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CONTEXT | AERIAL VIEWS

AERIAL VIEW FROM SOUTHWEST

AERIAL VIEW FROM NORTHWEST
Beginning at the intersection of the southerly side of JFK Boulevard (80' wide) with the easterly side of Twenty Second Street (60' wide), all as shown on a plan entitled 'ALTA/ACSM Land Title Survey 33 North 22nd Street, City of Philadelphia', dated 11-29-2012, Revised 1-29-20 by Barry Isett & Associates, Robert J. Beers, P.L.S., thence continuing along the southerly side of JFK Boulevard
1. South 78°59'00" East 252.023 feet to a point and common corner with Tax Map 1-N-12 Lot 451 also known as 2101-2119 Market Street;
thence continuing along Tax Map 1-N-12 Lot 451 the 3 following courses
2. South 11°01'00" East 120.998 feet to a point;
thence 3. North 78°59'00" West 44.844 feet to a point;
thence 4. South 11°01'00" West 10.000 feet to a point in the center line of former Commerce Street (20' wide and vacated);
thence continuing along the center line of former Commerce Street
5. North 78°59'00" West 207.942 feet to a point on the easterly side of Twenty Second Street;
thence continuing along the easterly side of Twenty Second Street
6. North 11°21'00" East 131.000 feet to the point and place of beginning.

Containing 32,616.089 square feet (Philadelphia Standard);
32,738.828 square feet (U.S. Standard)

Subject to any easements or restrictions of record
This description is written in Philadelphia Standard Foot. The scale factor conversion to U.S. Foot is 1.00188 for this block. 100.188' (U.S) = 100.000' (Philadelphia)
A. STREET VIEW EAST ON JFK BLVD

B. STREET VIEW SOUTH ON 22ND STREET

CONTEXT | STREET VIEWS
PROJECT SUMMARY

MURANO BUILDING
TOP = +450'-4"

PROPOSED BUILDING
TOP = +316'-4"

LVL 3 JFK BLVD ENTRY
ELEVATION = +9'-8"

LVL 1 22ND ST ENTRY
ELEVATION = -11'-10"

TRADER JOE’S BUILDING
TOP = +118'-4"

BUILDING TOTALS

RESIDENTIAL APARTMENTS
UNITS 341
TOTAL GROSS 447,624 sf
ATTRIBUTABLE FAR 469,594 sf

PARKING
ACCESSORY SPACES 103
NON ACCESSORY SPACES 115
TOTAL 218
LOADING PROVIDED 2 (11’ x 40’)

* ALL ELEVATIONS RELATIVE TO AVERAGE SITE HEIGHT (11'-10")
AMENITY LEVEL | LEVEL 7
ELEVATION: FROM AVG. SITE HEIGHT +57'-8"

42" TALL BY 60" DEEP PLANTER AROUND PERIMETER OF ROOF TERRACE
RENDERINGS | VIEWS LOOKING SOUTHEAST AND NORTHEAST

VISION GLAZING

SPANDREL GLAZING

VIEW LOOKING SOUTHEAST

VIEW LOOKING NORTHEAST
RENDERINGS | JFK BOULEVARD SIDEWALK

VISION GLAZING

SPANDREL GLAZING

DARK ACCENT METAL
RENDERINGS | 22ND STREET

VISION GLAZING

SPANDREL GLAZING

DARK METAL PANEL

VISION GLAZING

DARK METAL PANEL

IMPROVED PEDESTRIAN ACCESS PATH FROM 22ND STREET TO TRADER JOE'S
RENDERINGS | FORMER COMMERCE STREET

VISION GLAZING
PORCELAIN PANEL
PERFORATED METAL PANEL
GREEN SCREEN WALL
BRICK

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CDR 2.4
33 N. 22ND STREET | PHILADELPHIA, PA | 08–11–2020
LEVEL 1 | COMMERCE STREET PEDESTRIAN SAFETY ENHANCEMENTS

ELEVATION: FROM AVG. SITE HEIGHT -11'-10"

- Accessible ramps
- Stop sign
- Do not enter signs
- Outline of building above with lighting in soffit
- Stop sign
- Gate, only loading to west
- Wall mounted lighting
- Striped crosswalks
- Existing lighting
- Stripped crosswalks
- Bollards
- Traders Joe's
- Remove existing bollards to create accessible sidewalk
- Former commerce street
- Parking entrance
- Former property line
- Loading dock
- No parking
- Signage one-way
- Stop right only
- Loading B.O.H.
- F&B storage
- 1,715 SF
- O.T.B.
- Landing
- BVG storg
- 1,073 SF
- 450 SF
- Restaurant
- 6,028 SF
- 6,000 SF
- Kitchen
- 6,135 SF
- 6,000 SF
- Refrigerated storage
- 640 SF
- 600 SF
- Executive chef
- Utility easement
- Utility easement
- Adjusited existing curbs
- Street light
- Signage
- CDR 2.5

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PMC PROPERTY GROUP

CDR 2.5

33 N. 22ND STREET | PHILADELPHIA, PA | 08-11-2020
RENDERING ALONG COMMERCE STREET

- Trader Joe's loading
- Pedestrian access
- Parking garage access from Commerce St
- One way loading access only

CDR 2.6

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© 2020 SOLOMON CORDWELL PMC PROPERTY GROUP 33 N. 22ND STREET | PHILADELPHIA, PA | 08–11–2020
RENDERING ALONG COMMERCE STREET

- TRADER JOE'S LOADING
- PEDESTRIAN ACCESS
- PARKING GARAGE ACCESS FROM COMMERCE ST
- ONE WAY LOADING ACCESS ONLY

CDR 2.7
SITE AND CIRCULATION PLAN | 22ND STREET LEVEL
ELEVATION: FROM AVG. SITE HEIGHT -11'-10"

PARKING SPACES
TOTAL 218

PROPOSED BUILDING
- VEHICULAR ACCESS
- LOADING
- PEDESTRIAN ACCESS

TRADER JOE'S BUILDING
- VEHICULAR ACCESS
- LOADING
- PEDESTRIAN ACCESS
- TRADER JOE'S PARKING

MURANO
- VEHICULAR ACCESS
- LOADING
- PEDESTRIAN ACCESS

50 Easy access parking spaces at grade level for Trader Joe's

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33 N. 22ND STREET | PHILADELPHIA, PA | 08–11–2020
BUILDING MATERIAL PALETTE

VISION GLAZING
Location: Residential tower.

GREEN SCREEN WALL
Location: At podium screening the parking garage along former Commerce St.

BRICK
Location: At podium screening the parking garage along former Commerce St.

DARK METAL PANEL
Location: At various locations around the podium.

PORCELAIN PANEL
Location: At podium screening the parking garage along former Commerce St.

PERFORATED METAL PANEL
Location: At podium screening the parking garage along former Commerce St.

DIRECT APPLIED STUCCO FINISH
Location: At east facade of podium.
ELEVATIONS | NORTH AND WEST

NORTH ELEVATION

WEST ELEVATION

CDR 2.10
SITE SELECTION

- The project constitutes a significant urban infill project straddling the center city and Logan Square neighborhoods in Philadelphia. The project will increase density and replace a surface parking lot.
- Parking will serve residents of the proposed building as well as increase the parking spaces for the adjacent Trader Joe’s.

PUBLIC AND ALTERNATE TRANSPORTATION

- The urban location of the project site provides ample access to Philadelphia’s public transportation system, including bus stops, trolley stops, subway stations, Indego bike share stations, and suburban commuter train stations less than a half mile away. The site is also easily walkable to most of Philadelphia’s downtown businesses and institutions.
- The project will include bike racks as part of the sidewalk improvements and secured indoor bike storage for residents.
- Charging stations will be provided in the parking garage for plug-in electric vehicles.

ENERGY CONSERVATION

- Through a combination of high-efficiency enclosure systems, mechanical systems, lighting and plumbing systems, the project exceeds code required performance standards.
- Commissioning of the project will ensure that the systems are installed, calibrated and performed as intended.

STORMWATER MANAGEMENT

- The project provides improvements to the sidewalks fronting 22nd St, including new street trees and planters to assist in managing stormwater runoff.
- The project includes a large outdoor amenity deck with landscaped elements to help mitigate urban heat island effect and assist with stormwater runoff.
- The project includes a below-grade detention basin to manage the project’s stormwater.

HEALTHY INDOOR ENVIRONMENT

- Finish materials will be specified to be low or no-VOC, regional, and of recycled content wherever possible.
- Collection and storage of recyclables for residents and retailers is planned for the project.
- Indoor spaces are designed to maximize daylight and natural ventilation to improve occupant comfort and well-being.
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. 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.philadelphastreetst.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
33 N 22nd Street
2. DATE
4/10/2020
3. APPLICANT NAME
Anthony Forte
4. APPLICANT CONTACT INFORMATION
1500 Market Street, 38th Floor
Tel: 215-972-7732
Email: tony.forte@saul.com
5. OWNER NAME
PMC Property Group
6. OWNER CONTACT INFORMATION
1500 Market Street, 38th Floor
7. APPLICANT CONTACT INFORMATION
Anthony Forte
33 N 22nd Street
8. ENGINEER / ARCHITECT NAME
Evan R. Wilbert, Stantec Consulting Services Inc.
1500 Spring Garden Street, Suite 1100, Philadelphia, PA 19130
Tel: 215-665-7180
9. ENGINEER / ARCHITECT CONTACT INFORMATION
Evan R. Wilbert
Email: tony.forte@saul.com
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map and under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

Street

21st Street
22nd Street
John F. Kennedy Boulevard
Market Street

COMPLETE STREET TYPE
Urban Arterial
Urban Arterial
COMPLETE STREET TYPE

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

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

c. Street Direction

d. Curb Cuts

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

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

12. 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

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

c. Street Direction

d. Curb Cuts

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

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

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

Street Frontage

John F. Kennedy Boulevard (SR 3)
22nd Street

Walking Zone Width

Existing / Proposed

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.

Intrusion Type

Curb Cut

Intrusion Width

45.5'

Placement

~ 168' North of the NCL of Market Street

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

YES  NO

APPLICANT: General Project Information

Additional Explanation / Comments: Note, JFK Boulevard Crosses above 22nd Street. In addition, Former Commerce Street acts as both a private driveway and reserved as a utility easement.

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 (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>John F. Kennedy Boulevard (SR 3)</td>
<td>12’ / 23’ / 23’</td>
<td>23’ / 23’</td>
</tr>
<tr>
<td>22nd Street</td>
<td>12’ / 11’ / 11’</td>
<td>11’ / 11’</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>John F. Kennedy Boulevard (SR 3)</td>
<td>6’ / 16.3’ / 16.3’</td>
</tr>
<tr>
<td>22nd Street</td>
<td>6’ / 6’ / 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.

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>45.5’</td>
<td>~ 168’ North of the NCL of Market Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>13.4’</td>
<td>~ 253’ North of the NCL of Market Street</td>
</tr>
</tbody>
</table>

PEDESTRIAN COMPONENT (continued)

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

YES  NO

APPLICANT: Pedestrian Component

Review Comments:

DEPARTMENTAL APPROVAL

YES  NO

APPLICANT: Pedestrian Component

Note: the existing sidewalk width of 22nd Street is non-compliant and will remain non-compliant in the proposed condition. The proposed project activates an existing parking lot in Center City with a residential development. Both the 22nd Street and John F Kennedy Boulevard Frontages will be provided with residential frontages. Access to parking to be utilized by Trader Joe’s will be moved interior to the site.

DEPARTMENTAL REVIEW: Pedestrian Component

Review Comments:
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>Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>John F. Kennedy Boulevard (SR 3)</td>
<td>0' / 0'</td>
<td></td>
</tr>
<tr>
<td>22nd Street</td>
<td>0' / 0'</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>
<tbody>
<tr>
<td>John F. Kennedy Boulevard (SR 3)</td>
<td>4' / 6.7' / 9.7'</td>
<td></td>
</tr>
<tr>
<td>22nd Street</td>
<td>4' / 3' / 4'</td>
<td></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
- 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

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

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?

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

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

30. Does the design provide a buffer between the roadway and pedestrian traffic?

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?
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 Existing / Proposed</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<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:

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:


URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?  
   YES | NO | N/A | YES | NO |

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?  
   YES | NO | N/A | YES | NO |

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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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES</td>
<td>NO</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 ☐

If yes, City Plan Action may be required.

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

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

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

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? YES ☐ NO ☐ N/A ☐

---

**APPLICANT:** Intersections & Crossings Component

**Additional Explanation / Comments:**

---

**DEPARTMENTAL REVIEW:** Intersections & Crossings Component

**Reviewer Comments:**

---
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>(1) Access to Quality Transit Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.</td>
<td>Yes The building site is serviced by the subway station at 22nd and market, a block south of the building entrance on 22nd Street. An Amtrak station and a Septa station are located about a half mile from the building entrances on 22nd and JFK Boulevard, at 30th and JFK. The Broad street line stop is located about a half mile from the building entrances at 30th and Market. A bus stop is located a block southeast of the site on 23rd and Market Streets.</td>
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<td>(2) Reduced Parking Footprint All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.</td>
<td>Yes Garage parking is not located on street frontages at 22nd street and JFK Boulevard levels, and all parking is located in an enclosed garage.</td>
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<td>(3) Green Vehicles Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.</td>
<td>Yes Electric vehicle charging stations will be accommodated for 5% of parking spaces in the parking garage.</td>
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<tr>
<td><strong>Sustainable Sites</strong></td>
<td>(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways) To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to dB(A). (If setback used, specify distance)</td>
<td>Yes Building does not front a rail line on any of its faces.</td>
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<td>(5) Bike Share Station Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td>No Bike share stations are not currently planned for this project. A bike share station is located a block away to the southeast at 20th and Market Streets.</td>
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<td>(6) 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 month.</td>
<td>Yes The project will not provide irrigation for on-site vegetation.</td>
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<td>(7) Pervious Site Surfaces Provides vegetated and/or pervious open space that is 30% or greater of the site’s Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.</td>
<td>No The project will contain an upper amenity deck containing vegetation. Per the zoning code for this district, the site allows building on 100% of the site with zero setbacks.</td>
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<td>(8) Rainwater Management Conform to the stormwater requirements of the Philadelphia Water Department (PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations</td>
<td>Yes The project will contain below grade a stormwater detention vault designed to capture rain water from the building. Vegetation at the upper amenity deck will further mitigate stormwater volume.</td>
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<td>(9) Heat Island Reduction (excluding roofs) Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI&gt;29, B) Shading by trees, structures, or solar panels.</td>
<td>Yes The project hardscapes design will reduce heat island effect through the use of high reflectance materials, including a white TPO roof.</td>
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<tr>
<td>Section</td>
<td>Description</td>
<td>Answer</td>
</tr>
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<tr>
<td>10.10.22.2</td>
<td>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 useASHRAE 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>10.10.22.3</td>
<td>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?</td>
</tr>
<tr>
<td>10.10.22.4</td>
<td>Indoor Air Quality and Transportation</td>
<td>Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy.</td>
</tr>
<tr>
<td>10.10.22.5</td>
<td>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**

- Title 4 The Philadelphia Building Construction and Occupancy Code

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