

# City of Philadelphia



(Bill No. 130448)

## AN ORDINANCE

Amending Title 14 of The Philadelphia Code, entitled “Zoning and Planning,” by adding special provisions for the area bounded by 38th Street, Ludlow Street, Chestnut Street and 37th Street, under certain terms and conditions.

*THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:*

SECTION 1. Title 14 of The Philadelphia Code is amended to read as follows:

### TITLE 14. ZONING AND PLANNING

\* \* \*

#### CHAPTER 14-700. DEVELOPMENT STANDARDS

§ 14-701. Dimensional Standards.

\* \* \*

#### (3) Commercial Districts Dimensional Table.

##### (a) Notes for Table 14-701-3.

\* \* \*

*[3] The maximum floor area ratio for lots zoned CMX-4 located within an area bounded by 38th Street, Ludlow Street, Chestnut Street and a line parallel to and 201 feet east of 38th Street shall be seven hundred and fifty percent (750%) of the area of the lot. Within this area, no floor area bonuses pursuant to § 14-702 shall be available.*

**Table 14-701-3: Dimensional Standards for Commercial Districts**

Previous District Name	C1	C2/RC2	Commercial Corridor Overlays	C3	C4 C5	C7/NSC	ASC
District Name	CMX-1	CMX-2	CMX-2.5	CMX-3	CMX-4/CMX-5	CA-1	CA-2
See § 14-701(3)(a) (Notes for Table 14-701-3) for information pertaining to bracketed numbers (e.g., “[2]”) in table cells.							
		Denotes zoning requirements not applicable					
			* * *				

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Previous District Name	C1	C2/RC2	Commercial Corridor Overlays	C3	C4 C5	C7/NSC	ASC
District Name	CMX-1	CMX-2	CMX-2.5	CMX-3	CMX-4/CMX-5	CA-1	CA-2
See § 14-701(3)(a) (Notes for Table 14-701-3) for information pertaining to bracketed numbers (e.g., “[2]”) in table cells.							
<b>Floor Area Ratio</b>							
Max. Floor Area (% of lot area)	[1]			500	CMX-4: 500 [3] CMX-5: 1200 [2]  See also § 14-701(5) (CMX-4 and CMX-5 Bulk and Massing Controls)		

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## CHAPTER 14-800. PARKING AND LOADING

\* \* \*

### § 14-802. Motor Vehicle Parking Ratios.

\* \* \*

#### (2) **Parking Space, Drive Aisle, and Reservoir Space Standards.**

The standards of this section apply to all accessory and non-accessory parking areas, regardless of whether such parking is provided to meet minimum off-street parking requirements.

\* \* \*

#### (b) **Parking Space and Drive Aisle Dimensions.**

\* \* \*

(.2) For all other uses, off-street parking spaces shall comply with the dimensional standards shown in Table 14-803-1 based on the angle of parking and/or parking space type.

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**Table 14-803-1: Dimensional Standards for Parking Spaces and Aisles**

Parking Angle/Type	Min. Stall Width (ft.) [1]	Min. Stall Depth (Ft.) [2]	Minimum Aisle Width (Ft.)
	* * *		
Regular Space – 90 degrees	8.5	18	24 ft. [5]
	* * *		
Table Notes: * * * [5] For lots zoned CMX-4 located within an area bounded by 38th Street, Ludlow Street, Chestnut Street and a line parallel to and 201 feet east of 38th Street, the minimum aisle width shall be 22 feet.			

\* \* \*

**(3) Required Parking in Commercial Districts.**

Table 14-802-2 lists the parking requirements for Commercial districts, except CMX-1, CA-1, and CA-2. The CMX-1 parking requirements are set forth in § 14-802(7)(a) (CMX-1 Parking). The CA-1 and CA-2 parking requirements are set forth in § 14-802(7)(b) (CA-1 and CA-2 Parking).

(a) Notes for Table 14-802-2.

*[1] For lots zoned CMX-4 within the area bounded by 38th Street, Ludlow Street, Chestnut Street and a line parallel to and 201 feet east of 38th Street: One and one-half (1.5) parking spaces for every ten (10) units.*

**Table 14-802-2: Required Parking in Commercial Districts (Except CMX-1, CA-1, and CA-2)**

	Minimum Required Parking Spaces (spaces per unit/sq. ft. of gross floor area/beds/seats/room)		
	CMX-2/2.5	CMX-3	CMX-4/5
Residential Use Category (as noted below)			
Household Living (except as noted below)	0	3/10 units	0
Multi-Family	0	3/10 units	3/10 units[1]
		* * *	

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**Explanation:**

[Brackets] indicate matter deleted.  
*Italics* indicate new matter added.

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CERTIFICATION: This is a true and correct copy of the original Bill, Passed by the City Council on December 12, 2013. The Bill was Signed by the Mayor on January 8, 2014.



Michael A. Decker  
Chief Clerk of the City Council