



# 4101 MARKET STREET

CIVIC DESIGN REVIEW  
PHILADELPHIA CITY PLANNING COMMISSION

September 2019

4101 CAFE

DELICATESSEN

MARKET ON

300 UNIVERSITY PLACE



# 4101 MARKET STREET

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## **OWNER & DEVELOPER**

University Place Associates, LLC

## **ARCHITECT**

The Sheward Partnership, LLC

## **MEP & FP ENGINEER**

Bruce Brooks & Associates

## **CIVIL ENGINEER**

NTM Engineering

## **STRUCTURAL ENGINEER**

MacIntosh Engineering

## **LAB PLANNING CONSULTANT**

Hera Laboratory Planners

# PROJECT SUMMARY

3.0 University Place will be a high-tech, forward-thinking building to engage, house, and promote the robust local network of research, science, and technology start-ups. To achieve this goal, UPA assembled a design team composed of The Sheward Partnership (Architecture), NTM Engineering (Civil), MacIntosh Engineering (Structural), Bruce Brooks & Associates (MEP Engineering), and HERA (Lab Planning). UPA and the design team are working together with Dale Corporation (Construction Manager/General Contractor) to maximize efficiency and communication in the design process following an Integrated Project Delivery approach.

The programming of 3.0 builds upon the momentum of emergent work environments occurring world-wide (such as co-working). It is being designed to transform the traditional laboratory from dark, enclosed space, to light-filled bright space. The typical plans accommodate a combination of life science laboratories with creative office space and flexible meeting space. The design has built-in capability to enhance or upgrade laboratory equipment and systems to suit tenant needs.

The business model proposed at 3.0 is unique and seeks to attract innovative companies by promoting a triple bottom line approach and analyze effects on people, planet, and profit. Building tenants will benefit from the Pennsylvania Keystone Opportunity Zone for ongoing tax abatement. And in collaboration with 1776, the building will offer one or many floors with leasable co-working style lab and office facilities.

To further reflect the innovative philosophy at UPA, the building will maximize energy efficiency and rainwater reuse. Demonstrated through its LEED v4 Platinum certification, the building will go beyond minimum code compliance to reduce wasteful consumption of energy, water, and natural resources and reverse the effects of climate change. 3D computer simulation energy modeling anticipates a 20% energy cost savings. An efficient chilled beam heating and cooling system will be coupled with high efficiency LED lighting fixtures and dynamic glazing that will automatically tint to reduce uncomfortable solar heat gain. Additionally, a rooftop photovoltaic array will generate electricity on-site and reduce greenhouse gas emissions.

As a responsible urban neighbor, the 3.0 design will manage rainwater by infiltration and reusing stormwater run-off on-site. Various vegetative roofing systems will incorporate a variety of plant types, and harvested rainwater will be reused to irrigate these plantings during the summer. Rainwater will be reused throughout the year in the building’s water-based air-conditioning system and during large storm events, rainwater shall be diverted to a basement cistern.

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# REFERRAL LETTER FROM L&I

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Referral Letter from L&I to be submitted at a later date.



# COMMUNITY ORGANIZATION LETTER

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Community Organization Letter to be submitted at a later date.

# CDR APPLICATION

PHILADELPHIA CITY PLANNING COMMISSION  
CIVIC DESIGN REVIEW



## CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: To be advised

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

Proposed building exceeds 100,000 SF in area

### PROJECT LOCATION

Planning District: University SouthWest Council District: 3

Address: 4101 - 23 Market Street  
Philadelphia PA

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

### CONTACT INFORMATION

Applicant Name: Brett Peanasky Esq. Primary Phone: 215-569-4292

Email: BPeanasky@klehr.com Address: KLEHR HARRISON HARVEY BRANZBURG LLP  
1835 Market Street, Suite 1400, Philadelphia, PA 19103

UPA University Place Associates Inc UPA University Place Associates Inc  
30 N. 41St. Street, Suite 500 30 N. 41St. Street, Suite 500

Property Owner: Philadelphia, PA, 19104 . Developer Philadelphia, PA, 19104 .

The Sheward Partnership  
Architect: 2300 Chestnut Street, Philadelphia, PA 19103

### SITE CONDITIONS

Site Area: 42,378 SF

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

### SITE USES

Present Use: Vacant Lot

Proposed Use: Commercial, Research & Development, and Retail Mixed Use Building

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):  
Office 45,000 SF, Research & Development 120,000 SF, Retail 26,000 SF,

Proposed # of Parking Units:  
58

### COMMUNITY MEETING

Community meeting held: Yes Yes No

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:

Date: Time:

### ZONING BOARD OF ADJUSTMENT HEARING

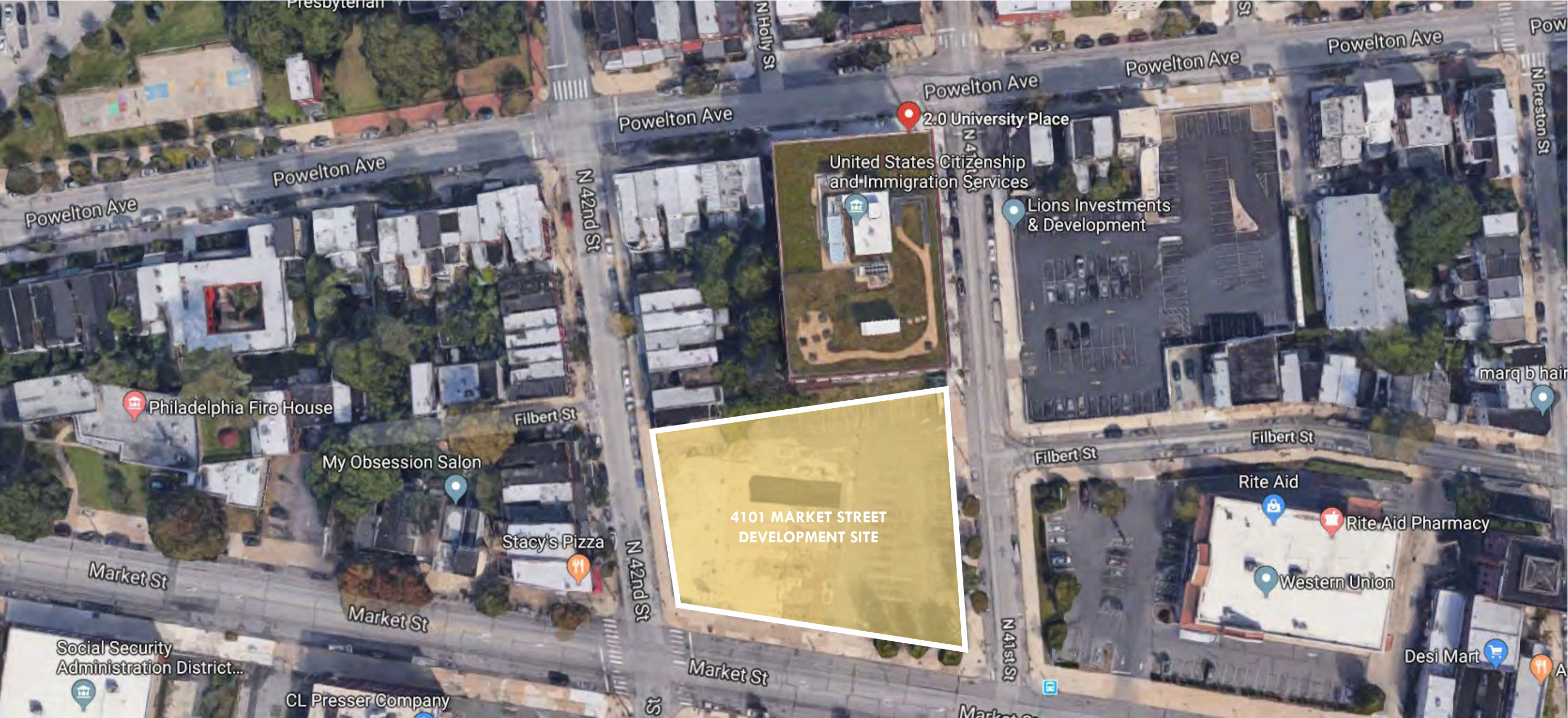
ZBA hearing scheduled: Yes No NA NA

If yes, indicate the date hearing will be held:

Date:

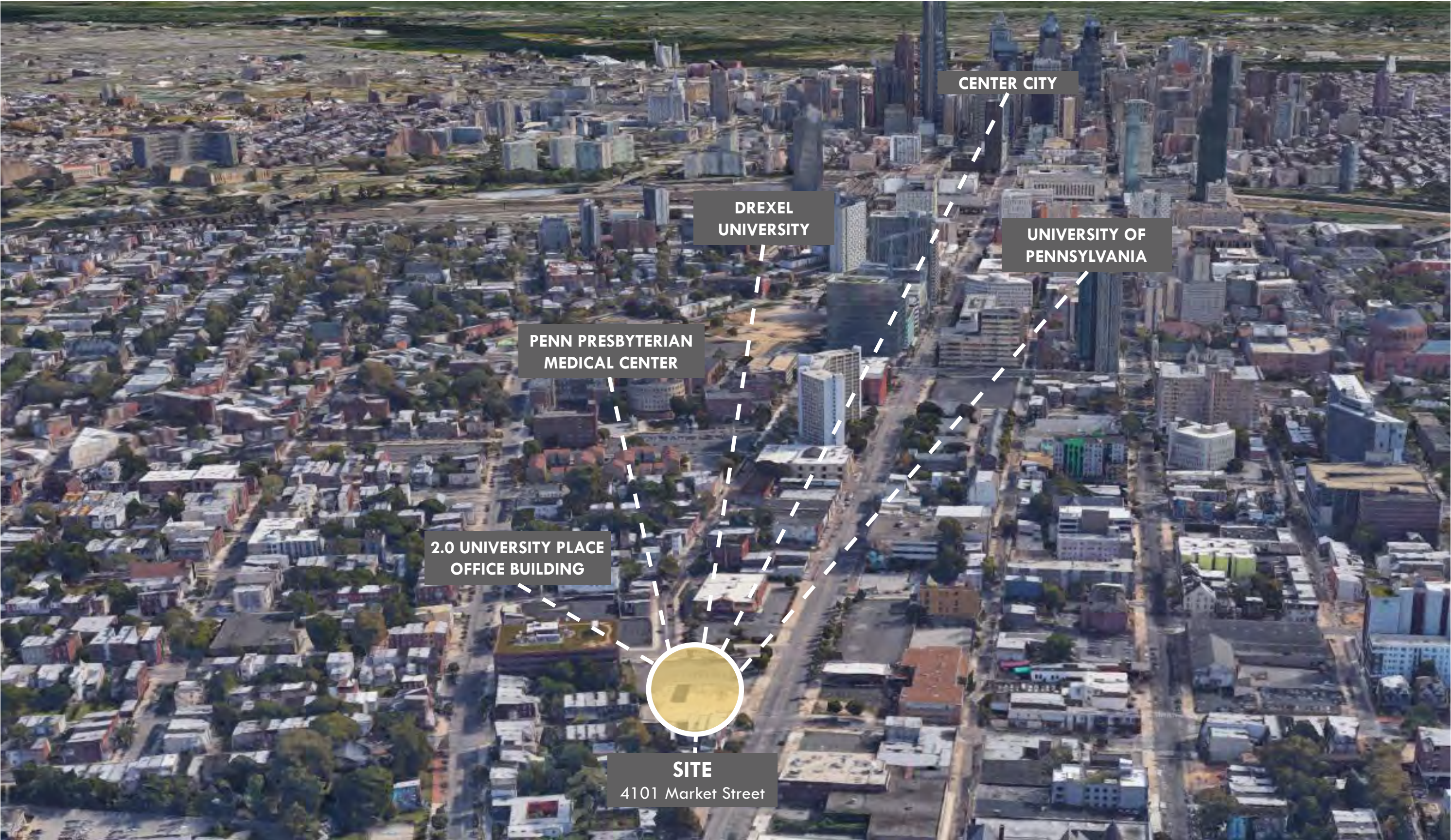


# EXISTING SITE CONTEXT



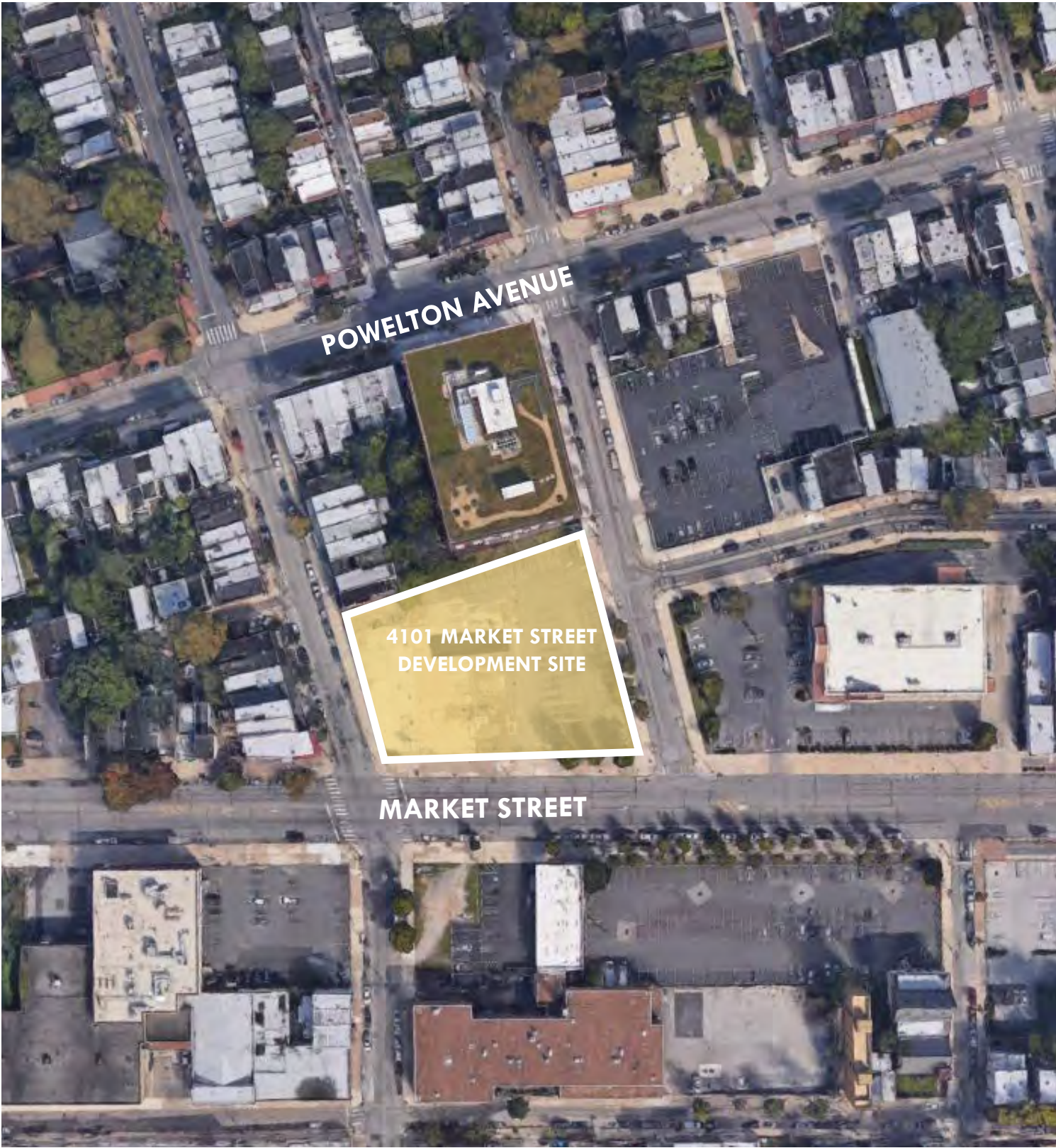


# EXISTING SITE CONTEXT





# EXISTING SITE CONTEXT



AERIAL VIEW



VIEW FROM NORTH WEST



VIEW FROM NORTH EAST



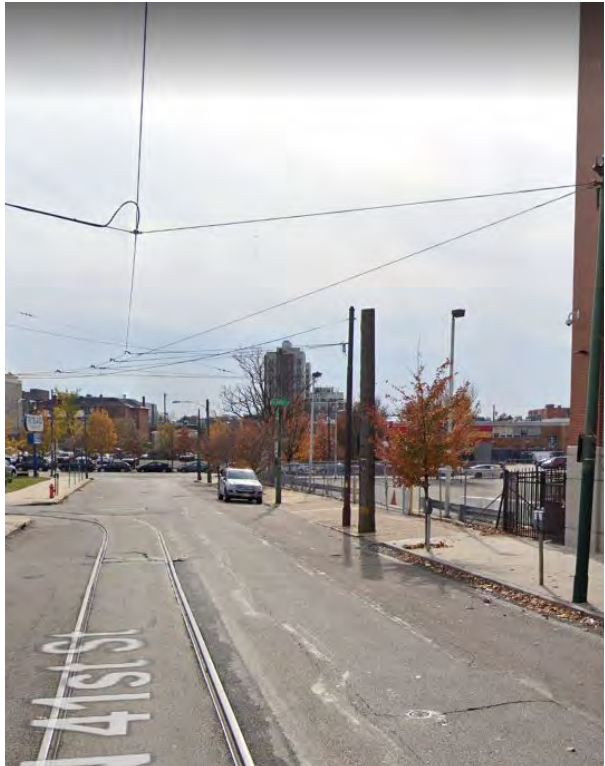
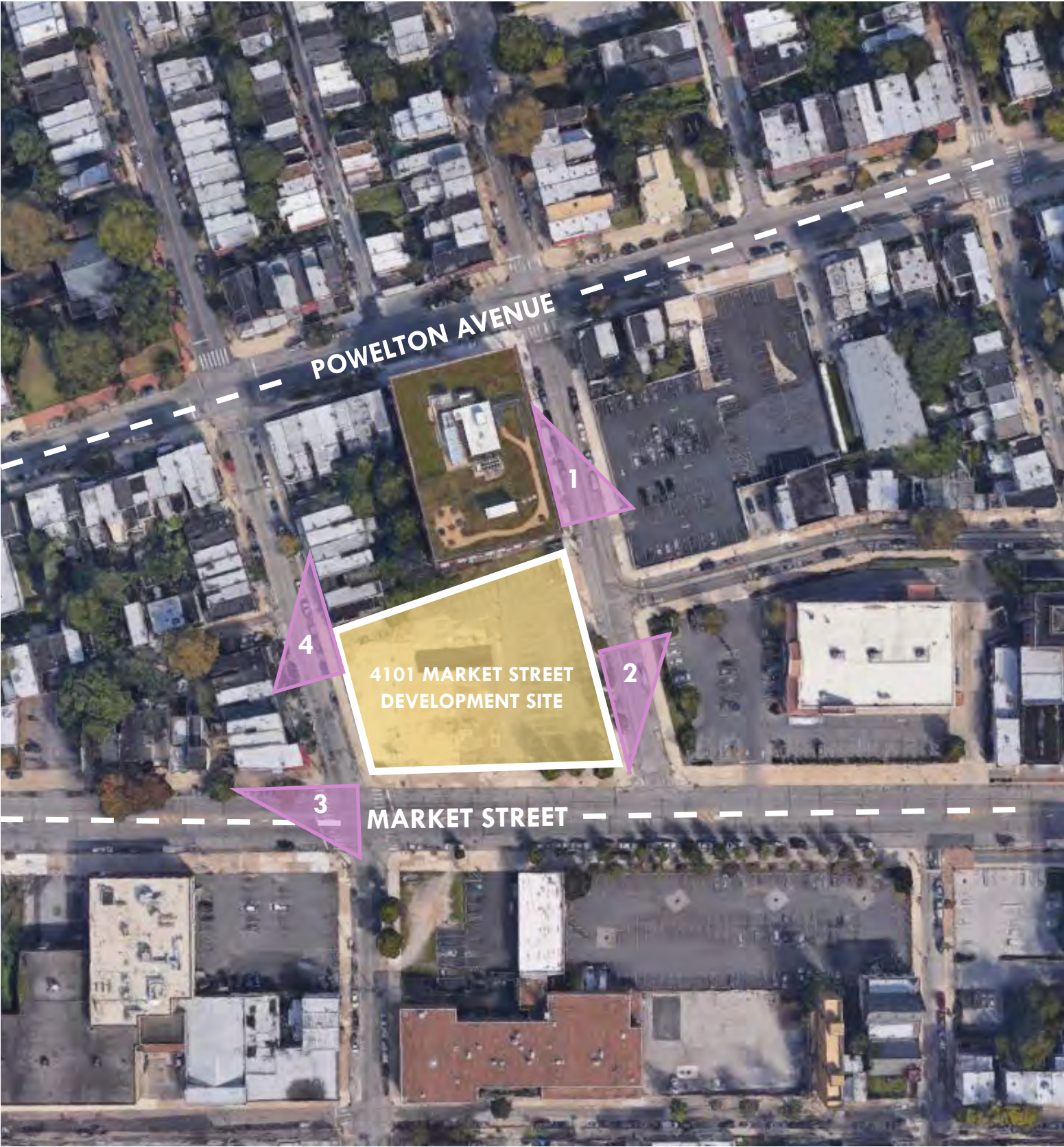
VIEW FROM SOUTH WEST



VIEW FROM SOUTH EAST



# EXISTING SITE CONTEXT



1 View on 41st Street towards Market Street



2 View on 41st Street towards Powelton Avenue



3 Eastern View down Market Street from 42nd Street



4 View towards Market Street on 42nd Street



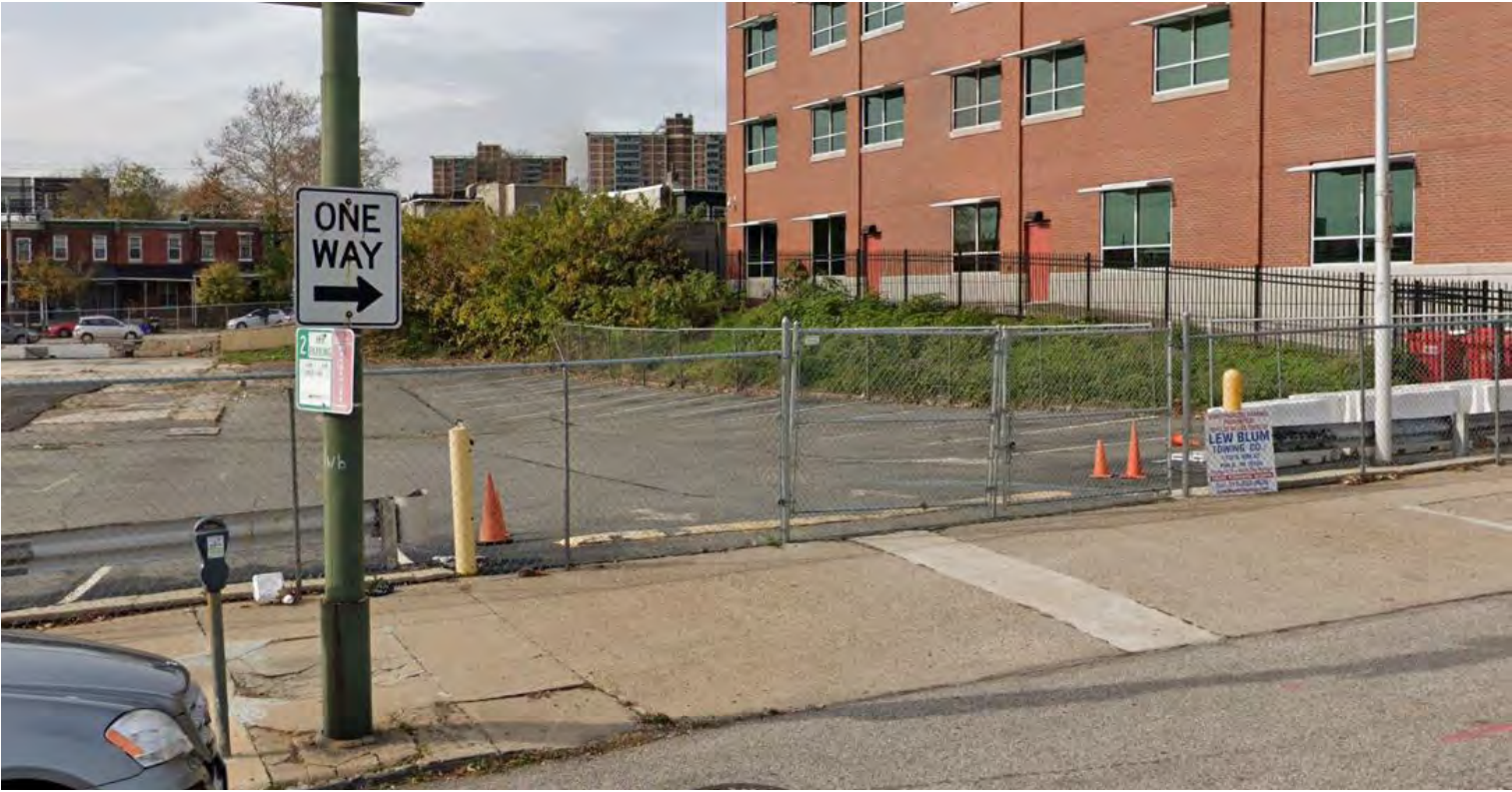
# EXISTING SITE CONTEXT



VIEW FROM 41st STREET



VIEW FROM MARKET STREET



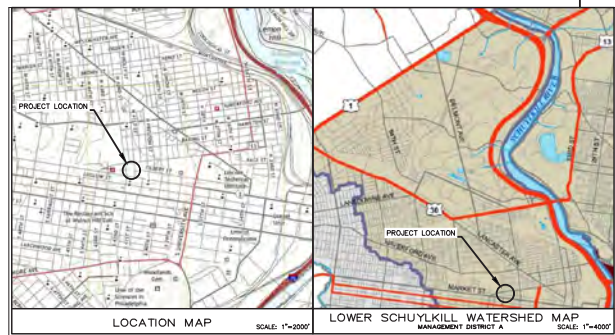
VIEW FROM 41st STREET



VIEW FROM MARKET STREET

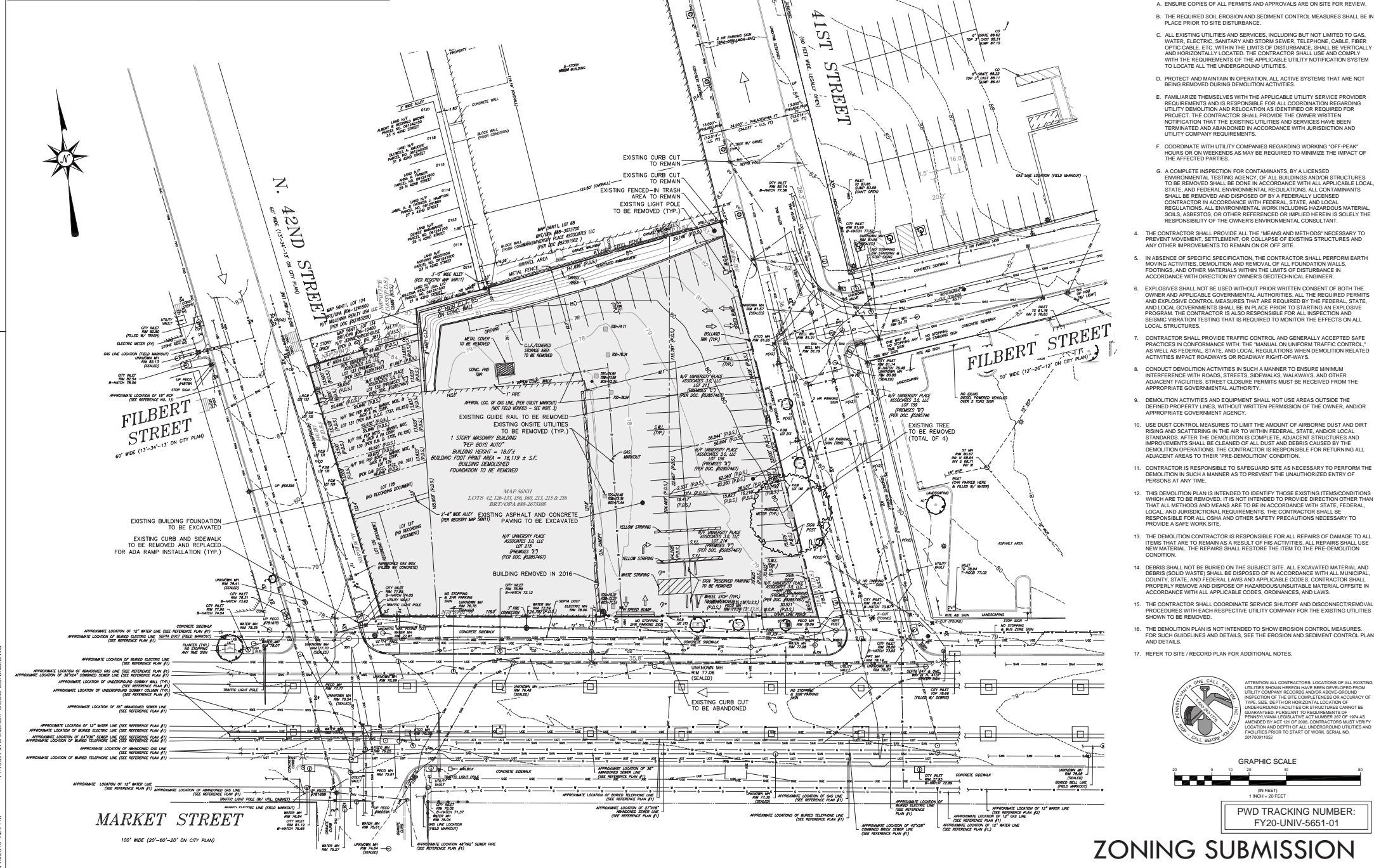


# EXISTING SITE SURVEY



GENERAL LEGEND	
MAJOR CONTOUR LINE	---100---
MINOR CONTOUR LINE	---189---
OVERHEAD UTILITY LINE	---OH---
UNDERGROUND UTILITY LINE	---UH---
WATER LINE	---W---
SANITARY SEWER LINE	---SS---
UNDERGROUND GAS LINE	---UG---
UNDERGROUND ELECTRIC LINE	---UE---
TREE/BRUSH LINE	---T---
PROPERTY LINE	---
RIGHT-OF-WAY LINE	---
CURB	---
CURB DEPRESSION	---
EXISTING FENCE	---
UTILITY POLE	---
WATER VALVE	---
DECIDUOUS TREE (W/ SIZE)	---
FIRE HYDRANT	---
GAS VALVE	---
EXISTING ON-SITE IMPROVEMENTS	---
OFFSITE ASPHALT AND CONCRETE REPLACEMENT	---

LOCATION MAP SCALE: 1"=200' LOWER SCHUYLKILL WATERSHED MAP SCALE: 1"=400'



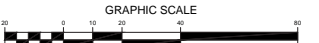
METES AND BOUNDS	
BEARING	DISTANCE (FT)
N 05°30'58" W	140.187
N 84°29'04" E	61.667
N 07°03'37" E	13.655
N 85°04'57" E	170.845
S 02°50'09" E	218.828
N 78°59'01" W	234.958

## DEMOLITION NOTES

- ALL DEMOLITION ACTIVITIES ARE TO BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AS WELL AS ALL FEDERAL, STATE AND LOCAL REGULATIONS. ANY DISCREPANCIES OR DEVIATIONS IDENTIFIED BY THE CONTRACTOR SHALL BE REPORTED TO THE ENGINEER IN WRITING FOR RESOLUTION PRIOR TO INITIATION OF ACTIVITY.
- THE FIRM OR ENGINEER OF RECORD IS NOT RESPONSIBLE FOR JOB SITE SAFETY OR SUPERVISION. CONTRACTOR IS TO PROCEED WITH THE DEMOLITION IN A SYSTEMATIC AND SAFE MANNER, FOLLOWING ALL THE OSHA REQUIREMENTS AND OTHER FEDERAL, STATE, AND LOCAL REGULATIONS, TO ENSURE THE PUBLIC AND CONTRACTOR SAFETY.
- PRIOR TO STARTING ANY DEMOLITION CONTRACTOR IS RESPONSIBLE FOR/TO:
  - ENSURE COPIES OF ALL PERMITS AND APPROVALS ARE ON SITE FOR REVIEW.
  - THE REQUIRED SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO SITE DISTURBANCE.
  - ALL EXISTING UTILITIES AND SERVICES, INCLUDING BUT NOT LIMITED TO GAS, WATER, ELECTRIC, SANITARY AND STORM SEWER, TELEPHONE, CABLE, FIBER OPTIC CABLE, ETC. WITHIN THE LIMITS OF DISTURBANCE, SHALL BE VERTICALLY AND HORIZONTALLY LOCATED. THE CONTRACTOR SHALL USE AND COMPLY WITH THE REQUIREMENTS OF THE APPLICABLE UTILITY NOTIFICATION SYSTEM TO LOCATE ALL THE UNDERGROUND UTILITIES.
  - PROTECT AND MAINTAIN IN OPERATION, ALL ACTIVE SYSTEMS THAT ARE NOT BEING REMOVED DURING DEMOLITION ACTIVITIES.
  - FAMILIARIZE THEMSELVES WITH THE APPLICABLE UTILITY SERVICE PROVIDER REQUIREMENTS AND IS RESPONSIBLE FOR ALL COORDINATION REGARDING UTILITY DEMOLITION AND RELOCATION AS IDENTIFIED OR REQUIRED FOR PROJECT. THE CONTRACTOR SHALL PROVIDE THE OWNER WRITTEN NOTIFICATION THAT THE EXISTING UTILITIES AND SERVICES HAVE BEEN TERMINATED AND ABANDONED IN ACCORDANCE WITH JURISDICTION AND UTILITY COMPANY REQUIREMENTS.
  - COORDINATE WITH UTILITY COMPANIES REGARDING WORKING "OFF-PEAK" HOURS OR ON WEEKENDS AS MAY BE REQUIRED TO MINIMIZE THE IMPACT OF THE AFFECTED PARTIES.
  - A COMPLETE INSPECTION FOR CONTAMINANTS, BY A LICENSED ENVIRONMENTAL TESTING AGENCY, OF ALL BUILDINGS AND/OR STRUCTURES TO BE REMOVED SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL ENVIRONMENTAL REGULATIONS. ALL CONTAMINANTS SHALL BE REMOVED AND DISPOSED OF BY A FEDERALLY LICENSED CONTRACTOR IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REGULATIONS. ALL ENVIRONMENTAL WORK INCLUDING HAZARDOUS MATERIAL, SOILS, ASBESTOS, OR OTHER REFERENCED OR IMPLIED HEREIN IS SOLELY THE RESPONSIBILITY OF THE OWNER'S ENVIRONMENTAL CONSULTANT.
- THE CONTRACTOR SHALL PROVIDE ALL THE "MEANS AND METHODS" NECESSARY TO PREVENT MOVEMENT, SETTLEMENT, OR COLLAPSE OF EXISTING STRUCTURES AND ANY OTHER IMPROVEMENTS TO REMAIN ON OR OFF SITE.
- IN ABSENCE OF SPECIFIC SPECIFICATION, THE CONTRACTOR SHALL PERFORM EARTH MOVING ACTIVITIES, DEMOLITION AND REMOVAL OF ALL FOUNDATION WALLS, FOOTINGS, AND OTHER MATES WITHIN THE LIMITS OF DISTURBANCE IN ACCORDANCE WITH DIRECTION BY OWNER'S GEOTECHNICAL ENGINEER.
- EXPLOSIVES SHALL NOT BE USED WITHOUT PRIOR WRITTEN CONSENT OF BOTH THE OWNER AND APPLICABLE GOVERNMENTAL AUTHORITIES. ALL THE REQUIRED PERMITS AND EXPLOSIVE CONTROL MEASURES THAT ARE REQUIRED BY THE FEDERAL, STATE, AND LOCAL GOVERNMENTS SHALL BE IN PLACE PRIOR TO STARTING AN EXPLOSIVE PROGRAM. THE CONTRACTOR IS ALSO RESPONSIBLE FOR ALL INSPECTION AND SEISMIC VIBRATION TESTING THAT IS REQUIRED TO MONITOR THE EFFECTS ON ALL LOCAL STRUCTURES.
- CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL, AND GENERALLY ACCEPTED SAFE PRACTICES IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL," AS WELL AS FEDERAL, STATE, AND LOCAL REGULATIONS WHEN DEMOLITION RELATED ACTIVITIES IMPACT ROADWAYS OR ROADWAY RIGHT-OF-WAYS.
- CONDUCT DEMOLITION ACTIVITIES IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, SIDEWALKS, WALKWAYS, AND OTHER ADJACENT FACILITIES. STREET CLOSURE PERMITS MUST BE RECEIVED FROM THE APPROPRIATE GOVERNMENTAL AUTHORITY.
- DEMOLITION ACTIVITIES AND EQUIPMENT SHALL NOT USE AREAS OUTSIDE THE DEFINED PROPERTY LINES, WITHOUT WRITTEN PERMISSION OF THE OWNER, AND/OR APPROPRIATE GOVERNMENT AGENCY.
- USE DUST CONTROL MEASURES TO LIMIT THE AMOUNT OF AIRBORNE DUST AND DIRT RISING AND SCATTERING IN THE AIR TO WITHIN FEDERAL, STATE, AND/OR LOCAL STANDARDS. AFTER THE DEMOLITION IS COMPLETE, ADJACENT STRUCTURES AND IMPROVEMENTS SHALL BE CLEANED OF ALL DUST AND DEBRIS CAUSED BY THE DEMOLITION OPERATION. THE CONTRACTOR IS RESPONSIBLE FOR RETURNING ALL ADJACENT AREAS TO THEIR "PRE-DEMOLITION" CONDITION.
- CONTRACTOR IS RESPONSIBLE TO SAFEGUARD SITE AS NECESSARY TO PERFORM THE DEMOLITION IN SUCH A MANNER AS TO PREVENT THE UNAUTHORIZED ENTRY OF PERSONS AT ANY TIME.
- THIS DEMOLITION PLAN IS INTENDED TO IDENTIFY THOSE EXISTING ITEMS/CONDITIONS WHICH ARE TO BE REMOVED. IT IS NOT INTENDED TO PROVIDE DIRECTION OTHER THAN THAT ALL METHODS AND MEANS ARE TO BE IN ACCORDANCE WITH STATE, FEDERAL, LOCAL, AND JURISDICTIONAL REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL OSHA AND OTHER SAFETY PRECAUTIONS NECESSARY TO PROVIDE A SAFE WORK SITE.
- THE DEMOLITION CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS OF DAMAGE TO ALL ITEMS THAT ARE TO REMAIN AS A RESULT OF HIS ACTIVITIES. ALL REPAIRS SHALL USE NEW MATERIAL. THE REPAIRS SHALL RESTORE THE ITEM TO THE PRE-DEMOLITION CONDITION.
- DEBRIS SHALL NOT BE BURIED ON THE SUBJECT SITE. ALL EXCAVATED MATERIAL AND DEBRIS (SOLID WASTE) SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL MUNICIPAL, COUNTY, STATE, AND FEDERAL LAWS AND APPLICABLE CODES. CONTRACTOR SHALL PROPERLY REMOVE AND DISPOSE OF HAZARDOUS/UNSTABLE MATERIAL OFFSITE IN ACCORDANCE WITH ALL APPLICABLE CODES, ORDINANCES, AND LAWS.
- THE CONTRACTOR SHALL COORDINATE SERVICE SHUTOFF AND DISCONNECT/REMOVAL PROCEDURES WITH EACH RESPECTIVE UTILITY COMPANY FOR THE EXISTING UTILITIES SHOWN TO BE REMOVED.
- THE DEMOLITION PLAN IS NOT INTENDED TO SHOW EROSION CONTROL MEASURES. FOR SUCH GUIDELINES AND DETAILS, SEE THE EROSION AND SEDIMENT CONTROL PLAN AND DETAILS.
- REFER TO SITE / RECORD PLAN FOR ADDITIONAL NOTES.



ATTENTION: ALL CONTRACTORS LOCATIONS OF ALL EXISTING UTILITIES SHOWN HEREON HAVE BEEN DEVELOPED FROM UTILITY COMPANY RECORDS AND/OR ABOVE-GROUND INSPECTION OF THE SITE COMPLETENESS OR ACCURACY OF TYPE, SIZE, DEPTH OR HORIZONTAL LOCATION OF EXISTING UTILITIES AND STRUCTURES CANNOT BE GUARANTEED. PURSUANT TO REQUIREMENTS OF 1910 AS AMENDED BY ACT 151 OF 2008, CONTRACTORS MUST VERIFY LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES AND FACILITIES PRIOR TO START OF WORK. SERIAL NO. 20170001002



PWD TRACKING NUMBER: FY20-UNIV-5651-01

## ZONING SUBMISSION

Architect

**THE SHEWARD PARTNERSHIP, LLC**  
2300 CHESTNUT STREET  
PHILADELPHIA, PA 19103  
215.751.9301

Civil Engineer

**NEWELL ENGINEERING**  
30 N. 41ST STREET, SUITE 520  
PHILADELPHIA, PA 19101  
215.397.4055

Structural Engineer

**MACINTOSH ENGINEERING**  
300 DELAWARE AVENUE  
SUITE 820  
WILMINGTON, DE 19801  
302.252.9200

MEP / FP Engineer

**BBA**  
2209 CHESTNUT STREET  
PHILADELPHIA, PA 19103  
215.569.0400

Lab Planning Consultant

**HERA laboratory planners**  
230 S BROAD STREET, SUITE 201  
PHILADELPHIA, PA 19102  
215.670.5333

Landscape Architect

**Bofmeadow**  
7135 GERMANTOWN AVE, 2ND FL  
PHILADELPHIA, PA, 19119  
215.247.8784

Seal

MARK D. BOWEN, P.E. #057426  
MBOWEN@NTMENG.COM 215.397.4055

Key Plan

Revisions:

NO.	DESCRIPTION	DATE

Project

**3.0 University Place**  
4101 Market Street,  
Philadelphia, PA 19104

Owner

**UPA**  
UniversityPlace@upacorp.com  
30 N 41st Street, Suite 500  
Philadelphia, PA 19104

EXISTING CONDITIONS / DEMOLITION PLAN

Project Number

15007.05

Date

08/14/2019

Drawn By

IEL

Checked By

MDB

Scale

AS NOTED

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



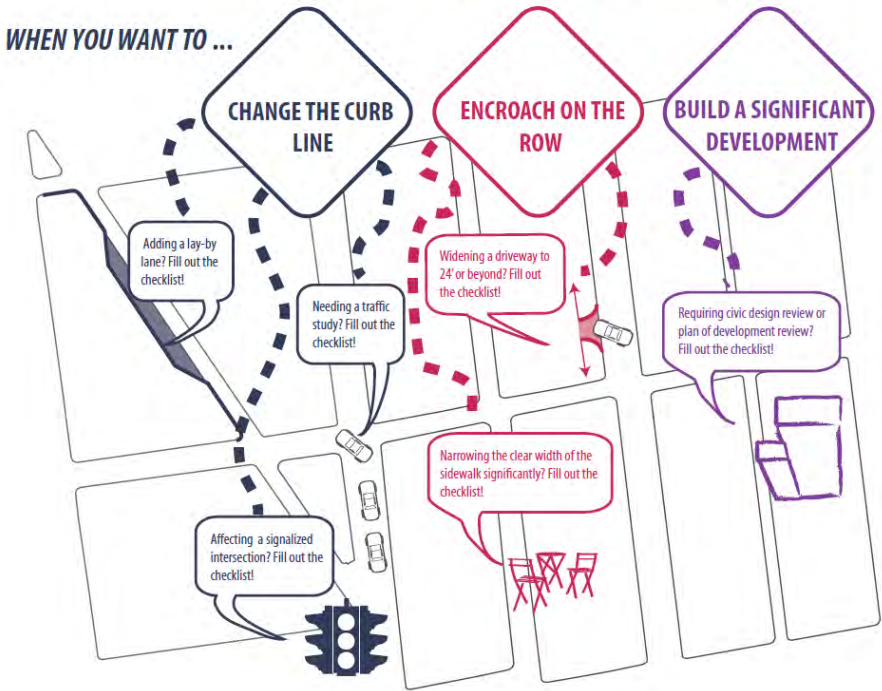
INSTRUCTIONS

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?



PRELIMINARY PCPC REVIEW AND COMMENT: \_\_\_\_\_

DATE \_\_\_\_\_

FINAL STREETS DEPT REVIEW AND COMMENT: \_\_\_\_\_

DATE \_\_\_\_\_

COMPLETE STREETS CHECKLIST

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 CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME

3.0 University Place
2. DATE

2019-09-10
3. APPLICANT NAME

Geoff Chalkley
5. PROJECT AREA: list precise street limits and scope

Market Street between N 41<sup>st</sup> Street and N 42<sup>nd</sup> Street,
4. APPLICANT CONTACT INFORMATION

gjc@tsparch.com, 215-791-9301
6. OWNER NAME

Scott Mazo
7. OWNER CONTACT INFORMATION

scott.mazo@gmail.com, 267-284-1407
8. ENGINEER / ARCHITECT NAME

Mark D. Bowen
9. ENGINEER / ARCHITECT CONTACT INFORMATION

mbowen@ntmeng.com, 215-397-4055
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
Market Street	N. 41 <sup>st</sup> Street	N. 42 <sup>nd</sup> Street	Urban Arterial
N. 41 <sup>st</sup> Street	Market Street	Powelton Avenue	City Neighborhood
N 42 <sup>nd</sup> Street	Market Street	Filbert Street	City Neighborhood

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?

a. Parking and loading regulations in curb lanes adjacent to the site

YES ☐ NO ☒

b. Street Furniture such as bus shelters, honor boxes, etc.

YES ☐ NO ☐ N/A ☒

c. Street Direction

YES ☒ NO ☐

d. Curb Cuts

YES ☒ NO ☐ N/A ☐

e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.

YES ☒ NO ☐ N/A ☐

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

YES ☒ NO ☐ N/A ☐

APPLICANT: General Project Information

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

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Market Street	≥12' / 20' / 20'	20' / 20'
N. 41 <sup>st</sup> Street	≥10' / 13' / 17',13'	13' / 17',13'
N. 42 <sup>nd</sup> Street	≥10' / 13' / 17',13'	13' / 17',13'

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
Market Street	≥6' / 12' / 13'
N. 41 <sup>st</sup> Street	≥5' / 7.5' / 7.7'
N. 42 <sup>nd</sup> Street	≥5' / 10' / 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
Existing Curb Cut (To be abandoned)	35.8'	Center of Prop along Market St.
Existing Curb Cut (To remain)	36.8'	Along the Western side 41 <sup>st</sup> Street at the location of the loading dock
Existing Curb Cut (To remain)	28.3'	Along the Eastern side of N. 41 <sup>st</sup> Street at the entrance to the existing parking lot

PROPOSED VEHICULAR INTRUSIONS		
INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Existing Curb Cut (To remain)	36.8'	Along 41 <sup>st</sup> Street at the location of the proposed loading dock
Existing Curb Cut (To remain)	28.3'	Along the Eastern side of N. 41 <sup>st</sup> Street at the entrance to the existing parking lot

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: This LEED-Platinum project creates an attractive and welcoming environment for the community. The project includes renovations to the existing ADA curb ramps, replaced sidewalks, proposed sidewalk bumpouts, planters, bicycle parking, and added street trees. The addition of painted crosswalks will provide added safety to the existing intersections.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS CHECKLIST

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>Market Street</u>	<u>0' / 0'</u>
<u>N. 41<sup>st</sup> Street</u>	<u>0' / 0'</u>
<u>N. 42<sup>nd</sup> Street</u>	<u>0' / 3.5'</u>

17. FURNISHING ZONE: list the MINIMUM, **recommended, existing, and proposed** Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Market Street</u>	<u>≥4' / 8' / 8'</u>
<u>N. 41<sup>st</sup> Street</u>	<u>≥3.5' / 5.5' / 5'</u>
<u>N. 42<sup>nd</sup> Street</u>	<u>≥3.5' / 3' / 4.5'</u>

18. Identify proposed “high priority” building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?
- Bicycle Parking

Lighting

Benches

Street Trees

Street Furniture

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☐

N/A ☒

YES ☐

NO ☐

N/A ☒

YES ☒

NO ☐

N/A ☐

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☐

N/A ☐

YES ☐

NO ☐

N/A ☐

YES ☐

NO ☐

N/A ☐

YES ☐

NO ☐

N/A ☐

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 ☐
- DEPARTMENTAL APPROVAL
- YES ☐ NO ☐  
YES ☐ NO ☐  
YES ☐ NO ☐  
YES ☐ NO ☐  
YES ☐ NO ☐  
YES ☐ NO ☐
- BUILDING & FURNISHING COMPONENT (continued)
21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☐

22. Does the design maintain adequate visibility for all roadway users at intersections?

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☐
- THE SHEWARD PARTNERSHIP CIVIC DESIGN REVIEW | 4101 MARKET STREET | SEPTEMBER 2019
- 15



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: The building zone along N. 42<sup>nd</sup> Street consists of an areaway designed for the basement level generators.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS CHECKLIST

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>

Off-street bicycle storage

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
4101-4123 Market Street	22	0 / 0	0 / 14	0 / 50

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	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Buffered Bike Lane	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Bicycle-Friendly Street	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Indego Bicycle Share Station	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>

DEPARTMENTAL APPROVAL

YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

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

YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
---	-----------------------------	------------------------------

YES <input type="checkbox"/>	NO <input type="checkbox"/>
------------------------------	-----------------------------

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

YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
---	-----------------------------	------------------------------

YES <input type="checkbox"/>	NO <input type="checkbox"/>
------------------------------	-----------------------------

APPLICANT: Bicycle Component

Additional Explanation / Comments: Through the addition of on-sidewalk and in-building bike storage and a proposed Indego Bicycle Sharing Station, this design promotes the use of bicycles in travel to and from the property. The project intends to utilize the existing bike lanes along Market Street to tie the project into the bicycle networks around the City.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?

YES ☒ NO ☐
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

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

YES ☒ NO ☐ N/A ☐
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

DEPARTMENTAL APPROVAL

- YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: The proposed project is within a quarter mile to the Market Frankford Line’s 40th street station, and across the street from a Route 40 Bus stop. Having improved pedestrian facilities, newly painted crosswalks, and bicycle storage promotes the use of public transit options in traveling to and from the proposed building.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
--------	------	----	------------------------------------	-----------------

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

City Bus
34. Will the project affect a historically certified street? An [inventory of historic streets](#)<sup>(1)</sup> is maintained by the Philadelphia Historical Commission.

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

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

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

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

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

YES ☒ NO ☐

DEPARTMENTAL APPROVAL

- YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: A proposed loading dock is proposed within the building to offer off street loading. This loading dock is sized for an AASHTO SU-30 vehicle.

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 YES <input type="checkbox"/> NO <input type="checkbox"/>
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Urban Design Component

Additional Explanation / Comments: Proposed crosswalks, sidewalk improvements, and ADA ramps are included in the design in order to safely tie the project into the surrounding transit stops and destinations.

DEPARTMENTAL REVIEW: Urban Design Component

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

COMPLETE STREETS CHECKLIST

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		
					DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <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?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	
<i>If yes, City Plan Action may be required.</i>						
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 checked="" type="checkbox"/>	NO <input 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 project proposes the repainting of crosswalks at the crossings of Market Street, 42<sup>nd</sup> Street, and 41<sup>st</sup> Street to improve the pedestrian access to the site.

DEPARTMENTAL REVIEW: Intersections & Crossings Component

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



# COMPLETE STREETS CHECKLIST

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### ADDITIONAL COMMENTS

**APPLICANT**

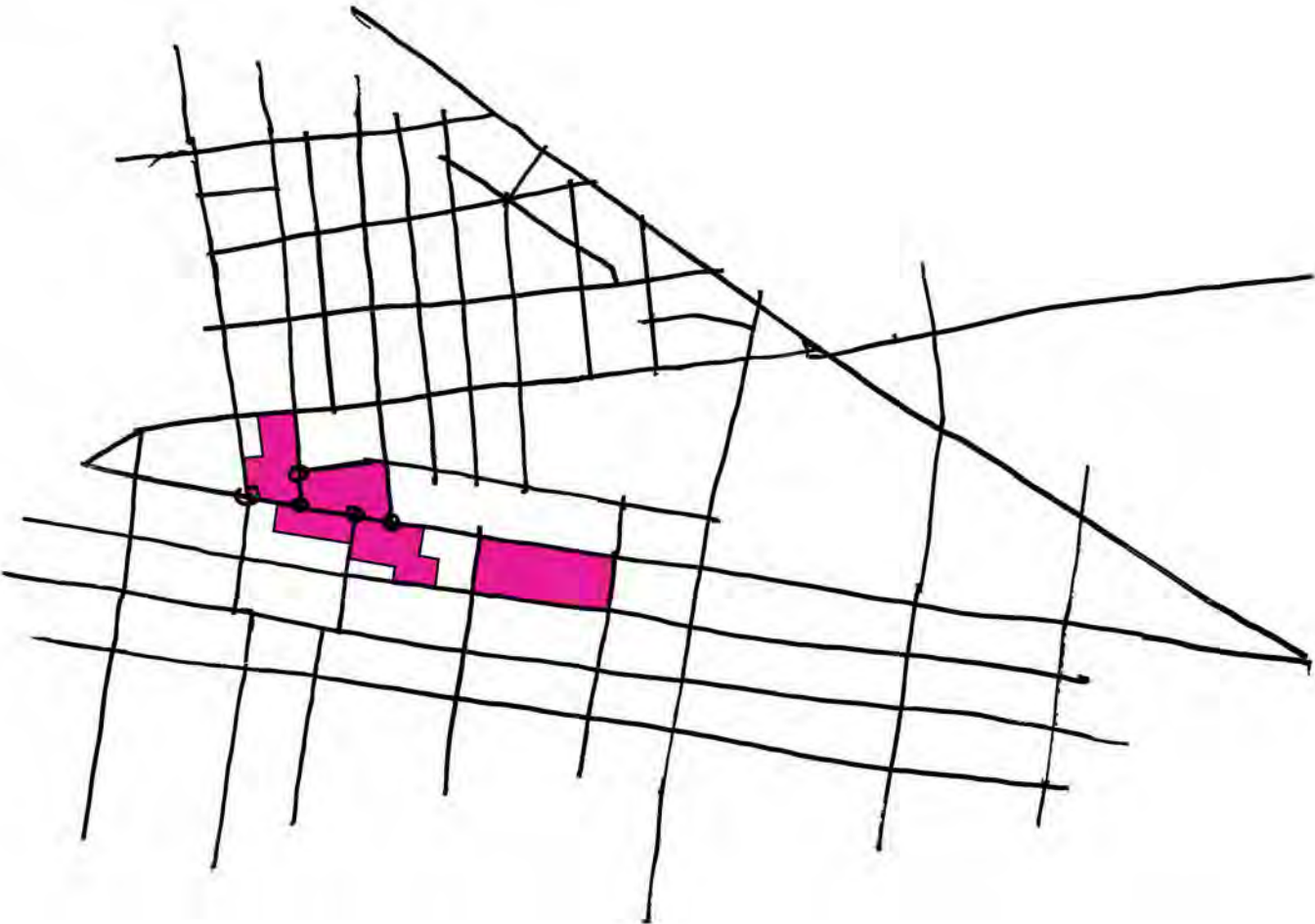
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW**

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



THE PLATINUM CORRIDOR™  
PHILADELPHIA, PENNSYLVANIA



06.11.18 / FINAL DOCUMENT



SUSTAINABLE DISTRICT FRAMEWORK: PUBLIC REALM + ARCHITECTURE + RESILIENCE





# SITE PLAN





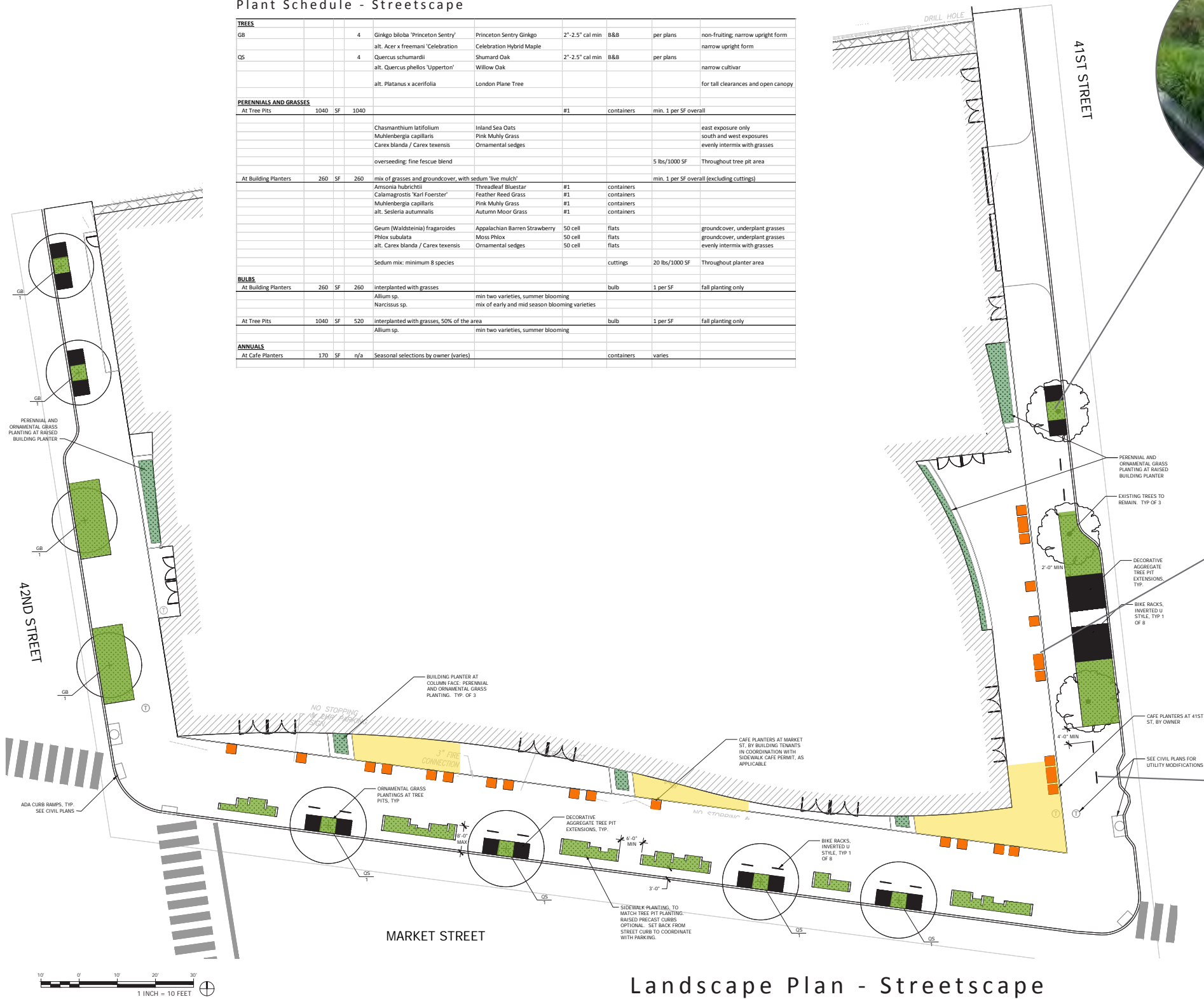




# LANDSCAPE PLAN - STREETSCAPE

Plant Schedule - Streetscape

<b>TREES</b>									
GB		4	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	2"-2.5" cal min	B&B	per plans	non-fruiting; narrow upright form	
			alt. Acer x Freemanii 'Celebration'	Celebration Hybrid Maple	2"-2.5" cal min	B&B	per plans	narrow upright form	
OS		4	Quercus schumardii	Shumard Oak	2"-2.5" cal min	B&B	per plans	narrow cultivar	
			alt. Quercus phellos 'Upperton'	Willow Oak					
			alt. Platanus x acerifolia	London Plane Tree				for tall clearances and open canopy	
<b>PERENNIALS AND GRASSES</b>									
At Tree Pits	1040	SF	1040		#1	containers	min. 1 per SF overall		
				Chasmanthium latifolium	Inland Sea Oats			east exposure only	
				Muhlenbergia capillaris	Pink Muhly Grass			south and west exposures	
				Carex blanda / Carex texensis	Ornamental sedges			evenly intermix with grasses	
				overseeding: fine fescue blend			5 lbs/1000 SF	Throughout tree pit area	
At Building Planters	260	SF	260	mix of grasses and groundcover, with sedum 'live mulch'		#1	containers	min. 1 per SF overall (excluding cuttings)	
				Amonia hubrichtii	Threadleaf Bluestar	#1	containers		
				Calamagrostis 'Karl Foerster'	Feather Reed Grass	#1	containers		
				Muhlenbergia capillaris	Pink Muhly Grass	#1	containers		
				alt. Sesleria autumnalis	Autumn Moor Grass	#1	containers		
				Geum (Waldsteinia) fragaroides	Appalachian Barren Strawberry	50 cell	flats	groundcover, underplant grasses	
				Phlox subulata	Moss Phlox	50 cell	flats	groundcover, underplant grasses	
				alt. Carex blanda / Carex texensis	Ornamental sedges	50 cell	flats	evenly intermix with grasses	
				Sedum mix: minimum 8 species		cuttings	20 lbs/1000 SF	Throughout planter area	
<b>BULBS</b>									
At Building Planters	260	SF	260	interplanted with grasses		bulb	1 per SF	fall planting only	
				Allium sp.	min two varieties, summer blooming				
				Narcissus sp.	mix of early and mid season blooming varieties				
At Tree Pits	1040	SF	520	interplanted with grasses, 50% of the area		bulb	1 per SF	fall planting only	
				Allium sp.	min two varieties, summer blooming				
<b>ANNUALS</b>									
At Cafe Planters	170	SF	n/a	Seasonal selections by owner (varies)		containers	varies		



Planted tree pits: ornamental grasses for resilient streetscape greening that complements the street trees. Street trees where feasible given as-built utility locations



Tee pit extensions: crushed decorative aggregate



Cafe screening planters

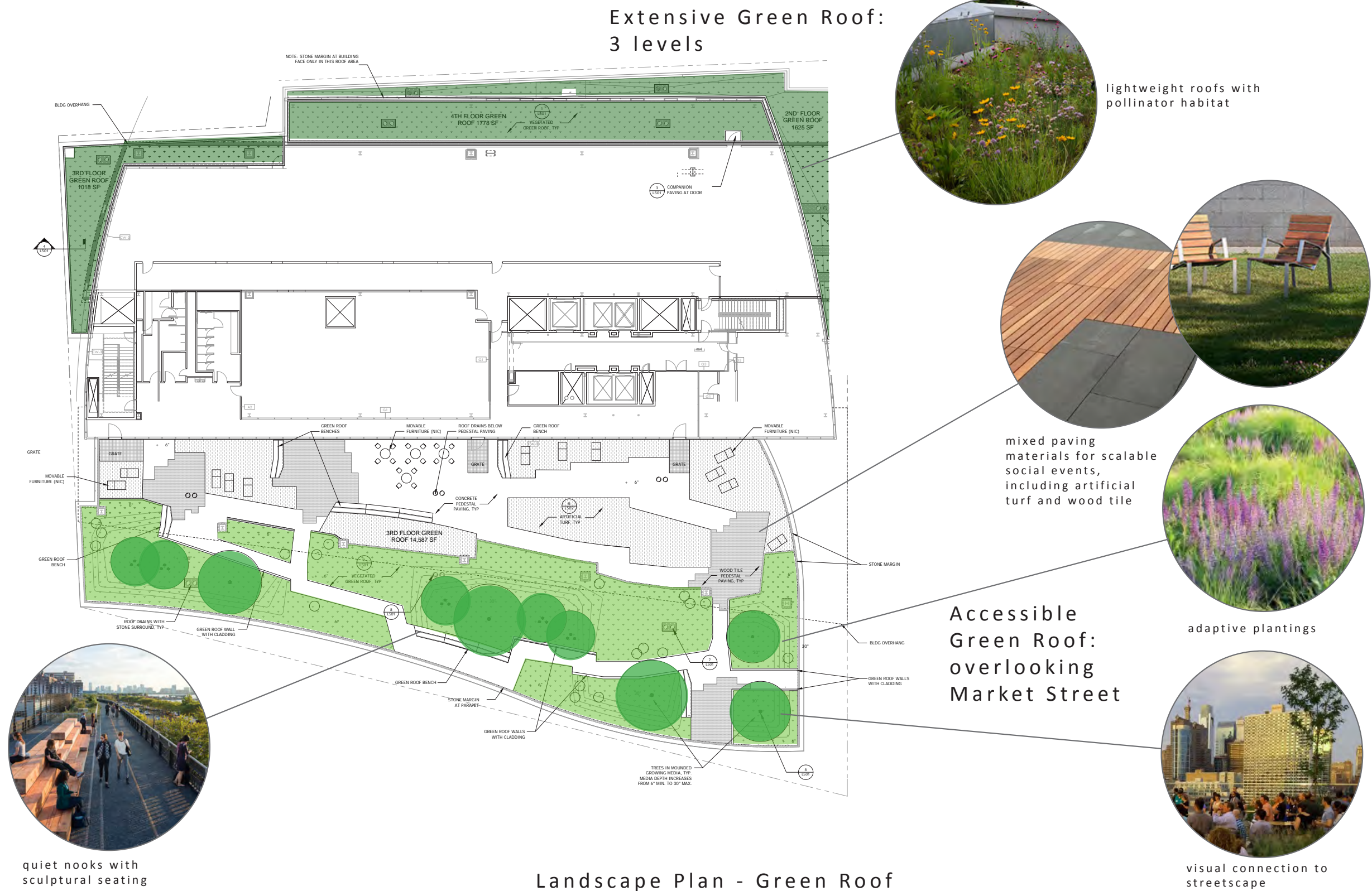


Public bike racks: inverted U racks

Landscape Plan - Streetscape



# LANDSCAPE PLAN - GREEN ROOF



Landscape Plan - Green Roof



# FLOOR PLAN GROUND FLOOR

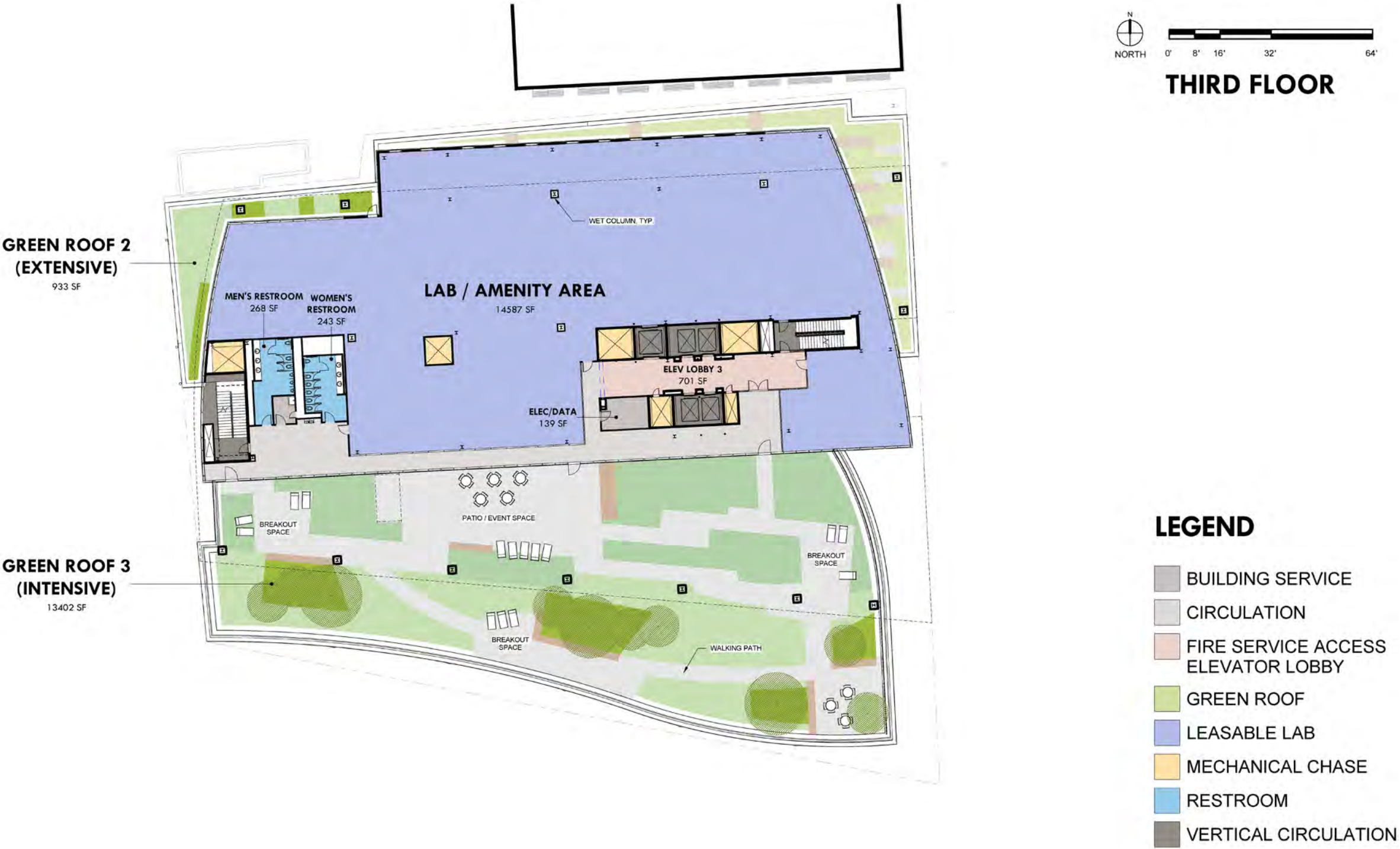




# FLOOR PLAN SECOND FLOOR

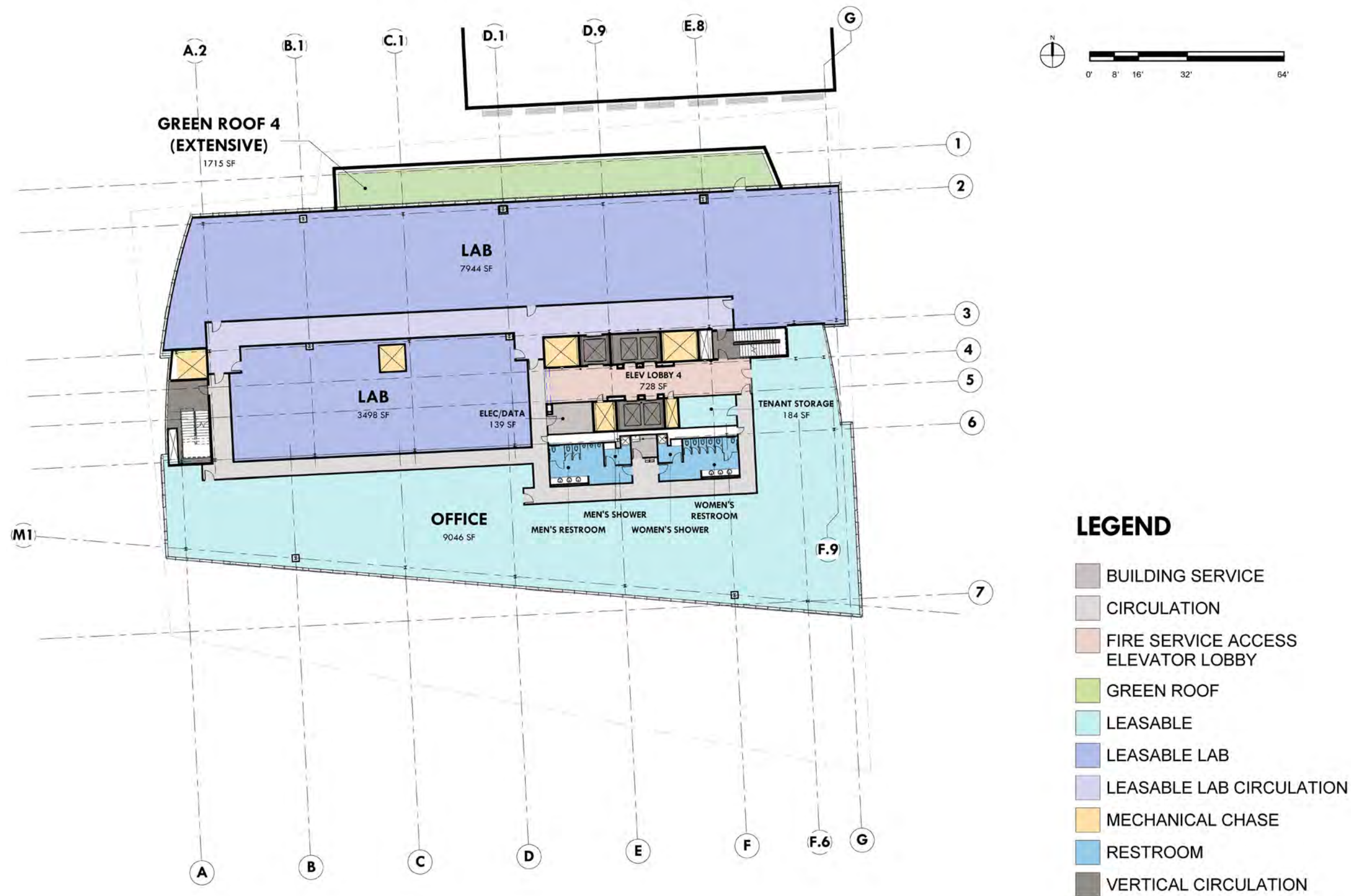


# FLOOR PLAN THIRD FLOOR

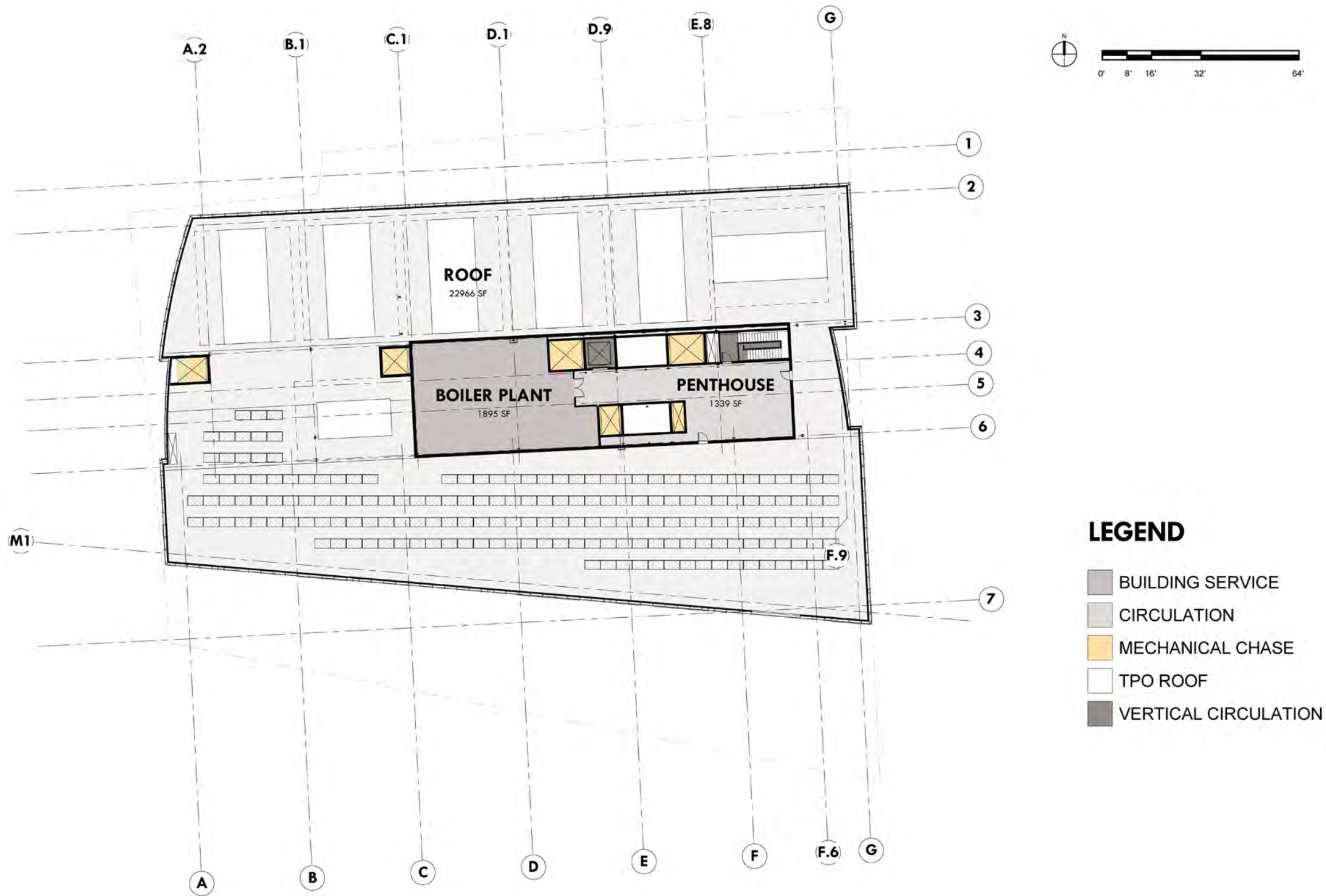




# FLOOR PLAN FOURTH FLOOR



# FLOOR PLAN PENTHOUSE FLOOR

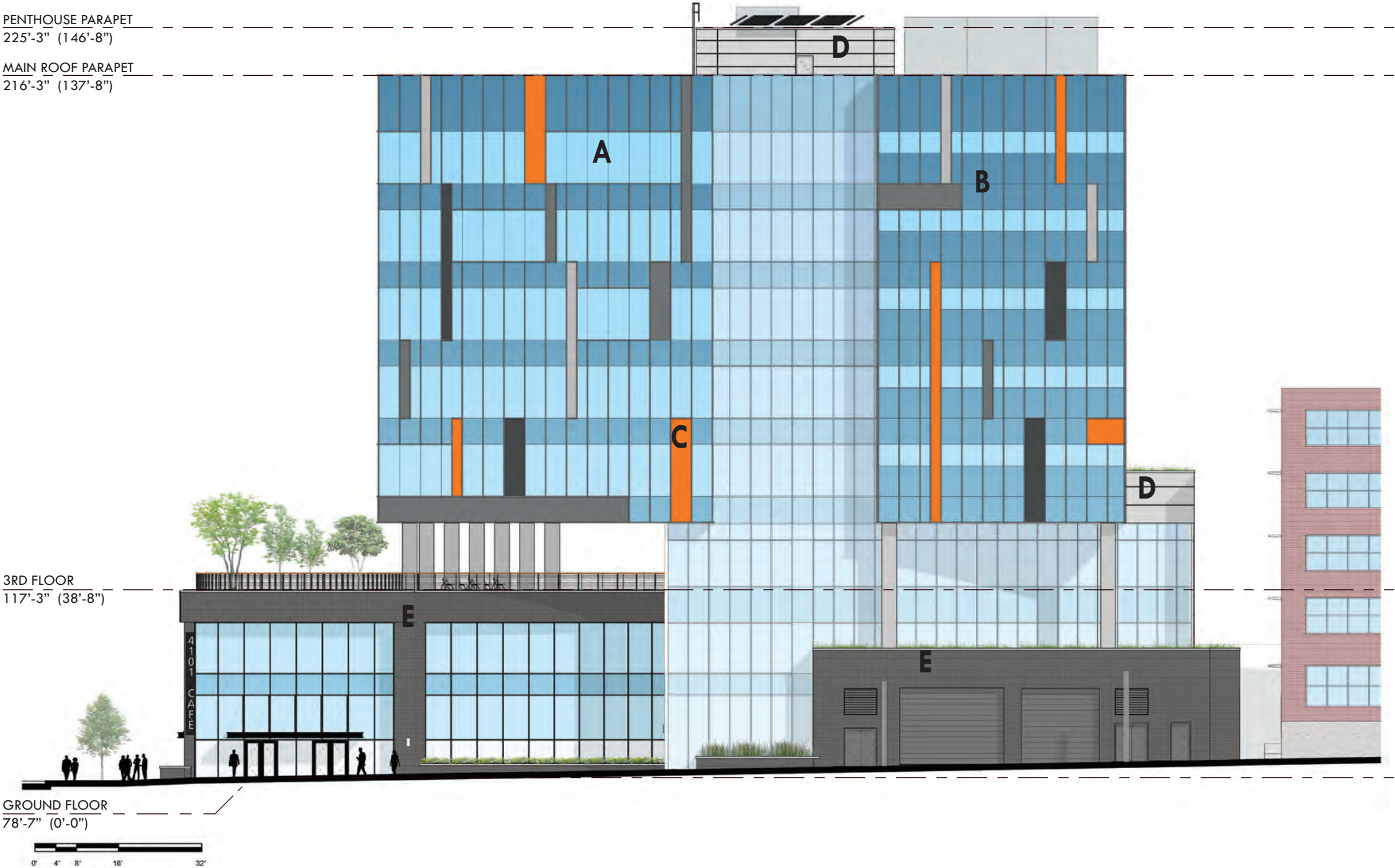




# EAST ELEVATION

## MATERIALS

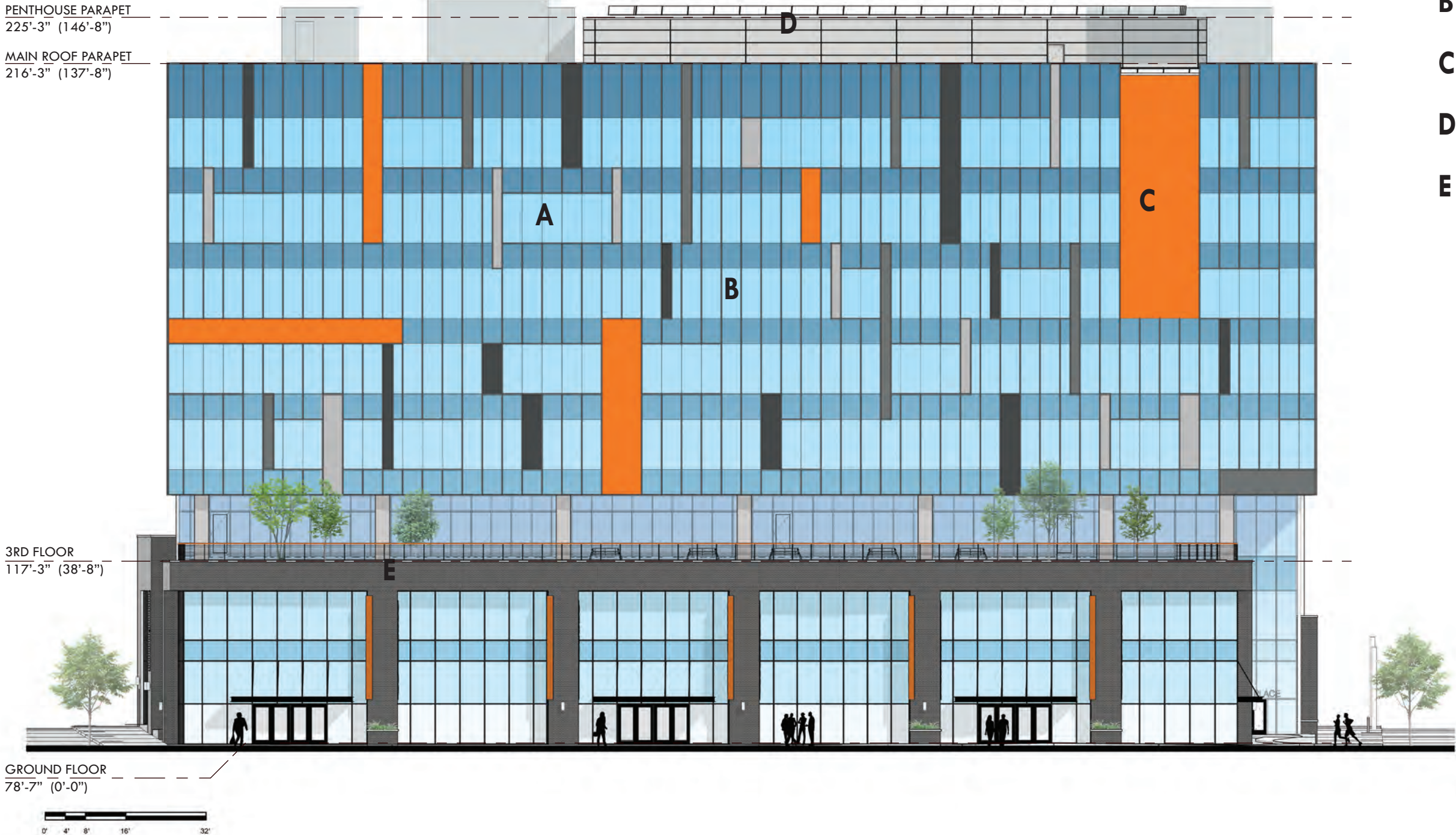
- A** ELECTROCHROMIC TINTABLE GLAZING
- B** SPANDREL GLAZING
- C** ACCENT COLOR SPANDREL
- D** METAL PANELS
- E** GRAY BRICK



# SOUTH ELEVATION

## MATERIALS

- A** ELECTROCHROMIC TINTABLE GLAZING
- B** SPANDREL GLAZING
- C** ACCENT COLOR SPANDREL
- D** METAL PANELS
- E** GRAY BRICK

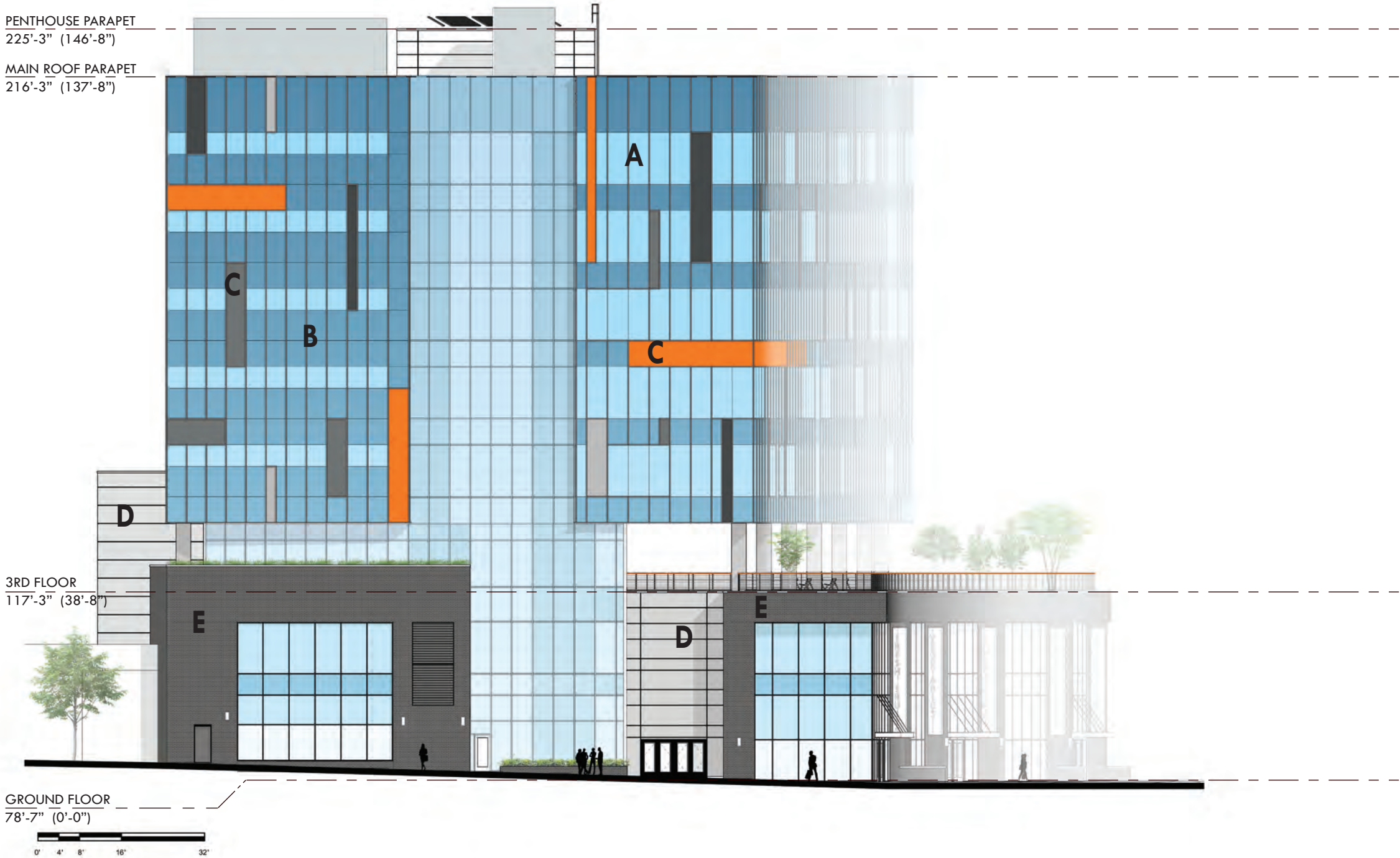




# WEST ELEVATION

## MATERIALS

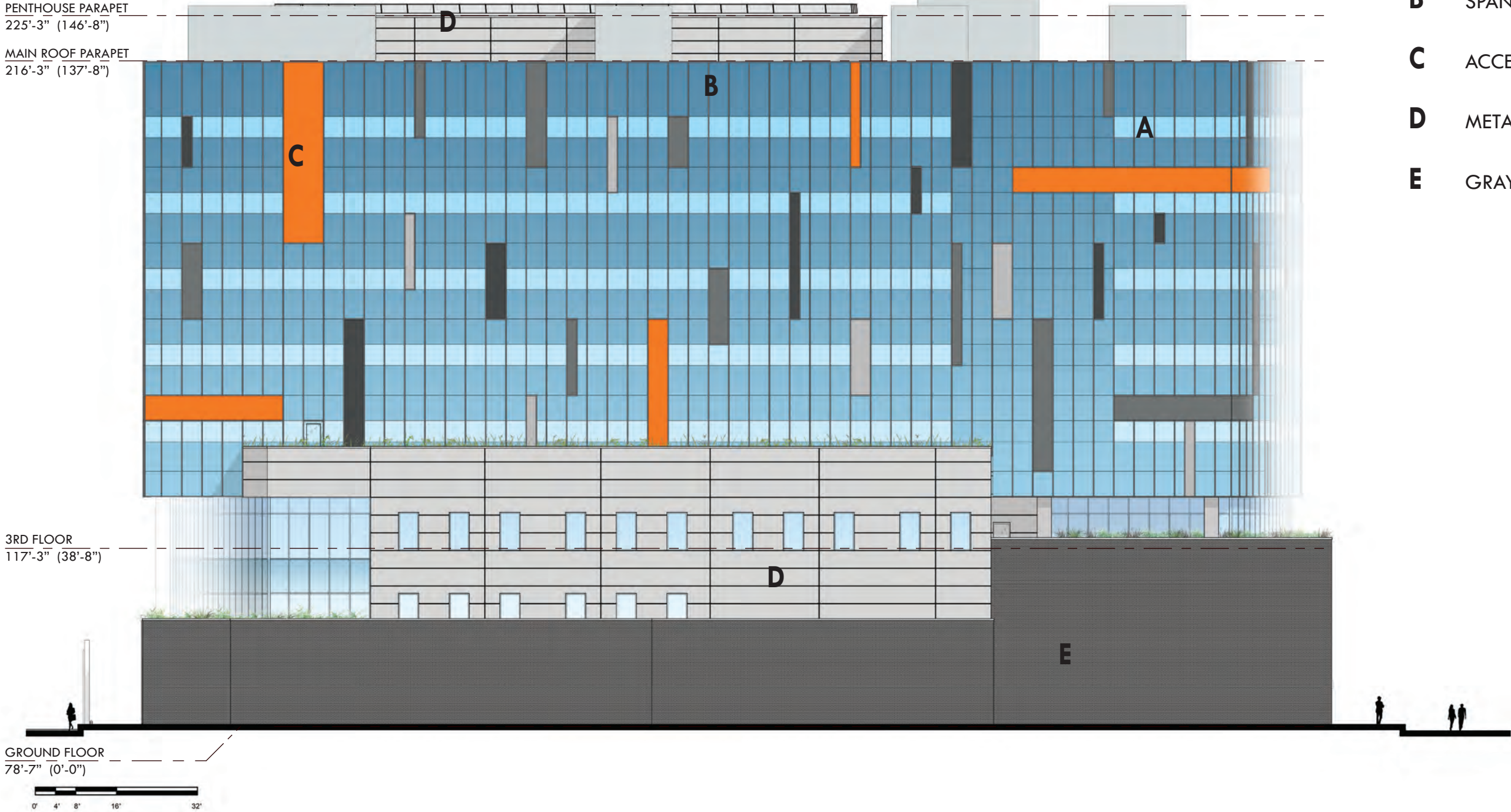
- A** ELECTROCHROMIC TINTABLE GLAZING
- B** SPANDREL GLAZING
- C** ACCENT COLOR SPANDREL
- D** METAL PANELS
- E** GRAY BRICK



# NORTH ELEVATION

## MATERIALS

- A** ELECTROCHROMIC TINTABLE GLAZING
- B** SPANDREL GLAZING
- C** ACCENT COLOR SPANDREL
- D** METAL PANELS
- E** GRAY BRICK





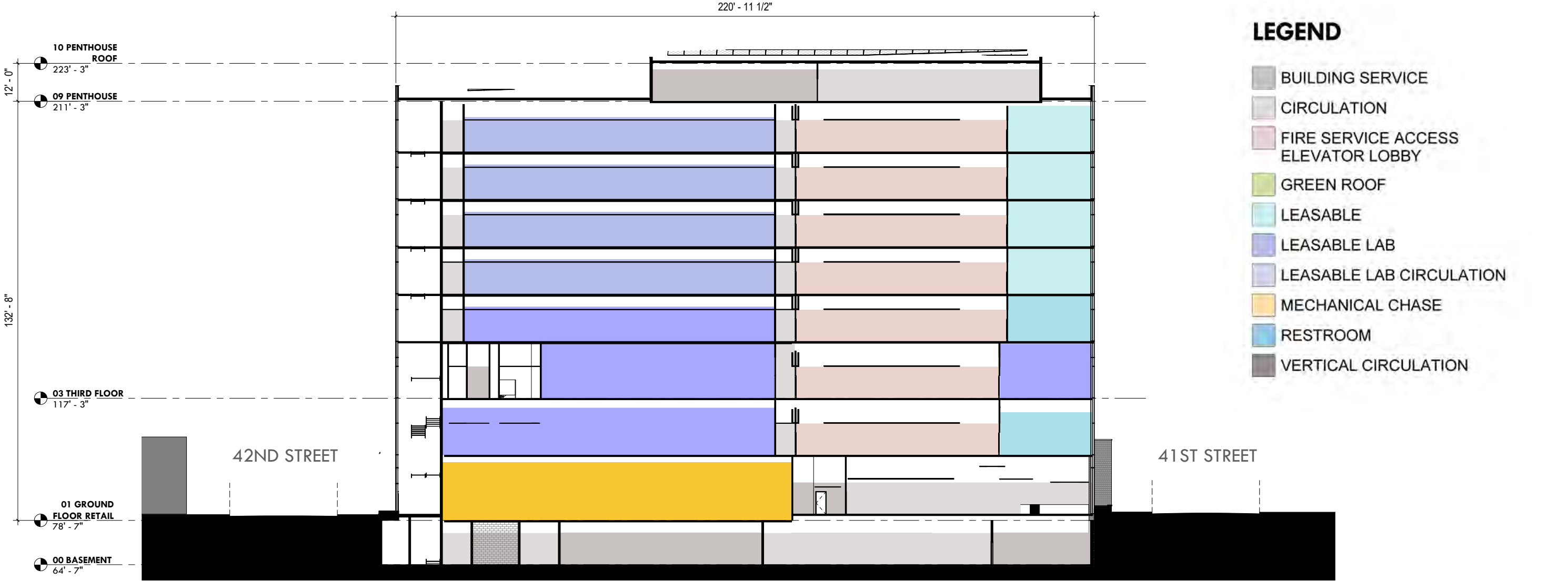
# SITE SECTION A-A



## LEGEND

- BUILDING SERVICE
- CIRCULATION
- FIRE SERVICE ACCESS ELEVATOR LOBBY
- GREEN ROOF
- LEASABLE
- LEASABLE LAB
- LEASABLE LAB CIRCULATION
- MECHANICAL CHASE
- RESTROOM
- VERTICAL CIRCULATION

# SITE SECTION B-B





# RENDERINGS





# RENDERINGS





# RENDERINGS





# RENDERINGS



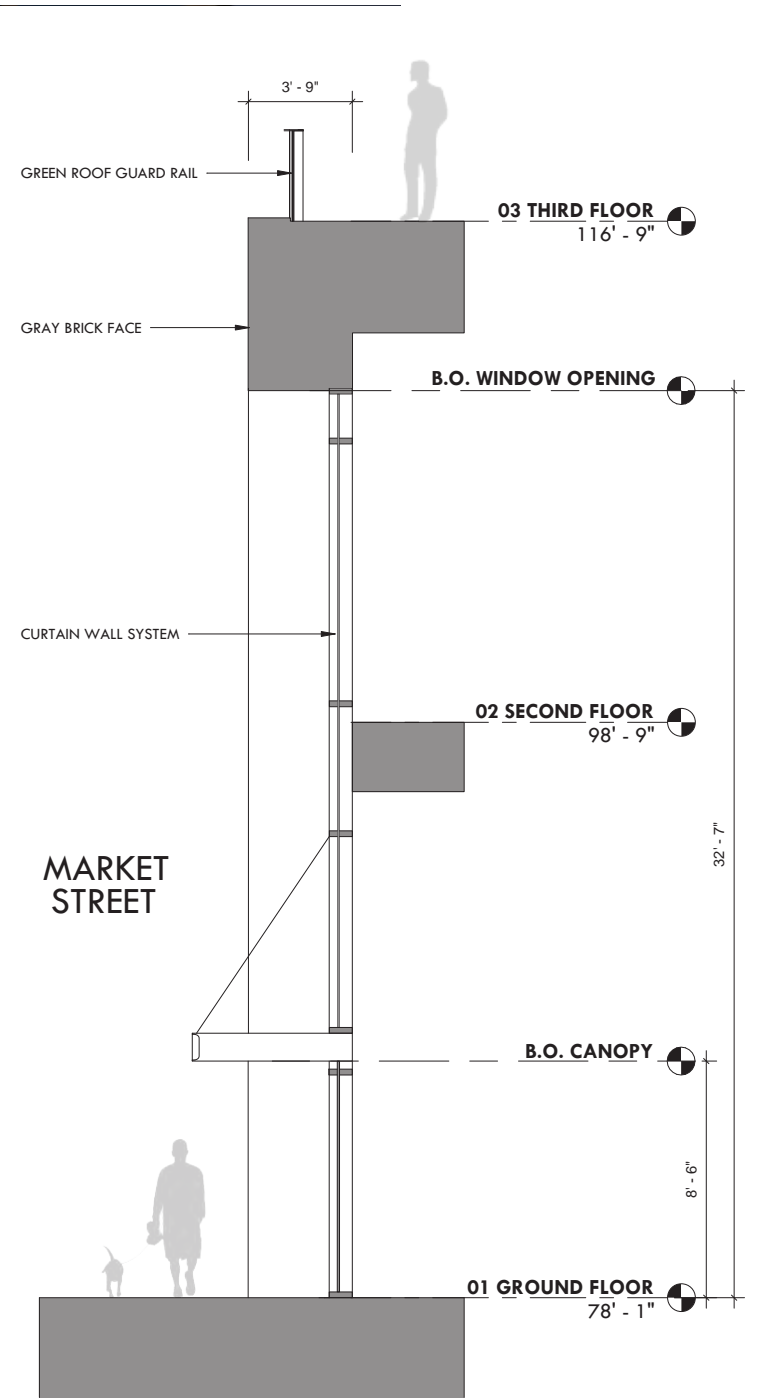


# RENDERINGS





# RENDERINGS



TYPICAL WINDOW BAY SECTION



# RENDERINGS





# RENDERINGS





# MASSING





# SUSTAINABILITY QUESTIONNAIRE

Civic Sustainable Design Checklist – Updated September 3, 2019

## Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes, main entry is located within 1/4 mile walking distance of multiple bus stops: routes 21, 30, and 40. Main entry is also located within 1/2 mile walking distance of Trolley route 10 and the Market-Frankford subway.
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	No, not applicable. No new parking is provided in project scope.
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	No, not applicable. No new parking is provided in project scope.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) <sup>i</sup>	No, not applicable. There are no residential spaces in project scope.

(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes, team is investigating feasibility of bike share station on or near project site in conformance with Philadelphia Bike Share standards.
Sustainable Sites		
(6) 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, per zoning code, site is zoned CMX-4 which permits 100% max occupied area and does not require open space. 27.7% of property boundary site area including building footprint is vegetated and/or pervious open space. Project features vegetated roofing, porous paving, and ground level planters and street trees.
(7) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	Yes, project shall conform to the PWD stormwater requirements. Also, project shall pursue B) PWD's Green Inlet program and manage additional run-off from adjacent streets on the development site, in accordance with PWD regulations.
(8) 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, 100% of site hardscape shall be light-colored concrete paving. Street trees shall provide additional shading.
Energy and Atmosphere		
(9) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. <sup>ii</sup>	Yes, project shall meet new energy conservation and energy code standards by demonstrating compliance with ASHRAE Standard 90.1-2016.



# SUSTAINABILITY QUESTIONNAIRE

Civic Sustainable Design Checklist – Updated September 3, 2019

(10) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? <sup>iii</sup> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	No. Project shall demonstrate optimized energy performance per LEED BD+C v4 requirements by comparing the Proposed design to an ASHRAE Standard 90.1-2010 Baseline. We are not pursuing the noted LEED v4.1 metric.
(11) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. <sup>iv</sup>	No, not applicable. Project site is not located within 1,000 feet of a highway. Even though, project shall be equipped with MERV 13 filtration media for improved indoor air quality.
(12) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No. We investigated a leased rooftop solar array to offset 3% of anticipated building energy use, but it was not financially viable due to lack of federal and state incentives.
Innovation		
(13) Innovation	Any other sustainable measures that could positively impact the public realm.	Yes, project is pursuing Platinum certification under the LEED BD+C v4 Rating System. In addition, project is pursuing Platinum certification under the

WELL v2 Building Standard for improved occupan health and well-being. The WELL Building Stand includes a "Community" section to support public l

<sup>i</sup> Railway Association of Canada (RAC)'s “Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

<sup>ii</sup> Title 4 The Philadelphia Building Construction and Occupancy Code  
See also, “The Commercial Energy Code Compliance” information sheet:  
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>  
and the “What Code Do I Use” information sheet:  
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

<sup>iii</sup> LEED 4.1, Optimize Energy Performance in LEED v4.1  
For Energy Star: [www.Energystar.gov](http://www.Energystar.gov)  
For Passive House, see [www.phius.org](http://www.phius.org)

<sup>iv</sup> Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways





Credit Status				Credit Type	Credit ID	Credit Description		Responsible Party for LEED Documentation	Collaborating Party
Awarded	Probable	?	No						
0	0	0	0						
Project Information							Required		
Y		D		Form 1	Project Information	Required	The Sheward Partnership		
0	1	0	0			Possible Points	1		
1		D		Credit 1	Integrative Process	1	The Sheward Partnership		
0	18	1	1			Possible Points	20		
2		D		Credit 1	LEED for Neighborhood Development Location	8 to 20			
2		D		Credit 2	Sensitive Land Protection	2	The Sheward Partnership		
2		1		Credit 3	High-Priority Site	1 to 3	The Sheward Partnership		
6		D		Credit 4	Surrounding Density and Diverse Uses	1 to 6	The Sheward Partnership		
1		D		Credit 5	Access to Quality Transit	1 to 6	The Sheward Partnership		
1		D		Credit 6	Bicycle Facilities	1	The Sheward Partnership	NTM Engineering	
1		D		Credit 7	Reduced Parking Footprint (v4.1)	1	The Sheward Partnership		
1		D		Credit 8	Green Vehicles (v4.1)	1	The Sheward Partnership		
0	9	0	2			Possible Points	11		
Y		C		Prereq 1	Construction Activity Pollution Prevention	Required	NTM Engineering		
1		D		Credit 1	Site Assessment	1	The Sheward Partnership	NTM Engineering	
2		D		Credit 2	Protect or Restore Habitat (v4.1)	1 to 2			
1		D		Credit 3	Open Space	1	The Sheward Partnership	Roof Meadows	
3		D		Credit 4	Rainwater Management (v4.1)	2 to 3	NTM Engineering	Roof Meadows	
2		D		Credit 5	Heat Island Reduction	2	The Sheward Partnership		
1		D		Credit 6	Light Pollution Reduction	1	The Sheward Partnership	BBA Consulting Engineers	
1		D		Credit 7	Tenant Design and Construction Guidelines	1	The Sheward Partnership		
0	9	0	2			Possible Points	11		
Y		D		Prereq 1	Outdoor Water Use Reduction	Required	The Sheward Partnership	Roof Meadows	
Y		D		Prereq 2	Indoor Water Use Reduction	Required	The Sheward Partnership	BBA Consulting Engineers	
Y		D		Prereq 3	Building-Level Water Metering	Required	The Sheward Partnership		
2		D		Credit 1	Outdoor Water Use Reduction	1 to 2	The Sheward Partnership		
4		D		Credit 2	Indoor Water Use Reduction	1 to 6	The Sheward Partnership		
2		D		Credit 3	Cooling Tower Water Use (v4.1)	1 to 2	BBA Consulting Engineers		
1		D		Credit 4	Water Metering	1	The Sheward Partnership	BBA Consulting Engineers	
0	20	2	11			Possible Points	33		
Y		C		Prereq 1	Fundamental Commissioning and Verification	Required	Commissioning Authority		
Y		D		Prereq 2	Minimum Energy Performance	Required	The Sheward Partnership	BBA Consulting Engineers	
Y		D		Prereq 3	Building-Level Energy Metering	Required	The Sheward Partnership		
Y		D		Prereq 4	Fundamental Refrigerant Management	Required	The Sheward Partnership		
6		C		Credit 1	Enhanced Commissioning	4 to 6	Commissioning Authority	Envelope Commissioning Agent	
10		D		Credit 2	Optimize Energy Performance	1 to 18	The Sheward Partnership		
1		D		Credit 3	Advanced Energy Metering	1	BBA Consulting Engineers	The Sheward Partnership	
2		C		Credit 4	Demand Response	1 to 2			
1		D		Credit 5	Renewable Energy Production	1 to 3			
2		C		Credit 6	Enhanced Refrigerant Management	1	BBA Consulting Engineers		
2		C		Credit 7	Green Power and Carbon Offsets	1 to 2	The Sheward Partnership	University Place Associates	





# MATERIAL PALETTE



**CURTAIN WALL**  
ELECTROCHROMIC  
GLAZING &  
SPANDREL



**METAL PANELS**  
METAL PANEL  
CUSTOM COLOR  
FINISH

**ACCENT COLOR  
SPANDREL**  
4 ACCENT COLOR  
SPANDREL PANELS



**GRAY BRICK**  
LARGE FORMAT  
MASONRY CLADDING  
AND RAIN SCREEN  
SYSTEM





