



1700 RANDOLPH

Studio HS4
Colliers Consulting

Civic Design Review | September 5, 2022

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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:

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

This project contains more than 50 dwelling units

PROJECT LOCATION

Planning District: _____ **Council District:** _____

Address: 1700 Randolph Street

Philadelphia, Pennsylvania 19122

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

CONTACT INFORMATION

Applicant Name: Michael Phillips **Primary Phone:** 215-569-2499

Email: MPhillips@Klehr.com **Address:** 1835 Market Street, Suite 1400
Philadelphia, Pennsylvania 19103

Property Owner: **Developer**
Architect: Studio HS4, LLC

SITE CONDITIONS

Site Area: 22,431 sf

Existing Zoning: RM-1 **Are Zoning Variances required?** Yes _____ No X

Proposed Use:

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

74 Dwelling units on Floors 1-4: 55,040 GSF
Residential Lobby and Support space-Floor 1: 2,120 GSF
Outdoor Amenity Terrace-Floor 3: 1,525 GSF

Proposed # of Parking Units:

9 Parking Spaces Provided

COMMUNITY MEETING

Community meeting held: Yes _____ No X

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:

Date: September 28, 2022 **Time:** _____

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes _____ No _____ NA X

If yes, indicate the date hearing will be held:

Date: _____

INTRODUCTION

1700 Randolph Street is a proposed Multi-Family residential development located along Randolph Street at the the North West corner of Cecil B Moore.

The Proposed 4-story building is comprised of the following:

- Approximately 2,000 sf First Floor Lobby and Back of House for Residential Tenants
- Nine parking spaces including one ADA compliant parking space in rear yard of site.
- Approximately 3,750 sf of grade level outdoor amenity space including outdoor fireplace, cooking accommodations, seating groups and planting beds
- 650 sf Amenity spaces on floors two and three as well as a 1,525 sf Covered Outdoor Amenity Terrace on Fourth floor. Terrace includes seating groups, outdoor theater, cooking provisions, planting beds and outdoor gaming areas
- Seventy-Five Residential units on floors on thru four. Residential Unit mix is a combination of Studios, one and two-bedroom units.

The project was designed with a focus being a walkable, neighborhood supporting project with first floor units having stoops and sidewalk entry points. Although there is no parking requirement, we've included nine spaces as well as multiple indoor and outdoor bicycle storage options for tenants and visitors.

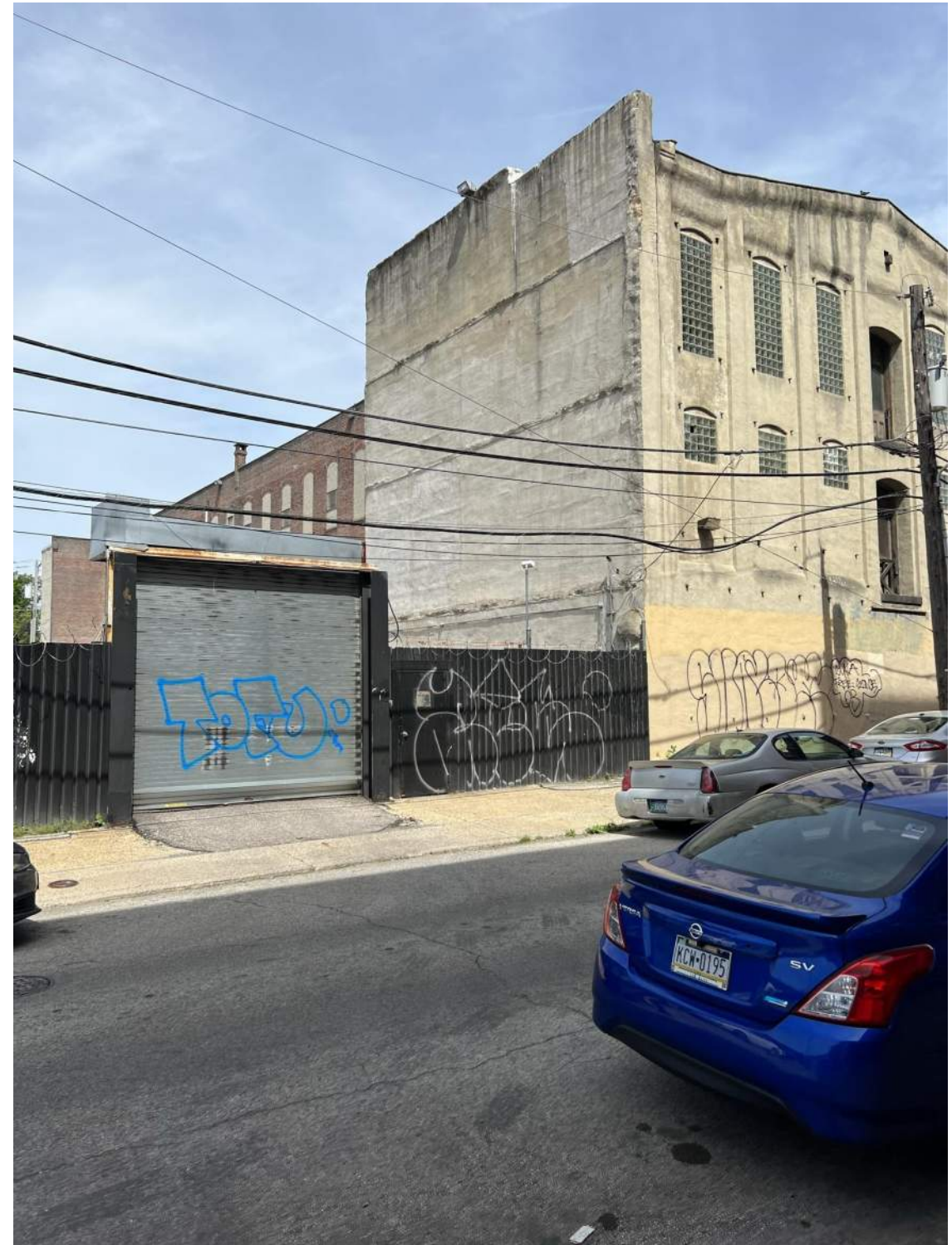
We are seeking no variances on this project as it conforms with all applicable zoning codes. We are planning on using quality materials and have approached the design of this project with a thoughtfulness to the adjacent building heights and site lines.



AERIAL IMAGE



1 - VIEW ON NORTH RANDOLPH LOOKING SOUTHWEST



2 - VIEW ON NORTH RANDOLPH LOOKING NORTHWEST



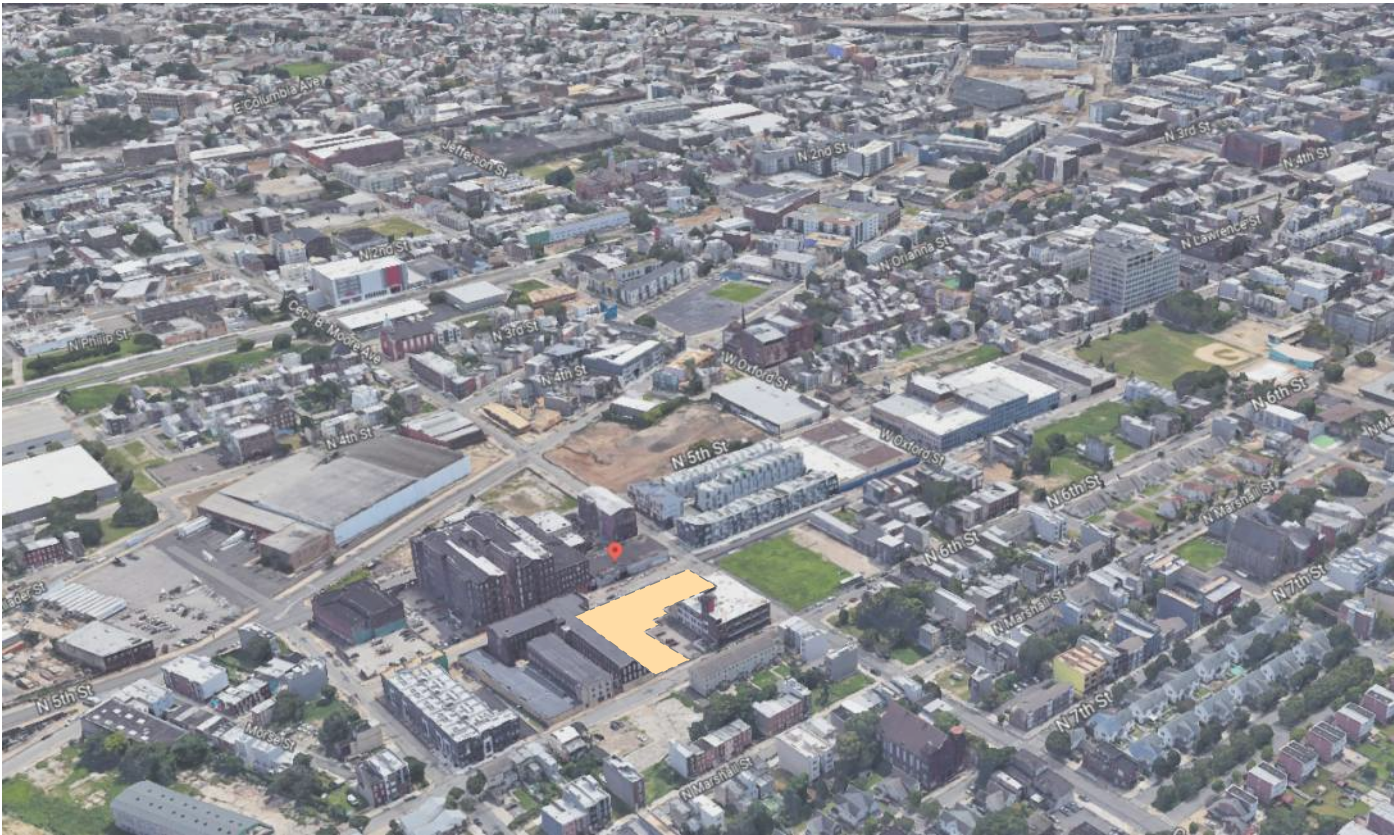
3 - VIEW ON N RANDOLPH AND CECIL B MOORE LOOKING NORTH



4 - VIEW ON N RANDOLPH AND CECIL B MOORE LOOKING NORTHWEST



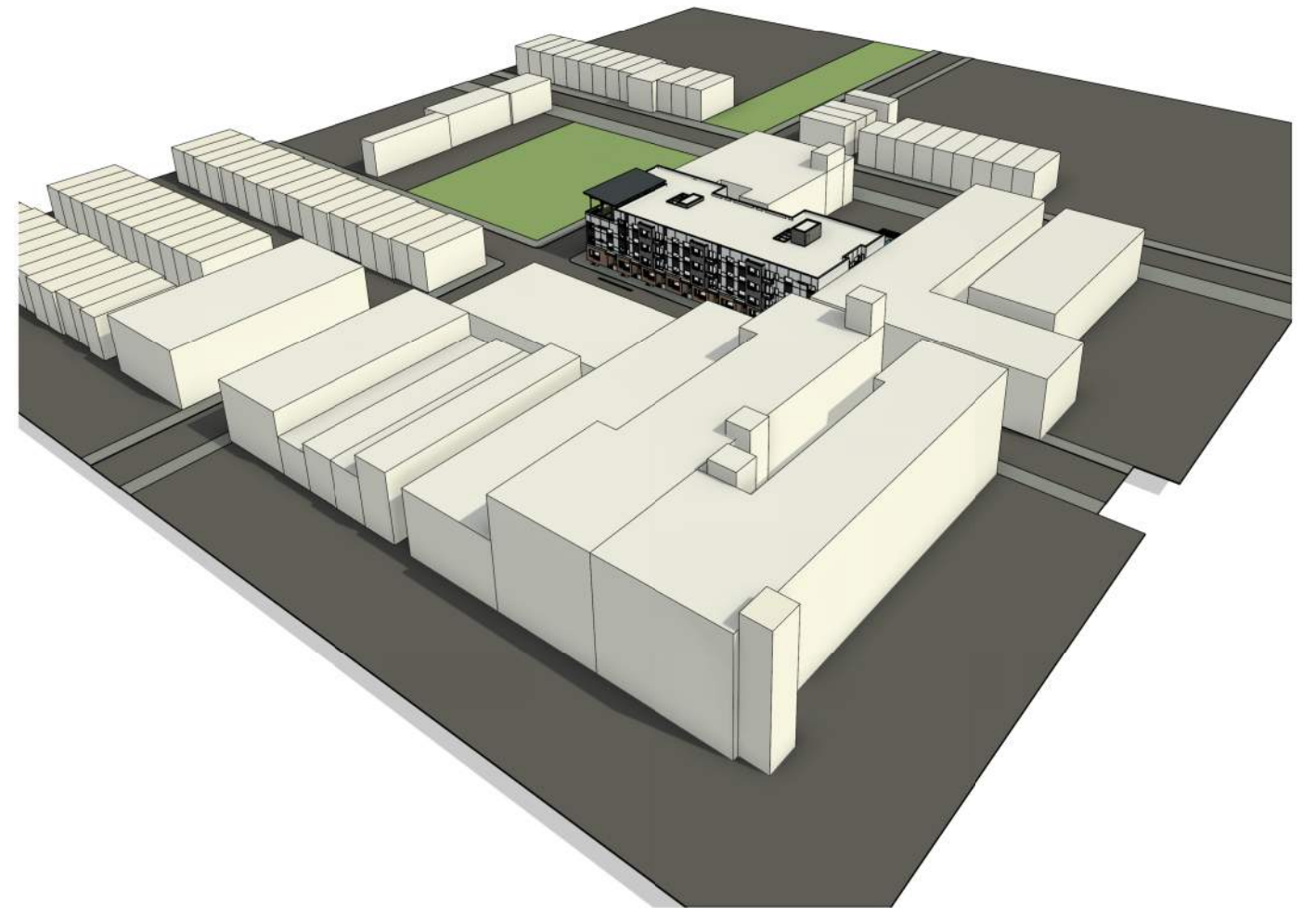
OBLIQUE AERIAL VIEW



OBLIQUE AERIAL VIEW



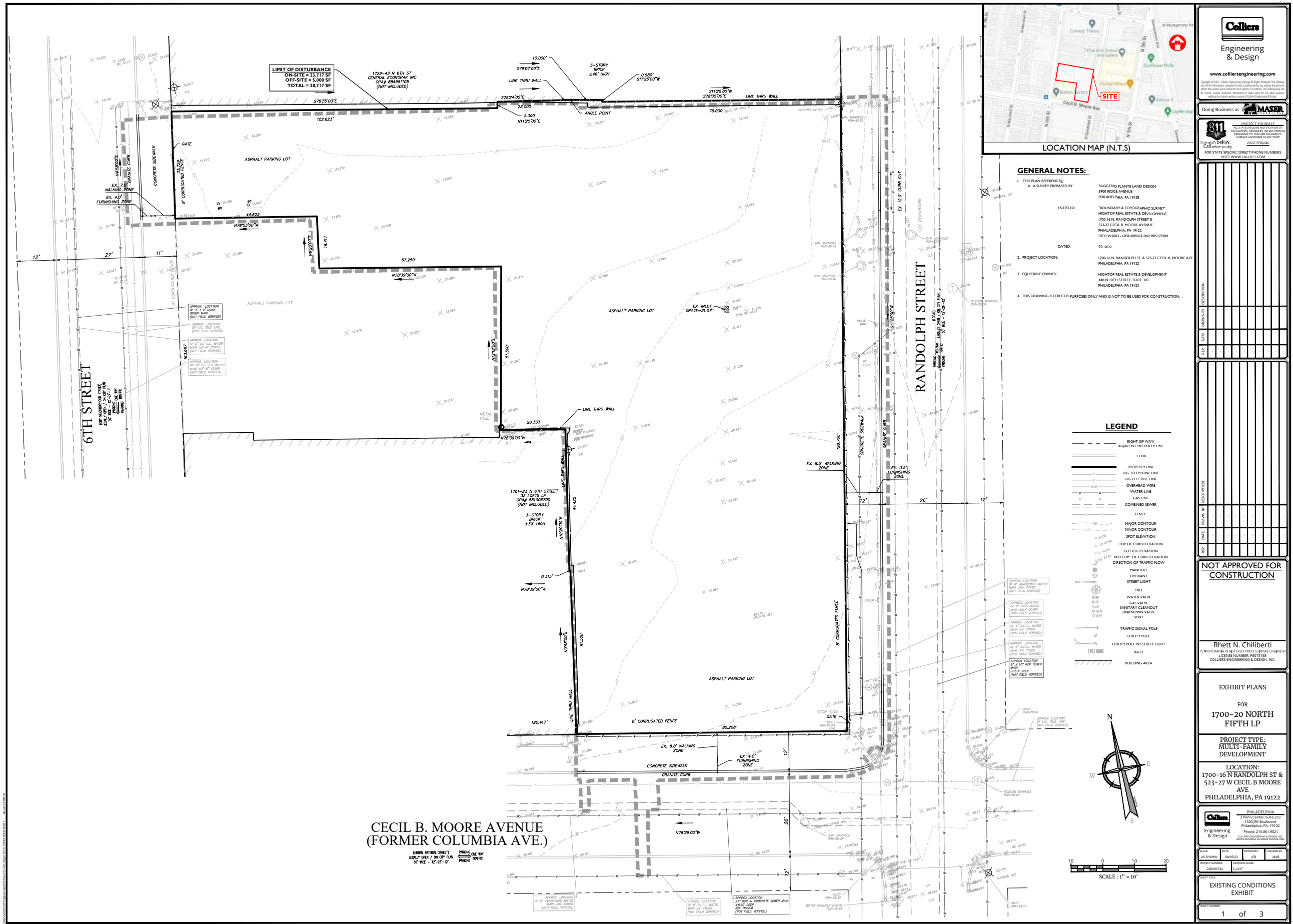
AERIAL VIEW OF SITE

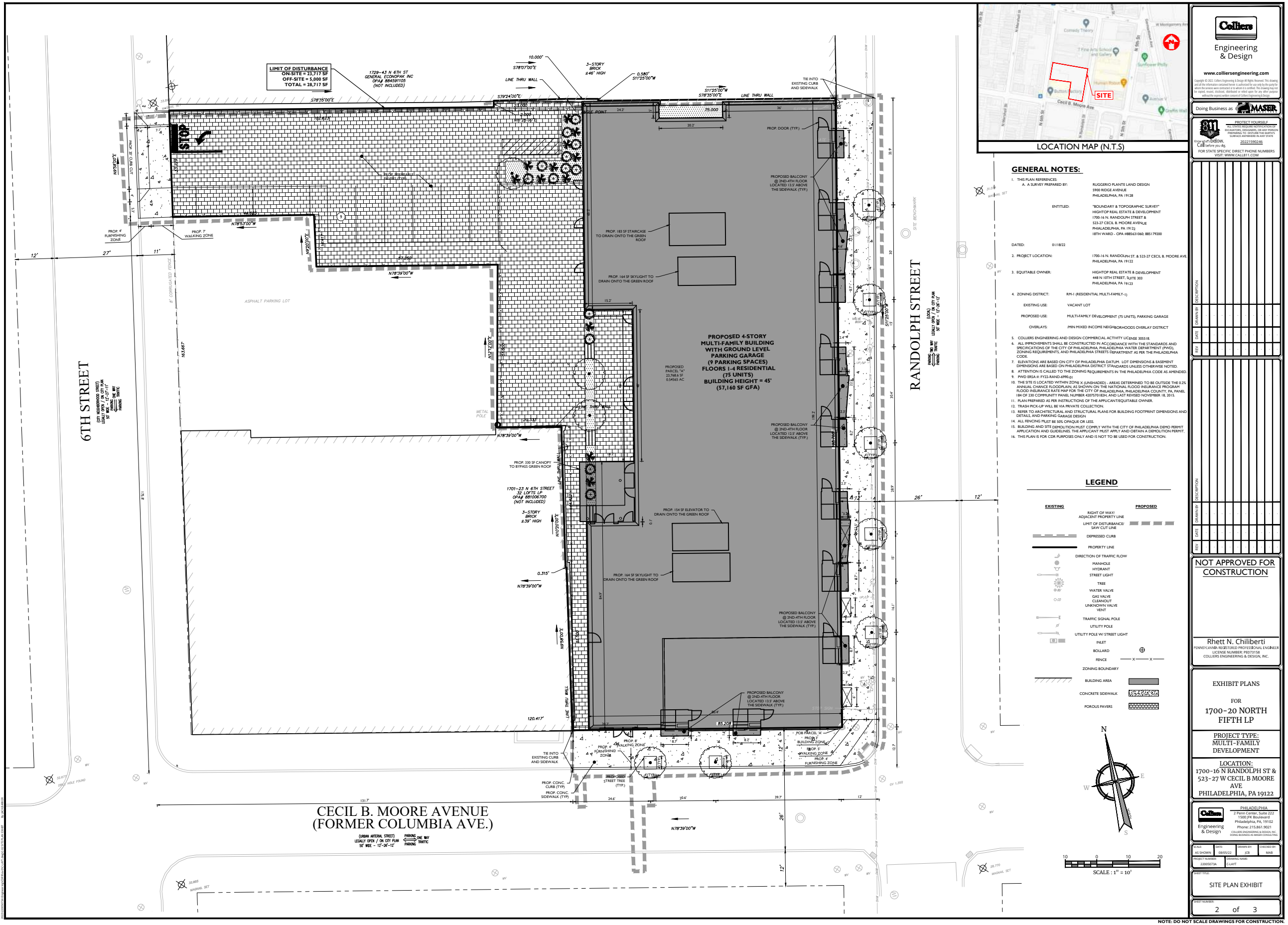


AERIAL VIEW OF SITE



AERIAL VIEW OF SITE





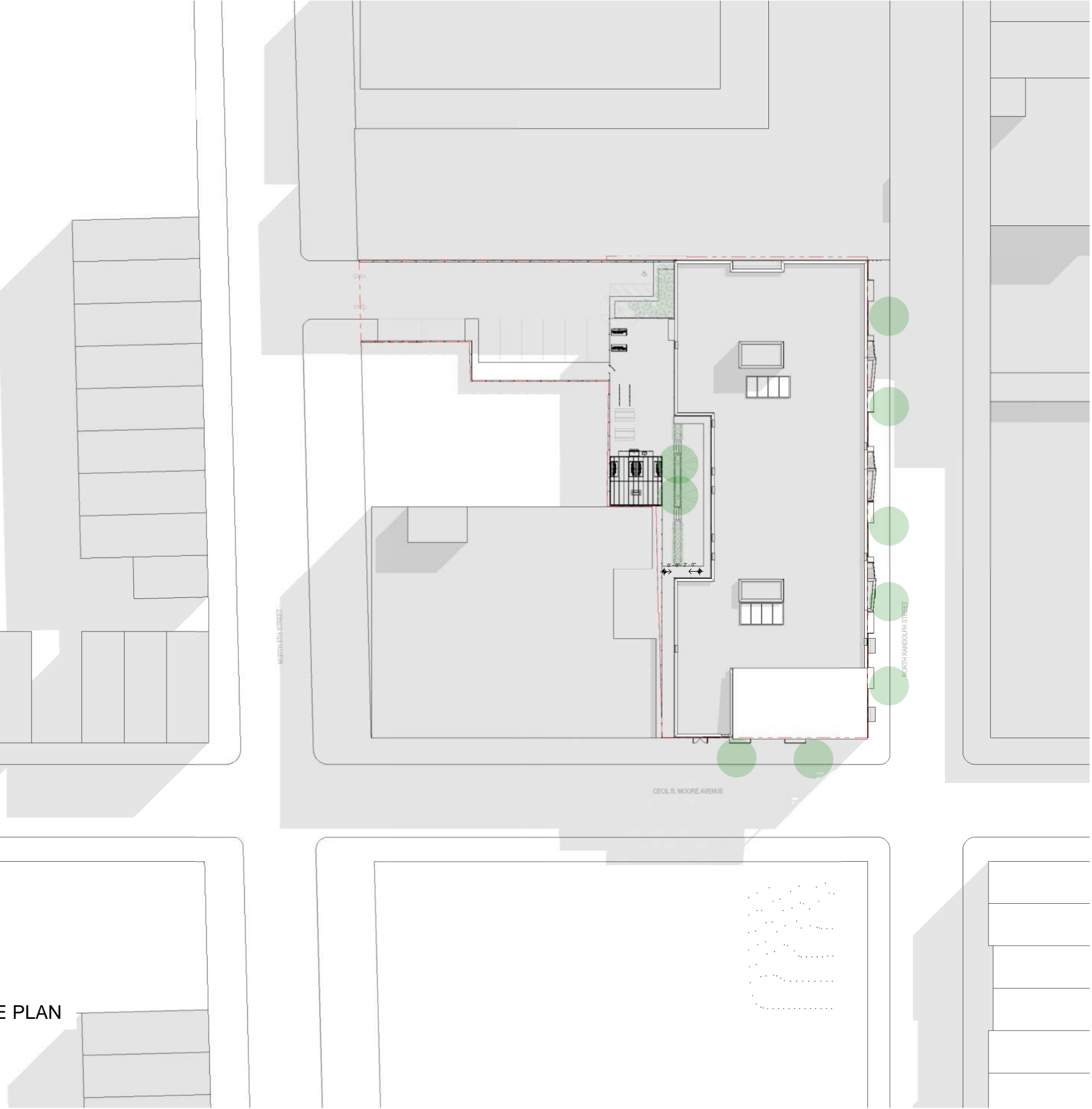


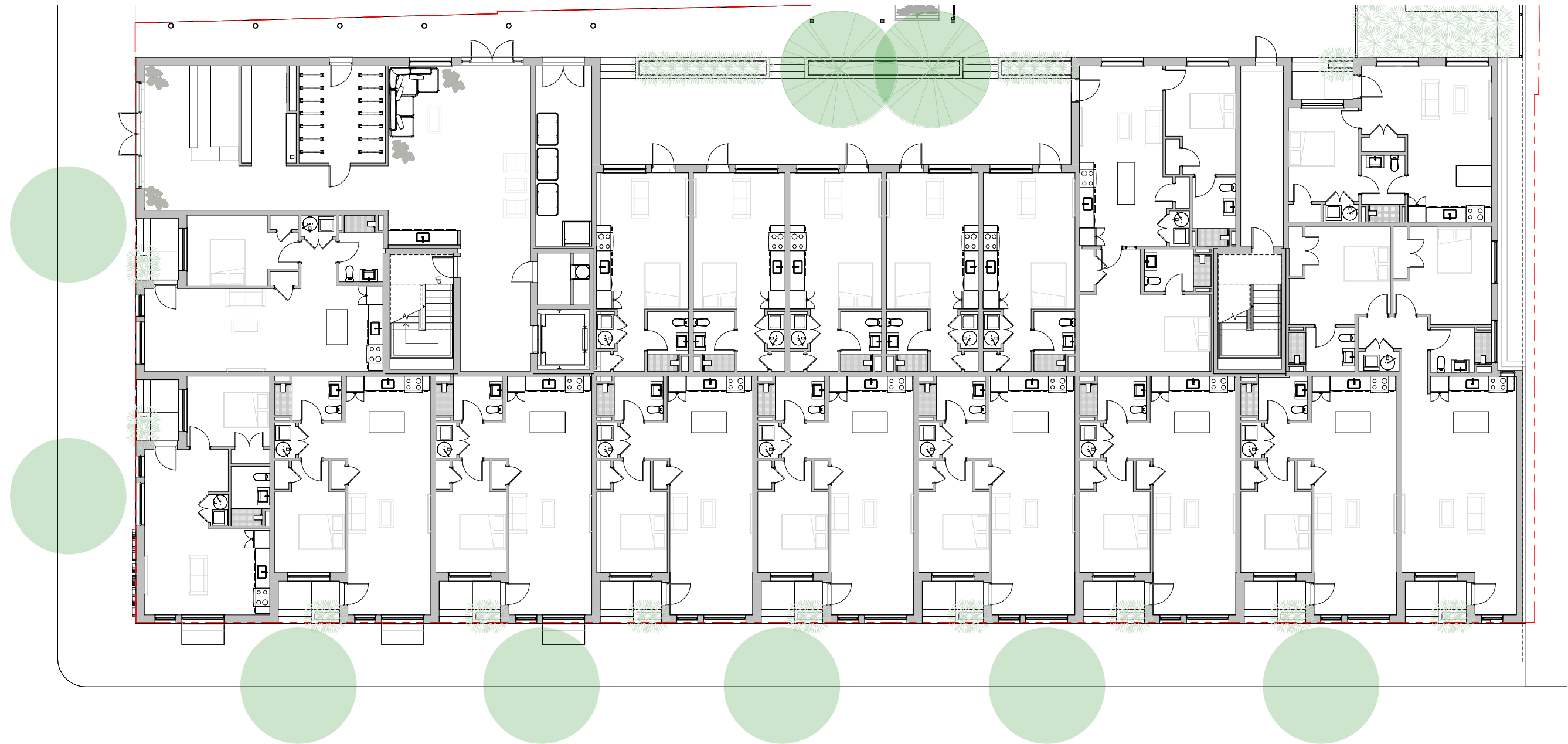
SITE SECTION THRU RANDOLPH STREET LOOKING NORTH



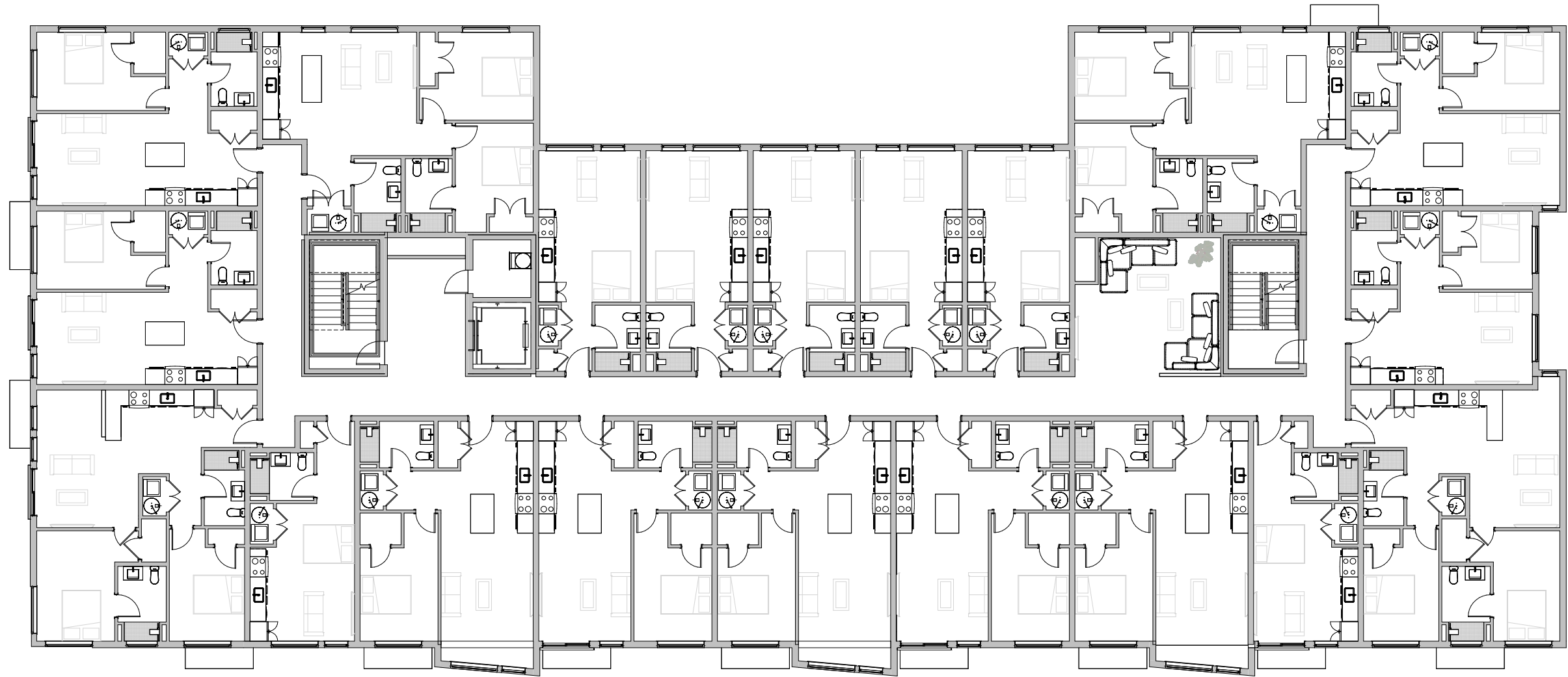
SITE SECTION THRU CECIL B MOORE LOOKING WEST

ARCHITECTURAL SITE PLAN

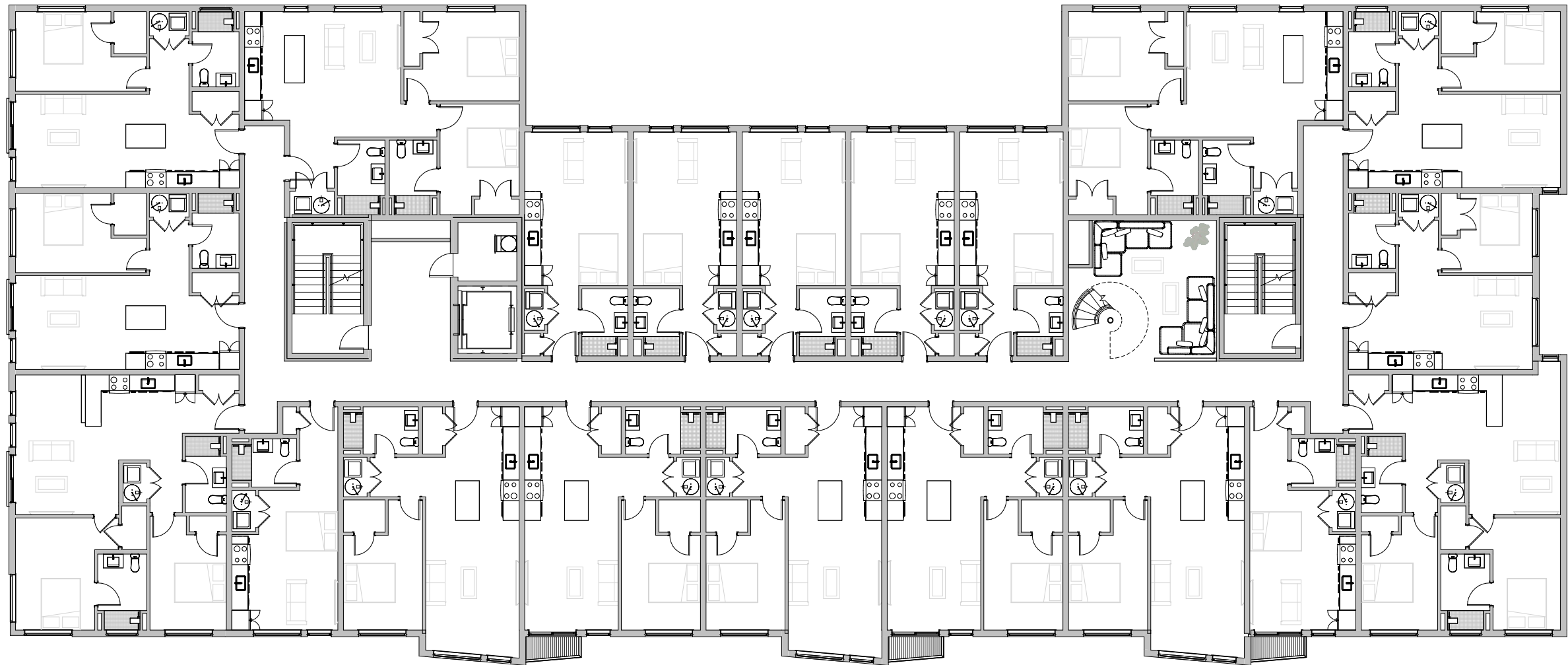




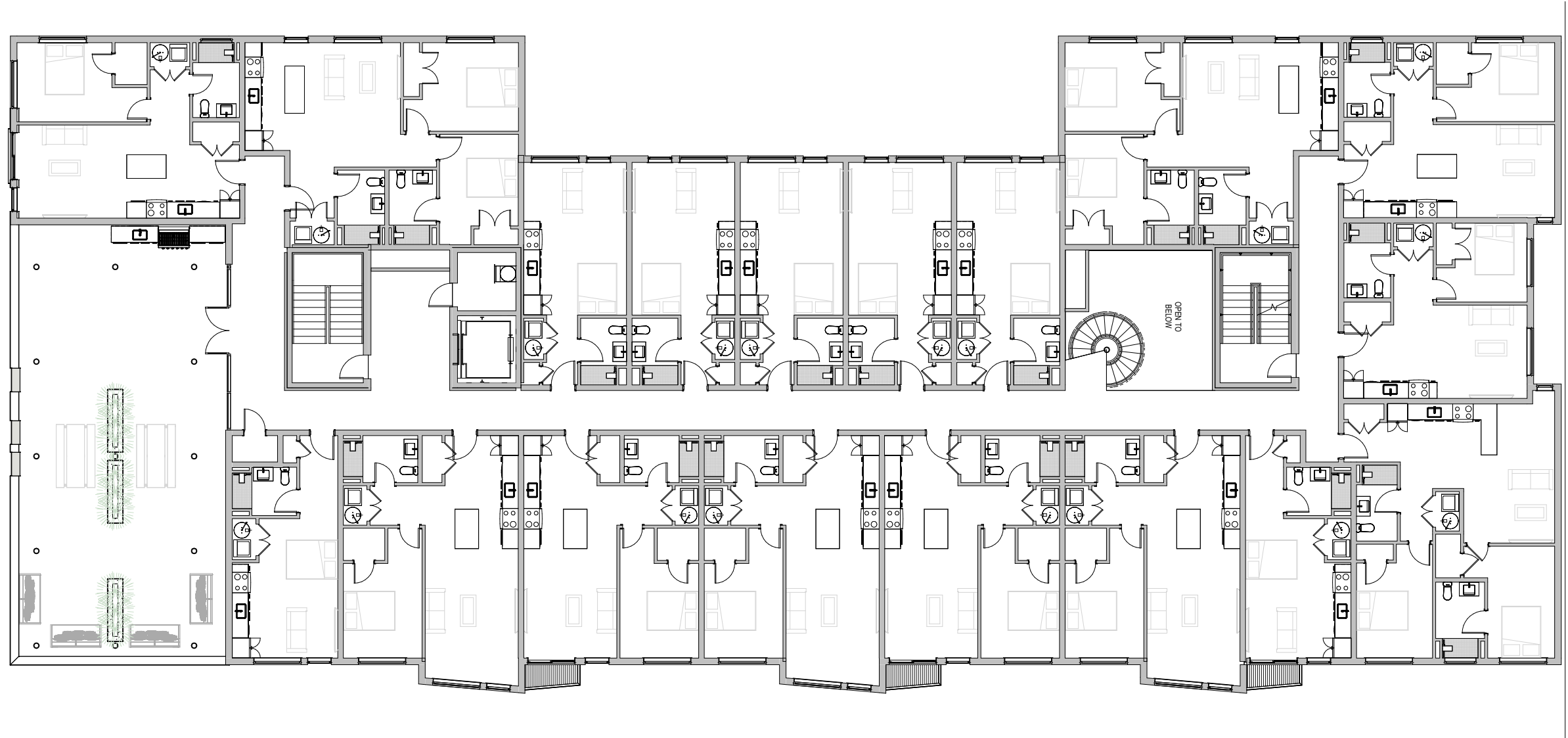
FIRST FLOOR PLAN



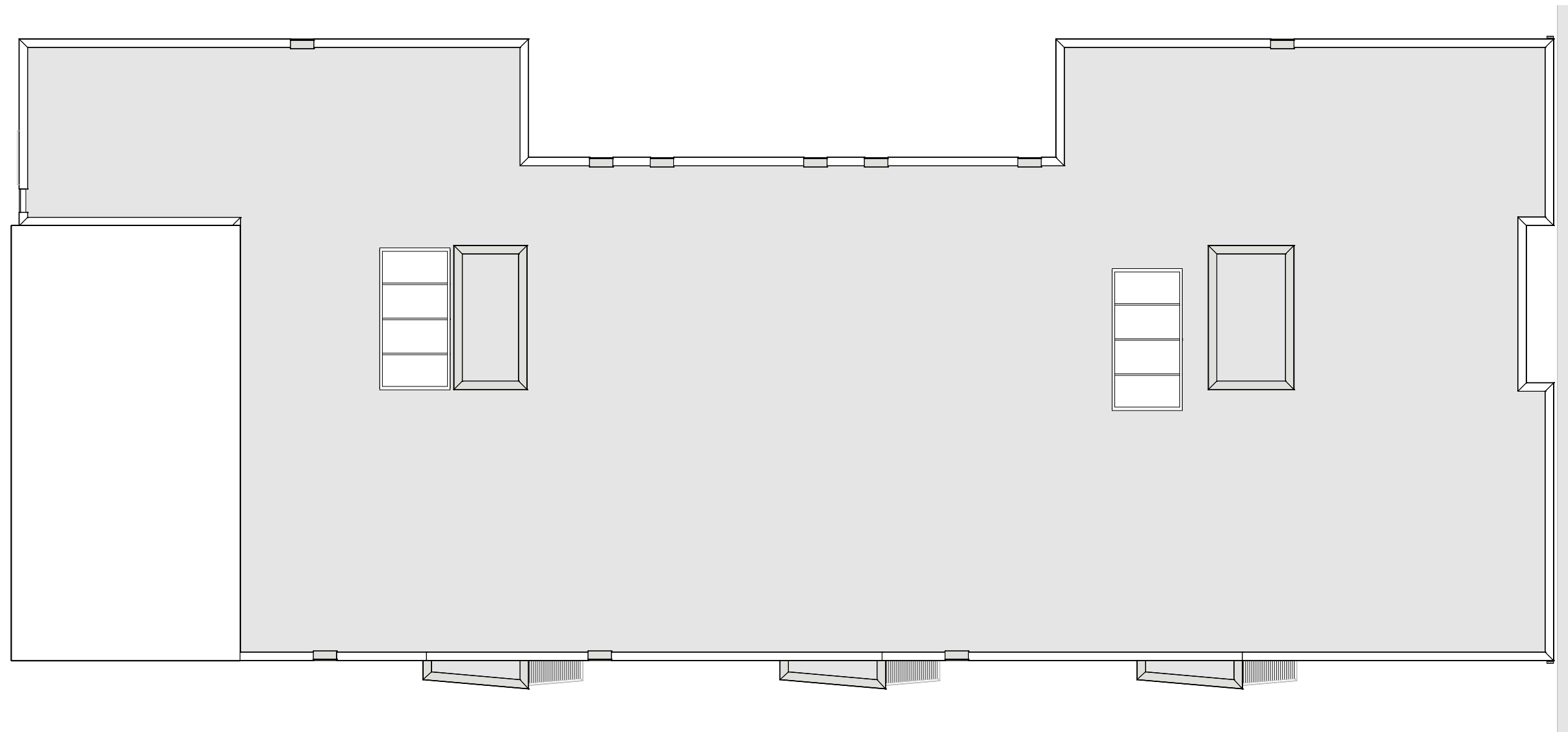
SECOND FLOOR PLAN



THIRD FLOOR PLAN



FOURTH FLOOR PLAN

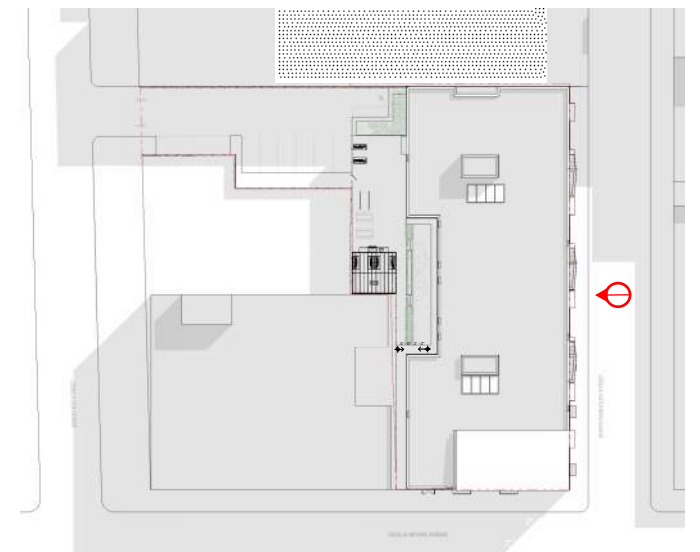


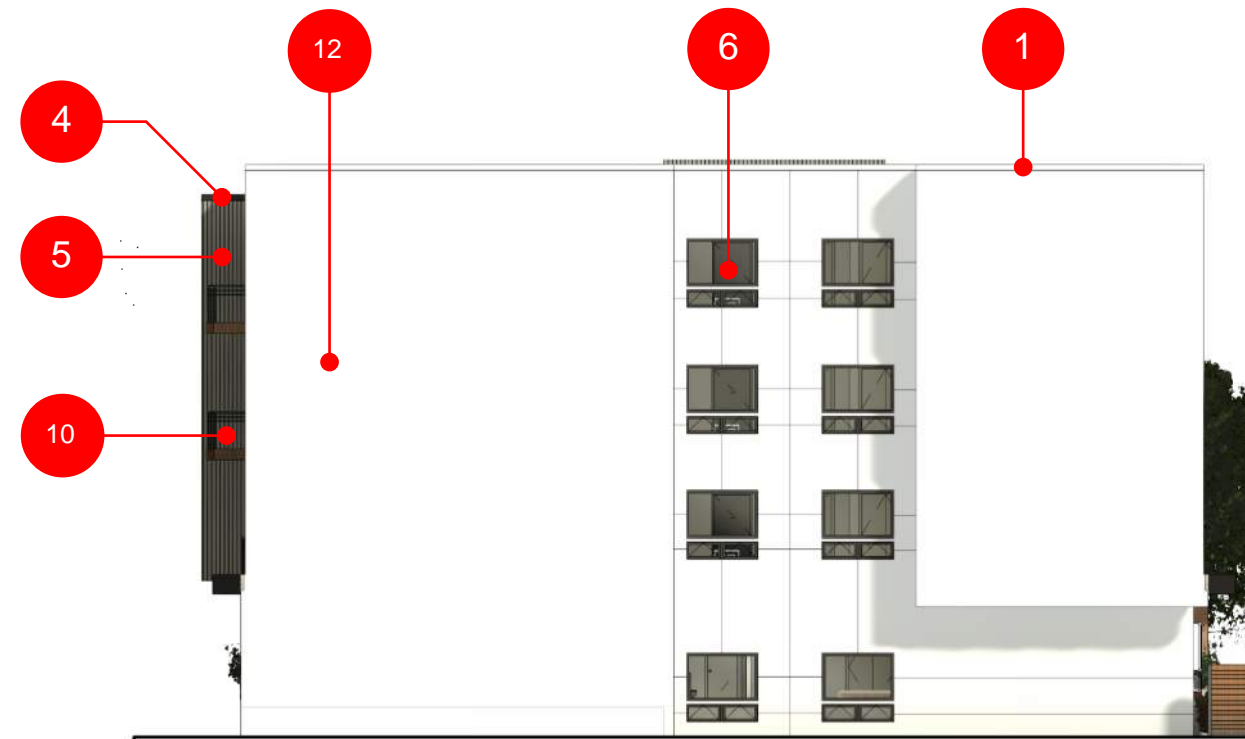
ROOF PLAN



ELEVATION ALONG NORTH RANDOLPH STREET

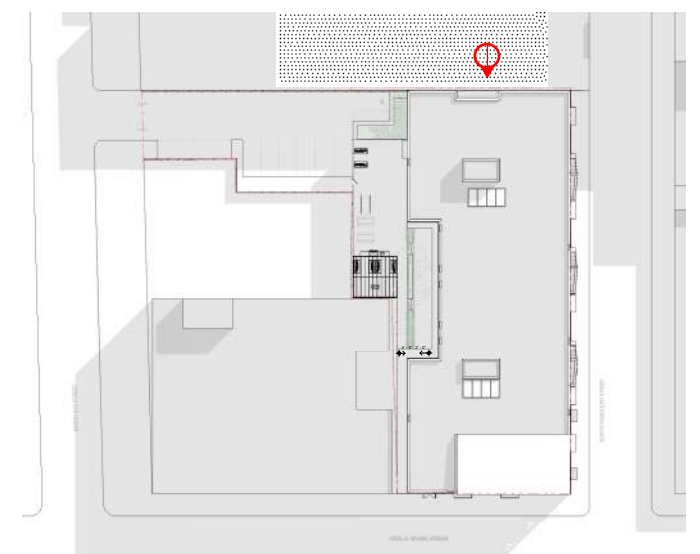
- 1- Metal Coping- White
- 2- Fiber Cement Hardi Panels- White
- 3- Fiber Cement Hardi Panels-Charcoal
- 4- Metal Coping- Charcoal
- 5- Ribbed Metal Panel-Mid Grey
- 6- Glazed Windows- Anderson 100 Series- Black
- 7- Masonry Brick- 'Grand Canyon Velour'
- 8- Cast Stone Sill- 'Whitestone'
- 9- Cast in Place Concrete Planter Box- Smooth
- 10- Aluminum and Glass Railing
- 11- Exposed Cedar Roof Framing
- 12- Stucco-White
- 13- Cast Stone Water Table- 'Whitestone'
- 14- Aluminum Storefront and Glazing

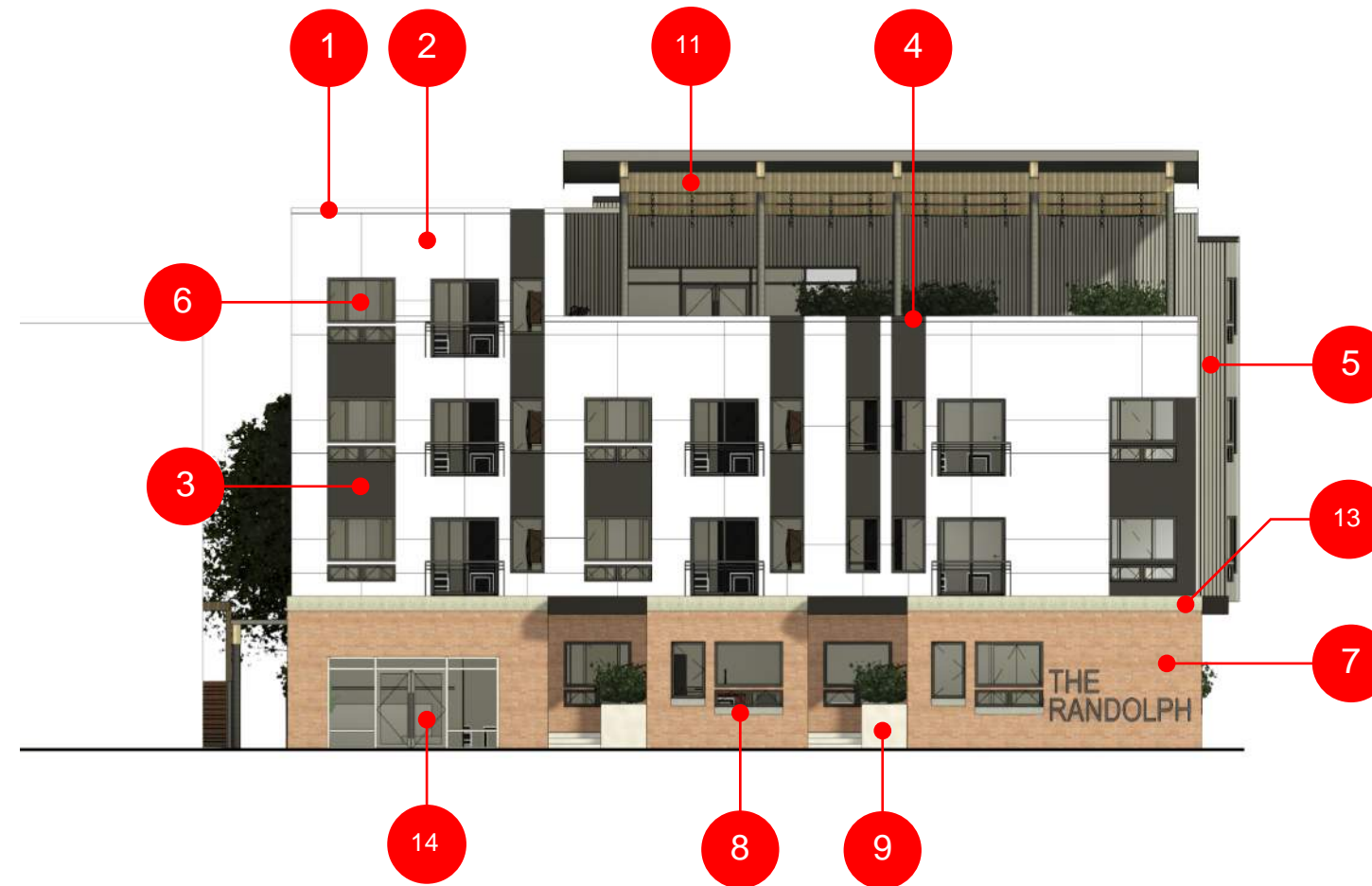




NORTH ELEVATION AT PROPERTY LINE

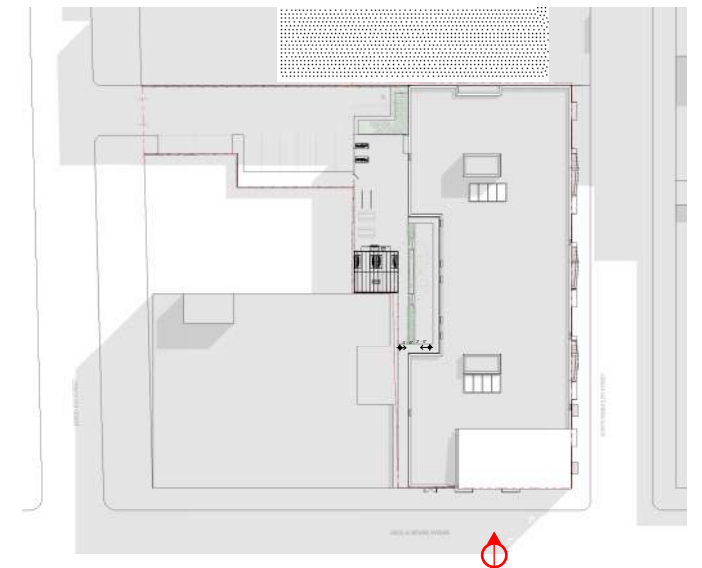
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SOUTH ELEVATION AT CECIL B MOORE

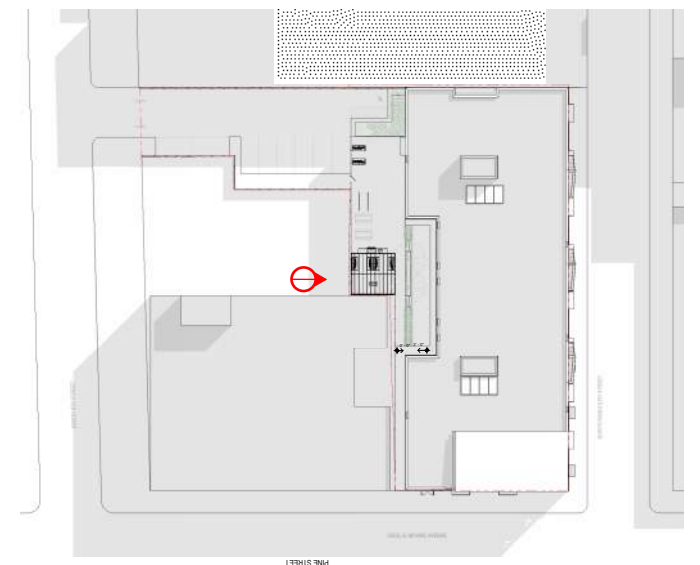
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- 4- Metal Coping- Charcoal
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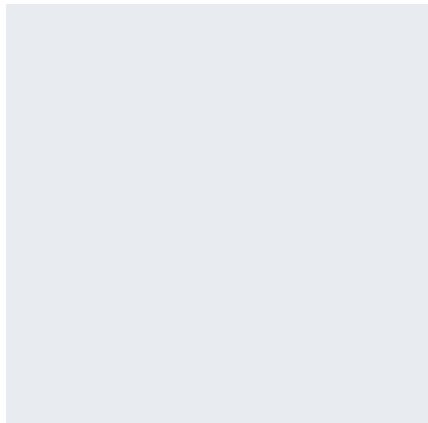




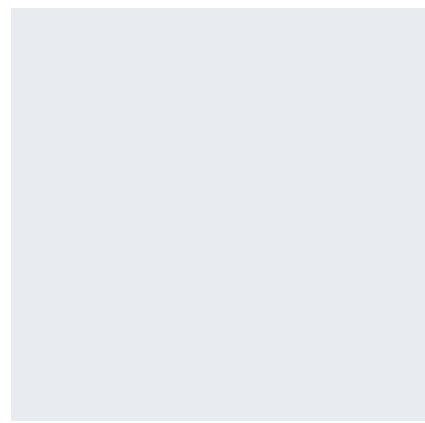
WEST ELEVATION AT COURTYARD

- 1- Metal Coping- White
- 2- Fiber Cement Hardi Panels- White
- 3- Fiber Cement Hardi Panels-Charcoal
- 4- Metal Coping- Charcoal
- 5- Ribbed Metal Panel-Mid Grey
- 6- Glazed Windows- Anderson 100 Series- Black
- 7- Masonry Brick- 'Grand Canyon Velour'
- 8- Cast Stone Sill- 'Whitestone'
- 9- Cast in Place Concrete Planter Box- Smooth
- 10- Aluminum and Glass Railing
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- 12- Stucco-White
- 13- Cast Stone Water Table- 'Whitestone'
- 14- Aluminum Storefront and Glazing





1- Metal Coping- White



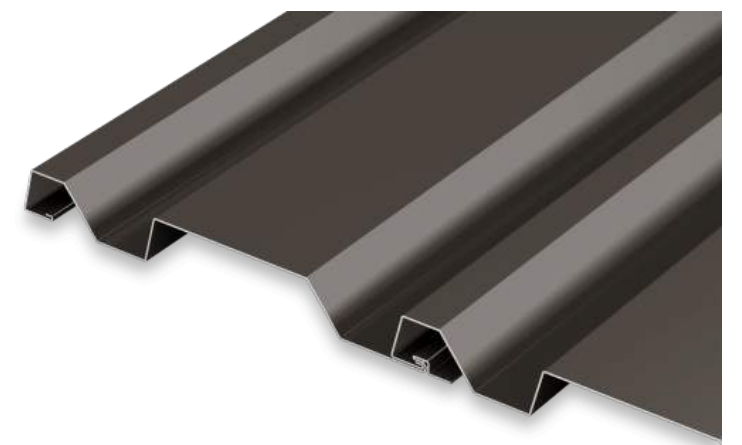
2- Fiber Cement Hardi Panels- White



3- Fiber Cement Hardi Panels-Charcoal



4- Metal Coping- Charcoal



5- Ribbed Metal Panel-Mid Grey



6- Glazed Windows- Anderson 100 Series- Black



7- Masonry Brick- 'Grand Canyon Velour'



8- Cast Stone Sill- 'Whitestone'

13- Cast Stone Water Table- 'Whitestone'



9- Cast in Place Concrete Planter Box- Smooth



10- Aluminum and Glass Railing



11- Exposed Cedar Roof Framing



12- Stucco-White



14- Aluminum Storefront and Glazing



VIEW AT CORNER OF CECIL B MOORE AND NORTH RANDOLPH STREET



VIEW ALONG NORTH RANDOLPH STREET



VIEW OF AMENITY TERRACE AT CORNER



BIRDS EYE VIEW CONTEXT

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



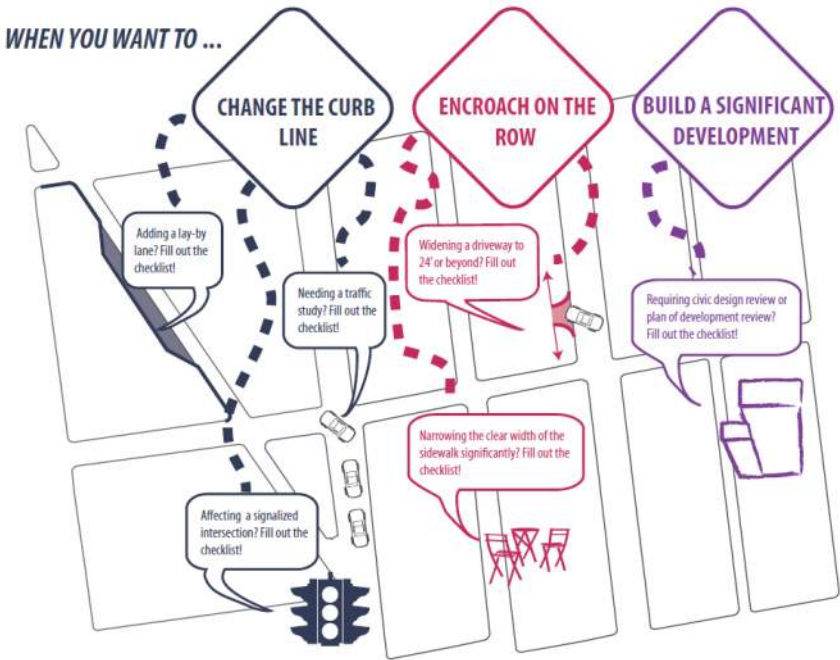
INSTRUCTIONS

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?



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

1700-16 N.Randolph St & 523-27 Cecil B. Moore Ave
2. DATE

8/8/22
3. APPLICANT NAME

Hightop Real Estate & Development
4. APPLICANT CONTACT INFORMATION

David Landskroner
448 N. 10th Street, Suite 303
Philadelphia, PA 19123
5. PROJECT AREA: list precise street limits and scope

The project proposes a 4-story multifamily building (75 units) with a ground level parking garage. The project is enclosed by Randolph Street, Cecil B. Moore Avenue, and 6th Street.
6. OWNER NAME

Hightop Real Estate & Development
7. OWNER CONTACT INFORMATION

David Landskroner
448 N. 10th Street, Suite 303
8. ENGINEER / ARCHITECT NAME

Rhett Chiliberti, PE
9. ENGINEER / ARCHITECT CONTACT INFORMATION

Colliers Engineering & Design
2 Penn Center, 1500 JFK Blvd, Suite 222
Philadelphia, PA 19102
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
Randolph Street	6 th Street	Cecil B. Moore Ave	Other/Local
6 th Street	Cecil B. Moore Ave	Randolph St	City Neighborhood Street
Cecil B. Moore Ave	Randolph Street	6 th Street	Urban Arterial

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 ☒
- COMPLETE STREETS HANDBOOK CHECKLIST
- Philadelphia City Planning Commission
-
-
-
-
-
- APPLICANT: General Project Information

Additional Explanation / Comments: _____
- DEPARTMENTAL REVIEW: General Project Information
- 3
- 4
- 40 STUDIO HS4 | Colliers Engineering

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Randolph St	10 / 12' / 12'	12 / 12
Cecil B. Moore Ave	12' / 12' / 12'	12 / 12
6 th Street	12' / 11' / 11'	11 / 11
_____	____ / ____ / ____	____ / ____

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
Randolph St	5' / 8.5' / 5'
Cecil B. Moore Ave	6' / 12' / 8'
6 th Street	6' / 7' / 7'
_____	____ / ____ / ____

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
Curb Cut	12'	Randolph St
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway/Curb Cut	20'	6 th Street
_____	_____	_____
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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: _____

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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
Randolph Street	0' / 3'
Cecil B. Moore Ave	0' / 0'
6 th Street	0' / 0'
_____	____ / ____

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
Randolph St	3.5 / 3.5' / 3.5'
Cecil B. Moore Ave	4' / 4' / 4'
6 th Street	4' / 4' / 4'
_____	____ / ____ / ____

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 ☐

YES ☒

YES ☐

YES ☒

YES ☐

NO ☐

NO ☐

NO ☐

NO ☐

NO ☐

N/A ☐

N/A ☐

N/A ☒

N/A ☐

N/A ☒

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 ☐

DEPARTMENTAL APPROVAL

- YES ☐

YES ☐

YES ☐

YES ☐

YES ☐
- NO ☐

NO ☐

NO ☐

NO ☐

NO ☐

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: 16. Permissible encroachments are being proposed.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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>
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 Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
1700 Randolph St	25	0 / 21	0 / 0	0 / 0
		/	/	/
		/	/	/
		/	/	/

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

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 ☐

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?

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: 24. Proposed bicycles will be located within the building.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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
N/A	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design?	P-Vehicle	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: _____

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

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.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
N/A	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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?				YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input checked="" 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 checked="" 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 checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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 type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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 type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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

Philadelphia City Planning Commission



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.	Yes, the 3 bus is 150' from the building entrance
(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.	Yes, all parking is located in the rear yard
(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.	Yes
(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	Not applicable
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes

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.	Yes, plantings will be maintained without irrigation systems
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.	Yes
(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	No
(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.	Yes
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	Plan on using IECC 2018
(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 <ul style="list-style-type: none"> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using 	Not at this time

	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}	Not Applicable
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Not at this time
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Not at this time

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