexander building (two buildings in foreground have been demolished since picture)



3 19th and sansom streets - northwest towards rachael's nosheri



5 east facade of kate's place from sansom



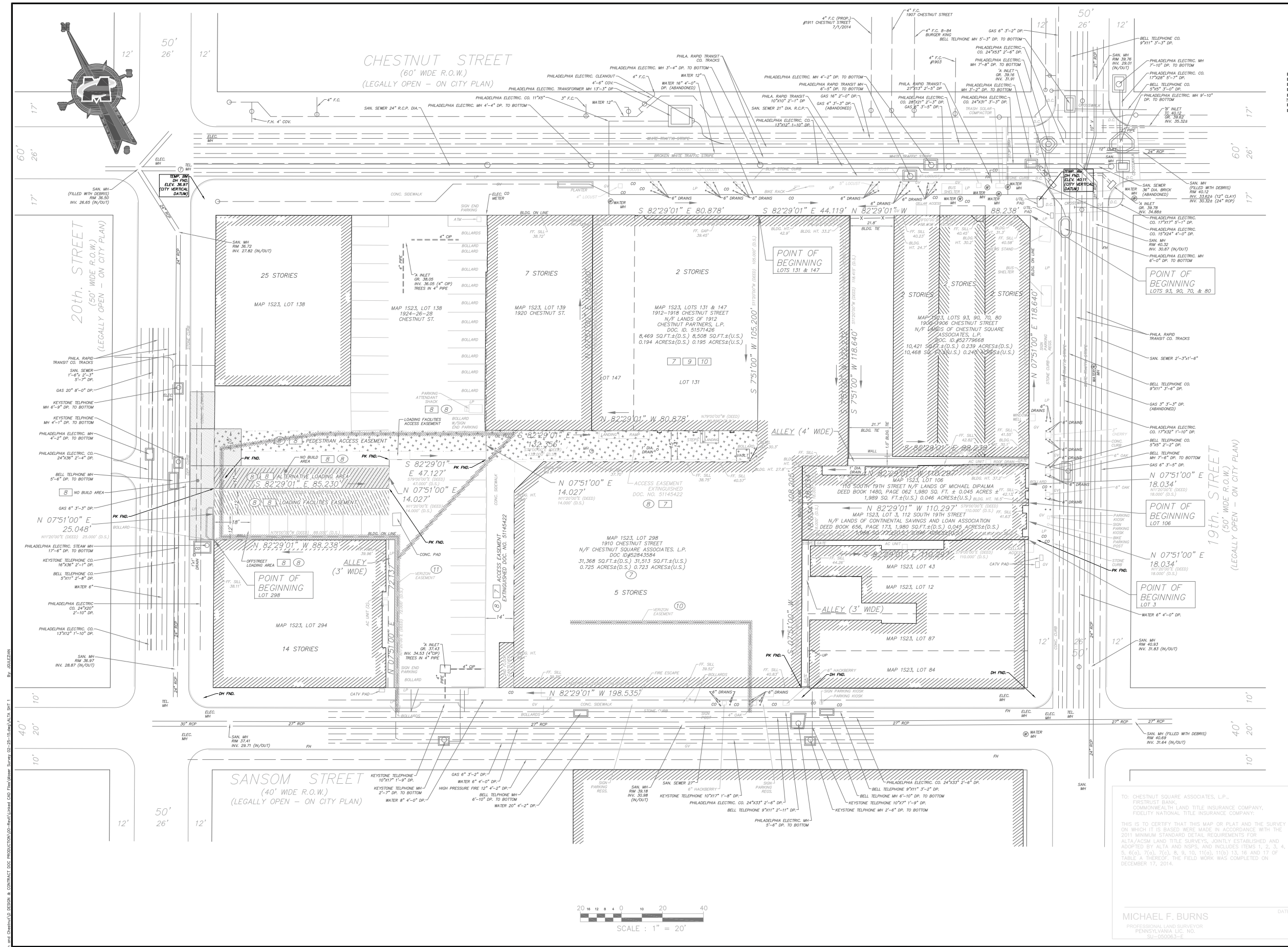
6 sansom street - kate's place




7 courtyard at kate's place



8 capogiro entrance from 20th street





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811 PROTECT YOURSELF

CALL BEFORE YOU DIG

Know what's below. Call before you dig. Collaborate with your utility providers to ensure safe excavation. For state specific direct phone numbers visit: www.call811.com

REV	DATE	DESCRIPTION
1	02/25/15	ISSUED PER COMMENTS FROM P.L.S. DATED 07/17/15
2	02/25/15	CHANGED VERTICAL DATUM TO CITY

MICHAEL F. BURNS
 PENNSYLVANIA REGISTERED PROFESSIONAL LAND SURVEYOR - LICENSE NUMBER: SU-000000000
 DATE:

ALTA/ACSM
 LAND TITLE SURVEY
 1900-1906, 1910, 1912-1918
 CHESTNUT SQUARE ASSOCIATES, L.P.
 19th + CHESTNUT ST.

CITY OF PHILADELPHIA
 PHILADELPHIA COUNTY
 PENNSYLVANIA

TO: CHESTNUT SQUARE ASSOCIATES, L.P., FIRSTTRUST BANK, COMMONWEALTH LAND TITLE INSURANCE COMPANY, FIDELITY NATIONAL TITLE INSURANCE COMPANY.
 THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 7(a), 7(c), 8, 9, 10, 11(a), 11(b), 13, 16 and 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 17, 2014.

MICHAEL F. BURNS DATE
 PROFESSIONAL LAND SURVEYOR
 PENNSYLVANIA LIC. NO. SU-050063-E

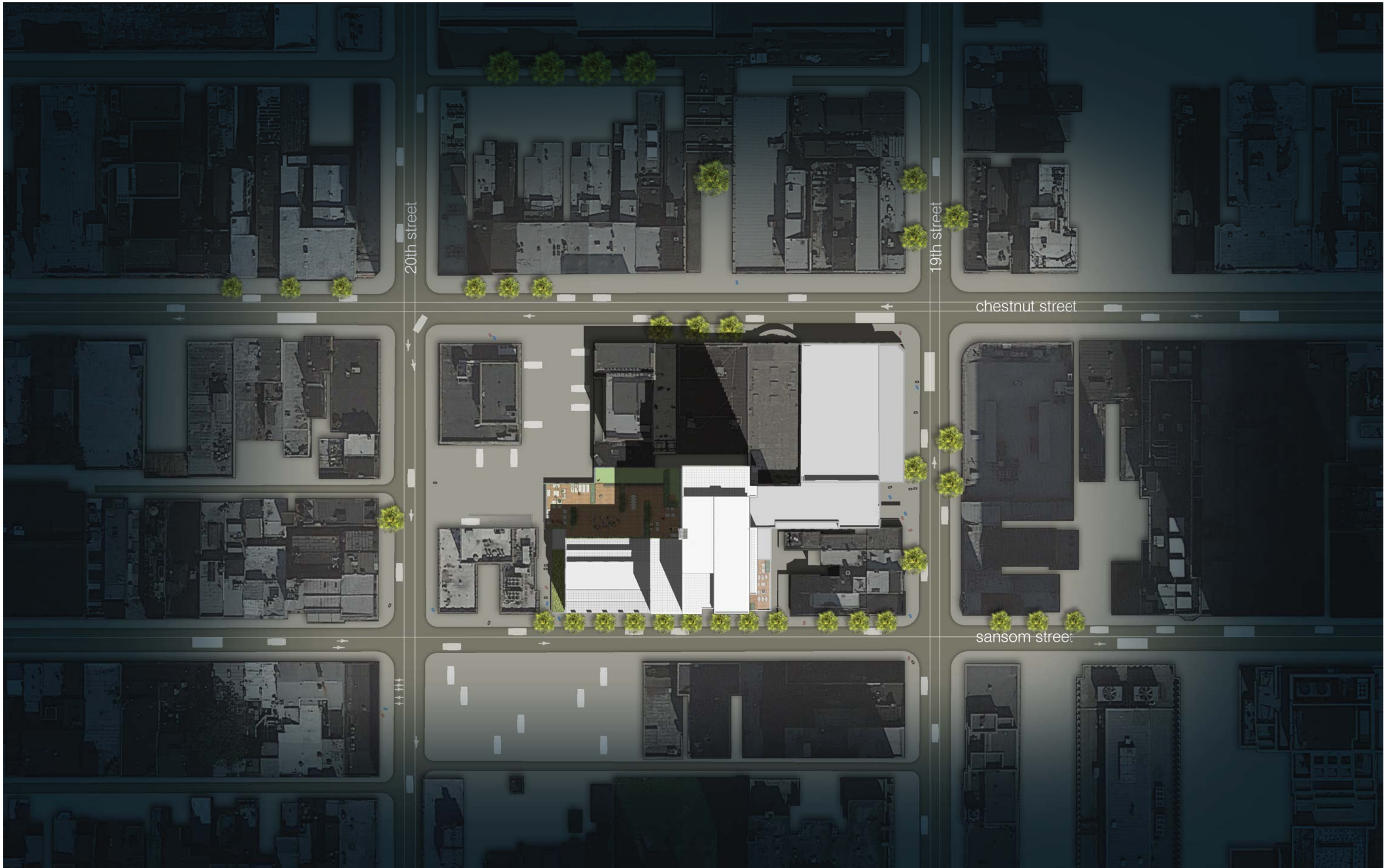
MT. LAUREL OFFICE
 2000 Mt. Laurel Drive
 Suite 100
 Mount Laurel, NJ 08054
 Phone: 856.757.0412
 Fax: 856.722.1120
 email: solutions@maserconsulting.com

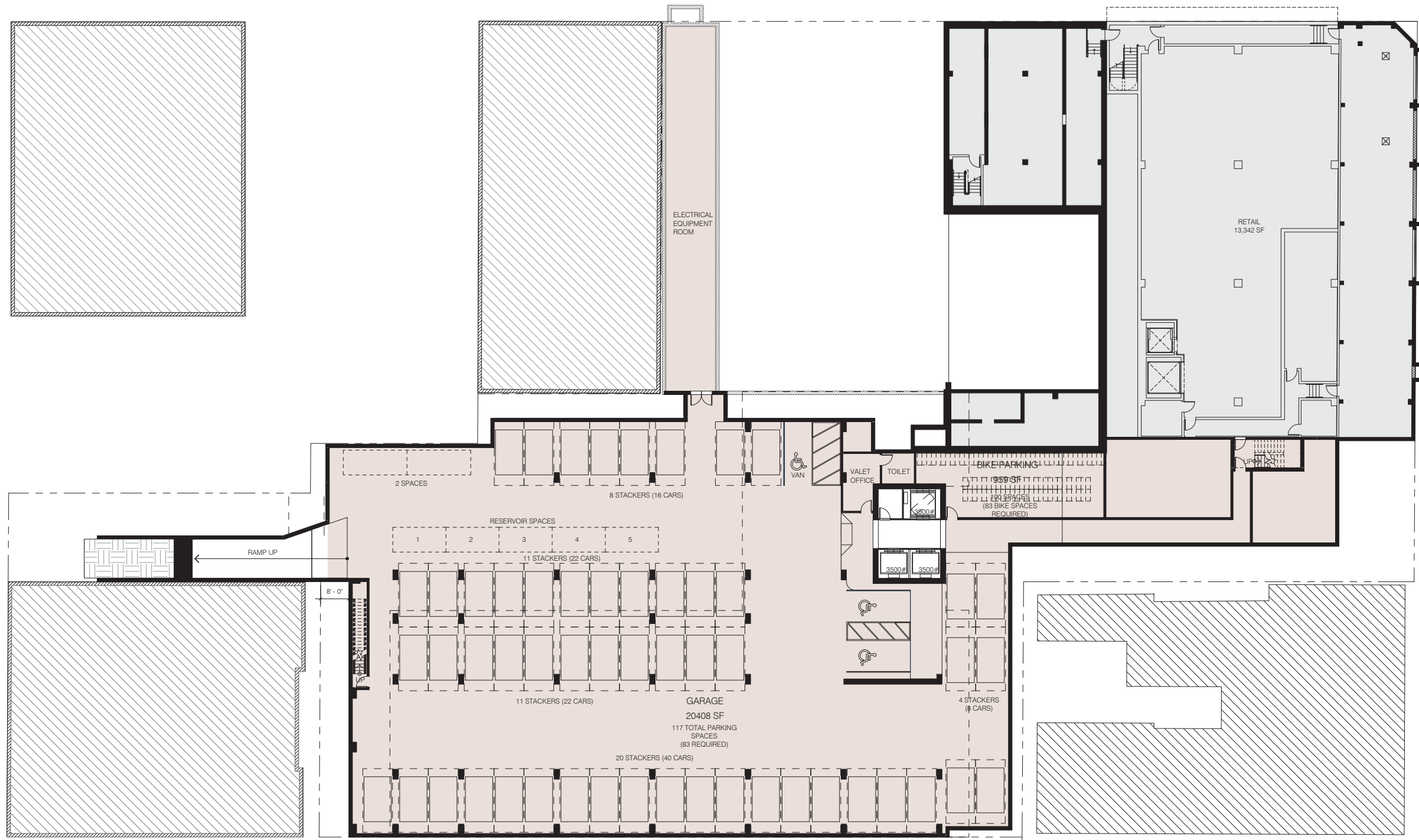
SCALE: AS SHOWN DATE: 12/23/14 DRAWN BY: MFW CHECKED BY: HPH
 PROJECT NUMBER: DRAWING NAME:
 H AND CHE MASER SURVEY 02-25-15

SHEET TITLE:
ALTA/ACSM LAND TITLE SURVEY

SHEET NUMBER:
 1 of 2







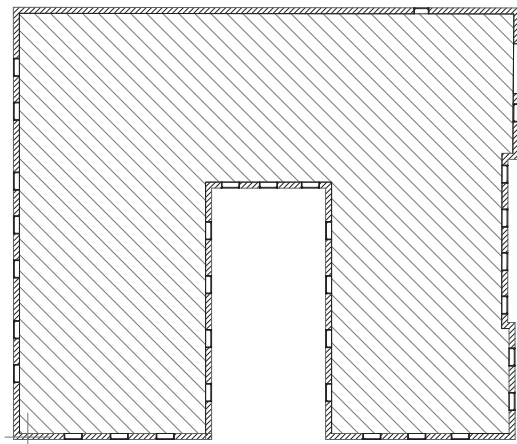
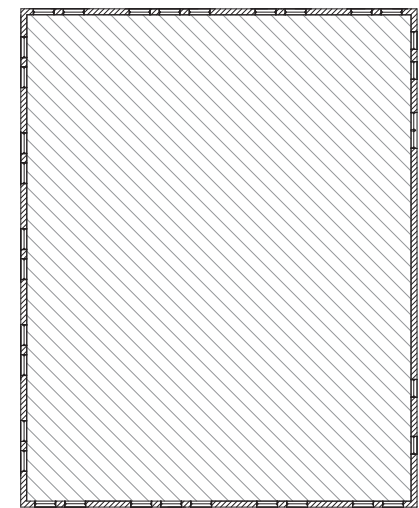
cellar/parking



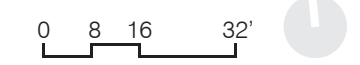


floor 2
amenities



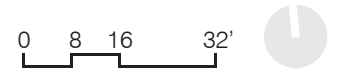


floor 3
26 units





floor 4
17 units





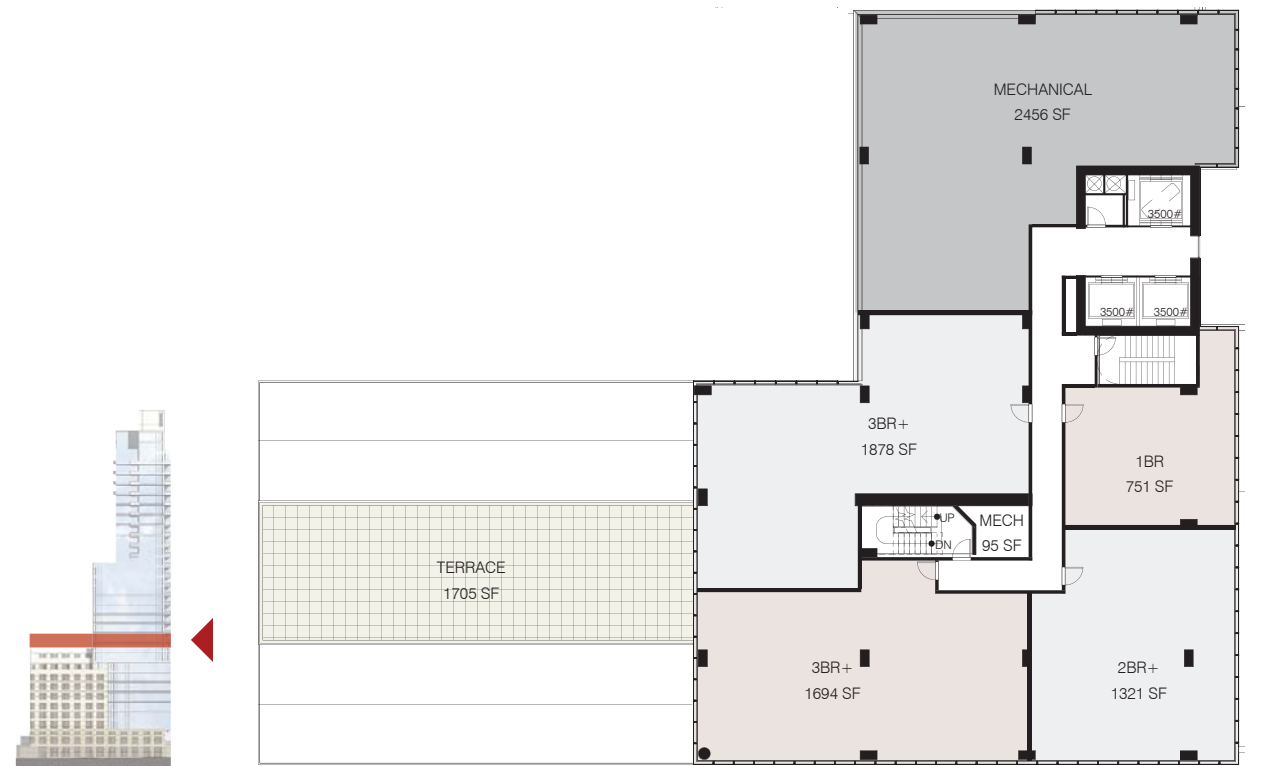
floors 5-8
14 units/floor



floor 9
11 units



floor 10
9 units



floor 11
4 units





floors 12-19
9 units/floor



floor 20
5 units



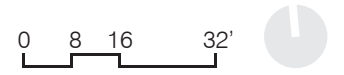
floors 21 - 26
5 units/floor



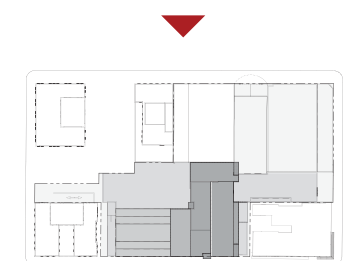
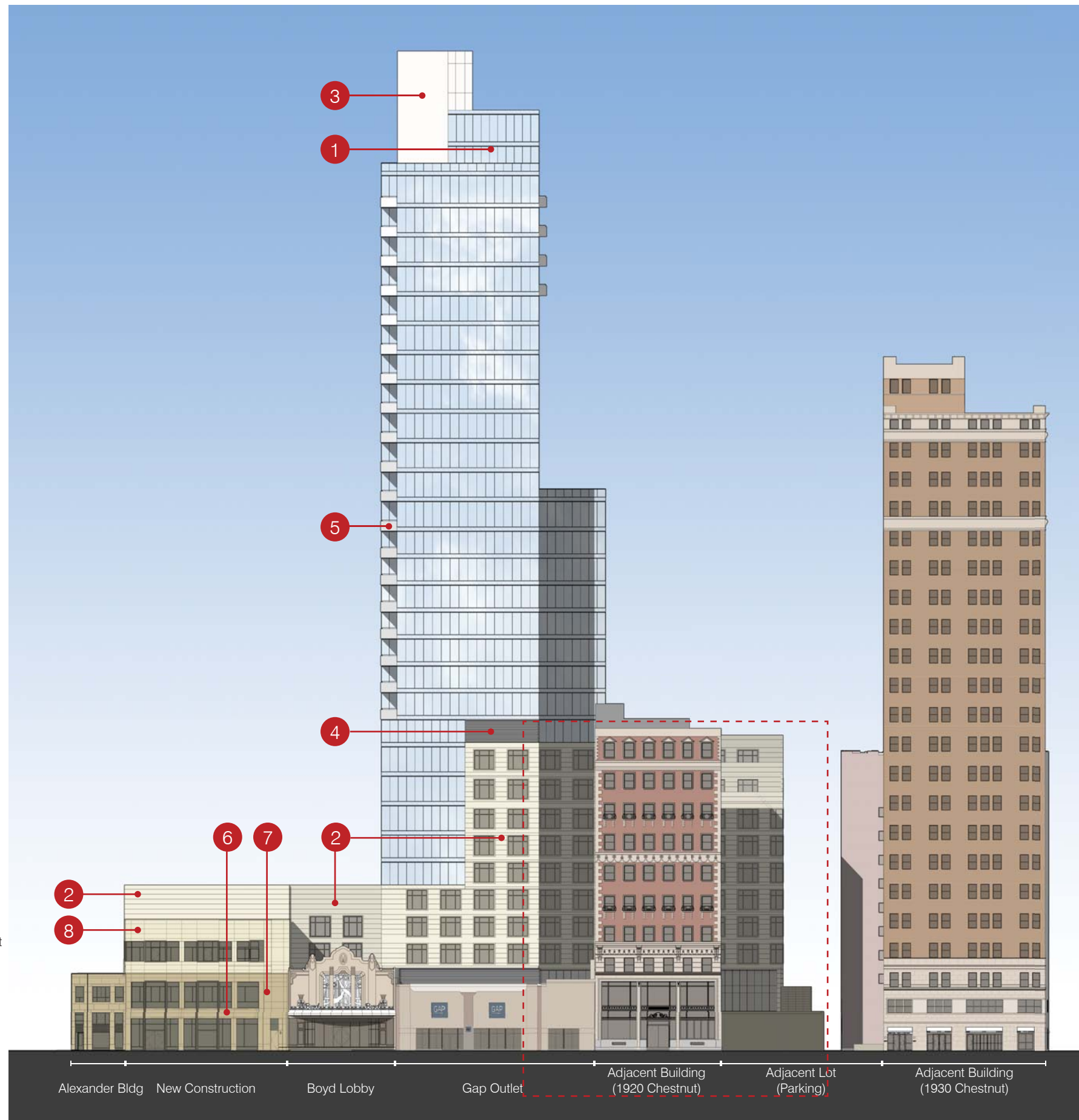
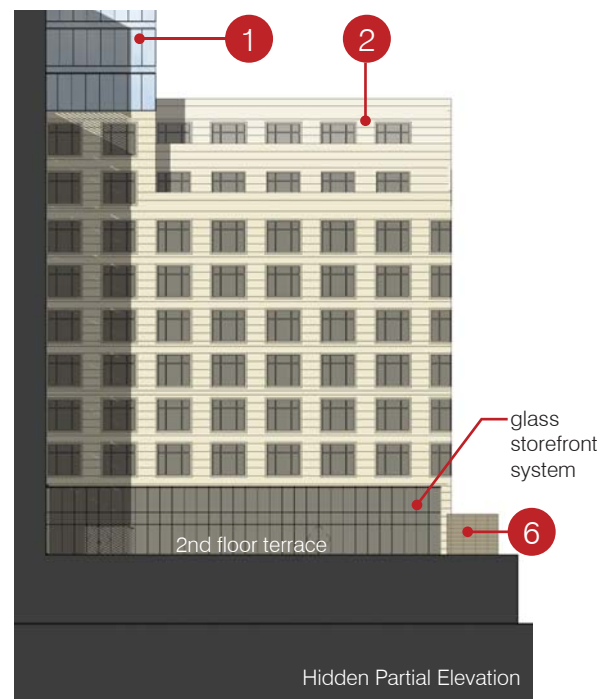
floors 27 - 30
4 units/floor



floors 31 - 32
2 units



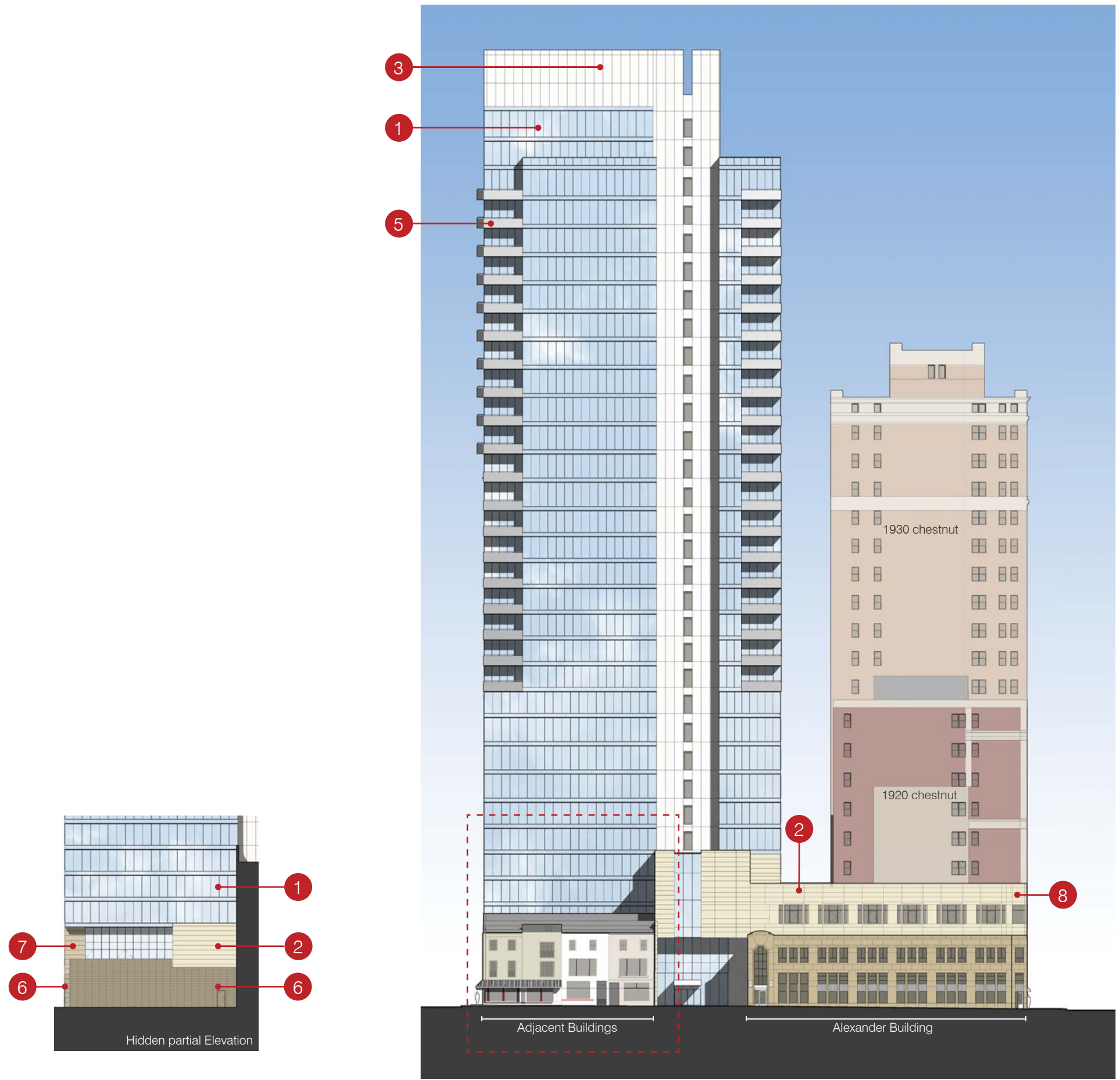
- 1 glass and aluminum window wall w/ slab edge cover
- 2 metal panel "oyster"
- 3 metal panel "white"
- 4 painted metal louvers
- 5 metal screen railing
- 6 'gray' limestone cladding
- 7 'buff' limestone cladding
- 8 'cream' limestone cladding



north elevation - chestnut st

note: materials chosen to match previously approved new construction on property

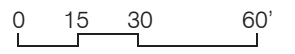




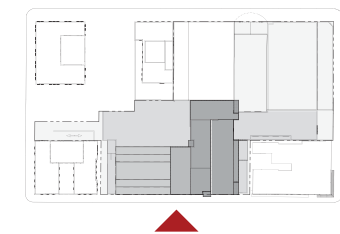
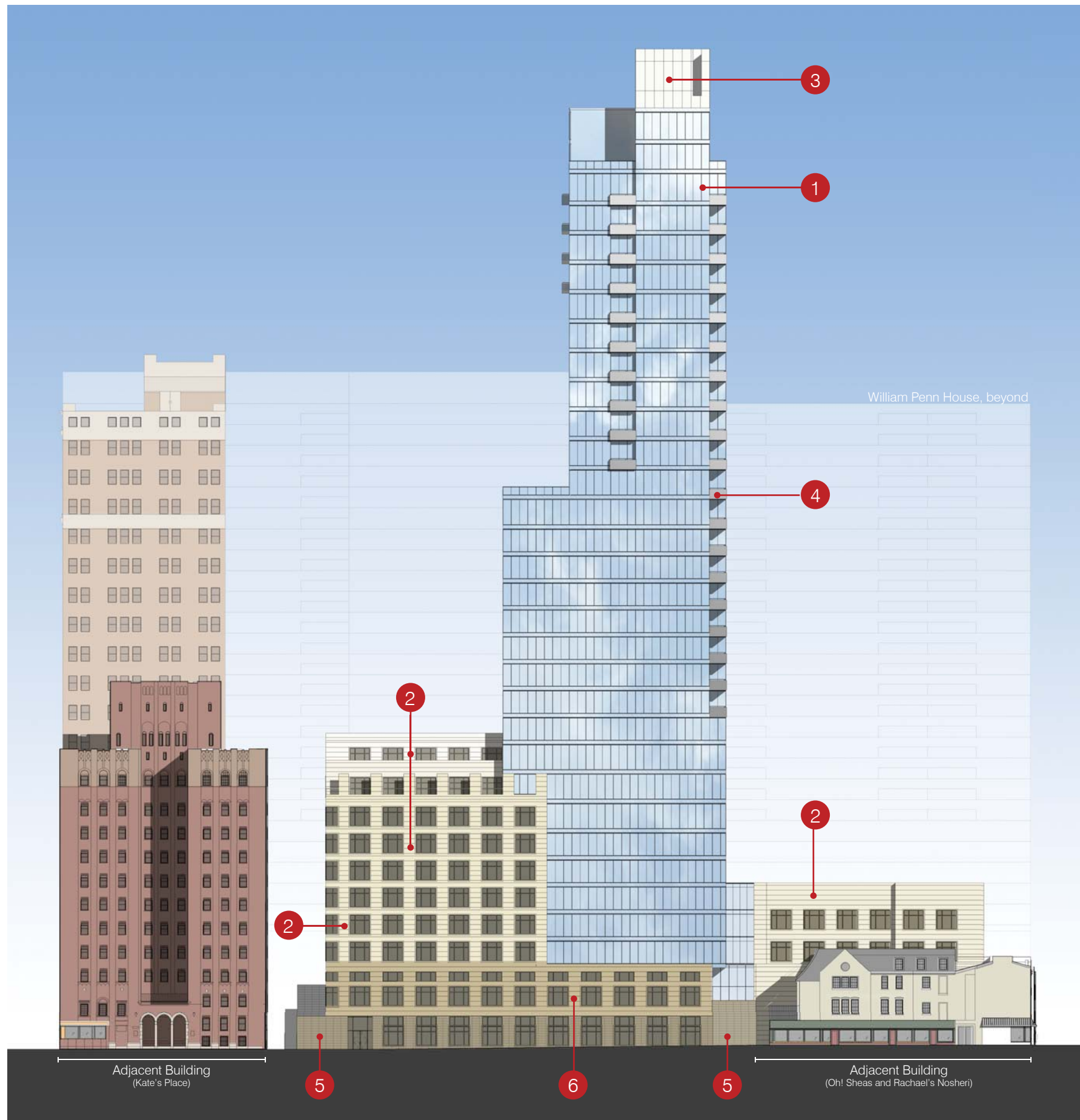
- 1 glass and aluminum window wall w/ slab edge cover
- 2 metal panel "oyster"
- 3 metal panel "white"
- 4 painted metal louvers
- 5 metal screen railing
- 6 'gray' limestone cladding
- 7 'buff' limestone cladding
- 8 'cream' limestone cladding

east elevation - 19th st

note: materials chosen to match previously approved new construction on property



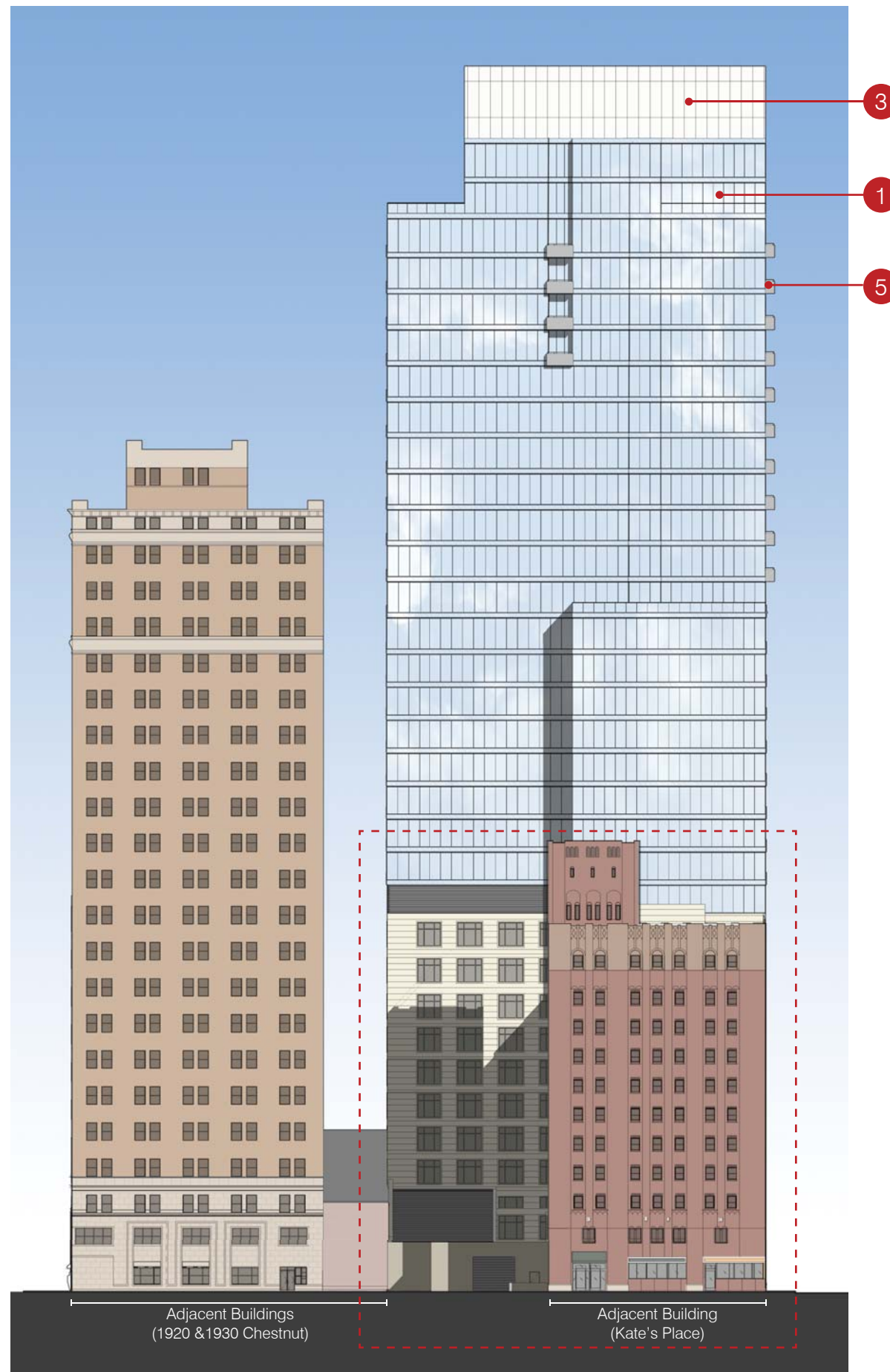
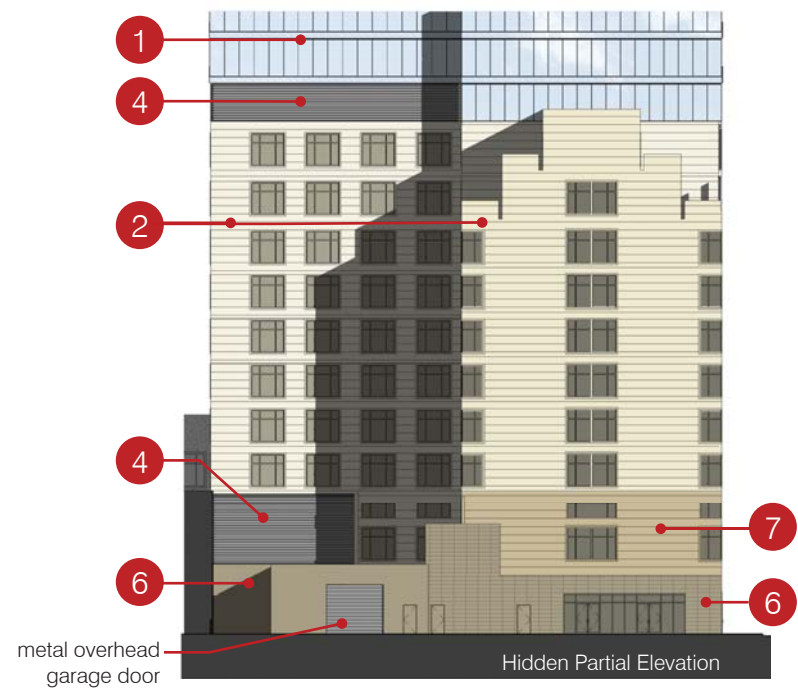
- 1 glass and aluminum window wall w/ slab edge cover
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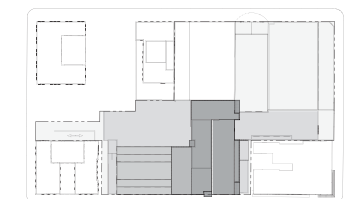
south elevation - sansom st

note: materials chosen to match previously approved new construction on property





- 1 glass and aluminum window wall w/ slab edge cover
- 2 metal panel "oyster"
- 3 metal panel "white"
- 4 painted metal louvers
- 5 metal screen railing
- 6 'gray' limestone cladding
- 7 'buff' limestone cladding

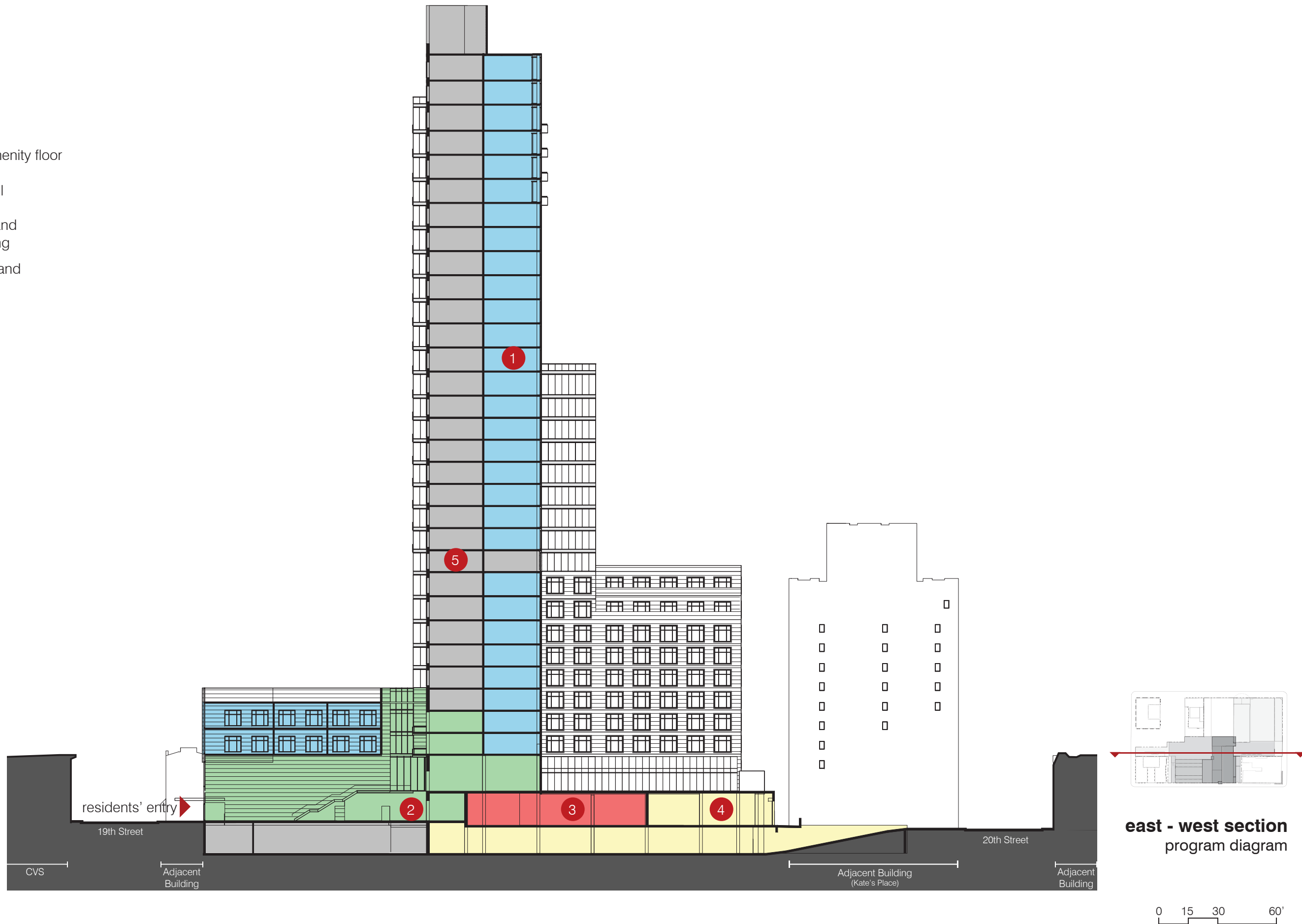


west elevation - 20th st

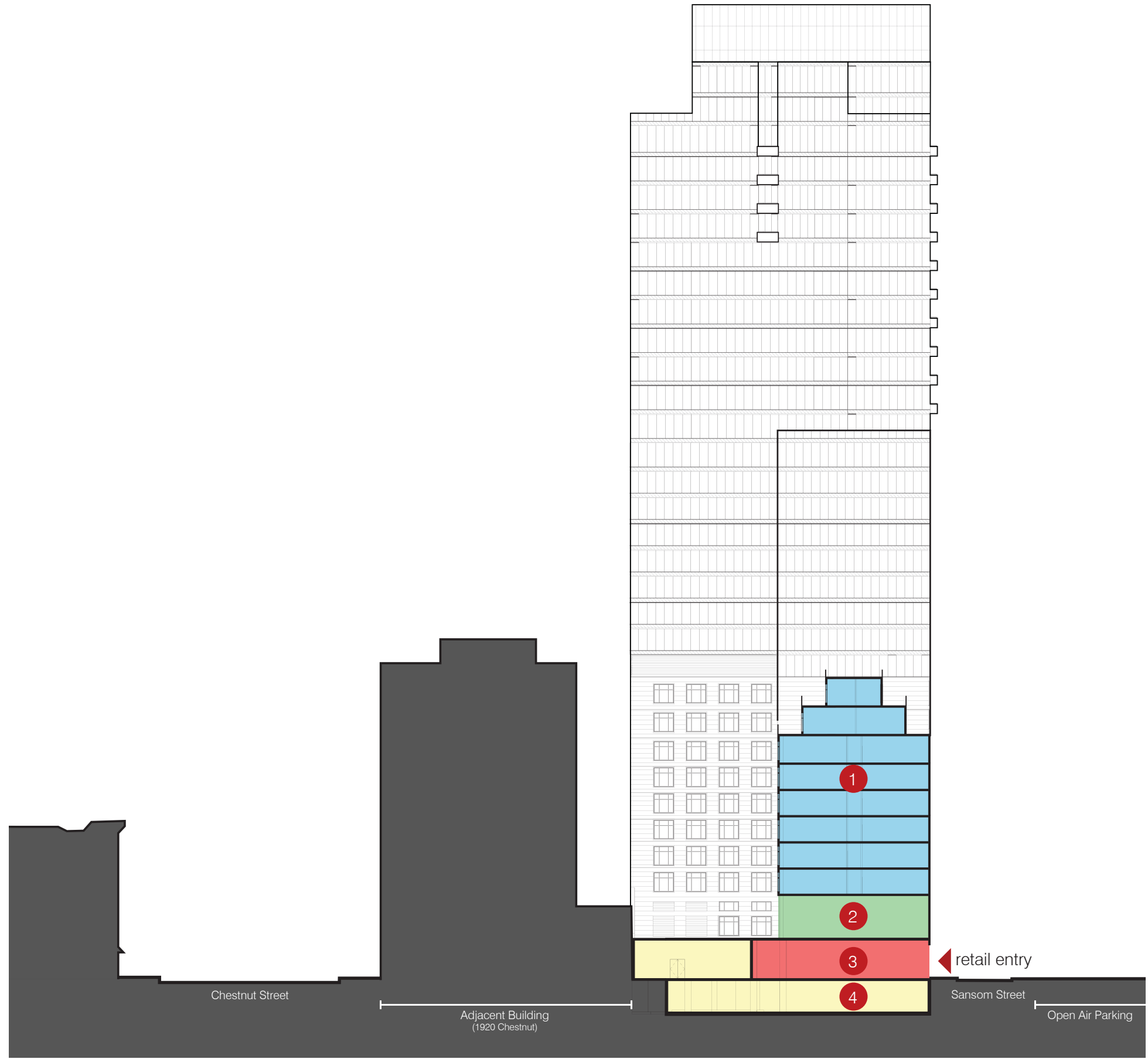
note: materials chosen to match previously approved new construction on property



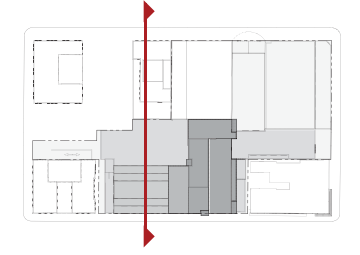
- 1 residential units
- 2 entry lobby and amenity floor
- 3 sansom street retail
- 4 on-grade loading and below grade parking
- 5 vertical circulation and mechanical space



east - west section
program diagram

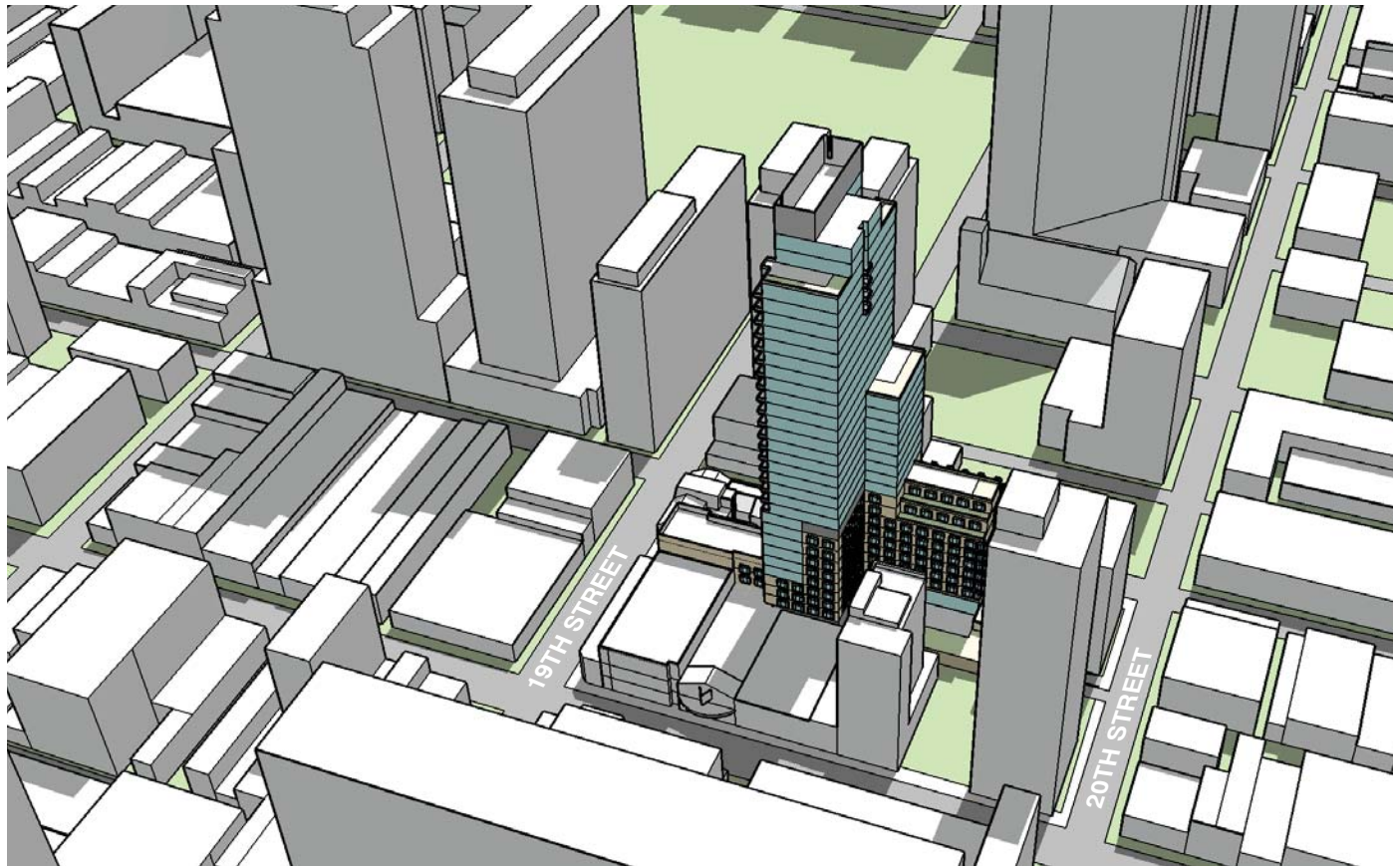


- 1 residential units
- 2 entry lobby and amenity floor
- 3 sansom street retail
- 4 on-grade loading and below grade parking
- 5 vertical circulation and mechanical space

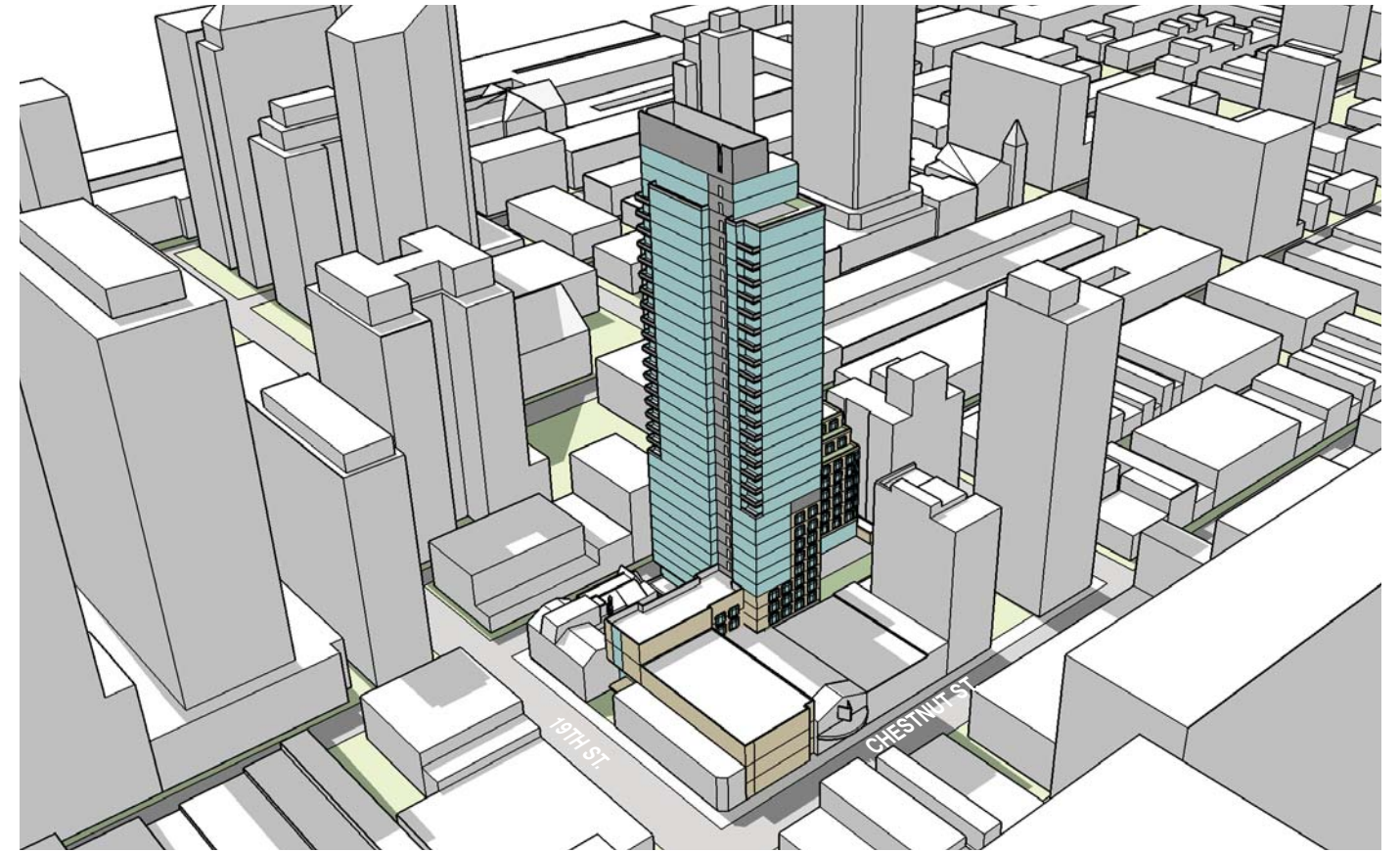


north - south section program diagram

0 15 30 60'



looking south



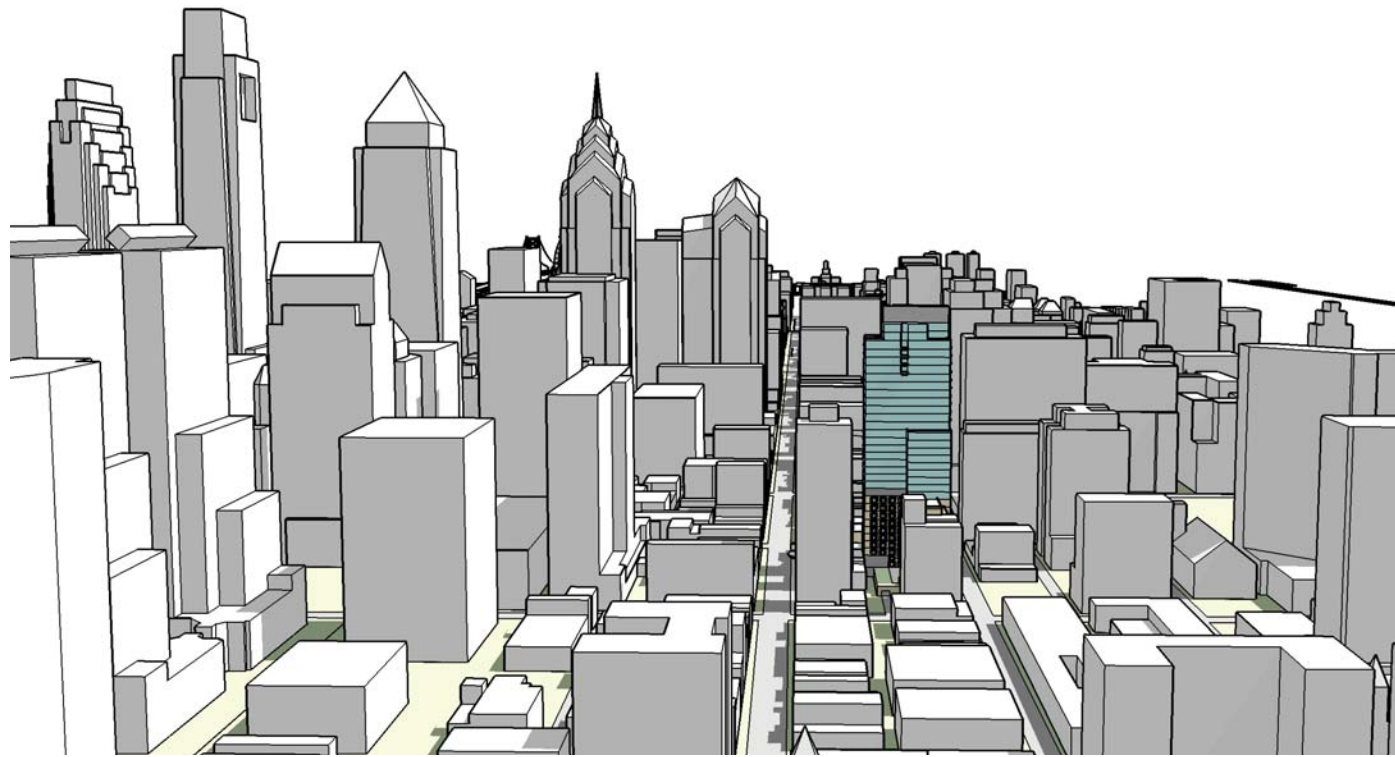
looking southwest



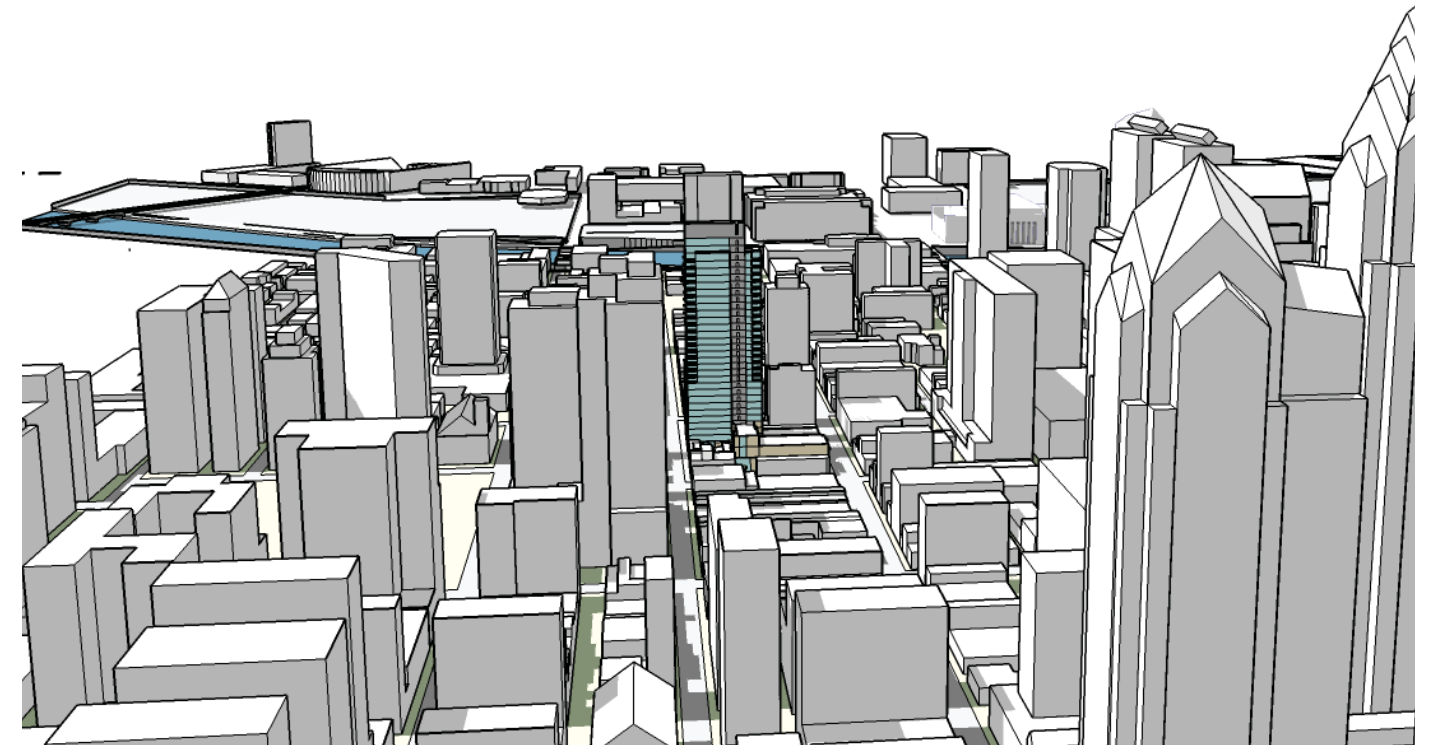
looking northeast



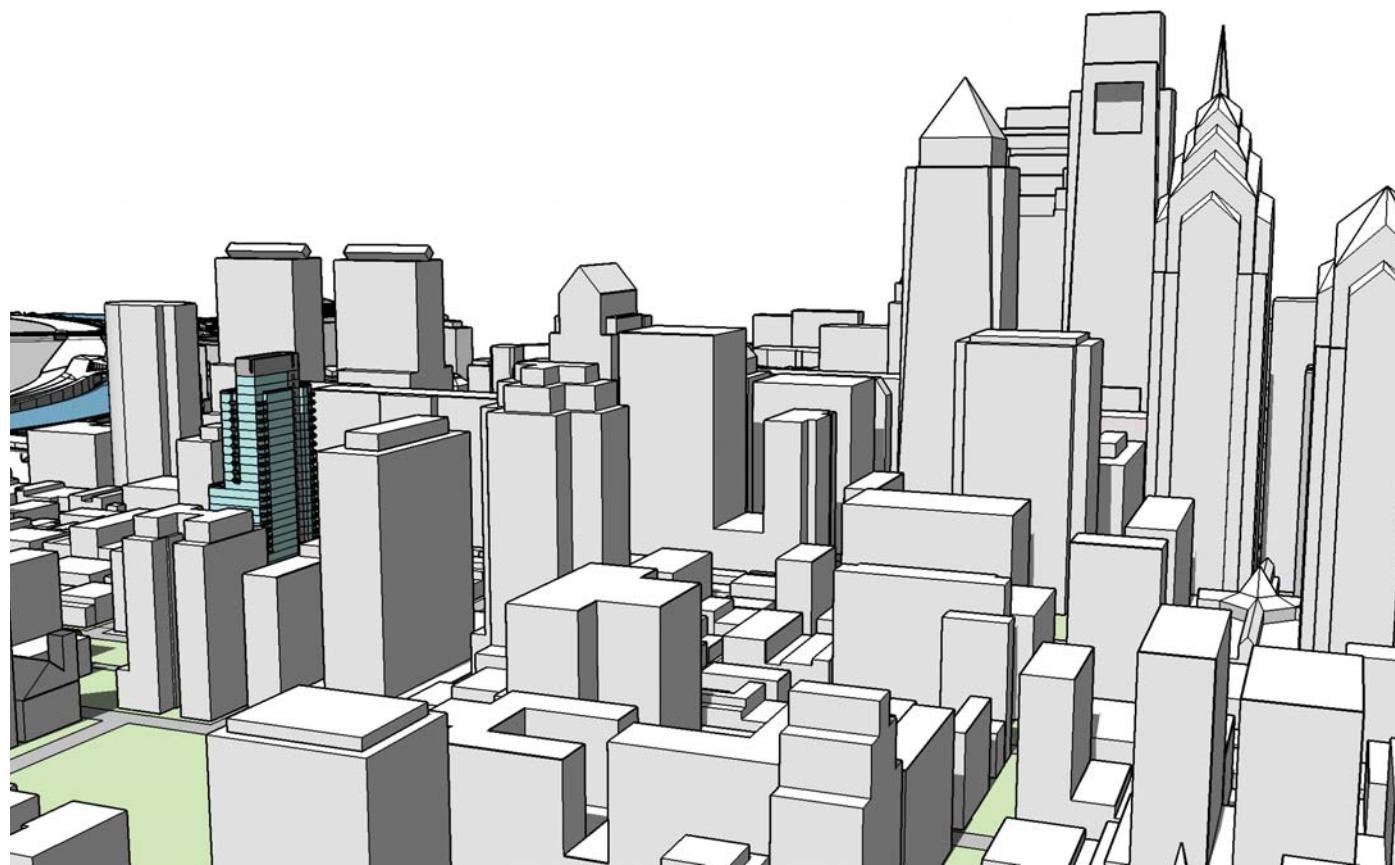
looking north



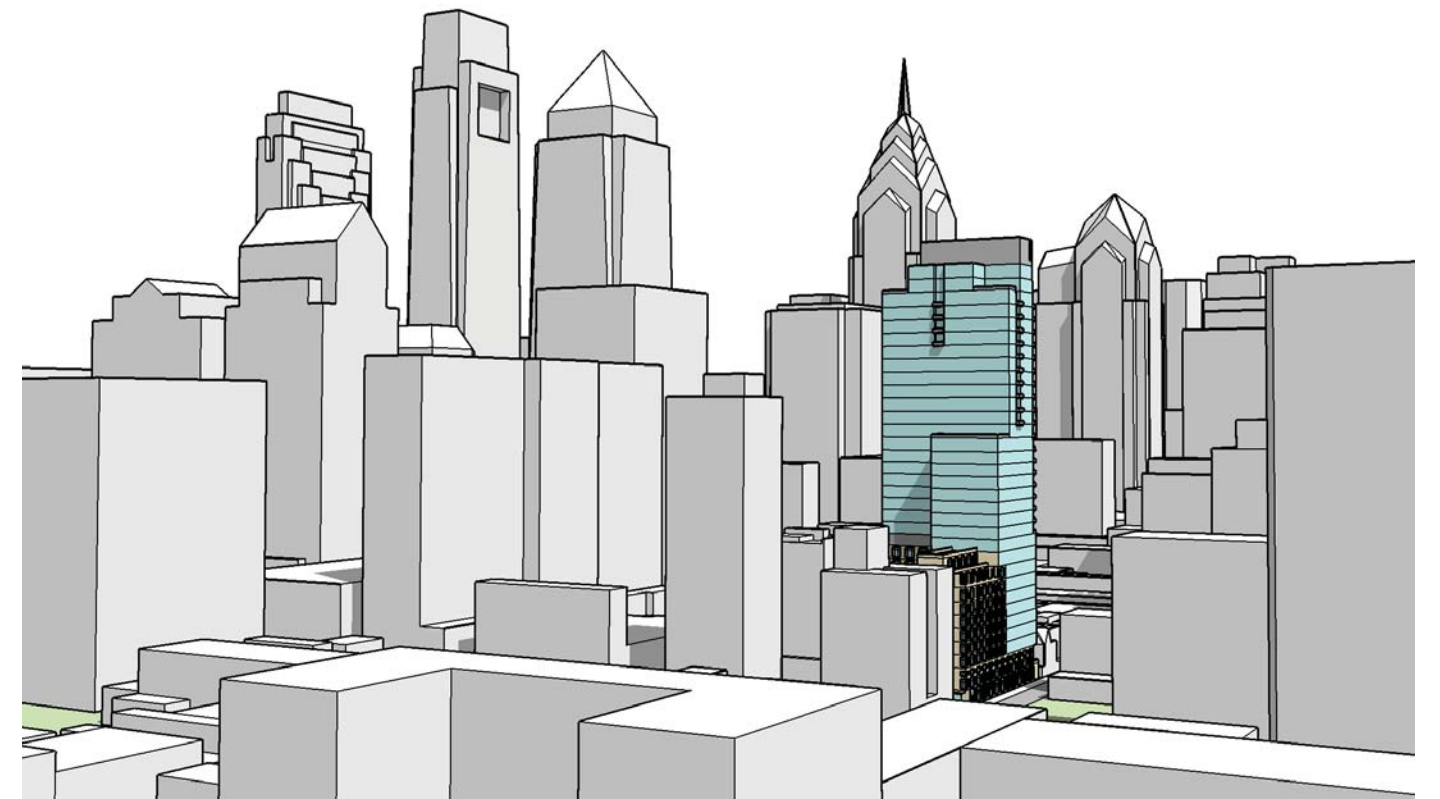
city context - looking east



city context - looking west



city context - looking north



city context - looking northeast

materials palette

The materials chosen for **19th + Chestnut** reflect the quality and care taken for its design. The intention is for the materials to remain consistent on all street frontages of the building with a foundation of limestone at the lower levels and metal panel and glass window wall system above. Metal panels and limestone extend up the 11-story portion of the building adjacent to and aligned with Kate's Place next door. This punched opening language at these lower levels is used to cradle the glass tower above. The window wall above is envisioned with a light colored glass that will provide a transparency and accentuate its slenderness.

A recessed elevator core along with carved out balconies and terraces help to articulate the building's program while reducing the building's perceived mass. The stepped and planted terraces will allow further sun penetration into the heart of the site while increasing accessible green space. Balconies further break down the massing and animate the façade.

At street level, a welcoming transparency at the lobby and cafe provides a friendly experience, while rhythmic and material cues on Sansom Street have been acknowledged and continued to create an appealing pedestrian retail corridor.



glazed window wall system



metal mesh balcony system



metal panel - white



metal louver/mechanical screen



metal panel - oyster



limestone - gray



limestone - buff



limestone - cream



sustainable design

LOCATION AND TRANSPORTATION

ACCESS TO QUALITY TRANSIT

19th + Chestnut takes advantage of site and building feature that will make it a sustainable addition to the neighborhood.

REDUCED PARKING FOOTPRINT

19th + Chestnut is within ¼ mile to nearly every kind of public transit available in Philadelphia, including multiple bus routes, Market-Frankford Line, and Regional Rail Lines.

SITE

STORMWATER

Vegetation at the Second Floor Terrace, and new plants and trees at sidewalk level reduce flow and improve quality of water runoff.

REDUCE HEAT ISLAND EFFECT

50% or more of hardscape is designed to meet LEED standards for reflectance and/or shading of site.

WATER EFFICIENCY

Landscaping utilizes native plant and regionally adapted, non-invasive ornamental species. Most plantings are on the PHS Gold Medal Plants list for suitability for the Philadelphia region.

RAINWATER MANAGEMENT

Rainwater management will be per Philadelphia Water Department standards, and we will employ strategies designed to conserve local ecosystems.

BUILDING

NATURAL DAYLIGHTING

Many of the units are given floor to ceiling windows for ample light. The lower portion of the tower is stepped to allow for additional daylighting to penetrate to the lower levels of both the new building as well as existing adjacent buildings.

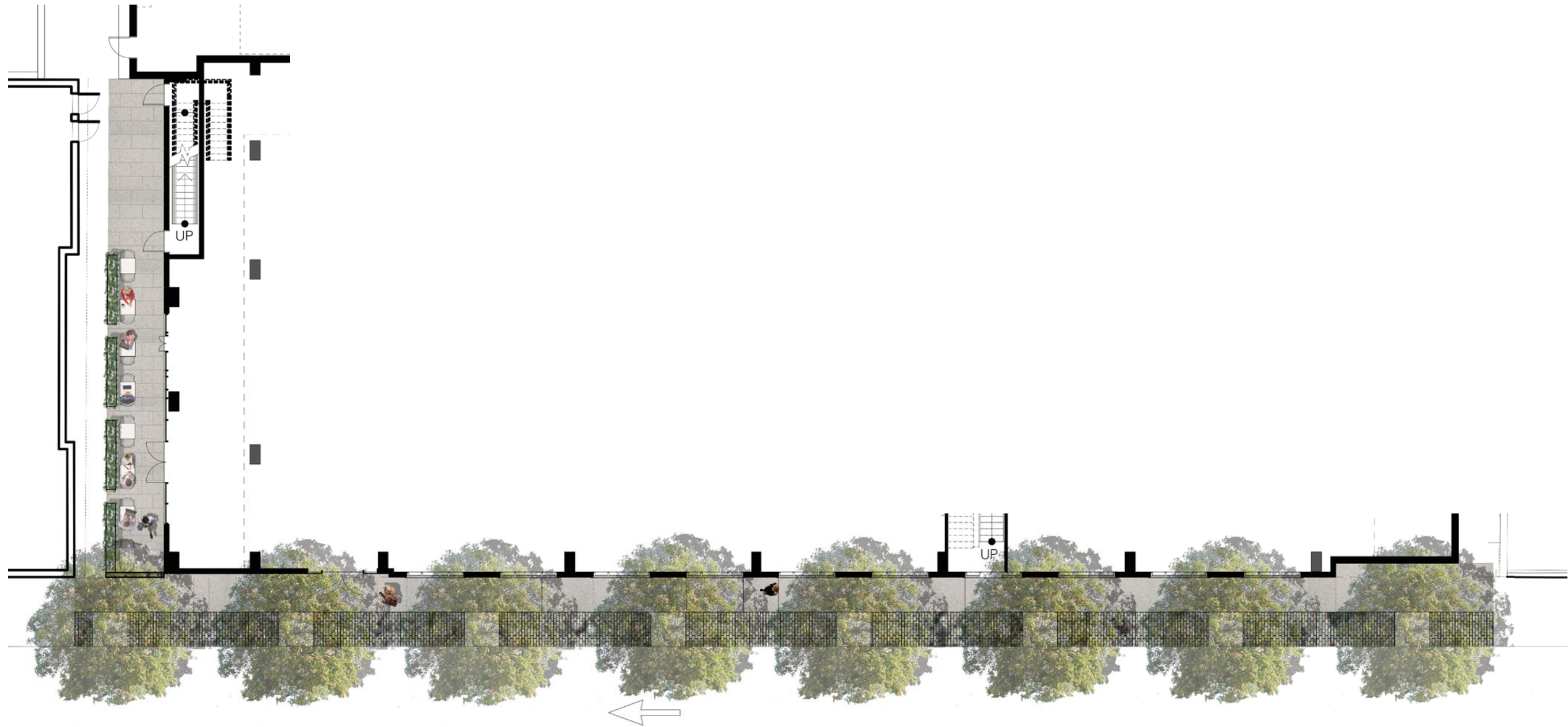
MATERIALS AND WASTE

RECYCLING

Recycling collection and storage will be provided throughout project.

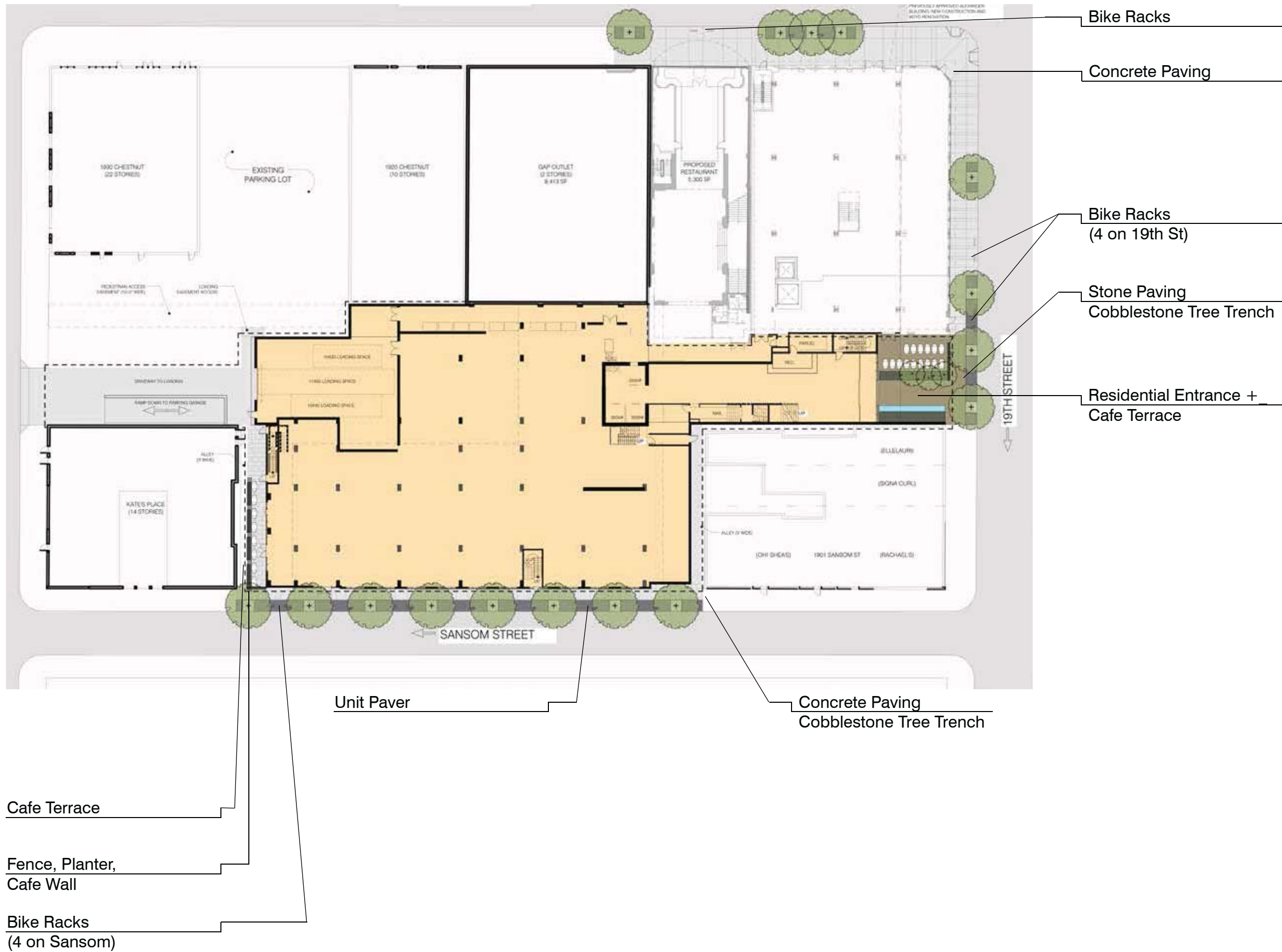
SPEC OF HIGH PERFORMANCE MATLS

Selection of high performance finishes is prioritized, with a preference for locally sourced materials whenever possible.

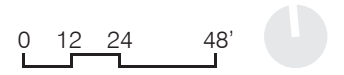


ground floor plan
sansom street





ground floor plan





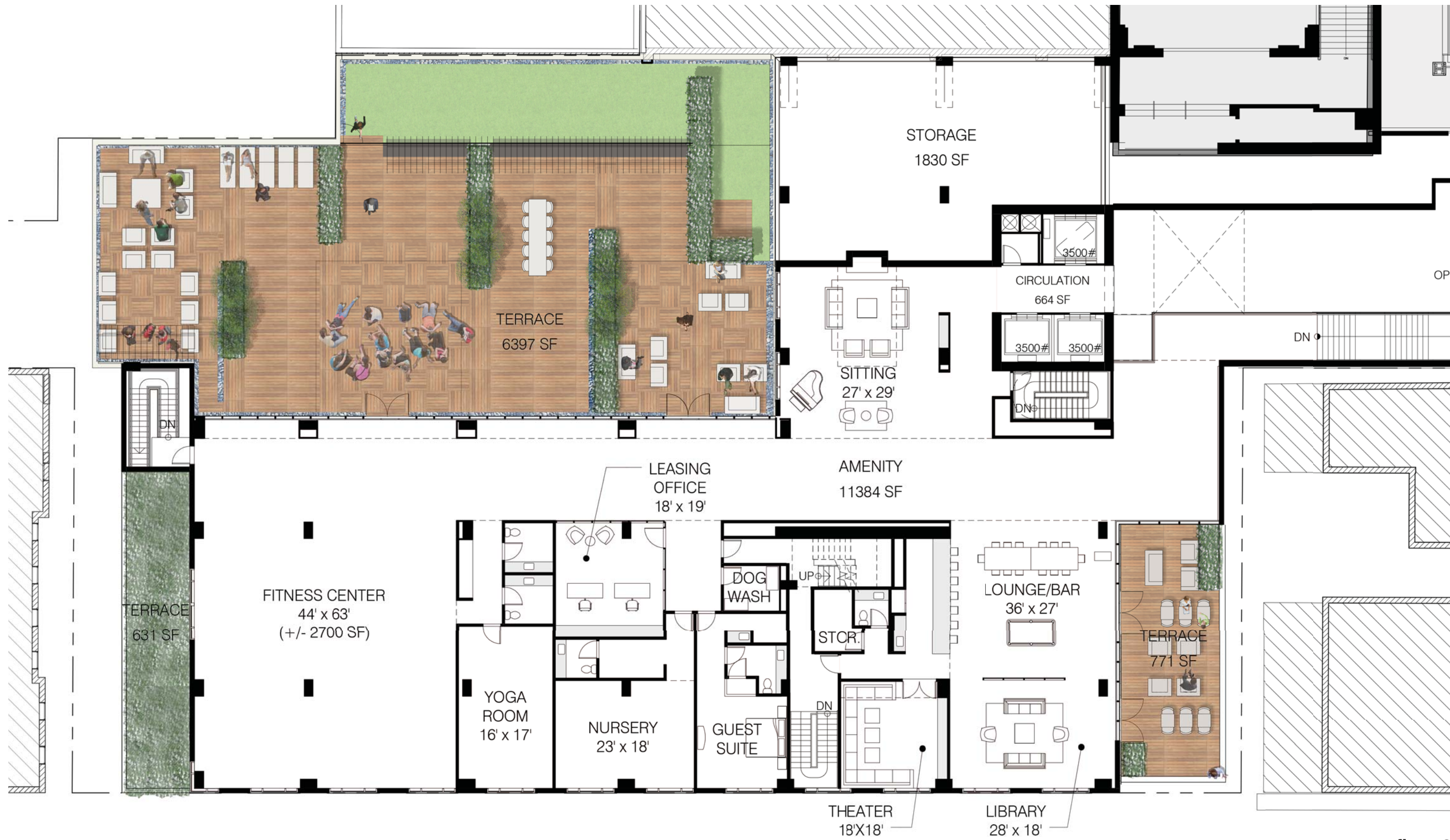
ground floor plan
residents' entry and cafe seating





east elevation - 19th st
residents' entrance and cafe





floor 2
amenity terraces





Lawn

Surfaces and Edge Conditions

Edge Condition

Modular Planters

Furniture

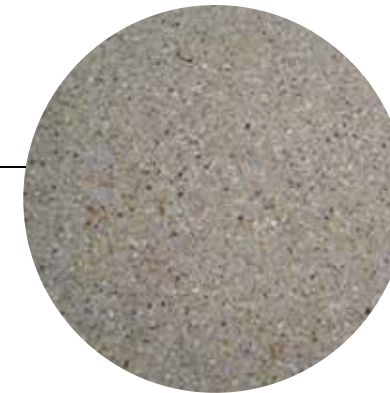


floor 2
large amenity terrace





SANSOM STREET



Concrete Paving
Cobblestone Tree Trench



Bike Rack



Decorative Plant Stand



Decorative Metal Divider

NINETEENTH STREET



Stone Paving
Cobblestone Tree Trench

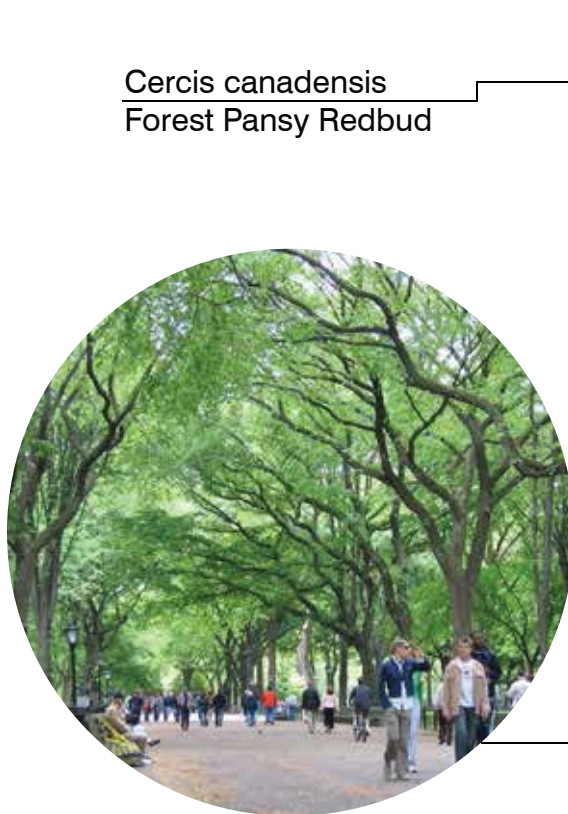




SANSOM STREET



Gleditsia triacanthos
Honeylocust



Cercis canadensis
Forest Pansy Redbud



Ulmus americana
American Elm

NINETEENTH STREET





19th street - residents' entrance and cafe



sansom street - major retail

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

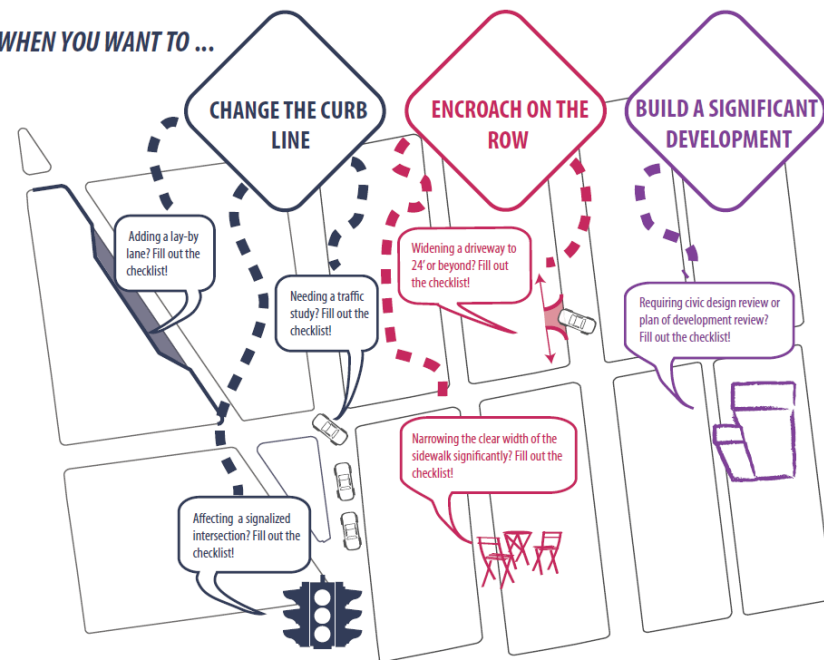
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards 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 §111-901 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
19th & Chestnut
2. DATE
November 24, 2015
3. APPLICANT NAME
Nancy Bastian
5. PROJECT AREA: list precise street limits and scope
Bounded by Chestnut Street, 19th Street, Sansom Street and 20th Street
4. APPLICANT CONTACT INFORMATION
nbastian@cecilbakerpartners.com
215.928.0202, ext. 128
6. OWNER NAME
Pearl Properties
7. OWNER CONTACT INFORMATION
1425 Walnut Street, Suite 300
Philadelphia, PA 19102
215.568-0500
8. ENGINEER / ARCHITECT NAME
Cecil Baker + Partners, Architects
Studio Bryan Hanes, Landscape Architect
Maser Consulting, Civil Engineer
9. ENGINEER / ARCHITECT CONTACT INFORMATION
Cecil Baker + Partners Studio Bryan Hanes
1107 Walnut St, 2nd Floor 340 N. 12th St
Phila, PA 19107 Phila, PA 19107
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.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Chestnut</u>	<u>19th</u>	<u>20th</u>	<u>High Volume Pedestrian</u>
<u>19th</u>	<u>Chestnut</u>	<u>Sansom</u>	<u>High Volume Pedestrian</u>
<u>Sansom</u>	<u>19th</u>	<u>20th</u>	<u>City Neighborhood Street</u>
<u>20th</u>	<u>Sansom</u>	<u>Chestnut</u>	<u>Walkable Commercial Corridor</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 STREETS HANDBOOK CHECKLIST

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APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
Chestnut	16' / 17' / 17'	17' / _
19th	16' / 12' / 12'	12' / _
Sansom	12' / 10' / 10'	10' / _
20th	12' / 12' / 12'	12' / _

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
Chestnut	8' / 8' / 8'
19th	8' / 6' / 6'
Sansom	6' / 6' / 6'
20th	6' / 6' / 6'

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	24'	Sansom
Driveway	24'	20th
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	24'	20th
_____	_____	_____
_____	_____	_____
_____	_____	_____

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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: The existing driveway opening on Sansom Street is being removed as part of this project.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: _____

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BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH	
	Existing	Proposed
Chestnut	0' / 0'	
19th	0' / 0'	
Sansom	0' / 0'	
20th	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
Chestnut	4' / 5' / 5'		
19th	4' / 4' / 5'		
Sansom	4' / 4' / 5'		
20th	4' / 4' / 5'		

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

19. Does the design avoid tripping hazards?

YES NO N/A

YES NO

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

YES NO N/A

YES NO

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BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES NO N/A YES NO

22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO N/A YES NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments: _____

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BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>
Adequate sidewalk widths to allow pedestrians to walk comfortably. Elimination of any vehicular intrusion on Sansom Street. Convenient, secure bicycle parking to be provided.
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
19th + Chestnut	91	0 / 0	0 / 10	0 / 90
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____
_____	_____	____ / ____	____ / ____	____ / ____

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

- YES NO N/A
- YES NO N/A
- YES NO N/A

DEPARTMENTAL APPROVAL

- YES NO
- YES NO
- YES NO

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO N/A
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

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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?
The existing bus shelter on Chestnut Street will not be affected by the construction.

DEPARTMENTAL APPROVAL

- YES NO
- YES NO
- YES NO
- YES NO

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: _____

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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage; if not, go to question No. 35

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

- | | | | | |
|---|---|--|---|---|
| 33. What is the maximum AASHTO design vehicle being accommodated by the design? | _____ | | | 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 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: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
Reviewer Comments: _____

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

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

- | | | | | |
|--|---|-----------------------------|------------------------------|---|
| 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 STREETS HANDBOOK CHECKLIST

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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
Not Applicable	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

- | | YES | NO | N/A | DEPARTMENTAL APPROVAL | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | YES | NO |
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 45. Does the design provide adequate clearance time for pedestrians to cross streets? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <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> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <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? | | | | <input type="checkbox"/> | <input type="checkbox"/> |
| ▪ Marked Crosswalks | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ▪ Signal Timing and Operation | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ▪ Bike Boxes | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: _____

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ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW
Additional Reviewer Comments: _____