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: 1042871
What is the trigger causing the project to require CDR Review? Explain briefly.

The proposed project includes more than 100,000 square feet of new gross floor area and more than 100 additional dwelling units.

PROJECT LOCATION

Planning District: Central Council District: 5
Address: 501-539 Spring Garden Street
Philadelphia, PA 19123

Is this parcel within an Opportunity Zone? Yes No X Uncertain
If yes, is the project using Opportunity Zone Funding? Yes No X

CONTACT INFORMATION

Applicant Name: David Gest, Esq. Primary Phone: 215-864-8143
Email: gestd@ballardspahr.com Address: 1735 Market Street, 51st Floor
Philadelphia, PA 19103

Property Owner: R Investment Twenty One LLC Developer: R Investment Twenty One LLC
Architect: BLT Architects

SITE CONDITIONS

Site Area: 105,899 SF
Existing Zoning: CMX-3 Are Zoning Variances required? Yes No X

Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
382 Residential Units – 351,473 SF; Retail – 60,810 SF
Proposed # of Parking Units:
211 Spaces – 206 underground parking spaces, 5 surface parking spaces

COMMUNITY MEETING

Community meeting held: Yes No X
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held: Community meeting date to be confirmed.
Date: ________________ Time: ________________

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X
If yes, indicate the date hearing will be held:
Date: ________________
SITE PHOTOS | 5

5TH & SPRING GARDEN | CIVIC DESIGN REVIEW | 18 FEBRUARY 2020

VIEW FROM SPRING GARDEN STREET LOOKING EAST

VIEW FROM 6TH STREET LOOKING SOUTH
**Plantings**

- **Serviceberry (Spring)**
  Amelanchier x grandiflora
  ‘Autumn Brilliance’

- **Serviceberry (Fall)**
  Amelanchier x grandiflora
  ‘Autumn Brilliance’

- **Gro-Low Sumac**
  Rhus aromatica
  ‘Gro-Low’

- **Feather Reed Grass**
  Calamagrostis x acutiflora
  ‘Karl Foerster’

- **Fountain Grass**
  Pennisetum alopecuroides
  ‘Hameln’

- **Freeman Maple**
  Acer x freemanii
  ‘Scarlet Sentinel’

- **Maidenhair Tree**
  Ginkgo biloba
  ‘Princeton Sentry’
PRIVATE TERRACES
RETAIL ROOF
(NO ROOF DECK)

floor plans
level 02

BELOW GRADE PARKING LEVEL

5TH & SPRING GARDEN | CIVIC DESIGN REVIEW | 18 FEBRUARY 2020
1. Metal panel
2. Metal accent panel
3. Window with clear glazing
4. Alum. storefront with clear glazing
5. Granite base
6. Entrance to parking
7. Entrance to loading dock
8. Wood accent
9. CMU block
10. Corrugated metal panel
1. Metal panel
2. Metal accent panel
3. Window with clear glazing
4. Alum. storefront with clear glazing
5. Granite base
6. Entrance to parking
7. Entrance to loading dock
8. Wood accent
9. CMU block
10. Corrugated metal panel
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

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. Test 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
  o FULLY DIMENSIONED
  o CURB CUTS/DRIVEWAYS/LAYBY LANES
  o TREE PITS/LANDSCAPING
  o BICYCLE RACKS/STATION/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/STATION/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

<table>
<thead>
<tr>
<th>1. PROJECT NAME</th>
<th>2. DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th and Spring Garden Mixed Use Development</td>
<td>23 January 2020</td>
</tr>
</tbody>
</table>

#### APPLICANT INFORMATION

<table>
<thead>
<tr>
<th>3. APPLICANT NAME</th>
<th>4. PROJECT AREA</th>
<th>5. PROJECT AEA: List precise street limits and scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>R Investment Twenty One LLC</td>
<td>5th Street to the east, 6th Street to the west, Spring Garden Street to the south, 6th Street to the west</td>
<td>The project is bordered by Spring Garden Street to the south, 6th Street to the west, 5th Street to the east, and adjacent residential properties to the north</td>
</tr>
</tbody>
</table>

#### OWNER INFORMATION

<table>
<thead>
<tr>
<th>6. OWNER NAME</th>
<th>7. OWNER CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring Garden Mall, LLC and others</td>
<td>1617 John F. Kennedy Blvd. 3rd Floor</td>
</tr>
</tbody>
</table>

#### ENGINEER / ARCHITECT INFORMATION

<table>
<thead>
<tr>
<th>8. ENGINEER / ARCHITECT NAME</th>
<th>9. ENGINEER / ARCHITECT CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brian Conlon, AIA Langan Engineering &amp; Environmental Services</td>
<td>1617 John F. Kennedy Blvd. 3rd Floor</td>
</tr>
</tbody>
</table>

#### PROJECT INFORMATION

<table>
<thead>
<tr>
<th>10. STREETS</th>
<th>11. DOES THE EXISTING CONDITIONS SITE SURVEY CLEARLY IDENTIFY THE FOLLOWING EXISTING CONDITIONS WITH DIMENSIONS?</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th Street</td>
<td>a. Parking and loading regulations in curb lanes adjacent to the site  YES</td>
</tr>
<tr>
<td>6th Street</td>
<td>b. Street Furniture such as bus shelters, harbor boxes, etc. YES</td>
</tr>
<tr>
<td>Spring Garden Street</td>
<td>c. Street Direction YES</td>
</tr>
<tr>
<td>Green Street (across 5th)</td>
<td>d. Curb Cuts YES</td>
</tr>
<tr>
<td>Spring Garden Street (across 6th)</td>
<td>e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES</td>
</tr>
<tr>
<td>Green Street (across 6th)</td>
<td>f. Building Extensions into the sidewalk, such as stairs and stoops YES</td>
</tr>
</tbody>
</table>

**APPLICANT: General Project Information**

**DEPARTMENTAL REVIEW: General Project Information**

#### PEDESTRIAN COMPONENT

**Handbook Section 4.3**

<table>
<thead>
<tr>
<th>12. SIDEWALK: List Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook</th>
</tr>
</thead>
</table>

#### COMPLETE STREETS HANDBOOK CHECKLIST

<table>
<thead>
<tr>
<th>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</th>
</tr>
</thead>
</table>

#### COMPLETE STREETS HANDBOOK CHECKLIST

<table>
<thead>
<tr>
<th>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</th>
</tr>
</thead>
</table>

#### COMPLETE STREETS HANDBOOK CHECKLIST

**APPLICANT: Pedestrian Component**

**DEPARTMENTAL REVIEW: Pedestrian Component**

**Reviewer Comments:**
BICYCLE COMPONENT (Handbook Section 4.5)


The redevelopment will increase the walkability of the surrounding neighborhood’s residents. The redevelopment will provide bike parking at the corner of Spring Garden and 6th Street. The nature of the mixed-use redevelopment will increase the walkability of the surrounding neighborhood’s residents.

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 14-604.

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

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: 

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th St</td>
<td>0' / 8'</td>
</tr>
<tr>
<td>6th St</td>
<td>0' / 8'</td>
</tr>
<tr>
<td>Spring Garden St</td>
<td>0' / 8'</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>5th St</td>
<td>4' / 6' / 6'</td>
</tr>
<tr>
<td>6th St</td>
<td>4' / 6' / 6'</td>
</tr>
<tr>
<td>Spring Garden St</td>
<td>4' / 6' / 6'</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. Are the following treatments identified and dimensioned on the plan?

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

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

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: 

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

22. Does the design maintain adequate visibility for all roadway users at intersections?
### CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

<table>
<thead>
<tr>
<th>28. Does the design limit conflict among transportation modes along the curb?</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>29. Does the design connect transit stops to the surrounding pedestrian network and destinations?</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>30. Does the design provide a buffer between the roadway and pedestrian traffic?</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

The site is currently occupied by a one-story building with a significant amount of surface parking fronting on the surrounding public streets, accessed via seven (7) existing curb cuts. The proposed development will eliminate nearly all surface parking from the site and only include two (2) curb cuts at the rear of the site, with retail space occupying the majority of all street frontage. These changes will significantly improve the pedestrian experience in the area in terms of both safety and aesthetics, which will enhance the visibility and attractiveness of local public transit.

**APPLICANT:** Curbside Management Component

**Additional Explanation / Comments:**

### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

| STREET FROM TO LANE WIDTHS EXISTING / PROPOSED DESIGN SPEED |
|---|---|---|---|
| N/A | | | |
| | | | |
| | | | |
| | | | |

<table>
<thead>
<tr>
<th>STREET FROM TO</th>
<th>LANE WIDTHS EXISTING / PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

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

#### DEPARTMENTAL APPROVAL

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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?

36. Does the design maintain emergency vehicle access?

37. Where new streets are being developed, does the design connect and extend the street grid?

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

**APPLICANT:** Vehicle / Cartway Component

**Additional Explanation / Comments:**

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### COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

#### URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>44. Does the design minimize the signal cycle length to reduce pedestrian wait time?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
<td>YES</td>
</tr>
<tr>
<td>45. Does the design provide adequate clearance time for pedestrians to cross streets?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
<td>YES</td>
</tr>
<tr>
<td>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?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
<td>YES</td>
</tr>
</tbody>
</table>

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 | YES | NO |

**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:**
Civic Sustainable Design Checklist – Updated September 3, 2019

Civic Sustainable Design Checklist – Updated September 3, 2019

Civic Sustainable Design Checklist – Updated September 3, 2019

<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>Location and Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a 500-ft (400-meter) walking distance of existing or planned bus, streetcar, or trolley line stops, bus rapid transit stops, light rail, or heavy rail stations. Yes. Five surface parking spaces provided in the North side rear yard of the building, comprising less than 1% of site area. All other parking provided underground.</td>
<td></td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All new parking areas will be in the rear yard of the property, not associated with the building, and unobstructed or unencumbered parking areas are 40% or less of the site area.</td>
<td>Yes. Four surface parking spaces provided on the north side rear yard of the building, comprising less than 1% of site area. All other parking provided underground.</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 sale use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles. Yes. 5% of all parking spaces will be designated as electric vehicle spaces and/or car share spaces.</td>
<td></td>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing trolley/light rail or enclosed subsurface rail lines or subways)</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 65dB(A). If setback used, specify distance. Site does not front any railways.</td>
<td></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. No, bike share will not be provided.</td>
<td></td>
</tr>
</tbody>
</table>

Water Efficiency

- [ ] Outdoor Water Use: Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site’s peak watering months. Yes. Park selection made to minimize irrigation requirements.

Sustainable Sites

- [ ] Permeable Site Surfaces: Provides vegetated and/or permeable 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.

Rainwater Management

- [ ] Water Efficiency: Conform to the stormwater requirements of the Philadelphia Water Department (PWD) and either: A) Develop a green street and donate 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.

Energy and Atmosphere

- [ ] 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 90.1-2016. PCPC staff will ask 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.

- [ ] 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: • Reduce energy consumption by achieving 12% energy savings or more from an established baseline using ASHRAE standard 90.1-2016 (LEED v4.1). • Achieve certification in Energy Star for Multifamily/New Construction (MFMC). • Achieve Passive House Certification. Yes. The project will pursue IECC 2018 certified by following ASHRAE/USGBC Green Guide, specifically ASHRAE 90.1-2016. The project will be using energy efficient HVAC system for climate control for the residential units. At the time of this writing, it is unclear if there will be sufficient ventilation to fully provide beyond code minimum.

Civic Sustainable Design Checklist

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.

1 Railway Association of Canada (RAC)’s “Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEEU v4, 60 dBA. Acoustic Performance Credit.

2 Title 4 The Philadelphia Building Construction and Occupancy Code


4 LEED 4.1, Optimize Energy Performance in LEED v4.1

5 For Energy Star: www.Energystar.gov

6 For Passive House, see www.phius.org

7 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.