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CIVIC DESIGN REVIEW

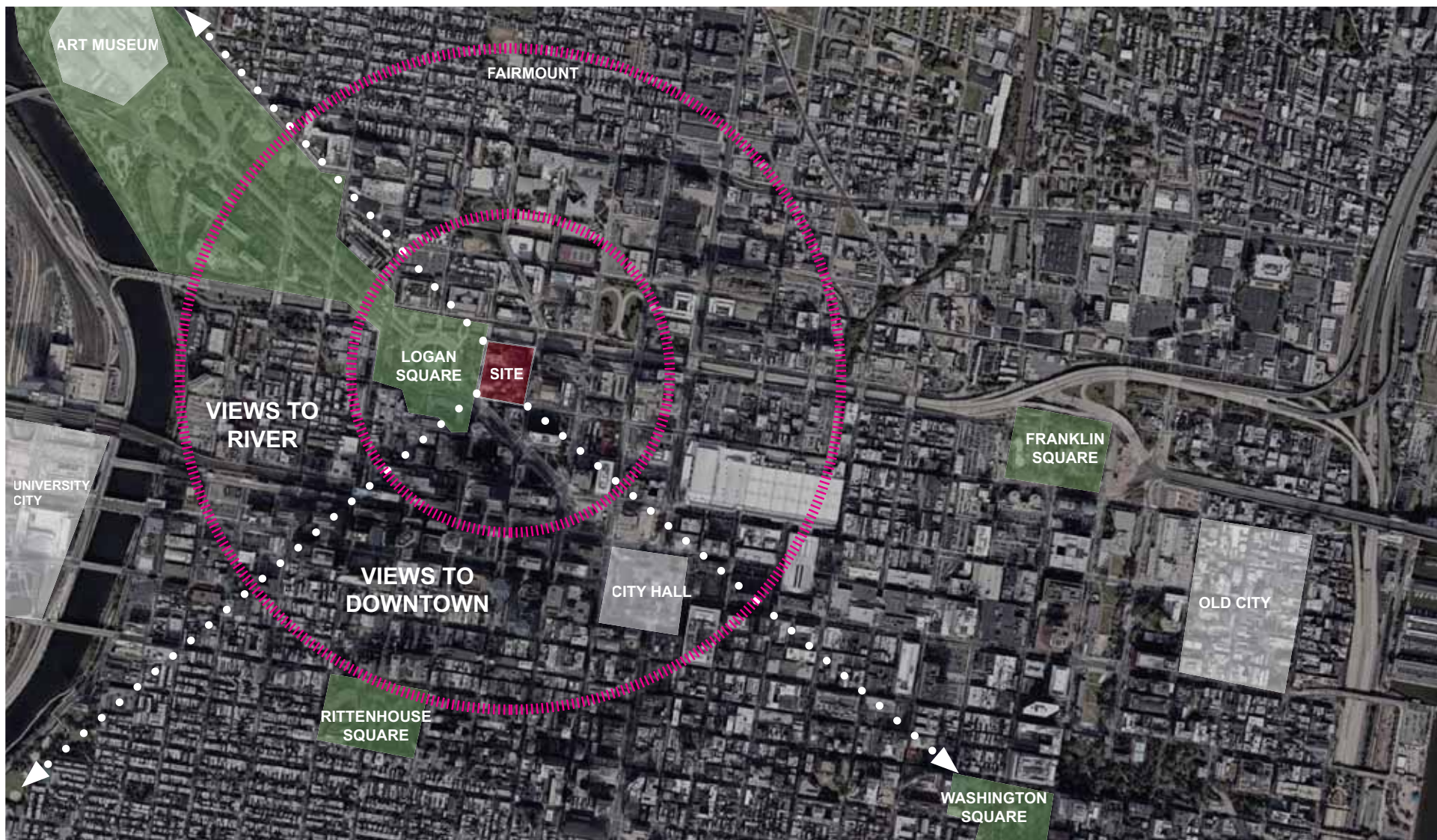
CATHEDRAL PLACE - PHASE 1

PHILADELPHIA, PENNSYLVANIA



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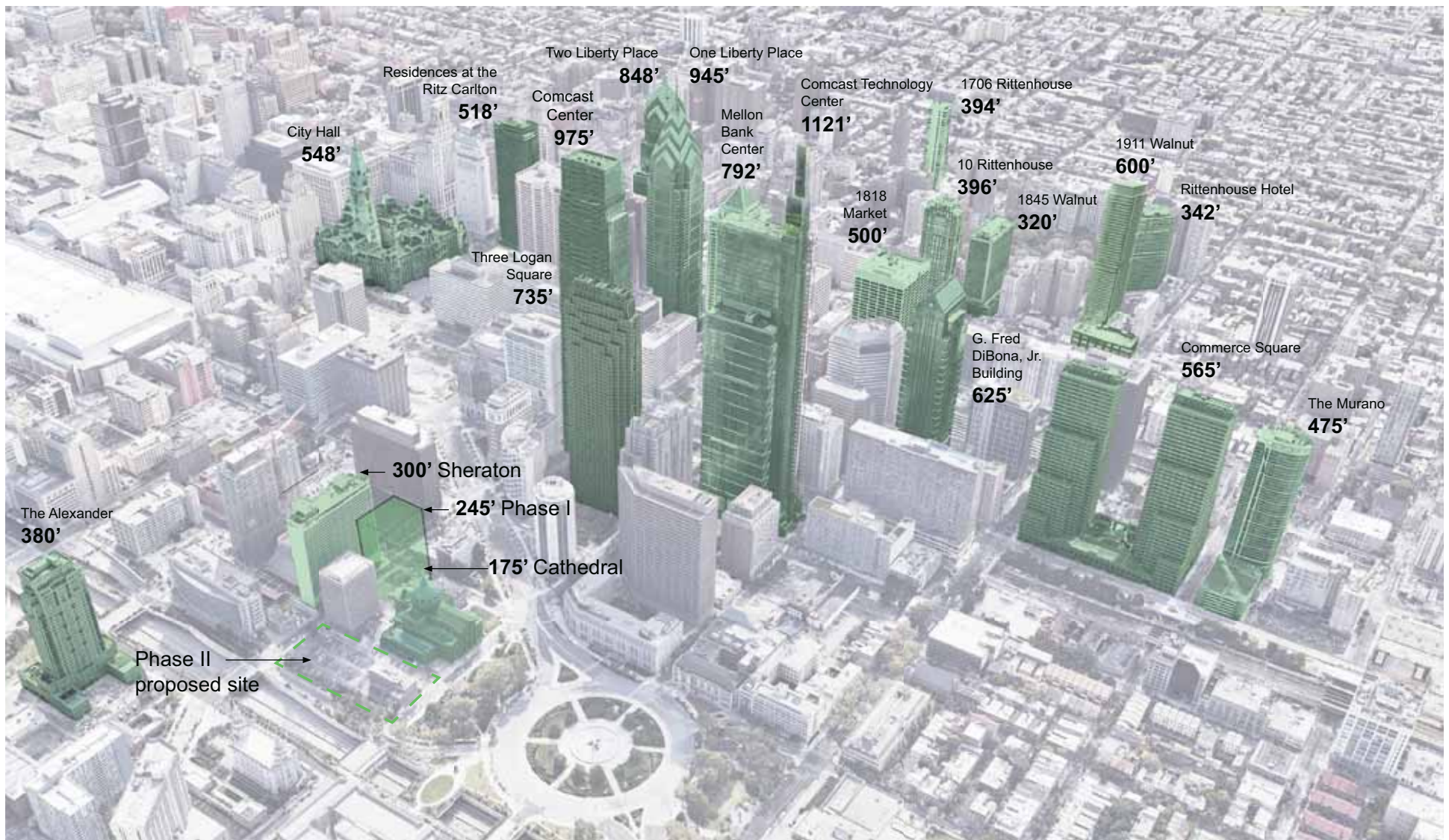
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PROPOSED SITE PLAN AERIAL
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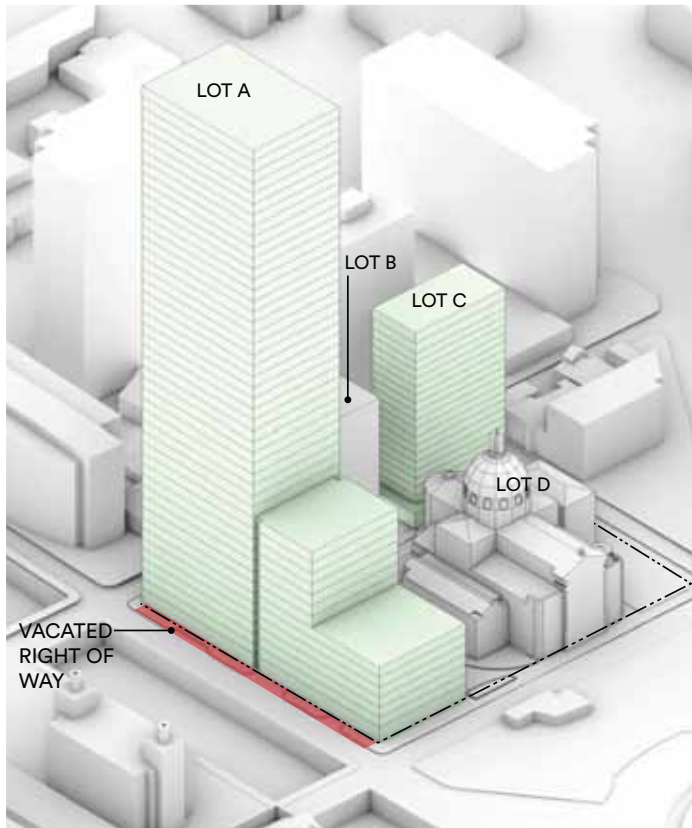
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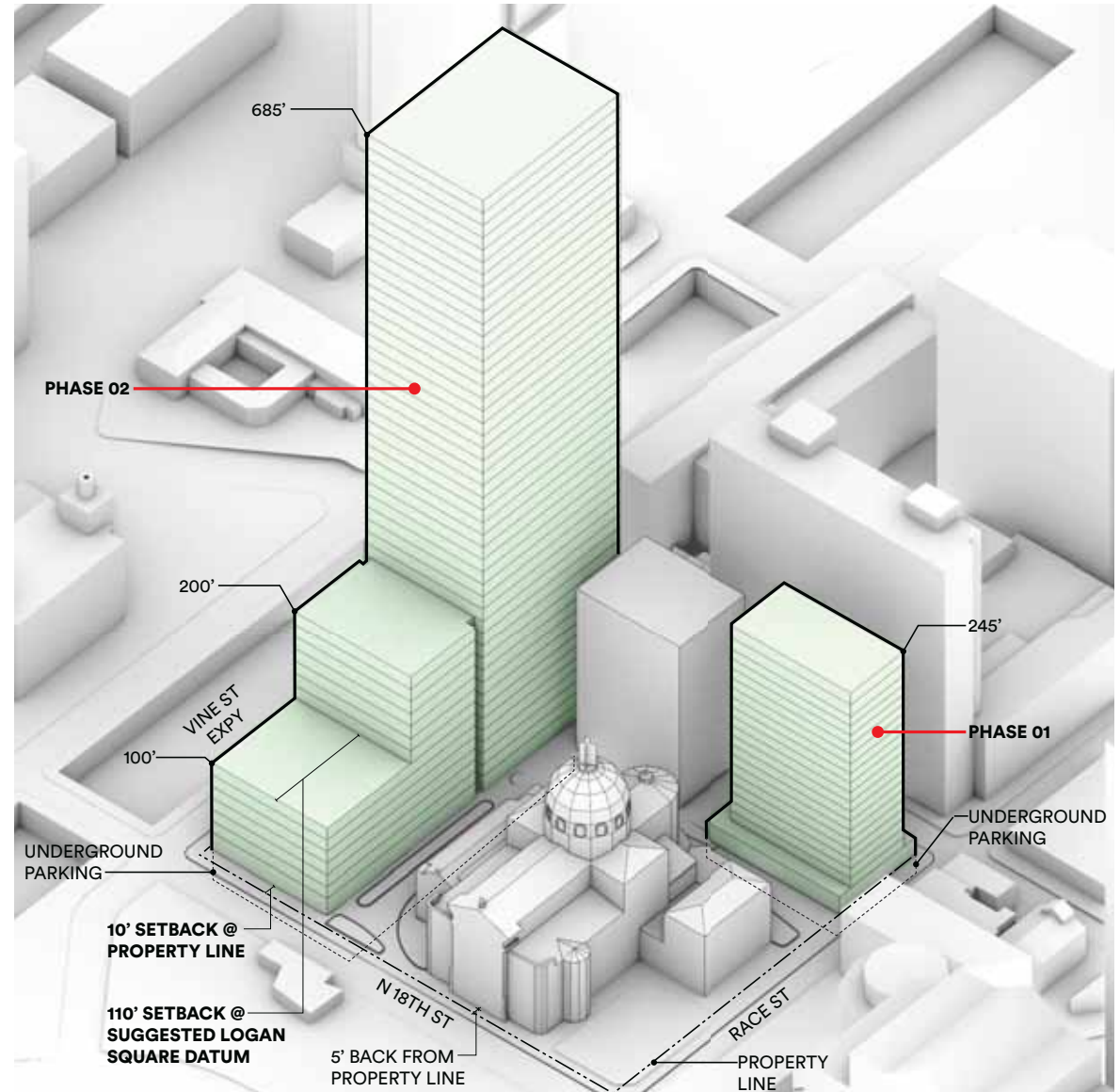
EXISTING BUILDINGS HEIGHT
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

2018042

02.04.2020 **CDR 0.1**



| FAR CALCULATIONS - CATHEDRAL PLACE | | | | | |
|------------------------------------|-----------|------------------------|---------------|---------------|-------------------|
| PHASE 1 | SITE AREA | x FAR = ALLOWABLE AREA | EXISTING AREA | PROPOSED BLDG | ALLOWABLE NEW FAR |
| LOT A | 57,148 | 6 | 285,745 | 20,418 | 265,327 |
| LOT B | 18,625 | 7 | 130,375 | 135,785 | -5,410 |
| LOT C | 21,505 | 7 | 150,535 | 238,400 | -87,865 |
| LOT D | 73,925 | 8 | 369,025 | 82,300 | 287,325 |
| TOTAL | 171,204 | | 936,280 | 238,503 | 459,377 |



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SITE CONFIGURATION - POTENTIAL PROGRAM

CATHEDRAL PLACE - PHASE 1
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02.04.2020 CDR 0.2



AERIAL VIEW LOOKING NORTHEAST



AERIAL VIEW LOOKING NORTHWEST



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PROPOSED SITE OBLIQUE AERIAL VIEWS
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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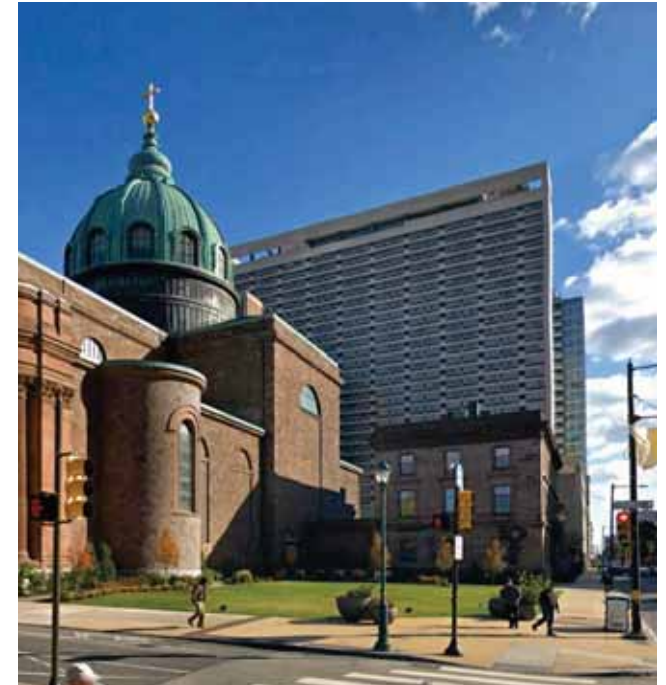
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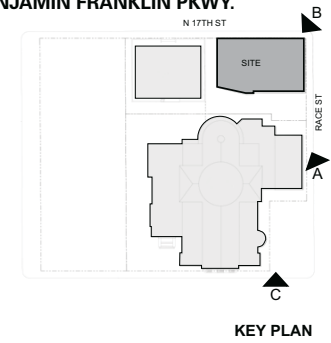
A. VIEW FROM SOUTHEAST ON RACE ST.



B. SOUTHWEST VIEW OF N 17TH ST.



C. VIEW FROM CATHEDRAL ON BENJAMIN FRANKLIN PKWY.



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PROPOSED SITE PHOTOGRAPHS
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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CDR 0.4

PROJECT OVERALL DESCRIPTION

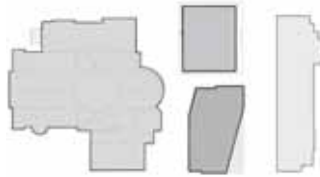
ARCHDIOCESE OF PHILADELPHIA: 185'

CATHEDRAL PLACE, PHASE 1 : 245'

CATHERDRAL PLACE, PHASE 2 SITE

THE CATHEDRAL BASILICA OF SS. PETER AND PAUL : 175'

PROJECT SUMMARY



RESIDENTIAL

| | |
|-----------------|--------------|
| RESIDENTIAL GSF | 234,615 SF |
| RESIDENTIAL NSF | 182,416 SF |
| UNITS | 13 UNITS/FLR |
| EFFICIENCY | 83.5% |

AMENITY

5,135 SF

RETAIL

2,961 SF

PARKING

| | |
|----------------|-----------|
| PARKING GSF | 12,474 SF |
| PARKING SPACES | 14 |

TOTAL BUILDING GSF 265,849 SF



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PROJECT OVERALL DESCRIPTION

CATHEDRAL PLACE - PHASE 1

PHILADELPHIA, PENNSYLVANIA

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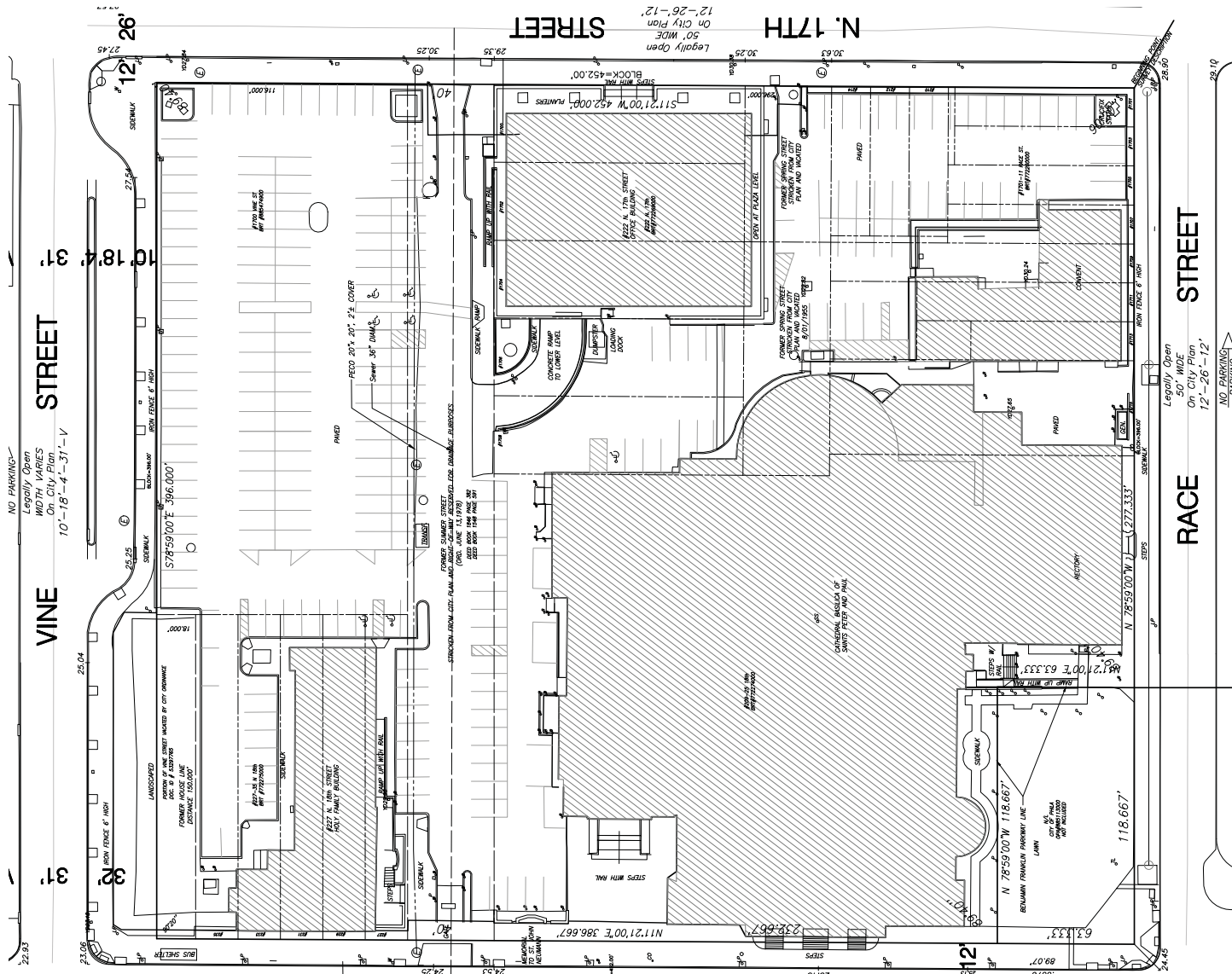
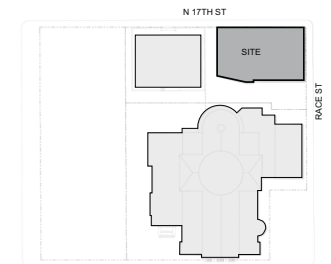
CDR 1.0



PHILADELPHIA, PENNSYLVANIA

02.04.2020

 **CDR 1.1**

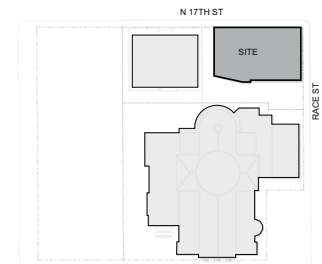


CATHEDRAL PLACE PHASE 1 & 2 LANDSCAPE



URBAN PLAN

-> PUBLIC CIRCULATION



KEY PLAN



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PROPOSED URBAN PLAN
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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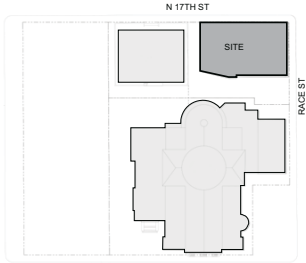
CDR 1.2

LANDSCAPE PLAN



ENLARGED LANDSCAPE PLAN

-> PUBLIC CIRCULATION



KEY PLAN



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ENLARGED LANDSCAPE PLAN
CATHEDRAL PLACE - PHASE 1
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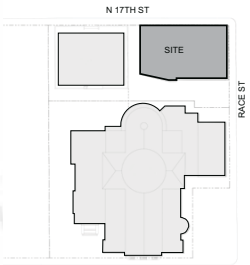
GROUND LEVEL PLAN



GROUND LEVEL PLAN

- SERVICE
- RESIDENTIAL
- RETAIL
- PARKING ENTRANCE
- LOADING ENTRANCE
- RETAIL ENTRANCE
- RESIDENTIAL ENTRANCE

Race Street



KEY PLAN



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GROUND LEVEL PLAN
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

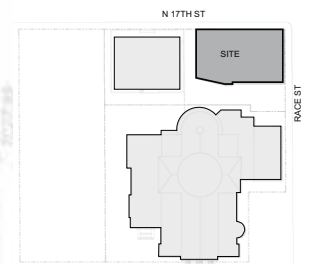
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02.04.2020 CDR 1.4

LEVEL 2 PLAN



LEVEL 2 PLAN

RESIDENTIAL



KEY PLAN



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EXETER
PROPERTY GROUP

LEVEL 2 FLOOR PLAN
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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02.04.2020



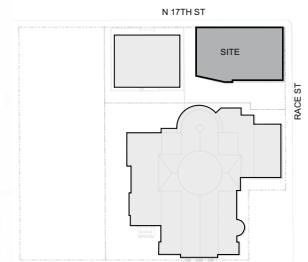
CDR 1.5

TYPICAL FLOOR PLAN



LEVEL 3 - 22 TYPICAL PLAN

 RESIDENTIAL



KEY PLAN



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LEVEL 3-22 TYP RES. FLOOR PLAN
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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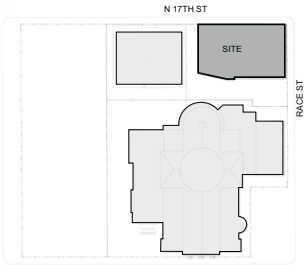
CDR 1.6

LEVEL 23 AMENITY PLAN



LEVEL 23 AMENITY PLAN

- SERVICE
- RESIDENTIAL
- OUTDOOR
- RESIDENTIAL ENTRANCE



KEY PLAN



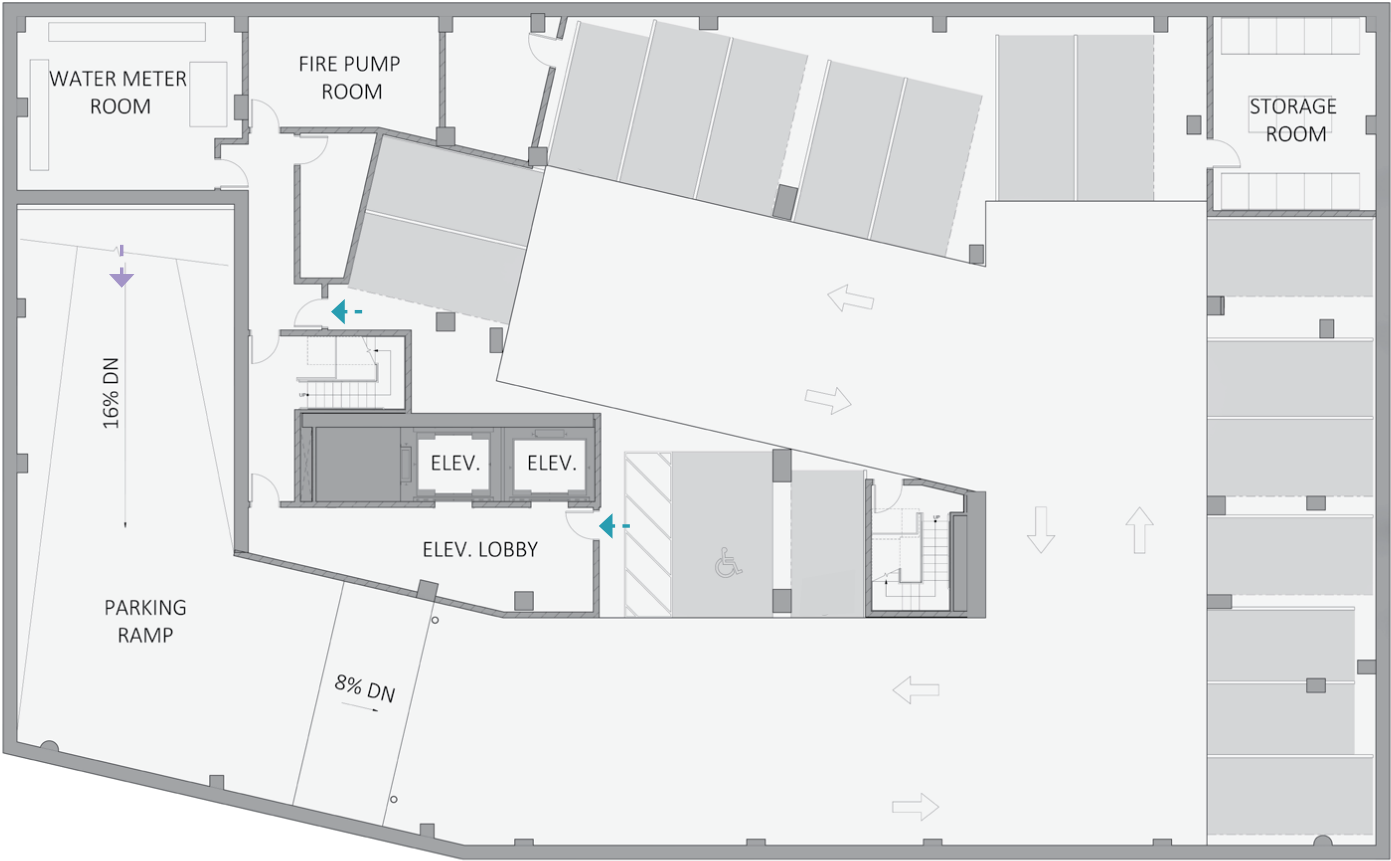
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LEVEL 23 FLOOR PLAN
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

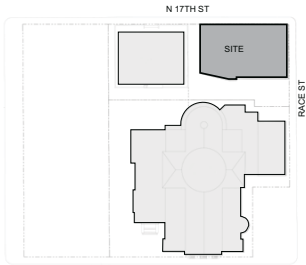
2018042
02.04.2020 CDR 1.7

BASEMENT PLAN



BASEMENT 1 LEVEL PLAN

- PARKING
- PARKING ENTRANCE
- LOADING ENTRANCE
- RETAIL ENTRANCE
- RESIDENTIAL ENTRANCE



KEY PLAN

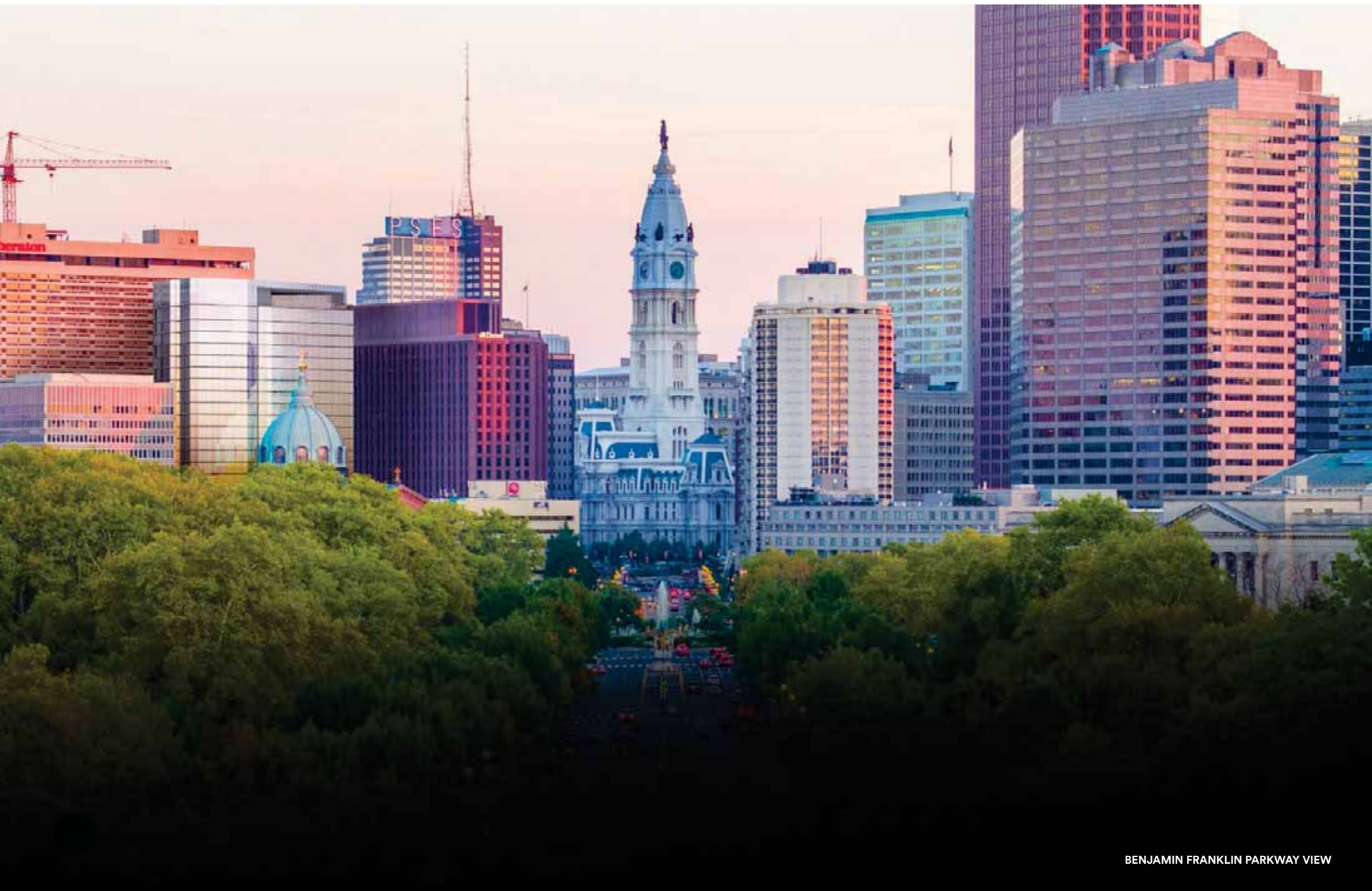


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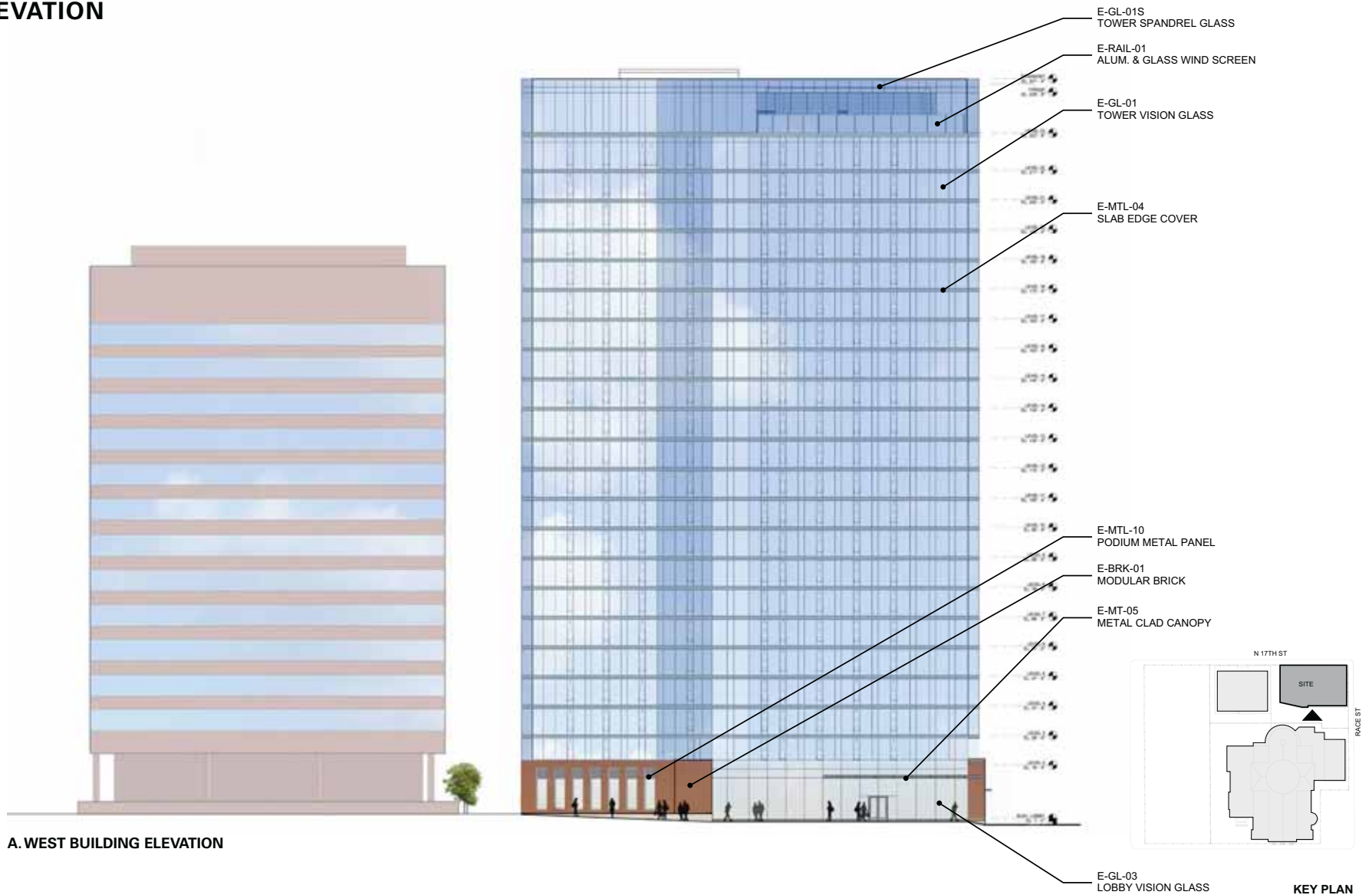
LEVEL B1 FLOOR PLAN
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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BENJAMIN FRANKLIN PARKWAY VIEW

WEST ELEVATION



A. WEST BUILDING ELEVATION



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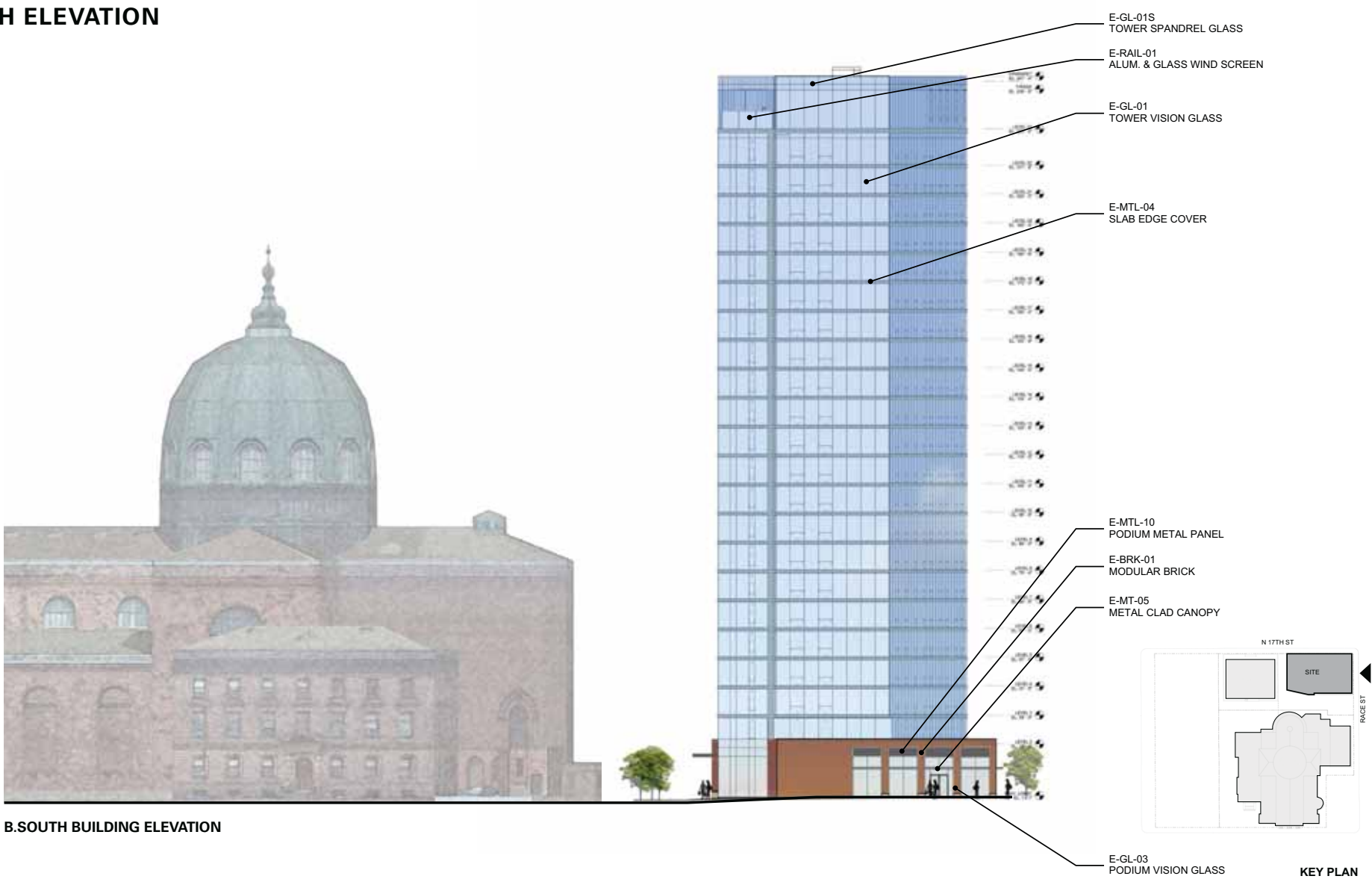


BUILDING ELEVATIONS
 CATHEDRAL PLACE - PHASE 1
 PHILADELPHIA, PENNSYLVANIA

2018042
 02.04.2020

CDR 2.0

SOUTH ELEVATION



B.SOUTH BUILDING ELEVATION



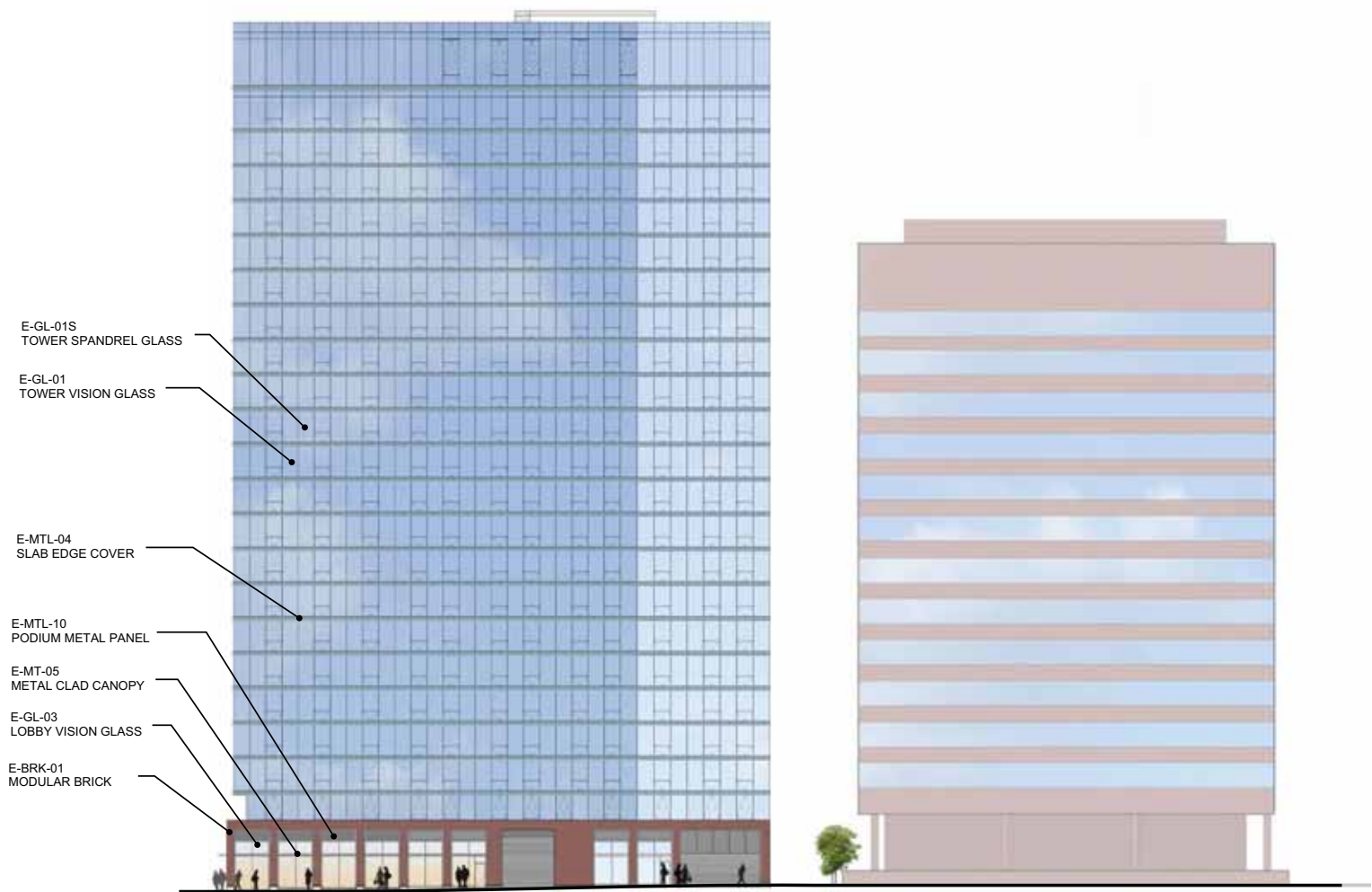
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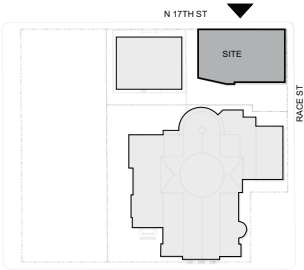
BUILDING ELEVATIONS
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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02.04.2020 CDR 2.1

EAST ELEVATION



C. EAST BUILDING ELEVATION



KEY PLAN



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BUILDING ELEVATIONS
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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NORTH ELEVATION

E-GL-01S
TOWER SPANDREL GLASS

E-GL-01
TOWER VISION GLASS

E-MTL-04
SLAB EDGE COVER

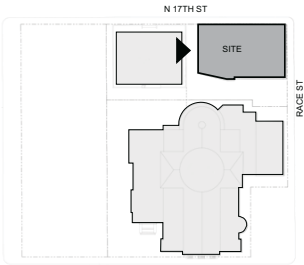
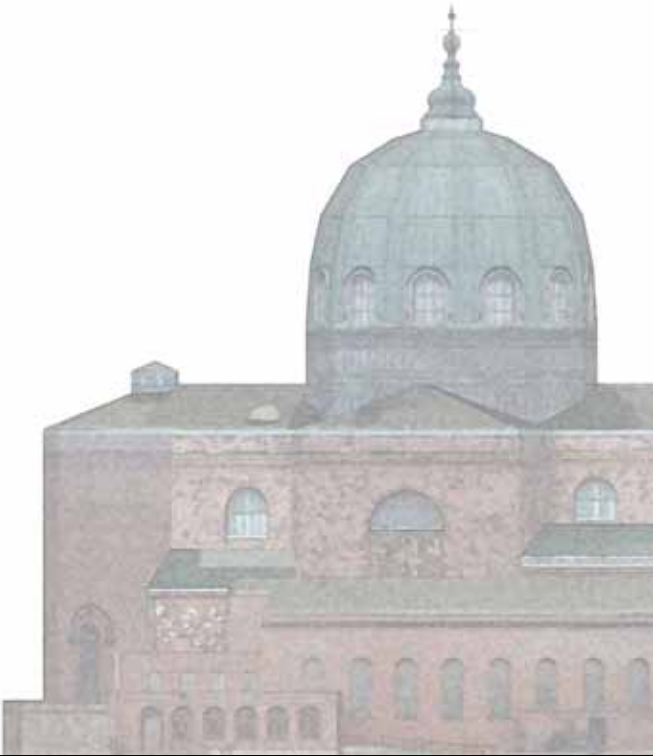
E-MTL-10
PODIUM METAL PANEL

E-GL-03
LOBBY VISION GLASS

E-LVR-01
FRAMELESS METAL
WALL LOUVERS

E-BRK-01
MODULAR BRICK

D.NORTH BUILDING ELEVATION



KEY PLAN



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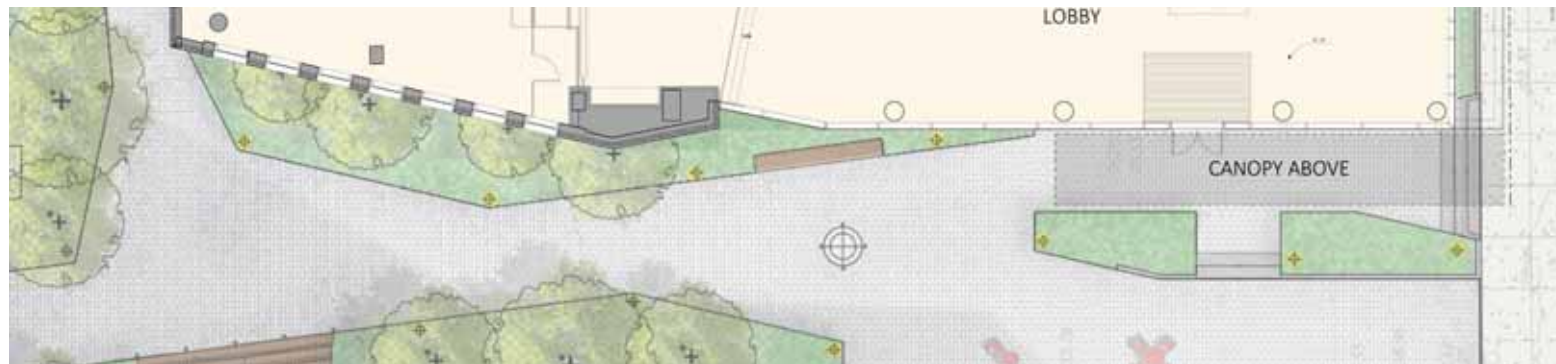
BUILDING ELEVATIONS
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

2018042
02.04.2020 CDR 2.3

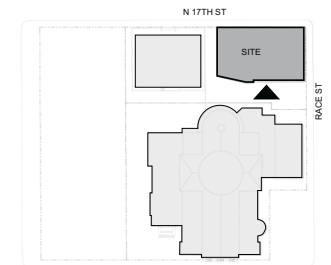
WEST ELEVATION



A. ENLARGED WEST PODIUM ELEVATION



A. ENLARGE PUBLIC PLAZA STREETSCAPE PLAN



KEY PLAN



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ENLARGED ELEVATION/ STREETSCAPE PLAN

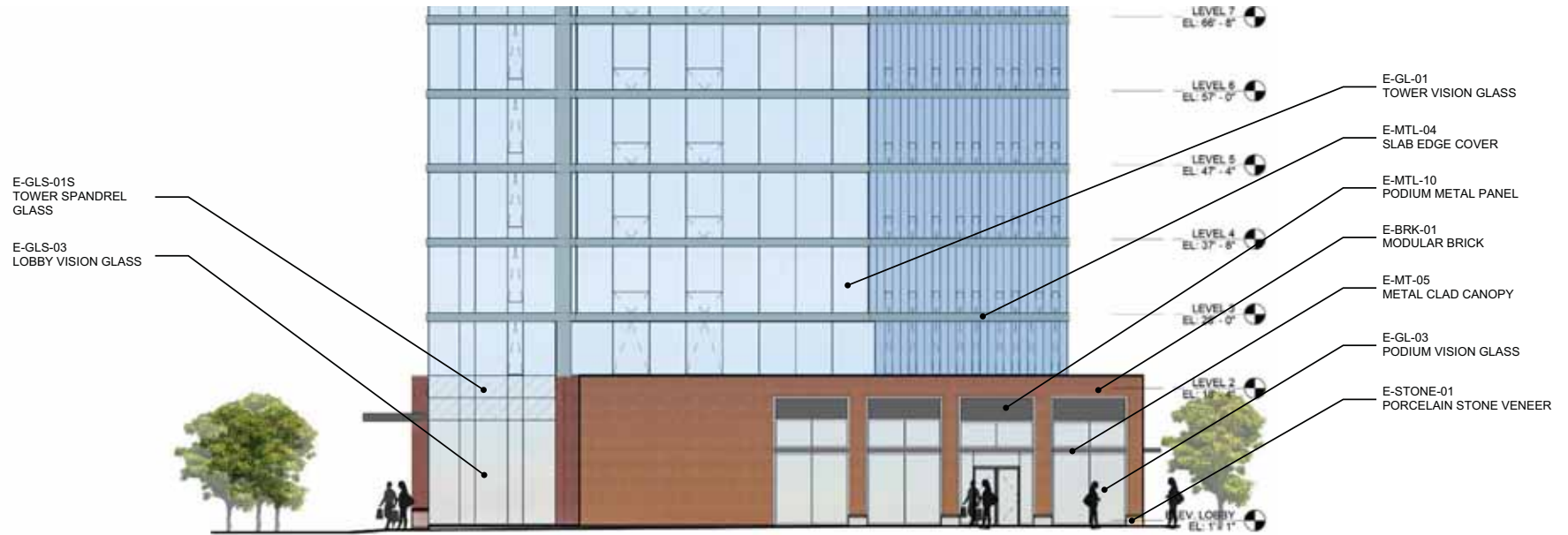
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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CDR 2.4

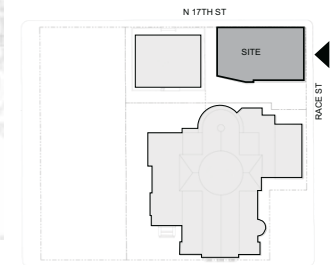
SOUTH ELEVATION



B.ENLARGED SOUTH PODIUM ELEVATION



B.ENLARGE RACE ST STREETScape PLAN



KEY PLAN



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ENLARGED ELEVATION/ STREETScape PLAN
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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CDR 2.5

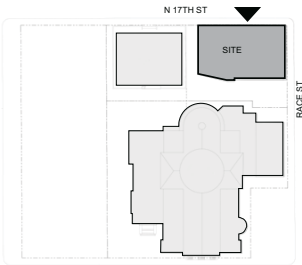
EAST ELEVATION



C.ENLARGED EAST PODIUM ELEVATION



C.ENLARGE 17TH ST STREETScape PLAN



KEY PLAN



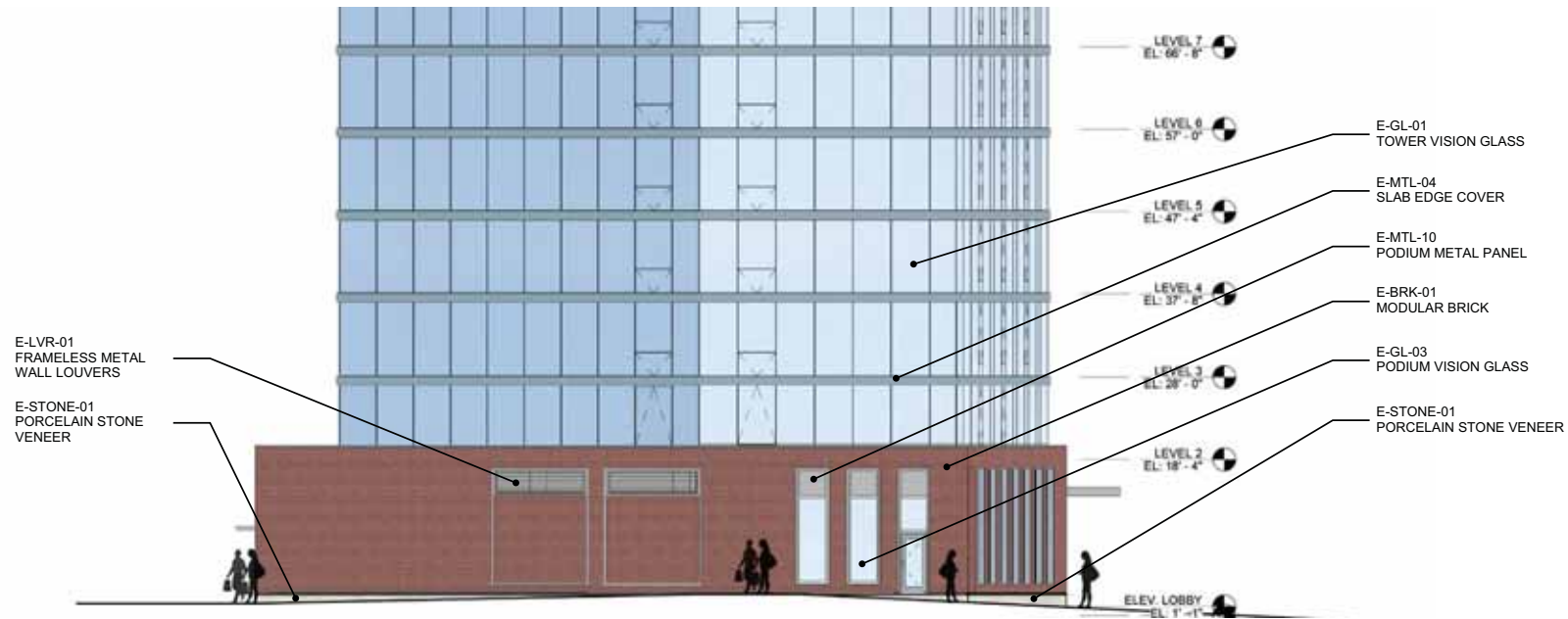
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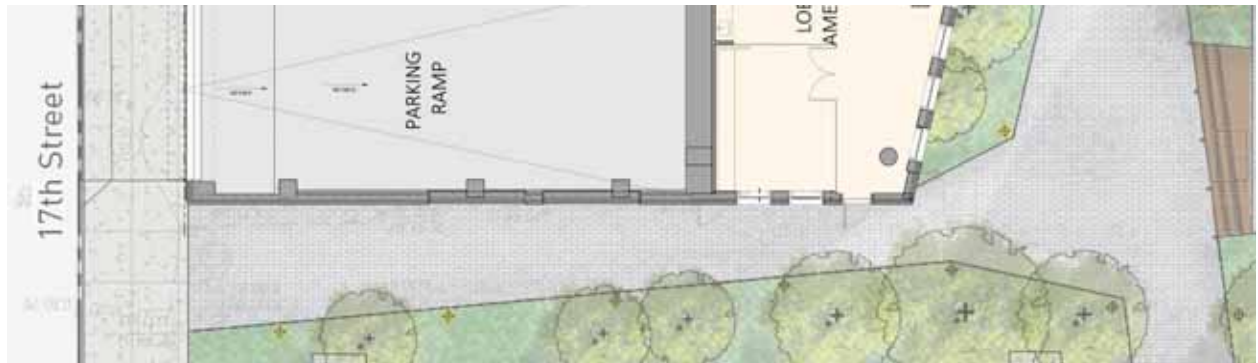
ENLARGED ELEVATION/ STREETScape PLAN
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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02.04.2020 CDR 2.6

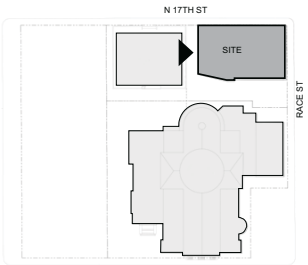
NORTH ELEVATION



D.ENLARGED NORTH PODIUM ELEVATION



D.ENLARGED PUBLIC PLAZA STREETScape PLAN



KEY PLAN



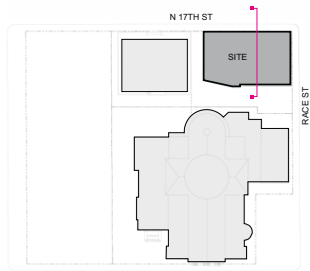
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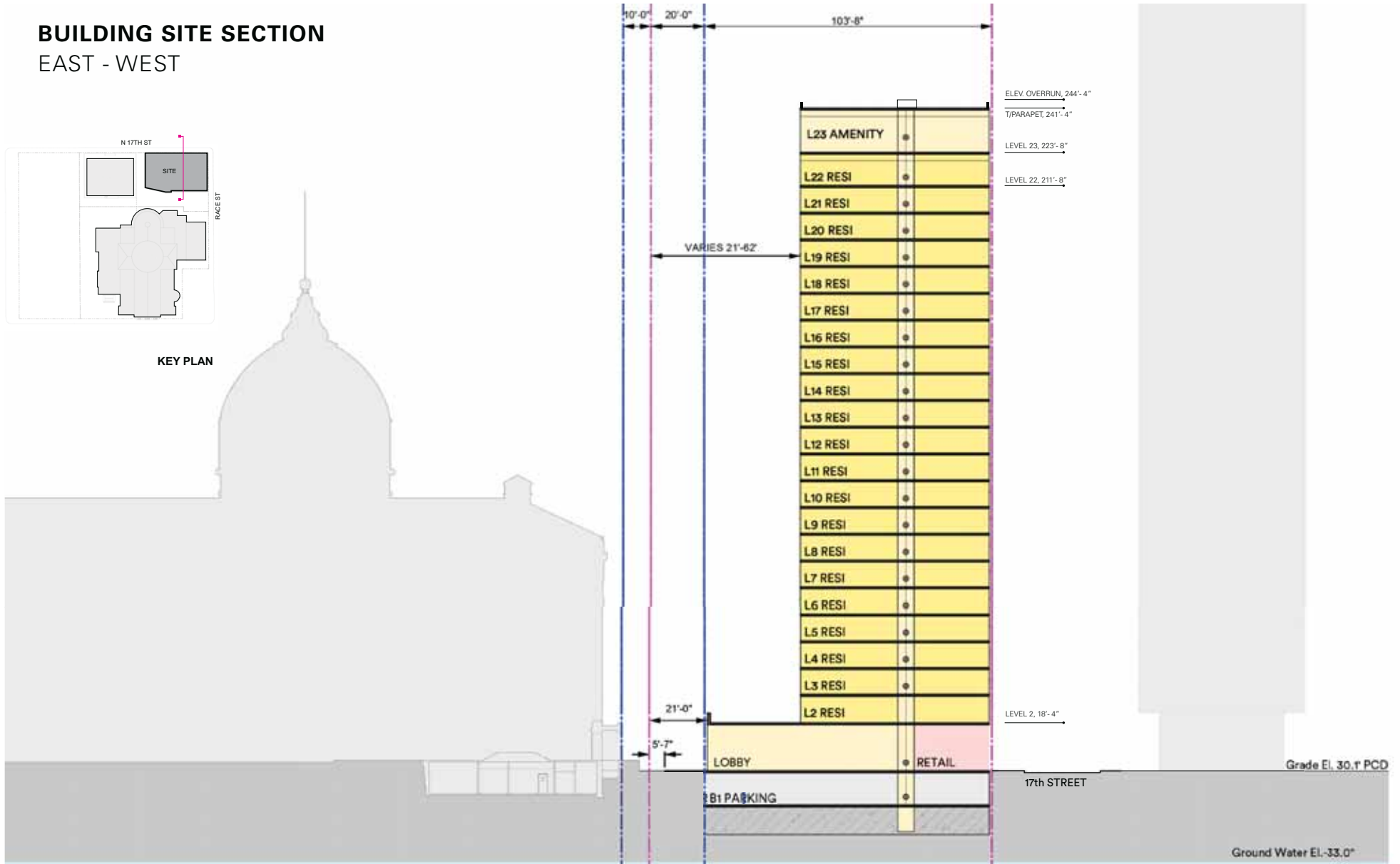
ENLARGED ELEVATION/ STREETScape PLAN
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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02.04.2020 CDR 2.7

BUILDING SITE SECTION EAST - WEST



KEY PLAN



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EXETER
PROPERTY GROUP

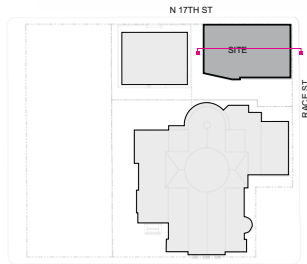
BUILDING SITE SECTION
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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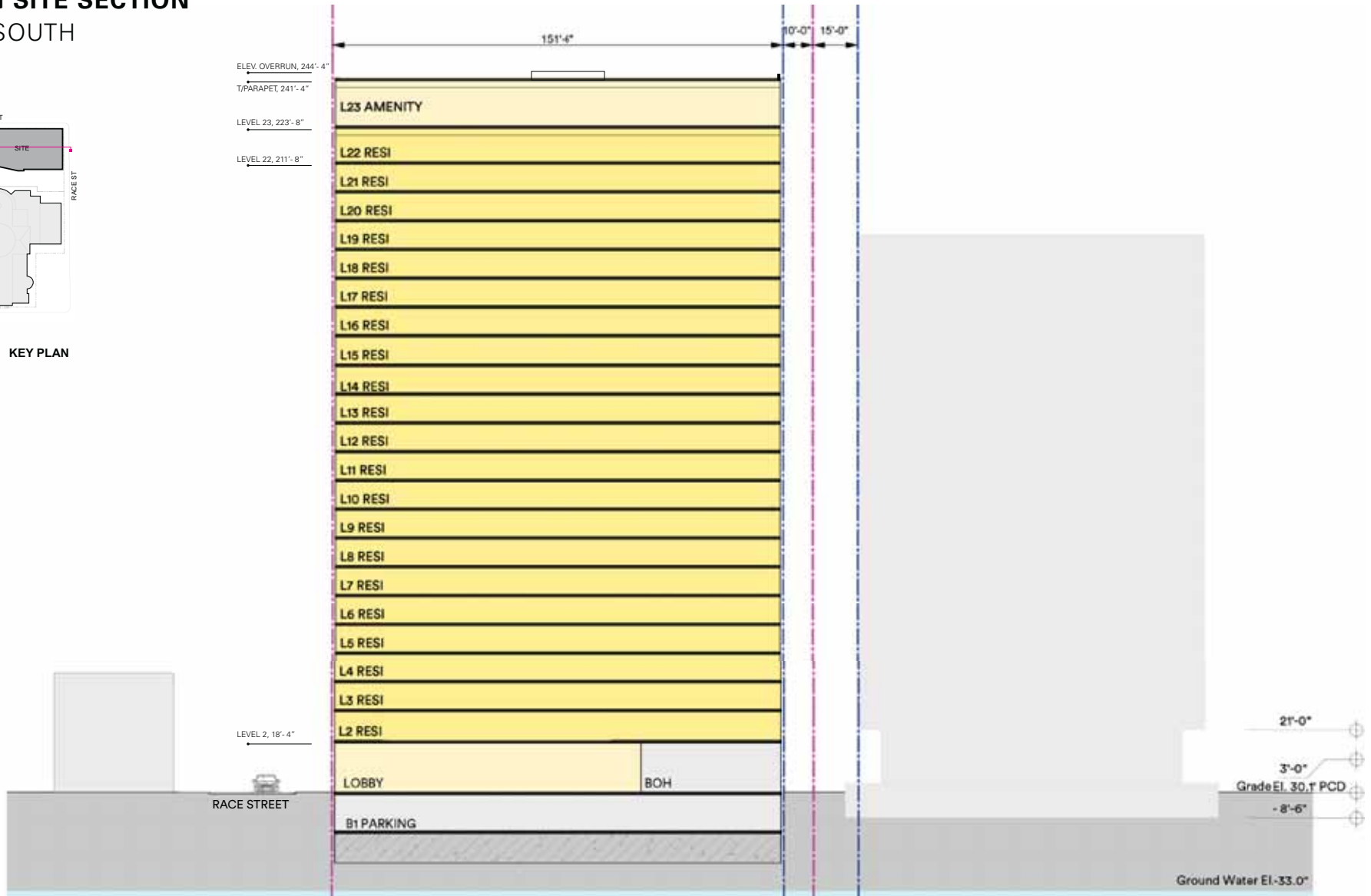
02.04.2020

0 16' 32'
CDR 2.8

BUILDING SITE SECTION NORTH - SOUTH



KEY PLAN



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EXETER
PROPERTY GROUP

BUILDING SITE SECTION
CATHEDRAL PLACE - PHASE 1
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0 16' 32'
CDR 2.9



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EXTERIOR NORTHWEST VIEW CDR 3.0



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EXTERIOR NORTHEAST VIEW CDR 3.1



E-GL-01,
TOWER VISION GLASS

E-MTL-01,
TOWER MULLION

E-MTL-04,
SLAB EDGE COVER

E-GL-02,
TOWER VISION GLASS

E-GL-01S,
TOWER SPANDREL
GLASS

E-MTL-05,
METAL CLAD CANOPY

E-GL-03,
LOBBY VISION GLASS

E-MTL-02,
PODIUM MULLION

E-MTL-08,
PODIUM BASE METAL

E-STONE-01,
PORCELAIN STONE
VENEER



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LOBBY ENTRY VIEW
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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CDR 3.3

E-GL-01,
TOWER VISION GLASS

E-MTL-01,
TOWER MULLION

E-MTL-04,
SLAB EDGE COVER

E-GL-03,
PODIUM VISION GLASS

E-GL-02,
TOWER VISION GLASS

E-BRK-01,
MODULAR BRICK

E-MTL-10,
PODIUM METAL PANEL

E-MTL-05,
METAL CLAD CANOPY

E-MTL-11,
METAL TRIM



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RETAIL CORNER VIEW

CATHEDRAL PLACE - PHASE 1

PHILADELPHIA, PENNSYLVANIA

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CDR 3.3

E-MTL-04,
SLAB EDGE COVER

E-GL-01,
TOWER VISION GLASS

E-MTL-01,
TOWER MULLION

E-MTL-09,
METAL COPING

E-MTL-10,
PODIUM METAL PANEL

E-GL-03,
PODIUM VISION GLASS

E-BRK-01,
MODULAR BRICK



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OFFICE CORNER VIEW
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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02.04.2020  **CDR 3.4**

E-MTL-04,
SLAB EDGE COVER

E-GL-01,
TOWER VISION GLASS

E-MTL-01,
TOWER MULLION

E-GL-01S,
TOWER SPANDREL
GLASS

E-MTL-09,
METAL COPING

E-GL-02S,
TOWER SPANDRAL
GLASS

E-GL-02,
TOWER VISION GLASS

E-BRK-01,
MODULAR BRICK

E-LVR-01,
FRAMELESS METAL
WALL LOUVERS

E-MTL-05,
METAL CLAD CANOPY

E-GL-03S,
PODIUM SPANDREL
GLASS



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PARKING ENTRY VIEW
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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02.04.2020



CDR 3.5

E-GL-01S,
TOWER SPANDREL
GLASS

E-MTL-06,
PROFILE METAL PANEL

E-GL-02,
TOWER VISION GLASS

E-RAIL-01,
ALUM. & GLASS WIND
SCREEN

E-GL-01S,
TOWER SPANDREL
GLASS

E-MTL-04,
SLAB EDGE COVER

E-MTL-01,
TOWER MULLION

E-GL-01,
TOWER VISION GLASS



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EXTERIOR AMENITY
CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

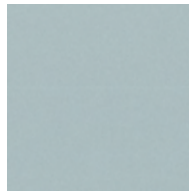
2018042

02.04.2020  **CDR 3.6**

BUILDING MATERIALS



MTL- 01, 02, 08, 09, 10, 11
LVR- 01
CHARCOAL BLACK



MTL- 04, 06
GLACON BLUE



BRK- 01
SANTANA ROSE



STN- 01
PORCELAIN STONE VENEER



GL- 01
VIRACON VRE 1-46
CLEAR SILVER BLUE

TOWER & LEVEL 23



GL- 02
VIRACON VRE 1-42
CLEAR BLUE

LEVEL 2 EAST SIDE



GL- 03
VIRACON VRE 1-85
CLEAR BLUE

PODIUM

EXTERIOR MATERIALS MATRIX

| MATERIAL CODE | DESCRIPTION |
|------------------------|---|
| COLOR | |
| E-COL-01 | COLOR |
| E-COL-02 | COLOR |
| E-COL-03 | COLOR |
| E-COL-04 | COLOR |
| WINDOW SYSTEMS | |
| E-WIN-01 | WINDOW WALL SYSTEM, 4-SIDED STRUCTURAL SILICONE GLAZED WITH METAL SLAB EDGE COVER |
| E-WIN-02 | WINDOW WALL SYSTEM, 4-SIDED STRUCTURAL SILICONE GLAZED |
| GLASS | |
| E-GL-01 | INSULATED GLAZING UNIT, VISION |
| E-GL-01s | INSULATED GLAZING UNIT, SPANDREL |
| E-GL-02 | INSULATED GLAZING UNIT, VISION |
| E-GL-02s | INSULATED GLAZING UNIT, SPANDREL |
| E-GL-03 | INSULATED GLAZING UNIT, VISION |
| E-GL-03s | INSULATED GLAZING UNIT, SHADOW BOX |
| METAL | |
| E-MTL-01 | TOWER MULLION |
| E-MTL-02 | PODIUM MULLION |
| E-MTL-03 | TOWER ACCENT METAL PANEL |
| E-MTL-04 | SLAB EDGE COVER |
| E-MTL-05 | METAL-CLAD CANOPY |
| E-MTL-06 | PROFILED METAL PANEL |
| E-MTL-07 | ALUMINUM COMPOSITE METAL PANEL SOFFIT |
| E-MTL-08 | BASE METAL |
| E-MTL-09 | METAL COPING |
| E-MTL-10 | METAL PANEL |
| E-MTL-11 | METAL TRIM |
| LOUVERS | |
| E-LVR-01 | FRAMELESS METAL WALL LOUVERS |
| RAILINGS | |
| E-RAIL-01 | ALUMINUM & GLASS WIND SCREEN |
| E-RAIL-02 | ALUMINUM & GLASS GUARDRAIL |
| MASONRY | |
| E-BRK-01 | MODULAR BRICK |
| E-CMU-01 | CONCRETE MASONRY UNITS, PAINTED |
| STONE | |
| E-STN-01 | PORCELAIN STONE VENEER |
| PLASTER | |
| E-PLS-01 | 3 COAT CEMENT PLASTER |
| EXTERIOR PAVING | |
| E-PVR-01 | PORCELAIN PAVER |



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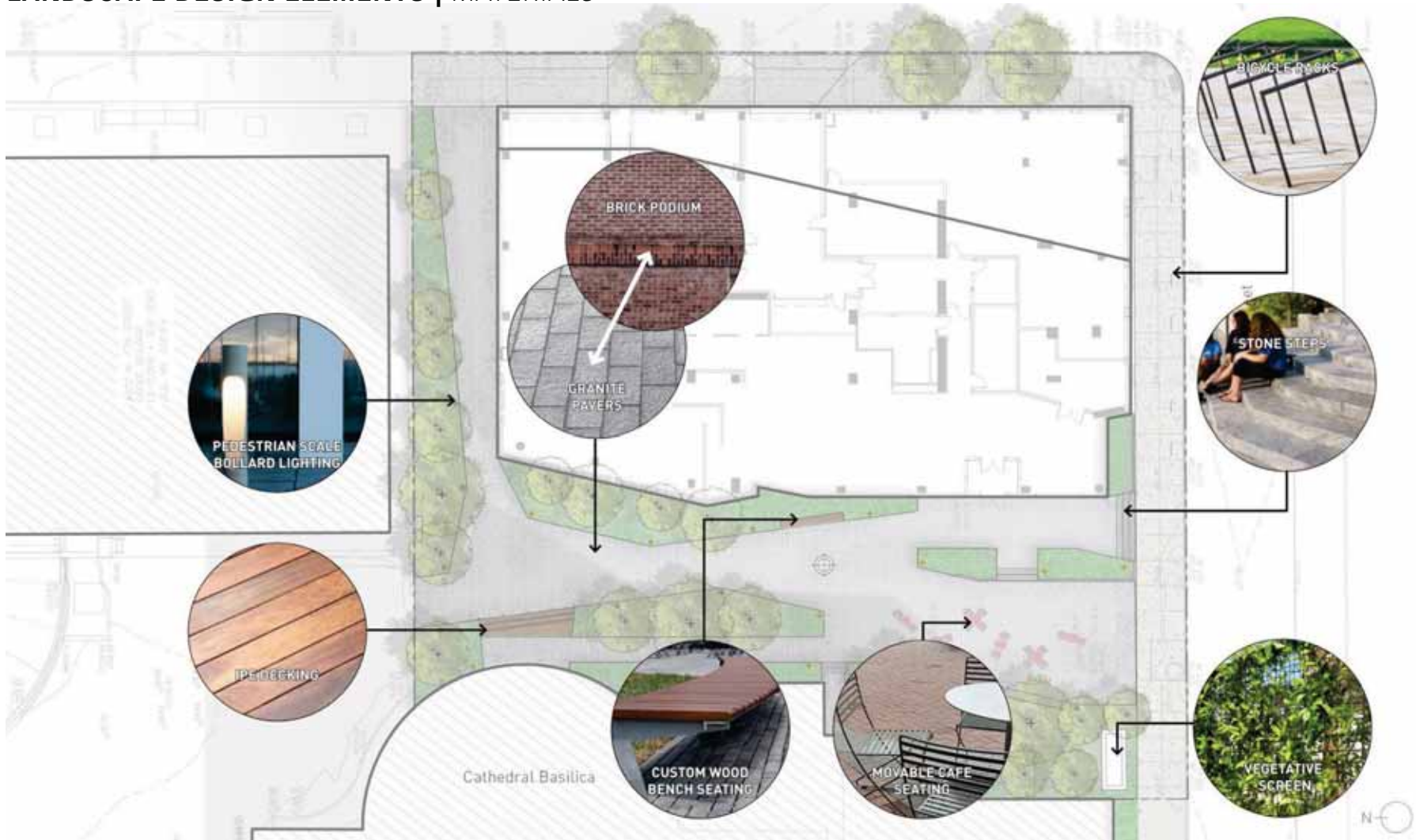
MATERIAL STUDY

CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

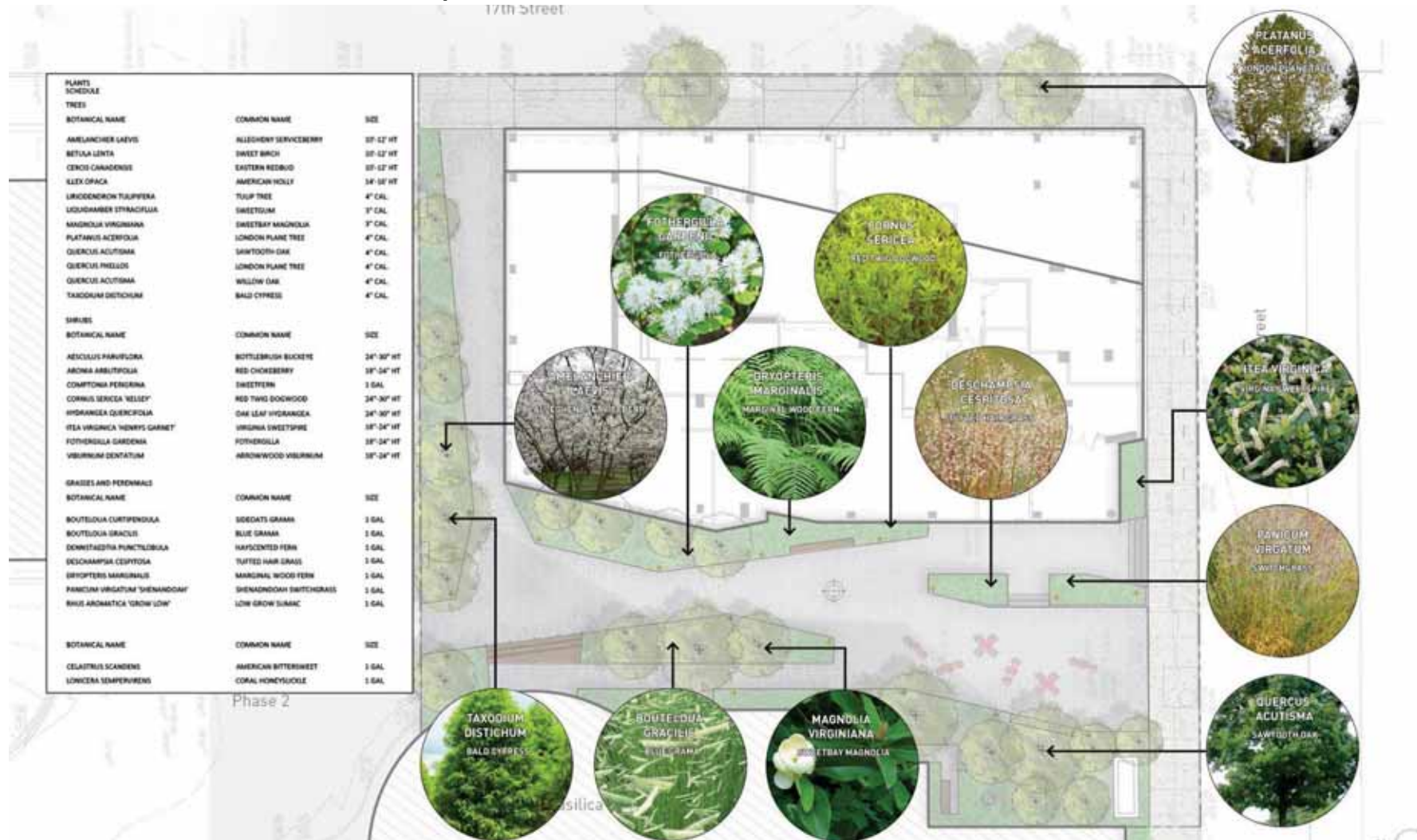
2018042

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LANDSCAPE DESIGN ELEMENTS | MATERIALS



LANDSCAPE DESIGN ELEMENTS | PLANTING PALETTE



SUSTAINABLE DESIGN STRATEGIES

SITE SELECTION

- The project constitutes a significant urban infill project in center city Philadelphia. The project will increase density and provide a landscaped plaza while replacing a surface parking lot.
- All parking to support the project is provided below grade or within existing parking adjacent to the nearby cathedral to emphasize active pedestrian uses throughout the ground floor and plaza.

PUBLIC AND ALTERNATE TRANSPORTATION

- The urban location of the project site provides ample access to Philadelphia's public transportation system, including bus stops, trolley stops, subway stations, indigo bike share stations, and suburban commuter train stations less than a half mile away. The site is also easily walkable to most of Philadelphia's downtown businesses and institutions.
- The project will include bike racks as part of the sidewalk improvements and secured indoor bike storage for residents.
- Charging stations will be provided in the parking garage for plug-in electric vehicles.

ENERGY CONSERVATION

- Through a combination of high-efficiency enclosure systems, mechanical systems, lighting and plumbing systems, the project exceeds code required performance standards.
- Commissioning of the project will ensure that the systems are installed, calibrated and performed as intended.

STORMWATER MANAGEMENT

- The project provides improvements to the sidewalks fronting 17th St and Race St, including new street trees and planters to assist in managing stormwater runoff.
- The project includes a large, intensively landscaped public plaza and landscaped elements on the roof terrace to help mitigate urban heat island effect and assist with stormwater runoff.
- The project includes a below-grade detention basin to manage the project's stormwater.

HEALTHY INDOOR ENVIRONMENT

- Finish materials will be specified to be low or no-VOC, regional, and of recycled content wherever possible.
- Collection and storage of recyclables for residents and retailers is planned for the project.
- Indoor spaces are designed to maximize daylight and natural ventilation to improve occupant comfort and well-being.



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SUSTAINABILITY

CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

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02.04.2020



CDR 4.3

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- PROJECT NAME
Cathedral Place
- DATE
January 15, 2020
- APPLICANT NAME
Exeter Property Group c/o Kevin Urso
Development Manager
- PROJECT AREA: list precise street limits and scope
The project is located at the northwest corner of 17th and Race Streets and is proposed to replace a parking lot and vacant convent building.
The frontage along 17th Street is 162' and 140'-3" along Race Street.
The project entails a 23-story tower with ground floor commercial, 273 residential units, and an 18 space, underground parking garage.
- APPLICANT CONTACT INFORMATION
101 West Elm Street, Suite 600
Conshohocken, PA 19428
610-223-9174
kurso@exeterpg.com
- OWNER NAME
Kevin Urso
Development Manager
- OWNER CONTACT INFORMATION
101 West Elm Street, Suite 600
Conshohocken, PA 19428
610-223-9174
kurso@exeterpg.com
- ENGINEER / ARCHITECT NAME
Omar Rosa, PE
- ENGINEER / ARCHITECT CONTACT INFORMATION
Direct: 215 665-7147
Mobile: 302 584-0898
Fax: 215 665-7001
EOmar.Rosa@stantec.com
Stantec
1500 Spring Garden Suite 1100
Philadelphia PA 19130-4067
- STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.
Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

| STREET | FROM | TO | COMPLETE STREET TYPE |
|-------------------------------|-------------------------------|-------------------------------|--------------------------|
| <u>17th Street</u> | <u>Vine Street</u> | <u>Race Street</u> | <u>City Neighborhood</u> |
| <u>Race Street</u> | <u>17th Street</u> | <u>18th Street</u> | <u>Urban Arterial</u> |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |

- Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
 - Parking and loading regulations in curb lanes adjacent to the site YES ☒ NO ☐

- Street Furniture such as bus shelters, honor boxes, etc. YES ☒ NO ☐ N/A ☐
- Street Direction YES ☒ NO ☐
- Curb Cuts YES ☒ NO ☐ N/A ☐
- Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES ☒ NO ☐ N/A ☐
- Building Extensions into the sidewalk, such as stairs and stoops YES ☐ NO ☐ N/A ☒

PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

| STREET FRONTAGE | TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed | CITY PLAN SIDEWALK WIDTH Existing / Proposed |
|-------------------------------|---|--|
| <u>17th Street</u> | <u>12' / 12' / 12'</u> | <u>12' / 12'</u> |
| <u>Race Street</u> | <u>12' / 12' / 12'</u> | <u>12' / 12'</u> |
| _____ | ____ / ____ / ____ | ____ / ____ |
| _____ | ____ / ____ / ____ | ____ / ____ |

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

| STREET FRONTAGE | WALKING ZONE Required / Existing / Proposed |
|-------------------------------|--|
| <u>17th Street</u> | <u>6' / 9' / 6'</u> |
| <u>Race Street</u> | <u>6' / 7'-3" / 6'</u> |
| _____ | ____ / ____ / ____ |
| _____ | ____ / ____ / ____ |

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

EXISTING VEHICULAR INTRUSIONS

| INTRUSION TYPE | INTRUSION WIDTH | PLACEMENT |
|-------------------------------|-------------------------------|-------------------------------------|
| <u>17th Street</u> | <u>15'-4" for Parking Lot</u> | <u>161'-6" north of Race Street</u> |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

PROPOSED VEHICULAR INTRUSIONS

| INTRUSION TYPE | INTRUSION WIDTH | PLACEMENT |
|-------------------------------|-------------------------------|-------------------------------------|
| <u>17th Street</u> | <u>22' for Loading Dock</u> | <u>80'-2" north of Race Street</u> |
| <u>17th Street</u> | <u>24' for Parking Garage</u> | <u>137'-2" north of Race Street</u> |
| _____ | _____ | _____ |
| _____ | _____ | _____ |



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EXETER
PROPERTY GROUP

STREETS HANDBOOK CHECKLIST

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15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES ☒ NO ☐

YES ☐ NO ☐

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, **existing and proposed** Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

| STREET FRONTAGE | MAXIMUM BUILDING ZONE WIDTH Existing / Proposed |
|-------------------------------|--|
| 17th Street | 0' / 1'-10" |
| Race Street | 0' / 2'-0" |
| _____ | _____ / _____ |
| ===== | ===== / ===== |

17. FURNISHING ZONE: list the MINIMUM, **recommended, existing, and proposed** Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

| STREET FRONTAGE | MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed |
|-------------------------------|--|
| 17th Street | 4' / 3' / 4' |
| Race Street | 4' / 4'-9" / 4' |
| _____ | _____ / _____ / _____ |
| ===== | ===== / ===== / ===== |

18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

YES ☐ NO ☒ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☒ NO ☐ N/A ☐
 YES ☐ NO ☒ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐

19. Does the design avoid tripping hazards? YES ☒ NO ☐ N/A ☐
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception YES ☒ NO ☐ N/A ☐
21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES ☒ NO ☐ N/A ☐
22. Does the design maintain adequate visibility for all roadway users at intersections? YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

| BUILDING / ADDRESS | REQUIRED SPACES | ON-STREET Existing / Proposed | ON SIDEWALK Existing / Proposed | OFF-STREET Existing / Proposed |
|-------------------------|-----------------|----------------------------------|------------------------------------|-----------------------------------|
| 1701 Race Street | 92 | 0 / 0 | 0 / 0 | 0 / 104 |
| _____ | _____ | _____ / _____ | _____ / _____ | _____ / _____ |
| _____ | _____ | _____ / _____ | _____ / _____ | _____ / _____ |
| ===== | ===== | ===== / ===== | ===== / ===== | ===== / ===== |

25. Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and dimensioned on the plan?

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street
- Indego Bicycle Share Station

YES ☐ NO ☐ N/A ☒
 YES ☐ NO ☐ N/A ☒
 YES ☐ NO ☐ N/A ☒
 YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:



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STREETS HANDBOOK CHECKLIST

CATHEDRAL PLACE - PHASE 1

PHILADELPHIA, PENNSYLVANIA

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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage;

| STREET | FROM | TO | LANE WIDTHS Existing / Proposed | DESIGN SPEED |
|--------|-------|-------|------------------------------------|-----------------|
| _____ | _____ | _____ | ____/____ | _____ |
| _____ | _____ | _____ | ____/____ | _____ |
| _____ | _____ | _____ | ____/____ | _____ |
| _____ | _____ | _____ | ____/____ | _____ |

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

URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

| SIGNAL LOCATION | EXISTING CYCLE LENGTH | PROPOSED CYCLE LENGTH |
|-------------------------------|--------------------------|--------------------------|
| <u>17th Street</u> | <u>27 seconds</u> | <u>27 seconds</u> |
| <u>Race Street</u> | <u>33 seconds</u> | <u>33 seconds</u> |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

- | | | |
|---|--|--|
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 45. Does the design provide adequate clearance time for pedestrians to cross streets? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| <i>If yes, City Plan Action may be required.</i> | | |
| 47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan? | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Marked Crosswalks | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Signal Timing and Operation | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Bike Boxes | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____



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STREETS HANDBOOK CHECKLIST

CATHEDRAL PLACE - PHASE 1

PHILADELPHIA, PENNSYLVANIA

2018042

02.04.2020 CDR 5.2

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. | The project is served by a bus stop at the corner of 17th and Race St, approximately 170 ft from the proposed front entrance (bus route 2). Additionally, the SEPTA Regional Rail station (Suburban Station), Market Street subway line, and Route 10, 11, 13, 34 and 36 trolley lines are less than a 1/2 mile from the project. |
| (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. | All parking for the project is located below grade or shared off site with the existing cathedral parking lot. |
| (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. | Car charging stations will be provided for 5% of total on-site spaces to accommodate plug-in electric 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 | The project does not face any rail lines. |
| (5) Bike Share Station | Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. | Bike share station is planned for phase 2 of cathedral place master plan. |

| | | |
|---|---|---|
| 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. | The project will not provide irrigation for the on-site vegetation. |
| 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. | This project has a substantial, vegetated plaza which exceeds open area zoning code requirements. |
| (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 | Stormwater detention tanks are designed below grade to capture rainwater from the building while substantial vegetation within the plaza will help mitigate the stormwater volume. |
| (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. | The project landscape and hardscape design will mitigate heat island effect with a combination of high reflectance materials, tree shading, and adjacent structure shading for at least 50% or more of streetscape and plaza areas. |
| 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 | The project has pursued an energy model compliance path and exceeds energy requirements under 2018 IECC. |
| (11) Energy Commissioning and Energy Performance - Going beyond the code | Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using | The project will reduce energy consumption by incorporating: -high efficiency water source heat pumps -high efficiency condensing boilers for heating -high efficiency condensing boilers for domestic hot water -LED lighting and energy efficient controls -low flow plumbing fixtures to conserve water and energy. |



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EXETER
PROPERTY GROUP

CDR SUSTAINABILITY QUESTIONNAIRE

CATHEDRAL PLACE - PHASE 1
PHILADELPHIA, PENNSYLVANIA

2018042

02.04.2020

CDR 5.3

| | | |
|--|---|--|
| | ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification | |
| (12) Indoor Air Quality and Transportation | Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv} | The project will provide air filters for all regularly occupied spaces that have a MERV of 13 prior to occupancy. |
| (13) On-Site Renewable Energy | Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. | On-site renewable energy production is not planned for this project. |
| Innovation | | |
| (14) Innovation | Any other sustainable measures that could positively impact the public realm. | <ul style="list-style-type: none"> -High efficiency enclosure systems to reduce overall heating and cooling energy demands. -Natural ventilation and daylighting in all occupied spaces to reduce overall energy consumption from mechanical and lighting systems. -On site bicycle parking, including street racks and covered, secured parking for residents. -Collection and storage of recyclables on site. -Low-VOC paints and finishes specified wherever possible. -Regional materials and materials with recycled content specified wherever possible. |

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

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

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

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

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



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