CIVIC DESIGN REVIEW

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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: ZP-2020-000710C

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

The proposed project includes the creation of more than 100,000 sq. ft. of new gross floor area and the creation of more than 100 dwelling units.

PROJECT LOCATION

Planning District: Central
Council District: 1
Address: 200-204 S. 12th Street

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.
Email: gestd@ballardspahr.com
Primary Phone: 215-864-8143
Address: Ballard Spahr LLP
1735 Market Street, Philadelphia, PA 19103

Property Owner: South 12th Street Owner LLC; 200 South 12th Street Owner LLC
Developer: Midwood Investment & Development
Architect: BLT Architects

SITE CONDITIONS

Site Area: 18,434.4 sq. ft.
Existing Zoning: CMX-5 w/ overlays
Are Zoning Variances required? Yes No X

Present Use: Office/daycare
Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
- 350,253 sq. ft. multi-family residential use (448 dwelling units)
- 39,999 sq. ft. retail use
- 41,380 sq. ft. below grade parking garage

Proposed # of Parking Units:
68 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:
Date: TBD Time: TBD

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No X
If yes, indicate the date hearing will be held:
Date: ________________
VIEW FROM CHANCELLOR AND CAMAC LOOKING SOUTH

VIEW FROM CHANCELLOR & CAMAC LOOKING EAST
**View from Camac and St. James Looking North**

**View from Camac & St James Looking East**
204 S 12TH STREET | CIVIC DESIGN REVIEW | 21 JULY 2020

FLOOR PLANS | 9

BELOW GRADE PARKING LEVEL 01

BELOW GRADE PARKING LEVEL 02

BELOW GRADE PARKING LEVEL 03

EXISTING CAMAC BUILDING

PARKING 14,943 SF

PARKING 12,955 SF

PARKING 13,482 SF

INCOMING SERVICES
PENTHOUSE LEVEL (28-31)

- RESIDENTIAL
- RESIDENTIAL UNIT
- ELEVATOR
- SERVICE
INSTRUCTIONS
This Checklist is an implementation tool of the Philadelphia Complete Streets Handbook (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx

INSTRUCTIONS (continued)
APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

 This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.

 All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.

 All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.

 Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.

 ADA curb-ramp designs must be submitted to Streets Department for review.

________________________________________________________________________________________

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

PRELIMINARY PCPC REVIEW AND COMMENT: DATE
CSM

FINAL STREETS DEPT REVIEW AND COMMENT: DATE
GENERAL PROJECT INFORMATION

1. PROJECT NAME
   204 S 12th Street Proposed Mixed-Use Development

2. DATE
   07/14/2020

3. APPLICANT NAME
   South 12th Street Owner LLC

4. APPLICANT CONTACT INFORMATION
   430 Park Avenue, New York, NY, Suite 201
   Phone: (212) 418-9553
   Email: ryang@midwoodid.com

5. PROJECT AREA: list precise street limits and scope
   South 12th Street
   South Camac Street
   Chancellor Street
   St. James Street
   13,869 SF

6. OWNER NAME
   South 12th Street Owner LLC

7. OWNER CONTACT INFORMATION
   430 Park Avenue, New York, NY, Suite 201
   Phone: (212) 418-9553
   Email: ryang@midwoodid.com

8. ENGINEER / ARCHITECT NAME
   Bohler Engineer

9. ENGINEER / ARCHITECT CONTACT INFORMATION
   1515 Market Street, Suite 920, Philadelphia, PA 19102
   Phone: (267) 402-3400
   Email: ktatlow@bohlereng.com

10. STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 5 of the Handbook.
    Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/

<table>
<thead>
<tr>
<th>STREET</th>
<th>CITY PLAN</th>
<th>REQUIRED</th>
<th>EXISTING</th>
<th>PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>South 12th</td>
<td>5'4'/3.9'</td>
<td>6'</td>
<td>5'/4'/4'</td>
<td>6'/5'/5'</td>
</tr>
<tr>
<td>St. James</td>
<td>5'4'/3.9'</td>
<td>6'</td>
<td>N/A</td>
<td>6'/5'/5'</td>
</tr>
<tr>
<td>South Camac</td>
<td>5'/4'/3.8'</td>
<td>6.5'</td>
<td>N/A</td>
<td>6'/5'/5'</td>
</tr>
<tr>
<td>Chancellor</td>
<td>5'/4'/4'</td>
<td></td>
<td></td>
<td></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 ☐ N/A ☐
    d. Curb Cuts
       YES ☐ NO ☐ N/A ☐
    e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
       YES ☐ NO ☐ N/A ☐
    f. Building Extensions into the sidewalk, such as stairs and stoops
       YES ☐ NO ☐ N/A ☐

APPLICANT: General Project Information

Additional Explanation / Comments: The project proposes a 32-story (448 units) multi-family building with underground parking and retail in lower levels. The site has frontage along South 12th Street, St. James Street, South Camac Street, and Chancellor Street.

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

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) TO PROPOSED</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. James</td>
<td>10'/6'/6.5'</td>
<td>6.75'/6.75'</td>
</tr>
<tr>
<td>South Camac</td>
<td>N/A/6.5'/6.5'</td>
<td>6.75'/6.75'</td>
</tr>
<tr>
<td>South 12th</td>
<td>12'/12.3'/12.3'</td>
<td>12'/12'</td>
</tr>
<tr>
<td>Chancellor</td>
<td>N/A/7'/7'/7'</td>
<td>6.75'/6.75'</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 WIDTH TO PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. James</td>
<td>5'/3.3'/4'</td>
</tr>
<tr>
<td>South Camac</td>
<td>5'/4.6'/6.5'</td>
</tr>
<tr>
<td>South 12th</td>
<td>6'/3.8'/8.7'</td>
</tr>
<tr>
<td>Chancellor</td>
<td>5'/4'/4'</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></td>
<td>N/A</td>
<td></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>16'3''</td>
<td>St. James</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>24'</td>
<td>Chancellor</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>22.5'</td>
<td>12th Street</td>
</tr>
</tbody>
</table>
### 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>
<th>EXISTING / PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. James Street</td>
<td>0 / 0</td>
<td></td>
</tr>
<tr>
<td>Chancellor Street</td>
<td>1.3 / 0</td>
<td></td>
</tr>
<tr>
<td>South 12th Street</td>
<td>4.1 / 0</td>
<td></td>
</tr>
<tr>
<td>South Camac Street</td>
<td>0.9 / 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>St. James Street</td>
<td>3.5' / 3.6' / 2.8'</td>
<td></td>
</tr>
<tr>
<td>Chancellor Street</td>
<td>N/A / 3.1' / 2.8'</td>
<td></td>
</tr>
<tr>
<td>South 12th Street</td>
<td>6' / 6.5' / 4'</td>
<td></td>
</tr>
<tr>
<td>South Camac Street</td>
<td>N/A / 2.4' / 0'</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: **YES**
- Street Trees: **YES**
- Street Furniture: **YES**
- Lids: **YES**

19. Does the design avoid tripping hazards?
- **YES**

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception
- **YES**
## COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

### BUILDING & FURNISHING COMPONENT (continued)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>21.</td>
<td>Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 &amp; 4.4.8)</td>
<td></td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>22.</td>
<td>Does the design maintain adequate visibility for all roadway users at intersections?</td>
<td></td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

**APPLICANT:** Building & Furnishing Component

Additional Explanation / Comments: New curb and sidewalk will be installed along portions of St. James Street, Chancellor Street, South Camac Street, and South 12th Street frontages. The existing sidewalk widths will all be maintained.

Bike racks are proposed within the furnishing zone along South 12th Street frontage in accordance with the zoning requirements.

Streets trees can’t be provided to meet the spacing requirements of the Streets Dept FZ0102 diagram based on the existing utility mains and light poles within the adjacent street sidewalk.

### DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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### COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

### BICYCLE COMPONENT (Handbook Section 4.5)


On-street bicycle parking is provided on 12th St.

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>SIDEWALK</th>
<th>OFF-STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed Use Building/204 South 12th Street</td>
<td>150</td>
<td>0 / 0</td>
<td>N/A / 6</td>
<td>0 / 223</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 | N/A | YES | NO | N/A |

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

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: 223 bicycle parking spaces are provided within the building and 6 bicycle parking spaces are provided on 12th St sidewalk.

### DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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**CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)**

<table>
<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>28. Does the design limit conflict among transportation modes along the</td>
<td></td>
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</tr>
<tr>
<td>curb?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29. Does the design connect transit stops to the surrounding pedestrian</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>network and destinations?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30. Does the design provide a buffer between the roadway and pedestrian</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>traffic?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31. How does the proposed plan affect the accessibility, visibility,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>connectivity, and/or attractiveness of public transit?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**APPLICANT:** Curbside Management Component  
Additional Explanation / Comments: 

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

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

<table>
<thead>
<tr>
<th>STREETS</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Existing / Proposed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DEPARTMENTAL APPROVAL:**

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

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

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?

**APPLICANT:** Vehicle / Cartway Component  
Additional Explanation / Comments: There will be 2 off-street loading spaces within the site accessed from South 12th Street.

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

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## Complete Streets Handbook Checklist

### Urban Design Component (Handbook Section 4.8)

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</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></td>
<td></td>
<td></td>
<td></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></td>
<td></td>
<td></td>
<td></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></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Applicant:** Urban Design Component  
Additional Explanation / Comments:

**Departmental Review:** Urban Design Component  
Reviewer Comments:

### Additional Comments

**Applicant:** Additional Explanation / Comments:

**Departmental Review:** Additional Reviewer Comments:

## Intersections & Crossings Component (Handbook Section 4.9)

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Departmental Approval</th>
</tr>
</thead>
</table>
| 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>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Departmental Approval:**

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>44. Does the design minimize the signal cycle length to reduce pedestrian wait time?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45. Does the design provide adequate clearance time for pedestrians to cross streets?</td>
<td></td>
<td></td>
<td></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></td>
<td></td>
<td></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 | YES | NO | N/A |
| - Pedestrian Refuge Islands | YES | NO | N/A |
| - Signal Timing and Operation | YES | NO | N/A |
| - Bike Bays | YES | NO | N/A |

**Applicant:** Intersections & Crossings Component  
Additional Explanation / Comments:

**Departmental Review:** Intersections & Crossings Component  
Reviewer Comments:
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) unless otherwise noted.

### Categories

<table>
<thead>
<tr>
<th>Location and Transportation</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>(1) Access to Quality Transit</td>
<td>Include a functional entry of the project within a 1/4-mile (400-meter) walking distance of existing or planned bus, streetcar, or light rail stations.</td>
<td>Does the proposal provide parking for green vehicles and/or share vehicles? Cleary identify and enforce for sole use by car share or green vehicles, which include plug-in or electric vehicles and alternative fuel vehicles.</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All new parking areas will be on the rear yard of the property or under the building, and uncovered or uncovered parking areas are 40% or less of the site area.</td>
<td>Yes. All on-site parking is under the building in the 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 or electric vehicles and alternative fuel vehicles.</td>
<td>Yes, more than 5% of the parking spaces are designated for Auto-shares parking spaces.</td>
</tr>
<tr>
<td>(4) Railway Clearances (Excluding frontages facing highways or enclosed subterranean 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 42dBA. If setback used, specify distance.</td>
<td>If the site is not built-up against a railway, this criterion would not be required.</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Green Bike Share Station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td>This site is not currently planned. However, the building in providing 50B Bikeshare services.</td>
</tr>
</tbody>
</table>

### Energy and Atmosphere

<table>
<thead>
<tr>
<th>Water Efficiency</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>(6) Outdoor Water Use</td>
<td>Maintain on-site vegetation without irrigation.</td>
<td>Does the project meet the requirements for the site’s peak water month.</td>
</tr>
<tr>
<td>Sustainable Sites</td>
<td>Does the project meet the requirements for the site’s peak water month.</td>
<td>No, the amount of vegetation/water surface is less than 30% of the site’s open area.</td>
</tr>
<tr>
<td>(7) Pervious Site Surfaces</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, the project will conform to the requirements of the Philadelphia PWD and the on-site pervious site surfaces. The project will use stormwater management in accordance with the PWD Green Streets Design Manual.</td>
</tr>
<tr>
<td>(8) Rainwater Management</td>
<td>To foster safety and maintain a quality of life protected from excessive noise and vibration,</td>
<td>At the building, it is 30% or greater of the site area.</td>
</tr>
<tr>
<td>(9) Heat Island Reduction (excluding roofs)</td>
<td>The building is a 2-story building.</td>
<td>The building has R-15 or more of insulation in the roof.</td>
</tr>
</tbody>
</table>

### Innovation

<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 Comissioning and Energy Performance - Going beyond the code</td>
<td>HVAC commissioning, including all HVAC systems, will be completed.</td>
</tr>
<tr>
<td>(11) Energy Comissioning and Energy Performance - Going beyond the code</td>
<td>The project pursue energy performance measures beyond what is required in the IECC.</td>
</tr>
</tbody>
</table>