SITE PHOTOS
EAST MARKET | 1101-53 CHESTNUT STREET
DATE: 03 DECEMBER 2019
PROJECT: 1313303

VIEW FROM 11TH AND CHESTNUT LOOKING NORTH

VIEW FROM 11TH AND CHESTNUT LOOKING WEST
SITE PHOTOS
EAST MARKET | 1101-53 CHESTNUT STREET
DATE: 03 DECEMBER 2019
PROJECT: 1313303

VIEW FROM 11TH AND CLOVER LOOKING SOUTH

VIEW FROM 11TH AND CLOVER LOOKING WEST
SITE PHOTOS
EAST MARKET | 1101-53 CHESTNUT STREET
DATE: 03 DECEMBER 2019
PROJECT: 1313303

VIEW FROM 12TH AND CHESTNUT LOOKING NORTH

VIEW FROM 12TH AND CHESTNUT LOOKING EAST
NOTES:
1. REFER TO LANDSCAPE PLANS FOR ON SITE AND OFF SITE LANDSCAPE & HARDSCAPING DESIGN AND DETAILS.
CONDITIONAL ZONING PERMIT
APPLICATION # 1008381

THIS PERMIT CONFIRMS THAT THE ABOVE APPLICATION AS SUBMITTED COMPLIES WITH THE ELEMENTS OF A CONDITIONAL PERMIT IN THE ZONING CODE IN ACCORDANCE WITH §14-303(6)(c), BUT IS CONDITIONAL UPON FINAL APPROVAL OF REMAINING DETAILS. THIS PERMIT DOES NOT GRANT ANY RIGHTS TO BEGIN SITE DEVELOPMENT OR CONSTRUCTION AS PRESENTED UNTIL FINAL APPROVAL IS GRANTED. THIS CONDITIONAL PERMIT EXPIRES ONE YEAR FROM THE DATE OF ISSUANCE OF THIS PERMIT IF FINAL APPROVAL IS NOT OBTAINED BEFORE THAT DATE.

ADDRESS: 1101-53 CHESTNUT STREET

PROPERTY OWNER: TRS EST STEPHEN GIRARD
APPLICANT: BRETT PÉNASKY, ATTORNEY FOR OWNER

APPLICATION IS FOR THE CONDITIONAL ZONING PERMIT FOR THE ERECTION OF TWO (2) DETACHED STRUCTURES (BUILDINGS # EAST AND WEST) WITH COMMON SHARED UNDERGROUND (3 LEVELS) PARKING GARAGES FOR BUILDING EAST & WEST, SIZE AND LOCATION AS SHOWN ON THE APPLICATION.

USES FOR BUILDING # WEST: ON FIRST FLOOR – FOR VACANT COMMERCIAL SPACES (USE REGISTRATION PERMIT REQUIRED PRIOR TO OCCUPANCY) AND ABOVE FLOORS MULTI-FAMILY HOUSEHOLD LIVING THREE HUNDRED NINETY-SIX (396) DWELLING UNITS AND 135 CLASS 1A BICYCLE SPACES ON AN ACCESSIBLE ROUTE.

USES FOR BUILDING # EAST: ON FIRST FLOOR – FOR VACANT COMMERCIAL SPACES (USE REGISTRATION PERMIT REQUIRED PRIOR TO OCCUPANCY), AND ABOVE FLOORS FOR MEDICAL DENTAL, HEALTH PRACTITIONER OFFICES AND 50 BICYCLE PARKING SPACES ON AN ACCESSIBLE ROUTE.

FOR BUILDING EAST & WEST COMMON SHARED FIVE (5) ACCESSORY OFF STREET LOADING SPACES, UNDERGROUND (3 LEVELS) PARKING GARAGES (COMMON SHARED FOR BUILDING EAST & WEST); THREE HUNDRED (300) ACCESSORY PARKING SPACES INCLUDING 37 COMPACT SPACES, 15 PREFERRED PARKING SPACES, 15 ELECTRIC PARKING & CHARGING SPACES AND 8 ADA (INCLUDING 2 VAN ACCESSIBLE) SPACES SIZE AND LOCATION AS SHOWN ON THE APPLICATION.

NOTE: THIS PERMIT IS A CONDITIONAL ZONING USE PERMIT ONLY. APPLICANT MAY REQUIRE SUBMITTING AN APPLICATION TO CITY PLANNING COMMISSION FOR CIVIC DESIGN REVIEW PROCESS AND A FINAL APPROVAL REQUIRED PRIOR TO APPLY FOR FINAL ZONING USE PERMIT. ANY CHANGES OR REVISIONS TO THE PLAN ORIGINALLY (LAST / FINAL) REVIEWED MAY GENERATE ADDITIONAL QUESTIONS, INFORMATION, REFUSAL OR ADDITIONAL FEES.


THIS PERMIT DOES NOT CONSTITUTE APPROVAL FROM ANY STATE OR FEDERAL AGENCY, IF REQUIRED. THIS PERMIT IS NOT A CERTIFICATE OF OCCUPANCY, LICENSE, OR FINAL PERMIT. ALL PROVISIONS OF THE CODE AND OTHER CITY ORDINANCES MUST BE COMPLIED WITH, WHETHER SPECIFIED HEREIN OR NOT.

POST A TRUE COPY OF THIS PERMIT IN A CONSPICUOUS LOCATION ON THE PREMISES

ZONING CLASSIFICATION: CMX-5, CENTER CITY CORE COMMERCIAL MIXED-USE; CTR CENTER CITY OVERLAY DISTRICT – CENTER CITY COMMERCIAL AREA, CHESTNUT AND WALNUT STREET AREA WEST PARKING GROUND FLOOR USE CONTROL AREA MINIMUM BUILDING HEIGHT AREA MARKET STREET AREA AND WEST CENTER CITY RESIDENTIAL AREA DISTRICT CONTROL AREA

FEE: $350

PLANS EXAMINER: PAULOSE ISSAC

ISSUE DATE: 10/08/2019
APPROVED CONDITIONAL ZONING PACKAGE
EAST MARKET | 1101-53 CHESTNUT STREET
DATE: 03 DECEMBER 2019
PROJECT: 1313303
UNDERGROUND PARKING AND LOADING ACCESS POINTS:

PROPOSED
EXISTING
EXISTING CHESTNUT WALK PHOTOS
EAST MARKET | 1101-53 CHESTNUT STREET
DATE: 03 DECEMBER 2019
PROJECT: 1313303
SPRING | March 19th | 7am to 5pm, 9 Hours Sunlight in location

SUMMER | June 21st | 7am to 6pm, 6 Hours Sunlight in location

AUTUMN | September 23rd | 6am to 5pm, 9 Hours Sunlight in location

WINTER | December 21st | 9am to 3pm, 1 Hour Sunlight in location

*Indicates concentration of sunlight throughout the day
**TREES**

- Acer x freemanii
  - Freeman Maple

- Amelanchier x grandiflora 'Autumn Brilliance'
  - Autumn Brilliance Apple Serviceberry

- Beguia nigra
  - River Birch

- Carpinus caroliniana
  - Ironwood

- Ostrya virginiana
  - American Hophornbeam

- Quercus bicolor
  - Swamp White Oak

**SHRUBS**

- Clethra alnifolia
  - Summersweet

- Cornus sericea 'Baileyi'
  - Baileyi Red Twig Dogwood

- Hippophae rhamnoides 'Sprite'
  - Dwarf Sea Buckthorn

- Itea virginica
  - Virginia Sweetspire

- Parthenocissus quinquefolia
  - Virginia Creeper

**VINES**

- Hedera helix
  - English Ivy

- Parthenocissus quinquefolia
  - Virginia Creeper

- Schizophragma hydrangeoides
  - Japanese Hydrangea vine

**PLANT LIST**

- Acer x freemanii
  - Freeman Maple

- Amelanchier x grandiflora 'Autumn Brilliance'
  - Autumn Brilliance Apple Serviceberry

- Beguia nigra
  - River Birch

- Carpinus caroliniana
  - Ironwood

- Ostrya virginiana
  - American Hophornbeam

- Quercus bicolor
  - Swamp White Oak

- Hippophae rhamnoides 'Sprite'
  - Dwarf Sea Buckthorn

- Itea virginica
  - Virginia Sweetspire

- Parthenocissus quinquefolia
  - Virginia Creeper

- Hedera helix
  - English Ivy

- Schizophragma hydrangeoides
  - Japanese Hydrangea vine
PERENNIALS

Adiantum pedatum
Northern Maidenhair Fern

Ajuga reptans ‘Catlin’s Giant’
Catlin’s Giant Carpet Bugle

Allium spp
Allium globe mix

Asomia x ‘Blue Ice’
Blue Star Flower

Asomia x ‘Blue Ice’
Blue Star Flower

Calamagrostis x acutiflora ‘Overdam’
Feather Reed Grass

Carex pensylvanica
Pennsylvania Sedge

Dryopteris erythrosora
Autumn Fern

Euphorbia amygdaloides var. robbie
Wood Spurge

Epimedium x versicolor ‘Sulphureum’
Sulphureum Bishops Hat

Helleborus Brandywine
Lenten Rose

Hypericum calycinum
St. John’s Wort

Seslaria autumnalis
Autumn Moor Grass

GROUNDCOVER

Rhus aromatica ‘Gro Low’
Grow Low Sumac

Rhus aromatica ‘Gro Low’
Grow Low Sumac

Rhus aromatica ‘Gro Low’
Grow Low Sumac
Office Building
1. Etched Glass
2. Fritted Glass
3. Metal Panel
4. Bronze Panel
5. Limestone
6. Granite

Residential Building
7. Light Gray - Mica Flecked Metal Frames and Mullions
8. Clear Glass
9. Precast - Terra-Cotta Color
10. Louver Band, Light Gray to Match Mullion Color
Building Elevations - East & West
East Market | 1101-53 Chestnut Street

DATE: 03 DECEMBER 2019
PROJECT: 1313303
Residential Building
1. Light Gray - Mica Flecked Metal Frames and Mullions
2. Clear Glass
3. Precast - Terra-Cotta Color
4. Louver Band, Light Gray to Match Mullion Color
MATERIALS KEY

1. Window Mullion Color - Gray With Mica Fleck
2. Precast - Terra Cotta Color
3. Mechanical Penthouse Screen
RENDERING - 11TH & CHESTNUT STREETS
EAST MARKET | 1101-53 CHESTNUT STREET
DATE: 03 DECEMBER 2019
PROJECT: 1313303
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

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.philadelphiastreets.com/survey-and-design-bureau/city-plans-unit. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  - Placing of a new street;
  - Removal of an existing street;
  - Changes to roadway grades, curb lines, or widths; or
  - Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

• EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED
  - CURB CUTS/DRIVEWAYS/LAYBY LANES
  - TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/StAIRWAYS

• PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  - PROPOSED TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/StAIRWAYS

*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY
GENERAL PROJECT INFORMATION

1. PROJECT NAME
   1101 Chestnut Street Garage

2. DATE
   11/1/2019

3. APPLICANT NAME
   National Real Estate Development (NRED)

4. APPLICANT CONTACT INFORMATION
   Charles Norman, 1100 Ludlow Street, Suite 601, Philadelphia, PA 19137, 215.419.7675 cnorman@natrealestatedevelopment.com

5. PROJECT AREA: list precise street limits and scope
   NRED proposes to construct a below grade parking garage and a Medical Office Building and Mixed-used residential tower above at 1101 Chestnut Street. The property is bounded by Chestnut, 11th, 12th and private Clover Streets.

6. OWNER NAME
   TRS EST Stephen Girard

7. OWNER CONTACT INFORMATION
   Charles Norman

8. ENGINEER / ARCHITECT NAME
   Carl St. Pierre, Pennoni Associates

9. ENGINEER / ARCHITECT CONTACT INFORMATION
   1900 Market St. Suite 300, Philadelphia, PA 19103, 215-254-7793, carlstpierre@pennoni.com

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/

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chestnut</td>
<td>11th</td>
<td>12th</td>
<td>High Volume Pedestrian</td>
</tr>
<tr>
<td>11th</td>
<td>Chestnut</td>
<td>Clover (private)</td>
<td>High Volume Pedestrian</td>
</tr>
<tr>
<td>12th</td>
<td>Chestnut</td>
<td>Clover (private)</td>
<td>High Volume Pedestrian</td>
</tr>
</tbody>
</table>

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 ☐ N/A ☐
   b. Street Furniture such as bus shelters, honor boxes, etc.
      YES ☐ NO ☐ N/A ☐
   c. Street Direction
      YES ☐ NO ☐ N/A ☐
   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: ___
### COMPLETE STREETS HANDBOOK CHECKLIST

**Pedestrian Component**

12. **Sidewalk:** List sidewalk widths for each street frontage. Required sidewalk widths are listed in Section 4.3 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
<td>Required / Proposed</td>
</tr>
<tr>
<td>11th</td>
<td>16' / 12' / 12'</td>
<td>16' / 12'</td>
</tr>
<tr>
<td>12th</td>
<td>16' / 12' / 12'</td>
<td>16' / 12'</td>
</tr>
<tr>
<td>Chestnut</td>
<td>16' / 12' / 12'</td>
<td>16' / 12'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
<th>REQUIRED / EXISTING / PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>11th</td>
<td>8' / 8' / 8'</td>
<td></td>
</tr>
<tr>
<td>12th</td>
<td>8' / 8' / 8'</td>
<td></td>
</tr>
<tr>
<td>Chestnut</td>
<td>8' / 10' / 12'</td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Driveway at 11th (former Clover St.)</td>
<td>22'</td>
<td>162' north of Chestnut</td>
</tr>
<tr>
<td>Private Driveway at 12th (former Clover St.)</td>
<td>22'</td>
<td>162' north of Chestnut</td>
</tr>
</tbody>
</table>

**Proposed Vehicular Intrusions**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Driveway at 11th (former Clover St.)</td>
<td>24'</td>
<td>162' north of Chestnut</td>
</tr>
<tr>
<td>Private Driveway at 12th (former Clover St.)</td>
<td>24'</td>
<td>162' north of Chestnut</td>
</tr>
</tbody>
</table>

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?

**DEPARTMENTAL APPROVAL**

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

**Additional Explanation / Comments:**

- New curb and sidewalk will be provided around perimeter of the site.
- Continuation of Private walkway (Chestnut Walk) will provide pedestrian only connection between Chestnut and Market Streets.

### Building & Furnishing Component

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>REQUIRED / PROPOSED</td>
</tr>
<tr>
<td>11th</td>
<td>0 / 0</td>
</tr>
<tr>
<td>12th</td>
<td>0 / 0</td>
</tr>
<tr>
<td>Chestnut</td>
<td>0 / 0</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RECOMMENDED / DRAWING / PROPOSED</td>
</tr>
<tr>
<td>11th</td>
<td>8' / 8' / 10' / 12'</td>
</tr>
<tr>
<td>12th</td>
<td>8' / 8' / 10' / 12'</td>
</tr>
<tr>
<td>Chestnut</td>
<td>8' / 6' / 12'</td>
</tr>
</tbody>
</table>

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

**DEPARTMENTAL APPROVAL**

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

**APPLICANT:** Pedestrian Component

**DEPARTMENTAL REVIEW:**

**Reviewer Comments:**

**Building & Furnishing Component**
BUILDING & FURNISHING COMPONENT (continued)

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

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES  NO  N/A
22. Does the design maintain adequate visibility for all roadway users at intersections? YES  NO  N/A

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

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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET</th>
<th>ON SIDEWALK</th>
<th>OFF-STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>1101 Chestnut</td>
<td>181</td>
<td>0 / 0</td>
<td>10 / 36</td>
<td>0 / 149</td>
</tr>
</tbody>
</table>

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? YES  NO  N/A
- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street
- Indego Bicycle Share Station
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.

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Existing/Proposed</td>
<td></td>
</tr>
<tr>
<td>No lane width changes are proposed</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

33. What is the maximum AASHTO design vehicle being accommodated by the design? WB-50

34. Will the project affect a historically certified street? An inventory of historic streets(1) is maintained by the Philadelphia Historical Commission.

35. Will the public right-of-way be used for loading and unloading activities? YES NO N/A

36. Does the design maintain emergency vehicle access? YES NO N/A

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

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

APPLICANT: Vehicle / Cartway Component
Additional Explanation / Comments: ______

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
Reviewer Comments: ______


URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES NO N/A

APPLICANT: Urban Design Component
Additional Explanation / Comments: ______

DEPARTMENTAL REVIEW: Urban Design Component
Reviewer Comments: ______

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.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

44. Does the design minimize the signal cycle length to reduce pedestrian wait time? YES NO N/A

45. Does the design provide adequate clearance time for pedestrians to cross streets? YES NO N/A

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 NO N/A

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?

- Marked Crosswalks
- Pedestrian Refuge Islands
- Signal Timing and Operation
- Bike Boxes

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? YES NO N/A

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

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: ______
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONFIRMED INTERSECTION DESIGN LIMITS CONFLICTS BETWEEN ALL MODES AND PROMOTE PEDESTRIAN AND BICYCLE SAFETY</td>
<td></td>
<td></td>
<td></td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

**APPLICANT: Intersections & Crossings Component**
Additional Explanation / Comments: ___________

**DEPARTMENTAL REVIEW: Intersections & Crossings Component**
Reviewer Comments: ___________

---

**ADDITIONAL COMMENTS**

**APPLICANT**
Additional Explanation / Comments: ___________

**DEPARTMENTAL REVIEW**
Additional Reviewer Comments: ___________
**Location and Transportation**

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Access to Quality Transit</td>
<td>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.</td>
<td>Yes. The entrances are located adjacent to multiple Septa bus routes. Additionally, entrances to the 11th St MLF station and Jefferson Station are located within a ¼ mile.</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>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.</td>
<td>Yes. Parking is located underground, beneath the site.</td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>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.</td>
<td>Yes. Preferred parking and electric vehicle charging stations will account for 5% of all parking spaces.</td>
</tr>
<tr>
<td>(4) Railway Setbacks</td>
<td>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.</td>
<td>N/A. There are no above grade railways adjacent to the property.</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. A Bike Share Station was installed on the East Market site as a part of the previous construction phase.</td>
<td></td>
</tr>
</tbody>
</table>

**Water Efficiency**

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
</tr>
</thead>
<tbody>
<tr>
<td>(6) Outdoor Water Use</td>
<td>Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site’s peak watering month.</td>
</tr>
</tbody>
</table>

**Sustainable Sites**

<table>
<thead>
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<tr>
<td>(7) Pervious Site Surfaces</td>
<td>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.</td>
</tr>
</tbody>
</table>

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<td>(8) Rainwater Management</td>
<td>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.</td>
</tr>
</tbody>
</table>

**Energy and Atmosphere**

<table>
<thead>
<tr>
<th>Benchmark</th>
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<tr>
<td>(9) Heat Island Reduction (excluding roofs)</td>
<td>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&gt;29. B) Shading by trees, structures, or solar panels.</td>
</tr>
</tbody>
</table>

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<tr>
<td>(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td>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 90.1-2016. 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.</td>
</tr>
</tbody>
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<tr>
<td>(11) Energy Commissioning and Energy Performance - Going beyond the code</td>
<td>Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? A) Reduce energy consumption by achieving 10% energy savings or more from an established baseline using Yes. We will strive for energy savings beyond the baseline. The project includes measures such as thermostats and controls that are in place for the current baseline. Additionally, we estimate that we are approximately 5% above the ASHRAE 90.1 2016 ECB.</td>
</tr>
</tbody>
</table>
**SUSTAINABILITY CHECKLIST, CONTINUED**

<table>
<thead>
<tr>
<th>创新概念</th>
<th>描述</th>
</tr>
</thead>
</table>
|12. **Indoor Air Quality and Transportation** | 任何位于州际公路、州道或高速公路附近的建筑将提供空气过滤器，以满足最低效率报告值（MERV）13的过滤要求。所有过滤器应在项目竣工前安装。N/A。该建筑项目不在任何高速公路附近，因此无需安装最低效率清洁度13的过滤器。该过滤器将与FGI标准相符。这超出了IAQ过滤器要求。

|13. **On-Site Renewable Energy Innovation** | 安装可再生能源的现场，将为项目至少3%的预测能源使用率提供能源。

|14. **Innovation** | 任何其他可持续措施，都可对公共领域产生积极影响。

*能源 Conservation措施，如能量回收冷水机组和凝结水能量恢复，目前在研究中，以期改进性能。

+ASHRAE标准90.1-2016（LEED v4.1版）。
+实现能源之星认证。
+实现被动式房屋认证。

**SUSTAINABILITY INNOVATIONS ELABORATED**

The following is a summary of the innovative concepts within the 1101 Chestnut development.

National has developed 4 completed buildings on the East Market complex, 3 of which have achieved LEED Silver, and 1 which has been submitted for certification. This project will also strive for LEED certification.

The 1101 Chestnut development will include an outdoor sculpture near the entrance of the development, close to the Clover Walk and S 11th Street intersection. This innovation option outlines the mental health benefits of artistic elements of design and focuses on improving occupant health and wellness through the design of the building by improving the environment within and around a space. By providing a meaningful integration of public art into the design of the building, the development can positively impact the mood of the occupants within the building, as well as citizens walking outdoors. Therefore, we believe that the integration of artistic elements within the outdoor space of the site will provide an innovative method of improving the public realm.

The project, as a whole, will also benefit the appearance of the public realm. The site is in an area with relatively older looking developments. The project will improve the streetscape and the overall value of the nearby developments.

The project will also feature the following:

1. Development Density – The project is located on an existing site in a dense urban environment. This building on an existing site, the project is protecting greenfield sites and ensuring that building occupants have easy access to amenities and services without extensive travel.

2. Alternative Transport – The project is in a district with ample access to existing public transit. This will reduce the need for single-occupant vehicles, thereby positively impacting the public realm with a reduction in greenhouse gas emissions.

3. Green Power Purchasing (under consideration) – The project is considering the purchase of green power that equates to approximately 35% of the building’s electricity consumption.

**National**

Real Estate Development

**ennead architects**

**MA BLT**
LEED 2009 for Core and Shell Development
Project Checklist

**Sustainable Sites**

<table>
<thead>
<tr>
<th>Prerequisite</th>
<th>Possible Points</th>
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<tbody>
<tr>
<td>Prerequisite 1</td>
<td>Site Selection</td>
</tr>
<tr>
<td>Prerequisite 2</td>
<td>Development Density and Community Connectivity</td>
</tr>
<tr>
<td>Prerequisite 3</td>
<td>Brownfield Redevelopment</td>
</tr>
<tr>
<td>Prerequisite 4</td>
<td>Alternative Transportation-Public Transportation Access</td>
</tr>
<tr>
<td>Prerequisite 5</td>
<td>Alternative Transportation-Bicycle Storage and Changing Rooms</td>
</tr>
<tr>
<td>Prerequisite 6</td>
<td>Alternative Transportation-Low Emitting and Fuel Efficient Vehicles</td>
</tr>
<tr>
<td>Prerequisite 7</td>
<td>Alternative Transportation-Parking Capacity</td>
</tr>
<tr>
<td>Prerequisite 8</td>
<td>Site Development-Protect or Restore Habitat</td>
</tr>
<tr>
<td>Prerequisite 9</td>
<td>Site Development-Maximize Open Space</td>
</tr>
<tr>
<td>Prerequisite 10</td>
<td>Stormwater Design-Quality Control</td>
</tr>
<tr>
<td>Prerequisite 11</td>
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</tr>
<tr>
<td>Prerequisite 12</td>
<td>Heal Island Effect-Rainfall</td>
</tr>
<tr>
<td>Prerequisite 13</td>
<td>Heal Island Effect-Roof</td>
</tr>
<tr>
<td>Prerequisite 14</td>
<td>Light Pollution Reduction</td>
</tr>
<tr>
<td>Prerequisite 15</td>
<td>Landscaping for Wildlife</td>
</tr>
<tr>
<td>Prerequisite 16</td>
<td>Tandem Design and Construction Guidelines</td>
</tr>
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**Water Efficiency**

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<th>Prerequisite</th>
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<tbody>
<tr>
<td>Prerequisite 1</td>
<td>Water Use Reduction—20% Reduction</td>
</tr>
<tr>
<td>Prerequisite 2</td>
<td>Water-efficient Landscaping</td>
</tr>
<tr>
<td>Prerequisite 3</td>
<td>Water Efficient Water Technologies</td>
</tr>
<tr>
<td>Prerequisite 4</td>
<td>Water Use Reduction</td>
</tr>
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</table>

**Energy and Atmosphere**

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<tr>
<td>Prerequisite 1</td>
<td>Fundamental Commissioning of Building Energy Systems</td>
</tr>
<tr>
<td>Prerequisite 2</td>
<td>Minimum Energy Performance</td>
</tr>
<tr>
<td>Prerequisite 3</td>
<td>Fundamental Refrigerant Management</td>
</tr>
<tr>
<td>Prerequisite 4</td>
<td>On-Site Renewable Energy</td>
</tr>
<tr>
<td>Prerequisite 5</td>
<td>Enhanced Commissioning</td>
</tr>
<tr>
<td>Prerequisite 6</td>
<td>Enhanced Refrigerant Management</td>
</tr>
<tr>
<td>Prerequisite 7</td>
<td>Measurement and Verification—Base Building</td>
</tr>
<tr>
<td>Prerequisite 8</td>
<td>Measurement and Verification—Tenant Submetering</td>
</tr>
<tr>
<td>Prerequisite 9</td>
<td>Green Power</td>
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**Materials and Resources**

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<tr>
<td>Prerequisite 1</td>
<td>Storage and Collection of Recyclables</td>
</tr>
<tr>
<td>Prerequisite 2</td>
<td>Building Reuse—Maintain Existing Walls, Floors, and Roof</td>
</tr>
<tr>
<td>Prerequisite 3</td>
<td>Construction Waste Management</td>
</tr>
<tr>
<td>Prerequisite 4</td>
<td>Materials Reuse</td>
</tr>
<tr>
<td>Prerequisite 5</td>
<td>Recycled Content</td>
</tr>
<tr>
<td>Prerequisite 6</td>
<td>Regional Materials</td>
</tr>
<tr>
<td>Prerequisite 7</td>
<td>Certified Wood</td>
</tr>
</tbody>
</table>

**Innovation and Design Process**

<table>
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<tbody>
<tr>
<td>Prerequisite 1</td>
<td>Innovation in Design: Design for Flexibility</td>
</tr>
<tr>
<td>Prerequisite 2</td>
<td>Innovation in Design: Integrative Process</td>
</tr>
<tr>
<td>Prerequisite 3</td>
<td>Innovation in Design: DF—Green Power</td>
</tr>
<tr>
<td>Prerequisite 4</td>
<td>Innovation in Design: DF—Development Density</td>
</tr>
<tr>
<td>Prerequisite 5</td>
<td>Innovation in Design: DF—Alternative Transport</td>
</tr>
<tr>
<td>Prerequisite 6</td>
<td>LEED Accredited Professional</td>
</tr>
</tbody>
</table>

**Regional Priority Credits**

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<tr>
<th>Prerequisite</th>
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<tbody>
<tr>
<td>Prerequisite 1</td>
<td>Regional Priority: Water Use Reduction</td>
</tr>
<tr>
<td>Prerequisite 2</td>
<td>Regional Priority: Alternative Transportation - bicycle storage and change facilities</td>
</tr>
<tr>
<td>Prerequisite 3</td>
<td>Regional Priority: Site development - protect and restore habitat</td>
</tr>
<tr>
<td>Prerequisite 4</td>
<td>Regional Priority: Building reuse - maintain existing walls, floors and roof</td>
</tr>
</tbody>
</table>

**Certification Level**

- Certified: 40 to 49 points
- Silver: 50 to 59 points
- Gold: 60 to 79 points
- Platinum: 80 to 110 points

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**IMPORTANT NOTICE:** As of this date, no LEED v4 Applications have been submitted for certification. I am the registered LEED AP and have been authorized to accept this application. Please review this document carefully and advise the application of any changes or updates before it is submitted to LEED. If any of the information contained herein is incorrect, please contact U.S. Department of Energy.

**Contact Information:**
- Address: 1101 Chestnut Street
- Email: dkkilinger@kennedyleeddevelopment.com