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SITE AERIAL VIEW | SURROUNDINGS

PROPOSED SITE

RIVERWALK TOWERS UNDER CONSTRUCTION

SITE UNDERNEATH RAILWAY BRIDGE

30TH STREET STATION

2200 ARCH ST
170 FT (ESTIMATED)

RIVERWALK TOWERS UNDER CONSTRUCTION

PECO BUILDING
384 FT

SITE UNDERNEATH RAILWAY BRIDGE

SITE UNDERNEATH RAILWAY BRIDGE

30TH STREET STATION

SITE UNDERNEATH RAILWAY BRIDGE

RIVERWALK TOWERS UNDER CONSTRUCTION

PECO BUILDING
384 FT

2200 ARCH ST
170 FT (ESTIMATED)

RIVERWALK TOWERS UNDER CONSTRUCTION
EXISTING CONDITION | SITE PHOTOS

1. 23RD STREET LOOKING WEST
2. SCHUYLKILL RIVER TRAIL LOOKING EAST
3. JOHN F KENNEDY BLVD LOOKING EAST
4. JOHN F KENNEDY BLVD LOOKING WEST
PROJECT VISION | NEIGHBORHOOD LIFE
**PROJECT SUMMARY**

- **SITE AREA:** 53,102 SF
- **ALLOWABLE FAR:** 12.0
- **RESIDENTIAL GSF UNITS:** 240,770 SF, 275
- **AMENITY:** 17,850 SF
- **OFFICE:** 24,730 SF
- **PARKING:** 56
- **TOTAL BUILDING GSF USED FAR:** 291,580 SF, 5.49
LEVEL B1 | LOADING
4,000 GSF
56 PARKING STALLS
47 REGULAR (8 SHARED) + 9 TANDEM
LEVEL 01 | JFK GROUND FLOOR
15,240 GSF
9,400 GSF OFFICE

OFFICE 9,550 SF
MAIL
LEASING

RESI. LOBBY 3,060 SF

OPEN TO ABOVE
OPEN TO BELOW

EXISTING RAILING

RIVERWALK TOWER

SEPTA RAILWAY BRIDGE

JFK BLVD

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LEVEL 04 - 21 | TYPICAL RESIDENTIAL FLOOR

LEVEL 22 | AMENITY FLOOR
DECK 5,230 GSF 50% TO BE LANDSCAPED
SECTION | NORTH/SOUTH

RIVERWALK TOWER NORTH

RIVERWALK TOWER SOUTH

LVL 22 - AMENITY
LVL 21 - RESI
LVL 20 - RESI
LVL 19 - RESI
LVL 18 - RESI
LVL 17 - RESI
LVL 16 - RESI
LVL 15 - RESI
LVL 14 - RESI
LVL 13 - RESI
LVL 12 - RESI
LVL 11 - RESI
LVL 10 - RESI
LVL 09 - RESI
LVL 08 - RESI
LVL 07 - RESI
LVL 06 - RESI
LVL 05 - RESI
LVL 04 - RESI
LVL 03 - AMENITY
LVL 02 - OFFICE
LVL 01 - LOBBY
LVL B1 - LOADING
PARKING
SEPTA
JFK
RIVERWALK TOWER NORTH
RIVERWALK TOWER SOUTH
PECO BUILDING PODIUM

SECTION B | NORTH / SOUTH

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CDR 1.5

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23rd ST + JFK | PHILADELPHIA, PA | 05-14-2020
E-GL-01
TOWER VISION GLASS

E-MTL-01
MULLION CAP

E-MTL-02
METAL SLAB EDGE

E-GL-02
PODIUM VISION GLASS
BUILDING MATERIAL PALETTE

VISION GLAZING E-GL-01
Location: Residential tower.

VISION GLAZING E-GL-02
Location: Building podium.

HORIZONTAL METAL SUNSHADES
Location: Building lobby

TOWER WINDOW WALL SYSTEM
Location: Residential tower.

BRONZE MULLION CAP
Location: Residential tower.

ALUMINUM COMPOSITE PANEL
Location: Residential tower North elevation.
LANDSCAPE DESIGN ELEMENTS

PERENNIALS AND GRASSES

SCRUBS

TREES
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 vacant lot bound by JFK Blvd, the Septa rail line, the Schuykill river, and 23rd Street.
- Parking will serve residents of the proposed building.

PUBLIC AND ALTERNATE TRANSPORTATION

- The 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 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 will exceed 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 23rd St and JFK Blvd., including planters to assist in managing stormwater runoff.
- The project includes large outdoor amenity decks 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

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
  o FULLY DIMENSIONED
  o CURB CUTS/DRIVEWAYS/LAYBY LANES
  o TREE PITS/LANDSCAPING
  o BICYCLE RACKS/STATIONS/STORAGE AREAS
  o TRANSIT SHELTERS/STAIRWAYS

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

*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY
1. PROJECT NAME
   2301 John F. Kennedy Blvd.

2. DATE
   5/5/2020

3. APPLICANT NAME
   PMC Property Group

4. APPLICANT CONTACT INFORMATION
   1608 Walnut Street, Suite 1400
   Tel: 215-634-9020
   Email: erics@pmcpropertygroup.com

5. PROJECT AREA: list precise street limits and scope
   23rd Street from John F. Kennedy Boulevard to 117.978' north
   John F. Kennedy Boulevard from 23rd Street to 362.739' west
   A property boundary is formed by the existing rail bridge above 23rd Street, and the existing train tracks running along the western side of the site.

6. OWNER NAME
   2301 JFK Lot A Owner, LLC

7. OWNER CONTACT INFORMATION
   1608 Walnut Street, Suite 1400
   Tel: 215-634-9020
   Email: erics@pmcpropertygroup.com

8. ENGINEER / ARCHITECT NAME
   Evan Wilbert, Stantec Consulting Services Inc.
   Email: Evan.Wilbert@stantec.com
   Tel: 215-665-7180

9. ENGINEER / ARCHITECT CONTACT INFORMATION
   1500 Spring Garden Street, Suite 1100, Philadelphia, PA 19130
   Evan Wilbert, Stantec Consulting Services Inc.
   Email: Evan.Wilbert@stantec.com
   Tel: 215-634-9020

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/

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 ☐

PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

   STREET FRONTE     TYPICAL SIDEWALK WIDTH   CITY PLAN SIDEWALK WIDTH
   (BUILDING LINE TO CURB)       (Required / Existing / Proposed)               (Required / Existing / Proposed)

   John F. Kennedy Boulevard (SR 3) 12' / 13' / 13'  12' / 13'
   23rd Street 13' / 12' / 12'  12' / 12'

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 FRONTE     WALKING ZONE   WALKING ZONE
   (Required / Existing / Proposed)                        (Required / Existing / Proposed)

   John F. Kennedy Boulevard (SR 3) 6' / 6' / 6'  6' / 6' / 6'
   23rd Street 6' / 6' / 6'  6' / 6' / 6'

14. VEHICULAR INTRUSIONS: List Vehicular Intrusions into the sidewalk. Examples include but are not limited to: driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

   EXISTING VEHICULAR INTRUSIONS
   INTRUSION TYPE  INTRUSION WIDTH  PLACEMENT

   PROPOSED VEHICULAR INTRUSIONS
   INTRUSION TYPE  INTRUSION WIDTH  PLACEMENT
   Curb Cut 24' ~ 362' North of the NCL of Market Street
   Curb Cut 12' ~ 430' North of the NCL of Market Street
   Curb Cut 12' ~ 440' North of the NCL of Market Street
**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?  

**BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)**

16. LIST THE MINIMUM, RECOMMENDED, EXISTING AND PROPOSED BUILDING ZONE WIDTHS 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.

**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.**

**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 Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>John F. Kennedy Boulevard (SR 3)</td>
<td>0' / 0'</td>
</tr>
<tr>
<td>23rd Street</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 Recommended / Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>John F. Kennedy Boulevard (SR 3)</td>
<td>4' / 4' / 4'</td>
</tr>
<tr>
<td>23rd Street</td>
<td>4' / 3' / 4'</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

**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 ON STREET Existing / Proposed</th>
<th>OFF STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2301 John F. Kennedy Blvd.</td>
<td>95</td>
<td>0 / 95</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 Sharing 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: Class 1A bike parking has been provided for residents.

**APPLICANT: Building & Furnishing Component**

Additional Explanation / Comments:

**DEPARTMENTAL REVIEW: Bicycle Component**

Reviewer Comments:

**DEPARTMENTAL REVIEW: Building & Furnishing Component**

Reviewer Comments:

**DEPARTMENTAL REVIEW: Pedestrian Component**

Reviewer Comments:
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>
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</tbody>
</table>

33. What is the maximum AASHTO design vehicle being accommodated by the design? **SU-40, 2011**

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

40. Does the design incorporate windows, storefronts, and other active uses facing the street?

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

**APPLICANT: Urban Design Component**

**Additional Explanation / 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>
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</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 [ ] YES [ ] NO [ ] N/A
   - Pedestrian Refuge Islands [ ] YES [ ] NO [ ] N/A
   - Signal Timing and Operation [ ] YES [ ] NO [ ] N/A
   - Bike Boxes [ ] YES [ ] NO [ ] N/A

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

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**ADDITIONAL COMMENTS**

**APPLICANT**

Additional Explanation / Comments: 

**DEPARTMENTAL REVIEW**

Additional Reviewer Comments: 

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SUSTAINABLE DESIGN CHECKLIST

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

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

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

### Categories

**Location and Transportation**

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain why.</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 ride share stops, bus rapid transit stops, light or heavy rail stations.</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>
</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>
</tr>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing trolleys/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, which reduce exterior sound transmission to 60dB(A). (If setback used, specify distance).</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>
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<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>
<td>The project will provide irrigation for on-site vegetation.</td>
<td>The project will contain a green wall with vegetation on Level 00 (off of JFK Blvd.), along with upper amenity decks containing vegetation. Per the zoning code for this district, we are allowed to build on 100% of the site with zero setbacks.</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>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>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>
<td>Will the project pursue energy measures performance measures beyond what is required in the Philadelphia Code by meeting any of these benchmarks?</td>
<td>Will the project pursue energy consumption by achieving 10% energy savings or more from an established baseline using</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
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<tr>
<td>(13) On-Site Renewable Energy</td>
<td>Produces renewable energy on-site that will provide at least 3% of the project’s anticipated energy usage.</td>
<td>The project will provide MERV 13 air filters for all regularly occupied spaces prior to occupancy.</td>
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<tr>
<td>(14) Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm.</td>
<td>Railway Association of Canada (RAC)’s “Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.</td>
<td></td>
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</tbody>
</table>

2. Title 4 The Philadelphia Building Construction and Occupancy Code
3. LEED 4.1, Optimize Energy Performance in LEED v4.1
   For Passive House, see www.phi.us.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