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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
<table>
<thead>
<tr>
<th>BUILDING TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL APARTMENTS</td>
</tr>
<tr>
<td>UNITS</td>
</tr>
<tr>
<td>TOTAL GROSS</td>
</tr>
<tr>
<td>ATTRIBUTABLE FAR</td>
</tr>
<tr>
<td>PARKING</td>
</tr>
<tr>
<td>ACCESSORY SPACES</td>
</tr>
<tr>
<td>NON ACCESSORY SPACES</td>
</tr>
<tr>
<td>TOTAL</td>
</tr>
<tr>
<td>LOADING PROVIDED</td>
</tr>
</tbody>
</table>

* ALL ELEVATIONS RELATIVE TO AVERAGE SITE HEIGHT (11’-10”)
JOHN F. KENNEDY LOBBY | LEVEL 3
ELEVATION: FROM AVG. SITE HEIGHT +9'-8"

PUBLIC BIKE RACK

EXISTING GREEN STORMWATER INFRASTRUCTURE TO REMAIN. WILL BE SUPPORTED AND PROTECTED DURING CONSTRUCTION.

LOBBY

BIKE STORAGE

BIKE ACCESS ROUTE

ELEVATOR

RESIDENTIAL FITNESS AND AMENITY SPACE

PUBLIC BIKE RACK
AMENITY LEVEL | LEVEL 7

ELEVATION: FROM AVG. SITE HEIGHT +57'-8"

ARCHITECTURAL SCREEN AROUND MECHANICAL AREA

42" TALL BY 60" DEEP PLANTER AROUND PERIMETER OF ROOF TERRACE
SECTION A | LOOKING NORTH

EXISTING TRADER JOE'S BUILDING TO SOUTH

AVERAGE SITE ELEVATION 0'-0"

23 RESIDENTIAL FLOORS 9'-0" TO FLOOR-TO-FLOOR (9'-0" CEILING)

SECTION A

CDR 1.3

33 N. 22ND STREET | PHILADELPHIA, PA | 09-14-2020
SECTION B | LOOKING EAST

PROPOSED BUILDING

EXISTING MURANO BUILDING

AVERAGE SITE ELEVATION 0'-0"
VISION GLAZING

SPANDREL GLAZING

PORCELAIN PANEL

VIEW LOOKING SOUTHEAST

VIEW LOOKING NORTHEAST
VISION GLAZING

PORCELAIN PANEL

SPANDREL GLAZING

DARK ACCENT METAL

VERTICAL METAL COLUMN COVERS

ACTIVE USE FRONTAGE

RENDERINGS | JFK BOULEVARD SIDEWALK
VISION GLAZING

SPANDREL GLAZING

DARK METAL PANEL

PORCELAIN PANEL

VISION GLAZING

DARK METAL PANEL

IMPROVED PEDESTRIAN ACCESS PATH FROM 22ND STREET TO TRADER JOE'S
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 w/ Lighting in Soffit
- Stop Sign Raised Pavement at Crosswalk
- Gate, Only Loading to West
- Wall Mounted Lighting
- Striped Crosswalks
- Textured Concrete
- Adjusted Existing Curbs
- Utility Easement
- Curb Cut
- 36' Curb Cut
- 33 N 22nd Property Line
- 20' Utility Easement
- Increase Sidewalk from 5'4" to 6'-4"
- Remove Existing Bollards to Create Accessible Sidewalk
- Former Commerce Street
- Trader Joe's
- Parking Entrance
- F&B Storage 1,715 SF
- O.T.B. Landing 450 SF
- Restauran 6,028 SF (6,000 SF)
- Kitchen 6,135 SF (6,000 SF)
- Refrig. Stor. 640 SF (600 SF)
- Exec Chef 128'-9"
- 9'-0"
- 244'-0"
- 38'-0"
- 24'-0"
- 28'-0"
- 26'-0"
- 26'-0"
- 28'-0"
- 35'-0"
- E 50'30'10' FL FL N 0 FM
- MURANO Property Line
- CDI 2.5
- 33 N. 22nd Street
- Philadelphia, PA
- 09-14-2020
RENDERINGS | FORMER COMMERCES STREET

PARKING GARAGE ACCESS FROM COMMERCE ST

ONE WAY LOADING ACCESS ONLY

TRADER JOE'S LOADING

PEDESTRIAN ACCESS
BUILDING MATERIAL PALETTE

VISION GLAZING

Location: Residential tower.

PORCELAIN PANEL

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.

PERFORATED METAL PANEL

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

DIRECT APPLIED STUCCO FINISH

Location: At east facade of podium.
SUSTAINABLE FEATURES

HIGH PERFORMANCE ENCLOSURE/ENERGY PERFORMANCE
- Insulates from the heat and humidity
- Allows optimal light and views
- Reduces solar heat gain in summer and keeping heat inside in winter
- Minimize ultraviolet (UV) light comes through enclosure
- Energy Performance: 21% improvement over ASHRAE Baseline/15% improvement over minimum IECC requirement.

NATURAL VENTILATION
- All units will have operable windows to allow for natural ventilation

EXTERIOR SUNSHADING DEVICES
- Reduces solar heating load
- Increases occupant comfort

STORMWATER MANAGEMENT
- Below grade stormwater detention tanks
- Vegetation at JFK level will help mitigate stormwater

HEAT ISLAND REDUCTION
- Hardscape will use high reflectance materials to reduce heat island effect

LANDSCAPED DECKS
- Amenity decks with vegetation to mitigate heat island effect and provide occupants access to fresh air
- Vegetation along JFK and 22nd St

TRANSIT ORIENTED LOCATION
- Trolley stop at 22nd and Market
- Multiple Bus Stops within 750’ of entrance
- SEPTA Regional Rail at 30th St Station

BIKE FACILITIES
- Secure bike parking for building residents
- Publicly accessible bike racks near entrance on JFK
SUSTAINABLE DESIGN STRATEGIES

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.
- Car sharing and electric vehicle storage provided.

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

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
  - 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  
   Tel: 215-972-7732  
7. **ENGINEER / ARCHITECT NAME**: Evan Wilbert, Stantec Consulting Services Inc.  
8. **ENGINEER / ARCHITECT CONTACT INFORMATION**:  
   1500 Spring Garden Street, Suite 1100, Philadelphia, PA 19130  
   Tel: 215-665-7180  
   Email: Evan.Wilbert@stantec.com  
9. **STREETS**: List the streets associated with the project.  
   Complete Streets Types can be found at www.phila.gov/map  
   Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/  
   under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.

**PROJECT AREA**: list precise street limits and scope  
- 22nd Street from John F. Kennedy Boulevard to Former Commerce Street  
- John F. Kennedy Boulevard from The Murano to 22nd Street  
- Former Commerce Street from The Murano to 22nd Street  
- An Eastern Property Edge bound generally by The Murano from John F. Kennedy Boulevard to Former Commerce Street  

- **Existing Conditions**:  
  Does the 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  

- **Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?**  
  a. YES ☑ NO ☐  
  b. Street Furniture such as bus shelters, honor boxes, etc.  
  c. YES ☑ NO ☐  
  d. Street Direction  
  e. YES ☑ NO ☐  
  f. Curb Cuts  
  g. YES ☑ NO ☐  
  h. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.  
  i. YES ☑ NO ☐  
  j. Building Extensions into the sidewalk, such as stairs and stoops  
  k. 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>
<th>EXISTING</th>
<th>PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>John F. Kennedy Boulevard (SR 3)</td>
<td>12' / 22' / 23'</td>
<td>23' / 23'</td>
<td>Existing / Proposed</td>
<td></td>
</tr>
<tr>
<td>24th Street</td>
<td>12' / 11' / 11'</td>
<td>16' / 11'</td>
<td>Existing / Proposed</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 of the Handbook, including required widths.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
<th>Required / Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>John F. Kennedy Boulevard (SR 3)</td>
<td>6' / 16.3' / 16.3'</td>
<td></td>
</tr>
<tr>
<td>22nd Street</td>
<td>6' / 16.3' / 16.3'</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.

**EXISTING 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>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>

**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>24' (Reduced width of Existing Curb Cut)</td>
<td>~ 168' North of the NCL of Market Street</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>24'</td>
<td>~ 262' 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?  

**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**  
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>
<th>22nd Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>John F. Kennedy Boulevard (SR 3)</td>
<td>0' / 0'</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</th>
<th>22nd Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>John F. Kennedy Boulevard (SR 3)</td>
<td>4' / 6.7' / 6.7'</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.

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)


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 Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2932 N. Broad Street</td>
<td>114</td>
<td>0 / 0</td>
<td>1 / 0</td>
<td>0 / 114</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

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?

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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?

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

APPLICANT: Bicycle Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

APPLICANT: Curbside Management Component

Additional Explanation / Comments: The proposed project is in close proximity to both a SEPTA Trolley Stop and Bus Stop at the intersection of Market Street and 22nd Street.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:
### 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>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

33. What is the maximum AASHTO design vehicle being accommodated by the design?  
   - **SU-40, 2011**
   - **YES**
   - **NO**
   - **N/A**

34. Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.  
   - **YES**
   - **NO**
   - **N/A**

35. Will the public right-of-way be used for loading and unloading activities?  
   - **YES**
   - **NO**

36. Does the design maintain emergency vehicle access?  
   - **YES**
   - **NO**

37. Where new streets are being developed, does the design connect and extend the street grid?  
   - **YES**
   - **NO**
   - **N/A**

38. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?  
   - **YES**
   - **NO**

### 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?  
   - **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**

---

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

**Departmental Review:** Vehicle / Cartway Component  
Reviewer Comments:

---

**Aplicant:** 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>
</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?

If yes, City Plan Action may be required.

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 ☐

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
- Promotion of reasonable access to transportation alternatives
- 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 how.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Access to Quality Transit</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 Branford 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 at 23rd and Market Streets.</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</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>
</tr>
<tr>
<td>(3) Green 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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#### Sustainable Sites

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<tr>
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<tbody>
<tr>
<td>(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)</td>
<td>Yes Building does not front a rail line on any of its faces.</td>
</tr>
<tr>
<td>(5) Bike Share Station</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>
</tr>
<tr>
<td>(6) Outdoor Water Use</td>
<td>Yes The project will not provide irrigation for on site vegetation.</td>
</tr>
<tr>
<td>(7) Pervious Site Surfaces</td>
<td>No 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>
</tr>
<tr>
<td>(8) Stormwater Management</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>
</tr>
<tr>
<td>(9) Heat Island Reduction (excluding roofs)</td>
<td>Yes The project hard scape design will reduce heat island effect through the use of high reflectance materials, including a white TPO roof.</td>
</tr>
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</table>

#### Energy and Atmosphere

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#### Water Efficiency

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</tr>
<tr>
<td>(10) 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 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.ii</td>
</tr>
<tr>
<td>(11) 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? iii • Reduce energy consumption by achieving 10% energy savings or more from an established baseline using ASHRAE standard 90.1-2016 (LEED v4.1 metric). • Achieve certification in Energy Star for Multifamily New Construction (MFNC). • Achieve Passive House Certification</td>
</tr>
<tr>
<td>(12) 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.iv</td>
</tr>
<tr>
<td>(13) 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>
<tr>
<td>Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm.</td>
</tr>
</tbody>
</table>

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

iii Title 4 The Philadelphia Building Construction and Occupancy Code

iv 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

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