545 NORTH BROAD ST

CITY OF PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW
DECEMBER 3rd 2019

DEVELOPER ELK STREET MANAGEMENT
ARCHITECT CANNO DESIGN
ATTORNEY BLANK ROME LLP
LEED THE SHEWARD PARTNERSHIP
STRUCTURAL O-DONNELL & NACCARATO
CIVIL STANTEC
MEP BALA CONSULTING
ACOUSTICS METROPOLITAN ACOUSTICS
PROJECT DESCRIPTION

545 NORTH BROAD ST IS A PROPOSED NEW CONSTRUCTION 9 STORY BUILDING WITH 108 APARTMENT UNITS. TOTAL BUILDING SQUARE FOOTAGE IN 152,635 SF. TWO SHARED AMENITY SPACES ARE BEING PROVIDED, ONE ON THE SECOND FLOOR AND ANOTHER ON THE NINTH FLOOR. UNDERGROUND PARKING IS BEING PROVIDED FOR 31 SPACES AND 50 CLASS 1A BICYCLE PARKING SPACES ARE BEING PROVIDED OFF OF THE RESIDENTIAL LOBBY ON THE GROUND FLOOR. AS SHARED ROOF DECK IS BEING PROVIDED AT THE 9TH FLOOR ALONG WITH A MIX OF EXTENSIVE AND SEMI-INTENSIVE GREEN ROOF. PROJECT IS SEEKING LEED CERTIFICATION.

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**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:** 1015555

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

INCLUDES MORE THAN 100,000 SQUARE FEET OF NEW GROSS FLOOR AREA. INCLUDES MORE THAN 100 NEW DWELLING UNITS.

**PROJECT LOCATION**

Planning District: CENTRAL Council District: 5

Address: 545 NORTH BROAD STREET

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

**CONTACT INFORMATION**

Applicant Name: ADAM LAVER ESQ. Primary Phone: 215.569.5764

Email: LAVER@BLANKROME.COM Address: BLANK ROME LLP. ONE LOGAN SQUARE

PHILADELPHIA, PA 19103

Property Owner: ELK STREET MANAGEMENT

Architect: CANNO DESIGN

**SITE CONDITIONS**

Site Area: 17,549 SF

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

**SITE USES**

Present Use: VACANT STRUCTURE ON VACANT LOT

Proposed Use:

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

- COMMERCIAL SPACE: 11,130 SF
- RESIDENTIAL: 14,150 SF (108 UNITS)

Proposed # of Parking Units: 31

**COMMUNITY MEETING**

Community meeting held: Yes X No _____

If yes, please provide written documentation as proof.

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

Date: November 21, 2019 Time: 6pm

**ZONING BOARD OF ADJUSTMENT HEARING**

ZBA hearing scheduled: Yes No _____ NA X

If yes, indicate the date hearing will be held:

Date: __________
EXISTING STREET VIEWS
**TREES**
LOCATION: Sidewalk
SPECIES:
- Allegheny Serviceberry (Amelanchier laevis)
- Malus 'Sugar Tyme' - 'Sugar Tyme' Crabapple
- Acer buergeranum - Trident Maple
- Crataegus flava - Yellowleaf Hawthorn
- Malus × ‘Harvest Gold’ - ‘Harvest Gold’ S

**GREEN ROOF**
LOCATION: Roof
SEDUM SPECIES:
- Sedum spurium ‘Fuldaglut’, 'John Creech', 'Red Carpet'
- Sedum kamtschaticum
- Sedum takesimensis ‘Golden Carpet’
- Sedum acre ‘Gold Moss’ and ‘Aureum’
- Sedum floriferum ‘Weihenstephaner Gold’

**PLANTER BOXES**
LOCATION: 2ND FLOOR CANOPIES
SHRUB SPECIES:
- Chamaecyparis Pisifera “Gold Thread”
- Juniperus Conferta “Blue Pacific”
- Spirea Japonica “Goldflame”

**PERENNIALS / ANNUALS:**
- Calamintha “White Catmint”
- Euphorbia “Diamond Frost”
- Mandevilla

**GRASSES**
LOCATION: Tree Planters
SPECIES:
- Sporobolus “Tara”

**HARDSCAPE SURFACES**
TREE PITS:
- Sidewalk pavers at tree pits

ROOF DECK PAVERS:
- ARCHATRAK Porcelain Pedestal Paver
  Color: Smoke

**ROOFING DECK PAVERS:**
- ARCHATRAK Porcelain Pedestal Paver
  Color: Smoke
GREEN ST ELEVATION (NORTH)
A  GREY CAST STONE FACADE

B  GRAY EXTERIOR WINDOWS

C  PLANTER BOXES AT SETBACK AND CANOPIES

D  CORRUGATED METAL PANEL SIDING

E  EIFS PANEL
   LOCATION: REAR FACADES

F  CONCRETE SEATING BLOCKS

G  SIDEWALK BIKE RACKS
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

PRELIMINARY PCPC REVIEW AND COMMENT:  DATE  FINAL STREETS DEPT REVIEW AND COMMENT:  DATE

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:
  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 PROPOSED 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
545 N Broad St

2. DATE
11/19/2019

3. APPLICANT NAME
Adam E. Levar

4. APPLICANT CONTACT INFORMATION
Blank Rome
130 N 18th St
215-569-5764
laver@blankrome.com

5. PROJECT AREA: list precise street limits and scope
Interior to the property of 545 North Broad Street as generally bounded by Green Street (north), Broad Street (west), Brandywine Street (south), and private property (east)
Vehicular access is to be provided from Brandywine Street to the southeast corner of the site. Pedestrian access will be provided along Green, Broad, and Brandywine Streets.

6. OWNER NAME
545NB QOZB LLC

7. OWNER CONTACT INFORMATION
1010 North Hancock Street, Philadelphia, PA 19123

8. ENGINEER / ARCHITECT NAME
Ted Mullen, Stantec Consulting Services Inc.

9. ENGINEER / ARCHITECT CONTACT INFORMATION
1500 Spring Garden Street, Suite 1100, Philadelphia, PA 19130
215-665-7005
Ted.Mullen@stantec.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>Broad Street</td>
<td>Green Street</td>
<td>Brandywine Street</td>
<td>Civic/Ceremonial</td>
</tr>
<tr>
<td>Green Street</td>
<td>Broad Street</td>
<td>13th Street</td>
<td>Local</td>
</tr>
<tr>
<td>Brandywine Street</td>
<td>Broad Street</td>
<td>13th Street</td>
<td>Local</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 ☐
   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 ☐

ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: ___

DEPARTMENTAL REVIEW
Additional Reviewer Comments: ___
**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.

<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 / Existing / Proposed</td>
</tr>
<tr>
<td>Broad Street from Green Street to Brandywine Street</td>
<td>22' / 22' / 22'</td>
<td>22' / 22'</td>
</tr>
<tr>
<td>Green Street from Broad Street to 13th Street</td>
<td>12' / 12' / 12'</td>
<td>12' / 12'</td>
</tr>
<tr>
<td>Brandywine Street from Broad Street to 13th Street</td>
<td>10' / 10' / 10'</td>
<td>10' / 10'</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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
</tr>
<tr>
<td>Broad Street from Green Street to Brandywine Street</td>
<td>10' / 12' (SEPTA grates) / 12'</td>
</tr>
<tr>
<td>Green Street from Broad Street to 13th Street</td>
<td>6' / 10.5' (Utility Poles) / 8'</td>
</tr>
<tr>
<td>Brandywine Street from Broad Street to 13th Street</td>
<td>5' / 8.5' (Utility Poles) / 6'</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.

**EXISTING VEHICULAR INTRUSIONS**

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>25.7'</td>
<td>SCL of Green Street, ~110 LF east of the ECL of Broad Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>24.8'</td>
<td>SCL of Green Street, ~42 LF east of the ECL of Broad Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>32.4'</td>
<td>ECL of Broad Street, ~60 LF north of NCL of Brandywine Street</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>Curb Cut</td>
<td>24'</td>
<td>NCL of Brandywine Street, ~85 LF east of the ECL of Broad Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>16'</td>
<td>NCL of Green Street, ~135 LF east of the ECL of Broad Street</td>
</tr>
</tbody>
</table>
**COMPLETE STREETS CHECKLIST**

**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?  

**APPLICANT:** Pedestrian Component  
Additional Explanation / Comments: The proposed project integrates into an existing pedestrian network from the surrounding community. This includes a wide, well-lit walking zone along the Broad Street frontage, as well as a dense furnishing zone along Brandywine and Green Streets to buffer parked and moving vehicular traffic from the walking zone along those corridors.

**DEPARTMENTAL REVIEW:** Pedestrian Component  
Reviewer Comments:

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
<th>Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad Street from Green Street to Brandywine Street</td>
<td>0' / 0'</td>
<td></td>
</tr>
<tr>
<td>Green Street from Broad Street to 13th Street</td>
<td>0' / 3.5' (PECO structure)</td>
<td></td>
</tr>
<tr>
<td>Brandywine Street from Broad Street to 13th Street</td>
<td>0' / 0'</td>
<td></td>
</tr>
</tbody>
</table>

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>
<th>Recommended / Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad Street from Green Street to Brandywine Street</td>
<td>5' / 6' (SEPTA Grates) / 6'</td>
<td></td>
</tr>
<tr>
<td>Green Street from Broad Street to 13th Street</td>
<td>3.5' / 1.5' (Utility Poles) / 4'</td>
<td></td>
</tr>
<tr>
<td>Brandywine Street from Broad Street to 13th Street</td>
<td>3.5' / 1.5' (Utility Poles) / 4'</td>
<td></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>
<th>Recommended / Existing / Proposed</th>
</tr>
</thead>
</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? Are the following treatments identified and dimensioned on the plan?

- Bicycle Parking  
- Lighting  
- Benches  
- Street Trees  
- Street Furniture  

**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th>Treatment</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Lighting</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Benches</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Street Trees</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Street Furniture</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
</tr>
</tbody>
</table>

19. Does the design avoid tripping hazards?

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.

**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th>Pinch Point Avoided</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>
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 ☐

DEPARTMENTAL REVIEW: Building & Furnishing Component
Reviewer Comments:

APPLICANT: Building & Furnishing Component
Additional Explanation / Comments: The proposed development does not change the building or furnishing zone for the property.

DEPARTMENTAL REVIEW: Building & Furnishing Component
Reviewer Comments:

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>545 N. Broad Street</td>
<td>37</td>
<td>0 / 0</td>
<td>0 / 32</td>
<td>0 / 50</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?

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street
- Indego Bicycle Share Station

DEPARTMENTAL APPROVAL

- YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐
- YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐
- YES ☑ NO ☐ N/A ☐ YES ☑ NO ☐

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

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

APPLICANT: Bicycle Component
Additional Explanation / Comments: Property is not adjacent to any protected bicycle infrastructure, buffered infrastructure, or “sharrows.”

DEPARTMENTAL REVIEW: Bicycle Component
Reviewer Comments:
**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 ☐
30. Does the design provide a buffer between the roadway and pedestrian traffic?  
YES ☑ NO ☐
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?  
YES ☑ NO ☐

The proposed plan will include commercial and residential uses and therefore elevate the pedestrian activity and environment along this block of Broad Street. As such, the currently “uninviting” pedestrian atmosphere will be augmented with new sidewalks, lighting, furnishings, etc. in addition to the increase in non-vehicular site activity, and will create a much more safe and inviting environment within the proximity to the Spring Garden Broad Street Line station.

**APPLICANT:** Curbside Management Component  
Additional Explanation / Comments: The proposed design eliminates the driveway entrance along Broad Street, eliminating pedestrian, cross-traffic, and vehicle queuing conflicts along this frontage.

**DEPARTMENTAL REVIEW:** Curbside Management Component  
Reviewer Comments:

**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>
</tbody>
</table>

33. What is the maximum AASHTO design vehicle being accommodated by the design?  
SU-30 (loading dock) ☑  Passenger car (garage entrance) ☐

34. Will the project affect a historically certified street? An inventory of historic streets 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 ☐

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

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

**APPLICANT:** Vehicle / Cartway Component  
Additional Explanation / Comments: It is anticipated that vehicular traffic at the site will be reduced due to a combination of factors. Namely, the existing use of the site is a motor vehicle retail and repair center, and with the change in use vehicular traffic should reduce. Additionally, vehicle entrances to the site have been reduce and separated into garage access and loading dock uses.

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

# URBAN DESIGN COMPONENT (Handbook Section 4.8)

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>40. Does the design incorporate windows, storefronts, and other active</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>uses facing the street?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>41. Does the design provide driveway access that safely manages</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?</td>
<td></td>
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</tr>
<tr>
<td>42. Does the design provide direct, safe, and accessible connections</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>between transit stops/stations and building access points and</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>destinations within the site?</td>
<td></td>
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<td></td>
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<td></td>
</tr>
</tbody>
</table>

**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></td>
<td></td>
<td></td>
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<tr>
<td></td>
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</tr>
</tbody>
</table>

**DEPARTMENTAL APPROVAL**

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**

**APPLICANT:** Intersections & Crossings Component  
Additional Explanation / Comments: The proposed design does not include improvements for the adjacent intersection.  

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

---
# COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

## ADDITIONAL COMMENTS

<table>
<thead>
<tr>
<th>APPLICANT</th>
<th>Additional Explanation / Comments:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>DEPARTMENTAL REVIEW</th>
<th>Additional Reviewer Comments:</th>
</tr>
</thead>
</table>


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 adaptions from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location and Transportation</strong></td>
<td></td>
<td></td>
</tr>
<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, main entry is located within ¼ mile walking distance of the Broad Street Subway line and multiple bus routes: 16, 43, 61, and 2.</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, 100% of new parking will be located under the building in an underground parking garage.</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, 6% of parking spaces will be reserved for green vehicles. There will be two spaces reserved for plug-in electric vehicle charging.</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. (If setback used, specify distance)</td>
<td>No, not applicable. There are no railways adjacent to project site. Per “category” note, benchmark does not apply to enclosed subsurface railways.</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.</td>
<td>Yes, team is investigating feasibility of locating an Indego bike share station on or near site. There is currently an existing bike share station across the street from the project at the Spring Garden Broad Street Subway Station.</td>
</tr>
<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>
<td>Yes, team is investigating feasibility of rainwater reuse system to reduce potable water use in irrigation by 100%. There will be small areas of vegetated roofing that will require irrigation.</td>
</tr>
<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>
<td>Yes, per zoning code, site is zoned CMA-4 which permits 100% max occupied area and does not require open space. 54% of LEED Project Boundary shall be open space, including accessible and inaccessible green roofs.</td>
</tr>
<tr>
<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>
<td>Yes, project shall conform to the PWD stormwater requirements. Team is investigating feasibility of PWD Green Streets or Green Inlet program.</td>
</tr>
<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>
<td>Yes, project shall include a combination of strategies, including vegetated roofing, light-colored roofing, and light-colored paving.</td>
</tr>
</tbody>
</table>

**Energy and Atmosphere**

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<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>
<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? Yes, team is investigating feasibility of locating an Indego bike share station on or near site. There is currently an existing bike share station across the street from the project at the Spring Garden Broad Street Subway Station.</td>
</tr>
<tr>
<td>(12) Indoor Air Quality and Transportation</td>
<td>ASHRAE standard 90.1-2016 (LEED v4.1 metric). Achieve certification in Energy Star for Multifamily New Construction (MFNC). Achieve Passive House Certification.</td>
</tr>
<tr>
<td>(13) On-Site Renewable Energy</td>
<td>Produce renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage.</td>
</tr>
</tbody>
</table>

**Innovation**

| (14) Innovation | Any other sustainable measures that could positively impact the public realm. | Yes, project is pursuing formal certification under the LEED BD+C v4 New Construction Rating System. |

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2. Title 4 The Philadelphia Building Construction and Occupancy Code
   See also, “The Commercial Energy Code Compliance” information sheet:
   and the “What Code Do I Use” information sheet:

3. LEED 4.1, Optimize Energy Performance in LEED v4.1
   For Energy Star: www.energystar.gov
   For Passive House, see www.phius.org

4. 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.
**LEED Checklist**

**Materials & Resources**

<table>
<thead>
<tr>
<th>Credit</th>
<th>Description</th>
<th>Collaborating Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>Credit 1</td>
<td>Indoor Air Quality Assessment</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
<tr>
<td>Credit 2</td>
<td>Enhanced Indoor Air Quality Strategies</td>
<td>The Sheward Partnership, Canno Design</td>
</tr>
<tr>
<td>Credit 3</td>
<td>Enhanced Indoor Air Quality Strategies</td>
<td>The Sheward Partnership, Bala</td>
</tr>
<tr>
<td>Credit 4</td>
<td>Acoustics</td>
<td>The Sheward Partnership, Bala</td>
</tr>
</tbody>
</table>

**Location & Transportation**

<table>
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<tr>
<th>Credit</th>
<th>Description</th>
<th>Collaborating Party</th>
</tr>
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<tbody>
<tr>
<td>Credit 1</td>
<td>Local Green Infrastructure</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
<tr>
<td>Credit 2</td>
<td>Local Transportation</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
<tr>
<td>Credit 3</td>
<td>Local Energy Generation</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
</tbody>
</table>

**Sustainable Sites**

<table>
<thead>
<tr>
<th>Credit</th>
<th>Description</th>
<th>Collaborating Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>Credit 1</td>
<td>Construction Activity Pollution Prevention</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
<tr>
<td>Credit 2</td>
<td>Outdoor Water Use Reduction</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
<tr>
<td>Credit 3</td>
<td>Water Metering</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
<tr>
<td>Credit 4</td>
<td>Cooling Tower &amp; Process Water Use Reduction</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
</tbody>
</table>

**Livable Communities**

<table>
<thead>
<tr>
<th>Credit</th>
<th>Description</th>
<th>Collaborating Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>Credit 1</td>
<td>Social Equity</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
<tr>
<td>Credit 2</td>
<td>Health</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
</tbody>
</table>

**Innovative Design**

<table>
<thead>
<tr>
<th>Credit</th>
<th>Description</th>
<th>Collaborating Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>Credit 1</td>
<td>Enhanced Commissioning</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
</tbody>
</table>

**Learning, Certification & Outreach**

<table>
<thead>
<tr>
<th>Credit</th>
<th>Description</th>
<th>Collaborating Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>Credit 1</td>
<td>LEED Accredited Professional</td>
<td>The Sheward Partnership, General Contractor</td>
</tr>
</tbody>
</table>

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**Elk Street Management | Canno Design**