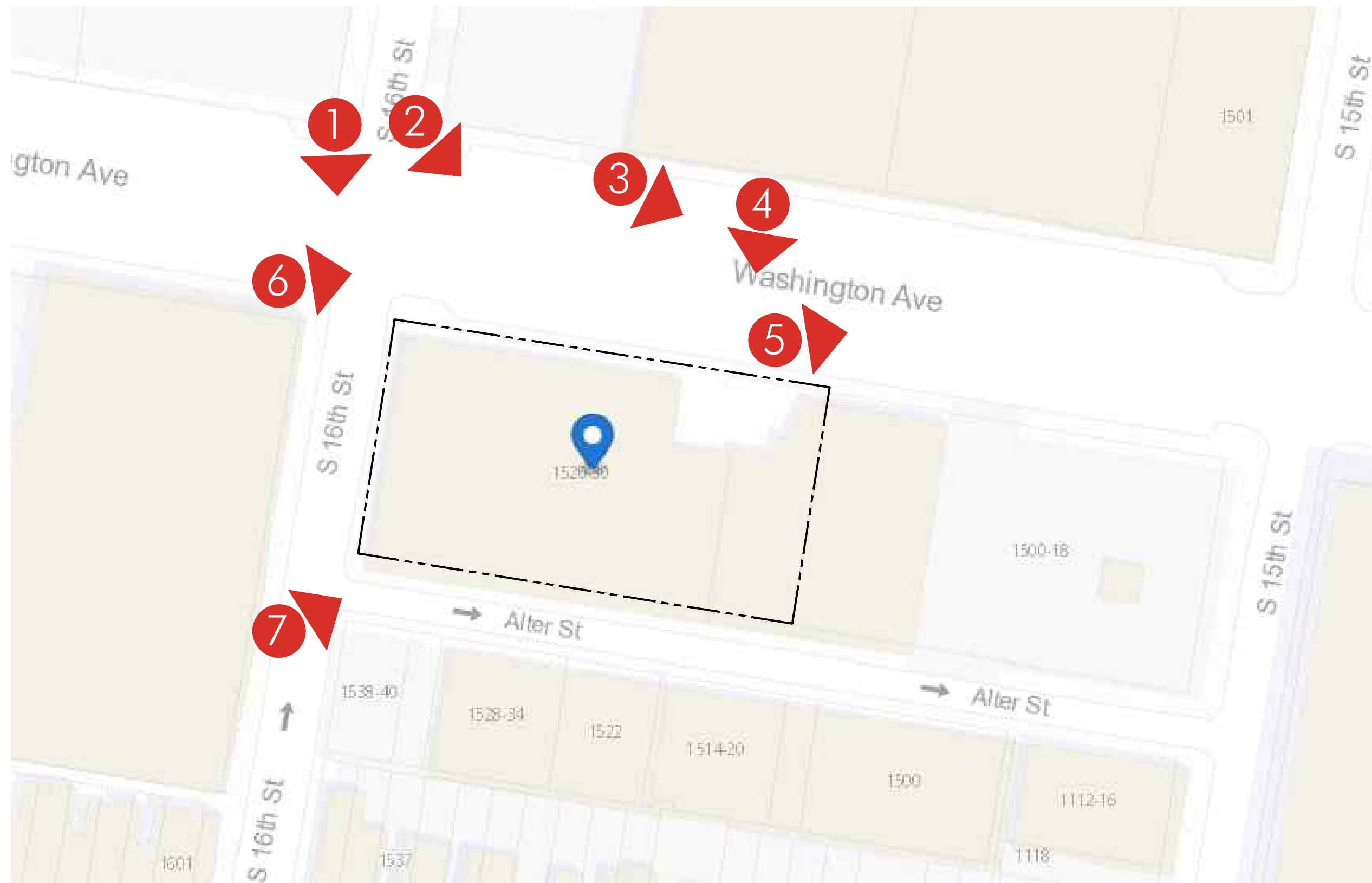


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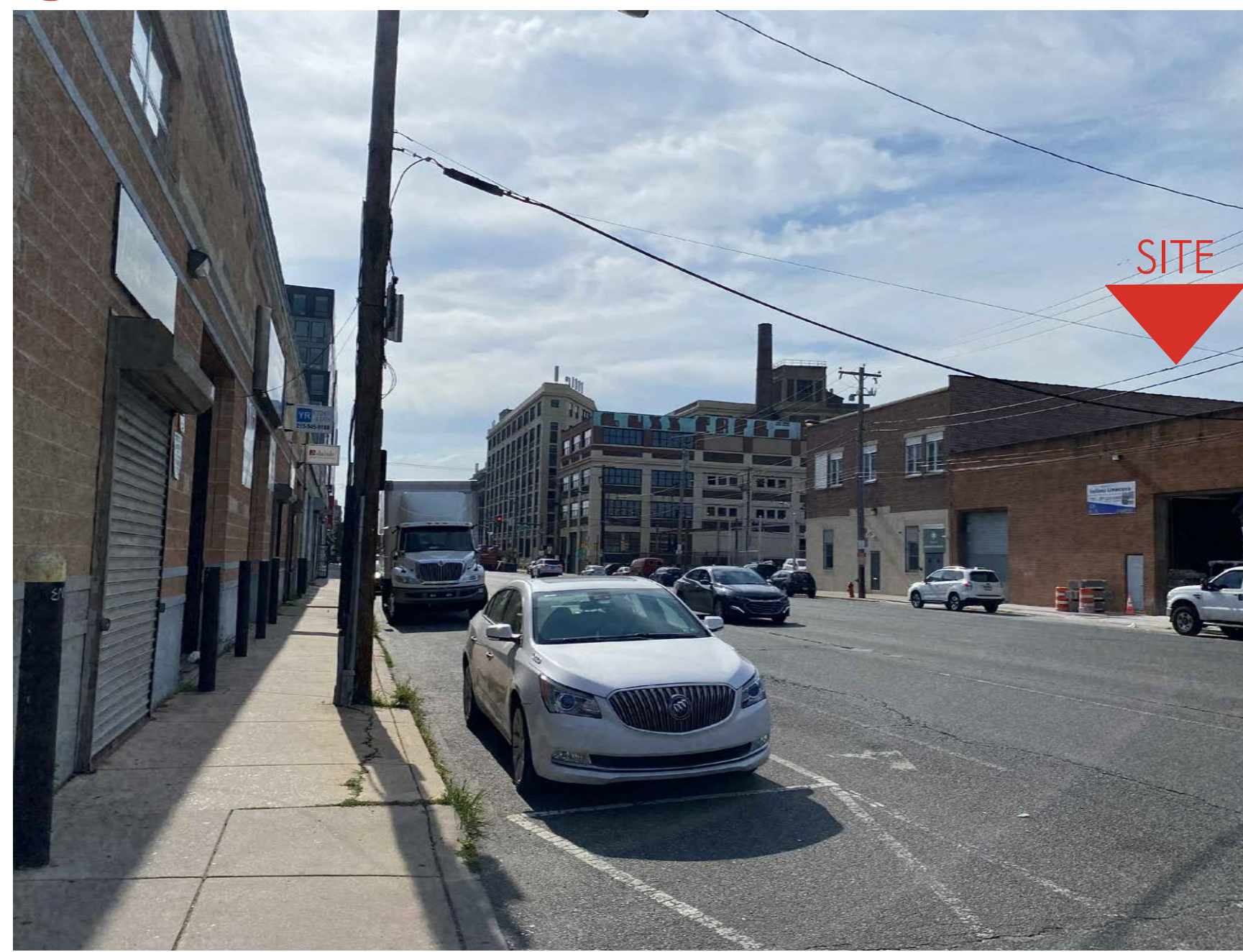
AERIAL VIEW



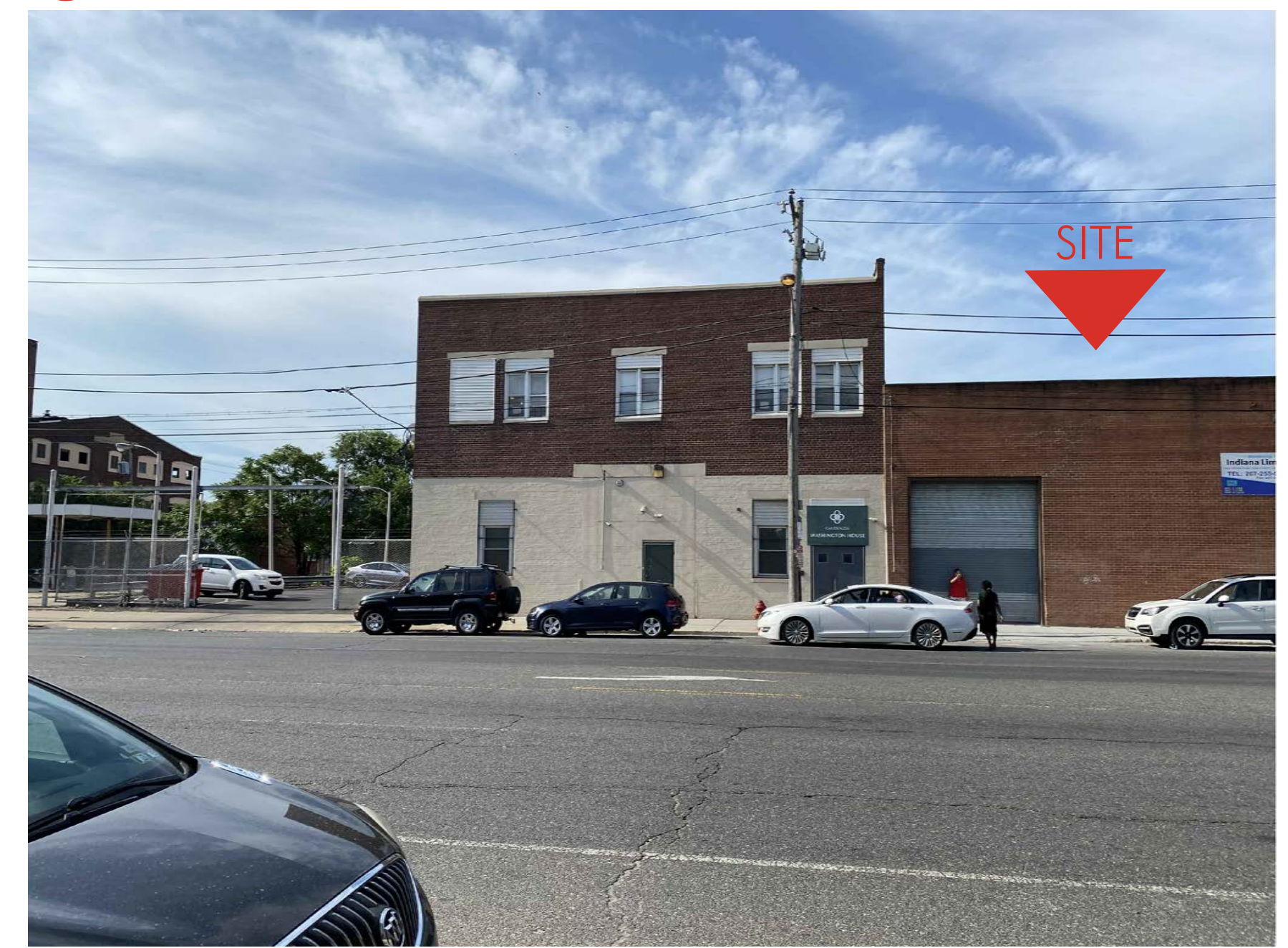
1 VIEW LOOKING SOUTH ON WASHINGTON AVE



2 VIEW LOOKING SOUTHEAST ON S. 16TH STREET



3 VIEW LOOKING EAST ON WASHINGTON AVE



4 VIEW LOOKING SOUTH ON WASHINGTON AVE



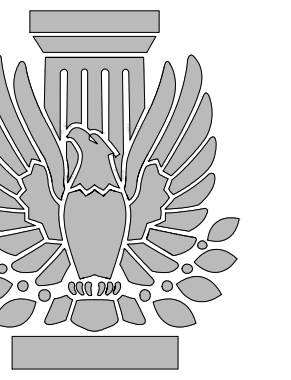
5 VIEW LOOKING NORTHEAST ON WASHINGTON AVE



6 VIEW LOOKING NORTHEAST ON WASHINGTON AVE



7 VIEW LOOKING NORTH ON ALTER STREET



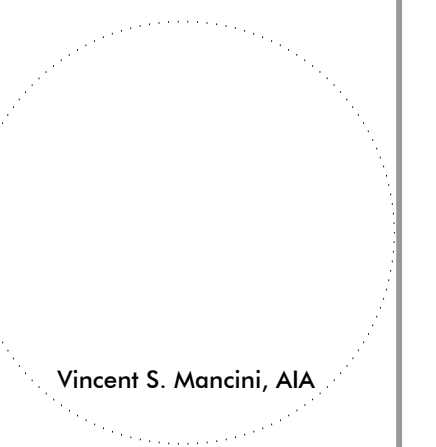
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Philadelphia, PA 19146

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PROJECT NO. v21-150 DATE 07-30-2024

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03-21-2024

Rendered Site Plan

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ANY AND ALL OF THE PROPERTY BOUNDARY AND SPECIES ON THESE PLANS
WAS OBTAINED FROM THE RECORDS OF THE COUNTY OF PHILADELPHIA, PA.
CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL
BENCH, SPOTS AND INFORMATION BEFORE AND AFTER THE PROCEEDING.

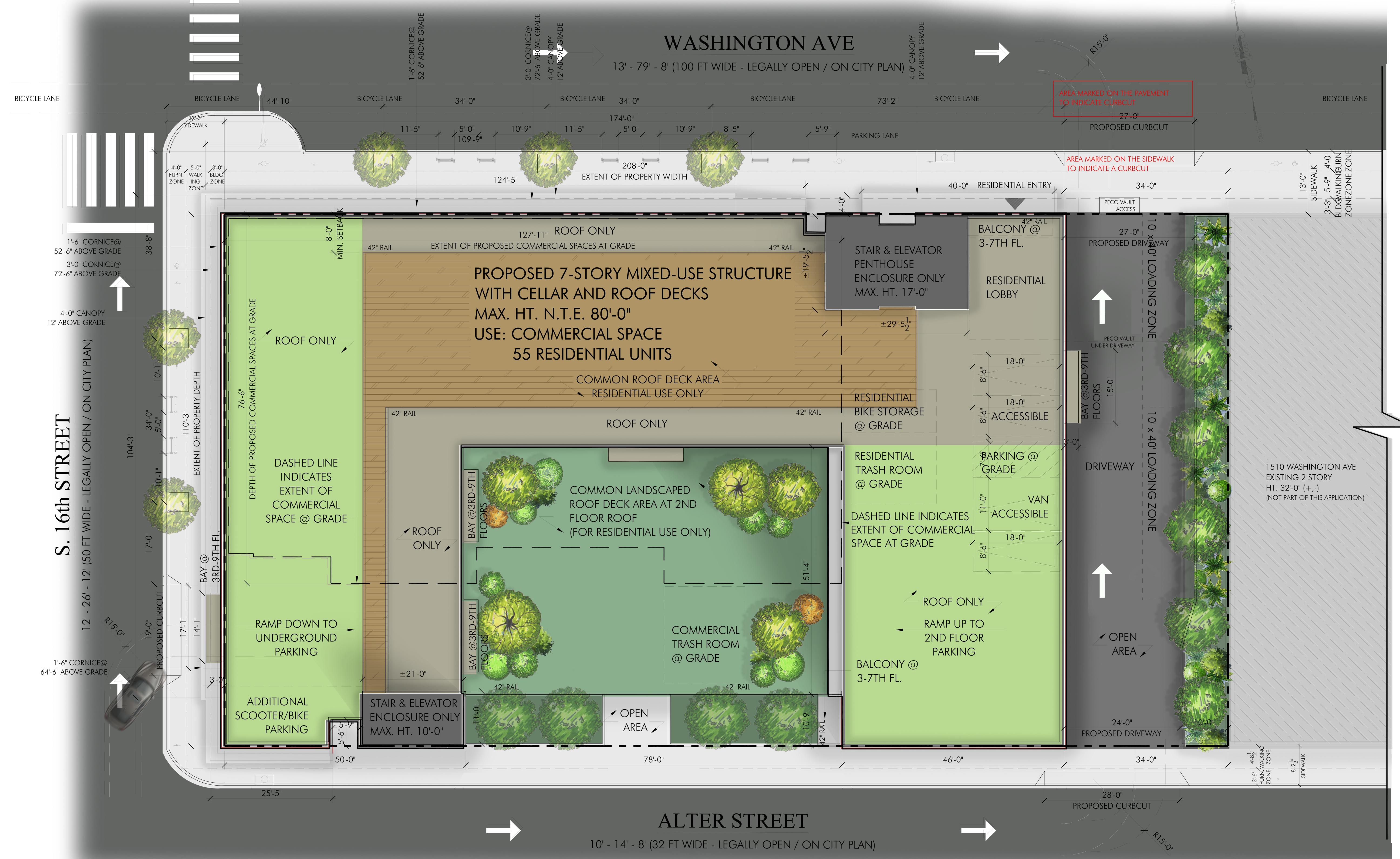
PROJECT NO. DATE:
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AMR

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DRAWING NO.



1 Rendered Site Plan
Scale: 3/32" = 1'-0"

GENERAL LANDSCAPE NOTES

- THIS SHEET TO BE USED FOR LANDSCAPE PURPOSES ONLY.
- PLANT LOCATIONS AS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS TO BE DETERMINE PER SITE CONDITIONS.
- SHADE TREES PLANTED ADJACENT TO PEDESTRIAN WALKWAYS OR VEHICLE ACCESSES SHOULD BE PRUNED A MINIMUM OF 7'-0" ABOVE GRADE.
- ALL SHRUBS WITHIN A SIGHT TRIANGLE OR SIGHT EASEMENT SHALL NOT EXCEED 2'-6" ABOVE THE ELEVATION OF THE ADJACENT CURB.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITY MARKOUTS.
- OWNER OR REPRESENTATIVE SHALL BE NOTIFIED PRIOR TO BEGINNING OF LANDSCAPE BEING IMPLEMENTED.
- PLANTS SHALL BE TYPICAL OF THEIR SPECIALS AND FREE OF ANY DEFECT, INJURY, DISEASE AND INFESTATIONS. THEIR ROOTS SHALL BE FULLY INTACT.
- PLANTS TO BE PLANTED SAME DAY AS ARRIVAL ON SITE OR PRECAUTIONS SHALL BE TAKEN TO PREVENT PLANT FROM DAMAGE.
- THE LANDSCAPE ARCHITECT OR OWNER HAVE THE RIGHT TO REJECT PLANTS WHICH IN THEIR OPINION DO NOT MEET THE REQUIREMENTS OF THESE PLANS.
- PLANTS SHALL NOT BE SUBSTITUTED WITHOUT NOTIFICATION AND APPROVAL OF THE LANDSCAPE ARCHITECT AND OWNER.
- PLANTS SHALL BE GUARANTEED FOR TWO YEARS AFTER THE DATE OF FINAL ACCEPTANCE. ANY PLANT THAT IS DEAD WITHIN THAT PERIOD OF TIME SHALL BE REMOVED (INCLUDING THE STUMP) AND REPLACED WITH A SIMILAR SIZE AND SPECIES AT THE EXPENSE OF THE CONTRACTOR.

LANDSCAPE AREA PROVIDED

PAVED DRIVEWAY AREA:	2,902 S.F.
PAVED PARKING AREA:	1,291 S.F.
INCIDENTAL PAVED AREAS:	205 S.F.
TOTAL PAVED AREA:	4,398 S.F.
TOTAL INTERIOR LANDSCAPED AREA:	1,539 S.F. (35% OF TOTAL PAVED AREA)

LANDSCAPE PLANT COMPLIANCE

TOTAL INTERIOR LANDSCAPED AREA:	1,539 S.F.
1,539 / 200 S.F. =	7.7
REQUIRED SHADE TREES:	1 PER 200 S.F. X 7.7 = 8 SHADE TREES
REQUIRED SHRUBS:	3 PER 200 S.F. X 7.7 = 24 SHRUBS*
REQUIRED PERENNIALS:	15 PER 200 S.F. X 7.7 = 115 PERENNIALS
*17 SHRUBS X 20% = 3 SHRUBS ALLOWED TO BE REPLACED WITH (1:1) TALL GRASS SPECIES.	

PLANT KEY

TYPE	SYMBOL	QTY.	PLANTS	NOTES
SHADE TREES		10	HERITAGE RIVER BIRCH	PLANT A MINIMUM OF 12' APART FROM OTHER TREES.
			SCARLET OAK	
SHRUBS		24	NEW JERSEY TEA	PLANT A MINIMUM OF 3' APART FROM OTHER TREES AND SHRUBS
			SWEET PEPPERBUSH	
PERENNIALS/ GROUNDCOVER		115	NEW YORK ASTER PENNSYLVANIA SMARTWEED TRUMPET HONEYSUCKLE	20% OF PERENNIALS/ GROUNDCOVER CAN BE REPLACED WITH GRASSES

ALL SELECTIONS ARE FROM THE PCPC PLANT LIST.

SOIL DEPTH REQUIREMENTS

Section 9.4.2.1:
36" of soil depth shall be provided for all ball and burlap (B&B) plants planted in accordance with landscape requirements of the zoning code.

Section 9.4.2.2
18" of soil depth shall be provided for containerized plants planted in accordance with landscape requirements of the zoning code.

SOIL DEPTH AT BALL AND BURLAP PLANTS

SOIL DEPTH AT CONTAINERIZED PLANTS

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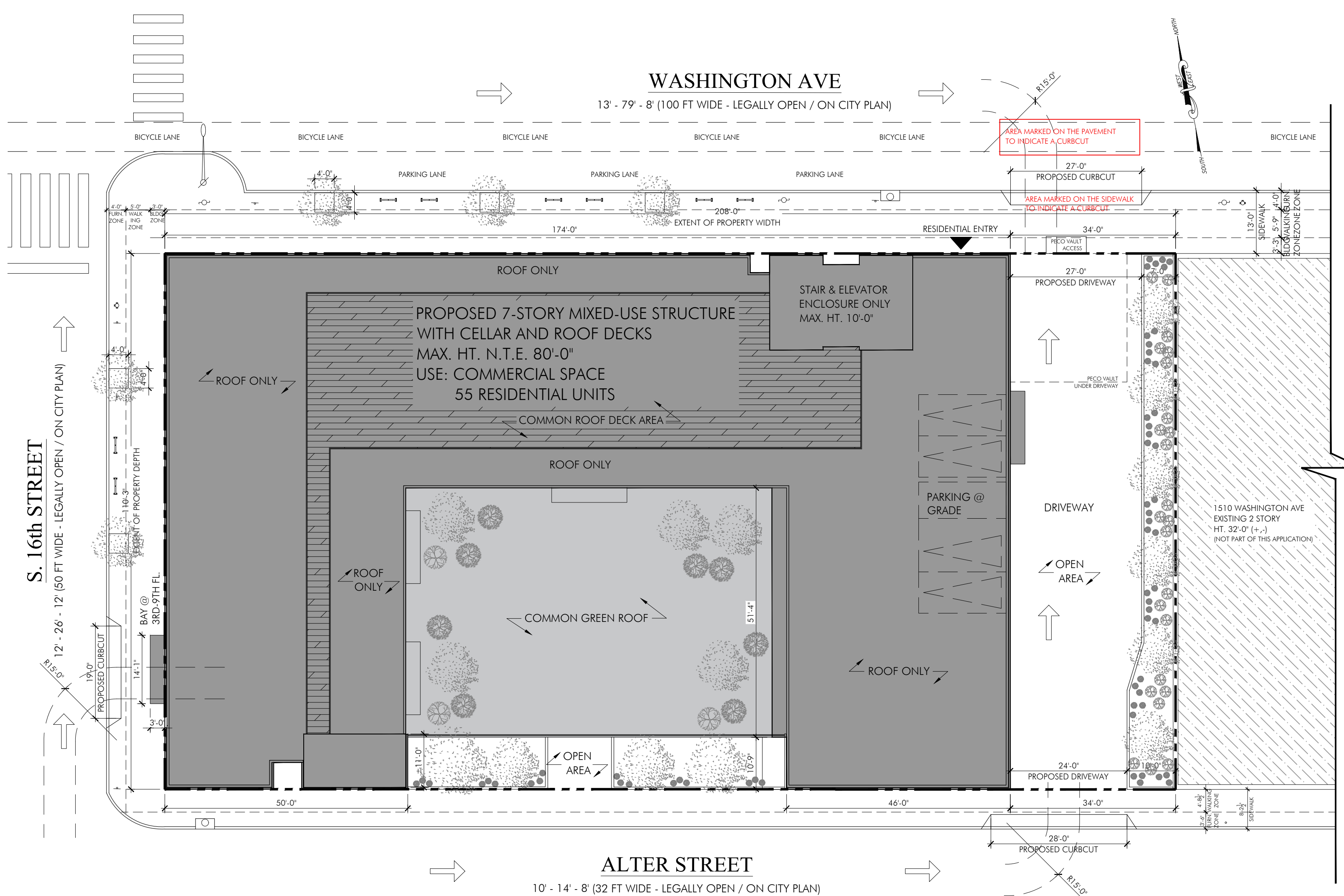
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03-21-2024	Revised on per Examiner's Request	
06-25-2024	Revised on per Planning Commission	
07-30-2024	Revised on per CDR Review	

PROJECT NO. v21-150 DATE 07-30-2024

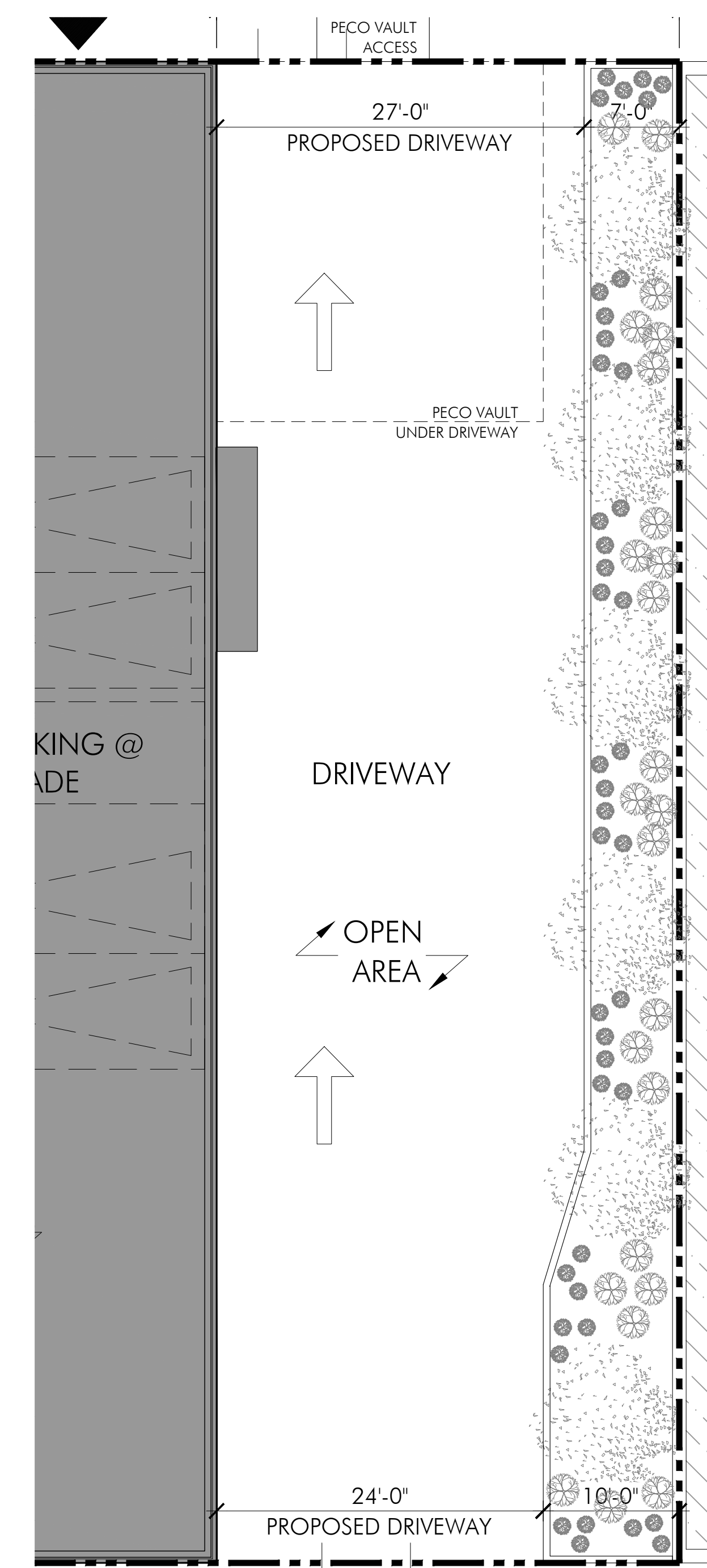
SCALE: As Noted

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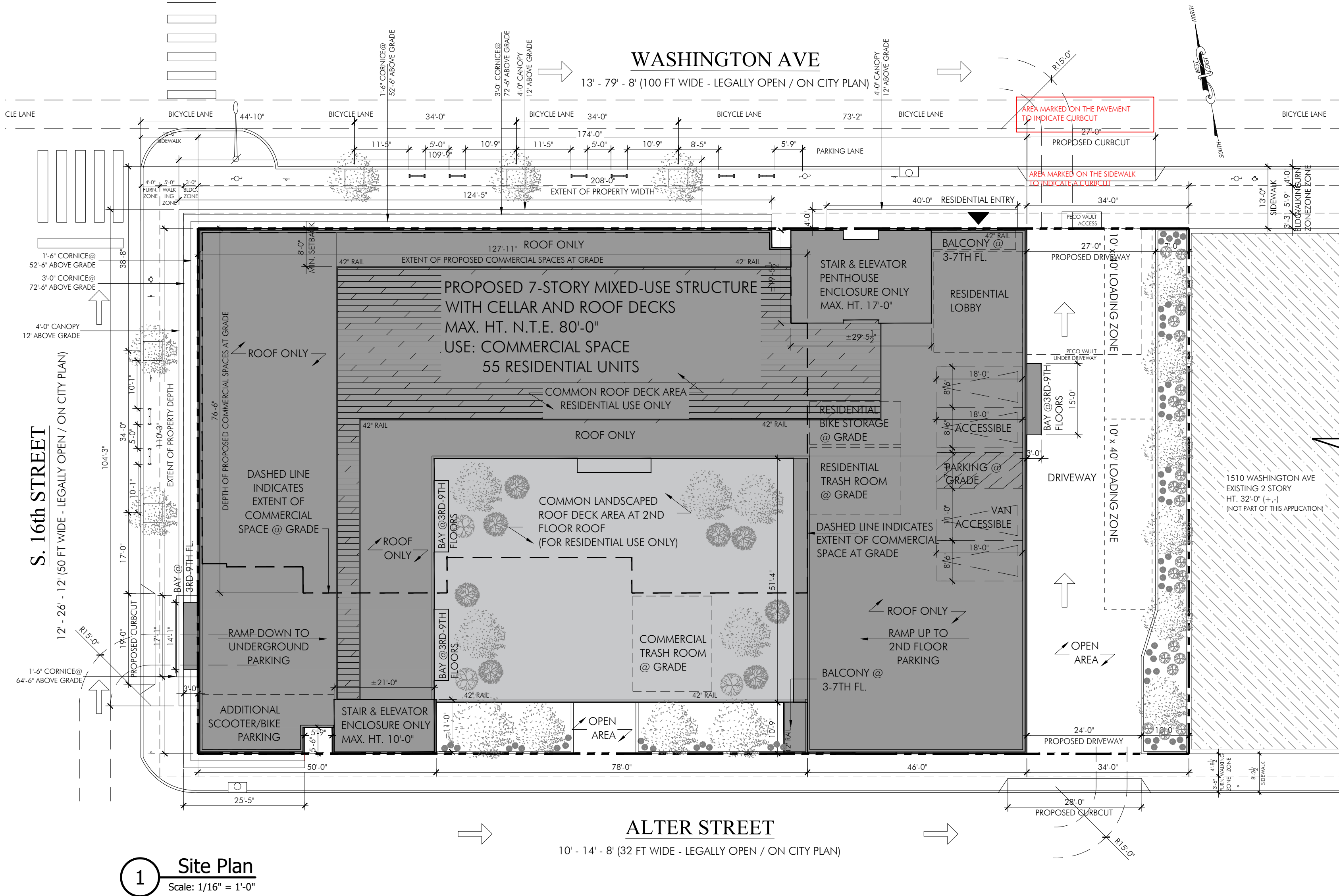
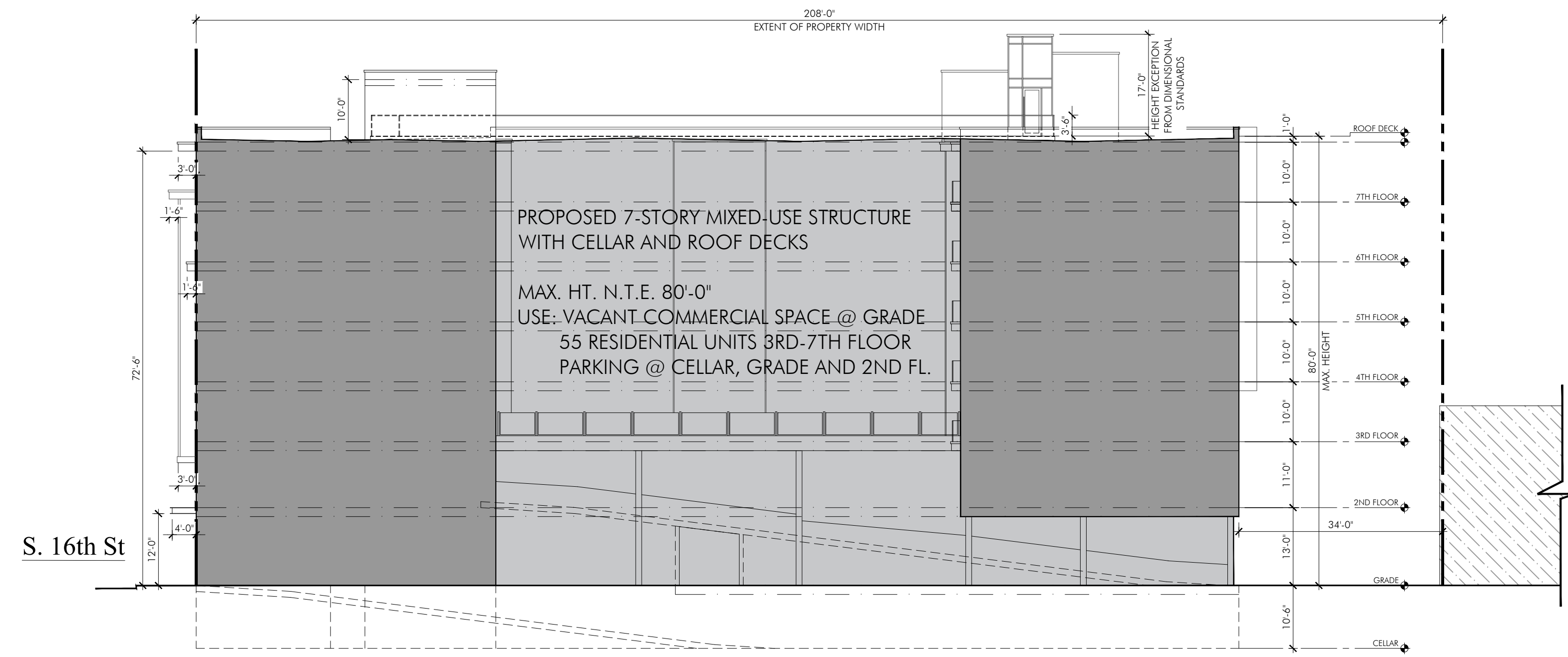
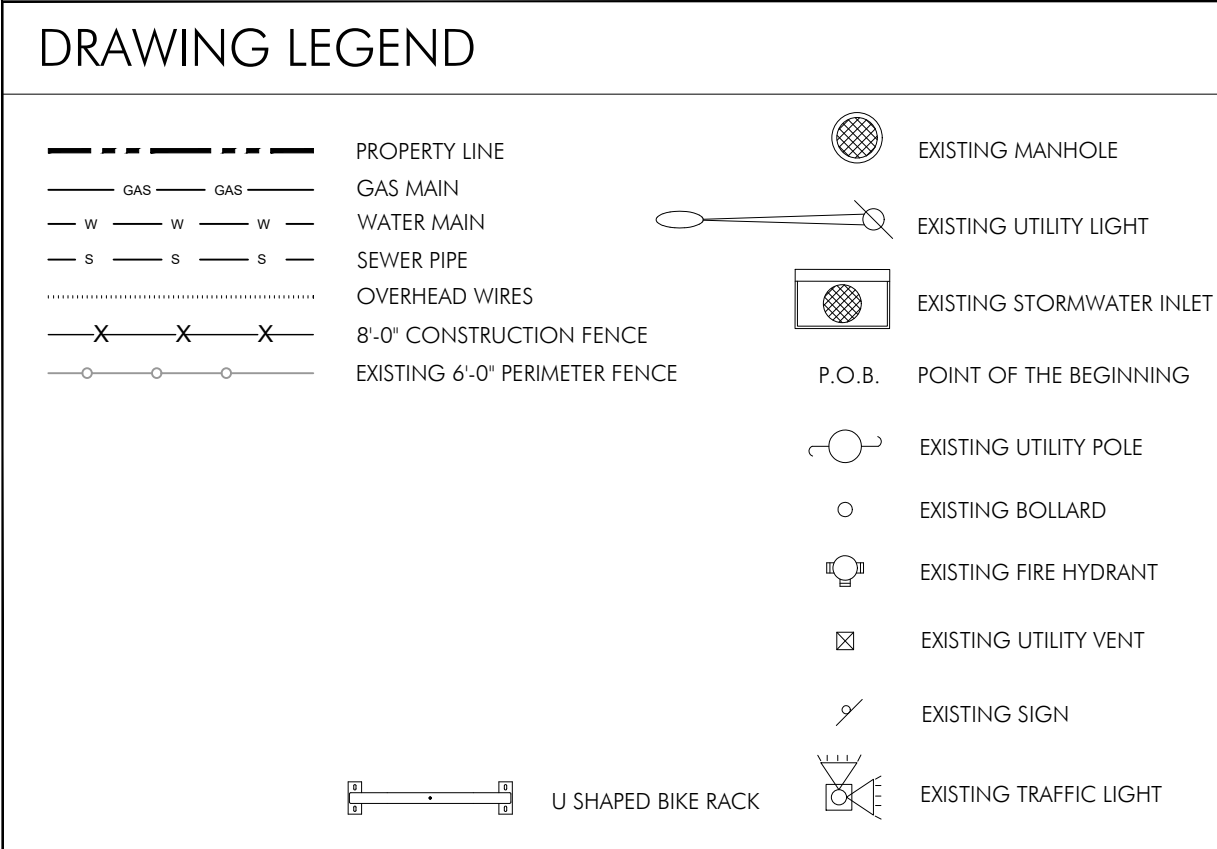
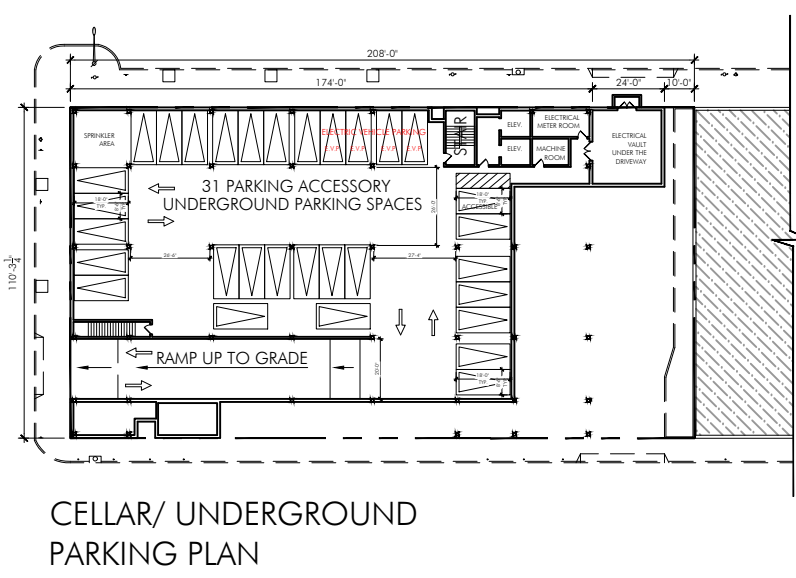
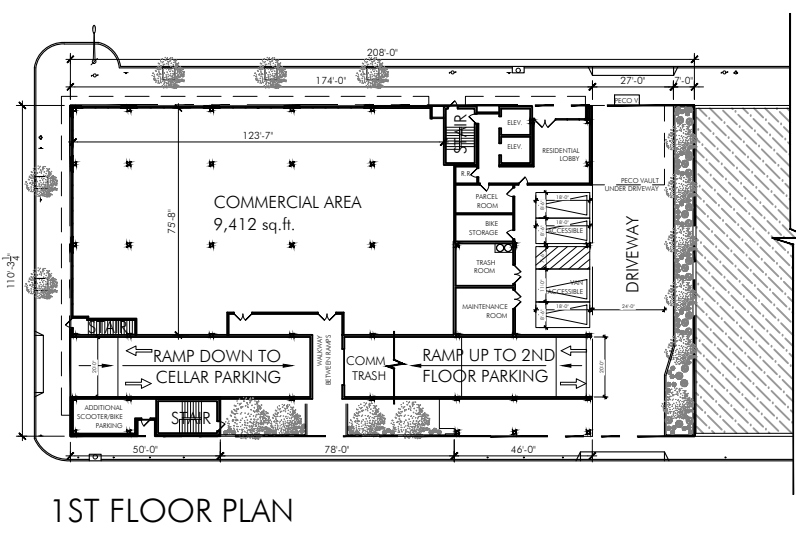
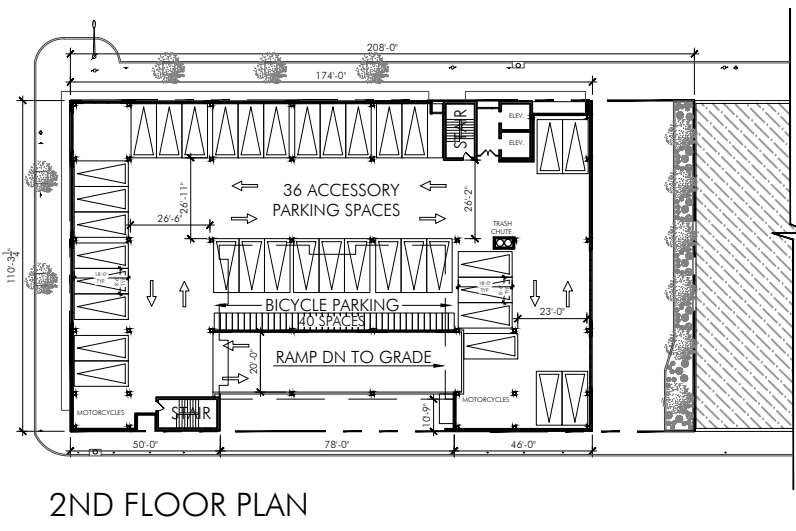
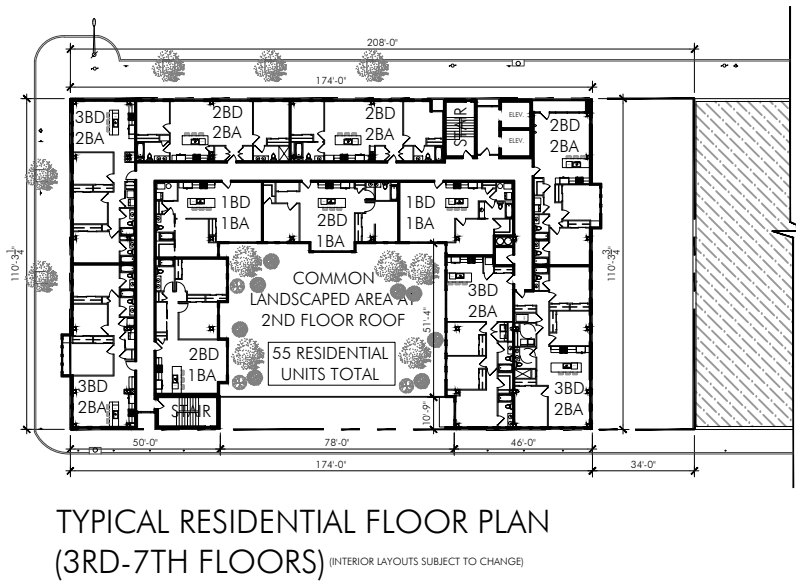
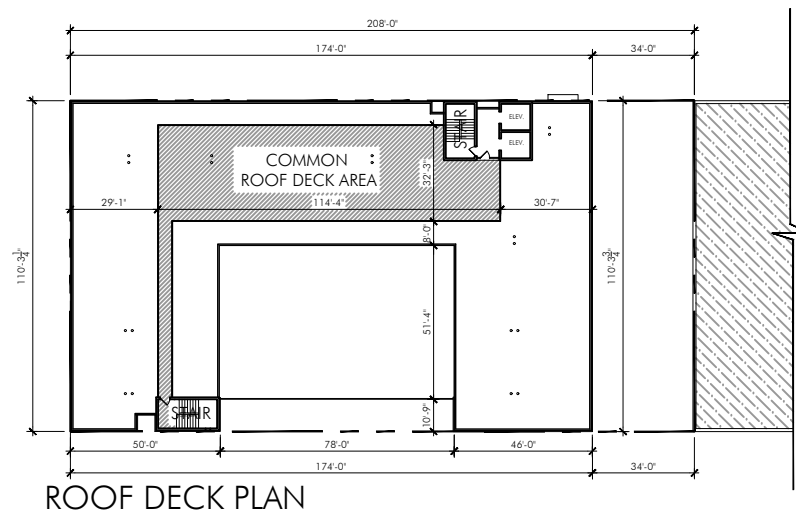
1 Landscape Plan
Scale: 1/16" = 1'-0"



2 Landscape Plan Enlargement
Scale: 1/8" = 1'-0"

PROPERTY INFORMATION: 1520-30 WASHINGTON AVENUE I-2

	REQUIREMENTS OF I-2	PROPOSED:
AREA:	N/A	22,939 SQ.FT.
USE:	INDUSTRIAL	VACANT COMMERCIAL SPACE @ GRADE (55) RESIDENTIAL UNITS @ 3RD - 7TH FLOOR
LOT WIDTH:	N/A	208'-0"
OCCUPIED BY BUILDING:	100%,	18,388 SQ.FT. (80%)
OPEN AREA:	0%,	4,551 SQ.FT. (20%)
SIDE YARD:	6'-0"	N/A
REAR YARD DEPTH:	8'-0"	34'-0"
# OF STORIES:	N/A	MAX. 7 + CELLAR
HEIGHT:	N/A	MAX. 80'-0"
PARKING:	1/2 RESIDENTIAL UNITS (28 SPACES REQUIRED)	71 ACCESSORY PARKING SPACES PROVIDED (4) E.V.P. INCLUDED 3 ADA PARKING SPACES (1 VAN ACCESSIBLE PROVIDED)
BICYCLE PARKING:	1/3 RESIDENTIAL UNITS (26 SPACES REQUIRED)	MIN. 40 ACCESSORY BICYCLE CLASS 1A SPACES PROVIDED
LOADING ZONE:	MIN. 1 REQUIRED	(2) 10x 40' PROVIDED
FAR:	500	107,725 SQ.FT. = 470 FAR



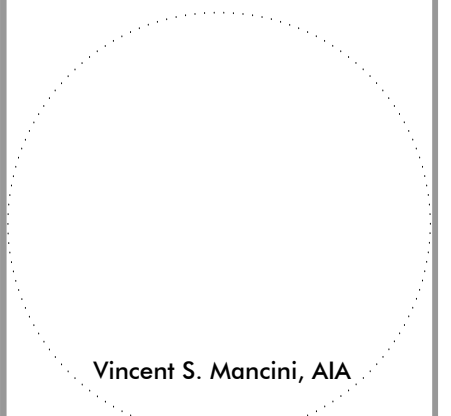
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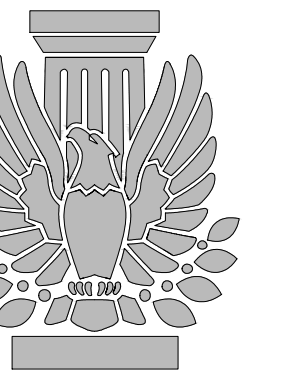
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PROJECT NO: v21-150
DATE: 07-30-2024

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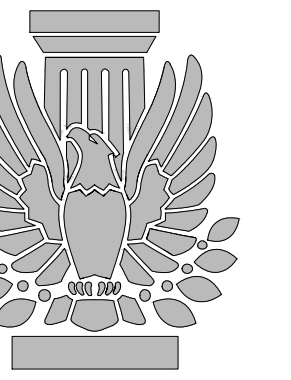
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Surrounding Zoning Districts



- RSD, Residential Single-Family Detached Districts**
- Intended to accommodate detached houses on individual lots
- RSA, Residential Single-Family Attached Districts**
- Intended to accommodate attached and semi-detached houses on individual lots
- RTA, Residential Two-Family Attached District**
- Intended to accommodate two-family, semi-detached houses on individual lots
- RM, Residential Multi-Family Districts**
- Intended to accommodate moderate- to high-density, multi-unit residential buildings
- RMX, Residential Mixed-Use Districts**
- Intended to accommodate residential and mixed-use development, including master plan development
- CMX (1, 2, 2.5), Neighborhood Commercial Mixed-Use Districts**
- Intended to accommodate neighborhood-serving retail and service uses, including pedestrian friendly retail commercial corridors
- CMX (3, 4, 5), Community and Center City Commercial Mixed-Use Districts**
- Intended to accommodate community- and region-serving mixed use development, including retail and service uses
- CA, Auto-Oriented Commercial Districts**
- Intended to accommodate a range of uses, often in the form of shopping centers and other destination-oriented uses
- IRMX, Industrial Residential Mixed-Use District**
- Intended to accommodate a mix of low-impact industrial, artisan industrial, residential, and neighborhood commercial uses
- ICMX, Industrial Commercial Mixed-Use District**
- Intended to accommodate commercial and low-impact industrial uses
- I-1, Light Industrial District**
- Intended to accommodate low-impact uses including light industrial, fabrication, offices, and research and development
- I-2, Medium Industrial District**
- Intended to accommodate light/moderate impact industrial uses including manufacturing, processing, and distribution
- I-3, Heavy Industrial District**
- Intended to accommodate intensive, high-impact uses, including extractive industries and petroleum processing and storage
- I-P, Port Industrial District**
- Intended to accommodate marine-related industrial uses such as docks, wharves, piers, and transit sheds
- SP-INS, Institutional (Special Purpose) District**
- Intended to encourage the development of institutional uses in accordance with an approved master plan
- SP-ENT, Entertainment (Special Purpose) District**
- Intended to encourage development of major entertainment facilities in accordance with an approved master plan
- SP-StA, Sports Stadium (Special Purpose) District**
- Intended to accommodate large scale specialized sporting facilities; associated large capacity automobile parking areas
- SP-PQ, Parks and Open Space (Special Purpose) District**
- Intended to help preserve and protect lands set aside for park and open space use
- SP-AIR, Airport (Special Purpose) District**
- Intended to support the development of airport uses and complementary mix of uses, while minimizing impacts on surrounding areas



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1510 WASHINGTON AVE
EXISTING 2 STORY
HT. 32'-0" (+,-)
(NOT PART OF THIS APPLICATION)

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Revised on per CDR Review

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Floor Plan Sheet

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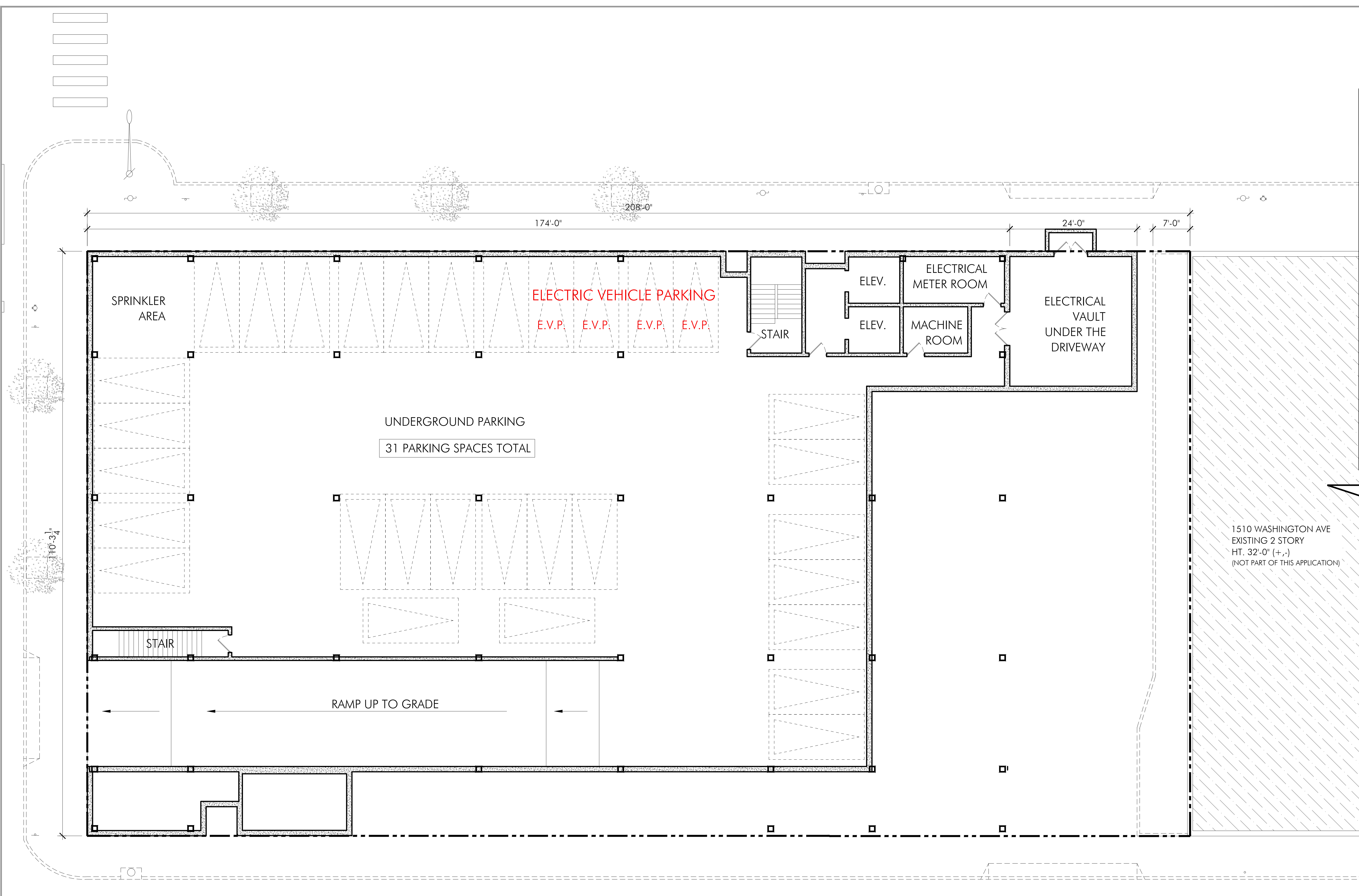
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v21-150 07-30-2024

SCALE:
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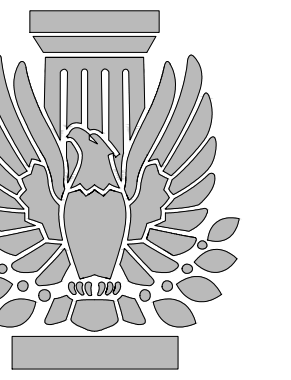
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1 Underground Parking Plan
Scale: 1/8" = 1'-0"



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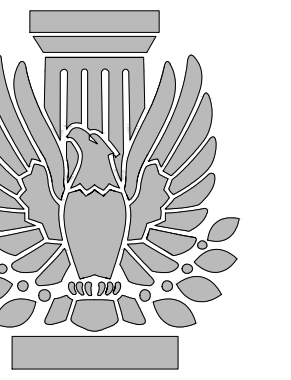
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Floor Plan Sheet



1 First Floor Plan
Scale: 1/8" = 1'-0"



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v21-150 07-30-2024

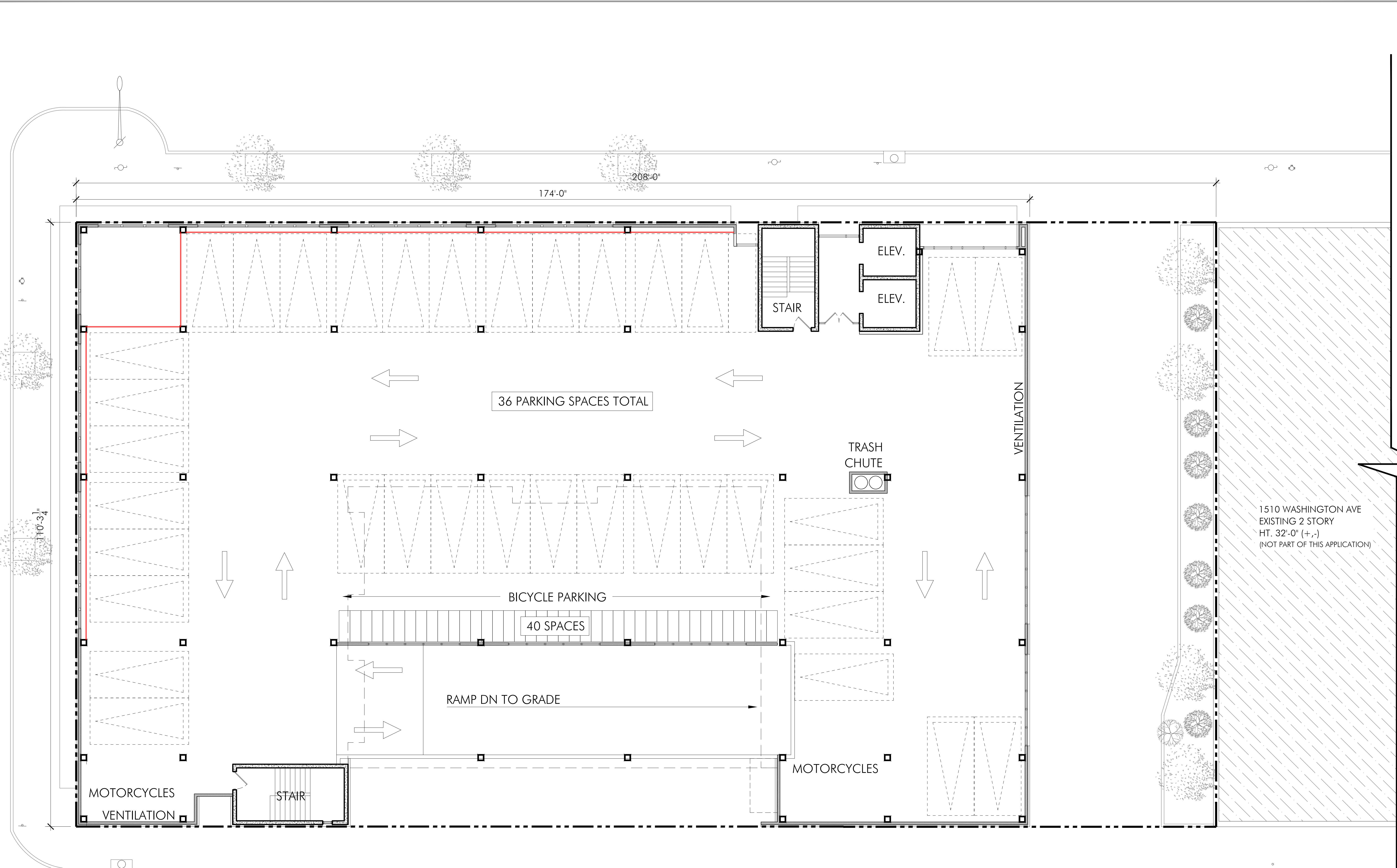
SCALE:
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DRAWN BY:
AMR

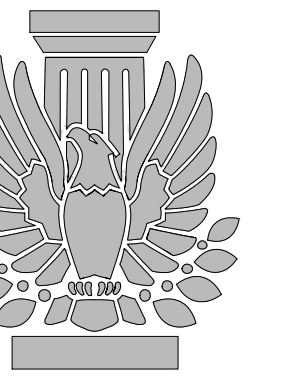
A-1.2

DRAWING NO.

Floor Plan Sheet



1 Second Floor Parking Plan
Scale: 1/8" = 1'-0"



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CONSULTANTS:

PROJECT NAME:
1520-30 Washington Ave
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Owner:
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REVISION DESCRIPTION
03-13-2024 Issued for Zoning Application Submission
03-21-2024 Revised as per Examiner's Request
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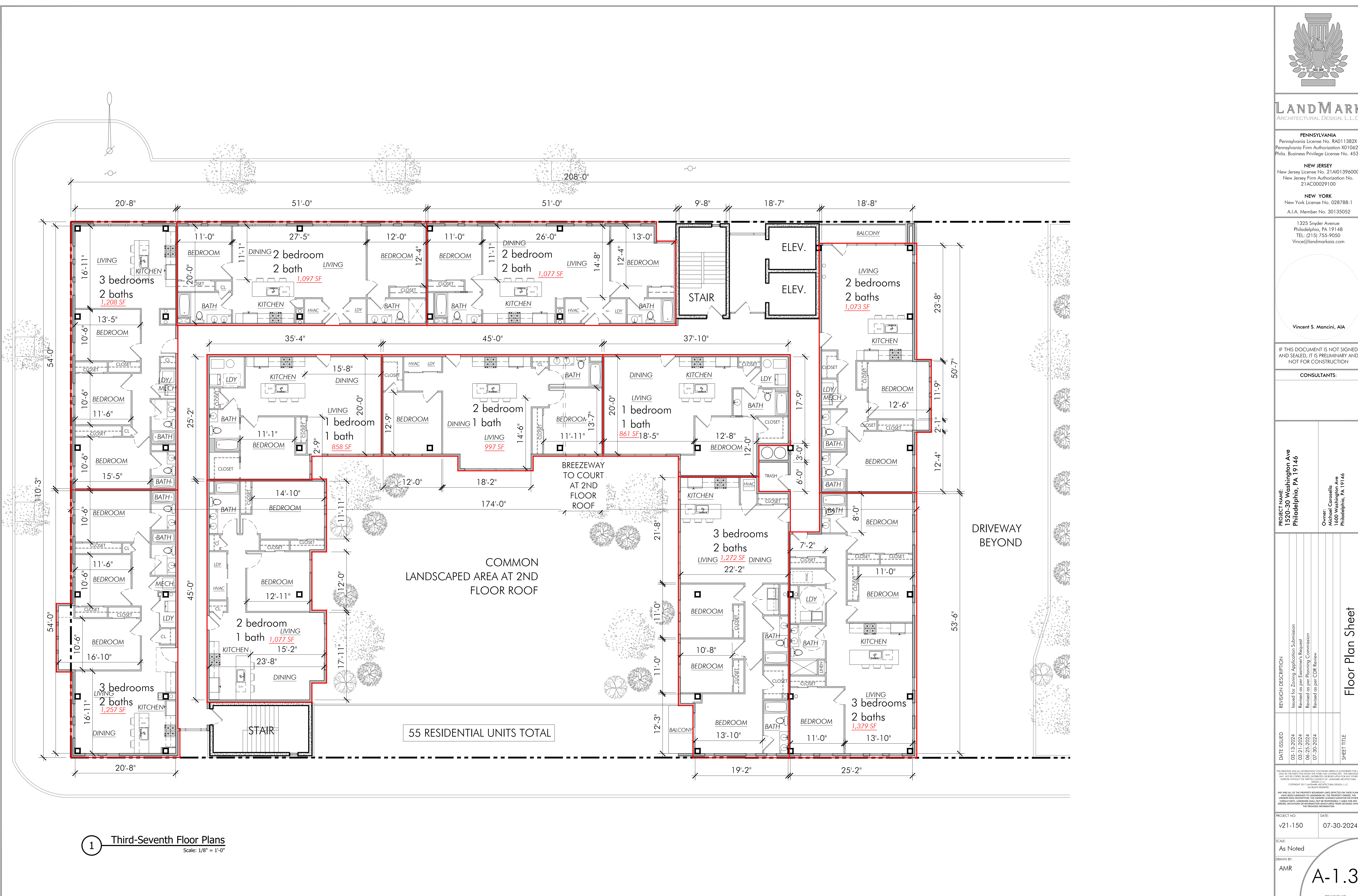
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A-1.3

DRAWING NO.

Floor Plan Sheet



55 RESIDENTIAL UNITS TOTAL

1 Third-Seventh Floor Plans
Scale: 1/8" = 1'-0"



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Floor Plan Sheet

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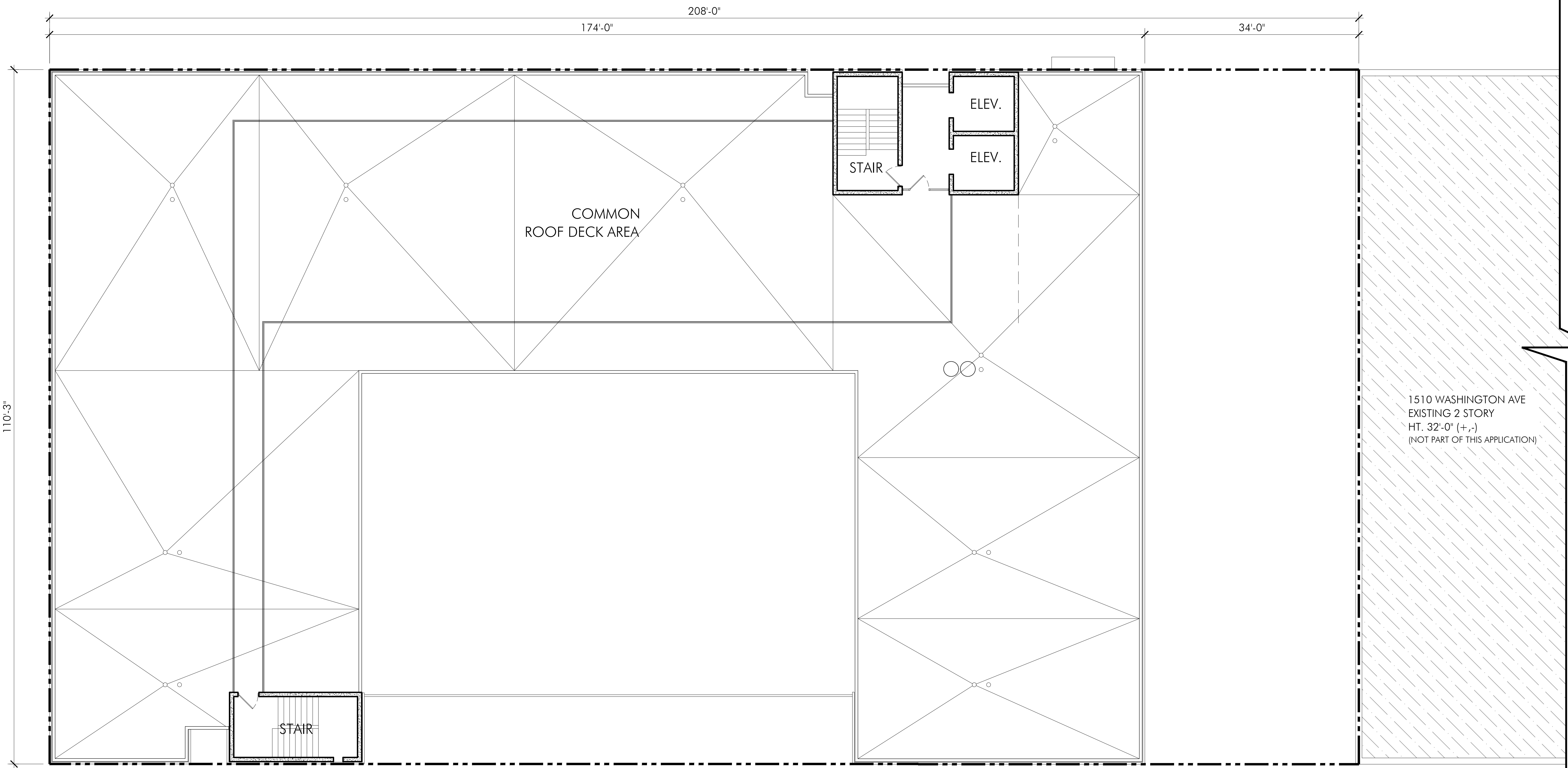
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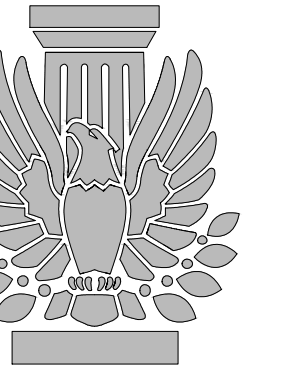
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DRAWING NO.



1 Roof Plan
Scale: 1/8" = 1'-0"



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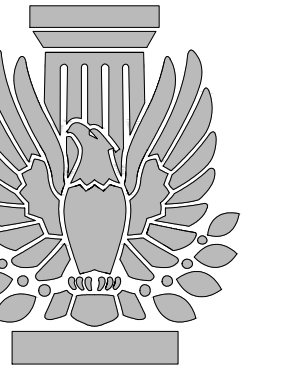
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A-2.0

DRAWING NO.



1 North Elevation
Scale: 1/8" = 1'-0"



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West Elevation

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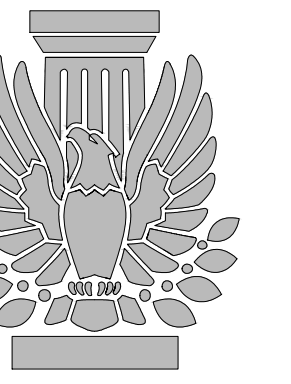
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1 West Elevation
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South Elevation

SHEET TITLE

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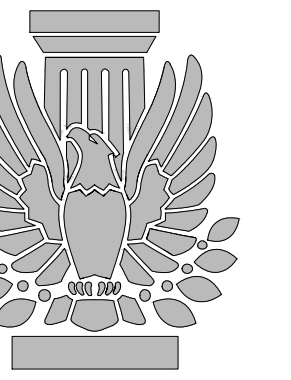
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A-2.2

DRAWING NO.



1 South Elevation
Scale: 1/8" = 1'-0"



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East Elevation

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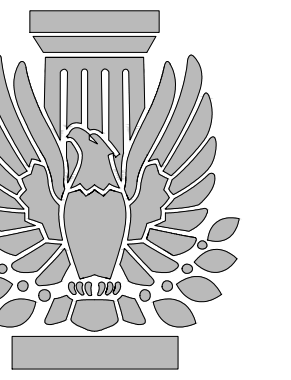
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1 East Elevation
Scale: 1/8" = 1'-0"



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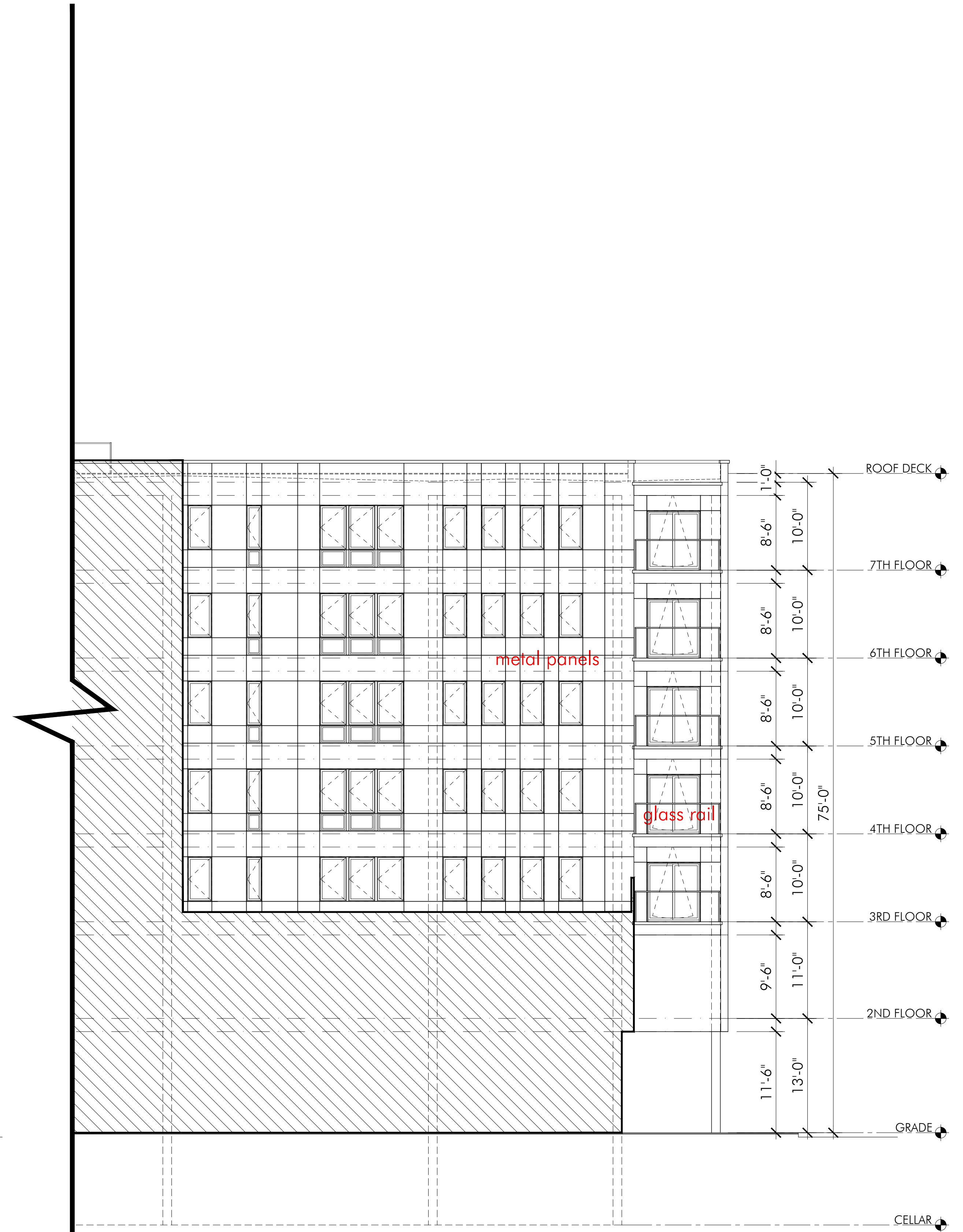
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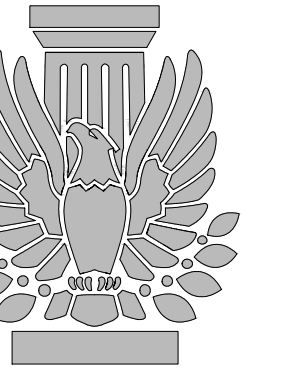
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1 Inner Court East Elevation
Scale: 1/8" = 1'-0"



2 Inner Court West Elevation
Scale: 1/8" = 1'-0"



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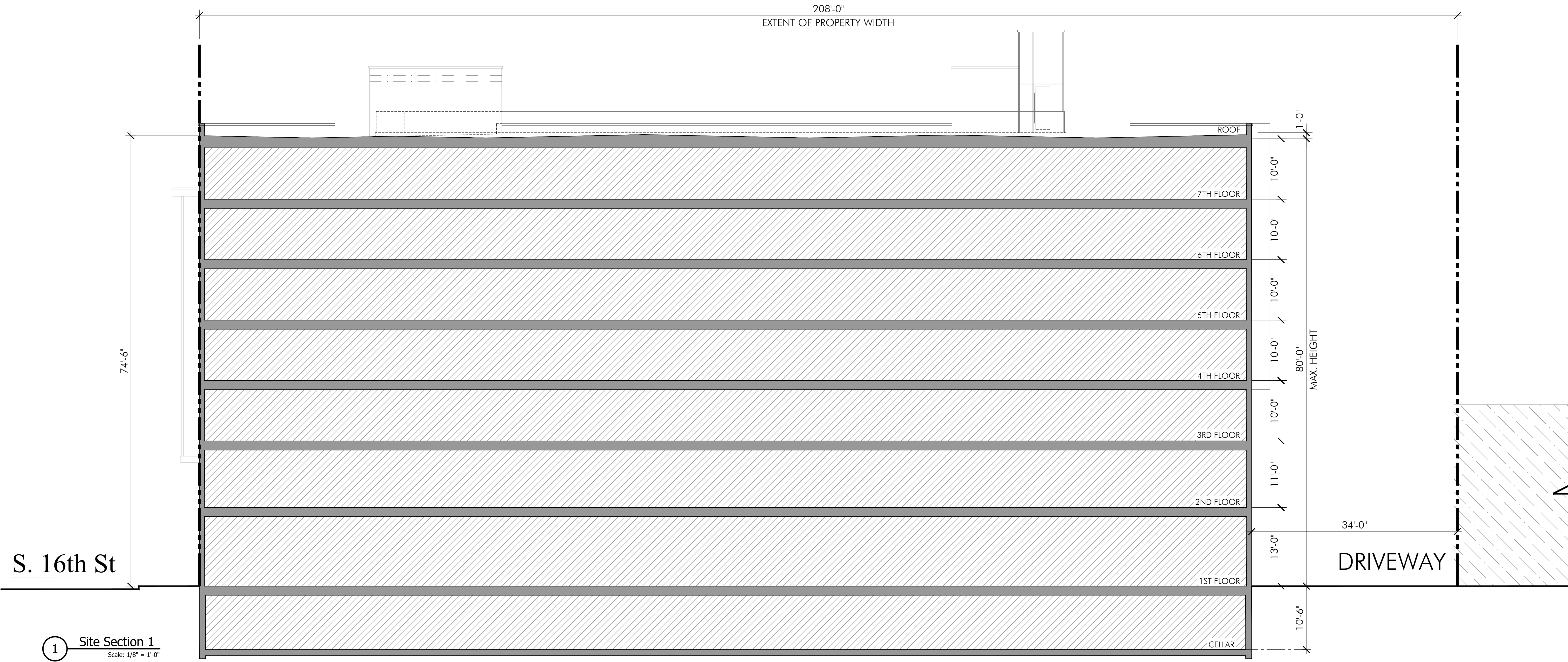
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A-3.0

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S. 16th St

208'-0"
EXTENT OF PROPERTY WIDTH

ROOF

7TH FLOOR

6TH FLOOR

5TH FLOOR

4TH FLOOR

3RD FLOOR

2ND FLOOR

1ST FLOOR

CELLAR

1'-0"

10'-0"

10'-0"

10'-0"

10'-0"

10'-0"

10'-0"

10'-0"

11'-0"

13'-0"

10'-6"

80'-0"
MAX. HEIGHT

34'-0"

DRIVEWAY

N

1 Site Section 1
Scale: 1/8" = 1'-0"

Site Sections



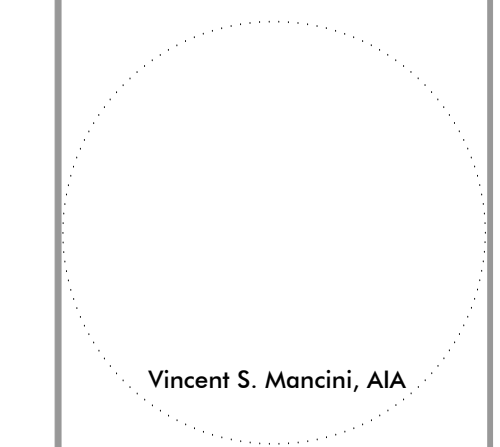
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Site Sections

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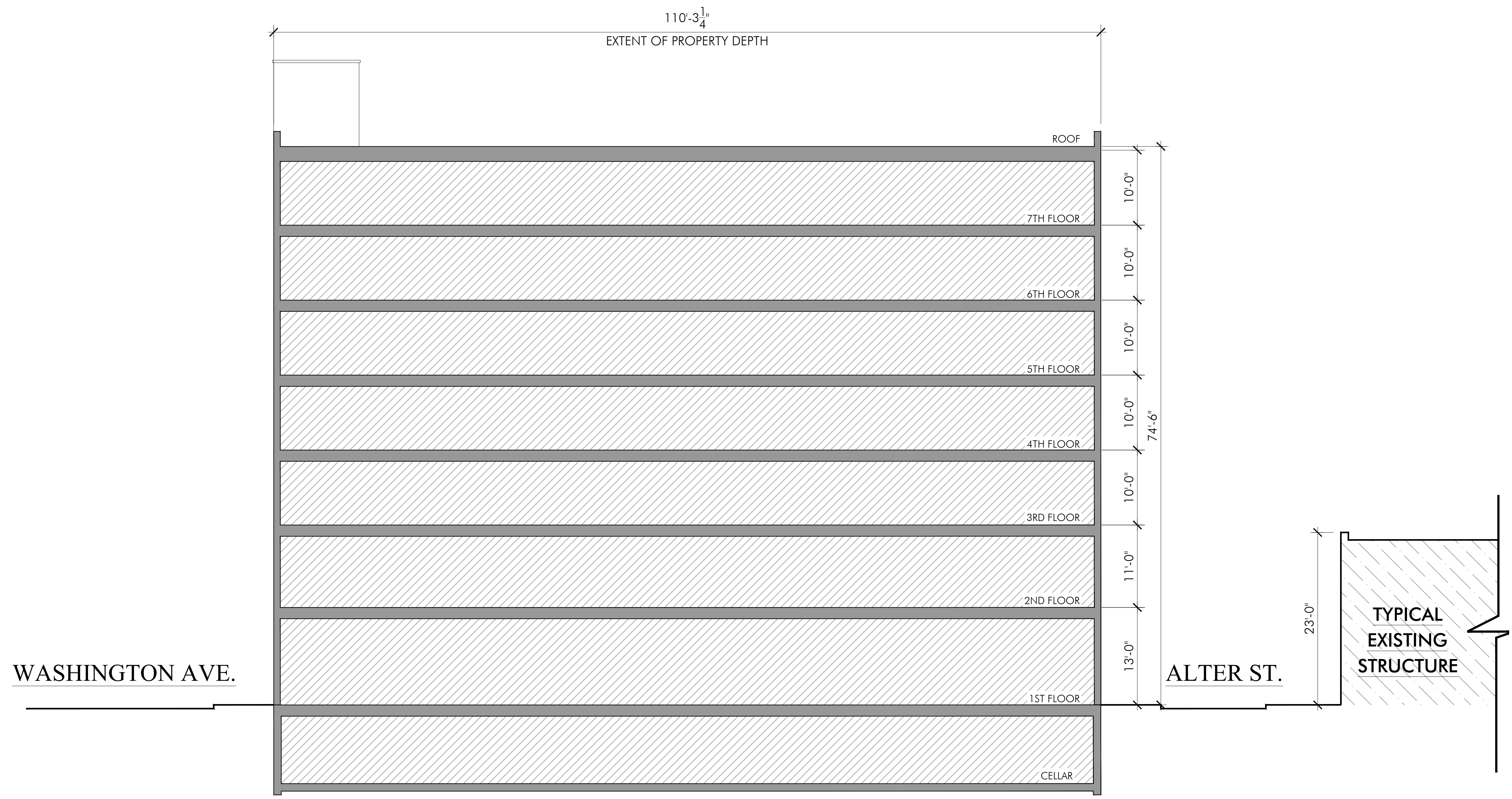
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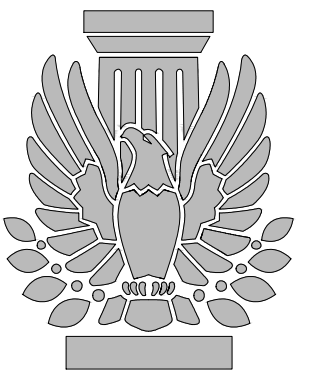
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1 Site Section 2
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1 View Looking South



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R-1.0

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1 View Looking East



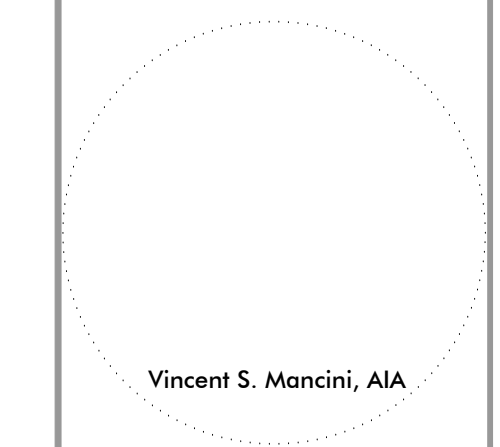
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PROJECT NO. v21-150 DATE: 07-30-2024

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R-1.1

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1 View Looking West



2 View Looking North



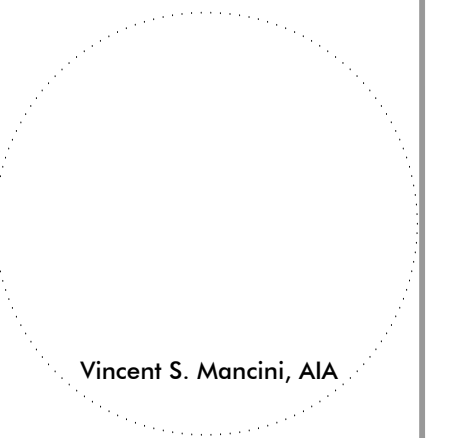
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Vince@landmarkaia.com



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CONSULTANTS:

PROJECT NAME:
1520-30 Washington Ave
Philadelphia, PA 19146

Owner:
Michael Corosella
1600 Washington Ave
Philadelphia, PA 19146

REVISION DESCRIPTION
Issued for Zoning Application Submission
Revised on per Examining's Request
Revised on per Planning Commission
Revised on per CDR Review

DATE ISSUED
03-13-2024
03-21-2024
06-25-2024
07-30-2024

SHEET TITLE
Renderings 3 & 4

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PROJECT NO.: v21-150 **DATE:** 07-30-2024

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R-1.2

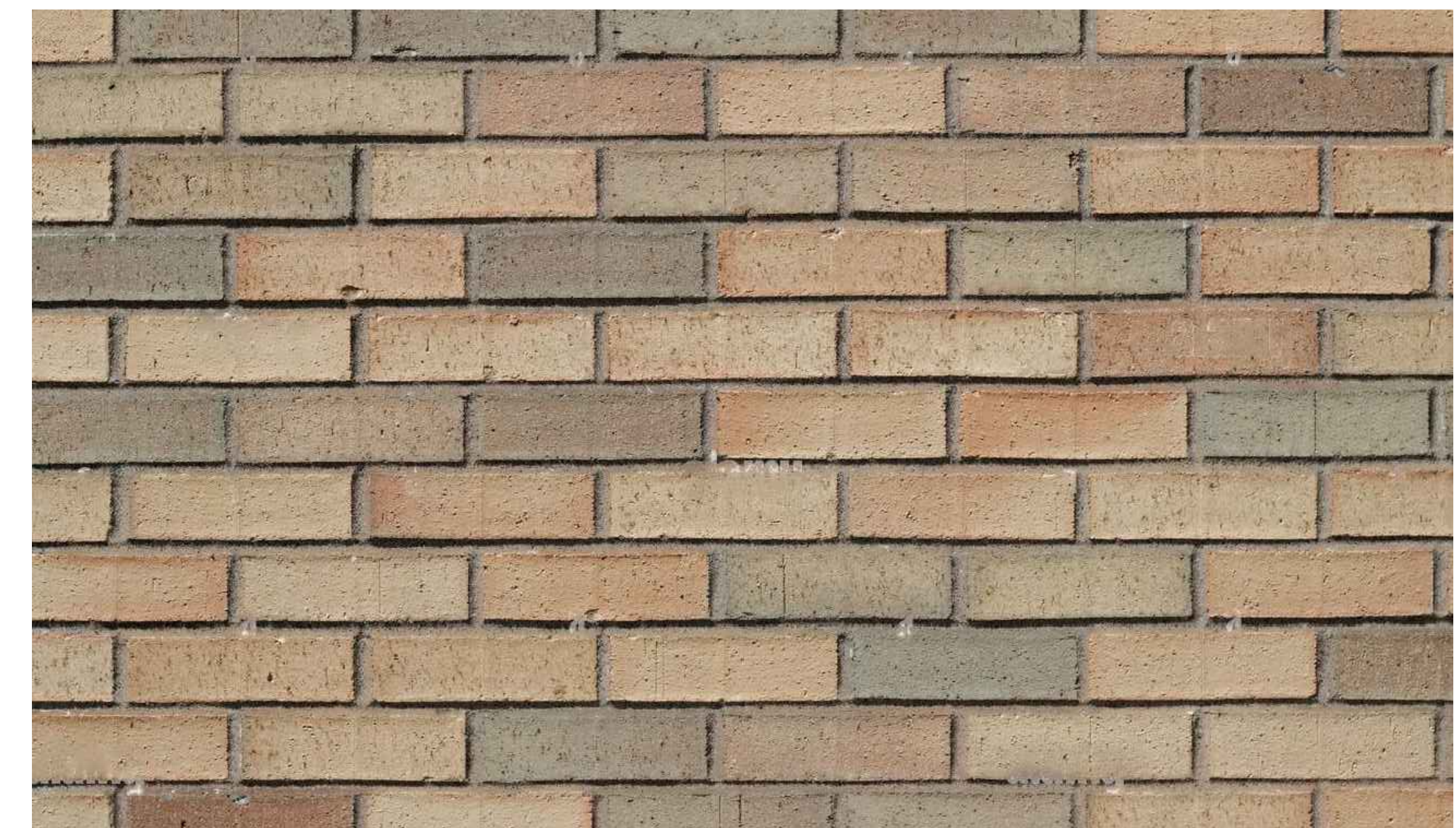
DRAWING NO.



1 View Looking South



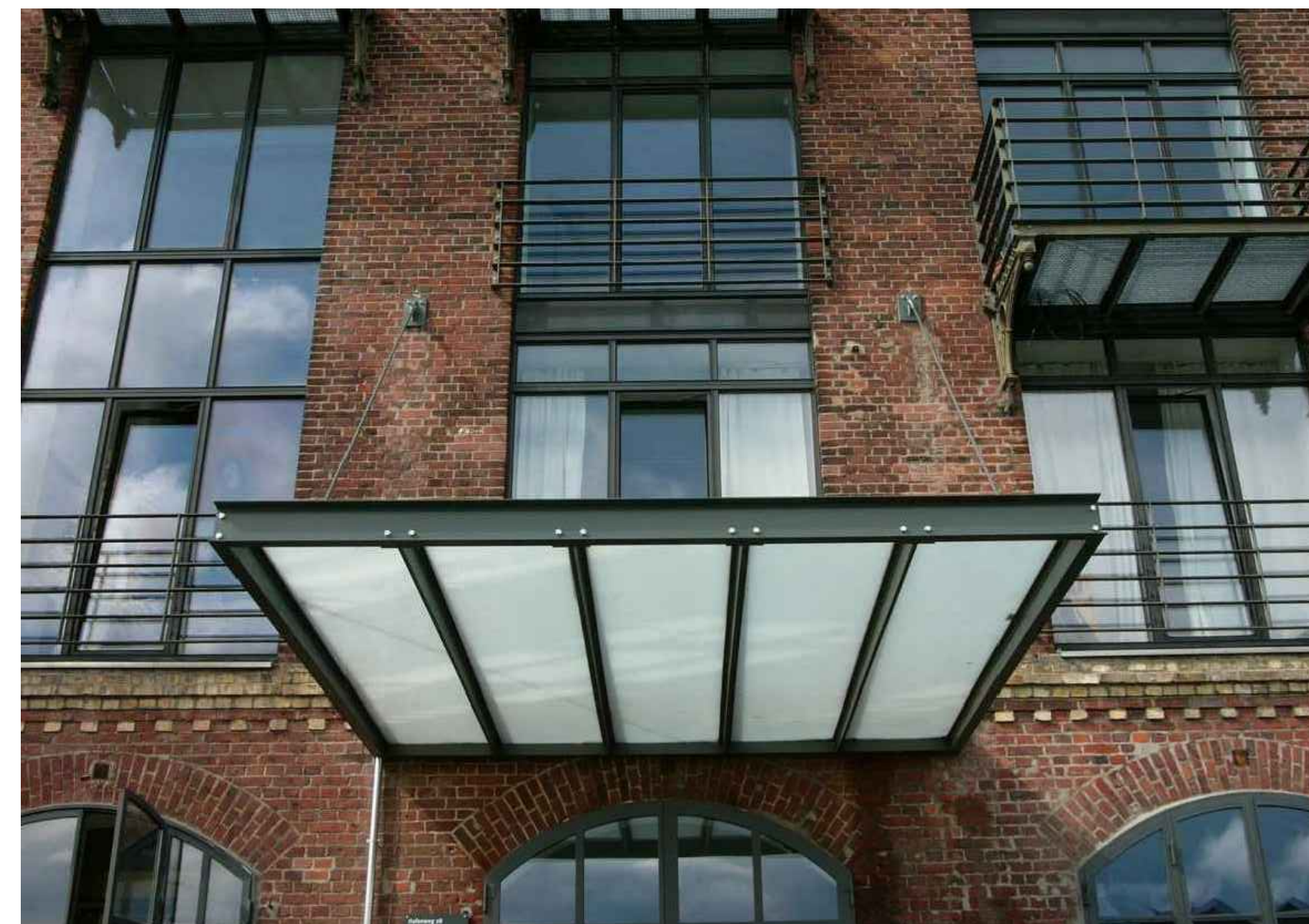
Metal Cornice - Black



Brick at Frontage - Color



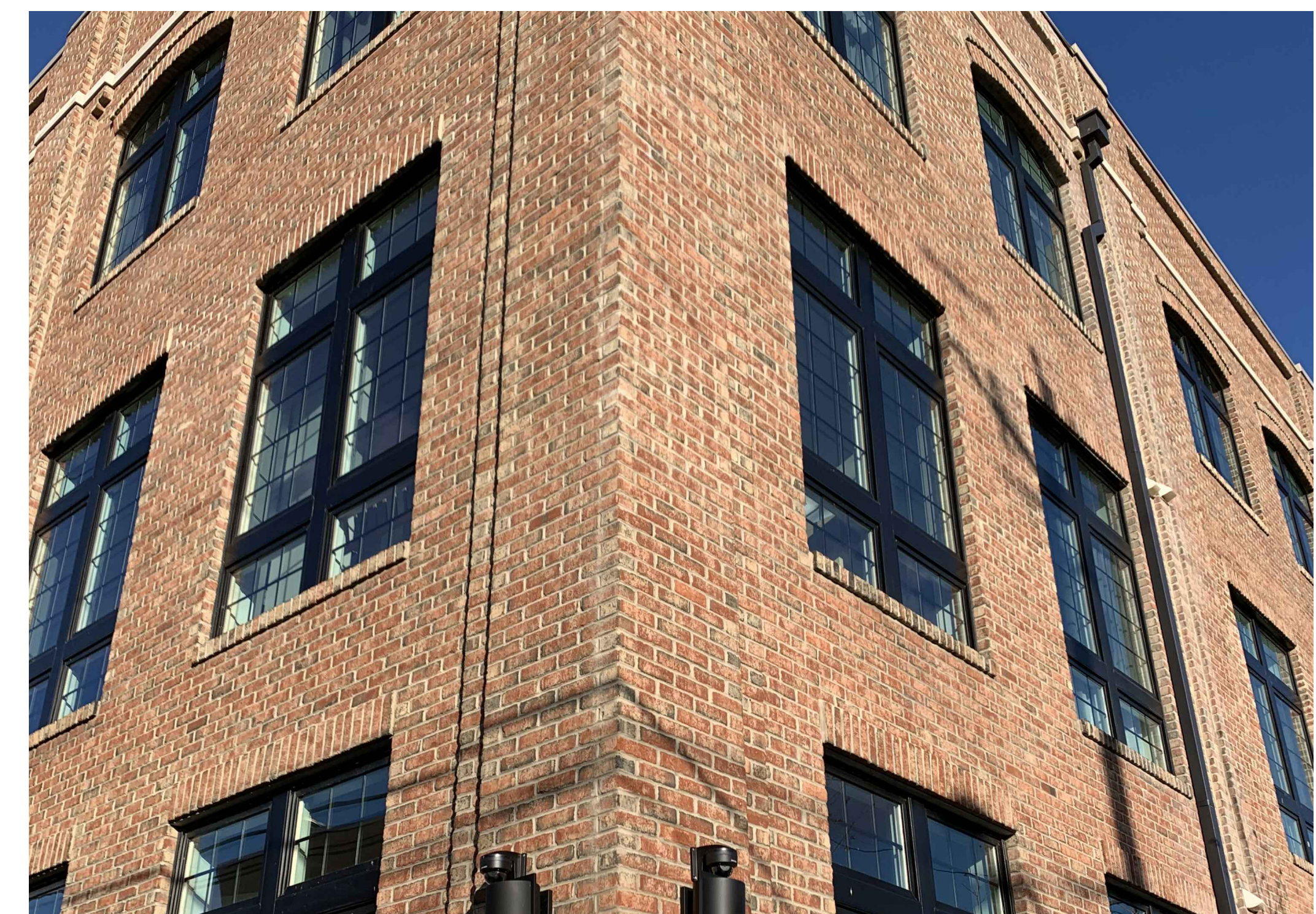
Glass Curtain Wall



I-Beam Steel Awning - Black



Metal Storefront - Black



Anderson Metal Clad Windows - Black



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MP-1.0
DRAWING NO.

Material Palette - Sheet 1 of 2



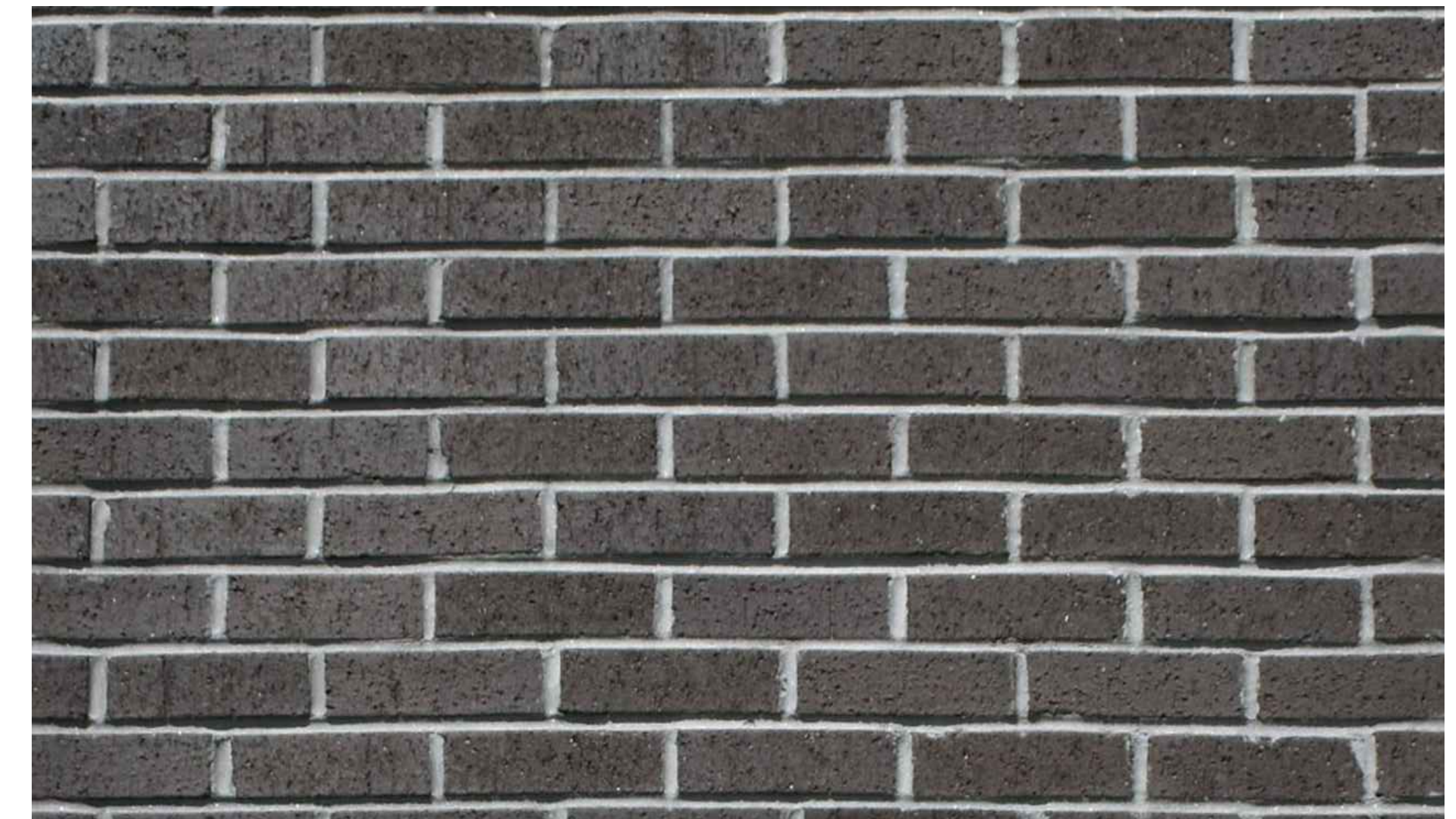
2 View Looking North



Glass and Metal Railing - Black



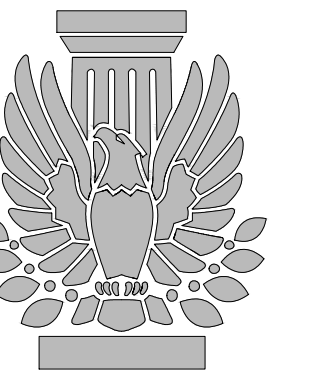
Metal Paneled Siding - Light Grey



Brick at Towers - Slate



Corrugated Metal Siding - Grey



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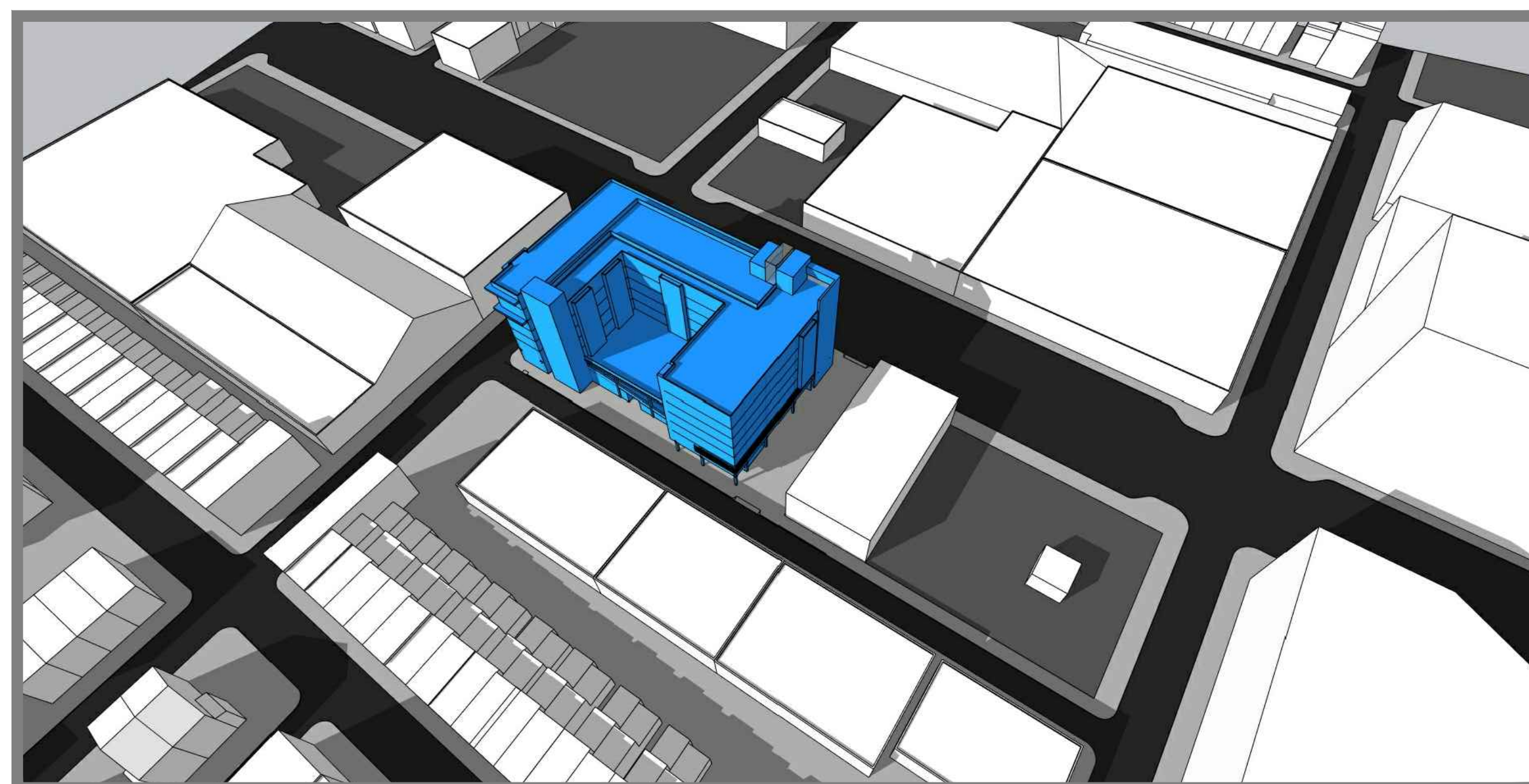
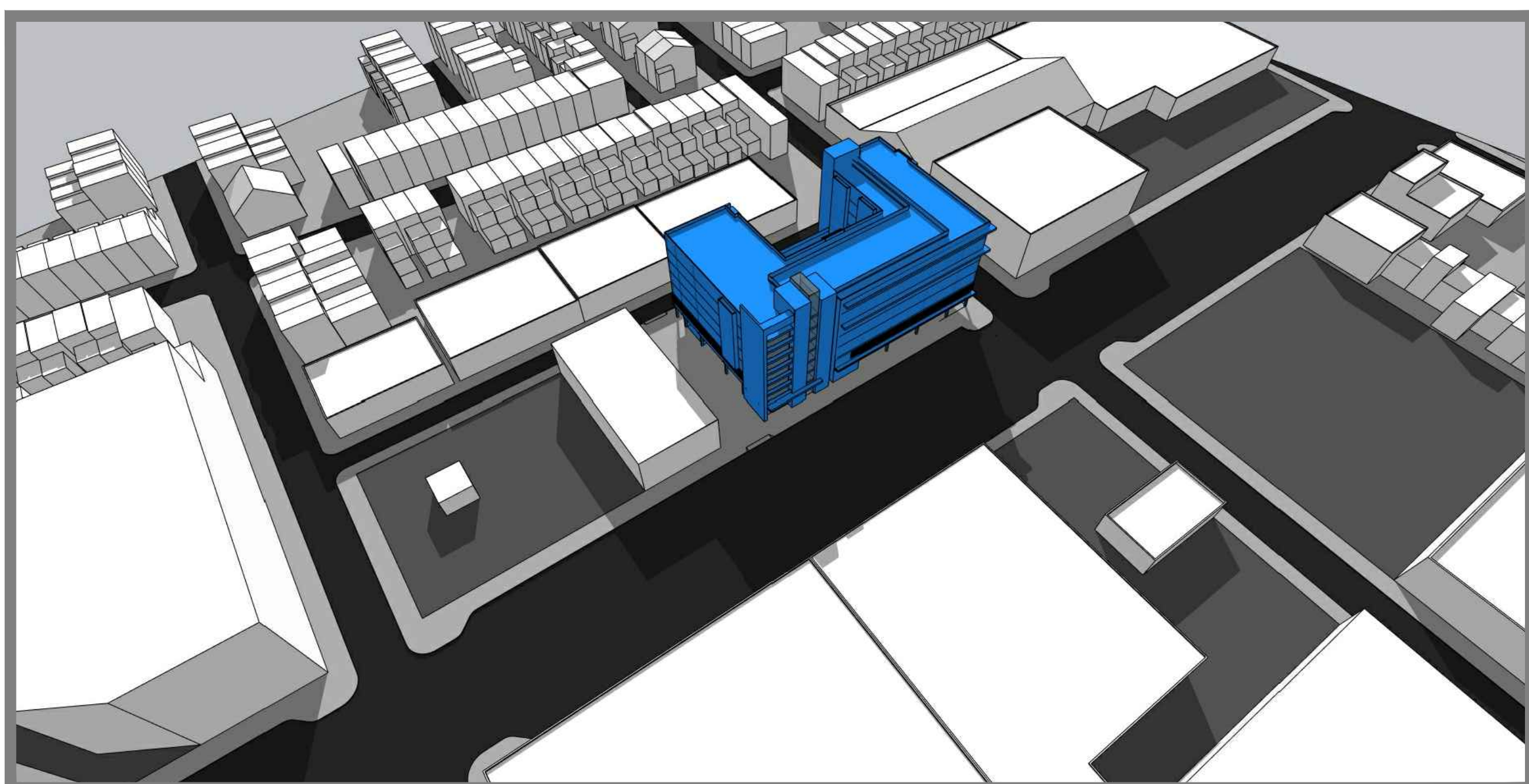
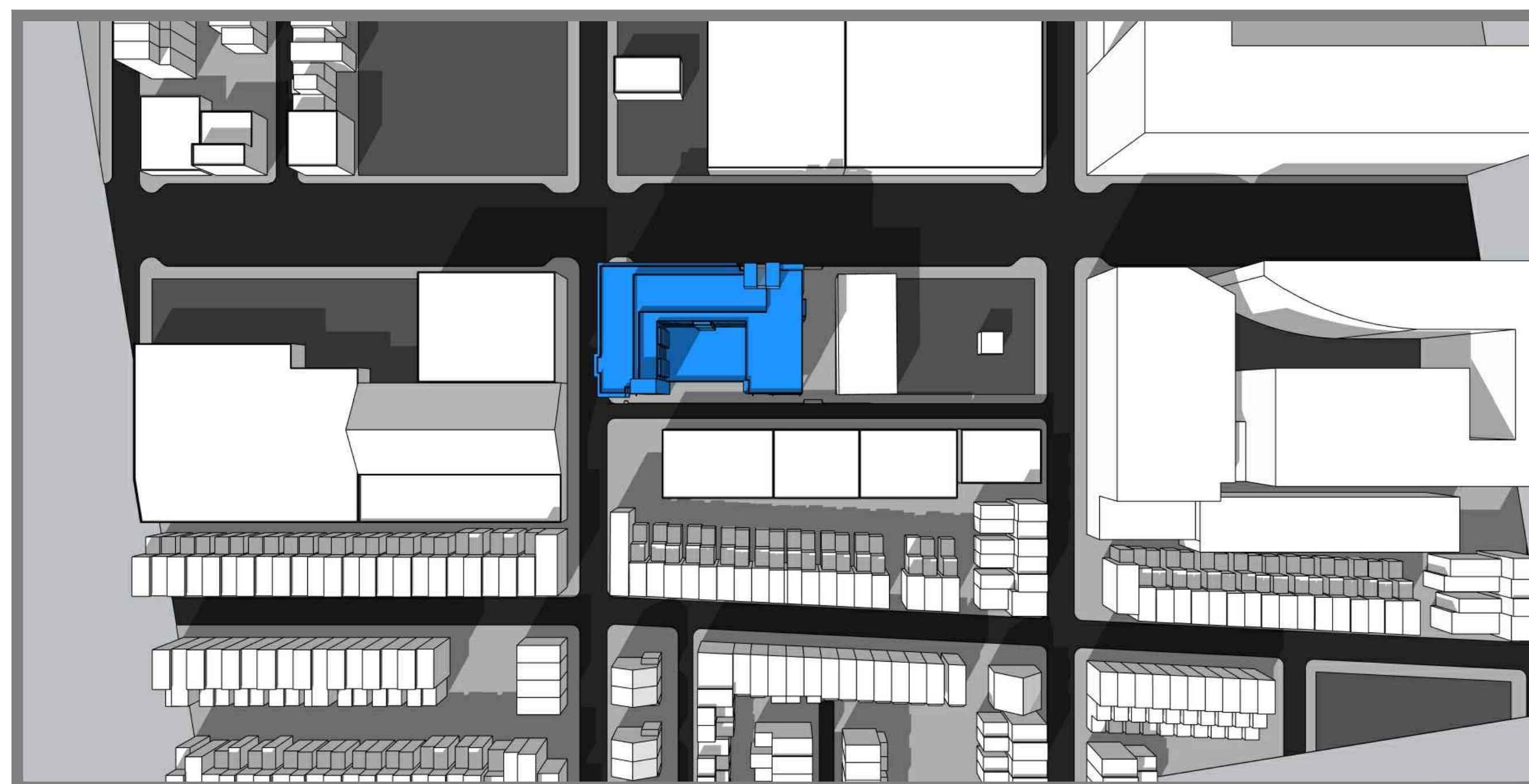
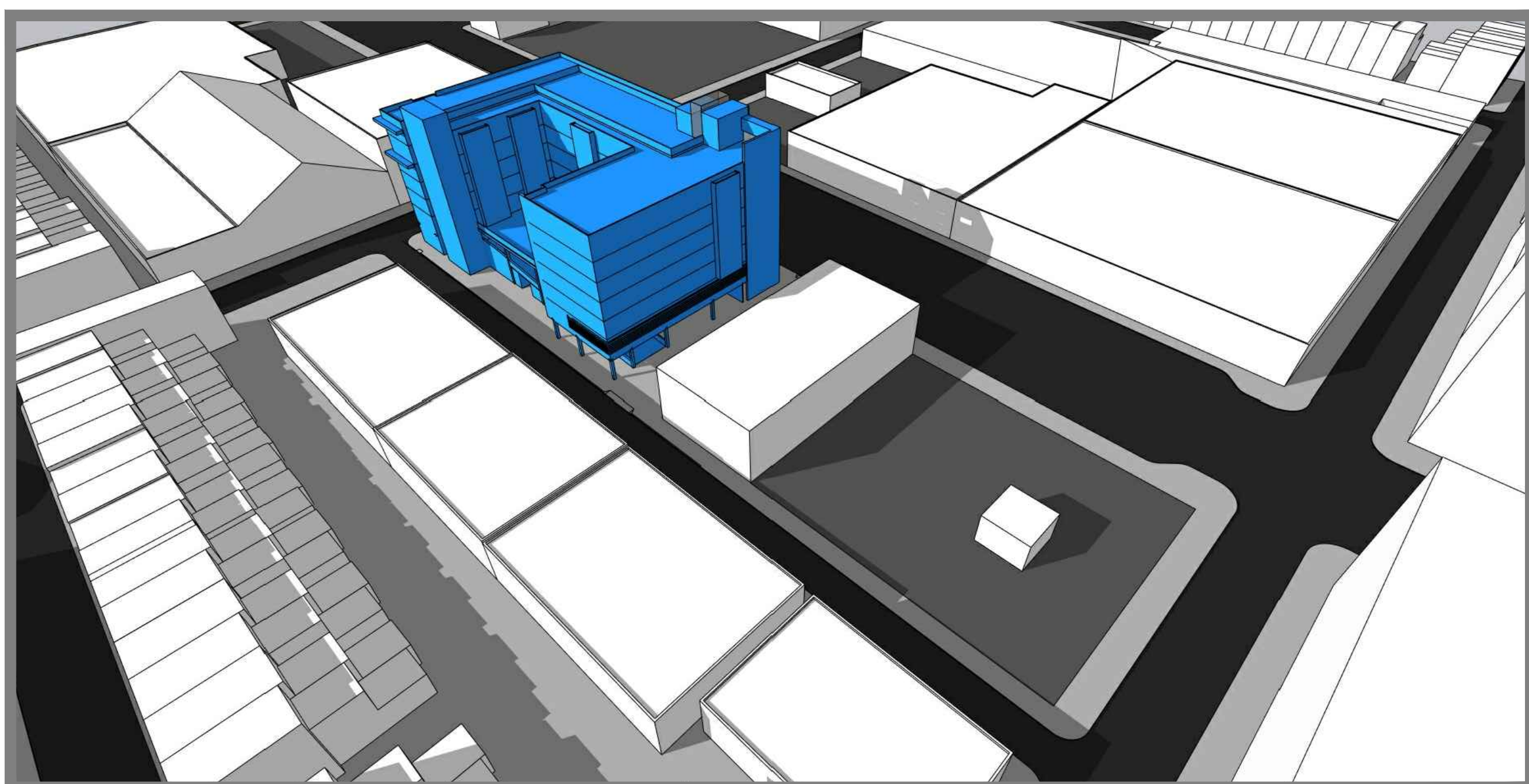
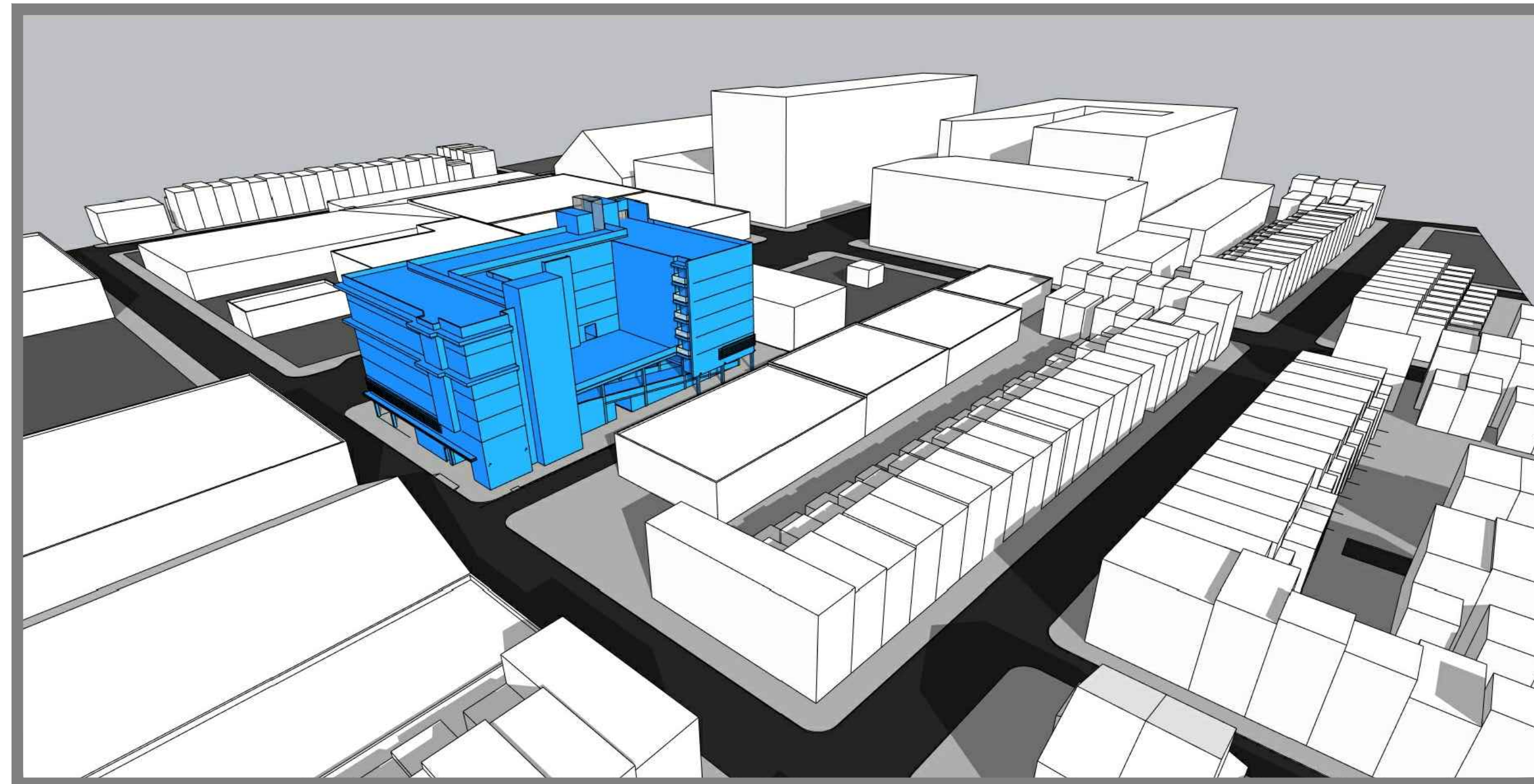
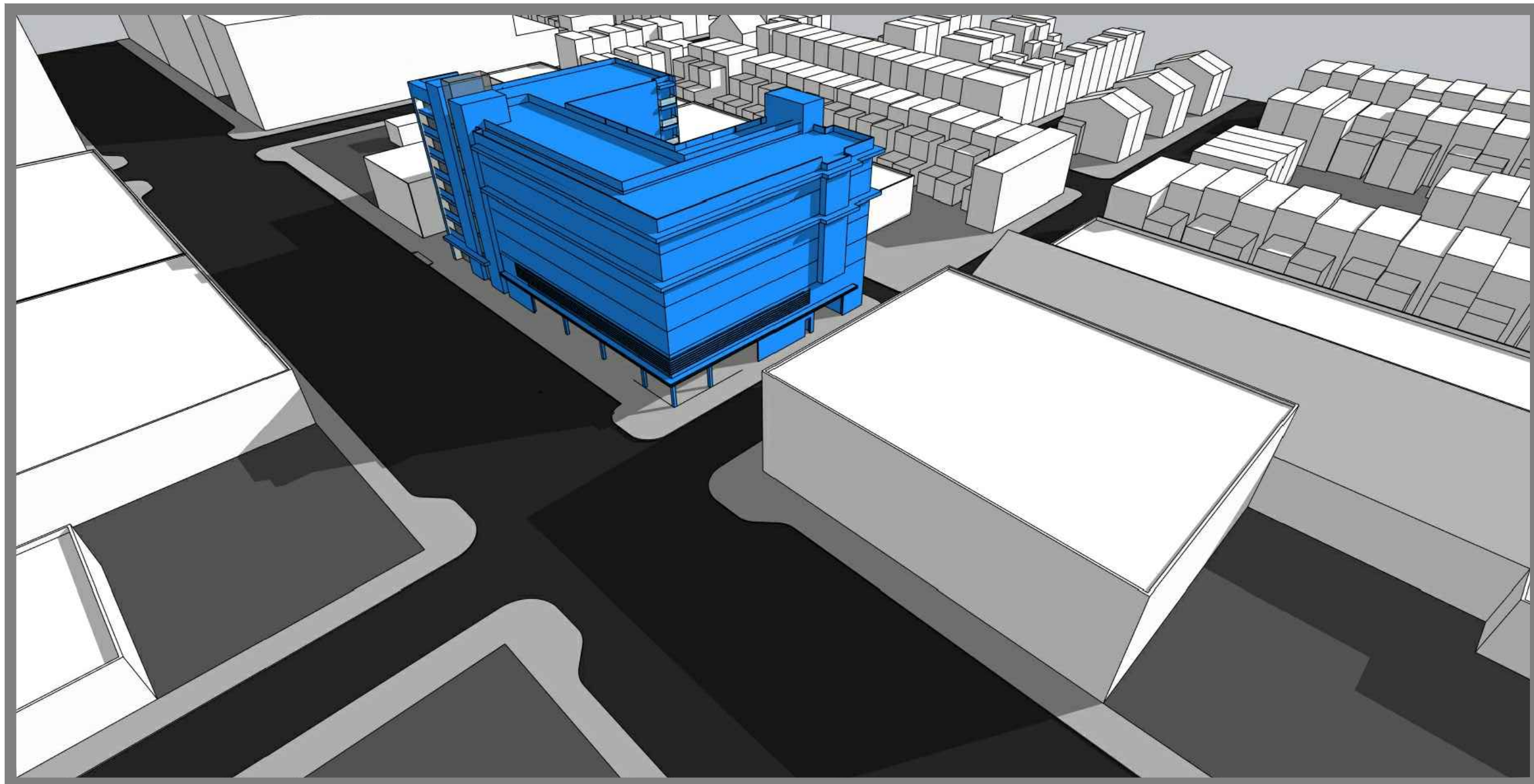
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Material Palette - Sheet 2 of 2



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SHEET TITLE
Massing within Site Context

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PROJECT NO. v21-150 DATE 07-30-2024

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DRAWING NO.

Civic Design Review Sustainable Design Checklist

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

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

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

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes, building entrances are located on Washington Ave. Residential entrance is proposed at the closest point to Subway.
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	New parking is proposed primarily underground and at the second floor.
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	4 parking spaces are allocated for electrical vehicles.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance)ⁱ	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Not provided. Bicycle Parking type 1A for residents provided within the building.

Civic Sustainable Design Checklist – Updated September 3, 2019

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Roof top planting will be drought tolerant.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes, vegetated roof at 2nd floor and 7th floor are provided.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	No, managing all on-site water runoff only.
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Green roof will be utilized. Proposing additional landscaped areas on the site.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	Total connected lighting power shall be less than 90% of the total lighting power allowance.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ <ul style="list-style-type: none"> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using 	Roof top vegetation will help to reduce the heat gain and heat loss.

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> ●Achieve certification in Energy Star for Multifamily New Construction (MFNC). ●Achieve Passive House Certification 	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	

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

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

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

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

^{iv} Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways