



Shunk Street Development

Studio HS4
Ruggiero Plante Land Design

Civic Design Review | July 10, 2026

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CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: ZP-2025-012248

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

MORE THAN 50 UNITS

PROJECT LOCATION

Planning District: **Council District:** 1ST COUNCIL DISTRICT

Address: 2225-27 SHUNK STREET

PHILADELPHIA, PA 19123

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, ST 1400
PHILADELPHIA, PENNSYLVANIA 19103

Property Owner: HIGHTOP DEVELOPMENT **Developer:** HIGHTOP DEVELOPMENT
Architect: STUDIO HS4, LLC

SITE CONDITIONS

Site Area: 135,782 SF

Existing Zoning: CMX-3 **Are Zoning Variances required?** Yes No ☒

Proposed Use:

For the erection of 5 structures (Buildings A, B, C, D and E respectively) for use as 231 multi-family residential units (84 units in Building A; 84 units in Building B; 21 units in Building C; 21 units in Building D and 21 units in Building E) with 168 accessory parking spaces (including 6 ADA-accessible spaces), 80 bicycle parking spaces and roof decks accessed by pilothouses. Size, height, massing, footprint, and further details provided in attached plans.

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:

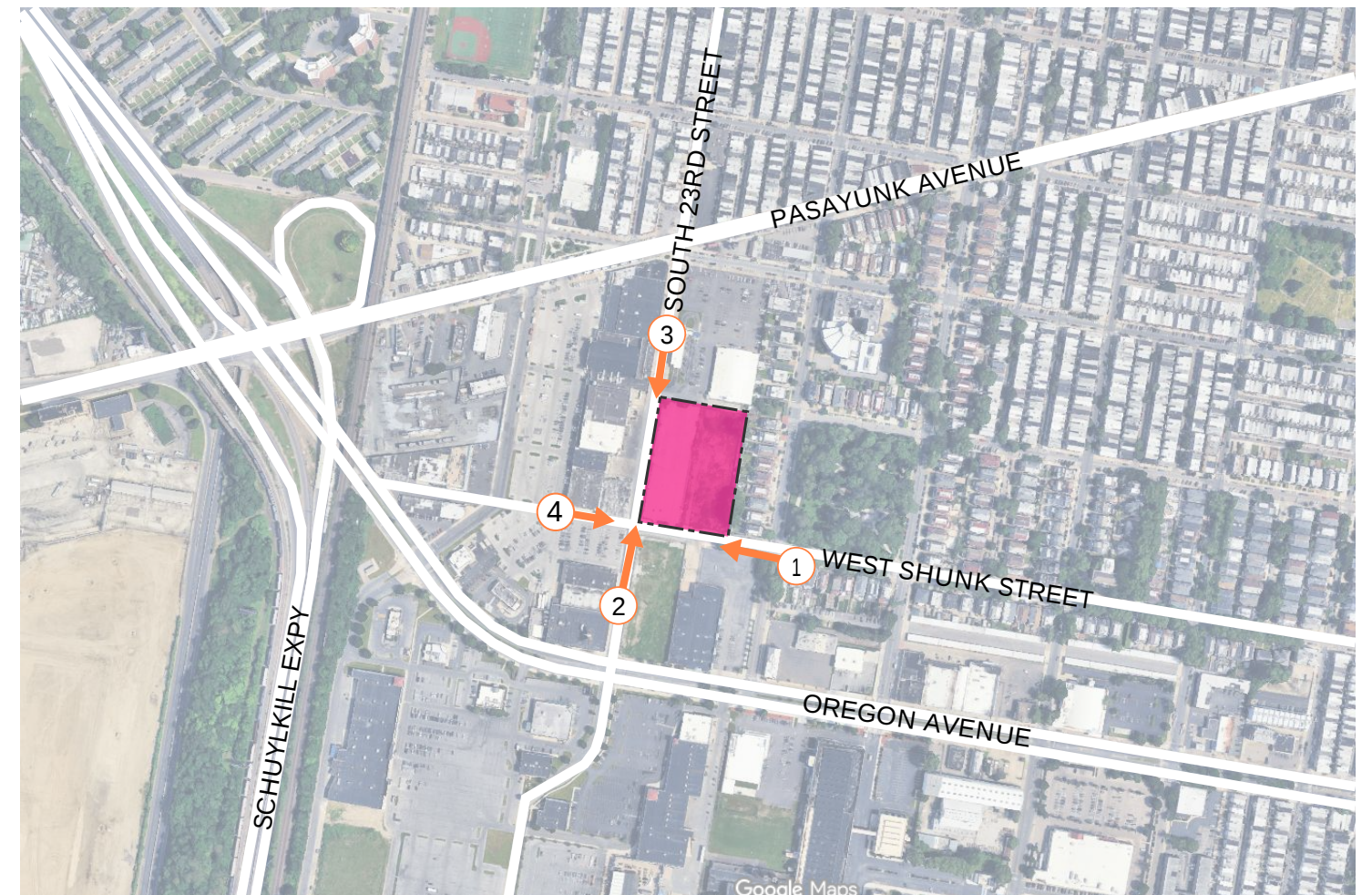
Date: September 15, 2026 **Time:** 6:30 PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:

Date:



AERIAL IMAGE



01-VIEW LOOKING WEST ON WEST SHUNK STREET



02-VIEW LOOKING NORTH AT CORNER OF SHUNK AND 23RD STREET



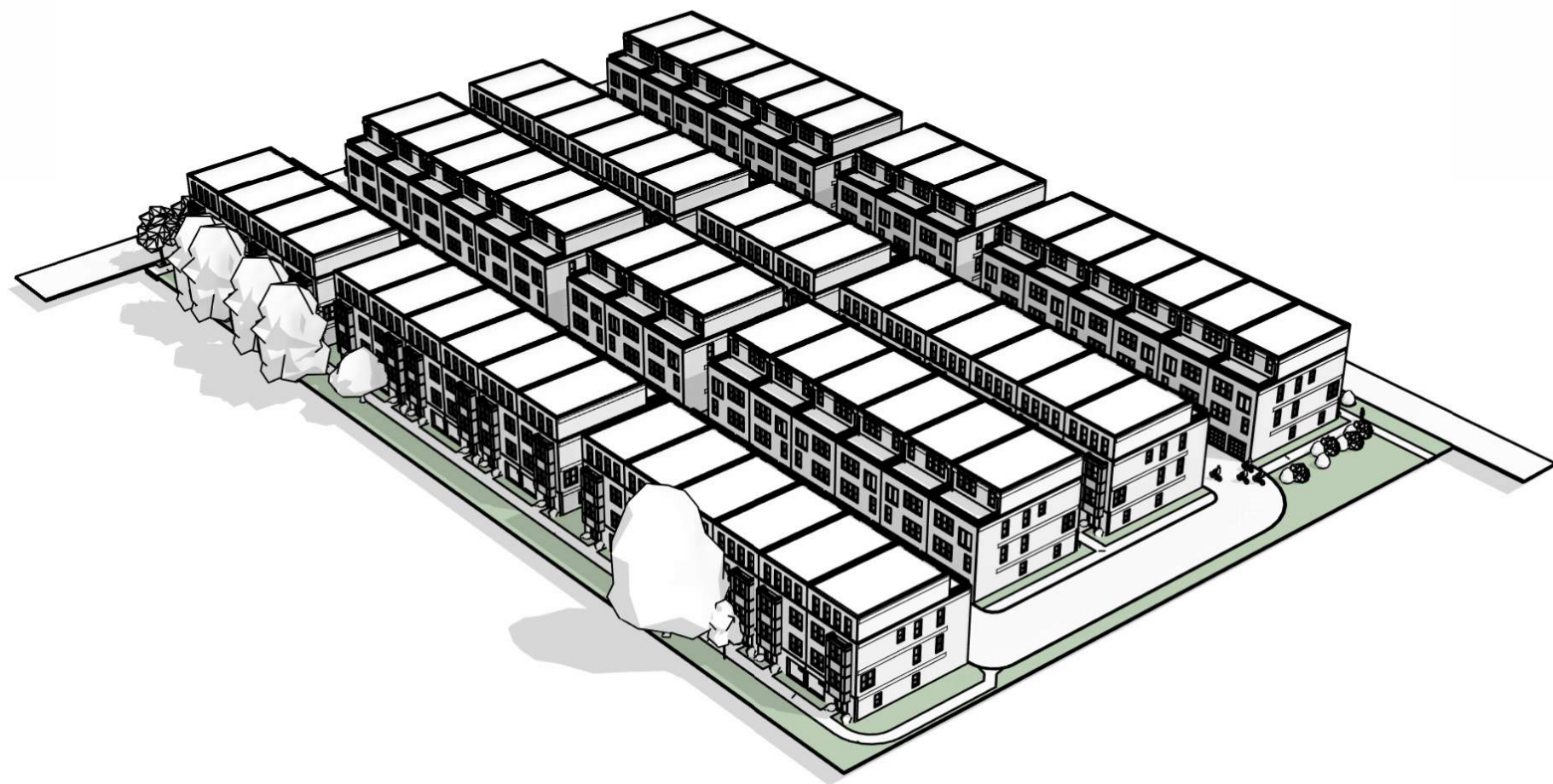
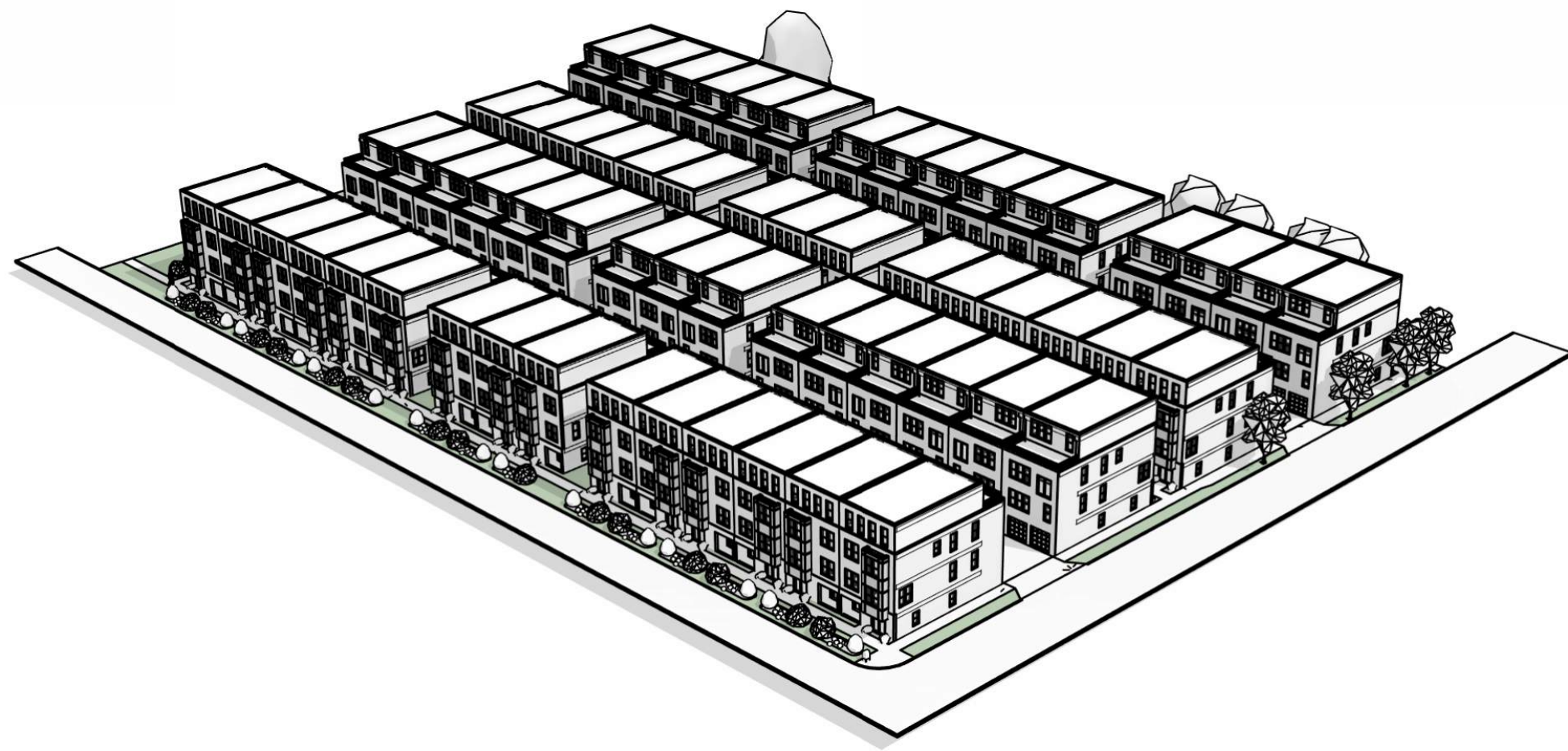
03-VIEW LOOKING SOUTH ON 23RD STREET

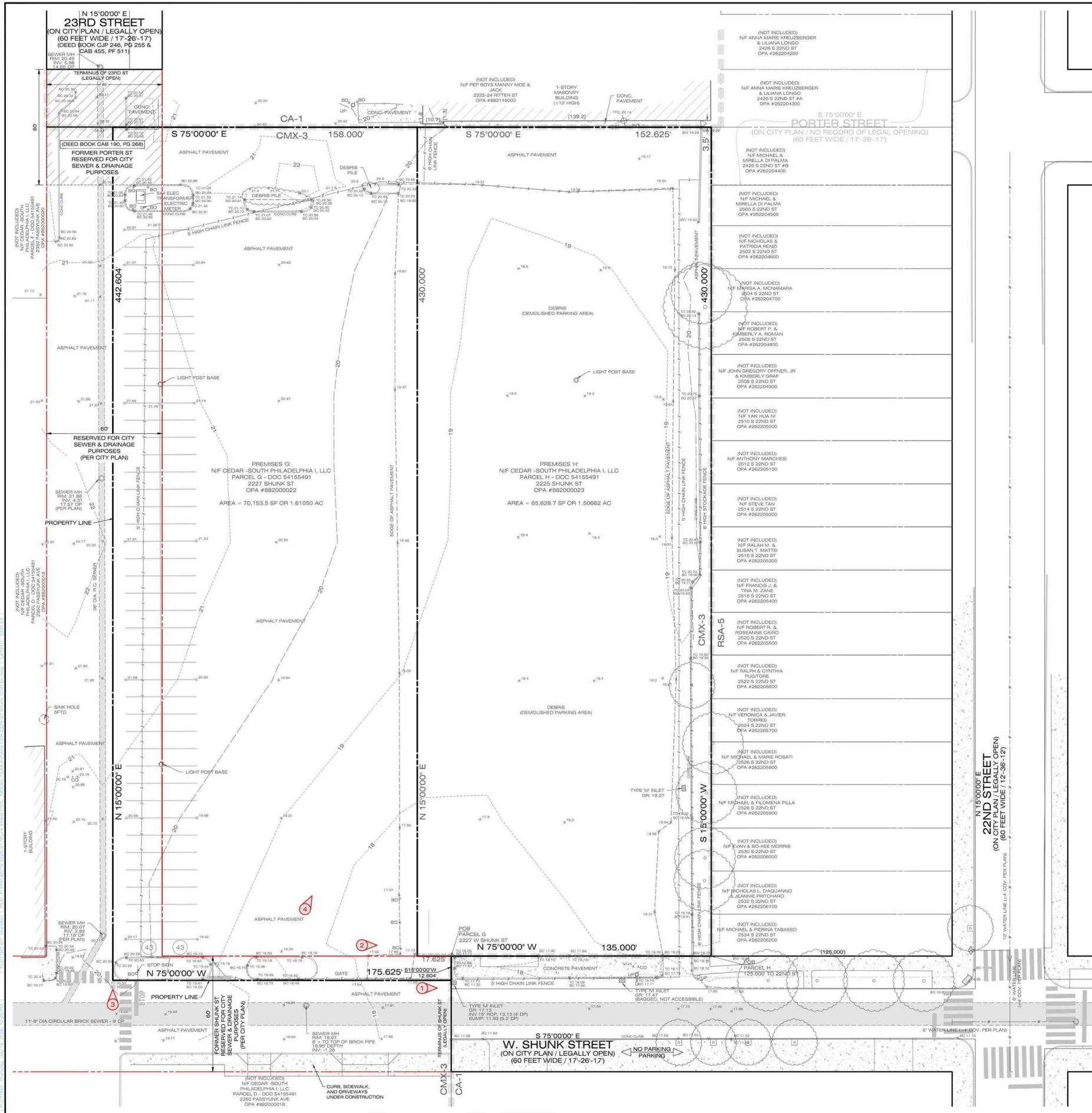


04-VIEW LOOKING EAST ON SHUNK STREET



OVERHEAD VIEW OF SITE





LEGEND

EXISTING FEATURES

- TELECOMMUNICATION MANHOLE
- WATER MANHOLE
- ELECTRICAL MANHOLE
- SANITARY MANHOLE
- INLET
- FIRE HYDRANT
- WATER VALVE
- GAS VALVE
- SEWER VENT
- UTILITY POLE
- SIGN
- LIGHT POLE
- BOLLARD
- ROOF DRAIN
- SEWER / STORM DRAIN
- UNDERGROUND WATER LINE
- UNDERGROUND GAS LINE
- UNDERGROUND ELECTRIC LINE
- OVERHEAD UTILITY LINE
- FENCE LINE
- EXISTING BUILDING
- EXISTING WALL
- PHOTOGRAPH LOCATION

LIST OF ABBREVIATIONS

- CB CATCH BASIN
- MH MANHOLE
- INV INVERT ELEVATION OF PIPE
- GR GRATE ELEVATION
- FIN FINISHED GRADE ELEVATION
- TO TOP OF CURB ELEVATION
- BC BOTTOM OF CURB ELEVATION
- TW TOP OF WALL ELEVATION
- BW BOTTOM OF WALL ELEVATION
- OCS OUTLET CONTROL STRUCTURE

PHOTOGRAPH #1 SHUNK ST LOOKING EAST



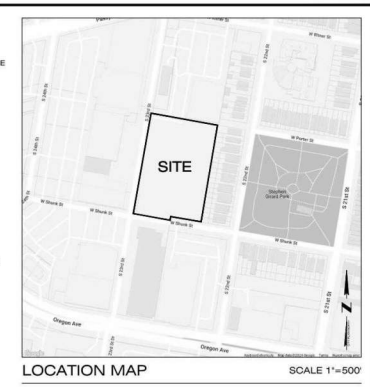
PHOTOGRAPH #2 SHUNK ST LOOKING EAST



PHOTOGRAPH #3 DRAINAGE EASEMENT LOOKING NORTH



PHOTOGRAPH #4 SITE INTERIOR LOOKING NORTH



2225 & 2227 W SHUNK STREET
Philadelphia, PA 19145
26TH WARD - OPA #882000022, 882000023

prepared for:
Hightop Development c/o David Landskroner
101 W. Elm Street, Suite 610
Conshohocken, PA 19428
email: david@hightopdevelopment.com
phone: 516-313-2636

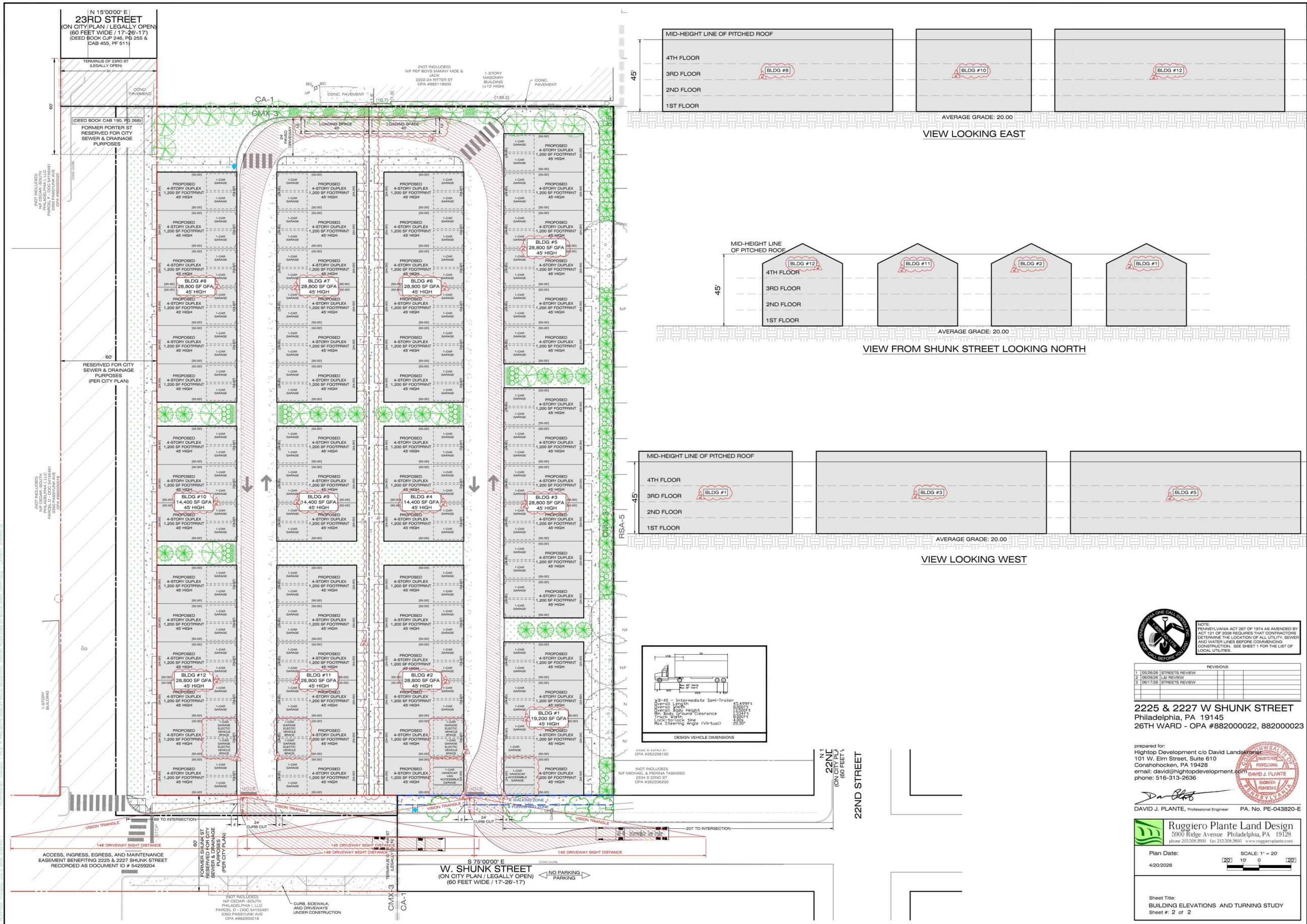
Ruggiero Plante Land Design
5900 Ridge Avenue Philadelphia, PA 19128
phone 215.508.3900 fax 215.508.3900 www.ruggieroplante.com

Plan Date: 7/16/2026

SCALE: 1" = 20'

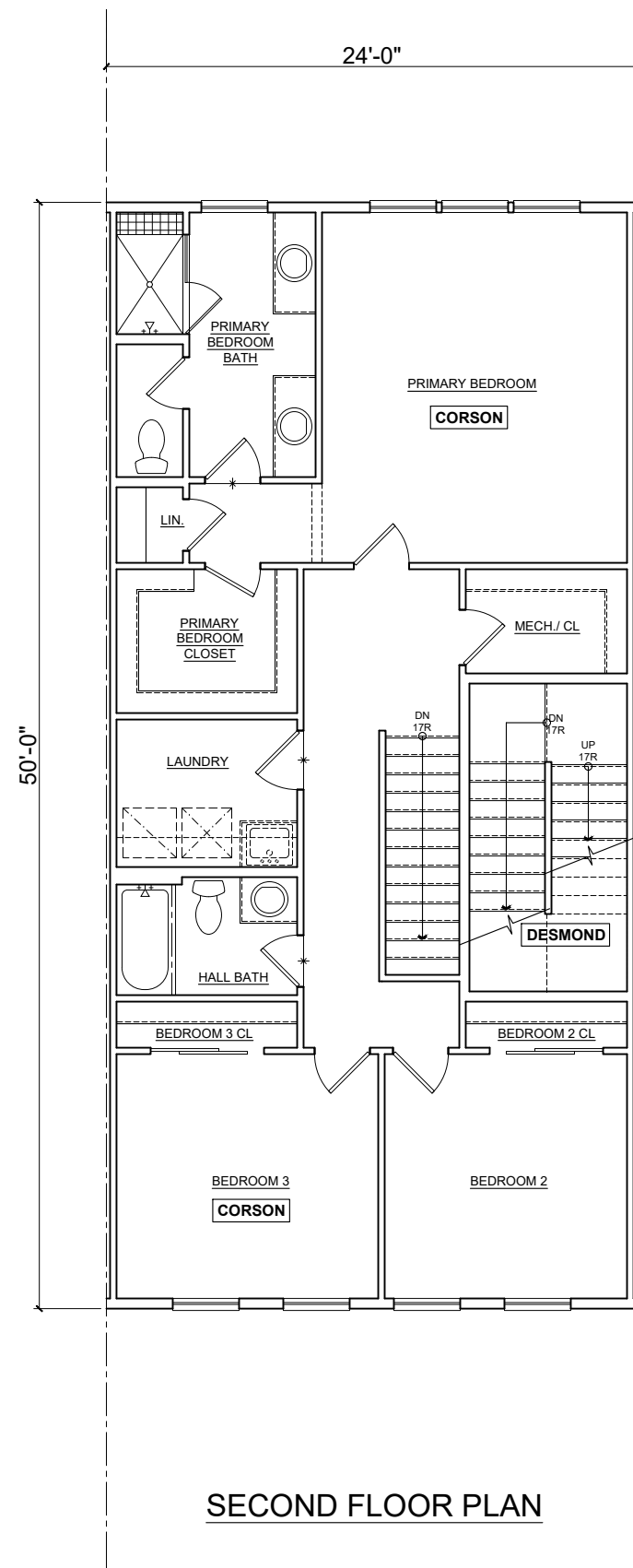
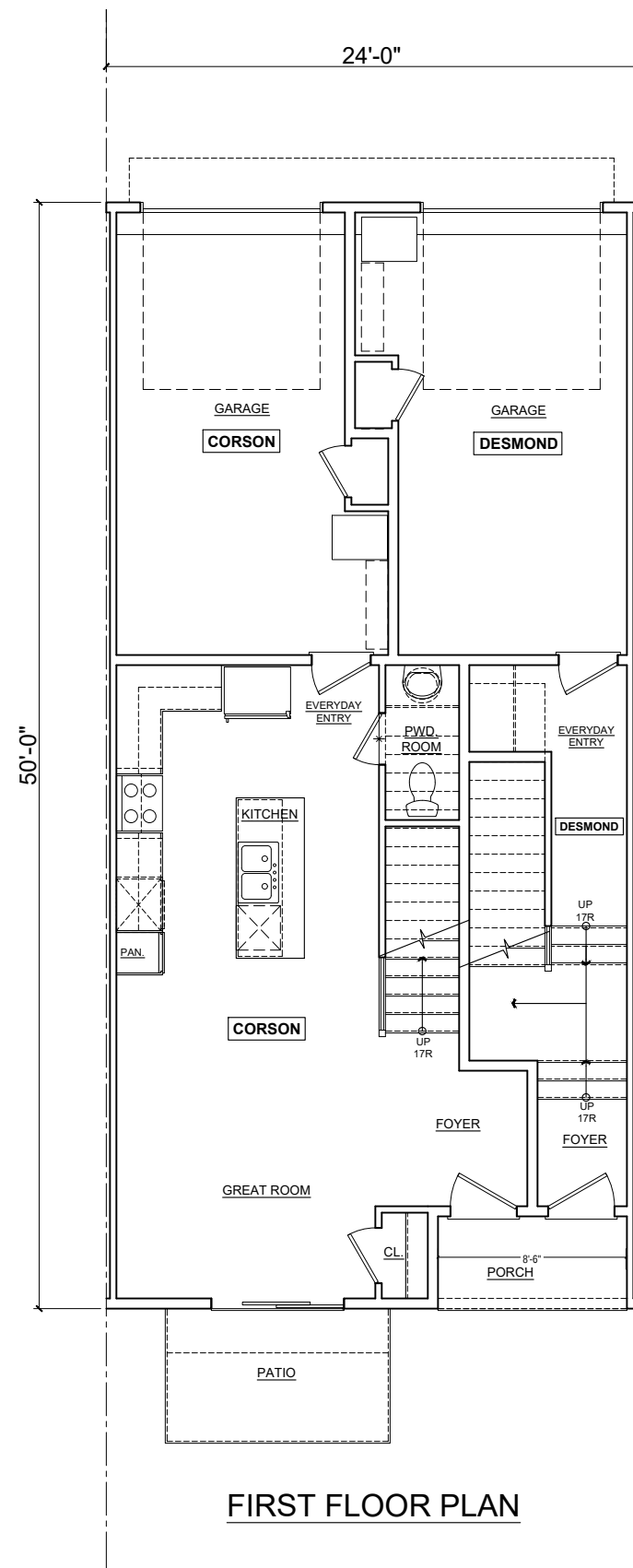
EXISTING CONDITIONS PLAN

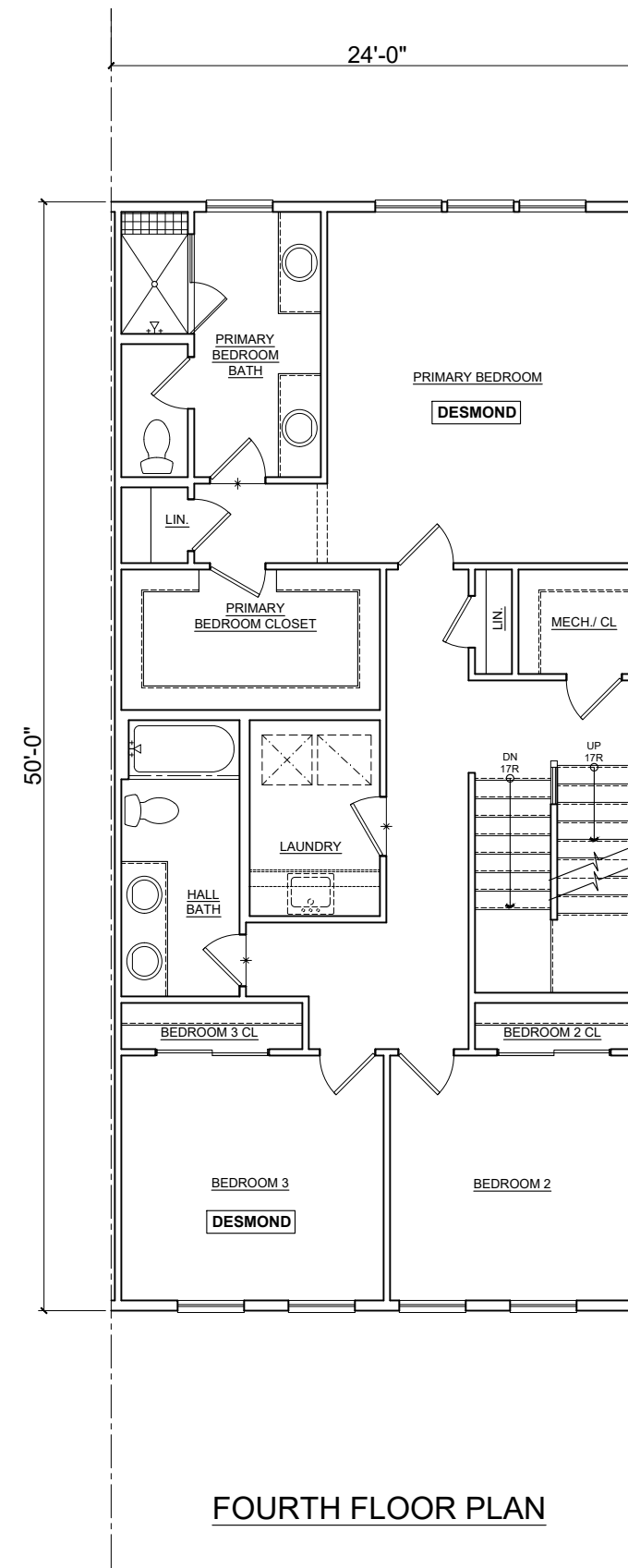
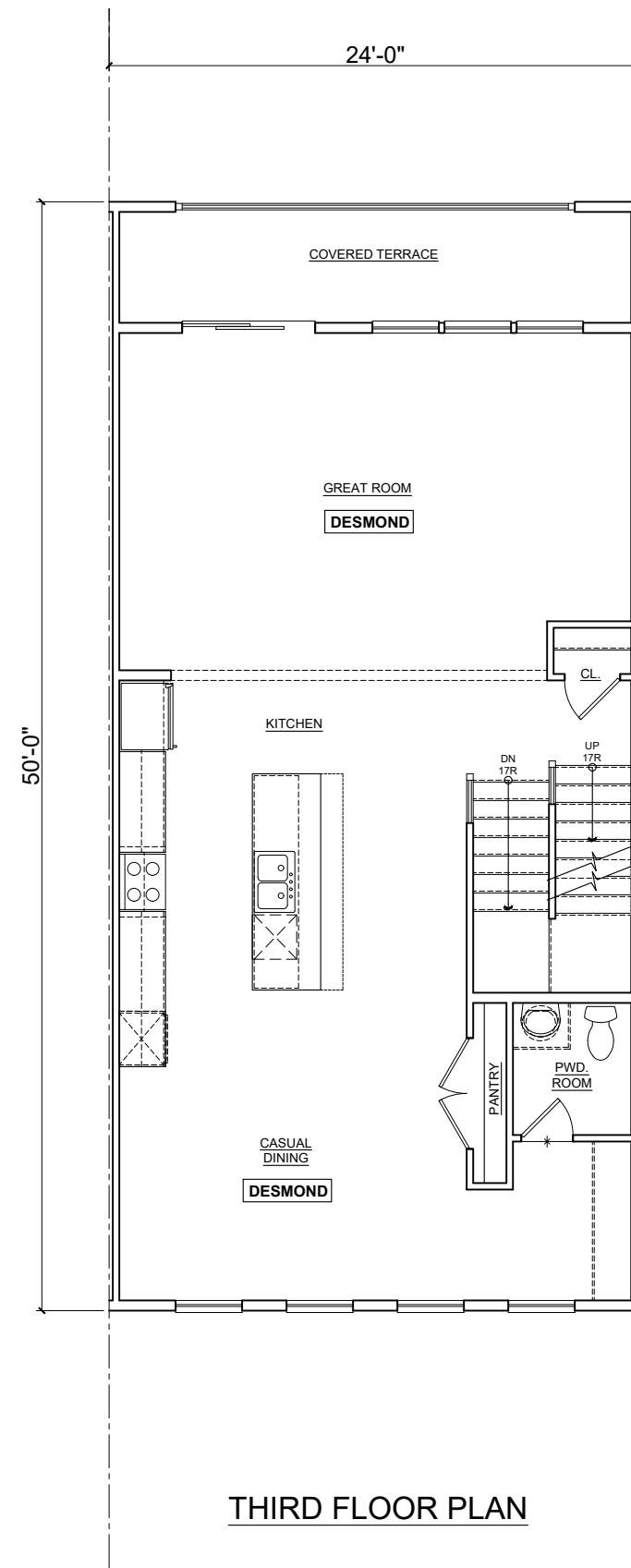


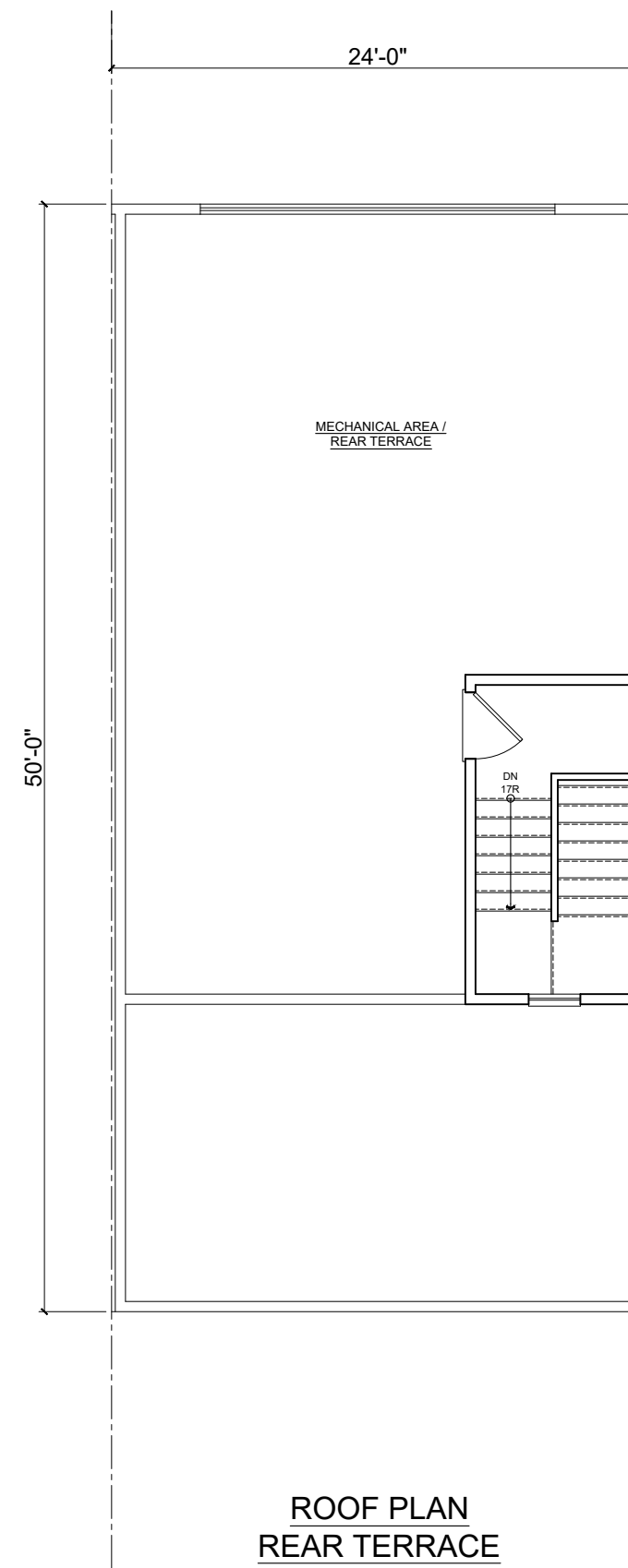
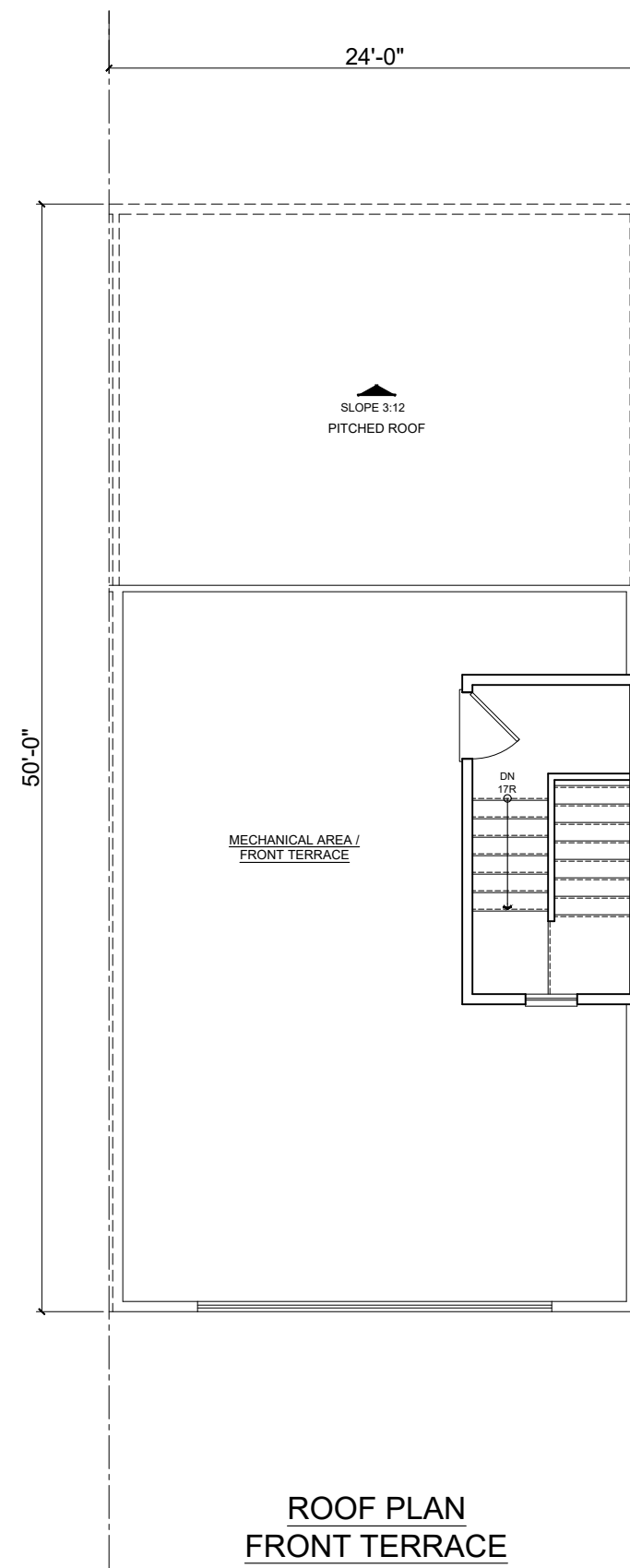




SITE SECTION THROUGH SHUNK LOOKING NORTH

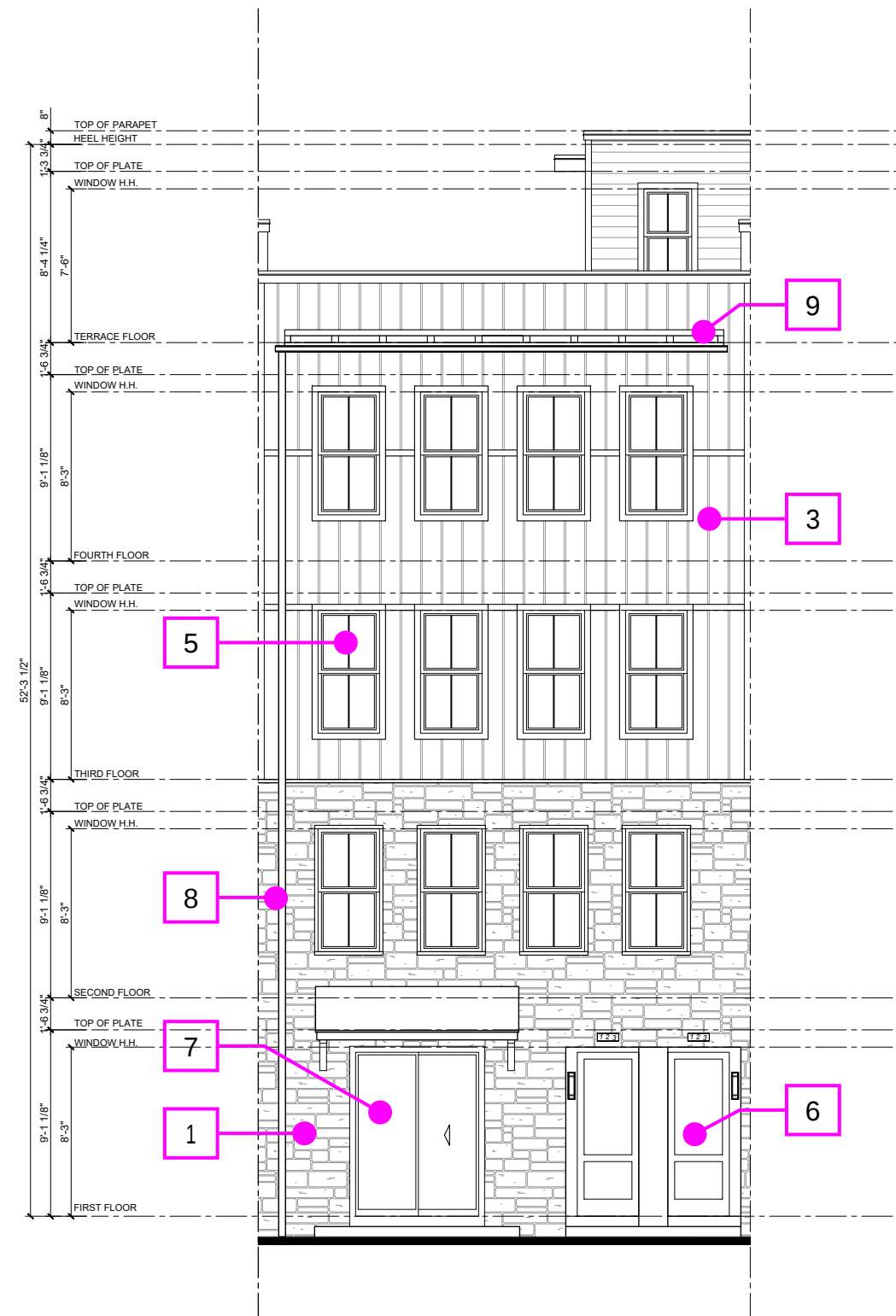






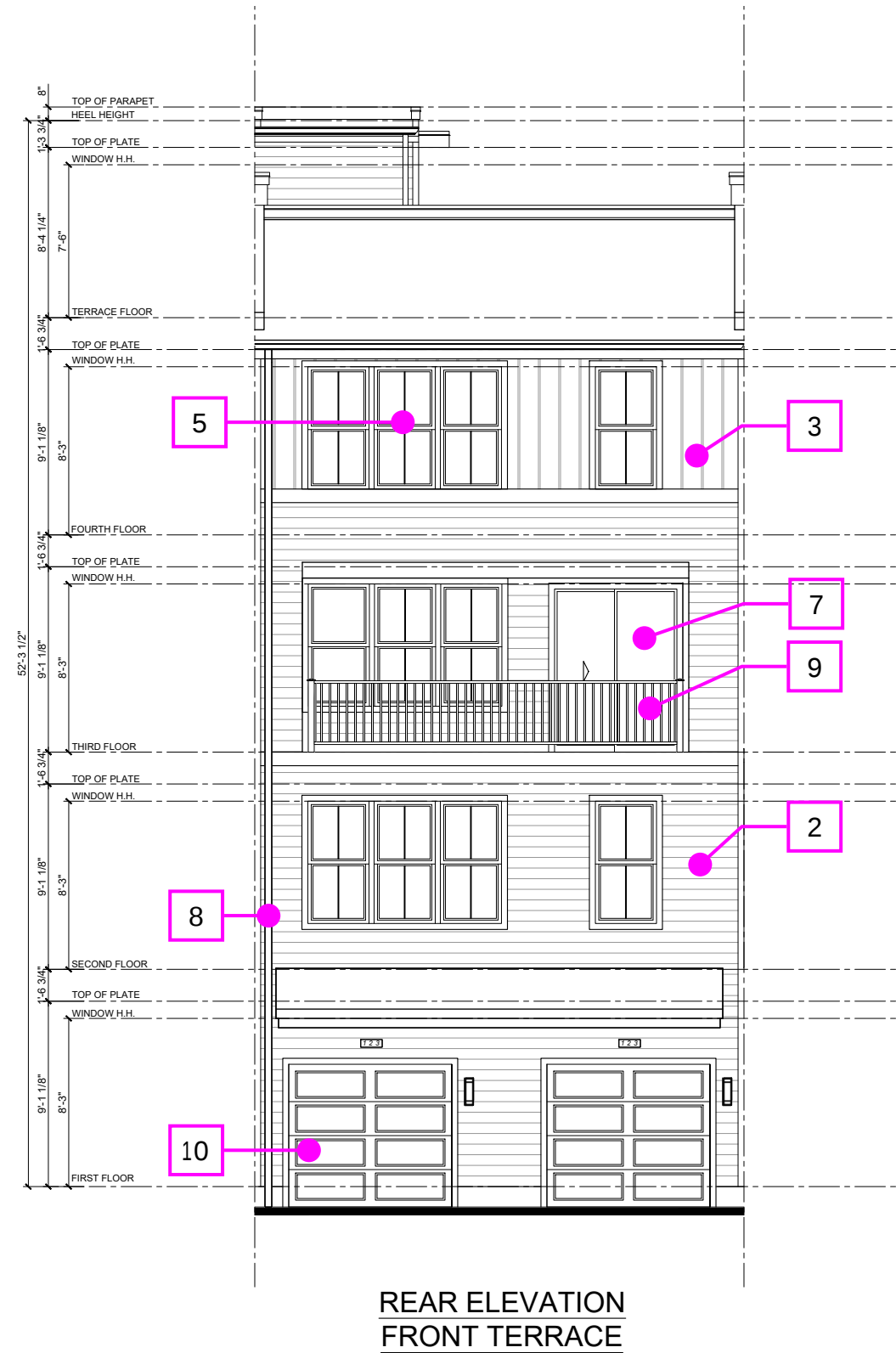


FRONT ELEVATION A
FRONT TERRACE

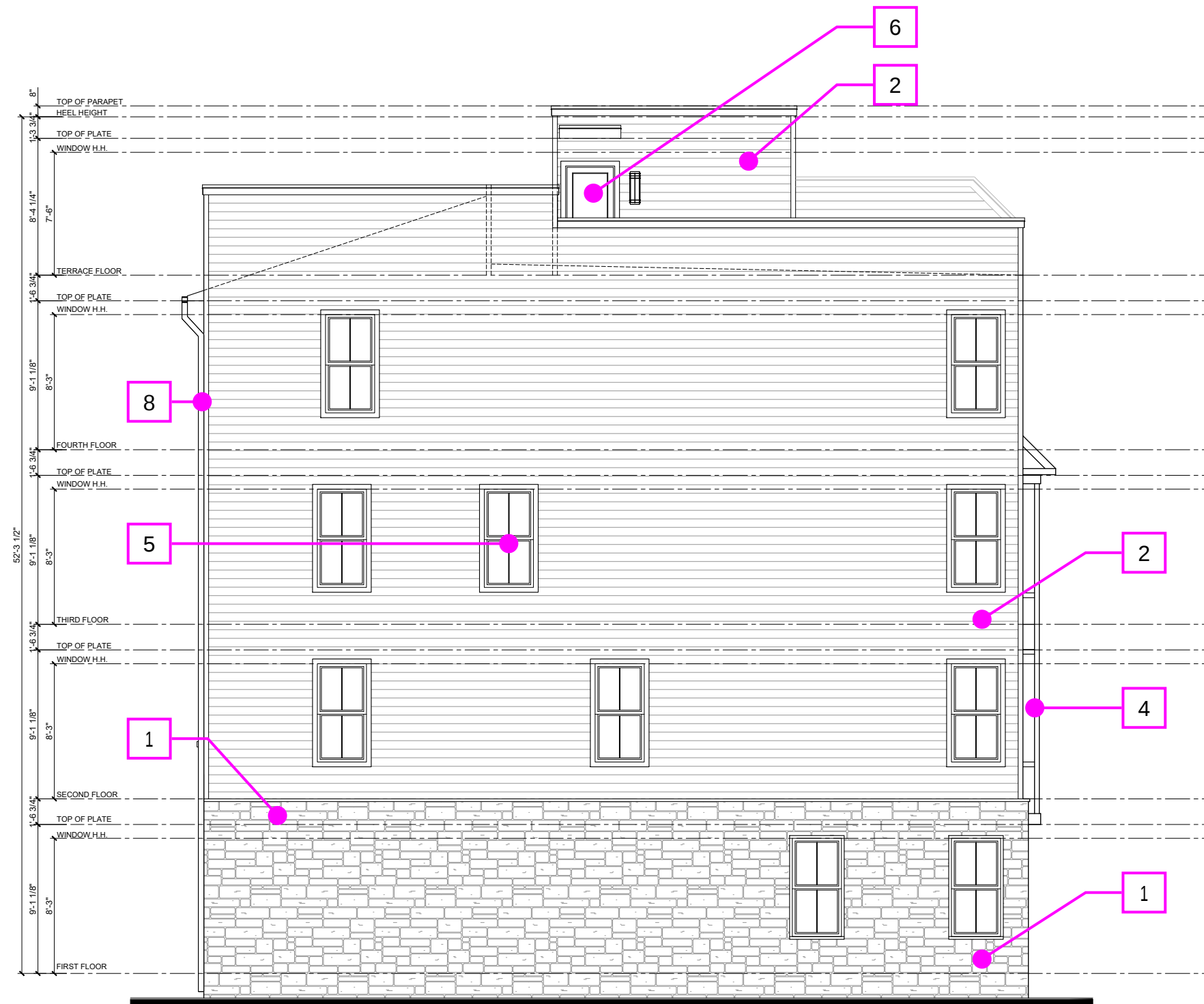


FRONT ELEVATION B
FRONT TERRACE

- 1-BRICK OR STONE VENEER BY GLENGERY
- 2-HARDI BOARD LAP SIDING
- 3-HARDI PANEL BOARD AND BATTEN SIDING
- 4-HARDI PANEL FLAT SIDING
- 5-BLACK FIBREX DOUBLE HUNG WINDOWS BY ANDERSON
- 6-CLEAR LITE ENTRY DOOR BY JELD WEN
- 7-SLIDING GLASS DOOR BY ANDERSON
- 8-PREFABRICATED ALUMINUM DOWNSPOUT COLOR TO MATCH SIDING
- 9-WHITE FIBERGLASS RAILING SYSTEM



- 1-BRICK OR STONE VENEER BY GLENGERY
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- 5-BLACK FIBREX DOUBLE HUNG WINDOWS BY ANDERSON
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- 7-SLIDING GLASS DOOR BY ANDERSON
- 8-PREFABRICATED ALUMINUM DOWNSPOUT COLOR TO MATCH SIDING
- 9-WHITE FIBERGLASS RAILING SYSTEM
- 10-8 PANEL AUTOMATIC GARAGE DOOR BY CLOPAY



SIDE ELEVATION
FRONT TERRACE

- 1-BRICK OR STONE VENEER BY GLENGERY
- 2-HARDI BOARD LAP SIDING
- 3-HARDI PANEL BOARD AND BATTEN SIDING
- 4-HARDI PANEL FLAT SIDING
- 5-BLACK FIBREX DOUBLE HUNG WINDOWS BY ANDERSON
- 6-CLEAR LITE ENTRY DOOR BY JELD WEN
- 7-SLIDING GLASS DOOR BY ANDERSON
- 8-PREFABRICATED ALUMINUM DOWNSPOUT COLOR TO MATCH SIDING
- 9-WHITE FIBERGLASS RAILING SYSTEM
- 10-8 PANEL AUTOMATIC GARAGE DOOR BY CLOPAY



1-BRICK VENEER BY GLENGERY



2-HARDI LAP SIDING



3-HARDI BOARD AND BATTEN



4 HARDI PANEL FLAT SIDING



5-BLACK FIBREX WINDOWS BY ANDERSON



6-CLEAR LITE ENTRY DOOR



7-BLACK FIBREX SLIDING DOOR BY ANDERSON



9-PRE-FABRICATED WHITE FIBERGLASS RAILING



10-8 PANEL GARAGE DOOR BY CLOPAY



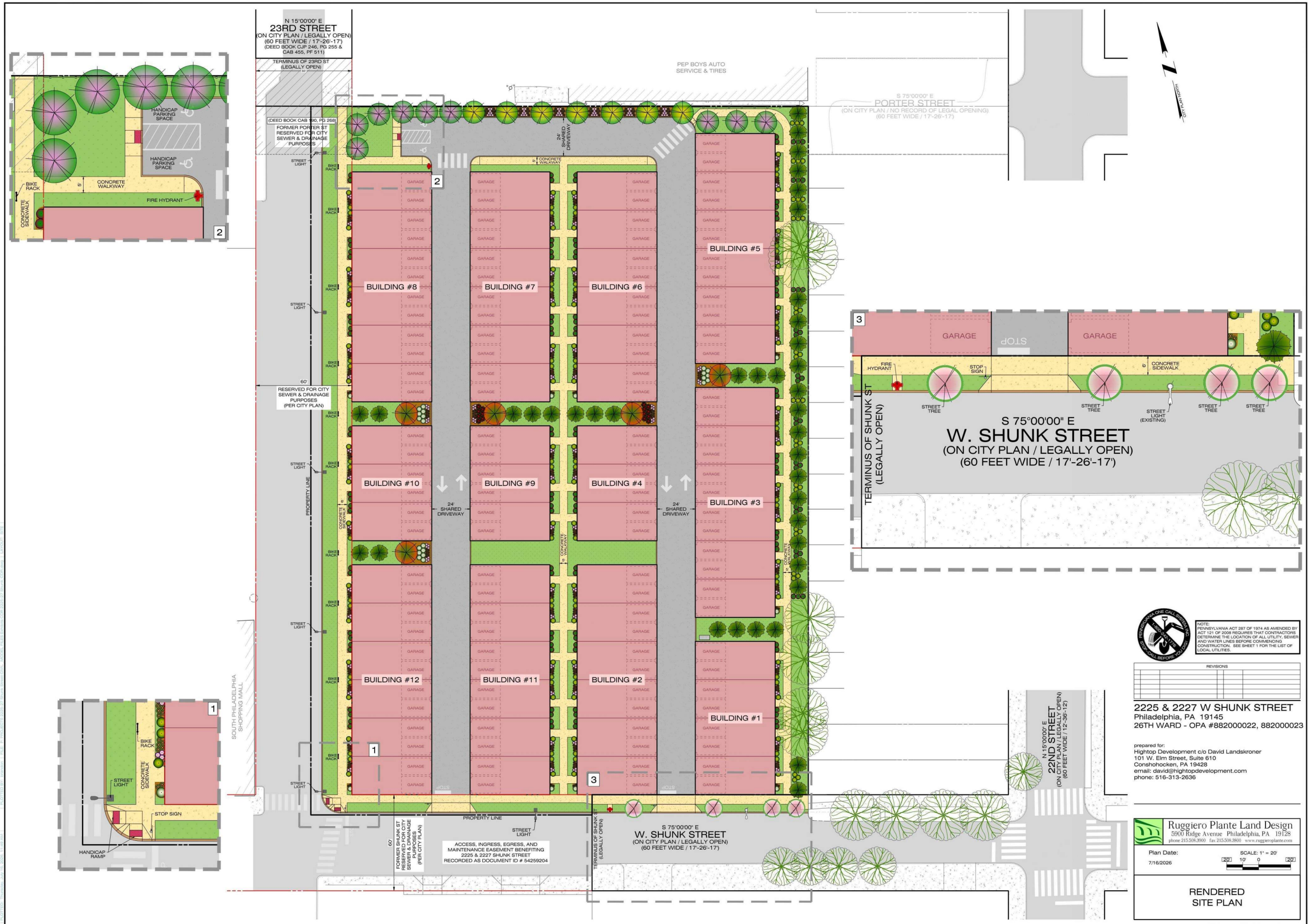
APPROACH VIEW OF ENTRANCE











COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

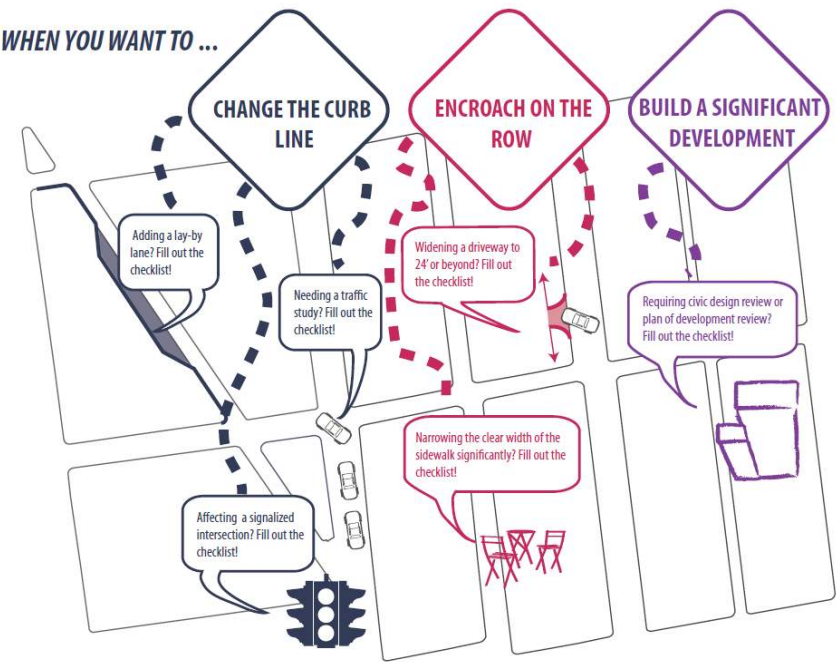
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

2225-2227 Shunk Street
3. APPLICANT NAME

Hightop Development
4. APPLICANT CONTACT INFORMATION

101 W. Elm Street, Suite 610
Conshohocken, PA 19428
6. OWNER NAME

Selah Development I, LLC
7. OWNER CONTACT INFORMATION

300 Yorktown Plaza
Elkins Park, PA 19027
8. ENGINEER / ARCHITECT NAME

Ruggiero Plante Land Design / Studio HS4
9. ENGINEER / ARCHITECT CONTACT INFORMATION

5900 Ridge Ave 575 North Middletown Road
Philadelphia, PA 19128 Media, PA 19063
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
Shunk Street	S 22 nd Street	Terminus	Local (Catch All)
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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 ☒

APPLICANT: General Project Information

Additional Explanation / Comments: The site has 135 feet of street frontage on the public right-of-way of Shunk Street. The site is also located along an Access, Ingress, Egress, and Maintenance Easement that is aligned with the dead ends

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



of Shunk Street and 23rd Street. Philadelphia Water Department also has a Sewer and Drainage right-of-way that is coincident with the Access Easement. The project has frontage along the dead end of Porter street, but the segment of Porter Street has no record of legal opening and does not contain any street improvements.

DEPARTMENTAL REVIEW: General Project Information

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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
Shunk Street	10' / 11.5' / 11.5'	17' / ____
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

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
Shunk Street	5' / 6' / 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
Driveway	15'	Shunk Street
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	24'	Shunk 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: The project proposes to provide pedestrian enhancements along the Access Easement to connect the site to City streets pedestrian network. A pedestrian crossing will also be provided to the existing shopping mall to the west of the site that also utilizes the Access Easement.

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
<u>Shunk Street</u>	<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
<u>Shunk Street</u>	<u>4' / 4' / 4'</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

YES ☒ NO ☐ N/A ☐

Lighting

YES ☒ NO ☐ N/A ☐

Benches

YES ☐ NO ☒ N/A ☐

Street Trees

YES ☒ NO ☐ N/A ☐

Street Furniture

YES ☐ NO ☒ 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 ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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 ☐

22. Does the design maintain adequate visibility for all roadway users at intersections?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: 4 Street Trees will be provided along the frontage of the legal right-of-way of Shunk Street. PWD has indicated that they will not allow trees to be planted within the Access Easement because the easement area also serves as Sewer & Drainage right-of-way for their sewer infrastructure. Bicycle Parking will be provided along the Access Easement.

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
Project Site	41	0 / 0	0 / 0	0 / 122
		/	/	/
		/	/	/
		/	/	/

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

YES ☐ NO ☐ N/A ☒

▪ Buffered Bike Lane

YES ☐ NO ☐ N/A ☒

▪ Bicycle-Friendly Street

YES ☐ NO ☐ N/A ☒

▪ Indego Bicycle Share Station

YES ☐ NO ☐ N/A ☒

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

YES ☐ NO ☐ N/A ☒

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: Class 1A Bicycle spaces will be located in the garage of each unit. Though not within the public right-of-way, bicycle racks will also be located on the north-south section of the Access Easement where proposed sidewalk is located.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

APPLICANT: Curbside Management Component
Additional Explanation / Comments: Curb and sidewalk replacement is proposed along the public right-of-way of Shunk Street and will include a grass strip in the furnishing zone to match the adjacent segment of Shunk Street. New curb and sidewalk with a grass strip in the furnishing zone is proposed along the Access Easement to the site to the public pedestrian network and provide separation between pedestrians and vehicular traffic.

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	n/a	n/a	n/a / n/a	n/a
			/	
			/	
			/	

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

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)

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

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	n/a	n/a
_____	_____	_____
_____	_____	_____
_____	_____	_____

				DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
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 ☐ NO ☐
▪ Marked Crosswalks	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Pedestrian Refuge Islands	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Signal Timing and Operation	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Bike Boxes	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: The project is not located at an intersection within the public right-of-way. Though not in the public right-of-way, marked crosswalks, handicap ramps, and street lighting will be provided to safely connect pedestrians to the site with the shopping mall to the west.

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

Civic Design Review Sustainable Design Checklist

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

- Reuse of existing building stock
- 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-SEPTA BUS 7 & 63 ARE WITHIN 1/4 MILE
(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 SPACES ARE IN GARAGES WITH THE EXCEPTION OF TWO ADDITIONAL SURFACE SPOTS
(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 PARKING SPACES ARE PROPOSED TO HAVE ELECTRIC CHARGING STATIONS
(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)¹	YES-WALL ASSEMBLIES USING HIGHER R-VALUE THAN REQUIRED AND ALL GLAZING TO STC-38, WHICH WILL BRING DOWN EXTERIOR SOUND TO >60dBA.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	NO BIKE SHARING WILL BE INCLUDED, BUT BIKE RACKS ARE

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.	NO
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.	NO-HOWEVER, SOME PERVIOUS LANDSCAPE AREA PROPOSED
(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 - However, all on-site stormwater is being managed on-site, conforming to the stormwater requirements of the Philadelphia Water Department
(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.	Planning on using pavers with high SRI as well as implementing trees and shade structures along the entry terrace
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	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 ●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). ●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}	Will utilize MERV 13 filters for all HVAC
(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.	

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