123	SOUTH	12TH	STRFFT	DFVFI	OPMENT

CIVIC DESIGN REVIEW PHILADELPHIA CITY PLANNING COMMISSION May 2019

123 SOUTH 12TH STREET DEVELOPMENT

OWNER

Benchmark 201 Jones Road Suite 300 West Waltham, MA 02451

DEVELOPER

Brickstone Realty Corporation The Lits Building 701 Market Street 3rd Floor Philadelphia, PA 19129

ARCHITECT

Perkins Eastman, DPC 1100 Liberty Avenue Plttsburgh, PA 15222

LANDSCAPE ARCHITECT/ CIVIL ENGINEER

Bohler Engineering 1515 Market Street Suite 19102 Philadelphia, PA 19102

PROJECT SUMMARY

12th Street and Sansom Street in Philadelphia. The project site consists of 26,638 s.f. of space which is currently inhabited by a 2 story parking structure with a third level open parking on the roof. The site is zoned CMX-5, Center City Core Commercial Mixed-Use and is within the City Center Overlay District. The building is being designed within the zoning requirements. The project consists of a 24 story age restricted 62+ community that includes 240 residential apartment homes along with amenity spaces, 60 units of Assisted Living and ground floor retail with below grade parking. The project will make use of the Low Income Housing Bonus for additional FAR per the following FAR Calculation:

Base FAR = 1200% **Underground Parking Bonus = 200%** Low Income Housing Bonus = 400% (payment in lieu at \$30/SF for 400% GFA) **Retail Exclusion**

Maximum Allowable FAR = 1200% + 200% + 400% = 1800%

The project seeks to integrate into the neighborhood and encourage human connection with an emphasis on experience. The tower element fills the corner of South 12th Street and Sansom Street, engaging the urban street corner with a prominent retail entrance. There is a covered residential drop-off within the footprint of the building along Sansom Street.

123 South 12th Street Development is a multifamily The exterior envelope of the building was designed residential mixed-use project located at the corner of with the intent to use a language of tall, residential, Philadelphia architecture that is relatable, understandable and a good neighbor. In keeping with its context, the building is divided into parts; the base plinth of the building with light toned masonry at the pedestrian level and multi-story vertical elements. Atop the plinth is a landscaped terrace along the southern side of the building.

> The mass of the building is split between a vertical "tower" element culminating in an iconic lantern-like cap containing a rooftop restaurant and terrace and a more regular residential element with darker tones that are broken by bay windows and balconies. In order to further emphasize the importance of the building's presense on the corner of South 12th Street and Sansom Street, the corner of the tower is peeled away, revealing a larger expanse of windows in the residential floors.

> As a means to encourage healthy human connection while being a good neighbor, the redevelopment will incorporate several sustainable elements into the design. Sustainable materials, natural and living elements and a celebration of natural light are all strategies the building will employ in order to foster an experience in and around the building that connects all people.

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CIVIC DESIGN REVIEW

CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: #969382
What is the trigger causing the project to require CDR Review? Explain briefly.
The project is greater than 100,000 sf of new gross floor area.
The project is greater than 100 dwelling units.
PROJECT LOCATION
Planning District: Central Council District: First Council District
Address:123 - 127 S 12th Street
Philadelphia, PA 19107
Is this parcel within a Master Plan District? Yes No _X
CONTACT INFORMATION
Applicant Name: Peter F. Kelsen, ESQ Primary Phone: 215-569-5655
Email: Kelson@BlankRome.com Address: Blank Rome LLP, One Logan Square Philadelphia, PA
Property Owner: Benchmark Developer Brickstone Realty Corporation
Architect: Perkins Eastman Architects

CONTINUED ON NEXT PAGE

CDR APPLICATION

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SI	I E	CO	ND	LTI	\mathbf{n}	NS

Site Area:	26,683	3 SF			
Existing Zor	ning:	CMX-5	Are Zoning Variances required?	Yes _	No No

SITE USES

Present Use: Commercial
Proposed Use:
Independent Living, Resident Amenity Spaces, Assisted Living, Retail (Commercial Space), Accessory Parking
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units): Refer to table Below
Proposed # of Parking Units: 84 spaces

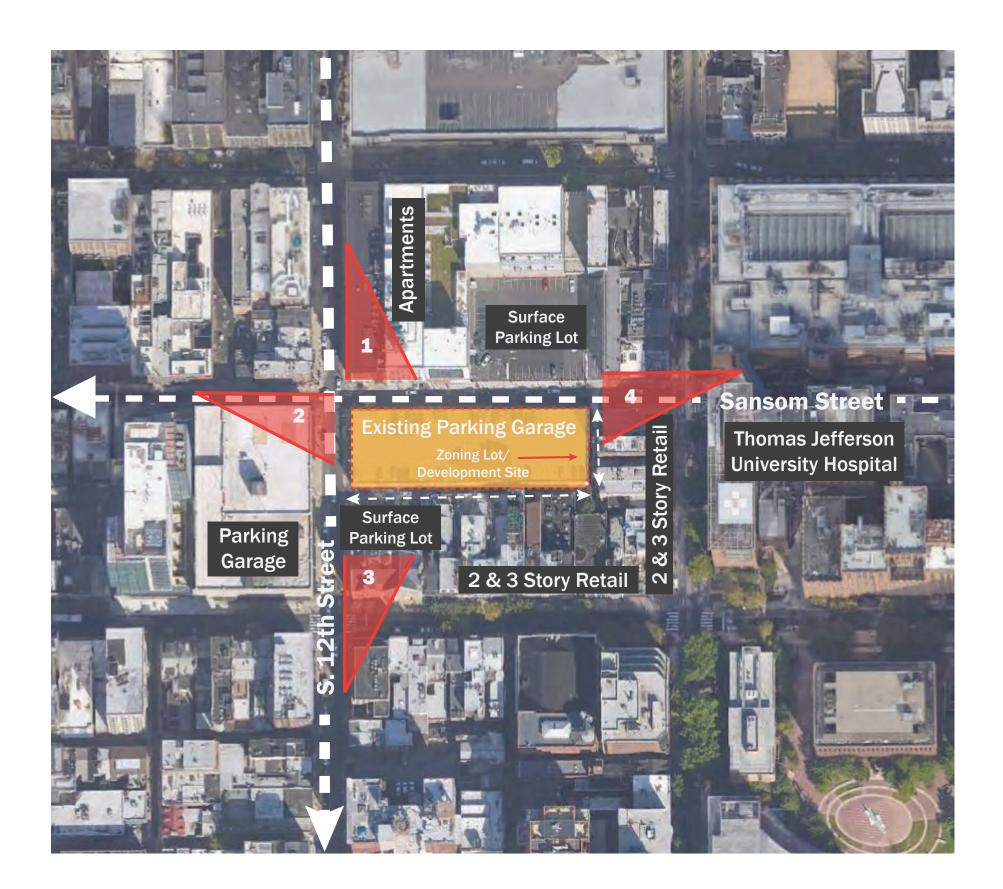
COMMUNITY MEETING

Community meeting held: Yes	No <u>X</u>	
If yes, please provide written documentation as proof.		
If no, indicate the date and time the community meeting will be held:		
Date :June 25, 2019 Time :	7:00 PM	

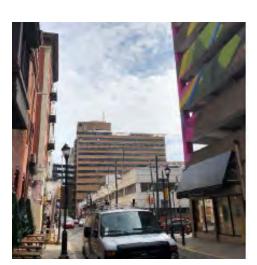
	PROPOSED BUILI	DING		
Level	Name	Residential Units	Total GSF	FAR GSF
Garage	Garage		26,683	
Ground	Retail, Entry, BOH		24,382	15,382
Level 2	Memory Support Assisted Living		26,005	26,005
Level 3	Assisted Living		24,489	24,489
Level 4	Assisted Living		24,489	24,489
Level 5	Amenity, Kitchen, Dining, Terrace		25,802	20,006
Level 6	Pool, Spa, Fitness		19,747	19,747
Level 7	Amenity, Clinic, Admin		19,700	19,700
Level 8	Residential	16	19,982	19,982
Level 9	Residential	16	19,982	19,982
Level 10	Residential	16	19,982	19,982
Level 11	Residential	16	19,982	19,982
Level 12	Residential	16	19,982	19,982
Level 13	Residential	16	19,982	19,982
Level 14	Residential	16	19,982	19,982
Level 15	Residential	16	19,982	19,982
Level 16	Residential	14	19,982	19,982
Level 17	Residential	14	19,982	19,982
Level 18	Residential	14	19,982	19,982
Level 19	Residential	14	19,982	19,982
Level 20	Residential	14	19,982	19,982
Level 21	Residential	14	19,982	19,982
Level 22	Residential	14	19,982	19,982
Level 23	Residential	14	19,982	19,982
Level 24	Amenity, Mechanical, Roof Deck		11,441	10,063
		240	522,450	479,593



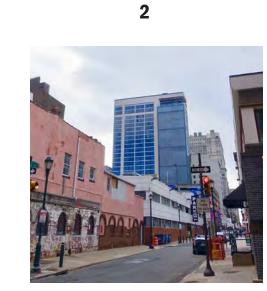








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EXISTING PARKING GARAGE



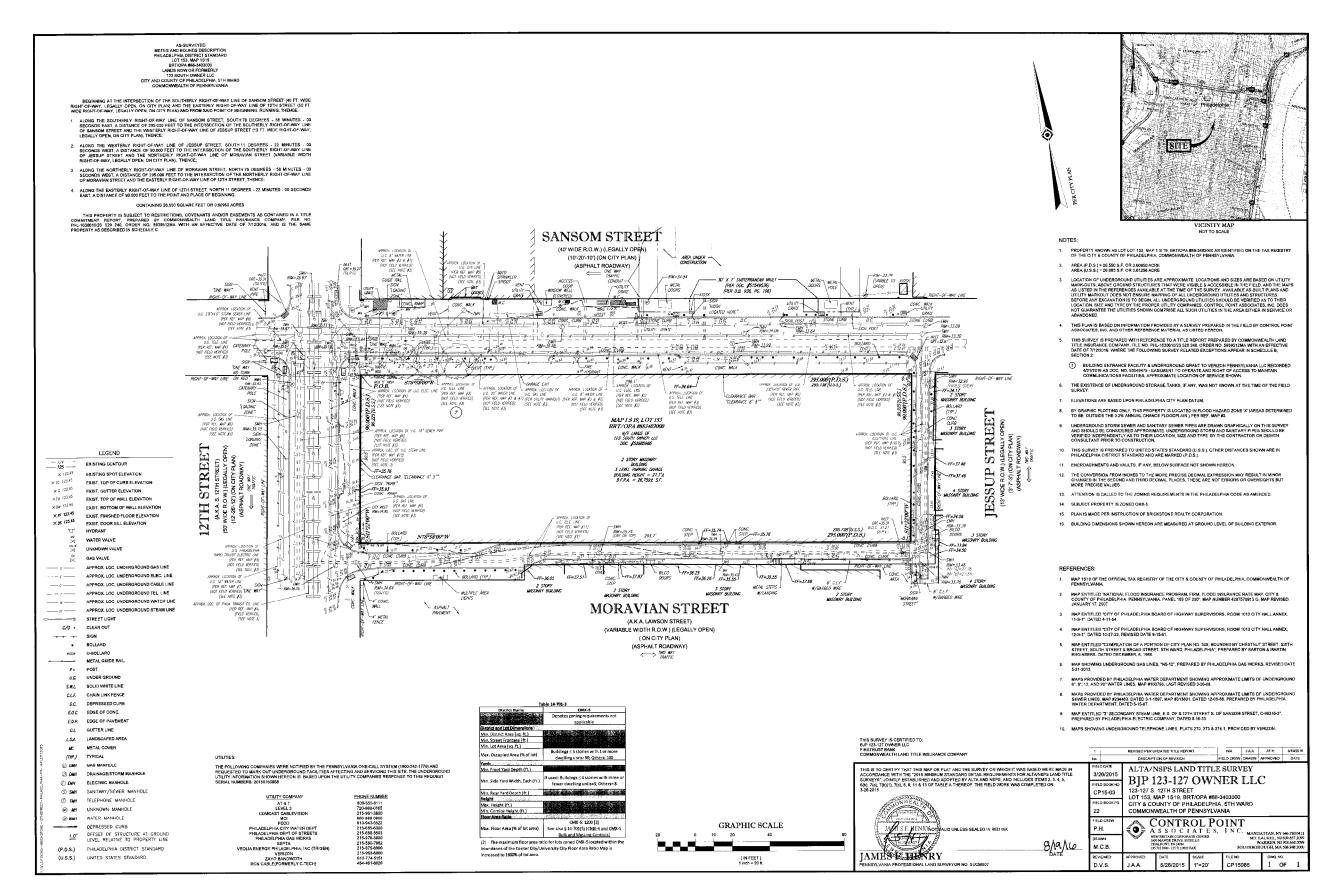








EXISTING SITE SURVEY



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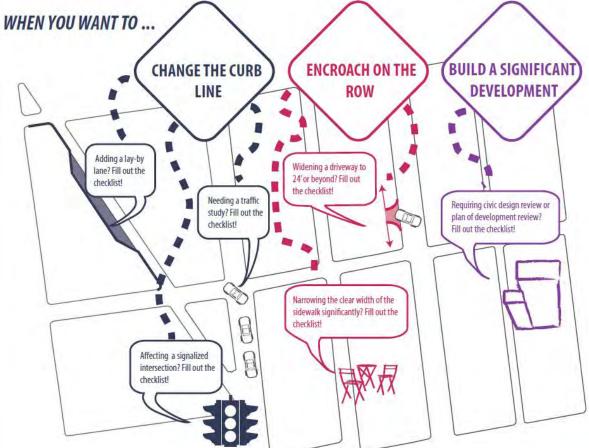
INSTRUCTIONS

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).

This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets during the planning and/or design of projects affecting the public right-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 or Plan of Development Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review.

The Handbook can be accessed at http://philadelphiastreets.com/complete-streets.aspx.

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



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INSTRUCTIONS (continued)

APPLICANTS ARE ADVISED TO NOTE:

- This checklist is designed to be filled out electronically. Text fields will expand automatically as you type.
- This checklist is estimated to take 60–90 minutes to complete for applicants familiar with the Handbook.
- Answering "No" or "Not Applicable" (N/A) to questions in this checklist does not result in an automatic denial of approval. Applicants shall provide adequate explanation and comments to justify any such responses in the space provided at the end the checklist.
- 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.
- The coordination of all changes to the placement of street furniture (including but not limited to bus shelters, street signs and hydrants) is the responsibility of the developer throughout all phases of the project, from planning and design to construction management.
- ADA curb-ramp designs must be submitted to the City 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://philadelphiastreets.com/pds/City_Plan_Applicatio.pdf. 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;
 - 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.

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GENERAL PROJECT INFORMATION

1.	PROJECT NAME
	123 South 12 th Street Development

3. APPLICANT NAME

Benchmark Wellness

4. APPLICANT CONTACT INFORMATION

201 Jones Road, Suite 300 West, Waltham, MA 02451

Phone: 781-489-2815

Email: kyetman@benchmarkquality.com

6. OWNER NAME

BJP 123-127 Owner, LLC

7. OWNER CONTACT INFORMATION

701 Market Street, Philadelphia, PA 19106

Phone: 215-592-8905

Email: gheflin@brickstoneco.com

8. ENGINEER / ARCHITECT NAME

Bohler Engineer

9. ENGINEER / ARCHITECT CONTACT INFORMATION

1515 Market Street, Suite 920, Philadelphia, PA 19102

Phone: (267) 402-3400

Email: ktatlow@bohlereng.com

2. DATE 05/17/2019

5. PROJECT AREA: list precise street limits and scope

YES NO N/A

33,651 SF

10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/
STREET FROM TO COMPLETE STREET TYPE

Sa	ansom Street	12th Street	Jessup Street	City Neighborhood Street
<u>1</u> 2	2 th Street	Sansom Street	Moravian Street	City Neighborhood Street
<u>Je</u>	essup Street	Sansom Street	Moravian Street	Shared Narrow
<u>N</u>	<u> Ioravian Street</u>	12 th Street	Jessup Street	Shared Narrow
11. Do	es the Existing Condition	s site survey clearly identify	the following existing con	ditions with dimensions?
a.	. Parking and loading re	egulations in curb lanes adja	cent to the site YES	⊠ NO □
b.	. Street Furniture such	as bus shelters, honor boxe	s, etc. YES	⊠ NO □ N/A □
C.	Street Direction		YES	⊠ NO □
d.	. Curb Cuts		YES	⊠ NO □ N/A □
e.	. Utilities, including tree boxes, signs, lights, po	e grates, vault covers, manh les, etc.	oles, junction YES	⊠ NO □ N/A □

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COMPLETE STREETS CHECKLIST

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APPLICANT: General Project Information

Additional Explanation / Comments: <u>The project proposes a 24-story (300 units) senior living residential building with associated underground parking, drive aisles, and stormwater management. The site has frontage along 12th Street, Sansom Street, Moravian Street, and Jessup Street.</u>

DEPARTMENTAL REVIEW: General Project Information

f. Building Extensions into the sidewalk, such as stairs and stoops

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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.

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STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Sansom Street	<u>12' / 10.1' / 10.1'</u>	<u>10'</u> / <u>10'</u>
12 th Street	<u>12' /12.2'/ 12.2'</u>	<u>12'/ 12'</u>
Jessup Street	<u>N/A</u> / <u>2.7′</u> / <u>2.7′</u>	<u>3'</u> / <u>3'</u>
Moravian Street	N/A / 5.7' + 1.1' / 5.7' + 1.1'	5.5' + 1' / 5.5' + 1'

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
Sansom Street	<u>6'</u> / <u>5.4'</u> / <u>5.4'</u>
12 th Street	<u>6'</u> / <u>7.8'</u> / <u>7.5'</u>
Jessup Street	<u>5' /2.7'/ 2.7'</u>
Moravian Street	<u>5′</u> / <u>5.7′</u> / <u>5.7′</u>

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

EXISTING VEHICULAR INTRUSIONS

AISTING VEHICOE III INTROSIONS					
TRUSION WIDTH	PLACEMENT				
<u>.4'</u>	Sansom Street				
<u>.6'</u>	Sansom Street				
<u>.8′</u>	12th Street				
	<u>4'</u> <u>6'</u>				

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	<u>14'</u>	Sansom Street
Curb Cut	<u>14'</u>	Sansom Street
Curb Cut	<u>28.7'</u>	Sansom Street
<u>Curb Cut</u>	<u>24'</u>	12 th Street

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EDESTRIAN COMPONENT (continued)	
	DEPARTMENTAL APPROVAL

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

ES	\boxtimes	NO [
	_		

'ES 🗌	NO [

APPLICANT: Pedestrian Component

Additional Explanation / Comments: <u>New curb and sidewalk will be installed along the 12th Street, Sansom Street, Moravian Street, and Jessup Street frontages. The existing sidewalk widths will all be maintained.</u>

DEPARTMENTAL REVIEW: Pedestrian Component
Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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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.

4.4.1 of the Handbook.	
STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
Sansom Street	<u>N/A</u> / <u>N/A</u>
12 th Street	<u>N/A</u> / <u>N/A</u>
Jessup Street	<u>N/A</u> / <u>N/A</u>
Moravian Street	<u>N/A</u> / <u>N/A</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
Sansom Street	<u>4' / 4.7' / 4.7'</u>
12 th Street	<u>4'</u> / <u>4.4'</u> / <u>4.7'</u>
Jessup Street	<u>N/A</u> / <u>N/A</u> / <u>N/A</u>
Moravian Street	<u>N/A</u> / <u>N/A</u> / <u>N/A</u>

18. Identify proposed "high priority" building and furnishing zone design	gn treatments that are			
incorporated into the design plan, where width permits (see Handk	book Table 1). Are the		DEPART	MENTA
following treatments identified and dimensioned on the plan?			APPROV	AL
 Bicycle Parking 	YES 🔲 NO 🖂	N/A 🗌	YES 🗌	NO 🗌
Lighting	YES 🔲 NO 🔀	N/A 🗌	YES 🗌	ΝО [
Benches	YES 🔲 NO 🔀	N/A	YES	NO 🗌
 Street Trees 	YES 🛛 NO 🗌	N/A	YES 🗌	NO 🗌
 Street Furniture 	YES 🗌 NO 🔀	N/A	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

			ALLINOV	AL
YES 🗌	NO 🖂	N/A 🗌	YES 🗌	NO 🗌
YES 🗌	NO 🖂	N/A 🗌	YES	NO 🗌
YES	NO 🖂	N/A 🗌	YES	NO 🗌
YES 🔀	NO 🗌	N/A	YES	NO 🗌
YES	NO 🖂	N/A	YES	NO 🗌
YES 🛚	NO 🗌	N/A	YES 🗌	№ □
YES 🛚	NO 🗌	N/A	YES 🗌	№ □

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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)
- 22. Does the design maintain adequate visibility for all roadway users at

YES 🗌	ΝО □

\boxtimes	NO L	N/A	

YES NO N/A YES NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: New curb and sidewalk will be installed along the 12th Street, Sansom Street, Moravian Street, and Jessup Street frontages. The existing sidewalk widths will all be maintained.

Street trees are proposed within the furnishing zone along the 12th and Sansom Street frontages in accordance with the zoning requirements.

Reviewer Comments:

intersections?

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission	Philadelphia	City	Planning	Commission
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BICYC	CLE COMPONENT	(Handbook Secti	on 4.5)					
	t elements of the project p://phila2035.org/wp-cor				n and Bicycl	e Plan, lo	cated onl	ine at
	—— t the existing and propose ovided in The Philadelphia			on- and off-stre	eet. Bicycle	parking r	equireme	nts are
	BUILDING / ADDRESS			N-STREET xisting / Proposed	ON SIDE Existing /			STREET g / Propose
<u>_</u>	Residential Building	<u>80</u>	<u>0</u>	<u>/ 0</u>	<u>o</u> / <u>o</u>		<u>o</u> / <u>80</u>	<u>)</u>
· -				/	/			_/
-	<u></u>			/	/			_/
in el	lentify proposed "high pri acorporated into the design lements identified and dir Conventional Bike Lane Buffered Bike Lane Bicycle-Friendly Stre Indego Bicycle Share	n plan, where width pe mensioned on the plan ane eet e Station	ermits. Are th	ne following "Hip YES [YES] YES [YES]	gh Priority" NO NO NO NO NO NO NO NO NO NO	N/A X N/A X N/A X N/A X	DEPARTI APPROV YES YES YES YES YES YES YES YES	NO NO NO NO
	oes the design provide bid ansit networks?	cycle connections to lo	cal bicycle, tra	ail, and YES] NO []	N/A ⊠	YES	NO 🗌
	oes the design provide co ork places, and other des	· ·	ections to resi	dences, YES	NO 🗌	N/A ⊠	YES	NO 🗌
APPLI	CANT: Bicycle Componen	t						

COMPLETE STREETS HANDBOOK CHECKLIST

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CUR	BSIDE MANAG	EMENT COMPON	ENT (Handbook Se	ction 4.6)		
						RTMENTAL OVAL
	Does the design limit curb?	conflict among transport	tation modes along the	YES 🛛 NO 🗌	YES [□ NO □
29.	Does the design conr network and destinat	nect transit stops to the sitions?	urrounding pedestrian	YES 🛛 NO 🗌	N/A YES	NO 🗌
	Does the design prov traffic?	ide a buffer between the	roadway and pedestrian	YES 🛛 NO 🗌	N/A YES	NO 🗌
	How does the propos of public transit?	sed plan affect the access	ibility, visibility, connectivi	ity, and/or attract	iveness YES [□ NO □
APP	LICANT: Curbside Ma	nagement Component				
			oute runs along 12 th Street			
			reet (adjacent to the site) f			
		miles from Jefferson Stat et-Frankford subway line	ion (services Regional Rail)	and approximate	ely 0.3 miles from	tne 11
ana	TVICINCE Station (IVICIN	ce Hankiola Sabway iiile	- <u>1-</u>			
DEP	ARTMENTAL REVIEW	: Curbside Management	Component			
	ewer Comments:		,			

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

Additional Explanation / Comments: 80 bicycle parking spaces are provided within the building.

COMPLETE STREETS HANDBOOK CHECKLIST

Phi	lade	lphia	City	Ρ	lanning	Commission
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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;

	JIKELI	I NOIVI	10			xisting / Pro		SPEED
	N/A				_	/_		
					-	/_		
					_	/_		
					_	/_		
							DEPART	MENTAL 'AL
33.	What is the maximuthe design?	ım AASHTO design vehicle b	eing accommodated by		<u>SU-30</u>		YES 🗌	NO 🗌
34.		ct a historically certified stre maintained by the Philadelp		YES 🗌	NO 🛚		YES 🗌	NO 🗌
35.	Will the public right activities?	-of-way be used for loading	and unloading	YES 🗌	NO 🖂		YES 🗌	NO 🗌
36.	Does the design ma	intain emergency vehicle ac	cess?	YES 🛚	№ □		YES 🗌	NO 🗌
37.	Where new streets extend the street gr	are being developed, does t id?	he design connect and	YES 🗌	NO 🗌	N/A ⊠	YES 🗌	NO 🗌
38.	Does the design sup destinations as well	port multiple alternative roas within the site?	utes to and from	YES 🔀	NO 🗌	N/A 🗌	YES 🗌	NO 🗌
39.	Overall, does the de access of all other re	esign balance vehicle mobilit padway users?	y with the mobility and	YES 🔀	№ □		YES 🗌	NO 🗌
APF	PLICANT: Vehicle / Ca	artway Component						

(1) http://www.philadelphiastreets.com/images/uploads/documents/Historical Street Paving.pdf

Additional Explanation / Comments: There will be off-street loading along Sansom Street.

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URBAI	N DESIGN COM	1PONENT (Hand	dbook Section 4.8	3)				
							DEPART APPROV	
	es the design incorposes facing the street?	orate windows, storef	ronts, and other active	YES 🔀	NO 🗌	N/A 🗌	YES 🗌	NO 🗌
	0 1	e driveway access that oflicts with vehicles (se	, 0	YES 🔀	NO 🗌	N/A 🗌	YES 🗌	NO 🗌
bet	0 1	e direct, safe, and accostations and building a site?		YES 🔀	NO 🗌	N/A 🗌	YES	NO 🗌
APPLICA	ANT: Urban Design (Component						
Addition	nal Explanation / Co	mments:						
DEPART	TMENTAL REVIEW: U	Jrban Design Compor	nent					
Reviewe	er Comments:							

DEPARTMENTAL REVIEW: Vehicle / Cartway 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		EXISTIN	IG	PROPO	OSED
		CYCLE L	ENGTH	CYCLE	LENGTH
<u>N/A</u>					
				DEPARTI APPROV	
44. Does the design minimize the signal cycle length to reduce pedest wait time?	rian YES 🗌	NO 🗌	N/A 🔀	YES 🗌	NO 🗌
45. Does the design provide adequate clearance time for pedestrians cross streets?	to YES	NO 🗌	N/A 🛚	YES 🗌	NO 🗌
46. Does the design minimize pedestrian crossing distances by narrow streets or travel lanes, extending curbs, reducing curb radii, or usin medians or refuge islands to break up long crossings?	-	NO 🗌	N/A ⊠	YES	NO 🗌
If yes, City Plan Action may be required.					
47. Identify "High Priority" intersection and crossing design treatment will be incorporated into the design, where width permits. Are the design treatments identified and dimensioned on the plan?				YES	NO 🗌
 Marked Crosswalks 	YES 🗌	ΝО □	N/A 🔀	YES 🗌	ΝО □
Pedestrian Refuge Islands	YES _	NO 🗌	N/A 🔀	YES 🗌	NO 🗌
Signal Timing and OperationBike Boxes	YES YES	NO 🗌 NO 🗍	N/A ⊠ N/A ⊠	YES T	NO 🗌
48. Does the design reduce vehicle speeds and increase visibility for a modes at intersections?	_	NO 🗌	N/A ⊠	YES	NO 🗌
49. Overall, do intersection designs limit conflicts between all modes a promote pedestrian and bicycle safety?	and YES	NO 🗌	N/A 🔀	YES 🗌	NO 🗌
APPLICANT: Intersections & Crossings Component					
Additional Explanation / Comments:					
DEPARTMENTAL REVIEW: Intersections & Crossings Component					

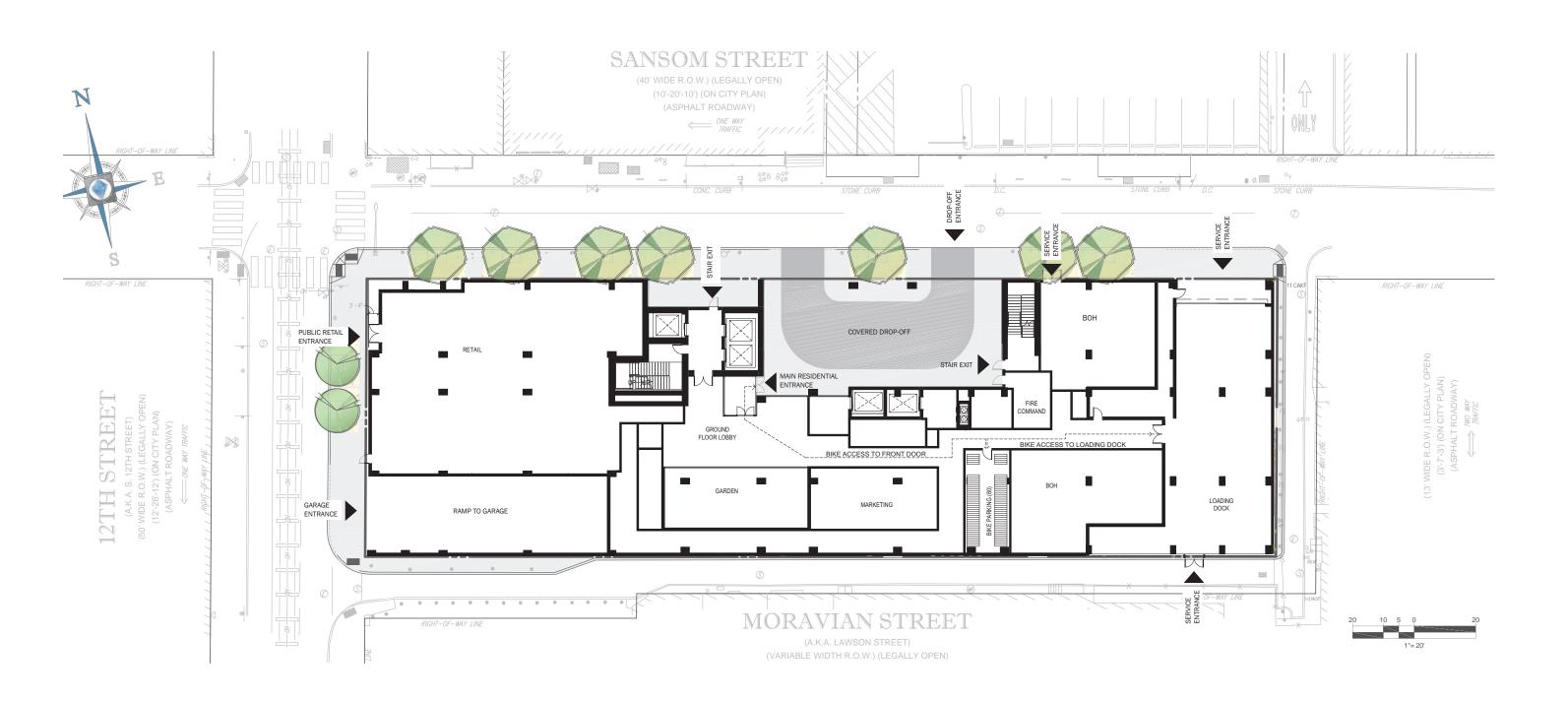
COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

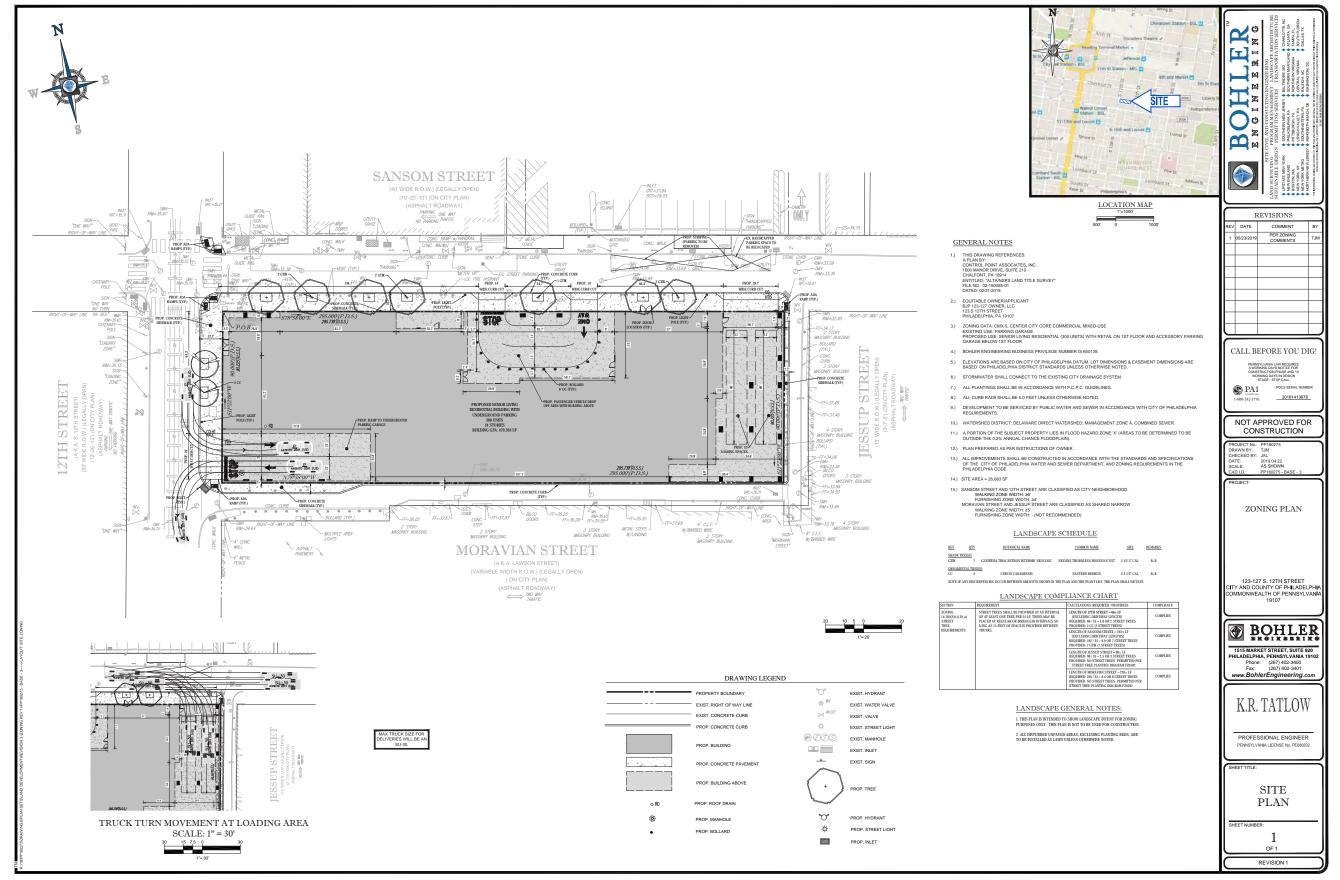
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ADDITIONAL COMM	1ENTS			
APPLICANT				
Additional Explanation / Co	omments:			
DEPARTMENTAL REVIEW				
Additional Reviewer Comm	nents:			

PERKINS EASTMAN CIVIC DESIGN REVIEW | 123 S. 12TH STREET DEVELOPMENT | JUNE 2019

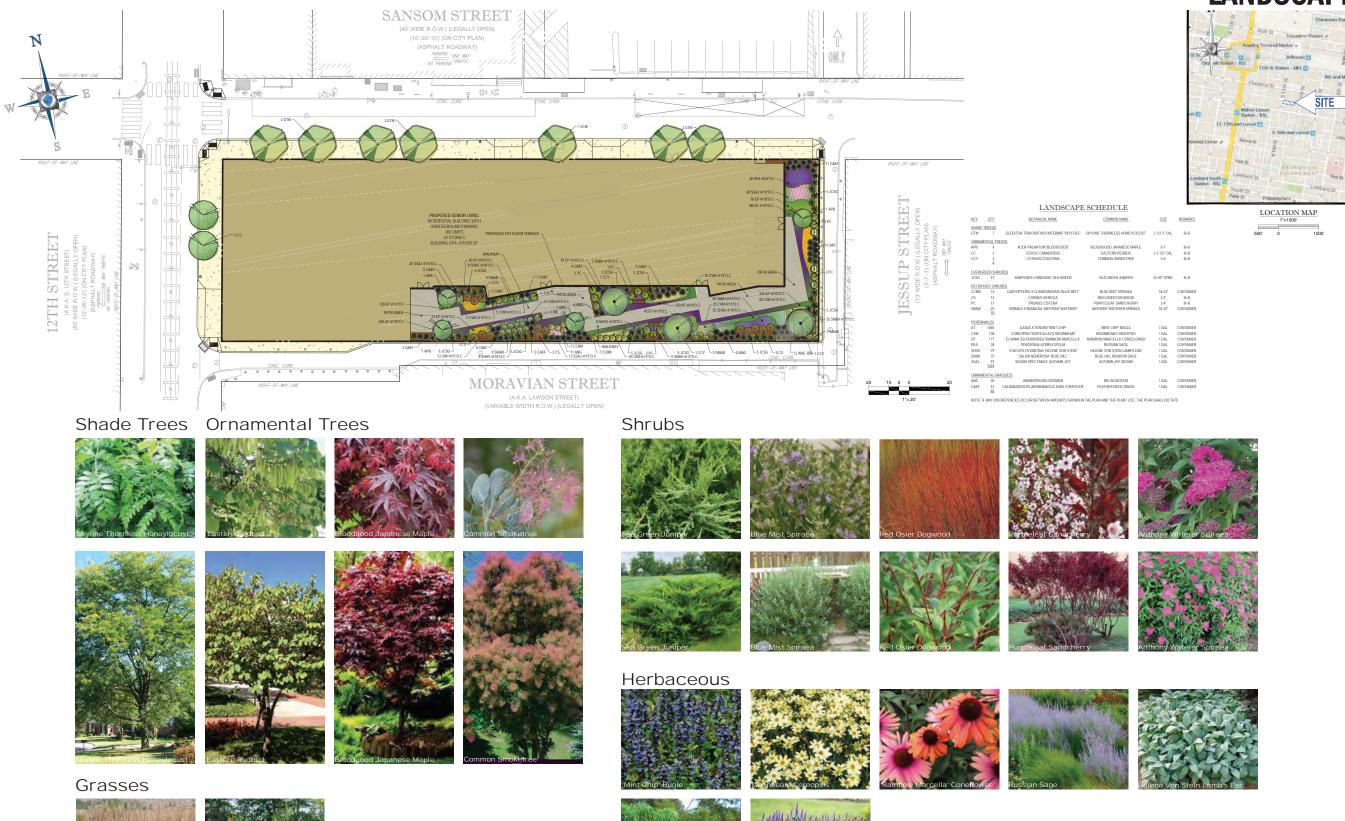
ILLUSTRATIVE SITE PLAN



SITE ZONING PLAN



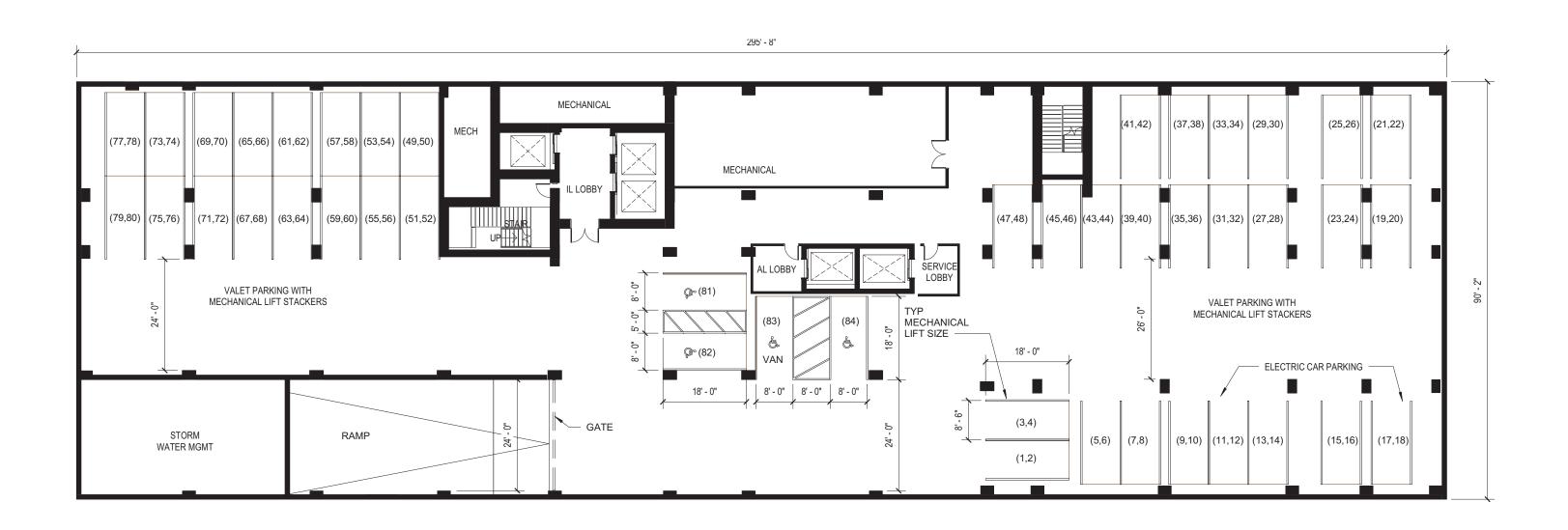
LANDSCAPE PLAN



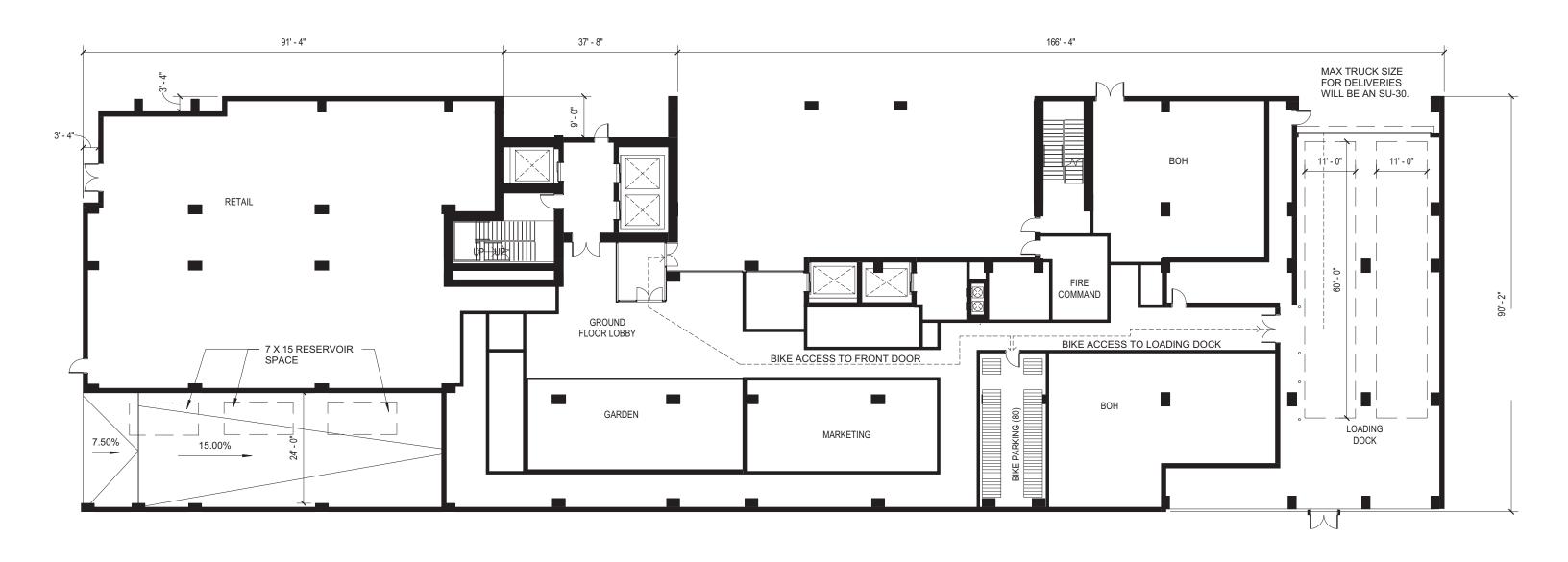
RENDERED LANDSCAPE PLAN

123-127 S. 12TH STREET, CITY AND COUNTY OF PHILADELPHIA, PENNSYLVANIA

BELOW GRADE PARKING



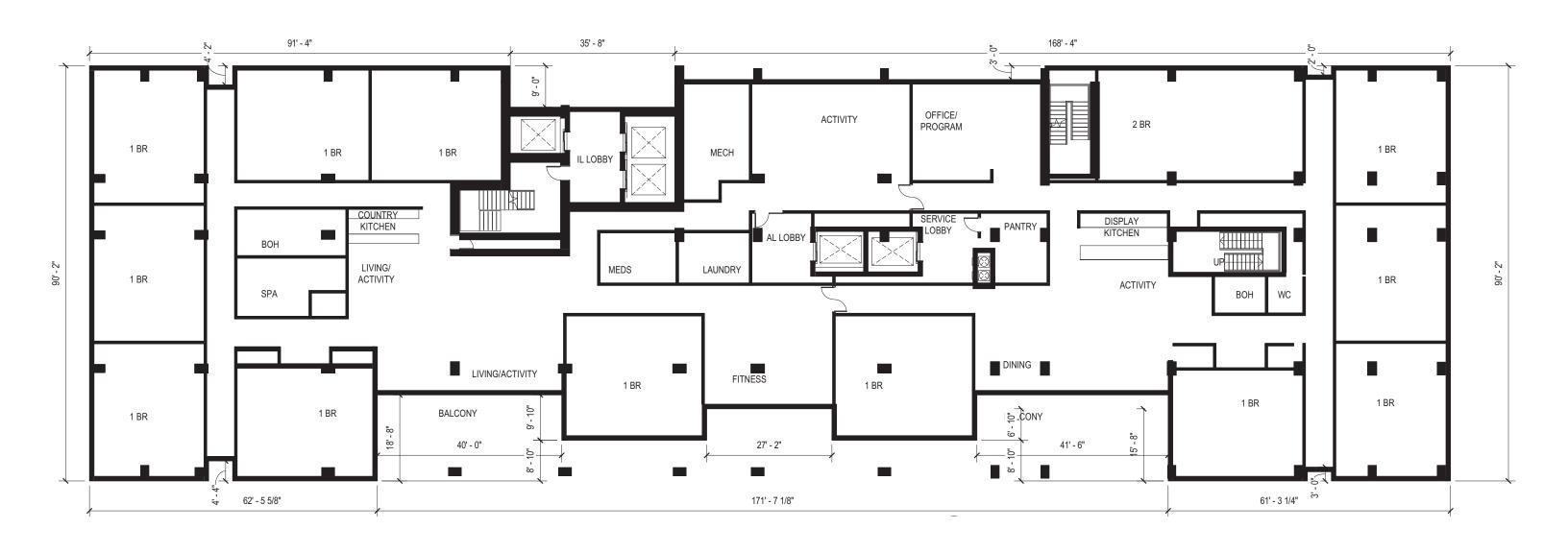
GROUND FLOOR ENTRY & RETAIL



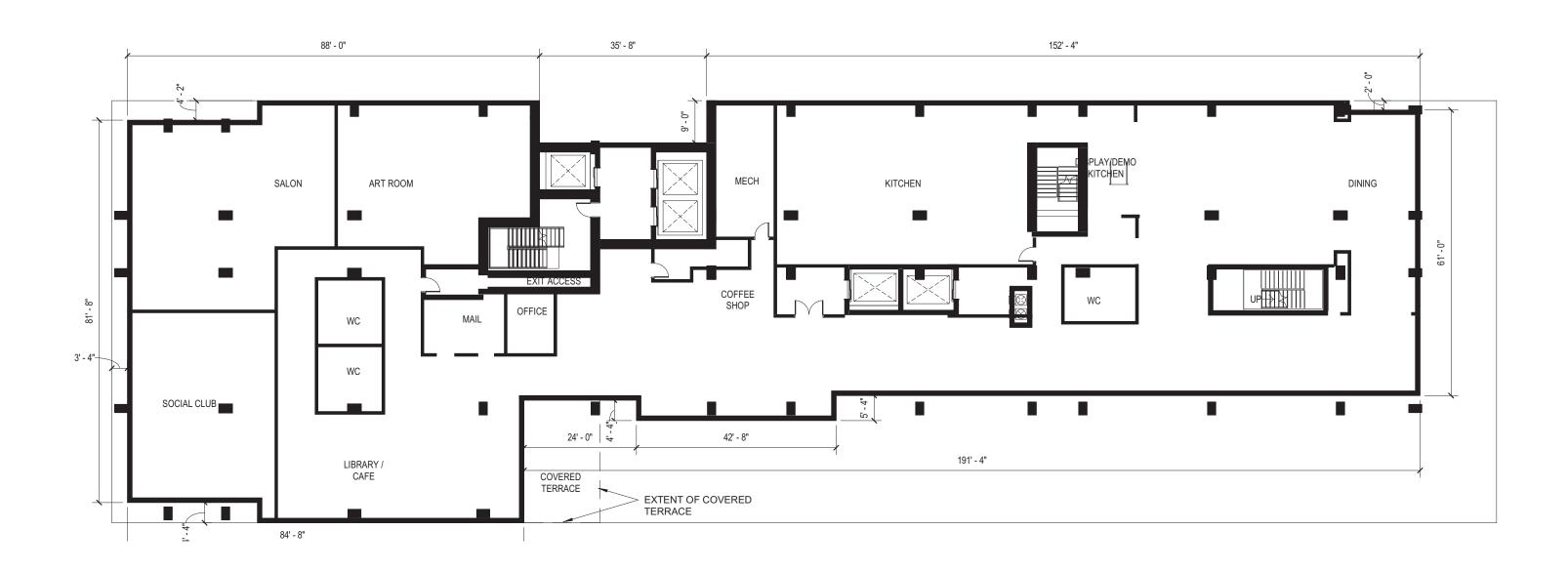
2ND FLOOR ASSISTED LIVING, MEMORY SUPPORT



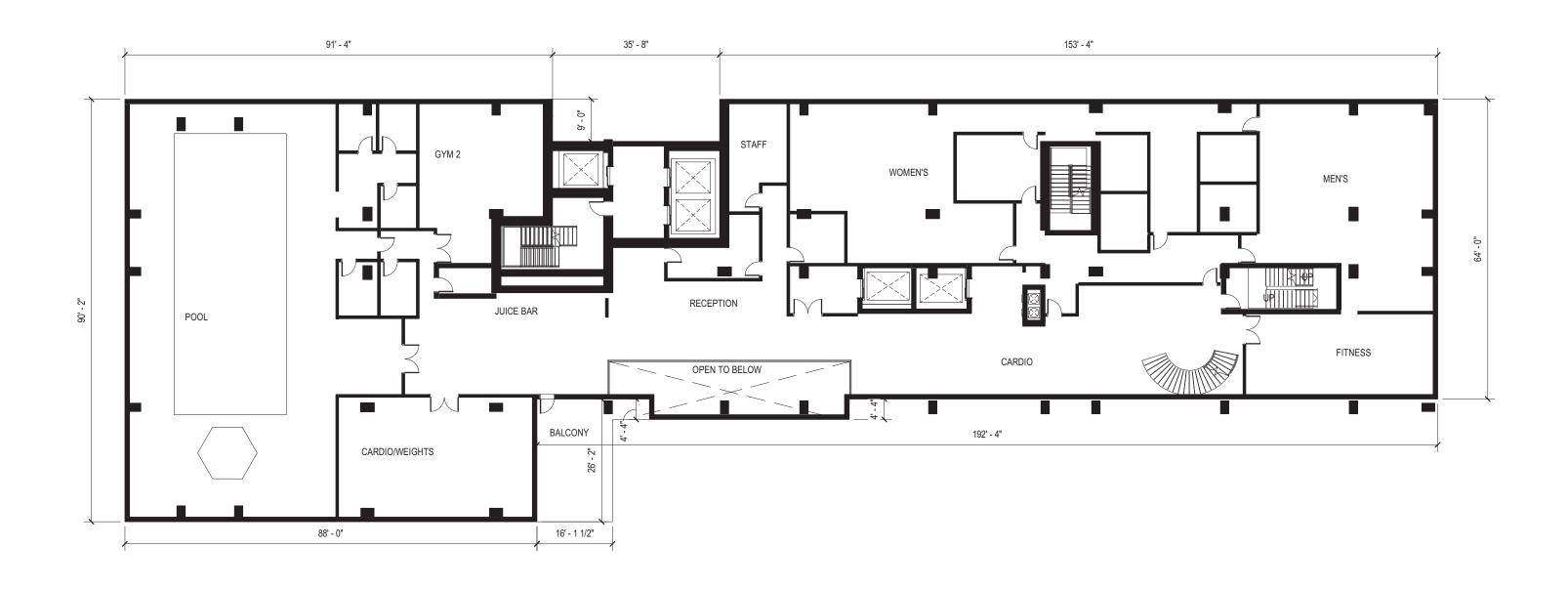
3RD AND 4TH FLOOR ASSISTED LIVING



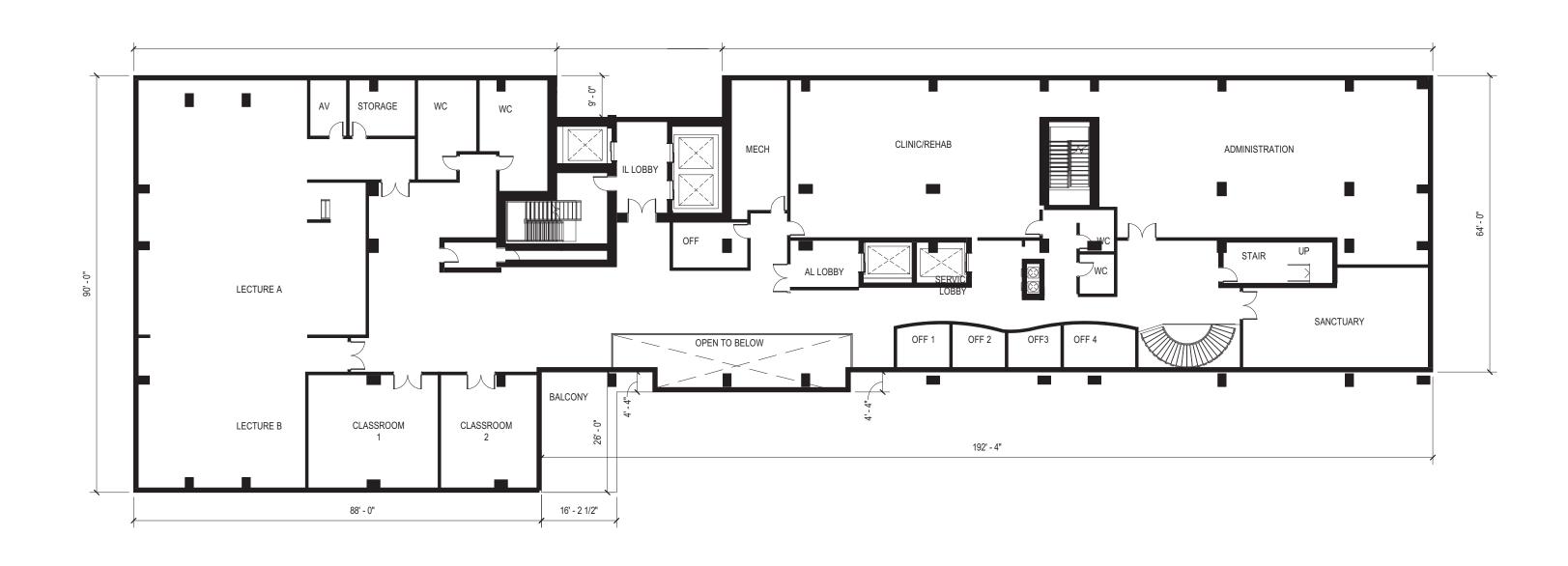
5TH FLOOR AMENITY



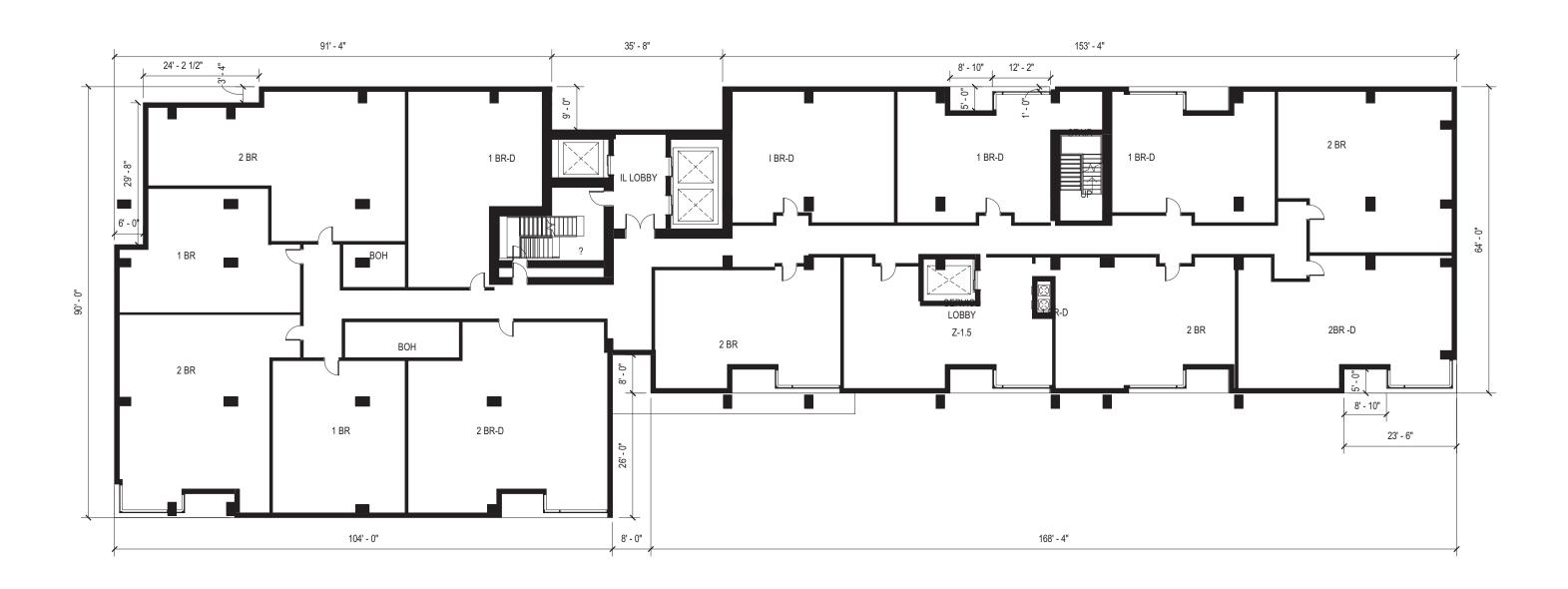
6TH FLOOR AMENITY



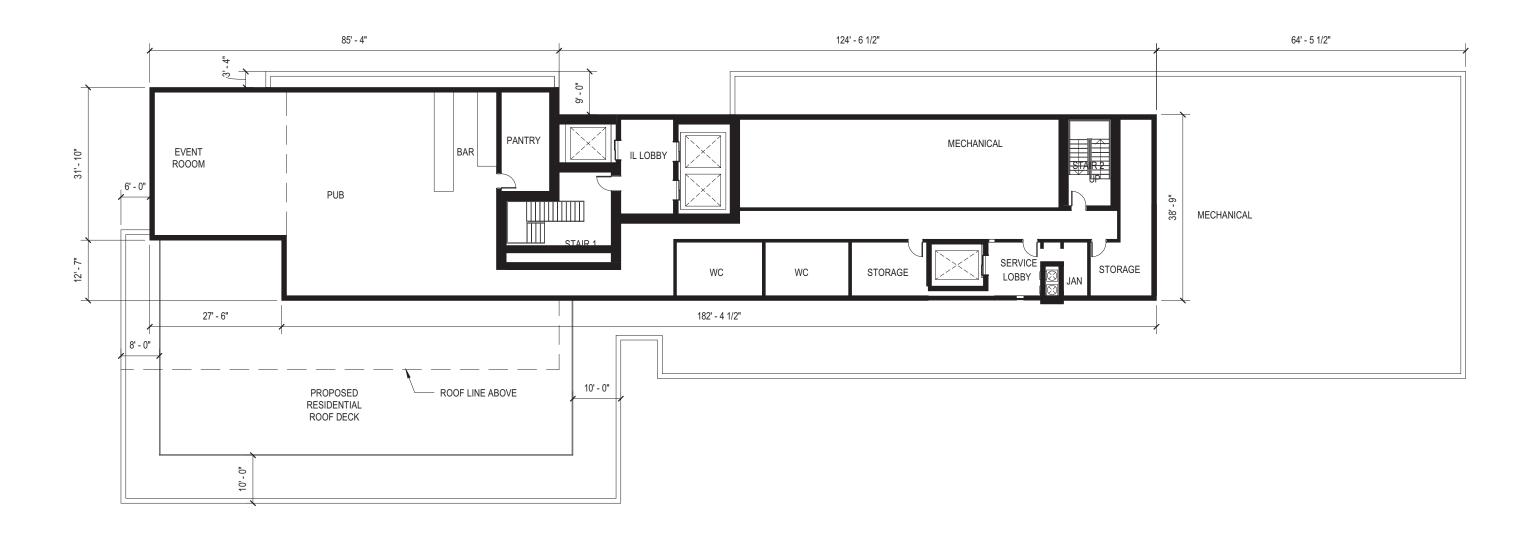
7TH FLOOR AMENITY



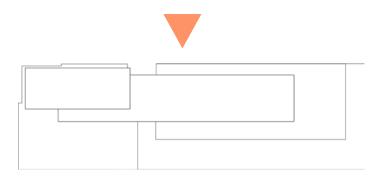
TYPICAL RESIDENTIAL FLOOR

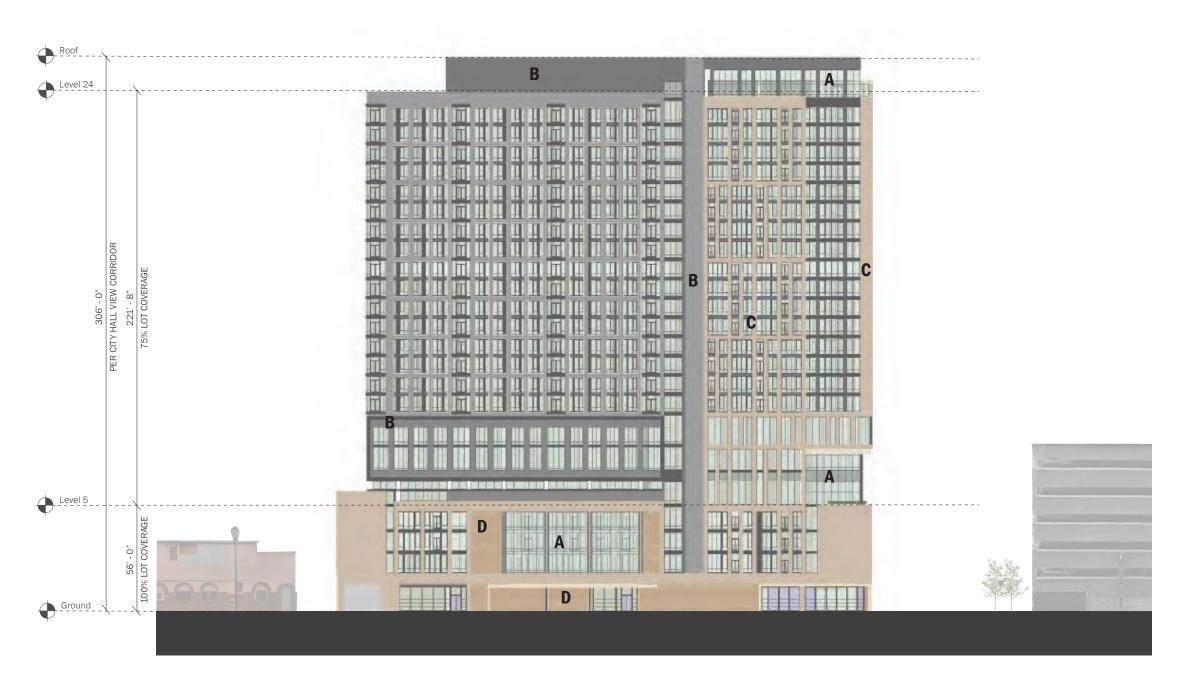


24TH FLOOR AMENITY & MECHANICAL



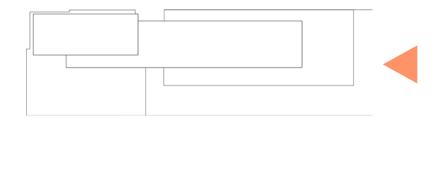
NORTH ELEVATION





- TINTED GLASS
- B METAL PANEL
- C CEMENT FIBER
- **D** MASONRY CLADDING

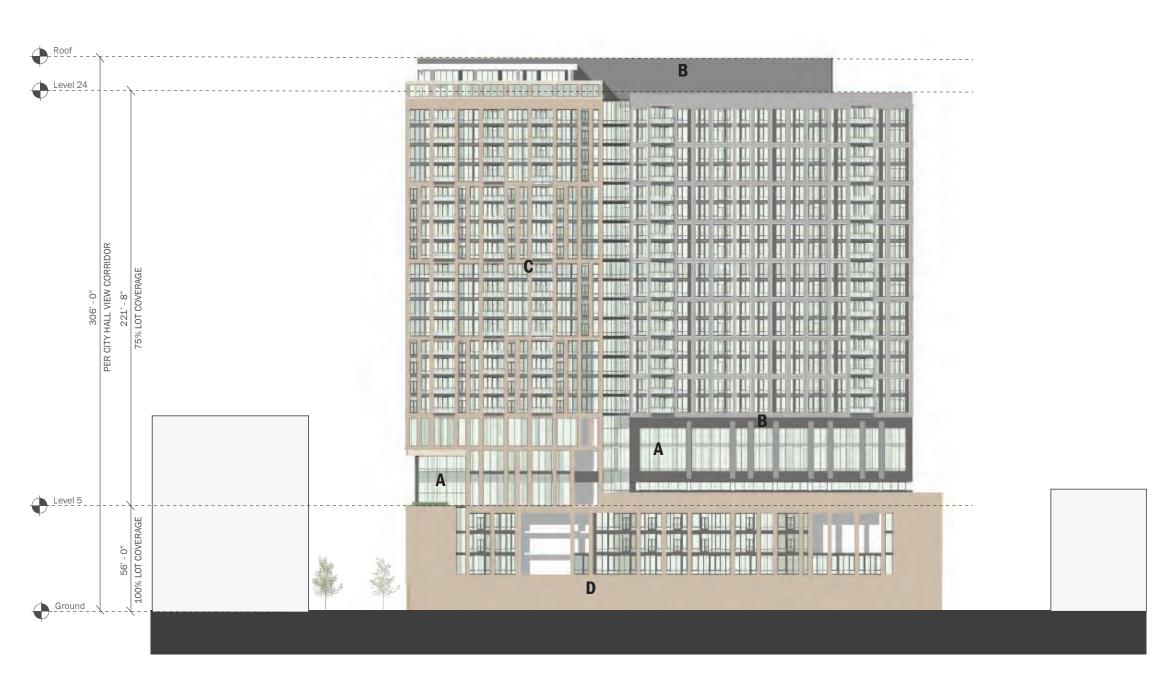
EAST ELEVATION

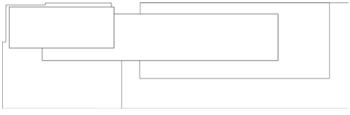


- A TINTED GLASS
- B METAL PANEL
- C CEMENT FIBER
- **D** MASONRY CLADDING



SOUTH ELEVATION

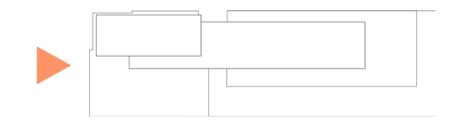




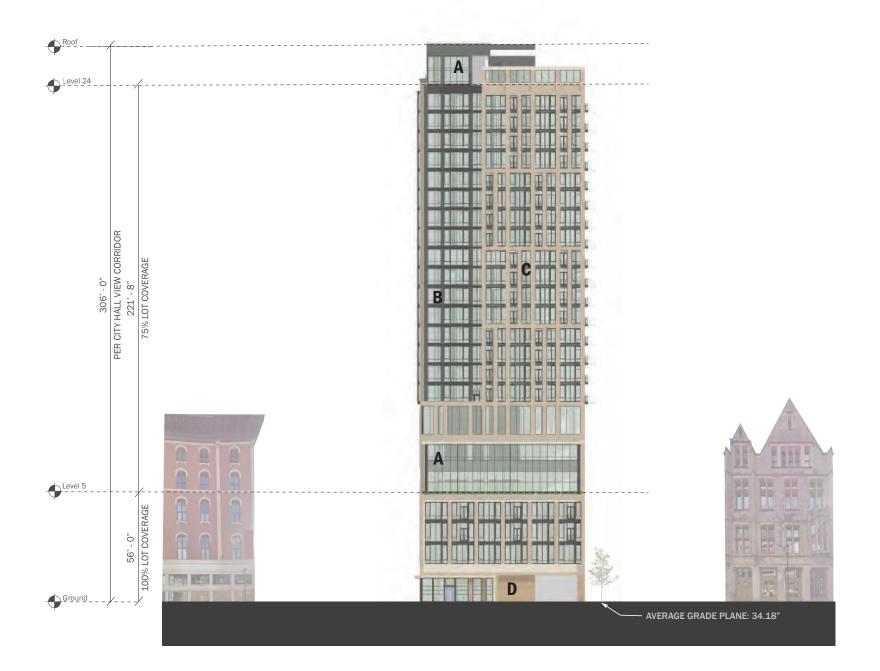


- A TINTED GLASS
- **B** METAL PANEL
- C CEMENT FIBER
- **D** MASONRY CLADDING

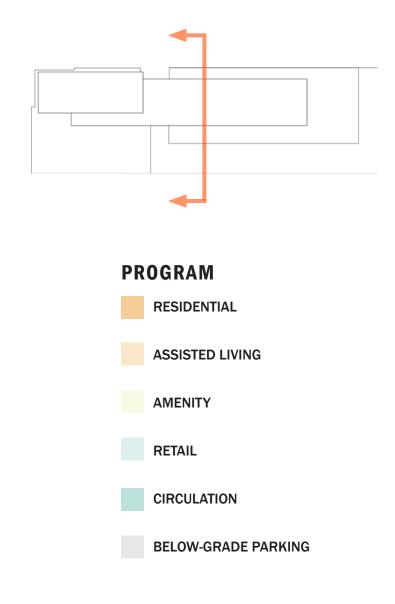
WEST ELEVATION

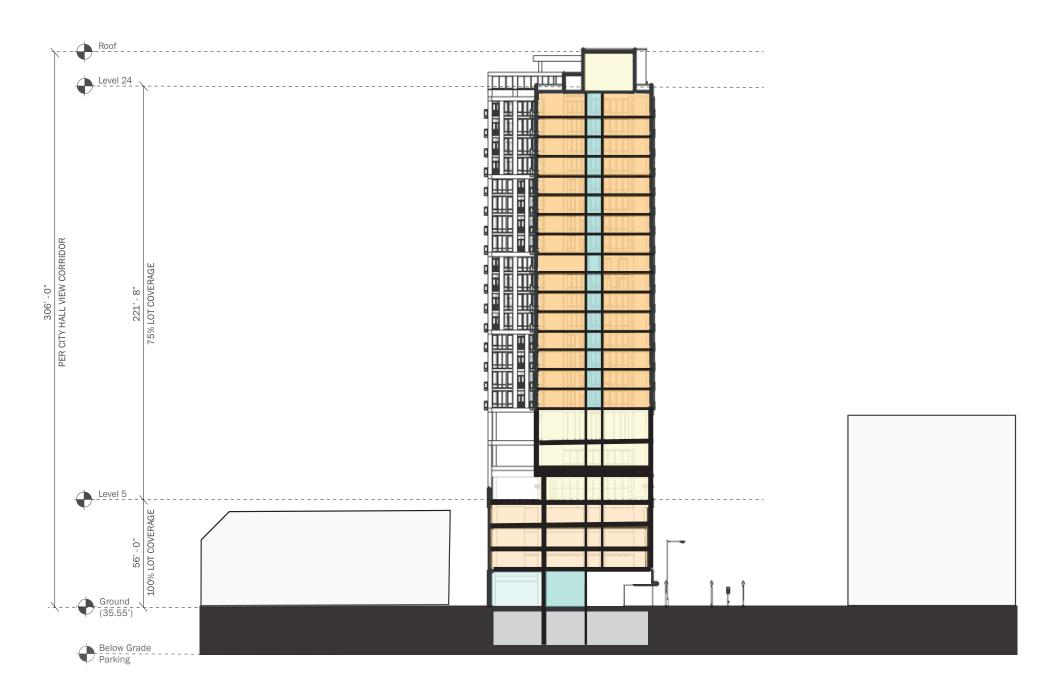


- A TINTED GLASS
- B METAL PANEL
- C CEMENT FIBER
- **D** MASONRY CLADDING

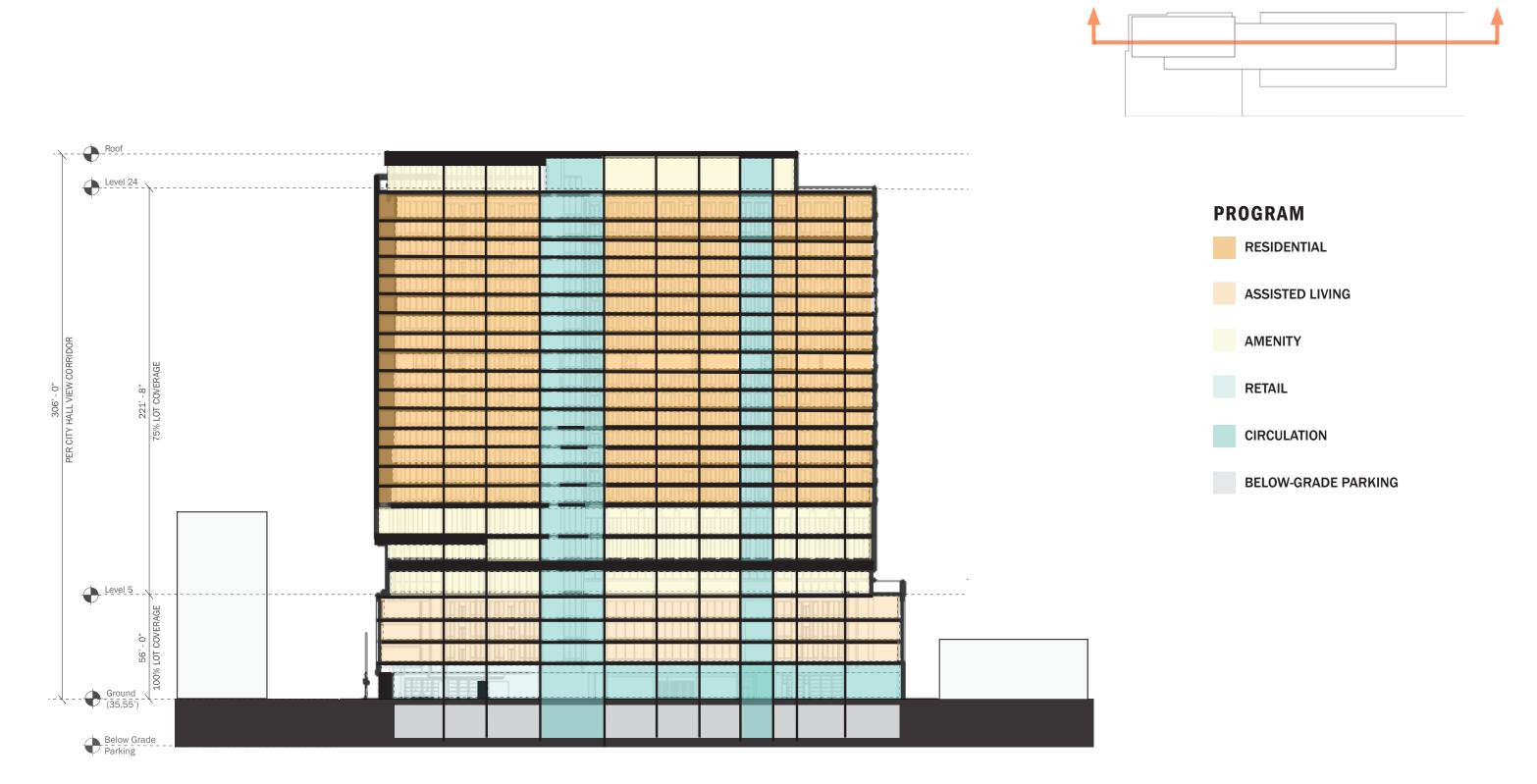


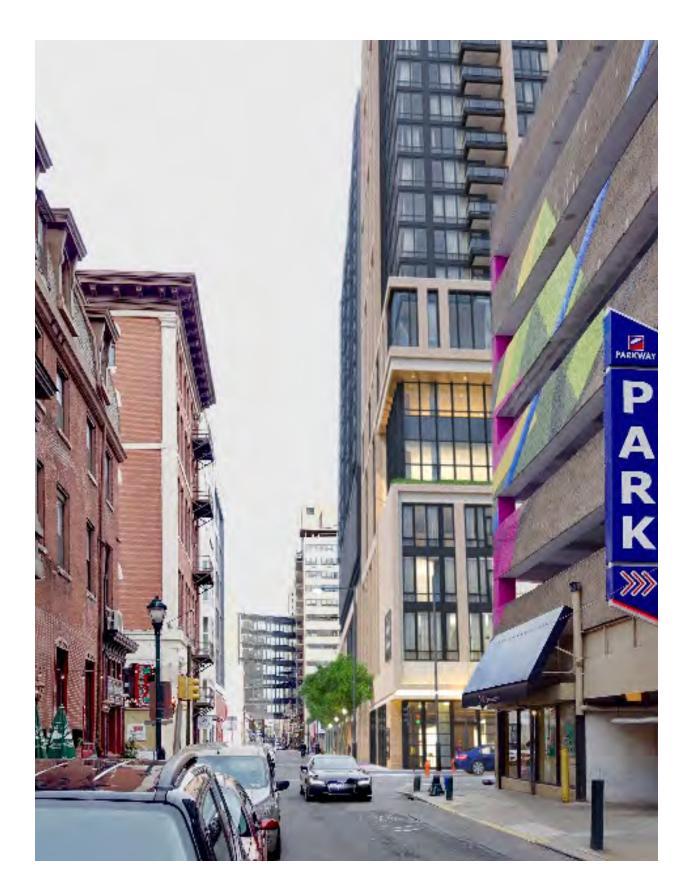
SITE SECTIONS

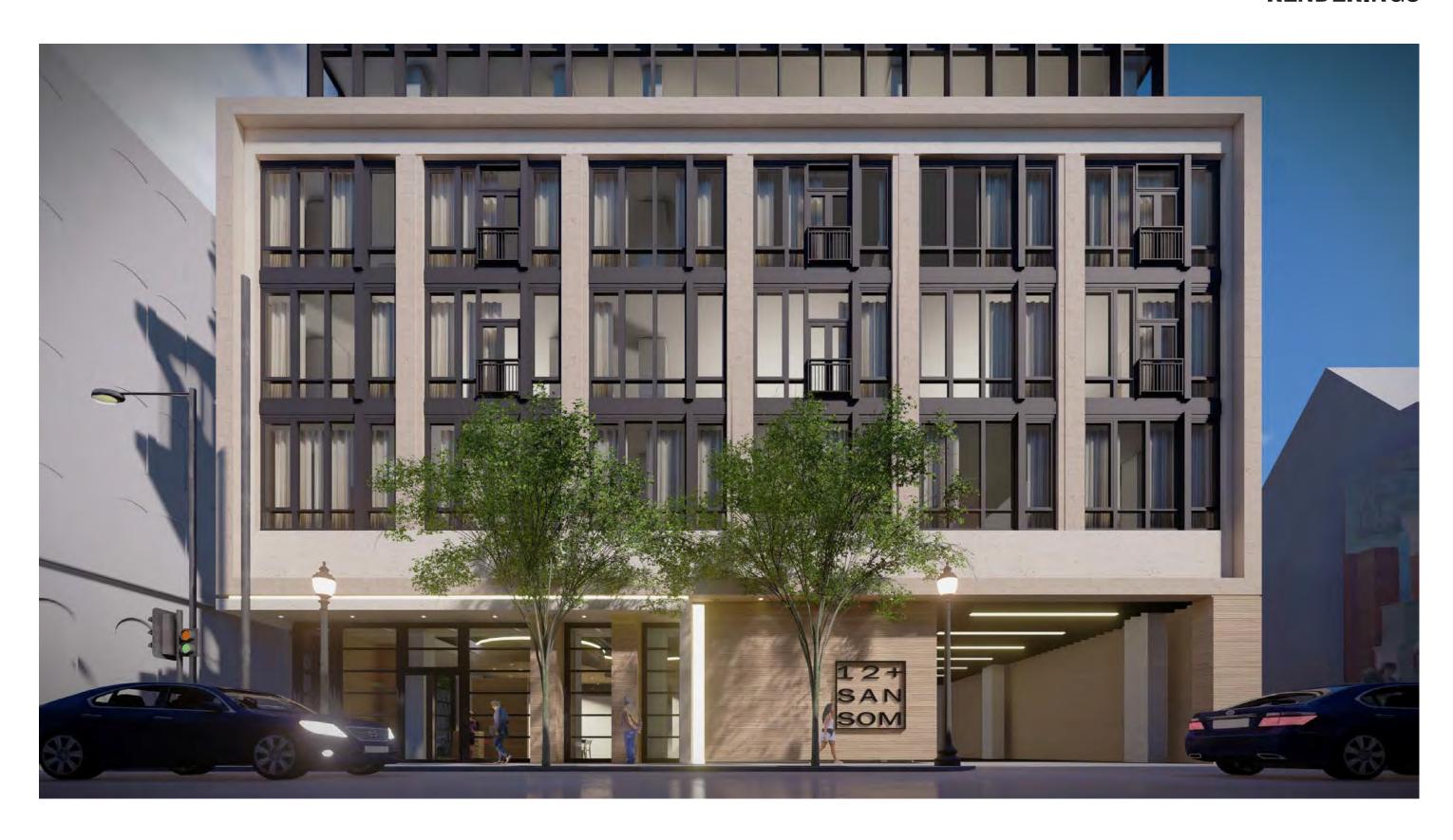


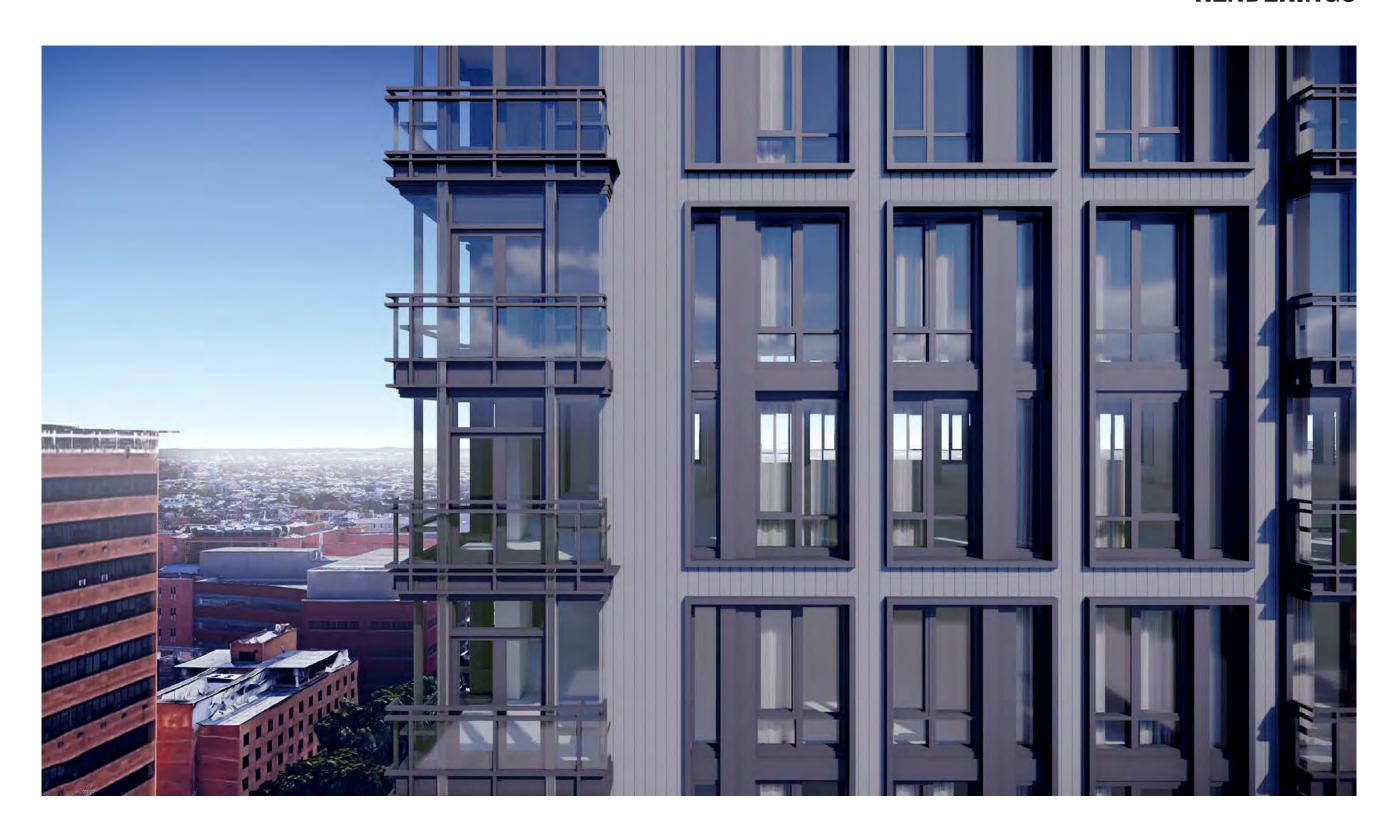


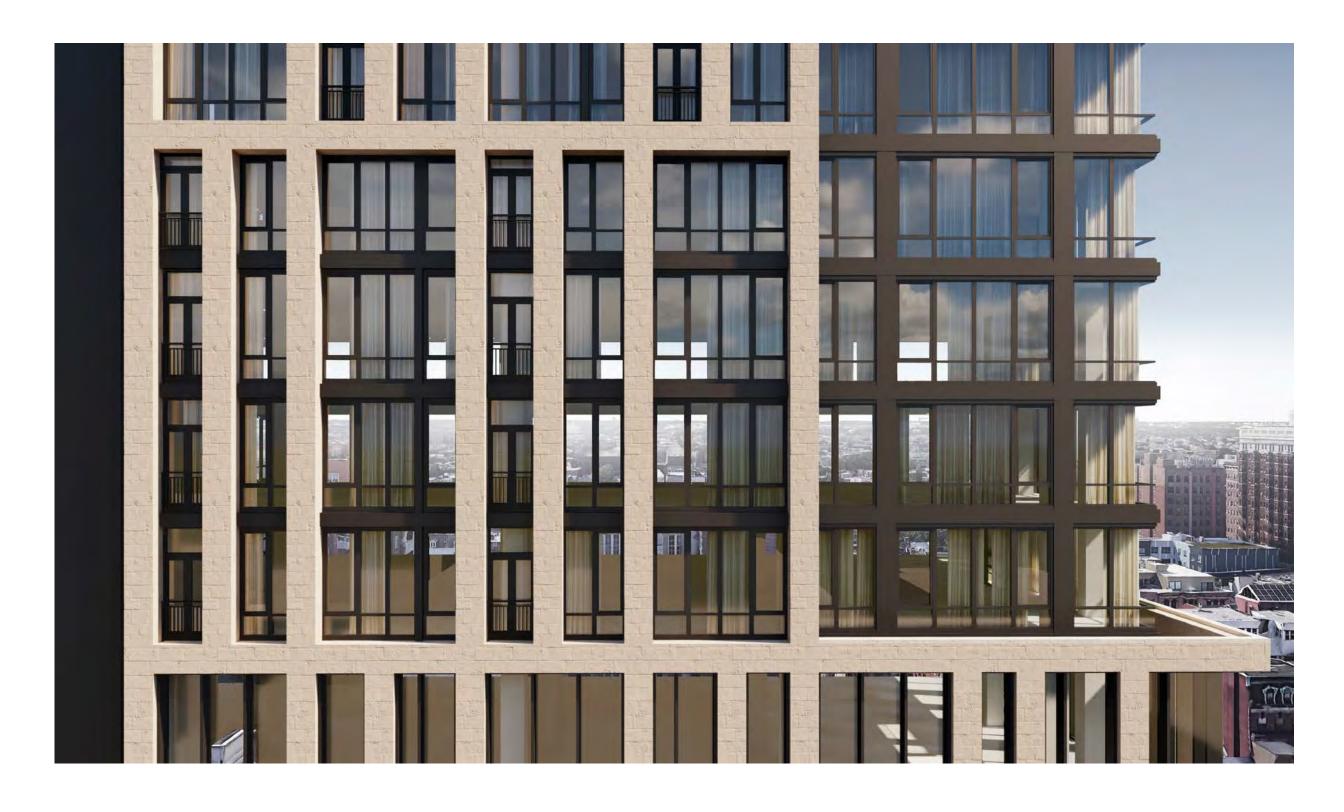
SITE SECTIONS













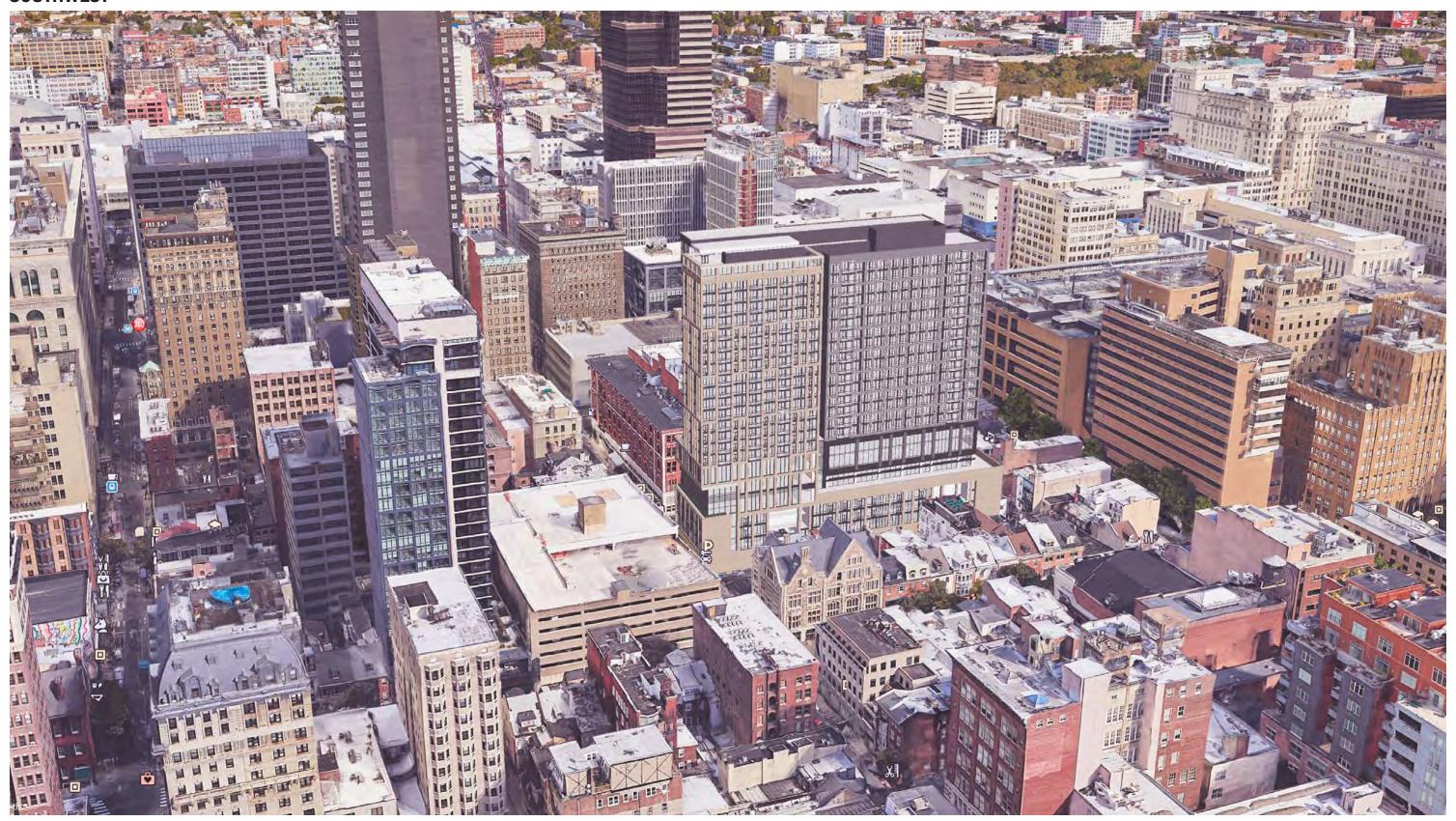
NORTHWEST



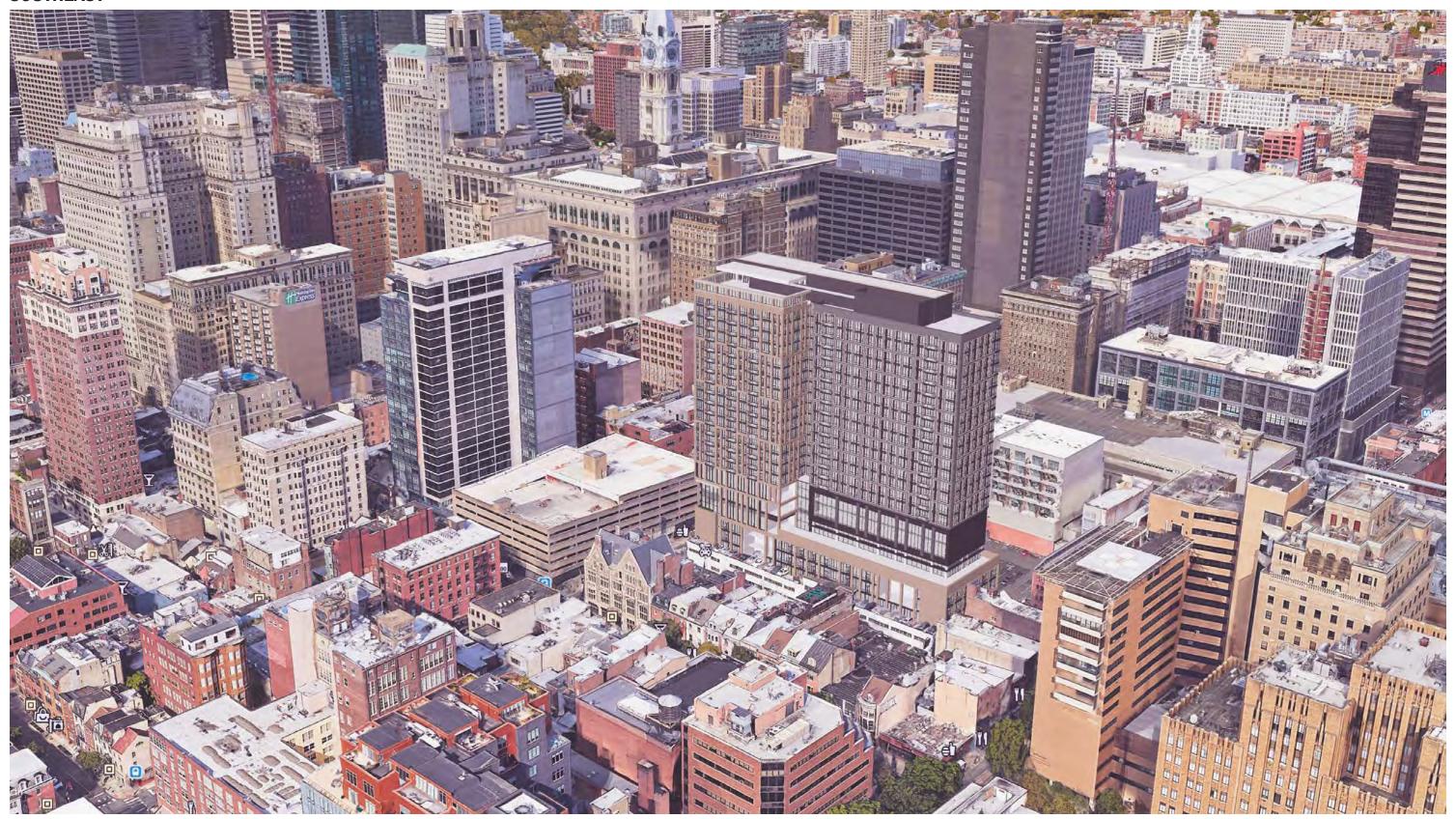
NORTHEAST



SOUTHWEST



SOUTHEAST



SOLAR ANALYSIS

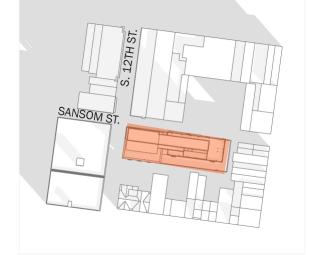
WINTER SOLSTICE

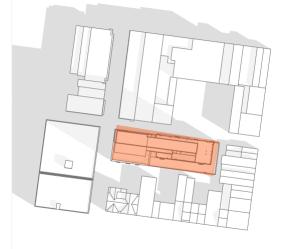


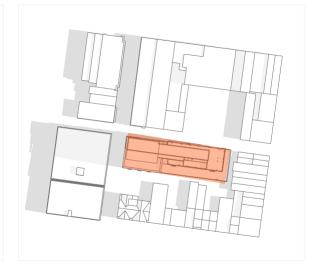
SUMMER SOLSTICE

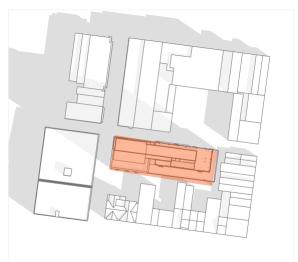
FALL EQUINOX

9:00 AM

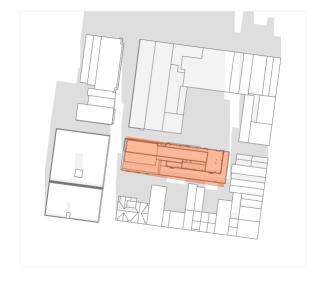


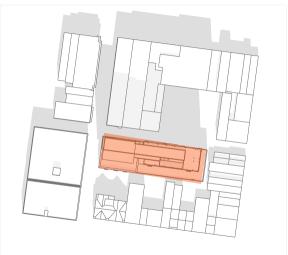


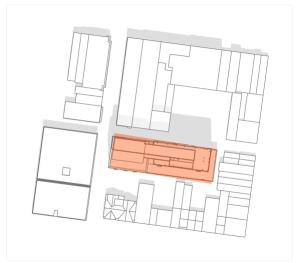


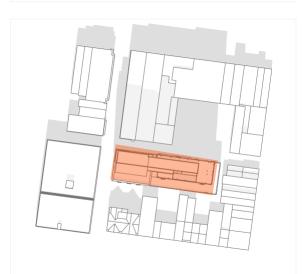


12:00 PM

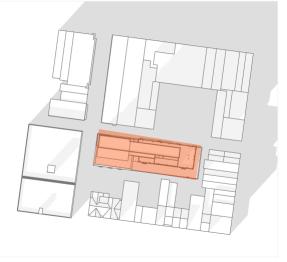


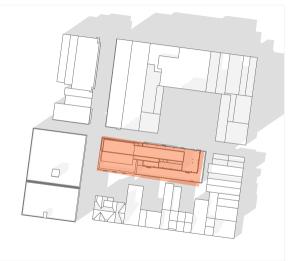


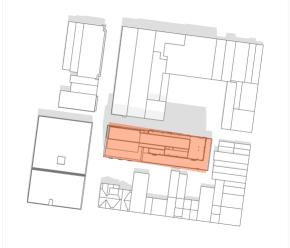


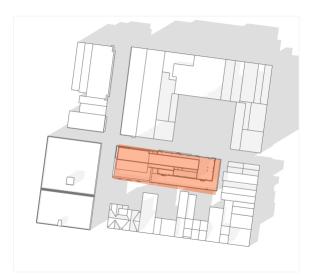


3:00 PM









SUSTAINABILITY

Civic Desigr	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.

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. Project entry is within a 1/4 mile of bus, trolley, subway and rail lines.
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.	All parking is to be located under the building.
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.	Four spaces (5%) are provided for electric vehicles. The project does not propose parking spaces for Philly Rideshare or the like at this time. The project will have two valet driven cars and a van with driver that residents can share.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No - A bike share station is located nearby on 12th & Chestnut Street.

Water Efficiency

		Voc. The project's sail mixes and
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 - The project's soil mixes and depths as well as plantings on structure will require irrigation, but it will reach 50% reduction in water use.

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.	The total Open Area of the site is 0 SF. However, a 6,360 SF terrace is provided on the 5th floor, which includes 4,185 SF landscape area.
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	The project conforms to the PWD requirements, but does not meet the requirements of items A or B.
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.	Yes - The project employs concrete unit pavers with finishes and colors that meet the >29 SRI requirement. The tower, street trees , and vegetation and trellises on the Level 5 terrace will provide abundant shading.

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.	Yes - The project will comply with the 2018 IECC and building systems will be commissioned.
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 - The project will meet code established energy minimums. Design team will evaluate additional energy savings above code minimum.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No - On-site renewable energy is not being considered at this time, but it is not being ruled out.

Innovation

Innovation	Any other sustainable measures that could positively impact the public realm.	No - Additional innovation measures are not being considered at this time, but they are not being ruled out.
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MATERIAL PALETTE



TINTED GLASS

Tinted glass window wall and storefront.



METAL PANEL

Metal panel custom color finish window wall and rain screen Color 1.



METAL PANEL

Metal panel custom color finish window wall and rain screen Color 2.





CEMENT FIBER

"Stone look" molded cement fiber dimensional frame element.



MASONRY CLADDING

Large format masonry cladding and rain screen system.



