



## CDR PROJECT APPLICATION FORM

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

**Creates more than 50 additional dwelling units, excluding any dwelling units within an existing structure and introduction of proposed rezoning to a Master Plan District such as RMX2**

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### PROJECT LOCATION

Planning District: Lower Northwest Council District: District 4

Address: 165-205 Carson St., 156-178 Conarroe St., 156-162 Gay Street

All former St. Mary's Church Properties

Is this parcel within a Master Plan District? Yes  No  (RMX2 District Proposed

Bill No. 170009 introduced  
on Jan. 26<sup>th</sup>, 2017)

**SITE CONDITIONS**

Site Area: approx. 73,000 sq. ft.  
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Existing Zoning: RSA-5 Are Zoning Variances required? Yes X No \_\_\_\_\_  
(if not rezoned)

**CONTACT INFORMATION**

Applicant Name: James Campbell Primary Phone: 215 545-1076

Email: jcampbell@campbellthomas.com Address: Campbell Thomas & Co., 1504 South St.  
Philadelphia, PA 19146

Property Owner: Archdiocese of Philadelphia Developer: American Living Concepts of  
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Architect: Campbell Thomas & Co.

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**Present Use: Church, Rectory, Convent, School and parking lot – all vacant.**

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**For a total of 100 units**

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**COMMUNITY MEETING**

**Community meeting held: Yes                      No**

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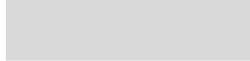
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February 20, 2017



**Re: St. Mary's Rehabilitation Project – Statement  
of Proposed Master Plan District**

To Whom It May Concern;

Statement of Existing Conditions:

Presently, the St. Mary of the Assumption complex consists of the Church and side yard (formerly a grave yard), an attached Rectory, a Convent building (a former small school building), a larger school building with a small play yard, a concrete block one story utility garage, and a rather large parking lot in the Manayunk part of Philadelphia.

The St. Mary's Rehabilitation Project proposes the preservation and adaptive reuse of the St. Mary's Church, the attached Rectory, the existing side yard (formerly a grave yard), as well as the preservation and adaptive reuse of the St. Mary's School building for a multi-family dwelling complex consisting of 34 units.

Also proposed is the construction of new multifamily units with mostly below grade parking within the bounds of the existing parking lot, and on the parcel presently occupied by the Convent for a total of 66 units.

Topographically the proposed district site is very steep. Historically, the Church was constructed about 1849 with the Convent, Rectory, and School following later. The present parking lot was once the site of the Liebert and Orbert Brewery (brewers of Manayunk's Famous Beer). The Brewery was demolished sometime after World War II to provide parking for St. Mary's congregation and has served that purpose until the complex was offered for sale by the Archdiocese of Philadelphia.

The Church, the Church side yard (formerly a grave yard), and the Rectory have recently been designated as historic by the Philadelphia Historical Commission. The historic designation of these buildings along with the preservation and adaptive reuse of the School will help preserve, protect and enhance the unique character of Manayunk.

Campbell Thomas & Co. Architects □ 1504 South Street □ Philadelphia PA 19146-1636 •

Tel: 215-545-1076 • Fax: 215-545-8397 • E-mail: [campbellthomas@campbellthomas.com](mailto:campbellthomas@campbellthomas.com)

Architecture ❖ Preservation ❖ Community and Transportation Planning

James C. Campbell, AIA • Robert P. Thomas, AIA • Partners

Presently, the proposed District is bounded by Carson Street to the north, Gay Street to the south, and bisected by Conarroe Street and Brewery Alley. Carson, Conarroe, and Gay Streets are on the City Plan. Brewery Alley is a private alley entered from Baker Street downhill and to the west. Neither Baker Street to the west, nor Silverwood Street to the east are contiguous to the site.

The St. Mary's complex is located east of and about one and a half blocks up the hill from the Manayunk Regional Rail Station. It is also located about two and a half blocks from Main Street. St. Mary's sits within a dense mostly single family attached residential neighborhood characterized by narrow steep streets. Parking is primarily on-street. Neighbors have said that parking is particularly problematic in the neighborhood and thus is the major impetus for requesting as much parking as possible for the development.

Neighbors have also said that traffic problems also exist in Manayunk and around the site. Per some neighbors, the most problematic traffic backups seem to occur during the morning rush hours to the west - or downhill from the site. Per some neighbors, this is where traffic backs-up on the one-way Baker Street and where Baker intersects with Green Lane. Unfortunately, all the streets that are immediately adjacent to the St. Mary's site (Carson, Conarroe, and Gay) are presently and mostly one-way toward Baker Street.

#### Statement of Impacts of Proposed New Conditions:

The proposed Master Plan District seeks to support, preserve and adaptively reuse the existing Church, Rectory, and School for multi-family residential occupancy, as well as allow for new multi-family construction with code conforming parking beneath, along with site amenities for the complex and the neighborhood. The preservation and adaptive reuse of the Church and side yard; the Rectory along with its rear yard, and the School with its side yard and play yard are considered most important, and the proposed Master Plan accommodates the objective of providing and adaptive reusing these buildings along with providing adequate related parking. The proposed Master Plan District also allows for the remediation of an old industrial site and the development of new multi-family residential units in scale with the surrounding neighborhood with new code conforming mostly below grade parking supporting both the new construction and the adaptive reused buildings. In addition to the architectural benefits afforded by the proposed District, the preservation of the existing and the new construction allows for:

- access to open spaces at Gay, Conarroe, and Carson Sts.
- a cross-site pedestrian walkway open to the neighborhood
- possible additional parking for the neighborhood
- proposed car-share and bike-share availability for the residents and neighbors
- private and public meeting and exercise spaces in the basement of the Church
- 24 hour a day seven day a week on-site management

centralized package drop-off

integrated site security and communications for entire site

greening of site (including addition of green roofs, preservation of existing green space, and addition of ground level green space) with storm water detention

Energy efficient units and commons

Dog walk and open gardens

The attached Site Plan(s) include the following information:

Extent, boundaries and area of proposed district

- The site plan shows the proposed District which includes five parcels when consolidated, please also see the spreadsheet on this plan giving the requested information.

The existing ownership of the entire district

- Presently the ownership of the entire District is the Archdiocese of Philadelphia. However, the entire district is under agreement to American Living Concepts of Manayunk, LLC.

The total proposed maximum gross floor area is as shown on the plan spreadsheet.

The total area and type of open space is as shown on the plan spreadsheet.

Occupied area, gross floor area, and height of each structure, existing and proposed within the District is as shown

Use of each structure, existing and proposed within the District: Presently, the Church, Rectory, School, Convent, accessory garage, and parking lot are presently vacant.

Size and location of all parking areas are as shown on the plan.

Size and location of all driveways leading thereto are as shown on the plan.

Size and location of all other private driveways or streets intended to be used by automobiles as shown on the plan.

- There is only one private driveway or alley in the proposed District. This private driveway or alley, known as Brewery Alley, is and has been used by the Archdiocese for parking and access since the Brewery was demolished and the site used for parking.

Size and location of all off-street loading is as shown on the plan.

- As all proposed uses are low intensity residential uses, no specific off-street loading locations are presently designated. It is expected that loading will take place randomly on the site as needed. Scheduled private trash and recycling pickup will occur and trash and recycling will be contained and collected on site by trucks using the proposed drive aisles. Occasional deliveries will be accommodated in the same manner. As the entire parking and driveway areas are proposed to be under one management, temporary accommodations will be made for deliveries as needed.

Size and location of any signage.

- At this time, there is no plan to provide any particular signage other than a "one-way / do not enter" sign at the rear exit of the Carson east garage.

Upon request, any additional information can be provided to show that the proposed master plan is substantially consistent with the stated purposes of the district.

For any questions, please call or write. Our office telephone number is 215 545-1076.

Thank you.

Very truly yours,  
for Campbell Thomas & Co.

*Jim Campbell*

James C. Campbell, AIA, Partner

G:\Bie-Carson Street Development\Log\Statement of Proposed Master Plan District.doc

Cc: Jack Bienenfeld, American Living Concepts of Manayunk, LLC

# COMPLETE STREETS CHECKLIST

City of Philadelphia



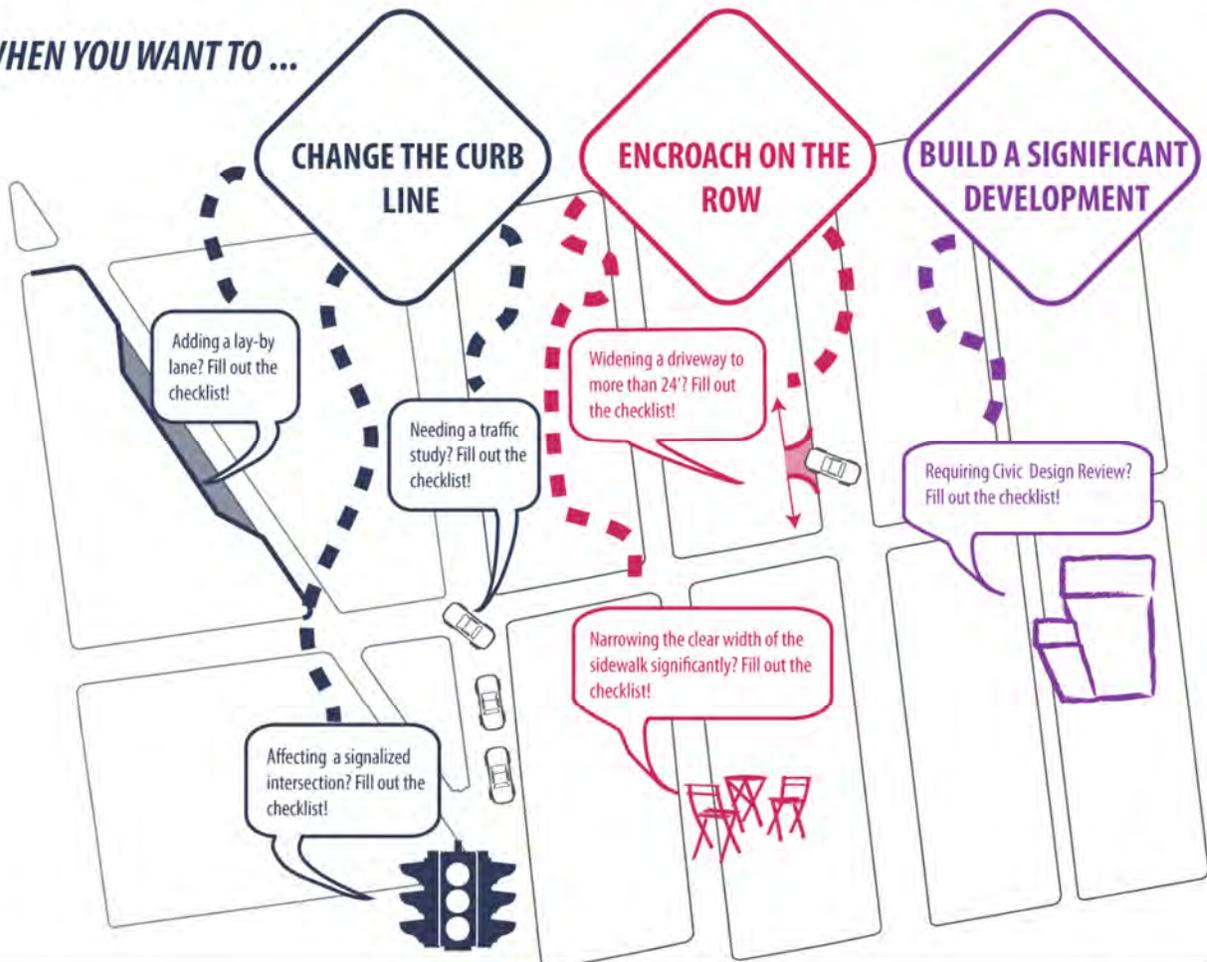
The City of Philadelphia's Complete Streets policies are designed to ensure that city streets are safe, comfortable and convenient for people of all ages and abilities, whether they travel by car, bus, train, bike, or foot (see §11-901 of The Philadelphia Code).

The Complete Streets Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for compliance with the Handbook's design guidance. The Handbook does not supersede or replace language, standards or policies established in the City Code, City Plan, PennDOT Standards, or the Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission reviews and comments on preliminary Complete Streets Checklists as part of the Civic Design Review (CDR) process. The Philadelphia Streets Department must then approve a final Complete Streets Checklist, during final review, prior to the issuance of a building permit by the Department of Licenses and Inspections. Approval of Complete Streets checklists occurs concurrently with approval of design plans. The Complete Streets Checklists required of projects *not* going through CRD are reviewed solely by the Streets Department as part of Plan and/or Project Review.

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

WHEN YOU WANT TO ...



### PROJECT INFORMATION (PLEASE PRINT)

Preliminary Planning Commission Review and Comment

Comments: \_\_\_\_\_ Date: \_\_\_\_\_

Final Streets Department Review and Approval

Approval: \_\_\_\_\_ Date: \_\_\_\_\_

# COMPLETE STREETS CHECKLIST

City of Philadelphia



<b>Project Name: Redevelopment of the former St. Mary's Church Properties</b>			
<b>Contact Person:</b> <i>First</i> <b>James</b>	<i>Middle</i> <b>C</b>	<i>Last</i> <b>Campbell</b>	<i>Suffix</i> <b>AIA</b>
Address (include State Route Numbers): <b>173-183 Carson St. and 160-175 Conarroe St.</b>			
Additional Street Frontages (include State Route Numbers): <b>Also faces on to Gay Street</b>			
Project Limits: <i>On Street</i> Carson, Conarroe, and Gay Sts.	<i>From Street</i> Baker St.	<i>To Street</i> Silverwood St.	
<b>OWNER INFORMATION (PLEASE PRINT)</b>			
<i>First</i> Jack	<i>Middle</i> Click here to enter text.	<i>Last</i> Bienenfeld	<i>Suffix</i> Click here to enter text.
Company or Agency Name: <b>American Living Concepts of Manayunk, LLC</b>			
Address: <b>828 Red Lion Road, Suite E-1, Philadelphia, PA 19115</b>			
Phone#: ( ) - ext.		Fax#: ( ) -	
Company: <b>American Living Concepts of Manayunk, LLC</b>		Email: <b>jack@hbandson.com</b>	
<b>DESIGN PROFESSIONAL OF RECORD (PLEASE PRINT)</b>			
<i>First</i> <b>James</b>	<i>Middle</i> <b>C</b>	<i>Last</i> <b>Campbell</b>	<i>Suffix</i> <b>AIA</b>
Company or Agency Name: <b>Campbell Thomas &amp; Co., Architects</b>			
Address: <b>1504 South St., Philadelphia, PA 19146</b>			
Phone#: <b>(215) 545 - 1076</b> ext.		Fax#: <b>(267) 336 -0209</b>	
Company: <b>Campbell Thomas &amp; Co.</b>		Email: <b>jcampbell@campbellthomas.com</b>	
Relationship to Owner: <b>Design Professional</b>		Pennsylvania License Number: <b>RA-007621</b>	
Profession: <b>Architect</b>			

# COMPLETE STREETS CHECKLIST

City of Philadelphia



<b>COMPLETE STREETS TRIGGERS</b> <i>Trigger names are in italics for later reference</i>	
Are you proposing " <i>Large</i> " <i>Curb Cuts</i> (greater than 24 feet wide)?	No
Does this project propose the creation of a <i>Lay-by Lane</i> ?	No
Does the project propose " <i>Narrow Walking Zones</i> " (does not meet minimum walking zone requirements)?	No
Is project subject to <i>Civic Design Review</i> , as required by the Zoning Code?	Yes
Have you been requested, or are you required, to submit a <i>Traffic Impact Study</i> per PennDOT thresholds? <i>Answer yes for all sites expected to generate any of the following: 3,000 trips/day (1,500 vehicles/day), 100 trips/peak hour (entering), 100 trips/peak hour (exiting), 100 additional trips/peak hour (entering and exiting a redevelopment site), or as required by the Streets Department or other City agencies (applies to all city and state routes).</i>	No
Does this project impact a <i>Signalized Intersection</i> ?	No
Is this a <i>Capital Project</i> (City of Philadelphia) involving a City Plan Action?	No
Is this a Philadelphia <i>Streets Department Project</i> ?	No

## PLAN REQUIREMENTS

### **CDR Projects Only: Planning Commission Review**

- Submit separate Existing Features Survey and Currently Proposed Features Site Plans
  - Full sized plans, dimensioned at an identified standard engineering scale
  - Curb cut/driveways/lay-by lanes
  - Tree pits, landscaping
  - Bicycle racks/bike share stations/bike storage areas
  - Transit shelters/stairways
- Include additional sheets or plans, as may be required

### **All Projects: Final Streets Department Submission Requirements**

- All plans submitted to the Streets Department, Right of Way Unit, will conform to the current plan review standards, as published separately on the customer service page: <http://www.philadelphiastreet.com/customer-service/downloads-and-links>
- Any project that changes the curb line may require a City Plan Action. An application to the Streets Department for a City Plan Action is required when a project plan proposes to create a new street/utility right of way, or remove an existing street/utility right of way, change the roadway grades, curb lines, or widths.

# COMPLETE STREETS CHECKLIST

City of Philadelphia



STREETS			
List the streets associated with the project. Complete Streets Types can be found at <a href="http://www.phila.gov/map">www.phila.gov/map</a> under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook. Attach additional sheets as needed.			
Street	From Street	To Street	Complete Street Type
Carson	Baker	Silverwood	Local
Conarroe	Baker	Silverwood	Local
Gay	Baker	Silverwood	Local
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

EXISTING CONDITIONS	
Do the plans clearly identify the following EXISTING conditions, with dimensions?	
Parking and loading regulations in curb lanes adjacent to the site?	Yes
Street Direction	Yes
Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.	Yes
Building Extensions into the sidewalk, such as stairs and stoops	Yes
Street Furniture such as bus shelters, honor boxes, etc.	Not applicable

Curb Cuts/Driveways and Lay-By Lanes (List All Below)			Yes
Type (Curb Cut or Lay-By)	Width	Location	
Curb Cut	22'	Carson St. (main entrance)	
Curb Cut	16'	Carson St. (secondary access)	
Curb Cut	22'	Conarroe St. (north side main entrance)	
Curb Cut	12'	Gay Street (north side at school entrance)	

# COMPLETE STREETS CHECKLIST

City of Philadelphia



PROPOSED CONDITIONS (General)	
Do the plans clearly identify the following PROPOSED conditions, with dimensions?	
Parking lanes and loading zones	Yes
Street Direction	Yes
Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.	Yes
Building extensions into the sidewalk, such as stairs and stoops	Yes
Sidewalks and corner curb ramps, complying with current City, PennDOT, and Americans with Disabilities Act (ADA) standards ( <i>subject to separate Streets Department approval</i> ).	Yes
Does the design avoid pinch points? Pinch points are locations where the Minimum Walking Zone width (next page) is less than required, or requires an exception.	Yes
Do street trees and/or plants comply with street installation requirements? <i>See sections 4.4.7 &amp; 4.4.8 for guidance.</i>	Yes
Does the design maintain adequate visibility for all roadway users at intersections?	Yes
Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits. <i>"High Priority" Complete Streets treatments (see Handbook) must be shown and dimensioned on plans.</i>	Yes
<ul style="list-style-type: none"> <li>▪ Bicycle Parking</li> </ul>	Yes
<ul style="list-style-type: none"> <li>▪ Street Lighting</li> </ul>	Yes
<ul style="list-style-type: none"> <li>▪ Street Trees</li> </ul>	Yes
<ul style="list-style-type: none"> <li>▪ Street Furniture (Ordinance of City Council may be Required)</li> </ul>	No
<ul style="list-style-type: none"> <li>▪ Benches (Ordinance of City Council may be Required)</li> </ul>	No
Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	Yes

Curb Cuts/Driveways and Lay-By Lanes (List All Below)		Choose an item.
Type (Curb Cut or Lay-By)	Width	Location
Curb Cut	22'	Carson St. (main entrance driveway)
Curb Cut	16'	Carson St. (accessible parking space)
Curb Cut	24'	Conarroe St. (north side main driveway)
Curb Cut	12'	Conarroe St. (south side at school exit)
Curb Cut	10'	Conarroe St. (south side at ConarroeSouth)

# COMPLETE STREETS CHECKLIST

City of Philadelphia



Curb Cut	12'	Gay St. (north side at school entrance)
<p>How does the overall design create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? See guidance below. Attach separate sheets, as needed.</p>		
<p>The overall design creates and maintains a cross site walkway and sidewalks that will be well lighted and will provide a safe and comfortable routes for pedestrians. New construction for the most part will be set back from the property line to provide more space between the sidewalk and building face, thus giving the sense of greater space and better view lines.</p>		

*Guidance: Any project that calls for the development and installation of green stormwater infrastructure, medians, lay-by lanes, curb bump-outs, pedestrian bridges, tunnels, or other such features in the right-of-way may require a maintenance agreement with the Streets Department, prior to approval. Be sure to include a PWD Work Number for Green Streets projects, where permanent maintenance responsibilities for green infrastructure will be by the Philadelphia Water Department.*

# COMPLETE STREETS CHECKLIST

City of Philadelphia



SIDEWALKS (Handbook Section 4.3 & 4.4) (All dimensions in feet)												
Street Frontage	Actual Sidewalk Width			City Plan Width	Minimum Furnishing Zone			Minimum Walking Zone			Maximum Building Zone	
	Required	Existing	Proposed	As Designated	Recommended	Existing	Proposed	Required	Existing	Proposed	Existing	Proposed
Carson	5'	10'	10'	10'	3'	3'	3'	5'	10'	5'	0'	2'
Conarroe	5'	5'	5'	5'	3'	2'	3'	5'	3'	5'	2'	2'
Gay	5'	10'	10'	10'	3'	3'	3'	5'	7'	5'	0'	0'
<p>Justify all pinch points, where the minimum walking zone cannot be maintained. Also, list proposed improvements necessary to compensate for each pinch point (e.g., to accommodate passing). Attach separate sheets, as needed.</p> <p>Pinch points presently exist on Conarroe St. due to existing tree planting and as the sidewalk is very narrow, some pinch points will probably continue to exist. Even though we are proposing to set back some of the new construction some pinch points may still exist.</p>												
<p><i>Planning Commission Review Comments:</i></p>												

All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Complete Streets Handbook).

**STOP:** Applications with only the following triggers: *Large Curb Cuts, Lay-by Lanes, Narrow Walking Zones*

**CONTINUE:** Applications with any of the following triggers: *Civic Design Review, Traffic Impact Study, Signalized Intersection, Capital Projects, and Streets Department Projects*

# COMPLETE STREETS CHECKLIST

City of Philadelphia



<b>BICYCLE PARKING (Handbook Section 4.5)</b>							
<i>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</i>							
Building Address	Bicycle Parking Spaces			On-Street Bicycle Parking		Off-Street Bicycle Parking	
	Required	Existing	Proposed	Existing	Proposed	Existing	Proposed
173-183 Carson St.	11	0	20	0	0	None	Yes
160-172 Conarroe	20	0	30	0	0	None	Yes

List elements incorporated from the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

The objective of building setbacks, and street crossing patterns is to improve Safety for all pedestrians and bicyclists. The design of the site will encourage walking and bicycling to promote healthy, active living and to enjoy the associated economic and environmental benefits. The design of the site helps increase the Connectivity of the walking networks and helps provide safe secure bike parking. The design of the site promotes and enhances the role of sidewalks and streets as part of the Public Realm.

<b>PROPOSED CONDITIONS</b>	
<b>(Bicycles &amp; Curbside Management, Handbook Sections 4.5 &amp; 4.6)</b>	
Do the plans clearly identify the following PROPOSED conditions, with dimensions?	
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?	Yes
▪ Conventional Bicycle Lane	Not applicable
▪ Buffered Bike Lane	Not applicable
▪ Bicycle-Friendly Street	Not applicable
Does the design provide bicycle connections to local bicycle, trail, and transit networks?	Not applicable
Does the design provide convenient bicycle connections to residences, work places, and other destinations?	Not applicable
Does the design limit conflict among transportation modes along the curb?	Not applicable
Does the design connect transit stops to the surrounding pedestrian network and destinations?	Not applicable
Does the design provide a buffer between the roadway and pedestrian traffic?	Yes

List how the plan affects the accessibility, visibility, connectivity, and/or attractiveness of public transit:

# COMPLETE STREETS CHECKLIST

City of Philadelphia



The plan provides accessible and visit-able units where none presently exist. By setting back some of the units, traffic visibility is improved. By enhancing the sidewalks and incorporating a cross project walkway, pedestrian connectivity is made easier. By building near public transit, the attractiveness to public transit is increased. And, by providing for possible internal Uber, Lyft, and EnterpriseCarShare, and by working with SEPTA, private parking requirements and traffic congestion is reduced.

*Planning Commission Review Comments:*

## Travel and Parking Lane Changes (Handbook Section 4.7)

Complete the table below *only if* lane changes are proposed (*including all curb bumpouts*). Identify existing and proposed lane widths and the design speed for each street frontage.

Street	From Street	To Street	Existing Lane Widths	Proposed Lane Widths	Design Speed
Click here to enter text.					
Click here to enter text.					
Click here to enter text.					
Click here to enter text.					

What is the maximum AASHTO design vehicle being accommodated by the design?	FHWA Class 6 — 3 Axles, Single Unit
Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.	No
Will the public right-of-way be used for loading and unloading activities?	Yes
Does the design maintain emergency vehicle access?	Yes
Where new streets are being developed, does the design connect and extend the street grid?	Not applicable
Does the design support multiple alternative routes to and from destinations as well as within the site?	Yes
Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	Yes

# COMPLETE STREETS CHECKLIST

City of Philadelphia



Urban Design Component (Handbook Section 4.8)	
Does the design incorporate windows, storefronts, and other active uses facing the street?	Yes
Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	Yes
<i>Planning Commission Review Comments:</i>	

**STOP:** All applications with only the following triggers: *Civic Design Review, Traffic Impact Study, Capital Projects, and Streets Department Projects*

**CONTINUE:** All applications that impact a *Signalized Intersection*

# COMPLETE STREETS CHECKLIST

City of Philadelphia



Intersections & Crossing Component (Handbook Section 4.9)		
Signal Cycle Locations: List all signals locations <i>only where</i> signal cycle changes are proposed. Attach additional sheets as needed.		
Signal Location	Existing Cycle Length	Proposed Cycle Length
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Does the design minimize the signal cycle length to reduce pedestrian wait time?		Choose an item.
Does the design provide adequate clearance time for pedestrians to cross streets?		Choose an item.
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, a City Plan Action may be required.</i>		Choose an item.
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?		Choose an item.
▪ Marked Crosswalks		Yes
▪ Pedestrian Refuge Islands		Not applicable
▪ Signal Timing and Operation		Choose an item.
▪ Bike Boxes		Choose an item.
Does the design reduce vehicle speeds and increase visibility for all modes at intersections?		Choose an item.
Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?		Choose an item.

**STOP:** All applications. Add any attachments directly to this document for review and posting.



Historical Images

Brewery Buildings



Church and Rectory

School and Convent

Today



Saint Mary's Renewal Project



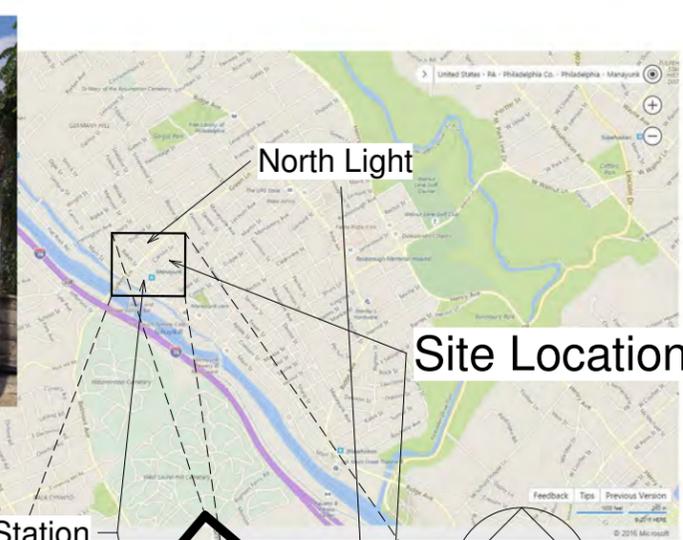
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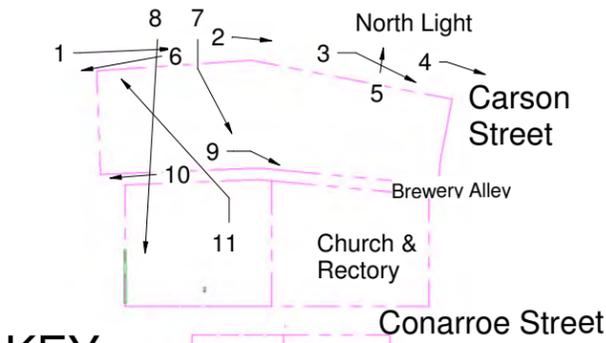


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North Light

Site Location



KEY



3

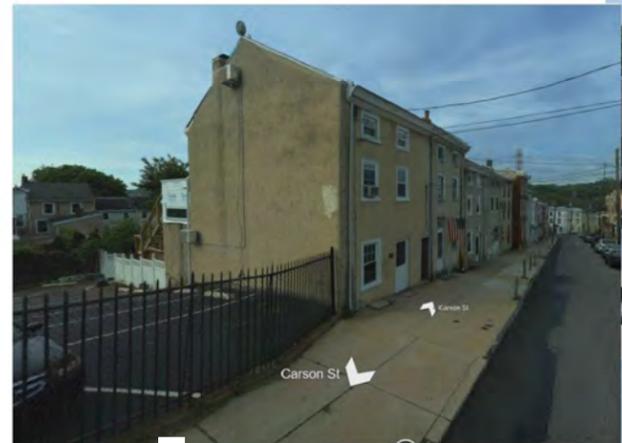


4



Manayunk Train Station

TRUE NORTH



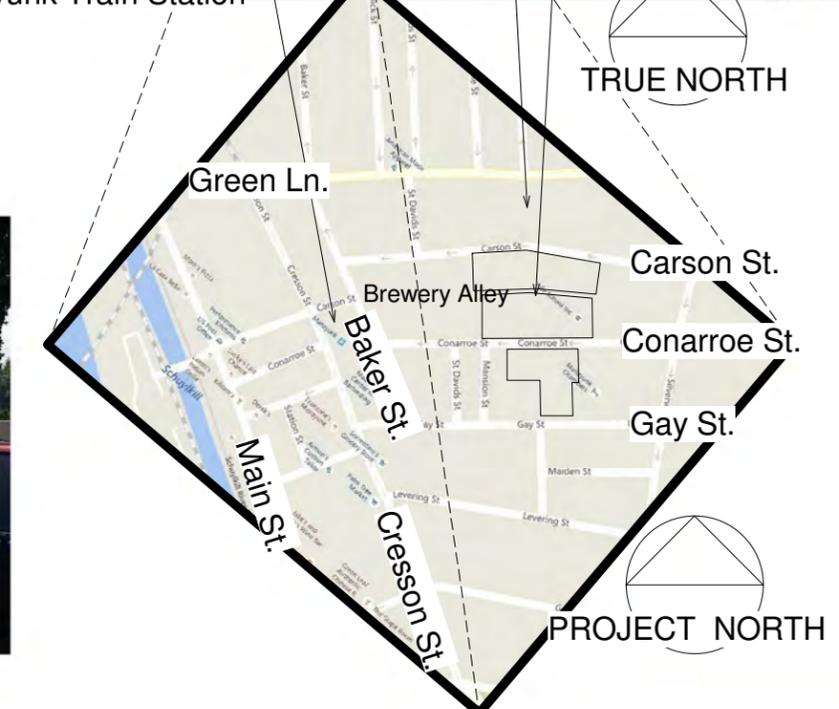
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7



8



Green Ln.

Carson St.

Conarroe St.

Gay St.

PROJECT NORTH



9



10



11



12



13



14



15



16



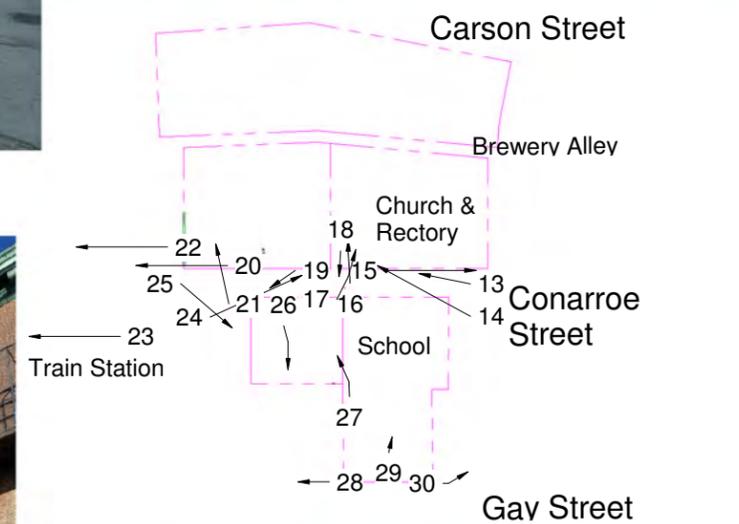
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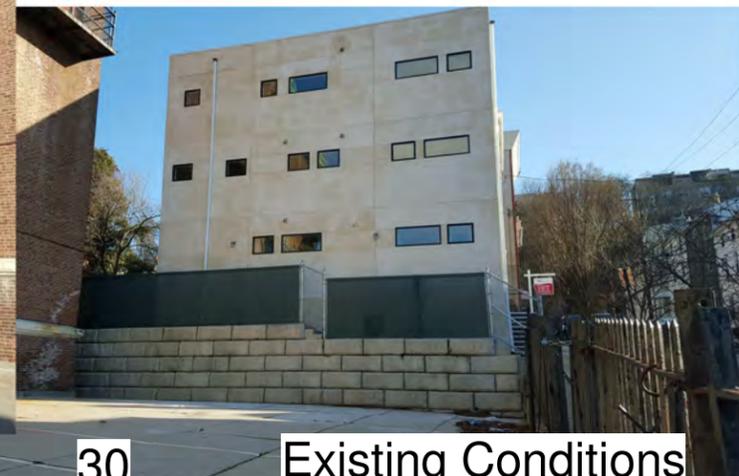
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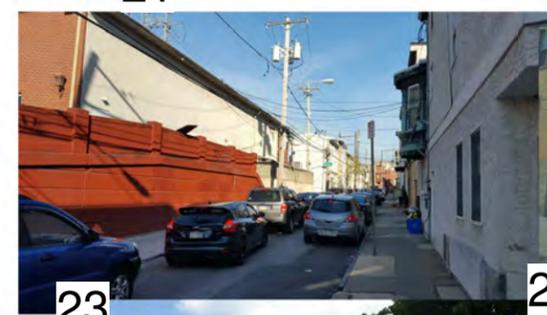
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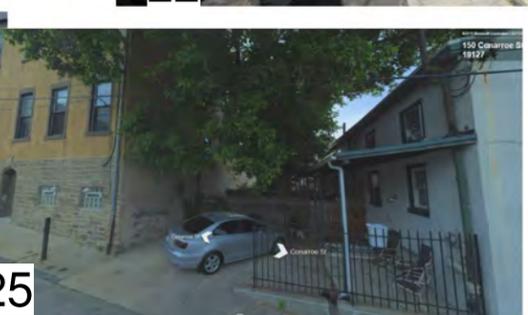
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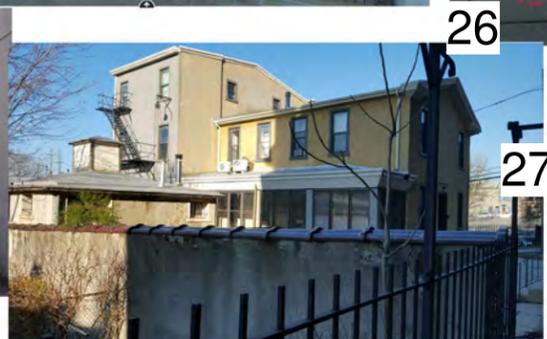
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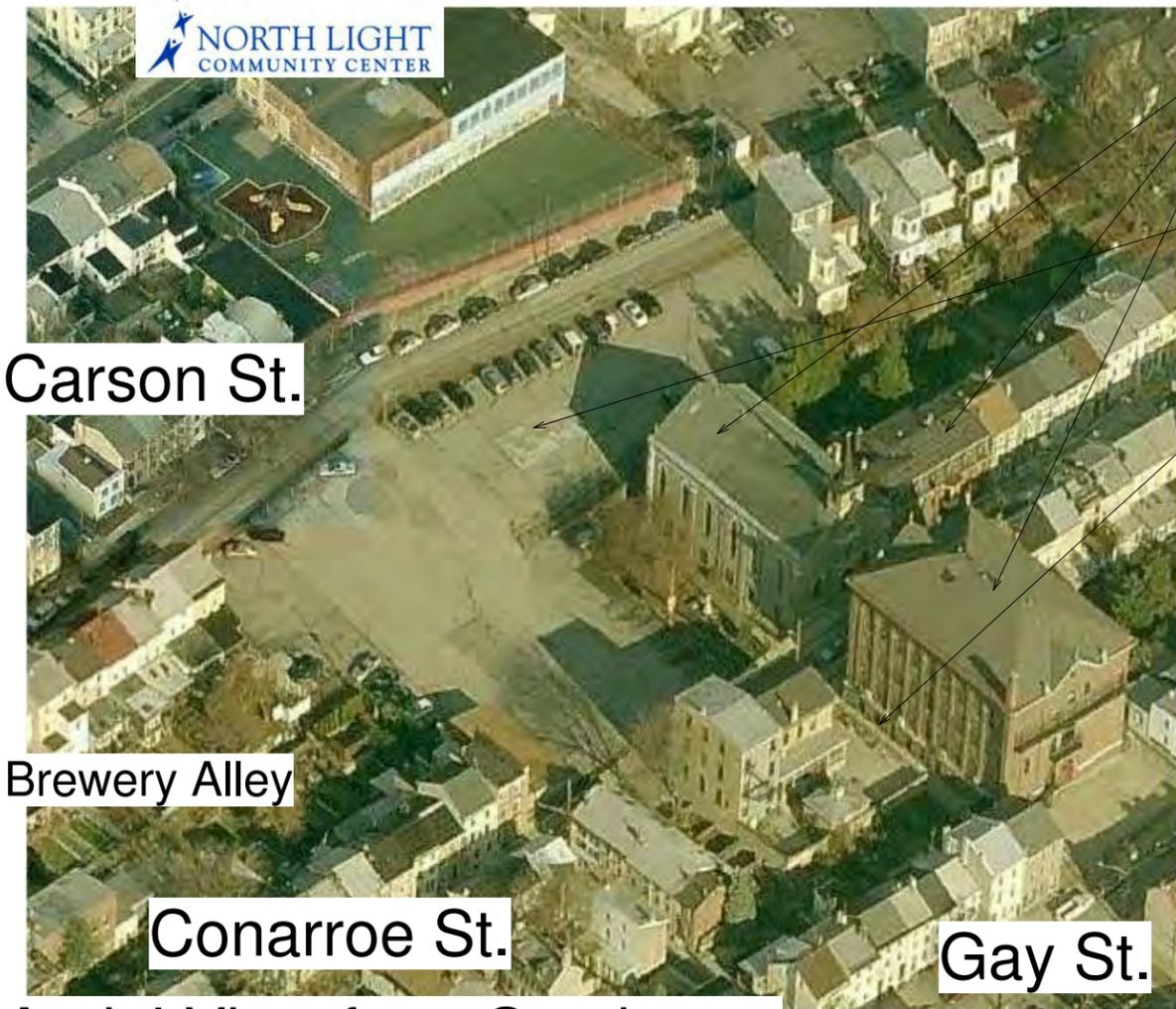


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30

Existing Conditions



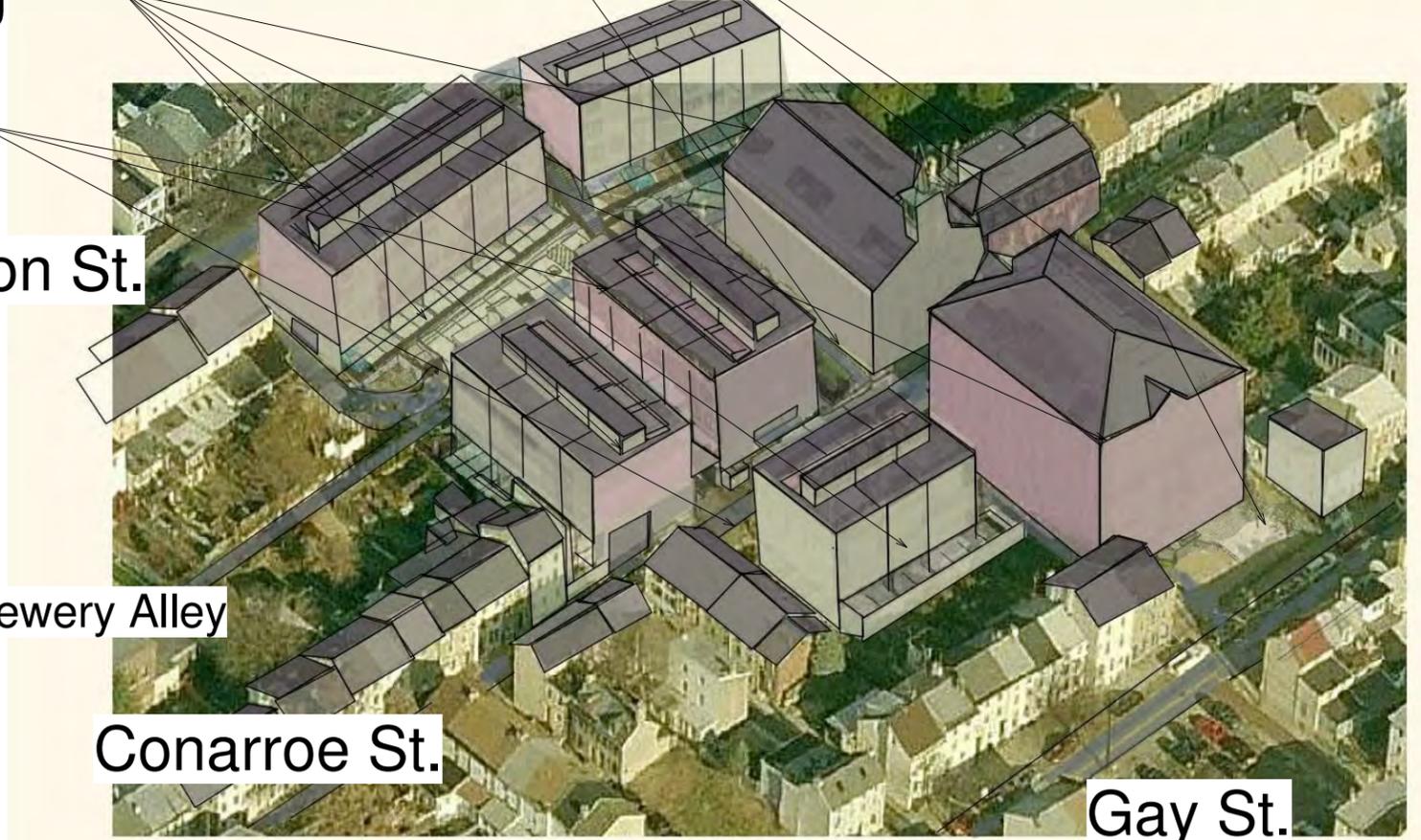
Aerial View from Southwest

- Preserve and Adaptively reuse the Church, Rectory and School
- Redevelop the Parking Lot and Convent with New Neighborhood Friendly Residential
- Improve Vehicular and Pedestrian Circulation
- Preserve Open Space

Provide Structured Parking

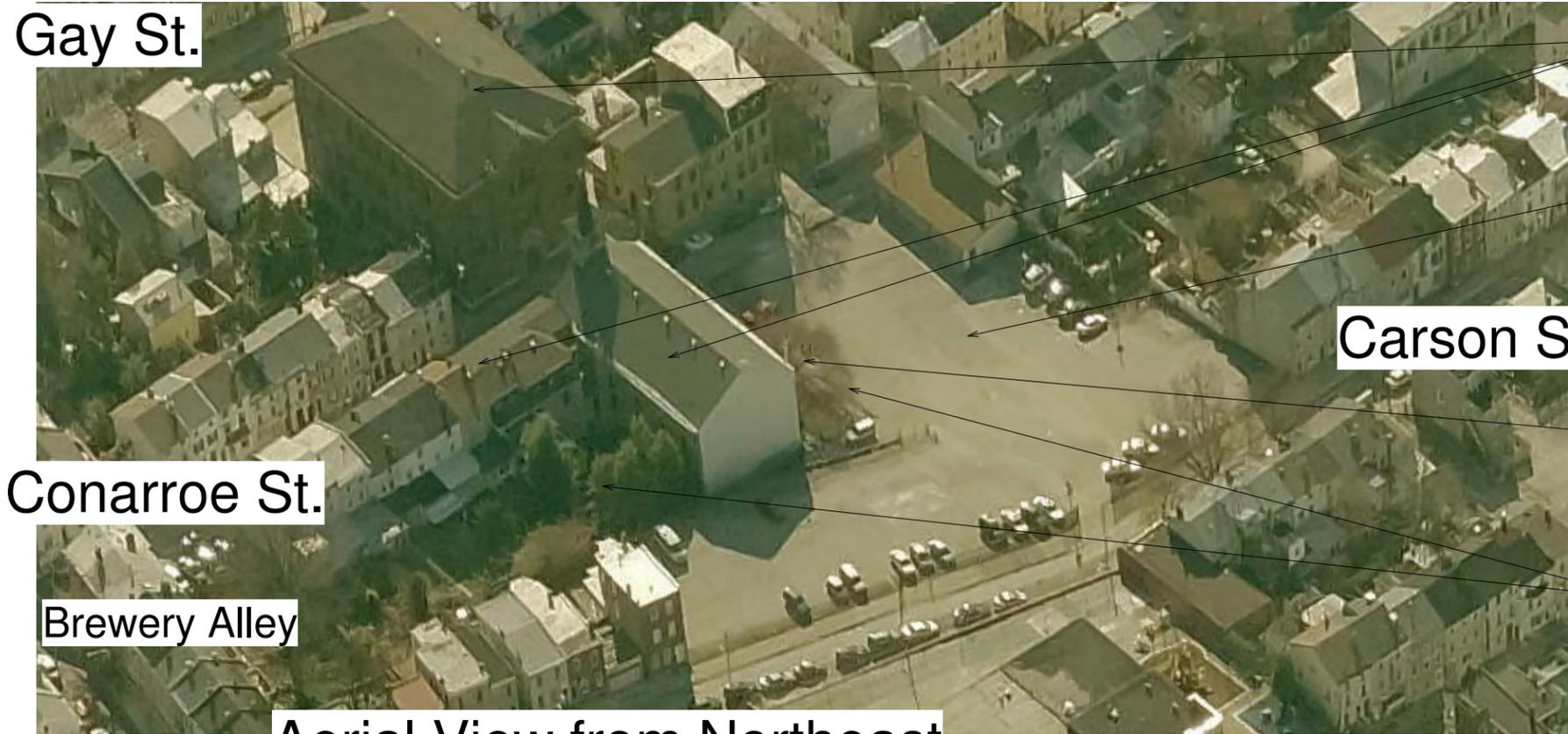
Green

- 24/7 On-Site Management
- Controlled Parking
- Fitness, Game, and Meeting Rooms
- Pet Park
- Picnic Area
- Car Share



Proposed Redevelopment

***...this is what we want to do***



Conarroe St.

Gay St.

Brewery Alley

Carson St.

Aerial View from Northeast

- Preserve and Adaptively reuse the Church, Rectory and School
- Redevelop the Parking Lot and Convent with New Neighborhood Friendly Residential
- Improve Vehicular and Pedestrian Circulation
- Preserve Open Space

Gay St.

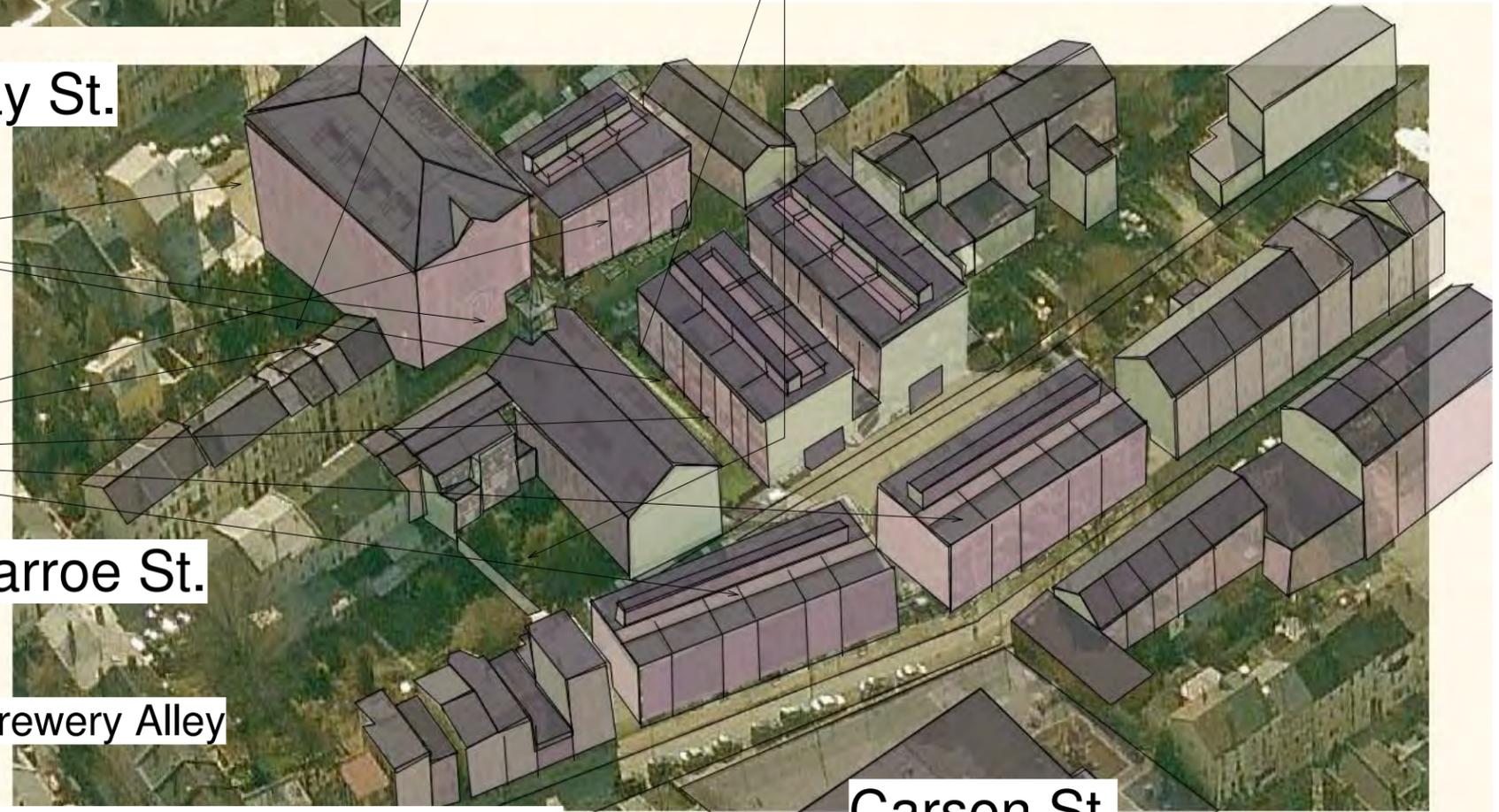
Green

Provide Structured Parking

Conarroe St.

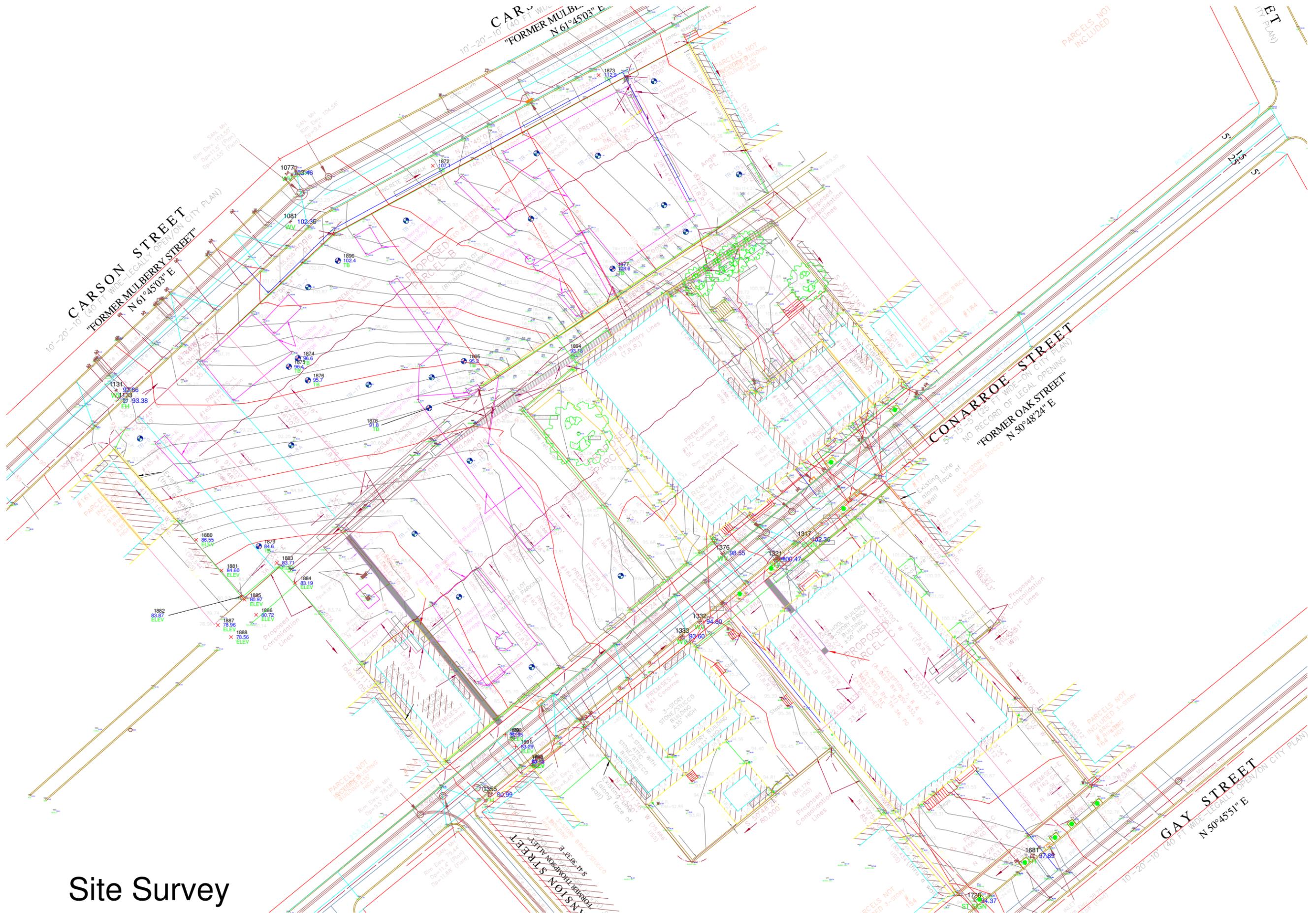
Brewery Alley

Carson St.



Proposed Redevelopment

*..another view*



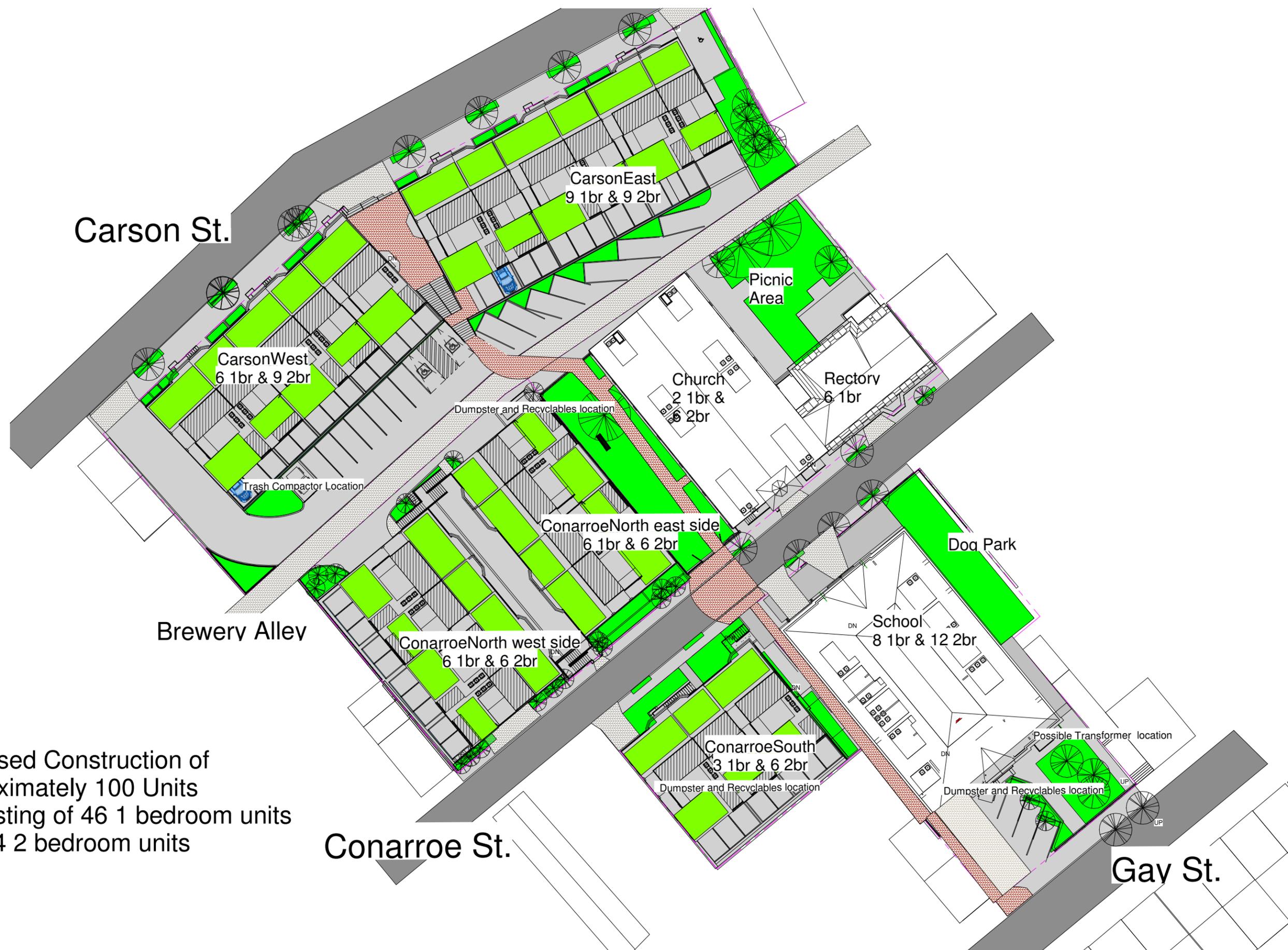
# Site Survey



General Area Calculations (sq. ft.) for Proposed RMX2 Master Plan District															
Parcels and Building Names	District Area	Proposed or Existing Gross Building Coverage	Proposed Uncovered	Less Proposed Open Air Parking	Net Proposed Open Area	% of Bldg Coverage	% of Site Uncovered	% of Open Area	Proposed Number of Floors	Proposed Gross Floor Area	Proposed FAR (%)	Existing Height (ft.)		Proposed Height (ft.)	
												East Bldg	West Bldg	East Bldg	West Bldg
165-205 Carson Street (CarsonEast & CarsonWest)	26,701	12,306	14,395	6,044	8,351	46%	54%	31%	3.0	36,918	138	0	0	38	41
156-166 Conarroe Street (ConarroeNorth)	13,864	8,796	5,068	913	4,155	63%	37%	30%	3.0	26,388	190	0	0	41	45
161 Conarroe Street (ConarroeSouth)	6,039	3,501	2,538	919	1,619	58%	42%	27%	3.0	10,503	174	Existing Convent 40±		39	
172-178 Conarroe Street (Church and Rectory)	14,104	7,269	6,835	0	6,835	52%	48%	48%	3.5	25,442	180	Rectory 37.75	Church 48	Rectory same	Church same
163-175 Conarroe Street & 156-162 Gay Street (School)	13,738	7,018	6,720	463	6,257	51%	49%	46%	4.5	31,581	230	69		same	
<b>Gross Totals</b>	<b>74,446</b>	<b>38,890</b>	<b>35,556</b>	<b>8,339</b>	<b>27,217</b>					<b>130,832</b>					
										<b>Maximum Allowed FAR(%) - 250 of District Area (excluding streets and alley)</b>		<b>186,115 Sq. ft.</b>			
										<b>Proposed FAR(%)</b>		<b>176%</b>			
										Required 25% open of District Area		18,612 sq. ft.			
										Net proposed open area		27,217 sq. ft.			
										<b>Amount of open area in Excess of Required</b>		<b>8,606 sq. ft.</b>			
										<b>Number of Parking Spaces required in RMX2 District for Multi-family units = 3/10 Units or, for 100 Units</b>		<b>30</b>			
										<b>Number of Parking Spaces proposed for District</b>		<b>132</b>			

**Proposed RMX2 Master Plan**  
 1" = 20'-0"  
 Graphic Scale: 1 inch = 20 feet  
 Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

See approved Parcel Consolidation Plans and Building Plans for detailed dimensions.



Proposed Construction of  
 Approximately 100 Units  
 Consisting of 46 1 bedroom units  
 and 54 2 bedroom units

....a total of 132 parking spaces,  
plus 5 possible additional stacked  
spaces and 50 bike spaces

A MODEL FOR THE FUTURE  
The SEPTA-Uber Rideshare Partnership

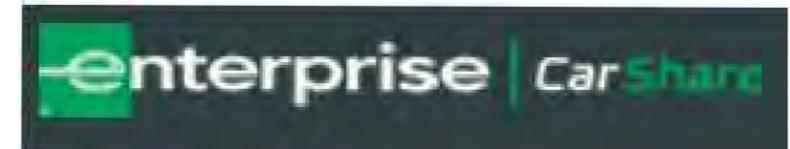
Uber and Lyft Want to Replace Public Buses

CarsonEast & CarsonWest  
71 spaces



Dial-A-Ride Services

PHILADELPHIA - TAXI . COM



ConarroeNorth  
39 spaces

School  
8 spaces plus  
possible 5 stacked

ConarroeSouth  
14 spaces



1 75 Parking Plan  
1" = 20'-0"



① Carson East Front Elevation  
1" = 10'-0"

② Carson West Front Elevation  
1" = 10'-0"



③ Carson West Rear Elevation  
1" = 10'-0"

④ Carson East Rear Elevation  
1" = 10'-0"



① Carson East East Elevation  
3/16" = 1'-0"



② Carson West West Elevation  
3/16" = 1'-0"



② View through stair and plaza looking East  
3/16" = 1'-0"



① View through stair and plaza looking West  
3/16" = 1'-0"

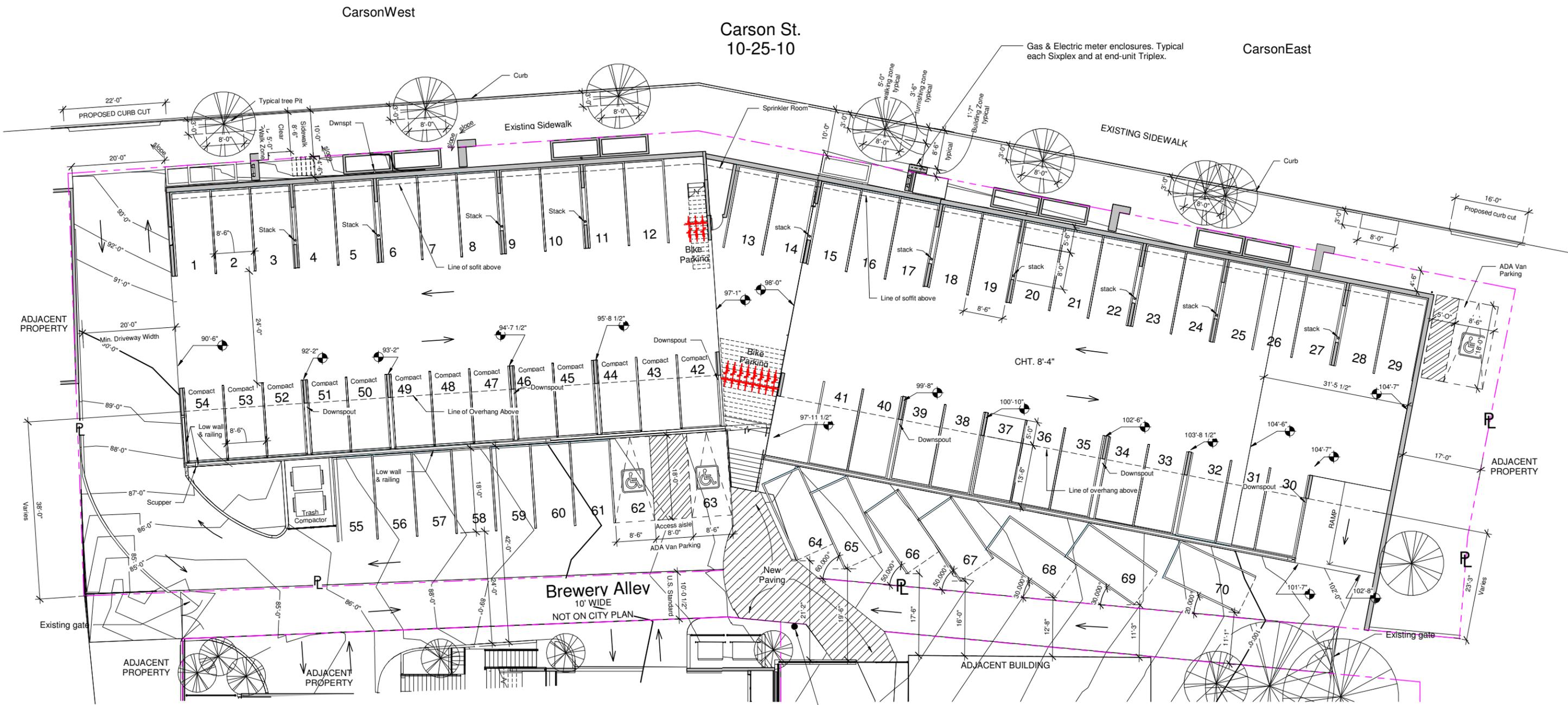


① CarsonEast  
 Longitudinal Section  
 3/16" = 1'-0"



① CarsonWest  
 Longitudinal Section  
 3/16" = 1'-0"

# 165-205 Carson Street



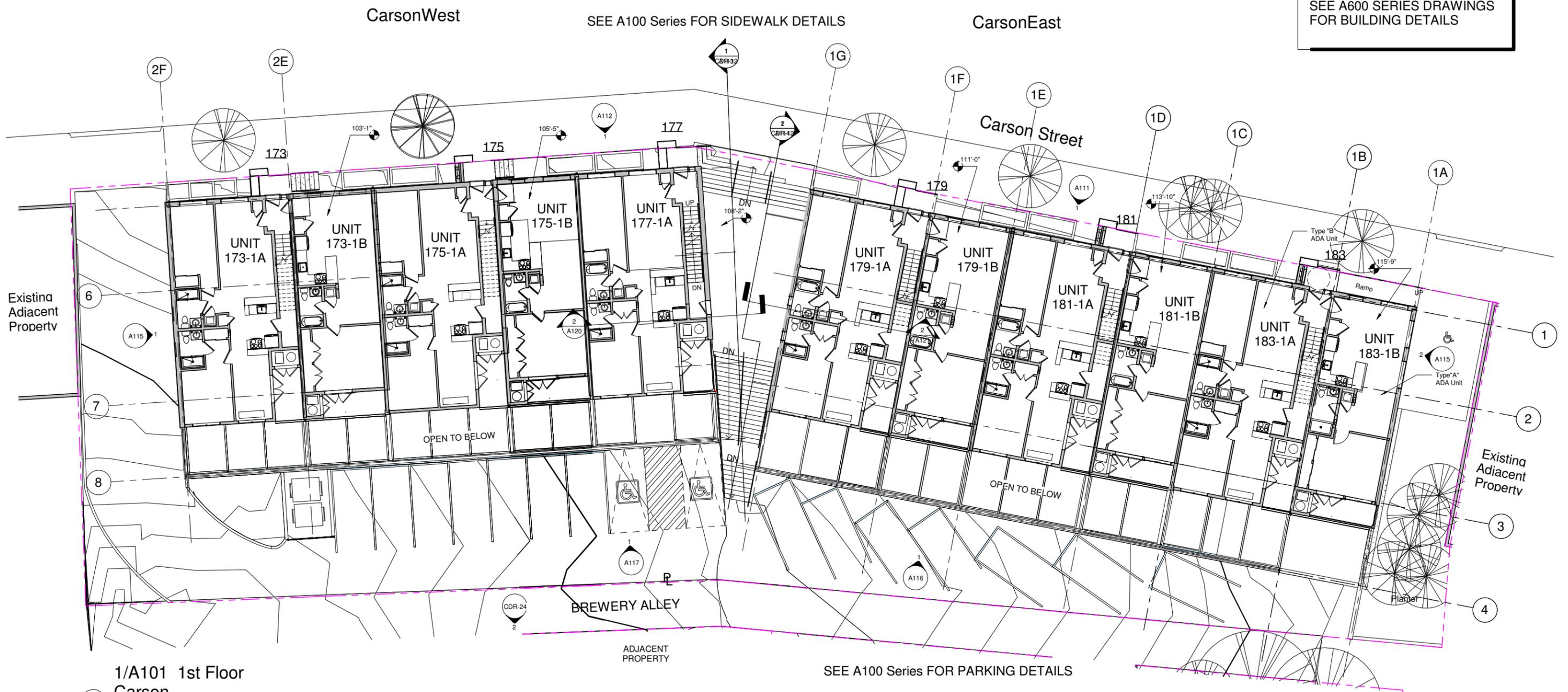



**1/A100 CarsonWest**  
**Parking Level**  
 3/32" = 1'-0"  

 Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

A100 SERIES CarsonEast and CarsonWest

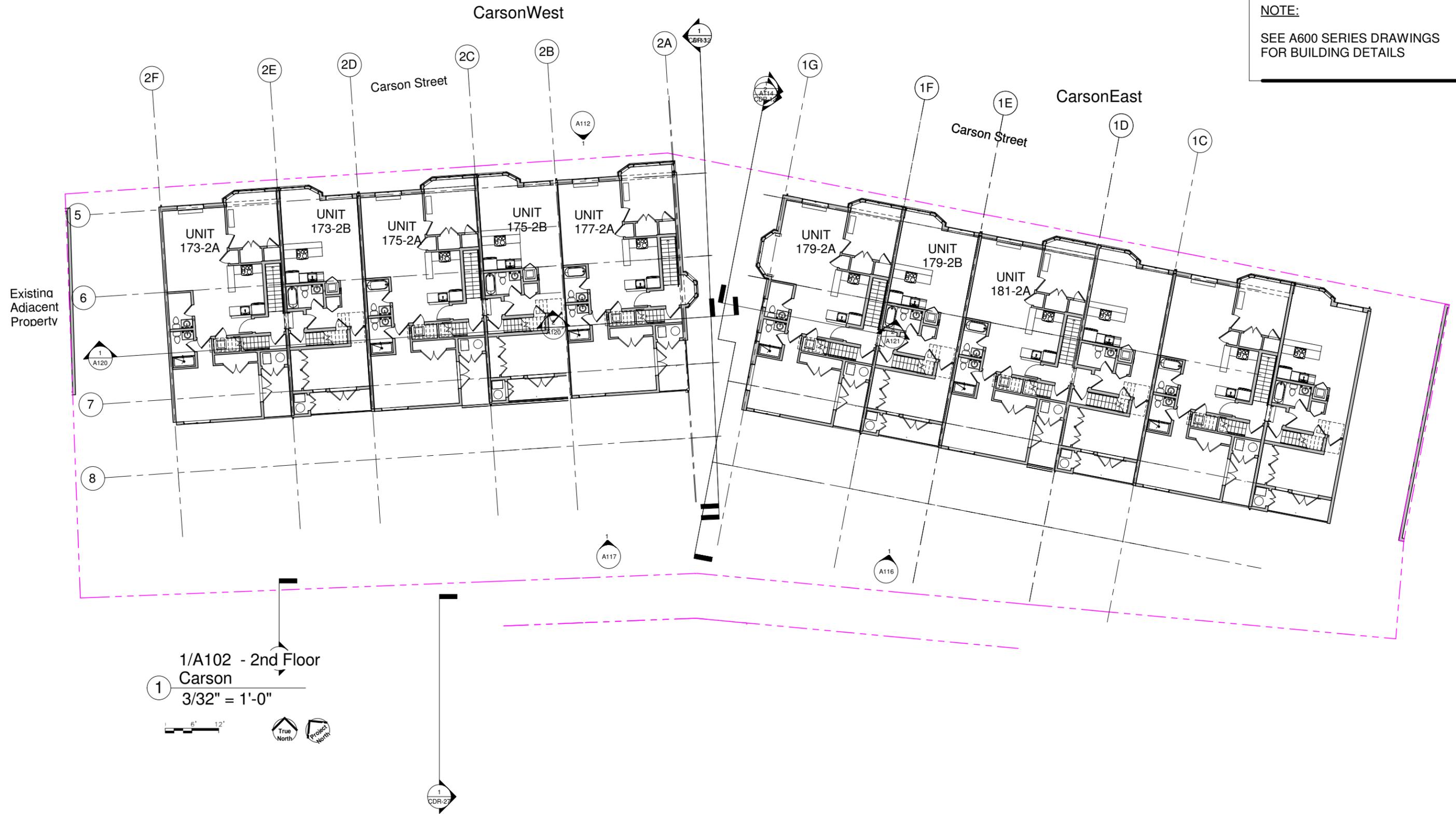
**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS



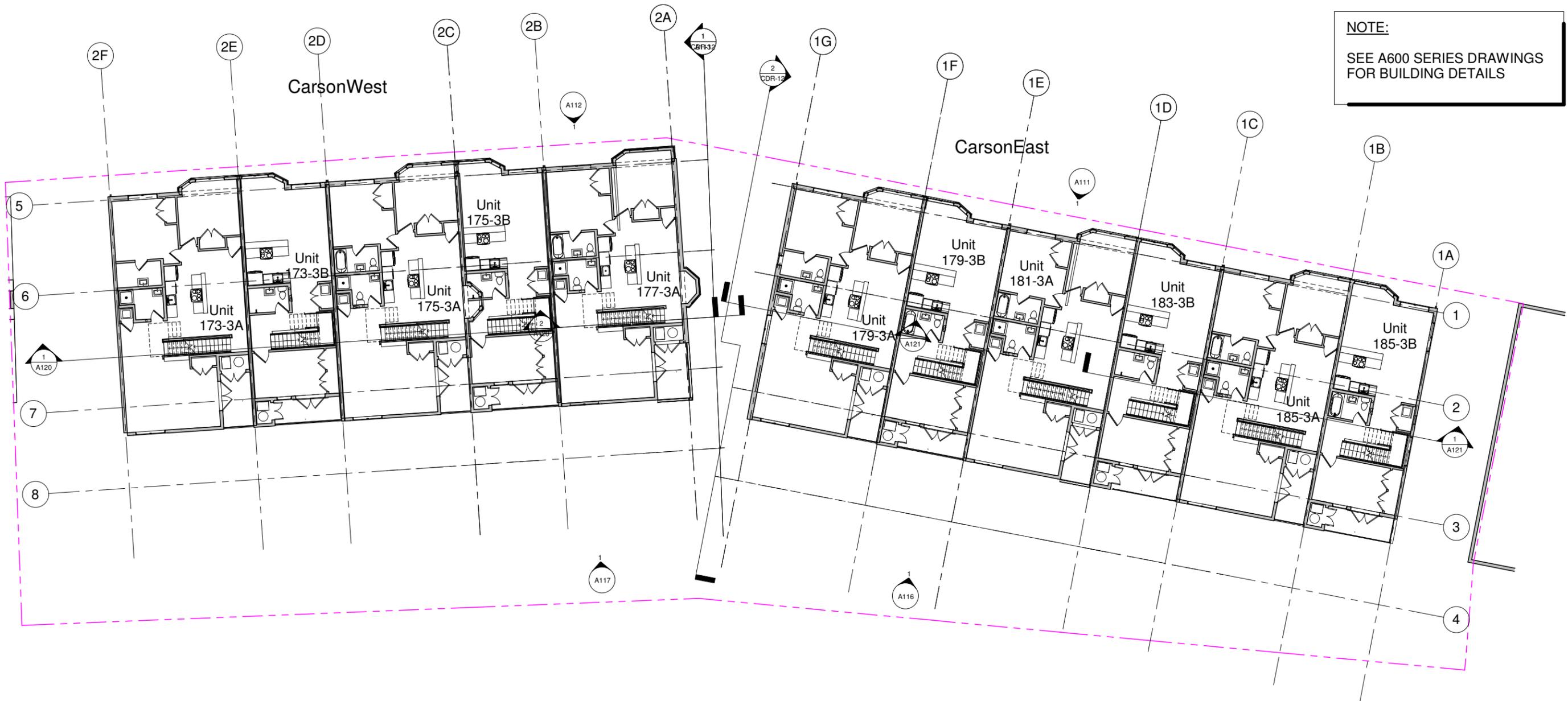
1/A101 1st Floor  
Carson  
3/32" = 1'-0"  
6" 12"  
True North  
Project North

SEE A100 Series FOR PARKING DETAILS

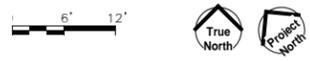
**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS

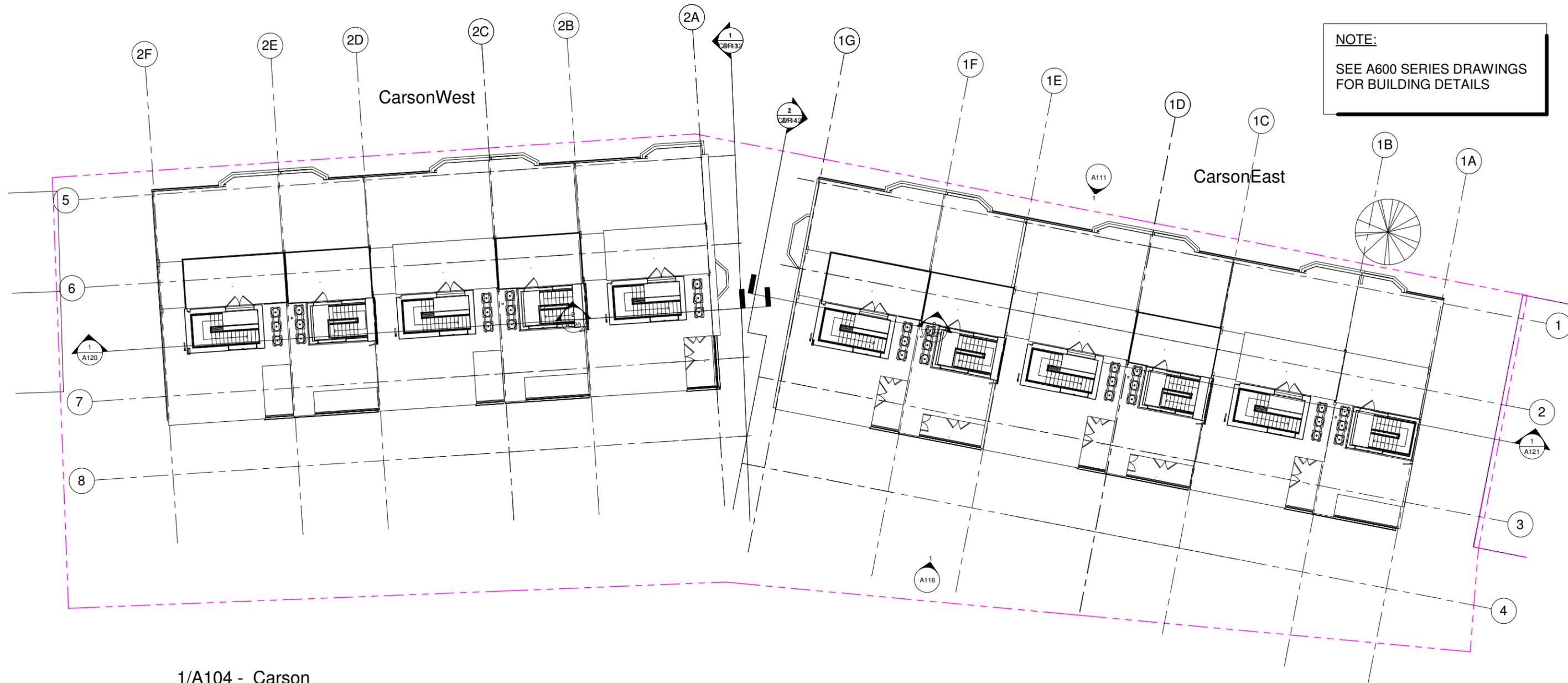


**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS



1/A103 Carson  
3rd Floor  
3/32" = 1'-0"





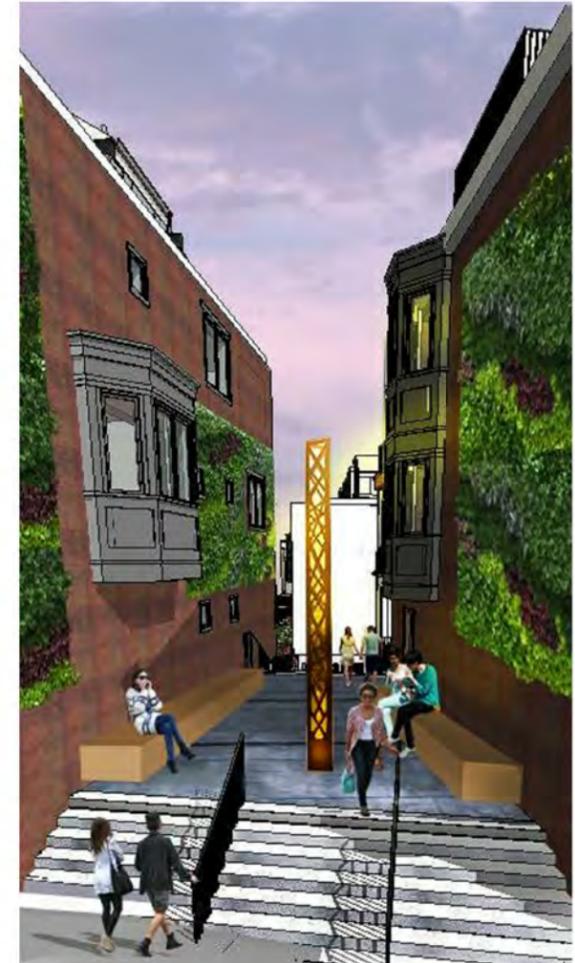
**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS

1/A104 - Carson  
Roof Plan  
3/32" = 1'-0"



CarsonEast

Carson West



Looking at Grand Staircase from across Carson St.

6

**....view of the Carson Street units**



4 Looking up Carson St.



2 View looking down brewery alley



① Cross Section Carson to Conarro Sts.  
 3/32" = 1'-0"







1/A212 - ConarroNorth  
Rear Elevation  
Rendered  
① 3/16" = 1'-0"

1/A212 ConarroNorth  
Rear Elevation  
Rendered  
② 3/16" = 1'-0"



1/A211 ConarroNorth  
 East Elevation  
 Rendered  
 ① 3/16" = 1'-0"



1/A213 ConarroNorth  
West Elevation

Rendered  
3/16" = 1'-0"

①

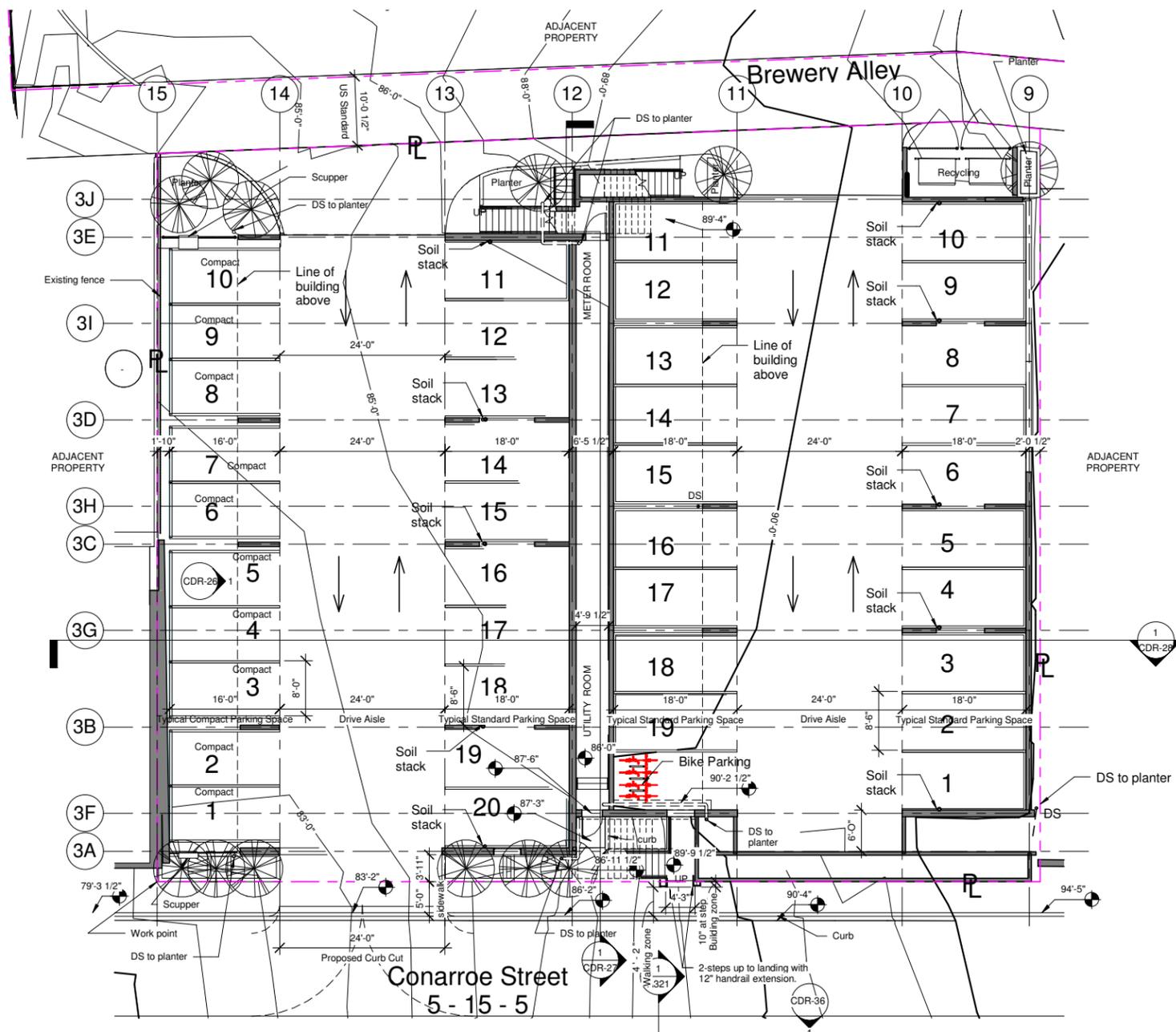


1/A214 Longitudinal  
Section at Center Plaza  
Rendered  
① 3/16" = 1'-0"



1/A221 Section through  
 ConarroNorth  
 Rendered  
 3/16" = 1'-0"

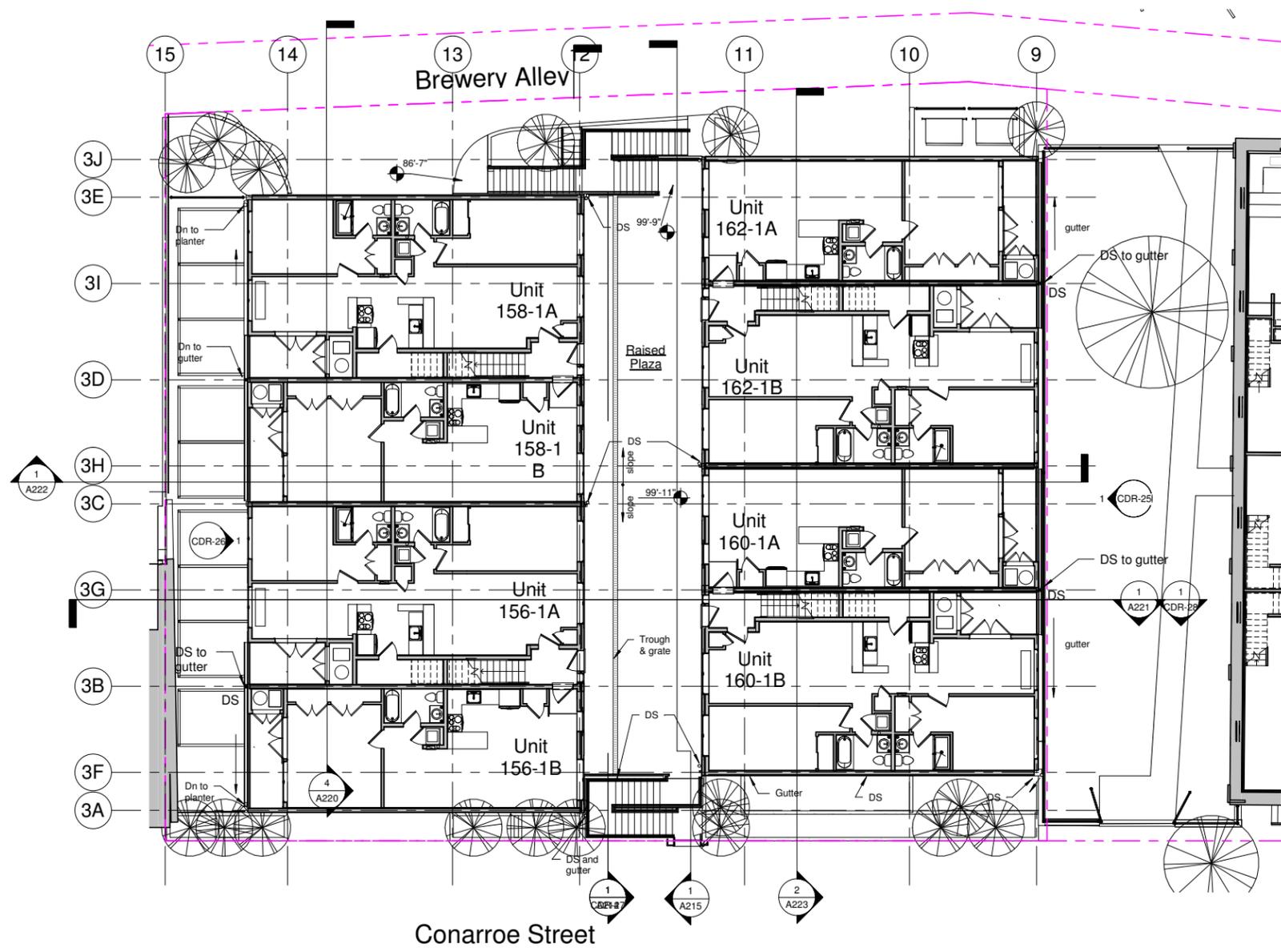
# 156-166 Conarroe St. (ConarroeNorth)



1/A200 Parking Plan-  
ConarroeNorth  
3/32" = 1'-0"  
  
  

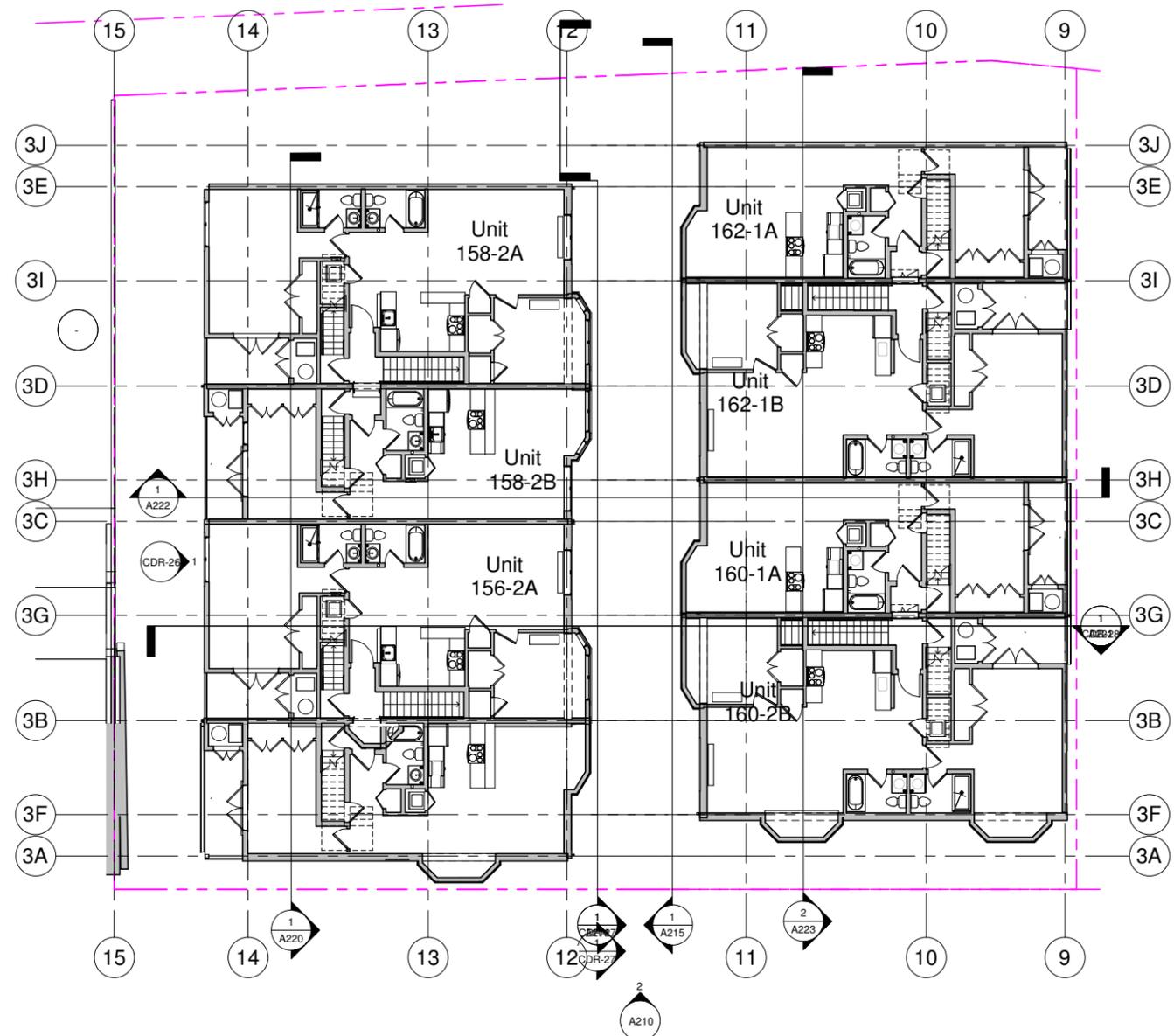

A200 Series ConarroeNorth

**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS



1/A201 - 01  
 ② ConarroeNorth 1st Floor  
 3/32" = 1'-0"

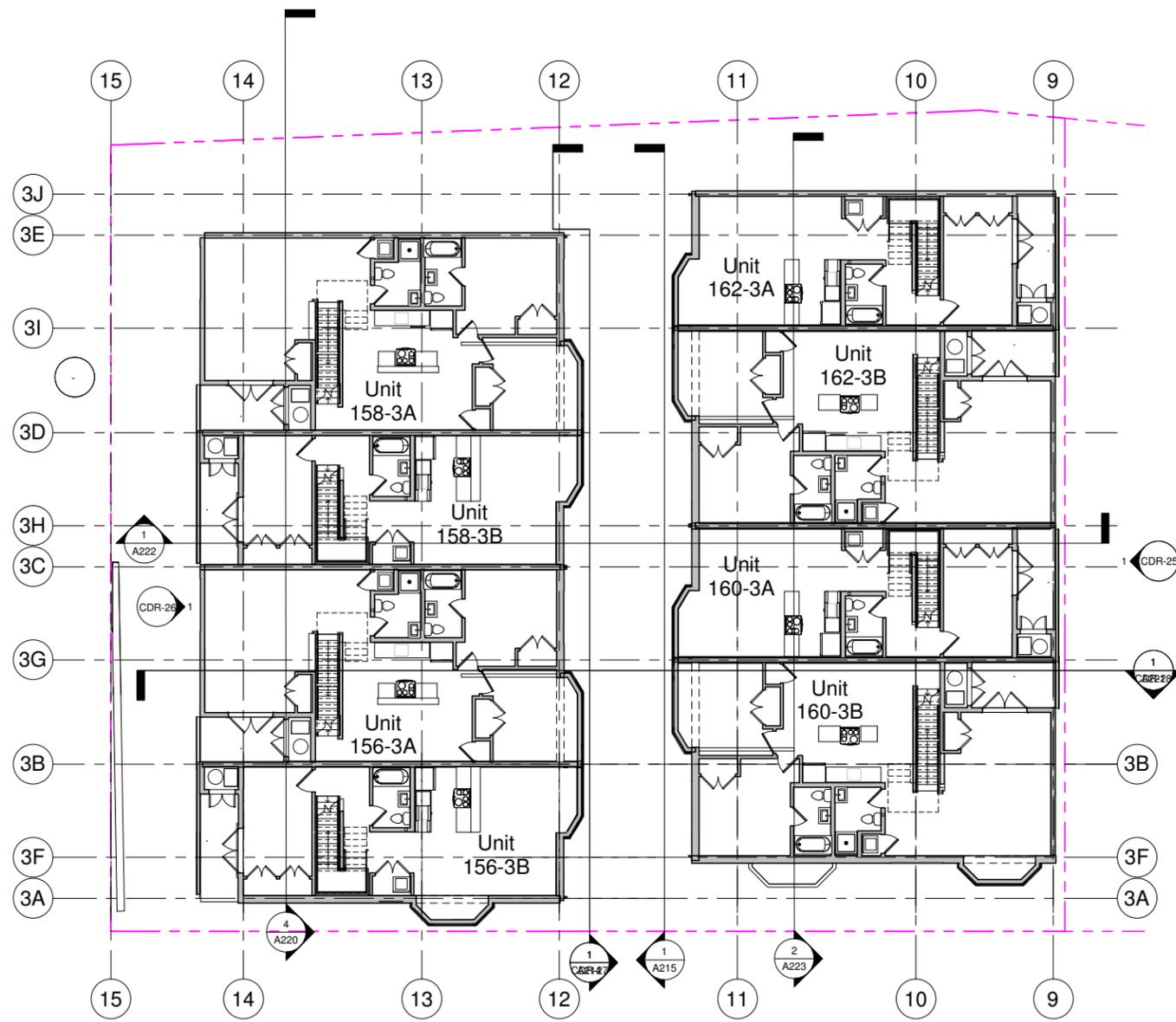
**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS

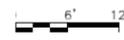


1  
1/A202 ConarroeNorth  
2nd Floor  
3/32" = 1'-0"

Scale: 0 6" 12"  
True North  
Project North

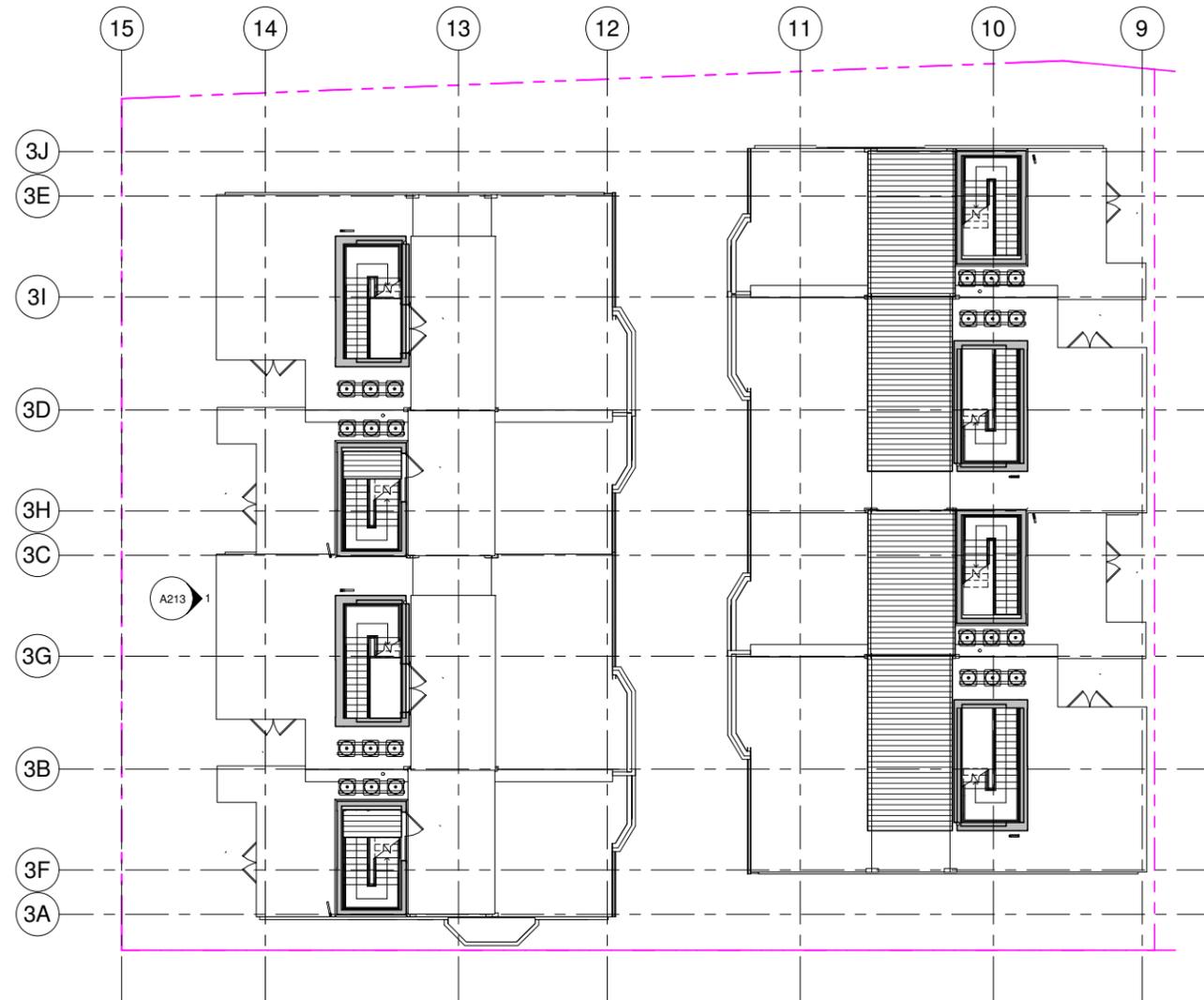
**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS



1/A203 Third Floor  
ConaroeNorth  
3/32" = 1'-0"  




NOTE:  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS

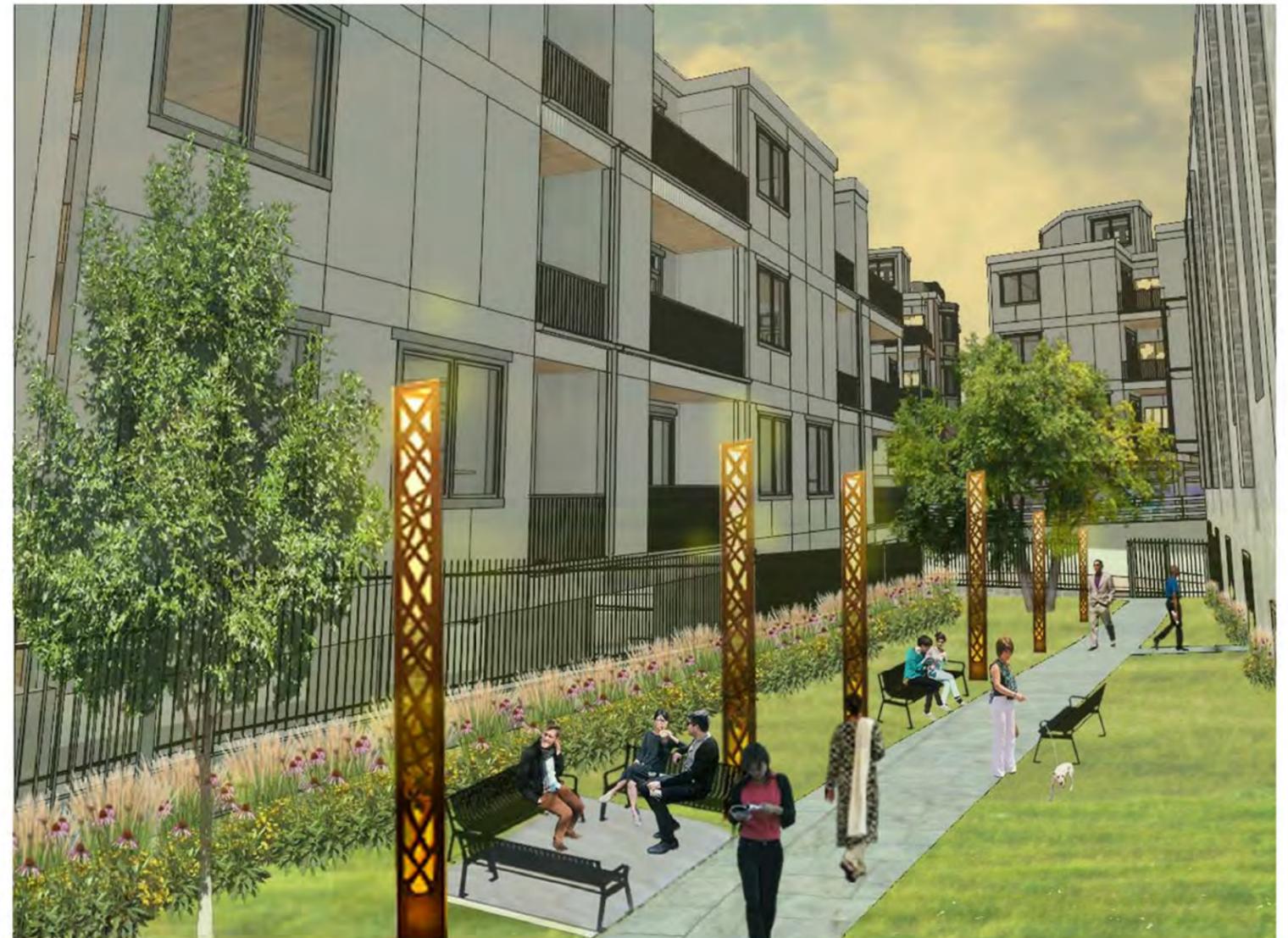


1 1/A204 Roof Deck  
ConnaroeNorth  
3/32" = 1'-0"   



ConarroeNorth and Church Yard

1





② Looking down Conarroe toward Conarroe South



③ Looking Up Grand Stairs

Church

ConarroeNorth east side



④ Looking from grand stair toward Church walkway

# Looking Down Conarroe toward North and South sides as well as back toward Carson

# ConarroSouth



① ConarroSouth Front  
Elevation  
3/32" = 1'-0"

# ConarroSouth



② ConarroSouth Rear  
Elevation  
1" = 10'-0"



1 ConarroeSouth - East Elevation  
3/16" = 1'-0"



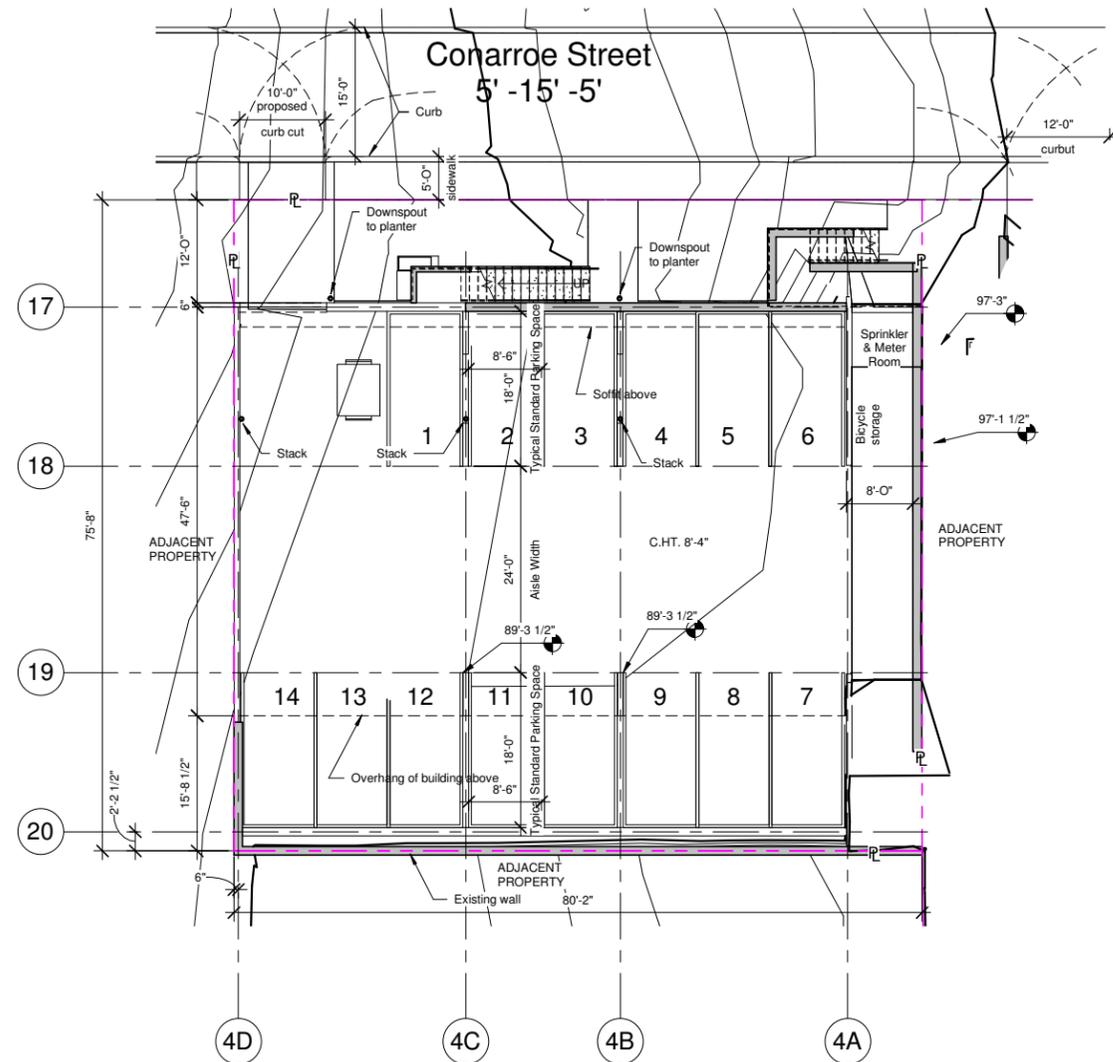
3 ConarroeSouth West Elevation  
3/16" = 1'-0"



Conarroe Street

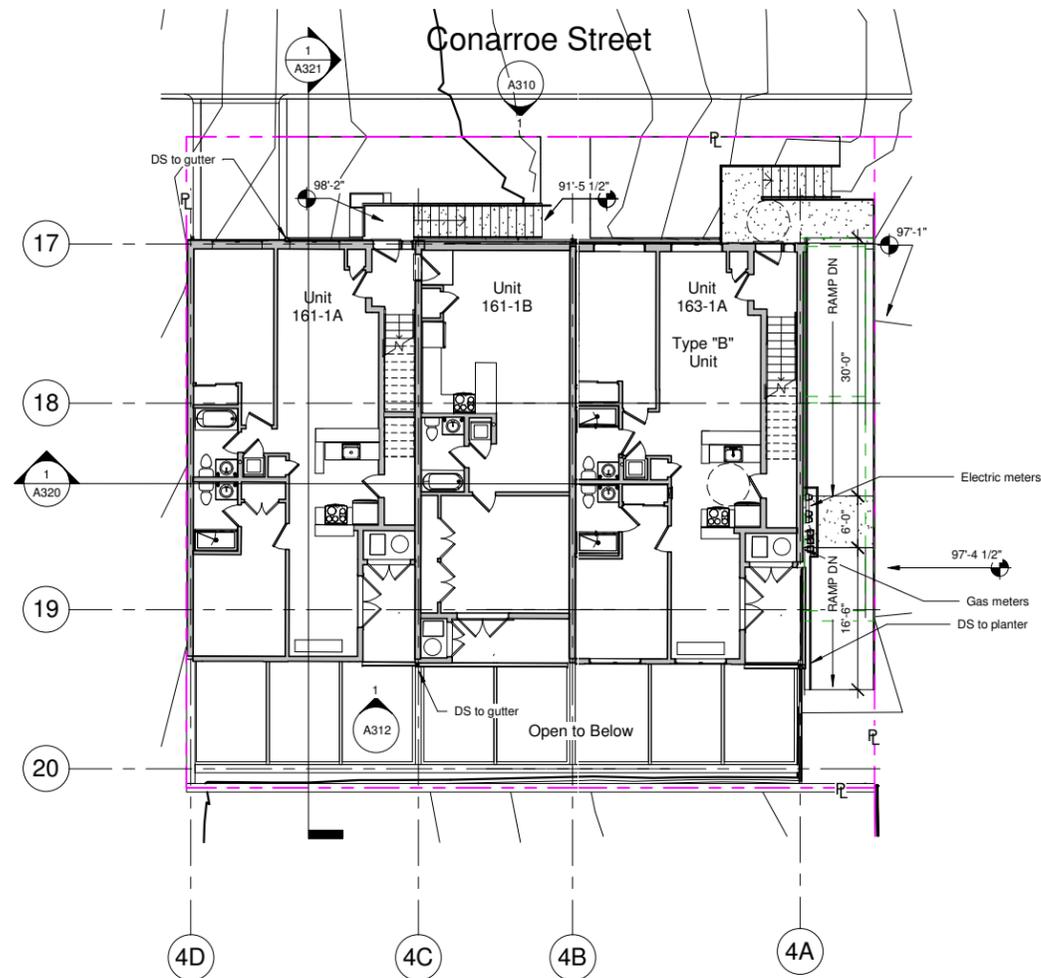
① ConarroeSouth Lateral  
Section  
3/16" = 1'-0"

# 161 Conarroe St.



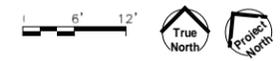
1/A300 - Parking  
ConarroeSouth  
3/32" = 1'-0"  
6' 12'  
True North  
Project North

A300 Series ConarroeSouth

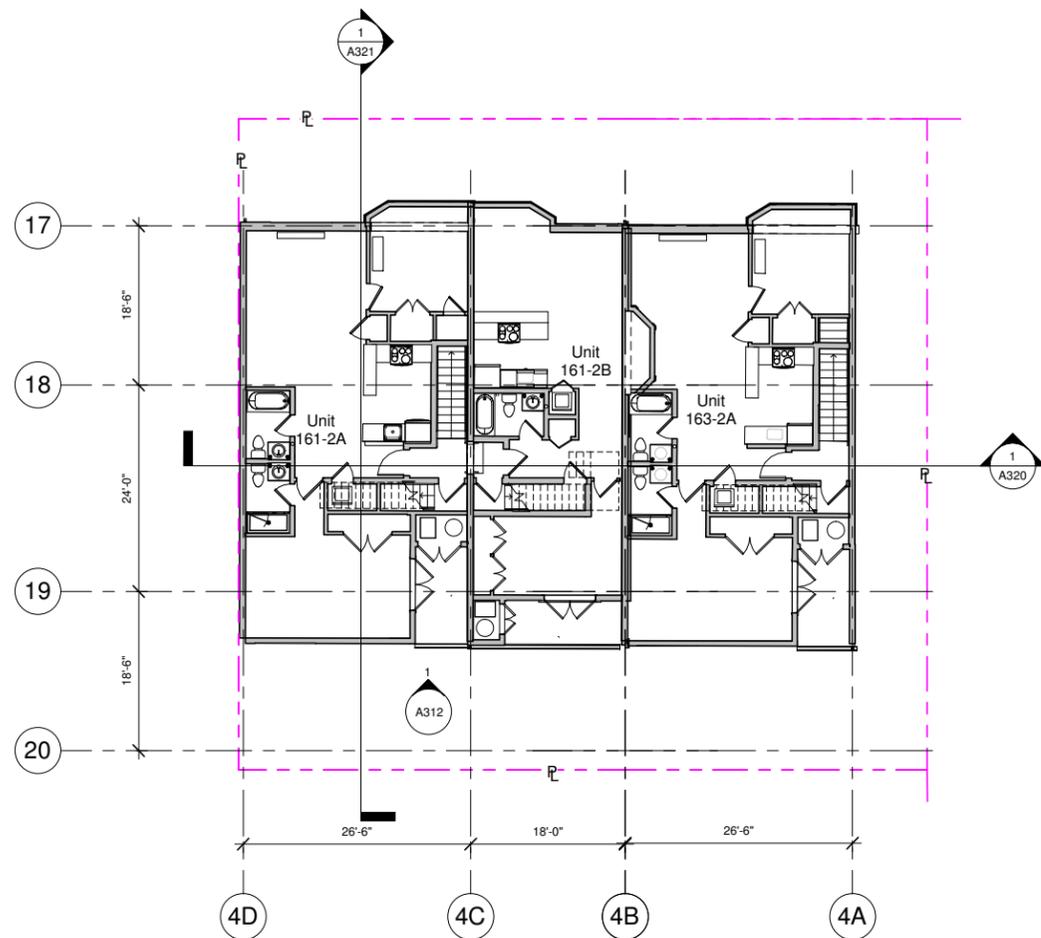


**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS

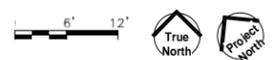
1/A301 First Floor  
ConarroeSouth  
3/32" = 1'-0"



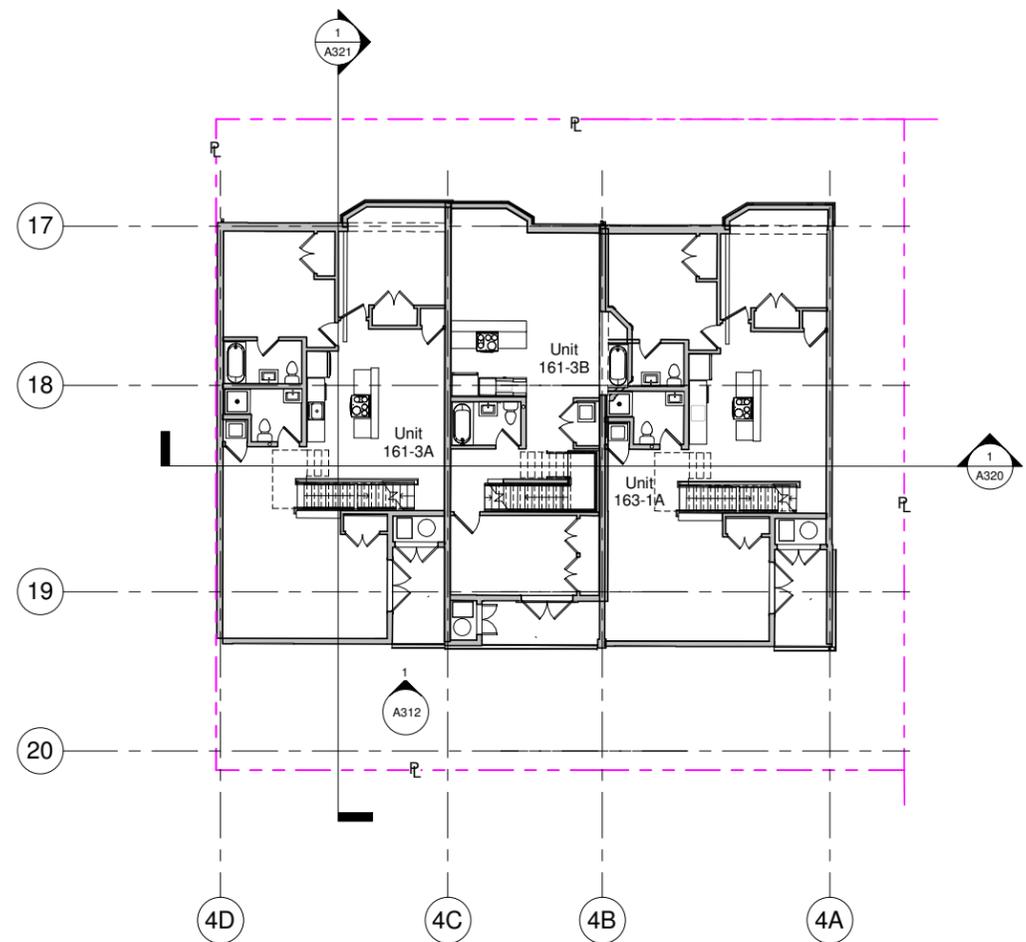
**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS



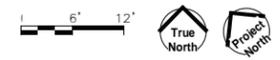
1/A302 - Second Floor  
ConarroSouth  
3/32" = 1'-0"



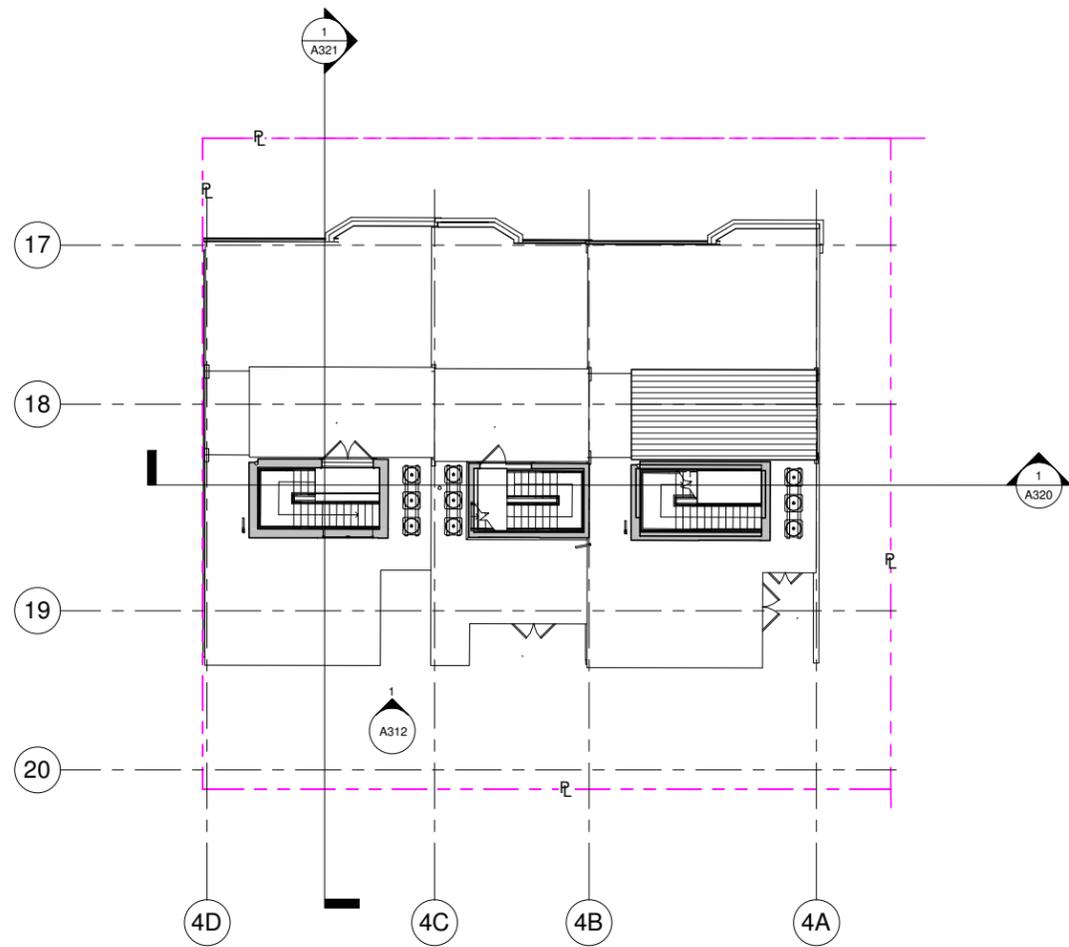
**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS



1/A303 Third Floor  
ConarroSouth  
3/32" = 1'-0"



**NOTE:**  
SEE A600 SERIES DRAWINGS  
FOR BUILDING DETAILS



1/A304 - Roof Deck  
ConarroeSouth  
3/32" = 1'-0"  
True North  
Project North



ConarroSouth

Looking toward  
Conarro from School  
walkway

1



Gay St.

Looking up Gay Street  
toward School

2



Looking down Gay  
Street rear school yard

4



View of School and  
Walkway from Gay  
Street

3



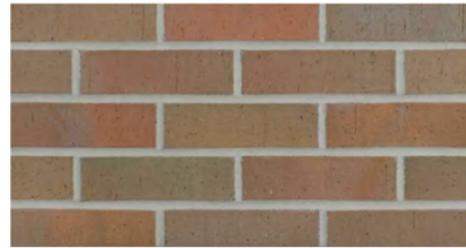
ConarroSouth

View toward Gay Street  
along School Walkway

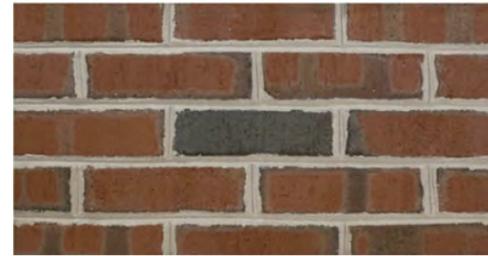
5



1 Metal - Cool gray



2 Brick



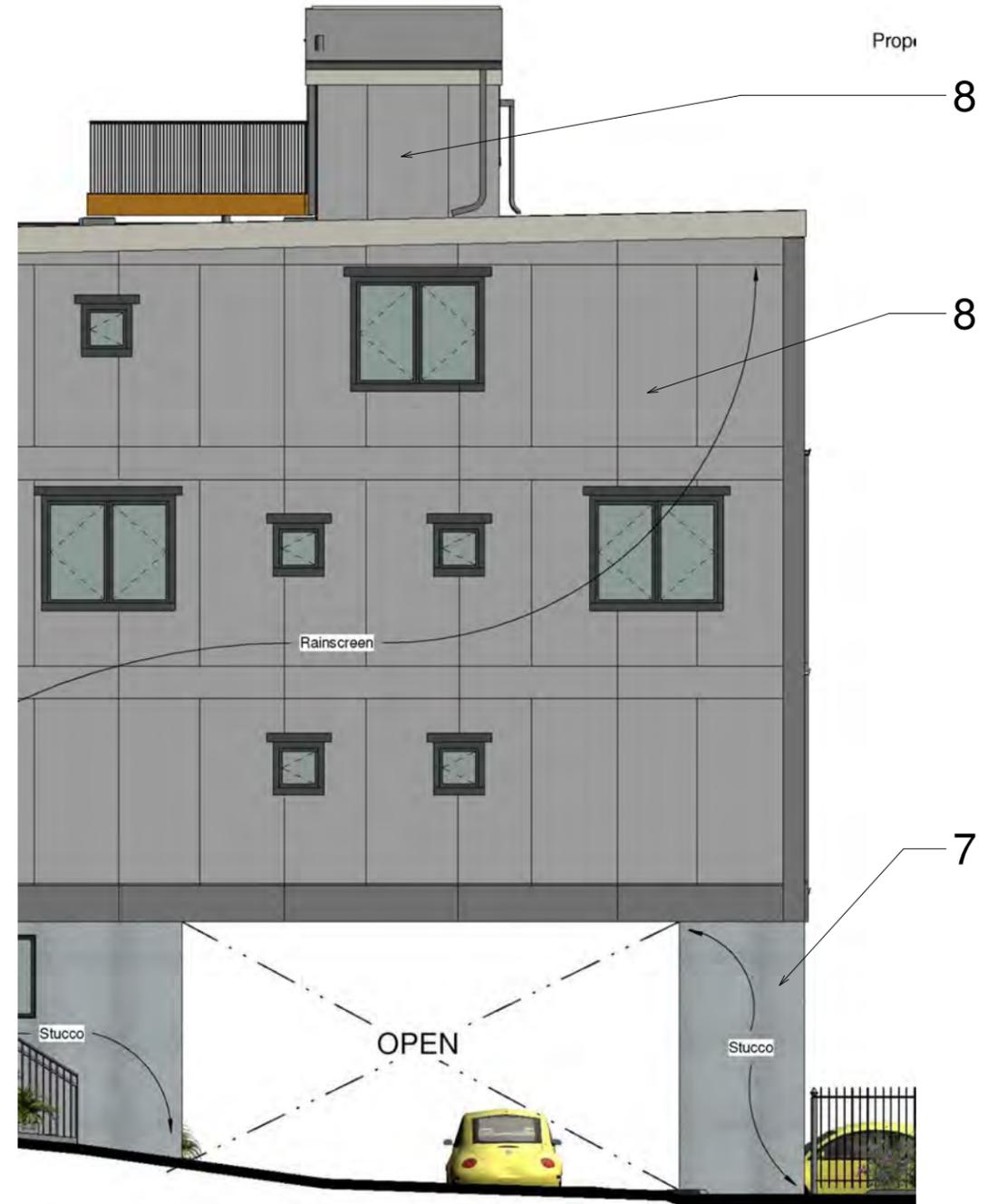
3 Brick



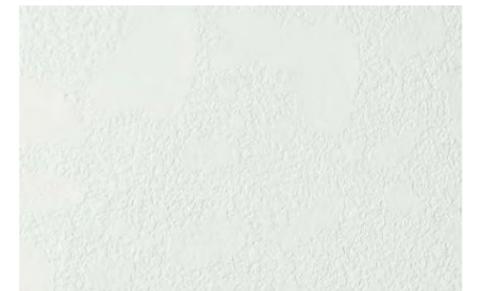
5 Limestone capping



6 Stone



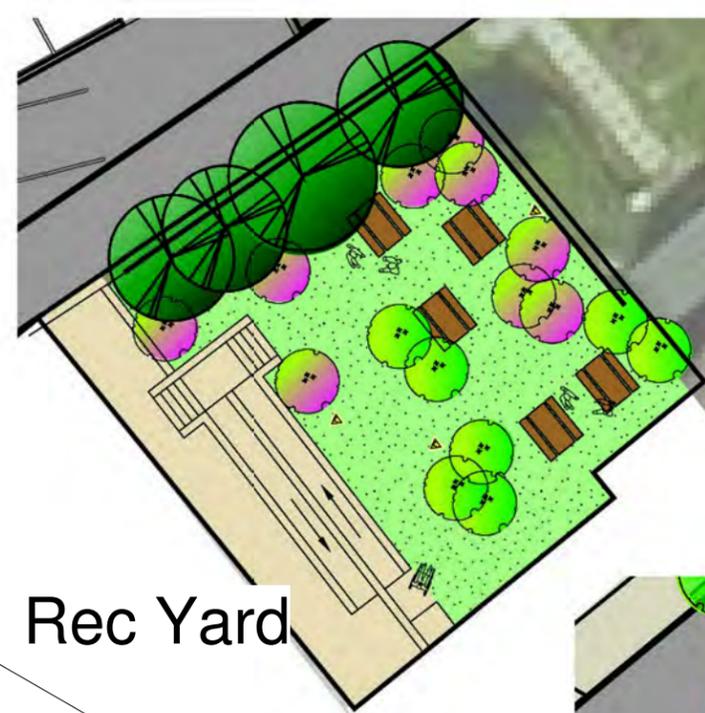
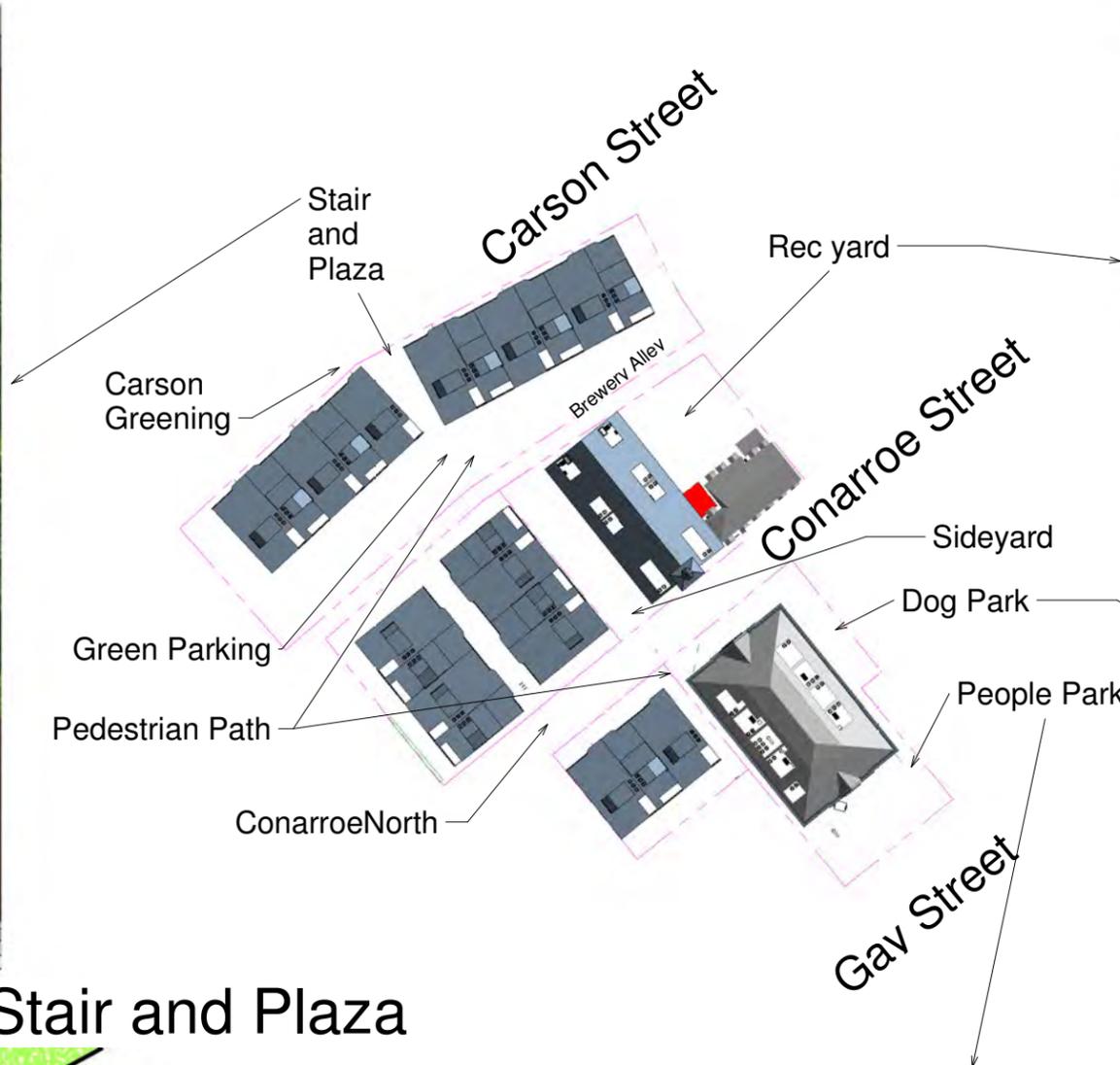
7 Stucco



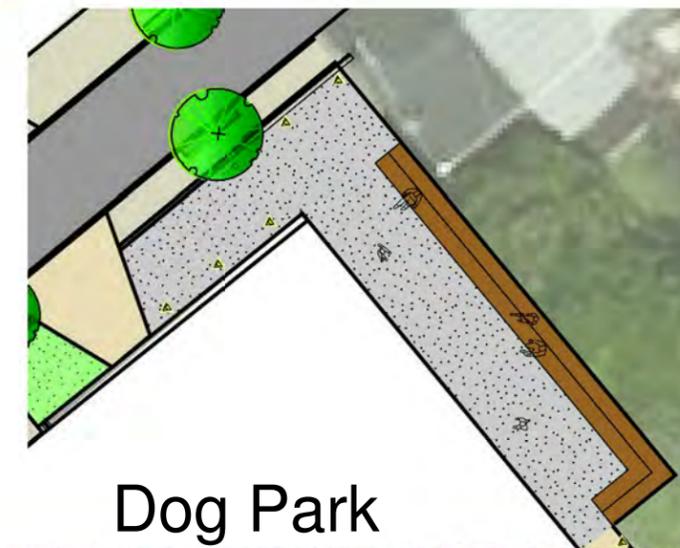
8 Rainscreen



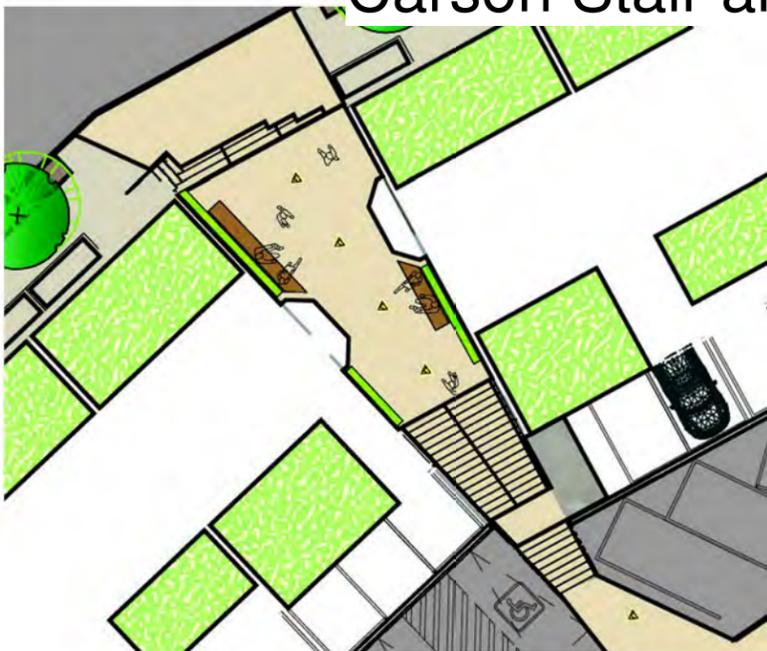
Carson Stair and Plaza



Rec Yard



Dog Park



People Park





View looking east at ConarroeNorth



View looking west at ConarroeSouth



Street and Planter Trees



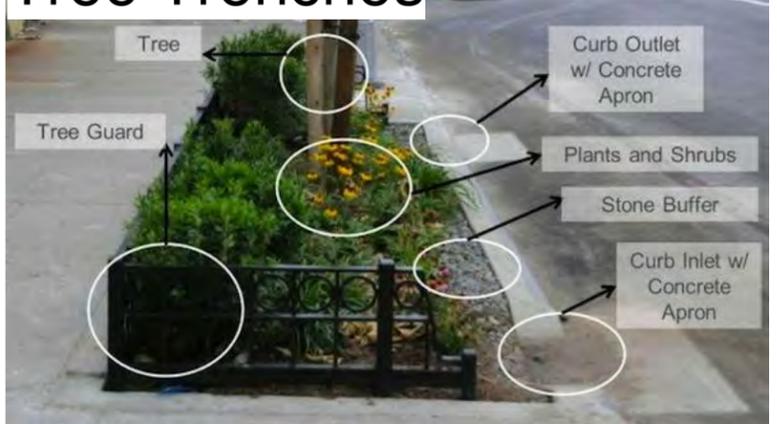
Green Walls



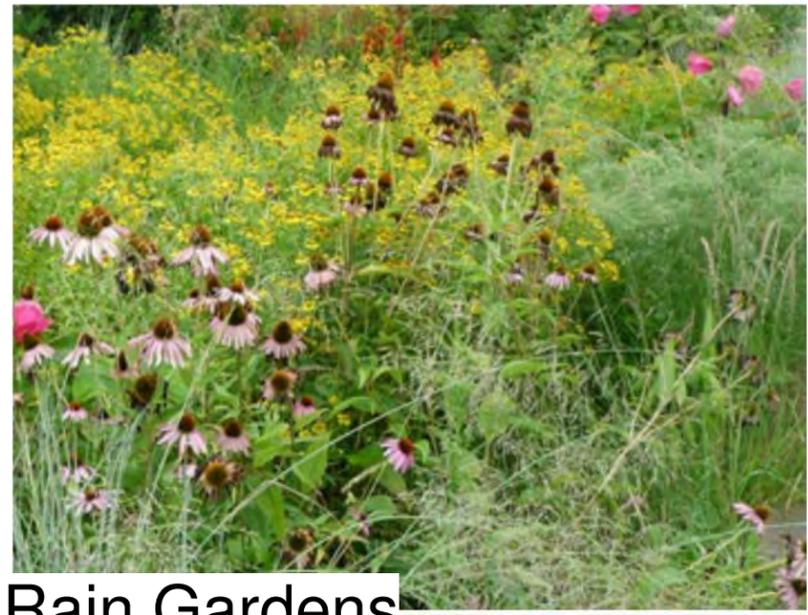
Green Roofs



Tree Trenches



Rain Gardens



Planters and Meter Covers



Possible Solar Roofs



Possible Solar Powered Site Lighting

Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
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**Location and Transportation**

Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. All functional entrances are within a ¼ mile of heavy rail (Septa Manayunk Train Station) and various bus routes.
Reduced Parking Footprint	All new parking areas to be located 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. Unenclosed or uncovered parking areas are 40% or less of the site area.
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. We have designated at least 5% of all parking spaces as preferred parking for green vehicles and have discussed possible locations for car share vehicles. We will clearly identify and enforce spaces for sole use by car share or green vehicles.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes. We want to incorporate a bike share station in coordination with and conformance to the standards of Indego Bike Share. This will be accessible to all users.

**Sustainable Sites**

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. It is presently planned that approximately 52% of the site will be open. Of this 30% or greater will be either vegetated or pervious. In addition, to fully address the storm water requirements, green roofs will be installed to reduce the impact of rainwater.
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 the PWD Stormwater Management Regulations	Yes. We fully intend to conform to the storm water requirements of the PWD.

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. We intend to install hardscapes that have a high reflectance and also intend to increase shading by trees and to add green roofs to help reduce the heat island effect.
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Philadelphia City Planning Commission

<b>Civic Design Review, Philadelphia</b>	<b>Sustainability Questionnaire</b>
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Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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<b>Water Efficiency</b>
-------------------------

Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. We intend to maintain most on-site vegetation without irrigation and to reduce the watering requirements for other vegetation where possible.
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<b>Energy and Atmosphere</b>
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Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	We intend that all energy related systems are installed, calibrated and perform as intended.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	Yes. The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Yes. We intend to Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. In particular, we hope to have all of the site lighting by powered by solar cells.

<b>Innovation</b>
-------------------

<p>Innovation</p>	<p>Any other sustainable measures that could positively impact the public realm.</p>	<p>Yes. In addition to the green and renewable energy items mentioned above, we have and intend to continue to discuss with SEPTA the provision of an adaptable local public transportation service that will allow better connections to shopping and regional transportation. We have also been talking with SEPTA about extending service to additional remote parking.</p> <p>As we want this development to be green and promote a healthy environment, we want to find ways to involve the occupants in the maintenance of our green spaces; in recycling, and in trash and utility use reduction as well as participate in our exercise and meeting facility in the basement of the Church building.</p> <p>Within the complex, we hope to offer active communications with management and with neighborhood special interest groups (greening, recycling, affordable transportation, active child and senior care, package drop-off, security, ride sharing, etc.).</p> <p>Within the units we are looking to incorporate smart Wi-Fi capable thermostats and lighting controls along with higher insulation as well as active ventilation for better energy conservation, reduction of greenhouse gases, and improved indoor air quality. In addition, we are looking at the incorporation of high efficiency heating and air-conditioning equipment and high efficiency appliances along with ceiling fans. All of these improvements will decrease the operating costs for the occupants and make their environments more comfortable.</p> <p>We are also looking at various ways to increase water conservation in the units by providing dual flush toilets and flow reduction faucets. We are really looking forward to</p>
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		<p>making this a truly green community.</p> <p>We want to build with reusable and sustainable natural materials and encourage worker productivity and creativity. For instance, we want to see how much of the existing demolition materials under the parking lot and from the existing buildings can be recycled on site. We want to encourage contractors to think about how best to organize and coordinate their work flows and detailed work on the site.</p> <p>We want the project to be reasonably dense and efficient to help protect our natural resources.</p> <p>We want to encourage sustainable living and work environments and a sense of community in all of our residents.</p> <p>We want to encourage the support for the local economy and for sustainable practices that benefit the entire neighborhood. We also want to support the respect for the History of the site and the neighborhood.</p> <p>We believe that good planning and good architecture is good for business; good for health of occupants and for the neighborhood, and we think that our tenants will demand a greater green intensity in their living, their neighborhood, and their city. Thus, we are looking to institute a management dedicated to overall sustainability.</p>
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Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
------------	-----------	---

**Location and Transportation**

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---	--	--

Philadelphia City Planning Commission

<b>Civic Design Review, Philadelphia</b>	<b>Sustainability Questionnaire</b>
--	-------------------------------------

Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
------------	-----------	--

<b>Water Efficiency</b>
-------------------------

Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. We intend to maintain most on-site vegetation without irrigation and to reduce the watering requirements for other vegetation where possible.
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<b>Energy and Atmosphere</b>
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Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	We intend that all energy related systems are installed, calibrated and perform as intended.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	Yes. The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Yes. We intend to Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. In particular, we hope to have all of the site lighting by powered by solar cells.

<b>Innovation</b>
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<p>Innovation</p>	<p>Any other sustainable measures that could positively impact the public realm.</p>	<p>Yes. In addition to the green and renewable energy items mentioned above, we have and intend to continue to discuss with SEPTA the provision of an adaptable local public transportation service that will allow better connections to shopping and regional transportation. We have also been talking with SEPTA about extending service to additional remote parking.</p> <p>As we want this development to be green and promote a healthy environment, we want to find ways to involve the occupants in the maintenance of our green spaces; in recycling, and in trash and utility use reduction as well as participate in our exercise and meeting facility in the basement of the Church building.</p> <p>Within the complex, we hope to offer active communications with management and with neighborhood special interest groups (greening, recycling, affordable transportation, active child and senior care, package drop-off, security, ride sharing, etc.).</p> <p>Within the units we are looking to incorporate smart Wi-Fi capable thermostats and lighting controls along with higher insulation as well as active ventilation for better energy conservation, reduction of greenhouse gases, and improved indoor air quality. In addition, we are looking at the incorporation of high efficiency heating and air-conditioning equipment and high efficiency appliances along with ceiling fans. All of these improvements will decrease the operating costs for the occupants and make their environments more comfortable.</p> <p>We are also looking at various ways to increase water conservation in the units by providing dual flush toilets and flow reduction faucets. We are really looking forward to</p>
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		<p>making this a truly green community.</p> <p>We want to build with reusable and sustainable natural materials and encourage worker productivity and creativity. For instance, we want to see how much of the existing demolition materials under the parking lot and from the existing buildings can be recycled on site. We want to encourage contractors to think about how best to organize and coordinate their work flows and detailed work on the site.</p> <p>We want the project to be reasonably dense and efficient to help protect our natural resources.</p> <p>We want to encourage sustainable living and work environments and a sense of community in all of our residents.</p> <p>We want to encourage the support for the local economy and for sustainable practices that benefit the entire neighborhood. We also want to support the respect for the History of the site and the neighborhood.</p> <p>We believe that good planning and good architecture is good for business; good for health of occupants and for the neighborhood, and we think that our tenants will demand a greater green intensity in their living, their neighborhood, and their city. Thus, we are looking to institute a management dedicated to overall sustainability.</p>
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Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
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**Location and Transportation**

Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. All functional entrances are within a ¼ mile of heavy rail (Septa Manayunk Train Station) and various bus routes.
Reduced Parking Footprint	All new parking areas to be located 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. Unenclosed or uncovered parking areas are 40% or less of the site area.
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. We have designated at least 5% of all parking spaces as preferred parking for green vehicles and have discussed possible locations for car share vehicles. We will clearly identify and enforce spaces for sole use by car share or green vehicles.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes. We want to incorporate a bike share station in coordination with and conformance to the standards of Indego Bike Share. This will be accessible to all users.

**Sustainable Sites**

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. It is presently planned that approximately 52% of the site will be open. Of this 30% or greater will be either vegetated or pervious. In addition, to fully address the storm water requirements, green roofs will be installed to reduce the impact of rainwater.
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 the PWD Stormwater Management Regulations	Yes. We fully intend to conform to the storm water requirements of the PWD.

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. We intend to install hardscapes that have a high reflectance and also intend to increase shading by trees and to add green roofs to help reduce the heat island effect.
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Philadelphia City Planning Commission

<b>Civic Design Review, Philadelphia</b>	<b>Sustainability Questionnaire</b>
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Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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<b>Water Efficiency</b>
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Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. We intend to maintain most on-site vegetation without irrigation and to reduce the watering requirements for other vegetation where possible.
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<b>Energy and Atmosphere</b>
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Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	We intend that all energy related systems are installed, calibrated and perform as intended.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	Yes. The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.
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<b>Innovation</b>
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<p>Innovation</p>	<p>Any other sustainable measures that could positively impact the public realm.</p>	<p>Yes. In addition to the green and renewable energy items mentioned above, we have and intend to continue to discuss with SEPTA the provision of an adaptable local public transportation service that will allow better connections to shopping and regional transportation. We have also been talking with SEPTA about extending service to additional remote parking.</p> <p>As we want this development to be green and promote a healthy environment, we want to find ways to involve the occupants in the maintenance of our green spaces; in recycling, and in trash and utility use reduction as well as participate in our exercise and meeting facility in the basement of the Church building.</p> <p>Within the complex, we hope to offer active communications with management and with neighborhood special interest groups (greening, recycling, affordable transportation, active child and senior care, package drop-off, security, ride sharing, etc.).</p> <p>Within the units we are looking to incorporate smart Wi-Fi capable thermostats and lighting controls along with higher insulation as well as active ventilation for better energy conservation, reduction of greenhouse gases, and improved indoor air quality. In addition, we are looking at the incorporation of high efficiency heating and air-conditioning equipment and high efficiency appliances along with ceiling fans. All of these improvements will decrease the operating costs for the occupants and make their environments more comfortable.</p> <p>We are also looking at various ways to increase water conservation in the units by providing dual flush toilets and flow reduction faucets. We are really looking forward to</p>
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Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
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**Location and Transportation**

Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. All functional entrances are within a ¼ mile of heavy rail (Septa Manayunk Train Station) and various bus routes.
Reduced Parking Footprint	All new parking areas to be located 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. Unenclosed or uncovered parking areas are 40% or less of the site area.
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. We have designated at least 5% of all parking spaces as preferred parking for green vehicles and have discussed possible locations for car share vehicles. We will clearly identify and enforce spaces for sole use by car share or green vehicles.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes. We want to incorporate a bike share station in coordination with and conformance to the standards of Indego Bike Share. This will be accessible to all users.

**Sustainable Sites**

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. It is presently planned that approximately 52% of the site will be open. Of this 30% or greater will be either vegetated or pervious. In addition, to fully address the storm water requirements, green roofs will be installed to reduce the impact of rainwater.
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 the PWD Stormwater Management Regulations	Yes. We fully intend to conform to the storm water requirements of the PWD.

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. We intend to install hardscapes that have a high reflectance and also intend to increase shading by trees and to add green roofs to help reduce the heat island effect.
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Philadelphia City Planning Commission

<b>Civic Design Review, Philadelphia</b>	<b>Sustainability Questionnaire</b>
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Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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<b>Water Efficiency</b>
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Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. We intend to maintain most on-site vegetation without irrigation and to reduce the watering requirements for other vegetation where possible.
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<b>Energy and Atmosphere</b>
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Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	We intend that all energy related systems are installed, calibrated and perform as intended.
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<b>Innovation</b>
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<p>Innovation</p>	<p>Any other sustainable measures that could positively impact the public realm.</p>	<p>Yes. In addition to the green and renewable energy items mentioned above, we have and intend to continue to discuss with SEPTA the provision of an adaptable local public transportation service that will allow better connections to shopping and regional transportation. We have also been talking with SEPTA about extending service to additional remote parking.</p> <p>As we want this development to be green and promote a healthy environment, we want to find ways to involve the occupants in the maintenance of our green spaces; in recycling, and in trash and utility use reduction as well as participate in our exercise and meeting facility in the basement of the Church building.</p> <p>Within the complex, we hope to offer active communications with management and with neighborhood special interest groups (greening, recycling, affordable transportation, active child and senior care, package drop-off, security, ride sharing, etc.).</p> <p>Within the units we are looking to incorporate smart Wi-Fi capable thermostats and lighting controls along with higher insulation as well as active ventilation for better energy conservation, reduction of greenhouse gases, and improved indoor air quality. In addition, we are looking at the incorporation of high efficiency heating and air-conditioning equipment and high efficiency appliances along with ceiling fans. All of these improvements will decrease the operating costs for the occupants and make their environments more comfortable.</p> <p>We are also looking at various ways to increase water conservation in the units by providing dual flush toilets and flow reduction faucets. We are really looking forward to</p>
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Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
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**Location and Transportation**

Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. All functional entrances are within a ¼ mile of heavy rail (Septa Manayunk Train Station) and various bus routes.
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**Sustainable Sites**

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. It is presently planned that approximately 52% of the site will be open. Of this 30% or greater will be either vegetated or pervious. In addition, to fully address the storm water requirements, green roofs will be installed to reduce the impact of rainwater.
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 the PWD Stormwater Management Regulations	Yes. We fully intend to conform to the storm water requirements of the PWD.

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Philadelphia City Planning Commission

<b>Civic Design Review, Philadelphia</b>	<b>Sustainability Questionnaire</b>
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Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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<b>Water Efficiency</b>
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Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. We intend to maintain most on-site vegetation without irrigation and to reduce the watering requirements for other vegetation where possible.
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<b>Energy and Atmosphere</b>
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Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	We intend that all energy related systems are installed, calibrated and perform as intended.
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<b>Innovation</b>
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<p>Innovation</p>	<p>Any other sustainable measures that could positively impact the public realm.</p>	<p>Yes. In addition to the green and renewable energy items mentioned above, we have and intend to continue to discuss with SEPTA the provision of an adaptable local public transportation service that will allow better connections to shopping and regional transportation. We have also been talking with SEPTA about extending service to additional remote parking.</p> <p>As we want this development to be green and promote a healthy environment, we want to find ways to involve the occupants in the maintenance of our green spaces; in recycling, and in trash and utility use reduction as well as participate in our exercise and meeting facility in the basement of the Church building.</p> <p>Within the complex, we hope to offer active communications with management and with neighborhood special interest groups (greening, recycling, affordable transportation, active child and senior care, package drop-off, security, ride sharing, etc.).</p> <p>Within the units we are looking to incorporate smart Wi-Fi capable thermostats and lighting controls along with higher insulation as well as active ventilation for better energy conservation, reduction of greenhouse gases, and improved indoor air quality. In addition, we are looking at the incorporation of high efficiency heating and air-conditioning equipment and high efficiency appliances along with ceiling fans. All of these improvements will decrease the operating costs for the occupants and make their environments more comfortable.</p> <p>We are also looking at various ways to increase water conservation in the units by providing dual flush toilets and flow reduction faucets. We are really looking forward to</p>
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**Location and Transportation**

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Philadelphia City Planning Commission

<b>Civic Design Review, Philadelphia</b>	<b>Sustainability Questionnaire</b>
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Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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<b>Water Efficiency</b>
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<b>Innovation</b>
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Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
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**Location and Transportation**

Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. All functional entrances are within a ¼ mile of heavy rail (Septa Manayunk Train Station) and various bus routes.
Reduced Parking Footprint	All new parking areas to be located 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. Unenclosed or uncovered parking areas are 40% or less of the site area.
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. We have designated at least 5% of all parking spaces as preferred parking for green vehicles and have discussed possible locations for car share vehicles. We will clearly identify and enforce spaces for sole use by car share or green vehicles.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes. We want to incorporate a bike share station in coordination with and conformance to the standards of Indego Bike Share. This will be accessible to all users.

**Sustainable Sites**

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. It is presently planned that approximately 52% of the site will be open. Of this 30% or greater will be either vegetated or pervious. In addition, to fully address the storm water requirements, green roofs will be installed to reduce the impact of rainwater.
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 the PWD Stormwater Management Regulations	Yes. We fully intend to conform to the storm water requirements of the PWD.

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. We intend to install hardscapes that have a high reflectance and also intend to increase shading by trees and to add green roofs to help reduce the heat island effect.
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Philadelphia City Planning Commission

<b>Civic Design Review, Philadelphia</b>	<b>Sustainability Questionnaire</b>
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Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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<b>Water Efficiency</b>
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Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. We intend to maintain most on-site vegetation without irrigation and to reduce the watering requirements for other vegetation where possible.
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<b>Energy and Atmosphere</b>
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Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	We intend that all energy related systems are installed, calibrated and perform as intended.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	Yes. The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Yes. We intend to Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. In particular, we hope to have all of the site lighting by powered by solar cells.

<b>Innovation</b>
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<p>Innovation</p>	<p>Any other sustainable measures that could positively impact the public realm.</p>	<p>Yes. In addition to the green and renewable energy items mentioned above, we have and intend to continue to discuss with SEPTA the provision of an adaptable local public transportation service that will allow better connections to shopping and regional transportation. We have also been talking with SEPTA about extending service to additional remote parking.</p> <p>As we want this development to be green and promote a healthy environment, we want to find ways to involve the occupants in the maintenance of our green spaces; in recycling, and in trash and utility use reduction as well as participate in our exercise and meeting facility in the basement of the Church building.</p> <p>Within the complex, we hope to offer active communications with management and with neighborhood special interest groups (greening, recycling, affordable transportation, active child and senior care, package drop-off, security, ride sharing, etc.).</p> <p>Within the units we are looking to incorporate smart Wi-Fi capable thermostats and lighting controls along with higher insulation as well as active ventilation for better energy conservation, reduction of greenhouse gases, and improved indoor air quality. In addition, we are looking at the incorporation of high efficiency heating and air-conditioning equipment and high efficiency appliances along with ceiling fans. All of these improvements will decrease the operating costs for the occupants and make their environments more comfortable.</p> <p>We are also looking at various ways to increase water conservation in the units by providing dual flush toilets and flow reduction faucets. We are really looking forward to</p>
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		<p>making this a truly green community.</p> <p>We want to build with reusable and sustainable natural materials and encourage worker productivity and creativity. For instance, we want to see how much of the existing demolition materials under the parking lot and from the existing buildings can be recycled on site. We want to encourage contractors to think about how best to organize and coordinate their work flows and detailed work on the site.</p> <p>We want the project to be reasonably dense and efficient to help protect our natural resources.</p> <p>We want to encourage sustainable living and work environments and a sense of community in all of our residents.</p> <p>We want to encourage the support for the local economy and for sustainable practices that benefit the entire neighborhood. We also want to support the respect for the History of the site and the neighborhood.</p> <p>We believe that good planning and good architecture is good for business; good for health of occupants and for the neighborhood, and we think that our tenants will demand a greater green intensity in their living, their neighborhood, and their city. Thus, we are looking to institute a management dedicated to overall sustainability.</p>
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Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
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**Location and Transportation**

Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. All functional entrances are within a ¼ mile of heavy rail (Septa Manayunk Train Station) and various bus routes.
Reduced Parking Footprint	All new parking areas to be located 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. Unenclosed or uncovered parking areas are 40% or less of the site area.
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. We have designated at least 5% of all parking spaces as preferred parking for green vehicles and have discussed possible locations for car share vehicles. We will clearly identify and enforce spaces for sole use by car share or green vehicles.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes. We want to incorporate a bike share station in coordination with and conformance to the standards of Indego Bike Share. This will be accessible to all users.

**Sustainable Sites**

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. It is presently planned that approximately 52% of the site will be open. Of this 30% or greater will be either vegetated or pervious. In addition, to fully address the storm water requirements, green roofs will be installed to reduce the impact of rainwater.
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 the PWD Stormwater Management Regulations	Yes. We fully intend to conform to the storm water requirements of the PWD.

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. We intend to install hardscapes that have a high reflectance and also intend to increase shading by trees and to add green roofs to help reduce the heat island effect.
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Philadelphia City Planning Commission

<b>Civic Design Review, Philadelphia</b>	<b>Sustainability Questionnaire</b>
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Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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<b>Water Efficiency</b>
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Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. We intend to maintain most on-site vegetation without irrigation and to reduce the watering requirements for other vegetation where possible.
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<b>Energy and Atmosphere</b>
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Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	We intend that all energy related systems are installed, calibrated and perform as intended.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	Yes. The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Yes. We intend to Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. In particular, we hope to have all of the site lighting by powered by solar cells.

<b>Innovation</b>
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<p>Innovation</p>	<p>Any other sustainable measures that could positively impact the public realm.</p>	<p>Yes. In addition to the green and renewable energy items mentioned above, we have and intend to continue to discuss with SEPTA the provision of an adaptable local public transportation service that will allow better connections to shopping and regional transportation. We have also been talking with SEPTA about extending service to additional remote parking.</p> <p>As we want this development to be green and promote a healthy environment, we want to find ways to involve the occupants in the maintenance of our green spaces; in recycling, and in trash and utility use reduction as well as participate in our exercise and meeting facility in the basement of the Church building.</p> <p>Within the complex, we hope to offer active communications with management and with neighborhood special interest groups (greening, recycling, affordable transportation, active child and senior care, package drop-off, security, ride sharing, etc.).</p> <p>Within the units we are looking to incorporate smart Wi-Fi capable thermostats and lighting controls along with higher insulation as well as active ventilation for better energy conservation, reduction of greenhouse gases, and improved indoor air quality. In addition, we are looking at the incorporation of high efficiency heating and air-conditioning equipment and high efficiency appliances along with ceiling fans. All of these improvements will decrease the operating costs for the occupants and make their environments more comfortable.</p> <p>We are also looking at various ways to increase water conservation in the units by providing dual flush toilets and flow reduction faucets. We are really looking forward to</p>
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Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
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**Location and Transportation**

Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. All functional entrances are within a ¼ mile of heavy rail (Septa Manayunk Train Station) and various bus routes.
Reduced Parking Footprint	All new parking areas to be located 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. Unenclosed or uncovered parking areas are 40% or less of the site area.
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**Sustainable Sites**

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. It is presently planned that approximately 52% of the site will be open. Of this 30% or greater will be either vegetated or pervious. In addition, to fully address the storm water requirements, green roofs will be installed to reduce the impact of rainwater.
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 the PWD Stormwater Management Regulations	Yes. We fully intend to conform to the storm water requirements of the PWD.

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. We intend to install hardscapes that have a high reflectance and also intend to increase shading by trees and to add green roofs to help reduce the heat island effect.
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Philadelphia City Planning Commission

<b>Civic Design Review, Philadelphia</b>	<b>Sustainability Questionnaire</b>
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Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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<b>Water Efficiency</b>
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Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. We intend to maintain most on-site vegetation without irrigation and to reduce the watering requirements for other vegetation where possible.
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<b>Energy and Atmosphere</b>
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Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	We intend that all energy related systems are installed, calibrated and perform as intended.
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<b>Innovation</b>
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<p>Innovation</p>	<p>Any other sustainable measures that could positively impact the public realm.</p>	<p>Yes. In addition to the green and renewable energy items mentioned above, we have and intend to continue to discuss with SEPTA the provision of an adaptable local public transportation service that will allow better connections to shopping and regional transportation. We have also been talking with SEPTA about extending service to additional remote parking.</p> <p>As we want this development to be green and promote a healthy environment, we want to find ways to involve the occupants in the maintenance of our green spaces; in recycling, and in trash and utility use reduction as well as participate in our exercise and meeting facility in the basement of the Church building.</p> <p>Within the complex, we hope to offer active communications with management and with neighborhood special interest groups (greening, recycling, affordable transportation, active child and senior care, package drop-off, security, ride sharing, etc.).</p> <p>Within the units we are looking to incorporate smart Wi-Fi capable thermostats and lighting controls along with higher insulation as well as active ventilation for better energy conservation, reduction of greenhouse gases, and improved indoor air quality. In addition, we are looking at the incorporation of high efficiency heating and air-conditioning equipment and high efficiency appliances along with ceiling fans. All of these improvements will decrease the operating costs for the occupants and make their environments more comfortable.</p> <p>We are also looking at various ways to increase water conservation in the units by providing dual flush toilets and flow reduction faucets. We are really looking forward to</p>
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Categories	Benchmark	<b>Meets or Exceeds the Benchmark (yes or no)?</b> If yes, please describe how or reference the applicable document in the CDR submission.
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**Location and Transportation**

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Philadelphia City Planning Commission

<b>Civic Design Review, Philadelphia</b>	<b>Sustainability Questionnaire</b>
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Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.
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<b>Water Efficiency</b>
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Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. We intend to maintain most on-site vegetation without irrigation and to reduce the watering requirements for other vegetation where possible.
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<b>Energy and Atmosphere</b>
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<b>Innovation</b>
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<p>Innovation</p>	<p>Any other sustainable measures that could positively impact the public realm.</p>	<p>Yes. In addition to the green and renewable energy items mentioned above, we have and intend to continue to discuss with SEPTA the provision of an adaptable local public transportation service that will allow better connections to shopping and regional transportation. We have also been talking with SEPTA about extending service to additional remote parking.</p> <p>As we want this development to be green and promote a healthy environment, we want to find ways to involve the occupants in the maintenance of our green spaces; in recycling, and in trash and utility use reduction as well as participate in our exercise and meeting facility in the basement of the Church building.</p> <p>Within the complex, we hope to offer active communications with management and with neighborhood special interest groups (greening, recycling, affordable transportation, active child and senior care, package drop-off, security, ride sharing, etc.).</p> <p>Within the units we are looking to incorporate smart Wi-Fi capable thermostats and lighting controls along with higher insulation as well as active ventilation for better energy conservation, reduction of greenhouse gases, and improved indoor air quality. In addition, we are looking at the incorporation of high efficiency heating and air-conditioning equipment and high efficiency appliances along with ceiling fans. All of these improvements will decrease the operating costs for the occupants and make their environments more comfortable.</p> <p>We are also looking at various ways to increase water conservation in the units by providing dual flush toilets and flow reduction faucets. We are really looking forward to</p>
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