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-2020-000954C

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: University Southwest  Council District: District 3

Address: 4701-29 Pine Street

Philadelphia, PA 19143

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: Ronald J. Patterson, Esq  Primary Phone: (215) 569-4585

Email: rpatterson@klehr.com  Address: 1835 Market Street, Suite 1400

Philadelphia, PA 19103

Property Owner: Post 4701 Pine Street LP  Developer: Infinity Real Estate

Architect: BLT Architects

SITE CONDITIONS

Site Area: 82,522 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):

220 New Residential Units – 185,208 SF

Proposed # of Parking Units:

66 parking spaces required, 160 spaces existing

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:
VIEW FROM 47TH & PINE - LOOKING WEST

VIEW FROM 47TH & PINE LOOKING NORTH
VIEW FROM 47TH & SPRUCE - LOOKING SOUTH

VIEW FROM 47TH & SPRUCE - LOOKING WEST

GARDEN COURT PLAZA | CIVIC DESIGN REVIEW | 7 JULY 2020

SITE PHOTOS | 4
GARDEN COURT PLAZA | CIVIC DESIGN REVIEW | 7 JULY 2020

VIEW FROM 48TH & SPRUCE - LOOKING SOUTH

VIEW FROM 48TH & PINE - LOOKING EAST
REFERENCES:

1. MAP 004 N 07 OF THE OFFICIAL TAX REGISTRY OF THE PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
2. MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, INSURANCE RATE MAP, CITY OF PHILADELPHIA, PENNSYLVANIA, PANEL 184 OF 230", MAP NUMBER 420757 018 NOVEMBER 18, 2015.
3. MAP ENTITLED "CITY PLAN NO. 271A", PROVIDED BY THE PHILADELPHIA.
4. MAP ENTITLED "PLAN REVISING THE LINES AND GRADES OF THE AREA BOUNDED BY FIFTH STREET, SPRING STREET AND FAIRMOUNT AVENUE, BY WIDENING PORTION AND SIXTH STREET, BY STRIKING FROM THE CITY PLAN STREET, AND BY RESERVING AND PLACING ON THE CITY RIGHT OF WAY FOR WATER MAIN PURPOSES AND PUBLIC UTILITY PURPOSES, PROVIDED TO THE CITY OF PHILADELPHIA.
5. MAP ENTITLED "THE DECLARATION PLAN OF FIFTH STREET DISTRIBUTORS ASSOCIATION INC. FOR SPRING GARDEN SUBDIVISION OF PROPERTY" PREPARED BY VINCENT N. REGULATOR OF THE THIRD SURVEY DISTRICT, DATED REVISED OCTOBER 27, 1964.
6. STREET STATUS CARD ENTITLED "LC000266", "LC000326" BY THE CITY OF PHILADELPHIA.
7. MAPS ENTITLED "PWD #122358", "PWD #159827", "PWD #252444", "PWD #261426" & "PWD #269711", PROVIDED BY THE PHILADELPHIA WATER DEPARTMENT.
8. MAP SHOWING THE LOCATION OF UNDERGROUND GAS FACILITIES PROVIDED BY PHILADELPHIA GAS WORKS.
9. MAPS SHOWING THE LOCATION OF UNDERGROUND TELECOMMUNICATIONS FACILITIES PROVIDED BY VERIZON.
furnishings

- Loll, shared dining table
- Loll, variety of seating heights and options
- mmcite, bench seating
- Outdoor dining w/ string lights
- Cedar plank feature wall with special lighting
- Cedar community garden beds

materials

- Transition of granite paving and stabilized stone fines
- Stabilized stone fines
- Brushed concrete
- Wood mulch at dog run
- Stone fines at bocce court

GARDEN COURT PLAZA | CIVIC DESIGN REVIEW | 7 JULY 2020

GROUND LEVEL COURTYARD | 8
**Ground Ornamental Planting:**

- drought + salt tolerant perennials, grasses, shrubs, and groundcovers for both softness and screening.

**Vine Screen Planting**

**Screening at Private Terraces and Pool Deck**

**Jakobs stainless wire guides or mesh for vine support**

**Trees at Amenity Level**

**Shade Trees at Ground Level**

- *Aesculus hippocastanum* — Horse Chestnut
- *Liriodendron tulipifera* — Tuliptree
- *Prunus subhirtella* — Autumnalis Cherry
- *Quercus shumardii* — Shumard Oak
- *Cladrastis kentukea* — Yellowwood (needs some protection from winter winds)

**plantings**

**Notes:**

- Layering of landscape will be important for transitioning from sidewalk and lawn to woodland, park, or building lot. Since trees along Kelly Drive can be planted in lawn (instead of sidewalk) this is a great opportunity to use larger species and those that may be slightly more sensitive to salt.

**Planting (Shrub/Perennials, Bulbs) Cost:** $50 SF

**Planting Soil for Tree Pits:** $80 CY
MASSING IN CONTEXT
GLAZING
TAN BRICK
METAL PANEL / MULLIONS
CORRUGATED METAL
GREY BRICK

GARDEN COURT PLAZA | CIVIC DESIGN REVIEW | 7 JULY 2020
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.


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. 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:
  o Placing of a new street;
  o Removal of an existing street;
  o Changes to roadway grades, curb lines, or widths; or
  o Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

• EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  o FULLY DIMENSIONED
  o CURB CUTS/DRIVEWAYS/LAYBY LANES
  o TREE PITS/LANDSCAPING
  o BICYCLE RACKS/STATIONS/STORAGE AREAS
  o TRANSIT SHELTERS/STAIRWAYS

• PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  o PROPOSED TREE PITS/LANDSCAPING
  o 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 NEEDED.
**DEPARTMENTAL REVIEW: General Project Information**

1. PROJECT NAME: Residences at Garden Court Plaza 4701 Pine Street
2. DATE: 06/15/2020
3. APPLICANT NAME: Diana Masterson
4. APPLICANT CONTACT INFORMATION: 1216 Arch Street, Philadelphia, PA 19107
   - Email: dmasterson@blta.com
   - Phone: (215) 563-3900 Ext. 186
5. PROJECT AREA: List precise street limits and scope:
   - Total = 17,153 SF; 0.39 AC
   - On-Site = 13,187 SF; 0.30 AC
   - Street Maintenance R.O.W = 3,966 SF; N/A
   - On-Site = 13,187 SF; 0.30 AC
   - Street Maintenance R.O.W = 3,966 SF; N/A
6. OWNER NAME: BLT Architects
7. OWNER CONTACT INFORMATION: 1216 Arch Street, Philadelphia, PA 19107
   - Email: ktatlow@bohlereng.com
   - Phone: (267) 402-3400
8. ENGINEER / ARCHITECT NAME: Bohler Engineering
9. ENGINEER / ARCHITECT CONTACT INFORMATION: 1515 Market Street, Suite 920, Philadelphia, PA 19102
   - Email: ktatlow@bohlereng.com
   - Phone: (267) 402-3400
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook. Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
<th>PROPOSED SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pine Street</td>
<td>12' / 13' / 13'</td>
<td>12' / 13'</td>
<td></td>
</tr>
<tr>
<td>47th Street</td>
<td>12' / 13' / 13'</td>
<td>12' / 13'</td>
<td></td>
</tr>
<tr>
<td>48th Street</td>
<td>12' / 13' / 13'</td>
<td>12' / 13'</td>
<td></td>
</tr>
</tbody>
</table>

11. Does the Existing Conditions sito 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 ☑

12. SX/WX/W: 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>CITY PLAN SIDEWALK WIDTH</th>
<th>PROPOSED SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pine Street</td>
<td>12' / 13' / 13'</td>
<td></td>
</tr>
<tr>
<td>47th Street</td>
<td>12' / 13' / 13'</td>
<td></td>
</tr>
<tr>
<td>48th Street</td>
<td>12' / 13' / 13'</td>
<td></td>
</tr>
</tbody>
</table>

13. WALKING ZONE: List Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3.1 of the Handbook, including required widths.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
<th>CITY PLAN WALKING WIDTH</th>
<th>PROPOSED WALKING WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pine Street</td>
<td>8' / 12' / 12'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>47th Street</td>
<td>8' / 12' / 12'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>48th Street</td>
<td>8' / 12' / 12'</td>
<td></td>
<td></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>STREET FRONTAGE</th>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pine Street</td>
<td>Curb Cut</td>
<td>23.5'</td>
<td>Pine Street</td>
</tr>
<tr>
<td>47th Street</td>
<td>Curb Cut</td>
<td>33.6'</td>
<td>Pine Street</td>
</tr>
<tr>
<td>48th Street</td>
<td>Curb Cut</td>
<td>28.6'</td>
<td>Pine Street</td>
</tr>
</tbody>
</table>

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 ☑ N/A ☑

**DEPARTMENTAL REVIEW: Pedestrian Component**

16. PEDESTRIAN COMPONENT (Handbook Section 4.3)

   a. Sidewalks are consistent with the City Neighborhood Street Plan.
   - YES ☐ NO ☑ N/A ☑

   b. There is a complete pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day.
   - YES ☐ NO ☑ N/A ☑

**APPLICANT: Pedestrian Component**

Additional Explanation / Comments: New curb and sidewalk will be installed along sections of 47th Street and Pine Street. The existing sidewalk widths will all be maintained. Three (3) new curb cuts are proposed in Pine Street.

**DEPARTMENTAL REVIEW: Pedestrian 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>Pine Street</td>
<td>N/A / N/A</td>
</tr>
<tr>
<td>47th Street</td>
<td>N/A / N/A</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>Pine Street</td>
<td>4' / 4.5' / N/A</td>
</tr>
<tr>
<td>47th Street</td>
<td>4' / 3.7' / N/A</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?

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</th>
<th>Bicycle Parking</th>
<th>Lighting</th>
<th>Benches</th>
<th>Street Trees</th>
<th>Street Furniture</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES</td>
<td>NO</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

19. Does the design avoid tripping hazards?

20. Does the design avoid pinch points? Pinch points are locations where the walking zone width is less than the required width identified in item 13, or requires an exception?

### 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?

### 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</th>
<th>ON-STREET</th>
<th>ON SIDEWALK</th>
<th>OFF-STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing / Proposed</td>
<td>Existing / Proposed</td>
<td>Existing / Proposed</td>
<td>Existing / Proposed</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?

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</th>
<th>Conventional Bike Lane</th>
<th>Buffered Bike Lane</th>
<th>Bicycle-Friendly Street</th>
<th>Indego Bicycle Share Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES</td>
<td>NO</td>
<td>NO</td>
<td>YES</td>
<td>NO</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, workplaces, and other destinations?

### APPLICANT: Bicycle Component

Additional Explanation / Comments:

### DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:
### COMPLETE STREETS HANDBOOK CHECKLIST

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

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

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

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

### COMPLETE STREETS HANDBOOK CHECKLIST

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

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

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

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

33. What is the maximum AASHTO design vehicle being accommodated by the design?  
   **Box truck SU-30**  
   **Y**  
   **E**  

34. Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.  
   **Y**  
   **E**  

35. Will the public right-of-way be used for loading and unloading activities?  
   **Y**  
   **E**  

36. Does the design maintain emergency vehicle access?  
   **Y**  
   **E**  

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

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

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

**APPLICANT:** Vehicle / Cartway Component  
**Additional Explanation / Comments:**

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

**Complete Streets Handbook Checklist**

**Urban Design Component (Handbook Section 4.8)**

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

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

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

**Departmental Approval**

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

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

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**Complete Streets Handbook Checklist**

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

**Departmental Approval**

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?  
   - YES  
   - NO  
   - N/A

45. Does the design provide adequate clearance time for pedestrians to cross streets?  
   - YES  
   - NO  
   - N/A

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?  
   - YES  
   - NO  
   - N/A

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  
   - YES  
   - NO  
   - N/A

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

**Departmental Approval**

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

**Departmental Review:** Intersections & Crossings Component  
**Reviewer Comments:**

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**Additional Comments**

**Applicant**  
**Additional Explanation / Comments:**

**Departmental Review**  
**Additional Reviewer Comments:**
Water Efficiency

(6) Outdoor Water Use  Maintain on-site vegetation without irrigation. OR. Reduce of watering requirements at least 50% from the baseline calculated for the site's peak watering month. Yes, joint vegetation will be designed taking into account reduced water use.

Sustainable Sites

(7) Permeable 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. Yes, the provided vegetated open space is 0.31 square-meter - 23% of the site's Open Area.

(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. N/A - existing building footprint will include 0.06 square-meter of roof area. The existing building footprint will include 0.06 square-meter of roof area.

(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 SR>29. B) Shading by trees, structures, or solar panels. Yes, 50% of the glazed area of the site will use a combination of high reflectance pavement and shade trees.

Energy and Atmosphere

(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code  PCPC notes that as of April 1st, 2015, 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 work to make the project to code. ii The project will comply with ASHRAE 90.1-2016.

(11) 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? ii Yes, additional sustainability measures are planned at this time.

(12) Indoor Air Quality and Transportation  Any sites within 1500 feet of an Interstate highway, state highway, or freeway will provide air filters for all regular-use occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. N/A - site is not within 1000 feet of an Interstate highway.

(13) On-Site Renewable Energy  Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. No. Currently no on-site renewable energy is to be provided at this time.

(14) Innovation  Any other sustainable measures that could positively impact the public realm. The project will be designated to code minimum.

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