



CHESTNUT STREET VIEW w/ PUBLIC GARDEN



# 4125-31 CHESTNUT STREET

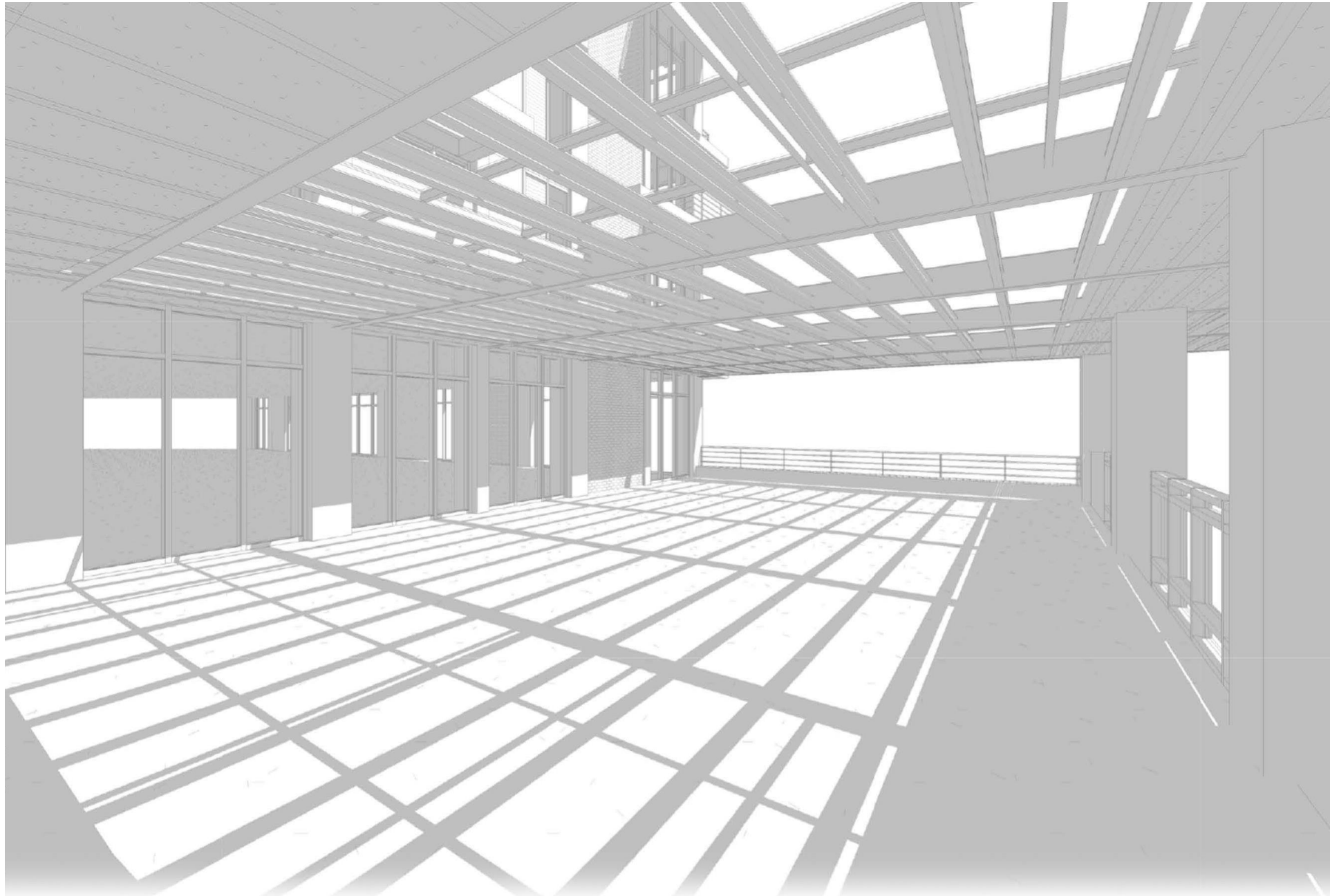
CIVIC DESIGN REVIEW

Philadelphia Planning Commission

03/07/2017



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# CDR Application

PHILADELPHIA CITY PLANNING COMMISSION  
CIVIC DESIGN REVIEW



## CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 743269

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

240 Residential dwelling units

Over 100,000 square feet

### PROJECT LOCATION

Planning District: University Southwest Council District: 3

Address: 4125-4131 Chestnut Street  
Philadelphia, PA 19104

Is this parcel within a Master Plan District? Yes \_\_\_ No \_\_\_

### CONTACT INFORMATION

Applicant Name: Hyon Kang Primary Phone: 215-833-9256

Email: Hukang77@gmail.com Address: 6525 Tulip Street  
Philadelphia, PA 19135

Property Owner: Allied Car Wash Developer: CRP Builders

Architect: KCA Design Associates, LLC

### SITE CONDITIONS

Site Area: 16,133.05 sf

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

### SITE USES

Present Use: Car Wash

Proposed Use: Mixed use - commercial / residential

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

Commercial - 4158 sf, Public Art 909 sf, Sit Down Restaurant 2,200 sf, Residential Dwelling 159,425 sf

Proposed # of Parking Units:

82 Parking Spaces (6 HC Accessible & 3 Reservoir)

### 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: 2/21/2017 Time: 7:30 pm

### ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes \_\_\_ No \_\_\_ NA

If yes, indicate the date hearing will be held:

Date: N/A

CONTINUED ON NEXT PAGE



DESIGN ASSOCIATES

6525 TULIP ST, PHILADELPHIA PA 19135  
215-833-9256 kcadesignassociates.com

**Owner:**

CRP Builders LLC  
1506 Cambridge Street  
Philadelphia PA 19130

**Applicant:**

Hyon Kang  
6525 Tulip Street  
Philadelphia PA  
[hukang77@gmail.com](mailto:hukang77@gmail.com)

**Architect:**

KCA Design Associates  
6525 Tulip Street  
Philadelphia PA  
[hukang77@gmail.com](mailto:hukang77@gmail.com)

**Civil / Site:**

Ruggiero & Plante Land Design  
4220 Main Street  
Philadelphia PA 19127



# Project Introduction

**4125-31 Chestnut Street** is a proposed, new multi-family residential development with Ground floor & 2<sup>nd</sup> floor commercial spaces. Also included in the design are 2 outdoor spaces; a ground floor public court, and a raised 2<sup>nd</sup> floor open – air terrace. Main frontages on Chestnut Street, and access to the underground parking via Ludlow Street. The overall project site is 16,213 S.F. The proposed 17-story building will include:

- 240 Residential Units
- Ground floor commercial space & landscaped outdoor public court
- Second floor commercial space (partial) w/ open air-terrace
- 82 Vehicle Parking Spaces
- 80 Bicycle parking spaces
- Full Green Roof

The site is zoned CMX-4 Commercial, Zoning for the project is by-right; including a series of FAR bonuses (listed in bonus section). Ground floor consists of residential lobby, as well as an expansive commercial space w/ outdoor public court along the side of the building. The 2<sup>nd</sup> floor is comprised of a secondary commercial / dining space w/ an open air multi-purpose terrace. Throughout the building, a series of 240 residential units are proposed, varying in size from studio, to 1 bedroom, with the possibility of 2 bedroom units subject to configuration. Each unit features private outdoor balconies which are partially covered / open air.

Access to the 82 underground parking spaces is provided by 1 proposed curb cuts off of Ludlow Street, opposite of Chestnut Street. Ample bike parking is provided as well.

The project also features a green roof as part of the design. The roof, in addition to fully engineered & sustainable green roof, will be also contain an accessible / usable area for residents of the building for general recreation, relaxation, and to take in the urban & Center City skyline views.

Building materiality features a contemporary approach to high rise design, but in lieu of all curtain glass, a mixture of materials such as brick, concrete, glass, and metal panels are used in combination with areas of glazing which open onto private balconies. Materials like concrete and brick are used to delineate the internal vertical circulation on the exterior of the building. This verticality is broken up by a series of horizontal masses, primarily the balconies, which are staggered to give each balcony equal amounts of sunlight & partial shelter. The staggering creates a unique interplay of shadow & light on the façade, furthermore acting as a passive solar shading device for the areas of glazing.

**4125-31 Chestnut Street** offers the experiences of city living, with additional benefits of onsite bike & vehicular parking, commercial spaces, restaurant, and outdoor park/ terrace spaces. Balconies and carefully articulated areas of glazing provide residents a visual and physical connection to the dynamic city skyline views and immediate urban surroundings.



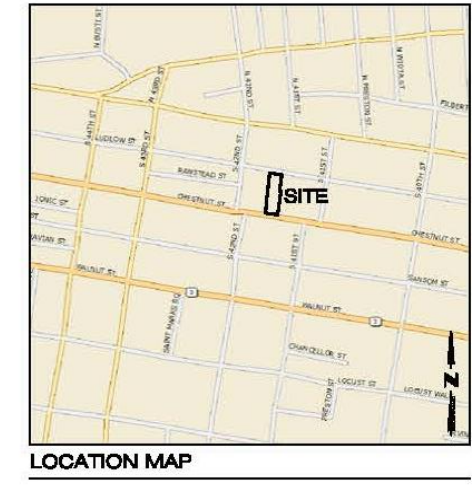
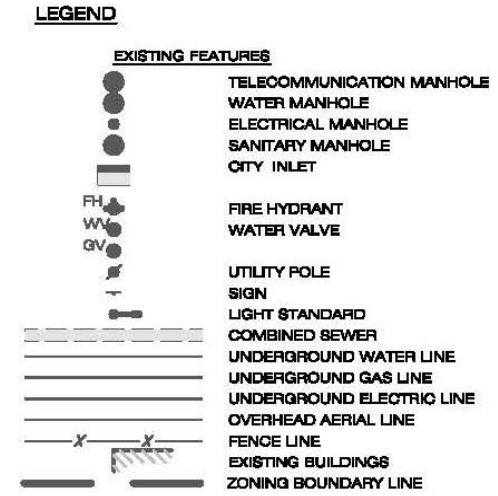
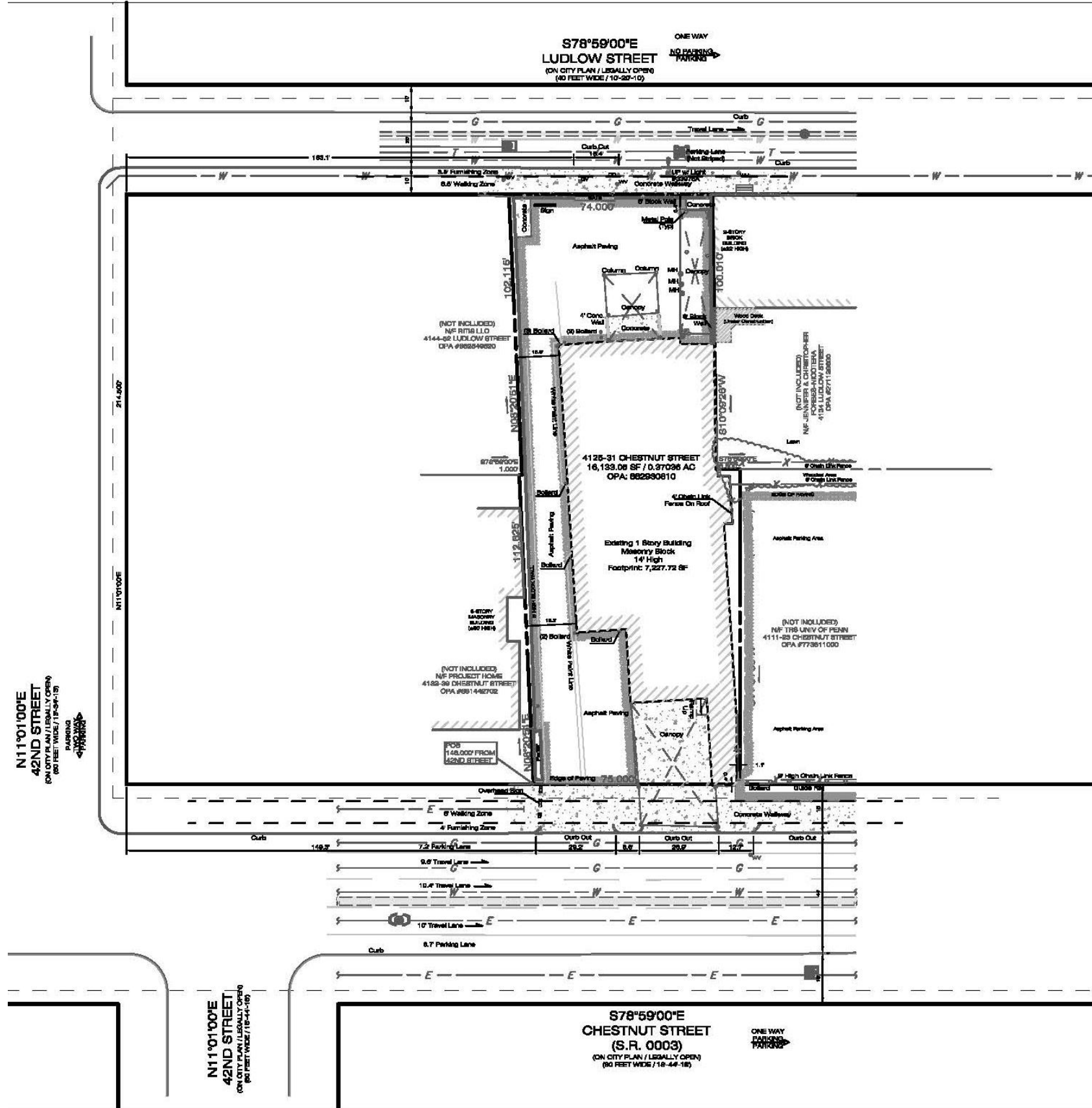
# Notes

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# Site Survey



**OWNER OF RECORD**  
 Allied Car Wash  
 3001 Harrison Street  
 Philadelphia PA 19130



**NOTE:**  
 PENNSYLVANIA ACT 267 OF 1974 AS AMENDED BY ACT 151 OF 2006 REQUIRES THAT CONTRACTORS DETERMINE THE LOCATION OF ALL UTILITY, SEWER AND WATER LINES BEFORE COMMENCING CONSTRUCTION. SEE SHEET 1 FOR THE LIST OF LOCAL UTILITIES.

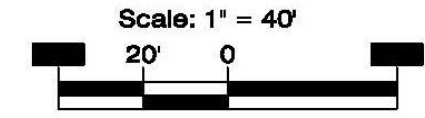
REVISIONS	

**4125-31 CHESTNUT STREET**  
 Philadelphia, PA 19121  
 29TH WARD  
 prepared for:  
 Westrum Development Company  
 1300 Virginia Drive  
 Fort Washington, PA 19034  
 ph: (215)253-2190

**Ruggiero Plante Land Design**  
 4220 Main Street Philadelphia, PA 19127  
 phone 215.506.3800 fax 215.506.3800 www.ruggieroplante.com

Plan Date:  
 January 31, 2017

**EXISTING CONDITIONS**





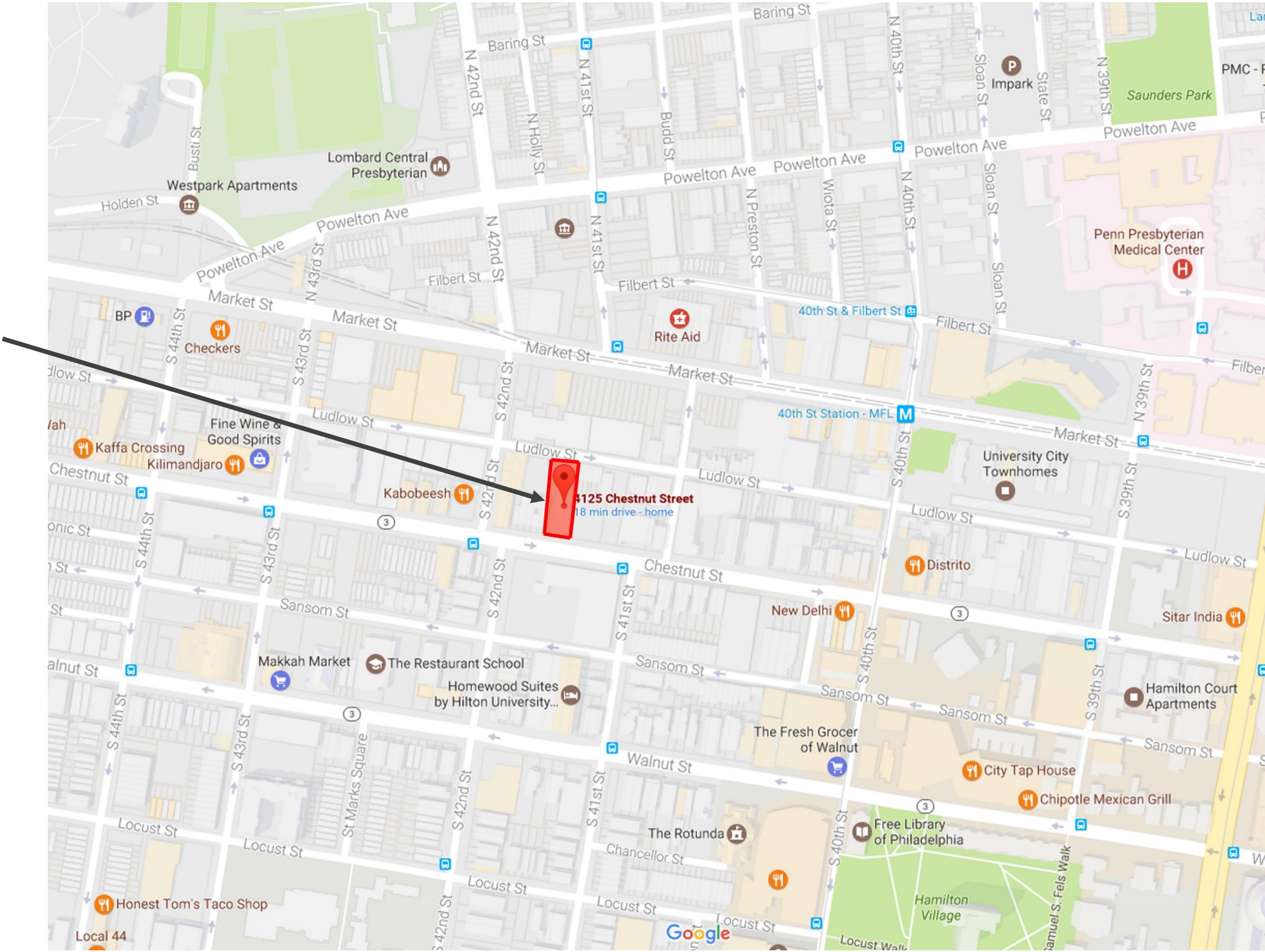
# Site Location





# Site Location

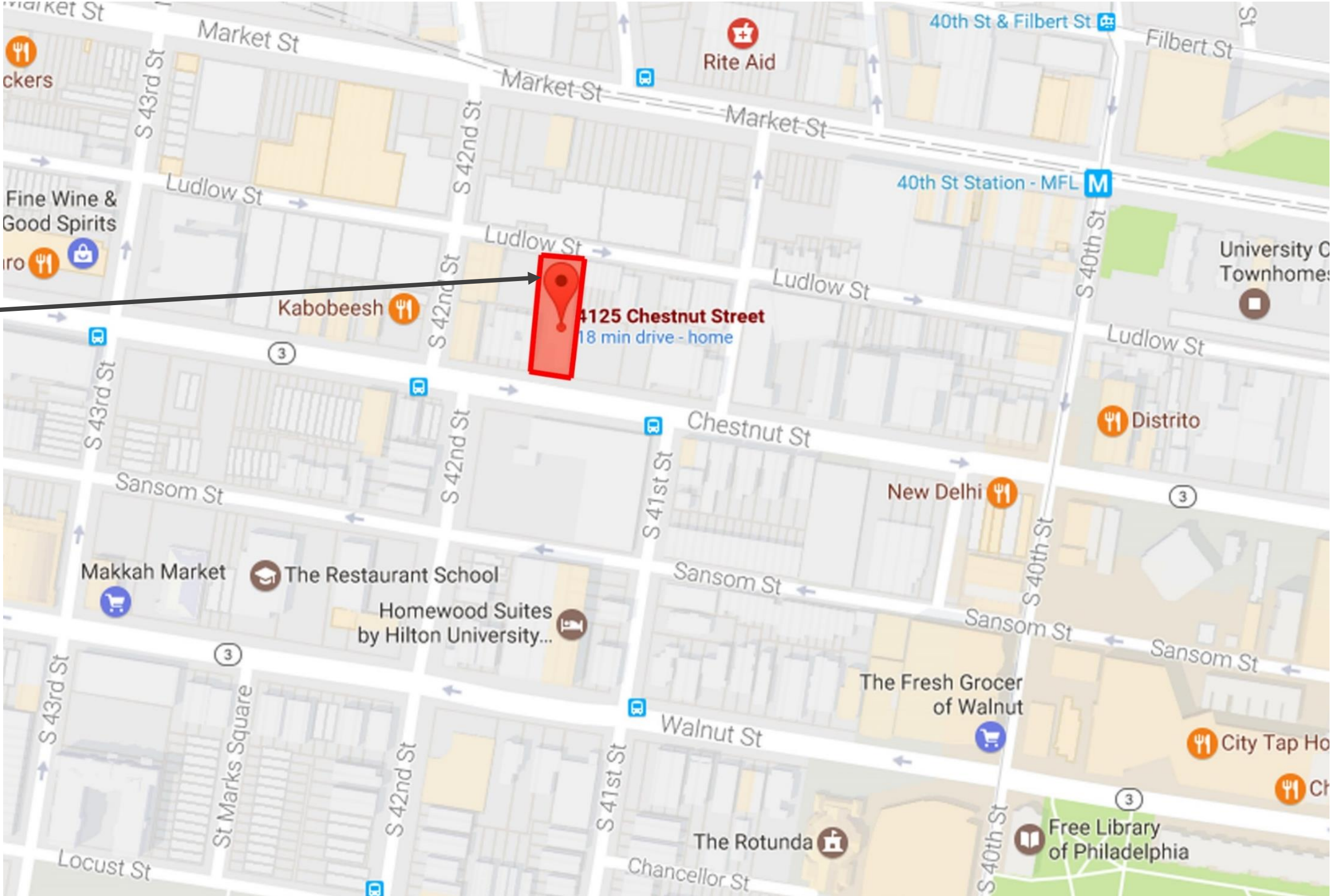
4125-31  
Chestnut  
Street





# Site Location

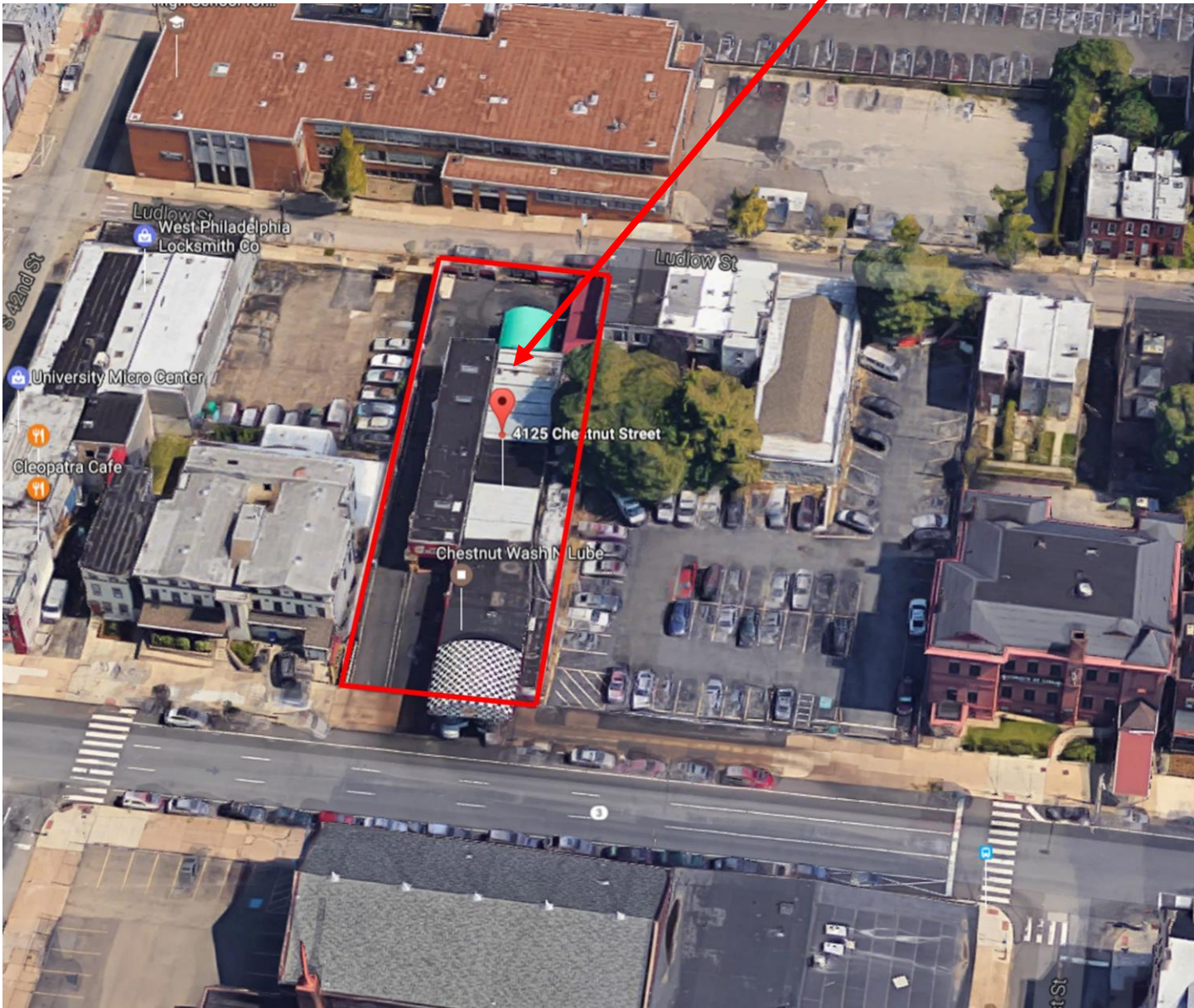
4125-31  
Chestnut  
Street





# Site Location

Existing structure to be completely demolished



Aerial 1

Aerial 2

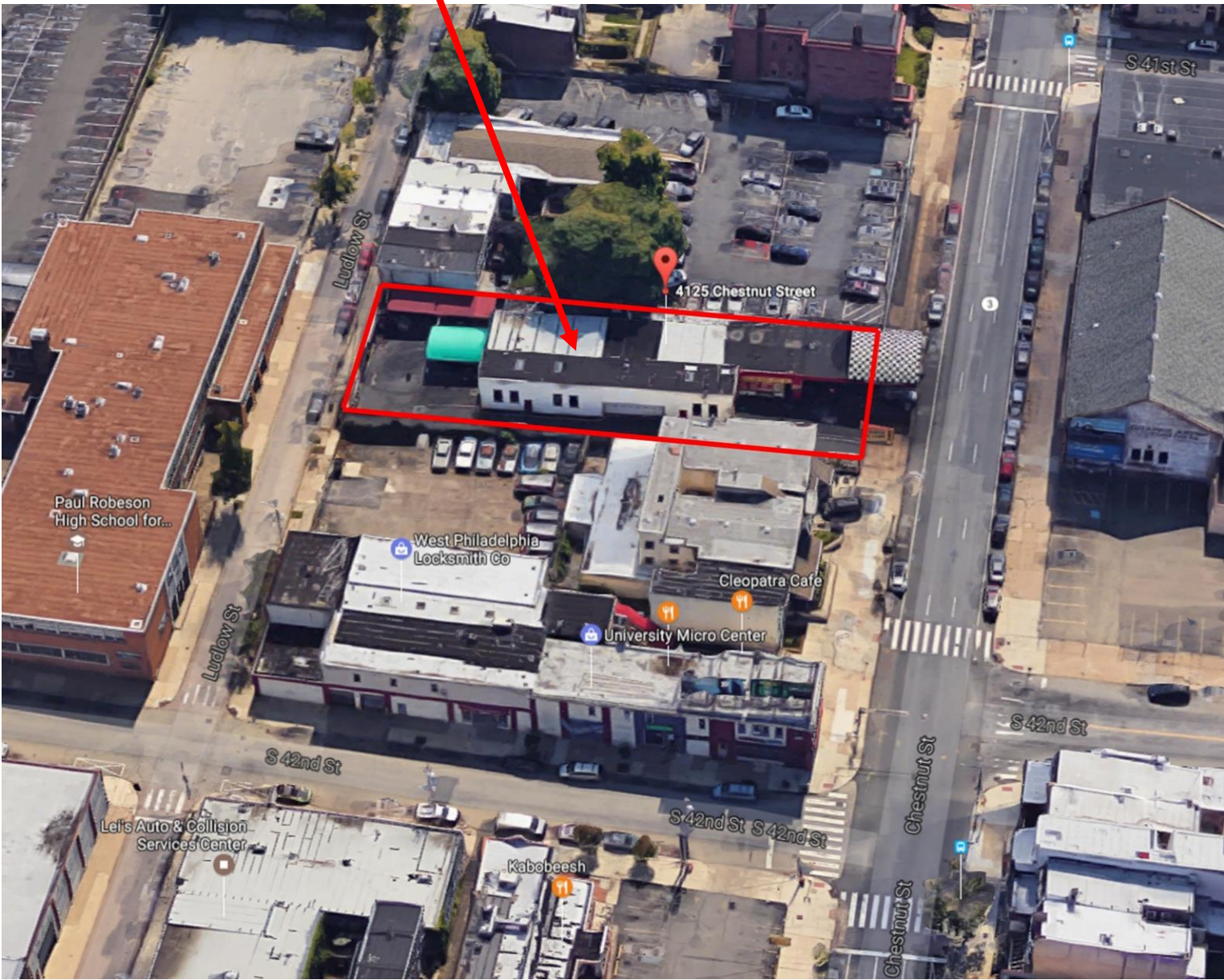


# Site Location

Existing structure to be completely demolished



Aerial 3



Aerial 4



# Site Location





# Site Location



Photo 1 – 4125 chestnut looking east



Photo 2 – 4125 chestnut looking west



Photo 3 – 4125 chestnut from Ludlow street looking west



Photo 4 – 4125 chestnut from Ludlow street looking east



# Site Location



Photo 5 – Context – Westpark Apartments – 20 stories



Photo 6 – Context – University Square Apartments – 20 stories



# Site Location

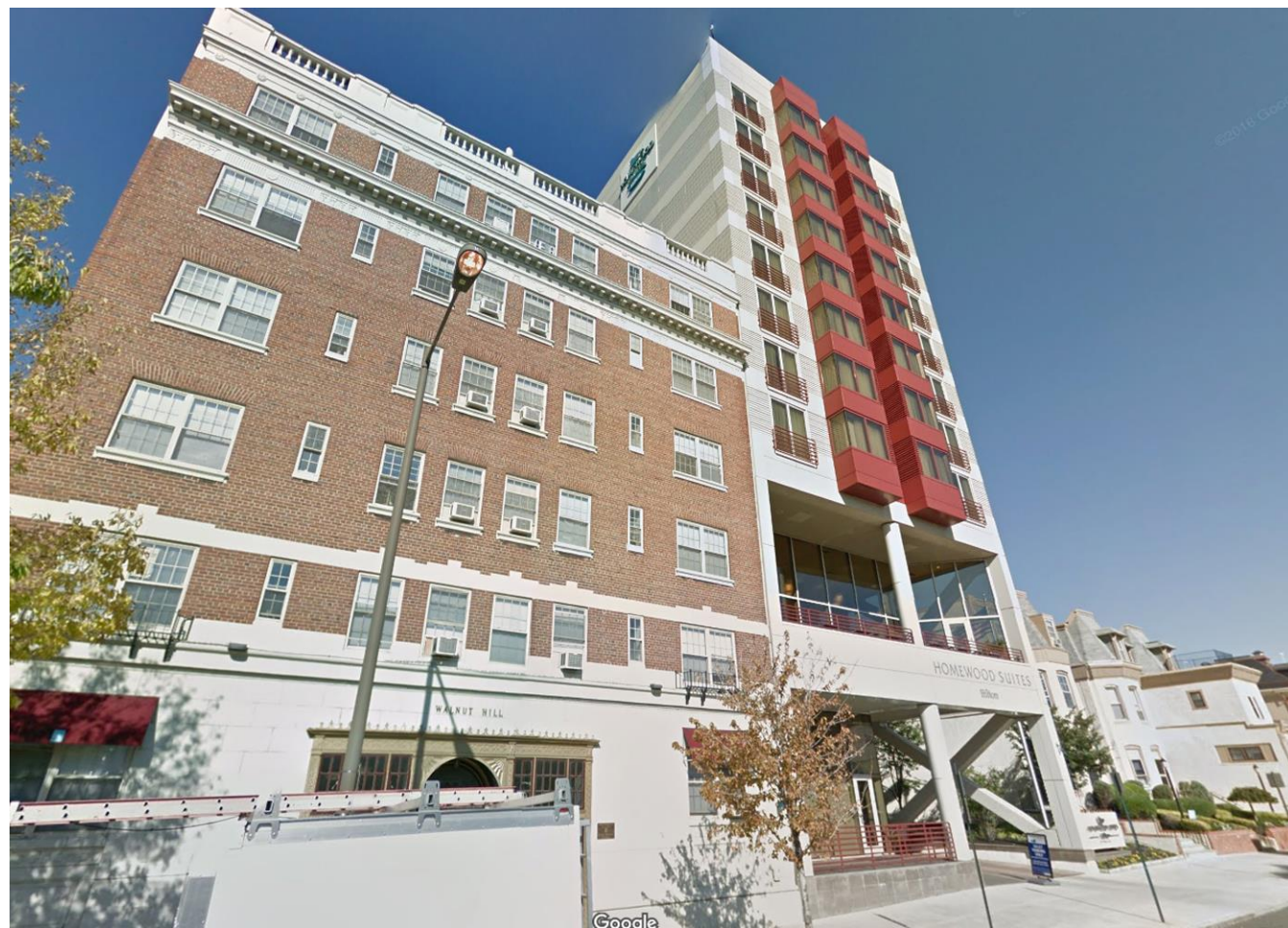


Photo 7 – Context – Homewood Suites, Hilton University– 11 stories



Photo 8 – Context – Locust & 43<sup>rd</sup> street – 10 stories



# Site Location



Photo 9 – Context – Hub on Chestnut– 9 stories



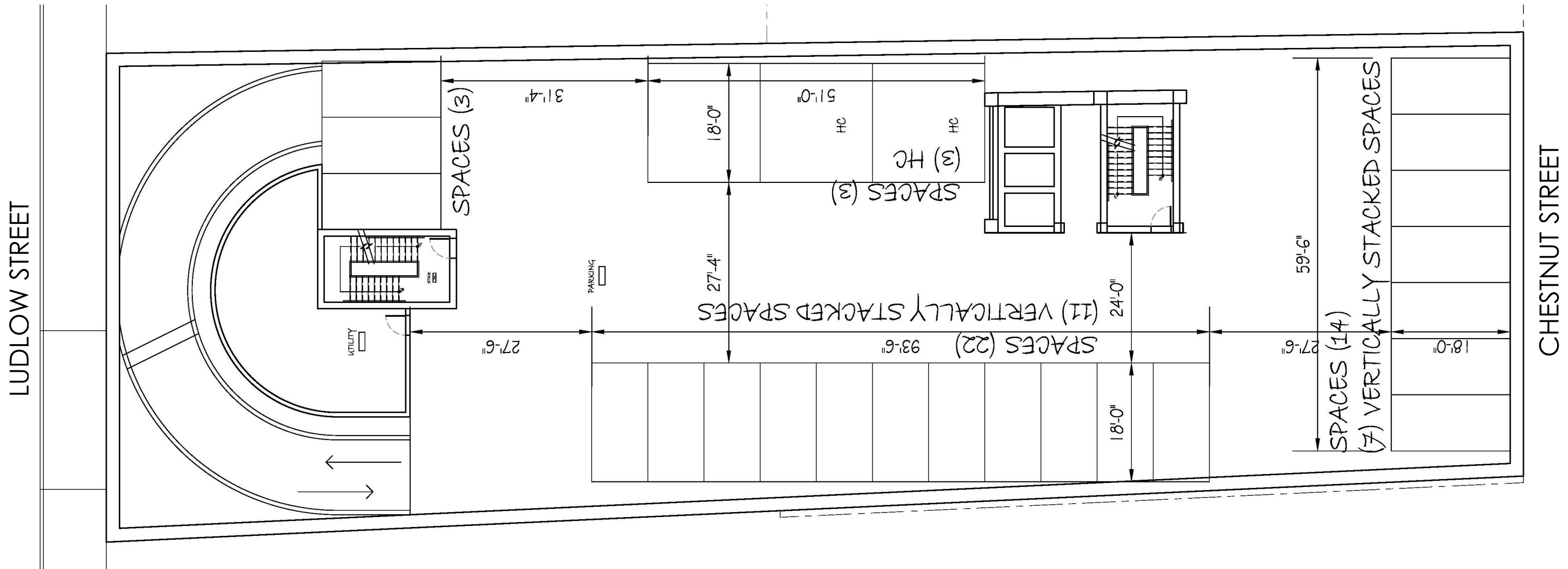
Photo 10 – Context – Hamilton Village– 25 stories



# Floor Plans

Parking level 2

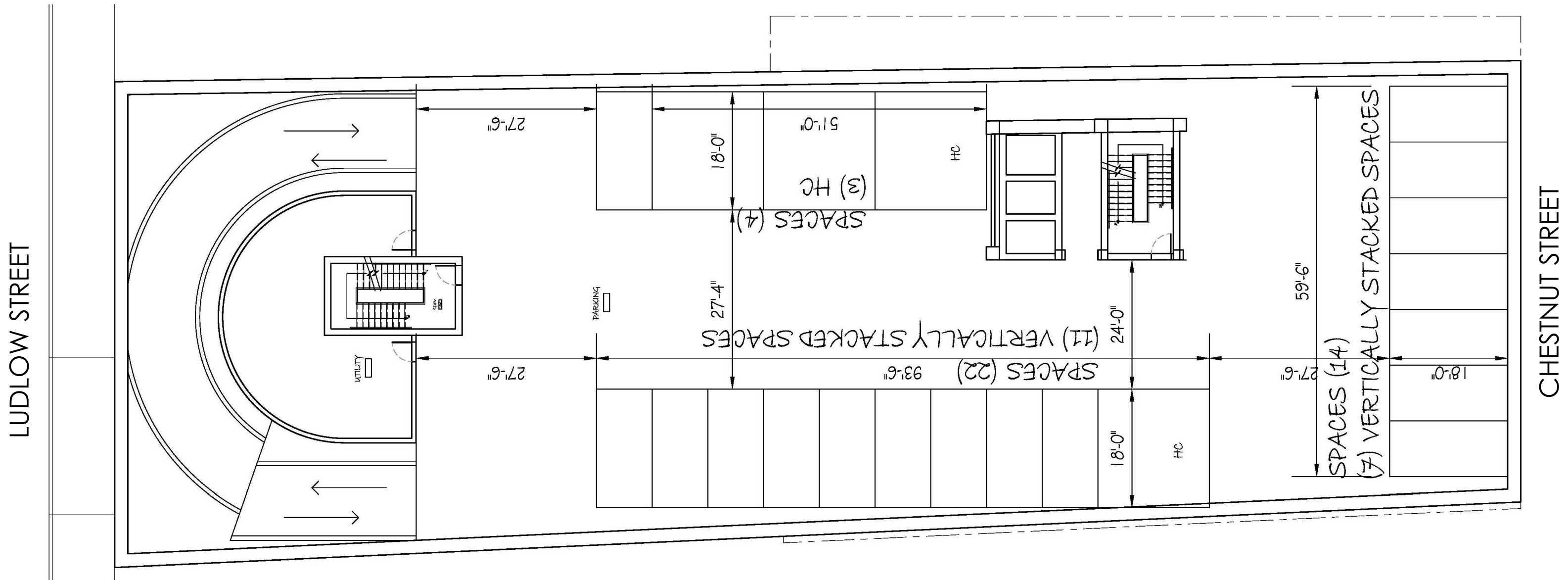
82 total parking spaces (between 2 levels of parking)



# Floor Plans

## Parking Level 1

82 total parking spaces (between 2 levels of parking)





# Floor Plans

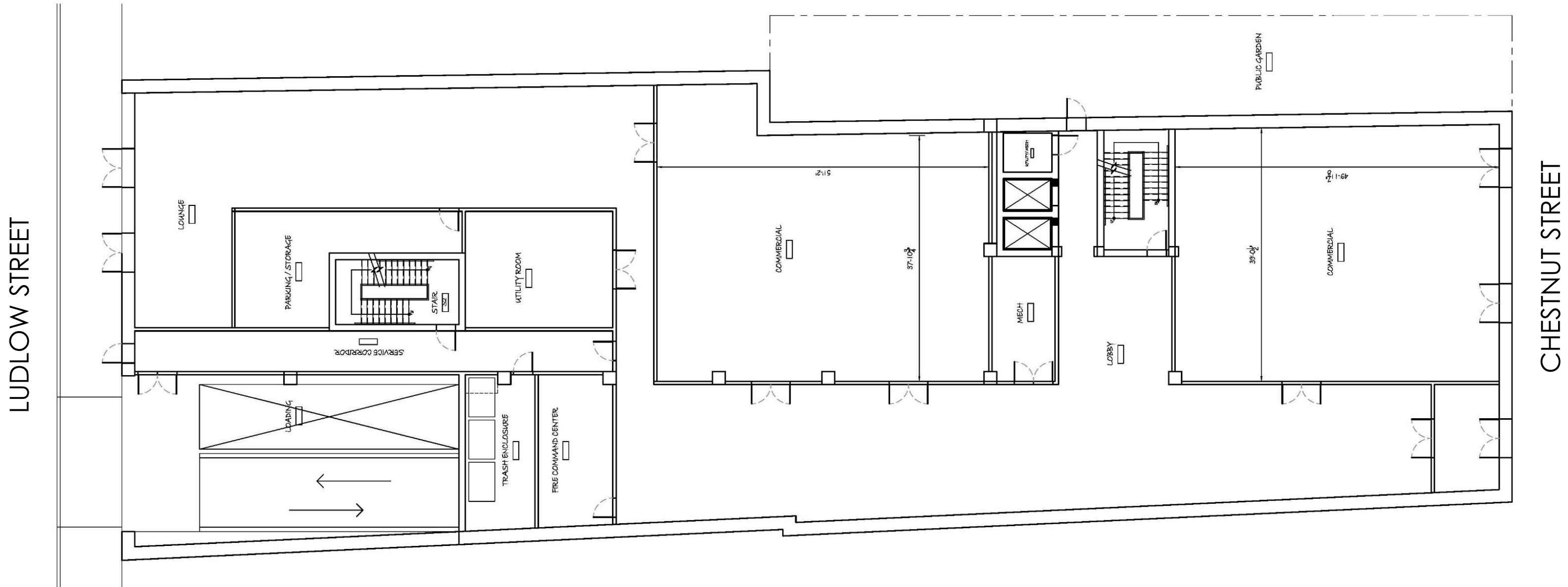
## Ground Floor

PER FLOOR:

Commercial Space 1 - 2100 S.F.

Commercial Space 2 - 2200 S.F.

Lobby - 2700 S.F.





# Floor Plans

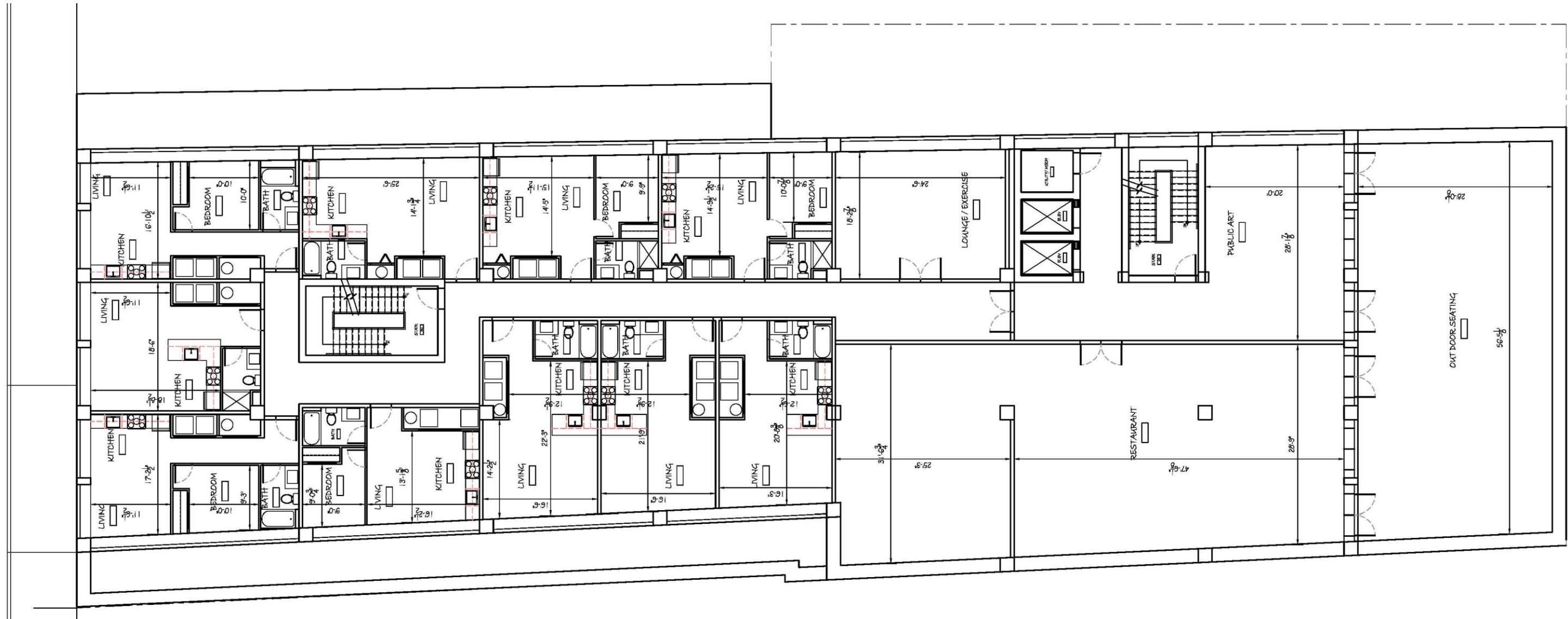
## 2<sup>nd</sup> Floor

### 2ND FLOOR:

Commercial Space 1 - 2200 S.F.

Open-Air Terrace - 1830 S.F.

LUDLOW STREET



CHESTNUT STREET

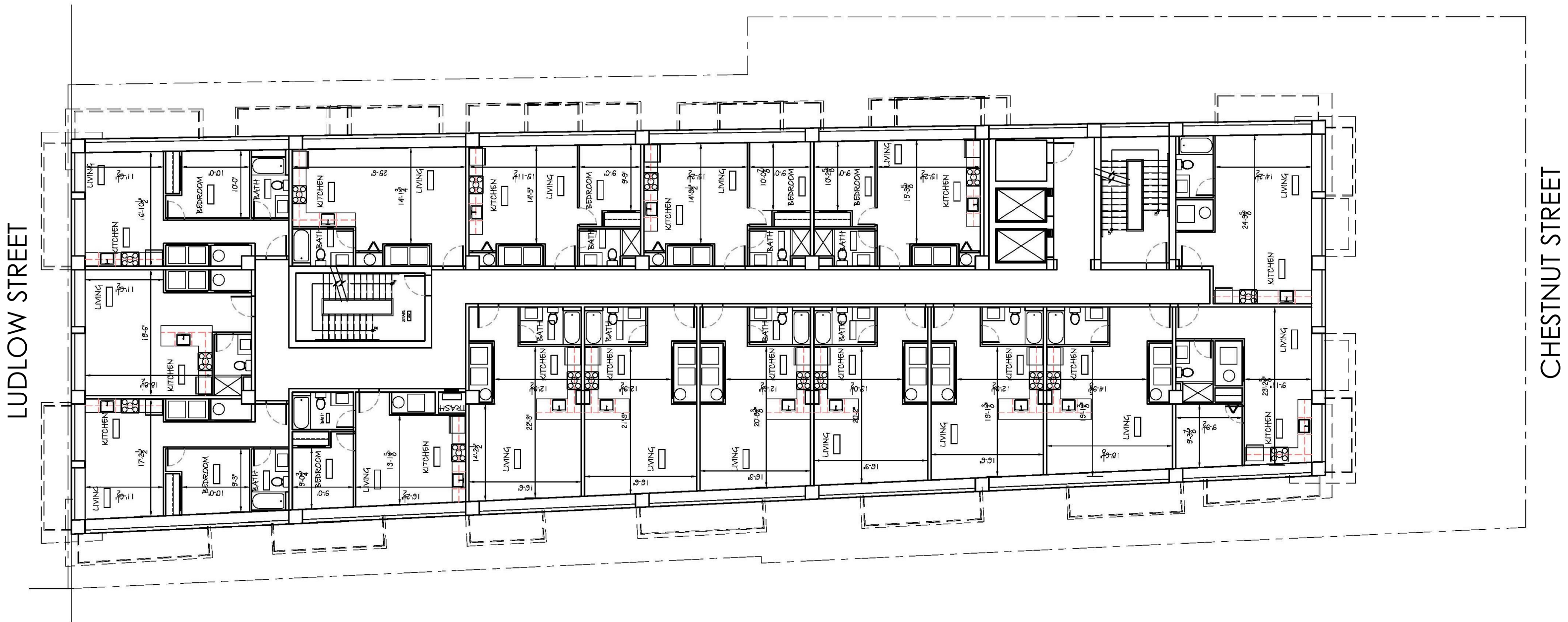


# Floor Plans

Typ. Flrs. 3-17

PER FLOOR:

- (16) Units Per Floor
- (7) 1 Bedroom Units
- (9) Studio Units





# Elevations

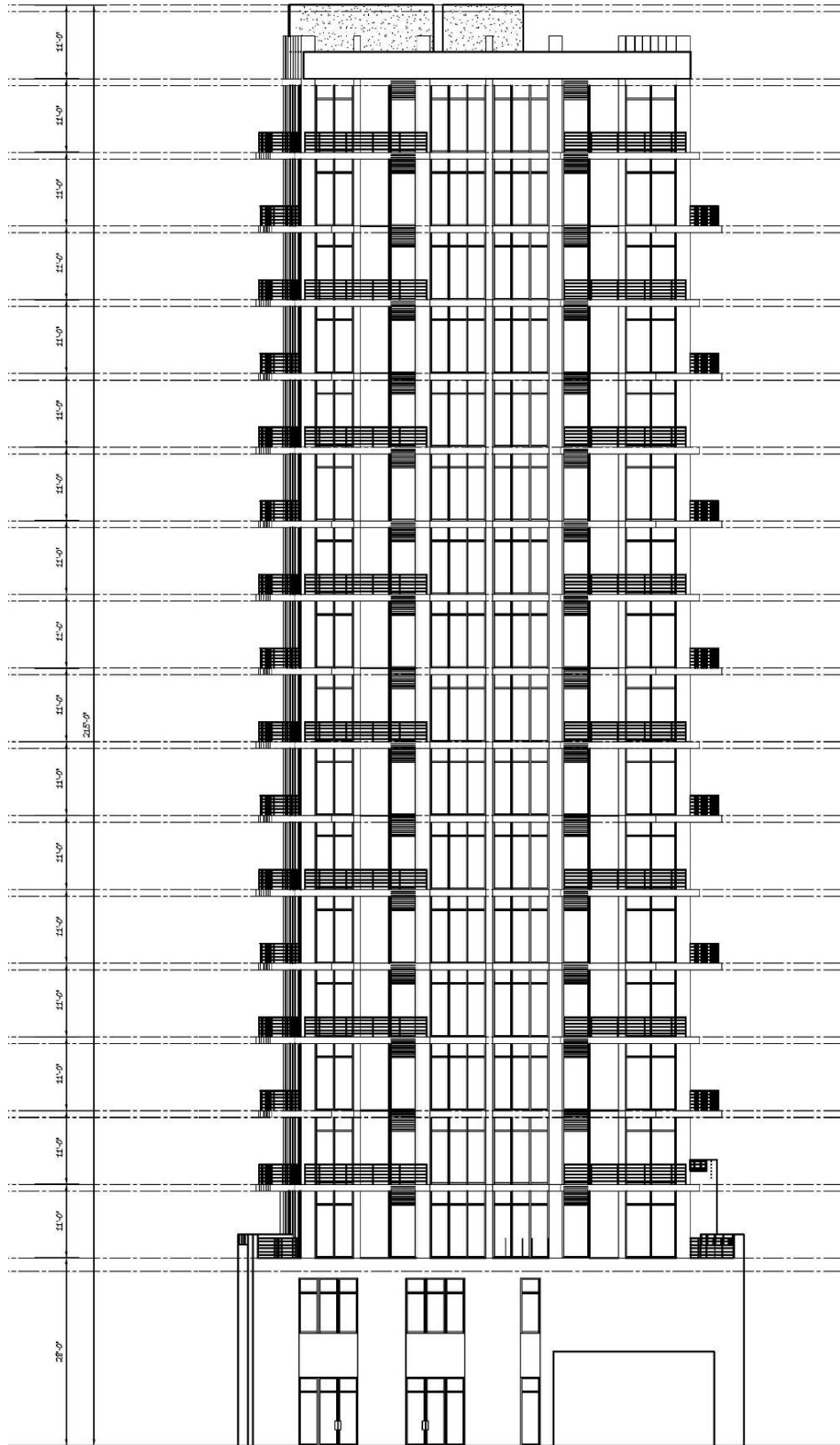


FRONT ELEVATION

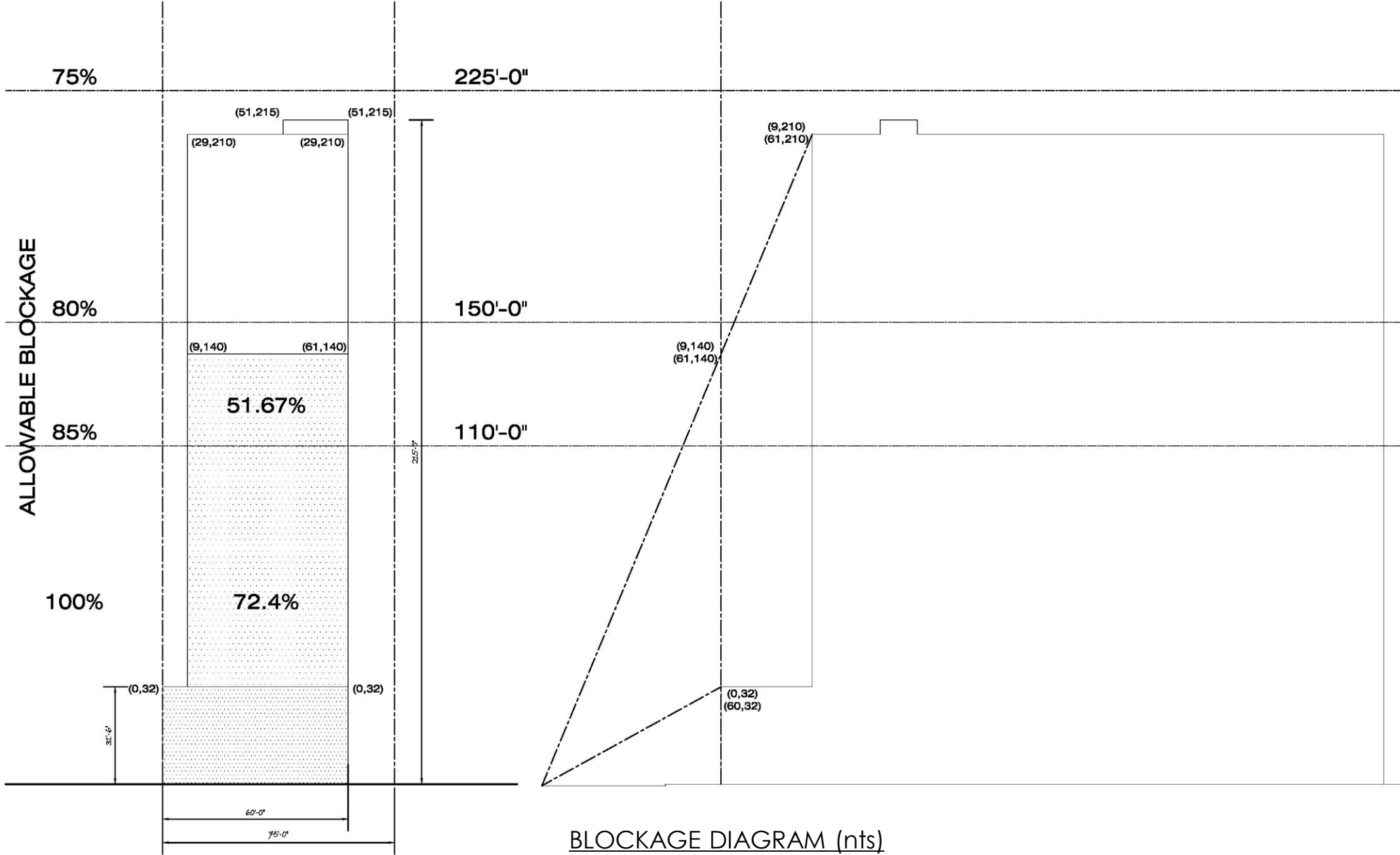
TYPICAL SIDE ELEVATION



# Elevations



REAR ELEVATION





# Materials



Horizontal format composite wood paneling

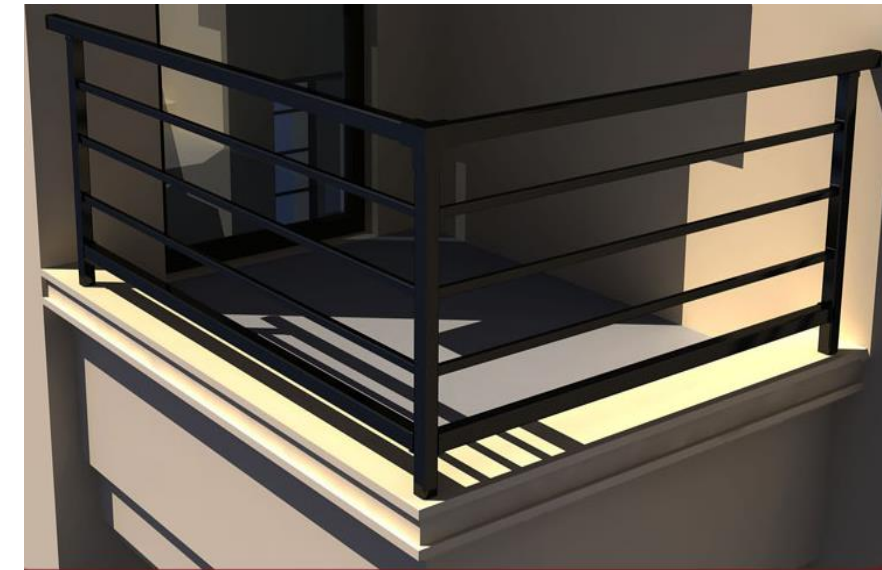


Exposed concrete / pre-cast concrete panels



Charcoal / iron & white colored metal panel rainscreen

Building materiality features a contemporary approach to high rise design, but with a departure from the typical "all curtain glass" designs. Concrete and masonry are used to delineate interior paths of vertical circulation (such as stairs and elevators) on the exterior of the building. To break down the vertical massing, exterior balconies serve as a horizontal division, and add an additional level of visual texture to the façade through the interplay of shadows and light created by staggering, rather than aligning the balconies. Areas that would be typically all glass in a building of this type, are instead infilled with areas of white & grey metal paneling, in addition to areas of wood paneling. The modulation created by interlocking these materials is aimed at creating an additional level of visual richness to an otherwise plain 4-sided high rise massing.



Black metal railing



Charcoal brick w/ cast stone watertable base



# Materials



1. Cast Stone Base (Travertine)
2. Brick veneer (Grey Modular)
3. Composite wood paneling (Dark maple)
4. Metal Panel Rainscreen (Charcoal Grey)
5. Metal Panel Rainscreen (Snow cap white)
6. Cast Stone accent bands
7. Exposed Concrete / Precast Concrete Panel
8. Concrete balcony
9. Black horizontal metal guard rail
10. Wood Marquee Accents
11. Illuminate Metal Address marquee
12. Open Air Terrace, Steel & Wood Pergola
13. Structural steel capping, black metal
14. Landscaping at ground floor public plaza
15. Final window articulation into public plaza  
T.B.D. upon tentant selection
16. Storefront glazing, double height commercial space



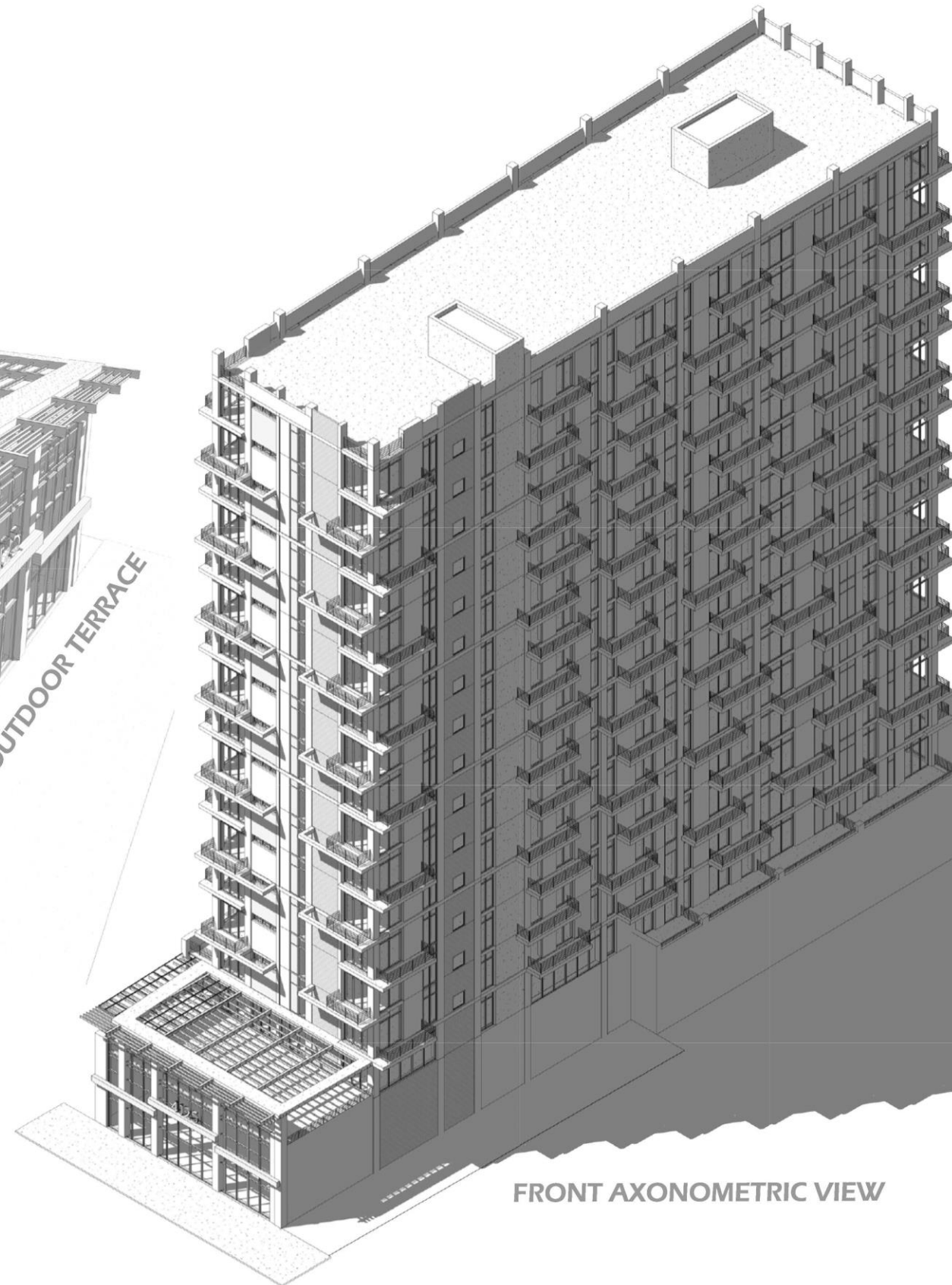
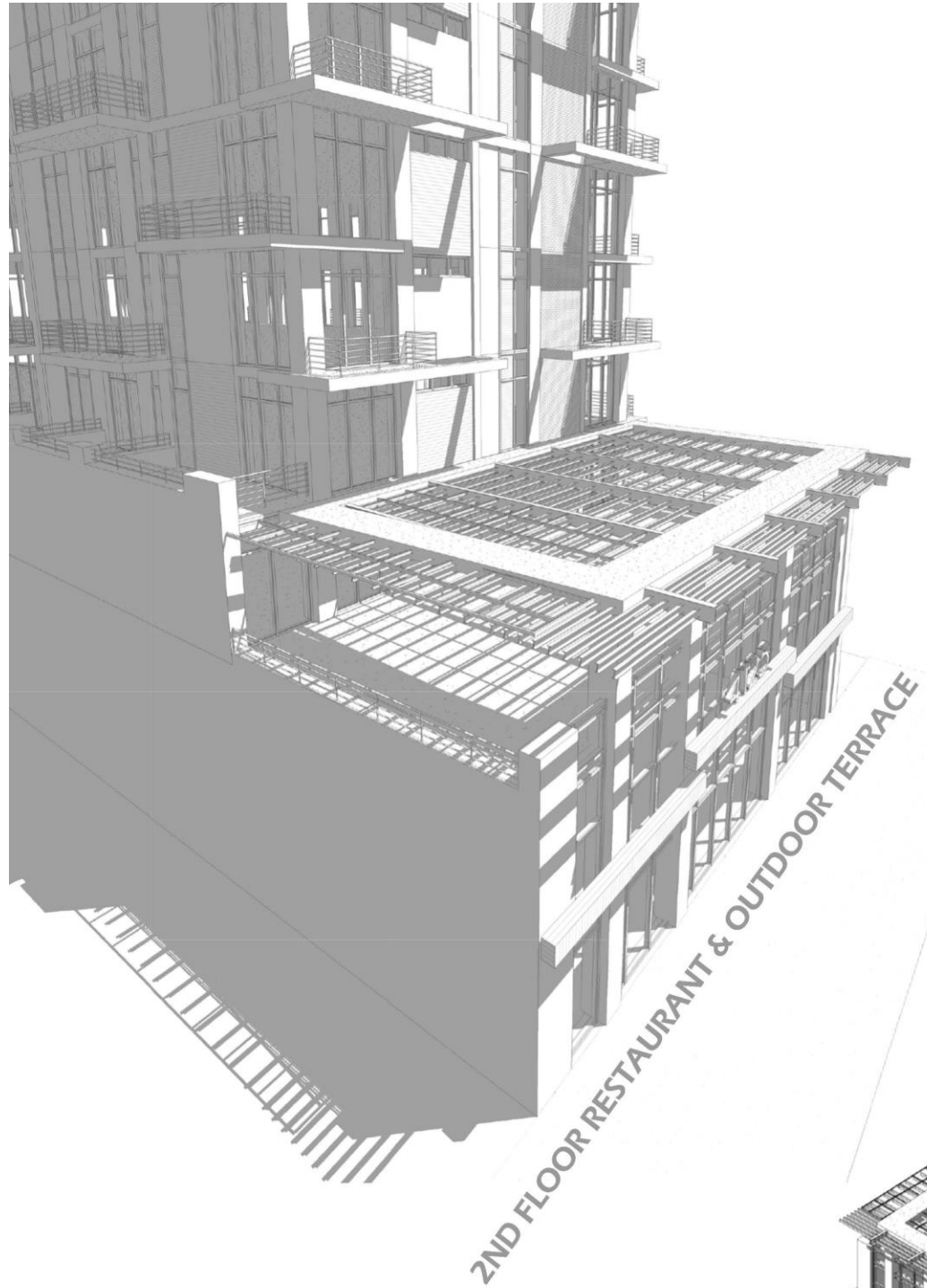
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T.B.D. upon tentant selection
16. Storefront glazing, double height commercial space
17. Parking garage entry
18. Rear residential lobby entry



# Massing Aerials

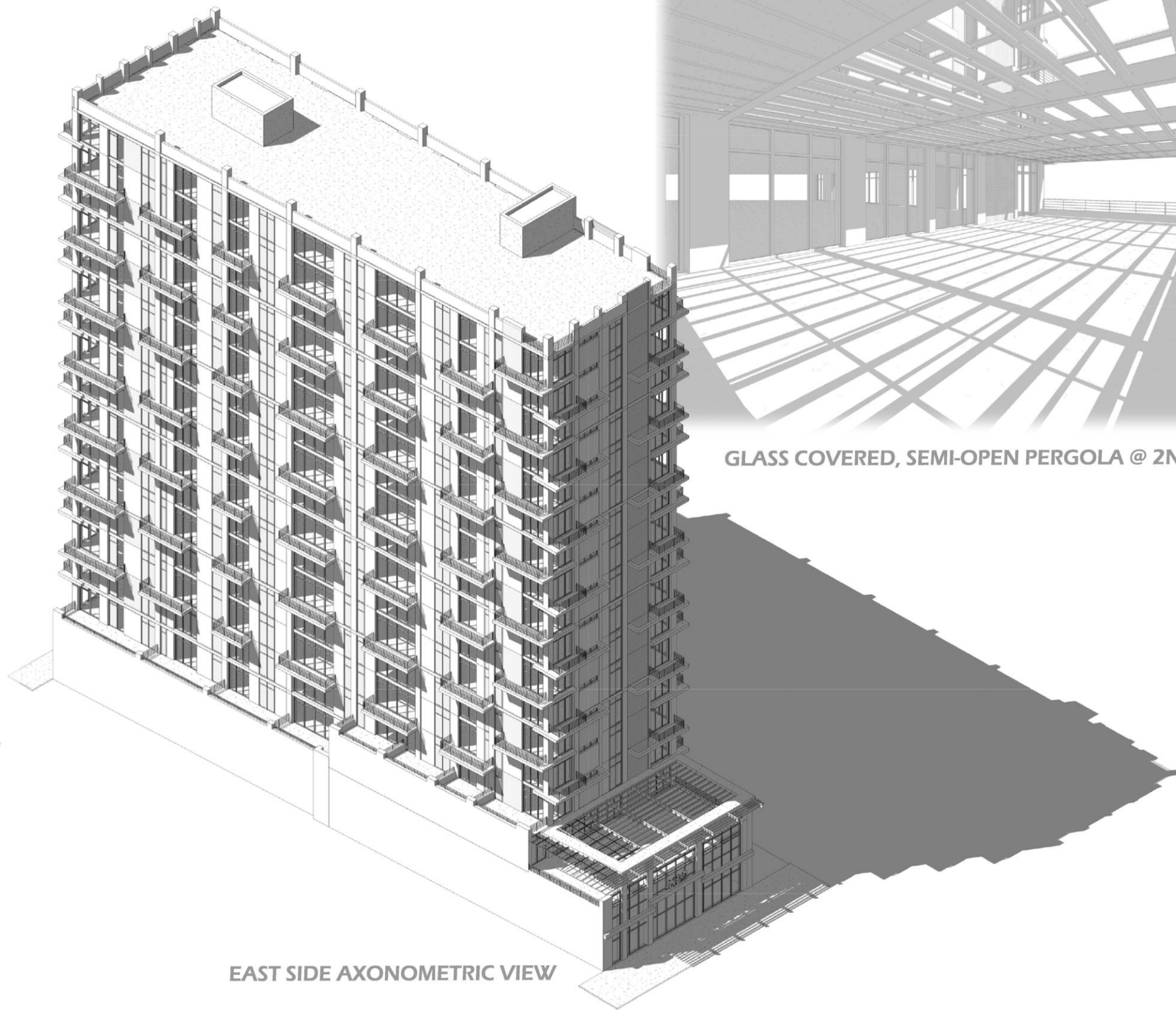




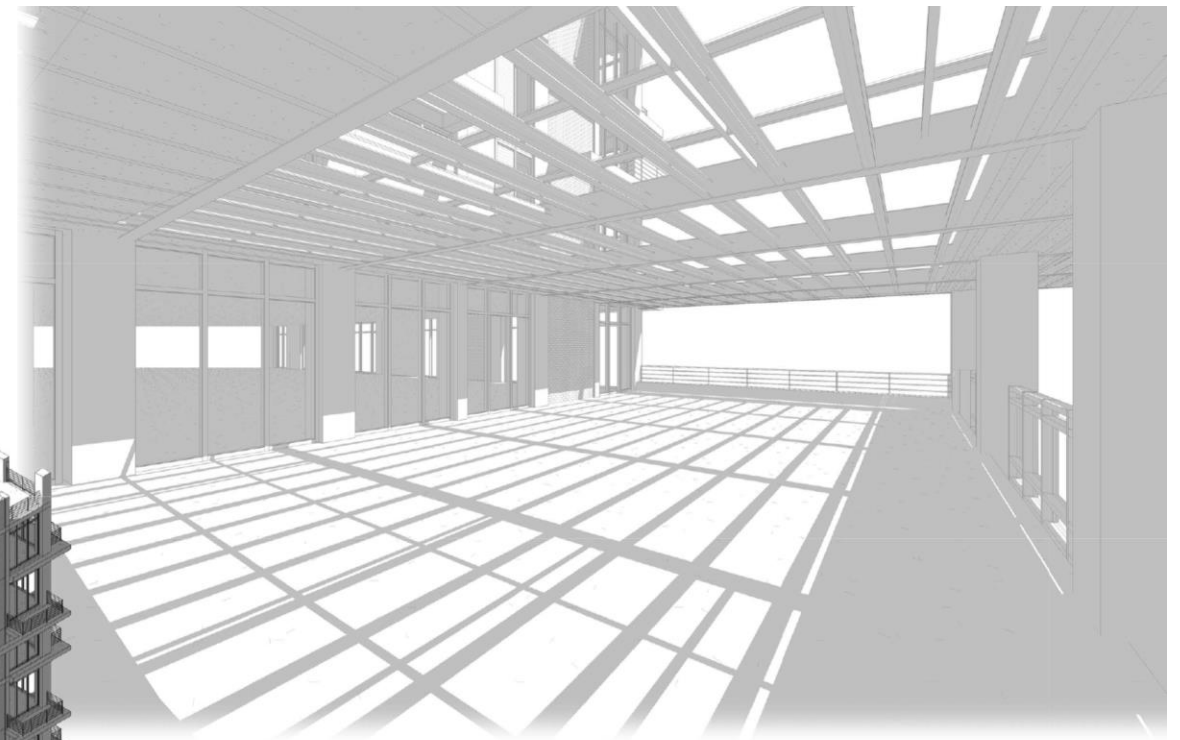
# Massing Aerials



SIDE PERSPECTIVE



EAST SIDE AXONOMETRIC VIEW



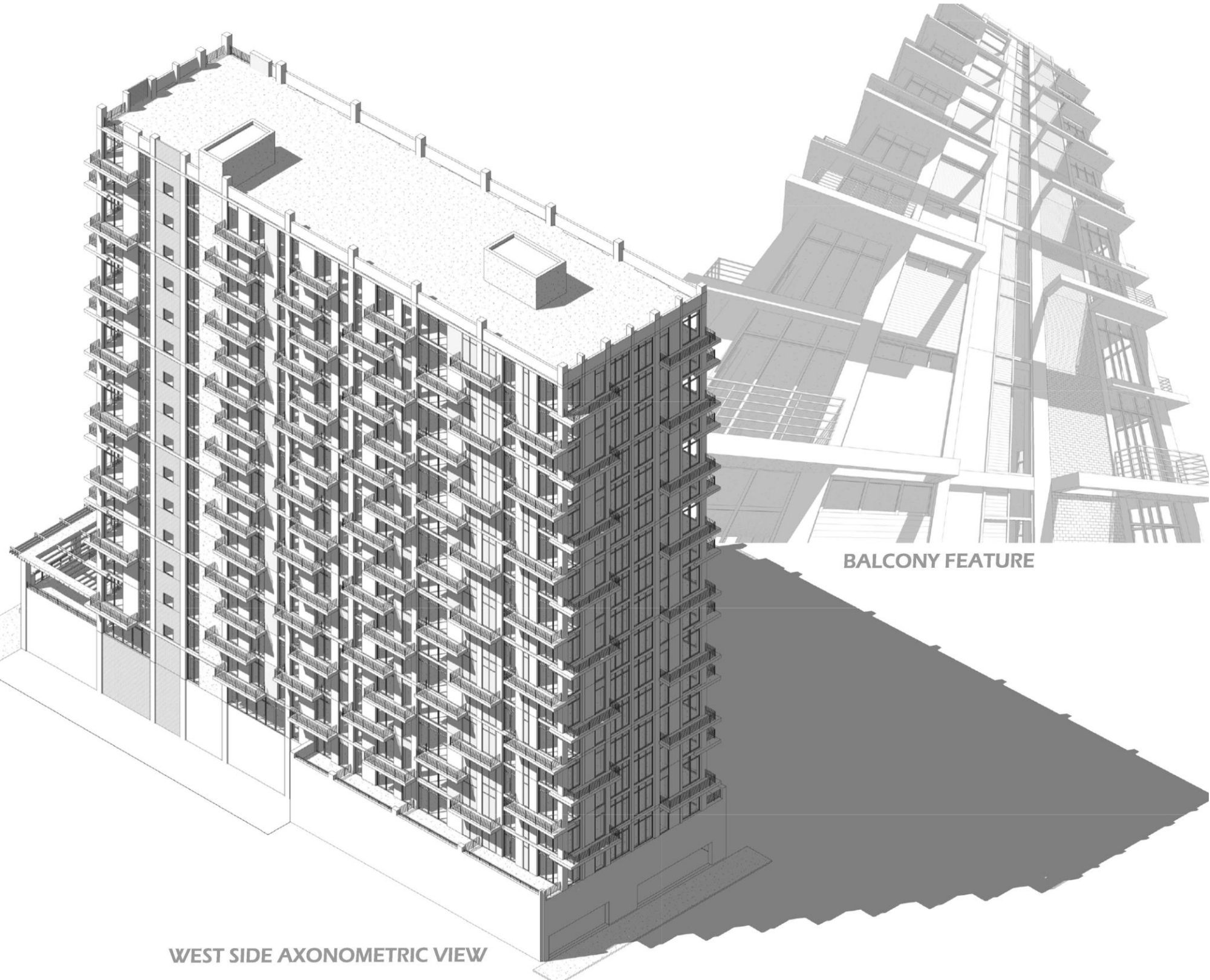
GLASS COVERED, SEMI-OPEN PERGOLA @ 2ND FLR. TERRACE



# Massing Aerials



STAGGERED CORNER & SIDE BALCONIES



WEST SIDE AXONOMETRIC VIEW

BALCONY FEATURE



# Massing Aerials



MULTI-LEVEL SUBTERRANEAN  
PARKING (LUDOW STREET)



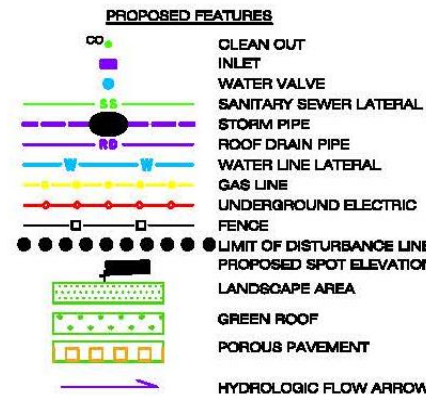
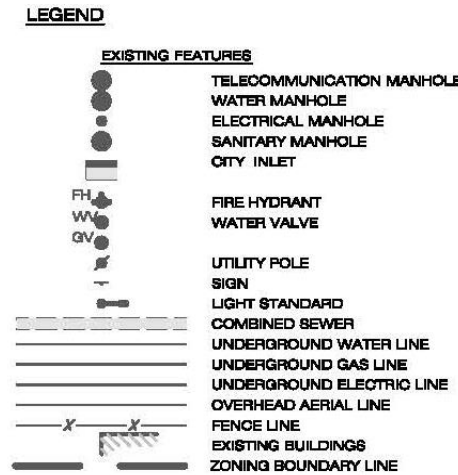
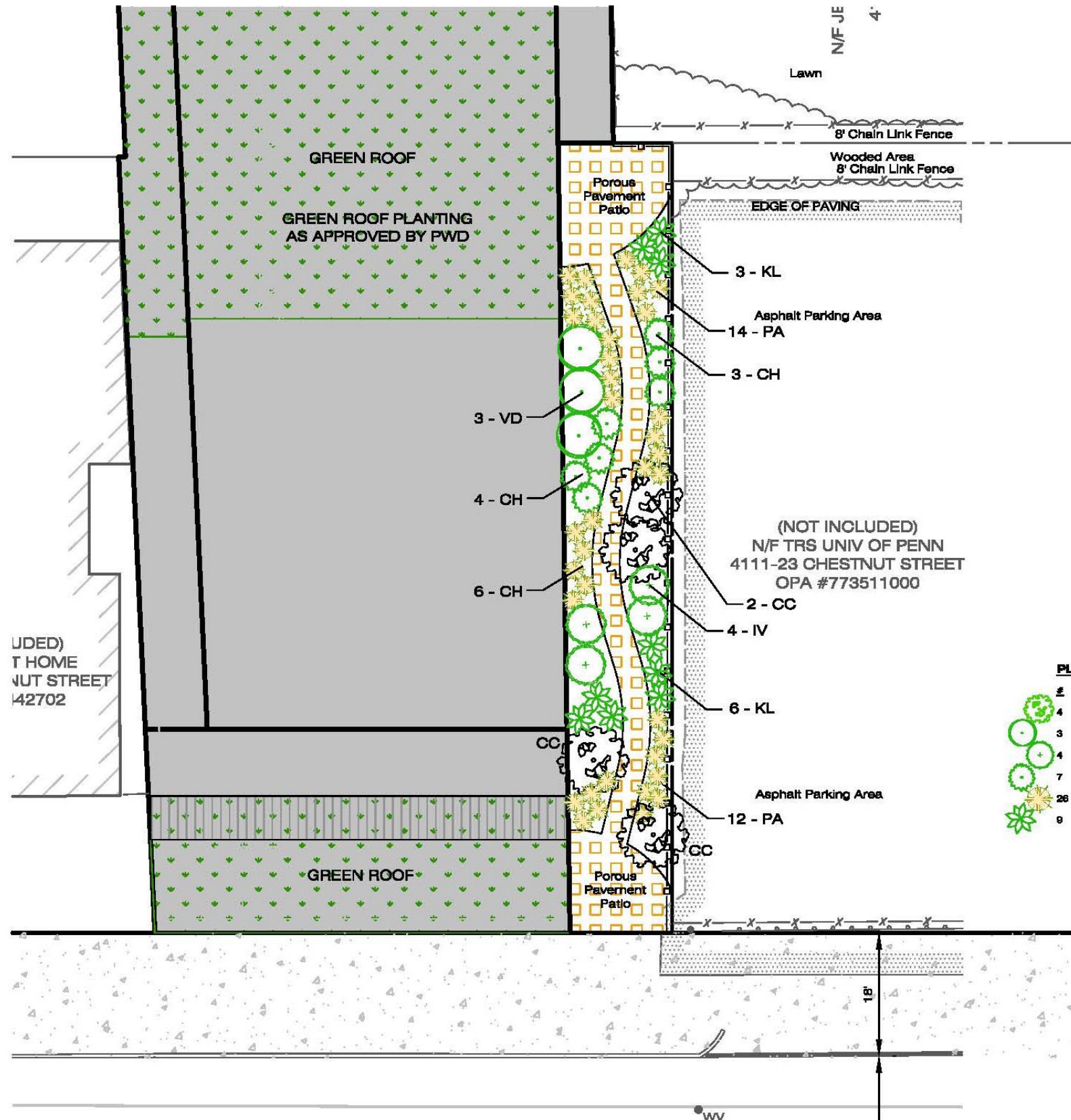
REAR AXONOMETRIC VIEW



CHESTNUT STREET AXON



# Landscaping



**PLANTS**

#	CODE	BOTANICAL NAME	COMMON NAME	SIZE
4	CC	Cercis Canadensis	Eastern Red Bud	2' cal.
3	VD	Viburnum dentatum	Viburnum	5 gal.
4	IV	Ilex verticillata 'Red Sprite'	Winterberry	5 gal.
7	CH	Cephalotaxus harringtonii prostrata	Prostrate Plum Yew	5 gal.
26	PA	Pennisetum alopecuroides 'Hemeln'	Dwarf Fountain Grass	1 gal.
9	KL	Kalmia latifolia 'Peppermint'	Mountain Laurel	5 gal.



**OWNER OF RECORD**  
 Allied Car Wash  
 3021 Harrison Street  
 Philadelphia, PA 19130



**NOTE:** PENNSYLVANIA ACT SET OF 1974 AS AMENDED BY ACT 121 OF 2008 REQUIRES THAT CONTRACTORS DETERMINE THE LOCATION OF ALL UTILITY, SEWER AND WATER LINES BEFORE COMMENCING CONSTRUCTION. SEE SHEET 1 FOR THE LIST OF LOCAL UTILITIES.

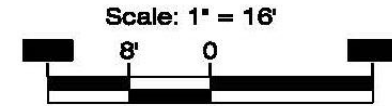
REVISIONS	

**4125-31 CHESTNUT STREET**  
 Philadelphia, PA 19121  
 29TH WARD  
 prepared for:  
 Westrum Development Company  
 1300 Virginia Drive  
 Fort Washington, PA 19034  
 ph: (215)269-2190

**Ruggiero Plante Land Design**  
 4220 Main Street Philadelphia, PA 19127  
 phone 215.506.8800 fax 215.506.8800 www.ruggieroplante.com

Plan Date:  
 January 31, 2017

**LANDSCAPE PLAN**





# Landscaping



Willow Oak



Eastern White Pine



Eastern Redbud



Apollo Sugar Maple

## Sustainability Summary

The site design was conceived to promote stormwater infiltration, evapotranspiration, and a reduction of the heat island effect:

1. The design incorporates a Green Roof. This feature works to utilize on-site infiltration as well as to treat and regulate runoff.
2. The design incorporates a subsurface infiltration bed. This feature works to utilize on-site infiltration as well as to treat and regulate runoff.
3. Interior vegetated areas are employed to infiltrate water runoff from impervious paving, help to clean surface runoff that runs to city sewers and increase the year round aesthetics of the site.



Arrowwood Viburnum



Winterberry



Prostrate Plum Yew



Dwarf Fountain Grass



Gro Low Fragrant Sumac



Lilyturf

4125-31 CHESTNUT STREET  
Philadelphia, PA 19121  
29TH WARD

prepared for:  
Westrum Development Company  
1300 Virginia Drive  
Fort Washington, PA 19034  
ph: (215)283-2190

**Ruggiero Plante Land Design**  
4220 Main Street Philadelphia, PA 19127  
phone 215.508.3800 fax 215.508.3800 www.ruggieroplante.com

Plan Date:  
January 31, 2017

LANDSCAPE PLAN



# Sustainability Checklist

Civic Design Review, Philadelphia		Sustainability Questionnaire
Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.

Location and Transportation		
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, there are bus stops on chestnut & 40 <sup>th</sup> street station located within ¼ mile
Reduced Parking Footprint	All new parking areas to be located 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, in rear yard uncovered parking area = 15%
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, 5% dedicated to car share vehicles
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No, bike share not included.

Sustainable Sites		
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, ratio of vegetative open is 71% when Green Roof is counted.
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 the PWD Stormwater Management Regulations	No, there is not a Green Street design.
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.	No, Heat island reduction not met.

Civic Design Review, Philadelphia		Sustainability Questionnaire
Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.

Water Efficiency		
Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes, on site vegetation (including Green Roof) requires no irrigation.

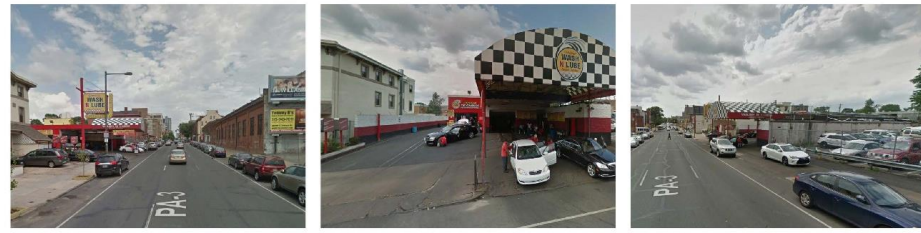
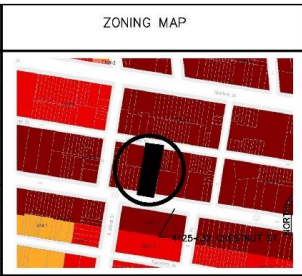
Energy and Atmosphere		
Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	No, independent commissioning service will not be contacted.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	Yes, design team will evaluate how to reduce energy consumption.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, renewable energy will not be produced on site.

Innovation		
Innovation	Any other sustainable measures that could positively impact the public realm.	Yes, extiror lighting fixtures will include photo sensors for squencing.

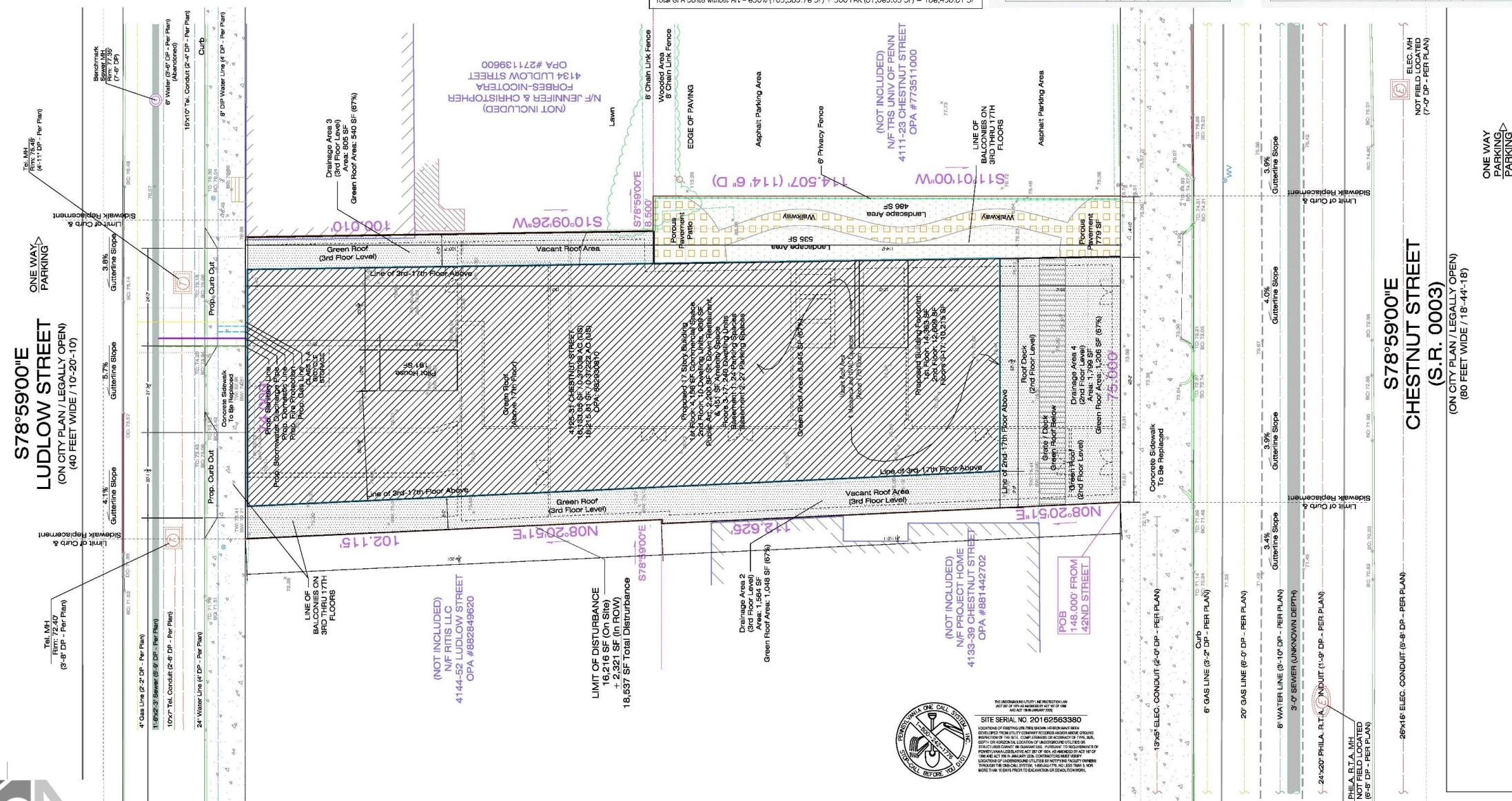
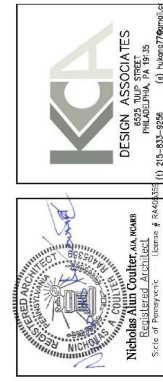
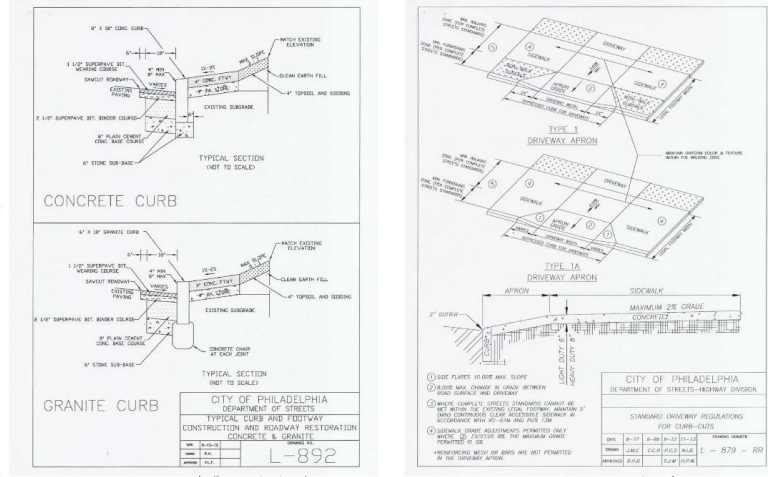


# Zoning Drawings

ZONING CODE FOR THE CITY OF PHILADELPHIA CMX-4 DISTRICT SUMMARY FOR PROPERTY 4131 CHESTNUT STREET		ZONING MAP
APPLICABLE REGULATIONS	PERMITTED / REQUIRED	PROPOSED
PERMITTED USE BY RIGHT	MULTI FAMILY RESIDENTIAL	(17) STORY (242) FAMILY DWELING
LOT WIDTH	NA	75'-0"
LOT AREA	NA	16,218.01 SQ. FT.
OPEN AREA	NA	1,294.81 SQ. FT. = 11.07%
OCCUPIED AREA	NA	14,413.90 FT. = 88.55%
GREENS FLOOR AREA	NA	180,253 SQ. FT.
FRONT YARD SETBACK	NA	NA
UNITS	NA	240 RESIDENTIAL UNITS
HEIGHT REGULATIONS	NA	NA
F.A.R.	500% + 700% BONUS	1111.23%
PARKING	30%	240' x 3 = 72 SPACES REQUIRED; 52 SPACES + 5 CAR SPACE = 72 SPACES
BIOCLE PARKING	1.5 BAY	240' x 3333 = 80 REQUIRED (80 SPACES PROVIDED)



- Allowed Gross Floor Area
- 500% natural FAR from CMX-4
    - Allowed GFA - 81,069.05 SF
  - Mixed Income Housing
    - Bonus GFA - 150% (24,320.71 SF)
    - Need 10% affordable units or fee to be paid to Philadelphia Housing Trust Fund
  - Underground Accessory Parking
    - Bonus GFA - 100% (16,213.81 SF)
    - Provided: 72 Bonus GFA - 50% (8,106.9 SF)
 Need to provide some art space or artistic feature as 1% of the total construction cost approved by Art Commission or Art Selection Committee.
  - Transit Improvements
    - Bonus GFA - 50% per 1% spent - 200% maximum (32,427.62 SF)
    - Public Space (Room or Outside Space)
      - Bonus GFA - 200% (32,427.62 SF)
      - Need 5,000 SF contiguous floor area with 24' ceilings or 5,000 SF open space.
- Total GFA Bonus without Art - 650% (105,389.76 SF) + 500 FAR (81,069.05 SF) = 186,458.81 SF



**PROJECT**  
MIXED USE / MULTI FAMILY STRUCTURE  
4125-4131 CHESTNUT STREET  
PHILADELPHIA, PENNSYLVANIA

**DWG. TITLE**  
ZONING PLAN

**REVISIONS:**

**DRAWN BY:** HK  
**CHECKED BY:** HK  
**DATE:** 11/25/16  
**SCALE:** AS NOTED

**JOB No:** 4131 CHESTNUT  
**FILE:** 4131 CHESTNUT

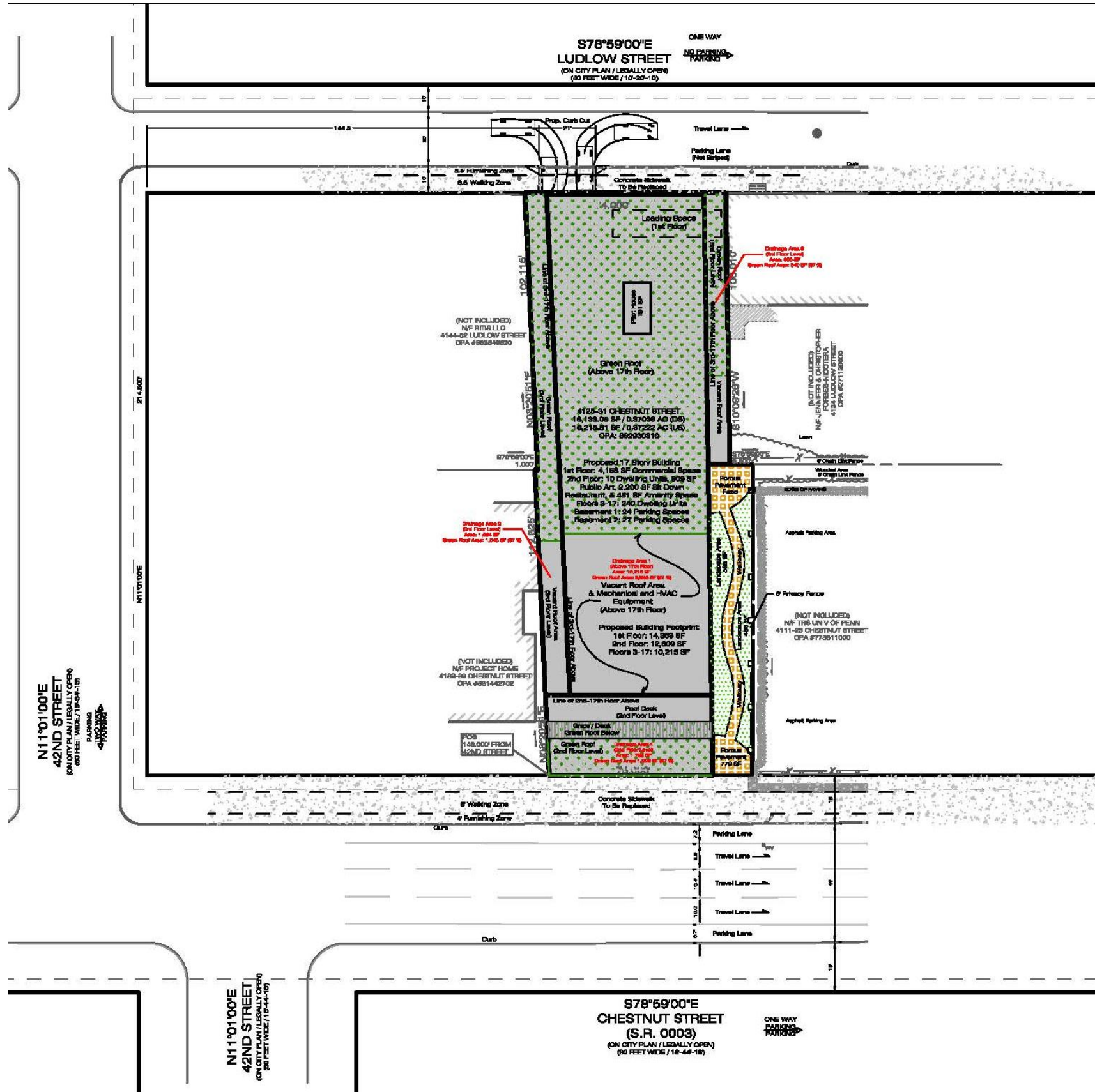
Z-1

- Allowed Gross Floor Area
- 500% natural FAR from CMX-4
    - Allowed GFA - 81,069.05 SF
  - Mixed Income Housing
    - Bonus GFA - 150% (24,320.71 SF)
    - Need 10% affordable units or fee to be paid to Philadelphia Housing Trust Fund
  - Underground Accessory Parking
    - Bonus GFA - 100% (16,213.81 SF)
    - Provided: 72 Bonus GFA - 50% (8,106.9 SF)
 Need to provide some art space or artistic feature as 1% of the total construction cost approved by Art Commission or Art Selection Committee.
  - Transit Improvements
    - Bonus GFA - 50% per 1% spent - 200% maximum (32,427.62 SF)
    - Public Space (Room or Outside Space)
      - Bonus GFA - 200% (32,427.62 SF)
      - Need 5,000 SF contiguous floor area with 24' ceilings or 5,000 SF open space.
- Total GFA Bonus without Art - 650% (105,389.76 SF) + 500 FAR (81,069.05 SF) = 186,458.81 SF





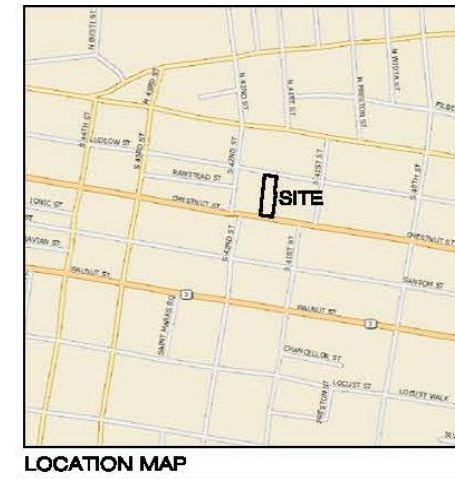
# Zoning Drawings



## LEGEND

- EXISTING FEATURES**
- TELECOMMUNICATION MANHOLE
  - WATER MANHOLE
  - ELECTRICAL MANHOLE
  - SANITARY MANHOLE
  - CITY INLET
  - FH FIRE HYDRANT
  - WV WATER VALVE
  - GV
  - UTILITY POLE
  - SIGN
  - LIGHT STANDARD
  - ▬ COMBINED SEWER
  - ▬ UNDERGROUND WATER LINE
  - ▬ UNDERGROUND GAS LINE
  - ▬ UNDERGROUND ELECTRIC LINE
  - ▬ OVERHEAD AERIAL LINE
  - ▬ FENCE LINE
  - ▬ EXISTING BUILDINGS
  - ▬ ZONING BOUNDARY LINE

- PROPOSED FEATURES**
- CLEAN OUT
  - INLET
  - WATER VALVE
  - ▬ SANITARY SEWER LATERAL
  - ▬ STORM PIPE
  - ▬ ROOF DRAIN PIPE
  - ▬ WATER LINE LATERAL
  - ▬ GAS LINE
  - ▬ UNDERGROUND ELECTRIC
  - ▬ FENCE
  - LIMIT OF DISTURBANCE LINE
  - PROPOSED SPOT ELEVATION
  - ▬ LANDSCAPE AREA
  - ▬ GREEN ROOF
  - ▬ POROUS PAVEMENT
  - ▬ HYDROLOGIC FLOW ARROW



**OWNER OF RECORD**  
 Allied Car Wash  
 3001 Harrison Street  
 Philadelphia PA 19130



**NOTE:**  
 PENNSYLVANIA ACT 287 OF 1974 AS AMENDED BY ACT 151 OF 2006 REQUIRES THAT CONTRACTORS DETERMINE THE LOCATION OF ALL UTILITY, SEWER AND WATER LINES BEFORE COMMENCING CONSTRUCTION. SEE SHEET 1 FOR THE LIST OF LOCAL UTILITIES.

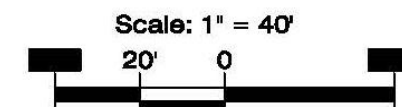
REVISIONS	

**4125-31 CHESTNUT STREET**  
 Philadelphia, PA 19121  
 29TH WARD  
 prepared for:  
 Westrum Development Company  
 1300 Virginia Drive  
 Fort Washington, PA 19034  
 ph: (215)283-2190

**Ruggiero Plante Land Design**  
 4220 Main Street Philadelphia, PA 19127  
 phone 215.508.3500 fax 215.508.3500 www.ruggieroplanteland.com

Plan Date:  
 January 31, 2017

**SITE PLAN / TURNING PLAN**





# Complete Streets Handbook

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### INSTRUCTIONS

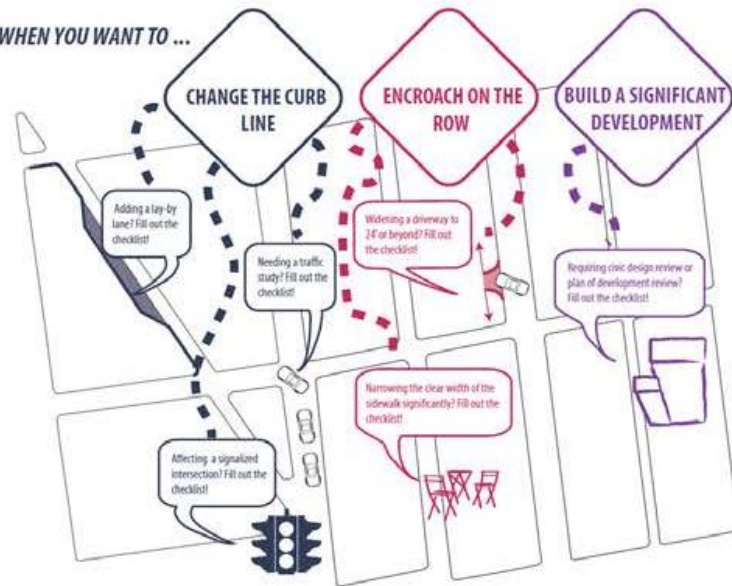
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards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

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### GENERAL PROJECT INFORMATION

1. PROJECT NAME  
4125-33 Chestnut Street
2. DATE  
2017-01-31
3. APPLICANT NAME  
Peter Straus
5. PROJECT AREA: list precise street limits and scope  
Site is fronts on Chestnut Street and Ludlow Street, between 42<sup>nd</sup> and 41<sup>st</sup> Streets
4. APPLICANT CONTACT INFORMATION  
peter@ruggieroplante.com / 215-508-3900
6. OWNER NAME  
CRP Builders LLC
7. OWNER CONTACT INFORMATION  
Chris Rahn: (646) 418-6382, crpbuilder@outlook.com
8. ENGINEER / ARCHITECT NAME  
David J Plante
9. ENGINEER / ARCHITECT CONTACT INFORMATION  
david@ruggieroplante.com / 215-508-3900
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://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 Street</u>	<u>41<sup>st</sup> Street</u>	<u>42<sup>nd</sup> Street</u>	<u>Urban Arterial</u>
<u>Ludlow Street</u>	<u>41<sup>st</sup> Street</u>	<u>42<sup>nd</sup> Street</u>	<u>Local (Catch All)</u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>	<u> </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

Reviewer Comments: \_\_\_\_\_

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: \_\_\_\_\_



# Complete Streets Handbook

## 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>Chestnut Street</u>	18'	1-8'	8'	1-8'	1-8'
<u>Ludlow Street</u>	10'	10'	10'	10'	10'
==	/	/	/	/	/
==	/	/	/	/	/

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>Chestnut Street</u>	6'	8'	8'
<u>Ludlow Street</u>	5'	6.5'	6.5'
==	/	/	/
==	/	/	/

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

#### EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut</u>	29.2'	<u>Chestnut St. (Western)</u>
<u>Curb Cut</u>	28.9'	<u>Chestnut St. (Eastern)</u>
<u>Curb Cut</u>	16.4'	<u>Ludlow St.</u>
==	==	==

#### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut</u>	21'	<u>Ludlow 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: Pedestrian experience will be enhanced along Chestnut Street due to the removal of two curb cuts. Additionally the overhead canopy which extends into the Right-of-Way will be removed. Pedestrian experience along Ludlow Street is to remain approximately the same as the existing condition.

#### DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: \_\_\_\_\_



# Complete Streets Handbook

## 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>Chestnut Street</u>	<u>0'</u> / <u>0'</u>
<u>Ludlow Street</u>	<u>0'</u> / <u>0'</u>
<u> </u>	<u> </u> / <u> </u>
<u> </u>	<u> </u> / <u> </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>Chestnut Street</u>	<u>4'</u> / <u>4'</u> / <u>4'</u>
<u>Ludlow Street</u>	<u>3.5'</u> / <u>3.5'</u> / <u>3.5'</u>
<u> </u>	<u> </u> / <u> </u> / <u> </u>
<u> </u>	<u> </u> / <u> </u> / <u> </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

YES  NO  N/A

DEPARTMENTAL APPROVAL

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  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: Street trees are not proposed on either street frontage. This is due to close proximity of subsurface utility lines.

DEPARTMENTAL REVIEW: Building & Furnishing Component  
 Reviewer Comments: \_\_\_\_\_



# Complete Streets Handbook

## 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>

None

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		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
<u>Building 1</u>	==	==	/	==	/	==	/
==	==	==	/	==	/	==	/
==	==	==	/	==	/	==	/
==	==	==	/	==	/	==	/

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

DEPARTMENTAL APPROVAL

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

DEPARTMENTAL APPROVAL

YES  NO

29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES  NO  N/A

YES  NO

30. Does the design provide a buffer between the roadway and pedestrian traffic? YES  NO  N/A

YES  NO

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

YES  NO

==The proposed plan utilizes FAR bonus for "Transit Improvements" as defined by the zoning code.

APPLICANT: Curbside Management Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: \_\_\_\_\_



# Complete Streets Handbook

## 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; **if not, go to question No. 35**

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

- |  |  |   |
|--|--|---|
| 33. What is the maximum AASHTO design vehicle being accommodated by the design?  | <u>WB-40</u>   | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. Will the project affect a historically certified street? An <a href="#">inventory of historic streets<sup>(1)</sup></a> 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 type="checkbox"/><br><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 checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input 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: No lane changes are proposed. Access for vehicles and pedestrians is typical of any urban development.

**DEPARTMENTAL REVIEW: Vehicle / Cartway Component**  
Reviewer Comments: \_\_\_\_\_

(1) [http://www.philadelphiastreet.com/images/uploads/documents/Historical\\_Street\\_Paving.pdf](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<br>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 type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |

**APPLICANT: Urban Design Component**  
Additional Explanation / Comments: There is public space along the Chestnut Street side of the site. The driveway access is proposed along the less active street to minimize conflicts with pedestrian and cyclists.

**DEPARTMENTAL REVIEW: Urban Design Component**  
Reviewer Comments: \_\_\_\_\_



# Complete Streets Handbook

## 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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

- |   | YES                                     | NO                                     | N/A                          | DEPARTMENTAL APPROVAL        |                             |
|---|---|--|------------------------------|------------------------------|-----------------------------|
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time?  | <input type="checkbox"/>                | <input type="checkbox"/>               | <input type="checkbox"/>     | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 45. Does the design provide adequate clearance time for pedestrians to cross streets?   | <input type="checkbox"/>                | <input type="checkbox"/>               | <input 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?<br><i>If yes, City Plan Action may be required.</i>   | <input type="checkbox"/>                | <input type="checkbox"/>               | <input 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 type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands   | YES <input type="checkbox"/>            | NO <input type="checkbox"/>            | N/A <input 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 type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Bike Boxes  | YES <input type="checkbox"/>            | NO <input type="checkbox"/>            | N/A <input 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 checked="" type="checkbox"/> | N/A <input 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 checked="" type="checkbox"/> | NO <input type="checkbox"/>            | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

#### APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: \_\_\_\_\_The development should have a positive effect on the safety of Chestnut Street as the two curb cuts are to be removed.

#### 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: \_\_\_\_\_



# Notes

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