SITE PLAN

PROPOSED BUILDING FOOTPRINT

EXISTING

BUILDING 1 - AKA CONDO UNIT 101 WEST JOHNSON
3 STORY BRICK MULTIFAMILY DWELLING
BUILDING HEIGHT = 53'-6"
OCCUPIED AREA = 16,718 SF (PD) 16,802 SF (US)
45 UNITS

FIRST FLOOR 297.40
BASEMENT FLOOR 287.40
EXISTING SENIOR HOUSING

BUILDING 2
5 STORY ADDITION
32 UNITS BASEMENT FLOOR 275.58
EXISTING SENIOR HOUSING

BUILDING 2 - AKA CONDO UNIT 221 WEST JOHNSON
5 STORY BRICK MULTI-FAMILY DWELLING
25 UNITS
OCCUPIED AREA = 14,562 (PD) 14,582 SF (US)
FIRST FLOOR 286.58

EXISTING SENIOR HOUSING

BUILDING 4 - AKA CONDO UNIT 121 WEST JOHNSON
3 STORY BRICK CARRIAGE HOUSE
OCCUPIED AREA = 2,082 (PD) 2,093 SF (US)
BUILDING HEIGHT = 39'-6"
COMMUNIT FACILITY

EXISTING
SITE PLAN AND LANDSCAPING INSPIRATION

MAPLE TREE

ELM LACEBARK TREE

PLANTERS

BENCH SEATING

DOGWOOD TREE
UNIT TYPE - MIX THREE

<table>
<thead>
<tr>
<th>ONE BEDROOM (535 SF)</th>
<th>TYPICAL FLOOR</th>
<th>TOTAL BUILDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>ONE BEDROOM - CORNER (720 SF)</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>ONE BEDROOM - INTERIOR (720 SF)</td>
<td>21</td>
<td>105</td>
</tr>
<tr>
<td>ONE BEDROOM - CORNER (750 SF)</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>TWO BEDROOM - CORNER (1,080 SF)</td>
<td>6</td>
<td>30</td>
</tr>
<tr>
<td>TOTAL</td>
<td>33</td>
<td>165</td>
</tr>
</tbody>
</table>

UNIT MIX %

- ONE BEDROOM: 82%
- TWO BEDROOM: 18%
- TOTAL: 100%
1. HARDIPANEL | STUCCO INFILL PANELS
2. DECORATIVE BRICK ACCENTS [TONE ON TONE]
3. MID-RED BRICK WITH COLOR VARIATION
4. VERTICAL HARDIPANEL EXTRUSIONS
5. ACCENT PAINT COLORS [BONE]
6. ACCENT PAINT COLORS [LIGHT CHARCOAL]
7. STOREFRONT [BLACK]
8. LARGE FORMAT VINYL WINDOWS [BLACK OR BRONZE]
9. RECESSED BALCONIES WITH GLASS RAILINGS
10. JULIETTE BALCONIES WITH METAL FRAME AND HORIZONTAL RAILS
1. HARDIPANEL | STUCCO INFILL PANELS
2. DECORATIVE BRICK ACCENTS [TONE ON TONE]
3. MID-RED BRICK WITH COLOR VARIATION
4. VERTICAL HARDIPANEL EXTRUSIONS
5. ACCENT PAINT COLORS [BONE]
6. ACCENT PAINT COLORS [LIGHT CHARCOAL]
7. STOREFRONT [BLACK]
8. LARGE FORMAT VINYL WINDOWS [BLACK OR BRONZE]
9. RECESSED BALCONIES WITH GLASS RAILINGS
10. JULIETTE BALCONIES WITH METAL FRAME AND HORIZONTAL RAILS
1. **HARDIPANEL | STUCCO INFILL PANELS**
2. **DECORATIVE BRICK ACCENTS [TONE ON TONE]**
3. **MID-RED BRICK WITH COLOR VARIATION**
4. **VERTICAL HARDIPANEL EXTRUSIONS**
5. **ACCENT PAINT COLORS [BONE]**
6. **ACCENT PAINT COLORS [LIGHT CHARCOAL]**
7. **STOREFRONT [BLACK]**
8. **LARGE FORMAT VINYL WINDOWS [BLACK OR BRONZE]**
9. **RECESSED BALCONIES WITH GLASS RAILINGS**
10. **JULIETTE BALCONIES WITH METAL FRAME AND HORIZONTAL RAILS**
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.
- 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.
**COMPLETE STREETS HANDBOOK CHECKLIST**

Philadelphia City Planning Commission

### GENERAL PROJECT INFORMATION

1. **PROJECT NAME**  
   201 WEST JOHNSON

2. **DATE**  
   July 12, 2021

3. **APPLICANT NAME**  
   PHILADELPHIA PRESERVATION GROUP, L.P.

4. **APPLICANT CONTACT INFORMATION**  
   116 FOUNTAIN STREET PHILADELPHIA, PA 19127

5. **PROJECT AREA: list precise street limits and scope**  
   From West Johnson Street to Cherokee Street

6. **OWNER NAME**  
   WILLIAM F. KERR

7. **OWNER CONTACT INFORMATION**  
   116 E COURT STREET DOYLESTOWN, PA 18901; WKEER@HIGHSWARTZ.COM

8. **ENGINEER / ARCHITECT NAME**  
   (E) RUGGERO PLANTE LAND DESIGN  
   (A) VBC STUDIO

9. **ENGINEER / ARCHITECT CONTACT INFORMATION**  
   (E) 215-508-3900; KYLE@RUGGEROPLANTE.COM  
   (A) 617-936-3482; MDROSSELMEIER@VBC.CO; SLOGAN@VBC.CO

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</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>W Johnson St</td>
<td>Cherokee St</td>
<td>McCallum St</td>
<td>Urban Arterial</td>
</tr>
<tr>
<td>W Johnson St</td>
<td>McCallum St</td>
<td>Greene St</td>
<td>Urban Arterial</td>
</tr>
<tr>
<td>Cherokee St</td>
<td>W Johnson St</td>
<td>W Cliveden St</td>
<td>Lower Density Residential</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 ☑ N/A ☑

   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: ______

**DEPARTMENTAL REVIEW: General Project Information**
### 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>REQUIRED / EXISTING / PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>W Johnson St</td>
<td>12’ / 10’ / 10’</td>
<td>10’ / 10’</td>
<td>W Johnson St</td>
</tr>
<tr>
<td>Cherokee St</td>
<td>10’ / 10’ / 10’</td>
<td>10’ / 10’</td>
<td>Cherokee St</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>W Johnson St</td>
<td>6’ / 5’ / 5’</td>
<td>W Johnson St</td>
</tr>
<tr>
<td>Cherokee St</td>
<td>5’ / 4’ / 4’</td>
<td>Cherokee St</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>W Johnson St</td>
<td>24’</td>
<td>53’ from Cherokee St</td>
</tr>
<tr>
<td>W Johnson St</td>
<td>12’</td>
<td>316’ from Cherokee St</td>
</tr>
<tr>
<td>W Johnson St</td>
<td>20’</td>
<td>288’ from Cherokee St</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>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

### COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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?

<table>
<thead>
<tr>
<th>APPLICANT: Pedestrian Component</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Explanation / Comments: ______</td>
</tr>
</tbody>
</table>

### 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>Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>W Johnson St</td>
<td>3' / 3'</td>
<td></td>
</tr>
<tr>
<td>Cherokee St</td>
<td>3' / 3'</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>W Johnson St</td>
<td>4' / 2' / 2'</td>
<td></td>
</tr>
<tr>
<td>Cherokee St</td>
<td>3.5' / 3' / 3'</td>
<td></td>
</tr>
</tbody>
</table>

18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

19. Does the design avoid tripping hazards?

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

### DEPARTMENTAL APPROVAL

<table>
<thead>
<tr>
<th>Bicycle Parking</th>
<th>Lighting</th>
<th>Benches</th>
<th>Street Trees</th>
<th>Street Furniture</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES (O) NO (X)</td>
<td>NO (X)</td>
<td>N/A (O)</td>
<td>YES (O)</td>
<td>N/A (O)</td>
</tr>
</tbody>
</table>

### APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: There is no proposed re-construction of the sidewalk.

### DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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?**

### BUILDING & FURNISHING COMPONENT (continued)

- **YES** - No
- **NO** - Yes
- **N/A** - No filed

---

VBC|STUDIO

285 WASHINGTON ST | SOMERVILLE, MA

201 WEST JOHNSON STREET PHILADELPHIA, PA 19144

O: 617 936 3482   F: 617 977 9777
COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

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

Sidewalk area beyond the provided walking space on West Johnson Street provide ample space for pedestrians. ADA curb ramps are proposed on West Johnson Street which provide for safer road crossings.

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>201 West Johnson Street</td>
<td>48</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>33 / 0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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?

DEPARTMENTAL REVIEW: Bicycle Component
Reviewer Comments:

APPLICANT: Bicycle Component
Additional Explanation / Comments: The project is situated along W Johnson Ave with multiple transit lines available within a few blocks. There are existing bike lanes with access to bus stops and adjacent lines run perpendicular to West Johnson Street as well.

DEPARTMENTAL REVIEW: Curbside Management Component
Reviewer Comments:

APPLICANT: Curbside Management Component
Additional Explanation / Comments: 
### COMPLETE STREETS HANDBOOK CHECKLIST

#### Philadelphia City Planning Commission

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

<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>
<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>

#### URBAN DESIGN COMPONENT (Handbook Section 4.8)

|        |      |    |              |              |
|        |      |    |              |              |
|        |      |    |              |              |

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 AASHTO design vehicle being accommodated by the design?

34. Will the project affect a historically certified street? An inventory of historic streets[1] is maintained by the Philadelphia Historical Commission.

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

36. Does the design maintain emergency vehicle access?

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

38. Does the design support multiple alternative routes to and from destinations within the site?

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

**DEPARTMENTAL REVIEW: Vehicle / Cartway Component**

**DEPARTMENTAL REVIEW: Urban Design Component**

**APPLICANT: Vehicle / Cartway Component**

Additional Explanation / Comments: The project contains multiple points of entry for motor vehicles and multiple points of entry for pedestrians. Multiple access points along the building for residents will help to de-concentrate people entering and leaving the site.

**APPLICANT: Urban Design Component**

Additional Explanation / Comments: ____

### COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

**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?  
45. Does the design provide adequate clearance time for pedestrians to cross streets?  
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.

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

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?

<table>
<thead>
<tr>
<th>APPLICANT: Intersections &amp; Crossings Component</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Explanation / Comments:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DEPARTMENTAL REVIEW: Intersections &amp; Crossings Component</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reviewer Comments:</td>
</tr>
</tbody>
</table>

### ADDITIONAL COMMENTS

**APPLICANT**

Additional Explanation / Comments: ____

**DEPARTMENTAL REVIEW**

Additional Reviewer Comments: ____
Civic Sustainable Design Checklist – Updated September 3, 2019

Civic Design Review Sustainable Design Checklist

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

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

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

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td>Locate a functional entry of the project within a ¾-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.</td>
<td>Yes Within 1/4 mile distance, residents will have access to bus stops along W Johnson Street and Green Street</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>
<td>Yes Lot Area is 247,815 SF, existing uncovered parking to remain accounts for 39,940 SF which is 16%</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.</td>
<td>Yes 5% of all parking spaces (4 spaces provided) will be parking for green 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, should reduce exterior sound transmission to 60dBA.</td>
<td>NA</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>
<td>Yes Proposed bike share location on W Johnson Street</td>
</tr>
<tr>
<td>Sustainable Sites</td>
<td>Provides vegetated and/or pervious open space that is 30% greater of the site’s Open Area, as defined by the zoning code.</td>
<td>Yes Project provides parking lot landscaping and pervious walkways that will account for over 30% of Open Areas</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 conforms to the stormwater requirements of the Philadelphia Water Department (PWD) but does not include a green street or manage additional runoff from adjacent streets.</td>
</tr>
<tr>
<td>(8) Rainwater Management</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>Yes Shading will be provided by trees located on parking lot landscaping plan</td>
</tr>
<tr>
<td>Energy and Atmosphere</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.</td>
<td>Yes The project is pursuing compliance path that will exceed energy requirements under IECC 2018. The energy models will use ASHRAE 90.1 baseline prescriptive requirements for this climate zone.</td>
</tr>
<tr>
<td>(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td>Will the project pursue energy performance measures beyond what is required in the Philadelphia code by incorporating:</td>
<td>Yes</td>
</tr>
<tr>
<td>(11) Energy Commissioning and Energy Performance - Going beyond the code</td>
<td>energy conservation standards and any options being pursued under the 2018 IECC.</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Updated September 3, 2019
### Civic Sustainable Design Checklist – Updated September 3, 2019

<table>
<thead>
<tr>
<th>(12) Indoor Air Quality and Transportation</th>
<th>ASHRAE standard 90.1-2016 (LEED v4.1 metric). Achieve certification in Energy Star for Multifamily New Construction (MFNC). Achieve Passive House Certification</th>
<th>Yes</th>
<th>Residential Units will be equipped with PTAC units prior to occupancy that will have replaceable air filters with a minimum MERV of 13.</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<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>
<td>No</td>
<td>No renewable energy sources proposed</td>
<td>No</td>
</tr>
<tr>
<td>Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm.</td>
<td>No</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


2. Title 4 The Philadelphia Building Construction and Occupancy Code


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

   For Energy Star: www.Energystar.gov

   For Passive House, see www.phius.org