



BROAD & LOMBARD

500-10, 512-20 S BROAD STREET, 1422 LOMBARD STREET

CIVIC DESIGN REVIEW

Philadelphia City Planning Commission

JUNE 1, 2022

REVISED: JULY 11, 2022

BROAD STREET VIEW



PROJECT SUMMARY

Broad & Lombard is a Proposed Multi-Use Residential Tower Addition located at the southwest corner of Broad and Lombard Streets, along the Avenue of the Arts. The project site consists of 72,607 s.f. unity of use consolidation of 10 lots that encompasses the Existing Health Center Building (Historic), the Existing Building (WCCS), and the Existing Townhouse (Historic). The site is zoned CMX-4, Community Commercial Mixed-Use, the building is designed within the zoning requirements. The proposed Multi-Use Residential Tower Addition consists of an addition to the Existing Health Center Building totaling 517,907 g.s.f. The 43-story tower will house 468 apartments along with its support and amenity spaces, fronting Broad Street. The existing Health Center Building (historic) consists of 80,440 g.s.f. and consists of 3-story commercial/retail with 19,875 s.f. underground parking for 30 vehicles and underground parking for 30 vehicles and 208 bicycles on site. An addition 20 parking spaces will be provided within 500 feet of the front entrance.

The Proposed Multi-Use Residential Tower Addition provides entrances off Broad Street and Lombard Street. Both are connected to a civic plaza that links both streets at the pedestrian level through the permeable lobby. The plaza area activates the urban corridor and ties the streetscape to commercial space within the Existing Health Center fronting Broad Street. The transparent glassy base of the Residential Tower Addition includes a social lobby space that is highlighted by a double-height feature stair connecting to amenities on the second floor. This podium places focus on the urban corridor while providing breathing space for the historic Health Center to the South. The mixed-use high-rise addition is designed to take cues from the Existing Health Center, and the north façade carries the brick massing of the historic townhouses into the base of the building, reinterpreting the texture along the street and lobby. Sited on a block rich in history, the building enhances its context, blending tenant amenities with commercial and public open space through a series of finely-scaled terraces, decks, and plazas.

The cladding on the base's two volumes contrast and complement each other, the west facing volume in masonry, the east volume is clad in a glass curtainwall. The material palette is in-keeping with the quality of the materials found in the adjacent institutional and residential buildings. Above the base the materials transition to an equally contrasting and complementary palette of metal and glass. The glass consists of two types: the glass at the north side of the building is a clear to blue glass with a hint of reflectivity, the glass at the south end is a darker slightly grey glass which adds depth and weight to the contrasting volume.

The redevelopment of the site will result in the incorporation of several sustainable elements that will greatly enhance the quality and beauty of the surrounding environment. The impervious asphalt paving that now covers most of the site will be eliminated and replaced with a combination of in ground landscaping and pervious paving, to manage stormwater and dramatically reduce the heat island effect of current site conditions. The building will be developed to achieve LEED 4.0 Gold certification. The project will provide hundreds of residences in direct proximity to public transit while also providing car share, electric vehicles and bicycle parking on site. This project's unique location within the City's major cultural corridor will continue to support and foster sustainable and healthy lifestyles and urban vibrancy.

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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: **2022-001570**

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

Creates more than 100,000 square feet of new gross floor area.
Creates more than 100 additional dwelling units.

PROJECT LOCATION

Planning District: Central West Council District: 2nd

Address: 500-10, 512-520 S. Broad Street & 1422 Lombard Street
Philadelphia, PA 19146

Is this parcel within an Opportunity Zone? Yes No
 If yes, is the project using Opportunity Zone Funding? Yes No

CONTACT INFORMATION

Applicant Name: Ronald J. Patterson, Esq. Primary Phone: 215-569-4585

Email: rpatterson@kler.com Address: Klehr Harrison Harvey Branzburg LLP
1835 Market St., Ste. 1400
Philadelphia, PA 19103

Property Owner: Broad Lombard Associates LP Developer Broad Lombard Associates LP
 Architect: SITIO Architecture & Urbanism

SITE CONDITIONS

Site Area: 72,607sf (Project Site includes Unity of Use consolidation of 10 lots)

Existing Zoning: CMX-4 Are Zoning Variances required? Yes No

Proposed Use: Residential Mixed Use

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):

*Proposed Multi Use Residential Tower Addition Total Area: 516,907 g.s.f.
 Area consists of: residential (including 468 units and common/ service/ amenity areas/ loading/ parking ramps)*

*Existing Health Center Building (Historic) Total Area 80,440 g.s.f.
 Area consists of: 60,565 s.f. commercial / retail (number of tenants to be determined), 19,875 s.f. of parking areas.*

*Proposed # of Parking Units:
 30 Parking units below grade on site. Including 2 auto share, 2 electric vehicle parking spaces, 2 ADA spaces including 1 van. 208 Bicycle Parking spaces below grade*

20 Parking units provided off-site at 404-14 S. Watts St. (14-802)

COMMUNITY MEETING

Community meeting held: Yes No

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:
 Date: TBD. Time: _____

ZONING BOARD OF ADJUSTMENT HEARING

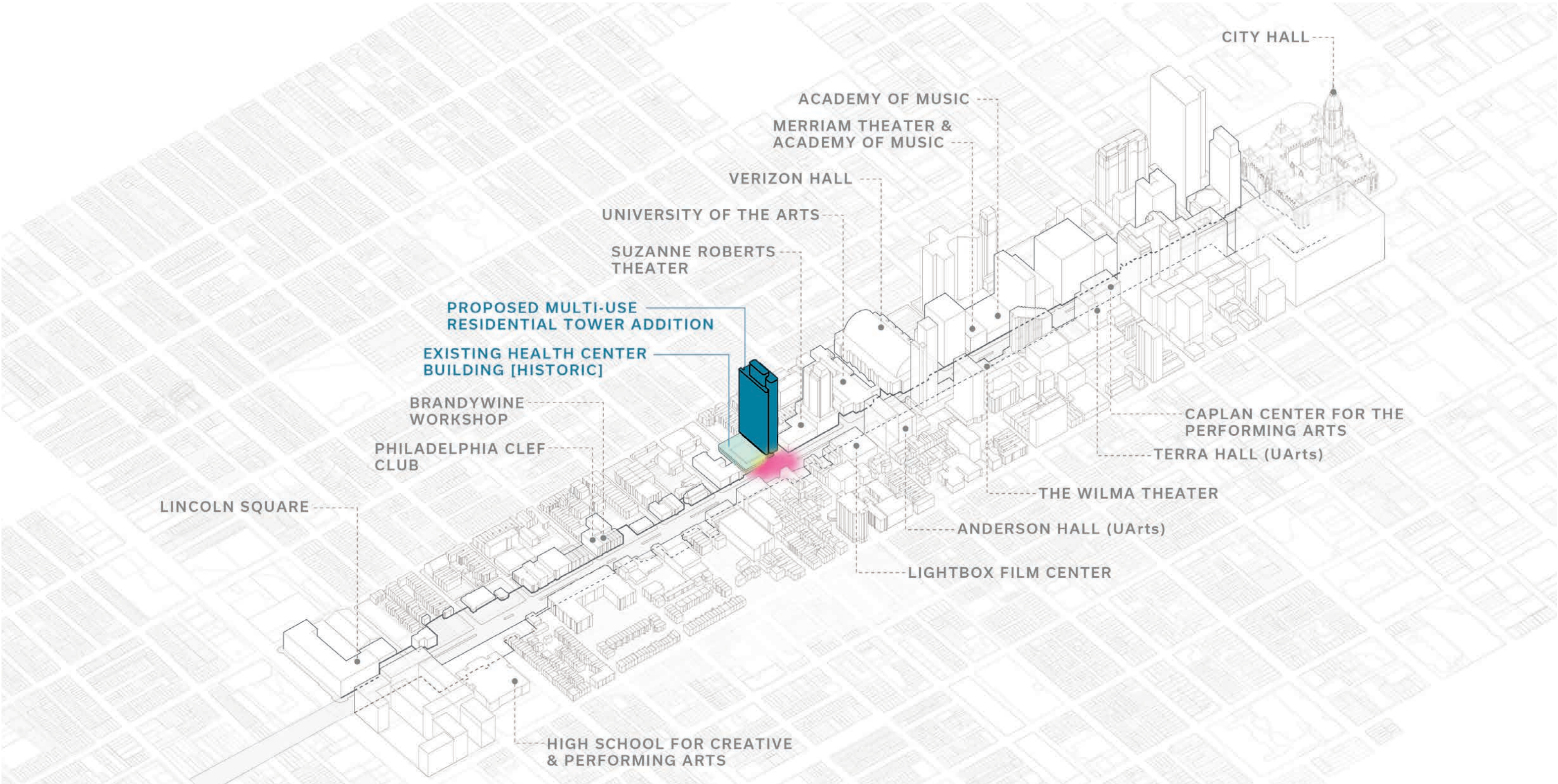
ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:
 Date: _____

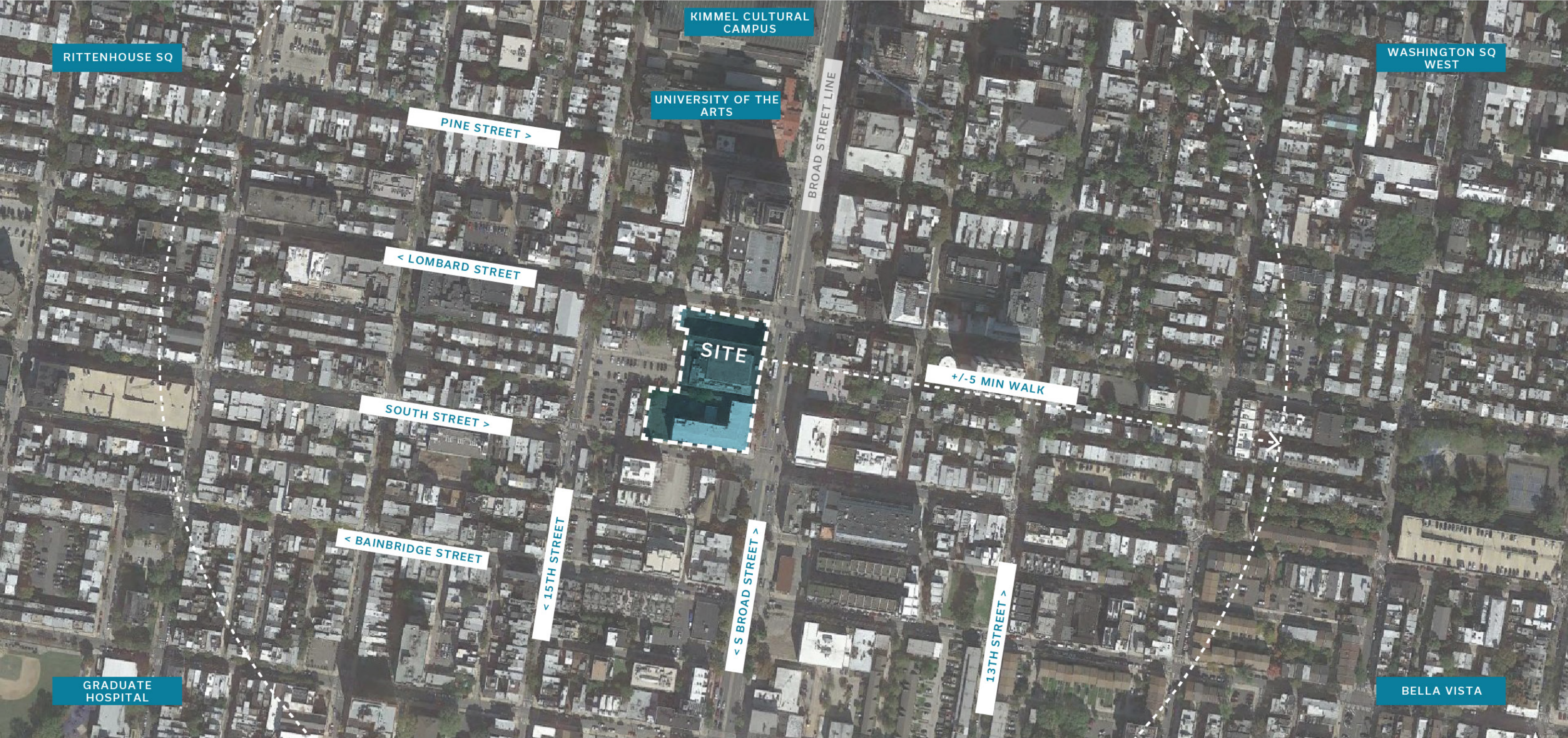


BROAD & LOMBARD

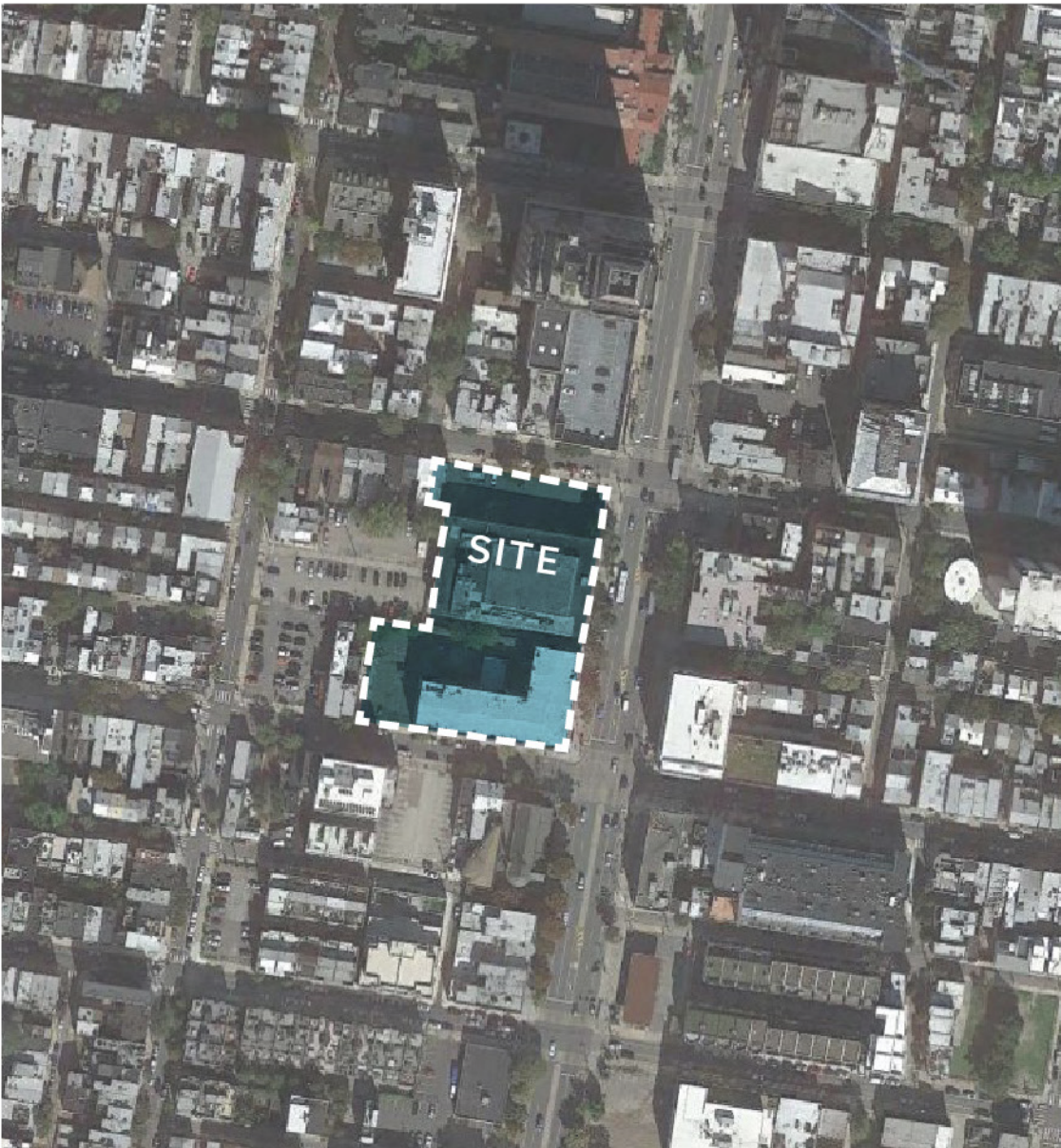
AVENUE OF THE ARTS



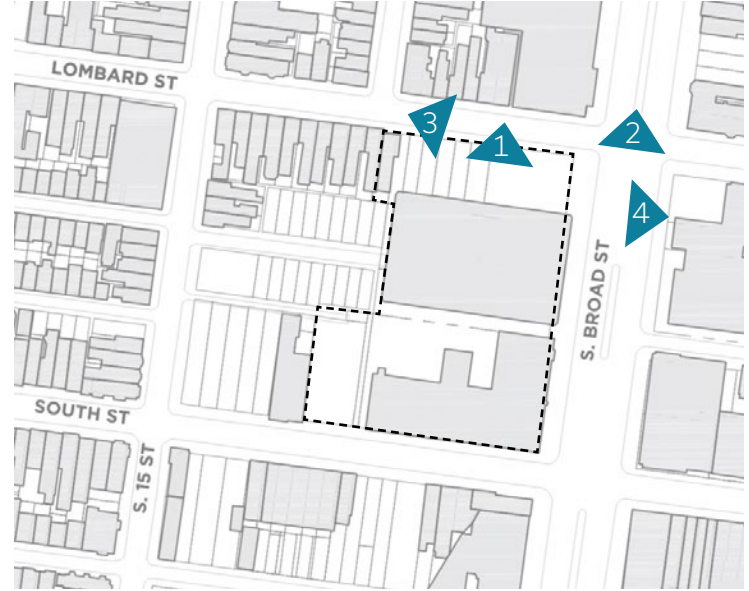
EXISTING SITE CONTEXT



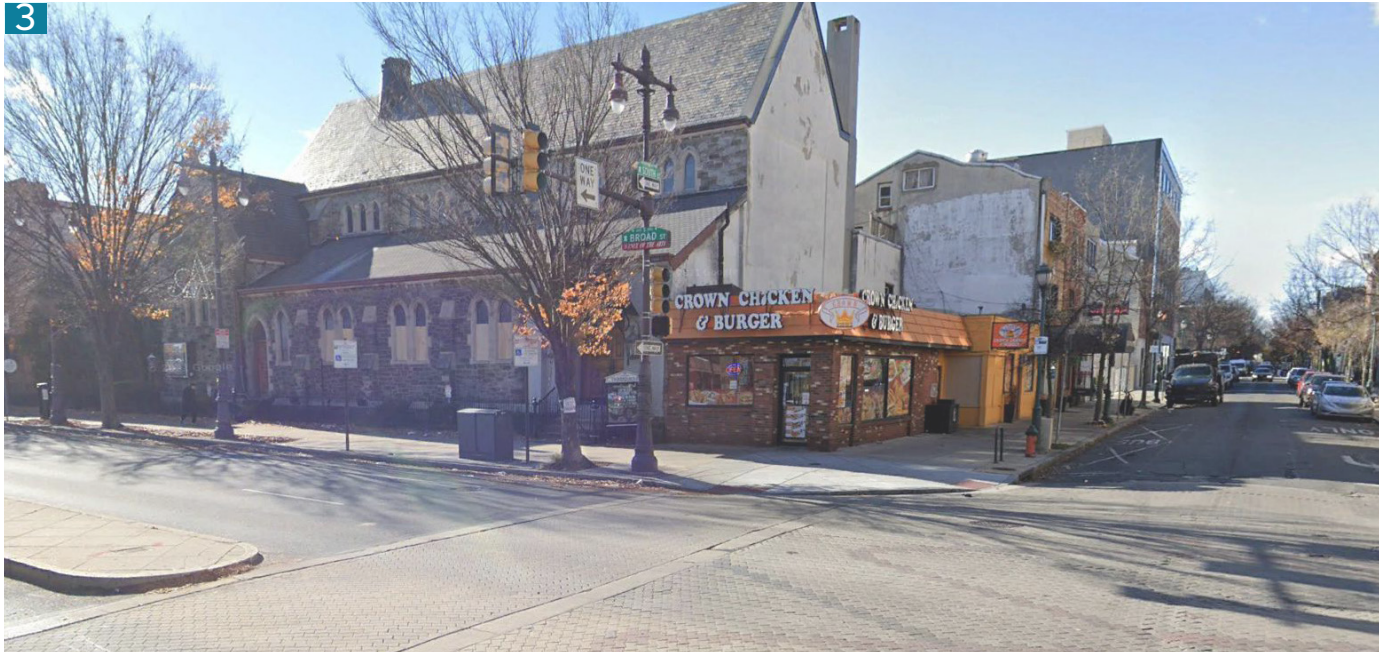
EXISTING SITE CONTEXT



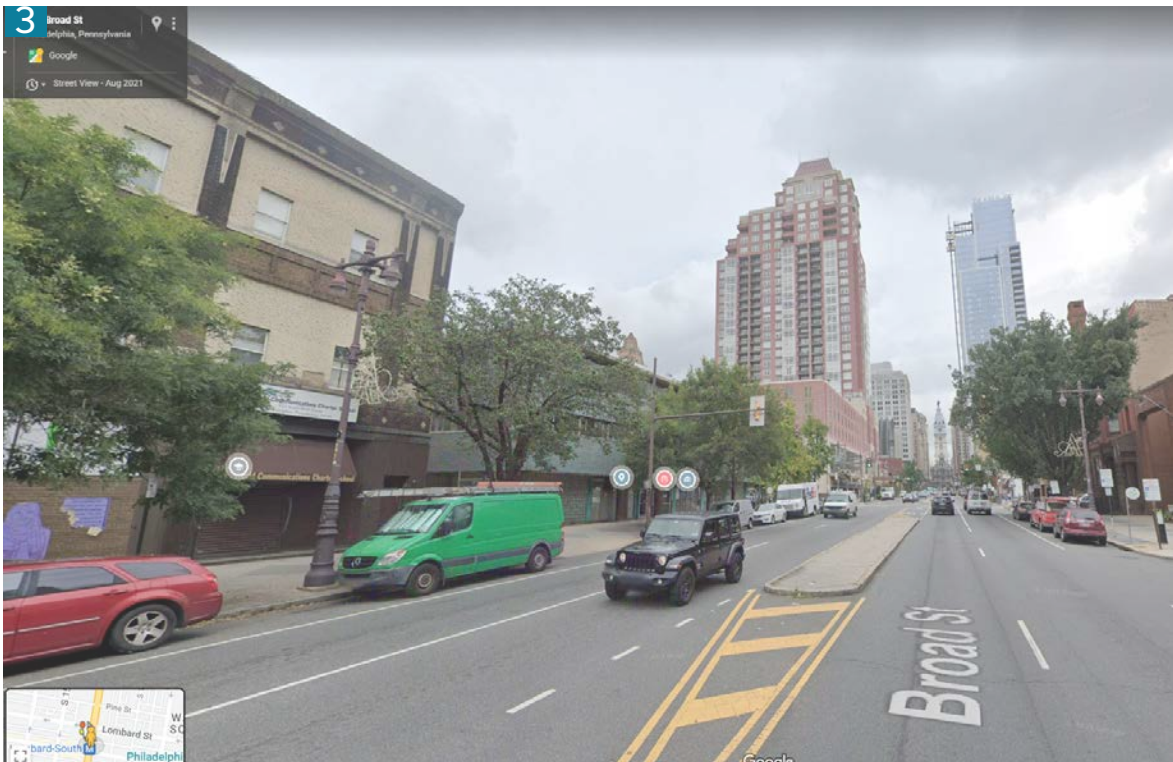
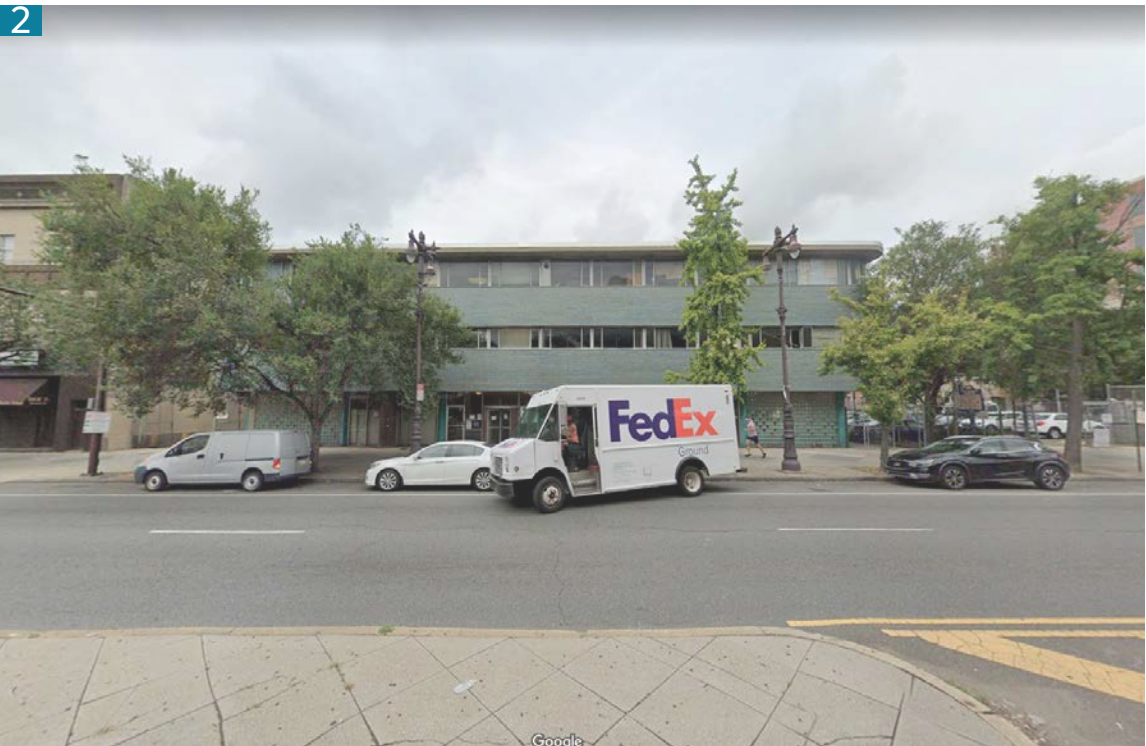
EXISTING SITE CONTEXT



EXISTING SITE CONTEXT



EXISTING SITE CONTEXT





BROAD & LOMBARD

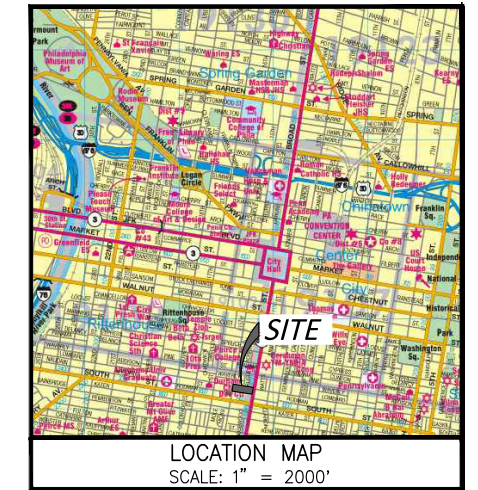
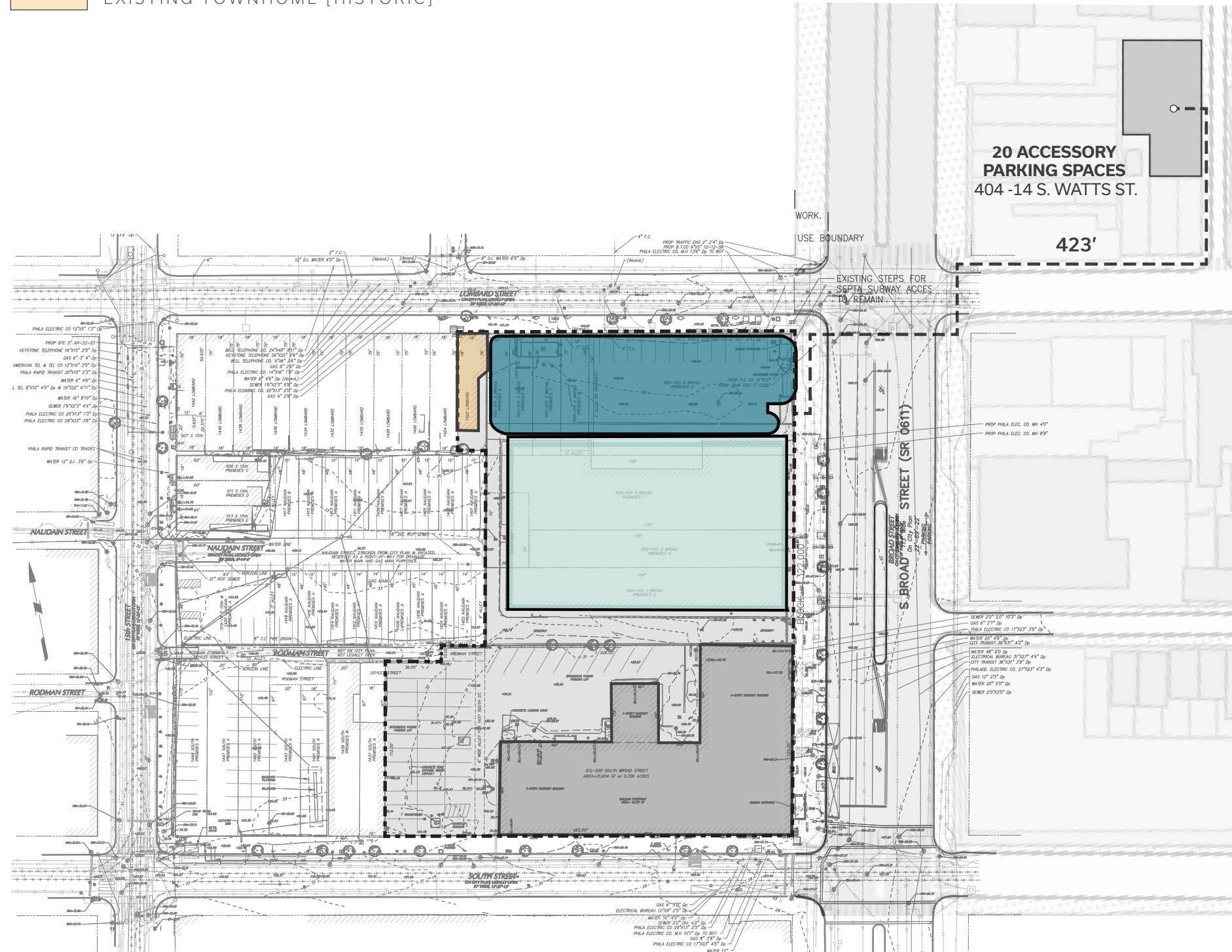
EXISTING SITE CONTEXT



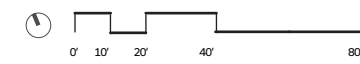
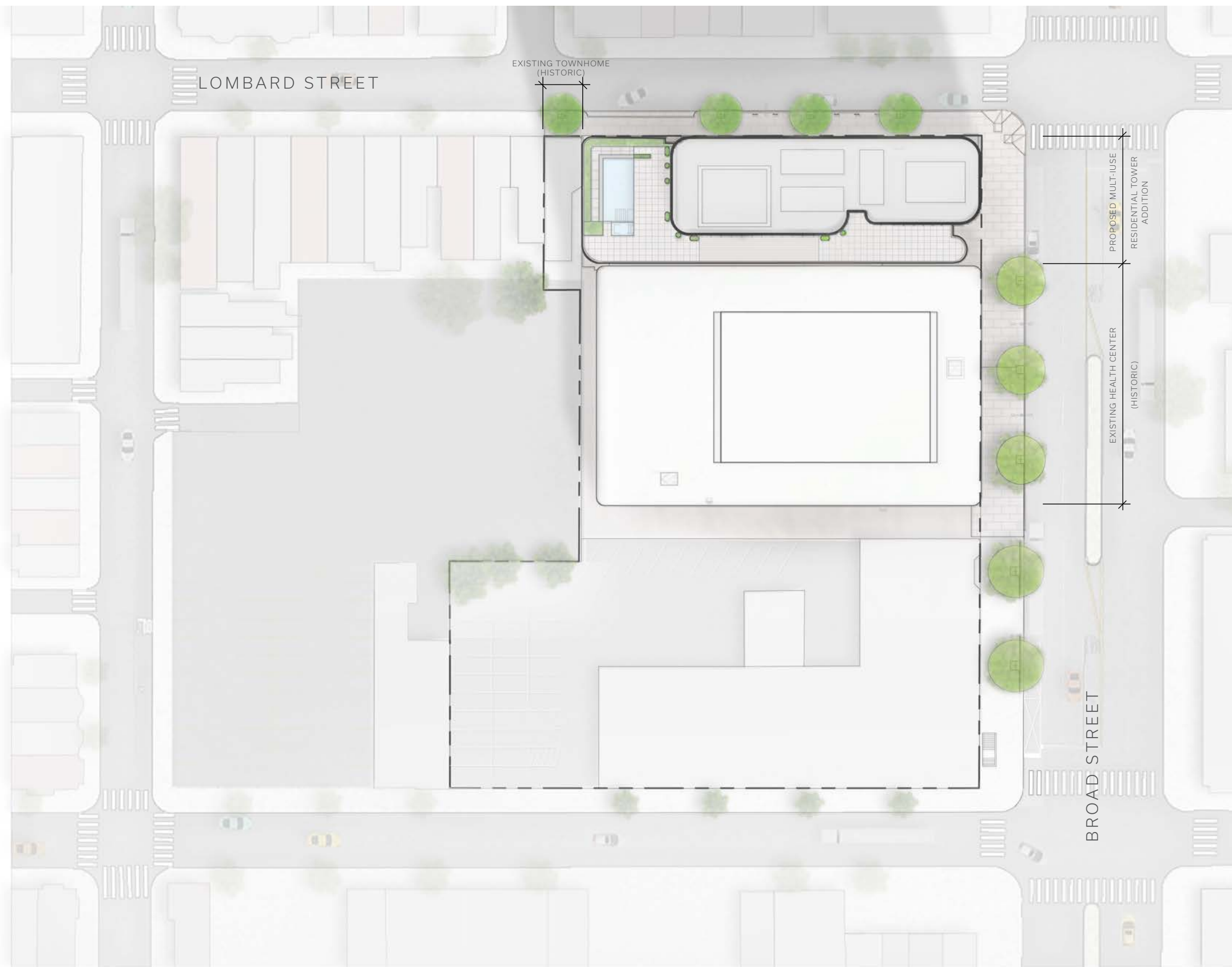
EXISTING HEALTH CENTER BUILDING - PHILADELPHIA HISTORICAL BUILDING, 500-10 S BROAD STREET

- PROPOSED MULTI-USE RESIDENTIAL TOWER ADDITION
- EXISTING HEALTH CENTER BUILDING [HISTORIC]
- EXISTING TOWNHOME [HISTORIC]
- EXISTING BUILDING
- UNITY OF USE [LOTS TO BE CONSOLIDATED]

SITE SURVEY

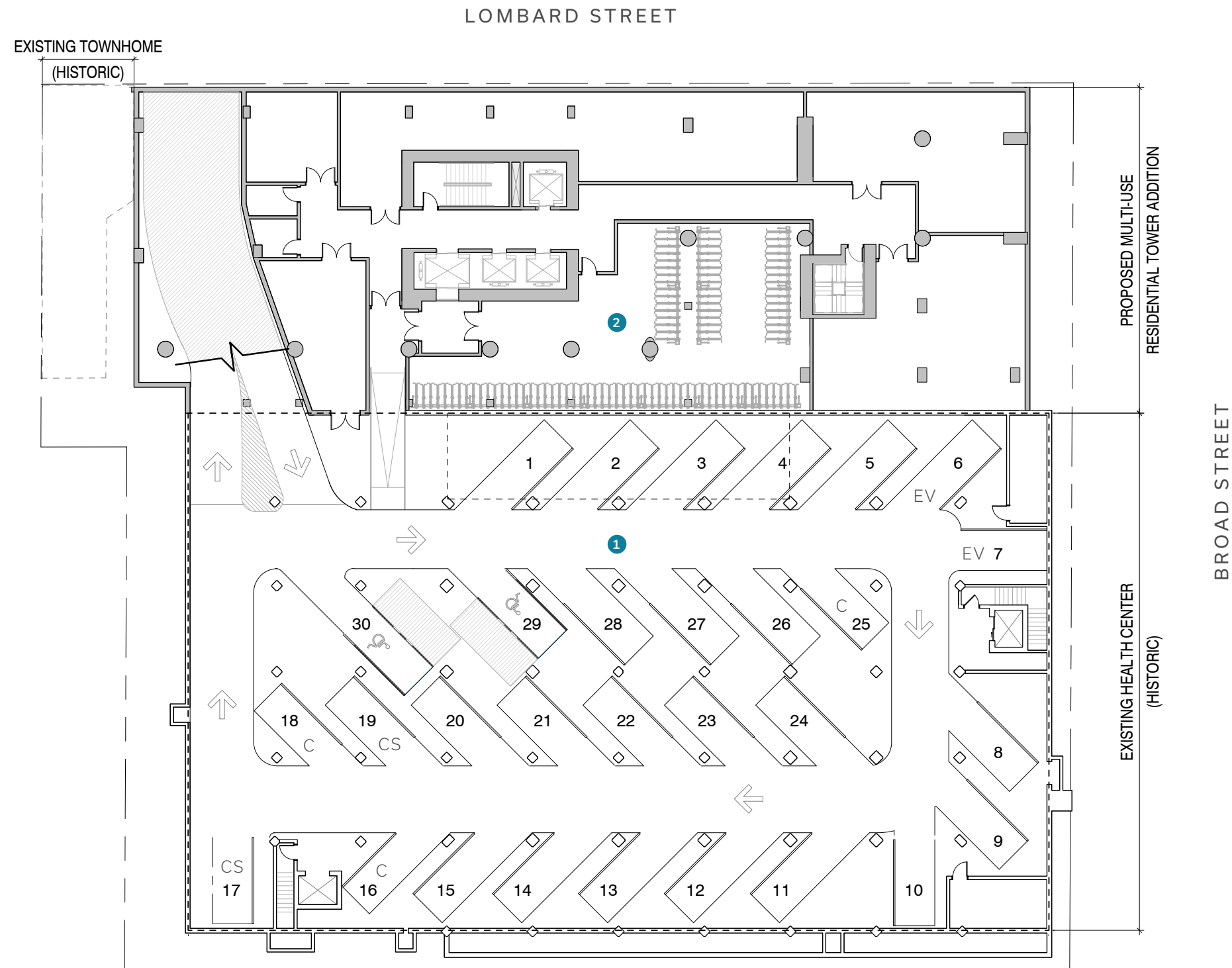


SITE PLAN

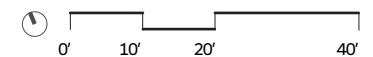


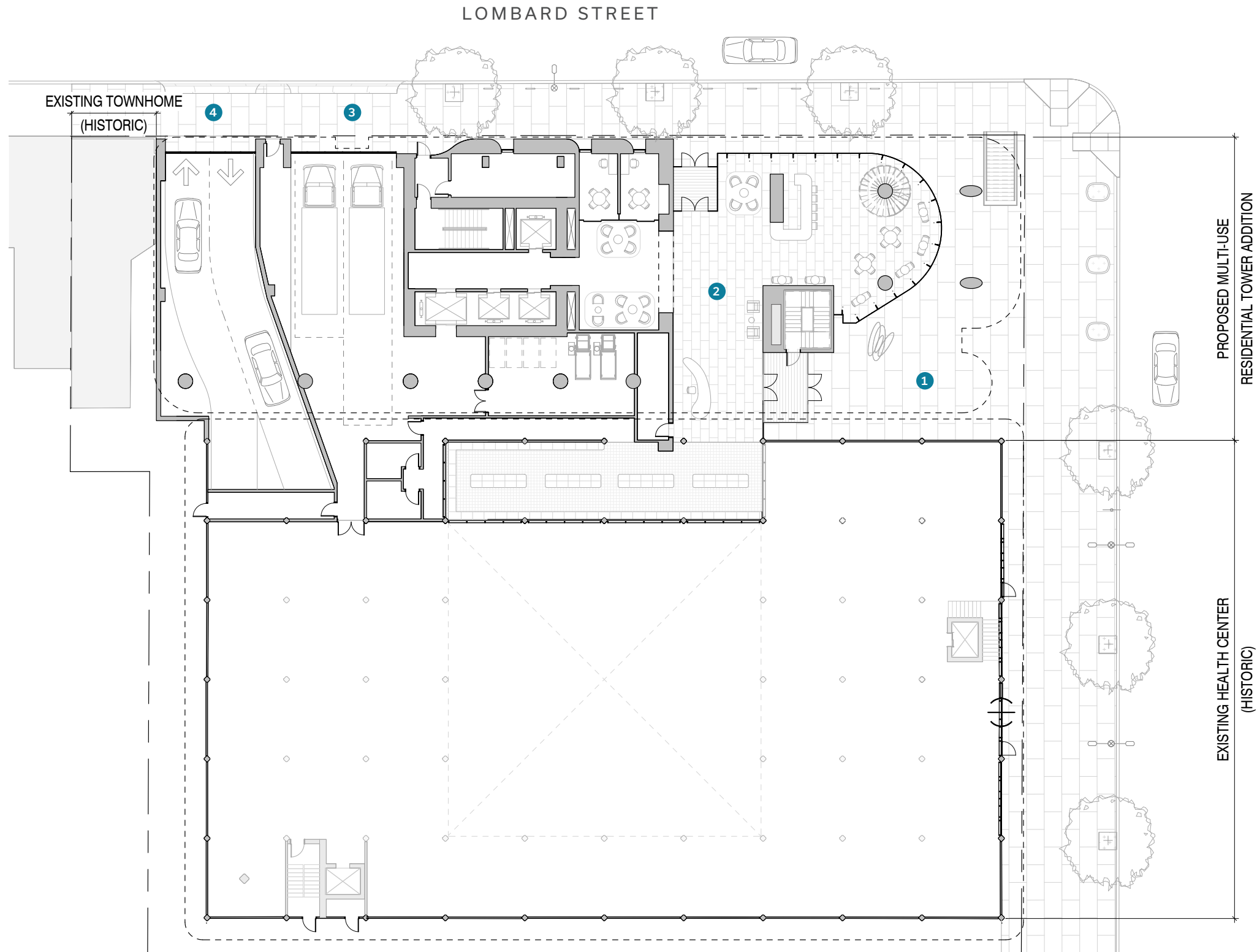
FLOOR PLANS

- 1 PARKING - 30 SPACES
- 2 BIKE ROOM - 208 SPACES



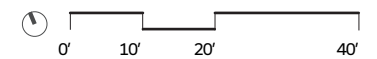
CELLAR FLOOR PLAN





- 1 ENTRY PLAZA
- 2 LOBBY
- 3 LOADING
- 4 PARKING ENTRY

GROUND FLOOR PLAN



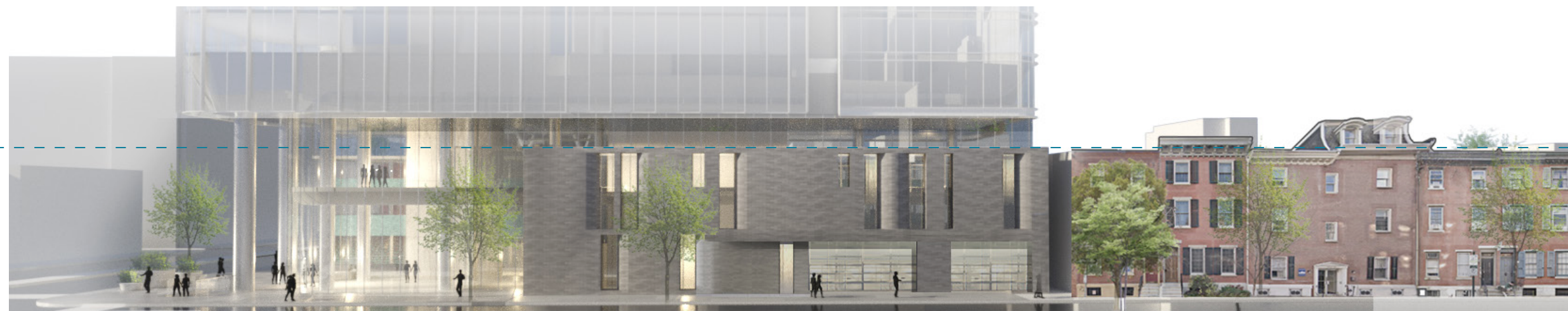
LOMBARD STREET VIEW



LOMBARD STREET VIEW



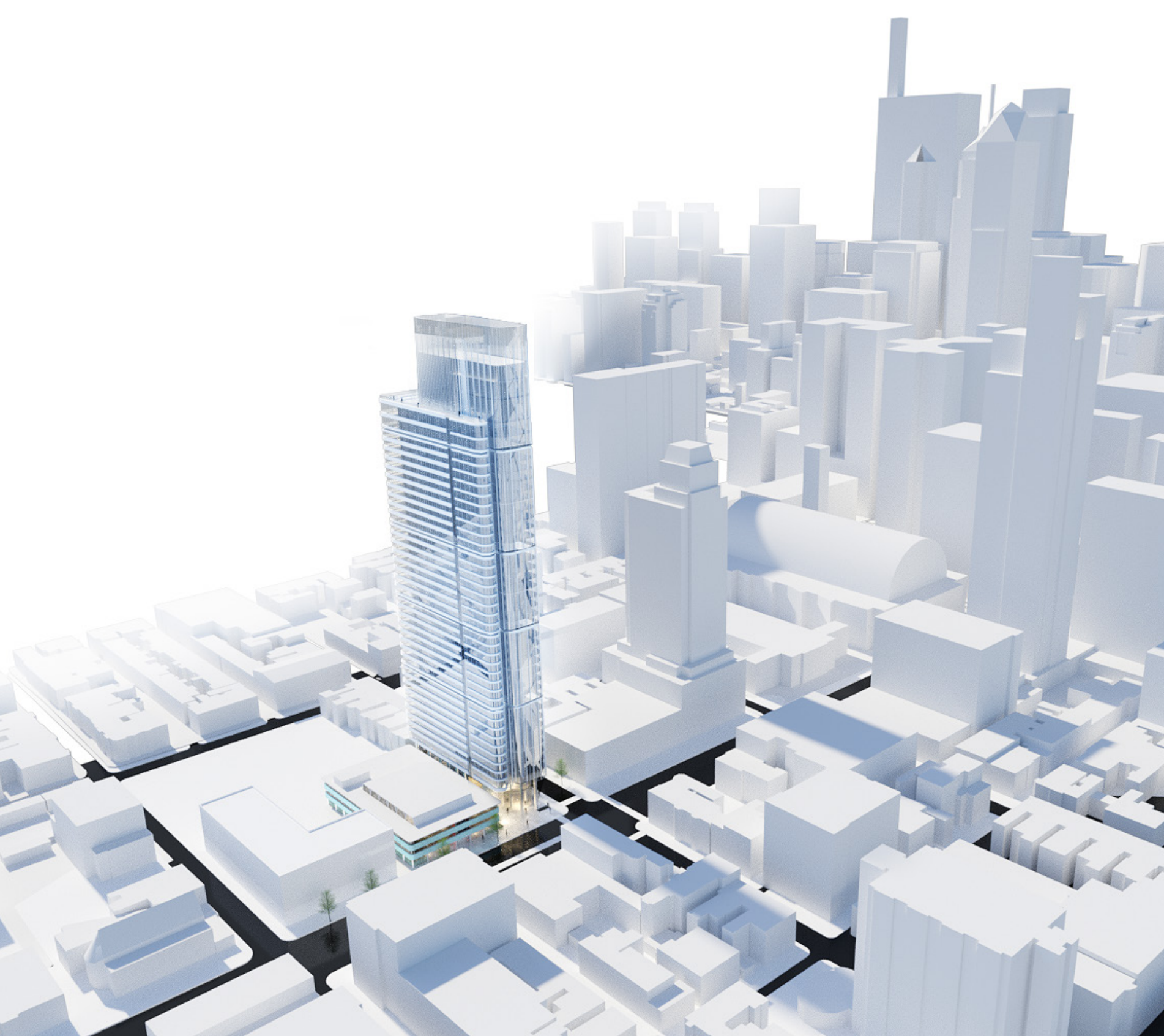
LOMBARD STREET DATUM



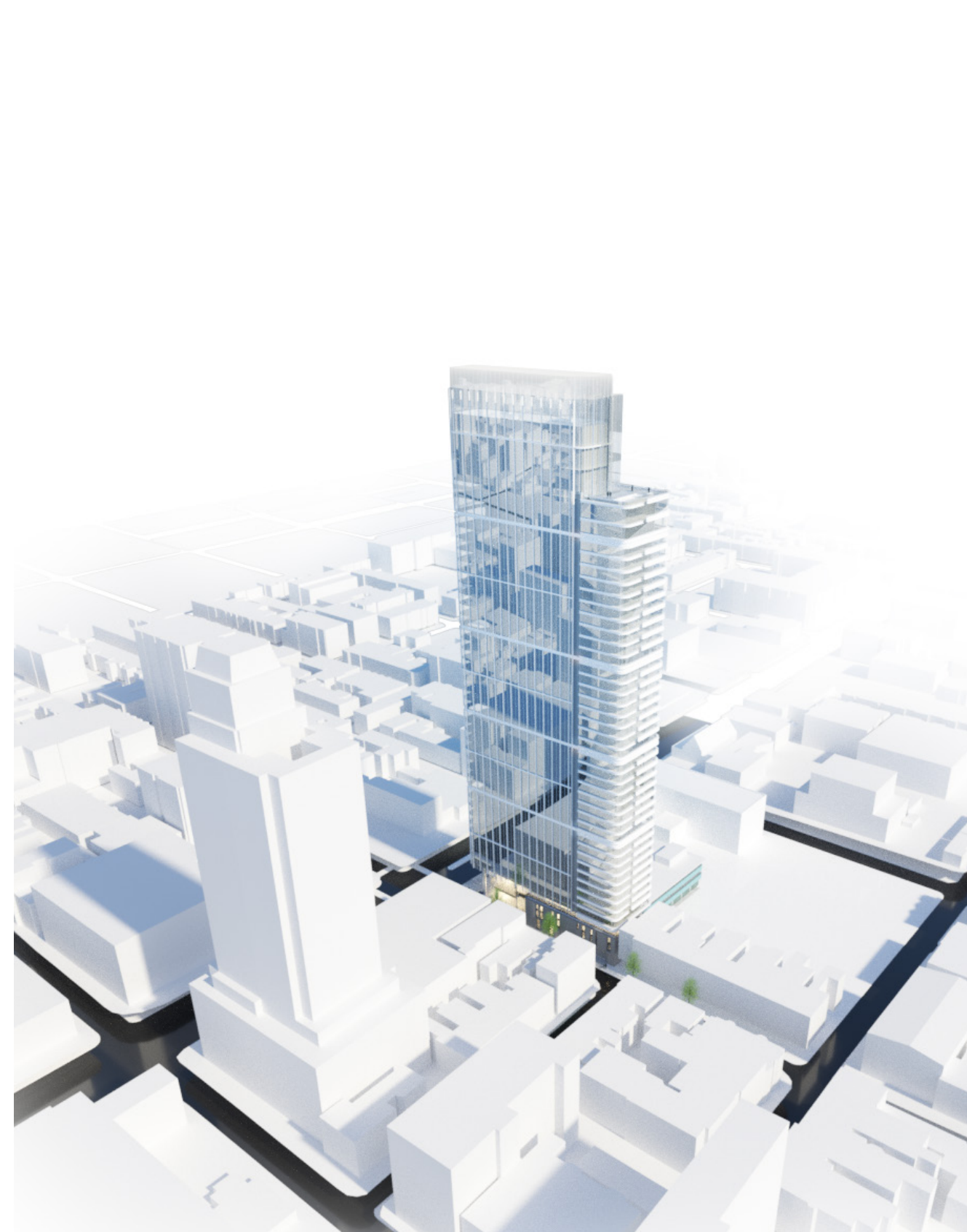




NORTH EAST VIEW

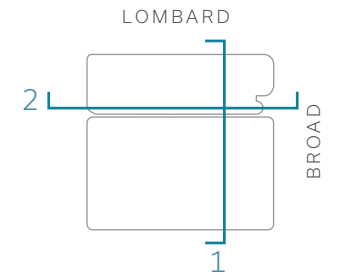


SOUTH EAST VIEW



NORTH WEST VIEW

SECTIONS



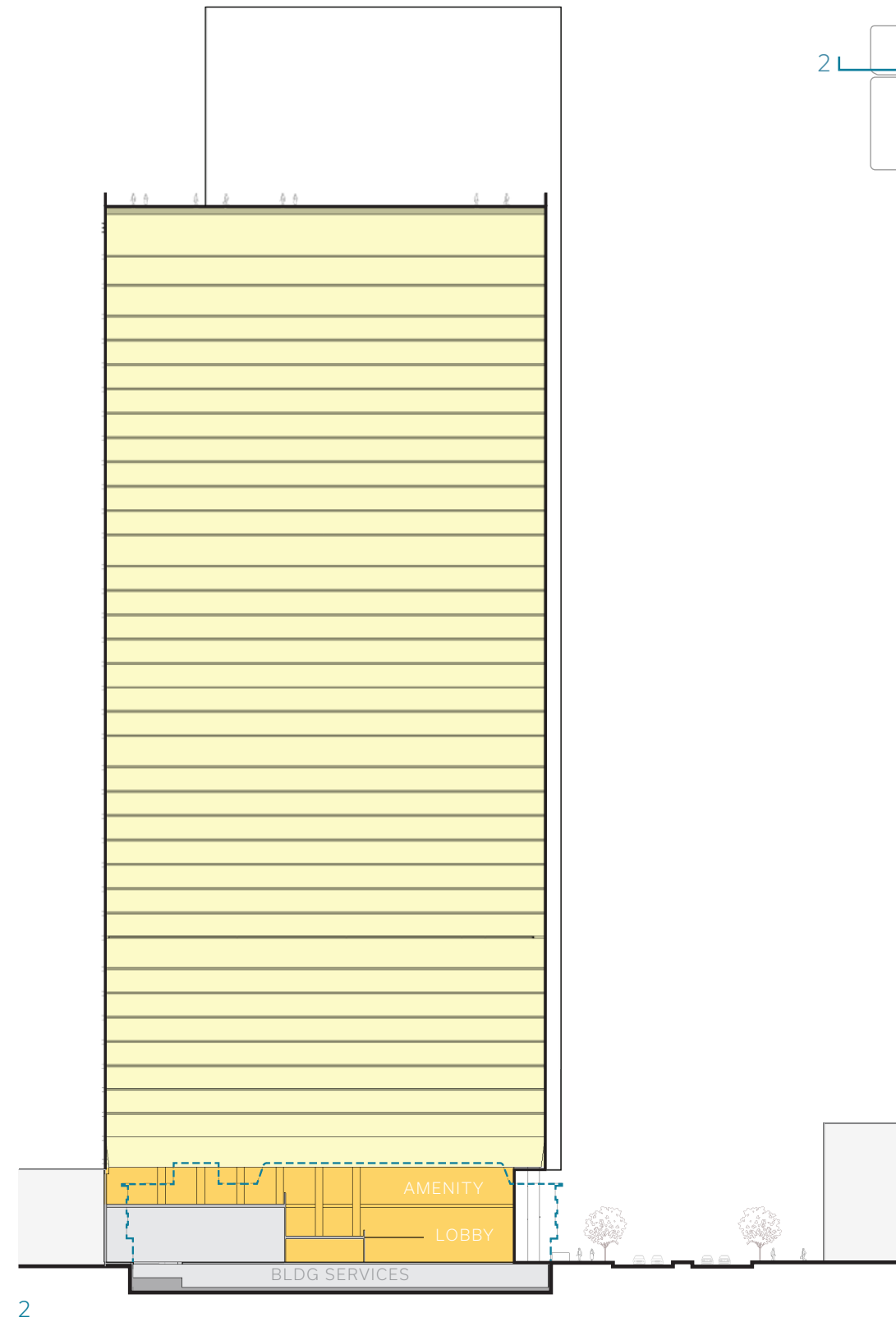
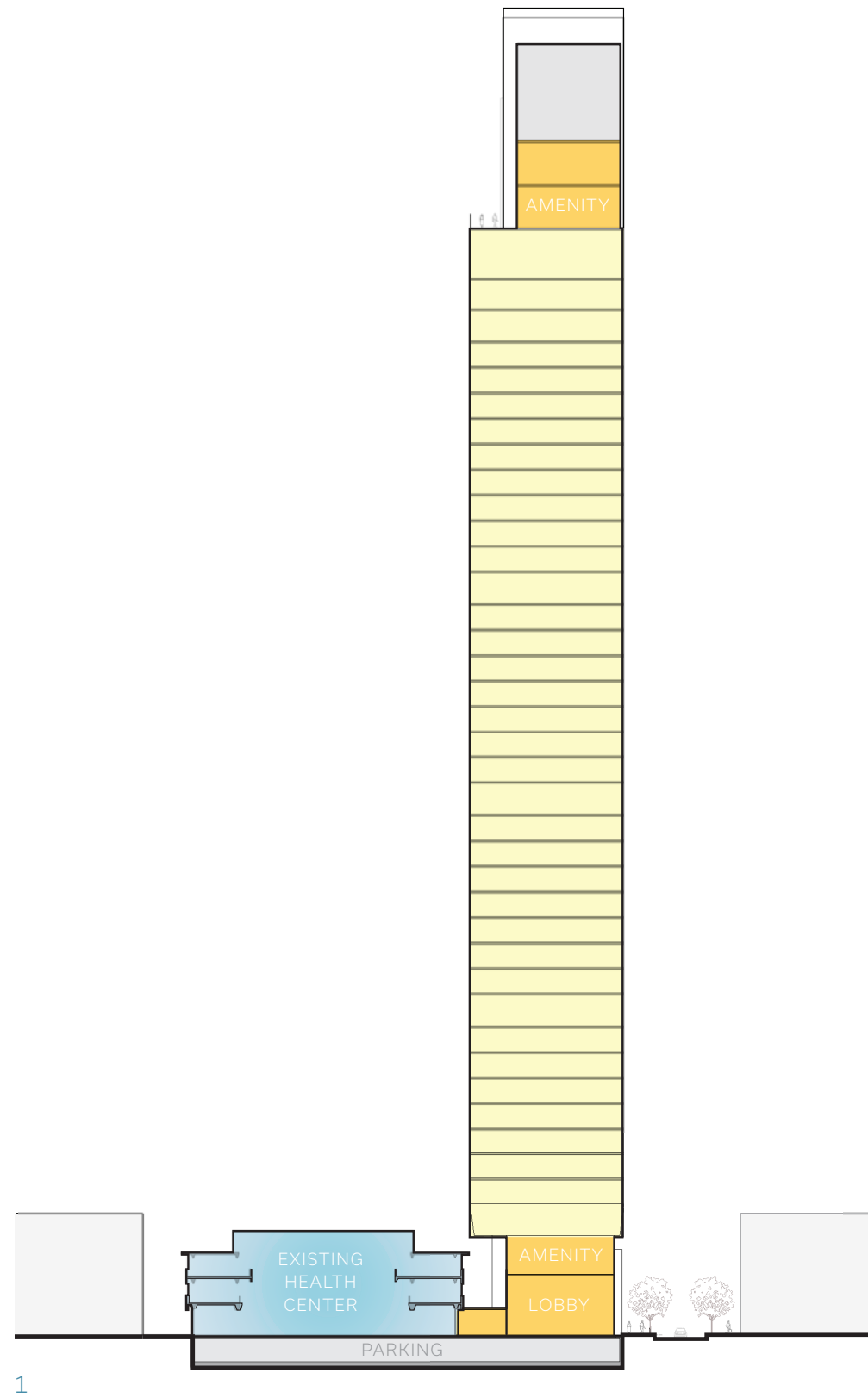
LVL ROOF: 552'-6"

RESIDENTIAL
TERRACE: 456'-2"

LVL 3: 54'

LVL 2: 25'

LVL G: 0'



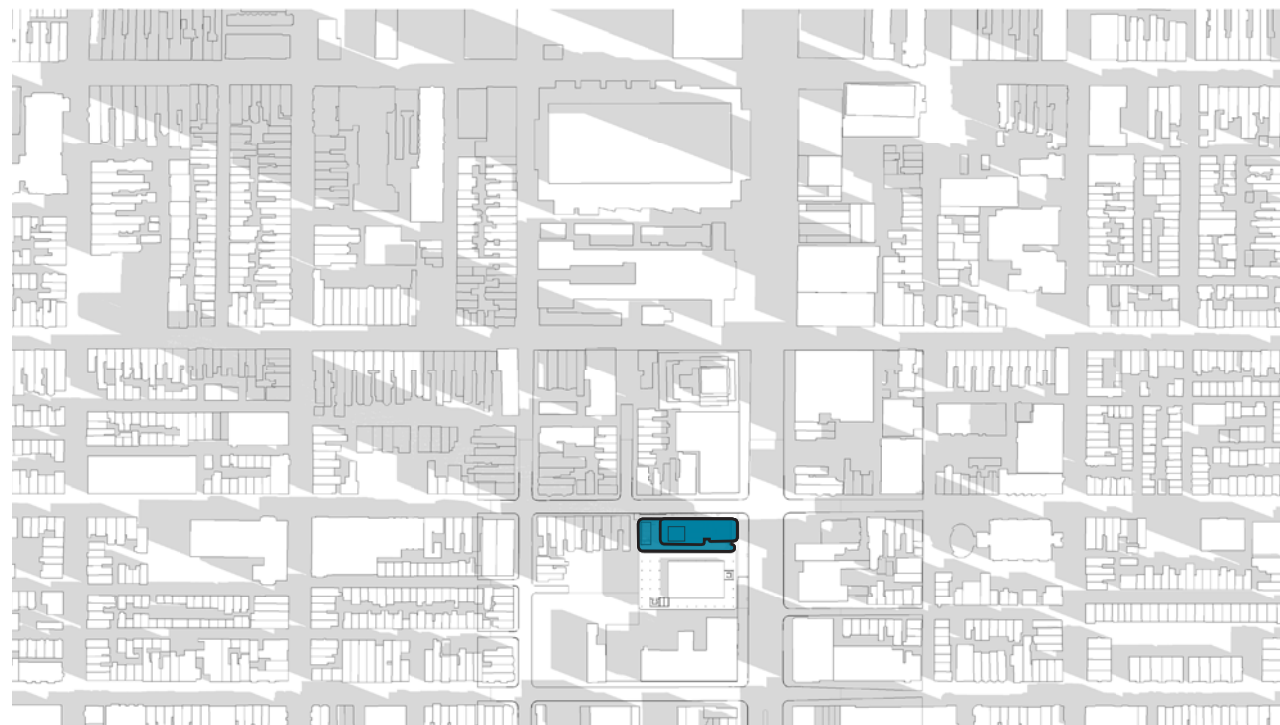
SUN STUDIES - 8 A.M.



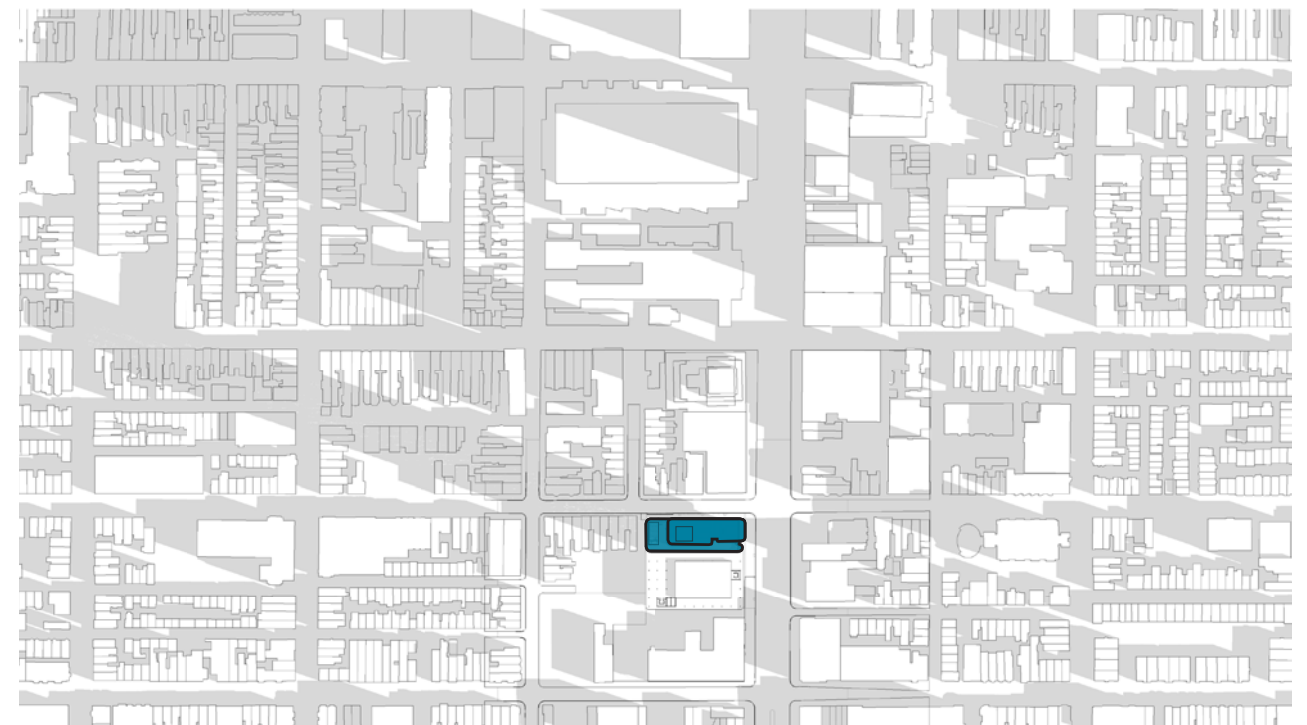
SUMMER SOLSTICE - JUNE 21ST



WINTER SOLSTICE - DECEMBER 21ST

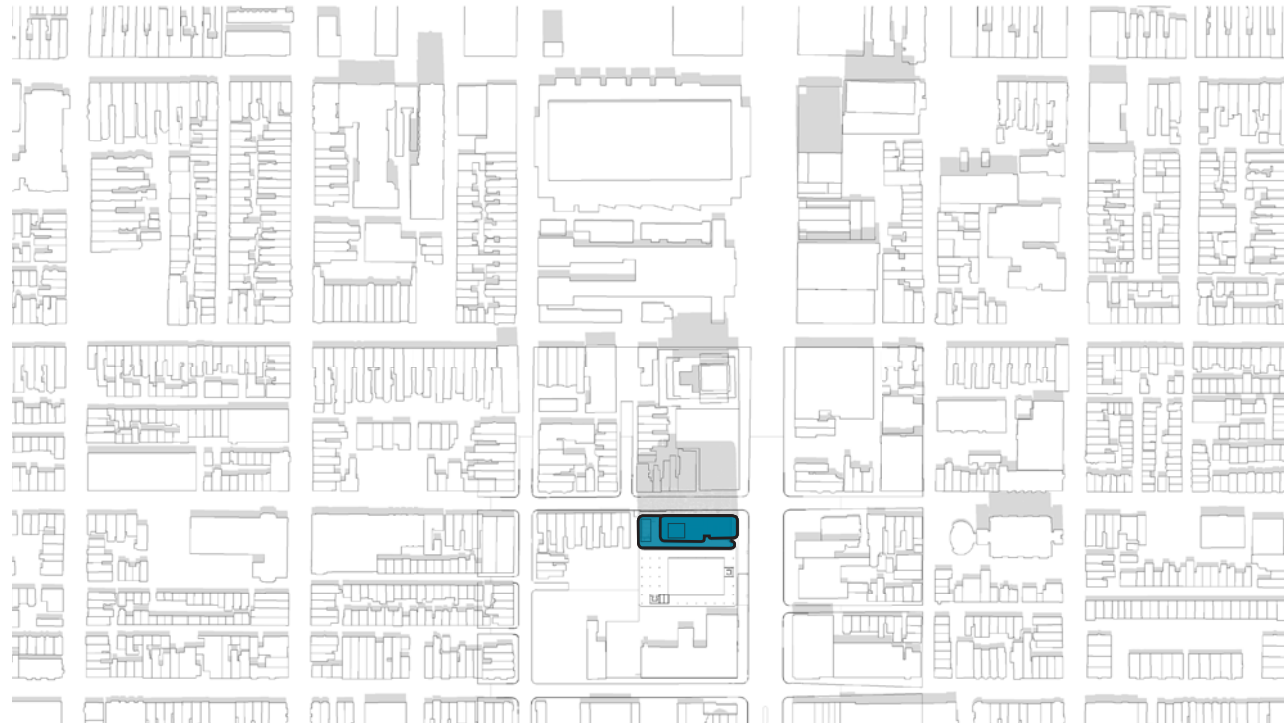


FALL EQUINOX - SEPTEMBER 21ST



SPRING EQUINOX - MARCH 21ST

SUN STUDIES - 12 P.M.



SUMMER SOLSTICE - JUNE 21ST



WINTER SOLSTICE - DECEMBER 21ST



FALL EQUINOX - SEPTEMBER 21ST

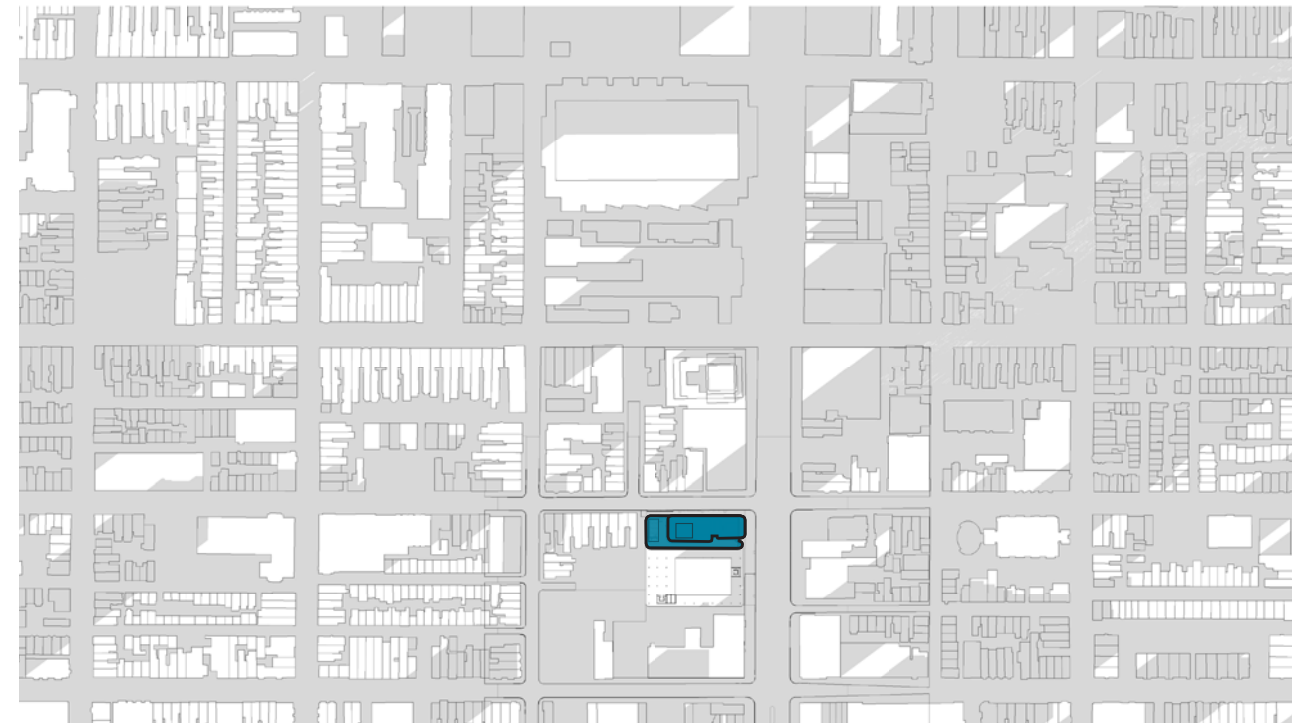


SPRING EQUINOX - MARCH 21ST

SUN STUDIES - 4 P.M.



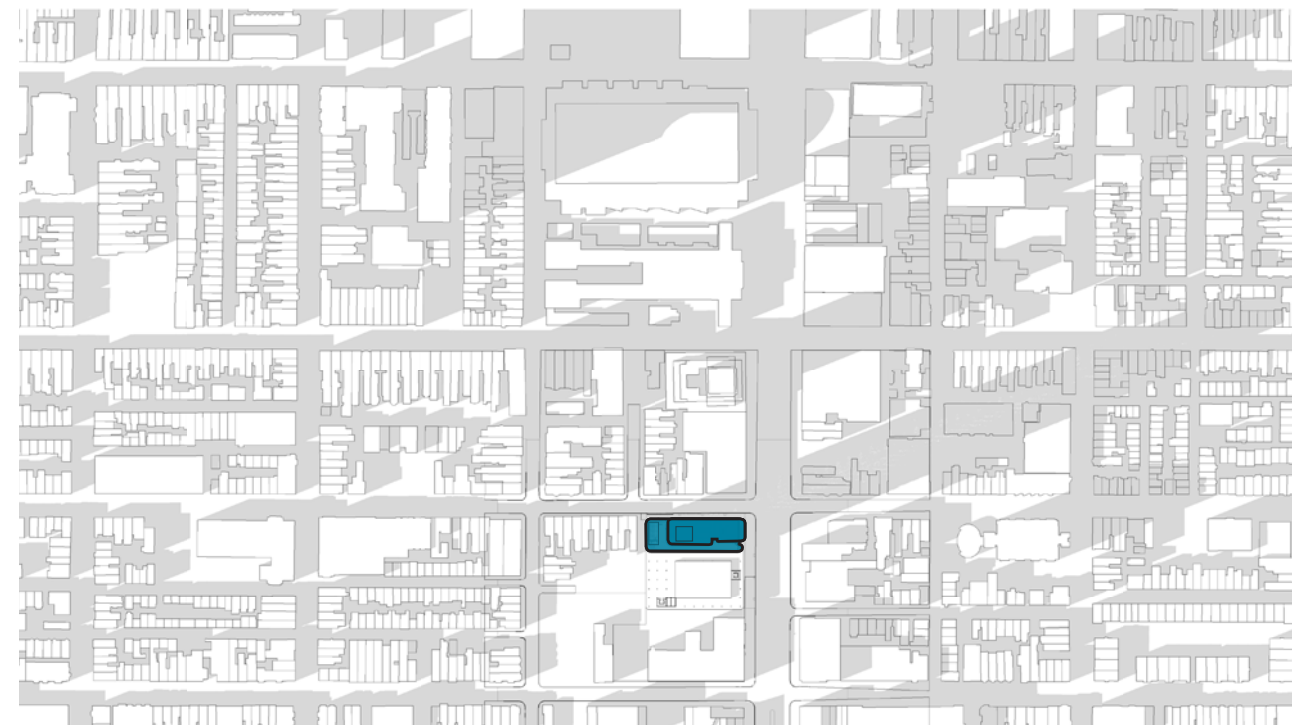
SUMMER SOLSTICE - JUNE 21ST



WINTER SOLSTICE - DECEMBER 21ST



FALL EQUINOX - SEPTEMBER 21ST



SPRING EQUINOX - MARCH 21ST

EAST ELEVATION

LVL ROOF: 552'-6"

RESIDENTIAL
TERRACE: 456'-2"

ARTHAUS (BEHIND) - 542'

LOMBARD

PROPOSED MULTI-USE
RESIDENTIAL TOWER
ADDITION

EXISTING HEALTH
CENTER BUILDING

BROAD

SYMPHONY HOUSE - 375'

LVL 3: 54'

LVL 2: 25'

LVL G: 0'

LOMBARD ST

PINE ST



NORTH ELEVATION

LOMBARD



BROAD

LVL ROOF: 552'-6"

RESIDENTIAL
TERRACE: 456'-2"

LVL 3: 54'

LVL 2: 25'

LVL G: 0'



BROAD ST

S 15TH ST

LOMBARD ST

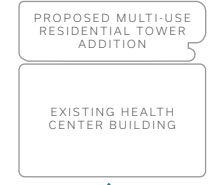
SOUTH ELEVATION

LVL ROOF: 552'-6"

RESIDENTIAL
TERRACE: 456'-2"



LOMBARD



BROAD

LVL 3: 54'

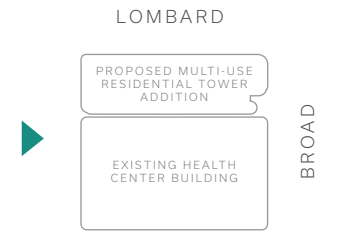
LVL 2: 25'

LVL G: 0'

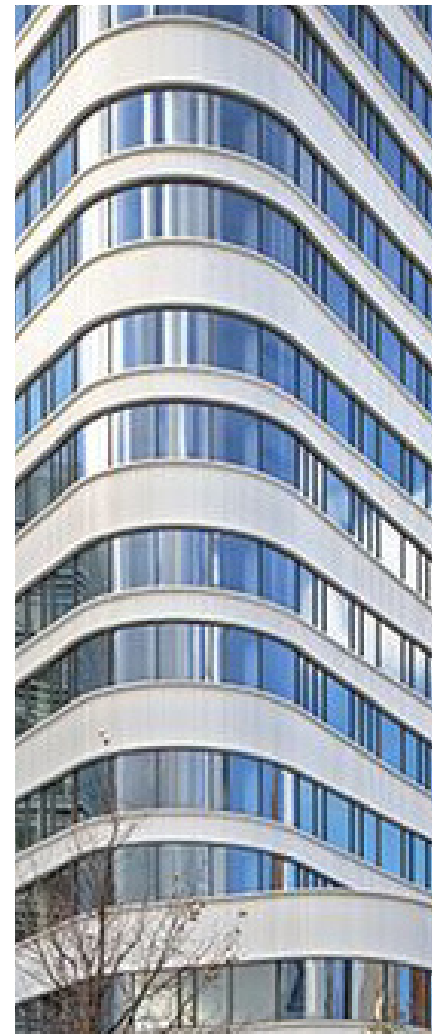
WEST ELEVATION

LVL ROOF: 552'-6"

RESIDENTIAL TERRACE: 456'-2"



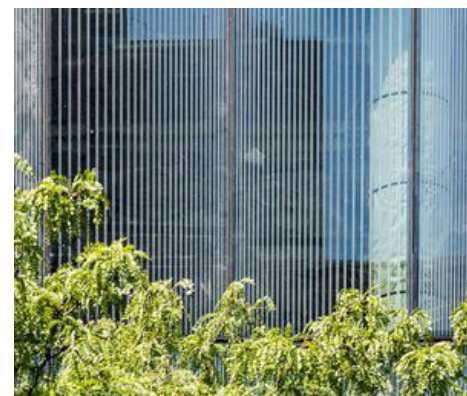
MATERIAL PALETTE



1 METAL PANEL



2 GLASS + METAL
DETAILING



3 GLASS FRIT



4 GLASS + METAL FINNS

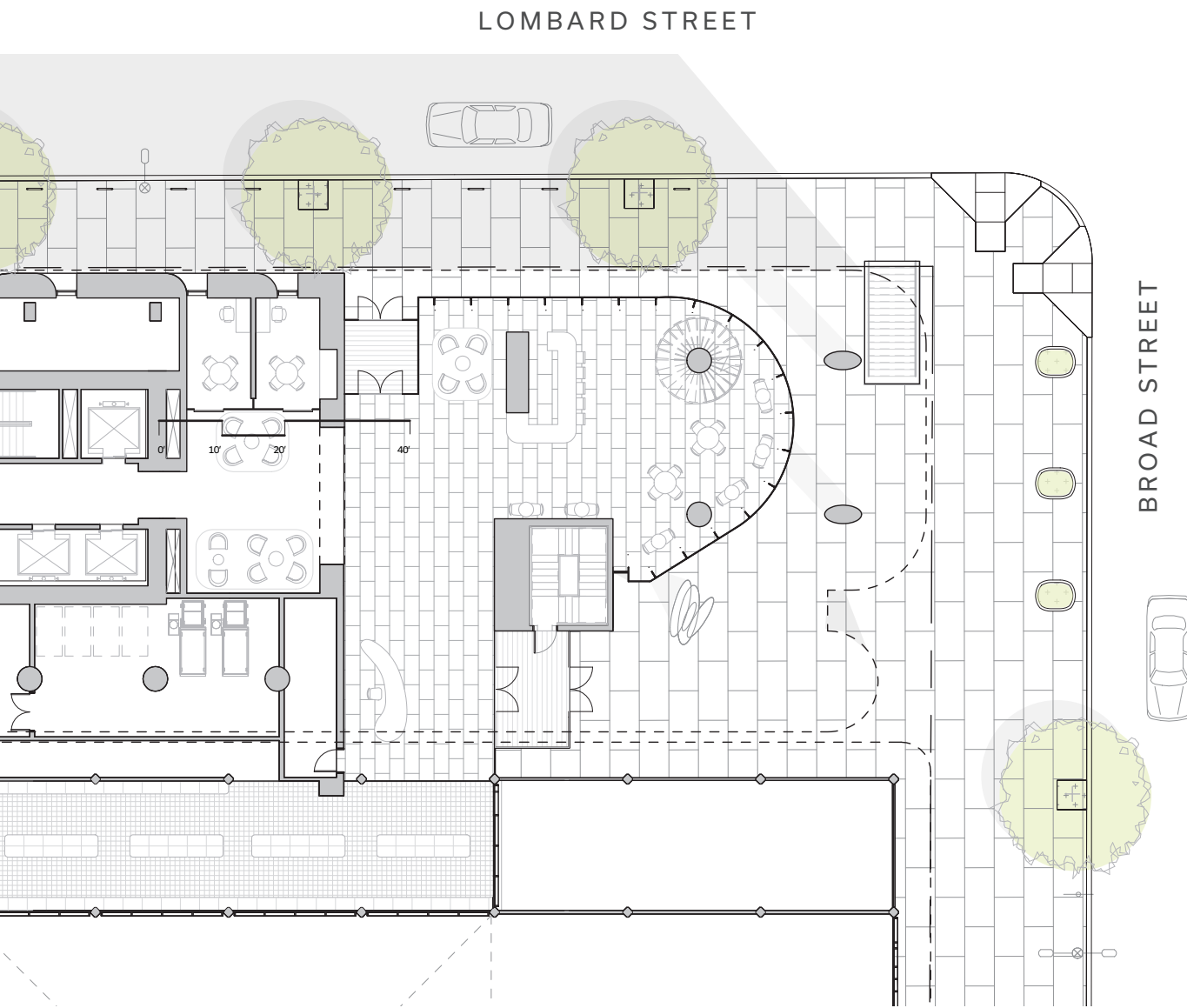


5 MASONRY



6 STAINLESS STEEL

LANDSCAPE PLAN



OUTDOOR SEATING



PLANTERS



AJUGA REPTANS



TILES



SEDUM TERNATUM



ALLIUM CHRISTOPHII



QUERCUS PHELLOS, WILLOW OAK



BUXUS 'GREEN MOUNTAIN'



EUPHORBIA X M. 'ASCOT RAINBOW'

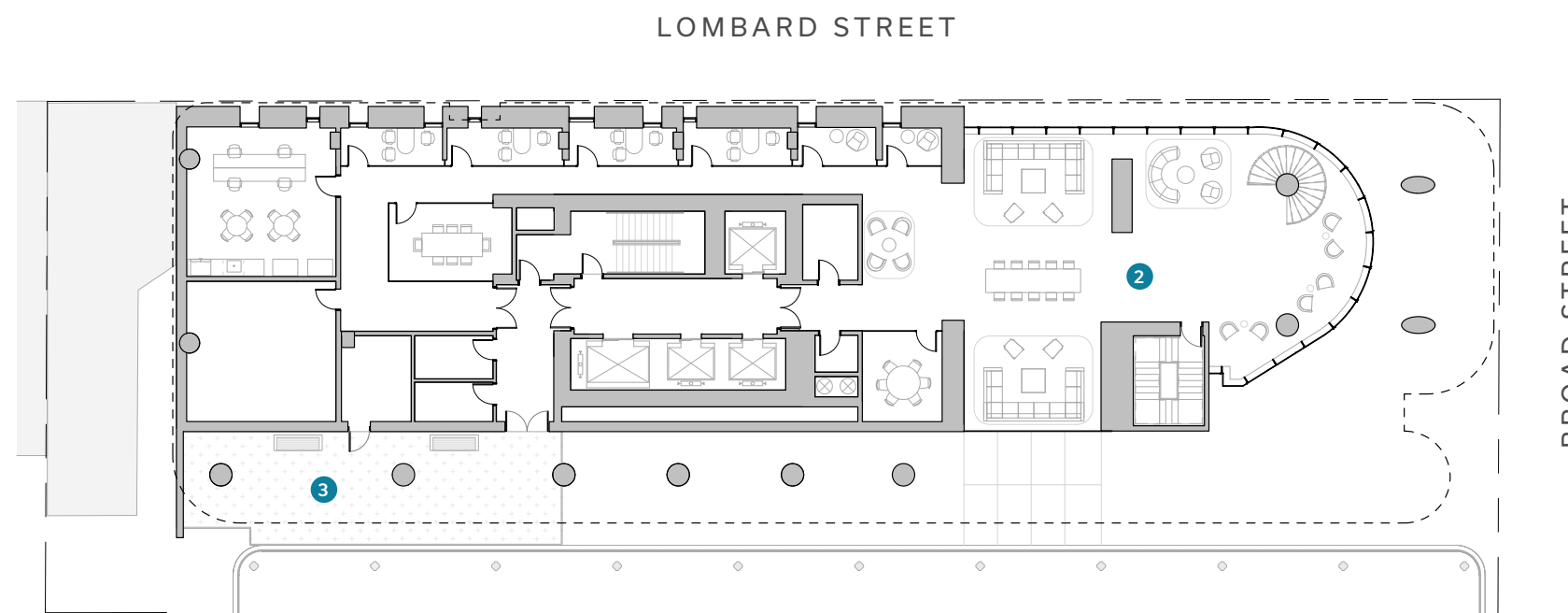
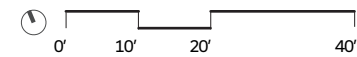


HEUCHERA 'AUTUMN BRIDE'

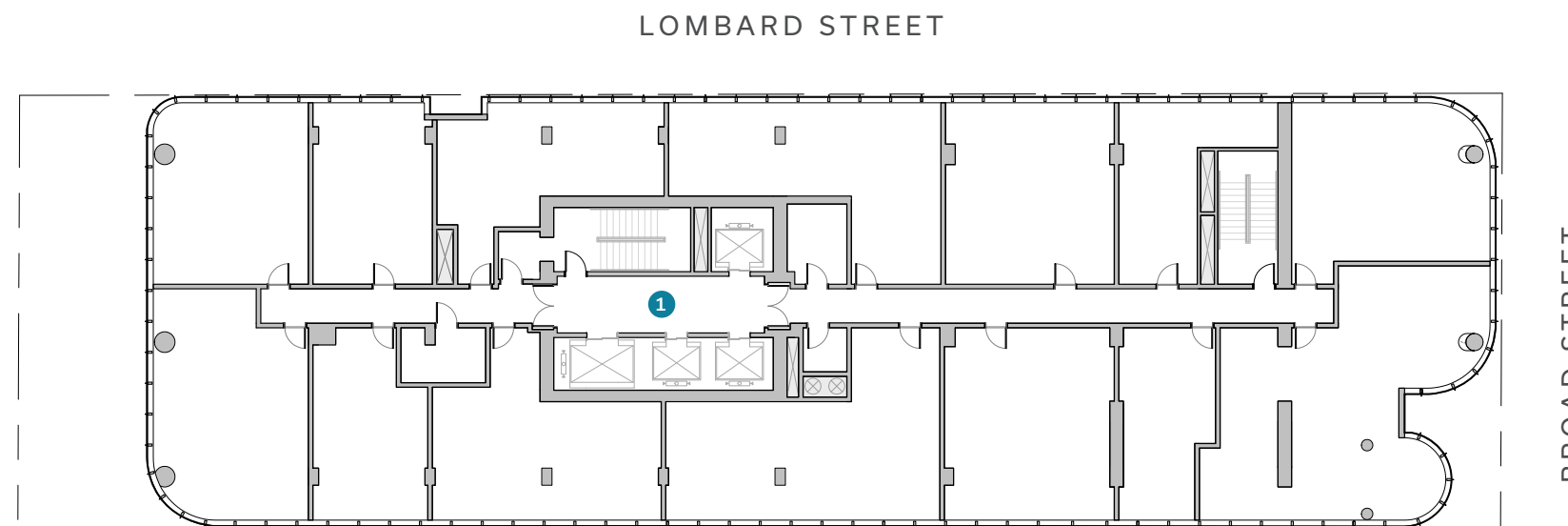
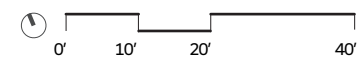
FLOOR PLANS

- 1 RESIDENTIAL LEVEL
- 2 INDOOR AMENITY
- 3 OUTDOOR AMENITY

LEVEL 02 FLOOR PLAN



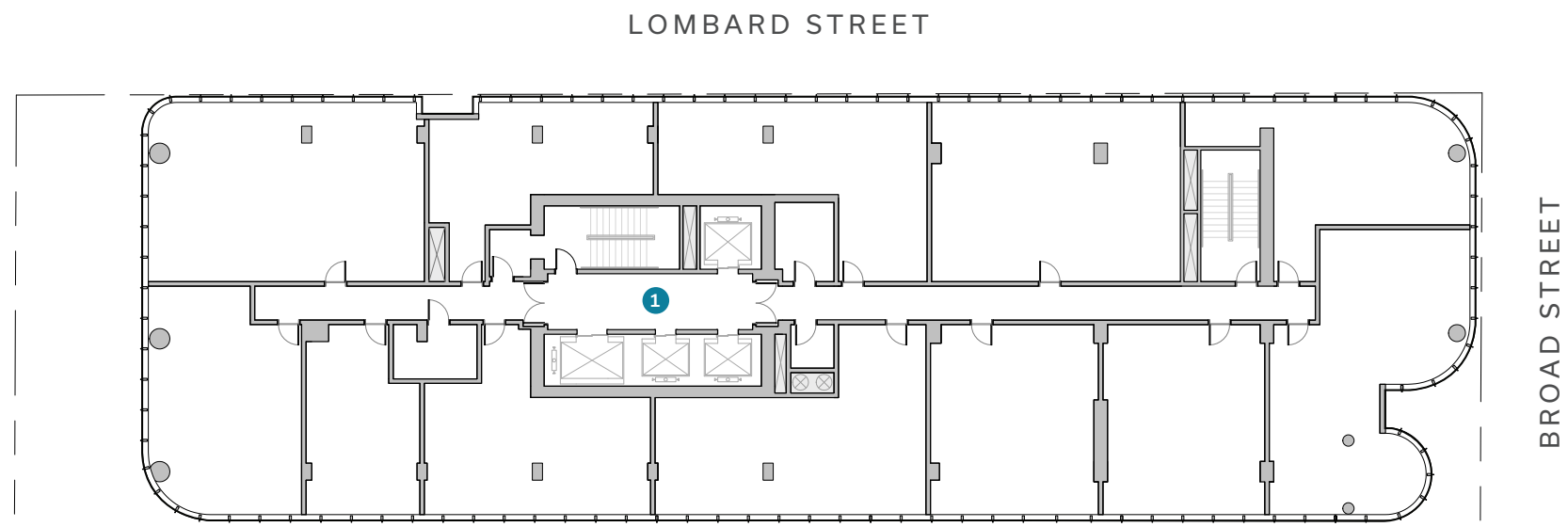
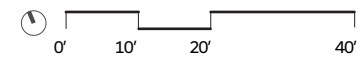
LEVELS 03-26 FLOOR PLAN



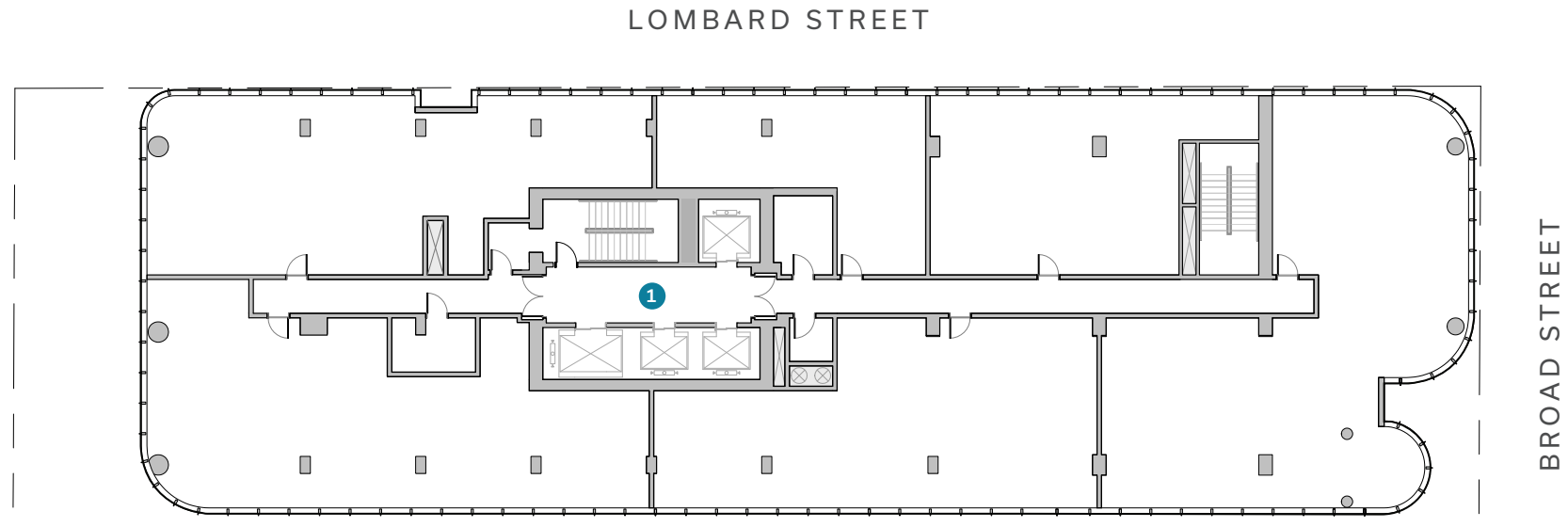
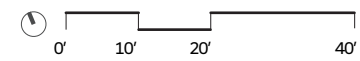
FLOOR PLANS

1 RESIDENTIAL LEVEL

LEVELS 27-36 FLOOR PLAN



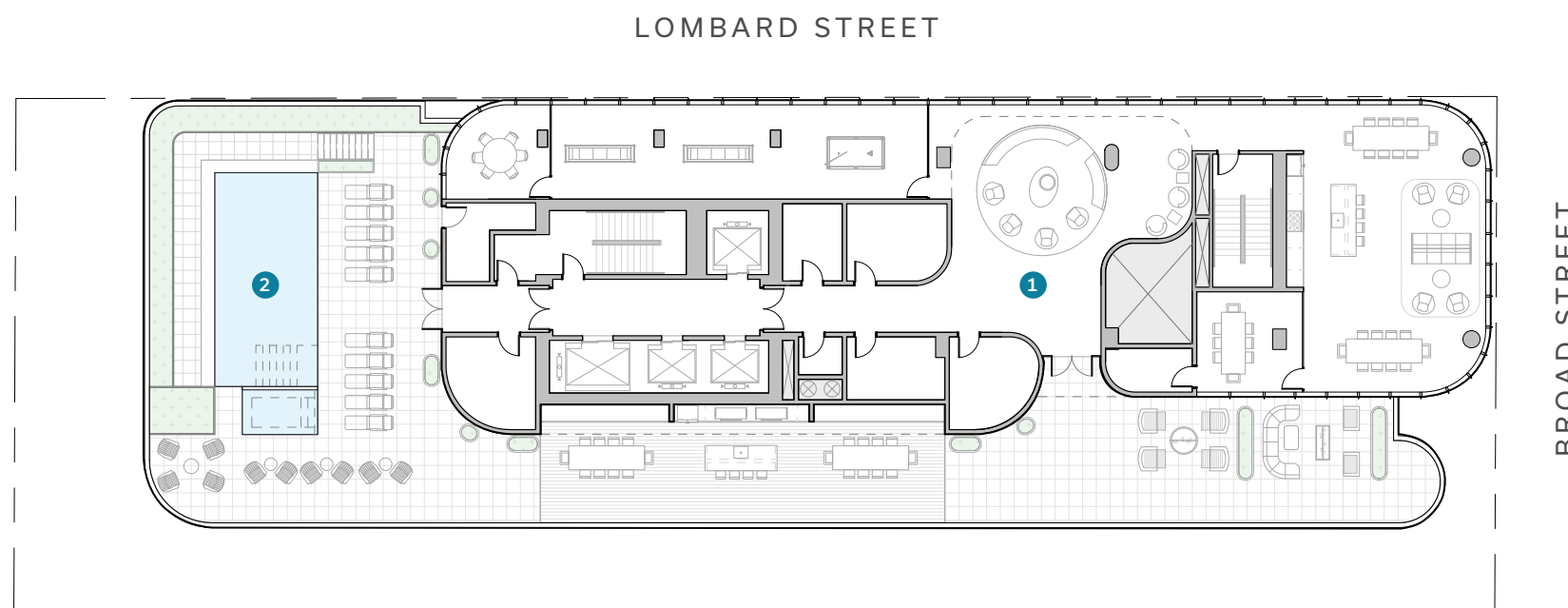
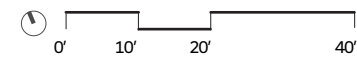
LEVELS 37-38 FLOOR PLAN



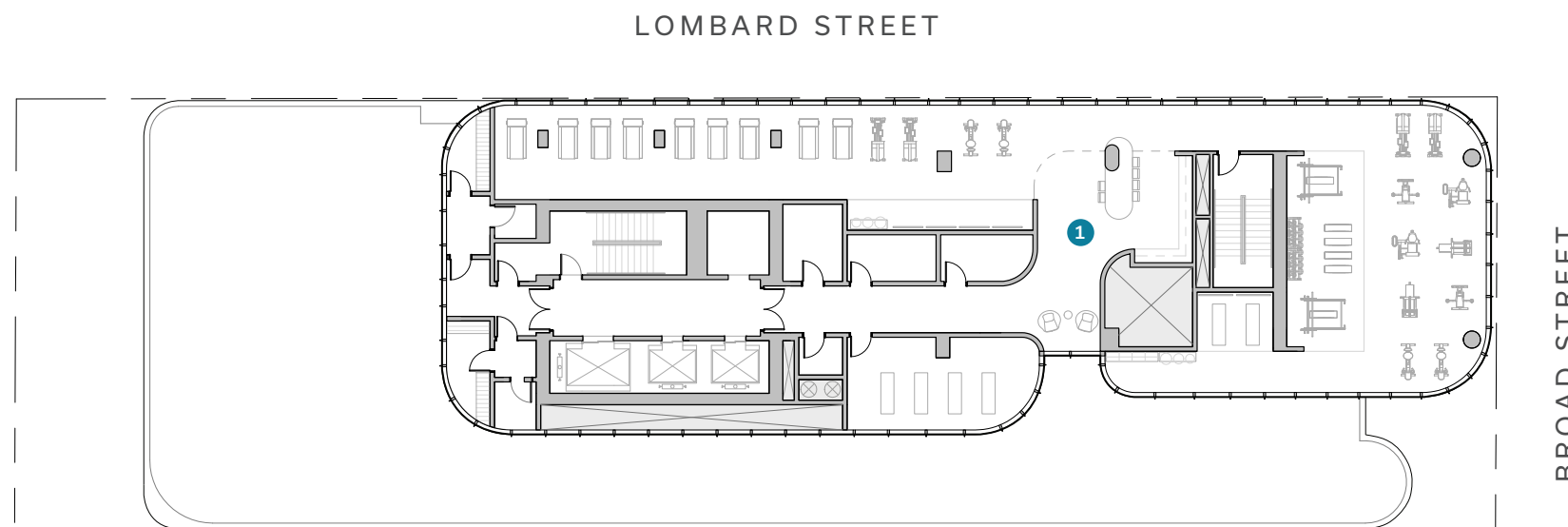
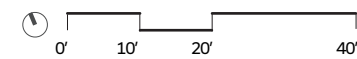
FLOOR PLANS

- 1 INDOOR AMENITY
- 2 RESIDENTIAL TERRACE

LEVEL 39 FLOOR PLAN



LEVEL 40 FLOOR PLAN



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

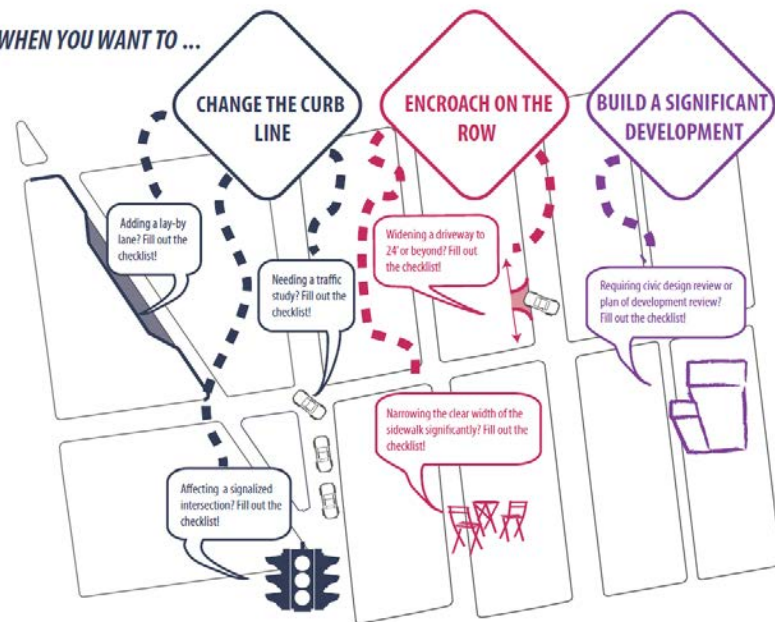
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards 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>

WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT: _____ DATE _____

FINAL STREETS DEPT REVIEW AND COMMENT: _____ DATE _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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.philadelphiastreet.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
Broad & Lombard
2. DATE
May 27th 2022
3. APPLICANT NAME
Broad Lombard Associates, L.P.
5. PROJECT AREA: list precise street limits and scope
198 LF along Lombard Street between Carlisle Street and South Broad Street
78 LF along South Broad Street between Lombard Street and Rodman Street
4. APPLICANT CONTACT INFORMATION
630 Sentry Parkway, Suite 300
Blue Bell, PA 19422
6. OWNER NAME
Broad Lombard Associates, L.P.
7. OWNER CONTACT INFORMATION
630 Sentry Parkway, Suite 300
Blue Bell, PA 19422
8. ENGINEER / ARCHITECT NAME
Stantec Consulting Services, Inc.
9. ENGINEER / ARCHITECT CONTACT INFORMATION
c/o Kevin R. Smith, PE
1500 Spring Garden Street, Suite 1100
Philadelphia, PA 19130
215-665-7151
Kevin.smith@stantec.com
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/>

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Lombard Street</u>	<u>Carlisle Street</u>	<u>South Broad Street</u>	<u>Urban Arterial</u>
<u>South Broad Street</u>	<u>Lombard Street</u>	<u>Rodman Street</u>	<u>Civic/Ceremonial</u>
_____	_____	_____	_____
_____	_____	_____	_____

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
 - a. Parking and loading regulations in curb lanes adjacent to the site YES NO
 - b. Street Furniture such as bus shelters, honor boxes, etc. YES NO N/A
 - c. Street Direction YES NO
 - d. Curb Cuts YES NO N/A
 - e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES NO N/A
 - f. Building Extensions into the sidewalk, such as stairs and stoops YES NO N/A

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APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

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PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
Lombard Street	12' / 12' / 12'	12' / 12'
South Broad Street	20' / 22' / 22'	22' / 22'
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
Lombard Street	6' / 7.7' / 6.7'
South Broad Street	11' / 15' / 15.6'
_____	____ / ____ / ____
_____	____ / ____ / ____

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Existing Curb Cut on Lombard Street (Proposed to be removed)	16'	201' from South Broad Street
Existing Curb Cut on South Broad Street (Proposed to be removed)	18'	35' from Lombard Street
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Proposed Curb Cut (Relocated) along Lombard Street	20'	196.9' from South Broad Street
Proposed Curb Cut along Lombard Street	24'	164.5' from South Broad Street
_____	_____	_____
_____	_____	_____

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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?

YES NO

DEPARTMENTAL APPROVAL

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: This project proposes the minimum number of curb cuts required to service the associated loading and parking spaces for the project. There are no curb cuts proposed along South Broad Street in order to maximize the pedestrian walking zone on this important Civic/Commercial Street.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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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.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH	
	Existing / Proposed	
Lombard Street	<u>0' / 0'</u>	
South Broad Street	<u>0' / 0'</u>	
_____	____ / ____	
_____	____ / ____	

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.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH		
	Recommended / Existing / Proposed		
Lombard Street	<u>4' / 4.3' / 5'</u>		
South Broad Street	<u>5' / 6' / 6'</u>		
_____	____ / ____ / ____		
_____	____ / ____ / ____		

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

YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A

DEPARTMENTAL APPROVAL

YES NO
 YES NO
 YES NO
 YES NO
 YES NO
 YES NO

19. Does the design avoid tripping hazards? YES NO N/A

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 NO N/A

COMPLETE STREETS HANDBOOK CHECKLIST

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BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES NO N/A YES NO

22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO N/A YES NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: The proposed elements within the building and furnishing zones have been located in efforts to minimize impact on the walking zones while adding to the pedestrian amenities.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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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>. Bicycle rack are being provided within the furnishing zone for residents and visitors to the building. In addition, an enclosed bicycle parking room is also provided within the building to provide Class 1 bicycle parking spaces.
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.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
500 South Broad Street	156	0	0	0	8	0	208
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____

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?
- | | | |
|---|--|---|
| <ul style="list-style-type: none"> Conventional Bike Lane Buffered Bike Lane Bicycle-Friendly Street Indego Bicycle Share Station | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|--|---|
26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO N/A DEPARTMENTAL APPROVAL YES NO
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A DEPARTMENTAL APPROVAL YES NO

APPLICANT: Bicycle Component
 Additional Explanation / Comments: All of the required parking spaces for the residential building will be provided on the lower level within the building as enclosed Class 1A spaces. Additional bike parking spaces are being proposed along the sidewalk frontage of Lombard Street.

DEPARTMENTAL REVIEW: Bicycle Component
 Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | |
|---|--|--|
| 28. Does the design limit conflict among transportation modes along the curb? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Curbside Management Component
 Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component
 Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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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;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
Ludlow Street	Carlisle Street	South Broad Street	9' / 9'	20 MPH
South Broad Street	Ludlow Street	Rodman Street	10' / 10'	25 MPH
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

- | | | |
|---|--|---|
| 33. What is the maximum AASHTO design vehicle being accommodated by the design? | <u>SU-40</u> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission. | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 35. Will the public right-of-way be used for loading and unloading activities? | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 36. Does the design maintain emergency vehicle access? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 37. Where new streets are being developed, does the design connect and extend the street grid? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 38. Does the design support multiple alternative routes to and from destinations as well as within the site? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Vehicle / Cartway Component
 Additional Explanation / Comments: This project proposes the minimum number of curb cuts require by code and maintains walkability to the nearby public transit stop for the Broad Street Line at the Lombard South Station.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
 Reviewer Comments:

(1) http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

- | | | |
|--|--|---|
| 40. Does the design incorporate windows, storefronts, and other active uses facing the street? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Urban Design Component
 Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component
 Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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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.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

	YES	NO	N/A	DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
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? <i>If yes, City Plan Action may be required.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
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?				YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: _____

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

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

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	This site is located adjacent to Broad Street Line. The SEPTA entrance is within site boundary of the Health Center Addition. The site is serviced by multiple bus lines that travel North/South and East/West.
(2) Reduced Parking Footprint	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.	50 parking spaces are provided including 30 parking spaces below the Historic Health Care Building and 20 parking spaces within 500ft from the front entrance.
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	6% of parking spaces used by the project are preferred parking for green vehicles or car share vehicles.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	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. (If setback used, specify distance) ⁱ	Broad Street line is below grade and will not create excessive noise and vibration. There is no setback from the railway.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	There is no bike share incorporated into the project.

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Project contains native landscape plan selections with minimal irrigation requirements.
Sustainable Sites		
(7) Pervious 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.	Project will add considerable plantings and open space along Broad Street. Sections of Amenity floors will be vegetated.
(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	Project conforms to the PWD storm water requirements.
(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 SRI>29. B) Shading by trees, structures, or solar panels.	Project includes a high reflectance material for 50% or more of the on-site hardscape.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	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 90.01-2016. 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	Project complies with 2018 IECC prescriptive requirements.
(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? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	Project will pursue LEED v4.0 Gold BD&C.

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification 	
(12) Indoor Air Quality and Transportation	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}	MERV 13 filters will be provided for residential unit mechanical systems.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Project will not be producing on-site energy.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	<ul style="list-style-type: none"> -High efficiency building envelope to reduce overall heating and cooling energy needs. -Natural ventilation and daylighting in all residential units to reduce overall energy consumption from mechanical and lighting systems. -On-site protected bike storage for residents -Low VOC paints & finishes specified wherever possible.

ⁱ Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
 See also, "The Commercial Energy Code Compliance" information sheet:
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>

and the "What Code Do I Use" information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1
 For Energy Star: www.energystar.gov
 For Passive House, see www.phius.org

^{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

